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INTERNATIONAL DESIGN COMPETITION

ST. PETERSBURG PIER REQUEST FOR QUALIFICATIONS

STAGE 1 STATEMENT OF QUALIFICATIONS

STAGE 1 PACKAGE FOR COMPETITORS

I. Introduction

The City of St. Petersburg Florida is sponsoring an international design competition (Competition) for the redesign and replacement of its landmark Pier. This Competition is to replace the most visible landmark in the history of the City, redefine what it should be, and give it a new identity within the framework of an evolving downtown edge.

An integral part of the Competition is developing a vision for the entire Pier, from Bay Shore Drive North East on the western end of the Pier approach to the end of the Pier Head over Tampa Bay. Inherent in this vision is the ability to conceive a design that is practical and sustainable from both an environmental and fiscal standpoint, affordable within the parameters of the established budget, one which provides flexibility for future uses, and is highly certain of securing complex environmental permitting.

The scope includes diagrammatic planning for the overall project to be accomplished in phases, and specific planning and design for the area over the water to be accomplished within a \$45 Million budget. Submissions by multi-disciplinary design teams (Teams) are envisioned and local participation or collaboration with Tampa Bay area Architectural, Planning and Engineering design firms is encouraged.

II. Competition Process

This is an international, two (2)-stage design competition. The first stage is to solicit qualified Teams, evaluate their qualifications and select the Teams to be invited to the second stage. The second stage is the design competition submission to select a design concept and Team to execute the design. The City has appointed a five (5) member Jury to review and judge the submittals at both stages.

Stage 1—Registration and Statements of Qualification (SOQ)

Interested Design Teams are welcome to submit qualifications and portfolios of accomplishments that demonstrate the Team's vision and design approach, as well as the capability and experience of the Team. Registration is required by July 8, 2011. This is to be followed by submittal of a detailed SOQ, review by the Jury and development of a "long list" of 10 qualified Teams, and the selection by the Jury of three (3) Teams most qualified and appropriate to advance to the design competition stage.

Stage 2—Design Concept Submission

In the second stage the three (3) short listed Teams will be invited to participate in a design concept development phase followed by a period of Jury review, third party technical review and public presentations of the design concepts. The Teams invited to participate in Stage 2 will be given more detailed design parameters followed by a two (2) day briefing and ten (10) weeks to prepare a vision and concept for the project.

The Team must address the requirements of the competition design parameters in sufficient detail to provide insight into the design team's approach and vision for the St. Petersburg Pier and integration into the city, the ability to meet the project budget, the complexity of environmental permitting, and the technical ability of the Team to implement the concept if selected.

The result of the Competition is the selection of a conceptual design and a capable design team. The design concepts submitted are assumed to be an appropriate point of beginning from which the City can select essential components and begin to move forward with the development of specific elements of the concept, within the context of an overall vision for the Pier. Therefore, it is assumed that the selected design concept will evolve once the more detailed design phase begins.

III. Awards

Stage 1:

Invitation to proceed onto Stage 2 for a maximum of three (3) Teams.

Stage 2:

Each of the three (3) Teams will be awarded a stipend in the lump sum amount of \$50,000 U.S. dollars which will be payable upon submittal of the final Stage 2 deliverables and it will be accepted by each Design Team as the full compensation relative to the Competition for all labor and expenses related to the Competition submittals. The City will retain ownership of all concepts, ideas and materials developed in the preparation of the submittals and set forth therein. The selected Team will negotiate a design contract with the City to commence the detailed design. The respective agreement will be signed under the terms and conditions established in the Architectural/Engineering Agreement *. Registration implies acceptance of the attached agreement.

* A Copy of the A/E Agreement can be found on the competition [website](#)

IV. Project Description

Vision

After nearly two years of public input and debate on the future of the Pier, the elected officials of the City have agreed to solicit the talents and vision of the finest design firms throughout the world for the design and replacement of the Pier. While the decision to replace the current Pier structure has been hotly debated, the opportunity to create a new identity and iconic landmark for the next generation sets this Pier replacement project apart from those that preceded it.

Every Pier replacement or enhancement over the last 90 years has been developed within certain fixed constraints. These include the distance and location over water, vehicular access and support systems and the rigid boundaries first established by the original railroad trestle. Where the past Pier projects in St. Petersburg have all followed a given framework; building new structures on an old pier, the ability to readdress and validate the planning parameters has resulted in an opportunity for altering the context.

The Pier and the City of St. Petersburg have been inextricably connected throughout its history, with a strong sense of image, identity and civic pride. The challenge of this Competition is to replace the most visible landmark in the history of the City, redefine the essential components and create an integrated, long-lasting destination.

To accomplish the vision for the Pier, the Teams are tasked with creating design concepts that address the following goals:

- Create a new icon for St. Petersburg as a destination for both city residents and visitors,
- Honor the history and relevance of the Pier to St. Petersburg,
- Provide flexibility of future uses,
- Provide for cost effective operational sustainability,
- Integrate the community vision for the Pier into the fabric of the city's waterfront park system.
- Develop pedestrian and vehicular transportation methodologies that are mutually compatible.
- Invigorate the upland areas and Spa Beach as part of a phased development approach.
- Establish an "over the water" experience that includes passive and active opportunities such as boat access, fishing, and community gathering.
- Create a landmark that is as symbolically inviting to visitors when viewed from the water as it is from the land.



Design Parameters

The three Teams invited to participate in the Stage 2 design competition will be provided more detailed and descriptive competition design parameters from which to commence the design. The parameters will include the following:

- The Context and Connectivity within the downtown and waterfront edge describing the types of places and activities that bring people to the downtown St. Petersburg waterfront.
- Image and Purpose; the essence of what makes the Pier important to the citizens of St. Petersburg
- The programmatic opportunities of uses and spaces for both the over-water development and the upland development. This will include the program elements that were determined to be unacceptable and a descriptive program menu of acceptable uses intended as a guide for the competition. The programmatic menu is not intended to restrict or limit creative solutions.
- The physical and area limitation analysis including established land development regulations and City Charter constraints, length and width considerations, the dimensional description of the physical areas to be analyzed, the Albert Whitted Airport glide-path and pedestrian and vehicular transportation opportunities. (see [Exhibit E](#) for physical area limitations and [Exhibit F](#) for maximum lease terms required by City Charter without a referendum)
- The capital and operating cost implications including allowances for demolition cost, a cost template for development of all estimates, and City budget priorities including life cycle costs.
- Environmental and permitting implications based on pre-submission meetings held with the regulatory agencies governing the land and water development, as well as the geotechnical and waterside engineering parameters that form the preliminary basis of design.

V. The Jury

A Jury reflecting a diverse range of expertise and perspective has been assembled and approved by City Council to select the winning design. The Jury is comprised of an elected official from the City, a community representative appointed by the Mayor and three qualified professionals from outside the City of St. Petersburg. The three qualified professionals shall include, an expert in the field of Architecture, an expert in the field of Urban Design and Planning, and an expert in the field of Urban Development/Economics. The selected Jury members are as follows:

Stanley Saitowitz, San Francisco, CA

Emeritus Professor of Architecture at the University of California, Berkeley, and Principal of Stanley Saitowitz/Natoma Architects Inc. He was born in Johannesburg, South Africa, and received his Bachelor of Architecture Degree at the University of Witwatersrand, Johannesburg in 1975, and his Masters in Architecture from the University of California, Berkeley in 1977. He began his practice in South Africa in 1975. Internationally recognized Architect and educator, and recipient of distinguished awards including, The American Institute of Architects 1998 Henry Bacon Medal for Memorial Architecture, and The Boston Society of Architects 1997 Harleston Parker Award. Stanley Saitowitz was also a finalist for the Smithsonian Cooper Hewitt National Design Award given by Laura Bush at the White House.

The Transvaal House was declared a National Monument by the National Monuments Council of South Africa in 1997. In 2010 The Tampa Museum of Art won both AIA San Francisco and AIA Tampa Bay Awards. Publications include both local and international magazines, and the paintings, drawings and models exhibited in numerous galleries and museums.

James Moore, Ph.D., AIA, AICP, LEED AP, Tampa, FL

Senior Vice President and the national Community Planning & Urban Design Principal for HDR, a full-service architecture, engineering, planning and consulting company. A licensed architect, certified planner and LEED Accredited Professional, he received his Ph.D. in Architecture from the University of Pennsylvania, and also holds graduate degrees from MIT, including an MS in Real Estate Development. Prior to joining HDR, he was an associate professor in the School of Architecture & Community Design at the University of South Florida, and served as Interim Dean of the School. He also spent five years as the Director of the Florida Center for Community Design & Research. He has led projects throughout North America, helping clients achieve integrated solutions to complex planning and urban design challenges, with a particular focus on urban redevelopment. He is part of HDR's national sustainability leadership team, and he writes and lectures extensively on the planning and design of cities.

Susan S. Fainstein, Ph.D., Boston, MA

Professor Fainstein received her A.B. from Harvard University, her M.A. from Boston University, and her Ph.D. in political science from MIT. She joined the faculty of the Harvard Graduate School of Design in 2006 as a professor of urban planning. Her teaching and research have focused on comparative urban public policy, planning theory, urban political economy, public participation, and urban redevelopment. Her book *The Just City* was published last summer by Cornell University Press. Among her published works are *The City Builders: Property, Politics, and Planning in London and New York*; *Restructuring the City*; and *Urban Political Movements*. She has co-edited volumes on urban tourism (*The Tourist City and Cities and Visitors*), planning theory (*Readings in Planning Theory*), urban theory (*Readings in Urban Theory*), and gender (*Gender and Planning*). She received the Distinguished Educator Award of the Association of Collegiate Schools of Planning, which recognizes lifetime career achievement, and has been a resident fellow at the Rockefeller Foundation Center for Scholars at Bellagio. Professor Fainstein has taught in the Graduate School of Architecture, Planning and Preservation at Columbia University and at Rutgers University and been a visiting professor in a number of universities in the United States and abroad, including most recently at the Lee Kuan Yew School of Public Policy of the National University of Singapore. She led or participated in studies of the Minneapolis Neighborhood Revitalization Program, the rebuilding of Ground Zero, and the relationship between competitiveness, cohesion, and governance in cities in the United Kingdom.

The Honorable Leslie Curran, Council Member and former Chair, St. Petersburg City Council

Council Member Curran is the owner of Interior Motives, Inc., an art gallery and design business on Central Avenue, in St. Petersburg, FL. She is a founding member of Historic Kenwood Neighborhood Association and instrumental in the formation of several neighborhood organizations throughout the city. Founding member and committee chair of First Night St. Petersburg. Instrumental in the formation of Youth Build St. Petersburg, where she also served as a committee co-chair. Former board member of Boley Centers for Behavioral Health Care, Inc., the Arts Advisory Commission and the Public Arts Commission. Initially elected to St. Petersburg City Council, District 8, in 1989 and re-elected in 1993, having served an unexpired and a full term as City Council Chair. She was elected again in 2005 and re-elected in 2009 to a term expiring in 2014. Also represented the city on Florida League of Cities Board of Directors, serving on Urban Administrative and Legislative Committees. She served as a member of the Pier Advisory Task Force. Former chair of City Council Housing and Co-Sponsored Events, Community Relations and Communications, and Office Space subcommittees.

The Honorable Ken Welch, Pinellas County Commissioner

Commissioner Welch was born in St. Petersburg and attended local schools, graduating from Lakewood Senior High School. He holds a B.A. degree in Accounting from the University of South Florida, and a Master's Degree in Business Administration from Florida A&M University. Commissioner Welch's corporate work experience includes 14 years in Accounting, Information Technology, and Financial Systems Administration with Florida Power Corporation (now Progress Energy). In November 2000, he was elected to the Pinellas Board of County Commissioners, representing District 7. Commissioner Welch was reelected to the Commission in 2004, and 2008. In addition to his duties as a County Commissioner, Commissioner Welch also serves on the Board of Directors of the Florida Association of Counties (FAC), FAC Urban Caucus (Co-Chair), FAC Finance and Audit Committee, Pinellas County Business Technology Services Board, Pinellas Suncoast Transit Authority (PSTA), Pinellas Metropolitan Planning Organization, Health & Human Services Coordinating Council, Pinellas Homeless Leadership Network, and other local, state and national organizations. Prior to his election to the County Commission, Commissioner Welch was appointed by Governor Jeb Bush to the St. Petersburg Junior College Board of Trustees.

VI. Competition Rules and Regulations

Participation in the Competition is open to all. Where an entry is made by a joint venture, consortium or team of design professionals the Team must be led by a lead designer, who may be an individual, a studio or close collaboration of individuals. Teams must provide evidence of complying with the State of Florida licensing requirements for Professional Architects and Engineers.

The selection process will be conducted according to the Consultant Competitive Negotiation Act (CCNA) guidelines of the State of Florida. During this process, once the RFQ has been advertised, communications are not allowed between any potential or actual submitter and the City staff, the Mayor and City Council or the members of the Jury. Potential Teams may submit questions and request clarification or additional information during the Question and Answer Period. All questions by a Team shall be addressed in writing and submitted electronically to the competition email at : PierCompetition@stpete.org

All questions must be submitted in writing and copies of all questions and answers will be posted to the [competition website](#). Questions from the Jury or other City staff to the Teams will also be in writing and posted on the competition website. The City will endeavor to answer all questions within five (5) working days. Answers to questions will be disseminated electronically to all Teams. Questions shall be asked within specified timeframes set aside for questions.

Disqualification will occur should any Team commit an act that is in conflict with the Competition Regulations. If a Team is disqualified, their stipend is forfeited. The City has final determination on any and all disqualifications arising from the Competition and the City's decision regarding disqualification will be final and not subject to appeal.

Competition Advisor

Pete Karamatsanis, AIA, President, Lighthouse Advisors, Inc. has over thirty years of experience in the building design and construction industry in a variety of positions. Pete has been a practicing Architect, Chief Administrative Officer for a major architectural firm, and a strategic concept and project design and development Advisor to clients ranging from hospitality, education, retail, corporate, government, cultural/arts and entertainment fields. Over the past ten years, Pete has focused on successfully managing complex projects designed by world-renowned Architects/Designers, for a lengthy list of highly sophisticated clients. His role in the selection, negotiation and administration of the design process has resulted in opportunities for outstanding Architecture.

VII. Stage 1: Registration and Statement of Qualifications (SOQ)

This is a request for qualifications (RFQ) for multi-disciplinary teams capable of providing the services required. The City will not limit nor dictate the composition of the Teams.

All Team's are required to register in advance of the SOQ to enable the City to gauge the interest in the design competition itself. No registration fee will be charged to enter Stage 1. **The Registration Form can be downloaded from the [competition website](#) and must be completed and sent via registered mail to the City of St. Petersburg Engineering & Capital Improvements Department, Attn. Bryan Eichler, by 3:00 PM EST on July 8, 2011.** The address is:

Engineering & Capital Improvements Department
Municipal Services Center, Seventh Floor
One Fourth Street North
St. Petersburg, Florida 33701

The registration shall include:

- Stated interest in the competition and the intent to submit a SOQ package as requested in the RFQ.
- Listing of all Team members and their roles on the project should the team be selected.
- Understanding and acceptance of the competition process, rules & requirements, stipend conditions, schedule and expected design submittal requirements.

Detailed SOQ and portfolio submission must include the following:

Proposed Design Team Organization

- Identify all major team members and, sub-consultants and outline their respective responsibilities.
- Demonstrate the Team's ability to work cooperatively with multiple clients and sub-consultants.
- Identify key individuals who would be assigned to the project and their roles and responsibilities.
- Proposed Team organization chart.

Design Approach

The Team shall provide a written or diagrammatic description of the Team's interest and intended approach, design philosophy; initial ideas on how the redevelopment of the Pier will fit into the downtown waterfront context of St. Petersburg, as well as the perceived urban design opportunities inherent in the Team's overall vision for the project. The design approach utilized on other significant projects as well as the process envisioned for this project shall be described in order to demonstrate an understanding of the design issues.

Relevant Project Examples:

The Team shall identify comparable and relevant project examples of major waterfront or iconic structures in urban settings similar to the vision for this project. Examples must be limited to projects completed within the past ten (10) years. The experience of the Team relative to similar projects shall include a description of the project objectives, the resulting solution and the significant or key attributes that made the project a successful landmark. The SOQ must indicate how previous project examples are relevant to this project.

In addition, the previous project descriptions should include the following:

- Client Name and description of the project.
- Comparison of project budget and final costs to the client.
- Comparison of the original and actual project schedule.
- The client's contact person and telephone number.

Team Background and Experience:

This section shall include the background and history of each of the members of the Team along with their experience and credentials. The methods by which each of the individual team members will participate in the process shall be stated. A detailed resume of the Team's lead designer shall be provided. The proposed key lead designer and the proposed substitute shall have a minimum of ten (10) years of applicable experience and shall remain with the project throughout the term of the A/E Agreement with the City. The qualifications, experience, awards and design recognition, other competitions entered and won and the education of the lead designer and any other pertinent team members shall be submitted.

The lead designer shall not be replaced or substituted without the prior approval of the City. Experience included on the resume must be limited to projects completed within the past ten (10) years. In addition the following information must be provided:

- One (1) updated Standard Form 254 or Standard Form 330, for each member of the Team.
- Professional Licenses. Copy of each member of the Team's current applicable professional license. Identify Florida specific licenses as requested.
- References. A list of three (3) client contact persons for whom the lead designer has recently provided services similar in nature to this project.



3. Format and number of copies required:

One original and eight (8) bound hard copy sets of the SOQ must be submitted. In addition, one electronic file on a CD in PDF format must also be submitted.

4. Submission and compliance check: City staff will receive the SOQ packages, perform an initial review of completeness and forward to the Jury for their review.
5. The Jury will evaluate the SOQs and develop a “long list” of up to ten (10) qualified Teams for further consideration.
6. City staff will review the references, and qualifications of the long list Teams and obtain any other background information requested by the Jury. Any questions or request for clarifications for the long list Teams will be issued in writing by the City at this time. Staff will provide the Jury a summary report of the findings for final evaluation.
7. The Jury will select three (3) final Teams to be invited to participate in the Design Concept Submission, subject to City Council Approval.
8. City Staff enters into Agreement with selected short list Teams for design concept and takes to City Council for approval.

VIII. Stage 2: Design Concept Submission

1. A Competition mandatory briefing and site visit will be required of the three (3) Stage 2 Teams. The briefing will include a series of conversations with the public, the City Staff, and elected officials. The environmental permitting agencies will also have representatives at the briefing.

In addition to discussions on the competition procedures and requirements, the agenda will include presentations on the history of the Pier, budget constraints and the programmatic opportunities. The required format for estimates of probable construction cost, the detailed environmental permitting analysis, detailed planning documents and existing geotechnical and structural reports will be provided to each of the Teams.

2. Question and Answer Period. Written questions can be submitted on any aspect of the competition by established deadline. Copies of all questions and answers will be posted to the [competition website](#).
3. Mandatory Qualification Package contents:

The following will be required, at a minimum, as deliverables for the Competition submittal stage:

- The proposed project program and its justification; the planning/design parameters and basis of design; the description of the planning/design major concepts.
- Overall diagrammatic site plan(s) indicating development concepts from Bay Shore Drive North East to the Pier Head.
- Specific site development plans from the end of the landside to the Pier Head. (See [Exhibit E](#))
- Plans, elevations, sections necessary to fully describe the proposed concept.
- Emotive colored drawings necessary to describe the place making design attitude of the project.
- Narratives describing the major elements of the project, including proposed major materials, infrastructure systems, construction systems.
- Phasing diagrams.
- Estimated schedule.
- Projected construction costs for the proposed project in prescribed detail. *[NOTE: The total estimated cost of that portion of the project over water referenced in [Exhibit E](#) shall not exceed \$45 million, including all hard and soft cost]*
- Digital renderings, simulated fly-over computer generated models depicting the experience of moving through the project and the views back toward the city. Physical models at the discretion of the Team.

At a minimum, Teams will be asked to submit the above information in the following manner:

- Two sets of a maximum of eight (8) 36" x 48" horizontally orientated boards illustrating the concept, including the plans, elevations, sections, perspectives and diagrams necessary to explain the process.
 - Eight (8) printed copies of a document in 8.5" x 11" format that contains a written narrative describing the design concept and a printed copy of each board scaled to 11" x 17" format.
 - Eight (8) copies of CD's or DVD's containing all of the design concepts and written narratives in either digital or PDF format at a scale and size appropriate for both web posting and printing.
4. Initial Jury review and Presentation of Design Concepts: The Jury will receive the design concept submittal packages and following a two-week individual review by each Juror, the Teams will be invited to make a presentation of their submittals in a public meeting where the Jury will have the opportunity to ask clarification questions to the three (3) short listed Teams. The lead designers and project managers are required to attend.
 5. City Technical Review: An independent third party will conduct cost and feasibility reviews of all design concept submittals. This will include technical review of concepts, budget, environmental assumptions, etc. Clarification questions may be submitted to Teams by the City. Objective technical overview for each Team will be provided to the Jury to assist Jury in understanding issues and evaluation of design concepts.

6. Public Exhibit of Design concepts: All design concept submittals will be on public display with the ability for the public to provide comments.
7. Final Jury review: Jurors independently review the results of Team presentations, technical review and public input. All information is complete.
8. Final Jury deliberation at Public Meeting: At a public meeting the Jury will evaluate and rank the design concepts. The Jury will present its final ranking to the St. Petersburg City Council. Council will approve the ranking as submitted by the Jury and authorize negotiations with the top ranked team.

IX. Post Competition:

- Final report of Jury recommendation presented to City Council for approval.
- Approval and contract negotiation with selected Team. Confirm final agreement and negotiate scope and services based on initial concept. City reserves all rights to request modifications in the project, design, or any component of the selected concept prior to initiation of the detailed design. City has the right to not proceed with the project at any time. If for any reason City cannot agree with the selected Team, it reserves the right to negotiate with the second ranked Team.

X. Evaluation Criteria:

Statement of Qualifications Stage:

Design Approach (25%)

The written or diagrammatic description of the approach and design philosophy should highlight the Team's attitude toward design and demonstrate an understanding of the Pier redevelopment project issues. The response to this criterion should include recognition of the unique design constraints presented by this project and how the proposed Team is exceptionally suited to solve these issues. The degree to which the Team's initial ideas allow for flexibility, creativity and fiscal reliability will be evaluated.

Relevant Project Examples (25%)

Overall Team members should have experience working with multi-disciplinary teams and on projects similar in size and complexity to the Pier redevelopment project. While the relevance of the project examples similar in scope to the Pier project would be an asset in terms of experience, of equal importance is the team's overall record of accomplishment. The project examples should demonstrate specialized design expertise, technical competence and familiarity with sustainable principles. Specific experience with complex marine or environmental projects and/or urban waterfront redevelopment projects will be an asset.

Team Background and Experience (50%)

The Standard Form 254 or 330 will be the primary source for detailed information on key Team members and project personnel. The Team's lead designer shall have the qualification and experience required in the RFQ. The response to this criterion should identify the key roles of each Team member, how they will be integrated into the design, the method for assurance of design quality and cost control and how the Team will coordinate the major design and production work. The Team shall demonstrate its expertise, strengths and ability based on proven performance. Both the design Team's capabilities and the abilities and accomplishments of the individual Team members will be assessed.

Exhibit A

Competition Schedule

STAGE 1. Registration and Submission of SOQ:

June 17, 2011	Competition Registration Begins.
June 17-July 8, 2011	Question and Answer Period.
July 8, 2011	Registration Deadline.
July 19, 2011	Written SOQs (One Original and Eight hard copies and one copy on a CD in PDF format) must be delivered to the office of the Engineering & Capital Improvements Director, Seventh Floor, Attn: Bryan Eichler, Municipal Services Center, One Fourth Street North, St. Petersburg, Florida 33701, by 4:00 P.M. on July 19, 2011.
August 19, 2011	Jury/staff review and selection of three (3) shortlisted Teams to participate in the Competition.
September 8, 2011	Shortlisted Team selection presented to City Council for approval.

STAGE 2. Design Concept Submission:

(These dates are approximate. Final dates will be provided to the three (3) short listed Teams)

September 19-20, 2011	Competition mandatory briefing for shortlisted Teams
October 14, 2011	Deadline for questions and answers
November 29, 2011	Design concept submission deadline
December 15-16, 2011	Presentation of design concepts to Jury
December 5-30, 2011	Public exhibit of design concepts
January 12, 2012	Final Jury deliberation and ranking
February 2, 2012	Jury recommended design concept presented to City Council for approval.



Exhibit B

Pier History



From its humble beginning as a railroad trestle devoted to the delivery of goods into the city from Tampa Bay, the city of St. Petersburg has always had a pier. The city's first pier dates back to 1889, when the Orange Belt Railway constructed the "Railroad Pier" as a railway-accessible sightseeing and recreational resort for locals and tourists.

Several piers followed, and the most significant was the "Million Dollar" pier with construction completed in 1926. Its Mediterranean revival architecture was a major feature and the Million Dollar pier became a popular community gathering space until it was demolished in 1967 to make room for the new Inverted Pyramid building.



In 1973 the Inverted Pyramid structure was completed and opened to the public. It continued the tradition of an over-water public gathering place and tourist attraction in downtown St. Petersburg.

In 1987, the Pier was transformed once again with the addition of nearly 70,000 square feet of "festival market" style retail space. In the late 1980's, downtown St. Petersburg was declared to be too far off-center from the growth areas of Pinellas County and too far from the beaches to capitalize on the high-end tourist trade. Nonetheless, it was determined at the time that the tourist market offered the greatest opportunity for growth in downtown retailing. The existing Pier today is the product of the mid-1980's destination retail specialty center concept.



The Pier has always been a visible symbol of the city. Its strong axial relationship with the downtown has remained one of its strongest linkages to the city core. Yet what makes the Pier unique, its distance over the water, also results in its greatest drawback – a sense of isolation from the activity of the downtown waterfront and the difficulty of operating and maintaining a venue over the water.

There are components of the Pier approach and head that date back to its original 1926 construction. Today, the Pier suffers from concrete and structural deterioration due to corrosion of the reinforcing steel causing concrete spalls, cracks and de-laminations. Despite repairs, superstructure elements continue to deteriorate due to the elements and age. Continued general repairs do not increase the load carrying capacity of the structure, and are not seen as a viable long-term solution.



The Inverted Pyramid building does not rely on the 1926 original Pier Head for support; rather it is supported by an independent foundation which consists of four - 20' x 20' square concrete caissons, which may be incorporated into possible future designs. The Pier Approach and Head surrounding the Inverted Pyramid building require replacement. The Pier Head superstructure will also need to be replaced, which will require the removal of the existing retail space on the ground level of the Pier Building.

Pier Task Force

A Task Force was appointed by the Mayor and City Council to analyze the Pier following a detailed community visioning process. The Task Force was selected based on business experience and community involvement and embarked on a lengthy analysis during a 14 month, 63 meeting review that included site studies, market analysis and financial review. The following is a summary of the more pertinent recommendations resulting from the Task Force's efforts:

- Pier needs to be a destination, not only for the region, but internationally as well.
- Pier should be integrated into the waterfront as its anchor and centerpiece.
- Preserve views to and from City, as well as outward into the bay.
- Design should be efficient, flexible - allowing for phasing of future development.
- Programming for Pier should begin as close to upland as possible if not on upland to reduce walking distances between points of interest.
- Differentiation as an attraction is critical to Pier success.
- Program must attract both visitors and locals.
- Building should be an iconic structure, a worthy symbol of our great City.
- Pier vista should remain unobstructed to allow for maximum views.
- Green/LEED certified structure, energy efficient design and equipment.
- Water park and/or family oriented entertainment for children should be considered.
- Restaurant/cafes should be adjacent to docks, providing excitement upon arrival.
- Transient docks should be provided for access by boaters.
- Incorporate pedestrian/bike trails into the design of the upland and link to downtown.
- Focus on restaurant based program to provide maximum contribution to Pier overhead.
- Strong consideration required regarding long-term maintenance costs of both Pier and building alternatives ultimately selected.
- Retail should be considered only to support the family entertainment objective.

[Please see the Pier Competition Website for the complete Pier Design Task Force Study](#)

Exhibit C

General Instruction

1. News Releases: Public disclosure regarding this RFQ, the SOQs or subsequent awards, will be coordinated by the City of St. Petersburg.
2. Inquiries: Questions regarding the RFQ may arise as Teams are preparing their documents. Please direct questions electronically to: PierCompetition@stpete.org
3. Signature Requirements: SOQs must be signed by a duly authorized official(s) of the Team. Consortiums, joint ventures, or Teams submitting SOQs, although permitted and encouraged, will not be considered responsive unless it is established that all contractual responsibility rests solely with one firm or legal entity which shall not be a subsidiary or affiliate with limited resources. Each SOQ shall indicate the entity responsible for execution on behalf of the qualification statement team.
4. SOQs Delivery: The City must receive the SOQ no later than 4:00 P.M., on the date stated in [Exhibit A](#), at the office of the Engineering & Capital Improvements , Seventh Floor, Attn. Bryan Eichler, Municipal Services Center, One Fourth Street North, St. Petersburg, Florida 33701.
5. RFQ Addenda: In the event that it becomes necessary to revise any part of this RFQ, or if additional information is necessary to enable the proposing Teams to make an adequate interpretation of the provisions of this RFQ, an Addendum(s) to the RFQ will be provided to each Team that has requested a copy of this document from the City.
6. Rejection Rights: The City of St. Petersburg reserves the right at any time to modify, waive, or otherwise vary the terms and conditions of this Request for Qualifications including, but not limited to, the deadlines for submission, the submission requirements, and the information provided within the Competition Manual. The City further reserves the right to reject any or all submittals and to cancel or withdraw this Request for Qualifications at any time. Selection is also dependent upon the negotiation of a mutually acceptable contract with the selected design team.
7. Cost of Preparing SOQs and Design Competition Stipend: No reimbursement will be made by the City of St. Petersburg for any costs incurred in the preparation of any SOQ. Subject to City Council approval, the short listed Teams that are invited to participate in the Design Competition will be paid a stipend of \$50,000 U.S. dollars upon submission and determination by the City of St. Petersburg of compliance with the competition regulations.

Exhibit D

General Conditions

1. Prohibited Interest: No consulting service contract will be awarded to any firm or corporation for a period of one year after they have employed any exempt management employee directly from City employ, provided, however, that this provision will not apply in the event the employee so hired is not involved in any way with work being performed by the firm or corporation for the City.
2. Taxes: Unless otherwise indicated, estimated fees and expenses shall not include taxes of any kind. The City of St. Petersburg is exempt from all state taxation including state sales and use taxes.
3. Equal Employment Opportunity: In connection with this qualification statement, the Team shall not discriminate against any employee or applicant for employment because of race, color, religion, sex, national origin, age, marital status, sexual orientation, handicapped or disadvantaged person, or Viet Nam - era veteran. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising, layoff or termination; rate of pay or other form of compensation and selection for training, including apprenticeship.

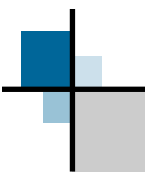
The Team shall furnish all necessary information and reports and shall permit access to its books, records and accounts by the City of St. Petersburg for purposes of investigation to ascertain compliance with the non-discrimination/ minority business provisions of any resultant contract.

4. City Standard Documents: Teams shall not submit a SOQ to provide professional services to the City if the Team is not prepared to agree to the City Standard Architectural/Engineering Agreement or to use the City Standard Contractual Conditions, including general conditions, with the design documents. SOQs and/or interview presentations shall include a statement of the Team's exceptions or qualifications of these documents. A proposed draft of the Architectural/Engineering Agreement is available on the competition [website](#). The City's standard construction documents are on file in the office of the Engineering & Capital Improvements Director.
5. Reuse of Documents: All documents prepared under authority of this Project, shall become the property of the City. All documents prepared are subject to reuse by the City in accordance with the provisions of S.287.055, Florida Statutes.
6. Lobbying: Lobbying of City employees, Mayor, Jury or elected officials regarding this RFQ by any member of a Team's staff, or those people who are members of, or employed by, any legal entity affiliated with an organization that is responding to this RFQ is strictly prohibited. Such actions may cause the SOQ or design concept submission, or the SOQ or design concept submission you are supporting, to be rejected.
7. Crime Conviction: Each Team shall notify the City within 30 days after a conviction of a contract crime applicable to it or any officers, directors, executive, shareholders active in management, employees, or agents of its affiliates.

8. Debarment and Suspension: By signing and submitting any submittal to the City in connection with this RFQ or the Competition (e.g., Registration, SOQ or design concept submission), the Team certifies that no principal (which includes officers, directors, and executives) is presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation on this Project by any federal or state department or agency.
9. Federal, State, Regional Authorities: Projects performed under the Architectural/Engineering Agreement may be funded by federal, state, regional and/or private agencies. As such, consultants performing work on these projects may be subject to specific requirements of the funding agency. These requirements may include, but are not limited to; length of time records need to be retained, access to technical and financial information, equal employment opportunity (EEO) requirements, disadvantaged business (DBE) requirements, minority business (MBE) requirements, E-verification requirements, and/or other requirements. The Team agrees to fully comply with all requirements of the funding agency.
10. Discrepancies, Errors and Omissions: Any discrepancies, errors, or ambiguities in this RFQ or addenda (if any) should be reported in writing to the City's Assistant Engineering & Capital Improvements Director. Should it be found necessary, a written addendum will be incorporated into this RFQ. The City will not be responsible for any oral instructions, clarifications, or other communications.
11. Disqualification: The City reserves the right to disqualify any Team(s) before or after opening submittals, upon evidence of collusion with intent to defraud or other illegal practices on the part of the Team(s).
12. Public Records Disclosure and Trade Secrets Exemption: All documents submitted to the City in connection with this RFQ (including but not limited to Registration, SOQs, and design concept submissions and all documentation and materials attached thereto) are subject to public disclosure pursuant to Chapter 119, Florida Statutes. A statutory exemption for "trade secrets" may be available.

If any document submitted to the City in connection with this RFQ contains information that constitutes a "trade secret", all material that qualifies for exemption from Chapter 119 must be submitted in a separate envelope, clearly identified as "TRADE SECRETS EXEMPTION", with the name of the Team and the project name marked on the outside. The City will not accept a submittal when the entire submittal is labeled as a "trade secret" or "confidential."

"Trade secret" means the whole or any portion or phase of any formula, pattern, device, combination of devices, or compilation of information which is for use, or is used, in the operation of a business and which provides the business an advantage, or an opportunity to obtain an advantage, over those who do not know or use it. "Trade secret" includes scientific, technical, or commercial information, including any design, process, procedure, list of suppliers, list of customers, business code, or improvement thereof.



Irrespective of novelty, invention, patent ability, the state of prior art, and the level of skill in the business, art, or field to which the subject matter pertains, a “trade secret” is considered to be:

- Secret;
- Of value;
- For use or in use by the business; and
- Of advantage to the business, or providing an opportunity to obtain an advantage, over those who do not know or use it when the owner therefore takes measures to prevent it from becoming available to persons other than those selected by the owner to have access thereto for limited purposes.

Be aware that the designation of an item as a “trade secret” by a Team may be challenged in court by any person or entity. By the Team’s designation of material as a “trade secret” the Team agrees to defend the City, its employees, agents and elected and appointed officials against all claims and actions (whether or not a lawsuit is commenced) related to the Team’s designation of material as a “trade secret” and to hold harmless the City, its employees, agents and elected and appointed officials for any award to a plaintiff for damages, costs and attorneys’ fees, and for costs and attorneys’ fees (including those of the City Attorney’s office) incurred by the City by reason of any claim or action related to the Team’s designation of material as a “trade secret”.

Public Entity Crimes: A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.

Truth in Negotiations Certificate: For a lump sum, salary multiplier or cost-plus-a-fixed-fee professional service contract over the threshold amount provided in S.287.017, Florida Statutes, the proposer shall, if selected, execute a Truth in Negotiation Certificate stating that the wage rates and other factual unit costs supporting the compensation are accurate, complete and current at the time of contracting. If requested by the City, financial statements including balance sheet, profit and loss and statement of changes in financial position for the latest Annual Report for each participating Team shall be submitted together with the name of banks or other financial institutions with which the proposer conducts business.

Disputes and Complaints: All complaints or grievances should be first submitted in writing to the Engineering & Capital Improvements Director. The Engineering & Capital Improvements Director shall investigate the validity of the complaint and present the findings in writing to the Team. If the Team is dissatisfied with the Engineering & Capital Improvements Director's response, the Team may then make an appeal to the Mayor's office. The Team's appeal will be heard by either the Mayor, the City Administrator or the Public Works Administrator. All complaints, grievances or appeals must be made no later than seven (7) days preceding the date of the City Council meeting approving the Agreement or no later than seven (7) days following the selection of the Team if the Agreement does not need to be approved by City Council. This paragraph shall not apply to Team disqualifications. There shall be no right to appeal Team disqualifications.

Owner's Responsibilities:

The City will provide all available information regarding its requirements for the Project. The City will designate a Project Manager fully acquainted with the Project who has the authority to approve Project budgets and, changes (subject to any required approval of City Administration and/or City Council), render decisions promptly, and furnish information expeditiously.

The items, conditions and procedures in the Request for Qualifications are in conformance with City policies. These policies are designed to fully comply with Chapter 287.055, Laws of Florida (known as the "Consultants' Competitive Negotiation Act"). These policies are also designed to fully comply with the Federal Government's Brooks Act. Teams are requested to notify the City, in writing, if they feel any portion of this Request for Qualifications is not in compliance with these policies.

Exhibit E

Physical Area Limitations

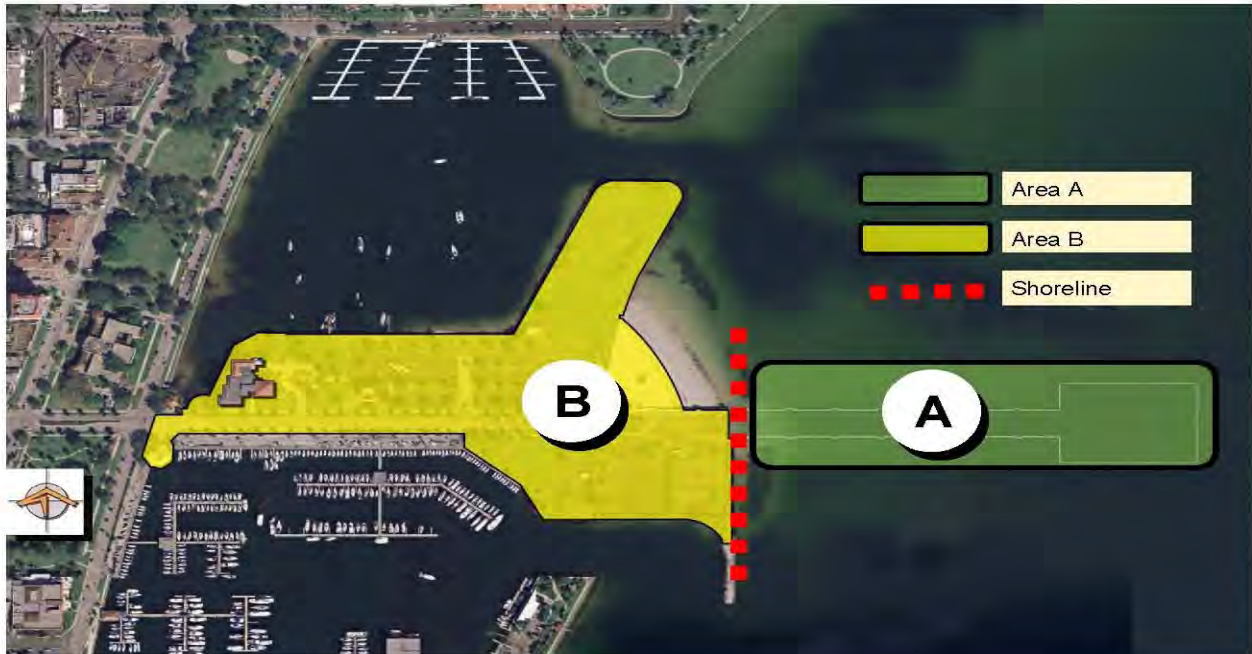


Figure 1: Site aerial identifying Areas A & B

Area A - Overwater

Area A represents all over water development east of the shoreline. (as indicated on Figure 1) This is in effect, the same area as the existing pier, pier head and pier building. All Stage 2 submissions must include the composite of these facilities in a phase one development program. This phase will also include the demolition of the existing structure.

It should be noted that complete demolition of the existing pier is not a requirement of the competition. Teams with solutions which reuse some aspect of the existing infrastructure in creative and cost saving ways will be considered and evaluated. Detailed structural information regarding the existing pier will be provided to the Stage 2 Teams and it will be the responsibility of each team to determine if utilizing a portion of the existing structure within their design solution is realistic and beneficial.

Area B - Upland

The upland encompasses the 21 acres of existing upland directly west of the pier extending westward to Bay Shore Drive North East including Spa Beach. Although there are no present limitations on the funding of development within this area, the planning and design concepts must represent practical and real solutions for implementation. The evaluation of design submissions will consider how this area is integrated with both the overall waterfront and the pier solution.

In anticipation of the need to phase the development of Area B over a longer period of time, applicants must give careful consideration as to how that phasing will occur without jeopardizing the success of a potential stand-alone Phase 1. Currently there are Charter restrictions limiting lease terms on portions of the Upland which will need to be considered. Longer terms will require a referendum.



Figure 2: Site distances

The present length of the Pier from the land side to the western edge of the pier head is 1016 feet with the pier head extending an additional 427 feet into the Bay. Through an extensive public involvement process, it was determined that the length of the pier played an important role in what the pier meant to the residents of St Petersburg. Historically, the Pier was a place to get away from the City and allow the visitor to have the feeling of being out over the Bay while providing panoramic views of the City’s skyline and waterfront. The Pier has always been the place to bring people to “see” St Petersburg and has served both a civic and physical landmark to residents and visitors. It is the intent of this competition that the pier length over water be maximized within the constraints of the budget. Teams are encouraged to consider the length of any proposed solution be the same as the current pier where the “head” of the Pier is 1,016 feet from the shore.

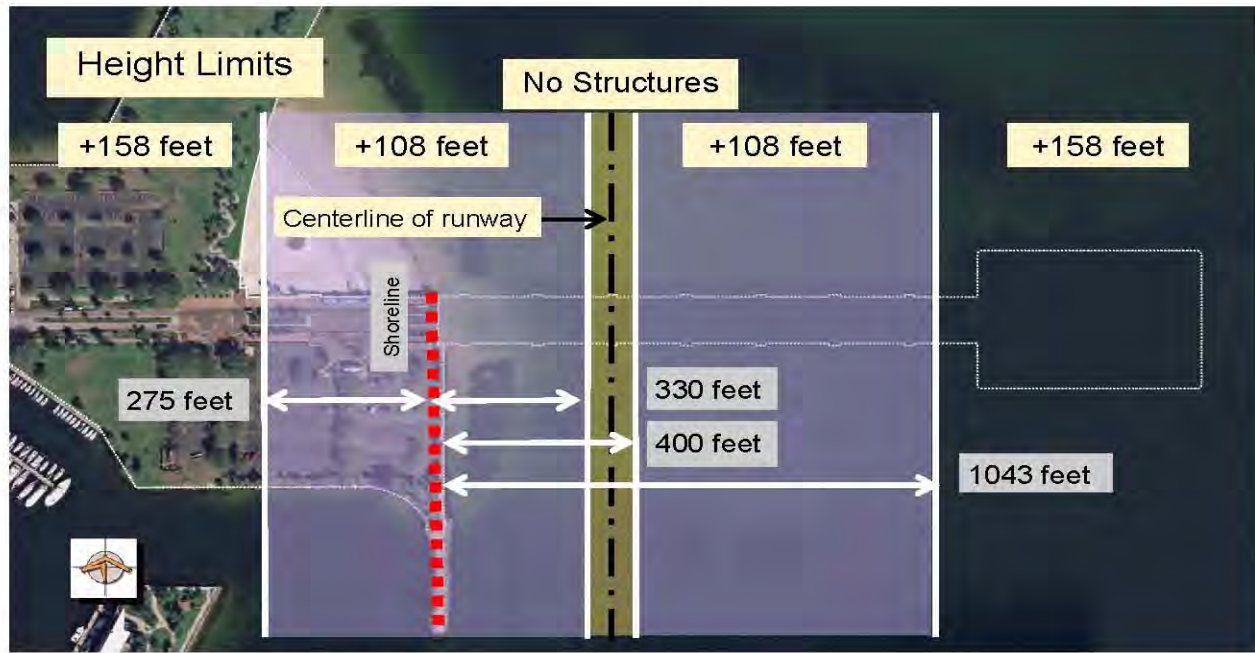


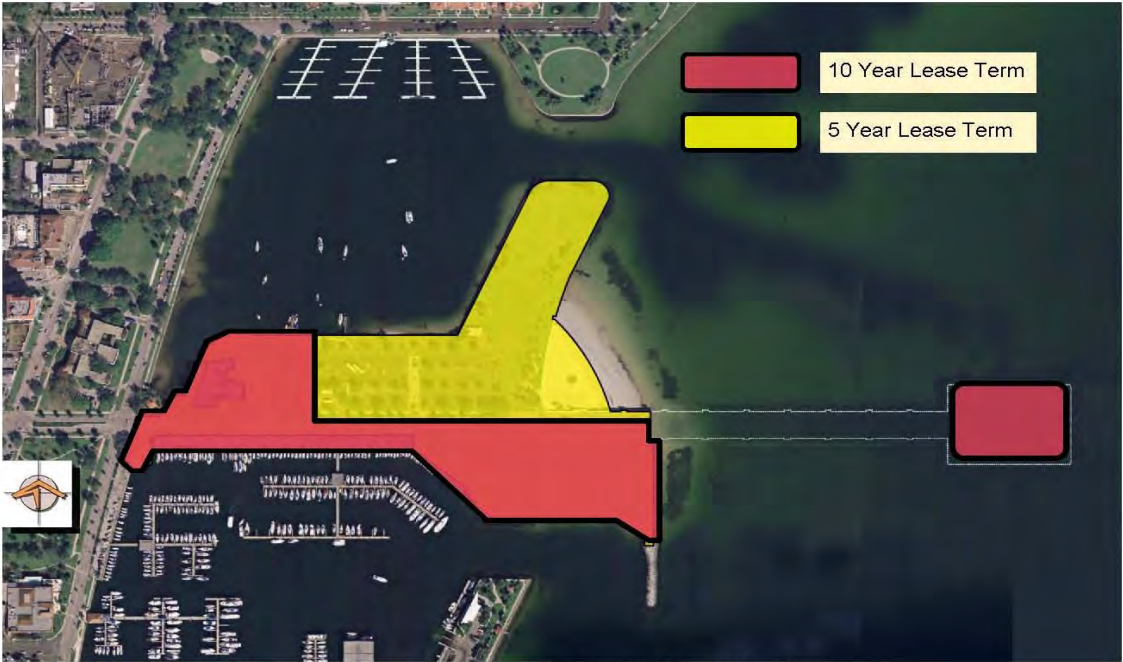
Figure 3: Height limitations and pier length

Due to the location of the Albert Whitted Airport directly south of the Pier, height limitations on the development are directly related to the distance one moves away from the shoreline.

The North–South runway for the airport is aligned directly over the pier itself. Although not a technical regulation, within a 70 foot wide area directly in line with the runway, the airport has determined that no significant vertical structures are permitted on the pier. The location of this “no build” zone is between 330 feet and 400 feet from the shoreline (see figure 3). All other height limitations on the site are dictated by the FAA regulations controlling heights within the proximity of a runway. As indicated in figure 3, as the distance from the “no build” area increases, either eastward or westward, the maximum allowable height also increases. From 400 feet from the shoreline to the western edge of the pier head at 1,043 feet, the height of any structure on the pier is limited to 108 feet. Westward, from 330 feet east of the shoreline to 300 feet west of the shoreline, the height limitation is also 108 feet. As indicated in the figure above, west and east of these areas, the maximum height for structures increases to 158 feet.

Exhibit F

City Charter Lease Terms



Graphic Representation of Lease Restriction/Areas are Approximate and for Visual Aide only.

Maximum City Charter Lease Term Allowed without a Referendum