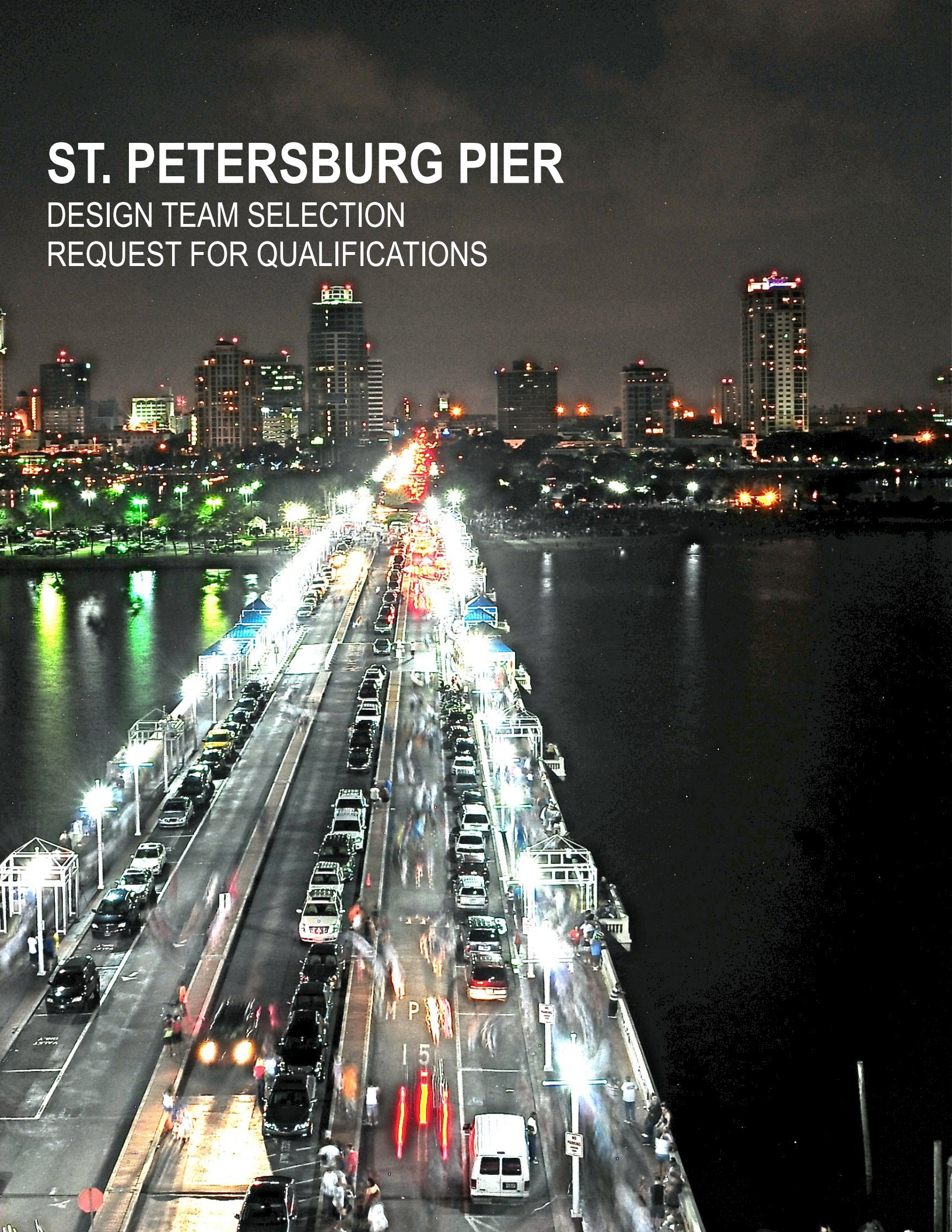
ST. PETERSBURG PIER

DESIGN TEAM SELECTION
REQUEST FOR QUALIFICATIONS



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INTRODUCTION

The City of St. Petersburg Florida (City) is requesting a Statement of Qualifications (SOQ) from interested multi-disciplinary design teams (Teams) for the design of a new or renovated pier. This is not a solicitation for development proposals which exceed the scope and budget identified in this Request for Qualifications (RFQ).

The scope includes planning and design services for a new or renovated pier to be accomplished within a $46 Million total project budget and an anticipated $33 Million construction budget. The limits of construction are shown in Exhibit D, *Figure 2.1*. Submissions by Teams experienced with over water construction are envisioned and local participation or collaboration with Tampa Bay area Architectural, Planning and Engineering design firms is encouraged.

This RFQ is a two (2)-stage selection process. The first stage is to solicit a SOQ from interested Teams, evaluate their qualifications along with their proposed approach, and shortlist the most qualified Teams to be invited to the second stage. The second stage is the submission of initial design concepts. The City has appointed a seven (7) member Selection Committee to shortlist and rank the Teams based on the evaluation criteria set forth in this RFQ.

The purpose of this RFQ is to select the most qualified Team with an initial design concept. The initial design concepts are assumed to present a vision, theme and appropriate point of beginning from which the City can move forward with the design and construction of the new or renovated pier. The initial design concepts submitted must be capable of being constructed within the budget stated above, contain programmatic elements (identified herein) and be capable of being permitted. The most qualified Team that is selected shall work with the City to evolve its initial design concept once an A/E Agreement is executed, which shall authorize a more detailed design phase to commence.

The initial design concepts shall not identify specific tenants or potential private sector funding or grant funding. However, the initial design concepts shall, at a minimum, include the space and basic structure (i.e., shell) for programmatic elements within the budget stated above. Once the most qualified Team is selected, the City shall commence one or more separate competitive processes (e.g. request for proposals) to solicit individuals or entities interested in developing such spaces for programmatic elements in accordance with the City Charter and applicable laws.

Teams should endeavor to develop a concept that establishes a core vision and theme while also allowing for the evolution of the design and the enhancement of programmatic elements should additional private or grant money become available.

The General Instructions pertaining to the process for submitting a response to this RFQ are included in Exhibit E. Failure to submit a SOQ that conforms with the parameters established in this RFQ may cause submissions to be disqualified in whole or in part.

PROJECT GOALS

Background

The Pier and the City have been inextricably connected throughout their history, with a strong sense of image, identity and civic pride. To accomplish the vision for the new or renovated pier, the Teams shortlisted to Stage II will be tasked with creating initial design concepts that address the following goals:

- Create a new landmark for St. Petersburg as a destination for both city residents and visitors by either replacing or renovating the existing pier.
- Honor the history and relevance of the pier to St. Petersburg.
- Provide spaces and uses as reflected in the Pier Working Group report (Exhibit B)
- Provide for cost effective operational sustainability.
- Integrate the pier into the fabric of the city's downtown waterfront park system.
- Develop pedestrian and vehicular transportation methodologies that are mutually compatible.
- Create a landmark that is as symbolically inviting when viewed from the water as it is from the land.

STAGE I: STATEMENT OF QUALIFICATIONS (SOQ)

Interested Teams are invited to submit a detailed SOQ including portfolios of accomplishments that demonstrate organization, experience, capabilities, key staff, use of SBEs and the Team's vision, theme and design approach, as well as the capability and experience of the Team, and all other information required by this RFQ. The Selection Committee will review each SOQ and shortlist up to eight (8) most qualified Teams to advance to the Concept Design Phase (Stage II). The Teams invited to participate in Stage II will be provided a Letter Agreement stipulating the requirements and compensation for Stage II, and any additional design parameters. Each Team will be given ten (10) weeks to prepare a concept for the project.

This RFQ seeks Teams capable of providing the services required to design a new or renovated pier within the budgetary constraints. The City will not limit nor dictate the composition of the Teams. Where an entry is made by a joint venture, consortium or Team of design professionals, the Team must be led by a Lead Designer. If the Lead Designer is an individual, a studio or close collaboration of individuals then the Lead Designer must be a legal entity. The Lead Designer shall be the responsible party that contracts with the City.

The SOQ submission must be completed and sent via registered mail to the City of St. Petersburg Engineering & Capital Improvements Department, Attn. Bryan Eichler, by 4:00 PM EST on Friday, September 5, 2014. **See Exhibit E for delivery instructions.**

STAGE I: SOQ SUBMISSION

Detailed SOQ and portfolio submission must include the following deliverables:

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, as well as the Team's ability to engage in public outreach.
- Identify key individuals who would be assigned to the project and their roles and responsibilities.
- If Team intends to add members should the Team be shortlisted to participate in Stage II, Teams must identify their intent to do so in the SOQ.
- Teams must provide evidence of complying with the State of Florida licensing requirements for Professional Architects and Engineers.
- Proposed Team organization chart.
- Indentify any Small Business Enterprises or Minority Business Enterprise Team Members.

Design Approach:

The Teams approach to developing a solution for the replacement or renovation of the existing Pier shall be considered in evaluating the SOQ. The approach shall include a narrative of the design intent as well as a written or diagrammatic description of the Teams core vision and theme for the project. The narrative shall include a description of the architectural and urban design opportunities proposed in the Teams core vision and theme for the project. The Teams intended approach, design philosophy and process methods envisioned for this project shall be described in order to demonstrate an understanding of the design issues inherent in a pier experience.

The Teams shall choose to pursue and indicate in the SOQ one of the following options:

(1) a renovation of the existing Inverted Pyramid Building **or**
(2) a replacement of the existing pier in its entirety

Additionally, Teams shall clarify whether they intend to include the uplands and/or Spa Beach (within the limits of construction shown in Exhibit D, *Figure 2.1*) in their design.

Relevant Project Examples:

The Team shall identify comparable and relevant project examples of waterfront or landmark 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. A minimum of three (3) project examples shall be submitted. Project examples may be from the Lead Designer or from individual Team members. In addition, the project descriptions should include the following:

- Client Name and description of the project.
- Specific contribution by individuals named in the SOQ.
- Comparison of project budget and actual project costs.
- 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. Teams must demonstrate Building Information Modeling (BIM) experience and capabilities.

The Team's lead designer 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, competitions entered and won, the education of the lead designer and any other pertinent Team members shall be submitted. In addition the following information must be provided:

- A Standard Form 330 for each Team member. The SF330 may be used to comply with the requirement of listing three (3) or more relevant project examples.
- 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.
- Copies of any State of Florida Minority Business Enterprise certifications and City of St. Petersburg Small Business Enterprise Certifications.

Format and number of copies required:

- Twelve (12) bound hard copy sets of the SOQ must be submitted. In addition, one electronic file in PDF format must also be submitted.
- Submission/compliance check: City staff will receive the SOQ packages, perform an initial review of completeness and forward to the Selection Committee for their review.

Evaluation of all the SOQ received:

- The Selection Committee will evaluate each SOQ and develop a shortlist of up to eight (8) qualified Teams to be invited to participate in Stage II Design Concept Submission. The Stage I evaluation criteria listed below will be used for short listing up to eight (8) Teams for design concept submission:
    a.) Design Approach
    b.) Relevant Project Examples
    c.) Team Background and Experience
    d.) Minority Business Enterprise

DESIGN PARAMETERS

In May 2014, a Pier Working Group ("PWG") was formed to confirm the programmatic priorities for consideration in a new or renovated pier. The PWG, a twenty-one (21) member volunteer citizen committee appointed by the Mayor, was tasked to create an inclusive and detailed public input process that reviewed relevant historical programmatic data, along with providing additional opportunities for the public to comment on essential and required elements of a new or renovated pier**. The full PWG Report is included in Exhibit B.**

The following programmatic elements were classified as required by the PWG:

- Observation and viewing area's are critical to the success of any program at the pier.
- Dining options, from casual to destination.
- Cycling, walking and jogging paths are more than a functional element; they are integral to the new pier experience.
- Ease of use and variety of transportation options from the pier uplands to the head.
- Fishing.
- Courtesy and transient dockage to include both motorized and non-motorized watercraft.
- The new pier should have an environmental education element with the potential for an interactive marine discovery center.
- Some flexible event space and performance area(s) that include picnic areas and green space - adding a park-like atmosphere for visitor rest and recreation
- Bike and watercraft rental.
- Retail opportunities that support the recreational elements of the new pier and enhance the visitor experience.

ADDITIONAL DESIGN PARAMETERS

In addition to the required programmatic elements, the following additional design parameters must be considered:

- The physical and area limitation analysis (identified in the Technical Design Criteria-Exhibit D) 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.
- 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.
- 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. **The City will select a Construction Manager (CM) for the project and retain their services during Stage II to evaluate the cost estimates.** The CM's role is to provide guidelines for the Teams use in developing the construction cost estimates, in order that the cost estimates can be evaluated with a high degree of consistency across each of the Teams. Neither the City nor the CM is in any way responsible for the Team's conceptual cost estimates. The Teams will develop their cost estimates pursuant to the guidelines and in the format provided by the CM.

STAGE II: DESIGN CONCEPT SUBMISSION

In Stage II, the up-to eight (8) short-listed Teams will be invited to participate in a design concept development phase. Each of the shortlisted Teams will be awarded a stipend in the lump sum amount of $30,000 U.S. dollars which will be payable upon submittal of the final Stage II deliverables and which amount shall be accepted by each Team as the full compensation relative to the concept development for all labor and expenses related to the submittals. Execution of a Letter Agreement shall be required in order to receive the stipend.

The Teams must address the requirements of the design parameters in sufficient detail to provide further insight into the Team's core vision, theme and approach for the pier and integration into the City's downtown waterfront park system, the ability to meet the project schedule, programmatic elements and budget, the permitting requirements, and the technical ability of the Team to implement the concept if selected. The deliverables will be reviewed and evaluated by the Selection Committee with technical support provided by the: (i) CM on cost evaluation, constructability and life cycle cost analysis; and (ii) City Staff and third party consultants on environmental and initial regulatory review and programmatic compliance. The Selection Committee will meet to eliminate Teams that are not qualified because they did not submit a feasible concept.

The Teams not eliminated shall be considered the finalists. The finalists shall be required to present their concepts to the Selection Committee and the general public. The public will be provided the opportunity to vote in a non-binding public opinion survey (in a format to be determined) to include their preferences on the finalists ("Public Survey"). The Selection Committee will then rank the finalists in accordance with the evaluation criteria set forth in this RFQ.

The following will be required, at a minimum, as deliverables for the Design Concept Submission Stage:

- The proposed project program and its justification; the planning/design parameters and basis for the proposed design; the description of the planning/design major concepts.
- Description of how the programmatic elements have been satisfied.
- Specific site development plans within the limits of the project area. (See *Figure 2.1*)
- 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, transportation requirements.
- Phasing diagrams.
- Estimated schedule.
- Description of permit compliance with Federal, SWFWMD, and Pinellas County.
- Projected construction costs for the proposed project in prescribed detail utilizing the cost model provided by the CM. *[NOTE: The total estimated construction budget for the project area referenced in Exhibit D-Figure 2.1 shall not exceed $33 million].* ***The City will provide the services of a Construction Manager to evaluate the cost estimates as described in the Design Parameters.***

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

- One set of a maximum of eight (8), 36" x 48" horizontally orientated boards illustrating the concept.
- Twelve (12) 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.
- One (1) digital copy, containing all of the design concepts and written narratives in PDF format at a scale and size appropriate for both web posting and printing.

STAGE II: DESIGN CONCEPT PROCESS

1. City Technical Review: The City and its Consultants (including the CM) will conduct cost and feasibility reviews of all initial design concept submittals to determine the feasibility of the concept. This will include, but not limited to, technical review of concepts, cost evaluation, constructability, life cycle cost analysis, environmental and initial regulatory review. Clarification questions may be submitted to Teams by the City. Objective technical overview for each Team will be provided to the Selection Committee to assist them in understanding issues and evaluation of design concepts.

2. Initial Selection Committee Review: The Selection Committee will receive the design concept submittal packages and following a two-week individual review by each member, and following completion of the City's technical review, the Selection Committee will meet to eliminate Teams that are not qualified because they did not submit a feasible concept.

3. Presentation of Design Concepts: The finalists will be invited to make a presentation of their initial design concept in a public meeting where the Selection Committee will have the opportunity to ask clarification questions to each of the finalists. The Lead Designers and Project Managers are required to attend.

4. Public Exhibit of Design Concepts: The initial design concepts from the finalists will be on public display with the ability for the public to provide comments. The public will be provided the opportunity to indicate their preferences via the Public Survey.

5. Final Selection Committee Review: Selection Committee members will independently review the results of finalists' presentations, technical review and results of the Public Survey.

6. Final Selection Committee Deliberation at Public Meeting: At a public meeting the Selection Committee will evaluate and rank the most qualified Team with an initial design concept. The final ranking will be based on the Stage II evaluation criteria set forth in this RFQ. The Selection Committee will present its final ranking to the Mayor and then to the St. Petersburg City Council. City Council will vote to acknowledge the ranking of the Selection Committee and authorize negotiations with the highest ranked Team.

SELECTION COMIMTTEE

A Selection Committee reflecting a diverse range of expertise and perspective has been assembled to select the most qualified Team with an initial concept. The Selection Committee is comprised of the following seven (7) members.

Michael J. Connors, P.E., City Staff, Public Works Administrator

- Administers the operations of six departments: Engineering and Capital Improvement; Fleet; Procurement and Materials Management; Sanitation; Stormwater, Pavement and Traffic Operations; and Water Resources
- Registered Professional Engineer in Florida, with a bachelor's degree in Civil Engineering from Cleveland State University, and an MBA from Baldwin Wallace College
- Serves on the City's Fire Pension Board, Chairman of Tampa Bay Estuary Program Management Board, Vice Chair of the Investment Oversight Committee, Chair of the Consultant Selection Committee, and Vice Chair of the County Solid Waste Technical Management Committee.
- Active member of the Florida Engineering Society, American Public Works Association, Florida Green Building Coalition and United States Green Building Council
- City Director of Office of Sustainability

James E Jackson, Jr., AIA, Architect

- Bachelor of Architecture from Howard University
- Practicing architect presently City Architect for the City of Tampa in the Contract Administration Department
- Over 17 years experience managing the capital program for the City of Tampa
- Participate, lead and assist in coordination with the consultant and contractor qualification based selection processes
- Life-long resident of St. Petersburg

Bob Jeffrey, Architect, Historic Preservation Specialist

- Former Assistant Director Development Services for the City of St. Petersburg
- Earned Masters of Architecture, specializing in historic preservation from Kent State University, Bachelors of Environmental Design and Architecture from Miami University Ohio
- Collaborated on the City's VISION 2020 Plan
- President, Maviro Corporation, a real estate holding company specializing in redevelopment of historic properties

Melanie Lenz, Ph.D., Vice President, Development, Tampa Bay Rays

- Prior to joining the Rays in November 2006, was Vice President of Real Estate Development for New York City Economic Development Corporation
- Responsible for managing the design and construction of the Rays spring training facility
- Manages the development and business analytics activities and fan experience capital improvements
- Bachelor's degree from Duquesne University and received her master's degree in urban and regional planning while attending University of Pittsburgh's Graduate School of Public and International Affairs

Michael G. Meidel, CEcD, Director Pinellas County Economic Development Department

- Involved in economic development efforts in Florida since 1982
- In 1987 he joined Florida Power (now Duke Energy) as Area Manager for Northern Pinellas
- Became CEO of Clearwater Regional Chamber of Commerce in 1999
- Currently Chair of the Florida Economic Development Council's Executive Committee
- Graduate *cum laude* of Florida State and of the Economic Development Institute at the University of Oklahoma and is a Certified Economic Developer (CEcD)

Gary Mitchum, Ph.D., Professor and Associate Dean, College of Marine Science, USF

- Graduated from the Florida State University in 1980 with a major in Physics and a minor in Mathematics
- In 1984 received a doctorate in ocean physics from the Department of Oceanography at the Florida State University
- Joined the research faculty at the University of Hawaii and subsequently took over as the Director of the University of Hawaii Sea Level Center
- Joined the faculty in 1996 at the University of South Florida where he currently serves as a Professor of Physical Oceanography and as the Associate Dean of the College of Marine Science
- Authored and published numerous articles, manuscripts and research papers on Sea Level Rise, Oceanography, tides and marine related topics

Kai Warren, Community Representative

- Studied history and literature at USF Graduate, 1977
- Past president of Roser Park Neighborhood Association and MLK Business District
- Best known for his work with St. Petersburg Preservation, presenting walking tours throughout St. Petersburg from 2006-2013
- From 1999-2004 joined the Weed & Seed Steering Committee to revitalize Midtown neighborhoods
- Was a member on committees for CONA and Pinellas Living Green Expo

POST SELECTION

Once authorized by City Council, contract negotiation with the highest ranked Team to finalize terms of the A/E Agreement and negotiate scope and services based on initial concept shall commence. The City reserves all rights to request modifications in the project, initial design, or any component of the highest ranked Team's initial design concept prior to initiation of the detailed design. The City has the right to not proceed with the project at any time. If for any reason the City cannot reach an agreement with the highest ranked Team, it reserves the right to negotiate with the second ranked Team, subject to City Council approval.

EVALUATION CRITERIA

The Stage II evaluation criteria is as follows:

Design Approach

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 project. 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 vision allows for flexibility, creativity and fiscal reliability will be evaluated.

Relevant Project Examples

Team members should have experience working with multi-disciplinary teams and on projects similar in size and complexity to the pier 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 sustainability principles. Specific experience with complex marine or environmental projects and/or urban waterfront redevelopment projects will be an asset.

Team Background and Experience

The Standard Form 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.

Minority Business Enterprise

Whether any members of the Team are a certified Minority Business Enterprise as defined by the Florida Small and Minority Business Assistance Act, or a Small Business Enterprise as defined by the City.

Technical Review

The degree to which the design concept submission meets the City's budget for construction; can be constructed in a cost effective manner; appears capable of being permitted through Federal, State, and local agencies; minimizes the City's long term operational cost as determined by a life-cycle-analysis; demonstrates an environmental awareness; and best achieves the programmatic desires of the City as provided in the design parameters.

Public Comments

The public will be provided the opportunity to indicate their preferences via the Public Survey. The results of the Public Survey will be valued by the Selection Committee as additional information in determination of the final ranking.

Exceptions to the City's Standard Agreement

The City's standard A/E Agreement will be attached to the Letter Agreement. Included with Stage II deliverables, the up to eight (8) shortlisted Teams shall include a statement of the Team's exceptions to the City's standard A/E Agreement.

EXHIBITS

EXHIBIT A: Schedule

EXHIBIT B: Pier Working Group Programmatic Element Recommendations

EXHIBIT C: Pier Task Force Summary

EXHIBIT D: Technical Design Criteria

EXHIBIT E: General Instructions

EXHIBIT A: SCHEDULE

RFQ Schedule

STAGE I. Submission of SOQ:

August 11, 2014	RFQ is issued.
August 20, 2014	Deadline for questions and answers.
September 5, 2014	Written SOQ Twelve (12) hard copies and one electronic file in PDF format) must be sent via registered mail to the office of the Engineering & Capital Improvements Department, Seventh Floor, Attn: Bryan Eichler, Municipal Services Center, One Fourth Street North, St. Petersburg, Florida 33701, by 4:00 P.M.
October 3, 2014	Selection Committee/staff review and selection of up to eight (8) shortlisted Teams to participate in the Concept Development.
October 6, 2014	Issue Letter Agreement to commence design concept stage.

STAGE II. Design Concept Submission:
(These dates are approximate. Final dates will be provided to the eight (8) short listed Teams)

October 24, 2014	Deadline for questions and answers.
December 12, 2014	Design concept submission deadline.
January 16, 2015	Selection Committee determines finalists.
TBD	Public presentations by the finalists.
TBD	Public exhibit of design concepts and Public Survey.
February 20, 2015	Final Selection Committee deliberation and ranking of finalists.
March 5, 2015	Selection Committee ranking presented to City Council for approval.

EXHIBIT B: Pier Working Group Programmatic Element Recommendations

PIER WORKING GROUP PROGRAMMATIC ELEMENTS RECOMMENDATIONS

EXECUTIVE SUMMARY

The Pier Working Group ("PWG") was formed in May, 2014, to confirm the programmatic priorities for consideration in the new St. Petersburg Pier. At the direction of Mayor Rick Kriseman, a 21-member volunteer citizen committee was appointed to create an inclusive and detailed public input process that reviewed relevant historical programmatic data, along with providing additional opportunities for the public to comment on essential elements of a new pier.

The following elements were classified as "required" by the PWG:

- Observation and viewing area's are critical to the success of any program at the pier.
- Dining options, from casual to destination, are important to a wide variety of the community.
- Cycling, walking and jogging paths are more than a functional element; they are integral to the new pier experience.
- Transportation options from the pier uplands to the head are an essential element to a successful pier.
- Fishing.
- Courtesy and transient docks to accommodate both motorized and non-motorized watercraft.
- The new pier should have an environmental education element with the potential for an interactive marine discovery center.
- Some flexible event space and performance area(s) that include picnic areas and green space - adding a park-like atmosphere for visitor rest and recreation.
- Bike and watercraft rental.
- Retail opportunities that support the recreational elements of the new pier and enhance the visitor experience.

The PWG recognizes that all elements are subject to the current capital budget, sustainable operating costs and compliance with City design/permitting criteria. Additional factors such as shade, air conditioning, and coordination with the Downtown Waterfront Master Plan, are detailed further in the report.

Recent Pier History & Community Involvement—To Date

The St. Petersburg Pier(s) have a rich history dating back over 100 years. The current pier bridge and pier head completed construction in 1926, and are in need of replacement. The most recent structure at the pier terminus, the inverted pyramid, opened in 1973 and is supported by a separate foundation system (completed at the same time) which likely has some lifespan left.

In a 2004 report to City Council, it was stated that the structural maintenance program for the Pier approach and Pier head were no longer cost effective, and its replacement should be planned for in the next 10 years. In 2005, with Pinellas County, a TIF (tax-increment financing) mechanism with subsequent amendments was put in place to replace the Pier approach and head, with an agreed upon allocation of $50M for the pending work.

In 2009, a Mayoral appointed Pier Advisory Task Force was formed, and over 14 months, met extensively with the public, hired outside consultants, and provided options for both the pier itself as well as the program. These options were not limited to the over-water portion of the Pier, but included the uplands contiguous to the pier approach.

Following the Pier Advisory Task Force recommendations in 2010, additional community input and consulting activities were performed, resulting in a City Council authorized design competition in 2011. A juried selection of a new pier termed the "Lens" was approved by City Council, and the design process continued into 2013. During that timeframe, opposition formed in two primary groups, one to save the inverted pyramid, and one opposed to the Lens design. In August 2013, a referendum to cancel the architectural contract for the Lens was successful, allowing the City to begin a new process for a new pier.

In January 2014, Mayor Kriseman took office and, shortly thereafter, recommended a new Request for Qualifications ("RFQ") to select a design consultant. In order to incorporate community input and create a new RFQ, the Pier Working Group was established to review, update, and recommend common activities/elements consistent with the desires of the community. This list of elements would then become the basis for what would be considered the programmatic elements necessary for the new St. Petersburg Pier.

Pier Working Group Process & Public Input

The citizen-led PWG was comprised of citizens from a wide variety of backgrounds for a well rounded community based result.

Peter Clark, Chair
Founder & President—Tampa Bay Watch

Jackie Dixon
Dean—USF College of Marine Sciences

Emily Elwyn
President—St. Pete Preservation

Jen French
Rep.—Committee to Advocate for Persons with Impairments

Jopie Helsen
Owner—Sailor's Wharf / Chair Tampa Bay Marine Industry Region

Paul Hsu
Rep. West Central Business District Pier Advisor Task Force

Carter "Bud" Karins
Karins Engineering / Rep.—Concerned Citizens of St. Pete

Robin Link
Mainsail Art Festival

Lorraine Margeson
Environmental Activist

Brother John Mohammed
Rep.—Midtown / President Childs Park Neighborhood Association

Jim Moriarty
Rep. – Build the Pier

Ed Montanari, Vice-Chair
Rep.—Pier Advisory Task Force

Marlene Murray
President—Meadowlawn Neighborhood Association

Marilyn Olsen
Past President—Downtown Neighborhood Association / Member—Pier Advisory Task Force / Member—DWMP Task Force

Ross Preville
Rep.—St. Petersburg Chamber of Commerce / Raymond James

David Punzak
Rep.—St. Petersburg Chamber of Commerce / Carlton Fields

Barbara Readey
General Manager—Vinoy Renaissance Hotel

Joe Reed
Ret. Investment Exec. / Rep.—Vote on the Pier

Angela Rouson
Board Member—Juvenile Welfare Board

Steve Westphal
Restaurateur / Board Member FRLA / Downtown Resident

Lisa Wheeler-Brown
President—Council of Neighborhood Associations

Members included individuals from community and neighborhood associations, the historic preservation society, the marine industry, environmental and accessibility advocates, many of whom also served on or participated in the Pier Advisory Task Force, Build the Pier, Vote on the Pier, and the Concerned Citizens Group.

As the first item of business, the PWG adopted the following Mission Statement & Objectives as a guide for their actions:

Mission Statement & Objectives

The Pier Working Group will review and refine a cohesive programmatic proposal to the Mayor and City Council and community regarding the next St. Petersburg Pier. The Pier Working Group process will be inclusive and detailed, merging the best common ground elements proposed to date balanced with recognition of fiscal constraints and potential subsidy implications. The Pier Working Group's recommendations are intended to remain flexible, prioritizing the essential elements as gathered from both extensive analysis currently available and public outreach allowing a viable program proposal to be incorporated into the Request for Qualifications process soliciting new pier design teams at a future date.

1. Review all work products to date to establish common program elements to proceed with
2. Confirm programmatic requirements for viable uses and activities
3. Evaluate alternatives and essential characteristics for program components
4. Rank the selected program components into a "required" list and an "optional" list
5. Provide issues and constraints to be considered with selected programmatic components
6. Solicit public input regarding the proposed program to inform the groups final report

The PWG set out in June 2014 to review all relevant materials presented to date, with a focus on a) prior public input results, b) the Pier Advisory Task Force Report, c) the OpinionWorks survey, d) the Lambert Market Assessment and e) the 828 Alliance Report. Staying focused on the program vs. what the structure is that contains the program - the PWG established a subcommittee to focus on obtaining current public input.

The subcommittee consisted of PWG members Peter Clark, Jen French, Carter "Bud" Karins, Robin Link, Lorraine Margeson, Ed Montanari (Subcommittee Chair), Joe Reed and Steve Westphal, who began the process of obtaining public input. Their first steps were lengthy review of past program and public input to date, which became the base 30 quantitative elements of a Potential Pier Program Elements Survey (*Figure 1.1*).

Potential Pier Program Elements Survey
(Front Page)

POTENTIAL PIER PROGRAM ELEMENTS

NAME:
ADDRESS:
ZIP CODE: EMAIL:

The Pier public engagement process begins with you. Below are elements that have repeatedly surfaced as important to citizens over the last five years, many of which were noted in the Pier Advisory Task Force Report, a market assessment, and a recent opinion survey. Please take the time to: 1) Rate the various program elements on a scale of 1 - 5 and 2) rank the top ten, starting with the most important element required in a new Pier.

NOTICE: All information volunteered on this survey is subject to public records requests under Florida law.

Please prioritize the following potential program elements
Note: Element descriptions located on back of this sheet

		Lowest 1	Low 2	Medium 3	High 4	Highest 5
DINING	Fine Dining	○	○	○	○	○
	Open-Air Casual Dining	○	○	○	○	○
	Fast Food	○	○	○	○	○
	Cafe' / Snack Bar	○	○	○	○	○
	Banquet Space	○	○	○	○	○
	Picnic Area	○	○	○	○	○
RETAIL / COMMERCIAL	Shopping	○	○	○	○	○
	Kiosks	○	○	○	○	○
	Bike / Watercraft Rental	○	○	○	○	○
	Support Retail	○	○	○	○	○
ENTERTAINMENT	Performance / Stage area	○	○	○	○	○
	Flexible Event Space	○	○	○	○	○
	Community Gathering Space	○	○	○	○	○
	Amphitheater	○	○	○	○	○
OTHER	Exhibition Vessel Berth	○	○	○	○	○
	Hotel	○	○	○	○	○
ACTIVITIES	Observation Areas	○	○	○	○	○
	Cycling / Jogging / Walking	○	○	○	○	○
	Motorized Boating	○	○	○	○	○
	Non-Motorized Boating	○	○	○	○	○
	Water Park	○	○	○	○	○
	Courtesy Docks	○	○	○	○	○
	Fishing	○	○	○	○	○
TRANSPORT	Tram / Trolley	○	○	○	○	○
	Water Taxi	○	○	○	○	○
	Spa Beach to Vinoy Park Bridge	○	○	○	○	○
ATTRACTIONS	Family Entertainment Center	○	○	○	○	○
	Amusement Park / Ferris Wheel	○	○	○	○	○
	Marine Discovery Center	○	○	○	○	○
	Environmental Education	○	○	○	○	○
	WRITE IN ALTERNATIVE SUGGESTIONS BELOW					
		○	○	○	○	○
		○	○	○	○	○
		○	○	○	○	○
		○	○	○	○	○
		○	○	○	○	○
		○	○	○	○	○

Please use this left hand space to rank your top TEN program elements 1 - 10

FIGURE 1.1

Potential Pier Program Elements Survey
(Back Page)

ST. PETERSBURG PIER PROGRAM ELEMENTS

Public engagement is essential to the success of the next Pier process. This process starts with establishing the program, of which there has been extensive public input on to date. Attached are program elements brought forward from the Pier Advisory Task Force Report (2010), the Lambert Market Assessment Study (2010), a recent Public Opinion Survey (2013), and multiple public input sessions. These are not all-inclusive, but a starting point for consideration, and agreed upon as a starting point by the Mayor's Pier Working Group (2014).

Your review, rating and prioritizing the attached elements, as well as adding additional elements into blank spaces, is welcomed. The elements brought forward previously by the public are categorized on the attached sheet, with room to include any additional elements as desired.

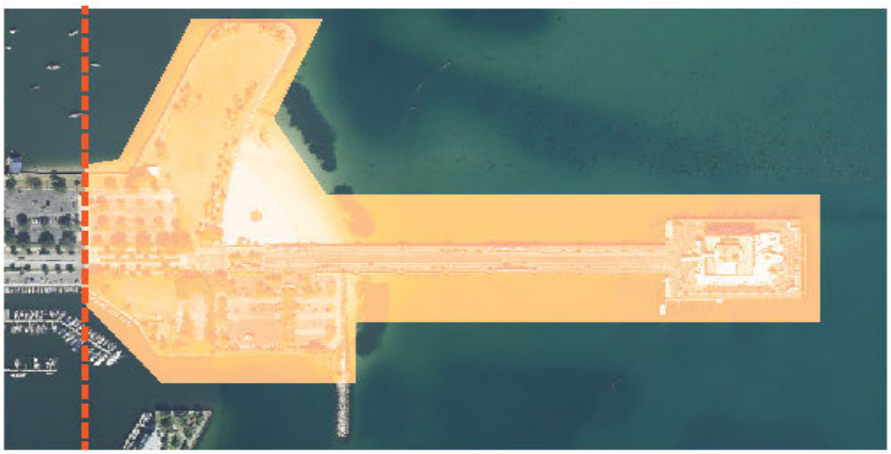
DURING THE TABLE TOP DISCUSSIONS, PLEASE DO THE FOLLOWING:

INDIVIDUALS

1. Please input your name, address and zip code on the individual sheet.
2. Rate each element on a scale of 1 - 5, with 5 being "Highest Priority" for the new St. Petersburg Pier.
3. Feel free to add any additional elements to the sheet, which will be shared with all respondents for the group discussion.
4. Once elements are rated, please rank your top ten elements in order of importance to you.

TABLE

1. Once individual rankings are complete, your table will work together to review and reach consensus as a group on a "Master Sheet" to rate elements.
2. Of all elements considered, please rank the top ten in order of importance (as a group).



Project Area Under Consideration For Elements

The project area above is focused on over-water development as well as the adjacent/complimentary uplands of Spa Beach and the parking lot south of the approach with its respective 10 year lease opportunities for leveraging private dollars.

To further clarify elements, basic definitions include:

Pier Program: Desired activities, uses

Fine Dining: Could mean a "destination" restaurant

Banquet Space: Flexible space, potentially connected to a restaurant, for banquets, events, weddings, available for group activities

Kiosks: Exhibit or retail, free standing

Support Retail: A museum gift shop for example that supports a commercial venture, vs. a dedicated retail establishment.

Flexible Event Space: Could include area for art shows, entertainment, dances, open air market, could be air conditioned or open air

Community Gathering Space: Public meeting space

Exhibition Vessel Berth: Area within project capable of berthing a moderately sized transit or display vessel accessible by the public

Motorized Boating: Marine activity designated for motorized boats of various sizes

Non-Motorized Boating: Marine activity designated for boats without motors such as sailboats, rowing/paddling, kayaks, etc.

Water Park: As simple as a splash pad for kids or significant such as Adventure Island

Courtesy Docks: Docks dedicated for transient or temporary visitation of the Pier area and downtown

Tram / Trolley: ADA accessible transportation

Family Entertainment: An arcade for example

Amusement Park: Designated area providing a variety of amusement rides and activities, for example, a ferris wheel

Marine Discovery Center: A marine education center similar to "Great Explorations"

FIGURE 1.1

The top 30 elements under consideration were:

Fine Dinning	Performance/Stage	Water Park
Open—Air Casual Dinning	Flexible Event Space	Courtesy Docks
Fast Food	Comm. Gathering Space	Fishing
Café / Snack Bar	Amphitheater	Tram/Trolley
Banquet Space	Exhibition Vessel Berth	Water Taxi
Picnic Area	Hotel	Spa Beach to Vinoy Park Bridge
Shopping	Observation areas	Family Entertainment Center
Kiosks	Cycling/Jogging/Walking	Amusement Park / Ferris Wheel
Bike / Watercraft Rental	Motorized Boating	Marine Discovery Center
Support Retail	Non-Motorized Boating	Environmental Education

To be transparent and inclusive, ample opportunities were provided for citizens to list additional programmatic elements that may have not been included or fit a category above.

Public input sessions spanned five locations throughout the City, including the Childs Park Recreation Center, the Coliseum, Roberts Recreation Center, Lake Vista Recreation Center, and the J.W. Cate Recreation Center. Total attendees across these venues totaled 375 citizens.

In addition to the "in-person" venue driven meetings, an online survey was conducted simultaneously, resulting in an additional 1,585 respondents.

75 additional surveys were received from an independent citizen's neighborhood and recreation center outreach.

When completing a survey, respondents were asked to rate the 30 individual elements from "highest to lowest", and once complete, to select their "top 10" program priorities for the new pier. A benefit of being able to attend the sessions in person was that individuals were seated at tables, consisting of approximately eight citizens per table, where a separate process of discussion and "table ranking" could take place. During the review of this subject over the last 6 years, many citizens' opinions have held firm in some areas, while many opinions have evolved over time. The table top sessions afforded individuals to share their rankings and work towards consensus, no different than what the City as a whole needs to do to complete this project. The resulting data is summarized in *Figure 1.2*.

Following the public input process, the PWG reconvened to compare the results of their work to previous work on program elements, including the OpinionWorks Survey (December 2013), the Lambert Market Assessment (March 2010), and the Pier Advisory Task Force Report (June 2010).

Pier Working Group Public Input Summary

CITY OF ST. PETERSBURG
SUMMARY INPUT RESULTS

Pier Working Group
July, 2014

Public Input Venues	Date
Childs Park Rec Center	06/19/14
The Coliseum	06/24/14
Roberts Rec Center	06/26/14
Lake Vista Rec Center	06/30/14
JW Cate Rec Center	07/02/14

Total Participants At Venues:	375
Other Surveys Submitted[1]:	75
Online Survey's:	1,585
Total Survey's Received:	2,035

1. Independent surveys received from a citizen's neighborhood & Rec Center

Cumulative Results - Online + In Person

ELEMENT PRIORITY RANKINGS

ELEMENT	QUANTITY IN TOP 10
Open-Air Casual Dining	1,192
Observation Areas	1,006
Cycling / Jogging / Walking	977
Tram / Trolley	780
Fishing	663
Shopping	626
Marine Discovery Center	612
Café / Snack Bar	611
Fine Dining	573
Bike / Watercraft Rental	573

ELEMENT RATINGS

ELEMENT	QUANTITY RATED	RATING	
Observation Areas	1,162	5	Highest Rating
Bike / Watercraft Rental	619	4	High Rating
Fine Dining	549	3	Medium Rating
Support Retail	390	2	Low Rating
Hotel	1,249	1	Lowest Rated

Highest Rated Elements

Highest #5 Rated Elements	Quantity
Observation Areas	1162
Open-Air Casual Dining	1012
Cycling / Jogging / Walking	989
Tram / Trolley	808
Fishing	690
Courtesy Docks	564
Marine Discovery Center	504
Water Taxi	504
Environmental Education	498
Bike / Watercraft Rental	486
Performance / Stage Area	480
Flexible Event Space	469
Non-Motorized Boating	429
Shopping	407
Café / Snack Bar	398
Community Space	393
Picnic Area	387
Fine Dining	351
Motorized Boating	299
Ampitheater	280
Amusement / Ferris Wheel	275
Family Entertainment Center	266
Water Park	242
Exhibition Vessel Berth	237
Spa Beach to Vinoy Bridge	223
Support Retail	218
Fast Food	140
Banquet Space	135
Kiosks	135
Hotel	71

Highest #4 + #5 Rated Elements	Quantity
Observation Areas	1659
Open-Air Casual Dining	1618
Cycling / Jogging / Walking	1489
Tram / Trolley	1377
Fishing	1146
Bike / Water Rental	1105
Courtesy Docks	1035
Performance Stage	1035
Flexible Event Space	1033
Marine Discovery Center	1001
Café / Snack Bar	994
Water Taxi	968
Environmental Education	956
Picnic Area	932
Non-Motorized Boating	901
Shopping	882
Community Space	876
Fine Dining	770
Ampitheater	652
Motorized Boating	635
Exhibition Vessel Berth	619
Support Retail	616
Family Entertainment	601
Kiosks	493
Spa Beach to Vinoy Bridge	489
Amusement / Ferris Wheel	486
Water Park	454
Banquet Space	387
Fast Food	342
Hotel	162

FIGURE 1.2

Recommendations

The resulting "highly rated" elements from public input sessions conducted in June/July 2014 and online survey results were generally consistent with the body of work leading up to the PWG effort. While 30 elements were rated and ranked in the public input sessions and all were considered desirable and consistent with past review, several elements rated higher and have become the highest priorities, by the PWG.

Required Elements

- **Observation Areas.** The pier experience is focused on public interaction with the water and observation areas. Both dedicated and passive elements are an integral part of the experience. Maximizing vistas, both of the waterfront and of the city from the pier, and minimizing potential view obstructions are critical to the ultimate design. The ability to have observation areas at various elevations are desirable elements as well.

- **Dining Options.** The "dining option" element was heavily discussed by the PWG. There is no disagreement from either the PWG or public input that creating both open-air casual, and destination full-service air conditioned dining opportunities are required at the new pier. It was not the purview of this group to recommend where the dining fits best (on the land or over the water, or both), but universal agreement that a variety of dining experiences and price points are welcome, including café/snack bars and fine dining.

- **Cycling/Walking/Jogging.** It is critical to provide flexible and safe lanes for the transportation element, mixing and, if needed, separating to accommodate different speeds of transport, that will accommodate all users. Linking to the city's existing trail system provides a functional and experiential adventure that should be included in any new pier design.

- **Transportation Options.** As important as the specific type of transportation option is ensuring the ease, speed and headways of any transportation element. Consideration should be given to, but not limited, to a tram/trolley as well as a water taxi/ferry in conjunction with the cycling/walking/jogging element previously mentioned. Environmentally friendly methods are encouraged, fully accessible, with fixed linkages to parking and public transportation ensuring seamless access are required. Any transportation recommended must be viewed as part of the overall pier experience, thoughtfully and efficiently carrying passengers to the pier terminus.

- **Fishing**. A most basic and required element of this pier is fishing. Recommendations included the potential to separate the fishing experience from the pedestrian experience for both a safety and cleanliness perspective, the inclusion of fish cleaning stations and consideration of some type of artificial reef system as well as thoughtful consideration as to where fishing areas should be located, are integral to the overall pier experience. The PWG further recommends that the City engage the Ocean Team to assist in the details related to this element.

- **Courtesy & Transient Docks.** Consideration should be given to providing safe and effective courtesy and transient docks and to accommodate both motorized and non-motorized boating. The potential for a water ferry or water taxi rated highly in recent input, and consideration for this, whether tied to the uplands or the pier itself, should be given consideration. Additionally, the potential to exhibit larger vessels has historically been a part of the pier experience, and would be welcomed, again tied to either land or the pier itself.

- **Marine Discovery/Environmental Educational Element.** The PWG recommends that the City engage the Ocean Team to further develop an environmental educational element and potential interactive marine discovery center. Designs must consider the unique water and environmental conditions of the site and the opportunity to enhance the public's awareness of the Gulf of Mexico with a focus on the Tampa Bay Estuary.

- **Flexible Event Space including Picnic Areas & Green Space.** Providing spaces to encourage social interaction that remain flexible are highly desired. The potential for a performance area, particularly one that does not appear "empty" when not in use, as well as flexible community space carry forward the best and basic elements for pier use and function. St. Petersburg and its downtown waterfront thrive on special events, and providing a platform for this will benefit all. There should be an active balance of all types of areas, with a priority given to appropriate green space.

- **Bike & Watercraft Rental.** The ability for visitors to rent bicycles and watercraft is desired.

- **Retail**. The PWG wants to ensure that shopping space was included as part of the pier entertainment experience. Space such as a bait shop would support the recreational elements of the pier and enhance the visitor experience.

Other Considerations

After reviewing a significant amount of qualitative data contained in the comment sections of the surveys, the PWG recommends the following elements be given due attention in the RFQ submission:

- **Downtown Waterfront Master Plan ("DWMP").** The DWMP is a Charter required master plan with a required completion date of July 1, 2015. This plan focuses on a broad and diverse area of the City connected to the waterfront and following its adoption, will be amended every 7 years at a minimum. The pier process has been ongoing in earnest since 2007, and ensuring that future pier alternatives, particularly those on the uplands, should stay consistent with the direction of the DWMP. Likewise, the DWMP must track and intersect with the vast input to date on the pier, to ensure a symbiotic relationship and seamless connections from the pier throughout the waterfront.

- **Green Building / Green Space / LEED Certified Building.** The new pier must have a sustainable development platform, employing innovative and cost effective sustainable energy techniques and potential to obtain LEED certification.

- **Capital/Operating Costs & Economic Sustainability.** The PWG recommends that the City comply with its capital cost constraints, as well as fully analyze any selected concept(s) for long term operating and economic sustainability.

- **Economic Development.** The new pier should become an engine for long-term economic growth, including providing jobs to the city's local economy.

- **Visitors.** Recognize that the highest functioning pier will serve locals as well as tourists. Family-friendly activities and spaces will continue to resonate with this city's population as well.

- **Shade & Air Conditioning.** Providing the ability to get out of the elements, including shade opportunities along the pier's approach and the potential for air conditioned space at the terminus, is essential.

- **Parking.** Consistent with the required transportation element previously mentioned, the success of the pier and arguably the entire visitor experience, depends on the ease with which parking can be accessed. It takes many elements to achieve that result, and the PWG recommends ample parking proximate to transportation linkages be incorporated.

- **Accessibility.** Compliance with the Americans With Disabilities Act ("ADA"), as well as all access code updates in any new pier is a given. Consideration can be given to "Universal Design", which covers a broader spectrum making any built environment aesthetic and usable to the greatest extent possible by everyone.

NEXT STEPS IN THE PROCESS

The PWG recommends the following to ensure a seamless result regarding the program for the pending design:

1. Continue to coordinate with the Downtown Waterfront Master Plan process. Particular attention should be paid towards the programming on the uplands as it relates to the DWMP.

2. Conduct an updated market assessment, in a manner that will not adversely affect the overall project timeline to assist shortlisted RFQ respondents in their programming exercise.

3. Conduct a restaurant request for proposals at the appropriate time to gauge the market opportunities, interest, and selection of future dining options.

This report focused capturing both a historical perspective and recognizing consensus items that exist in the St. Petersburg community today. The recommendations contained herein can serve as a guide for program direction in the pending pier RFQ to deliver concepts that will satisfy our community's common ground ideas for a new pier.

Additional Resources

Additional Elements Provided Through Public Input

Pier Advisory Task Force Report

OpinionWorks Survey

Lambert Advisory Market Assessment

828 Alliance Report

EXHIBIT C: Pier Task Force Summary

PIER TASK FORCE

A Task Force was appointed in 2009 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 and Program

- Pier needs to be a destination, not only for the region, but internationally as well
- Pier should be integrated into 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
- Program for the 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
- Further exploration of a Marine Discovery Center

Building

- Building should be an iconic structure, a worthy symbol of our great City
- Pier vista should remain unobstructed to allow for maximum views
- Once an alternative is selected, an International design competition is recommended to encourage creativity
- Potential for 26KSF restaurant and 5KSF retail for revenue production, with additional 5-15KSF potential for non-revenue producing community space
- Green/LEED certified structure, energy efficient design and equipment

Upland

- Water park and/or family oriented entertainment for children should be considered
- Restaurant/cafes should be adjacent to docks, providing excitement upon arrival
- Pedestrian bridge connecting Spa Park to Vinoy Park would provide a vital link
- Transient docks should be provided for access by boaters
- Installation of a breakwater system in the North basin would allow access for all boat sizes
- Incorporate pedestrian/bike trails into the design of the upland and link to downtown

Accessibility and Transportation

- Transient docks immediately south of Pelican Lot would provide better access for boaters
- Enhanced trolley service is needed to create or supplement linkage to the pier
- Enhanced tram/trolley or sky-ride type of system connecting to Downtown, Baywalk, and Mid-Core Garage could help the piers success
- Accessible and convenient for disabled persons
- Potential for Port of Call
- Further study required for North basin Mega-yacht concept

Financial Information

- Plan to utilize existing $50M TIF funding available, but consider phasing of additional development in plan if supplemental funding becomes accessible at later time
- Focus on restaurant based program to provide maximum contribution to Pier overhead
- Continue to pursue all state and federal grants
- 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

Other Considerations

- If the alternative selected includes rehabilitation of existing inverted pyramid, structural testing should be performed on both the inverted pyramid and its foundation
- Additional detailed assessments are needed on the environmental impacts of all recommended Pier and Upland options

Please see Pier Design Task Force Study *for the complete Pier Task Force Study*

EXHIBIT D: Technical Design Criteria

TECHNICAL DESIGN CRITERIA

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- PARKING REQUIREMENTS 48
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- ENVIROMENTAL PERMITING 49
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Site Location and Orientation

The site is located in downtown St. Petersburg, Florida. Oriented along an east-west axis, the existing Pier functions as an extension of 2nd Avenue NE into Tampa Bay, (Latitude 28° N, Longitude 83° W). Whereas the pier encompasses the area east of the sea wall, the portion of the site located between Bay Shore Drive NE and the seawall is referred to as the Uplands. The pier Approach, a roadway accommodating vehicles, bicycles and pedestrians, connects the Uplands and the pier head. The pier is owned by the City of St. Petersburg and is administered by the Downtown Enterprise Facilities Department of the City.

Existing Pier Head and Pier Approach

The existing pier approach and head were constructed in 1926 along with an open-air casino style building. The 1926 pier casino building was torn down in 1967 and replaced in 1973 by the Inverted Pyramid structure that is currently occupying the site. The pier's 1988 renovation incorporated new programmatic elements such as shops, galleries and restaurants. Activities on the pier encompassed fishing, festivals and the Pier Aquarium. Fishing continues to take place on the pier approach and around the exterior of the building along the perimeter of the head.

FIGURE 2.1

Project Area

The colored area in *Figure 2.1* represents the area available for construction of this project. This includes the over-water development east of the shoreline as well as Spa Beach Park and the parking area situated on the south side of the pier approach.

It should be noted that complete demolition of the existing pier is not a requirement of this design process. Teams with solutions which reuse some aspect of the existing infrastructure or renovate the existing pier building in creative and cost saving ways will be considered and evaluated. It will be the responsibility of each Team to determine if utilizing a portion of the existing structure within their design solution is feasible and cost effective.

City Charter Lease Terms

The project site includes two separate maximum City Charter lease terms that are allowed without a public referendum. For the area over water and south of the Pier approach, the maximum lease term without a referendum is ten years. For the area north of the Pier approach, the maximum lease term without a referendum is five years. *See Figure 2.2.*

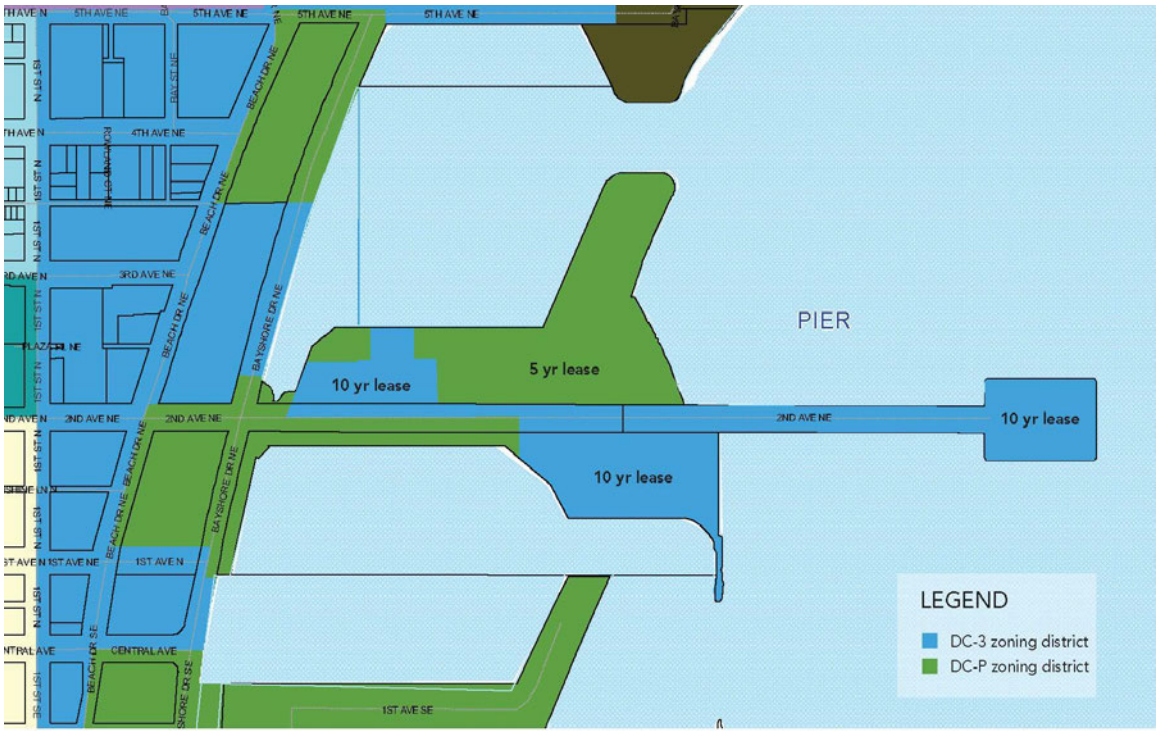

FIGURE 2.2

Existing Building

The existing five-story Inverted Pyramid building, constructed in 1973, is located at the eastern edge of the Pier, overlooking Tampa Bay. The building has been unoccupied since May 31, 2013. Plans of the 1973 Inverted Pyramid building are available at 1973 Inverted Pyramid Plans link. Plans of the 1988 Pier building renovations is available at 1988 Pier Building Plans link. The Inverted Pyramid building and glass elevator are supported independent of the remainder of the pier by five caissons constructed in 1973 and 1988 respectively.

The total square footage of the five-story Inverted Pyramid building is 58,446 (including the open roof terrace). This does not include first floor retail and support spaces which were constructed in 1988 directly on the 1927 original pier head structure. This retail and support space must be demolished in order to replace the pier head.

The breakdown of the square footage for the inverted pyramid building is as follows:

First Floor	3,882 Sq. Ft.
Second Floor	3,882 Sq. Ft.
Third Floor	9,900 Sq. Ft.
Fourth Floor	14,400 Sq. Ft.
Fifth Floor (A/C Only)	4,722 Sq. Ft.
Sixth Floor – Mech.	3,882 Sq. Ft.
Total Building Area	40,668 Sq. Ft.
Fifth Floor Roof Terrace	17,778 Sq. Ft.
Total Area with Roof	58,446 Sq. Ft.

Key Concepts

The new Pier is intended to be a flexible and functional resource for the community with a seventy five (75)-year design service life, and should be planned and designed with the principles of quality, durability, flexibility and operational sustainability. The Pier superstructure shall be designed to meet the criteria for a 100-year return period design storm event.

Building Massing

The pier's massing will be conditioned by a complex range of factors, including, but not limited to:

- Pinellas County Water & Navigation criteria (see page 46)
- Programmatic elements
- FAA height limitations and setbacks (see page 45)
- Integration within existing context
- Site orientation
- Outdoor space
- Relationship to the Uplands and Spa Beach
- Urban fabric
- Views
- Relationship and access to water
- Shading
- Accessibility
- Circulation

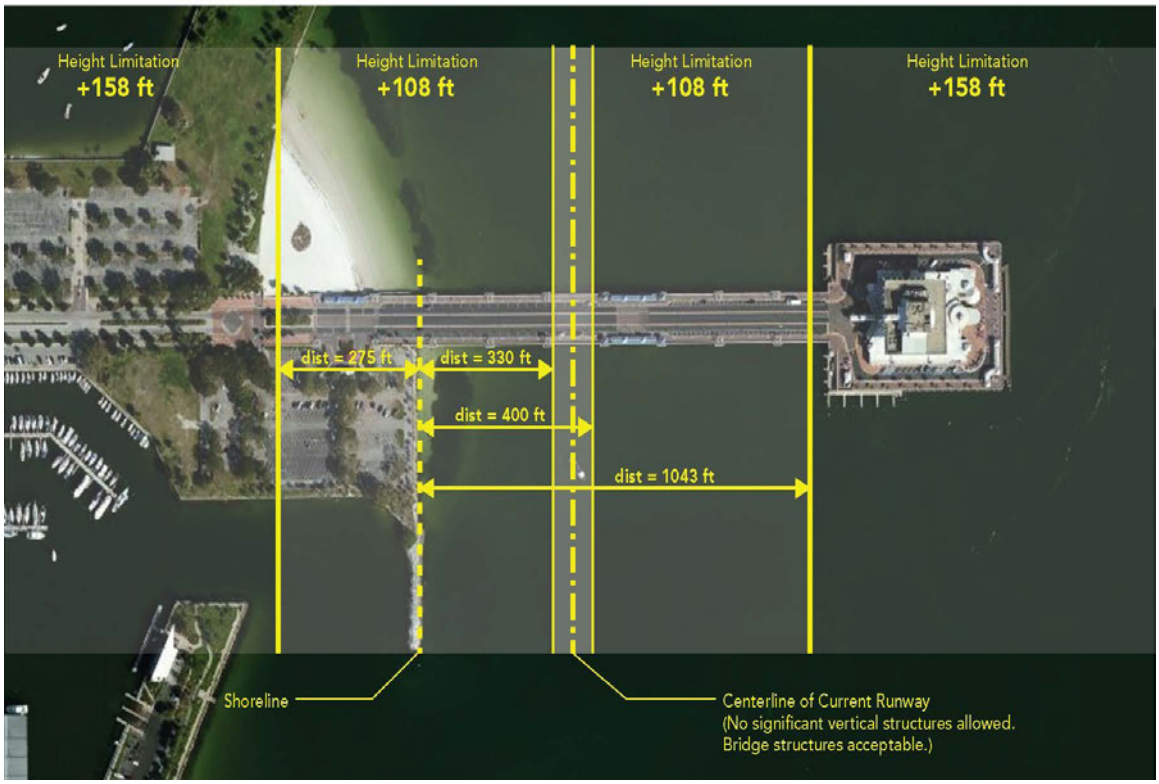

FIGURE 2.3

Albert Whitted Airport Flight Path Study

The proximity of Albert Whitted Airport to the south of the St. Petersburg pier defines a number of height restrictions for the project. *Figure 2.3* illustrates the relationship between the pier and the airport's two runways. While the southwest -northeast flight path does not interfere with the pier, the north-south flight path overlaps with the east-west axis of the pier. The heights of all structures to be erected in this zone of interference must be below the limits established by the Federal Aviation Administration Regulations.

Maximum building height in the area of the current pier head is 125 ft. Staff approval through the 'streamline' process is allowed if a structure is between 125 and 150 ft. Above 150 ft., a public hearing is required. Additional height limitations result from the proximity of Albert Whitted Airport directly south of the Pier and are directly related to the distance one moves away from the shoreline, as described in *Figure 2.3*. The north-south runway for the airport is perpendicularly aligned with the pier approach. 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.

Although not a technical regulation, the Airport has determined that no significant vertical structures are permitted on the pier in the 70 ft. wide area directly in line with the runway. The location of this "no build" zone is between 330 feet and 400 feet from the shoreline.

While *Figure 2.3* denotes the current alignment of the runway, it is scheduled to be reduced in width, realigning the runway centerline 33 ft to the east in the future. All other height limitations on the site are dictated by the FAA regulations controlling heights within the proximity of a runway.

Pinellas County Water & Navigation

Pinellas County Water & Navigation issues a Commercial Dock Permits for the construction of new pier in the county. In general, the County's Water & Navigation rules are in place to protect the public's natural and recreational resources so the County will especially review any new pier project for environmental or navigational impacts (including any boat slips) above and beyond that of the existing structure (see permitting summary).

With regards to building massing and the pier structure, the County Code includes the following criteria: *Would the project have a material adverse effect upon the natural beauty and recreational advantage of the county*? In addition, the County rules do not permit dock structures longer than 300 feet or those containing structures with roofs, signs, buildings or walls (or any kind of significant vertical structures on the pier) without approval of a variance. However, the existing pier predates these criteria and the County has accepted it as a permitted structure and therefore any new pier should stay within the footprint of the existing roof and wall area if it is to be administratively approved and meet the intent of these criteria. Concepts that exceed the footprint (from both plan and profile views) may require a variance, which may or may not be approved, and which may require a public hearing before the Board of County Commissioners. Exceeding both plan and profile views is not desired by the City due to variance requirements by the County. *Figure 2.4* through *Figure 2.6* represents the calculated area of the existing pier.

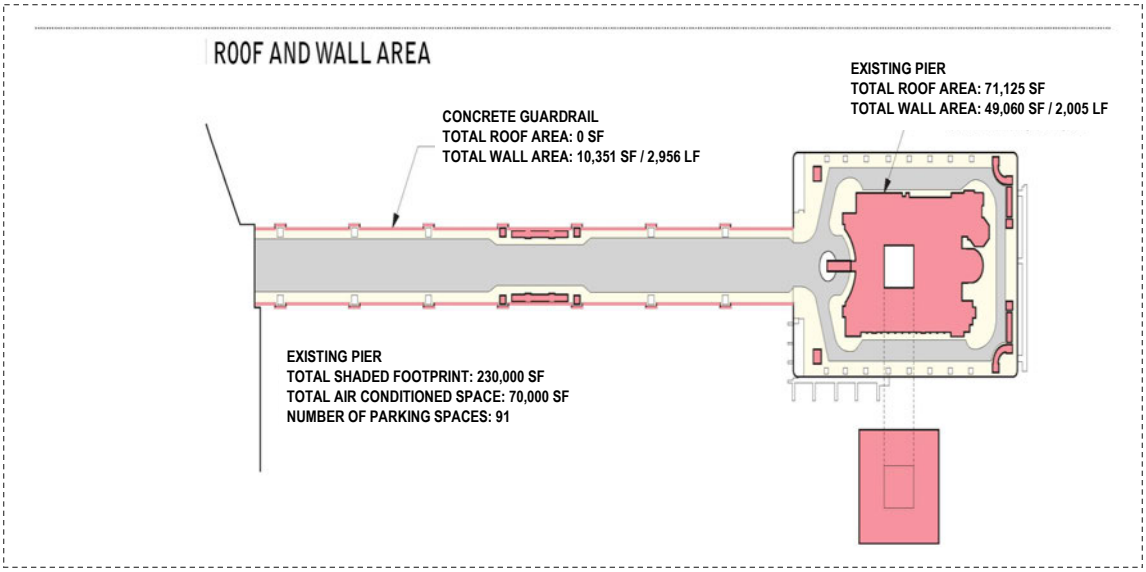

FIGURE 2.4

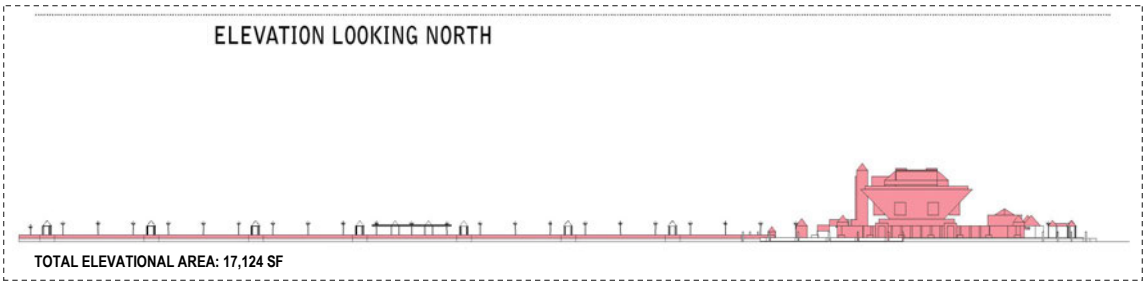

FIGURE 2.5

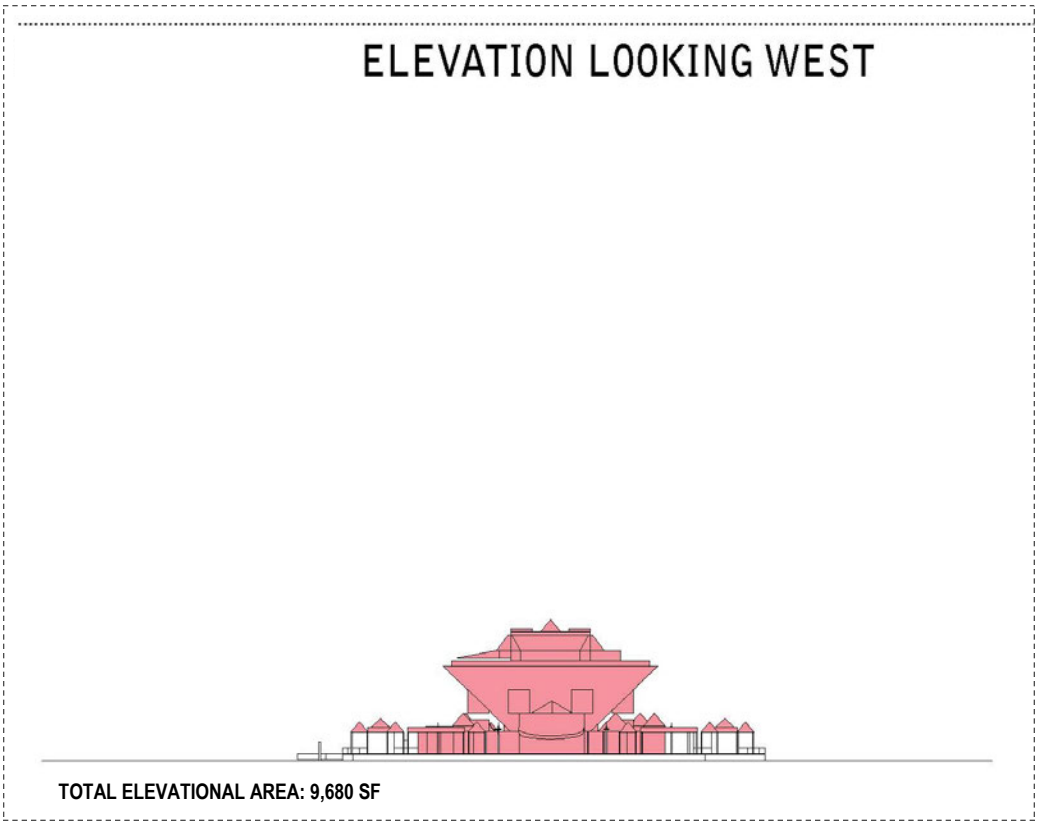

FIGURE 2.6

Zoning Guidelines

The pier area is represented by the DC-3 zoning district. The DC-3 zoning district encourages development of residential, offices, hotels, specialty retail and other permitted mixed uses compatible with the waterfront area with emphasis on pedestrian-oriented development at the street level. There is no required waterfront setback in the DC-3 zone, but projects must adhere to a building-to-building setback along interior property lines; for portions of a building located above 50 ft. in height, a building setback along streets and an additional setback along Beach Drive are applicable.

LEED Certification

The City has an executive order requiring LEED compliance based on specific criteria in regards to new and renovated facilities that are owned/operated by the City. Please refer to LEED Executive Order link for more information.

Parking Requirements

The current Pelican Lot on the south side of the uplands accommodates 157 cars, while the Dolphin Lot on the north side accommodates 312 cars. Parking requirements for restaurants and retail will generally fall into the one (1) space per 500 sq. ft. of conditioned building area. Parking will be required for table and chair seating at the outdoor spaces and at any large open terraces associated with concession spaces and restaurants. Disabled parking shall be provided as required by code and valet parking may be provided. In general it is anticipated that the parking that will remain at the Pelican Lot and Dolphin Lots will be more than sufficient for the proposed pier development. See *Figure 2.7* for approximate locations.

FIGURE 2.7

Pier Accessibility

It is essential that the Pier be accessible to each of the following:

- Pedestrians
- Trolley Service
- Patrons and Staff on Bicycles
- Patrons and Staff with Disabilities
- Service and Emergency Vehicles

Patron/Staff Drop-Off Points

The new pier will act as a major focus of downtown and waterfront activity. The site development should be mindful of existing bus stops and access to public transportation routes. In addition, the site development should include a zone for taxi, bus and private vehicle drop-off.

Service and Emergency Vehicles

Service and emergency vehicles shall be provided with adequate access to the pier. The extent of service deliveries will be dictated by the intensity of uses at the pier. The City of St. Petersburg Fire & Rescue Department shall be consulted to determine the size and capacity of Fire apparatus necessary to serve the new or renovated Pier.

Environmental Permitting

Construction activity occurring in and over water in Pinellas County in the State of Florida requires obtaining a permit from the United States Army Corps of Engineers (USACE), the State of Florida through either the Florida Department of Environmental Protection (FDEP) or the Southwest Florida Water Management District (SWFWMD), and the Pinellas County Water and Navigation Control Authority (PCWNCA). The USACE process includes a public notice period and consultation with National Marine Fisheries, the Fish and Wildlife Commission, State Historic Preservation Office, Coast Guard, and others. The SWFWMD previously issued a permit for the pier replacement project known as "The Lens" and this permit will require modification to reflect the proposed pier project. PCWNCA reviews projects in the context of the county codes. All county permit applications are considered against the nine (9) criteria listed in Sec 166-281(b) of the county code.

Water Dependent Use

Environmental permitting agencies review overwater structures and the resulting environmental impacts against the intended use of the structure. Activities that could be conducted on land, whereby impacts to the marine environment are avoided, are typically discouraged for overwater structures; however defining which activities constitute a water dependent use is somewhat subjective. To date, the agencies have recognized the existing activities on the pier as part of providing the public with access to the water, a water dependent use. Along with restrooms and shade structures, the existing Pier included retail spaces for souvenir shops, bait and tackle, clothing, and restaurants. The pier also hosted an aquarium and included public gathering spaces for meetings and events.

Future programming for the pier that the permitting agencies judge to be a non-water dependent use may be subject to review and comment by the agencies. The non-water dependent uses would likely be reviewed against any net environmental benefits of the new pier compared to the existing pier.

Environmental Considerations

The St. Petersburg Pier is located in the Pinellas Aquatic Preserve in Tampa Bay. This area is designated as an Outstanding Florida Water (OFW). The City of St. Petersburg owns the submerged lands around and under the existing and proposed Pier. The state environmental regulatory program ensures that any fishing pier construction does not degrade water quality through the loss of wetlands, through improper in-water construction techniques, or through the creation of excessive turbidity. This regulatory program also ensures that pier construction and operation causes no harm or damage to protected wildlife species or important marine resources, including corals, seagrasses, mangroves, or manatee or marine turtle habitats.

Seagrass

Existing seagrass beds are located near the shoreline in water depths ranging from 4 to 9 ft. No seagrass was identified in the 100-ft. wide area where the existing Pier crosses these depths. Construction barges will be prohibited from approaching within 20-ft. of the existing seagrass beds. Impacts to the seagrass beds caused by new pier construction will require mitigation (replanting, monitoring, etc.)

Endangered Species

Manatee and sawtooth fish are found in the project area. No endangered bird species habitat has been observed in the project area. Construction is expected to conform to standard manatee construction guidelines, including slow speed waterborne equipment, observing for the presence of manatees, and ceasing work when a manatee is present. The existing pier offers recreational fishing along its entire perimeter and provides 24 transient boat slips. The new Pier will also include fishing. Design of fishing platforms shall be in accordance with National Marine Fisheries Services (NMFS) regulations. Design of any new boat docking facility must minimize impacts to endangered species due to the proposed construction activities.

Essential Fish Habitat

Essential fish habitat in the pier area is generally comprised of construction debris that has fallen off the pier over time. This material will be left in place where possible, while new fish habitat will be created by the City along the Albert Whitted Airport shoreline. *Figure 2.8* describes the existing seagrass beds and essential fish habitats in the project area.

FIGURE 2.8

Net Environmental Benefits

In order to expedite and best satisfy the permitting requirements, the new pier footprint and design features should result in a net environmental benefit when compared to the existing pier. This determination should simplify the permitting process. Environmental benefits could include reduced pollutant loading from vehicles by eliminating passenger vehicle access on the new pier, reduced overwater footprint to reduce bay bottom shading, reduced shading in seagrass habitat areas, and a reduced number of piles impacting the bay bottom.

Number of Piles

The existing pier has approximately 1,500 piles supporting the pier approach, pier head, and boat docks. The Inverted Pyramid and glass elevator are supported by five (5) 20-ft. square concrete caissons. To achieve a net environmental benefit, the proposed pier should not increase the number of piles.

Water Levels

Tides in the Tampa Bay region are mixed semi-diurnal tides, meaning water levels may exhibit one high and low tide (diurnal) or two high and two low tides (semi-diurnal) in any given day or cycle.

Figure 2.9 describes the relationship between the three different water level datum systems relevant to the new Pier (NAVD 88, NGVD 29 and the St. Petersburg Datum) and lists key water level data for the St. Petersburg Pier. Tidal information was obtained from NOAA Station 8726520 located near the St. Petersburg Coast Guard station. This data was accumulated over 19 years of measurements, from 1983 to 2001.

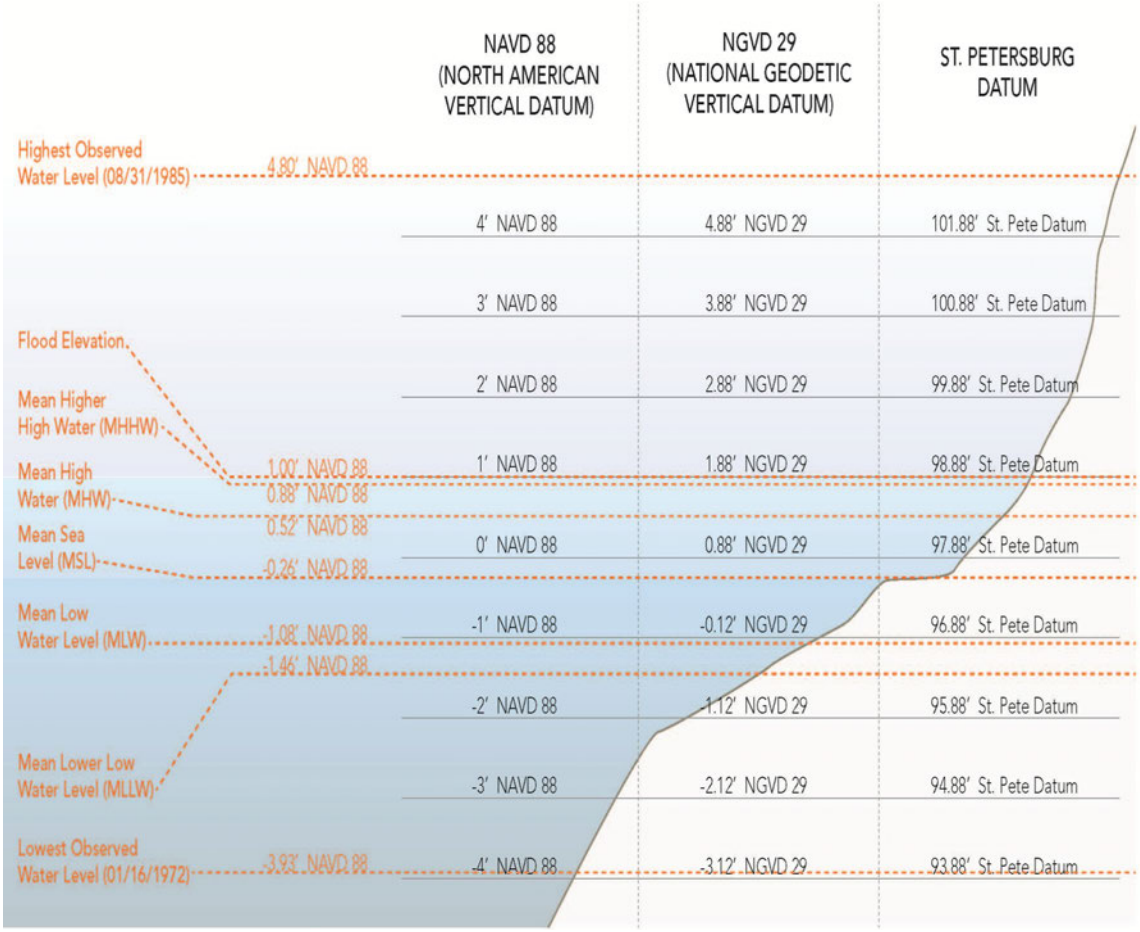

FIGURE 2.9

Sea Level Rise

Global average sea level rose at an average of around 1.7 +/- 0.3 mm per year from 1950 to 2009 and at a satellite-measured average rate of about 3.3 +/- 0.4 mm per year from 1993 to 2009, an increase on earlier estimates. Though it is unclear whether the rate reflects an increase in the underlying long term trend, observed sea level rise shall be taken into consideration in the design of the new pier, in particular because the project has a 75-year life span. The finished floor elevation of the new Pier shall take into consideration the FEMA flood elevation, wave action and sea level rise.

Floodplain Management

Scour at the structure foundation varies depending on the structure type and dimensions. The depth and design impact of scour on the proposed structure should be evaluated for a 100-year return period event.

Storm surge data from the most recent FEMA Flood Insurance Study (FIS) for Pinellas County (2003) lists the water level at 5.7 ft for a return period of 25 years, 7.0 ft for a return period of 50 years and 8.3 ft for a return period of 100 years

For information pertaining to floodplain management refer to ASCE 24-05, a referenced standard in the International Building Code and the Florida Building Code for buildings and structures proposed in flood hazard areas.

Stormwater

On the existing pier and its approach, approximately 100,000 sq. ft. of roadway is graded to funnel stormwater into grates along the pier roadway gutter where the stormwater discharges directly into the Bay without retention or treatment. There are 10 stormwater grates on the pier head, and 18 grates on the pier approach. To achieve a net environmental benefit and to avoid triggering stormwater treatment requirements, the overwater area for a net new pier should be configured to generate less stormwater pollutant loading compared to the existing pier. This may be achieved by eliminating passenger vehicle traffic and parking areas on the pier and overall reduced pier size.

Existing Pier

The existing St. Petersburg Pier is comprised of two sections: the pier Approach and the pier Head where the Inverted Pyramid building is located. The pier approach is 100 ft wide and extends 1380 ft to the pier head, supporting the 2nd Avenue roadway to the Inverted Pyramid building. Parking is located on the north and south extents of the roadway with sidewalks located along the approach. The pier approach is supported by 781 16”x16” square concrete piles.

The western end of the pier, at bents 1-21, is underpinned with sand and grout, and is retained by a bulkhead. The concrete bulkhead spans north-south between piles at bent 21. The bulkhead turns west toward the shore on the north side of the pier and continues south its south side. Grout has been placed in various locations behind the bulkhead in conjunction with the bulkhead maintenance and repair program to prevent soil from washing out.

The pier head is 300 ft wide and 422 ft long. Parking extends around the building where a sidewalk marks the outer extent of this pier section. A 245-ft wooden fishing pier is located just off the eastern side of the pier head. Approximately 24 boat slips are located along the western and southwestern edges of this section. Both the pier approach and pier head were constructed in 1927 and have exceeded their useful service life.

The Inverted Pyramid building was completed in 1973. The Inverted Pyramid’s foundation system consists of four main caisson support structures. In 1969 Ardaman & Associates conducted a Geotechnical Report to make recommendations for the building’s large caisson foundations, supporting a load of 3,550,000 lbs. The Ardaman & Associates report is available at Ardaman & Associates Report link. A fifth caisson was installed to support the entry elevator located on the west side of the building in 1987.

Each foundation structure has load bearing steel piles encased in a mass concrete filled steel sheet pile caisson. Each caisson is approximately 20-ft by 20-ft square in plan, and the sheet piles are embedded approximately 8 ft into the soil acting as a sacrificial stay-in-place form. The load bearing piles serve as the primary foundation system for the Inverted Pyramid. Construction of the building involved cutting holes in the pier deck, installing the caissons, and tying the caissons to the pier structure.

The first floor of the building utilizes the deck of the concrete pier constructed in the 1920s. The pier is approximately 50 years older than the Inverted Pyramid building and associated building foundations. Inspection of the caisson structures supporting the Inverted Pyramid building were conducted to determine if the caissons were structurally suitable for use in the design of the previous pier concept known as the “Lens”. The resulting report from Terracon is available at Terracon Report link.

In order to determine the feasibility of a 75 year service life extension of the Inverted Pyramid building, the City commissioned a study by the Engineering firm of Kissinger Campo & Associates. The KCA report; *Municipal Pier Building Structure and Substructure Evaluation*, dated August 6, 2014, addresses the structural integrity of the Inverted Pyramid, including the projected remaining service life of the caisson foundations and the structural steel frame. Further evaluation will be needed based on the intended reuse of a renovated pier building to determine the extent of necessary upgrades. The KCA report concludes that current building code requirements dictate a significant increase in design wind pressures above that of the original design which could require strengthening or reconstruction of the existing structural system for compliance. The KCA report is available at KCA Report link.

Existing Bulkhead

The bulkhead, or seawall, is in fair to good condition in the project area due to an ongoing inspection and repair program undertaken by the City on an annual basis. The bulkhead in the vicinity of the pier is of "double wall" construction and is not supported on piles. Various grouting and bulkhead face repairs have taken place over the years under the north side of the pier approach; the bulkhead runs parallel to the pier, separating it from a public beach. In this area, the bulkhead is offset several feet from the pier, creating a walkway along the side of the pier. The bulkhead makes a 90 degree turn to the south to run under the pier along bent 21, spanning the pier pile caps. The repair or replacement of the seawall will be handled by the City Engineering & Capital Improvements Department outside of the scope of the pier project.

Utility Services

All existing utility services shall be replaced with new utilities sized to serve a new pier, unless otherwise indicated. The existing services listed below are for informational purposes.

Existing Water Service

A 6" potable water main serves the existing Pier. The water meter for the municipal pier is located in the Uplands area, along with a series of valves and likely backflow preventers. A 6" fire service main feeds the existing St. Petersburg Pier. A 4" PVC fire service main to the St. Petersburg Municipal Marina is located to the south of the existing pier.

Existing Drainage

There are 10 stormwater grates on the pier head and 18 grates on the approach. All drainage grates drop into the Bay.

Sanitary Sewer

There is a current sewer lift station at the end of the existing pier. A 6" force main runs along the pier and continues on to 2nd Avenue NE westwards travelling a distance of 1400' where it then discharges into a 6" gravity-fed steel cement lined pipe on 2nd Avenue. The sewer line continues westward, becoming a 10" vitrified clay pipe lined with UPVC (VCP) that connects with the sewer pipe on Bay Shore Drive NE at an invert level of 94.71". An existing reused treated sewage effluent (TSE) line exists on the Uplands area.

Existing Natural Gas

The Teco Utility Company provides a 2" natural gas line to the pier's Inverted Pyramid building. A gas service valve assembly exists in the vicinity of the electrical panel box.

Existing Lighting and Electrical Service

The existing pier is fed by a Duke Energy 1MVA transformer that also serves the existing Inverted Pyramid building. The secondary voltage is 480V.

FEMA Flood Elevation Requirements

The interior finished floor elevation of the existing building is at 8.58 feet (NAVD88). The project is located in a VE-8, Coastal High Hazard Flood Zone with a Base Flood Elevation (BFE) of +8-0" MSL (NAVD88) and shall be designed to meet lateral wind loads described by ASCE 7-10, adopted by the State in March of 2012. In a VE zone the minimum elevation of the structure is measured to the bottom of the lowest supporting horizontal structural member. Within *flood hazard areas* as established in FBC 2010, Section 1612.3, all new construction of buildings, structures and portions of buildings and structures, including substantial improvement and restoration of substantial damage to buildings and structures, shall be designed and constructed to resist the effects of flood hazards and flood loads. For buildings that are located in more than one *flood hazard area*, the provisions associated with the most restrictive *flood hazard area* shall apply. Please review City Ordinance 16.40.050, Flood Plain Management, for any additional requirements.

Risk Category Recommendation

Because of its variable programming, there will be special events at which more than 300 people congregate in a single area, however, the pier is intended to be closed when wind speeds reach Hurricane Force Category 1 levels (76 mph) thus posing no substantial hazard to human life in the event of failure. Finally, the pier is not an essential facility and has no emergency, defense or strategic function. For these reasons, a **new** pier may be classified as a Category II or Category III structure depending on the magnitude of the improvements in a flood hazard area. However, a **renovated** pier Inverted Pyramid building will likely fall under a Risk Category III based on the potential to cause a substantial economic impact in the event of failure. Final determination shall be made by the City Building Official for either scenario, based upon current Florida Building Code in effect at the time of permit document submission.

Historic Building Consideration

Janus Research prepared a Cultural Resource Assessment Survey (CRAS) of St. Petersburg Municipal Pier. The Florida State Historic Preservation Officer (SHPO) has concurred with the determination in the CRAS that the St. Petersburg Municipal Pier is eligible for listing in the National Register. The Inverted Pyramid building and the North and South bait shop buildings, are eligible to be placed on the National Register of Historic Places as a contributing structure to the pier resource group and the adjacent Downtown St. Petersburg Historic District. The City is proceeding with a Section 106 review process to engage the community and evaluate the effects of the various alternatives.

A good faith effort consultation with all affected parties is being conducted to explain the process and discuss the possible effects of demolition of the Inverted Pyramid structure. If the project alters the characteristics that qualify the Inverted Pyramid building for inclusion in the National Register in a manner that would diminish the integrity of the building, the project could be considered to have an adverse effect. The effects may range from; a) physical destruction via demolition; b) alteration inconsistent with the Secretary of the Interiors' Standards for Treatment of Historic Properties. It is the intent of the City to continue to engage the community and develop acceptable mitigation plans for replacement of the 1926 Municipal Pier structures and possible renovation to the Inverted Pyramid building.

2010 Florida Building Code- Existing Building

Any proposed renovations to the Inverted Pyramid building must comply with the *2010 Florida Building Code, Existing Building.* For the purpose of this RFQ, any proposed renovation of the Inverted Pyramid shall be assumed to meet the requirements of a Level 3 alteration. A Level 3 alteration applies where the work area exceeds 50% of the aggregate area of the building and made within any 12-month period. Level 3 alterations shall comply with Chapters, 6, 7 and 8. In addition, since the SHPO has determined that the Inverted Pyramid is eligible for placement on the National Register, compliance with Chapter 11 is also required. Section 1101.3 allows an exception to Chapter 1612 of the *Florida Building Code, Building* (the substantial improvement rule in flood hazard areas) provided the proposed renovation of the Inverted Pyramid building maintains its historical designation following the renovation.

Applicable Codes and Standards

Components of the new pier shall conform at a minimum to the latest editions of the following codes and standards that are in effect at the time of permit document submission:

- St. Petersburg, Florida, Code of Ordinances, Chapter16 – Land Development Regulations, Section 16.40.050 – Floodplain Management and Sec 16.40.030 - Drainage and Surface Water Management
- 2010 Florida Building Code Building
- 2010 Florida Building Code Existing Building
- FDOT Standard Specifications for Road and Bridge Construction
- City of St. Petersburg Engineering Design Standards
- FAA Height Restrictions Associated with Albert Whitted Municipal Airport
- Occupational Health and Safety Regulation
- Design of Steel Structures - AISC
- Design of Concrete Structures - ACI
- Design of Pier and Wharf Structures - Unified Facilities Criteria (UFC)
    - ◊ UFC 2-220-01N, Geotechnical Engineering Procedures for Foundation Design of Buildings and Structures
    - ◊ UFC 3-300-10N, Design: General Structural Requirements
    - ◊ UFC 3-310-01, Design, Structural Load Data
    - ◊ UFC 4-151-10, General Criteria for Waterfront Construction
    - ◊ UFC 4-152-01, Design: Piers and Wharves
    - ◊ UFC 4-152-07, Design: Small Craft Berthing Facilities
- Design of Coastal Structures - USACE CEM
- Standard Specification for Highway Bridges - AASHTO
- Wind Design - ASCE 7
- Florida Fire Prevention Code (NFPA 101, NFPA 1, FL 69A Rules, FSS 633)
- National Electric Code - NFPA 70

- LP Gas Code - NFPA 58
- Americans with Disabilities Act
- Florida Accessibility Code for Building Construction 2012
- Federal Highway Administration - Guidelines for Designing Shared Use Paths, Sidewalks and Trails

Fire Protection

The fire safety strategy for the Pier will be designed in accordance with the applicable codes and regulations for St. Petersburg – namely the:

- Florida Building Code 2010
- Florida Fire Prevention Code currently adopted version
- International Fire Code, 2009 Edition [Chapter 45 –Marinas]
- NFPA 302 - Fire Protection Standard for Pleasure and Commercial Motor Craft
- NFPA 303 - Fire Protection Standard for Marinas and Boatyards
- NFPA 307 - Standard for the Construction and Fire Protection of Marine Terminals, Piers, and Wharves
- NFPA 1405 - Guide for Land-Based Fire Fighters Who Respond to Marine Vessel Fires
- NFPA 1925 - Standard on Marine Fire-Fighting Vessels
- NFPA 13 – Standard for the Installation of Sprinkler Systems
- NFPA 14 – Standard for the Installation of Standpipe and Hose Systems
- NFPA 24 - Standard for the Installation of Private Fire Service Mains and Their Appurtenances
- NFPA 72 - National Fire Alarm and Signaling Code

General Fire Considerations

In addition to compliance with the above referenced codes, a proposed renovation of the existing Inverted Pyramid building must provide access to all four sides by a ladder truck apparatus with an estimated load of 72,000 lbs. A 20' FT wide unobstructed road must be maintained around the building with a minimum of 13' FT—6" INCH vertical clearance. All dead end roads exceeding 150' must be avoided.

Performance Based Egress Design Approach

With respect to a new pier concept that is considered an assembly structure, the St. Petersburg Building & Fire Departments have requested that the egress time of the pier be assessed in order to establish an overall 'safe' evacuation time for the structure at times of maximum occupation. As part of this evacuation time calculation, a performance-based design approach may be adopted in order to assess the following:

1. The DISTANCE required for an occupant to move away from a fire location such that the occupant is considered 'safe'
2. The TIME taken for occupants to move away from a fire incident to a 'safe' location
3. The TIME taken to COMPLETELY evacuate the pier
4. The TIME taken for Emergency Forces to arrive at Pier Structure while evacuating at maximum occupant load

Fire Protection Systems

It is likely that new water service will be required by an estimated 8" fire service supplied from the city water main. Backflow prevention devices will be installed in accordance with the St. Petersburg water and sewer rules and regulations. An electric fire pump may be required to supply the required 100 psi at the highest and most remote standpipe hose connection. The fire pump system shall be designed in accordance with NFPA 20 and include a pressure maintenance pump, control panels and test connection. The fire pump will be located in a dedicated room outside the flood line.

All enclosed buildings shall be fully sprinklered.

Marine Engineering Criteria

The proposed pier bridge and head shall be a pile supported structure designed to support loads similar to those of the existing pier. While it is anticipated that loading for the new pier will be similar to the existing pier, investigations must be conducted to ensure that final pile selection and layout will be capable of supporting the structure. After analyzing the soil, final pile embedment can be determined for the required vertical and lateral loading that each pile will be required to resist.

Geotechnical Investigation

A geotechnical investigation was produced for the Lens project. This information is available at Terracon Report link and titled *Geotechnical Engineering Report The Lens* dated March 5, 2013, by Terracon. Additional geotechnical testing will be necessary for the design of the new pier.

Marine engineering codes governing the project include:

- Florida Building Code (2010) – Chapter 18 (soils and foundations) and 31 (marine structures)
- FDOT Standard Specifications for Road and Bridge Construction
- AASHTO LRFD Bridge Design Specifications, 6th Edition (2012)
- City of Saint Petersburg Engineering Design Standards
- City of Saint Petersburg Codes and Ordinances
- OSHA Regulations
- Unified Facilities Criteria (UFC) – Design of Pier and Wharf Structures
- Standard for the Construction and Fire Protection of Marine Terminals, Piers, and Wharves – NFPA 307

The Florida Building Code stipulates that structures seaward of a coastal construction control line (CCCL) need to respond to requirements for erosion, scour and loads of a 100-year storm event including wind, wave, hydrostatic and hydrodynamic forces acting simultaneously with dead and live loads. These requirements also indicate that all habitable major structures be elevated and anchored to an adequate pile foundation. Although fishing piers are not considered to be a habitable major structure, their function is for human use. Chapter 62B-33, Florida Administrative Code (Rules and Procedures for Coastal Construction and Excavation) has specifically identified the minimum design storm event for pier construction. Rule 62B-33.007 (4) (k), Florida Administrative Code, *states "Fishing or ocean piers or the extension of existing fishing or ocean piers shall be designed to withstand at a minimum the erosion, scour and loads accompanying a twenty (20)-year storm event. Pier decking and rails may be designed to be an expendable structure. Major structures constructed on the Pier shall be designed for the wind loads as set forth in the Florida Building Code. Pile foundations shall not obstruct the longshore sediment transport and shall be designed to minimize any impact to the shoreline or coastal processes."*

The Florida Department of Environmental Protection (FDEP) requires permits for construction seaward of the coastal construction control line and 50 ft. setback. The General Criteria for a coastal construction control line is described in the Florida State DEP 2012 Rules and Procedures for Coastal Construction and Excavation. *"The beach and dune system is an integral part of the coastal system and represents one of the most valuable natural resources in Florida, providing protection to adjacent Uplands properties, recreational areas and habitat for wildlife. A coastal construction control line is intended to define that portion of the beach and dune system which is subject to severe fluctuations caused by a 100-year storm surge, storm waves, or other forces such as wind, wave, or water level changes. These fluctuations are a necessary part of the natural functioning of the coastal system and are essential to post-storm recovery, long term stability and the preservation of the beach and dune system. However, imprudent human activities can adversely interfere with these natural processes and alter the integrity and functioning of the beach and dune system. The control line and 50 ft. setback call attention to the special hazards and impacts associated with the use of such property, but do not preclude all development or alteration of coastal property seaward of such lines."*

Foundation Selection and Design

The piles that will support the new pier must be engineered to withstand not only the dead and live loads of the pier, but also the loads from hurricane winds, breaking waves, and lateral currents. There are several pile type options that can be used to form the foundation of the pier and the City is open to consider all options.

Existing Piles

Reusing the existing piles is not recommended. The existing piles are approximately 90 years old and, in many cases, have been condemned, driving the decision to demolish the existing pier. The location and orientation of the existing piles in relation to the intersecting new pier would also be a limitation. A sonar survey of the existing piles has been performed and available to the selected design team. The existing caissons under the Inverted Pyramid building have potential for reuse to support the offshore components of the new pier. A report titled *Results of Petrographic Examinations and Laboratory Testing of Concrete Cores* prepared by Terracon and dated, August 1, 2013, is available at Terracon Report link.

Wind and Wave Load Criteria

Analysis of wind direction and speed is necessary to determine dominant wind-generated wave heights and direction. Moffatt & Nichol provided an Extreme Value Analysis of historical wind speeds at MacDill Air Force Base from 1941 through 2011 in their report entitled *'St. Petersburg Pier Design Competition Metocean and Structural Concept Level Design Basis'* which is available at Moffat & Nichol Report link.

Per the report, the majority of wind comes from the east-north east with winds in excess of 30 mph occurring in some instance in all directions. This is attributable to the passing of hurricane or tropical storm events. Return periods for the 25, 50 and 100-year events found 10 minute wind speeds as follows:

- 25-year return period: 74 mph
- 50-year return period: 83 mph
- 100-year return period: 92 mph

However, these values did not take into account wind direction and therefore the recurrence of directional extreme winds should be analyzed. Waves found in Tampa Bay are either locally generated wind waves or offshore swells that enter the Bay from the inlets between Mullet, Egmont, Passage, and School Keys. Locally generated wind waves are the dominant waves that are expected to be found at the proposed Pier location. Design wave heights shall be calculated to include storm surge as this will occur during significant storm events.

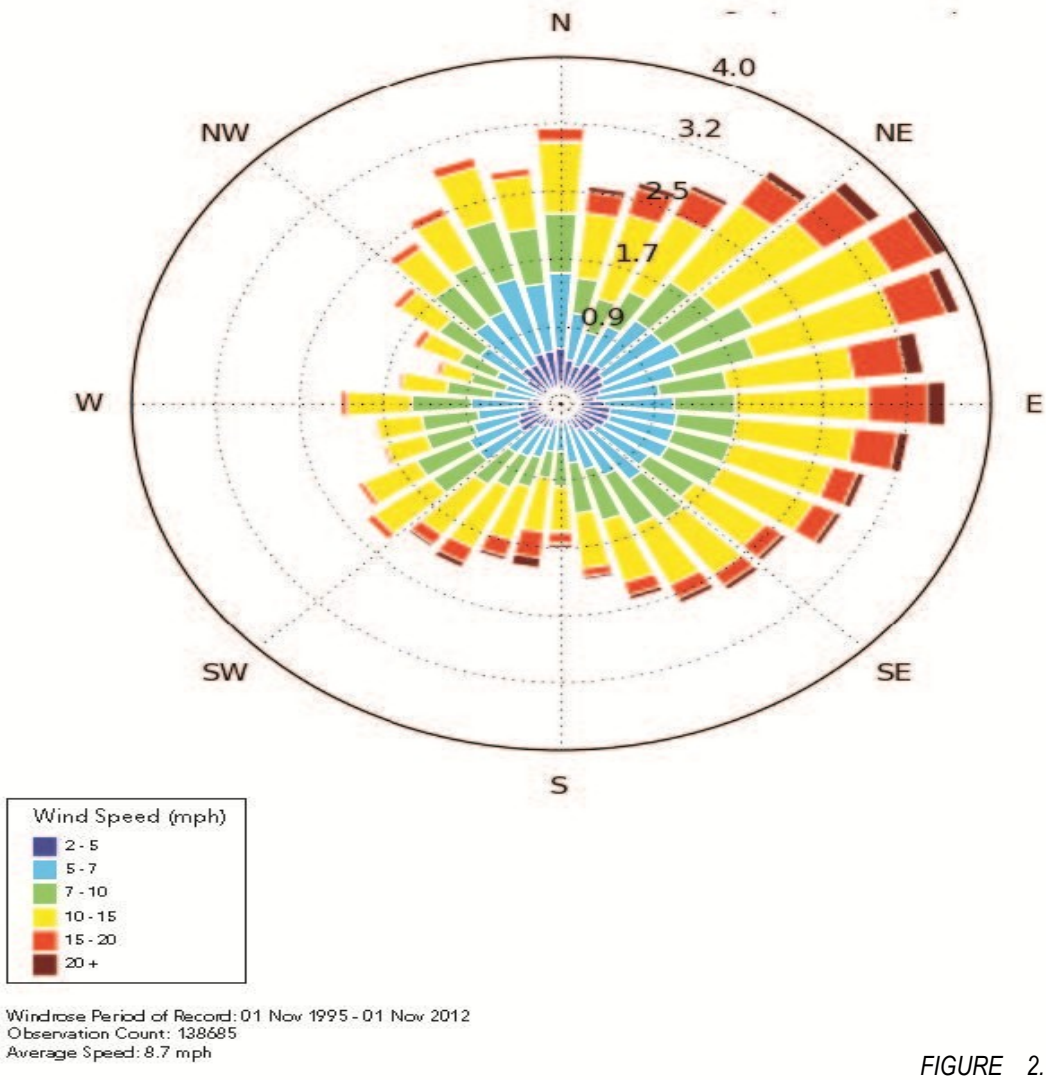

FIGURE 2.10

Figure 2.10 depicts winds recorded at Albert Whitted Airport in St. Petersburg between the years of 1995 and 2012. The recurrence of directional extreme winds shall be further revaluated for final design.

Storm Load Criteria

The pier approach and pier head are located in a Coastal High Hazard Area and designated a Velocity Zone (VE). The Base Flood Elevation (BFE) is at 8 ft. The pier is located in a VE-8 flood zone. June through November is hurricane season in the Atlantic Ocean and Caribbean Sea with the majority of hurricane activity occurring between August and October. Tampa Bay experiences effects of passing storms, although it is uncommon for the area to receive a direct hit. The effect of these passing storms typically result with high winds, increased wave heights, flooding due to storm surge and increased cross-shore sediment transportation rates. The 25 October 1921 "Tarpon Springs" storm was the last major hurricane to directly hit the St. Petersburg area with wind speeds of approximately 115 mph at landfall. Hurricanes and tropical storms consist of large wind fields driven by pressure gradients from a central low pressure and temperature gradients in the atmosphere. The winds from these events create storm surges by blowing the ocean water up against the coastline. Flooding results from a combination of a storm or tidal surge and high river stages from heavy rain. The severity of flooding is dependent upon the intensity of the storm event and its duration.

Forces due to wind, waves and storm surge will directly impact a proposed pier as it is located within the near-shore and surf zone areas. Longshore and cross-shore sediment transports are natural processes that occur at the project location. During storm events, cross-shore sediment transport rates are dominant, resulting in erosion as sand is deposited to offshore sandbars. The effects of this on the Pier takes the form of scouring around the piles, with piles within the surf and swash zones being the most affected.

Structural Criteria

Structural engineering codes governing the project include:

- Florida Building Code (2010) – Chapter 16 – Structural Design
- FDOT Standard Specifications for Road and Bridge Construction
- City of St. Petersburg Engineering Design Standards
- City of St. Petersburg Codes and Ordinances
- AASHTO LRFD Bridge Design Specifications, 6th Edition (2012)
- AASHTO LRFD Guide Specifications for Design Of Pedestrian Bridges, 2nd Edition (2009)
- FAA Height Restrictions for Albert Whitted Municipal Airport
- OSHA Regulations
- AISC – Design of Steel Structures
- ACI – Design of Concrete Structures
- Precast Concrete Institute Bridge Design Manual

Clearances

The minimum vertical, horizontal and regulatory clearance requirements for bridges shall conform to the requirements shown in the FDOT (Florida Department of Transportation) Plans Preparation, Manual Volume 1, Section 2.10.

Vertical Clearances:

1. The vertical clearance of bridges over water is the minimum distance between the underside of the superstructure and the normal high water (NHW) for navigable water crossings or the mean high water (MHW) for coastal crossings. See PPM, Volume 1, Section 2.10 and the FDOT Drainage Manual Section 4.6 for vertical clearance requirements over water.

2. In a VE zone the minimum elevation of the structure is measured to the bottom of the lowest supporting horizontal structural member. For height of structural members, ASCE 24-05 may be referenced. The FBC 2010 refers to ASCE-24- 05 and table 4-1 for minimum elevation of structures (other than parking or storage) located in the VE and AE flood zones.

3. A Risk Category II structure requires the lowest horizontal structural member to be constructed at BFE for parallel members and BFE plus 1 ft. for perpendicular members.

4. The vertical clearance for grade separations over roads or railroads is the minimum distance between the underside of the superstructure and road or railroad.

5. For concrete superstructures classified as moderately aggressive or extremely aggressive due to chloride content, the minimum vertical clearance is 12 ft. above MHW. For steel superstructures, the minimum vertical clearance shall be obtained from the District Maintenance Engineer, but shall not be less than those specified above for the concrete superstructures.

6. The minimum vertical clearance between the design flood stage and the low member of bridges shall be a minimum of 2 ft. This clearance is necessary to allow the majority of debris to pass without causing damage to the structure. This standard does not apply to culverts and bridge-culverts.

7. The minimum vertical clearance for navigational purposes shall be:

   - 6 ft. above the MHW for tidewater bays and streams

8. For coastal bridges, the vertical clearance of the superstructure shall be a minimum of 1 ft. above the 100-year design wave crest elevation including the storm surge elevation and wind setup. For bridge designs where this criterion cannot practically be met, refer to the FDOT Drainage Manual, Section 4.9.5.

Horizontal Waterway Clearances

Horizontal clearance is defined as the unobstructed clear distance between piers, fender systems, culvert walls, etc. projected by the bridge normal to the flow. The following minimum horizontal clearances shall be provided:

1. For crossings subject to boat traffic, a minimum horizontal clearance of 10 ft. shall be provided.

2. Where no boat traffic is anticipated, horizontal clearance shall be provided consistent with debris conveyance needs and structure economy.

Regulatory Agency Requirements

Vertical and horizontal clearances will also be subject to the requirements of the Coast Guard, Corps of Engineers, Water Management District and any other regulatory agency having appropriate statutory jurisdiction or authority. Such regulatory agency requirements may exceed Department requirements.

EXHIBIT E: General Instructions

General Instruction

1. News Releases: Public disclosure regarding this RFQ, the SOQ and subsequent awards, will be coordinated by the City.

2. Inquiries: All questions by a Team shall be addressed in writing and submitted electronically to the design submission email at : PierRFQ@stpete.org. Teams may submit questions and request clarification or additional information during the Question and Answer Period. The City will endeavor to answer all questions within five (5) working days. Answers to questions will be posted on the RFQ website. The deadline for questions during Stage I is August 20, 2014.

3. Signature Requirements: The SOQ must be signed by the lead designer.

4. SOQ Delivery: The City must receive twelve (12) bound hard copy sets and one (1) digital copy in PDF format of the SOQ no later than 4:00 P.M., on **September 5, 2014,** at the office of Engineering & Capital Improvements Department, attention Bryan Eichler, 6th Floor, Municipal Services Center, One Fourth Street North, St. Petersburg, Florida 33701. The SOQ shall be addressed to Mr. Thomas Gibson, PE, Director.

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 this RFQ will be posted on the RFQ website.

6. Rejection Rights: The City reserves the right, at any time, to modify, waive or otherwise vary the terms and conditions of this RFQ including, but not limited to, the deadlines for submission and submission requirements. The City further reserves the right to reject any or all SOQ, and to cancel or withdraw this RFQ at any time. Proceeding with the selected Team is dependent upon the negotiation of a mutually acceptable A/E Agreement.

7. Cost of Preparing SOQs and Design Concept Stipend: No reimbursement will be made by the City 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 Stage II Design Concept Submission will be paid a stipend of $30,000 U.S. dollars upon submission and determination by the City of compliance with this RFQ and execution of a Letter Agreement.

8. SOQs to be in Effect: Each SOQ shall state it is valid for a period of not less than 90 days from September 5, 2014.

9. Prohibited Interest: No consulting service contract will be awarded to any firm or corporation for a period of one (1) year after they have employed any exempt management employee directly from City, 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.

10. Nondiscrimination: It is the policy of the City to provide workplaces free from discrimination, harassment and related inappropriate behavior. The City does not condone or tolerate any behavior that is discriminatory, harassing or otherwise inappropriate when such behavior is based on an individual's or group's race, color, national origin, religion, gender, marital status, age, disability, sexual orientation, genetic information or other protected category. Gender includes but is not limited to sex, pregnancy, childbirth or medical conditions related to childbirth, and gender-related self-identity which can be shown by evidence such as medical history, care or treatment of the gender-related identity, consistent and uniform assertion of the gender-related identity or any other evidence that the gender-related identity is sincerely held. Teams are encouraged to adopt such policies and provide work-places free of discrimination in terms of conditions of employment, including benefits.

11. Ownership and Reuse of Documents: All documents prepared and submitted in response to this RFQ project shall become the property of the City and the City shall own all ideas, documents and materials developed or prepared in response to this RFQ. All documents prepared are subject to reuse by the City in accordance with the provisions of §287.055, Florida Statutes.

12. Prohibited Communication: All Teams, their agents and representatives are prohibited from lobbying City Council, the Mayor, elected officials and their staff, City departments, selection committee members or city project consultants relative to this RFQ. Non-compliance with this provision will result in disqualification of Offeror from consideration.

13. Debarment and Suspension: By signing and submitting a SOQ, the Team certifies that no principal (which includes officers, directors, or 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.

14. 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 contact person identified in this RFQ. Should it be found necessary, a written addendum to this RFQ will be issued. The City will not be responsible for any oral instructions, clarifications, or other communications.

15. Disqualification: The City reserves the right to disqualify any Team, firm(s) or individual(s) before or after opening of the SOQ, upon evidence of violation of this RFQ or collusion with intent to defraud or other illegal practices on the part of the Team, firm(s) or individuals.

16. Information Designated a Trade Secret and/or Confidential and/or Proprietary: All SOQ (including all documentation and materials attached to the SOQ or provided in connection with this RFQ) submitted to the City are subject to Florida's public records law (i.e., Chapter 119, Florida Statutes), which require disclosure of public records, unless exempt, if a public records request is made. All SOQ (including all documentation and materials attached to the SOQ or provided in connection with this RFQ {even if in a separate envelope}) submitted to the City cannot be returned. **THE CITY WILL NOT CONSIDER ANY SOQ IF THE ENTIRE SOQ IS LABELED A TRADE SECRET AND/OR CONFIDENTIAL AND/OR PROPRIETARY.**

    If a firm or individual believes that its SOQ (including all documentation and materials attached to the SOQ or provided in connection with this RFQ) contains information that is a trade secret (as defined by Florida law) and/or information that is confidential and/or proprietary and therefore exempt from disclosure then such information must be submitted in a separate envelope and comply with the following requirements. In addition to submitting the information in a separate envelope, the firm or individual must include a general description of the information designated as a trade secret and/or confidential and/or proprietary and provide reference to the Florida statute or other law which exempts such designated information from disclosure in the event a public records request.

The City does not warrant or guarantee that information designated by a firm or individual as a trade secret and/or confidential and/or proprietary is a trade secret and/ or confidential and/or proprietary and exempt from disclosure. The City offers no opinion as to whether the reference to the Florida statute or other law by a firm or individual is/are correct and/or accurate. The City will only notify firm or individual of a public records request if such public records request asks for information that is designated by firm or individual as a trade secret and/or confidential and/or proprietary and firm or individual, at its own expense, will have forty-eight (48) hours after receipt of such notice (email notice is acceptable notice) to file the necessary court documents to obtain a protective order.

Please be aware that the designation of information as a trade secret and/or confidential and/or proprietary may be challenged in court by any person or entity. By designation of information as a trade secret and/or confidential and/or proprietary, firm or individual agrees to defend the City, its employees, agents and elected and appointed officials ("Indemnified Parties") against all claims and actions (whether or not a lawsuit is commenced) related to its designation of information as a trade secret and/or confidential and/or proprietary and to hold harmless the Indemnified Parties 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 arising out of or related to firm's or individual's designation of information as a trade secret and/or confidential and/or proprietary.

Failure to comply with the requirements above shall be deemed as a waiver by firm or individual to claim that all additional information in its response is a trade secret and/or confidential and/or proprietary regardless if such information is labeled trade secret and/or confidential and/or proprietary. Firm or individual acknowledges and agrees that all information in firm's or individual's SOQ (not including information submitted in a separate envelope) will be disclosed, without any notice to firm or individual, if a public records request is made for such information.

PLEASE BE ADVISED THAT FIRM'S OR INDIVIDUAL'S SOQ, INCLUDING THE INFORMATION SUBMITTED IN A SEPARATE ENVELOPE IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH ABOVE, WILL BE DISTRIBUTED TO THE EVALUATION COMMITTEE MEMBERS, CITY STAFF AND CITY CONSULTANTS TO ALLOW FIRM'S OR INDIVIDUAL'S ENTIRE SOQ, INCLUDING THE INFORMATION SUBMITTED IN A SEPARATE ENVELOPE, TO BE EVALUATED AND CONSIDERED FOR AWARD OF THIS AGREEMENT.

THE ENTIRE CONTENTS OF FIRM'S OR INDIVIDUAL'S SOQ INCLUDING THE INFORMATION SUBMITTED IN A SEPARATE ENVELOPE, MAY BE DISCUSSED AT MEETINGS THAT ARE OPEN TO THE PUBLIC, SUJECT TO THE REQUIREMENTS SET FORTH IN CHAPTER 286, FLORIDA STATUTES.

17. 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.

18. 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 § 287.017, Florida Statutes, the respondent shall, if selected, execute a Truth in Negotiations 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 firm shall be submitted together with the name of banks and other financial institutions with which the respondent conducts business.

19. Disputes and Complaints: All complaints or grievances should be first submitted orally or in writing to the Director of Procurement and Supply Management ("Director"). The Director shall investigate the validity of the complaint and present the findings in writing to the firm or individual. If the firm is dissatisfied with the Director's findings, firm may then make an appeal to the Mayor's office. The firm's appeal will be heard by the Mayor, Deputy Mayor or City Administrator. All complaints, grievances or appeals must be made no later than seven (7) days preceding the date of the City Council meeting to consider approval of the Team/design concept recommended by the Selection Committee.

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