



AIA
San Antonio



City of San Antonio

RIVER BARGE DESIGN COMPETITION



PRE-SUBMITTAL MEETING MINUTES

January 8, 2016 • 10:00 AM

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

The meeting was called to order by Christine Viña, AIA, 2016 President of AIA San Antonio, the competition organizing entity at 10:10 AM.

Attending from the City of San Antonio staff were

- Veronica Garcia, Assistant to the Director (City Center Development & Operations)
- Lincoln St. George, Downtown Operations Manager (Center City Development & Operations)
- Michael Aldrich, Downtown Operations (Center City Development & Operations)
- Joseph Cruz, Downtown Operations (Center City Development & Operations)
- Sarah Esserlieu, Senior Management Analyst (Center City Development & Operations)

The purpose of this second meeting was to review the River Barge Competition document and respond to questions for those who were unable to participate in the November 18, 2015 meeting or for those who had entered the competition after the first meeting opportunity has occurred. Attendance at one of the two Pre-Submittal meetings is mandatory, either in person or via GoToMeeting.

A sign-in sheet has been attached to document all those present. Those attending via Go To Meeting included John Szot, Douglas Ottens, and Jeffrey Reifsnnyder from Alan C. McClure Associates; Tess

Smallridge from Torqeedo; Leif Detlefsen from Lay, Pitman & Associates; Dare Lovett and Abel (last name not provided) from Abel Design Group; Joe Redfield from Redfield Consulting Services, SwRI.

Viña stated that the opportunity to enter the Design Competition closed on January 5, 2016. In total we have 19 registrants.

Viña announced the three professional jurors confirmed by AIA San Antonio. They include:

- **Everett Fly, FASLA** and a registered architect, San Antonio, TX
- **Peter Kuttner, FAIA** – President, Cambridge 7 Associates, Boston, MA
- **Peter Noble**, Marine Architect & Naval Engineer, Houston, TX

Viña stated that these jurors will be joined by additional jurors chosen by the City of San Antonio. The complete list of jurors will be posted to the River Barge Design Competition website by the COB on Tuesday, January 12, 2016.

Participants were reminded that they are not permitted to contact or lobby members of the jury. Doing so will result in immediate disqualification.

It was noted that questions will be answered in writing by AIA San Antonio and the City of San Antonio following the Pre-Submittal meeting, as is standard procedure.

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.

COMPETITION OVERVIEW

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. Finalists residing in San Antonio will not be provided a travel stipend.

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 to have the new fleet in the water is 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 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 shallow and deep areas, as well as a minimum bridge height clearance that will impact the barge design process.

A walking tour of the River Walk was offered immediately after this Pre-Submittal meeting. It was explained that participants should meet at the Trolley Stop on South Alamo. On January 15, a second opportunity will be offered for a River Barge Tour of the entire navigable waterway. That tour will depart at 10 AM from the Marriott River Center Boat dock.

NOTE: A brief power failure at the San Antonio River Authority offices caused the Pre-Submittal meeting to pause until power was restored and all those participating by Go To Meeting were re-connected.

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.

Barges must be able to traverse through a lock; therefore, the barge size must not exceed 9 feet wide by 27 feet long.

The lowest bridge height is 6' 5" – additional information is available in the addendum attached to the competition document. The average ideal barge speed is 3.2 miles per hour. The flow of the river is minimal, and the barge design must provide a safe ride with minimal or no wake (splash).

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 desired but are also problematic for the Lock and Dam. Linked barges 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 competition closed on Tuesday, January 5, 2016. It was noted that the City of San Antonio's professional contract will require a sealed set of drawings and a timeline to produce construction documents.

JURY

The jury will be made of 11 total members, three of which we announced today. They include

- **Everett Fly, FASLA** and a registered architect, San Antonio, TX
- **Peter Kuttner, FAIA** – President, Cambridge 7 Associates, Boston, MA
- **Peter Noble**, Marine Architect & Naval Engineer, Houston, TX

Viña stated that these jurors will be join by additional jurors chosen by the City of San Antonio. The complete list of jurors will be posted to the River Barge Design Competition website by the COB on Tuesday, January 12, 2016.

Participants were reminded that they are not permitted to contact or lobby members of the jury. Doing so will result in immediate disqualification.

SUBMISSION REQUIREMENTS

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

Phase I submittals entries are due by February 5, 2016 (*see revised schedule below*) 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.

REVISED COMPETITION SCHEDULE

January 5, 2016	Competition Registration Closed
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@aiasananonio-riverbarge.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. For the 40 person capacity requirement, is that 40 adults?**
Yes, each barge should be able to accommodate up to 40 adults.
- 2. Are there two different size barges – one for tourists and one for commuters?**
There may be two different size barges. If a proposal for different size barges is submitted, the barges should be clearly related to each other. Part of the competition challenge is to provide a range of options for downtown residents and tourists.
- 3. Page 4 says “Barge size no larger than 9’ by 27’. However page 35 also says “Maximum boat size of 28’ x 9’. Please clarify which is the maximum length, 27’ or 28’?**
The maximum length is 27’ x 9.’
- 4. Do the 9’x27’ dimensions take into account fitting into the marina?**
Yes, 9’x27’ is the largest barge size that can maneuver on the water and be stored in the marina given the constraints on the River Walk.
- 5. Is the barge hull and rubrail to be 27’ x 9’? Or is the barge hull 27’ x 9’ plus about 3” for the rubrail?**
Total outside clearance needs to be 9’x27’ in order to fit in the lock and dam and the marina.
- 6. What's the current motor size on the existing barges? Also, what's the material of the hull of the existing barges?**
The current motors are a 9.9 Yamaha. Barges currently have aluminum hulls.
- 7. What kind of bonding will the boat contractors need to submit to be eligible? (i.e. is there a performance bond requirement?)**
Bonding is not a requirement for this phase of the project. Bonding requirements will be determined after the winning design is selected prior to barge construction.

8. How are the boats put into a dry dock and how often have the dry dockings been necessary for the existing barges?

The barges are only dry docked for maintenance or painting using straps and lifts. The fleet is constantly maintained – each barge is dry docked at least once a year on average.

9. Are there considerations for emergency removal of boats? How?

There is one ramp on the northern reach using a trailer or crane to remove the barges from the water. A crane is used to remove the barges by the marina on Nueva Street.

10. Is there a set of plans available for the River Walk?

The City of San Antonio does not have blue prints of the River Walk. A map and details on the river's constraints are provided as appendices in the design competition document, which is available at <http://aiasanantonio-riverbarge.org/>.

11. Are the existing boats ADA compliant? How many wheelchair spots are there?

Yes, existing barges are ADA compliant. They currently have two wheelchair spots, but the City would like a no bounds vessel to allow for companion seats. The boat should also be designed with a ramp allowing for level boarding. One of the competition challenges is to allow for accommodation for two (2) wheelchairs and companions sitting together.

12. Regarding the two wheelchair spaces, is that required now? What is the ADA count requirement for the separate commuter vessel?

Currently, two wheelchair spaces are required. The commuter vessel must also accommodate two wheelchair spots.

13. Can the wheelchair companion sit across from or next to the wheelchair?

This is at the designer's discretion.

14. Are there special boarding locations that are specifically ADA accessible?

All ticket locations are ADA accessible. The boat must be designed with a ramp to allow for level boarding at each stop.

15. Are the landing places for commuters along the river up to Pearl uniform in height? How much does the river elevation change?

The landing places along the river are uniform in the Museum Reach only. In the River Loop and Main Channel, landing places range from 6 to 8 inches.

16. Is self-leveling still needed?

This is an additional design challenge. The gap between the loading platform and the barge will require a ramp.

17. How many barges does San Antonio have now? How many are deployed at once?

The current barge concessionaire has 44 barges. All barges may be deployed at once during peak season.

18. Besides life jackets, what other safety equipment is onboard? i.e. horn or whistle, fire extinguishers, life ring...

In addition to life jackets, barges have a horn, fire extinguisher, life ring, kill switch, and a two-way radio.

19. Will the existing life jackets continue to be used or will new ones be purchased?

New life jackets will be purchased.

20. What kinds of communications are on board? Do they communicate with dispatch? Do you want to replace that system?

Currently, barge operators can radio dispatch. Replacing the communication system is outside of the scope of this competition.

21. How will procurement be done? Is it a low-bid process?

The City anticipates issuing a request for competitive sealed proposals.

22. Is there a scoring process by the Jurors?

Scoring will be broken down as follows:

- 60% Constructability, functionality, and maintenance
- 40% Design and innovation

23. Are there any requirements for auxiliary power for each barge?

No, there are no auxiliary power requirements.

24. How long would the barge be expected to operate before battery recharging and/or battery swapping?

Ideally, barges would have the ability to operate from 8 am to 10 pm without being recharged.

25. A registrant got an email from Torqeedo. Do their new batteries last? What are the battery specs?

A set of 10 Torqeedo Power 26-104 batteries have been running on Rio San Antonio's Electric Test Barge since August 2014, and can power the boat for nearly one entire day before recharge. Torqeedo recommends adding 2 additional batteries (for a total of 12) to handle the worst case duty cycles on very busy days.

One of Torqeedo's commercial customers has been using the Power 26-104 batteries for over 3 years counting over 1100 cycles. According to Torqeedo, these batteries are not showing any sign of capacity loss at this time. Full specifications for the Torqeedo Power 26-104 battery can be found here: <http://www.torqeedo.com/en/products/batteries/power-26-104/2103-00.html>

26. What is Torqeedo's relationship to the City of San Antonio and to this competition? Is Torqeedo competing?

Torqeedo is not affiliated with the City of San Antonio. The company is neither a technical advisor nor a juror. Torqeedo provides propulsion solutions for the current operator and is interested in assisting teams as needed. Submitting firms are permitted to contact Torqeedo.

27. Can Torqeedo send pictures of the electric test boat being used in San Antonio?

Torqeedo has requested pictures of the test boat from the owner, Rio San Antonio Cruises.

28. Can questions be submitted after the meeting? How would we do that?

Questions can be submitted to Torrey Carleton torrey@aiaasa.org or Sarah Esserlieu at Sarah.Esserlieu@sanantonio.gov no later than Friday, January 22, 2016 by 5:00 P.M. Central Standard Time.

29. Appendix B only shows the highest bridge clearances. What are the bridge clearances at 5 and 10 feet to the side of the center of the bridge?

For each bridge, the clearance is 6-8 inches lower at 5 feet from center. The clearance is 10-12 inches lower at 10 feet from center.

30. Slide 20 shows the lowest bridge clearance above the water to be 6.5'. However, slide 35 says 6'-5". Which is correct, 6'-5" or 6'-6"?

Bridge clearance is 6'6" at the South Presa Street Bridge.

31. Is there an opportunity for two barges under a bridge at once? Circulation is one way, right?

The channel is too narrow to allow for two barges under a bridge at once in the River Loop. Circulation is one way in the River Loop. Circulation is two-way in the extension and in the Main Channel.

32. Do you currently link barges now?

Barges are only linked if they are being towed when a barge is disabled.

WRITTEN RESPONSES TO RIVER BARGE TOUR QUESTIONS: JANUARY 15, 2016

1. What is the draft when the barge is fully loaded?

On the current barges, the draft is approximately 24" when fully loaded depending on adults and children.

2. Does the electric boat have any maneuverability compared to the gas powered ones?

The maneuverability is very similar.

3. How would the commuter option work? Do you have something like that now?

Commuter barges will not commute to Southtown because of the Nueva Street dam. Commuting is only possible from downtown through the Museum Reach due to the lock and dam. The only barge the City currently has that is somewhat similar to the proposed commuter barge is the taxi. However, the taxis are no different than the tour barges except they are marked with flags for ease of identification. They stop where they can dock and run all day long. There are two in operation at all time, but during times of high demand, the boat company increases the taxis from two to four.

4. What is the relationship between the boat company and the City?

The City of San Antonio has a contract with Rio San Antonio Cruises as the sole concessionaire to operate tour barges on the San Antonio River Walk.

5. Who owns the boats now? Who will own the new boats?

The concessionaire owns the boats now. The City of San Antonio will own the new boats.

6. Who operates the other boats (maintenance barges)? Do respondents need to design a mechanic boat?

The City of San Antonio owns and operates 14 maintenance barges. Designing a mechanic boat is outside the scope of this competition. Respondents are only asked to design barges to accommodate tours, parades, dinners, charters, and commuters.

7. Do standard tours come up the Museum Reach extension?

Only taxis, charters, and dinner tours come up the Museum Reach.

8. Do barges coordinate with busses?

Barges coordinate with tour and charter busses in the River Loop. Barges do not coordinate with VIA busses.

9. Do you load on both sides of the barge?

Yes.

10. Does the boat run off a single propeller?

Yes, there is currently one outboard motor with a keel.

11. How long is the keel?

The keel is 8" deep and 5' long affixed in the back part of the barge.

12. What are current options for shading?

Barge operators currently use umbrellas. The River Loop has good tree canopy, but the shade option is needed in the Museum Reach because there are no mature trees providing shade along the river.



AIA
San Antonio



City of San Antonio

RIVER BARGE DESIGN COMPETITION



Pre-Submittal Conference
Friday, January 8, 2016 • 10 AM to 12 Noon Central Time
San Antonio River Authority
100 East Guenther Street, San Antonio, Texas 78204

ATTENDEES

NAME

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