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Town of Danville
233 Front Street
Danville, CA 94526

August 30, 2018

RE: Danville Skatepark

The following is a supplemental document to the Town of Danville, Skate Park feasibility Study. To date, we have conducted a thorough review of use areas within Town-owned recreation properties for the integration of a skateboard and other wheeled vehicle park. As with the initial process, it is always our goal to use data collected during the review of potential areas as well as relevant anecdotal information gathered during the course of conversations and meetings with town staff, interested parties, and the community at large.

This community input and experience was gathered during the course of several workshops and community meetings. When the initial process selected Sycamore Valley Park as the primary location, and two potential locations within that park were identified and presented to the community, a lot of input and concerns was received about the feasibility of such an installation in both locations.

It appears that by and large there is strong support for a skate facility within the Town of Danville, with the outstanding challenge being identifying the ideal location. Therefore, we recalibrated our process, and took a look at a new potential site within Sycamore Valley Park to see whether it might provide an optimal park location while addressing some of the challenges brought up during our meetings.

The primary concerns included:

- A. Impact on adjoining areas and/or outright displacement of existing use areas within the park
- B. The site being close to a busy street – Camino Tassajara
- C. Inadequate dropoff or parking location and tempting unsafe drop-offs near the busy road
- D. Concerns about roller traffic coming through the “tot lot” area
- E. Concerns about proximity to neighboring homes
- F. Concerns about proximity to an elementary school
- G. Concern about the site occupying open field space where park goers normally sit

We know a successful project meets the needs of as many stakeholders as possible, which includes those who will not be skatepark users themselves, but could be impacted by a new park. All of this led to an examination of another un-programmed spot within Sycamore Valley Park. The new area of consideration, while still in the



general area of the initial two locations, is shifted farther from the road, up the slope and integrated in a way so it occupies less of the open green field area within the park.

In order to lessen impact and maximize separation to the road and neighboring homes,

the space included areas on both sides of an existing East / West pedestrian path. However, working with the topography to minimize the impact on the overall pathway architecture, we chose a course concept and layout that left the pathway in place and integrated around it.

The premise behind this decision was that most skateparks are comprised of multiple use areas and often these areas function independently and are even disconnected from each other. This is even more true when working with sites that have notable elevation changes.

For this reason, our study concept is bisected by the pathway with the bowl (a more advanced transition style) areas positioned to the North/East and the companion street/plaza areas and located toward the South/West. These are two distinct spaces and can be implemented as to not promote or allow for cross-course/cross-path use.

An additional benefit to the separation of the spaces by the path is that it gives us the opportunity to completely disconnect the use planes and make use of generated fill from the upper bowl area to create a cross slope terrace for installation of the lower street/plaza.

We believe that by configuring the entrance/seating and spectator areas within these skate zones, we can push the primary access traffic toward the west side of the property and limit the likelihood of skate traffic through the "tot lot" area. There are also additional physical measures that can be employed to further minimize wheeled travel through sensitive areas of the park.

As part of the process to better situate the course we have decreased from the aspirational target size of approximately 20,000 square feet by 12.5% to 17,500 square feet. It's important to note that the size and shape of the end facility would change and could successfully grow or decrease based on further planning and community input.

In summary, we believe that after factoring in of all information, it leads to this final location and by working intelligently with the site and the community itself, a high quality skatepark can be achieved for the Youth of Danville.

Costing Considerations:

- The location has a notable elevation change within its footprint and is landlocked by other park components, which will contribute to additional development costs.



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- Appropriate grading and site development will contribute to a slightly larger area of construction disturbance.
- Access is limited and a temporary construction access road would need to be implemented to get equipment and materials to the location.
 - This would also require remediation once complete.
- Landscaping and other amenities will be important to match the overall park aesthetics.
- Stormwater management will be a key cost consideration.

We are projecting that the style park identifies during public input, in the town of Danville, in this location will run between \$65 to \$80 per square foot.

If we calculate that based on current concept size (17,500 sf.) and configuration the projected construction range would be between: \$1,137,500 and \$1,400,000.

Sincerely yours,

Aaron Spohn
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SHEET NO.

1

OF 3

PROJECT TITLE

DANVILLE, CA - LAND USE / SKATEPARK SITE STUDY

SHEET TITLE

EXISTING SITE CONDITIONS

SKATE PARK DESIGNED BY

CEW

DOCUMENTS BY

-

PLAN CHECKED BY

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DATE

8-30-18

REVISIONS

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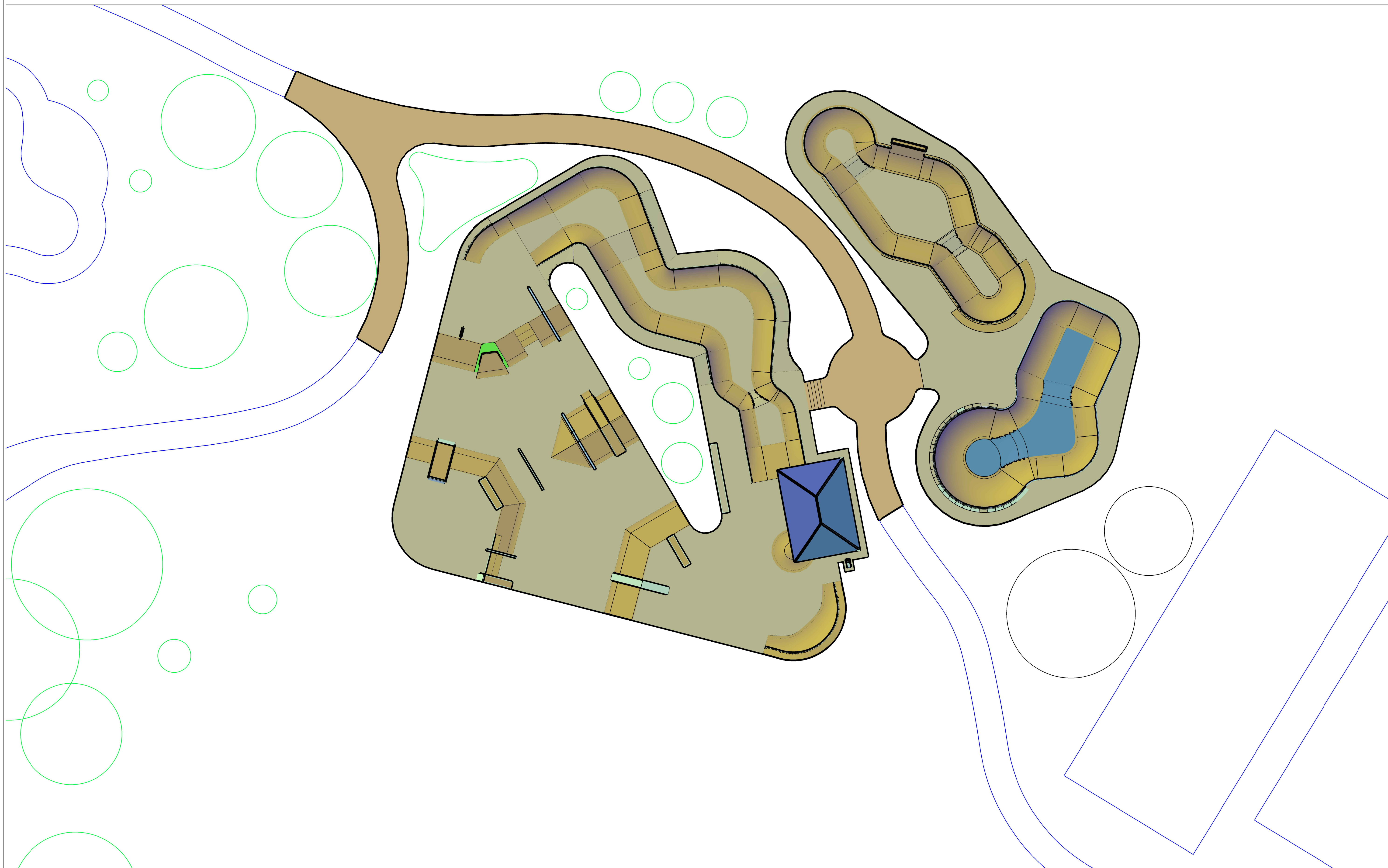
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PROJECT TITLE

DANVILLE, CA - LAND USE / SKATEPARK SITE STUDY

SHEET TITLE

EXAMPLE SKATEPARK - SITE STUDY

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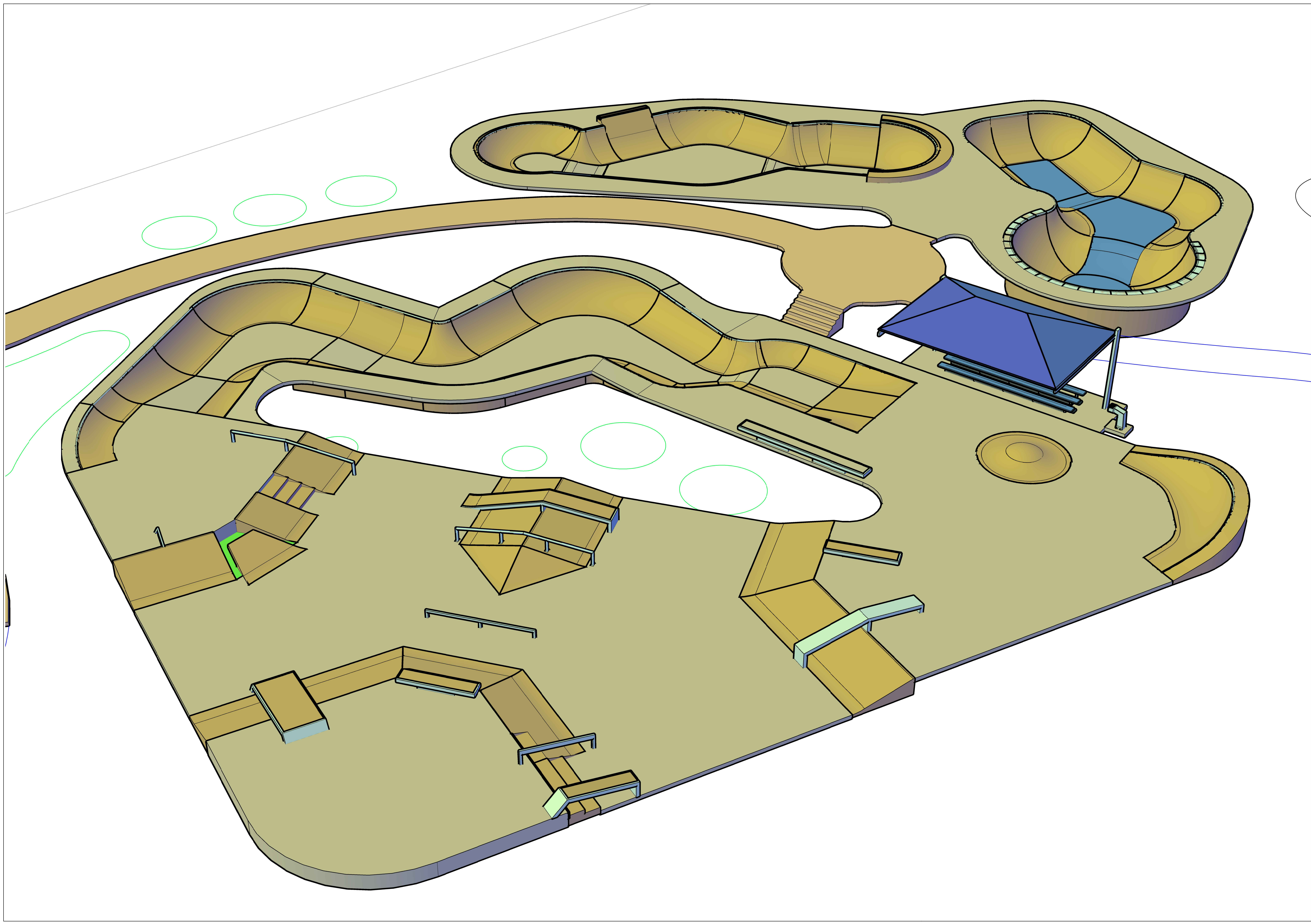
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DANVILLE, CA - LAND USE / SKATEPARK SITE STUDY

PROJECT TITLE

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EXAMPLE SKATEPARK - SITE STUDY

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