



AIA
San Antonio



City of San Antonio

RIVER BARGE DESIGN COMPETITION



PRE-SUBMITTAL MEETING MINUTES

November 18, 2015 • 10:00 AM

**San Antonio River Authority, Board Room – 100 East Guenther Street
San Antonio, Texas 78204**

Note: responses to questions are provided at the end of this document.

The meeting was called to order by Christine Viña, AIA, 2016 President-Elect of AIA San Antonio, the competition organizing entity at 10:07 AM. 2015 AIA San Antonio Chapter President Nicki Marrone, AIA served the co-Pre-Submittal Meeting leader.

Attending from the City of San Antonio staff:

- Jim Mery, Deputy Director (Center City Development & Operations)
- Veronica Garcia, Assistant to the Director (Center City Development & Operations)
- Lincoln St. George, Downtown Operations Manager (Center City Development & Operations)
- Bruce Martin, Contracts Manager (Center City Development & Operations)
- Steve Whitworth, Assistant City Attorney (City Attorney's Office)
- Sarah Esserlieu, Senior Management Analyst (Center City Development & Operations)

The purpose of the meeting was to review the River Barge Competition document and respond to questions. Attendance at the Pre-Submittal meeting is mandatory. A second meeting opportunity will be offered on January 8, 2016 for those unable to attend the first meeting, either in person or via GoToMeeting.

A sign-in sheet has been attached to document all those present. Those attending via GoToMeeting included John Szot, Annette V. Cantu, Michael Van Steenberg, Todd Simms, Tess Smallridge from Torqeedo, Maritime Applied Physics Corporation, and Leif Detlefsen.

BACKGROUND

Viña stated that San Antonio was the 7th largest City in the United States and that the River Walk is critical to the city's economy. Participants were encouraged to read this section of the competition document themselves.

COMPETITION OVERVIEW

The new schedule was announced via e-mail to all registrants and on the video screens at the Pre-Submittal Meeting.

The Competition will be determined in two phases. The first phase is an open call from which a jury will select up to three finalists. Finalists teams will receive a \$7,500 stipend to allow for development of their conceptual design as well as up to a \$2,500 travel stipend to enable an in-person presentation to the members of the jury and general public, which will take place in San Antonio on March 28-29, 2016. It was noted that if a finalist resided in San Antonio a travel stipend would not be provided.

Those teams selected for Phase II will be required to develop a presentation that includes:

- 3-D physical model (1/10 scale)
- Renderings
- Technical specifications with solutions for battery powered propulsion
- Cost Estimate
- Modular component options and material samples

Viña noted that all submittal information becomes the property of the City of San Antonio, including all intellectual property rights.

PRIZE

Cash prizes will be awarded to the top three finalist teams: \$20,000 for first place, \$10,000 for second place, and \$5,000 for third place. The selected team will also receive a professional services contract with the City of San Antonio to complete the construction documents for water craft design. This contract will be at least 5% of the initial barge procurement of 44 to 50 barges, with a value of \$40,000 to \$65,000 dollars each. The target is to have the new fleet in the water by January 2017.

SITE CONTEXT

Viña referred attendees to the second to the last paragraph noting that the total navigable part of the San Antonio River Walk by river barge is 3.4 miles, which includes the historic river bend that was developed in 1941, the 1968 extension and the 1.3-mile Museum Reach Urban Segment. River barges navigate throughout the river bend and through the length of the route passing through the Museum

Reach lock and dam to their final destination at the Pearl Turning Basin. Participants were referred to the appendices attached to the Competition document which define the extents of the most shallow and deep areas, as well as a minimum bridge height clearances that will impact the barge design process. She noted that River Walk contributes greatly to our city's economic vitality.

DESIGN CHALLENGE

Viña stated that the City of San Antonio is seeking an all-electric fleet of 44 to 50 barges. Hybrid propulsion will not be considered. Motor propulsion choice of inboard (preferred), inboard/outboard and outboard.

The design should provide for a 15 to 20-year barge lifespan, at a cost of \$40,000 to \$65,000 each barge. Accommodations for the disabled and companion seating, commuters, dining barges and other events where barges are desired, were identified. A leveling device is required for disabled boarding, although self-leveling is an additional design consideration, not a requirement.

Accommodations for a commuter barge may respond to the number of people living in downtown who would want to use the barge as a commuter vehicle to/from work is another design challenge. Riders could stand in such a scenario.

ADDITIONAL CHALLENGES FOR THE DESIGN CHALLENGE

Include modularity in boats, innovation for sun shading and provisions for self-leveling technology for level boarding. All of these are advanced technology options that would be a benefit but, if not provided, would not disqualify the entrant. Barges must be 9' x 27' without exception. Linking options are possible but are also problematic for the Lock and Dam. A linked barge could not pass through the Lock and Dam and thus could not travel down the Urban Reach section of the River. Viña noted that while San Antonio has intense sun in the summer month, sun shading options should be weighed against sightseeing desires, i.e. will sun shading devices impair views of the River Walk and urban fabric?

ELIGIBILITY & REGISTRATION

The San Antonio Riverwalk Barge Design Competition is open to all interested parties, provided that the team includes an architects, engineer or design professional licensed in the State of Texas to seal construction and permitting documents. To register to enter, visit the competition website at www.aiasanantonio-riverbarge.org.

JURY

The jury will be comprised of up to 11 jurors representing a variety of interests. Of the 11, three will include the following: a nationally recognized architect, an internationally recognized boat designer; and a naval architect or marine engineer. The members of the jury will be announced at the January 8 Pre-submittal conference.

SUBMISSION REQUIREMENTS

Attendance at this or the second pre-submittal conference is mandatory. If you attended on November 18, attendance requirement is fulfilled.

Phase I submittals entries are due by February 5, 2016 (*see revised schedule*) at 4 PM CST and must be submitted in digital format (zip files not larger than 10 MB in size) and include 2 separate PDF files, to

AIA San Antonio's competition Dropbox, dropbox@aiasanantonio-ribverbarge.org

The Design Team information should be listed in the Design Team Information PDF only, not in the project narrative file. All project narratives and graphics must remain anonymous.

On February 12, the members of the Jury will short list up to three finalists. The Phase II submittals are due on March 18, 2016 at 4 PM CST.

SCORING

Phase II submittals scoring will be broken down as follows:

- 60% Constructability, functionality and maintenance
- 40% Design & Innovation

REVISED COMPETITION SCHEDULE

January 5, 2016	Competition Registration Closes
January 8, 2016	Mandatory Pre-Submittal Conference (<i>second opportunity</i>)
February 5, 2016	Phase I Submittals due – 4:00 PM CST
February 12, 2016	Jury Announces Short List Teams
March 18, 2016	Phase II Submittals due – 4:00 PM CST
March 28, 2016	Open House for public to view submittals and meet teams – 6:00 PM CST
March 29, 2016	Presentation by short listed teams to Jury in San Antonio
March 30, 2016	Competition winner announced at City Council B Session
April 21, 2016	City Council Action on Professional Services Contract with winning team

INQUIRIES

Questions about the competition should be sent to info@aiasanantonio-ribverbarge.org

RESOURCES

See Competition document for a list of helpful resources, including Appendices A, B, & C which detail the River Walk Map, River Walk Measurements and River Walk Fact Sheet.

WRITTEN RESPONSES TO PRE-SUBMITTAL QUESTIONS

1. Is this the last change that will be made to the schedule? Is there a way to download a copy of the change?

No further schedule changes are anticipated at this time. The revised schedule is posted on the River Barge Design Competition website at <http://aiasanantonio-riverbarge.org/>.

2. What kind of public recognition will the design winner receive?

The competition winner will be announced locally and the news will be disseminated internationally. The winning team's name will not appear on the barge. All three teams (first, second and third place) will be a part of an awards ceremony at City Council. Additionally, the winning team will be highlighted in City of San Antonio's Tricentennial celebrations in 2018.

3. Will the project narrative be shown to the public at the presentations?

The project narrative is for the first submission only. Design teams may use elements of the project narrative at the Open House and presentation to the jury on March 28 and 29 if advantageous to do so. However, this is not required.

4. Does design submittal include design of charging station requirements?

This design competition is for the river barge only, not the charging stations. Ideally, barges would have the ability to operate from 8 am to 10 pm without being recharged at the City-operated marina. The design should allow for an easy way to charge the fleet.

5. Is the winning designer precluded from bidding on the barge build contract?

The designer is not permitted to bid on the construction contract.

6. Are there any specific warranty requirements for the propulsion system?

Warranty issues will be addressed during barge construction.

7. What is the plan of use for the linked barge? Number of passengers?

The linked barge option is an additional design consideration and is not a requirement. If the submitting team pursues the linked barge option, it must be able to fit in the lock, which is 10' x 27'. The linked barge option must accommodate the same number of passengers as the alternative (up to 40 passengers).

8. Will battery system safety, waterproofing, and longevity be considered?

Yes, all operational considerations will be taken into account.

9. Will the 1/10 model be an exact replica of the large scale or will it be a mockette?

The model should accurately depict the proposed barge design in as much detail as necessary for the jury to make an accurate determination.

10. What propulsion method is preferred from among inboard, inboard/outboard, or outboard?

The propulsion method should fit the proposed design. It should be easy to maintain and allow for easy mechanical accessibility. Debris in the river (chairs, china, for example) damage and break propellers easily, particularly if they are plastic propellers.

11. Would a design with a metal propeller on outboard motor satisfy concerns about outboard motor?

Potentially, yes. The main concern is depth. The river's minimum depth at 32 inches as well as underwater debris generally do not allow for underwater clearance for outboard motors. Potential damage to the propeller should be minimized in the design.

12. Does the 40 passenger per barge requirement include ADA passengers?

Yes, the 40 passenger requirement includes ADA passengers. The barge must have the ability to allow wheelchairs to roll on board.

13. Are there any additional accommodations for commuters?

No. Commuters should be accommodated the same as other passengers.

14. Can the commuter boat be a completely different design? Or does the City want one barge design that can be used for tours, parades, dinners, charters?

The commuter boat can be a different design, but it should be clearly related to the cruiser barge that will be used for tours, parades, dinners, and charters.

15. If the commuter boat is a different design from other boats, how will this impact stated minimum and maximum number of barges and stated production price range per barge?

The City of San Antonio anticipates purchasing about 50 barges. Based on operational needs, the City could purchase additional barges as needed. The cost must still fall within the stated \$40,000 to \$65,000 cost per barge.

16. What is the height limitation?

The lowest height constraint is 6' 5" from the average water level to the underside of the Presa Street Bridge. All height and size restrictions are provided as attachments to the River Barge Design Competition Document with visual graphics and a map for location reference.

17. Please clarify "safe ride with minimal wake."

Currently, barges do not exceed 3.2 miles per hour without causing the wake to splash the walkway in the original portion of the River Walk. Commuter boats in the North Channel and Museum Reach can go up to 5 miles per hour without causing any issues with wake on the river bank. The current tour boat speed has been evaluated to enhance the customer experience by minimizing the wake as much as possible while allowing barges to travel at a safe speed.

18. Since preferred speed is slower than walking, is commuting by boat really feasible?

Yes. In the summer months, traveling by river is cooler than walking. Traveling by river barge also provides an alternative to more traditional forms of transportation.

19. Is each team limited to one submittal?

Teams are limited to one submittal per registration. If a team wishes to submit multiple designs, the team must register for each design submittal.

20. Are there any Coast Guard requirements that barge design must satisfy?

All motorized boats in the State of Texas must be registered with the Texas Parks & Wildlife Department. The City does not have a comprehensive list of regulations pertaining to construction and operation of a boat on the San Antonio River. All submitting teams are responsible for adhering to all applicable regulations.

21. Does each barge have to have life jackets?

Each barge must have one life jacket per passenger including the conductor. Currently, a USGS rated Type II Near Shore Buoyant Vest is utilized and stowed in the forward compartment of the vessel. However, life jacket storage is part of the design challenge.

22. How long will barge tours last?

The typical barge ride is 35 minutes in length.

23. How many trips is barge expected to make daily?

Ticket sales determine the number of daily trips barges make. During peak season, the fleet must accommodate up to 11,000 riders per day. Assuming each barge is at capacity (40 riders per barge), that's 275 barge trips per day with over 30 barges in operation at once. Non-peak sales average 6,000 tickets daily, or 150 trips per day.

24. What is the maximum and minimum river depth?

The minimum depth is 32" near La Mansion Hotel. The maximum depth is 18' in main channel. All height and depth restrictions are provided as attachments to the River Barge Design Competition Document with visual graphics and a map for location reference.

25. Is the expectation that drivers of new barges will be required to perform same functions as performed on existing barges?

Yes. Current barge functions are not anticipated to change.

26. What is the preferred location of the driver on the barge?

This is at the designer's discretion. The design should allow the driver easy access to the propulsion system in the event any issues or problems arise.

27. Is it required that the architect be present at the Pre-Submittal meeting or is it sufficient that the team be represented?

As long as the submitting team is represented, it is not required that the registered architect attend.