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# **PROPOSED SHANDON PLAN**

**March 10<sup>th</sup>, 2004**

*Cal Poly, San Luis Obispo  
Community Planning Lab*

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EXECUTIVE SUMMARYSHANDON'S ECONOMIC, SOCIAL, AND POLITICAL SITUATION TODAY

Shandon is a small community located about twenty miles east of Paso Robles in northern San Luis Obispo County. The town is adjacent to state Highway 46, and its main street, Centre Street, is also a state route—Highway 41—which runs through the center of town.

The town's population is growing, and currently totals about one thousand residents. The town's population comprises two main groups; there are roughly equal numbers of Latino and white residents living in Shandon.

Shandon has very few services to offer its residents. The population is currently too small to support many businesses such as shops, restaurants, and other commercial activities. There is also a shortage in medical services, with no local facilities. The only services located in Shandon now are a Post Office, a small market, and a supply store. Residents currently must travel to other cities to fulfill their everyday needs—or go without.



There is also a void in transportation options in Shandon. There is a senior van with one volunteer driver which cannot meet the high demand. The lack of regular public transit service forces resident dependence on the automobile, but many drivers cannot afford a car, and many youth and seniors do not drive. This creates mobility constraints for residents without access to an automobile.

Residents of Shandon would like to have controlled growth in order to attract businesses and services to the area. However, maintaining a small-town atmosphere is equally important to the community. There is a large concentration of agricultural land consisting of vineyards and farms surrounding the area, and residents are staunch in their desire to preserve these lands. A balance between development and preservation of open space is crucial.

A large number of residents work in other cities around the county. With few local businesses and services, some residents are forced to commute to areas where job opportunities are more prevalent. There are also significant numbers of residents who work in local agriculture. Numerous vineyards and farms in the area provide seasonal farming jobs for many Shandon residents.

Within the past year, several developers—including one nonprofit organization—have focused on developing new housing in Shandon. This is good for several reasons—residents of San Luis Obispo County, and particularly renters in Shandon, need smaller, denser, more affordable housing in order to raise their families and help build the local economy. However, it is crucial to minimize the land and infrastructure required to develop this housing, and to strengthen both the core of town and the surrounding agricultural uses in doing so. This Proposed Shandon Plan is our attempt to give guidance to all residents of

Shandon—as well as the County Board of Supervisors and staff—in balancing the benefits of growth with Shandon’s cherished small-town character.

### DESCRIPTION OF PUBLIC PROCESS

In the fall and winter of 2003-04, Cal Poly's City & Regional Planning Community Planning Lab class sent out flyers and information to Shandon residents, inviting them to participate in planning for the future of Shandon. There were five meetings to attend over a six-month period. The first meeting, on October 15<sup>th</sup>, 2003, was held to find out what community members would like to see happen in Shandon. The students collected ideas from the public as they expressed their hopes and concerns for their town’s future development. On November 12<sup>th</sup>, 2003, the Cal Poly students returned to discuss the conflicts from the first meeting, and tried to begin consensus building. The third meeting was a presentation of the collective Vision for Shandon. Fifty to eighty residents attended each meeting, and a great amount of input accumulated over just a few months. Three informational meetings were also held with the Shandon Advisory Committee, and one with La Platica. People from all areas of Shandon participated, and the building process had begun.



On January 25<sup>th</sup>, 2004, the students were back in Shandon to present initial plan options that the community could implement. The Shandon Community Advisory Committee hosted the class at its January, February, and March meetings, as the students provided updates on what they had been working on. Their final Proposal for Shandon plan is being presented on March 10<sup>th</sup>, 2004. The information that is presented will be an informative guide for Shandon’s General Plan.

The goal has been to provide the community with a working plan that will enhance the positive small-town characteristics of Shandon, while allowing for new growth that will bring more vitality to the area. With the community involvement, a new Proposed Shandon Plan was created; now it is up to the Shandon residents, the County of San Luis Obispo, and non-profit and private developers to implement these strategies.

### USES AND SUPPORT FOR THIS PLAN

This document is intended to be used as a tool for guiding development in the Shandon area. Its recommendations are based on a series of meetings that were designed to incorporate the entire community's vision for the future. It was written with implementation by the Shandon Community and relevant government bodies in mind. It is up to the members and organizations in this diverse community to urge the County to adopt appropriate General Plan Amendments and to take action where input depends on community members. If the SAC, youth, primary Spanish-speakers, renters, and those without cars do not vocally support this Proposed Shandon Plan, there is a serious risk that Shandon will sprawl and/or gain no services.

### LOOKING AT THE PLAN AS A WHOLE

With many chapters and sections linked, interrelated, and dependent upon other chapters and sections in this plan, it is crucial for this plan to be seen as a whole. As a number of issues focused in the plan are wide in scope, the strategies used to accomplish specific goals are interconnected throughout chapters. If a section or chapter were to be removed, it could have dramatic effects, if not dissolving other chapters entirely. A problem is seldom solvable in only one realm of action.

For the issue of obtaining a wastewater treatment facility, the strategy is not focused singly on location and alternatives, but spreads to housing, commercial and retail projections. Developers need to build enough units of housing in order to make it feasible for them to pay for a facility and trunk lines. The residents in Phase I expressed they cannot afford to foot the bill alone.



For the issue of streets and paving, the issue is connected to community feel and pedestrian and bicycle circulation, as well as housing development and agricultural land preservation. The narrowing of streets allows for a more pedestrian-based feel. To compliment the narrowing of streets, smaller and more affordable housing lots have been created along with commercial and retail stores closer to Centre Street lot lines. Speeding cars are a concern, and with wide streets and automobile-catered boulevards, speeding cars will remain an increasing problem.



For the issue of retail stores, every chapter has an influence on their feasibility. In a small town, every factor can affect the success of business. A grocery store's main concern is not solely reliant upon its products been sold, but more in its location, size and buyer base population. To allow a store to survive a small town is to make sure development in the area supports the store. By locating more dense housing in the immediate area allows for more pedestrian traffic. It is also dependent upon community feel,

where if residents know they can walk around and buy some things in town, and know they don't have to drive twenty miles to Paso Robles, then the store can add to the well-being of the community. By spending money in town, it can help keep Shandon's income in town and help increase jobs.

There are many aspects related to every issue in this plan. Multiple chapters strive to meet common goals. If a chapter or section were to be neglected, other issues focused in other chapters can be cheated of their potential.

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**COMMERCE AND TRANSPORTATION***Chapter 1- Improving Mobility Through, From, and To Shandon*INTRODUCTION

This chapter addresses the needs and concerns of Shandon residents as they relate to the everyday issues of traffic safety, public transportation, and improvements of the transportation infrastructure in and around Shandon. The following sections addresses primary concerns, available alternatives, analysis and explanation of the preferred alternative, and implementation responsibilities relating to improving mobility. Many residents express a strong desire for transportation services. The reason behind this consensus is that currently there are no existing public transportation programs serving residents of the community. Community members also frequently mention the inadequate safety situation, with an unsatisfactory level of police presence as a common cause for traffic safety concerns in Shandon.

Several sections are included in this chapter, and each presents improvements to the transportation system in Shandon. Access onto and off of Highway 46 is one of these improvements. It is the desire of residents to have uninterrupted access to Highway 46, and the design encouraged here allows safe highway transitions and an easy stream of traffic. Also addressed in the chapter are transit services offered in Shandon. Because access to surrounding areas strengthens the cohesiveness of the county, Shandon residents are in need of regional transportation programs. Items like a traveler's stop to provide for interstate bus access and a gas station will help to provide connections to Shandon. On a more local level, a public transportation link will provide sufficient mobility through the town of Shandon and into the City of Paso Robles, allowing commuters and other travel access to surrounding cities without being dependent on the automobile use. Also proposed is a pedestrian network that would allow non-vehicular access through the town of Shandon, increasing pedestrian activity within the proposed downtown core of the city and resulting in an increase in economic vitality and increased community interactions. The last section in the chapter attends to the role of traffic calming devices along Centre Street and new rerouting of truck routes from Highway 41 to Highway 46, increasing safety along Centre Street and promoting pedestrian activity



SECTION 1A: ACCESS ONTO & OFF OF HIGHWAY 46

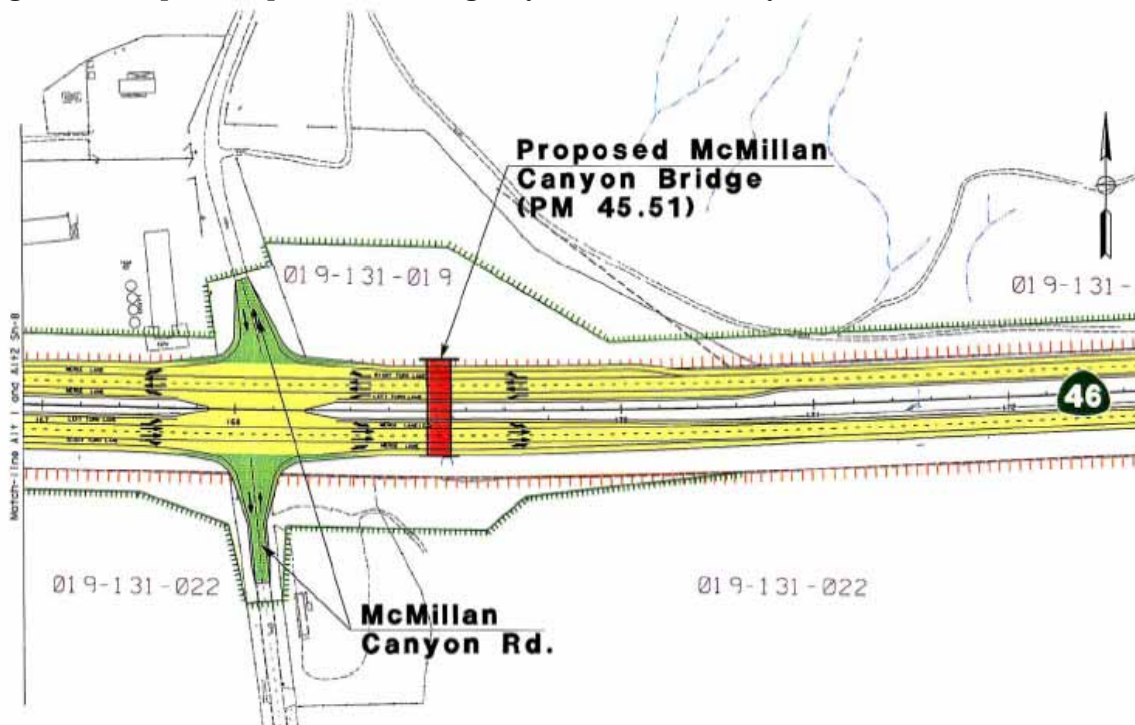
## CONCERNS

Shandon has two access points onto Highway 46. These access points often become congested with traffic as most of the working members of the town commute to areas outside of Shandon. As Shandon continues to grow and traffic along Highway 46 increases, it will become more and more difficult to get onto Highway 46. Some kind of improvements will be necessary to mitigate these impacts.

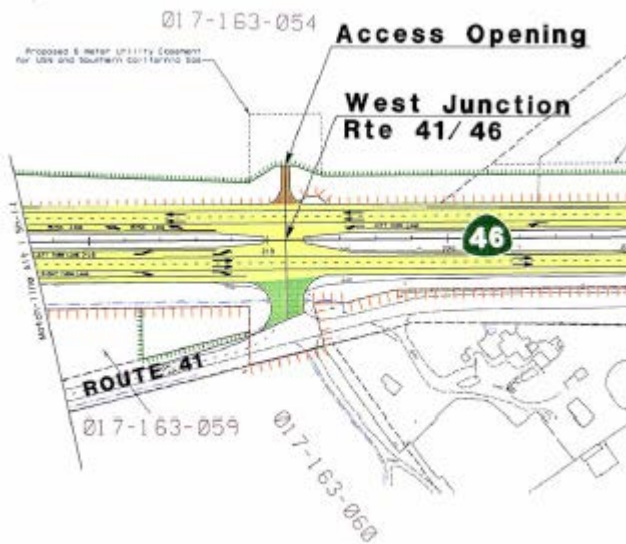
## ALTERNATIVES

Several improvements have been considered to improve the intersection. Stop signs, signals and a grade-separated interchange have all been taken into account. Caltrans is currently working on improvements for Highway 46. The improvements in the Shandon area include adding turn lanes and channelizing the intersections on Highway 46 at Highway 41, and at McMillan Canyon Road. It also includes turnouts for incoming and outgoing traffic along Highway 46, as well as a planted median between the east and westbound traffic. Construction is scheduled to begin in 2005. See *Figures 1.1 and 1.2*, taken from the Environmental Impact Report for the Highway 46 improvement project, for details.

**Figure 1.1 – Proposed Improvements to Highway 46 at McMillan Canyon Road**





**Figure 1.2 – Proposed Improvements to Highway 46 at Highway 41 Junction**

### PREFERRED ALTERNATIVE

Caltrans has plans to construct improvements based on current levels of use. If Shandon grows dramatically in size, by tripling or quadrupling the current population, access to the town will greatly improve. However, at the moment, Caltrans is focusing most work on the intersection at Highway 41 and Highway 46.

### ANALYSIS

Several improvements are already being made to the area. Caltrans currently has a 10-year plan to upgrade Highway 46. If Shandon were scheduled to expand by an additional 300 housing units, Development Review for San Luis Obispo County would request a full traffic study with the analysis focusing on both Routes 46 and 41. The analysis would include a scoping traffic study, and a signal warrants analysis to study phasing for the project. The developer might have to pay for the studies as well as the mitigation measures. See *Figure 1.3* for specific traffic thresholds.

**Figure 1.3 – Trip Generation Thresholds**

| Trip Generation Thresholds required to initiate a traffic study: |               |                |  |
|--|---------------|----------------|--|
| Scenario   | 1             | 2              | 3  |
| Conditions   | Over 100 PHT* | 50 to 100 PHT  | 1 to 49 PHT  |
| AND  |               |                |  |
| Changes intersection to:   |               | LOS "C" or "D" | LOS "E" or "F"   |
| OR   |               |                |  |
|  |               |                | Demonstrates increased risk of collision                   |
| OR   |               |                |  |
|  |               |                | Changes in local circulation affect State Highway Facility |

PHT = Peak Hour Trips

#### IMPLEMENTATION

The County will be responsible for assigning the improvements necessary to the development that triggers the need for signalization. The developer will be responsible for paying for the improvements. Any improvements made to intersections with the State Highway system will require Caltrans approval. Caltrans will need to update its population projections for the residential growth in Shandon to accurately predict traffic patterns in the future. The State may have to amend its plans in order to include the signalization of the appropriate intersection, though the priority intersection should be at Highway 41 and Highway 46.

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SECTION 1B: TRAVELER'S STOP TO LINK WITH BUSES & TRAINS

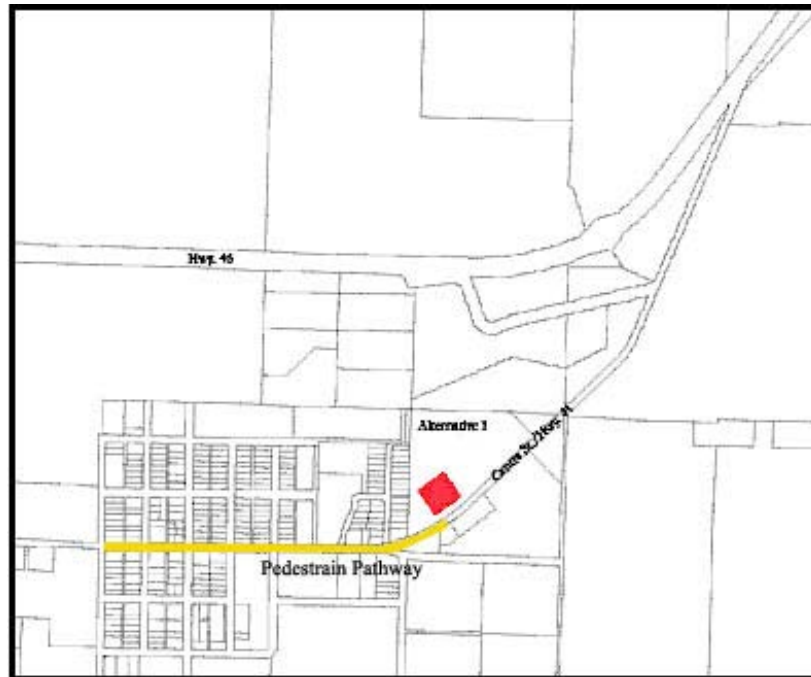
CONCERNS

Shandon currently lacks adequate access within and outside of its region due to the absence of alternative modes of transportation. Public transportation is virtually nonexistent within the town of Shandon, with the exception of a senior van driven by a volunteer. Residents want efficient and affordable circulation links that will allow them to travel to areas such as Paso Robles, Hanford, and beyond. An increasing population will in turn put strain on an already weak system. Therefore, the County should strive to serve the mobility needs of the community by providing a circulation network that will offer a variety of suitable travel choices, and that will not demolish the character of Shandon or destroy the natural environment.

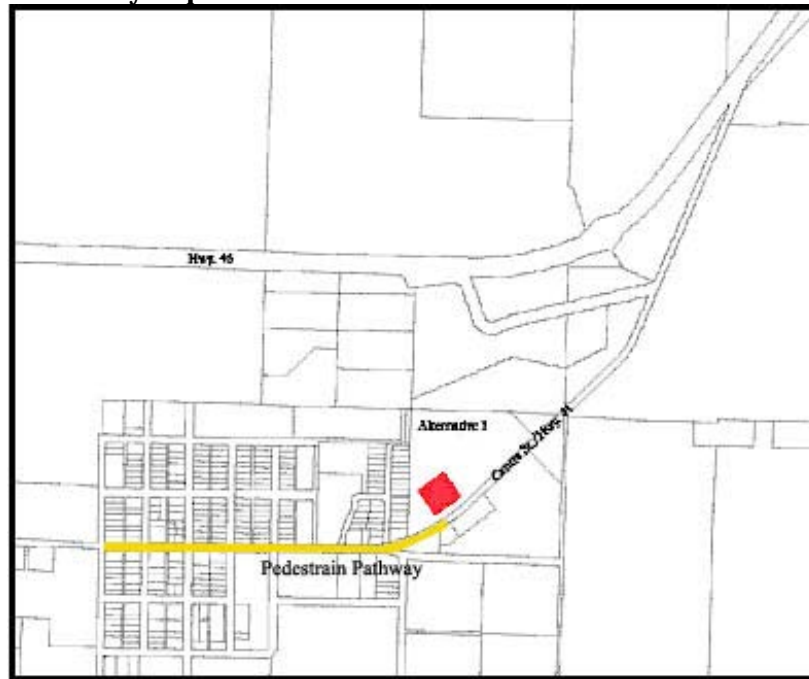
ALTERNATIVES

*Alternative I*

Encourage a traveler's stop in correlation with an Amtrak feeder bus route stop within the town of Shandon along the eastern part of Centre Street Refer to *Figure 1.4* for the location of the traveler's stop in relation to downtown Centre Street and the surrounding highways. The current Amtrak route that bypasses Shandon connects Paso Robles to Kettleman City, Visalia, and the railway running through Hanford. Currently Shandon residents have no means of connecting with the Amtrak station other than a personal vehicle. An intermediate stop within town would be advantageous to residents because it would be walkable from most areas of Shandon. More specifically, new residential development would be minutes away from a stop providing access outside the region. A factor that would attract Amtrak and Orange Belt Stages to other regions is the proximity to the through-route and minimizing the amount of time that would be added in order to serve the stop. The desired locations within town would add an estimated five to ten minutes travel time at most, thus minimally influencing the overall running time. Alternative I would both serve the community and fulfill Amtrak and Orange Belt Stages requirements.

**Figure 1.4 Vicinity Map - Alternative I***Alternative II*

Encourage the development of a traveler's stop and Amtrak stop at the intersection of Highway 46 and Highway 41. Refer to figure 1.2 for the location of the traveler's stop in relation to downtown Centre Street and the surrounding highways. As previously mentioned, Shandon residents lack the accessibility to neighboring regions. The traveler's stop would allow for a continuing network of mobility. Locating the stop in close proximity to the freeway is more attractive for the transit network. Enabling the bus to stop off the freeway without diverting its course would add no more than five minutes traveling time, therefore having no significant impact on the through route. This factor makes the intersection of highways 46 and 41 particularly desirable for Amtrak. Good visibility from the highways will also attract a greater number of outside travelers. A full service gas station and transit stop is profitable for the town of Shandon. Incorporating pedestrian and bicycle pathways could provide linkages for the residents of Shandon. The location of Alternative II would also decrease the negative effects of traffic within the town. Locating the traveler's stop at the intersections deters vehicular traffic away from the residential core.

**Figure 1.5 Vicinity Map - Alternative II**

## PREFERRED ALTERNATIVE

Alternative I is preferred based on the benefits the site location entails. It is walkable, adds two daily stops to the proposed commuter transit, and does not significantly increase headway times for buses on the route.

## ANALYSIS

Regional mobility both strengthens the connectivity within the county and enhances the community core. It increases the accessibility to jobs, medical facilities, and shopping. It also improves social and cultural interaction. Access to major transportation modes is vital in providing a means of travel to regions throughout the state. Currently there are no major connections to a rail way and no major bus systems stopping in Shandon. In order to maximize transit system operations, alternative means of travel should integrate public transit and major railway system linkages. Incorporating bike paths and pedestrian pathways as connections will increase access to transit stops. Economic affordability must also be included in order to encourage ridership. In implementing transit operations, the network must be efficient and any new stops should not limit the travel time required to meet the connections. Site location is an especially important consideration in designation of a new traveler's stop that will potentially link to other major transportation corridors.

Alternative I is recommended based on the potential advantages of the site and the needs of the Shandon community. The factors that make a region desirable for a travelers stop are encompassed in Alternative I. It is a prime location for both a full service gas station and an Amtrak stop. Residents will also be within walking distance of the traveler's stop therefore not having to utilize a personal vehicle. The residents have repeatedly expressed the need for linking transit operations in conjunction with expanding commerce within Shandon. This

alternative is especially preferred because it meets both of these requirements. A full service gas station will assist in the expansion of commercial services, while an Amtrak thruway bus stop will provide access to major modes of transportation. The thruway link will relieve the stress of the lacking public transit in Shandon. The trade area size of the region is fairly limited; however the possible low ridership is considered a minimal impact to Amtrak if there is less than significant effect on other riders and travel time. The particular bus route recommended is operated for Amtrak by Orange Belt Stages, an intercity bus company. While the primary riders should be those connecting to the train in Hanford for travel in the Central Valley, Orange Belt is permitted to sell any unsold seats to their own passengers. Therefore, if a stop were located in Shandon, passengers would be able to travel locally on Orange Belt Stages. This policy allows Shandon riders to utilize the Orange Belt lines and travel to various areas without the use of a personal vehicle.

## IMPLEMENTATION

While Amtrak is the responsible agency considering thruway system links to Amtrak Railways, Orange Belt is the primary operator and approving body. No contract is necessary for the new stop unless the gasoline establishment wanted to sell tickets for Orange Belt. Amtrak does not permit private businesses to sell Amtrak tickets. Typically permission is granted from the property owner in formal letter initiated by the statewide bus & schedule coordinator at Caltrans division of Rail. In implementing a thruway stop it is necessary to consider Amtrak's annual schedule changes. Generally any new stops should be initiated during the twice-annual schedule changes, last Sunday in April, or last Sunday in October. A two-year period trial is given in order to observe the success or failure of the new stop. Although initial high ridership is not necessary in the case of Shandon, if it does not develop over the trial period, the stop may be discontinued. Residents should be made aware of the new services in many ways, from flyers posted around town, reminders brought up at SAC meetings, and radio advertisements. Another problem leading to discontinuance is property owner disagreement. Disputes between the owner of the transit stop parcel or surrounding neighbors can lead to termination of the stop. Site design requires clearance for a 45 foot long, 8 ½ feet wide bus. An "Amtrak Bus Stop" sign (12" x 18") must be incorporated along with a schedule display (6 ½" x 24"). Short term parking is also a necessary site requirement. Other desired, but not required, elements include a passenger shelter or bench, adequate lighting, nearby stores or restaurants, and long-term parking.

SECTION 1C: PUBLIC TRANSPORTATION TO LINK SHANDON TO PASO ROBLES

## CONCERNS

Currently there are very few transportation options available to Shandon residents. Due to the current lack of retail, job opportunities, and retail services in town, most Shandon residents commute out of town on a daily basis, and the most popular mode of transportation, for those with the ability, is the private automobile. Other options include ridesharing and the Senior Club Van, which operates in a similar manner to the Runabout service in other cities around the county. However, with only one volunteer driver and van the current demand is not being met. Residents encounter problems such as over crowded vans, trip scheduling conflicts, communication complications, and language barriers. This makes commutes, recreational outings, and running errands very challenging. Public transportation would increase access for Shandon residents, reduce dependency on the automobile, and help the Shandon community prosper. Public transportation is needed; it will provide Shandon residents access into Paso Robles and the ability to reach other destinations throughout the county without being dependent on the automobile.

Figure 1.6

| <b>Shandon Commute Times</b>        |     |
|-------------------------------------|-----|
| Less than 14 minutes                | 15% |
| 15-29 minutes                       | 35% |
| 30-44 minutes                       | 29% |
| 45-59 minutes                       | 9%  |
| 60 or more minutes                  | 11% |
| <b>Household Vehicles Available</b> |     |
| No Vehicle                          | 2%  |
| 0 Or 1 Vehicle                      | 29% |

It has been requested by the Shandon community that public transportation link Shandon to Paso Robles. There are not many opportunities for work in Shandon, most residents work outside of the area in surrounding cities. 65% of Shandon residents travel between fifteen and forty five minutes to work, suggesting that the majority of commuters are traveling into areas of Paso Robles, Atascadero, and even San Luis Obispo. The breakdown of commute times for Shandon residents in comparison to residents in other cities around the county are shown in *Figure 1.6* above. Thirty-one percent of Shandon households have access to only one or no automobiles, and this makes ridesharing a must for households with more than one working resident. The lack of a reliable public transit service creates a huge problem for those residents who do not have access to their own automobile.

Shandon is one of few communities in San Luis Obispo County where public transportation is not available. There are many areas in the county similar to Shandon with public transportation. The community of San Miguel, which is within the same proximity to Paso Robles and has similar demographics as Shandon, has public transportation service. While it is not extensive, public transit is available to residents in the morning, the afternoon, and again in the evening for commuting and other purposes. A similar service is needed in Shandon. As the Shandon community grows, service into Paso Robles can be increased.

## ALTERNATIVES TO BE CONSIDERED

The State Transportation Development Act (TDA) mandates a 10% fare box ratio for public transportation services in rural areas. Ten percent of public transportation vehicle operation costs must be generated through trip fares. The present population may not be capable of



producing the ridership necessary to generate the fare box ratio for numerous daily trips to and from Paso Robles. As an alternative a morning and night commuter service is feasible until the population increases. Runabout Vans are an alternative to full size CCAT buses. Operation costs for Central Coast Area Transit (CCAT) Buses and Runabout Vans is \$2.98 and \$3.35 per mile, respectively. The total roundtrip distance between Shandon and Paso Robles is approximately forty miles, creating a total operation cost for CCAT Bus service to be \$119.20 and \$134.00 for Runabout Vans. The 10% fare box ratio yields a total of \$11.92 for CCAT buses and \$13.40 for Runabout Vans that must be generated by trip fares in order to validate public transit service to Shandon. Assuming that trip fare for service from Shandon to Paso Robles is \$1.25 for each service, ten riders will be needed for each CCAT Bus trip and eleven riders for each Runabout Van traveling to Shandon for passenger pick-up in order to meet the fare box ratio, *Figure 1.7*.

**Figure 1.7**

| Public Transit Service to Shandon from Paso Robles | Cost/Mile | Travel Costs to Shandon/Trip (Approximately 40 miles) | 10% Rural Area Fare Box Ratio Requirement | Fares Needed to Meet Requirement (\$1.50 / Trip) |
|--|-----------|---|---|--|
| RTA Busses   | \$2.98    | \$119.20 Roundtrip                                    | \$11.92                                   | 10   |
| Runabout Van                                       | \$3.35    | \$134.00 Roundtrip                                    | \$13.40                                   | 11   |

A morning and nightly commuter service with one to two local Shandon stops would be Phase I for this project, as shown in *Figure 1.8* below. One trip in the morning to provide access to the central transportation hub in Paso Robles, allowing commuter connectivity to other bus routes with countywide service, and one trip returning to Shandon in the evening.

**Figure 1.8 Suggested Bus Stop Locations**

Phase II of this project will occur once the fare box ratio is sustainable by a larger Shandon population. As population grows, ridership fares will increase and be able to support more extensive public transit services.

#### PREFERRED ALTERNATIVE

Phase I is the preferred alternative and could easily be incorporated into an existing north county bus route. Southbound Route 9, a full size CCAT bus, begins its trip at the North County Cuesta College Campus at 8:19 in the morning. Service could be provided to Shandon residents by having this bus leave the station one hour earlier and begin its service in Shandon. Shandon is located approximately 18 miles east of campus; Route 9 could be extended for commuter pick up and still keep its existing scheduled stop times. Northbound Route 9 in the evening ends its trip at the North County Cuesta College Campus at 5:50. Again, by adding one hour of operation, public transit service could be extended to Shandon. This would allow Shandon residents to catch the morning bus, work a full day in Paso Robles and catch the bus back to Shandon. Additions to the Route 9 schedule are shown below in *Figure 1.9*.

Figure 1.9 - CCAT Schedule

| WEEKDAY                |                                       |      |                            |                                       |      |
|------------------------|---------------------------------------|------|----------------------------|---------------------------------------|------|
| SHANDON SOUTHBOUND     |                                       |      | SAN LUIS OBISPO NORTHBOUND |                                       |      |
| \$0.00                 | Centre St. @ Fourth St.               | 7:59 | \$0.00                     | So. Higuera St. @ Margarita Ave.      | -    |
| <b>SAN MIGUEL</b>      |                                       |      | \$0.00                     | Tank Farm Rd. @ S. Higuera            | -    |
| \$0.00                 | Mission @ 14 St.                      | -    | \$0.00                     | Broad St. @ Tank Farm Rd.             | -    |
| <b>PASO ROBLES</b>     |                                       |      | \$0.00                     | San Luis Obispo Govt. Center          | 4:15 |
| \$0.25                 | North County Cuesta College Campus    | 8:19 | \$0.00                     | Cal Poly Campus (Mott Gym)            | 4:24 |
| \$0.25                 | Spring St. @ 34 St.                   | -    | <b>SANTA MARGARITA</b>     |                                       |      |
| \$0.25                 | Pine St. @ 8th St. (Amtrak/Greyhound) | 8:30 | \$0.25                     | El Camino Real @ Encina Ave.          | 4:41 |
| \$0.25                 | Creston Rd. @ Melody Dr.              | -    | <b>ATASCADERO</b>          |                                       |      |
| \$0.25                 | Niblick Rd. @ Melody Dr.              | -    | \$0.50                     | Viejo Camino @ El Camino              | 4:53 |
| \$0.25                 | 1st St. @ Oak St.                     | 8:33 | \$0.50                     | Atascadero Lake, Park & Zoo           | -    |
| \$0.25                 | Target Store                          | 8:38 | \$0.50                     | Atascadero City Hall                  | 5:03 |
| <b>TEMPLETON</b>       |                                       |      | \$0.50                     | El Camino Real @ Santa Cruz Rd.       | 5:12 |
| \$0.50                 | Twin Cities Hospital                  | 8:44 | <b>TEMPLETON</b>           |                                       |      |
| \$0.50                 | Las Tablas PARK & RIDE                | 8:46 | \$0.75                     | Main St. @ 6th                        | 5:17 |
| \$0.50                 | Main St. @ 6th St.                    | 8:50 | \$0.75                     | Twin Cities Hospital                  | 5:21 |
| <b>ATASCADERO</b>      |                                       |      | \$0.75                     | Las Tablas Park & Ride                | 5:23 |
| \$0.75                 | El Camino Real @ Santa Cruz Rd.       | 8:55 | <b>PASO ROBLES</b>         |                                       |      |
| \$0.75                 | Atascadero City Hall                  | 9:04 | \$1.00                     | Target Store                          | 5:28 |
| \$0.75                 | Atascadero Lake, Park & Zoo           | -    | \$1.00                     | 1st St. @ Oak St.                     | 5:31 |
| \$0.75                 | Viejo Camino @ El Camino              | 9:14 | \$1.00                     | Niblick Rd. @ Melody Dr.              | -    |
| <b>SANTA MARGARITA</b> |                                       |      | \$1.00                     | Creston Rd. @ Melody Dr.              | -    |
| \$1.00                 | El Camino Real @ Encina Ave.          | 9:27 | \$1.00                     | Pine St. @ 8th St. (Amtrak/Greyhound) | 5:38 |
| <b>SAN LUIS OBISPO</b> |                                       |      | \$1.00                     | Spring St. @ 34 St.                   | -    |
| \$1.25                 | Cal Poly Campus (Student Union)       | 9:44 | \$1.00                     | North County Cuesta College           | 5:50 |
| \$1.25                 | San Luis Obispo Govt. Center          | 9:53 | <b>SAN MIGUEL</b>          |                                       |      |
| \$1.25                 | So. Higuera St. @ Margarita Ave.      | -    | \$0.00                     | Mission @ 14 St.                      | -    |
| \$1.25                 | Tank Farm Rd. @ S. Higuera            | -    | <b>SHANDON</b>             |                                       |      |
| \$1.25                 | Broad St. @ Tank Farm Rd.             | -    | \$1.25                     | Centre St. @ Fourth St.               | 6:10 |

For full trip fare subtract origin price from destination price, then add one dollar.

The preferred transit alternative for Shandon is to have transit service provided by a full-sized CCAT bus. The CCAT bus has greater capacity than Runabout Vans. An average of eleven riders is needed in order to meet the fare box ratio for public transportation service from Shandon to Paso Robles. Depending on the popularity of this service, the van may not have enough capacity making a bus necessary. The cost per mile is also lower for the bus, making it easier to generate trip fares to meet the fare box ratio.

## ANALYSIS

The Expansion of CCAT Route 9 to provide public transportation for Shandon residents is the most feasible alternative. The added trip can easily be accommodated into the existing schedule. A CCAT bus will be the most efficient form of moving commuter into and out of Shandon, while maintaining sufficient space for later passenger pickup in other cities. CCAT busses also have less expensive operation costs than Runabout Vans, making it easier to meet the 10% fare box ratio requirement. Phase I of this project will be simple; with morning and evening commuter service and few local stops. Phase I provides a good starting point for future expansion as the Shandon population grows and validates a more extensive public transportation system.

## SECTION 1D: PEDESTRIAN NETWORK

### CONCERNS

This section addresses the concerns of Shandon residents related to existing traffic problems and safety along Centre Street designated as Highway 41. Community members expressed concern about speeding problems along Highway 41 and the necessity for improvements to Centre Street in order to make the area safer for pedestrians. Many residents expressed they would like to apply some of the elements from downtown Village of Arroyo Grande to their own Downtown area. They would like to have a more walkable area and pedestrian trails that run through town linking important places in the community. The reason for this is because current conditions show a lack of sidewalks and crosswalks that can provide access for people who would like to not depend on cars to get to the mini-market or just to get to school. Current conditions do not offer any safe pedestrian access for crossing Highway 41. Many residents expressed a strong desire for having designated areas for pedestrian use only. This is addressed more in detail in the housing section of this document but it is more broadly addressed here.

### ALTERNATIVES

Having in mind all residents concerns expressed above in mind, an alternative has been developed that will help alleviate the current conditions of town. The first effort needed to achieve a level of pedestrian access along Highway 41 is to make use of design techniques that encourage a more pedestrian friendly area. The figure below shows most part of Centre Street and it demonstrates how it could define the area as a pedestrian location with the creation of design guidelines or regulations that require streets to be wide enough for vehicles and trucks to pass thru but can maintain a sense of safety for pedestrians.

**Figure 1.10 – Pedestrian Improvement Area**



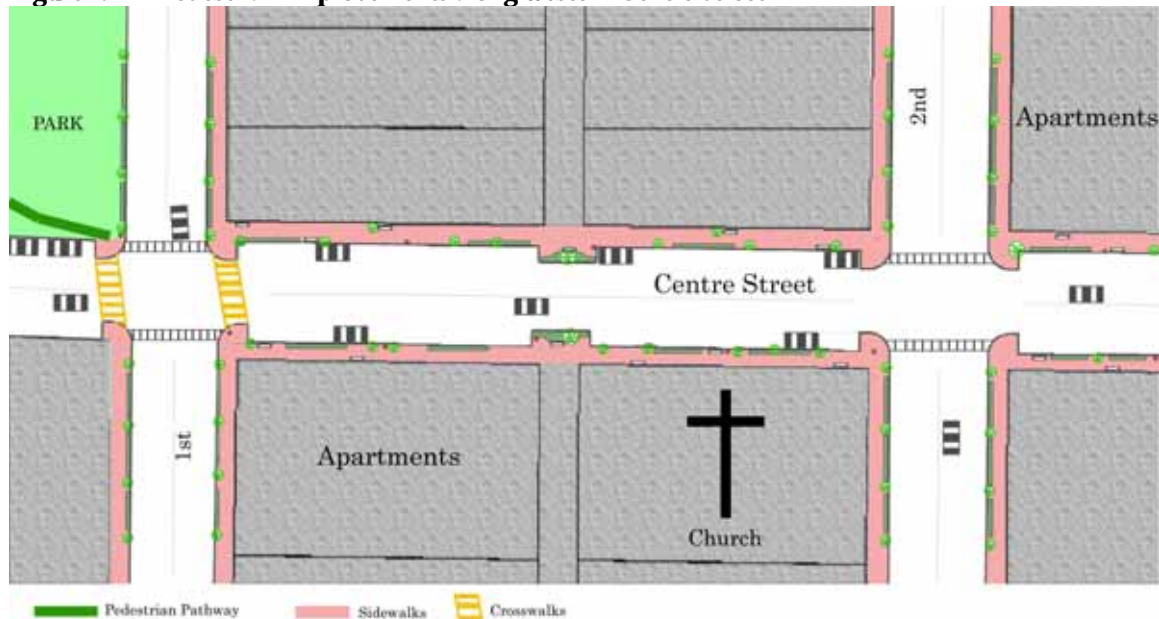


Some of those techniques include the establishment of sidewalks along Centre Street, wider sidewalks, use of bulb-outs, parallel parking, creating a design that focuses on pedestrians and less importance on vehicles. Centre Street can become a pedestrian destination by having a design that encourages walkability rather than driving. The design of Centre Street should be created based on human scale. Another effort that can distinguish Centre Street as a pedestrian area is to use street furniture such as benches and landscaping as can be seen on the figures below.

**Figure 1.11 – Pedestrian Improvements for eastern Centre Street**

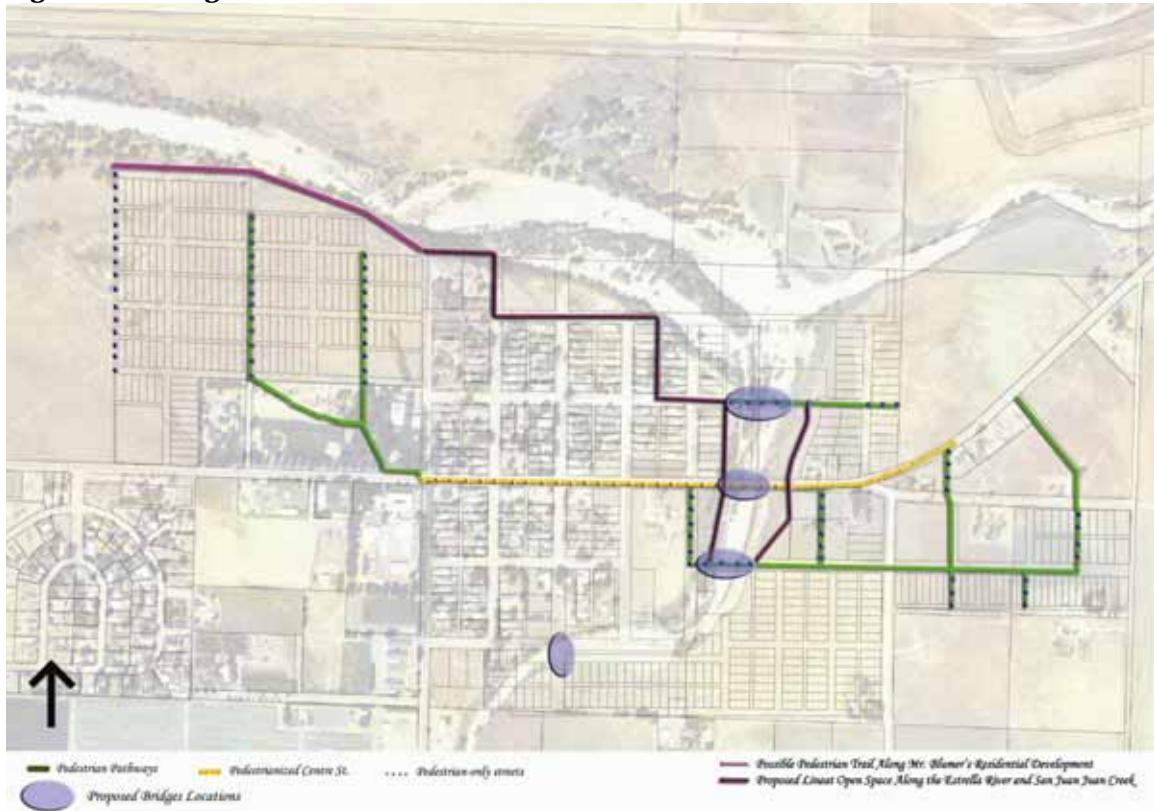


This image shows one of the techniques that are recommended throughout this plan, which is to create pedestrian-only streets. The highway right-of-way allows room for parallel parking along Centre Street and wide sidewalks that promote pedestrian access and a sense of safety.

**Figure 1.12 – Pedestrian Improvements along western Centre Street**

This image shows the area in Centre Street between 1<sup>st</sup> and 2<sup>nd</sup> street. The design techniques mentioned let Centre Street be used by vehicular traffic that comes thru town including truck-size vehicles. As explained in *Section 1E*, truck traffic can be encouraged to use an alternate route but Centre Street/ Highway 41 will allow truck traffic.

Improvements can be made to the existing bridge along Centre Street and two pedestrian bridges both to the north and south of Centre Street. These pedestrian bridges will create a number of linkages contained within town that will make access to services or places easier. It is recommend making improvements to the existing bridge located where Centre Street meets San Juan Creek to include pedestrian access. The two proposed locations for pedestrian bridges are located within one block distance of Centre Street. First location is north of Centre Street where Camatti stops. This proposed bridge will create a link for residents living on the west part of San Juan Creek to the new approved commercial development at the east side of town. The second proposed location is located south of Centre Street where Cholame Street meets with San Juan Creek.

**Figure 1.13 – Bridge Locations and Pedestrian Paths**

The addition of these two bridge location will make access through town easier and it will create linkages from/to local points of interest. Another measure for making Shandon a more walkable place is to create pedestrian pathways. These pathways can be comprised of pedestrian-only streets and residential streets. These pedestrian pathways can be better defined with the use of landscaping and other amenities such as residential sidewalks and street lighting. The image above shows the proposed pedestrian pathways and pedestrian trails that run thru town. If proposed design improvements are made along centre street it will automatically become a part of the pedestrian pathway and it will become a link to connect the proposed pedestrian pathways (showed as green in *Figure 1.13*). The proposed pathways are divided into two parts; one is the west part that connects any new proposed development behind the park to schools in town located south of 1<sup>st</sup> street. As mentioned before, Centre Street will become the link for this part of the pedestrian pathways to part two. The second part of the pedestrian pathways is focused in the east part of town. It will create links for residents living south of Centre Street to any development occurring in downtown and the new commercial development at the end of centre Street. Open space along the Estrella River and pedestrian trails along San Juan Creek are discussed in a latter chapter.

## PREFERRED ALTERNATIVE

The alternatives mentioned above have been proposed and all are equally valuable to achieving a more pedestrian oriented town. The most vital step to achieve the goals of the town is to first focus all efforts on Centre Street and make sidewalk and crosswalk



improvements. The next step would be to make improvements to the existing bridge in Centre Street. After these two steps take place it would be appropriate to build the two new pedestrian bridges in their respective location. Once these improvements have been made it will be easier to define the pedestrian network. These steps to follow are considered the best plan because they collectively address the concerns that residents have of what seen is lacking in town or is much needed.

## ANALYSIS

These steps for creating a more walkable community will build a sense of safety for residents and it will simultaneously lessen current traffic problems, crossing along Centre Street and others that are seen in Shandon. The implementation of design guidelines and regulations for sidewalks and crosswalks will make of downtown a destination for residents where activity can occur and they can feel safe and it will give the feeling of a community atmosphere.

## IMPLEMENTATION

In order for all of the improvements to take place, various parties and agencies will be involved. The county will need to create the preferred design and regulations guidelines for Centre Street that will make it more pedestrian accessible. Caltrans will be involved in any sidewalk and crosswalk improvements needed along Highway 41/Centre Street.

## SECTION 1E: TRUCK REROUTING & PEDESTRIANIZING CENTRE STREET

### CONCERNS

Of major concern to Shandon residents and one that was called to attention at the workshops in the fall was the dual-role of Centre Street and Highway 41, and the problems that this position of being a small-town street as well as a state highway brought about.

One aspect that greatly worried the community was the speed that vehicles, especially large trucks, were driving at as they passed through the town. Residents worried that the speeds these vehicles were allowed to travel at greatly hindered the general safety of the area.

### POSSIBLE ALTERNATIVES

Centre Street acts as the main arterial through Shandon, but not just for residents. Being a state highway it serves another purpose, as stated above; as a major connector with Highway 46 north of town. Because of this, large trucks coming south from Creston use this arterial quite often.

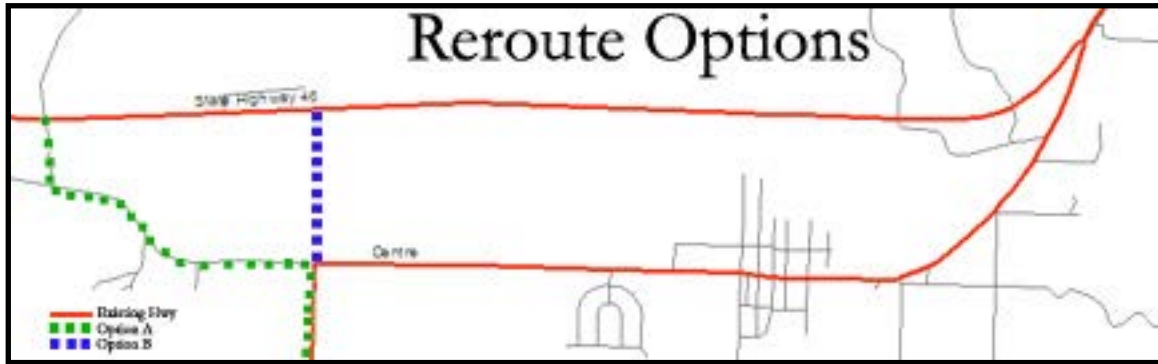
This dual-role of the street echoes a similar situation that can be seen in Arroyo Grande. The Village of Arroyo Grande epitomizes much of what Shandon residents wish to see become of their downtown—a prosperous area that maintains the small-town charm of yesteryear. Highway 227 acts as the main street for the Village and in this effect is doubles as E. Branch Street. Due to traffic calming devices such as on-street parking and crosswalks, all allowed under Caltrans Guidelines. This shift essentially created a commercial strip out of a state highway, practically removing large truck traffic from the area.

**Figure 1.14 Arroyo Grande**



Shandon has the ability to construct a very similar scenario. Because truck use of Highway 41 through Shandon is solely used as a connector to Highway 46, a reroute of the large truck lines would prove to be incredibly beneficial for the community. Two possible options exist that would result in the rerouting of the highway. The first option creates a new street extension from Highway 41 that would connect perpendicularly with Highway 46. This street would have to cut across the Estrella River. The second option would be signage to indicate drivers to turn left as they reach Shandon Rd., suggesting that they access the intersection with Highway 46 east of town. For any of these options, this reroute, in conjunction with traffic calming measures similar to those found in the Village of Arroyo Grande would enable Centre Street to evolve into a more pedestrian-friendly atmosphere, while maintaining its importance as the main access route for residents.

Figure 1.15 - Truck Rerouting Options



### PREFERRED ALTERNATIVE

The rerouting of Highway 41 would not only create a safer downtown in Shandon, it would also possibly serve as a more direct transfer onto Highway 46, and could be done with a simple sign where Highway 41 hits Shandon Rd./Centre Street indicating the new route. As trucks approach Shandon Rd. from the south, signage would indicate a left turn, as opposed to the current right turn. This would lead the trucks back along Shandon Rd. to the intersection of Highway 46 west of town. Though this would serve as a short backtrack of sorts for truck drivers, it would allow them to reach Highway 46 and get back to full speed much quicker. Another sign would indicate to drivers the pedestrian-emphasized aspect of the Shandon downtown, providing another incentive for large trucks to take the reroute.

### ANALYSIS

Residents have repeatedly expressed concern regarding the amount of high speed truck traffic through the heart of Shandon. This problem and other factors discourage people from utilizing the downtown as a walkable place. Rerouting trucks around downtown would allow design guidelines to be implemented. With the truck lines rerouted around Shandon, the emphasis on Centre Street becomes the pedestrian rather than the vehicle. This emphasis can be strengthened with the use of street improvements, both on the street and on the sidewalks. Several different items can be used, and include crosswalks, larger sidewalks, on-street parking, street bulb-outs, and street furniture and landscaping.

Crosswalks are a major factor in the conversion of Centre Street from vehicular to pedestrian oriented traffic. Crosswalks will slow automobile traffic and in turn make Centre Street a safer place for pedestrians.

### IMPLEMENTATION

Implementation responsibility belongs to the community, San Luis Obispo County, and Caltrans. The community must influence political decisions by expressing their concern for pedestrian safety. A way to achieve these goals is to encourage residents to petition the County Board of Supervisors for signage indicating the preferred truck reroute. In turn, the County must respond to community needs by implementing these measures. Because the rerouting directly affects truck lines and the state highways, Caltrans must approve the signage and install it.

Once the reroute signs are in place, large truck traffic will practically disappear from Centre Street, making the area much safer, and paving the way for commercial and housing infill in the downtown core, addressed in the next chapter.

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*CONCLUSION*

Shandon's mobility is key to its economic and social future. This section makes suggestions for improved mobility by addressing the issues of access addressed in Shandon's community vision. Shandon will need better access onto and off route 46. As population increases route 46 will need improvements to maintain its level of service and allow residents to get on and off the highway in a safe, timely manner. Shandon will connect with the larger transportation system through a travelers stop for Amtrak busses and public transit linking Shandon to Paso Robles. Shandon will also accommodate pedestrian traffic through street improvements. Finally, truck traffic can be eased along Centre Street through the use of signs along Highway 41.

As these aspects of the plan are realized and implemented, mobility through, to, and from Shandon will be greatly improved not just for the automobile, but for all modes of transportation.

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**COMMERCE AND TRANSPORTATION***Chapter 2 – Strengthening Downtown while Providing Room for Future Job Growth**INTRODUCTION*

Downtown Shandon has the potential to be an active town center. Future population growth will increase the demand for commercial services. However, the residents of Shandon also want the town to remain small with the same rural character it currently possesses. Planning for this must be carefully executed. Many factors must be considered in the planning process in order provide a strong downtown that will accommodate future job growth. Strengthening the downtown shall be implemented through adequate design and development regulations that will encourage a small town atmosphere. Another objective is to provide missing services such as a full grocery store. Not only would this provide retail services, but increase the job base as well.

In designing for a small town, it is important to consider the walkability of the place. Encouraging retail and other services accessible by foot, with parking behind buildings along Centre Street to provide an attractive place for residents and visitors alike. Commercial zoning is an element of this plan that must be taken into careful consideration. Because Shandon is a small town that wants to remain small, it is unnecessary to increase commercially zoned areas. Instead, zones should be reconfigured to encourage a moderate cluster of retail in the town center and allow for future housing. Over-zoning must be avoided in order to reduce the occurrence of sprawl—both within the downtown and outside of it. Together, each of these elements combined will reinforce the small town character and strengthen the economic vitality of the downtown.

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## SECTION 2A: PLANNING FOR A SUPERMARKET

### CONCERNS

The lack of sufficient retail serves is a major concern facing Shandon residents. Currently there is only one small convenience store in the heart of town. However, it is insufficient and lacks necessary goals. A larger supermarket would provide an anchor for future retail development. It is also the only use requiring a large parking area. Shandon's current population of approximately 1,000 people cannot support a full supermarket; however, a steady increase in population growth will make the addition of a supermarket more plausible. A small local store of about 3,500 square feet demands a population of approximately 1,000 to 1,500 people, but a moderate-sized store of 10,000 square feet, and with room to grow, might be viable at a population of 3,000 to 4,000. Implementing a grocery store of this size would not be the first phase in increasing retail services. The possibility of expanding it may be more feasible in the next fifteen to twenty years when Shandon's population has grown considerably. Within the next generation, Shandon will not have the population capacity to support a conventional or warehouse store. The required trade area sizes for such establishments range from a population of 20,000 to 50,000 residents. The desired square footage, ranging from 50,000 to 55,000 square feet, would overwhelm Shandon. As for Shandon's current needs, a medium-sized local store, as described above, could help fulfill the demand for retail services. In addition, a local supermarket would bring more employment to the area. An estimated twenty positions would be introduced through a small local store.

### ALTERNATIVES

#### *Alternative I*

Locate a supermarket in the heart of downtown. A downtown supermarket's primary benefit would be walkability. Residents living within a small radius of downtown would be able to walk to and from the grocery store. Infill development of a supermarket could enhance the current downtown by constructing new buildings. Either alternative could improve the aesthetics of Centre Street through façade enhancement. The development of a new grocery store might attract future retail development to the downtown creating a commercial corridor along Centre. Street

#### *Alternative II*

Locate a grocery store at the intersection of Toby Way & 8<sup>th</sup> Street. Developing a supermarket at one end of the town could create an anchor for retail development. Still walkable, this location would be especially desirable for new residential development on the southern and eastern sides of town.



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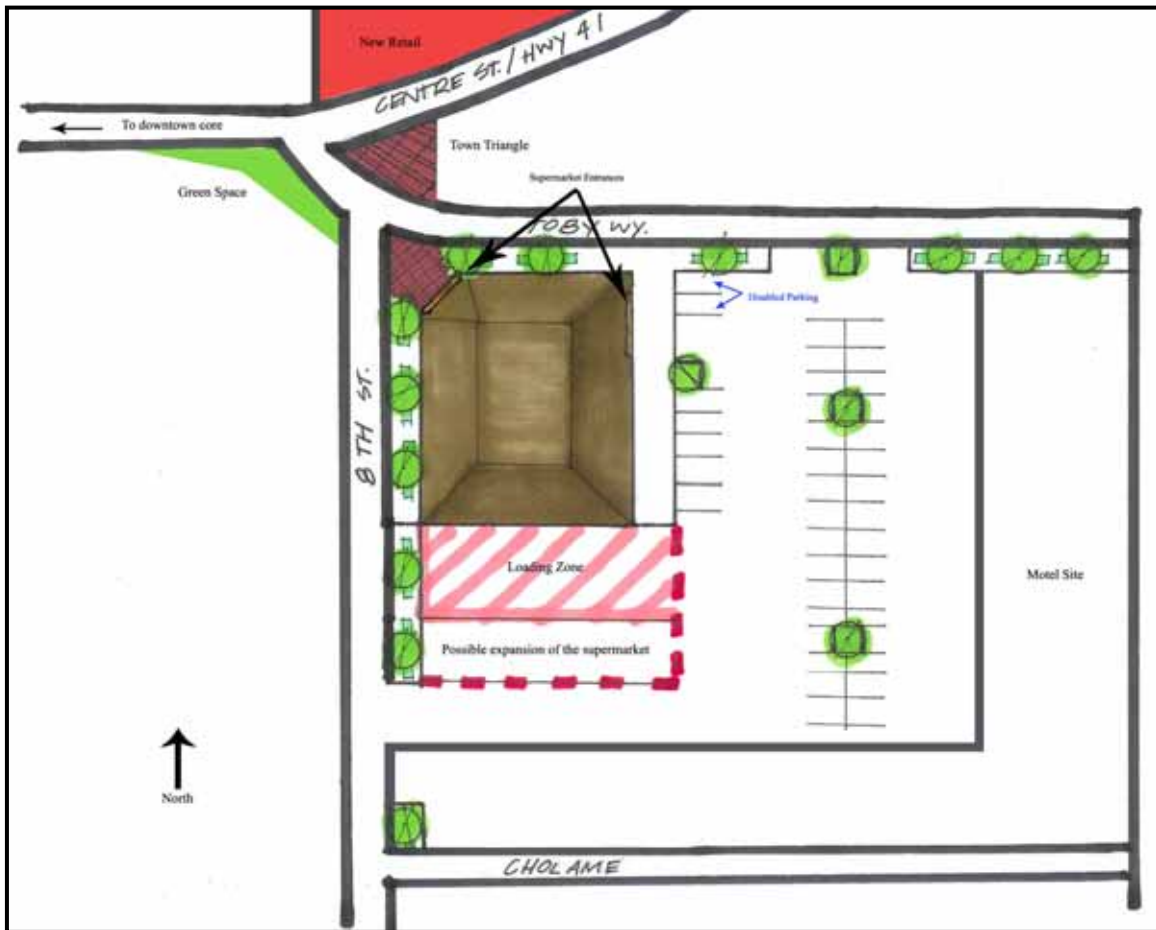
*Alternative III*

Locate a grocery store at the edge of town near the Commercial Service-zoned parcel at intersection of Highways 41 and 46. This location would have easy access to the highway and good visibility to attract travelers. However, this alternative would draw retail demand away from the downtown corridor and break up the contained commercial district. All access to this site would have to be by car.

**PREFERRED ALTERNATIVE**

Alternative II is preferred based on the location, configuration, and size of the site. If the approximately two acres of land currently zoned commercial to the northeast of 9<sup>th</sup> Street and Toby Way were instead used for apartments, this site could be zoned commercial without increasing net commercial zoning elsewhere in Shandon. It is likely that sufficient demand for such a grocery store is eight to twelve years off, so early release from Williamson Act is unnecessary; non-renewal from the act now and rezoning this block from commercial in ten years should suffice. This is especially important is ensuring that Shandon does not become overwhelmed with commercial zoning. Existing commercial zones between 3<sup>rd</sup> and 5<sup>th</sup> could be developed into retail before this site is rezoned. This lot is especially appropriate considering a grocery store is the only use demanding a fairly large area for parking. Rezoning land for a grocery store will also allow for a town triangle, which includes the incorporation of a town hall with plaza. With recently approved projects, a town triangle, and a new grocery store, the eastern side of town would be a bustling marketplace. This would encourage future commercial growth to move towards the downtown area when there is greater demand for commercial services. Moving the commercial uses from the east side of 9<sup>th</sup> Street to a parcel located between 8<sup>th</sup> Street, 9<sup>th</sup> Street, Toby Way, and Cholame Street would allow for a parcel for the supermarket later and the use of an area near downtown for multi-family housing. Subsequently, rezoning two acres of Residential Rural to Commercial Services would allow for needed commercial development without increasing total commercial zoning. This would, in turn, avoid both the possibility of over-zoning and spreading retail development too thin. See *Figure 2.1* for site design.

Figure 2.1 Supermarket Site Design



## ANALYSIS

Currently, Shandon does not have a great demand for retail services. (see *Figure 2.4*) Therefore, there is no need for a heavy increase of commercially-zoned land. If a supermarket were to be implemented along Centre Street, lots would have to deepen in order to provide adequate space for building and parking square footage, thereby breaking apart the small, pedestrian-oriented downtown core. Instead, using 8<sup>th</sup> Street and Toby Way as an anchor, commercial and retail services would can be contained in one area of the town. This would therefore decrease the chances of uncontrolled retail sprawl. The desired location is walkable both for new development on the southern and eastern sides of town and from the commercial corridor downtown. Through proper design and pedestrian linkages, the site would be pedestrian-friendly. Another positive aspect of Alternative II is the possibility of expansion. In the future, the demand will increase and the possibility of a slightly larger supermarket will be feasible. Thus, the desired site will have the capacity necessary for expansion. In conjunction with this, the rezone will allow for a Town Triangle. This includes a potential adjacent town hall that can house many community activities. The Town Triangle and town hall are described in detail in *Chapter 5, Section D*.

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## IMPLEMENTATION

It is the responsibility of the County to rezone the desired site for commercial retail and encourage the development of a new supermarket. Preserving Shandon's small town character relies on the actions of the County in not over-zoning commercial land. Interested private parties will be responsible for the development of a new supermarket. Mr. Arciero, the owner of the parcel located along the south side of Centre Street, east of 9<sup>th</sup> Street should utilize the land by developing multi-family housing and thus move the same amount of Commercial Retail zoning to the Residential Rural parcel located between 8<sup>th</sup> Street, 9<sup>th</sup> Street, Toby Way, and Cholame Street. In addition, buildings that front both 8<sup>th</sup> Street and Toby Way should be designed with zero setbacks, bringing the building front as close to the sidewalk as possible.

## SECTION 2B: BUILDING A NEW DOWNTOWN THROUGH DESIGN REGULATIONS

### CONCERNS

Currently residents must travel outside of Shandon in order to obtain everyday goods. Major grocery stores and gas stations are located far from town. For example, residents travel to Atascadero, Paso Robles, San Luis Obispo, Fresno, Arroyo Grande and even Bakersfield to make use of commercial services. Although there is a small market located in Shandon, it is seen as insufficient for the area and according to residents, prices are too high. New development that the community would like to see is based around convenience and bringing more economic growth to town.

The question is where to locate these new services to please the residents of the town while keeping in mind that location is imperative in creating strong downtown commercial core and increasing economic vitality. A majority of community members agreed that new development should be in the vicinity of the downtown, along or near Centre Street. Many residents see a need for services to be within a half-mile walking distance of in-town housing; however, the location preference for automobile-related uses is on the eastern end of the town, close to the intersection of Highways 41 and 46.

**Figure 2.2 Arroyo Grande's Village**



Another topic of concern is pedestrian accessibility along Centre Street. In order to strengthen the downtown, it must be inviting to those who want to travel on foot. The residents of Shandon expressed the desire for downtown Centre Street to retain its small-town character, and building configuration is especially important in maintaining that feeling. In order for this to become a reality, any new development should pay special attention to pedestrian accessibility and parking requirements. Centre Street will become a pedestrian paradise if buildings and walkways are pedestrian-friendly. Currently Centre Street is a fast-moving highway with few destinations along it. This is extremely discouraging to those walking. Enabling a walker to safely cross the street is a major factor in enhancing pedestrian activity. This can be done through various strategies between destinations.

### ALTERNATIVES

There are very few commercial services located in Shandon; the overall sentiment among residents is that the community needs more services. The question is where these services should be located to strengthen the downtown core and increase economic vitality while attracting new services. The majority of residents see the need for more commercial development and many of the residents want to be able to walk to get groceries and other goods. They would also prefer to fill in vacant lots along Centre Street in order to make the downtown more active for the entire community. Residents also would like to see a small amount commercial services toward the outer edges of the town, because commercial development located close to the freeway will attract people from other places. Therefore, visitors might shop in Shandon, bringing greater economic vitality to the area.

In order to promote pedestrian accessibility, as desired by the community, traffic calming measures and pedestrian amenities should be developed along Centre Street. These alternatives would include crosswalks, bulb outs, street trees and street furniture. Each of these elements are considered in the alternatives below. These improvements will make Centre Street a place where people can safely walk and enjoy the area. Another aspect of promoting activity is enhancing pedestrian protection. Encouraging building setbacks closer to the street front will give a sense of enclosure and make pedestrians safer. In conjunction with this, parking should be located in the rear of the lot. This would provide a solid building front that will also provide a safe walking corridor, and encourage those strolling to drop in on local businesses.

### *Alternative I*

Alternative I would locate commercial services along Centre Street in vacant lots, focusing primarily on lots near San Juan Creek. This alternative would strengthen the downtown core of Shandon and create a focal point for future growth. A strong downtown core would attract businesses, promote growth, and increase the economic vitality of the area. Alternative I would create a pedestrian-friendly atmosphere through implementation of crosswalks, bulb outs, street trees and street furniture, reducing dependence on the automobile, and making it pleasant for residents to walk from their homes. Creating a pedestrian-friendly commercial center would increase social interactions among residents, promote pedestrian activity and raise community involvement all while maintaining Shandon's small-town feel. Design and parking regulations will create a uniform corridor that would encourage people to utilize the downtown. Such regulations include bringing commercial setbacks along Centre Street up to the sidewalk and requiring parking in the rear of the lot.

### *Alternative II*

Alternative II would locate commercial services outside of the downtown and east of San Juan Creek, near the intersection of Highways 41 and 46. This alternative would provide ample space for parking, as well as expansion opportunities for future development. The downside to this alternative is the fact that it necessitates the use of the automobile and leaves a vacancy within the downtown area. This alternative does not promote a historic small-town character, and residents will be less likely to walk to this service location.

## PREFERRED ALTERNATIVE

Alternative I is preferred for commercial development in Shandon. The goal for the downtown area is to have street-front shopping along Centre Street that promotes pedestrian activity and social interactions. Phase I of this development creates a new town centre along Centre Street on the west side of San Juan Creek. Future development would occur in existing vacant lots along Centre Street as demand increases and new businesses become feasible, and a grocery store site would be reserved for the corner of 8<sup>th</sup> Street and Toby Way.

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## ANALYSIS

By focusing development in this corridor, the downtown area will promote pedestrian activity and reduce dependence on the automobile. Locating services all within proximity to each other provides consumers with the opportunity to complete several errands with one trip. The development of a strong downtown core will attract new businesses, raise Shandon's economic vitality, and attract new businesses and services. Amenities such as street trees for shade and park benches for resting will encourage people to walk through the commercial corridor and leave their vehicle behind. Existing commercially-zoned lots that are not used for commercial services will be used for residential multifamily housing through an amendment to Article 9 of the San Luis Obispo County Code (refer to *Chapter 3*).

Alternative I is preferred based on its location and how the development will affect the downtown area of Shandon. Currently, there are very few commercial services located in downtown Shandon. Existing uses include a small market, post office, and numerous vacant lots. The current Shandon downtown area is blighted; development of commercial services in existing commercially zoned lots would revitalize the area and put these vacant lots to good use. Development along Centre Street will also create a walkable downtown core, promoting more pedestrian activity and increased social interactions among community members.

By focusing on creating a pedestrian-friendly downtown core, residents will be encouraged to walk more often and the use of an automobile will not be necessary. By having street-front retail with parking in the rear, more space can be utilized for shops and services, and there will be fewer gaps in the street-front for parking lots, thus orienting the downtown to pedestrian accessibility.

## IMPLEMENTATION

Implementation responsibility lies in the hands of the County. Specific design guidelines described above—setback requirements, rear parking, street furniture, and landscaping should be strictly enforced in all new commercial development and redevelopment. Amendments include a revision of Article 9 of the San Luis Obispo County Code, stating that housing shall be the primary use in the commercially zoned parcels between 1st and 3rd Street, and east of the pedestrian-oriented 9th Street

## SECTION 2C: RECONFIGURING AND AVOIDING OVERZONING

### CONCERNS

Shandon is already over-zoned for commercial land. Currently, there are approximately 800,000 square feet of land zoned for commercial uses, while about 33,000 square feet of that is built on and currently in use. Excess commercial zoning results in the dispersal of commercial development and an overall decrease in the area's commercial viability.

### ALTERNATIVES

During the Shandon community visioning exercises, three alternatives were considered. All three incorporate concentrated development patterns to attract necessary business clustering. One alternative concentrated commercial development at the intersection of Highway 41 and 46, while another concentrated development in the downtown area along Centre Street. The third contained a mix between the two allowing commercial development to grow towards San Juan Creek from the downtown area, as well as at the highway intersection. There is also some desire for manufacturing or other job types to be attracted to Shandon.

### PREFERRED ALTERNATIVE

Through a series of community meetings, Shandon residents decided that commercial development should take place with an auto-oriented business located towards the intersection of Highway 41 and 46, while more pedestrian-friendly businesses locate downtown.

### ANALYSIS

A residential and retail growth correlation analysis was done to determine Shandon's demand for retail services at various stages of its growth. This model estimates the demand for different commercial uses and then calculates the space required for those uses as population increases.

**Figure 2.3: City Data**

| Data                               | Auberry   | Arbuckle  | Armona    | Fowler    | Shandon   |
|------------------------------------|-----------|-----------|-----------|-----------|-----------|
| Population                         | 2,053     | 2,332     | 3,239     | 3,979     | 986       |
| Lower Quartile Income              | 15k - 19k | 15k - 19k | 20k - 24k | 15k - 19k | 20k - 24k |
| Median Quartile Income             | 30k - 34k | 30k - 34k | 30k - 34k | 30k - 34k | 30k - 34k |
| Upper Quartile Income              | 50k - 59k | 50k - 59k | 50k - 59k | 50k - 59k | 50k - 59k |
| Median household income:           | \$34,621  | \$35,463  | \$32,790  | \$35,280  | \$35,000  |
| Median house value:                | \$136,400 | \$101,800 | \$76,500  | \$93,300  | \$105,900 |
| Distance from next urban area (mi) | 20.3      | 11.1      | 4.4       | 5.8       | 20.7      |



**Figure 2.4: Retail Supply**

| Businesses                          | Auberry   | Arbuckle  | Armona    | Fowler    | Shandon  |
|-------------------------------------|-----------|-----------|-----------|-----------|----------|
| Restaurants                         | 3         | 1         | 3         | 5         | 0        |
| Personal Care (Salons Barbers etc.) | 2         | 2         | 2         | 4         | 0        |
| Hotels/Motels                       | 1         | 0         | 0         | 0         | 0        |
| Automotive                          | 4         | 5         | 0         | 0         | 0        |
| Banks                               | 0         | 1         | 0         | 1         | 0        |
| Sports                              | 0         | 0         | 2         | 0         | 0        |
| Health and Medicine                 | 0         | 0         | 1         | 0         | 0        |
| Entertainment and Arts              | 1         | 0         | 2         | 0         | 0        |
| Tech                                | 0         | 0         | 0         | 0         | 0        |
| Gas Stations                        | 0         | 2         | 2         | 1         | 1        |
| Grocery Market                      | 1         | 2         | 4         | 1         | 1        |
| Supply Stores                       | 2         | 0         | 1         | 2         | 1        |
| <b>Total</b>                        | <b>14</b> | <b>13</b> | <b>17</b> | <b>14</b> | <b>3</b> |

The model was set up by finding towns with similar distances from the closest urban area (twenty miles) and similar population and income characteristics, while comparing their retail supply with that of Shandon. See *Figure 2.3* for area characteristics. See *Figure 2.4* for comparable retail supply. Based on these findings, an average demand per capita was established for towns with characteristics similar to Shandon. This number was used to estimate Shandon's demand for retail services as it grows in population. Each type of retail service demands a different size of parcel to operate efficiently. For this reason, an average parcel size for each type of use was utilized to predict the demand for commercial space for each phase. For land and business demand predictions, see *Figures 2.5 and 2.6* below.

**Figure 2.5: Unmet Retail Demand for Shandon**

| Name                                | Now        | 2008        | 2012        | 2016        |
|-------------------------------------|------------|-------------|-------------|-------------|
| Restaurants                         | 1.0        | 2.9         | 4.3         | 5.2         |
| Personal Care (Salons Barbers etc.) | 0.9        | 2.5         | 3.7         | 4.4         |
| Hotels/Motels                       | 0.1        | 0.3         | 0.5         | 0.6         |
| Automotive                          | 1.0        | 2.9         | 4.3         | 5.2         |
| Banks                               | 0.2        | 0.5         | 0.7         | 0.9         |
| Sports                              | 0.2        | 0.4         | 0.7         | 0.8         |
| Health and Medicine                 | 0.1        | 0.2         | 0.3         | 0.4         |
| Entertainment and Arts              | 0.3        | 0.8         | 1.2         | 1.4         |
| Tech                                | 0.0        | 0.0         | 0.0         | 0.0         |
| Gas Stations                        | -0.6       | 0.2         | 0.8         | 1.2         |
| Grocery Market                      | -0.3       | 1.0         | 2.0         | 2.6         |
| Supply Stores                       | -0.6       | 0.3         | 0.9         | 1.3         |
| <b>Total Retail Demand</b>          | <b>2.2</b> | <b>12.0</b> | <b>19.5</b> | <b>23.9</b> |

1 Business Demanded  
2 Businesses Demanded



Retail demand cannot be predicted solely based on this linear function. For this reason, demand is approximate and should not be applied to areas other than Shandon.

Initially, most of the businesses that will be demanded will be convenience oriented daily needs. Often it takes a significant number of these types of businesses (and population growth) to draw in the first industry that might occupy office or manufacturing spaces and thus have higher-paying jobs. For example, sufficient demand for a bank will remain low until Shandon reaches a population of

almost 4,000 people, while there is no foreseeable demand for the traditional tech industry or permanent medical services. These predictions should not deter local businesses. Often there is local demand for a product that may not be demanded elsewhere.

Over-zoning is a real problem for businesses and the community. However, under zoning can lead to the same problems. For this reason, we have recommended keeping a 25% commercial reserve to allow for future business expansion. See the proposed commercial zoning map (Figure 2.7) for details.

**Figure 2.6 Phasing in Sqft.**

| Land Space Required (sq. ft.) |                |
|-------------------------------|----------------|
| Now                           | 13,123         |
| Phase I                       | 28,215         |
| Phase II                      | 84,974         |
| Phase III                     | 42,651         |
| <b>Total</b>                  | <b>168,963</b> |

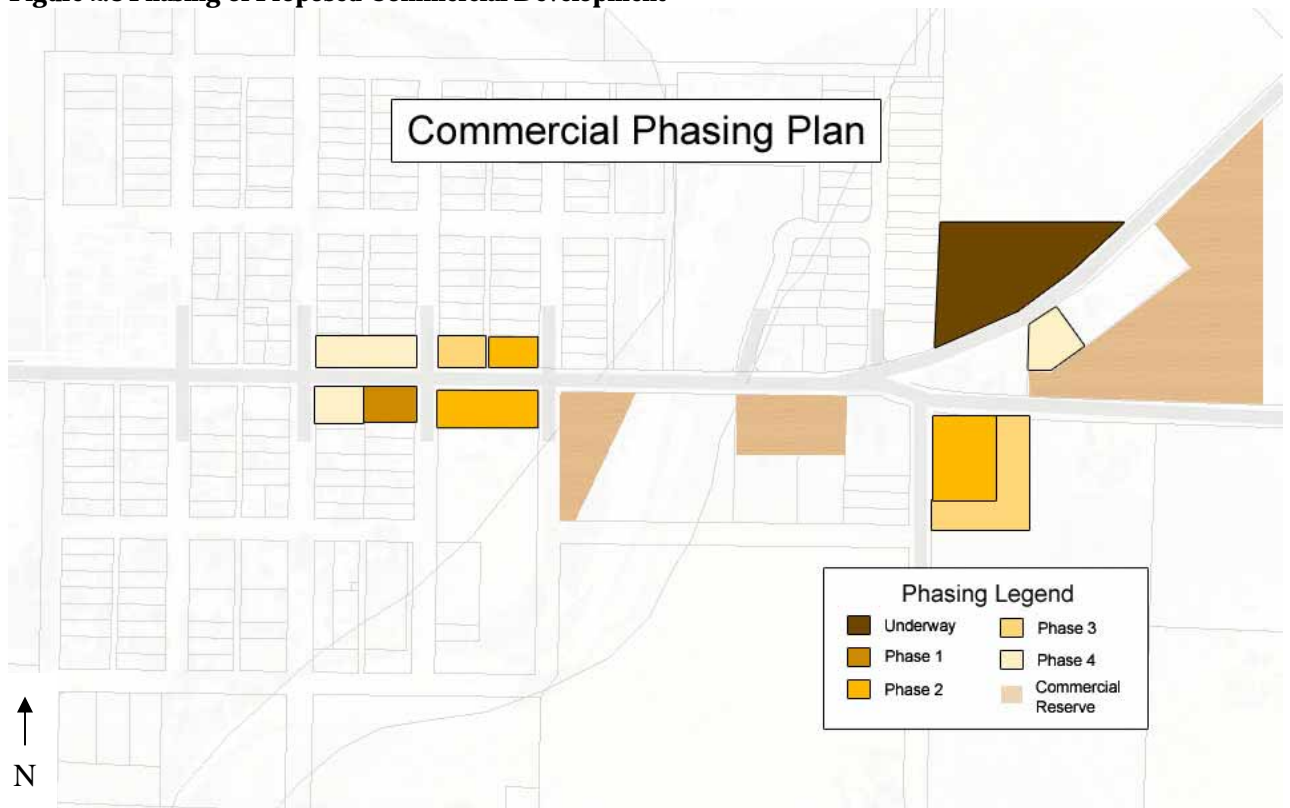
**Figure 2.7 Commercial Zoning in Shandon**



## IMPLEMENTATION

Commercial land should not be excessively over-zoned or it will lead to sparse concentration of commercial space and less overall demand for commercial services. The commercial development should also accompany large residential developments. For these reasons, we recommend that some of the land that is currently zoned commercial be changed to multi-family residential uses. Commercial reserve lands should remain in low-density zoning and uses until the phases shown here have been built out. The commercial phasing plan is illustrated in *Figure 2.8*.

**Figure 2.8 Phasing of Proposed Commercial Development**



## AMENDMENTS

This set of recommendations will require rezoning for some parcels in Phases II and III. An amendment to the general plan will also be required to allow residential multi-family development in select commercial areas.

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## CONCLUSION

Re-configuration of commercial zoned areas will be effective in bringing businesses, residents, and visitors back to downtown Centre Street and will preserve a small-town feeling. As explained in this section, the community of Shandon is currently over-zoned for commercial uses and their locations are spread through town. With the proposed arrangement of commercial zoned areas, a revitalization of Centre Street can take place. Centre Street will become an active gathering place for community members and visitors to feel safe and enjoy a small town atmosphere. By redesigning the configuration of commercial uses and the pedestrian facilities along Centre Street, benefits will be seen in a reduction of congestion problems and an increase in pedestrian activity and safety. The use of existing commercially-zoned land to plan for a local supermarket and other services will support the local economy and avoid, to some extent, a long drive to nearby communities for the purchase of essential goods. The revitalization of Centre Street will also be accomplished by the addition of multi-family housing close to Centre Street, thereby promoting more residential areas within walking distance to commercial services. The pedestrian-friendly design will also have an impact on the way drivers perceive the area and whether they choose to drive through town at high speeds, or to be more vigilant to pedestrians enjoying the area. The pedestrian-friendly design will also become an indicator of the changing character of businesses in Centre Street. All of these proposed characteristics will generate a new enthusiasm among Shandon residents to be more involved in the planning process and have a say in how future commercial development should occur.

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## NEIGHBORHOODS AND SERVICES

### *Chapter 3 – Diversifying Residential Options and Protecting Agricultural Land Near Shandon*

#### INTRODUCTION

Housing in Shandon is extremely homogenous, with the residential mix dominated by single-family housing units. While this situation follows the housing trend many SLO County communities have experienced in the last decade, it does not meet the needs of all residents of Shandon. During the meetings with the community in Fall of 2003, Shandon residents expressed their concern regarding the lack of appropriate housing for everyone. It is highly likely that Shandon will experience some growth within the next ten years, so the preparation for this growth is incredibly important. This chapter attempts to plan for new development by analyzing what is needed in the community and balancing it with what residents feel is necessary in order to maintain Shandon's small-town character.

The following sections address a wide range of issues and, together, create a plan for the future housing growth, infrastructure development, and protection of agricultural land in Shandon. The first section focuses on the need for moderate growth, as stressed by the community. The use of existing capacity—land that is currently zoned in-town but vacant or underused—before extending growth outside of the current infrastructure will help to maintain a closer community and allow the town to easily manage growth without expanding much in size. The second section concentrates on supporting retail and transportation options through the location of new housing close to the downtown core. The third portion of this chapter realizes Shandon residents' desire to protect agricultural land around town. Agricultural uses run deep in Shandon's history, and their preservation is of key importance to its economy. By transferring development opportunities to parcels within the town, agricultural parcels can be better protected against future development. The last section of this chapter addresses the issue of wastewater treatment. Any new development, especially in multi-family capacities will require sewer access. New development of significant size is needed to fund an initial wastewater treatment plant. The financial effect this wastewater treatment will have on homes in the community is a point of concern among the community and will be discussed in detail.

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### SECTION 3A: GROWTH AT A MODERATE PACE

#### CONCERNS ADDRESSED

Growth is inevitable in Shandon. Due to an influx of people searching for a more quiet and affordable place to live in San Luis Obispo County, the town is experiencing increasing demand for housing. How Shandon grows is of great concern to residents and has been strongly articulated as such at each community meeting. The residents of Shandon have expressed a desire for growth to be steady as opposed to a sudden explosion. With steady growth comes the reality of phased developments over a period of several years, allowing Shandon to meet some of the thresholds in acquiring certain needed services such as wastewater treatment, sheriff and medical services, and a moderate level of retail and housing growth, while maintaining Shandon's small-town feel as the community grows.

#### ALTERNATIVES

Several alternatives for growth in Shandon are on the table, in addition to the resident-supported steady growth option, and as are follows:

- No Growth
- Fast Paced Urbanization of Shandon
- Steady Growth, tapering after wastewater treatment, sidewalks and paving, and basic retail are established.

The no-growth alternative would preserve Shandon the way it is today. While this is perhaps the least viable of the alternatives, it would most certainly maintain Shandon's small-town character. Problems arise, however, in this alternative: no housing growth means no commercial growth. The absence of development would limit Shandon's infrastructure to what currently is available, a move that the majority of residents disapprove of.

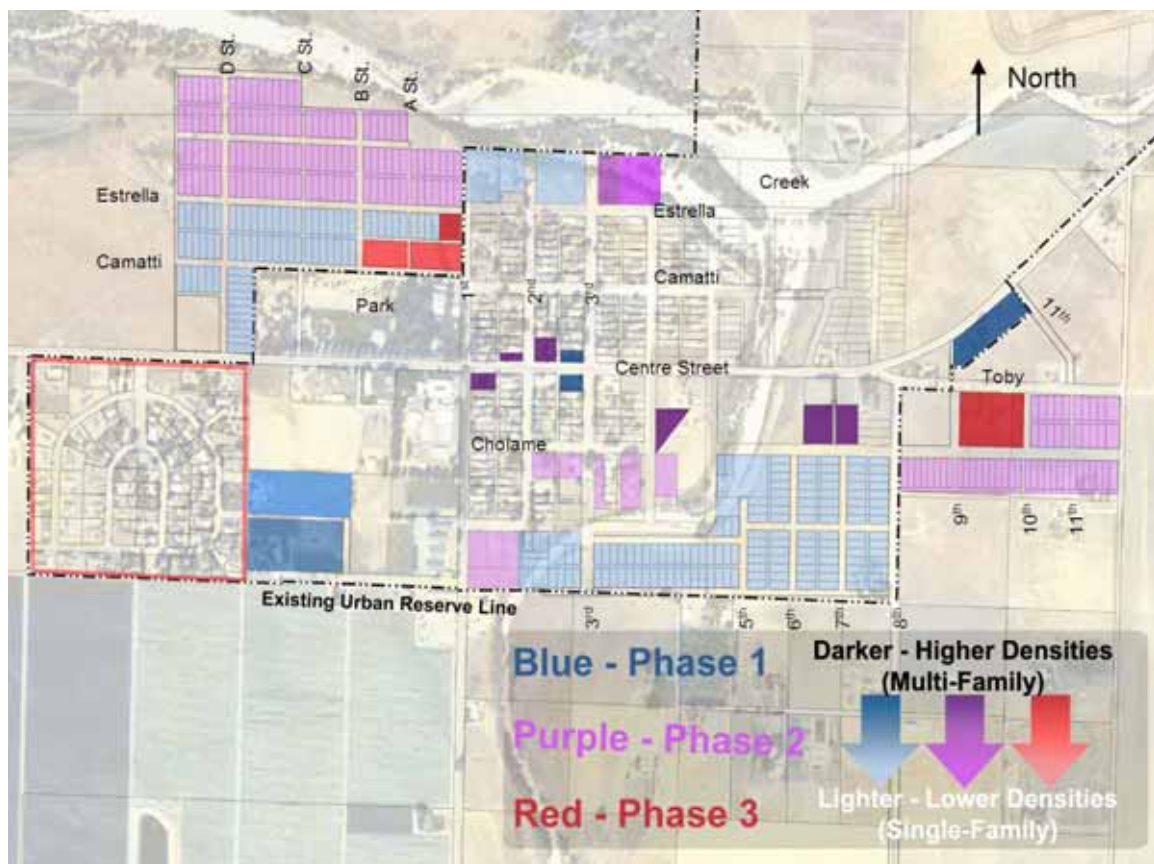
A second alternative would be a much faster paced pattern of growth. Development would mainly occur in one large phase, over a relatively short amount of time. The advantages of this alternative allow Shandon to grow much more urbanized than it currently is. This would likely result in a large influx of retail, as well as housing and infrastructure. Although this alternative would bring in most of the services and establishments the community wishes to see in a shorter period of time, Shandon would be sacrificing its small-town feel and potentially bring on a multitude of problems coming from such an explosion of growth over a short amount of time.

The last alternative would be a more steady growth plan of development. As well as being the residents' preferred choice, this alternative would allow proper phasing of growth as opposed to a much faster, all-at-once design. Not to be confused with slow growth, steady growth implements development in steady phases, each contributing to Shandon visually and economically. Through this, the steady growth alternative would help to maintain the character of the town. Individual phases of development would bring in residential and commercial uses, and adequate time between each phase would allow Shandon to adjust positively to change. Also, initial phases must be large enough to pay for streets and sewer.

## PREFERRED ALTERNATIVE

A steady growth plan, with phased development, would be the optimal choice for future growth in a town like Shandon. Steady growth for housing would occur in three main phases, as illustrated in *Figure 3.1*. In the image, colors indicate the phases in which the residential units would be constructed. Blue areas indicate Phase I growth; this includes limited development in both the Blumer and Arciero properties, as well as preliminary multi-family housing in the downtown core. Purple areas indicate Phase II growth areas, which expand the developments on either side of town as well as developing additional multi-family units on vacant parcels downtown. Phase III is indicated by the color red, and is by far the smallest phase. The last phase primarily adds infill multi-family units to the already diversified housing mix and assumes some infill on existing lots in single family neighborhoods. In addition to the phase colors, varying levels of intensity for each color indicate varying densities. For example, the dark blue sections of the first phase indicate moderate density housing, and can be seen close to downtown. Smaller, subdivided lots, such as those north of Clarke Park, and colored light blue to indicate a much lower density—represent single-family units.

**Figure 3.1 Phased, Steady Growth in Shandon**



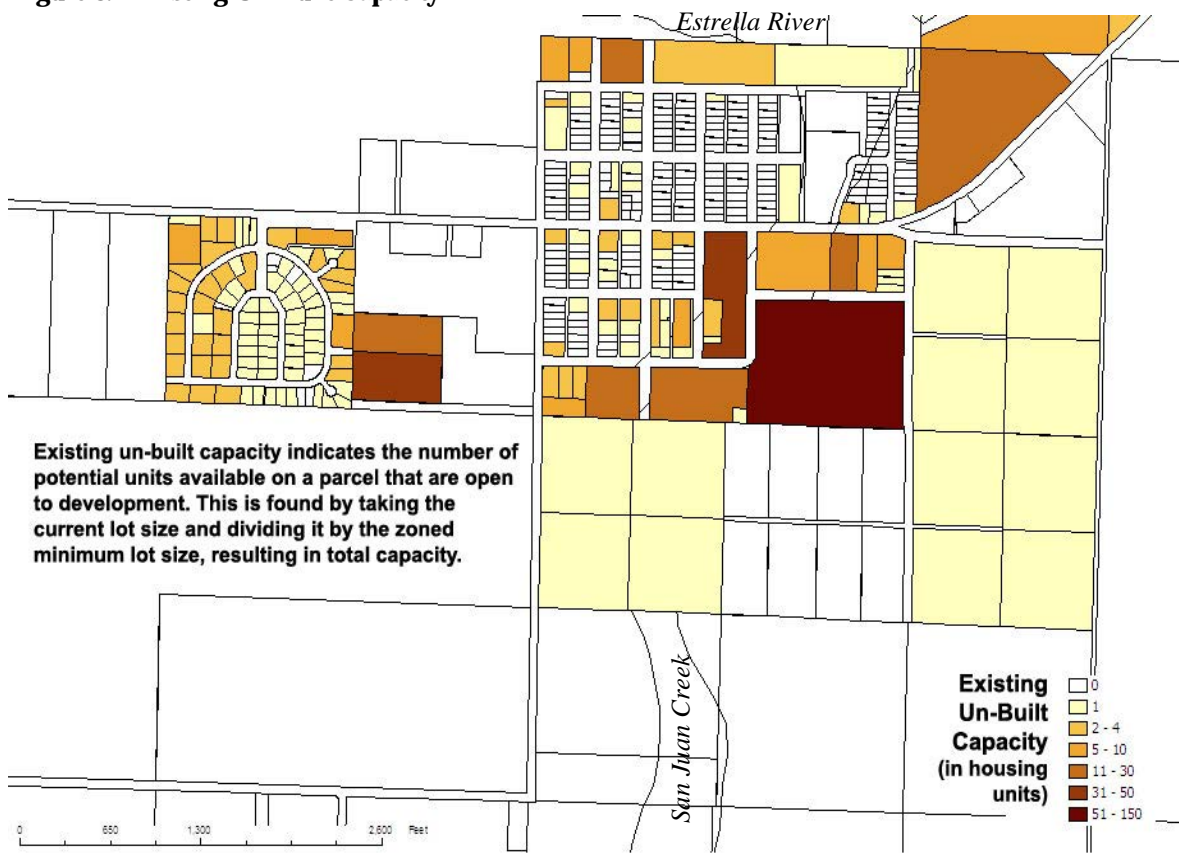


## ANALYSIS

The creation of three phases of growth for the steady growth plan is used to effectively implement the development of needed housing in Shandon, at a moderate pace, and carefully preserve the town's character. This plan calls for a mix of housing types and densities; up until now Shandon's housing market was dominated by single-family homes. While single-family homes are still a driving force for future development, and can be found to both the west and east, the introduction of multi-family uses to the downtown core is an addition that Shandon residents desire, and provides more suitable housing for young households and other renters, discouraging "multi-family use" of single-family houses.

To facilitate the placement of housing, current un-built capacity was gauged for parcels in town by dividing the minimum zoned lot size into the size of the current parcel and subtracting any existing units. This results in a number which represents the available, un-built space on a parcel that is open for development

**Figure 3.2 Existing Un-Built Capacity**



To accommodate both new single-family houses on agricultural land and multi-family housing densities in Shandon, Transferable Development Credits (TDCs) can be used to relocate usable densities from sub-dividable agricultural parcels onto these smaller lots, allowing for increased densities. The use of TDCs in such a way also takes these agricultural parcels out of context for development, thus preserving them in perpetuity through conservation easements. See *Section 3C* for more information.



While the Commercial Retail (CR) land use allows for the placement of multi-family units on zoned parcels, it is usually only permitted as a second use. To counter this and provide multi-family housing in the downtown, the land from 1<sup>st</sup> to 3<sup>rd</sup> streets, well as the parcels between the proposed 9<sup>th</sup> and 11<sup>th</sup> streets on the south side of Centre Street would allow single-use housing under Article 9 (Section 22.110 in San Luis Obispo County Code). To accommodate the multi-family units on the south side of Toby Way, the current Rural Residential (RR) land use designation should be up-zoned to RMF in conjunction with agricultural land preservation detailed in *Section 3C*.

## IMPLEMENTATION

Implementation of the steady growth plan as designated here rides on the shoulders of the County. General Plan amendments should be created to allow the rezoning of the previously mentioned parcels, following the timeline of the phases illustrated. The input and participation of the community to carry out this plan is incredibly important as well, and will likely require constant nudging by residents for final approval. The red multi-family and commercial (8<sup>th</sup>/Toby/10<sup>th</sup>/Cholame/Centre/Camatti/1<sup>st</sup>) do not need release from the Williamson Act contracts.

Article 9 (Section 22.110.040) states that “applications for new commercial projects within the Commercial Retail land use category shall include landscaping plan that provides for the planting of shade trees along Center Street and within proposed parking areas.” We propose that a sub-headings should be created in this section, with Landscaping Requirements occupying sub-heading 1, and the amendment, Allowed Uses, occupy sub-heading 2. The new section would then read like this:

### *22.110.040 Shandon urban area standards*

*The following standards apply within the Shandon urban reserve line to the land use categories or specific areas listed.*

#### *A. Commercial Retail (CR)*

- 1. Landscaping Requirements. Applications for new commercial projects within the Commercial Retail land use category shall include landscaping plan that provides for the planting of shade trees along Center Street and within proposed parking areas.*
- 2. Allowable Uses. The multi-family uses in the CR zone can be the sole or primary and secondary use (as designated in Section 22.06.030), and can be developed as the primary use in the Shandon Downtown Core between 1<sup>st</sup> and 3<sup>rd</sup> Streets, and the proposed 9<sup>th</sup> and 11<sup>th</sup> Streets, along Centre Street*

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SECTION 3B: SUPPORTING RETAIL & TRANSPORTATION THROUGH  
CENTRAL PLACEMENT OF NEW HOUSING

### CONCERNS ADDRESSED

A stigma often associated with the development of multi-family housing is the idea of ghettoizing a certain segment of the community. If planning for these types of developments is done well, multi-family housing can greatly benefit surrounding uses by providing an attractive, affordable, and efficient means of housing for community residents, some of whom may be saving for home ownership. This Proposed Plan seeks to locate most new housing—and all multi-family housing—within a quarter-mile of Centre Street and one-half mile of the Downtown Core between 3<sup>rd</sup> and 5<sup>th</sup> Street.

### ALTERNATIVES CONSIDERED

The placing of housing in Shandon is dependent on the existing capacity that was mentioned in the previous section. Many lots in town have capacity for building, but they may already have a developed unit or units on it. Therefore, housing, especially of the multi-family variety, is mostly constrained to vacant lots. This proves convenient because many of the vacant parcels in Shandon are situated in the downtown area. It would also be possible, as Arciero and Blumer have suggested, allowing much more growth out of town. This alternative, however, would not allow Shandon to stay a small town.

### PREFERRED ALTERNATIVE

Housing in the downtown can be seen in the phasing map *Figure 4.1*. Although the downtown is zoned Commercial Retail (CR), the proposed amendment to Article 9 in the County Code allows some multi-family housing to be built as a primary use on the site, solidifying the core.

### ANALYSIS

Developing multi-family housing in the downtown has several positive aspects. First, the concentration of Shandon residents in the downtown will help to spur commercial growth in a tighter stretch of Centre Street, from 3<sup>rd</sup> to 9<sup>th</sup>. Secondly, housing close to businesses will provide workers for commerce to benefit Shandon's economy. Lastly, housing in the downtown will have close access to the proposed CCAT bus route, stopping at 4<sup>th</sup> and Centre.

### IMPLEMENTATION

Implementation of this housing plan is dependent on the County and developers, private and non-profit. Should Article 9 be amended, and multi-family housing allowed as primary uses in the downtown core, county-guided development can begin immediately.

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SECTION 3C: PARTNERING AGRICULTURAL PRESERVATION WITH  
INCREASED DENSITIES IN SHANDON

CONCERNS ADDRESSED

A major concern of Shandon residents expressed during the Fall, 2003 meetings was preservation of agricultural land surrounding the town. These large agricultural parcels tie strongly with Shandon's history, and employ a major portion of the town's residents. However, much of this land may be in danger of being developed, as growth is likely on the horizon of Shandon's future. The elimination of the rural lands around Shandon would possibly result in adverse economic impacts; thus planning must be done to prevent this loss. This could also justify the removal of small agricultural lands from Williamson Act protection, in order to save larger parcels outside town on a more permanent basis.

ALTERNATIVES CONSIDERED

There are currently thousands of acres in use as agricultural commodities around the town. The uses of these parcels vary, from grapes and wineries, to fields, non-crop and other uncultivated uses. Due to Shandon's rural location, in-use agricultural land can be found for miles in all directions. While all of this land could be protected ideally, this just is not feasible. Protecting rural lands will have to be done in phases.

The main means for the preservation of this land will be through the use of Transferable Development Credits (TDCs). TDCs act exactly like the name implies; by transferring the ability to develop or subdivide from one parcel to another. This allows the units that could be built on one parcel to be "moved" and added to another parcel, taking the first parcel out of the developable system and increasing the allowable densities on the second. In the case of rural land, this allows potentially subdividable agricultural parcels to be taken out of development, thus protecting them permanently. In addition, this benefits development planning in Shandon as it allows the vacant housing parcels in the existing land capacity to have their densities increased.

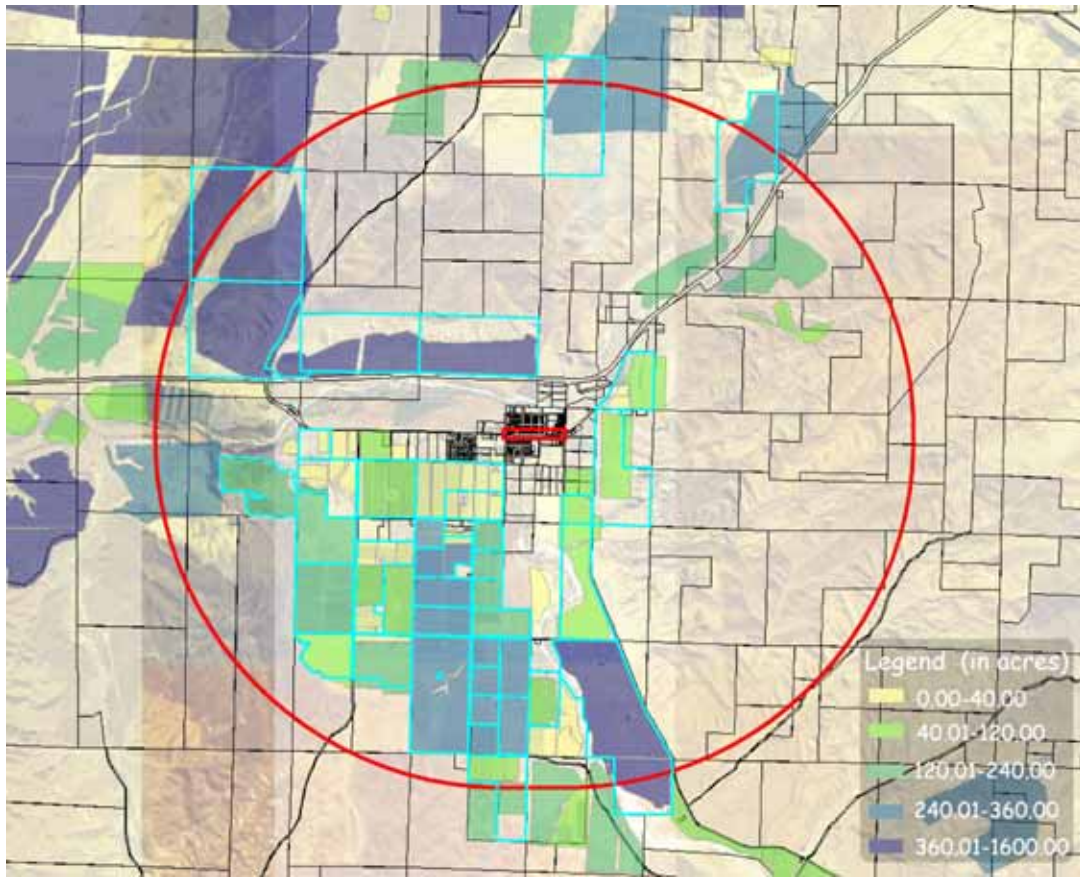
Prime sending parcels for TDCs are those with agricultural uses and over forty acres in size. These parcels might be subdivided into smaller (e.g. twenty acre) parcels by purchasing a conservation easement, thus preventing any future development. One alternative is just to upzone land abutting in Shandon without linking it to agricultural land preservation, giving Arciero and Blumer a windfall.

PREFERRED ALTERNATIVE

Agricultural parcels of over forty acres and within a three-mile radius should be the first potential sending parcels considered for TDCs. Enclosed within this buffer are forty-one parcels that meet these requirements. The uses and owners of these lots vary. *Figure 3.3* shows each parcel in the three-mile radius, organized by Assessor's Parcel Number (APN), including area in square feet, acres, parcel ownership, and current use. The parcels highlighted in blue in *Figure 3.1* show the parcels that are applicable to be protected through TDCs and send development credits into town.

**Figure 3.3 Potential Sending Parcels (see map, *Figure 3.4*)**

| APN         | Sq. Ft.  | Acreage     | Owner                         | Use              |
|-------------|----------|-------------|-------------------------------|------------------|
| 017-251-077 | 7102874  | 163.0588821 | Shandon Hills Vineyard        | Grape            |
| 017-251-055 | 4418109  | 101.425411  | Windsong Vineyard             | Grape            |
| 017-251-018 | 8539731  | 196.0444449 | Sunview Shandon               | Grape            |
| 017-163-019 | 3416413  | 78.42972922 | Sunview Shandon               | Grape            |
| 017-251-088 | 1663240  | 38.18258004 | Shandon Hills Vineyard        | Grape            |
| 017-251-007 | 1721147  | 39.5119364  | Shandon Hills Vineyard        | Grape            |
| 017-251-059 | 3769243  | 86.5295583  | Shandon Hills Vineyard        | Grape            |
| 017-251-086 | 1696256  | 38.94052001 | Shandon Hills Vineyard        | Grape            |
| 017-163-076 | 1724924  | 39.59864403 | Bolthouse Farms, North County | Field            |
| 017-163-012 | 6891081  | 158.1968038 | Sunview Shandon               | Uncultivated Ag. |
| 017-163-018 | 6942804  | 159.3841956 | Sunview Shandon               | Grape            |
| 017-163-005 | 1907777  | 43.79635411 |                               |                  |
| 017-163-075 | 5567267  | 127.8063405 |                               |                  |
| 017-251-056 | 6692290  | 153.633209  | Sunview Shandon               | Grape            |
| 017-251-079 | 3516362  | 80.72423314 | Shandon Hills Vineyard        | Grape            |
| 017-251-078 | 3477919  | 79.84170691 | Shandon Hills Vineyard        | Grape            |
| 017-251-070 | 5686954  | 130.5539647 | Sunview Shandon               | Grape, Non-Crop  |
| 017-251-067 | 4282143  | 98.30407389 | Sunview Shandon               | Grape            |
| 017-251-085 | 1742216  | 39.9956121  | Shandon Hills Vineyard        | Grape            |
| 017-251-084 | 3419475  | 78.50002278 | Shandon Hills Vineyard        | Grape            |
| 017-251-062 | 3560585  | 81.73944937 | Shandon Hills Vineyard        | Grape            |
| 017-251-083 | 1716802  | 39.41218933 | Shandon Hills Vineyard        | Grape            |
| 017-251-082 | 1754694  | 40.28206639 | Shandon Hills Vineyard        | Grape            |
| 017-253-003 | 3440027  | 78.97182985 | Sunnyslope Farm               | Field            |
| 017-251-081 | 1723182  | 39.55865338 | Shandon Hills Vineyard        | Grape            |
| 017-251-080 | 1784602  | 40.96865679 | Shandon Hills Vineyard        | Grape            |
| 017-251-061 | 3464203  | 79.52683217 | Shandon Hills Vineyard        | Grape            |
| 037-301-022 | 6720641  | 154.2840558 | Matt McCornack, Ernest Hahl   | Field            |
| 017-253-010 | 23467208 | 538.7307592 | San Juan Vineyards            | Grape            |
| 017-251-074 | 8739699  | 200.6350597 | Bolthouse Farms, North County | Field            |
| 017-163-076 | 10180358 | 233.707904  | Jack Kennedy                  | Field            |
| 017-163-060 | 4767638  | 109.4494598 | William Jackson               | Field            |
| 017-163-013 | 14257477 | 327.3052937 | Arciero Farms                 | Field            |
| 017-163-002 | 14351526 | 329.4643529 | Arciero Farms                 | Field            |
| 019-131-014 | 3366555  | 77.28515173 | Arciero Farms                 | Field            |
| 019-131-019 | 18942678 | 434.8622682 | White Ranch Co.               | Field            |
| 019-131-006 | 2637428  | 60.54676759 | White Ranch Co.               | Field            |
| 017-121-002 | 14948530 | 343.1696227 | White Ranch Co.               | Field            |
| 017-131-027 | 10721663 | 246.134506  | Hans Grether                  | Field            |
| 019-171-015 | 68974320 | 1583.426021 | Arciero Vineyards             | Grape            |
| 017-251-020 | 14282687 | 327.8840333 | Rancho Dos Amigos             | Grape            |

**Figure 3.4 Three-Mile Preservation Buffer**

## ANALYSIS

The three-mile buffer around the town that comprises these parcels would preserve agricultural land closest to Shandon. By protecting the land directly surrounding the town, future large scale development could be halted, and developers would be forced to build within the current existing capacity, strengthening Shandon's core.

## IMPLEMENTATION

Preserving this agricultural land is the responsibility of the County, though economic participation by developers and land owners of the parcels is incredibly important. Forming this program of TDCs should be done via a County General Plan Amendment. Section 22.24 of the San Luis Obispo County Code highlights the transfer of development credits program. A sub-heading within this section would state:

*1. The agricultural lands around Shandon are suitable for transferring development credits to parcels in the town. Sending parcels eligible at this time are listed (Table 3.1) and are specified by being within a three-mile buffer zone around the downtown area, being forty acres or greater in size, and having at least 50% of the parcel occupied by crops or other direct agricultural uses. Other eligibility criteria for these parcels can be seen in Section 22.24, which also determines development credits available for sending.*

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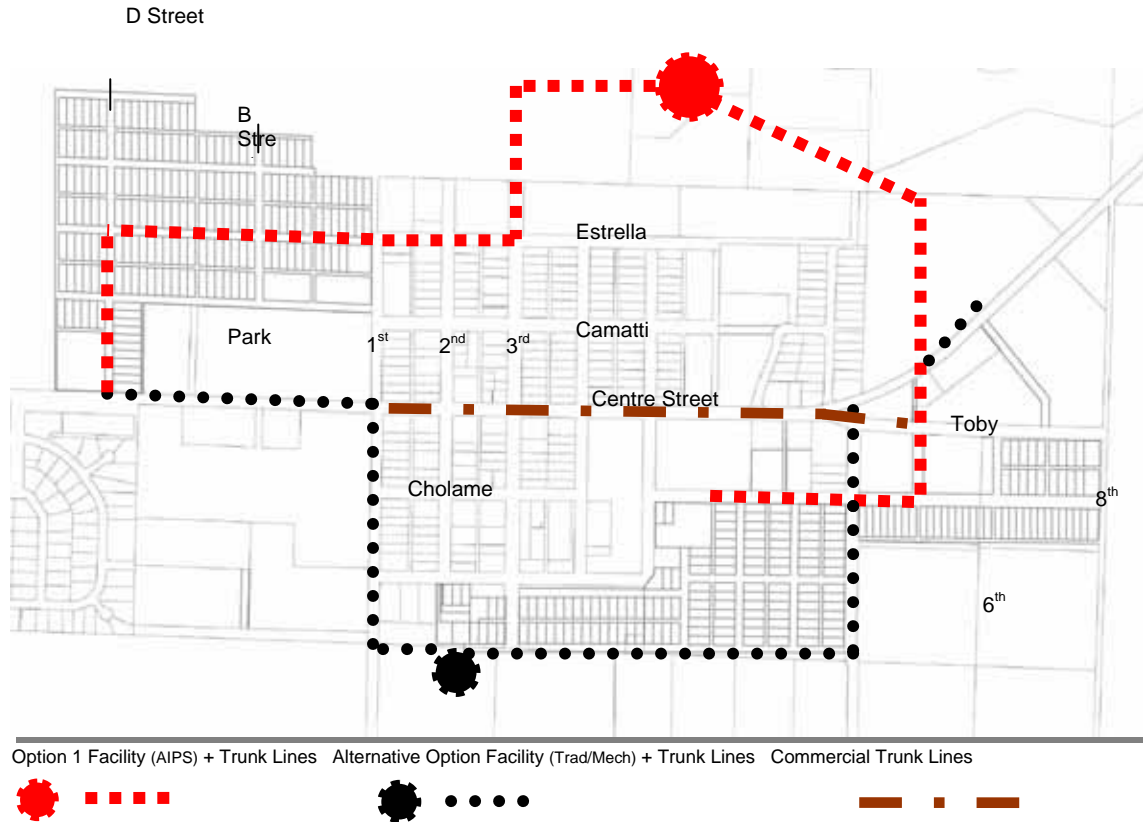
SECTION 3D: ENABLING WASTEWATER TREATMENT TO BE BUILT WITH  
NEW DEVELOPMENT

CONCERNS ADDRESSED

With the town of Shandon ready to make a step toward an increase in population, services, and development, the town has a need for a sewer system. Currently, the town is served by septic tanks to treat the wastewater. The maintenance of septic tanks can be expensive and a danger to public health and ground water quality, due to the inability to monitor proper working order. With frequent septic tank failures, resulting from high ground water and impervious soil conditions, Shandon should look to transfer to a sewer system. With new development, the town can not grow further with septic systems. In the event of a significant development increase, the new growth must be integrated into the town with a sewer system, with the option for capacity to transfer existing development to new wastewater treatment. Main concerns for a proposed treatment facility are type of facility, the location, and costs and funding. Phase 1 must be big growth for three developers to co-pay sewer.

ALTERNATIVES CONSIDERED

Location of a wastewater treatment facility is essential, if it will serve both the existing town and future development of Shandon. The location should be determined by the best suitable site relevant to the town and the environment, not just the new development. The location of the facility may be determined by the type of treatment plant desired, due to different site criteria of the types of facilities. There are two main types of sewer systems that Shandon can develop, which in turn have different site criteria. The first type is the Traditional/Mechanical type of treatment facility. The advantages to this type are requiring less land (as small as a ½ acre) and it can be pre-designed. The disadvantages are expense, needs for expert staff, and costly biosolid removal. The second type of treatment facility is an AIPS type (Advanced Integrated Ponding System). Some advantages are less expense, less on-site management, less odor & sound, efficiency, less visual impact, and less biosolid disposal. The AIPS type has one main disadvantage that it requires more land, as much as 20 acres for a well-sized city. Both types have some common criteria. The site requires a lower elevation relative to the surrounding service area. Gravity helps bring the wastewater to the treatment plant, and is cheaper than pumping stations to go against gravity. The site should be away from incompatible uses, such as not directly next to concentrated housing areas and other populated areas. Generally, the location of a treatment plant down wind from incompatible uses is preferred. Possible site locations were presented to the community on January 28, using elevation, wind direction and proximity to the entire community.

**Figure 3.5 Map of Alternative Trunk Lines**

Option 1 - Low elevation, isolated by creek and highway, suitable for AIPS.

Option 2 - Low elevation, behind park, up-wind from town, suitable for AIPS.

Option 3 - Higher elevation, down-wind, away from town, suitable for TRAD./MECH.

Option 4 - Medium elevation, down-wind, away from town, suitable for BOTH.

Funding can come from many sources. The consensus was that Shandon residents cannot afford to pay for all costs alone. Even though adding sewer will raise the value of their home, they cannot pay up front.

All new development will have to be connected to sewer before sale, paid for by developer, with treatment serving that specific development. All new development will have to be connected to sewer before sale, with treatment facility located on best suitable site with capacity for future development and existing community conversion, paid for by developer. Community conversion not paid for by developer.

All new development will have to be connected to sewer before sale, paid for by developer, with treatment facility located on best suitable site with capacity for future development and existing community conversion. Treatment facility and community conversion paid for by community.

## PREFERRED ALTERNATIVE/ANALYSIS

Funding for the community's conversion is available in many forms. Seeking financial assistance is crucial for the community to transfer to sewer connection. Without seeking financial aid, an example has been made to show the costs of sewer:

### *Costs*

Roughly estimated raw costs for the facility (\$1,000,000), treatment capacity (\$143,000), piping (\$2,479,800), construction (\$3,479,800), and individual hook-ups (\$3,000 per house) may roughly cost as low as \$8,092,600 (\$24,523 per house). A standard monthly mortgage payment (30 years at 6% interest) without aid, could be estimated around \$147.00. It is essential that Shandon residents seek aid in funding these costs. As a prerequisite to funding, the establishment of a Community Service District (CSD) is required to meet funding criteria. The CSD can also help Shandon in the future by keeping their taxes in local control and to help keep their money in Shandon. Funding can provide low-interest loans and grants and can cover large amounts of the costs. Funding that exists for low-income communities includes USDA Rural Development Grants and Loans, Community Development Block Grants (CDBG), AB 706 Loans (see Los Osos for an example), and Community Assistance Programs.

### *Community Service District Formation*

A Community Service District is crucial for the development and implementation of a sewer system. How does a special district get formed? There are typically four steps in the formation of a special district. The first step is to apply. Registered voters in the proposed district apply to the Local Agency Formation Commission (LAFCo). The second step is review and approval. The LAFCo staff studies the application and schedules a public hearing. They can approve or deny the proposal. The third step in the process is the protest hearing in which the LAFCo can hold a second public hearing, this time to measure formal protests from voters and property owners. The final step is the election. Only the voters inside the proposed district's boundaries are eligible to vote at this election, which usually requires a majority voter approval, and two-thirds for special taxes.

In analyzing the factors on site location, facility type, costs and funding, a preferred alternative was formed.

### *Type of Facility: Advanced Integrated Ponding System (AIPS)*

The AIPS costs about one hundred times less per cubic foot of containment than traditional plants. Even though AIPS uses more land, it can cost one-third to one-half as much to build. The ending result can look like a wetland, not a factory with offensive odors. With the ability of Shandon to plan ahead and locate a site with enough space, this system would be in its best interest. The maintenance and operating costs are quite low compared to traditional and mechanical systems.



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### *Location of Facility*

The proposed location of the treatment facility is the best choice for the community. It is in the best interest for the future of the community to locate the facility in the best suitable location, whether or not who is going to be funding it. A developer proposing a large development should locate the facility at the best location whether or not the location is on the developer's property. Of the possible alternatives, it may be best for the community to locate the facility at Option 1 (see map, *Figure 3.5*). It offers seclusion from the community, the land is low in elevation and next to the riverbed, and it has ample land, making it very suitable for an AIPS facility.

### *Funding*

A developer proposing a large development should locate the facility at the best location whether or not the location is on the developer's property.

A situation where the developer pays for new development sewer hook-ups and a facility that can be expanded in the future to serve the entire community is most achievable. If a developer is going to build a facility for his development only and use his/her land for it, why not build the facility on the best location possible and use the rest of the development site for housing? Then the community can then apply for funding and aid to expand the facility and for hook-ups. The formation of a CSD is also recommended for funding, and more local control of residents' taxes. This means that Phase I must be big enough to reap tax benefits for funding purposes.

## IMPLEMENTATION

County should designate a site, preferred Option 1, for wastewater treatment facility with specific type preferred, as AIPS type recommended. To prevent small developments from avoiding a wastewater treatment facility requirement, the plan encourages large square-foot plans for Phases I and II.

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## CONCLUSION

Each alternative designated here as preferred has been created to provide the best possible balance between the community's wishes and the needs of the town. Many of the aspects mentioned have attempted to maintain much of what makes Shandon the town it is today. Preserving agricultural land and protecting the small-town character is of utmost importance. Through a proposed system of transferable development credits, agricultural land within a three-mile buffer around the town can be eligible for preservation and have development credits sent to parcels in-town. These in-town parcels then are able to receive the development credits and increase the allowable density, enabling a more compact growth pattern on a select number of lots and allowing Shandon's physical size to change much less drastically.

There is some change proposed, however. Increased single-family homes on either side of the town will supply the necessary housing for the future, but good planning permits this to remain fairly condensed in scale. Multi-family units spread throughout the downtown area increase affordable housing options, add character, and help to bolster the economy of the proposed services mentioned previously in *Chapter 2*.

In order to properly maintain this growth, wastewater treatment systems must be put in place, and in their own way help to preserve Shandon's physical boundaries by making higher-density lots available to development.

Overall, the development that would occur with the guidelines presented here would not change Shandon adversely. If anything, the changes will be for the benefit of the town, and aid in protecting what the community truly holds dear.

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## NEIGHBORHOODS AND SERVICES

### *Chapter 4 – Enhancing Public Safety and Services*

#### INTRODUCTION

After a series of community workshops and meetings, the residents of Shandon have expressed the need for safety and health services. To address this concern, this chapter will provide analysis and recommendations for the community and the County in the areas of health and public safety.

The first section, Section 4A, will discuss the issue of paving and extending the street grid. The next section will provide an analysis of extending the neighborhood watch programs in the community to promote a safer community. Section 4C will discuss increasing the Sheriff's presence through a Report Center to be established in Shandon. Section 4D provides information and analysis of the costs and steps needed to add medical services for the Shandon community. The final section will discuss how Shandon could strengthen its litter prevention.

SECTION 4A: PAVING AND EXTENDING THE STREET GRID

CONCERNS

With Shandon's future growth in mind, unpaved streets must be brought up to County standards for the increase in use. By doing this, the county will bear the burden of street maintenance. Existing roads can be kept and maintained in good and safe conditions with increased use would need to be addressed. Shandon should maintain a traditional grid pattern to promote smart growth that will maintain good circulation and create a pedestrian-friendly environment. Pedestrian-only pathways should be located in key areas where auto access is not needed. This will help establish a connected system of open spaces through Shandon.

ALTERNATIVES CONSIDERED

Figure 4.1 shows the current street paving situation in Shandon. Eight Streets need paving and the estimated cost for paving all of these streets is \$248,054. See below for additional details.

**Figure 4.1 - Unpaved Streets**

| <b>Unpaved Streets</b>   |                      |
|--------------------------|----------------------|
| <b>Name</b>              | <b>Area</b>          |
| 4th Street               | Northern Section     |
| 5th Street               | Northern Section     |
| 7th Street               | With new development |
| 8th Street               |                      |
| Camatti                  | 2 blocks             |
| Paraiso                  |                      |
| Punta Gorda              |                      |
| Toby Way                 |                      |
| <b>Total Paving (SF)</b> | <b>4,594</b>         |
| <b>Estimated Cost</b>    | <b>\$248,054</b>     |

Funding is to be paid by property owners of given streets, but loans may be acquired. An Assessment District can be formed to pay for paving through taxes for residents on those streets. Streets that are private and paved can petition become public streets. If streets are paved and denied public title, they must be brought up to surveyed criteria to become public. Streets are much easier to maintain if they are under public domain. The following is the County criteria for becoming a public street.

*County Criteria*

Asphalt: As thin as 2" of asphalt, to as thick as 4", on minimum of 18' wide street.  
 Base: Recommended Class 2 Ag soil for 6" base, but may allow 4" base on best soil.  
 Drainage: Must be surveyed to determine proper drainage features, such as asphalt burms, gutters, basins and culverts. If soils are deemed sturdy, streets can lay the 2" cover of asphalt for about \$3.00 per foot. If standard streets are 18 feet across, it would cost \$16,200 for 100 sq. yards.

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*Extending the Street Grid*

To keep new growth near the center of town and maintain pedestrian-friendly circulation, the street grid should extend with areas of proposed new growth. By having a grid pattern, the community would have better pedestrian access to the nearby points of access along Centre Street and in the proposed commercial areas.

Areas such as northeast of the park, and south to south-east of the intersection of Centre Street and Toby Way have the best potential for growth and the extension of street grid.

#### PREFERRED ALTERNATIVE AND ANALYSIS

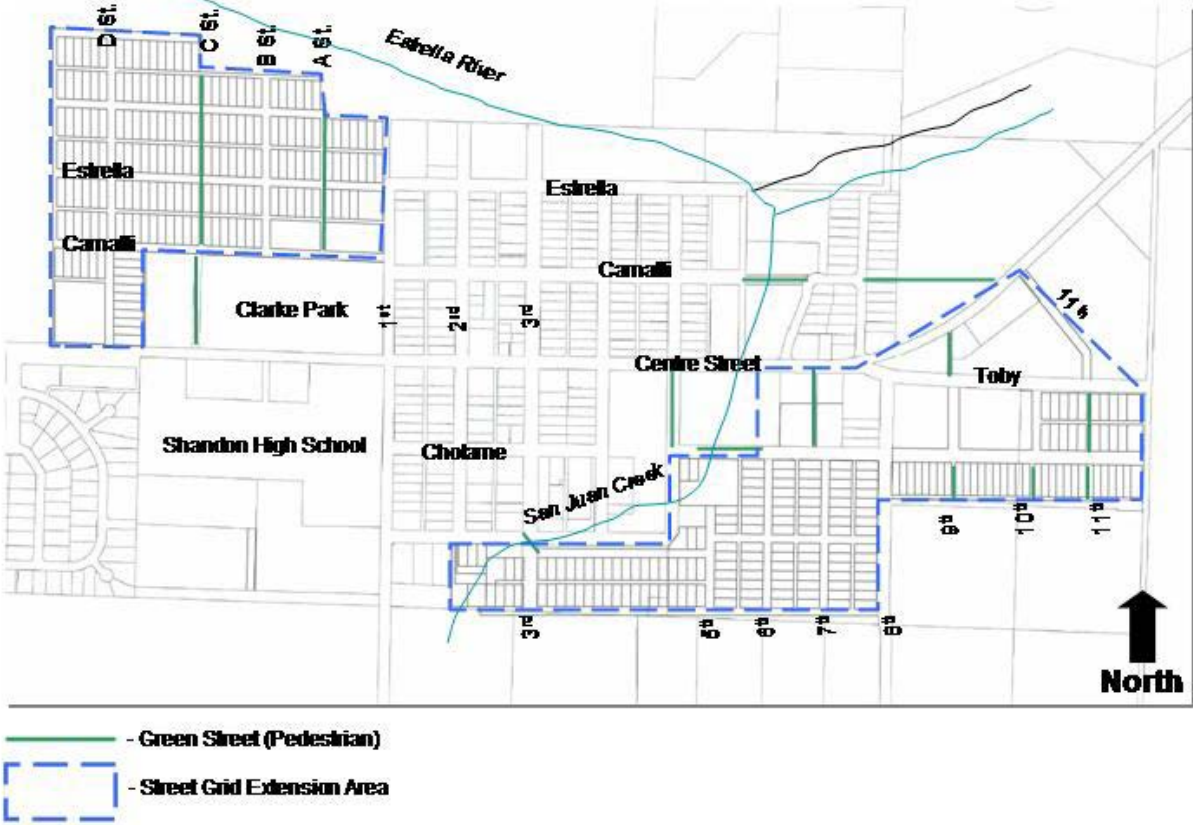
*Paving*

With new development, some roads may be able to be paved (See *Figure 4.2*.) If new growth occurs north of the park, portions of 1<sup>st</sup> street, Camatti and Estrella can be paved due to the increased use of those roads. If new growth occurs south to south-east of Centre Street and Toby Way intersection, portions of 8<sup>th</sup> street and Toby way can be paved due to the increased use of the roads. The remaining roads unaffected by new development can apply for funding and aid to bring them up to County standards. It is best to have all streets paved to allow for the best circulation and a pedestrian-friendly environment.

*Extension of Street Grid*

A traditional grid would be extended north of the park and south to south-east of the intersection of Centre Street and Toby Way. Starkey Road would also be extended to 8<sup>th</sup> Street and there would be creek crossings for pedestrians one block north and one block south of Centre Street.

4.2 Map of Extended Street Grid



IMPLEMENTATION

Paving should be required of new development with an appropriate nexus to surrounding streets, with unpaved blocks having highest priority. Grid extension should follow *Figure 4.1* to guide new development, and promote circulation and a pedestrian-friendly environment. The new streets would be narrow at forty-five feet wide while the Pedestrian Green Streets would be twenty feet wide.

## SECTION 4B: EXTENDING NEIGHBORHOOD WATCH PROGRAMS

### CONCERNS

As was made apparent during the Fall 2003 Shandon Vision meetings that safety is a major concern to the Shandon community. Many residents bemoaned the insufficient Sheriff protection provided for them by the county, and felt that current crime problems experienced would only worsen with increased development. With growth in Shandon seemingly unavoidable, and sheriff protection seen as insufficient, alternative options were decided to be essential.

#### **4.3 Current Neighborhood Watch Program**



Shandon had already experimented with a Neighborhood Watch program in the Mesa Grande area since the early 1990s, and it proved successful in preventing much of the crime other areas in town had experienced.

### ALTERNATIVES

Neighborhood Watch programs have proved highly successful in preventing criminal activity when implemented in communities around the country. Shandon's current program enjoy this success; expanding the program and getting other areas of the town involved would allow the same prevention for other residents.

In expanding the program to cover the remainder of Shandon, several alternatives were proposed. A major advantage of Neighborhood Watch programs is flexibility in how they can be set up. One possibility of the program is to create one large watch area that covers the extent of the town. Such a program would be maintained by several coordinators, and



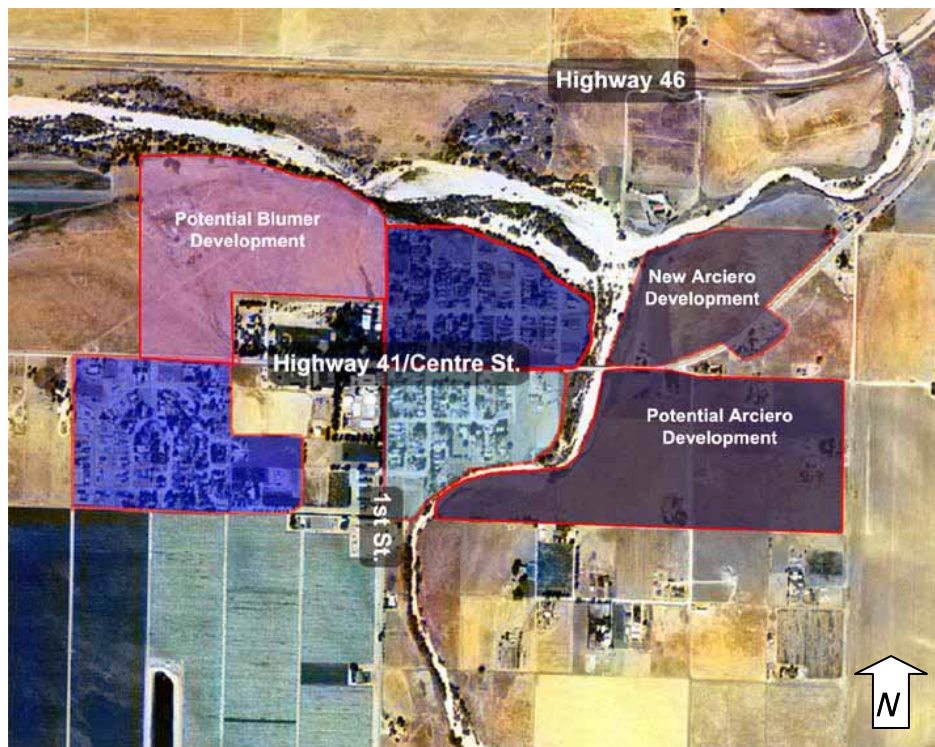
regularly scheduled meetings would gather the community together to discuss possible issues and share opinions and information with each other and sheriff's representatives. Another option would be to divide the town into separate watch districts. Each would be run by a block coordinator who would be responsible for gathering residents in the area for regular meetings, as well as providing a go-to point for the Sheriff Department's officers. The size of these watch districts can vary with level of contribution community members have to offer. The more residents that get involved with the program, the stronger it is enabled to grow.

As with any community-run program, resident participation is a major factor for success. The Neighborhood Watch program succeeds through community members volunteering their attention to watch their neighborhood. If residents fail to participate, the program fails to be effective. The Shandon community appears to be very enthusiastic in regard to crime prevention; this will increase the program's success.

#### PREFERRED ALTERNATIVE

Since the Neighborhood Watch program had already been set up in the Mesa Grande area of town, it could comprise its own district in the preferred plan. At this point in time, the remainder of Shandon could be divided into two districts, each covering a several square block area and maintained by a block coordinator. The first district (A) would be established on the north side of Centre Street, extending from the park to the creek bed. The second district (B) would be formed on the south side of Centre Street, bordered by the two schools to the west and San Juan Creek to the east.

#### 4.4 Future Neighborhood Watch Districts





As growth occurs outside of the current infrastructure, other districts could be added, if community participation is present. Developable areas that would be prime locations for these expanded watch districts include the area to the north and west of the park and the land to the east of San Juan Creek.

While Neighborhood Watch is effective in urban communities, its prevention power is greatly lessened if the same program structure is applied to more rural surroundings. Because a large section of the Shandon area is comprised of homes on large-acre parcels, the county sheriff's Rural Watch Program is more applicable. Rural Watch works much like Neighborhood Watch, but covers a greater extent. Participants are trained in additional topics more relevant to their situation.

#### 4.5 Proposed Rural Watch Coverage



#### ANALYSIS

By forming the new watch districts as indicated previously, coverage would envelop the town and provide optimal crime prevention for residents. These districts divide the households in town up fairly evenly, and the proposed future districts would follow this pattern. By combining this aspect of crime prevention with the sheriff coverage present, criminal problems should be reduced and controlled in Shandon.

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## IMPLEMENTATION

As mentioned previously, the effectiveness of Neighborhood Watch and related programs relies directly on the amount of community participation. A lack of volunteers from the community will result in a lack of program quality. Fortunately, lack of resident volunteers is not a problem faced by Shandon, as several community members have stated their interest in becoming Block Coordinators for each district.

Once block coordinators are established, preliminary meetings should be set up with the County Sheriff. These introduction meetings will provide the coordinators with the knowledge and resources they need to maintain the program in their district. Several signs identifying the district as protected by Neighborhood Watch will be supplied by the sheriff; however, additional street signs should be purchased by the community. Meet-and-greet gatherings between residents of the district allow the community to get to know each other's faces, and allow the block coordinator to gauge interest from each resident. Also helpful at this time would be to create a neighborhood map for the district, identifying participating homes, its residents, automobiles owned, and hours they are present. Once copied and handed out to the neighborhood, this forms an invaluable resource and visual aid. Once initially set up, scheduled monthly meetings should be arranged between the community and sheriff to provide updates.

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SECTION 4C: INCREASING THE SHERIFF'S PRESENCE THROUGH A REPORT CENTER

CONCERNS

The residents of Shandon have made it clear through several community meetings and workshops that they would like to see an increased Sheriff presence in and around Shandon. Residents see a current crime problem that they feel has not been looked at or dealt with enough to deter crime. The consensus within the community is that there is inadequate Sheriff's presence in the area, and that the community needs to report all incidences of crime or suspicious activity to the Sheriff. The San Luis Obispo County Sheriff currently considers Shandon to have a low level of crime as compared to a statewide standard of crime per capita. This analysis has led to a disagreement between the community of Shandon and the Sheriff Department as to what is really taking place in Shandon. The community feels crime is rampant, while the Sheriff Department sees Shandon as a fairly safe community.

ALTERNATIVES

*Report Center*

The idea of a report center in Shandon came from Captain Hoving of the SLO County Sheriff's Department. Other unincorporated communities in the county, such as Nipomo, have such centers to provide residents a place within the community where residents can go to file reports. This "report writing room" would be established within an already existing building within the community, and the Sheriff's Department would provide equipment such as computers, telephones, a fax machine, and a printer, as well as a connection directly to the Sheriff's online system from Shandon.

*Private Security*

Having a community-wide private security service is another alternative that was looked into when considering how best to protect the residents and property in and around Shandon. The cost of such a service is estimated to be at approximately \$80,000 per year, or about \$299 per household per year based on the 2000 Census count of 267 households in Shandon. This amount is equivalent to having an additional Sheriff Deputy for the north county. Private security also lacks legal abilities that the Sheriff's department has, such as legally arresting someone. The level of training, certification, and low-paid employees are additional issues with private security that could result in minimum effort and results.

*Increased Sheriff Presence*

Increasing the Sheriff presence in and around Shandon is the most sought-after solution. The community feels that by having a substation in Shandon, for example, potential crime could be deterred and current problems would get resolved. The Sheriff's Department has made it clear that having a fourth County substation in Shandon is just not feasible in the near future nor is it practical to the services and strategies of the County Sheriff's Department. With its centralized command structure, the Sheriff's department currently

utilizes the three existing substations in such a way as to provide maximum Sheriff protection and services on a County-wide basis.

#### PREFERRED ALTERNATIVE

The Sheriff's presence should be increased through a Report Center in Shandon. The center would consist of a report writing room with a minimum of 120 square feet in size, an additional interview room of the same size, and a restroom that is not shared with other services within the building in which the Report Center is to be located. This would be located in the Community Center in the remodeled building at 2nd and Camatti. Computers and other basic office equipment would be provided by the SLO County Sheriff Department.

According to the Sheriff Department, the level of presence or service to the Shandon community will increase as the level of need increases with the anticipated growth in the coming years. Shandon residents would like to see an increased Sheriff's presence now to address current problems and also to have the increased service be in place in anticipation of problems that may arise with growth. The idea of having as many incidents being reported as possible has been suggested to give the Sheriff's department a more accurate picture of what is currently happening in Shandon. To address this need, the Sheriff Department has recommended a report center in Shandon to allow residents an easy way of reporting incidences of crime or suspicious activity that occur in the community.

#### ANALYSIS

Increasing the Sheriff's presence through a Report Center in Shandon is the most feasible alternative for the community at the moment. It will also send a signal to potential criminals that Shandon is not a place to come to commit a crime. Since it is not possible to have a substation located in Shandon and hiring private security service would be costly and probably will not be the best solution to Shandon's current crime problems, a Report Center would not only increase the Sheriff's presence but would also address the issue of lack of reporting by providing a local avenue for reporting crime.

#### IMPLEMENTATION

To make the Shandon Report Center a reality, the community, the County and in particular the County Sheriff's Department will have to work together to come up with a solid plan to make sure all requirements will be met and all details worked out to further the objective. There will be necessary steps along the way that can shaped to fit the type of center that best fits Shandon's current needs.

The Report Center should be located in the Community Center. This would call for remodeling the Community Center to allow enough space for the Report Center as well as an additional unshared restroom. To meet these requirements the community might have to look at the prospect of remodeling the Community Center and/or even adding on to the building such as an extension or a second level.

Additional steps would call for the analysis of the costs of keeping the Report Center open, the costs of monthly utility bills, janitorial services, upkeep of the Center, and administration of the Center itself and its equipment. Since the Center will not be staffed full-time by the Sheriff's Department but rather have deputies stop by to pick up reports and conduct interviews; someone from the community will be needed to maintain the building.

Funds for such a center might come in the form of a local bond measure through a community services district. Other funding might include loans, grants, donations, and fund-raising events to support the Sheriff's presence in Shandon.

*Crime Statistics for San Luis Obispo County (Bureau of Crime Statistics)*

| CRIME CLASSIFICATION                     | Offenses Reported | Unfounded | Actual Offenses | Offenses Cleared |
|--|-------------------|-----------|-----------------|------------------|
| A. MURDER                                | 3                 | 2         | 1               | 1                |
| B. MANSLAUGHTER                          | 0                 | 0         | 0               | 0                |
| <b>FORCIBLE RAPE TOTAL</b>               | <b>34</b>         | <b>5</b>  | <b>29</b>       | <b>21</b>        |
| A. RAPE BY FORCE                         | 27                | 5         | 22              | 16               |
| B. ATTEMPTED RAPE                        | 7                 | 0         | 7               | 5                |
| <b>ROBBERY TOTAL</b>                     | <b>11</b>         | <b>0</b>  | <b>11</b>       | <b>3</b>         |
| A. FIREARM                               | 5                 | 0         | 5               | 1                |
| B. KNIFE OR CUTTING INSTRUMENT           | 3                 | 0         | 3               | 0                |
| C. OTHER DANGEROUS WEAPON                | 3                 | 0         | 3               | 2                |
| D. STRONG ARM                            | 0                 | 0         | 0               | 0                |
| <b>ASSAULT TOTAL</b>                     | <b>581</b>        | <b>14</b> | <b>567</b>      | <b>514</b>       |
| A. FIREARM                               | 8                 | 0         | 8               | 8                |
| B. KNIFE OR CUTTING INSTRUMENT           | 27                | 0         | 27              | 24               |
| C. OTHER DANGEROUS WEAPON                | 38                | 0         | 38              | 33               |
| D. AGGRAVATED ASSAULT-HANDS, FISTS, FEET | 46                | 0         | 46              | 38               |
| E. SIMPLE ASSAULT                        | 462               | 14        | 448             | 411              |
| <b>BURGLARY TOTAL</b>                    | <b>377</b>        | <b>0</b>  | <b>377</b>      | <b>93</b>        |
| A. FORCIBLE ENTRY                        | 165               | 0         | 165             | 29               |
| B. UNFORCED ENTRY                        | 184               | 0         | 184             | 59               |
| C. ATTEMPTED FORCIBLE                    | 28                | 0         | 28              | 5                |
| <b>LARCENY THEFT TOTAL</b>               | <b>1006</b>       | <b>16</b> | <b>990</b>      | <b>204</b>       |
| <b>MOTOR VEHICLE THEFT TOTAL</b>         | <b>2</b>          | <b>0</b>  | <b>2</b>        | <b>1</b>         |
| A. AUTOMOBILES                           | 1                 | 0         | 1               | 0                |
| B. TRUCKS & BUSES                        | 0                 | 0         | 0               | 0                |
| C. OTHER VEHICLES                        | 1                 | 0         | 1               | 1                |
| <b>GRAND TOTALS</b>                      | <b>2014</b>       | <b>37</b> | <b>1977</b>     | <b>837</b>       |

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## SECTION 4D: MEDICAL SERVICES

### CONCERNS

The existing medical services in Shandon include a once-a-month medical service, the First Mothers Program, a field nurse, and free transportation services to and from Templeton. Paso Robles provides medical service once a month, every Thursday morning for two hours at the church. A nurse comes to town and provides health exams for the children, immunization shots, medication refills, pregnancy tests, etc. A field nurse is available Monday through Friday for new mothers and their newborns from birth to the age of three. The nurse educates the new mothers by making door-to-door visits. Templeton offers free transportation to Shandon residents who need to see doctors in Templeton. The First Mothers Program is provided by the City of San Luis Obispo, and it is for mothers who have their first child. Nurses assist the mothers by educating them on how to take care of themselves and their babies during the pregnancy. Current services are mostly for mothers and children with limited operating hours while other residents would have to make trips outside town to see a doctor. A clinic with extended hours for every age group is needed in Shandon.

### ALTERNATIVES

Shandon's small population makes it difficult to have a clinic supported by the County at this point; however, there are the two types of federal shortage designations that could be alternatives for Shandon to have a medical clinic. The Shortage Designation Branch in the Health Resources and Services Administration (HRSA) makes decisions on whether or not a geographic area or population group is considered a Health Professional Shortage Area (HPSA) or a Medically Underserved Area or Population (MUA/MUP). The advantage of being designated as a HPSA is that Shandon would be eligible for Rural Health Clinics since the program has a payment method designed to improve access to primary health care in rural underserved areas. Designation as a MUA has benefits to develop community health centers, migrant health centers, Federally Qualified Health Centers (FQHC), and Rural Health Clinics (RHC) as well as eligibility to get federal grant. A designation of MUP is for the areas that does not meet the requirements for the MUA designation.

### PREFERRED ALTERNATIVE

An HPSA is designated for areas with no primary care physicians, primary dental care, or primary mental care, whereas a MUA and MUP are determined based on the Index of Medical Underservice (IMU) which is published in the Federal Register. To be eligible for this, several statistics are considered: infant mortality, population below poverty level, population over 65, and primary care physicians per capita. Applying for Medically Underserved Area status would be the best alternative in order to meet the requirements.

### ANALYSIS

Applying for this state-wide program would be the most feasible and realistic alternative currently for Shandon since it will be funded by federal grants and run by non-profit organizations.

**Figure 4.6 Medical Care**

## IMPLEMENTATION

To be designated as a Medically Underserved Area, an agency such as they County Health Department or a local individual needs to submit the request The federal Shortage Designation Branch of the Bureau of Health Professions, and the Office of Statewide Health Planning and Development will evaluate the requests for the designation. Within 90 days, notification of the result will be sent to the applicant and the listed parties who are involved. The proposed location for the mobile clinic is the church. Service is currently held there once a month, and is also given at the parking lot in front of the Senior Center. The anticipated place for the fixed clinic is at the Community Center which is at Second and Camatti in the downtown area. Although there is no space for clinic in there at this point, this location should be considered for its long term placement when Shandon can support such a service.



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## SECTION 4E: STRENGTHENING LITTER PREVENTION

### CONCERNS

One concern of the community is that careless waste is cluttering the streets. While efforts have been made to clean up certain areas, the problem persists. Illegal dumping of vehicles and large appliances is an ongoing issue. Many residents are unaware that most of the improperly disposed items can be hauled away for a small fee. While there are many residents willing to help aid the clean up process, there is no local organized group to facilitate this. Another concern is that a failed recycling program has abandoned recycling services completely for Shandon residents. Since it is not mandated for the Shandon area, the recycling services are not provided by the county.

### ALTERNATIVES

A Community Clean-Up Day was organized by concerned citizens to remove trash from the public right of way. The San Luis Obispo County Code Enforcement Office was contacted in order to report code violations, and to begin the revitalization of the community. Nearly forty-seven tons of waste was hauled away. Many volunteers came out to support the two-day event, and many donations, through a letter writing campaign, were made from various groups.

The San Miguel Garbage Company is the current waste disposal provider for the Shandon area, but does not offer a recycle program. However, the company does offer pick-up for larger items once a year at no cost

Another consideration is to educate the youth, and send out public notices throughout the community, about waste prevention methods. A school-based program is available through the San Luis Obispo County Integrated Waste Management Authority to educate young people on waste prevention methods and recycling methods.

### PREFERRED ALTERNATIVE

All of the above alternatives should be implemented.

### ANALYSIS

While the clean-up day was a great support for the beautification of the town, Shandon residents also need to be educated on proper disposal methods. The San Miguel Garbage Company also needs to inform the public on other services that it may provide to them.

### IMPLEMENTATION

It will be the responsibility of the community members to help one another to prevent illegal dumping. San Luis Obispo County Code Enforcement will need to be contacted again to conduct a full investigation if this continues. Requests for rate information of recycling and large item disposals will be gathered from the San Miguel Garbage Company.

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*CONCLUSION*

As the preceding sections of this chapter have mentioned, concerns about public safety can be addressed to promote a better, healthier, and safer Shandon. Paving and extending the street grid with pedestrian green paths and narrow streets will enhance access around the community which will help in facilitating an efficient neighborhood watch program. The Sheriff Report Center will also play a role in addressing the safety concerns in Shandon, while the proposed medical services and litter prevention programs will help to strengthen the health and cleanliness of Shandon. From paving and extending streets to strengthening litter prevention in and around Shandon, the community will be able to improve and enhance its sense of community and be able to share in the responsibilities that come with each of these issues brought forth by Shandon residents.

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## **COMMUNITY FACILITIES AND ACTIVITIES**

### *Chapter 5 – Public and Community Facilities*

#### *INTRODUCTION*

This chapter covers the main spaces and/or facilities that are open or will be open to the public as a whole. With feedback received from the community, several concepts were developed regarding public spaces and facilities the community deems most important, whether they are existing or are desired by the community. Community facilities and spaces are important to a community for an assortment of reasons. They can provide a variety of uses for a variety of people, provide a place for interaction between members of the community, help portray a healthy image of a community, and help to provide a sense of connectivity to the rest of the community. When combined, it allows residents to feel as if they share a piece of the community.

There are a number of benefits in having community facilities and spaces, but the most important are that they provide a sense of community and provide a place for interaction among community members. It is important that current public spaces be connected with each other and with any new public facilities and/or spaces. It is also important that these spaces be visible and easily accessible for community members. The following sections cover current or proposed spaces and facilities. Sections covering each current space or facility address concerns associated with that space or facility and how that space or facility could be better utilized. Sections covering future spaces and facilities address specific concerns and implementation possibilities, and include linking San Juan Creek open space to Clarke Park and the Town Triangle, adding a skate park facility to the park area, focusing activity into the community center, and designing an updated Town Triangle for the future.

SECTION 5A: ESTRELLA-SAN JUAN LINEAR PARK

## CONCERNS

Shandon does not currently have linear open space designated primarily for pedestrians. The proposed path would follow the Estrella River and San Juan Creek beds, be designed to fit in with the natural environment, and would encourage healthy lifestyles for Shandon residents. The path would also incorporate existing and proposed open spaces around the center of Shandon. In effect, a network of pedestrian and bike paths would be created through Shandon to connect various points of interest as well as provide scenic walkways for generations of Shandon residents to come.

**Figure 5.1 Aerial view of Shandon, showing the Urban Reserve Line and proposed lots and streets**



## ALTERNATIVES

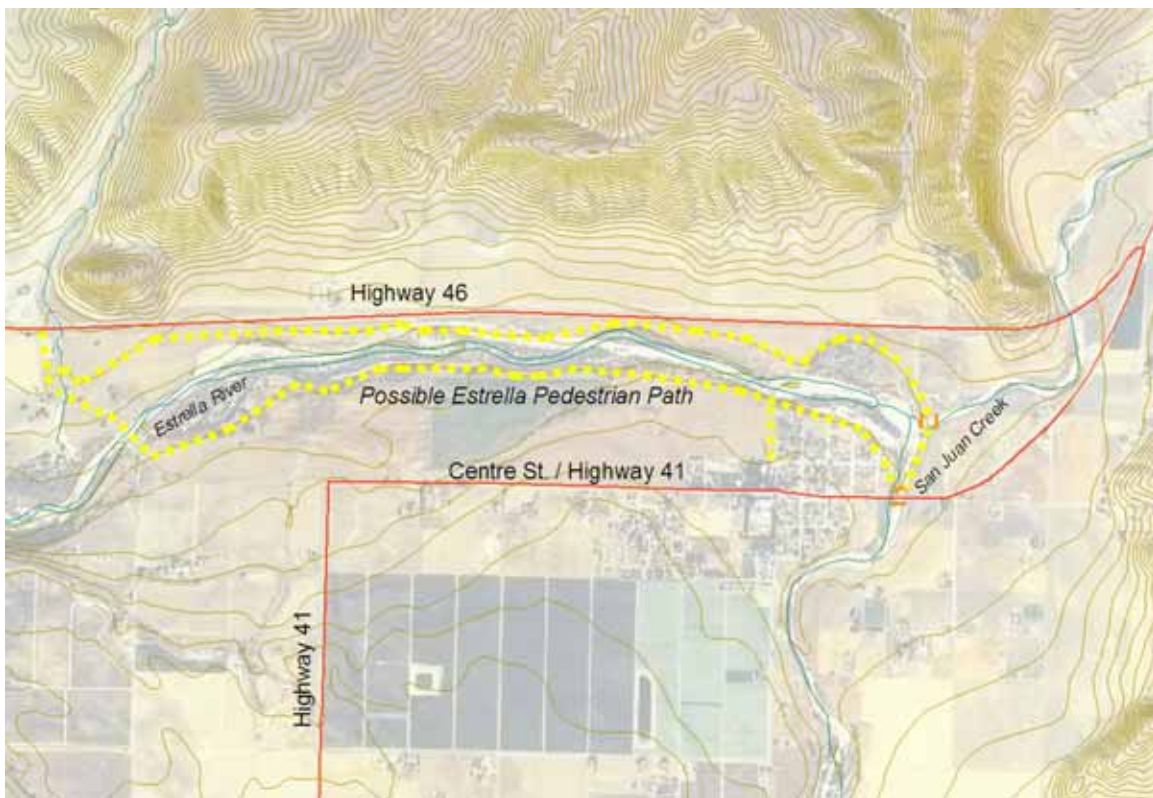
### *Alternative I*

The concept of having an extensive pedestrian trail on both sides of the Estrella River stretching from the grape fountain sculpture to the San Juan Bridge crossing could be a possibility many years from now. This trail would connect to Mr. Blumer's proposed trail northwest of Shandon, the current and proposed pedestrian access points throughout town, and a planned pedestrian trail that has already been designated by the County to run along Highway 46 near Shandon.

### *Alternative II*

In this alternative, a more focused pedestrian path is proposed. This path would still connect Mr. Blumer's pedestrian trail to the San Juan Bridge crossing as well as current and proposed pedestrian access points in the central part of Shandon. This pedestrian path, whether paved or unpaved, could either run through existing property with the idea of acquiring a few of those properties for open space, or be a path that runs exclusively along rights of way. The proposed linear open space would run east along the Estrella River to the heart of downtown, where Centre Street meets San Juan Creek.

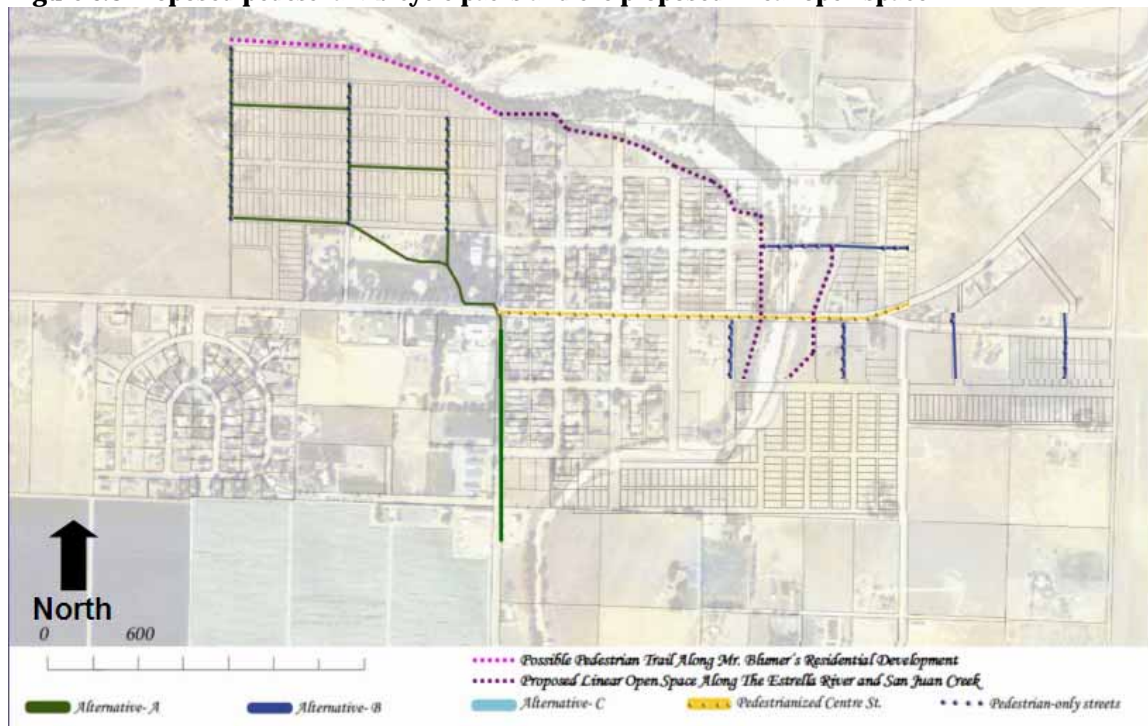
**Figure 5.2 Aerial view of Shandon, showing an extensive pedestrian path along the Estrella River**



## PREFERRED ALTERNATIVE

The preferred alternative for now is a more focused and shorter pedestrian path, with the possibility of extending it or connecting it to a more extensive Pedestrian trail at a later time. The current proposed pedestrian path would provide residents a place to walk recreationally as well as a path that acts as an access way between the center of Shandon and the surrounding developments along the Estrella River and across San Juan Creek.

**Figure 5.3 Proposed pedestrian/bicycle paths and the proposed linear open space**



## ANALYSIS

This shorter version of the pedestrian path calls for some private property as well as some County-owned properties that are adjacent to and/or part of the current Estrella and San Juan Creek creek beds. These properties would be needed to be acquired for open space to support the vision of a scenic pedestrian pathway.

## IMPLEMENTATION

To have the vision of a scenic and accessible pedestrian pathway a reality, the community, County Parks, and developers must come together to work on a plan that will put a pathway into place that would meet all environmental as well as quality design requirements. The path should not be intrusive to its surrounding environments but rather act as a natural part of the landscape. The pedestrian path will call for upkeep and maintenance to keep it clean and aesthetically appealing to Shandon residents as well as visitors to the Shandon community.

An Environmental Impact Report (EIR) would be needed if extensive amounts of land would be converted especially those in the creek corridor. An EIR is required if there is any

development proposed that would affect ecological habitats such as swales, native plant and animal species, as well as the creeks themselves.

Funding for such a path could come in the form of a local bond measure, land donations from community members and developers, organizations or other philanthropists with a respect for the environment and the community's wishes to create a unique space that blends in with the environment. County grants through the Parks Department and/or state grants and federal grants could also provide funding for the pedestrian path.



## SECTION 5B: ADDING A SKATE FACILITY INTO CLARKE PARK

### CONCERNS

The skate park, mentioned by the majority of groups at our previous community meetings, can be a major draw for many of the youth in Shandon, who can be greatly involved in much of the development process. There are currently a very small number of activities for the youth of Shandon to participate in when they are not in school, and the skate park will provide them a safe place which they can feel is their own where they can exercise and "hang-out."

### ALTERNATIVES

#### *Location of Skate Park*

The community expressed that the key factor in choosing a site for the skate park is that it be in a highly visible area within Clarke Park. The first possible location was in the open space near the water tank in the North West corner of the park and the second was between the swimming pool, tennis courts, and senior center, along 1<sup>st</sup> Street

**Figure 5.4 Possible skate park locations within Clarke Park and new access points to Clarke Park**



#### *Alternative Designs of a Skate Park*

The three common design types which are widely used when building skate parks are concrete, wood, and pre-manufactured, steel frame ramps with skate-lite surfacing.

*Who Will Build and Operate the Skate Park?***Figure 5.5** Nearby examples of different skate park materials

Who builds the Skate Park depends on the design type that is chosen. The first alternative for operation would be to have the skate park unsupervised and open during park hours just like the rest of the outdoor facilities at Clarke Park. The second alternative would be to have the park run as part of a new Community Services District. The third alternative would be to contract out an outside organization, such as the YMCA, to manage the skate park.

*How Will the Skate Park be Funded?*

Likely funding for the skate park will be possible with the contribution of the Shandon Youth Task Force and YMCA. Another opportunity to provide partial funding could be to enact entrance fees, and hold skate competitions for the region. If necessary, grants can be a funding alternative as well.

*Pedestrian Access Through Park and Green Streets*

Another key feature that should accompany the development of a skate park within Clarke Park is the addition of pedestrian pathways linking the park with the rest of the community, enabling the park to become the western anchor of downtown (see above *Figure 5.4*).

**PREFERRED ALTERNATIVE**

The preferred alternative is to locate the skate park in Clarke Park between the swimming pool, tennis courts, and Senior Center (see *Figure 5B.1*). The preferred design type that would be the most practical for a skate park along 1<sup>st</sup> Street would be the pre-manufactured, steel framed ramps with skate-lite surfacing. The preferred builder would be Mike Taylor, who is the local Skatewave ramp dealer, or Dave Bang & Associates, who is the local Huna Ramp Dealer. The preferred alternative for operation of the skate park is that it is run under the new Community Services District, who can contract out the management of the skate park to the YMCA, if needed. The preferred alternative for funding the skate park is still undetermined; the likely outcome would be to use a combination of all available sources. The preferred short-term option is to start the skate park out on the rarely used tennis courts within Clarke Park and then once the town and demand for the skate park has grown the park can be moved permanently to Location 2.

The park is a key part of the extensive pedestrian path network proposed for the community. A Street and C Street would be "Green Streets" available exclusively to pedestrian and bicycle traffic and will extend from the north side of the park up to the pedestrian trail along the Estrella River.

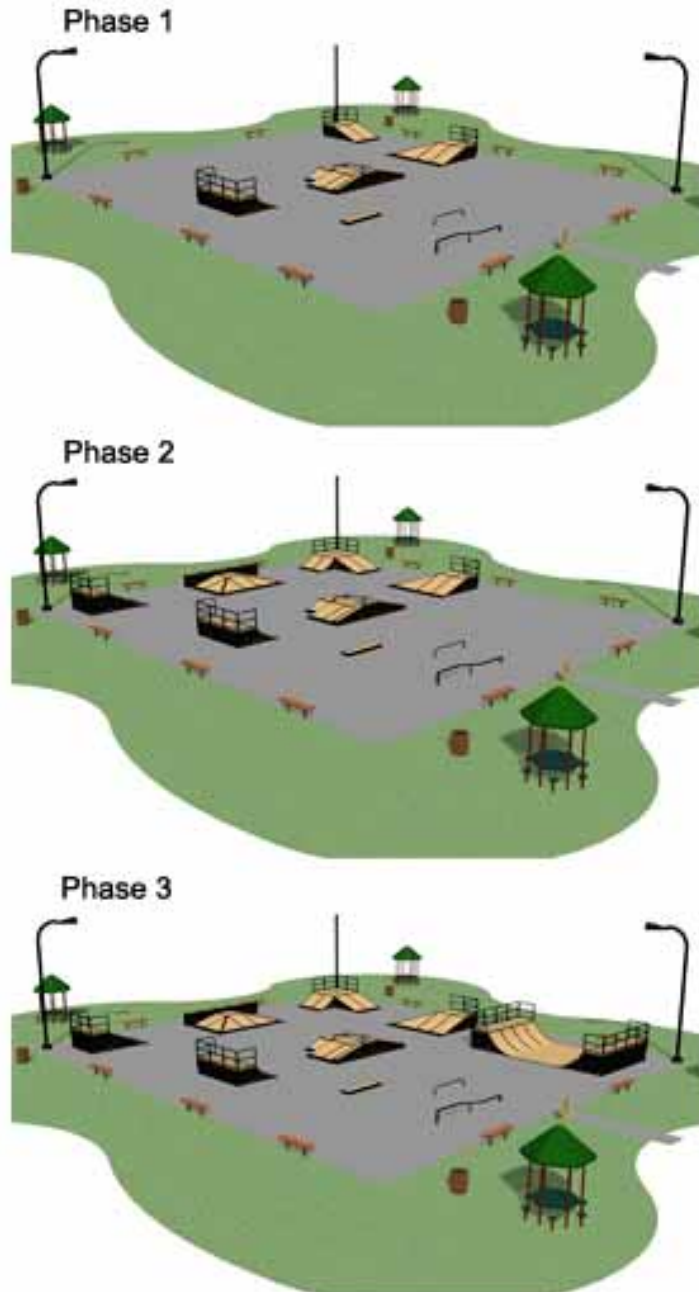
## ANALYSIS

The second location is the preferred alternative due to its high visibility from Centre and 1<sup>st</sup> Street, close proximity to the Community Center at 2<sup>nd</sup> and Camatti, and its adjacency to the other areas of the park where there is currently the most activity taking place.

Concrete parks like the ones in nearby Paso Robles and Templeton have the lowest maintenance costs, but the highest initial costs and they are permanent. Wood ramps like the ones used at the San Luis Obispo skate park are the least expensive to build, but they are the most susceptible to weather damage and require the most maintenance; this is why they are rarely used for outdoor parks anymore. The steel framed ramps are very durable, moveable, and can be purchased in phases to make the skate park better over time as funding becomes available.

If a concrete park were planned, then it would have to be designed by a professional landscape architect who is an experienced skate park designer, and the construction would be contracted out. The idea that local volunteers and the skaters themselves could build ramps was brought up by community members, but this is normally too much of a liability—as it is very hard to get parks built in this manner insured--and the ramps would be much less

**Figure 5.6 Possible Skate Park Design and Phasing Example**



■

durable than concrete or steel-framed. If steel framed ramps are chosen for the design, the local dealer from whom the ramps are purchased will work with the skaters to ensure that the skate park is configured to meet their needs, flow nicely together and also fit within the budget.

Most of the skate parks in the region are supervised, such as Grover Beach, Santa Maria, San Luis Obispo, and Templeton. From knowledge gained from these neighboring cities, the community of Shandon has expressed that if there is a skate park in Clarke Park it should be supervised.

The skate park in Templeton is funded through its Community Service District and the Grover Beach skate park is funded through the city and managed by the YMCA. Ideally the operation costs of the skate park can be collected through a small entrance fee from each participant. This would only be a charge of about two dollars, which would primarily go to covering the cost of paying for someone to supervise the skate park. The Shandon Youth task Force has shown interest in the possibility of helping to provide some of the operation costs. There is currently nowhere near enough funds available for initial cost of building a skate park, which is normally between \$50,000 and \$150,000. The option of seeking corporate charitable donations may become a possibility if the Shandon Youth Task Force becomes able to issue tax deductions.

## IMPLEMENTATION

It is up to the Community of Shandon to make the final decision of where a skate park should be located, and how it should be built, operated and funded. As the community grows, developers should contribute to making open spaces usable. To create pedestrian paths through Clarke Park and green streets that unify and provide access options throughout community, members of the community, County Parks, and the developers of new growth must come together to finalize a plan that will put pathways and a skate park into place.

SECTION 5C: FOCUSING ACTIVITY INTO THE COMMUNITY CENTER

## CONCERNS

Currently, a major concern in the community is the lack of organized programs and classes for members of the community and the need for a place in Shandon where youth among others can "hang out."

**Figure 5.7 Required Space for Activities in the Community Center**

| Space One            | Space Two      | Space Three   | Space Four (optional) | Space Shared Between One and Two | Space Shared Between Two and Three |
|----------------------|----------------|---------------|-----------------------|----------------------------------|------------------------------------|
| 850-950              | 1,000          | 1,100         | 950                   |                                  |                                    |
| Homework             | Lounge Area    | Dance Classes | Weight Area           | Art Classes                      | Community Meetings                 |
| Tutoring             | Rec. Games     | Aerobics      |                       | Cooking Classes                  |                                    |
| Club Meetings        | Pool/Ping Pong | Karate        |                       | Meals                            |                                    |
| Computer Instruction | Kitchen        | Dances        |                       | Nutrition Classes                |                                    |
| ESL Classes          | Kiln           | Movie Nights  |                       |                                  |                                    |

## ALTERNATIVES

Several alternatives were brought up in recent meetings with the community. Each have their own advantages and disadvantages. One alternative addressed is keeping the current split of activities between the Senior Center in the park and the Community Center on 2<sup>nd</sup> Street and Camatti. Another option would be to hold all youth and community activities in a single location, like the Senior Center or the Community Center. This would require some expansion of infrastructure, however, and the Senior Center must grow by approximately 3,000 sqft. for holding activities their to be feasible. The Community Center would need very few adjustments. The last possibility would be to design and build and brand new building in the downtown to act as a focal point for the community. This downtown anchor would require nearly 5,000 sqft. to meet basic service needs, but additional space would be needed to hold offices or governmental activities.

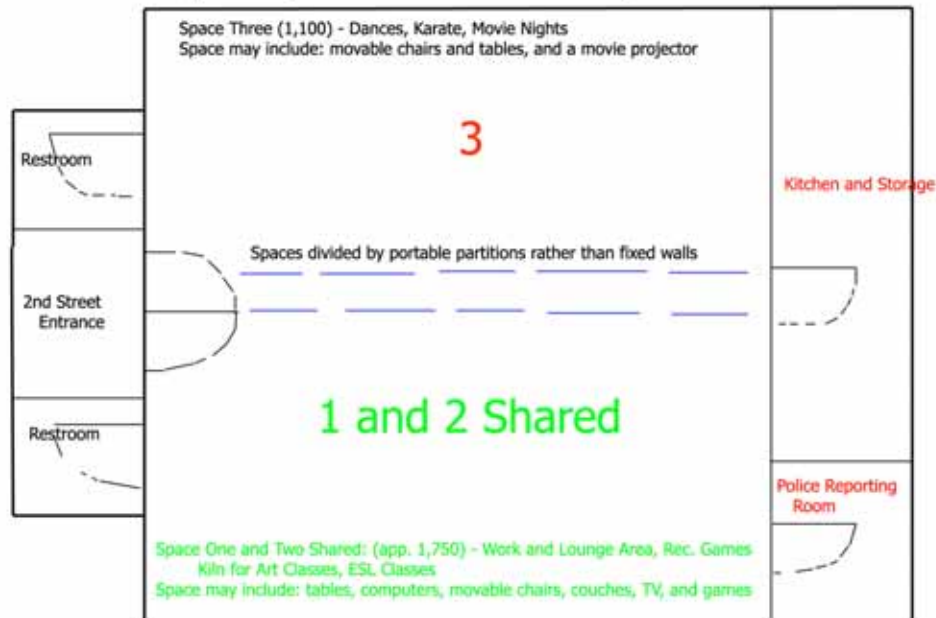
## PREFERRED ALTERNATIVE

Based on feedback received from community members and by working with youth focused groups in the community, the alternative that focuses the activities in the current Community Center is preferred, at least for the short-term. There is also the possibility of



holding some activities in the Senior Center in Clarke Park. The final alternative, consisting of the creation of a brand new Community Center, is ideal for the long-term (*Section 5D*).

**Figure 5.8 Conceptual Space Plan for Community Center on 2nd Street**



## ANALYSIS

Based on feedback received from the community and from research conducted, the best alternative would be to use the existing community center on 2<sup>nd</sup> Street. A unified community center (one that is shared by both youth and adults) has the possibility for becoming the center of community life. It would be favorable to have activities and programs that cater to the whole community. A majority of youth and community activities can be held in the center without needing to expand. At this point, the community center is being renovated to comply with ADA standards.

Currently, the community center could in theory accommodate a majority of activities desired by the community. However, the layout of the center and the availability of the senior center will determine whether or not it can actually accommodate all of these activities. It is up to the community to decide which activities take precedence if not all activities can be held in the community center. The chart on the next page describes how much space each activity needs and how these spaces could be divided up.

There are three main reasons why the Community Center on 2<sup>nd</sup> Street is the preferred choice. First, it has ample space for the majority of activities needed. Second, there are organizations that can handle and organize both the activities present and funding required to keep the center active.

The amount of space needed for the types of classes and programs desired by the community comes to about 3,000 square feet. With this being said, theoretically a majority of the programs and classes desired by the community could be held in the community center

on 2<sup>nd</sup> Street. However, it would be ideal to use the senior center in the park as well to take some of the load off of the community center. The chart below shows the space that certain activities need and how they could be split up in the community center.

Currently, the Lions' Club and the County Department of General Services are working on handing over the lease for the community center to the Lions' Club. The Lions' Club will then be the party responsible for opening and/or renting out the center for any activities that are held there. The Lions' Club is willing to work with anyone interested in holding activities at the center. The Shandon Youth Foundation (SYF), which was formed to address the need for youth activities, is planning on using the center on Friday nights to carry out activities such as movie nights and dances. The YMCA is interested in running, organizing, and funding some classes and activities such as art classes and recreational sports. There is potential for getting Cal Poly and Cuesta College teachers and/or students to conduct some of these classes. There is also potential for drawing from sources in Paso Robles. For example, a karate studio in Paso Robles may be able to provide a karate instructor once a week. In addition, the school district is interested in being involved with and planning some activities for the youth.

The Lions' Club shall be the responsible party for opening up the Center to the community. It would be ideal to have the center open during some non-school hours, when the center could be utilized most. The Lions' Club can either charge a minimal fee and may even be able to keep it open at no charge during non-school hours. The Lions' Club may also be able to acquire program funding if need be. The SYF will be funding their particular weekend activities. In addition, the SYF is interested in using some of its funds to support other activities the community desires. For some of the classes, the community should look to members of the community or surrounding communities that have skills in certain types of activities such as art or dance. This may include teachers or professors at Cal Poly and/or Cuesta College whom may be interested in teaching classes for a small fee or in volunteering their services free of charge.

## IMPLEMENTATION

The Department of General Services is the County agency responsible for the upkeep and oversight of any public building in the county including the Community Center on 2nd Street and the Senior Center in Clarke Park. Within in the next few months the Community Center will be handed over to the Lions' Club. Any party interested in using the Center must contact the Lions' Club. Anyone interested in using the Center on the weekends may also want to contact the Shandon Youth Foundation (SYF). General Services is currently trying to hand over responsibility of the Senior Center to the seniors in the community. Anyone interested in using the senior center should contact the Department of General Services for contact information of the seniors running the senior center in the park.



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## SECTION 5D: LOOKING TO THE FUTURE: THE TOWN TRIANGLE

### CONCERNS

The amount of space needed for all activities and services desired by the community is at least 5,000 sqft., with approximately 3,000 sqft. being space needed for youth and community activities. While most of the youth and community activities could be held in the current community center, there is a need to have a building that can hold all of these activities plus any programs and activities that may be desired in the future.

### ALTERNATIVES

Two alternatives exist for this section. First, Shandon could build on an as needed basis. This would make use of current facilities and not construct new buildings until demand for such increases. Shandon could also create a downtown anchor, by designing and building a brand new building in the downtown to act as focal point for community. The building(s) would need to have approximately 4,000 sqft. to meet basic service and activity needs with the potential for an extra 1,000 sq. ft. for offices that hold Community Service District, a new post office or other governmental activities.

### PREFERRED ALTERNATIVE

Looking into the future, it would be ideal to have a centrally located plaza and building(s) that could meet the community's basic activity and service needs. With the current facilities and the amount of space available, it would not be possible to have all these services in one location without major additions to existing facilities. The only services that can be located in existing facilities are those dealing with youth and community activities, and maybe a police reporting station in the community center on 2<sup>nd</sup> Street. For the long term, the goal should be to have a centrally located center for all of these services and activities.

### ANALYSIS

As Shandon grows, it may be necessary to provide space for governmental activities, which may include a Community Services District, a library, and post office. The area required to meet the communities basic service needs comes to around 1,000 sqft.; however, it would be ideal to provide more than 1,000 sqft. to allow more activities to be focused in the community center, whether they be private offices or government related. The total amount of required space for desired activities and basic services is at least 5,000 sqft.

A new building could be designed and built in the future downtown to act as a focal point for the community. The Town Hall building or buildings could hold all of the services that would make up the Community Services District and other governmental activities. This central location would be ideally located next to the proposed Town Triangle, a plaza where Centre Street, Toby Way, and 8<sup>th</sup> Street come together. The Town Triangle and Town Hall(see *Figure 5.9*), being the center of activity, would be linked by sidewalks and trails to the paths and parks of the community, including San Juan Creek and Clarke Park.

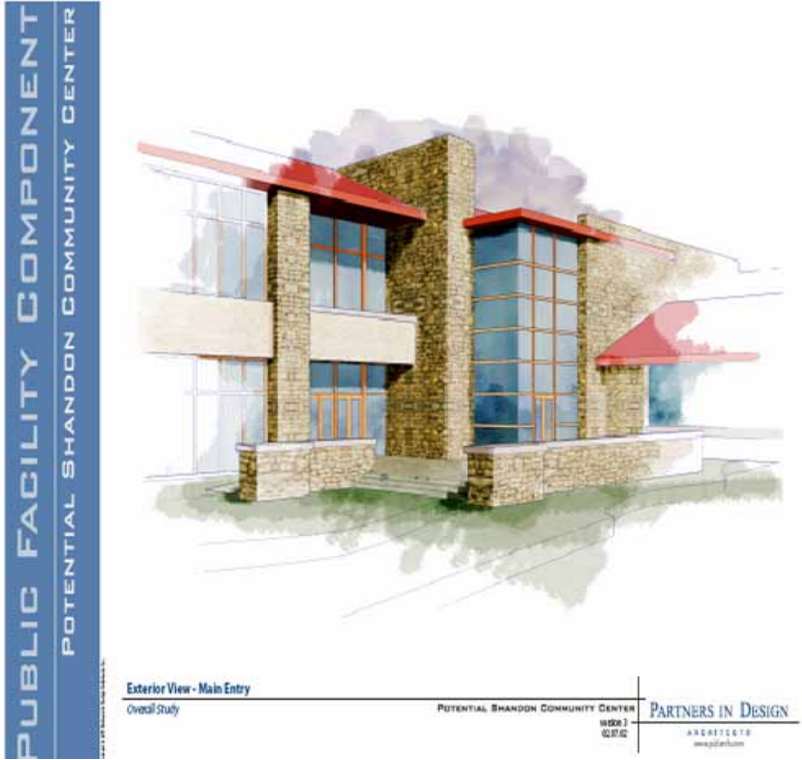
Figure 5.9 Conceptual Plan for Town Triangle



IMPLEMENTATION

The County and any Community Service Districts formed should collaborate to ensure that new development helps to pay its share of this public facility. It could be operated by the Parks Department until or unless a Community Service District is formed.

Figure 5.10 Potential Community Center Located in the Town Triangle



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*CONCLUSION*

This chapter gives us a glimpse into the future of Shandon's public spaces and facilities. The topics covered an assortment of public spaces and facilities which the community deems most important. The pedestrian paths linking San Juan Creek open space to Clarke Park and Town Triangle will be designed to fit in with the natural environment, and encourage healthy lifestyles for Shandon residents. In effect, a network of pedestrian and bicycle paths would be created throughout Shandon to connect various points of interests. Adding a skate park into Clarke Park will provide a major focal point and place of interaction for the youth of Shandon. Focusing activity into the Community Center will provide a place for interaction between members of the community. A unified Community Center has the possibility for becoming the center of community life. The proposed Town Hall at the Town Triangle will be able to accommodate any community, governmental, and/or commercial activities and programs that may be desired in the future.

Public spaces and facilities are a major amenity for any community, and will help keep the community linked and focused. These spaces and facilities will provide a healthy image, a place of interaction, and a sense of place for the community. They will keep the community closely knit and connected, while still allowing for growth. The demand for places where a growing community can interact will become apparent as the community grows.

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**COMMUNITY FACILITIES AND ACTIVITIES***Chapter 6 – Community Programs and Activities**INTRODUCTION*

The purpose of this chapter is to outline some of the possible programs and activities that will take place in public and community facilities. Community programs and activities are important to the future of Shandon, because they promote closeness between residents which helps the community maintain its small town feel while growing.

The topics covered include: highlighting community events, featuring Shandon night at the movies, implementing after-school programs for youth, and enabling Spanish worship

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## SECTION 6A: HIGHLIGHTING COMMUNITY EVENTS

### CONCERNS

The community is concerned that there are not enough things to do for residents of Shandon besides going to work and school, especially for the youth. There are currently a few yearly events that residents enjoy, but more could be added with the help of community members. With increased involvement, residents will be able to interact more with each other which will result in a stronger community.

### ALTERNATIVES

There are many events currently being implemented through various community groups. This section will provide information on how events are currently run, what improvements could be made, and suggestions for other events to be implemented later. The hope is to bring Shandon residents together as a community with fun activities that everyone can enjoy.

The Shandon Youth Foundation and YMCA are currently working on having “Movie Nights” on Friday evenings held at the community center. (More information will be provided in the following section.) Shandon’s Youth Task Force will soon be hosting the “Children’s Talent Show,” led by Kim Mott. The event will be a way to bring parents and community members together, and to gain more interest in other events that the group will put on. Some of those events include youth dances and sporting events.

Thanksgiving dinner is a potluck meal put on by students and volunteers through Shandon High School, and is held in the gymnasium. Food is also donated by large grocery stores and individuals. Due to the capacity of the gym, and the amount of food available, the event is currently by invitation only. Students, church groups, the Senior Club, and San Luis Obispo County members are all involved in the festivities. It is a very enjoyable event for all who attend. A two-day Thanksgiving event with increased resources would be a great way to involve the rest of the community. Invitations could be posted throughout the town to advertise the dinner, and a drop box could collect the number of attendees responding.

The Lion’s Club raises enough money through its Memorial Day Picnic and Barbecue that it can open the pool free of charge to Shandon’s youth for the entire summer. The Memorial Day event has a charge of \$10 and as many as one thousand people have attended. The event started around 1946 and has been going on ever since. There are currently about ten members in the Lion’s Club, but other volunteers help with the event. The club also has a letter-writing campaign asking ranchers and other businesses to donate funds for this and other events. One such event is the mobile eye exam clinic which tests all students in the area at no cost

A Community Clean-Up Day was organized in 2003 by concerned citizens to remove trash from the public right of way. Approximately forty-seven tons of waste was taken away. Many volunteers came out to support the two-day event, and donations, through a letter writing campaign, were made from various groups. This was a great help to revitalize the community, but more support is needed. Waste prevention methods can be obtained

through the San Luis Obispo County Integrated Waste Management Authority to educate young people on waste prevention methods and recycling methods. A recycling program has been tried before, but a community group will have to take on the project once again, since it is not yet mandated for the area. Secure recycle bins will be an easier way to keep out non-recyclables.

The Latino community is currently involved in many community groups. The Promotoras de Salud are interested in helping any community group that needs translators. Health classes are also provided through the EOC. Cross-cultural events are necessary to bring the entire community together.

A community events calendar will be a great way to circulate information throughout the town. Each group would contribute news about what plans are in store for the upcoming year. Free-to-low-cost advertisement can be made through KSBY Channel 6, KCBX 90.1, and the Tribune. A committee, involving one person from every club or group, could make flyers to advertise community events.

**Figure 6.1 Sample Calendar**

| <i>Group Responsible</i> | <i>Event</i>           | <i>Month</i> | <i>Information</i>                            |
|--------------------------|------------------------|--------------|---|
| Shandon Youth Task Force | Children's Talent Show | April        | Bring more events to community                |
| Lion's Club              | Memorial Day Barbecue  | May          | Provides for year long events                 |
|                          | Eye Examinations       | TBA          | Free for all school children                  |
| Shandon High School      | Thanksgiving Dinner    | November     | Bringing community together                   |
| Platica                  | Health Services        | Ongoing      | People in the area w/o health plan            |
| Senior Club              | Help w/various events. | Ongoing      | Provide assistance for community events.      |
| Shandon Youth Foundation | Movie Nights           | Monthly      | Some bilingual, For all ages; Some youth only |

*Event Dates: TBA*

The community events calendar would also include exact dates and times of the events, locations, and contact information. Pictures of past events may be included, along with prices for events and activities.

#### PREFERRED ALTERNATIVE

All of the above alternatives should be implemented.

## ANALYSIS

Each group should be involved in helping to coordinate community events and activities so that the residents of Shandon can grow as a community. Through these events there will be more interaction among generations and language groups.

## IMPLEMENTATION

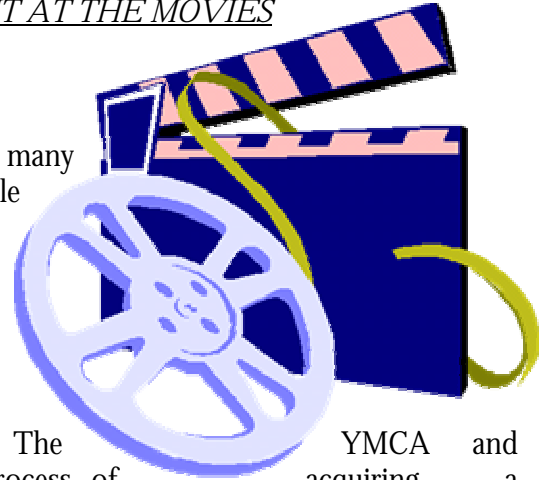
Each group shall continue with their current activities while integrating cross community groups to be involved with each other. This will help to create a more diverse community group.



SECTION 6B: FEATURING SHANDON NIGHT AT THE MOVIES

## CONCERNS TO BE ADDRESSED

Many residents are concerned that there are not many activities available for the youth of Shandon. People feel that there is a great need for nighttime entertainment to keep children and young adults occupied.



## ALTERNATIVES CONSIDERED

“Movie Nights” are currently being considered. The YMCA and the Shandon Youth Foundation are in the process of acquiring a permit to use the Shandon Community Center to show movies. The movies will be shown on the first Friday of every month from 6pm to 10pm, and will possibly extend to every Friday night depending on the response. The YMCA will provide the necessary equipment, but the Youth Foundation is already receiving grant money for the program. The intent is for middle school and high school age people to attend. It is expected to attract around thirty people at each event. Once a month there should also be an adult inclusive movie night where a movie is shown that is appropriate for all ages. The price of admission has not yet been established, but it will be little to no cost. Concession stand income may provide enough support in order to waive admission prices. Other Friday night events have also been considered, such as family movie nights, and youth dances.

## PREFERRED ALTERNATIVE

Since a movie theatre cannot be attained in the foreseeable future, a group organized event such as “Movie Night,” is a great idea for the community to become involved with. Other activities like family movie night and dances are also a grand way to attract a more diverse group of people to come together.

**Figure 6.2 Movie Night Budget (Example)**

| <b><i>Costs</i></b> |      |
|---------------------|------|
| Admission           | \$0  |
| Facility            | \$0  |
| Film                | \$6  |
| Food                | \$15 |
| Drinks              | \$20 |
| Set up/Clean up     | \$0  |
| Advertisements      | \$20 |
| Door Prizes         | \$10 |
| <i>Total</i>        | \$71 |

**Revenue:** 30 People\* \$2.37 = \$71

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## ANALYSIS

“Movie Nights” are a great way to entertain people of all ages, and to get the community involved in other social activities. The YMCA and Shandon Youth Foundation are two organizations willing to branch out into the community for more support and involvement. A committee may be formed with volunteers from different social groups/clubs and age groups in town to incorporate interests from all aspects of the community. Bilingual movies can be shown that are subtitled in either Spanish or English. This way, more people will want to be involved with movie nights because they will have a say in what movies they will see.

## IMPLEMENTATION

The Shandon Youth Foundation will continue to organize the “Movie Night” program with the help of the YMCA. When the contract is secure to obtain rights to community center use, the group will have a volunteer staff to organize each event. A concession stand will be run with donated items to make a small profit for the group. A portion of the staff will be in charge of advertisements, and getting other social clubs involved to eventually have movies for all ages available in town. A drop box at the post office or high school will be a tool for finding a movie most agreeable to most parties. Eventually this group may be able to buy the rights to show the movies, and be able to charge admission.

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## SECTION 6C: IMPLEMENTING AFTER-SCHOOL PROGRAMS FOR YOUTH

### CONCERNS

Currently, there is a lack of activities for the youth of Shandon to participate in during non-school hours. In addition, community members have often mentioned that there are crime and drug problem among youth in the community. Community members believe that providing after-school activities for youth will help address both problems. This can be reaffirmed by studies which show that providing after-school activities or programs helps keep kids safe, helps working families, and improves academic achievement. For the purposes of this chapter, after-school program refers to any program, class, or activity that could be carried out.

### ALTERNATIVES

There four main alternatives are having no programs at all, having structured programs, having non-structured programs, or having partially structured programs.

### PREFERRED ALTERNATIVE

The preferred alternative is to partially structure programs for youth. Scheduled programs should incorporate the voice of the youth while still taking program safety and academics into account.

This is based on feedback received from community members and by working with focused groups of youth in the community. Due to the current population and lack of resources available to the community, the programs should be structured by youth and adults.

### ANALYSIS

If the community decided to have no programs at all, then the problems mentioned above could be exacerbated further. Having programs that are completely structured solely by youth or the adult community would result in programs similar to those created in the past. The two notable programs are the Boys and Girls Club (BGC) and the YMCA, respectively. It seems that the BGC was not structured enough. Most of the kids that patronized the BGC did not mind paying fees to use the community center; however, they said the workers were not very organized and did not manage it well. In the YMCA's case, it seems that the program was exactly opposite of the BGC, in the fact that it was too structured and strictly academic/day-care-oriented. Unfortunately, the YMCA had to scrap the program after about two months in existence.

The preferred alternative will involve organizing various types of classes or activities that would provide entertainment with the potential for being educationally enriching at the same time. The reason that this alternative is considered a compromise between alternative structured and non-structured programs is because of the program style. This program would be considered structured because the classes shall be held organized and managed by one group and the different classes will be held at specific times each week or month. The program would be considered unstructured because it is not actually a program. Instead it is

a variety of classes and activities. The classes would be organized by one group; however each individual class would be run by different individuals in the community. Basically, this alternative consists not of one program held in one location and run by one group. Rather, it is a variety of classes held in a variety of locations and organized by one group with classes themselves being run by different individuals. The different classes shall be provided on a rotating basis rather than having these activities all at once. The current population would not be able to support many activities at once. Providing a diverse range of activities over a year's length would be ideal in attracting as many members of the community as possible. An example of a potential activities program is shown in the chart below. Pictures of potential classes are also shown below.

#### *Provides Extracurricular Activities*

Currently, the school does not have the capacity to offer many extracurricular activities such as art, music, and recreational sports.

#### *Cheaper to Fund*

Organizing classes that are held on an as-needed basis is cheaper to run than running and planning an extensive after-school program.

#### *Less Labor and Time Intensive*

It takes less staff power and less time to organize classes that are held on an as-needed basis rather than if it were a structured after-school program. In addition, the classes themselves are not actually run by the group organizing the classes.

**Figure 6.3 Example of Activities Program**

| Activity | Location     | Time Period        | Day                  | Length              |
|----------|--------------|--------------------|----------------------|---------------------|
| Aerobics | Comm. Center | January & February | Every Tuesday        | About 1 hour        |
| Dance    | Comm. Center | February and March | Every Thursday       | About 1 hour        |
| Ceramics | Comm. Center | March and April    | 1st and 3rd Thursday | About hour and half |
| Karate   | Comm. Center | Ongoing            | Every Monday         | About 1 hour        |

**Figure 6.4 Costs of Community Center Activities**

| Total # of sessions | Total Cost | Per session cost |
|---------------------|------------|------------------|
| 8/ 4 times a month  | \$25-\$30  | \$3 to \$4       |
| 8/ 4 times a month  | \$25-\$30  | \$3 to \$4       |
| 8/ 4 times a month  | \$50       | \$6 to \$7       |
| ongoing             | \$30/month | n/a              |

**Figure 6.5 Potential Community Center Activities**

Karate Class

Ceramics Class

Dance Class

*Pictures in order of appearance:* 1) <http://www.downtowndaycamp.com/karate%20class%20teStreetJPG>  
 2) [http://pages.towson.edu/art/images/bp\\_w\\_students\\_02\\_sm.jpg](http://pages.towson.edu/art/images/bp_w_students_02_sm.jpg),  
 3) [http://www.pioneerpacific.ca/Archives/Pictures/2002/plunge\\_2/Aug%2008%20-%20Thurs/dance%20class.jpg](http://www.pioneerpacific.ca/Archives/Pictures/2002/plunge_2/Aug%2008%20-%20Thurs/dance%20class.jpg)

### *An After-School Program For the Future*

To avoid what has happened with past programs, it seems best to start off on a smaller scale now, and within the next 5 to 10 years the community can look to getting a more structured after-school program. There are several factors that will have to be met before an official after-school program can become a reality:

#### *Overcoming Apathy/Lack of Collaboration in the Community*

Overcoming apathy in the community and getting different stakeholders involved in the planning process is vital to the success of any after-school program.

#### *Population Growth*

Currently, Shandon's population cannot support an official structured after-school program. The community will need to reach a certain population or "critical mass" before it can support an after-school program.

#### *Increased Resources*

Naturally, community resources, including possible staffing and possible funding sources would increase as the population grows. As the population grows, more teachers are added to the population as well as more community members willing to be involved in an after-school program.

## IMPLEMENTATION

Presently, the details of an after-school program are being worked out. The organizations involved will vary due to the wide range of activities and programs that could be carried out, but can be narrowed down to a select few. The key organizations consist of: the Shandon Unified School District, Shandon Youth Task Force, Shandon Youth Foundation, and the YMCA. These organizations will most likely be the ones in charge of planning and programming any after-school program or activity. It will take the help of many

organizations and individuals to ensure the sustainability of any after-school program. The location of a program or activity will also vary depending on the type of activity, but will probably be limited to the community center, the park, or the school.

SECTION 6D: ENABLING LOCAL SPANISH WORSHIP

## CONCERNS

Throughout our series of meetings, the Spanish-speaking community in Shandon expressed the need for church worship services in Spanish.

## ALTERNATIVES

The United Methodist Church, which is located on the corner of 2<sup>nd</sup> and Centre Street. (See Figure 6.6), currently is in the early stages of getting some programs of this type going, primarily focusing on youth. On Sundays, the church has a Spanish children's service which meets at from 11:00 a.m. - 1:00 p.m. on Sundays. There is also a Spanish children's choir which meets at 5:00 on Wednesdays, and a youth Bible

study group which meets in people's homes on Wednesday evenings. If someone becomes available to become a permanent Spanish speaking pastor, the United Methodist Church will train them. Additionally, Street Rose Church, located at 820 Creston Rd. in Paso Robles, has a Spanish mass on Sundays at 12:30p.m. The Catholic Church has expressed interest in the possibility of providing more services for Spanish speakers in Shandon in the future. If a location becomes available, the Catholic Church can coordinate to have a traveling priest come to the community to perform mass.

Possible future locations for Catholic Worship services include a new Catholic parish as part of future development, coordinating with the Lions Club to use the Senior Center or Youth

**Figure 6.6-Location of the Shandon United Methodist Church****Figure 6.7: Location of the Chapel on the Hill**



Center, or the privately owned chapel on the hill just north of Shandon. Of these locations, the community showed the most interest in using the Chapel on the Hill (see *Figure 6.6*). A short-term solution may be to gain access to one of the community vans so that Spanish speakers that would like to go to mass at Street Rose Church, but don't have access to a vehicle can do so. For the long term, when the Community Center is replaced by the Town Hall, the Community Center site could be used for a church.

#### PREFERRED ALTERNATIVE

The preferred alternative is that the United Methodist Church's Spanish programs continue to grow and a new Catholic parish be built as a part of the future development in Shandon. Two potential locations within the new development is the parcel at D Street and Centre Street, or near Toby and 9<sup>th</sup>/10<sup>th</sup> Street.

#### ANALYSIS

It is important that there are permanent locations in Shandon where Spanish speakers can worship rather than having to travel long distances or having none at all, and by setting up the necessary infrastructure needed the religious communities and the community of Shandon will be able to grow and strengthen together.

#### IMPLEMENTATION

It is up to the Catholic Church to coordinate with developers if they want to build a new parish in Shandon. The Spanish speaking programs at the United Methodist Church are currently being coordinated by Pastor Janet McKeithen, if anyone would like more information or are interested in helping please call Janet at (805) 610-9764.

*CONCLUSION*

Community events will bring the residents of Shandon together in a friendly environment and provide safe activities for youth to participate in. The Shandon Youth Foundation's Movie Nights will be great social events for the youth to interact with each other and to bring families together. After-school programs will provide extracurricular opportunities for the youth of the Shandon which will be outlets for their creative energies. Supporting the needs of special interest groups such as the need for Spanish worship in Shandon also promotes community togetherness and the feeling of a close-knit small-town atmosphere.

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*FINAL CONCLUSION**THE FUTURE OF SHANDON*

From all the information gathered from community members, we came up with a final Proposed Shandon Plan. There are some residents who are against any type of growth, while some developers and residents would like to have growth in town to support retail development, housing affordable to local workers, and infrastructure improvements. This Proposed Shandon Plan could provide the guidance to the realistic future growth of Shandon, including commerce and transportation, neighborhoods and public services, and community activities. Shandon will be facing growth whether the residents like it or not, and the important decision is how to grow. This Proposed Shandon Plan is a first step, showing the community a way to grow while maintaining its small-town atmosphere. Now, it is up to the Shandon community and the County to decide the future of Shandon.