



**CITY of CALABASAS**  
**CITY COUNCIL AGENDA REPORT**

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**DATE:           OCTOBER 7, 2024**

**TO:             HONORABLE MAYOR AND COUNCILMEMBERS**

**FROM:          CURTIS CASTLE, P.E., PUBLIC WORKS DIRECTOR/CITY ENGINEER  
                  TATIANA HOLDEN, P.E., DEPUTY PUBLIC WORKS DIRECTOR**

**SUBJECT:       RECOMMENDATION TO INCREASE THE AMOUNT OF THE  
                  CONSTRUCTION CONTRACT FOR THE CITYWIDE GREEN STREET  
                  PROJECT, PHASE I, SPECIFICATION NO. 22-23-04, WITH GMZ  
                  ENGINEERING, INC. FROM \$4,858,806.75 TO \$5,357,252**

**MEETING       NOVEMBER 13, 2024**  
**DATE:**

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**SUMMARY RECOMMENDATION:**

Staff recommends that City Council approve Amendment No. 1 to increase the contract amount for the Citywide Green Street Project, Phase I, Specification No. 22-23-04, from \$4,858,806.75 to \$5,357,252 to GMZ Engineering, Inc. The increase is required to cover expenses related to additional improvements, unanticipated conditions, and delays experienced during construction. This request increases the project contingency from 5% to 15.8%, which is within the standard contingency range for construction projects of this magnitude.

**BACKGROUND:**

At its June 28, 2023 meeting, City Council approved the Construction Contract for the Citywide Green Street Project, Phase I, Specification No. 22-23-04, to GMZ Engineering Inc. for \$4,858,806.75. The contract included the original bid of \$4,627,435.00 plus a 5% additional allowance for unexpected site conditions.

The Green Street Phase I is primarily a stormwater management project with the following improvements that enhance the area for local residents, visitors, and recreational users:

1. Construction of paved parking lots
2. Americans with Disabilities Act (ADA) improvements
3. Construction of a trail connecting parking lots to the trailhead
4. Installation of crosswalks and sidewalk ramps
5. Construction of drainage v-ditches and bioswales

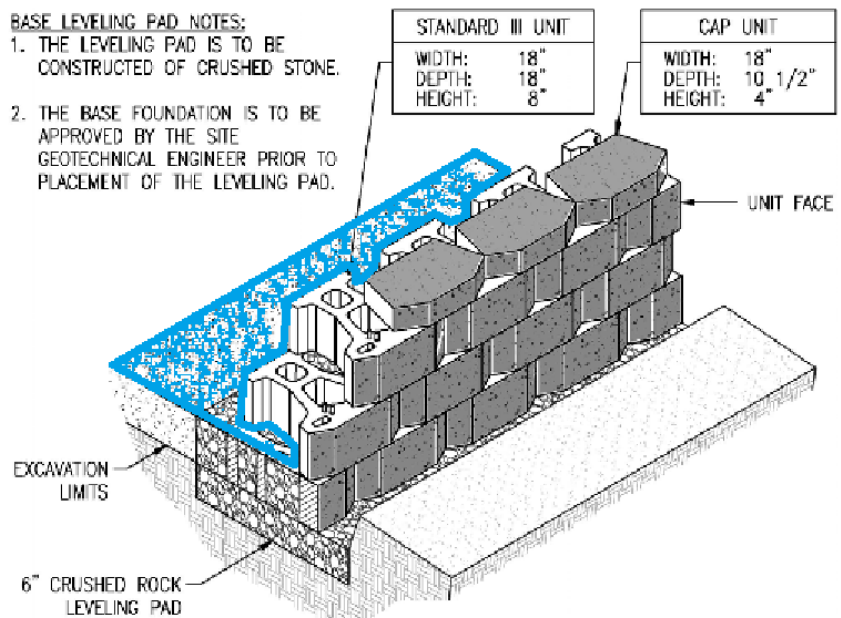
The project also included mass grading, excavation for retaining wall footings, and pavement, protection of existing utilities, and improvements for emergency vehicle access.

### **DISCUSSION/ANALYSIS:**

Construction for the project commenced in September 2023. The project is substantially complete, with a few bid items, such as trail benches and trash cans, awaiting delivery and installation. During construction, the following unanticipated conditions and changes occurred, affecting the project's schedule and causing additional work and delays.

#### Retaining Wall Redesign

Originally, five keystone retaining walls were designed for all locations where the existing topography required soil retention. Keystone walls require the installation of geogrid reinforcement that is laid flat and extends horizontally behind the wall. A typical keystone wall is shown in Figure 1, with the geogrid highlighted in blue. The geogrid can extend up to ten feet behind the wall. During construction, it was determined that the excavation for the geogrid would encroach into power pole clearance zones at two of the five wall locations. Based on the field conditions and communication with Southern California Edison (SCE) during construction, a decision was made to design and construct cast-in-place reinforced concrete retaining walls at the two locations closest to the power poles. The cast-in-place wall does not require as much excavation behind the wall and thus meets SCE clearance requirements. This change required a redesign of the walls and additional submittals by the contractor, resulting in the project delays, for which the contractor is entitled to compensation.



### KEYSTONE STANDARD III ISOMETRIC SECTION VIEW

NOT TO SCALE

Figure 1. Typical Keystone Wall – Geogrid Shown in Blue

#### Changes to Landscape and Irrigation

The landscaping and irrigation plan had to be modified during construction for clearances from the power lines because the trees, plants, and their locations, as originally proposed on the design plans, did not meet SCE requirements, identified at a field meeting with SCE staff. Staff conducted the field inspections with SCE staff and subsequently revised plans. Plan revisions during construction included moving the locations of the proposed oak trees, providing a revised plant species list and new locations that would meet SCE requirements, and modifying the irrigation layout. The contractor experienced delays waiting for the revised landscaping and irrigation plans.

#### Resident Parking During Construction

Prior to the project, parking was available on the dirt shoulder along northbound Las Virgenes Road. When the project started, the shoulder parking was removed. To minimize the impact of the reduced parking inventory on the community during construction, portions of the new parking lot were opened to the public. With the project being delayed due to necessary design changes, some portions of the parking still needed to be provided for the residents and trail users during all construction phases. Due to this work area restriction, the contractor could not work at the entire project site while accommodating the high parking demand. This condition resulted in project delays, for which the contractor is entitled to compensation.

#### ADA Parking and Access Ramp

The design of ADA access and parking stalls was modified based on the field conditions to provide a safe and accessible pedestrian route from the parking lot to the new trail. This change resulted in additional surveying, concrete work, parking lot striping modifications, and delays.

**FISCAL IMPACT/SOURCE OF FUNDING:**

The Citywide Green Street Project is funded by Measure M and Proposition (Prop) 1 Round 1 funds in the amounts of \$3.5 million and \$536,336, respectively. Assembly Bill (AB) 939 and Measure W each provided funding in the amount of \$473,970. No General Fund (GF) dollars are utilized for this project.

The funds for the additional contingency are available in the Road Maintenance and Rehabilitation – Senate Bill 1 (RMRA-SB1) Program fund, account 63-0000-4611-01. Staff requests an appropriation of \$498,446 from account 63-0000-4611-01 to project account 40-319-6503-37 and that the budget be adjusted accordingly. Resolution No. 2023-1848 allows the Green Street Project to be funded by the Road Maintenance and Rehabilitation Account revenues.

**REQUESTED ACTION:**

Staff recommends that City Council increase the contract amount for the Citywide Green Street Project, Phase I, Specification No. 22-23-04, from \$4,858,806.75 to \$5,357,252 to GMZ Engineering, Inc. The increase is requested to cover expenses related to additional improvements, unanticipated conditions, and delays experienced during construction. This request will increase the contingency from 5% to 15.8%, which is within the standard contingency percentage for construction projects of this magnitude.

**ATTACHMENTS:**

- A. Amendment No. 1