

COLLEGE OF
MARIN



Learning Resources Center Update

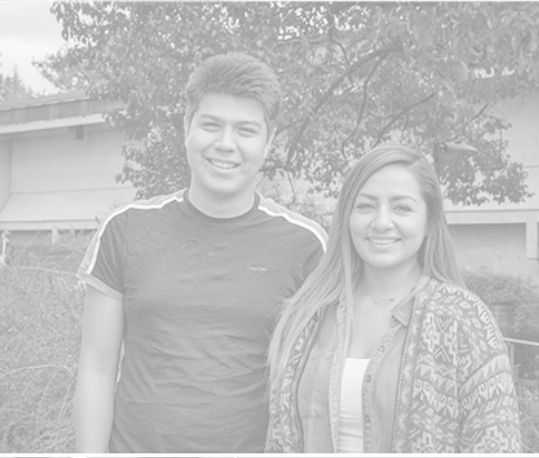
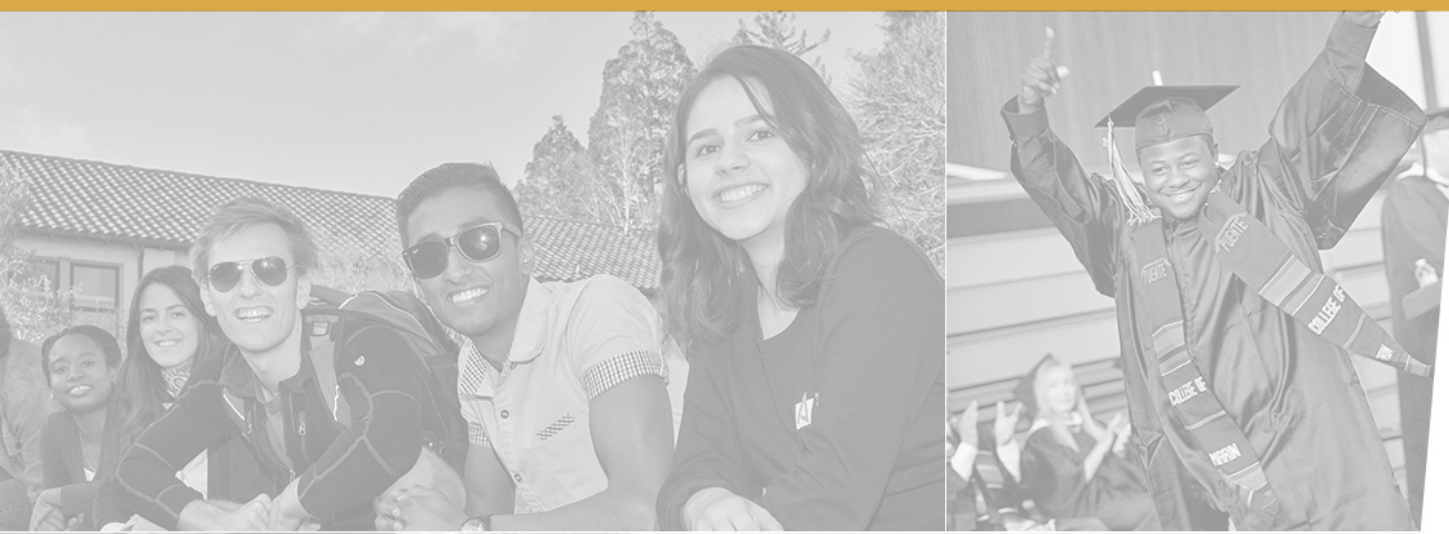
Board of Trustees Meeting
July 18, 2023





Learning Resources Center Update

- Project Review
 - Design timeline
 - Design review
- Schedule
- Logistics Review
- Increment 1 – Status
 - Highlights
 - Updates
- DSA Approval
- Guaranteed Maximum Price (GMP) approval
- Next Steps



Project Review

Project Review

Board Approval - Design Timeline

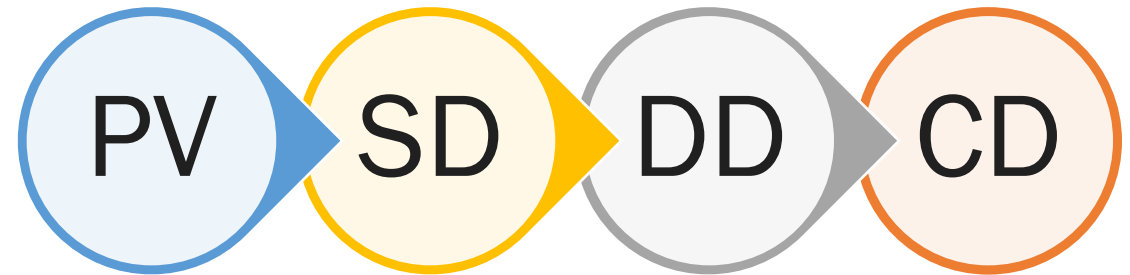
Programming Document – WLC - 2018

Program Validation and Conceptual Design, G4/HMC– August, 2020

Schematic Design – November, 2021

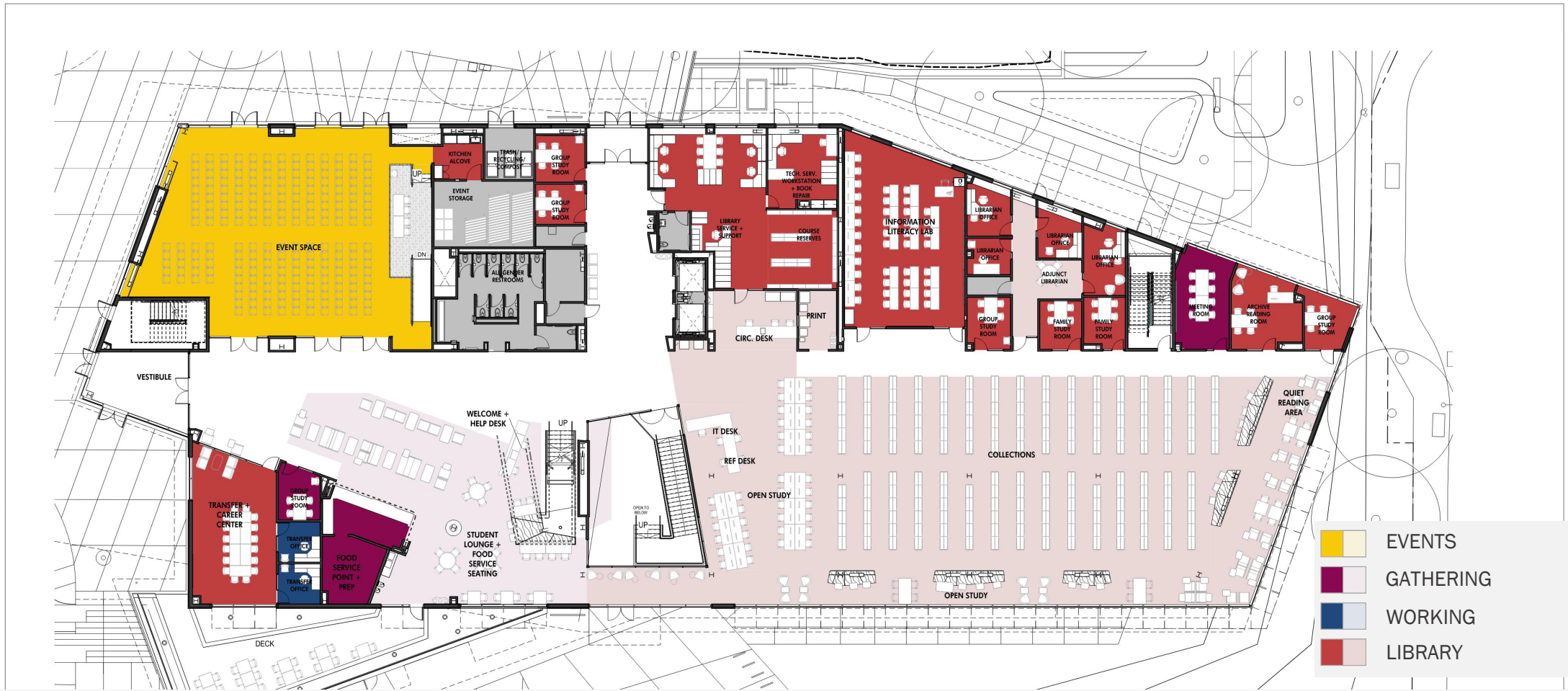
Design Development – June, 2022

Construction Documents – July 18, 2023





DSA Approval – First Floor Plan



DSA Approval – Second Floor



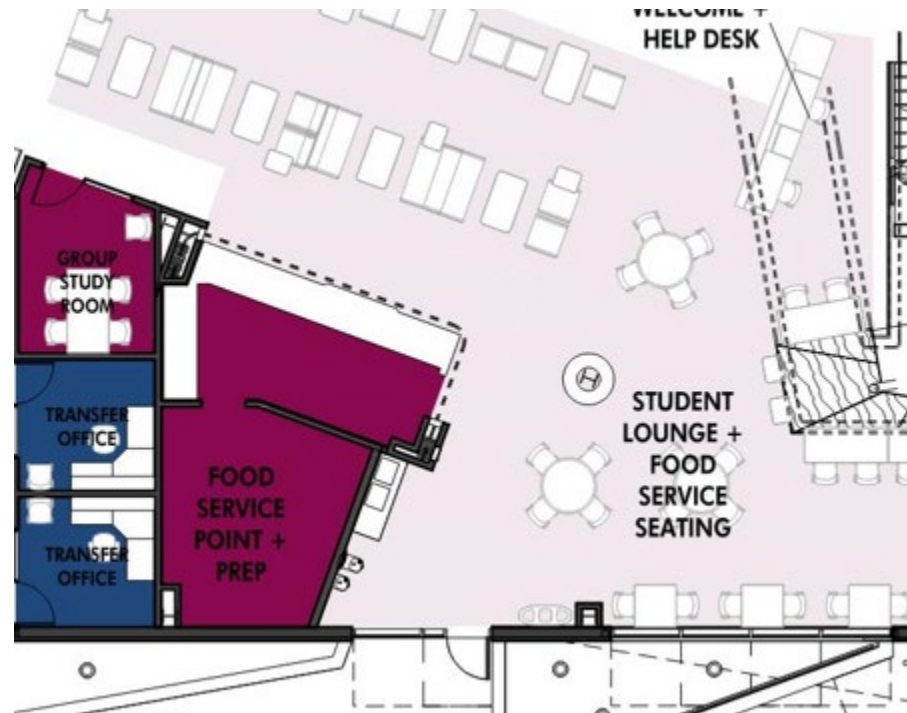
- CLASSROOM
- GATHERING
- WORKING
- LEARNING COMMUNITY

DSA Approval – Third Floor



Food Service Component of the LRC

- The food service component of the LRC will be similar to a bistro or “Starbucks” style coffee/grab & go setup
- This will have basic necessities for operations and will not be full kitchen operation
- Prepared food will be prepped and packaged in Student Services and brought over to this location



Existing SS Cafeteria

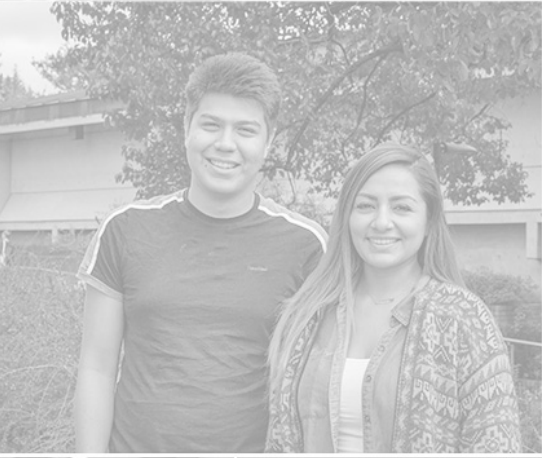
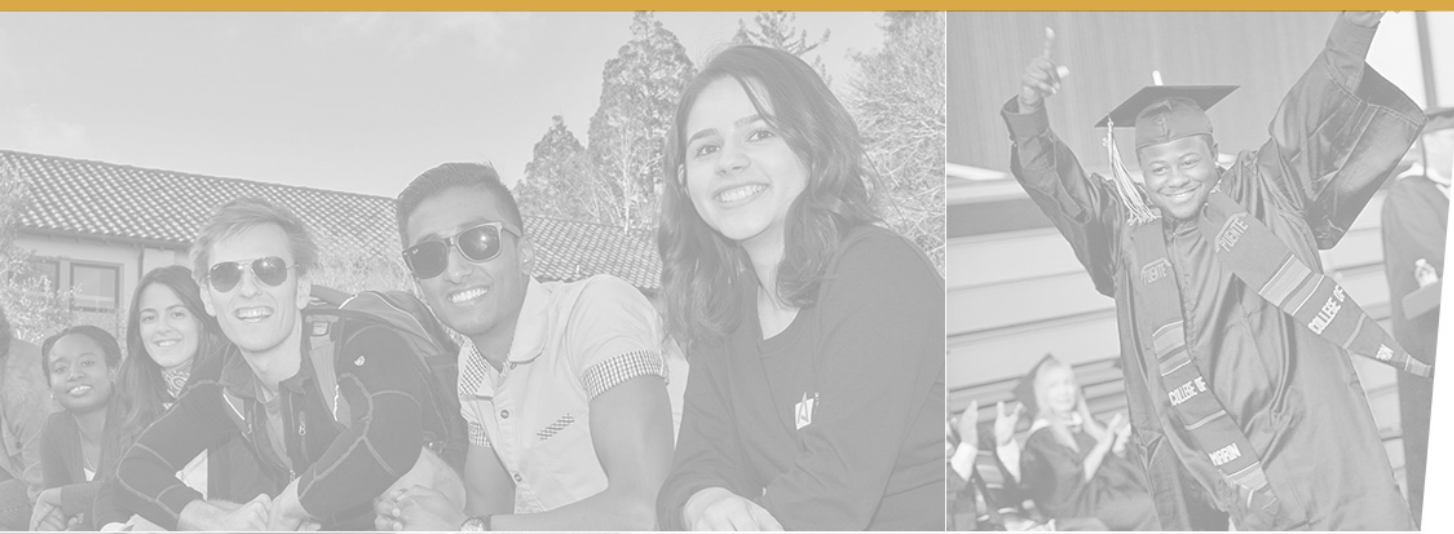
- New service provider starting August 1 for fall term. Note: vendor is a COM Alum and small, minority owned business
- Entire kitchen has been prepped and cleaned, painted and lobby has been “refreshed”
- Will serve as primary kitchen even after LRC is completed
- New LRC bistro is not a full size kitchen and cannot serve the entire campus population





Student Services

- Kitchen operations will remain a key component of this facility
- While basic maintenance has been accomplished, the building will need long term care as outlined in the presentation made to BOT in Winter 2023 regarding use of PPIS funding
- We will have future conversations with the BOT regarding future programming of Student Services
- These conversations will revolve around the work faculty/staff are completing around classroom and other operational needs of the District
- The current bond spending plan calls out a line item specifically for this work in Student Services shall reprogramming of that space be needed



Schedule

Schedule

INCREMENT 1



Submitted
April 26, 2022

Approved
December, 2022

INCREMENT 2

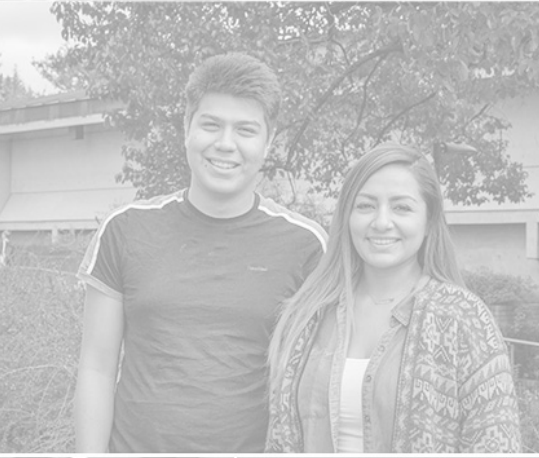
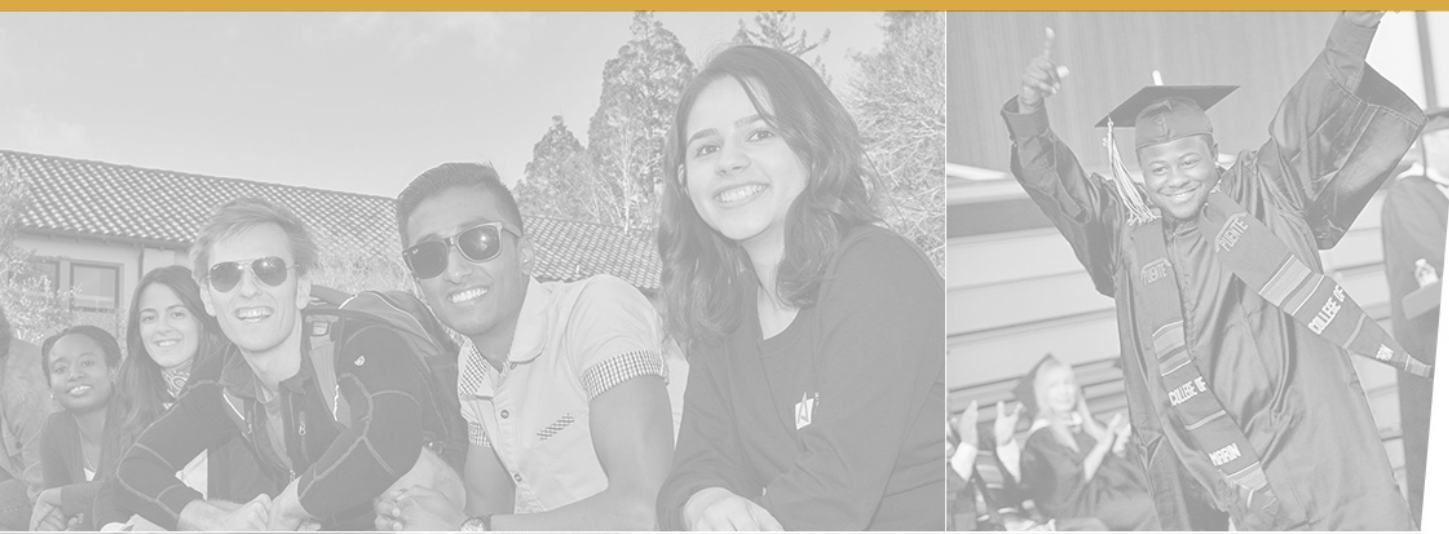


Submitted
July 26, 2022

Approved
July 11, 2023

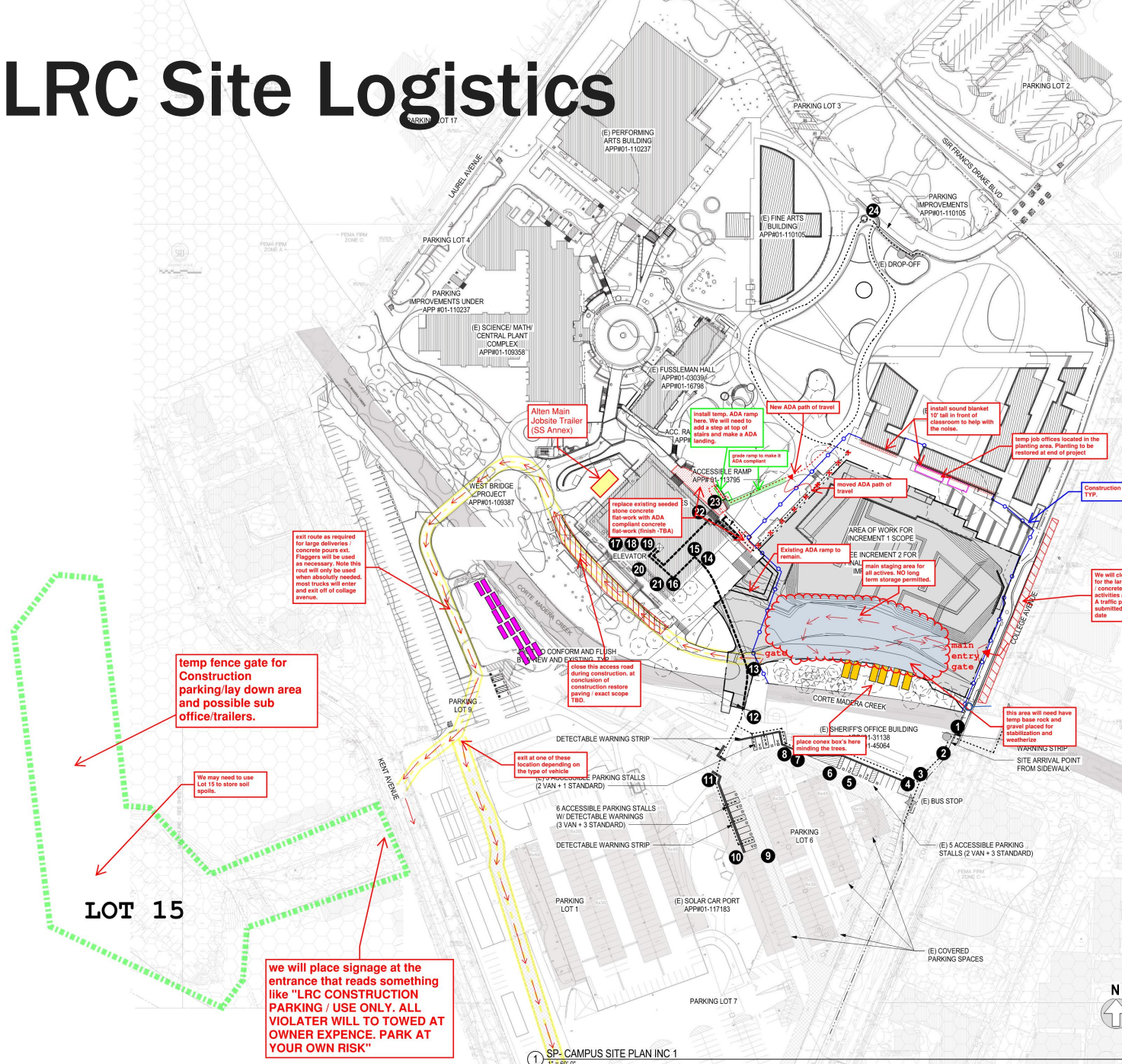
Substantially Complete
September, 2025

*College does not plan to open until Spring of 2026



Logistics Review

LRC Site Logistics



LEGEND

- APPROVED ACCESSIBLE PATH OF TRAVEL
- - - - - PROPOSED ACCESSIBLE PATH OF TRAVEL
- INCREMENT 1 PROJECT BOUNDARY: SOIL IMPROVEMENT WORK AND SITEWORK ONLY: NO OCCUPANCY IN INCREMENT 1. SEE INCREMENT 2 DRAWINGS FOR FINAL BUILDING PLANS AND POT

PARKING COUNT - LOT 6 (STUDENTS, VISITORS + STAFF)

TOTAL SPACE PROVIDED	162 SPACES (111 COVERED + 51 UNCOVERED STALLS)
TOTAL ACCESSIBLE SPACES PROVIDED DSA #	14 SPACES (6 REQUIRED) 01-117183
REQ. ACCESSIBLE SPACES:	6 < 14 PROVIDED (6 COVERED + 8 UNCOVERED STALLS)
REQ. ACCESSIBLE STD. SPACES:	5 < 8 PROVIDED (4 COVERED + 4 UNCOVERED STALLS)
REQ. ACCESSIBLE VAN SPACES:	1 < 6 PROVIDED (2 COVERED + 4 UNCOVERED STALLS)

Legend

- Truck route
- Construction Fencing
- Lay down area

LOT 15

we will place signage at the entrance that reads something like "LRC CONSTRUCTION PARKING / USE ONLY. ALL VIOLATER WILL TO TOWED AT OWNER EXPENCE. PARK AT YOUR OWN RISK"

temp fence gate for Construction parking/lay down area and possible sub office/trailers.

We may need to use Lot 15 to store soil spools.

exit route as required for large deliveries / concrete pours etc. Flaggers will be used as necessary. Note this route will only be used when absolutely needed. most trucks will enter and exit off of collage avenue.

exit at one of these location depending on the type of vehicle

close this access road during construction, at conclusion of construction restore paving exact scope TBD.

replace existing seeded slope concrete flat-work with ADA compliant concrete flat-work (Finish -TBA)

install temp. ADA ramp here. We will need to add a step at top of stairs and make a ADA landing.

new ADA path of travel

install sound blanket 10' tall in front of classroom to help with the noise.

temp job offices located in the planting area. Planning to be restored at end of project

moved ADA path of travel

Existing ADA ramp to remain.

AREA OF WORK FOR INCREMENT 1 SCOPE

main staging area for all activities. NO long term storage permitted.

Construction Fencing TYP.

We will close one lane for the large deliveries / concrete pours and activities as necessary. A traffic plan will be submitted at a later date

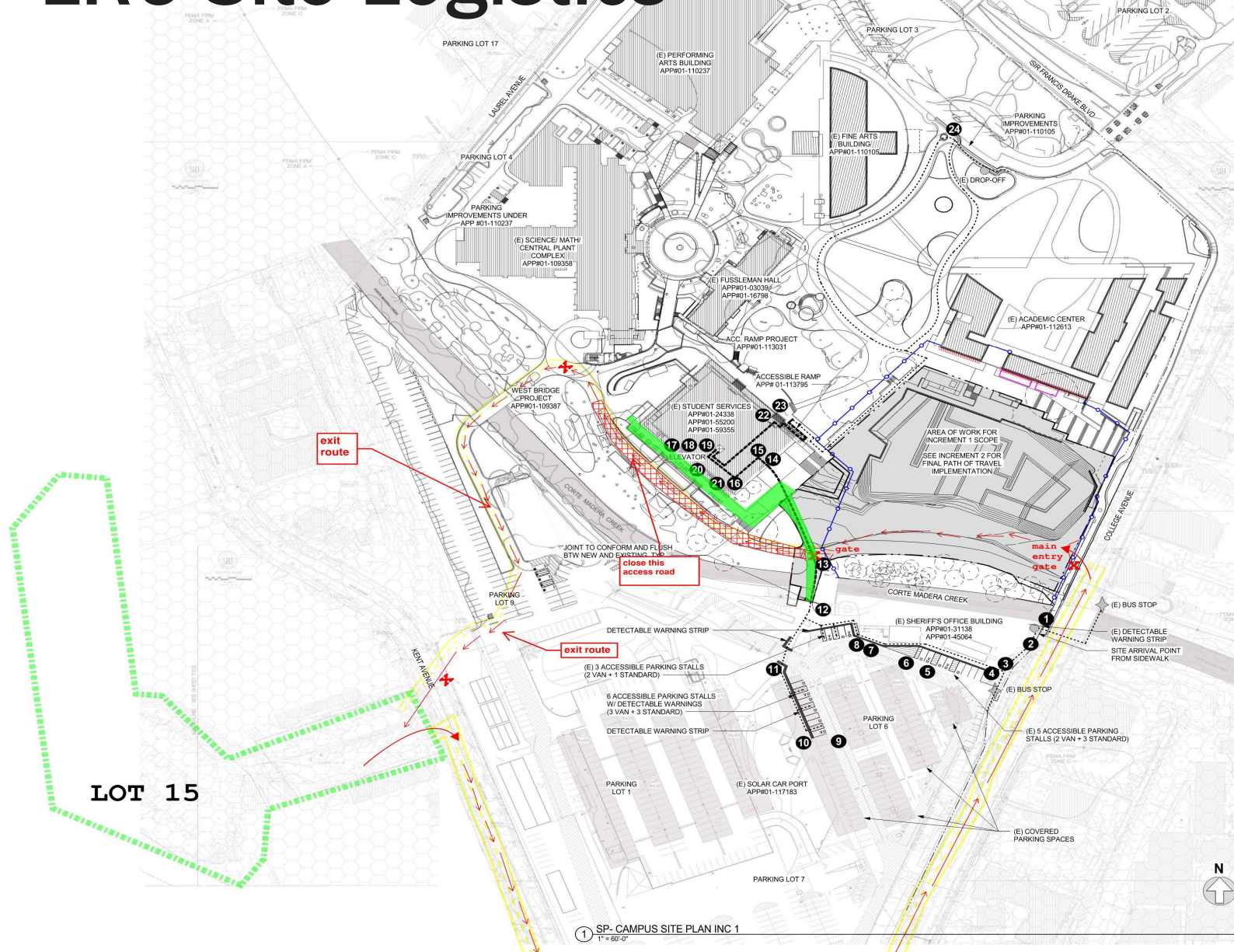
this area will need have temp base rock and gravel placed for stabilization and weatherize

place cones box's here manding the trees.

WARNING STRIP SITE ARRIVAL POINT FROM SIDEWALK



LRC Site Logistics



- COMPONENTS OR PORTIONS OF THE POT THAT WILL NOT BE CORRECTED BY THIS PROJECT LIMITATIONS OR A FINDING OF UNREASONABLE HARSHNESS ARE SO INDICATED IN THESE CONSTRUCTION DRAWINGS. IF POT ITEMS WITHIN THE SCOPE OF THE PROJECT REPRESENTED NONCONFORMING BEYOND REASONABLE CONSTRUCTION TOLERANCES, THEY SHALL BE BR PART OF THIS PROJECT BY MEANS OF A CONSTRUCTION CHANGE DOCUMENT.
- "ACCESSIBLE ROUTE" AS INDICATED ON PLAN IS A BARRIER-FREE ROUTE WITHOUT ABRUPT 1:2 MAXIMUM SLOPE OR VERTICAL LEVEL CHANGES NOT EXCEEDING 1/4" MAXIMUM AND AT LEAST 2" MAXIMUM SLOPE. CROSS-SLOPE SHALL NOT BE STEEPER THAN 1:48 AND SLOPE IN THE C THAN 1:20. ACCESSIBLE ROUTE SHALL BE MAINTAINED FREE OF OVERHANGING OBSTRUCT PROTRUDING MORE THAN 4" FROM THE WALL ABOVE 27" AND LESS THAN 80" ABOVE THE FIRM, STABLE AND SLIP-RESISTANT. ARCHITECT SHALL VERIFY THAT THERE ARE NOT BARRIE
- ALL ACCESSIBLE FACILITIES REQUIRED PER DSA PR 15-01 ARE PROVIDED WITHIN THE SCOPE INCREMENT 2 DRAWINGS.
- STUDENT SERVICES BUILDING WILL BE OPEN AND ACCESSIBLE DURING CAMPUS HOURS

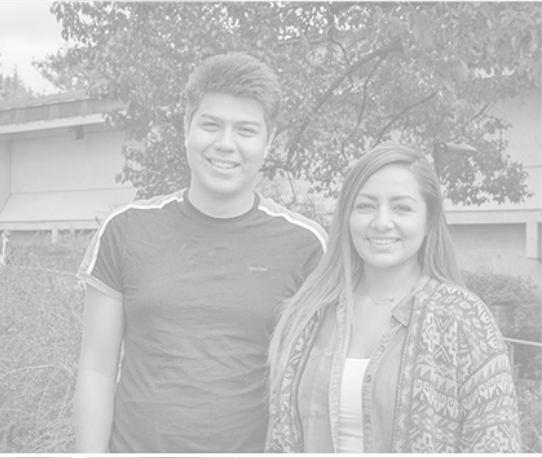
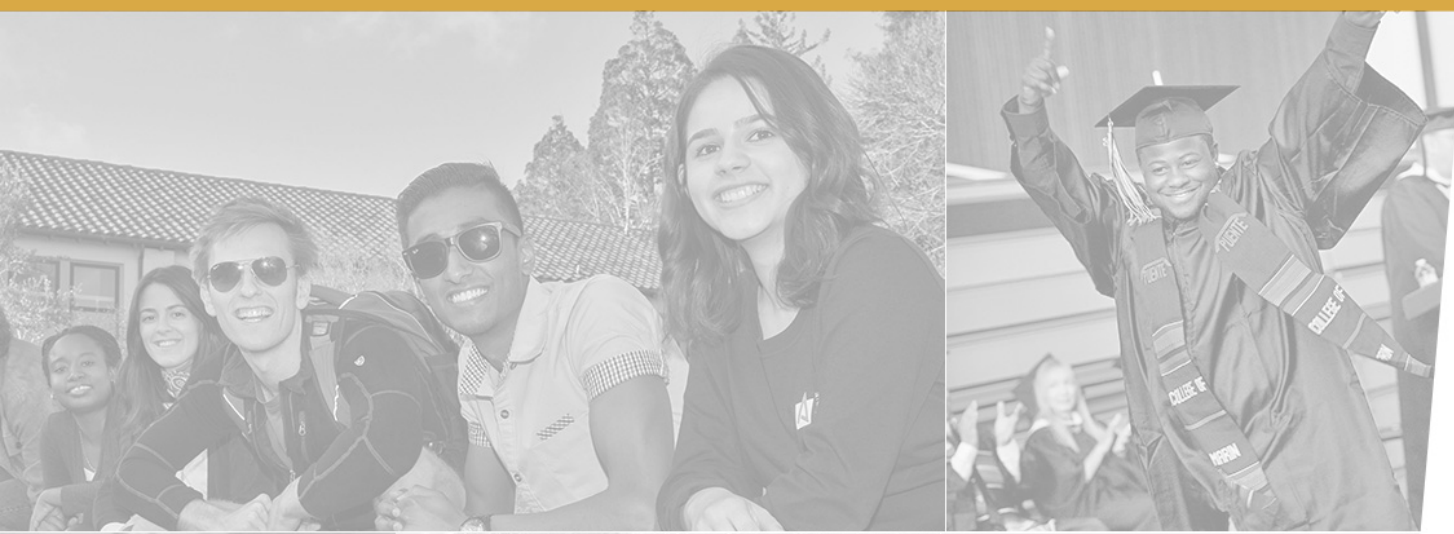
LEGEND	PARKING COUNT - LOT
APPROVED ACCESSIBLE PATH OF TRAVEL	TOTAL SPACE PROVIDED
PROPOSED ACCESSIBLE PATH OF TRAVEL	TOTAL ACCESSIBLE SPACES PROVIDED
INCREMENT 1 PROJECT BOUNDARY: SOIL IMPROVEMENT WORK AND SITEWORK ONLY. NO OCCUPANCY IN INCREMENT 1. SEE INCREMENT 2 DRAWINGS FOR FINAL BUILDING PLANS AND POT	REQ. ACCESSIBLE SPACES:
	REQ. ACCESSIBLE STD. SPACES:
	REQ. ACCESSIBLE VAN SPACES:

Trucking Route

Legend

- x Flagger Location
- Green Box Pedestrian path of travel
- Yellow Double Line Truck path of travel

LOT 15



Increment 1



Increment 1 - Status

- Mass Excavation/Site Grading
- Shoring Wall Installation
- Deep Soil Mixing
- Preparation of Building Pad

Increment 1 – Mass Excavation/Grading

In order to construct the LRC per plan, a significant amount of dirt/material needed to be removed from the site.

20,000 +/- cubic yards of materials were moved or removed.

During this process a few unforeseen conditions were discovered:



Large Underground Storage Tank



Liquefaction of site - Hole from tank filled with water from Bay



Buried debris of cultural significance – bottles found onsite

Increment 1 – Shoring Wall Installation

Shoring walls were constructed to support the excavation. Shoring walls “hold up” the perimeter of the site.



Increment 1 – Cement Deep Soil Mixing (CDSM)

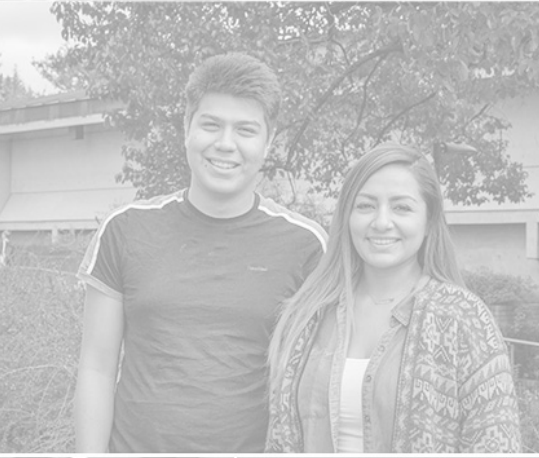
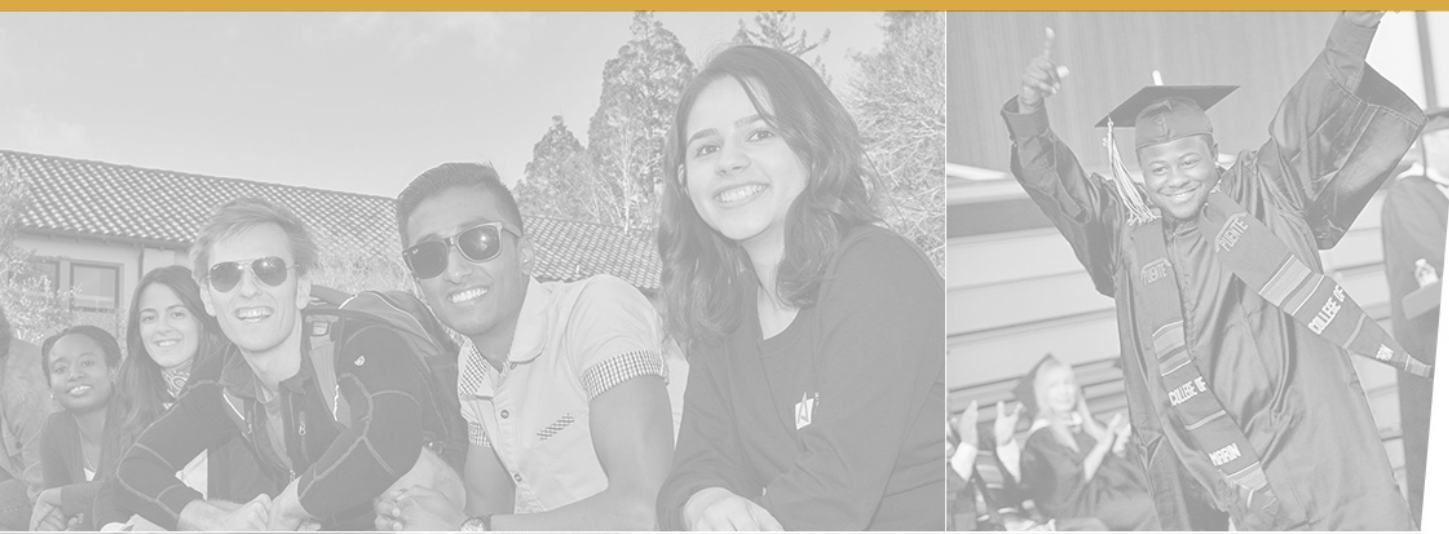
CDSM is a ground improvement technique through blending a hardening agent (cement grout) with the native soils. The process improves the strength and stiffness of the soil to increase bearing capacity, decrease settlement, and mitigate seismic issues.

This involves installing a grid of columns. Each column is created by utilizing an auger that acts as a mixing tool that is advanced into the soil. As the mixing tool is advanced, the cement grout is pumped through the hollow stem of the revolving shaft where it is mixed with the native soil to a design depth that has been determined. The result is a grid of stabilized columns.

This process will install a grid of 400 columns that will support the building pad.



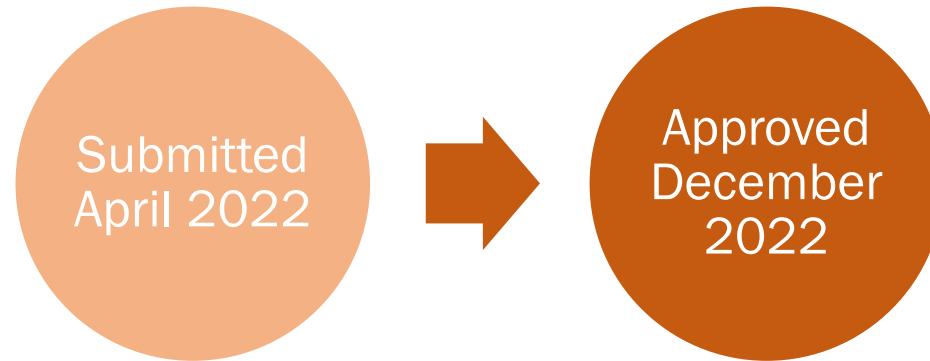
CDSM auger on LRC site



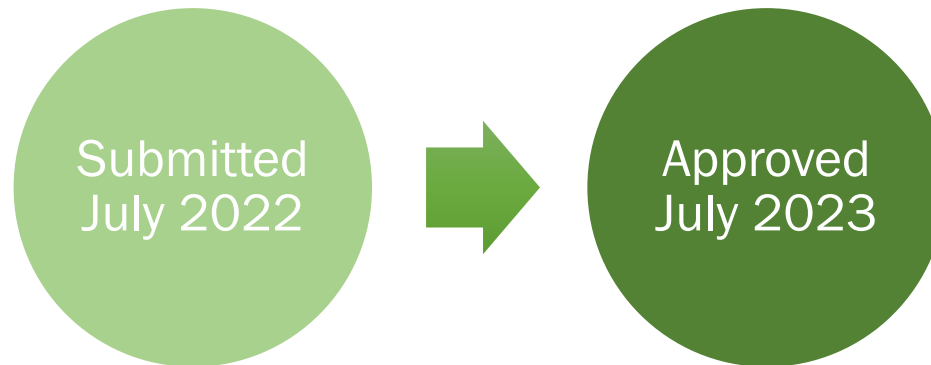
DSA Approval

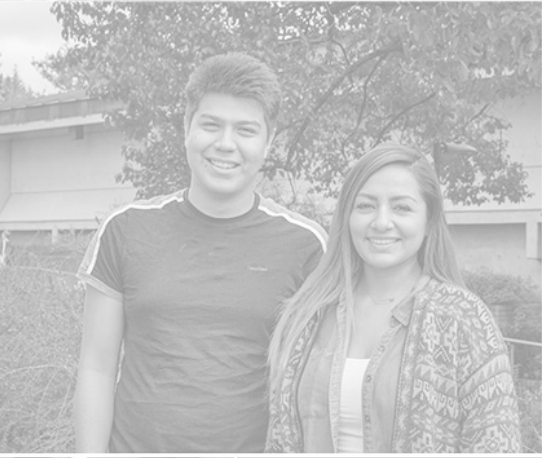
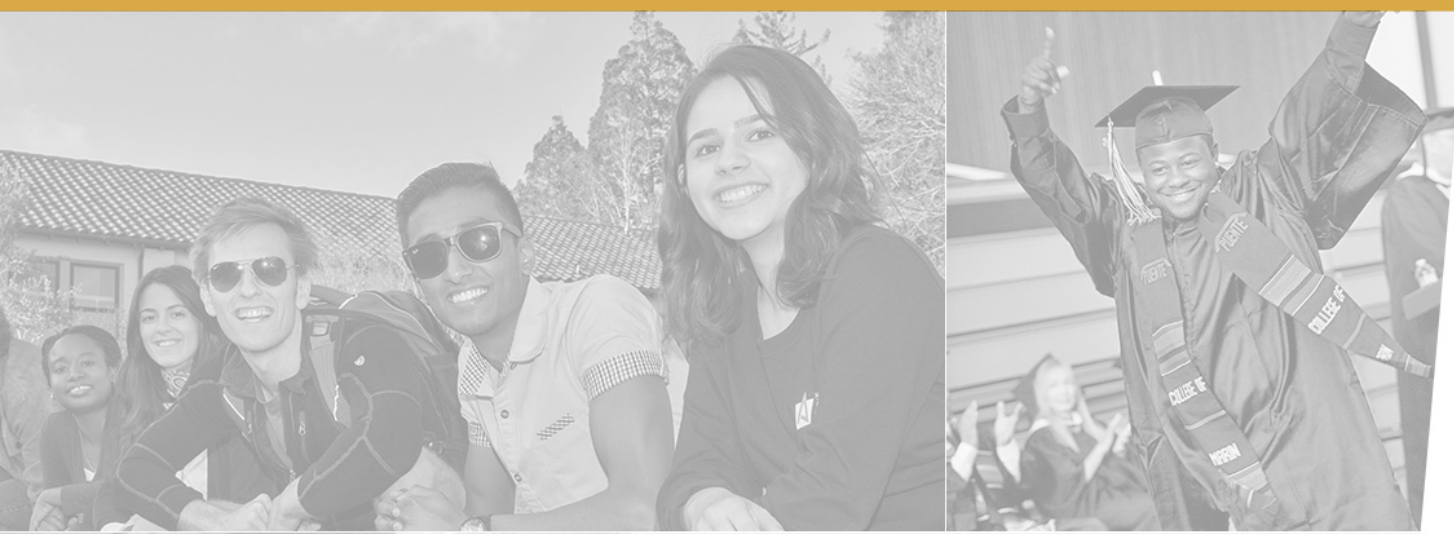
DSA Approval

Increment 1



Increment 2





GMP Approval



GMP Approval

- Process began by completing a cost estimate and value engineering at each phase of the design process
- Decisions regarding materials and scope were modified by these continuous cost checks allowing for buy-in early and often
- These decisions were approved at each stage of design by BOT
- GMP for Increment 1 was approved by the Board in January, 2023
- The Board approved pre-purchasing long lead items that, if delayed, could impact cost by delaying completion not to exceed \$10m
- Documents released and bids solicited for Increment 2 from subcontractors early 2023

GMP Approval – Detailed Breakdown

Description	Cost
General Requirements	1,695,992
General Conditions	2,478,871
Surveying	30,260
Engineered Temporary Shoring	95,800
Concrete	6,793,667
Metals	8,981,596
Woods and Plastics	881,058
Thermal and Moisture Protection	5,031,810
Doors and Windows	4,656,966
Finishes	10,060,369
Specialties	534,958
Equipment	545,500
Furnishings	353,670
Elevators	734,810
Fire Suppression	603,584
Plumbing Systems	1,555,252
HVAC	5,692,668
Electrical/Communications/Fire Life Safety/AV	7,326,002
Earthwork	2,708,048
Exterior Improvements	1,667,059
Fee (OH&P)	1,817,190
Bonds & Insurance	1,205,756
Environmentally Sensitive Material Allowance	1,897,259
Café Allowance	250,000
Construction Contingency	1,383,694
DSA Changes Allowance	1,037,770
Unforeseen Conditions/Change Orders	4,000,000
Early Procurement of Equipment	-6,355,000
Increment 2 GMP	67,665,609

GMP Approval – Subcontractors

Ahlborn	Santa Rosa
Alcal	Fremont
Alcal	Santa Rosa
Alcal Glass Systems	Sacramento
Allegion	San Francisco
Allied Mechanical	San Rafael
Bakers	San Mateo
BCI	Berkeley
Bell Products	Napa
Brand	Benicia
BT Mancini	Sacramento
CMC	Tracy
Compass	Hayward
DC Tile	Colfax
Dees Hennessey	San Carlos
Design Hardware	El Monte
Du-Mor Fire	Meadow Vista
DW Acoustics	Santa Rosa
Floor Seal	Milpitas
Fremont Millwork	Klamath Falls, Or

Harrison Drywall	San Francisco
J&R Thompson	Novato
Light Louver	Colorado
Murphy Specialties	Vacaville
Neary Landscape	Cotati
Norcal Specialalties	San Jose
Northern	Santa Rosa
Northern Elec	Santa Rosa
Otis	San Francisco
Peninsulators	San Jose
Platinum	Corona
Precast Unlimited	Stockton
Pro Spectra	Union City
PSI	San Francisco
Ross McDonald Co`	San Mateo
SCR	Fairfield
Smith CO	Loomis
Thomas Swan	Richmond
Thompson Group	Emeryville
Universal Plastics	Roseville
WR Forde	Richmond

GMP Subcontractors

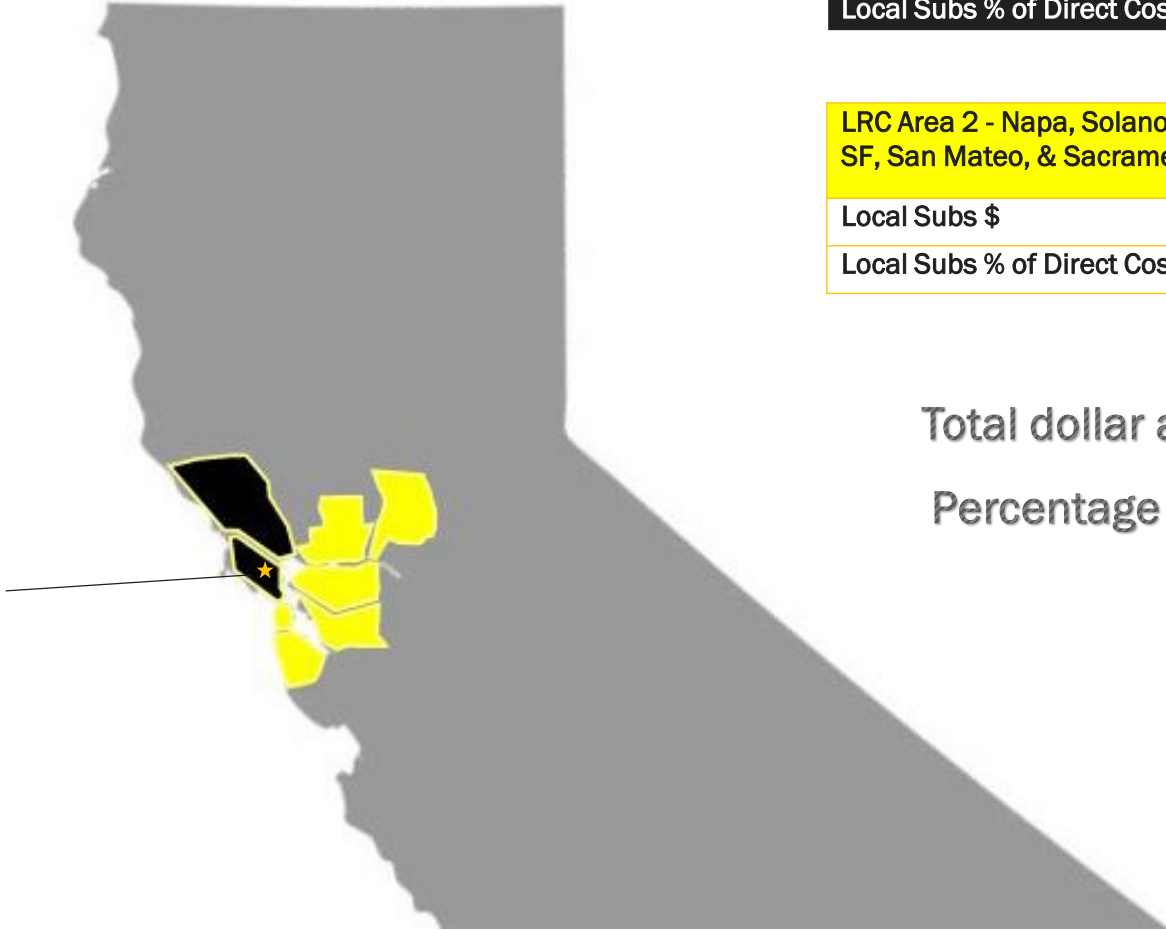
LRC Marin & Sonoma Co Subs	
Local Subs \$	\$20,189,063
Local Subs % of Direct Cost	34%

LRC Area 2 - Napa, Solano, Alameda, Contra Costa, SF, San Mateo, & Sacramento counties	
Local Subs \$	\$21,995,429
Local Subs % of Direct Cost	37%

Total dollar amount: \$42,184,492

Percentage of Project Cost: 71%

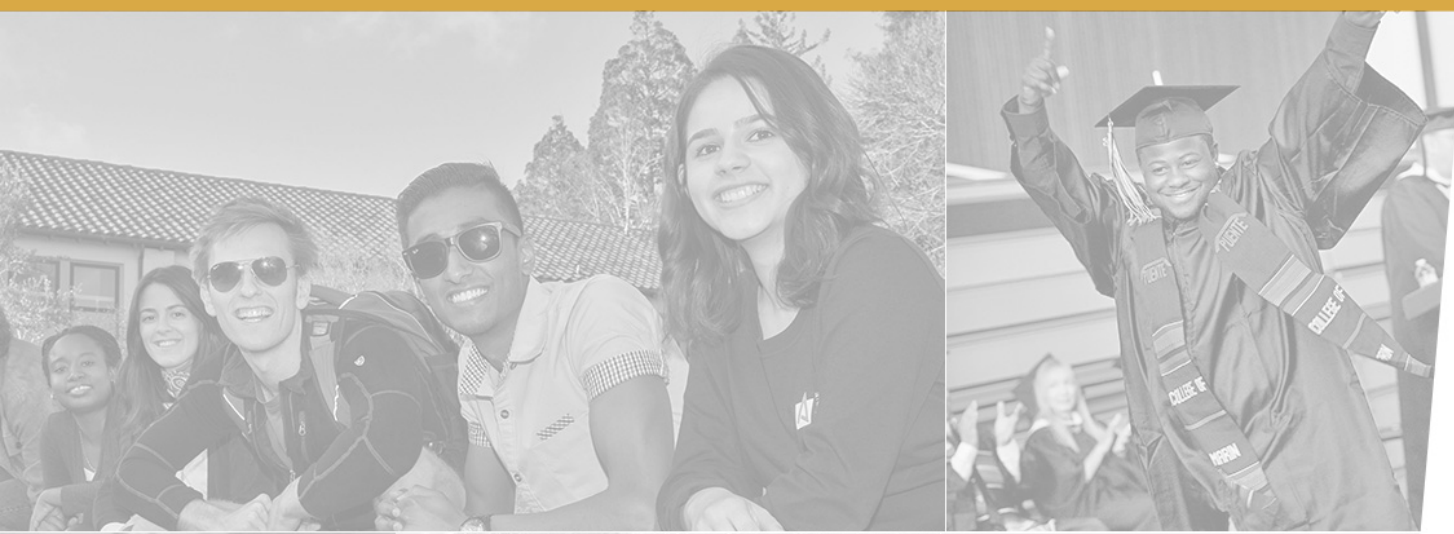
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GMP Approval – Cost Breakdown by Phase

PHASE / ITEM	Cost
SecureAll (Door Hardware)	\$232,800
Make Ready	\$2,071,591
Inc. 1	\$10,000,000
Early Procurement	\$6,355,000
Contingency carried by the District	-\$4,000,000
Inc. 2 GMP	\$67,665,609*
LRC Construction Total Cost	\$82,325,000
Total LRC Project Cost	\$115,672,204

*Amount Board is being asked to approve



Next Steps



Next Steps

- Board approval of Increment 2 GMP - July 18
- Ground-breaking ceremony - August 30
- Increment 2 will overlap with Increment 1 and begin in September
- Increment 1 will be complete by October

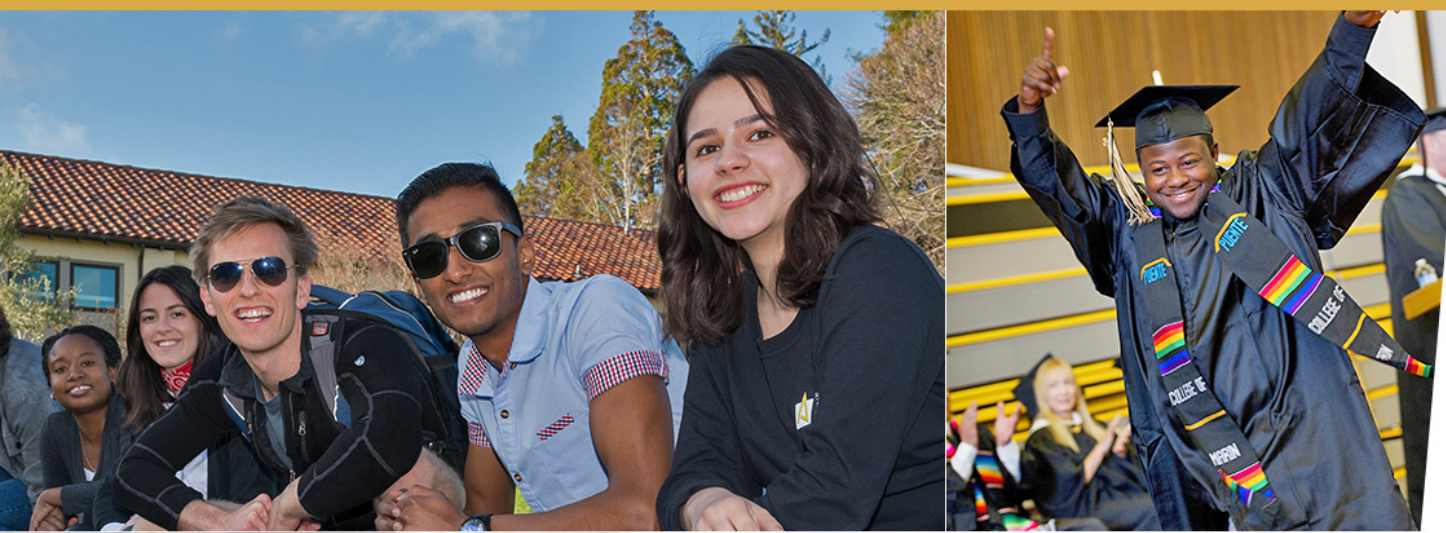


Other Projects Near Kentfield Campus

Construction activities over next 6 months will have a large impact on traffic:

- Work on Corte Madera Creek – Marin County Flood Control District
- Laurel Avenue Storm Water Pump Station – Marin County Flood Control District
 - Contractor: Maggiora & Ghilotti
- Sir Francis Drake Median and Planter Landscaping – Marin County Parks and Rec.
 - Contractor: Bauman Landscape Construction & General Sitework





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