August 25, 2009

SCHEMATIC DESIGN
MEETING MINUTES NO. 03
MORENO VALLEY CAMPUS - PARKING STRUCTURE/SURGE BUILDING
LPA PROJECT NO. 29037.10

DATE: August 24, 2009
TIME: 9:00 am
PLACE: RCCSB-Conference Room #305

This report of the meeting’s events, if not corrected within seven days of transmittal, shall be acknowledged as accurate and deemed as if accepted in writing by the addressee(s).

<table>
<thead>
<tr>
<th>PRESENT</th>
<th>DISTRIBUTION</th>
<th>CONSULTANTS</th>
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<tbody>
<tr>
<td>Orin Williams (OW), RCCD</td>
<td>All Present</td>
<td>Don Marks, IDP</td>
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<tr>
<td>Reagan Romali (RR), MVC</td>
<td>Chris Torrey, LPA</td>
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<td>Dale Adams (DA), RCCD</td>
<td>Young Min, LPA</td>
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<td>Jack Kohlmeier (J K), RCCD/Police</td>
<td>Rick Hernandez, RCCD</td>
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<td>Keith Hempel (KH), LPA</td>
<td>Steve Gilson, RCCD</td>
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<td>Winston Bao (WB), LPA</td>
<td>Rich Bienvenu (RB), LPA</td>
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<td>Ken Murai (KM), LPA</td>
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<td>Brian DeMartino (BD), CW Driver</td>
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<td>Steve Flanagan (SF), LPA</td>
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<td>Glenn Carels (GC), LPA</td>
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<td>Mark Vondran (MV), CW Driver</td>
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DISCUSSION ITEMS – OLD BUSINESS

<table>
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<tr>
<th>ACTION</th>
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<td>RCCD</td>
<td>1.09</td>
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RCCD suggested LPA to be involved in the September 17th Campus Strategic Planning Committee meeting from 12:50-1:50pm. LPA will attend.

Update 8-24-09: LPA’s attendance to the September 17th meeting will no longer be required. MVC (RR) will coordinate a future meeting for LPA to attend and will contact LPA (KM) regarding date, time, and location.

DISCUSSION ITEMS – NEW BUSINESS

<table>
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<tr>
<th>ACTION</th>
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<td>INFO/LPA</td>
<td>4.01</td>
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Replacement Parking/Lion’s Lot:
1. This project will be funded by the “Amphitheater Project”.
2. LPA (KM) questioned if this project should be bid and constructed prior to the start of construction for the Parking Structure and Surge Building project.
3. CW Driver (BD) thought this to be a good idea and to also
take advantage of the current “lower construction cost”
climate.

4. (BD) presented a preliminary cost estimate based on LPA’s
parking lot design intent/concept, approximately 1.2 million
excluding soft costs. (MV) noted the grading cost may be on
the low side based on lack of grading information and
understanding of potential/existing “rock” demolition.

5. RCCD (DA) noted to provide an additional access point into
the parking lot from possibly the existing turn around. There
will need to be some verification and modification for this
additional entrance and addressing drainage to the existing
storm drain catch basin. The existing perimeter access road
appears to be only one lane wide and may need to be
widened. Also, there is a need to add some type of
gate/control for the loop/connecting road to prevent student
access. This is scope is not included in the 1.2 million
estimate.

6. This project to be submitted under a separate DSA A #.

7. This was confirmed by RCCD (RR) to proceed with this
design and construction intent.

8. (KM) asked if the District could forward a current civil
background in CADD of the area in order to start work.
RCCD (DA) forwarded contact information (KCT Engineers)
to (KM) in order to obtain this information.

INFO 4.02

**College Drive/Reimaging:**

1. CW Driver presented a preliminary cost estimate based on
LPA’s landscape design intent/concept presented in the
previous meeting, estimated at 2.2 million excluding soft
costs. Based on complete demolition and new scope of work

2. Both Replacement Parking and College Entry Drive costs are
based on recent CW Driver bidding and in mid to high level
cost range, not necessarily a “low bid” number.

3. (RR) noted to not “skimp” on the entry drive experience.
The landscape design intent will help complete the front door
entry experience of the Parking Structure and Surge Space
Building project.

INFO 4.03

**Preliminary Project Budget:**

Based on the schematic design to date, CW Driver has allotted
the following budget amounts:

1. Surge Building @ 17,000 SF x $350.00/SF = 6.0 million

2. 800 car Parking Structure, $15,000.00/car = 12 million

3. Entry College Drive = 2.2 million

4. “Soft Costs,” x 30% = 7.2 million

5. Preliminary Total Project Budget = 27.4 million

6. Project Budget = 30.0 million

7. Lion’s Lot = 1.2 million, to be funded by Amphitheather
project.

INFO 4.04

**Police Floor Plans:**

1. LPA (WB) presented plans based on previous adjacency
diagrams shown in previous 8/10 meeting.

2. Main entry/secured Lobby located off the Entry Plaza
Level/2nd Level of Parking Structure.

3. Secured rear entry from Parking Structure with adjacent Detention room.

4. (JK) noted to add another door to Meeting/Reporting Room for public access from Lobby.

INFO 4.05 **Student Activity Center (SAC):**

1. Main entry Lobby is located off the Entry Plaza Level/2nd Level of Parking Structure.
2. Open plan, vibrant, exciting spaces, with glazing on 2 sides facing Campus, advertising “campus life”.
3. RCCD noted to add an exterior door into the Meeting Room for public access.

INFO 4.06 **Surge Space:**

1. Secured, accessible entry, simple office layout, with glass paneled walls along circulation path.

INFO 4.07 **Public Restrooms:**

1. Durable materials, minimal maintenance, and accent colored trough sink.

INFO 4.08 **Bookstore/Lounge/Juice Bar:**

1. Main entry located off 3rd Level Parking Structure Circulation Spine/Campus Level/Coudures Plaza.
2. Open plan, glass exterior on 2 sides, maintain indoor/outdoor connection, and outdoor patio seating.
3. Wifi access to be coordinated with IT/Steve Gilson.
4. Public Restrooms, similar to item 4.07.

INFO 4.09 **LEED update:**

1. LPA (KH) presented a LEED-NC chart based on LPA’s LID software which indicates “points taken” and “potential points”. At this point in time, the project should be able to obtain 56 points, a Silver rating. It appears Gold can be attainable. Point total based on design with large photovoltaic array on top level Structure.
2. (RR) noted if the bus stop can come to the drop off area. (DA) noted this would need to be reviewed by Riverside Transit Authority (RTA).

INFO 4.10 **Parking Structure / Level 1:**

1. Based on the existing grades, there is approximately a 12’ grade difference from the corner closest to Lasselle Street to the turn around/drop off.
2. The design intent is to not bury most of the first level of the structure. An “underground” structure is dark, creating security issues, and would require using a mechanical ventilation system for air circulation.
3. By creating a slope along the eastern edge of the structure, this would allow for natural ventilation, day-lighting, and is a more cost effective solution with less retaining conditions.

INFO 4.11 **Parking Structure / Level 2:**
1. Located at grade with drop off/turn around/Police/SAC/Surge Office elevation.
2. Relocated Accessible Spaces from eastern edge to southern edge along College Drive due to slope.
3. (J K) noted possible use of gate arm to restricted access into Parking Structure off turn around/drop off to eliminate cross traffic with pedestrians.

INFO 4.12 Parking Structure / Level 3 / Community Room:
1. Located at Coudures Plaza/Campus Level.
2. Relocated Community Room to 3rd level, providing increased connection with the Campus in lieu of being disconnected by being located at the top level.
3. Encouraging pedestrian circulation to the Campus Level via way-finding and vertical stair elements.
4. (RR) suggested incorporating a “walk of fame” along the pedestrian spine connecting the Community Room with the Campus Level.

INFO 4.13 Parking Structure / Level 4:
1. LPA questioned “what does completing the triangle really cost?” Due to the inefficient configuration, only 6 cars would be added to the Structure. The remaining triangular floor plate would be unused and not cost effective.
2. The design intent is to construct a clean, highly efficient parking structure with no wasted space and demonstrate a sustainable design concept.
3. The design intent for the roof level is to slope to the eastern edge, collect the water in a trough, waterfall onto a formation of rock (a natural site feature) and polish the water prior to discharging into the storm drain system, all of which will complete the triangular form. This option creates a simple design statement, telling a sustainable story, and cost effective solution.
4. Photo Voltaic Array paneling (located horizontal and vertical) based on power requirements and providing shading of automobiles. This can also serve as a protective cover/shading when closing off auto access for larger events. Located away from pedestrian spine to create pedestrian scale at ground level.
5. Current car count for design was noted at 804 cars.

INFO 4.14 Community Room
1. Located on the 3rd Level of parking structure, connecting to the Campus Level.
2. Elevator access to roof/viewing deck.
3. High volume with glass elevations.

INFO 4.15 Surge Space Architecture:
1. LPA (GC) proposed the building be mainly a glass form on the 2 exposed sides with a slight angle on the east façade. Creating a simple and unique architecture and differentiate itself from the Parking Structure.
INFO 4.16 Parking Structure Architecture / “Skin”:
   1. LPA (GC) proposed cladding the Parking Structure with a simple, cost effective, perforated, stainless steel panel. The panels could also have different types of finishes, having shimmering effects, creating an unexpected architectural statement.
   2. Along College Drive the S.S. paneling would occur up to guardrail height at the Campus level. A datum line is created, starting at the Campus Level and reaching out, like a pier, to the community towards Lasselle Street.
   3. Along the diagonal façade, the S.S. paneling would occur up to the top level of the Parking Structure. Creating a veil and also controlling headlight pollution of the automobiles circulating within the structure at night.

INFO 4.17 Parking Structure Architecture / “Stairs”:
   1. LPA (GC) proposed the stairs as way-finding elements such as; signage, graphics, controlled lighting, etched glass can be found and used.
   2. LPA (GC) proposed the stairs be slightly angled, tilted towards Campus, creating a dynamic architecture and help break up the length and scale of the Parking Structure.

INFO 4.18 Accent Color:
   1. LPA (GC) proposed coloring the underside of the Parking Structure with an approved Campus color. Creating something unexpected one typically finds in a Parking Structure.

INFO 4.19 Schematic Design:
   1. RCCD team in favor of schematic design concept and direction.
   2. RCCD needs feedback from the President, Chancellor, and Senior Advisors.
   3. LPA to present design to public. Date and time TBD.

Note: Next meeting has not been scheduled.

Submitted by: Ken Murai
Associate/Project Manager