



RFQ/P 44-014

FLOWERY BRANCH DOWNTOWN PARKING AND MOBILITY STUDY

HALL COUNTY, GEORGIA

SEPTEMBER 20, 2023



Stantec Consulting Services Inc.

229 Peachtree St NE, Suite 1900
Atlanta, GA 30303

September 20, 2023

Julie Dorough

Hall County Government Center
Purchasing Division - 4th Floor
2875 Browns Bridge Road
Gainesville, Georgia 30504

RE: DOWNTOWN FLOWERY BRANCH PARKING AND MOBILITY STUDY | RFQ/P # 44-014

Dear Ms. Dorough:

On behalf of Stantec, I am pleased to submit this proposal for the Downtown Flowery Branch Parking and Mobility Study. Stantec's Urban Mobility studio has extensive expertise in working with small downtowns on addressing parking opportunities and challenges, and we look at parking as part of an overall mobility system of which a functional network of well designed streets is the foundation. We are excited by the opportunity to work with you and Flowery Branch to chart a future for the downtown district's parking and mobility approaches.

We have assembled a team led by our Atlanta-based principal Joel Mann, who has direct experience in over a dozen small-downtown parking studies in the Southeast and mid-Atlantic, and Joel will be supported by Atlanta-based transportation engineers, landscape architects, and planners, as well as by our national Urban Mobility practitioners based in the Northeast and Midwest. Our responses to the Technical Questions of Exhibit G provide more detail on our team and relevant project experience.

Our proposal generally follows the format directed in the RFQ/P, with mandatory exhibits included in our technical proposal and the price proposal (Exhibit C) included in a separate sealed envelope. We would like to bring the following to your attention:

- Stantec's business license and a general certificate of insurance are included immediately after this cover letter, prior to the mandatory exhibits.
- Our review of the contract in Exhibit B led to requested changes included in a redlined version of the contract. We have not included this in this printed Technical Proposal as it was not identified as a mandatory component, but I have transmitted this to you via email separately, and a digital version of the contract document with redline changes is included on the USB drive included in our submittal package.
- We acknowledge receipt of Addendum 1, dated September 1, 2023.

As suggested in the RFP/Q, our proposal is valid for 120 days and we are pleased to answer any questions you may have about it. We thank you again for this opportunity and look forward to your response.

Best regards,

STANTEC CONSULTING SERVICES INC.

A handwritten signature in black ink that reads "Joel F. Mann".

Joel Mann, AICP

Principal
(770) 492-2624 | joel.mann@stantec.com

Stantec Business License



A pocket-sized license card is below. Above is an enlarged copy of your pocket card.

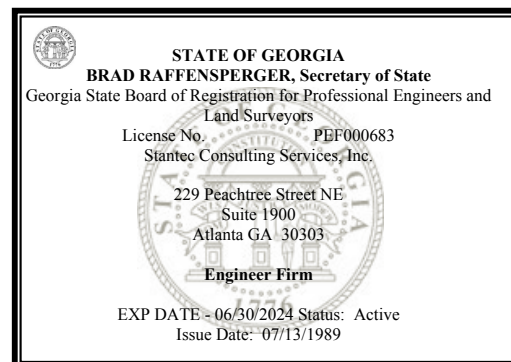
Please make note of the expiration date on your license. It is your responsibility to renew your license before it expires. Please notify the Board if you have a change of address.

Wall certificates suitable for framing are available at cost, see board fee schedule. To order a wall certificate, please order from the web site – www.sos.ga.gov/plb.

Please refer to Board Rules for any continuing education requirements your profession may require.

Georgia State Board of Professional Licensing
237 Coliseum Drive
Macon GA 31217
Phone: (404) 424-9966
www.sos.ga.gov/plb

Stantec Consulting Services, Inc.
229 Peachtree Street NE
Suite 1900
Atlanta GA 30303



Stantec Certificate of Insurance

Stantec's standard practice is to provide full certification of insurance when executing an agreement with our clients, and we will provide this if awarded the project, as noted in the RFQ/P. The following basic form is included as a certificate of our holding these insurance policies.



CERTIFICATE OF LIABILITY INSURANCE

10/1/2023 DATE (MM/DD/YYYY) 9/19/2022

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Lockton Companies 444 W. 47th Street, Suite 900 Kansas City MO 64112-1906 (816) 960-9000	CONTACT NAME:		
	PHONE (A/C, No, Ext):	FAX (A/C, No):	
E-MAIL ADDRESS:			
INSURED 1414100 STANTEC CONSULTING SERVICES INC. 370 INTERLOCKEN BOULEVARD, SUITE 300 BROOMFIELD CO 80021-8012 SCSI GENERIC - \$3M	INSURER(S) AFFORDING COVERAGE		NAIC #
	INSURER A : Berkshire Hathaway Specialty Insurance Company		22276
	INSURER B : AIG Specialty Insurance Company		26883
	INSURER C :		
	INSURER D :		
	INSURER E :		
INSURER F :			

COVERAGES **CERTIFICATE NUMBER:** 14181323 **REVISION NUMBER:** XXXXXXXX

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDITIONAL INSURED	SUBROGATION	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
	COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC <input type="checkbox"/> OTHER:			NOT APPLICABLE			EACH OCCURRENCE \$ XXXXXXXX DAMAGE TO RENTED PREMISES (Ea occurrence) \$ XXXXXXXX MED EXP (Any one person) \$ XXXXXXXX PERSONAL & ADV INJURY \$ XXXXXXXX GENERAL AGGREGATE \$ XXXXXXXX PRODUCTS - COMP/OP AGG \$ XXXXXXXX \$
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY			NOT APPLICABLE			COMBINED SINGLE LIMIT (Ea accident) \$ XXXXXXXX BODILY INJURY (Per person) \$ XXXXXXXX BODILY INJURY (Per accident) \$ XXXXXXXX PROPERTY DAMAGE (Per accident) \$ XXXXXXXX \$
	UMBRELLA LIAB <input type="checkbox"/> OCCUR EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED RETENTION \$			NOT APPLICABLE			EACH OCCURRENCE \$ XXXXXXXX AGGREGATE \$ XXXXXXXX \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below Y/N N/A			NOT APPLICABLE			PER STATUTE OTHER E.L. EACH ACCIDENT \$ XXXXXXXX E.L. DISEASE - EA EMPLOYEE \$ XXXXXXXX E.L. DISEASE - POLICY LIMIT \$ XXXXXXXX
A	Professional Liab	N	N	47-EPP-308810 NO RETROACTIVE DATE	10/1/2022	10/1/2023	\$3,000,000 PER CLAIM/AGG INCLUSIVE OF COSTS
B	Contractors Pollution Liab			CPO8085428	10/1/2021	10/1/2023	\$3,000,000 PER LOSS/AGG

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER	CANCELLATION
14181323 TO WHOM IT MAY CONCERN FL	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE

EXHIBIT A

MANDATORY BID RESPONSE FORM

This section must be completed and returned with the bid by the Bidder

By submitting a proposal, the respondent certifies that it has fully read and understands the proposal and has full knowledge of the scope, nature, and quality of work to be performed. The services offered and the cost factor must be valid for at least one-hundred twenty (120) days from date of signature.

Date of Bid Submittal: Sept. 19, 2023 **RFQ/P Bid No:** #44-014

Bid Name: Flowery Branch Downtown Parking and Mobility Study

Affirmation: Bidder affirms the following by affixing a wet signature in blue ink below:

“I agree to abide by all terms and conditions of this RFQ/P and certify that I am authorized to sign this bid”.

Company Name: Stantec Technical Services, Inc.
Bidder Signature: Joel F. Mann Date: September 19, 2023
Print Name: Joel Mann
Title: Principal
Phone Number: (770) 492-2624
Email Address: joel.mann@stantec.com
Physical Address: 229 Peachtree Street NE, Suite 1900
Physical Address 2: Atlanta, GA 30303

Bids not signed may be declared as “Non-Responsive” and will not be evaluated.

If you desire to submit a “No Bid” then please indicate by checking one or both of the reasons listed below and explain.

Bidder does not offer this service

Unable to meet specifications

Request for Taxpayer Identification Number and Certification

**Give Form to the
 requester. Do not
 send to the IRS.**

▶ Go to www.irs.gov/FormW9 for instructions and the latest information.

Print or type. See Specific Instructions on page 3.	<p>1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.</p> <hr/> <p>2 Business name/disregarded entity name, if different from above</p> <hr/> <p>3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only one of the following seven boxes.</p> <p> <input type="checkbox"/> Individual/sole proprietor or single-member LLC <input type="checkbox"/> C Corporation <input type="checkbox"/> S Corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Trust/estate <input type="checkbox"/> Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶ _____ Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is not disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner. <input type="checkbox"/> Other (see instructions) ▶ _____ </p>		<p>4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):</p> <p>Exempt payee code (if any) _____</p> <p>Exemption from FATCA reporting code (if any) _____</p> <p style="font-size: small;">(Applies to accounts maintained outside the U.S.)</p>
	<p>5 Address (number, street, and apt. or suite no.) See instructions.</p> <hr/> <p>6 City, state, and ZIP code</p> <hr/> <p>7 List account number(s) here (optional)</p>	<p>Requester's name and address (optional)</p> <hr/>	

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number									
				-					
or									
Employer identification number									

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here	Signature of U.S. person ▶	Date ▶ September 19, 2023
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General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to www.irs.gov/FormW9.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)

- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, later.



Hall County Government
FINANCIAL SERVICES

EXHIBIT E
MANDATORY E-VERIFY AFFIDAVIT

The undersigned contractor ("Contractor") executes this Affidavit to comply with O.C.G.A § 13-10-91 related to any contract to which Contractor is a party that is subject to O.C.G.A. § 13-10-91 and hereby verifies its compliance with O.C.G.A. § 13-10-91, attesting as follows:

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.535.8270 | f: 770.531.6711

DIRECTOR
Wesley Geddings

- a) The Contractor has registered with, is authorized to use and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program;
b) The Contractor will continue to use the federal work authorization program throughout the contract period, including any renewal or extension thereof;
c) The Contractor will notify the public employer in the event the Contractor ceases to utilize the federal work authorization program during the contract period, including renewals or extensions thereof;
d) The Contractor understands that ceasing to utilize the federal work authorization program constitutes a material breach of Contract;
e) The Contractor will contract for the performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the Contractor with the information required by O.C.G.A. § 13-10-91(a), (b), and (c);
f) The Contractor acknowledges and agrees that this Affidavit shall be incorporated into any contract(s) subject to the provisions of O.C.G.A. § 13-10-91 for the project listed below to which Contractor is a party after the date hereof without further action or consent by Contractor; and
g) Contractor acknowledges its responsibility to submit copies of any affidavits, drivers' licenses, and identification cards required pursuant to O.C.G.A. § 13-10-91 to the public employer within five business days of receipt.

19959 Federal Work Authorization User Identification Number
July 3, 2018 Date of Authorization
Stantec Consulting Services, Inc. Name of Contractor
Name of Project
Hall County, Georgia Name of Public Employer

I hereby declare under penalty of perjury that the foregoing is true and correct.

Executed on September 19, 2023 in Atlanta (city), Georgia (state).

Signature of Authorized Officer or Agent
Joel Mann, Principal
Printed Name and Title of Authorized Officer or Agent

SUBSCRIBED AND SWORN BEFORE ME
ON THIS THE 19 DAY OF September, 2023.

NOTARY PUBLIC Lynn P. Thomas
My Commission Expires: 4-15-2027



EXHIBIT F
MANDATORY ETHICS AFFIDAVIT
For Compliance with
Official Code 3.10.070 of Hall County

Contractors, consultants, and vendors of any service or commodity to Hall County, Georgia must read and affirm to adhere to the following ethics requirements.

3.10.070. - Ethics.

- A. It is the policy of Hall County to seek the best overall value when procuring goods and services. Toward this end, the county finds and declares that its objectives will best be achieved through an open, competitive process with a broad range of responsible vendors wishing to furnish products and services to the county. Hall County will establish and conduct a procurement program that maximizes service benefit to the community and awards contracts to vendors who offer the best quality and value.
- B. Hall County declares that county employees and officials, along with those wishing to do business with the county, have the shared responsibility for avoiding biased, anticompetitive, or unethical practices.
- C. Hall County employees, officials, and their family members are prohibited from seeking, requesting, or receiving any material payment, gift, job offer, security, promise of future benefit, or any other tangible or intangible thing of value when such receipt has the potential to influence a procurement decision or to gain undue advantage in a procurement competition.
- D. Prospective vendors must compete for county business within the parameters of the solicitation process and are prohibited from seeking to obtain inside information, attempting to skew the writing of specifications, or influencing a procurement decision through any means outside the process established for the particular solicitation. This principle applies to any contractor, subcontractor, representative, employee, or agent that may be associated with a procurement transaction.
- E. Bidders and proposers shall disclose on competitive bid responses any individual(s), firm(s), and/or county official(s) who do business with the county if there is an appearance of a conflict of interest.
- F. Ethical business practices are important, both, during a solicitation, and after the decision to grant an award. The county seeks to establish relationships with business partners whose ongoing ethical standards of business conduct are congruent with those outlined here. The purchasing manager, subject to the approval of the director of financial services, is charged with establishing methods for ongoing monitoring for non-compliance with these principles. The prohibition against the offering of or the acceptance of kickbacks, gratuities, payments or any other instrument of value extends beyond and outside any specific procurement or solicitation.
- G. A vendor's contract compliance history with Hall County and other contractual parties is a valid element in the decision to award a solicitation.
- H. Hall County stipulates that the furtherance of its strategic goals for job creation, stability and growth in the tax base, business retention, and other fiscal and economic development objectives may be considered during the procurement process. The purchasing manager, subject to the approval of the

director of financial services, is authorized to establish procurement initiatives consistent with the county's strategic economic development objectives. These procurement practices shall be applied consistently and equitably and shall have a direct relationship to the county's goals.

I. Hall County employees, officials, and their family members are generally prohibited from participation in any procurement decision or any gain of undue advantage in a procurement competition as a result of contemporaneous employment with a potential or actual business partner.

J. It is unethical for any county employee to purchase commodities or services from a county contract for personal use.

K. With the exception of solicitations for the sale of real property, individuals, firms and businesses seeking an award of a Hall County contract may not initiate or continue any verbal or written communications regarding a solicitation with any county officer, elected official, employee or other county representative other than the purchasing associate named in the solicitation, or the county's financial advisor, between the date of the issuance of the solicitation and the date of the final contract award by the board of commissioners. The purchasing manager will review violations. If determined that such communication has compromised the competitive process, the offer submitted by the individual, firm or business may be disqualified from consideration for award. Solicitations for the sale of real property may allow for verbal or written communications with the appropriate Hall County representative.

L. All county commissioners, officials, and employees shall adhere to the standards outlined in the Hall County Code of Ethics.

M. **(AMENDED)** The purchasing division of the financial services department shall determine and implement methods of educating all prospective contractors, bidders, proposers, and vendors on the requirements and provisions of Code Section 3.10.070, including, but not limited to, requiring each prospective contractor, bidder, proposer, and vendor that expresses an intent to do business with the County to sign an affidavit attesting that they have read this Chapter and have more specifically also read Code Section 3.10.070." (Res. of 11-14-19(1), § 1(Exh. A))

I hereby declare under penalty of perjury that the foregoing is true and correct.

Executed on September, 19 , 20 23 in Atlanta (city),
Georgia (state) 30303 (Zip Code)

[Signature]
Signature of Authorized Officer or Agent

Joel Mann, Principal
Printed Name and Title of Authorized Officer or Agent

SUBSCRIBED AND SWORN BEFORE ME

On This the 19 Day of September, 20 23

Lynn P. Thomas
NOTARY PUBLIC
My Commission Expires: 4-15-2027



EXHIBIT G

MANDATORY SCORED QUESTIONS/RESPONSES TECHNICAL RESPONSE WORKSHEET

Bidder's company name: _____

All eight (8) questions below MUST be answered. Each question is worth a potential of one-hundred (100) points each and are weighted and scored for completeness and detail. The County's Evaluation Committee will review and assign percentage scores to each question depending on the answers provided. The Contractor(s) with the highest point values will be considered the apparent contract award winner(s) and may be invited to interview with the County's Evaluation Committee for further discussions, and may be asked to enter into further negotiations. Use additional pages and attach if needed.

No.	Question	Answer
1	Does your company have at least three (3) sequential years of experience in transportation planning and engineering of Bicycle and Pedestrian infrastructure as detailed in the RFQ/P document?	Please see the following pages for responses to all technical questions. Each is clearly identified with the question number at the beginning of each response.
2	Describe in narrative form at least three (3) projects within the past five (5) years, in similar size and scope that you have completed with project names, entity name, references names and contact details.	
3	List current projects, percent complete, and total possible workload.	
4	Why Hall County should select your firm for this project.	
5	Will any of the proposed services be subcontracted out to a third-party? If so, denote the work, the percentage of total, and list each of the legal entity's company names of the third-party(s).	
6	Describe the expertise of your work force. Supervisors, specialists, laborers. Provide a brief resume and experience record for each key person, including years of experience, education, and location of each person.	
7	Describe how your company verifies that staff adequately performs work for delivery of the service(s) described under this RFQ. Also, include who within your company inspects, approves and verifies delivery of service(s) and how corrective actions with staff are implemented	
8	Per documentation of this solicitation you must keep a sufficient work force to perform the requirements of this contract. Describe how you will continue to maintain this work force. What is your company's succession planning when an employee quits or calls out?	

Exhibit G: Responses to Technical Questions

Question 1

Does your company have at least three (3) sequential years of experience in transportation planning and engineering of Bicycle and Pedestrian infrastructure as detailed in the RFQ/P document?

Yes. Stantec was founded in 1954 and although the firm has grown substantially in recent years, its staff has included qualified professionals in transportation planning and engineering for over ten years. Our staff include licensed professional engineers in multiple states (including Georgia) and Canadian provinces, as well as certified planners. The staff members described in Question 6 have all been employed with Stantec for at least three years, and together represent over 100 years of collective experience in transportation planning, engineering, parking studies, and complete streets design.

Question 2

Describe in narrative form at least three (3) projects within the past five (5) years, in similar size and scope, that you have completed with project names, entity name, references names and contact details.

We have completed over 120 parking studies in medium-size and small downtowns over the last 15 years, with a core focus in management-based studies that seek to optimize and improve management of parking systems rather than adding inventory to them. The following three projects reflect a variety of our work.

Downtown Norcross Parking Study

Stantec performed this downtown parking study and strategic management plan for the central business district of Norcross in Gwinnett County. The City of Norcross commissioned this study in response to renewed community interest in downtown's historic commercial district and a revitalization of the area largely through adaptive reuse of existing buildings. Since Norcross's original town center had been constructed prior to the dominance of automobiles in personal transportation, it has faced challenges meeting travel demand through parking as recent revitalization has turned the downtown into more of an area-wide destination it was previously. Stantec's study performed an inventory of existing parking spaces, a survey of occupancy throughout typical weekday and Saturday business hours, and recommended strategic policy approaches and actions to better utilize existing parking and avoid costly construction of new parking. We also worked with a partner, Sizemore Group, to consider parking structure locations and how potential structure designs would fit into existing This resulted in the City forgoing a previous policy direction to add parking structures into downtown, focusing instead on small-scale, low-cost enhancements to better utilize public parking supply to serve a variety of new businesses and organizations.

Year completed: 2019

Reference: Erica Madsen, Director of Recreation and Parks
City of Johns Creek
erica.madsen@johnscreekga.gov
(678) 512-3200
11360 Lakefield Drive
Johns Creek, GA 30097

Please note that this reference information is correct, despite the different municipal government. Ms. Madsen was the project manager for the parking study while employed by the City of Norcross as its City Engineer. She has since taken a new position with Johns Creek but has agreed to serve as a reference for the Norcross study regardless.

Downtown Roswell Parking Study

Stantec completed a parking study for downtown Roswell in 2020 and 2021, focused on the city's historic main street (Canton Street) and the dining and retail-focused district around it. The goals of this parking study were to conduct an in-depth assessment of the existing parking network along and adjacent to Downtown Roswell's key retail and restaurant corridor, better understand particular parking challenges perceived by various users (especially the restaurants that have helped to establish downtown Roswell as a regional destination, and to use the assessment to inform the development of potential parking solutions as Roswell's downtown and economy continues to evolve.

The study included a comprehensive physical inventory of the parking network, and analysis of the policies and processes relating to its overall operation and management. This study also involved extensive stakeholder engagement in parallel with a public survey to better understand particular needs, challenges, and parking improvement preferences. The study also included the development of a series of scenario-based parking demand models to help downtown Roswell understand realistically the future needs of parking downtown as the city develops. The recommendations resulting from the study will support Roswell's overall goals while also potentially increasing parking capacity and convenience near and around Downtown Roswell to benefit local businesses, residents, and patrons.

Year Completed: 2021

Reference: Tom Smith, Vice Chair, Board of Directors
Roswell Downtown Development Authority
tsmith@roswelldda.com
(404) 542-9321

Doraville Mobility Plan

Stantec prepared a comprehensive citywide transportation plan for the City of Doraville in 2020. This plan focused on improving non-driving connections and repurposing street rights-of-way in Doraville's neighborhoods, offering improved connections between neighborhoods and civic and commercial destinations.

A truly multimodal plan, the Mobility Plan's recommendations range from small-scale, focused pedestrian improvements such as crosswalks and pedestrian-focused traffic control to major corridor-based approaches such as studying access management along Buford Highway and implementing safety improvements on that corridor's intersections. The plan was developed in the context of several major changes and opportunities occurring in the City, especially the redevelopment of the former General Motors assembly plant into the present-day Studio City film and television production campus and the building momentum of the Peachtree Creek Greenway effort to connect the Peachtree Creek corridor with a series of multi-use trails through north DeKalb County.

The plan is also currently being implemented, with the City successfully securing Federal and state funding for over ten of the recommended projects from the original 2020 plan. As a result, the City asked Stantec to prepare an update to this plan in 2023, adding new project recommendations in response to evolving community needs and updating estimated costs and implementation strategies for project recommendations.

Year Completed: 2020, updated 2023

Reference: Austin Shelton
Director of Planning + Community Development
austin.shelton@doravillega.us
(470) 622-9357
3725 Park Avenue
Doraville, GA 30340

Question 3

List current projects, percent complete, and total possible workload.

The core team proposed for this study is involved in the following projects. This project list is not representative of the projects in which Stantec is involved as a whole, only the core staff comprising the team for this project.

PROJECT	PERCENT COMPLETE	STAFF INVOLVED	PERCENTAGE OF STAFF MEMBER'S TIME USED
City of Key West, Florida Downtown Parking Study	5%	Joel Mann	20%
Palmetto Bay, Florida Comprehensive Plan Update	85%	Joel Mann	5%
Georgia Institute of Technology Comprehensive Campus Plan	95%	Joel Mann	10%
Chamblee-Doraville Community Improvement District Mobility Planning and Design Services	90%	Joel Mann	10%
		Mike Holt	5%
Everett, MA Zoning Ordinance Update	5%	Joel Mann	5%
New Orleans City Park Master Plan	10%	Joel Mann	10%
Attleboro Zoning Ordinance Updates	50%	Whitney Burdge	20%
Lynn, Massachusetts Downtown Parking Study	5%	Whitney Burdge	35%
Exeter, Massachusetts Parking Study	40%	Whitney Burdge	10%
West End Avenue Street Design Services, Nashville, Tennessee	10%	Jason Schrieber	15%
Kenmore Square Design Services, Boston, Massachusetts	60%	Jason Schrieber	15%
Assembly Square Master Planning, Somerville, Massachusetts	75%	Mitul Ostwal	540%
West Hartford Parking Rate Study	85%	Mitul Ostwal	20%
Grant Street Master Planning, Chelsea, Massachusetts	90%	Mitul Ostwal	10%

Question 4

Describe why Hall County should select your firm for this project.

Stantec has performed over 100 parking studies for small downtowns around the Atlanta metropolitan area and the United States, and our transportation planning practitioners are often consulted for parking-related advisory services for private developments, education and healthcare campuses, and special events. In addition, **our parking studies** take an approach rare in the transportation industry in that they **focus on management first and how parking fits into an overall transportation system**—not on identifying needs for additional parking with a focus on performing later design work. Stantec has parking design practitioners on staff, but we treat studies as ways to identify good administrative practice so that any future investments in parking will yield the best possible results. While we perform studies in the context of exploring new parking investments (such as parking garages or lots), we have a focused mission on helping downtowns to use parking in strategic ways to reach their potential for economic development and high quality of life.

Our firm is also able to combine extensive local experience in transportation planning with national perspectives from other communities. With supporting team members based in Boston, MA and Raleigh, NC, our team can offer a familiar approach to the Atlanta metropolitan area but also help Flowery Branch to learn from the experiences of communities throughout the eastern United States.

Question 5

Will any of the proposed services be subcontracted out to a third-party? If so, denote the work, the percentage of total, and list each of the legal entity's company names of the third-party(s).

Stantec does not intend to engage subconsultants or subcontractors for the primary professional services involved in this project.

Depending on how the County and City of Flowery Branch may wish to refine or expand the scope of work for the project, there is a possibility that we may collect traffic data for purposes of more informed analysis and recommendations. If that occurs, it is our standard practice to use third-party vendors for traffic data collection, and we work closely with several of these with experience in the Atlanta metropolitan area. Without knowing if this is a critical component to the work it is difficult to state a percentage of work involved, though this typically constitutes no more than 5 percent (5%) of the total fee amount for similar studies.

Question 6

Describe the expertise of your work force. Supervisors, specialists, laborers. Provide a brief resume and experience record for each key person, including years of experience, education, and location of each person.

Stantec is a large, multinational architecture and engineering firm with a combined total of nearly 26,000 employees in over ten countries around the world. For purposes of this project, we would rely closely on Atlanta- and Georgia-based staff with support and expertise as needed from subject matter experts throughout North America. As is appropriate to this type of work, we will primarily engage transportation planners, engineers, and landscape architects with specialized skills in parking analysis and management policy, street design, traffic engineering and management, and transportation engineering. As appropriate to a refined scope of work, we will engage a variety of experience levels to perform this work, with more senior staff performing management and oversight services and associate- and junior-level staff performing data analysis, design production, and specialized data collection.

We have organized our core team around a project manager and technical lead, Joel Mann, who will work with Atlanta-based transportation professionals experienced in street design, traffic operations and management, and the GDOT Plan Development Process (PDP). Joel's nearly 20 years of experience as a transportation planner includes numerous parking studies, multimodal transportation plans, and strategic policy plans to help downtowns leverage their transportation assets to increase development potential. Joel is supported by a team of planners including Jason Schrieber (27 years of experience), a nationally-recognized thought leader in parking policy and emerging transportation in cities and downtowns; Whitney Burdge (8 years of experience), a transportation planner with experience in parking and creative placemaking projects in public rights-of-way, and Mitul Ostwal (5 years of experience), a planner with experience in advanced parking data management for similar downtown studies.

We also draw on other Southeastern US staff with experience in bicycle-pedestrian planning, street and road design, and traffic operations and management. These staff include Timothy Tresohlavy, a seasoned planner with parking study experience but who also co-leads Stantec's practice in Complete Streets policy and design; Mike Holt, a recognized Georgia leader in intelligent transportation systems and traffic management (32 years of experience); and Mitchell Greenway, a roadway design engineer with extensive understanding of Georgia policies and practices, including Georgia DOT's Plan Development Process (23 years of experience).

Resumes follow this technical response on separate pages.

PROJECT MANAGER



**JOEL
MANN, AICP**

EDUCATION

Master of Regional Planning,
University of North Carolina, Chapel Hill

Bachelor of Arts,
New College of Florida

REGISTRATIONS

Certified Planner# 021420,
American Institute of Certified Planners

BIO

Joel is a planner with 19 years of experience in transportation planning and transportation-focused contributions to development codes, comprehensive plans, and community master plans. His career pursuits have grown from an intersection of personal passions and commitments, including bicycle and pedestrian mobility, streets as vital urban public spaces, and use of public resources to provide the best possible returns for citizens and their quality of life. He is one of the Stantec team's parking management study practitioners and has led studies throughout the Southeast.

RELEVANT EXPERIENCE

Greater Downtown Tampa Parking And Mobility Study // Tampa, FL

Joel led a comprehensive demand and management policy study for the Tampa Downtown Partnership, Tampa's downtown business improvement district and a key advocate for expanded urban mobility options in Tampa's employment and institutional core. This study analyzed inventory and utilization information as well as dynamics in pricing and management policy that varied greatly between publicly-owned parking (around one third of downtown's overall supply) and the assortment of private parking available to the general public. The result of the study has been a shift toward more balanced pricing and more strategic positioning of major public parking assets.

CDCID Mobility Master Plan // Chamblee/Doraville, GA

The Chamblee/Doraville Community Improvement District Mobility Master Plan seeks to improve the transportation network on key commercial corridors in the metro Atlanta communities of Chamblee and Doraville, as well as address transportation issues and prepare for future development. As a plan led by a business improvement district, recommendations were focused on addressing major transportation gaps and needs while emphasizing the value in public funding support for a more balanced, multimodal transportation system. This plan has already resulted in awarded funding of over \$3 million in transportation capital project funds as well as funds to perform supplemental studies for major railroad crossing opportunities.

Chamblee Mobility Plan // Chamblee, GA

The Chamblee Mobility Plan was based on review and analysis of technical data along with an extensive public outreach process that engaged community leaders, business stakeholders, neighborhood groups, and many members of the general public. At its heart, this plan sought to address recent annexations of Chamblee, a maturing suburban community in the Atlanta metropolitan area, and how to better connect neighborhoods new to the city with the revitalizing areas around its historic downtown district.

Greater Downtown Savannah Parking and Mobility Study // Savannah, GA*

Downtown Savannah's first parking study that incorporated the central city's various mobility services and options. Joel was the deputy project manager for this effort and led development of its analysis and strategic plan, including a series of pricing and management reforms, a streamlining of curbside regulations, and a rethinking of circulatory transit service that saw increased ridership and service frequency. Savannah's nationally-recognized historic district is the center of its robust tourist industry, and this study needed to incorporate seasonal dynamics, the special needs of long-established constituencies, and downtown business expectations into an overall reform of the Parking and Mobility Services Division's long-term management approach.

PRINCIPAL-IN-CHARGE



JASON SCHRIEBER, AICP

EDUCATION

Bachelor of Science, Urban Planning
University of Massachusetts Amherst

REGISTRATIONS

Certified Planner# 020238,
American Institute of Certified Planners

BIO

Jason Schrieber, AICP, is a Senior Principal with Stantec's Urban Places initiative, which seeks to apply evolving best practices to downtowns across the globe. As a multi-modal planner and designer focused on the intersection of the public realm and safe, efficient and healthy communities, he has spent over 25 years helping hundreds of cities, institutions, and developers elevate the importance of modal integration and rationalize mobility policies, plans and infrastructure solutions, with an emphasis on rationalizing auto access and parking. Notable accomplishments include the emirate-wide parking strategy for Abu Dhabi's framework regulations; the east coast's first performance-based parking pricing success in Salem, MA; the revamping of Washington DC's curbside regulations; Boston's city-wide, climate-action parking strategy; Cambridge's pioneering PTDM ordinance; and recent thought leadership on curbside management in Buffalo and Chicago. His demand management programs have been adopted by entities as varied as LSU, MIT, Partners Healthcare and Amgen. He is currently leading the design of flexible curbs in Buffalo and Boston.

RELEVANT EXPERIENCE

City Tech Collaborative: Curbside Management Solution // Chicago, IL

Jason was a lead advisor on this collaborative effort to develop multiple models of curbside access, bringing in data sources ranging from "big data" on trip-making to local point-of-interest data to national research on demand elasticities. The team included software and hardware developers who helped ground-truth potential management schemes in the realities of mobility technology for both today and the future. The result is an innovative understanding of curbside demand management in downtown Chicago.

Downtown Lowell Parking Study // Lowell, MA

Continued downtown growth, new development opportunities at a commuter rail station, and increasing enrollment at UMass were pressuring the city's merchants, employers and downtown residential neighbors' parking system. Our team collected city-wide inventory and occupancy data while talking with hundreds of residents and stakeholders to help reveal unused inventory that could relieve pressure through shared district management, new on-street programs, and restructuring pricing and permits.

Master Innovation Development Plan, Quayside Development, Sidewalk Labs // Toronto, ON, Canada

Led mobility planning and engineering for a large lake shore development that would transform an industrial port area into a dense, walkable mixed-use development served by streetcars, microtransit, bikes, e-bikes and scooters and a variety of automated transportation services. Involves advanced modeling and design techniques, including progressive new parking demand models and curbside activity simulation tools.

Longwood Medical Area, Pilgrim Garage Optimization // Boston, MA

Stantec and Wood Solutions Group helped MASCO's leadership carefully evaluate future parking demand and potential changes to pricing and permitting options in light of the COVID-19 pandemic and changes to employee preferences. Detailed modeling helped direct MASCO to pilot new daily pricing that increases commute options while stabilizing parking revenues.

Park City Parking Study // Park City, UT*

On the heels of developing a future access strategy to accommodate continued seasonal visitation growth, Jason's team proceeded to conduct a city-wide parking study of occupancy, enforcement, management and supporting TDM practices that resulted in new demand-responsive pricing, curb management, and electronic wayfinding solutions that have since been designed and implemented successfully.

DEPUTY PROJECT MANAGER



WHITNEY BURDGE

EDUCATION

MS Urban Planning - Developing + Transitional Regions, Oxford Brookes University, Oxford, England, United Kingdom, 2016

MA Architecture, Cultural Identity + Globalisation, University of Westminster, London, England, United Kingdom, 2011



BIO

Whitney is an urban mobility planner with strong experience with parking studies in areas with unique needs, and with projects that aim to advance diversified transportation mode options to promote equitable access and position cities to transition into future-ready modes. She targets improving multimodal access by increasing cohesion between parking networks, transit, and pedestrian/bicycle assets. Her recent work includes assessments of infrastructure conditions, analysis of the effectiveness of meter technology and pricing changes in various contexts, and evaluating how parking can flexibly respond to atypical periods of demand. Her goal is to highlight the opportunity parking plays in advancing equity in downtown centers.

RELEVANT EXPERIENCE

BTD Transportation Demand Management Point System // Boston, MA

Whitney supported and helped develop the design of the final Point System toolkit for the innovative overhaul of Boston's TDM guidelines for large development projects. The new system allows developers to select TDM measures based on project characteristics, such as land uses and geographic location, to achieve a point target which prioritizes a mix of proven strategies to encourage multimodal travel in the community. This process makes the selection of TDM measures more transparent and gives developers new options.

Strip District Network and Parking Management Plan // Pittsburgh, PA

The mixed use Strip District adjacent to downtown Pittsburgh was in need of a plan for a more multimodal and unified future. The Stantec team led parking data collection, and connected with the community and stakeholders through creative approaches to help communicate trade-offs inherent in improving local infrastructure as well as the potential benefits of a coordinated approach. The multimodal network plan included a best practices review of parking management districts and transportation management associations.

City of Tulsa Mobility Innovation Strategy // Tulsa, OK

Building on prior work of the City in preparation of a smart mobility tipping point, the Stantec team focused on stakeholder and public outreach to understand key challenges of equitable mobility access to resources including jobs, education, and healthcare services. The Mobility Innovation Strategy (MIS) provided a path forward to broadening mobility options that 1) Help solve identified transportation challenges and 2) Spur a cross-sector collaboration with local universities, investors, manufacturers and local businesses that will put Tulsa on the map as a hub of mobility innovation and industry.

Saco Downtown Parking Study // Saco, ME

Whitney served as deputy project manager and graphic designer on this evaluation of parking conditions in Downtown Saco, Maine and the adjacent Saco Island. The Downtown area features an eclectic mix of local businesses, office headquarters, an Amtrak station, and a mixed-use mill redevelopment, with seasonal fluctuations in demand.

Attleboro Transit Oriented Development // Attleboro, MA

As DPM, Whitney worked closely with the City to identify an optimal TOD development approach that balanced the needs and imminent growth of demand on its Commuter Rail Station, encouraged diverse and vibrant mixed development, and optimized alternative transportation mode options.

PARKING DATA COLLECTION + ANALYSIS



**MITUL
OSTWAL, M.ENG**

EDUCATION

Master of Engineering - Transportation Systems, Cornell University, Ithaca, NY

Bachelor of Technology, VIT University, Vellore, Maharashtra, India

BIO

Mitul Ostwal is a transportation planner in Stantec's Urban Mobility Group. Since joining Stantec, he has been closely involved with several different projects focusing on urban mobility, including parking studies, transportation impact assessments, and transportation and mobility master plans. Throughout the pandemic, he has worked on the Shared Streets and Spaces grant with MassDOT and the Rapid Recovery Program with DHCD (Department of Housing and Community Development). Mitul brings interdisciplinary skills ranging from data analysis, mapping and visualization to planning and community engagement with his work. Prior to joining Stantec he worked with the City of Ithaca as a traffic engineer, where he helped the City develop a cost-benefit tool and conduct fiscal analysis for their Parking Department.

RELEVANT EXPERIENCE

City of Lowell Parking Study // Lowell, MA

Mitul lead a detailed data collection effort for this study across 9,000 parking spaces in its downtown area and tens of thousands more spread across the community. The analysis included a detailed review of all curbside regulations as well as using unique sources such as garage in/out data and "cell phone" data provider Streetlight to calculate residential overnight demand in residential areas to develop an improved permit program. The end result was a comprehensive revisioning of how the City can best use existing parking resources to expand capacity, reduce disputes, and generate additional revenue to be re-invested across the community.

Scajaguada Corridor Vision and Mobility Plan // Buffalo, NY

Stantec is leading the GBNRTC Region Central Scajaguada Expressway Redesign project. Stantec's Urban Mobility Group is charged with understanding and analyzing the existing mobility challenges and issues on the Expressway, using new cell phone-based data sources and an integrated land use and transportation perspective. This assessment was followed by a community engagement-driven scenario planning effort to test how the future design options can accommodate those who walk, bike, and take transit. Mitul is serving as the mobility planner for the mobility portion of this project and has conducted data analysis and report production for the existing conditions and scenario analysis phases of the project.

Alewife Station Market and Demand Study // Cambridge, MA

This study evaluates the future of access at the terminal station of one of greater Boston's major rapid transit routes. With 11,000 riders per day and relatively high frequency service, Alewife Station is critical to immediate local access, and to regional access as many of its users come in via private car, shuttle, or bus from the northwest suburbs of Boston. Stantec assisted MassDOT and the MBTA, planning and developing short and long-term concepts for the facility. Future ridership projections and nearby travel conditions were incorporated into long-term visioning to inform MassDOT and the MBTA to select a sustainable concept meeting agency needs. Mitul surveyed, collected and analyzed field data including existing conditions and parking demand. Mitul gathered and analyzed multi-modal data from various sources like the MBTA and MassDOT. He also produced created graphics to illustrate peak demand for transit parking at the station. Mitul also helped in writing draft reports and preparing slides for the client.

COMPLETE STREETS LEAD / BICYCLE AND PEDESTRIAN PLANNING



**TIMOTHY
TRESOHLAVY, AICP**

EDUCATION

M.A., Geography and Planning, East Carolina University

B.S., Environmental Land Use Planning, SUNY College of Environmental Science & Forestry

REGISTRATIONS

Certified Planner #024123, American Institute of Certified Planners, 2010

Certified Geographic Information Systems Professional (GISP) #17020, GIS Certification Institute, 2011

BIO

Transportation is fundamental, and our streets are for ALL PEOPLE. Regardless of our mode of travel or socio-economic class, we transportation planners are prioritizing a safe, convenient, and equitable network of roads, sidewalks, and greenway trails for everyone. For two decades, Timothy has specialized in mobility planning and coordinated, long-range strategies for local, regional, state and federal government clients. Timothy's project experience includes long-range transportation and mobility plans (MTP/CTP), community engagement and meeting facilitation, Complete Streets corridor studies, transit-oriented community planning, bicycle and pedestrian planning for municipalities and universities, downtown parking studies, and small area planning.

RELEVANT EXPERIENCE

New Bern Avenue Station Area Planning // Raleigh, NC

Assessment of mobility conditions and needs. Facilitation of public outreach workshop events, and synthesis of public feedback. Development of near-term and long-term mobility improvements to enhance first-/last-mile conditions along 5-mile BRT corridor.

The Ohio State University Comprehensive Transportation and Parking Plan // Columbus, OH

Timothy brought parking and mobility planning expertise to a multi-disciplinary team of experts working to shift the mobility paradigm for nearly 60k students and 35k employees at OSU. Coordination of steering committee meetings, focus group interviews, and assembly/distribution of data were some of his early-phase tasks. As the project progressed, Timothy coordinated with subconsultants, synthesized technical analysis, and generated visualization materials for internal and external presentations.

Louisiana State University (LSU) Master Plan Mobility Implementation // Baton Rouge, LA

Incorporated elements from LSU's Strategic Plan 2025 into our mobility planning process, with the goal of molding our project understanding to seamlessly integrate with the academic vision for growth. Expected outcomes from the LSU Strategic Plan emphasize bridging the coast, energy needs, and environmental resilience; improving health and well being; and developing Louisiana's future leaders. These imperatives align with a renewed interest in reducing single-occupancy vehicles through the promotion of travel demand management (TDM) strategies.

Marshall University Pharmacy School Traffic and Parking Assessment // Huntington, WV

Timothy served as project manager and parking expert to review the phasing of construction, current parking management structure, and recommend various short- and long-term strategies for operations and management of mobility. Parking management recommendations included parking mitigation options, park-&-ride facilities, streetscape improvements, a residential parking permit program, and shared parking agreements.

Princeton University, Campus Master Plan // Princeton, NJ*

Timothy supported Princeton University in analyzing the current parking, bicycle, pedestrian, and roadway systems as well as developing a long-term vision for mobility at the University. He facilitated bicycle plan stakeholder meetings, crafted the bicycle network plan, and incorporated feedback into the development of an overall bicycle network plan and mobility elements of the campus plan (2026 and beyond).

Summer Avenue Complete Streets Corridor // Memphis, TN

Performed a Multimodal level of service (MMLoS) assessment along this 5 mile corridor. Generated public engagement materials, digital resources, and facilitated community outreach.

TRAFFIC OPERATIONS AND MANAGEMENT



MICHAEL HOLT, PE, PTOE

EDUCATION

Bachelor of Science, Civil Engineering, Clemson University, Clemson, South Carolina, 1990

REGISTRATIONS

Certified Professional Traffic Operations Engineer #1069, Institute of Transportation Engineers

Professional Engineer #25821, State of Georgia

**Work completed at another firm*

BIO

Mike brings over 32 years of transportation design and project management experience, specializing in progressive traffic engineering and intelligent transportation systems (ITS). His career spans all aspects of traffic/ITS engineering, as he has worked as a county traffic engineer, engineering consultant, and contractor. Mike has a diverse traffic engineering background that includes traffic studies, traffic signal design, communications design, ITS device design, signal timing, tolling, and project management. He also provides quality assurance and control reviews for many of these projects.

RELEVANT EXPERIENCE

Cobb County Traffic Control Center (TCC) Operations // Marietta, GA *

Traffic Engineer responsible for managing operations of Cobb County's TCC, including initial build-out, staffing, incident response, and public relations. Mike scheduled TCC staffing and incident response plans for the 1996 Centennial Olympic Games.

Cobb County Transportation Management Center // Marietta, GA (TMC) *

Project Manager for planning, design, and construction administration for a \$4.4 million, 24,000-square-foot facility. This two-story building, with a daylight basement, houses the operations staff for the Cobb County DOT. Mike was responsible for coordination of all design services, including site work, permitting, architectural, interiors, structural, mechanical, plumbing, electrical, and communications. The heart of the TMC includes an operations room with nine consoles and an eight-foot by 16-foot video wall. This facility is networked to GDOT's NaviGator ATMS and received LEED Silver certification.

Regional Traffic Signal Operations // Atlanta, GA *

Principal-in-charge for this task-order contract to provide signal timing development and operational services throughout Georgia. Project scope includes data collection review and analysis; Synchro/SimTraffic modeling, optimization, and simulation; signal controller database development and testing; signal plan optimization and fine-tuning; MaxTime controller database cleanup; and preliminary/final timing report preparation.

On-Call Professional Engineering Services for the City of Johns Creek // Johns Creek, GA *

Project Manager for traffic engineering and roadway design services through a task-order contract. Projects included: SR 141/Medlock Bridge Road Alternate Intersection Concepts/Widening, Old Alabama Road Signal Upgrades, and SR 141/Medlock Bridge Road Corridor Improvements. Presented the proposed solutions and projected improvements in travel time and delay to the City, then forwarded the ThrU concept for SR 141 and State Bridge to the GDOT Operational Improvements committee. The City evaluated alternate concepts to address traffic congestion at this intersection and solicited public input. The firm prepared preliminary plans for flex lanes along SR 141 between State Bridge Road and St. Ives Country Club Parkway, which would provide for peak-hour through-lane use of the paved shoulders to mitigate congestion. This concept involved innovative signing and pavement marking design, coordinating with City, GDOT, and other consultants.

ROADWAY AND STREET DESIGN



MITCHELL GREENWAY PE

EDUCATION

BS, Civil Engineering Technology,
Georgia Southern University,
Statesboro, Georgia, 1999

Master of Business Administration,
Georgia College & State University,
Milledgeville, Georgia, 2003

REGISTRATIONS

Professional Engineer #31718,
State of Georgia

Level II Certified Design
Professional #8162, Georgia Soil
and Water Conservation
Commission, 2006-03-30 - Present

BIO

Mitchell is a roadway project manager with more than 23 years of experience in transportation design (roadway drainage, roadway geometry, roadway construction staging plans, right-of-way plans), transportation planning and erosion and sedimentation control design and monitoring per NPDES requirements. His work has involved extensive use of CAiCE, InRoads, GeoPak, MicroStation, GeoPak Drainage, and StormCAD.

RELEVANT EXPERIENCE

Lenox Road Scoping Study // Atlanta, GA

Mitchell was the Lead Roadway Engineer for this project that will include streetscape and pedestrian/bicycle facility improvements along Lenox Road between Piedmont Road and East Paces Ferry Road. It will add a 5-10' sidewalk on one side of Lenox Road and an 8-10' shared-use path on the other. The shared-use path transitions from the north side to the south side of Lenox Road at the Phipps Boulevard intersection. Mitchell worked with the planning team to develop a conceptual design and report for GDOT approval.

SR 372/Crabapple Road Improvements // Milton, GA

Mitchell was responsible for the concept and design of improvements to SR 372 at Mayfield Road intersection. The process determined corridor improvements were necessary. Two roundabouts and a new downtown boulevard were designed to handle projected traffic capacity. The project included full public involvement process, NEPA document, and full design services per the Georgia Department of Transportation's PDP and Design Policy Manual.

Downtown Fairburn Livable Centers Initiative Implementation Plan // Fairburn, GA

Providing roadway design for this LCI transportation funded-project which includes the planning and design of a downtown streetscape to include enhanced pedestrian facilities, new landscaping, wayfinding and signage, pedestrian underpass, and reverse-angled parking.

Downtown Complete Street Plan and Streetscape // Avondale Estates, GA

Mitchell is the lead roadway designer for this LCI Implementation Study. The study will assess the feasibility of a road diet along US 278, the main street of Avondale Estates. The process for this study will include having a community open house and demonstration project, with GDOT participation, allowing residents to set up roadway enhancements and gauge the scale and effect of their impacts.

City of Atlanta Department of Public Works Transportation On-Call // Atlanta, GA

Under this contract, Mitchell served as the Primary Point of Contact for the team on all transportation projects. This was a 3-year on-call contract with the City of Atlanta during which time Stantec completed one bridge replacement project, one intersection improvement project, and a complete streets corridor project for a two-mile corridor. Mitchell was the Project Manager for the bridge project and intersection project, and he also served as the lead roadway designer on all three projects. The City of Atlanta follows a similar model to the GDOT PDP, so he participated in field plan reviews for each project.



PAUL ROEPNACK PE, SI, SE



ON-CALL TECHNICAL ADVISOR: PARKING GARAGE DESIGN

Paul is currently a lead structural engineer with 23 years of experience in the structural design and management of large-scale projects, including the complete structural design of multi-million-dollar projects. Paul analyzes, designs, and reviews the most cost-effective structural systems. His broad knowledge and experience in engineering and construction enhance his ability to design quickly and economically. Paul has completed on-site inspections of structural systems, acted as a special inspector, peer reviewer, and value engineer, and demonstrates a recognized ability to troubleshoot and resolve complex problems in any role within the project. He has worked with owners as lead designer, as well as with design teams, and his projects are always below budget and ahead of schedule. He has a consistent ability to design structural systems quickly and efficiently.

EDUCATION

Bachelor of Science, Civil Engineering, North Carolina State University

REGISTRATIONS

Professional Engineer #040299, State of Maryland

RELEVANT EXPERIENCE

FedEx-Ground Woodbridge 800-Space Parking Deck // Woodbridge, NJ

Crawford County Structured Parking // Crawford County, PA

Hollywood Grande Hotel Resort Parking Garage with Robotic Parking // Hollywood, FL*

Seminole Hard Rock Parking Garage // Hollywood, FL*

Laurel Mall Parking Garage // Laurel, MD

Boca Colonnade Parking Garage // Boca Raton, FL*

Civic Center Parking Garage // Port St. Lucie, FL*

**Work completed at another firm*



STEPHEN HOPPER PE, SI, SE



ON-CALL TECHNICAL ADVISOR: STREETScape AND LANDSCAPE ARCHITECTURE

Stephen is a senior landscape architect with more than 15 years of experience. His passion for creating, improving, and enhancing spaces inspires him to build contextually sensitive environments that also balance the needs of the public and private realms. He has worked closely with clients ranging from local, private and commercial to industrial, institutional and federal. His expertise spans many facets of landscape architecture including project management, bicycle, and pedestrian paths, community planning, institutional development, recreation master planning and development, streetscapes, urban design, military infrastructure, mixed-use, commercial/retail development, and residential development. Stephen is also a registered landscape architect and LEED accredited professional.

EDUCATION

Bachelor of Landscape Architecture, University of Georgia, Atlanta, Georgia, 2007

REGISTRATIONS

Landscape Architect #LA001651, American Society of Landscape Architects (Georgia)

Registered Professional Landscape Architect #1193, State of Tennessee, 2019-07-01

RELEVANT EXPERIENCE

Dahlonega Streetscape, Phases I, II, and III // Dahlonega, GA*

Broad Street Streetscape // Cairo, GA *

Waleska Street Streetscape // Canton, GA*

Hickory Flat Streetscape // Canton, GA*

Roswell Street Streetscapes Phases I, II, and III // Marietta, GA*

Shallowford Road Enhancements Scoping Study // Doraville, GA

**Work completed at another firm*

Question 7

Describe how your company verifies that staff adequately performs work for delivery of the service(s) described under this RFQ. Also, include who within your company inspects, approves and verifies delivery of service(s) and how corrective actions with staff are implemented.

Stantec is an ISO9001 certified firm and Stantec's Team will ensure this project follows the internal quality assurance / quality control requirements of that program.

Quality assessment and quality control are important to our team and we have included staff specifically to fill that role. Erin Cameron has extensive experience with review and analysis for many of our parking studies and will provide detailed review as needed. Erin is part of the Urban Mobility team and works directly with both our project manager Joel Mann and principal-in-charge Jason Schrieber.

Our QA/QC process will include Jason as a project reviewer able to provide senior technical advisory guidance to Erin as she reviews materials. We will plan for each task to include a review of major deliverables. Joel will ultimately be responsible for quality and accuracy of products as the project manager.

When errors are noted with our work, our Project Manager and quality control reviewers note these and work closely with staff to understand how these were made. This approach is important in parking studies, which are highly quantitative in their data collection and analysis and rely on tables, spreadsheets, databases, and spatial datasets. We work through all steps of development of these information resources to determine where errors were made and ensure that corrected versions are what is provided to clients.

Please note that these individuals are planners with experience in parking studies and downtown mobility plans similar to the one being proposed for Flowery Branch. Across Stantec's nearly 26,000 employees, quality review processes are standard and performed for all engineering and planning products.

Question 8

Per documentation of this solicitation you must keep a sufficient work force to perform the requirements of this contract. Describe how you will continue to maintain this work force. What is your company's succession planning when an employee quits or calls out?

Because of our firm's size, even locally in our Atlanta office, we expect to have adequate staffing capability throughout the entire project. This is also a professional services-based arrangement where sick days and other temporary short-term absences should not affect the material outcome of the work or delay schedule.

Each of the team members described in the response to Question 6 has a designated alternative staff person in the event that team member is no longer able to perform work with Stantec. These alternative members are listed below, and resumes and other detailed information are available upon request.

KEY TEAM MEMBER	ROLE	DESIGNATED ALTERNATIVE IN CASE OF REMOVAL FROM THE PROJECT
Joel Mann	Project Manager	Timothy Tresohlavy (resume included in answer to Question 6)
Jason Schrieber	Principal-in-Charge	Mike Holt (resume included in answer to Question 6)
Whitney Burdge	Deputy Project Manager	Erin Cameron (resume available on request)
Mitul Ostwal	Data Collection and Analysis	Mark McGill (resume available on request)



**DESIGN WITH
COMMUNITY IN MIND.**