

Envisioning Place

A Design Competition to shape Sandpoint's
DOWNTOWN + WATERFRONT + COMMUNITY



Photograph by Josh Smith Photography

January 2023

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Invitation

Prospective Designers,

We welcome you to Sandpoint, a community that is rich in history, community character, and an extraordinary natural environment, located in north Idaho on the shores of beautiful Lake Pend Oreille.

As a city, we have actively sought to plan and address the urban systems that provide an infrastructure for development and redevelopment. While each of these initiatives adds to our understanding of what our physical structure is, we find when it comes to our downtown and waterfront, the various pieces lack the coherence to define a place reflective of our culture and values. The time has come to weave the pieces into a whole—create a VISION of what we can become, a VISION that builds upon the past yet provides a path to the future respectful of that past, a VISION that captures the independent spirit of its citizens and the community.

City Council decided that a design competition is the method by which we will define this VISION that will bind the downtown, the waterfront, and the community into a cohesive whole. We want to leave a legacy for the future of a small town that not only plans for responsible growth but also actively implements the plans, encouraging and supporting both public and private investment consistent with our community values and character. Sandpoint has worked incredibly hard over the past 25 years to revitalize our downtown and create all the individual pieces to make Sandpoint extraordinary. We are reaching out to multi-disciplinary Design Teams to assist us in weaving the pieces together to help further define what this place is, and more importantly, what it can be.

We authored a design competition process that is concise, legible, and transparent and enlisted the assistance of local advisors in the creation of a design program. We have a very talented and committed city staff to advise and provide clarity to technical issues. We have also enlisted the assistance of multi-disciplinary professionals and local representatives as a Jury to accomplish a fair and equitable analysis of ideas and concepts. We have leadership within the city—the City Council and City Staff—to assist in making the design competition process fulfilling to the city, the community, and the competitors.

We invite you to join us in transforming our city, from engaging the current synergies of private development, to honoring the wishes of our current community, while embracing the history of this place. We are ready to collaborate and innovate as you proceed with your design exploration. Help us in ENVISIONING PLACE, weaving together the downtown, waterfront, and community of Sandpoint, Idaho.

Sincerely,

Shelby Rognstad
MAYOR

Kate McAlister
CITY COUNCIL PRESIDENT

Envisioning Place

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Introduction

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Sandpoint is a charming small town in northern Idaho. Located on the shores of Lake Pend Oreille surrounded by the Selkirk, Cabinet, and Bitterroot mountain ranges, Sandpoint is blessed with beauty and an extraordinary natural environment. These abundant resources have long attracted and sustained people from ancestral indigenous tribes to today's diverse community and visitors.

With a current population of approximately 9,000 people, Sandpoint is a cordial and welcoming town with a rich history of which the locals are very proud. Many residents are third or fourth-generation Idahoans pleased to share how their family made a significant contribution to the fabric of this community.

Today, the community of Sandpoint prides itself on its small-town friendliness, colorful history, magnificent natural environment, and incredible recreation opportunities.



First Street, Downtown Sandpoint

Most Beautiful Small Town in America

"The five best small towns in America"
by Rand McNally and USA Today 2011

Incorporated in 1901, the community has evolved from a forest-based economy into a regionally and nationally known city catering to snow-seekers, shoppers, and seasonal visitors. The waterfront, historically an industrial area, is now being altered to take advantage of Lake Pend Oreille's beauty.

As the town developed, there was a coordinated effort to make a traditional downtown with Sandpoint's First Avenue (north/south) and Main Street (east/west) providing a basic armature that development organized itself around. When the city was incorporated, the waterfronts of Lake Pend Oreille and Sand Creek were not viewed as an amenity or even a place for people, so connectivity between the downtown and the waterfront was not created. Over time, development initiatives have occurred in the area as parcels became available and consideration of neighboring properties was limited. Thus, Sandpoint finds itself searching for a Vision to connect the downtown and waterfront along both Sand Creek and Lake Pend Oreille and guide ongoing public and private investments in the area.

The city commissioned a Design Competition to address this need and create an inspirational Vision for the connection of Sandpoint's downtown and waterfront. Through an in-depth analysis of systems, urban form, public open space, circulation, historical resources, and infrastructure, competition participants will create a Vision that is functionally and aesthetically appropriate, cohesive, and responsive to the community and sets the stage for future growth and conservation.

The Competition will be conducted in three stages. Stage 1 is an open call for Design Teams that include design leadership, various engineering specialties, artists, historians, planners, and others. This first phase is essentially asking professionals to assemble a team of visionaries that can undertake this challenging task. The proposed Design Teams will be evaluated by a Jury that will select three or four Teams to participate in the more detailed and expansive work of Stage 2.

In the second stage, the selected Design Teams will create a Vision that addresses the Design Goals created by the city-appointed Stakeholder Committee and will interact with a Technical Advisory Group assembled by the city to test and refine their ideas. The Design Teams will then present their Vision concepts to the Jury and the community. After a rigorous and comprehensive evaluation, the Jury will select one of the Design Teams to advance to Stage 3.

In Stage 3, the selected Team will work with the Stakeholder Committee and Technical Advisory Group to clarify design and implementation issues. When the adjustments are complete, the Design Team will present the final product to the Jury and community. The final decision and recommendation of the Jury will be forwarded to the Mayor and City Council. Upon approval, the City will have an adopted Vision for the downtown and waterfront as well as a knowledgeable team that can assist with additional consultation as the Vision is implemented.

Sandpoint was named the nation's Most Beautiful Small Town by Rand McNally. In the USA Today article *"The five best small towns in America"* (Laura Bly, July 2011) the judges said, *"Sandpoint isn't just a 'drive-through and let's stop here' place. Its quaint downtown shops and restaurants welcomed us in, and its landscape kept us in awe."*

Objective

It is intended that this design competition be informed by the history of Sandpoint and all the planning, design and implementation efforts that have occurred to date.

The results of the design competition will coalesce and build upon all the planning efforts to form a unified vision that will:

celebrate and honor the past;

recognize the pressures, demands and needs of the present; and

define the future of Downtown Sandpoint and its waterfront.

It will inform the Comprehensive Plan Update and future zoning and other code changes as well as refine and finalize the concepts for the Downtown Waterfront and City Beach so the city and property owners can move forward with design and construction.



Google Earth Image, Landsat/Copernic



Google Earth Image, Landsat/Copernicus

Focus Area

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Google Earth Image, Landsat/Copernicus

The focus of the Design Competition is the downtown core and waterfront along Lake Pend Oreille and Sand Creek.

Design Program

The challenge to potential designers is to envision a conceptual design for the physical and intangible connections of Sandpoint's downtown and waterfront that embraces the community's character and culture as expressed in the Design Goals and provides exemplary and innovative design.

1-FRAMEWORK

Create a holistic framework that integrates and enhances existing and new development, knitting together public and private initiatives of planning, building, and development to support the community's sense of place.

2-NATURE

Incorporate nature and enhance public views of the scenic beauty of the Selkirks, Cabinet Mountains, Lake Pend Oreille, and Sand Creek. A common thread in the many chapters of Sandpoint's evolution is its beautiful, abundant natural resources—from ancestral sustenance to today's recreational tourism. Nature is a visual defining characteristic of the area and continually attracts new visitors and residents.

3-WATER QUALITY

Protect and enhance the area's water quality using best practices. Weave stormwater treatment into the fabric of the downtown and waterfront. The larger watershed from surrounding mountains and natural drainage systems continues to provide water to the lakes, creeks, and waterways that contribute to Sandpoint's essential character.

4-TRIBES

Acknowledge Sandpoint's downtown and waterfront are on the ancestral lands of the Kalispel, Kootenai, Coeur d'Alene, and other indigenous tribes. The tribes stewarded this land for centuries and continue to have a unique relationship with Sandpoint.

5-HISTORY

Celebrate the history of Sandpoint and respect the National Historic District. Residents value the numerous and well-recorded stories from its wild early days through the end of the 20th century. The town's rich history shows the grit, tenacity, and ingenuity of the early settlers that permeate the community today. The community is proud of its heritage and downtown's authentic historic appearance and surrounding vernacular.

6-RECREATION

Enhance year-round recreation for residents and tourists. The town boasts a wealth of nearby waterways, forested lands, and mountains, which have created an endless number of recreational opportunities in all types of weather including boating, fishing, and other water sports, as well as camping, biking, hiking, horseback riding, skiing, and other snow sports. The community also enjoys many neighborhood and large civic parks that residents highly value.

7-ARTS AND CULTURE

Integrate art and increase the diverse and accessible experiences throughout the downtown and waterfront. Sandpoint is a culturally rich town that continues to work at being a thriving arts and culture community. The downtown has a quaint shopping district that has year-round dining, shopping, and community events.

8-ECONOMIC DEVELOPMENT

Generate economic development opportunities that build community and create true public/private partnerships to lead initiatives going forward. Strive to create harmony between financial and environmental concerns.

9-MOVEMENT AND ACCESS

Use the pedestrian and bicycle network and elements of the public realm to tie various attractions and uses together. Convenient and accessible parking should also be considered in the experience of downtown and the waterfront.

10-RESILIENCE

Improve the built and natural systems with each new development. Design must acknowledge the environment will continually change and adapt to our human interventions. Rectifying harmful infrastructure of previous eras will continue while new development incorporates forward-thinking environmental protections and enhancements. Sand Creek is an example as people have changed its flow more than once in the past to serve development and infrastructure interests and is now the subject of discussion again as groups advocate for maintaining its year-round water levels, which could alleviate the “mud season.”

11-IMPLEMENTATION

Recognize the importance of the community's and business's voice in planning efforts of the recent past that set the stage for this visioning effort. Identify and consider solutions to conflicts between the rights and interests of the City and of the property owners and create development standards that appreciate the context—addressing the whole and not just the individual project.

Design Goals

- 1 CREATE A HOLISTIC FRAMEWORK
- 2 INCORPORATE NATURE
- 3 PROTECT AND ENHANCE WATER
- 4 ACKNOWLEDGE THE TRIBES' UNIQUE RELATIONSHIP WITH SANDPOINT
- 5 CELEBRATE SANDPOINT'S HISTORY
- 6 ENHANCE YEAR-ROUND RECREATION
- 7 INTEGRATE ART & INCREASE EXPERIENCES AND ATTRACTIONS
- 8 GENERATE ECONOMIC DEVELOPMENT OPPORTUNITIES
- 9 CONNECT AND PROVIDE ACCESS TO ATTRACTIONS
- 10 RECOGNIZE THE NEED FOR RESILIENCY IN DESIGN AND DEVELOPMENT
- 11 BUILD ON THE COMMUNITY'S INPUT TO ADDRESS THE AREA IN WHOLE

Historic Context

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PRE-SETTLEMENT

For centuries the area now known as Sandpoint was a gathering place for Indigenous tribes. The ancestral lands were first used and celebrated by many of the nomadic tribes, particularly the Kalispel, Kootenai, and Coeur d'Alene. All three tribes would meet and trade extensively with one another in addition to other tribes including the Spokane and some Plains Indians. They used sturgeon nose canoes to navigate the creek and lake and they camped on the shores that are now known as City Beach. The Buffalo Trail, a widely used hunting trail, passed directly through modern day Sandpoint.



Kalispel Tribe, Photograph by Edward S. Curtis, Courtesy of the Library of Congress

UNRULY FRONTIER

In the early 1800s, fur traders discovered the area's abundance of natural resources, and established the first trading post. They were followed soon after by missionaries and then an increasing number of settlers with the establishment of more trading posts. By the mid-1800s, surveyors had begun establishing official land plats, creating treaties with the Native American tribes, and building transportation routes through the mountains that opened the area to traveling prospectors and more occupation.

The Northern Pacific Railroad reached the area in the late 1800s and spurred the first development in what would become the original Sandpoint town site. Construction and completion of the rail line, and subsequently the second transcontinental railroad, the Great Northern Railroad, lured many immigrants and allowed more settlers to reach the interior regions. The town grew through the end of the 1800s as new services and businesses lined the tracks. The town embodied the spirit of a true railroad town, known to be a rough and scandalous place made up of mostly single men. The Bonner County Historical Society's archives are full of colorful stories about the early rough-and-tumble town.



First Avenue and the bridge (Bridge Street) across Sand Creek. Photo by Dick Himes©, Courtesy of the Studio Gallery Collection Alicia McFadden

CROSSING THE CREEK

In 1900, a new town was platted on the west side of Sand Creek that offered developable lands and private ownership. At the same time, the Humbird Lumber Company was established, providing an economic opportunity that enticed thousands of people to the area and drove Sandpoint's economy for over 30 years. Sandpoint's population grew from approximately 400 in 1900 to over 3,500 by 1910, and with the large increase of women and families, the west side flourished with new respectable businesses, churches, homes, and schools.

At the same time, Northern Pacific raised the track grade by 6-12 feet, devastating the last few businesses on the east side of Sand Creek. By the mid-1920s, the only structure of note remaining was the relocated station depot. For years, the old town site and its former uses were forgotten. Even though the trains continued to use the tracks, the area between Sand Creek and the tracks became overgrown with cottonwoods and brambles while downtown Sandpoint continued to prosper.



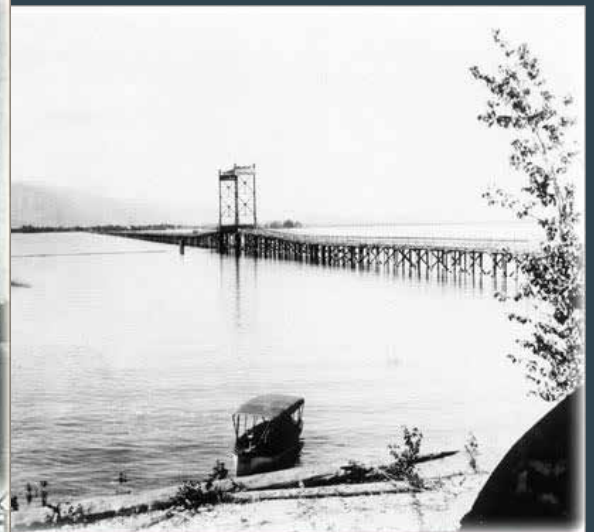
*Shriners gathered on the Steamboat Northern, circa 1900
Courtesy of the Bonner County Historical Society*



*Village of Sandpoint and Northern Pacific Railroad
Depot, circa 1900. Peterson Collection, Courtesy
of the Bonner County Historical Society*



*The Sandpoint Hotel at the corner of First Avenue and Bridge Street, 1904.
Courtesy of Bonner County Historical Society*



*The First Long Wagon Bridge on Lake Pend Oreille,
Farmin Family Steam Launch in the foreground, 1909.
Courtesy of Bonner County Historical Society*

FROM NAVAL BASE TO RECREATION

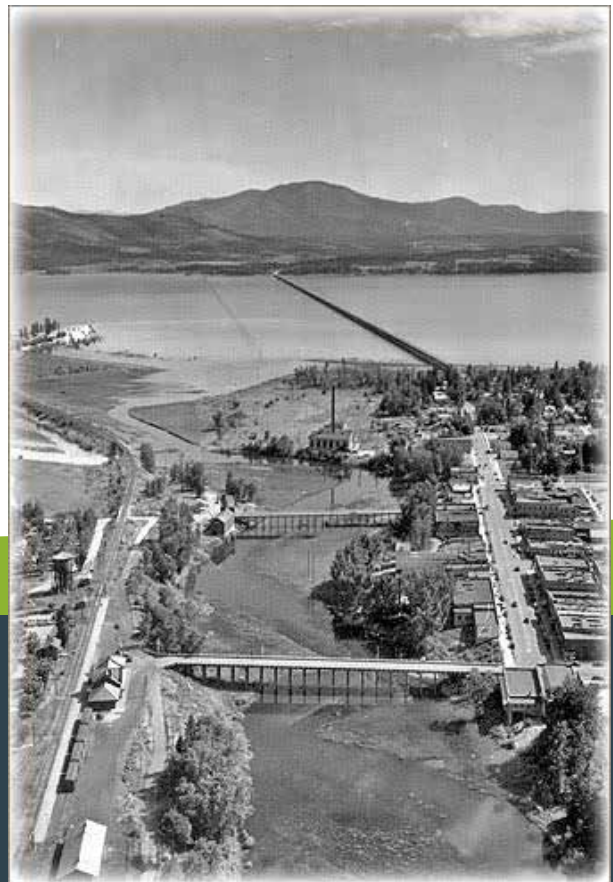
The Farragut Naval Training Station was established on Lake Pend Oreille in the late 1930s to train sailors and test submarines. It boosted the local economy as over 300,000 servicemen were trained at the station during World War II. Also in the 1940s, the K&K Fishing Derby began and attracted the attention of many people and celebrities, turning Sandpoint into a tourist destination. Motor courts sprang up and expanded into more substantial venues as Sandpoint added more tourism opportunities and outdoor recreation gained traction as a driver of economic and community character. This was bolstered in 1963 with the opening of the Schweitzer Mountain Resort. Overlooking Sandpoint from only 11 miles away, the Schweitzer Mountains and the Resort turned the area into a year-round tourist destination that continues to be a major part of the community's winter culture today.



First Street Downtown, circa 1930. Photo by Ross Hall ©
Courtesy of the Studio Gallery Collection Alicia McFadden



Farmin Fish House, circa 1930. Photo by Ross Hall ©
Courtesy of the Studio Gallery Collection Alicia McFadden



Long Bridge bringing traffic up First Ave., Photo by Ross Hall ©
Courtesy of the Studio Gallery Collection Alicia McFadden

CONTINUED GROWTH

Growth and economic change continued through the next several decades. Sandpoint transitioned from a resource-based economy to a more balanced diversified one with manufacturing enterprises and recreation amenities. It continued to grow outward from its core as new and larger companies and businesses located in Sandpoint and the associated civic and residential uses followed. Expansion was also encouraged through transportation and access improvements including the fourth generation of the Long Bridge. In the early 1980s, the existing bridge was turned into a non-motorized corridor, and a new Long Bridge was constructed adjacent to it, both of which are in use today.



First Avenue 1956, downtown Sandpoint. Photo by Ross Hall ©
Courtesy of the Studio Gallery Collection Alicia McFadden



First Avenue 1962, downtown Sandpoint. Photo by Ross Hall ©
Courtesy of the Studio Gallery Collection Alicia McFadden

HISTORIC PRESERVATION

Much less development occurred in the historic commercial core and waterfront. Buildings changed over time, but the area maintained enough of its historic character that a National Historic District was established in 1984. The application noted, "very little change had happened within the district since some of the earliest days, except for some lower level/storefront remodeling or modernizing. Despite some updates, the character and style of the district had not been lost." The 2018 update confirms the district and individual buildings had changed very little from the original application 30 years prior.



National Register of Historic Places, The W.A. Bernd Building on North First Avenue, Photo by Ross Hall ©, Courtesy of the Studio Gallery Collection Alicia McFadden



Construction of the original Schweitzer Ski Lodge, 1963.
Photo by Jim Parsons Jr.

Downtown Revitalization

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The city and broader community of Sandpoint have been working on downtown revitalization efforts for more than twenty years and over this time, the city has invested in significant planning efforts, land acquisition, and capital projects.

MOTIVATION

In 1999, the slow drain of businesses moving out of downtown, poor parking and traffic circulation, and worn sidewalks made it clear to the Council and community that improvements must be made to the downtown area to stop the deterioration that was driving away economic development. Then in early 2000, Idaho Transportation Department (ITD) published its final Environmental Impact Statement for the proposed Sand Creek Bypass, which contained a statement that bolstered the desire to revitalize downtown and prompted action. It stated:

"If all businesses that depend upon through-stop traffic close permanently because of the Sand Creek Byway, the negative impacts would amount to a job loss of approximately 260 jobs with a corresponding impact to Sandpoint's total economy."

—Sandpoint North & South
Final Environmental Impact Statement

REVITALIZATION

In response to these issues, the City of Sandpoint and the Downtown Sandpoint Business Association (DSBA) launched a downtown revitalization study. From late 2001 through 2002, a consultant team and a community of local property owners, business leaders, city staff, DSBA members, and citizens developed a phased implementation plan for revitalizing downtown.

These efforts resulted in significant and notable projects including full sidewalk and street reconstruction, pedestrian crossing safety improvements, utility and infrastructure upgrades, better lighting, and more of it, a new town square (Jeff Jones Square) featuring a plaza and splash foundation, public restrooms, park enhancements, better access to City Beach, public art, and a new waterfront boardwalk and non-motorized boat launch along Sand Creek.



Jeff Jones Square & Farmer's Market



Jeff Jones Square in Winter

URBAN RENEWAL

One of the primary sources of funding for the revitalization efforts is urban renewal. The city created the Sandpoint Urban Renewal Agency (SURA) following the completion of the downtown revitalization plan. SURA developed its first urban renewal plan in 2005, which was subsequently amended in 2010. Implementation of this plan provides public resources for activities and many of the enhanced public facilities highlighted above like streets, sidewalks, parking facilities, public buildings, and plazas to stimulate desired private development in Downtown Sandpoint.

The current Downtown Urban Renewal District will expire in 2029 and funding through the end of the district is specifically allocated for arts and culture, downtown streets revitalization, and the downtown city parking lot.



Farmin Park, Sandpoint

COMPREHENSIVE PLAN

As in many communities, the comprehensive plan, which is required by Idaho State Statute, provides a 20-year guide for and by the community. It guides major decisions such as where and how the city may grow in the following decades. In 2009, the city adopted its Comprehensive Plan and subsequent updates to its zoning code, including a new zoning district, design, and parking standards for Downtown Sandpoint.



First Avenue, Downtown Sandpoint

Downtown Sandpoint aspires to be the “Hub of the Inland Northwest” – a welcoming, authentic place where one can find the best food, entertainment, shopping, art and recreation, and a genuine sense of community in all seasons.

THE SAND CREEK BYWAY & DOWNTOWN STREETS PLAN AND DESIGN GUIDE

The City of Sandpoint actively partnered with the Idaho Transportation Department (ITD) to address the US-95 and US-2 congestion on the streets of downtown Sandpoint. After years of planning and construction, the Sand Creek Byway opened in 2012, re-routing US-95 highway traffic off the downtown streets. The project constructed a new two-mile roadway connecting US-95 to Idaho 200 and US-95 north of Sandpoint, the Sand Creek Multi-use Trail, and the Sand Creek Parking lot.

Prior to the Byway, the state highways converged in Sandpoint, bringing over 13,000 cars and trucks a day through the heart of downtown via Pine Street, First Avenue, Cedar Street, and Fifth Avenue, and because of their designation as state highways, the streets

were not controlled by the City of Sandpoint, which limited its ability to improve them according to the community’s vision. However, the intent was for ITD to relinquish the streets to the city once the bypass and affiliated projects were complete.

In anticipation, the City of Sandpoint created the Downtown Streets Plan and Design Guide. Adopted by City Council in 2012, the guide established the design intent for First Avenue and Cedar Streets, specifically noting, “First Avenue and Cedar Street will get the streetscape makeover that the community has been wanting for years: a distinctive design that maximizes solar exposure and responds to the new circulation system, new sidewalks, better lighting, healthier trees, more parking—for both vehicles and bicycles, pedestrian safety enhancements, places to sit and gather, banners and hanging baskets, and sustainable stormwater facilities. . .”



Sandpoint, Idaho Aerial Photo by Gary Lirette



Sandpoint street life, Downtown Streets Plan & Design Guide, 2012

Implementation began in coordination and partnership with ITD. The downtown streets were re-stripped, a new signal was added at Church Street and Fifth Avenue, a portion of Pine Street became one-way, and Church Street and First Avenue were reverted from one-way to two-way traffic. At the conclusion of this effort in 2017, the State of Idaho transferred ownership of First Avenue, Pine, Superior, and Cedar Streets to the City of Sandpoint.

In 2018, the city began Phase 1 of the Street Improvements with the construction design of Cedar Street and First Avenue. Phase 1 construction on Cedar between Fifth and Second was completed later that year and Phase 2 from the intersection at Cedar and Second to First and Church was completed in 2020. This was a full reconstruction from building-face to building-face. In addition to replacing underground utility mains and many service laterals, it included pedestrian crossing enhancements, stormwater improvements, increased parking spaces, additional ADA and motorcycle parking, loading zones, bike racks, improved lighting, and other pedestrian amenities such as benches and seating walls. The city-owned fiber optic backbone was extended as well to support the expansion of high-speed internet in the downtown core.

The third phase will be designed in 2023 and will continue from the intersection at First Avenue and Church Street to at least Pine Street or beyond. The original intention was to complete improvements to the intersection of First and Superior but available funding may not support improvements beyond Pine Street in 2024. It is intended that this design effort will be informed by the design competition.



Parking near the Bridge Street Gateway

DOWNTOWN PARKING

The availability and convenience of parking in Downtown Sandpoint and at City Beach have been a long-time conversation in the community. In 2016, the city implemented an updated downtown parking management plan based on resident downtown business, and property owner input. Phase 1 of the plan designated three 24-hour free parking lots, including the ITD Parking Lot, Downtown City Parking Lot, and Sand Creek Parking Lot geared toward moving business owner and employee parking off the street and into the lots to free up on-street parking to more transient users who are frequenting businesses and restaurants.

Phase 2 of the plan included adding 15-minute loading zones and extending many of the 2-hour zones to 3-hour and 4-hour zones and allowing permits. When the city reverted some of its downtown streets from one-way to two-way traffic in 2017, parallel parking was reconfigured to angled parking, which added parking spaces. In 2019, the city provided public access to the parking area near Marcia's Snack Shack adding parking spaces at City Beach.



Gateway at Bridge Street under the Bypass

Current Context

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RECENT DOWNTOWN IMPACTS

In 2018, the city building official, with a report from an independent structural engineer, determined that a building located at 330 North First Avenue (at Cedar Street) was unsafe and required significant repairs to bring it into compliance with the building code or it would need to be demolished. After being shuttered for a few years, the building was demolished by its new owner with the intent of redevelopment.

Further down First Avenue, at the intersection with Bridge Street, two historic brick buildings caught fire in the early morning hours of February 11, 2019. The buildings had to be demolished due to the fire damage and several local businesses were impacted and ultimately relocated or closed permanently.

Following the fire and with the context of a redevelopment occurring at 330 North First, there was significant community concern expressed about future developments in Downtown Sandpoint and how the historic character of the downtown would be protected. A citizen advisory committee was convened

in June 2019 to discuss historic design standards. The committee met over three months and the primary concerns discussed were building colors, materials, and height. Specifically related to height, there was a consensus among the committee members that the 65-foot height limit in the city code seemed inappropriate for the historic downtown. There was discussion about the need to provide appropriate amounts of density and flexibility for certain types of projects, but the concern centered around building height limits in the historic core (generally around the National Historic District). Significant discussion occurred as to whether building heights in this area should be lower while buildings outside could be higher.

Ultimately, the committee determined that the creation of a local historic district would be the best approach to addressing concerns and could contain specific design guidelines to protect the character of the downtown. The committee recommended that the city move forward with the development of a historic preservation master plan, which should include consideration of the development of a local historic district and guidelines.



First Street fire, February 11, 2019



Historic character and public art

STRATEGIC PLANNING EFFORTS

In 2018, the Sandpoint City Council adopted a three-year city strategic plan based upon five pillars, which continue as the basis for strategic efforts today, including this competition. The pillars are:

- 1) Responsive Government
- 2) Resilient Economy
- 3) Sustainable Environment
- 4) Vibrant Culture
- 5) Livable Community.

Many of the initiatives contained in this plan were master planning efforts with the intention of conducting and completing them simultaneously so they would inform one another and ultimately be rolled into a comprehensive capital improvement and staffing plan for implementation.

MULTIMODAL TRANSPORTATION

One of the first master plans undertaken was a new Multimodal Transportation Master Plan. In addition to public input and comment, past planning efforts were reviewed and supplemented with additional analyses including an origin-destination analysis, future trends analysis, key intersection analysis, transportation network analysis, and safety audit of Division Avenue. The final master plan was adopted in May 2021 and includes recommendations and concepts for Downtown Sandpoint.



Multimodal streets



Artistic gateway at Oak Street

ARTS, CULTURE, AND HISTORIC PRESERVATION

In 2020, the city embarked on a community-based planning process to create its first-ever comprehensive Arts, Culture, and Historic Preservation Plan. Embedded in this effort was the intent to consider strategies for the protection of the history and character of Downtown Sandpoint. The final plan was adopted in 2021.

COMPREHENSIVE PLAN UPDATE

The city undertook a planning process to update its Comprehensive Plan as required by Idaho State Statute in 2019. This effort was put on hold in 2020 due to the COVID-19 pandemic and the associated challenges with effective public engagement. In 2020, this process started once again and is anticipated to be completed in Spring 2023. This Downtown Waterfront Competition is intended to be a critical component of this process as the downtown planning effort was in the early 2000s. Outcomes from this effort will be incorporated as an appendix to the Comprehensive Plan and inform future zoning updates and code changes.

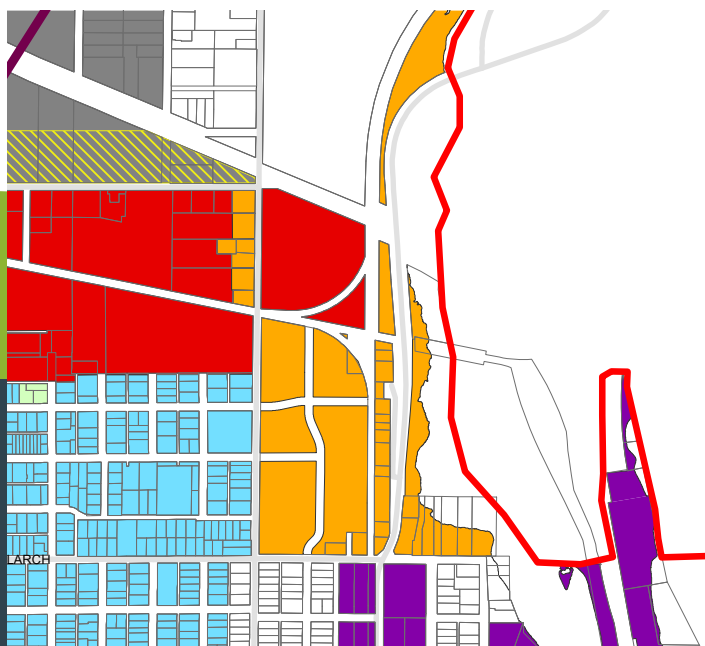
HOUSING & ECONOMIC ANALYSIS

In 2022, to inform the upcoming Comprehensive Plan update, the city commissioned an analysis of market forces affecting the supply and demand of housing and employment land uses. That analysis provided the amount of residential land needed to accommodate demand for new housing, along with commercial land needed to support expected industrial growth, compared to the supply of land remaining in Sandpoint.

CURRENT ZONING

Current zoning in Downtown is Commercial A, which establishes requirements for building and site design for new development and for significant modification of existing developments within the area. The following principles serve as the foundation for the Commercial A and surrounding Commercial B and C zones:

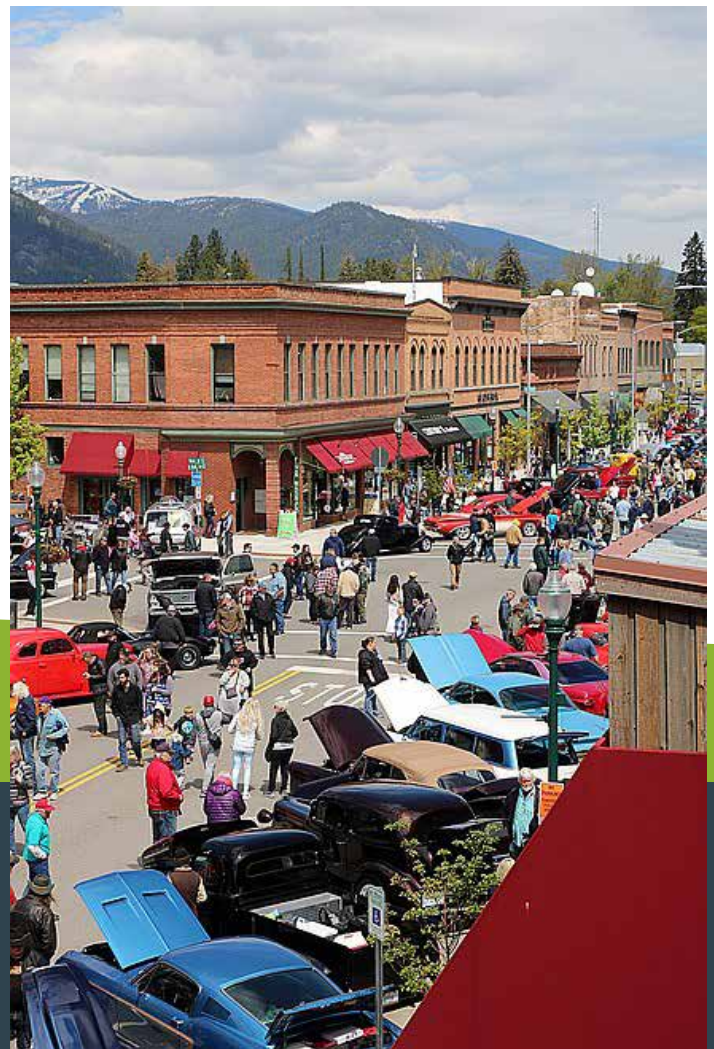
- Efficient use of land and services.
- A mix of land uses that strengthen opportunities for economic vitality and support pedestrian activity as well as housing opportunities.
- Provide community gathering places and pedestrian/visitor amenities.
- Establish a distinct storefront character associated with the downtown core area.
- Provide transitions to adjacent neighborhoods and commercial areas.
- Maintain and enhance the area's character through design guidelines.
- Encourage residential development above the ground floor.
- Encourage structured parking in commercial areas.



Downtown Zoning (Refer to the official Sandpoint Zoning Map)

DOWNTOWN PARKING STUDY

The city has continued to experience parking challenges, particularly during the summer peak recreation and tourist season, and is looking for solutions to better utilize existing parking facilities and inform the potential development of a centralized parking garage, especially considering new development that will displace several key parking areas. Therefore, in 2022, the city commissioned a parking study and intends to move forward with the development of a parking management plan in 2023.



Lost in the 50s Parade & Fair, photo by the Bonner County Daily Bee

CITY OWNED PROPERTY

The City-owned property within the focus area includes

- The trailhead and portions of the Pend Oreille Bay Trail, which is a waterfront trail connecting to the nearby city of Ponderay
- The Windbag Marina and jetty, City Beach, and City Beach Marina
- Sand Creek Parking Area
- Farmin's Landing and Farmin Park
- Jeff Jones Town Square and the adjacent City Parking Lot, which encompasses almost an entire block between Main and Church Streets and Second and Third Avenues.

POTENTIAL LOT REDEVELOPMENT

It has also convened a steering committee made up of officials from the city and the Sandpoint Urban Renewal Agency to facilitate the redevelopment of a city-owned parcel of land located between Oak and Church Streets along the westerly frontage of Third Avenue. The 1.14-acre site currently serves as a surface-level public parking lot. The city has retained a consultant to facilitate and support this effort to redevelop the site through a public-private partnership to include a parking structure with compatible surrounding private development that will contribute to the economic vitality and vibrancy of Downtown Sandpoint. It is recognized that this may also be an opportunity to bring much-needed workforce housing to the downtown area. It is expected that the design competition will also inform this effort.



Windbag Marina

The Waterfront

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FARMIN'S LANDING

In 2016, the City purchased downtown waterfront property on the bank of Sand Creek known as Farmin's Landing with the primary intent of managing and treating the stormwater runoff from the downtown streets and controlling ongoing bank erosion. This area had been previously identified as the "front porch" for downtown Sandpoint and concept planning began in 2017 to achieve the originally stated goals, make the area more functional to the overall community, and create economic vitality in the downtown. An initial concept was developed and that informed a broader effort to examine the overall downtown waterfront along Sand Creek.



Farmin's Landing Boardwalk

PARKS AND RECREATION MASTER PLAN

Final concept plans for the Downtown Waterfront and for City Beach were developed as part of the Parks and Recreation Master Plan adopted by City Council in 2020. The purpose the Master Plan is to support and enhance a vibrant quality of community life by creating a comprehensive, system-wide vision for Sandpoint Parks and Recreation that is environmentally and fiscally sustainable. The plan included four Site-Specific Concept Plans shaped by community values and input including the waterfront and City Beach.



Farmin's Landing (above), Sand Creek Waterfront area (below)



SAND CREEK DOWNTOWN WATERFRONT CONCEPT PLAN

The area of the Downtown Waterfront for the purposes of the concept plan is defined as both sides of Sand Creek from the Hwy 95 Bypass bridge north to the Cedar Street Bridge. The east side of this channel incorporates the gateway to City Beach and shoreline improvements completed during the construction of the bypass in 2008 that included the Sand Creek Trail, public art, landscape enhancements, lighting, shoreline access, seating areas, and the development of a 32-stall public parking lot and trailhead south of Bridge Street. The west side has an elevated pier-supported, pedestrian boardwalk and boat tie-up dock that is 1000 feet in length, extending from Oak Street to the south side of the privately-owned Sandpoint Marina. It provides a pleasant waterfront pathway and boater access to the downtown. A ramp/stair structure on the north end of this boardwalk provides an accessible route to the waterfront and is used as a launch site for paddleboards, kayaks, and canoes. Pedestrian connectivity to City Beach is via a pedestrian bridge that parallels Bridge Street or via the Cedar Street Bridge to the north to access the east shore and the Sand Creek Trail. Access from the boardwalk to Bridge Street and City Beach is only available by negotiating a steep grade through the parking/access drive.

The primary design principles and community values that shape the Sand Creek Downtown Waterfront Concept Plan are:

- Create an innovative and sustainable downtown stormwater collection/treatment facility to improve the water quality of Sand Creek.
- Creek bank stabilization to improve fish habitat.
- Increase recreational opportunities on the publicly owned waterfront.
- Improve pedestrian and ADA access to the waterfront with an expanded boardwalk and upgrade the existing non-motorized boat launch dock.
- Create public gathering opportunities at the waterfront.
- Improve connectivity from Downtown Sandpoint to City Beach with the creation of a public pier-supported boardwalk that would follow the shoreline eastward below the Hwy 95 Bypass.
- Improve the intersection of Bridge Street and First Avenue as a city center with improved pedestrian, bicycle, and vehicular circulation and wayfinding.

In 2021, Sandpoint adopted amendments to Title 9, Zoning, Chapter 1, to move forward with the final design and construction of the Downtown Waterfront Concept and regulate development along the waterfront to protect the health, safety, welfare, and built environment of the community.





Aerial view of City Beach



Kids playing and swimming at City Beach



Carved in the County Fair Style that Herschell was known for, this carousel is an intact original example of one of his larger, more elaborate traveling machines. The horses have all been stripped of their park paint, with two of them repainted.

CITY BEACH CONCEPT PLAN

This same planning effort also led to an adopted concept for City Beach. The five primary design principles and community values that shape the City Beach Concept Plan are:

- Maintain the park and waterfront as a family and community gathering space.
- Maximize the value of the waterfront for public use.
- Reinforce connectivity within the park and to other recreation and downtown activities.
- Consider repurposing underutilized areas within the park.
- Explore improvements that encourage activities that contribute to the economic vitality of the community.

The city has some set-aside funding and is pursuing additional funding strategies, including a potential new urban renewal district, to fund the construction of the Downtown Waterfront and City Beach improvements.

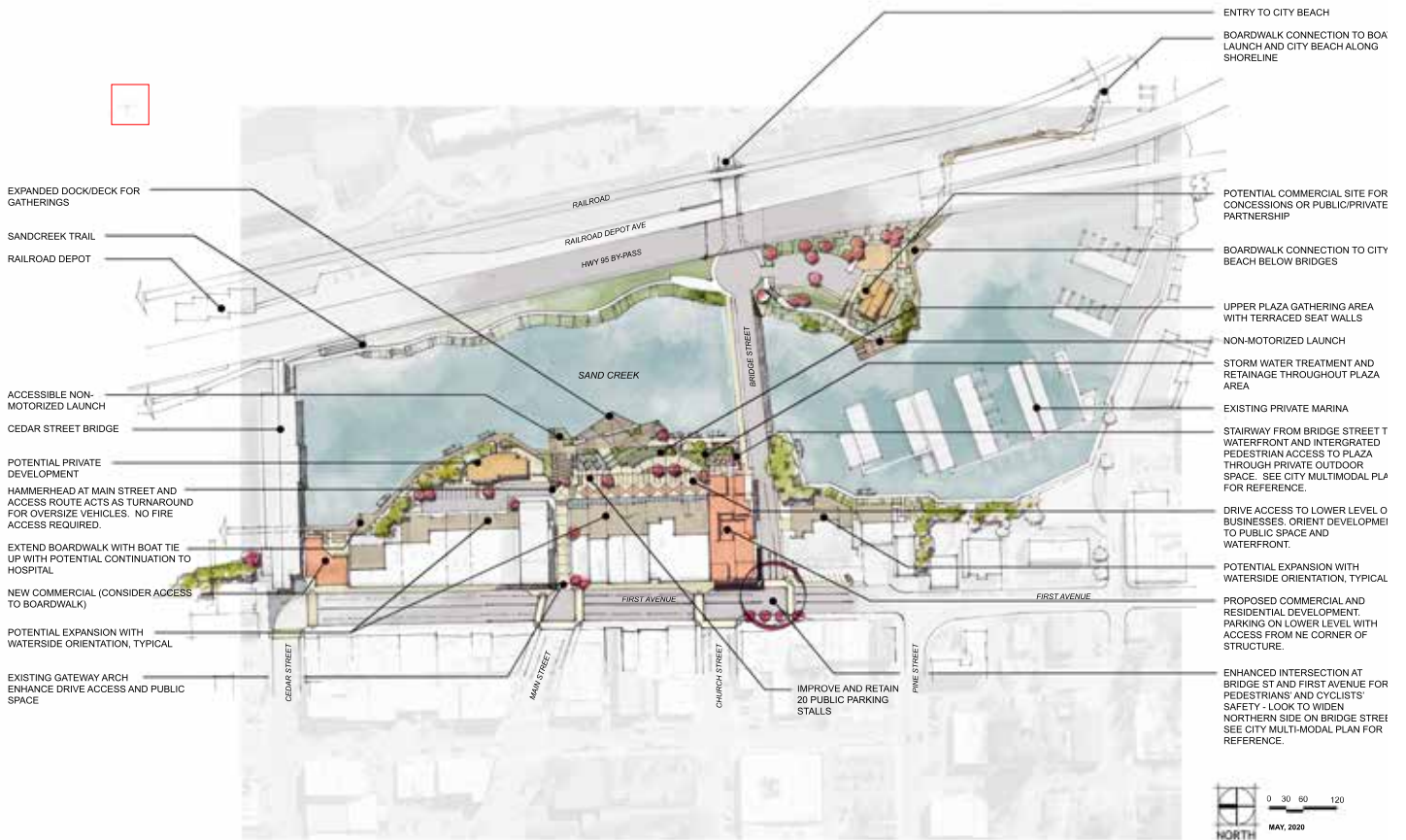
CAROUSEL OF SMILES

Both design concepts considered a potential location for a historic carousel from the 1920s owned by a local 501(c)(3) nonprofit organization, Carousel of Smiles. The project is a unique restoration of the 50-foot diameter, Allan Herschell carousel to its former glory using local and regional artisans, machinists, and other supporters.

Community input during the parks master planning process informed the preferred location for the carousel at the Sand Creek Landing area where a potential commercial use is identified in the Downtown Waterfront Concept Plan. The Carousel of Smiles is planning to launch a capital campaign in 2023 to fund construction of a building for the carousel and has had preliminary conversations with the city regarding a land lease for the facility.

This project should be considered by the design teams.

SAND CREEK DOWNTOWN WATERFRONT CONCEPT



CITY BEACH CONCEPT

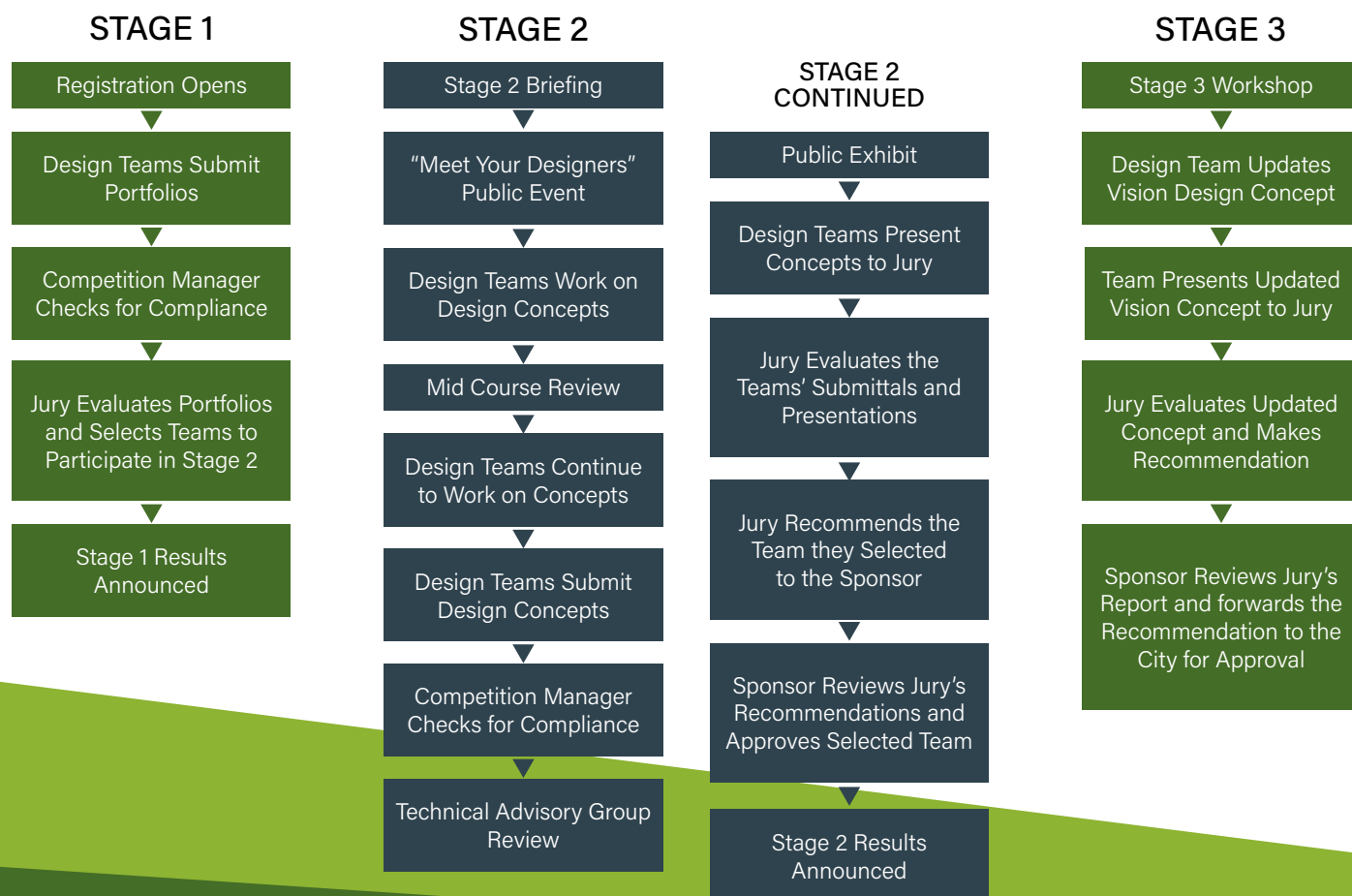


Process

Stage 1 is an open call for Design Teams that include design leadership, engineering specialties, artists, historians, planners, and others that can undertake this challenging task.

In Stage 2, the three or four selected Design Teams will create a Vision that addresses the Design Goals created by the Stakeholder Committee and interact with the Technical Advisory Group to test and refine ideas.

In Stage 3, the selected Team will work with the Sponsor, Stakeholder Committee and Technical Advisory Group to clarify design and implementation issues.



Regulations

These Competition Regulations set forth the rules by which this design competition is conducted. Agreement by any Designer or Design Team to participate in the design competition requires compliance with all Competition Regulations.

1. COMPETITION PROCEDURE

1.1. Announcement: The competition will be announced in traditional media, trade publications, and on the website. This announcement will direct individuals or teams interested in participating to the competition website.

1.2. Registration: Interested parties must register through the competition website to receive any notifications issued. At least one member of a Team must register to submit.

1.3. Stage 1 Site Visits: The project area is publicly accessible, so site visits are at the discretion of the participants.

1.4. Question and Answer Period: Questions and requests for additional information may be submitted through the competition website. All questions received in accordance with the Competition Schedule will be answered, and copies of all questions and answers will be posted on the competition website. The authorship of all questions will remain anonymous, and questions may be edited before posting to remove any identifying information.

1.5. Submission of Stage 1 Design Team Portfolio: All portfolios must be received at the designated competition address by 3:00 pm PDT/PST on the date indicated on the Competition Schedule. The portfolio shall conform to the mandatory requirements for Stage 1 portfolios as stated in these Competition Regulations.

1.6. Late Submissions: A submittal will be considered late if received after 3:00 pm PDT/PST, on the day set forth in the Competition Schedule. Submissions received after the specified time will not be considered in the competition and will be returned unopened to the sender.

1.7. Compliance Check: Upon receipt of the portfolios, the Competition Manager will review each submittal for compliance with mandatory requirements. All submittals found in compliance with the Competition Regulations will be forwarded to the Jury for evaluation. Any portfolio found to be non-compliant with these Competition Regulations will be removed from the competition and the entrant notified of such action.

1.8. Stage 1 Evaluation and Selection: All submittals will be exhibited to the Jury in a format that allows each Team's qualifications to be viewed and evaluated equally and without prejudice. The Jury will analyze and evaluate the submittals and select three to four Design Teams to be invited to participate in Stage 2 of this design competition. Evaluation and selection decisions are entirely within the discretion of the Jury and are not subject to appeal in any forum.

1.9. Approval and Notification: The Sponsor will review the Jury recommendation, confirm the Jury's evaluation has been executed in accordance with the Competition Regulations, and, if appropriate, adopt the Jury Report establishing the shortlist for Stage 2 of the competition. The Competition Manager will notify Teams of their advancement and the results will be posted to the competition website. Each Stage 2 Team will receive a subsequent letter from the Competition Manager regarding the Stage 2 Briefing.

1.10. Stage 2 Competition Briefing: The Stage 2 Teams will be required to attend an on-site briefing with the Competition Manager and Technical Advisory Group. The briefing will include detailed information on the project design and program, including a review of the schedule, procedures, and submittal requirements, and dissemination of other timely and appropriate information.

1.11. Meet Your Designers Night: The Design Teams will be required to make a short presentation to the public introducing themselves and their approach to design at a “Meet Your Designers” event to take place in conjunction with the Stage 2 Briefing.

1.12. Question and Answer Period: Questions and requests for additional information from the Stage 2 Teams may be submitted to the Competition Manager. All questions received in accordance with the Competition Schedule will be answered, and copies of all questions and answers will be sent simultaneously to all Stage 2 Teams. The authorship of all questions will remain anonymous, and questions may be edited before posting to remove any identifying information.

1.13. Mid-course Review: Each Design Team will be invited to a mid-course review, which is a working session among the Team, Competition Manager, and the Technical Advisory Group. The agenda is up to the Team but should focus on planning and design, technical functionality, and response to program criteria. While each Review is separate and confidential, issues that impact program requirements will be resolved and distributed to all Teams in the same manner as questions and answers. The purpose of the reviews is to provide constructive feedback to the Teams so that the final proposals submitted are as feasible and functional as possible.

1.14. Submission of Stage 2 Design Proposals: All Stage 2 submittals shall be received at the designated competition address by 3:00 pm PDT/PST on the date indicated in the Competition Schedule. The submittal shall conform to the mandatory requirements stated in these Competition Regulations and to the extent elaborated upon at the competition briefing for Stage 2 participants.

1.15. Late Submissions: A submittal will be considered late if received after 3:00 pm PDT/PST on the day set forth in the Competition Schedule. Submittals received after the specified time will not be considered in the competition and will be returned unopened to the sender.

1.16. Design Proposal Compliance Check: Upon receipt of the design concept submittal, the Competition Manager will record such receipt, examine the submittal for compliance with mandatory requirements, and catalog the materials submitted. All Stage 2 design concept submittals found in compliance with the Competition Regulations will be posted to the competition website and forwarded to the Jury for evaluation. Any submittal found to be non-compliant with these Competition Regulations will be removed from the competition and the entrant notified of such action.

1.17. Technical Review: The Technical Advisory Group will conduct a review of each design proposal and provide an advisory report of its findings to the Jury. Each design proposal will be evaluated as to how it addresses the design program. The Technical Advisory Group will not offer a comparison between submittals but will provide its evaluation of each submittal separately.

1.18. Public Exhibit: The design proposals will be exhibited in a format that allows each submittal to be viewed equally. The public will be given the opportunity to make comments, which will be shared with the Jury.

1.19. Stage 2 Design Proposal Presentations: Each Stage 2 Team will be given the opportunity to present their design proposal to the Jury. The purpose of the presentation is to ensure that the Jury has a thorough understanding of the design proposal. The presentations will be in a format that allows each proposal to be evaluated equally and without prejudice and will be open to the public for observation.

1.20. Stage 2 Evaluation and Selection: The Jury will evaluate the design proposals and presentations and will, through careful analysis and deliberation, select the design proposal that best interprets the Stage 2 Evaluation Criteria. The selection will be recorded in a written report to the Sponsor. Evaluation and selection decisions are entirely within the discretion of the Jury and are not subject to appeal in any forum.

1.21. Approval and Notification: The Sponsor will review the Jury's recommendation, confirm the Jury's evaluation was executed in accordance with the Competition Regulations, and, if appropriate, adopt the Jury Report establishing the selected Design Team and Vision. The Competition Manager will notify the Teams of the Jury's decision and the Sponsor will announce the selected design concept.

1.22. Stage 3 Workshop: The workshop will be a working session among the Design Team, Competition Manager, Technical Advisory Group, and others as necessary to address recommendations from the Jury and community as well as policy, regulatory, and other implementation issues. The Vision will be updated based on the clarifications and decisions from the workshop.

1.23. Stage 3 Presentations: The Design Team will present the updated design concept to the Jury, which will be open to the public for observation. The purpose of the presentation is to ensure that the Jury's and community's recommendations have been thoughtfully addressed and issues of implementation have been resolved.

1.24. Stage 3 Evaluation: The Jury will evaluate the updated design concept and presentation and create a Jury Report of their response and recommendations.

1.25. Approval: The final decision and recommendation of the Jury will be forwarded to the Mayor and City Council. Upon approval, the City will have a Vision for the downtown and waterfront as well as a knowledgeable team that can assist with additional consultation as the Vision is implemented.

2. SPONSOR AND ADMINISTRATION

2.1. Sponsor: The City of Sandpoint is the Sponsor, the coordinating and adjudicating authority for the Competition. The Sponsor shall have final decision authority regarding issues arising during the process. If issues arise, the Sponsor will consider the issue and the Competition Manager's recommendation and render a decision. The decision is not subject to appeal. The Sponsor will also ensure appropriate involvement in and support of the competition activities.

2.2. Stakeholder Committee: The City-appointed committee helped develop the Design Program and will give stakeholder advice on existing and proposed development concepts and assist in formulating program requirements during the process as required.

2.3. Jury: The Jury is comprised of individuals representing a broad range of disciplines including urban design and planning, architecture, landscape architecture, transportation, engineering, and arts and culture. All members of the Jury are recommended by the Competition Manager and appointed by the Sponsor. The Jury is responsible for evaluating the submittals for all stages of the design competition.

2.4. Technical Advisory Group (TAG): The TAG is composed of representatives of implementation agencies and will serve as an advisor to the Jury and the Design Teams. The TAG will participate in the Stage 2 Briefing and Mid-course Reviews to provide feedback on the feasibility of proposals, and will provide the Jury a technical overview of each Stage 2 submittal.

2.5. Competition Manager: The Competition Manager is retained by the Sponsor to manage the competition procedure. The Competition Manager's role is to be the sole contact of, and representative for, the participants throughout the competition; organize and coordinate all activities of the competition to ensure an equitable, open, and clear process leading to decisions by the Jury; facilitate meetings as required for the orderly execution of the competition; bring issues regarding non-compliance of the Competition Regulations to the Sponsor for review and decision.

3. COMMUNICATION

3.1. Protocol: If any participant desires information of any kind in regard to the competition, the participant shall ask for this information through the competition website during the question-and-answer periods, or at the Stage 2 competition briefing. No competition participant or participant's representative shall communicate with any member of the Jury, Sponsor, Stakeholder Committee, or Technical Advisory Group matters of this design competition except as provided in these Competition Regulations.

3.2. Duration: This communication protocol is in effect continuously throughout the duration of the competition from the competition kickoff to the announcement of the selected design at the end of Stage 3.

3.3. Reporting: Representatives of the Jury, Sponsor, Stakeholder Committee, and Technical Advisory Group shall report any communications from participants to the Competition Manager, who will bring the matter to the Sponsor. The Sponsor will determine whether such communications shall result in disqualification.

3.4. Questions and Answers: All questions received in accordance with the Competition Schedule will be answered as indicated in the Competition Regulations. Upon publication by the Competition Manager, the questions and answers become addenda to the Competition Manual.

4. ELIGIBILITY

Jurors, members of the Stakeholder Committee, Technical Advisory Group, and employees of the Sponsor are not eligible to participate in this competition. Participation is otherwise open to all.

5. MANDATORY REQUIREMENTS FOR STAGE 1 PORTFOLIOS

5.1. Intent of Stage 1: The portfolio should provide the Jury with an understanding of the Team's experience; planning and design philosophy; overall resume; and understanding of design, programming, arts, culture, and place-making.

5.2. Composition: Each Team should include the appropriate disciplines the Team believes necessary to address the Design Program. Each Team shall have, at a minimum, Team members that are specialists in architecture, urban design and planning, landscape architecture, transportation, sustainable design, and environmental, civil and structural engineering. Other disciplines may be included as well if they serve that Team's particular approach.

5.3. Submittal Requirements: Participants must submit one electronic copy in PDF format through the competition website and mail/deliver five printed copies of the portfolio bound in 8.5 x 11-inch format.

5.4. Portfolio Contents: The portfolio must contain only the following information for consideration. No other information will be accepted. A page is considered one side of the paper, double-sided printing counts as two pages.

5.4.1. Cover Letter: Briefly introduce the Design Team, including location and organizational structure. Identify the contracting entity.

5.4.2. Statement of Project Understanding: A narrative (maximum of two pages) that addresses the opportunities and challenges for the project and the Team's overall planning and design philosophy and how it translates to the project.

5.4.3. Statement of Team Qualifications: A narrative (maximum of three pages) that describes the composition of the Team and the roles of the participants on the Team. Include detailed information on the participants of the Team, their roles, and why the specific combination of members was selected. Sufficient information should be provided to justify the Team composition and responsibilities.

5.4.4. Project Examples: Documentation of up to five projects by the Team within the past ten years (maximum of four pages per project). Each project example should include the following:

- a one-page narrative description of the project that includes planning and design objectives, approach, results, project significance, and key features; how the project is similar in scope, program, and/or complexity; unique aspects of the project; and contribution to the urban fabric.
- a list of awards, publications, notices, peer recognition, or any other documentation of planning and design excellence.
- illustrations and/or photographs.

5.4.5. Detailed Team Qualifications: For each Team member, provide a one-page firm profile (if appropriate), one-page resumes of key individuals, and up to five additional, relevant project examples. This section is limited to a maximum of 20 pages.

6. STAGE 1 EVALUATION CRITERIA

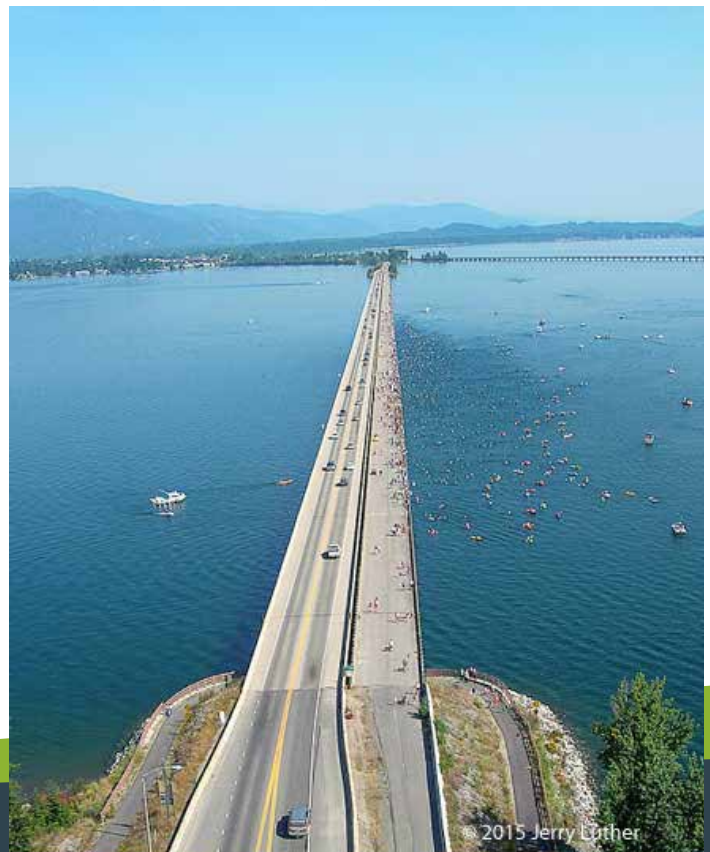
The Jury will evaluate and compare the Stage 1 Design Teams and judge the qualifications with the following in mind:

Design Philosophy and Intent: The Design Team should demonstrate an understanding and overall approach to the project considering the issues identified in the Design Program and the unique opportunities that the project presents.

Team Qualifications: The Design Team should have the professional qualifications and capacity necessary for the superb performance of the required services. It must have a track record of past performance on contracts with public institutions and private industry including quality of work and compliance with performance schedules. The Team should have knowledge of the issues and unique requirements specific to the project.

Project Examples: The examples should be thoughtfully arranged and composed of exhibits that demonstrate an understanding of the issues to be addressed in this project. Each should describe the project challenges and how their solution addressed and met the challenges of the project. Projects should show Team members' experience on projects similar in size and complexity to the project and show the Design Team has worked together successfully on previous projects.

The Long Bridge Swim, Photo by Jerry Luther, 2015



7. MANDATORY REQUIREMENTS FOR STAGE 2 PROPOSALS

6.1. Intent of Stage 2: The intent of Stage 2 of the competition is to have each Design Team selected in Stage 1 prepare a design proposal that responds to and interprets the Design Program.

6.2. Format: The specific requirements of the Stage 2 Vision submittal will be further developed in consultation with the Stage 2 participants and distributed to the Design Teams immediately following the mid-course reviews. Specific requirements for drawings and scale models, media, and presentation composition will be established to provide for submissions that best portray the design proposals in an equal and unbiased manner, and to ensure that everyone viewing the Stage 2 design proposals can understand and compare the design concepts.

6.3. Content: The Stage 2 Vision submittals requirements will be confirmed at the Stage 2 Briefing but will include appropriate graphics and narratives to address the Design Goals as stated in this Competition Manual:

- Framework
- Nature
- Water Quality
- Tribes
- History
- Recreation
- Arts and Culture
- Economic Development
- Movement and Access
- Resilience
- Implementation

6.4. Deliverables: The Stage 2 participants may be requested to submit, at a minimum, the following:

6.4.1. Boards: Four 36" x 48" boards illustrating the design concept.

6.4.2. Design Report: Ten copies of an 8-1/2" x 11" multi-page design report that includes a narrative that fully describes the design proposal, a detailed description as to how the design proposal addresses the design program, and an estimated construction budget appropriate to the design.

6.4.3. Presentation: A public presentation to the Jury.

6.4.4. Electronic Copy: A copy of the design proposal submittal in PDF format (at a size and scale appropriate for web posting and printing).

6.345. Press Kit: One-page narrative and press-ready photography for inclusion in a press kit.

8. STAGE 2 EVALUATION CRITERIA

The Jury will evaluate and compare the Stage 2 design concepts, as presented in the submittals and presentations, and judge the concepts with the following in mind:

- Interpretation of the project
- Responsiveness to the Design Goals
- Demonstration of the Team's capability to complete and execute the selected design
- Technical Advisory Group's report
- Public comments

9. COMPETITION HONORARIUM

Design Teams that are invited to participate in Stage 2 of this competition will receive an honorarium of \$40,000. The fee will be paid upon submission of a design proposal in accordance with these Competition Regulations and addenda and presentation of the proposal to the Jury. An additional \$40,000 honorarium will be paid to the Stage 3 Team upon completion of the Competition. There is no compensation for Stage 1 participants.

10. DISQUALIFICATION

Disqualification will occur if any participant commits an act that conflicts with the Competition Regulations. In addition, any participant that falsifies or in any way misrepresents the education, licensure, or identity of any Design Team member, associate, or consultant is subject to disqualification. The Sponsor has the final determination on all disqualifications arising during the competition procedure. The Sponsor's decision regarding disqualification will be final and not subject to appeal. If a Design Team is disqualified in Stage 2, its honorarium is forfeited.

11. OWNERSHIP AND USE OF COMPETITION SUBMITTALS

All material submitted in this competition will become the property of the Sponsor, which reserves the right to use, exhibit, and/or publish the material at its discretion, but shall make every effort to give appropriate credit to the authors of any material used. The authors may use their own work for promotion and marketing efforts.

Sand Creek & Cedar Street Bridge in the fall



12. AGREEMENTS BETWEEN THE SPONSOR AND THE SELECTED TEAM

Upon the adoption of the Stage 3 Jury Report by the Sponsor, the Design Team will be invited to negotiate a contract with the Sponsor to provide further professional services. If for any reason the initially selected team fails to negotiate an agreement with the Sponsor to implement the design, the Sponsor reserves the right to commence negotiation with the next-ranked design team. The Sponsor reserves the right to request modifications to the program or design prior to the completion of detailed design and construction documentation for any reason, including communications from design reviewing agencies and for budgetary considerations.

13. COMPETITION SCHEDULE

The Competition Schedule is a part of the Competition Regulations and lists the sequence of events and the deadlines of the process. If made, modifications to the Competition Schedule will be issued as addenda and posted on the competition website.

Schedule

JANUARY 20	REGISTRATION OPENS
FEBRUARY 23	STAGE 1 SUBMITTALS DUE
MARCH 2-3	STAGE 1 JURY SESSION
MARCH 15	ON-SITE BRIEFING OF STAGE 2 TEAMS
WEEK OF APRIL 11 *	MID-COURSE REVIEWS
MAY 11	STAGE 2 SUBMITTALS DUE
MAY 12	COMPLIANCE REVIEW
MAY 15-16	TECHNICAL ADVISORY GROUP REVIEW
WEEK OF MAY 15	PUBLIC EXHIBIT
MAY 17-19	STAGE 2 JURY SESSION PRESENTATIONS TO COMMUNITY
MAY 23	ANNOUNCEMENT OF STAGE 3 TEAM
JUNE 6	STAGE 3 WORKSHOP
JUNE 16	FINAL DESIGN CONCEPT REPORT DUE
JUNE 20	JURY REVIEW PUBLIC PRESENTATION
JUNE 21	REPORT TO COUNCIL COMPLETION OF DESIGN COMPETITION

* Specific dates to be determined with the Sponsor,
Competition Manager, and Participants

Jury

The Jury is comprised of local and regional individuals representing a broad range of disciplines including urban design and planning, architecture, landscape architecture, transportation, engineering, and arts and culture. The Jury is responsible for evaluating the submittals for the three stages of the Design Competition.

HAN-MEI CHIANG, AIA

Project Manager, Hoffman Construction

As a Project Manager, Han-Mei has been a leader on some of Hoffman's most significant and complex projects. Her previous experience as an architect helps her facilitate seamless collaboration between Hoffman and the design team. Han-Mei has been instrumental in driving workplace improvement initiatives at Hoffman and sits on several influential community boards advocating for diversity, equity, and inclusion in the construction industry. In her role as Project Manager, Han-Mei partners with Hoffman's in-house procurement department to bring extensive outreach to minority, women, and veteran-owned firms. In 2019, she was awarded the Women of Vision Award by the Oregon Daily Journal of Commerce. She continues to bridge her interest in architecture and construction as secretary of NOMA PDX and has been on the board since 2020.

KATIE EGLAND COX

Executive Director, Kaniksu Land Trust

An ideal advocate for Kaniksu Land Trust, Katie has woven together her deepest passions—a love of the Idaho landscape, teaching and learning, building community, and spending time outdoors. Accredited since 2016, the Trust has completed 30 conservation projects, protecting nearly 4,000 acres of special places in Idaho and Montana. Kaniksu Land Trust continues to be committed to supporting the vibrant communities of north Idaho and northwest Montana and preserving the lands and waters that sustain them. Katie received her B.S. in Education from the University of Idaho and a master's in architecture from the University of Washington. Thus far, Katie has focused her professional life in the fields of Education and Architecture, with a particular interest in building community.

HERB FRICKE, P.E.

Chief Executive Officer/President, AKANA

Herb is a civil and environmental engineer with AKANA, a Native American owned professional services firm helping clients to plan, design, engineer, and manage projects that benefit the communities we live in. He has over 25 years of experience in the field, with an emphasis on planning and design of water, wastewater, transportation, and site development projects. He has experience in federal, state, and local contracts as well as considerable experience in planning and design for development projects for numerous tribes throughout the western states. Herb is a member of Three Affiliated Tribes (Mandan, Hidatsa, Arikara). He earned a B.S. in Civil Engineering from the University of Idaho and a master's degree in Civil Engineering from Cornell University, and is a registered professional engineer in many western states including Idaho.

STEVE GILL

Brownfields Analyst, Idaho Department of Environmental Quality

As IDEQ's Brownfield Analyst, Steve uses his background in hydrogeology, environmental science, and consulting to manage brownfields-related projects and assist local governments awarded brownfield grant funds with managing their projects. Steve worked in the private sector for 30 years prior to joining the IDEQ. He is a fourth-generation Idahoan whose family first came to Kootenai County Idaho Territory in 1881 and then moved to Sandpoint in 1886 when his great-grandfather was employed with the Northern Pacific Railroad. His family stayed in the area over the years and his father graduated from Sandpoint High School in 1950. He subsequently founded and operated several businesses in town, which Steve also managed for 15 years. Growing up along the banks of Lake Pend Oreille, Steve inherited a passion for north Idaho's mountains, lakes, and rivers, which led to his involvement with the early environmental movement and eventually the Idaho Department of Environmental Quality.

BRIAN MCCORMACK

Principal Landscape Architect, McCormack Landscape Architecture

Brian founded McCormack Landscape Architecture in Lapwai, Idaho to provide landscape design and site planning for tribal projects throughout the country. As an enrolled member of the Nez Perce Tribe of Idaho, he has a sensitivity and personal understanding of Native American cultural values and beliefs that enable him to bring a unique design perspective to tribal projects. Brian is renowned for his indigenous plant design, understanding of sacred sites, and culturally appropriate site planning. His experience in the United States, Japan, Mexico, and Tahiti includes landscape designs for cultural centers, tribal museums, resort hotels, recreational facilities, master-planned residential communities, commercial projects, and single-family residential landscapes. In recent years, Brian has been invited to speak at universities, national conferences, and educational sessions.

SHELBY ROGNSTAD

Mayor, City of Sandpoint, Idaho

A fourth-generation Idahoan, Shelby moved to Sandpoint in 1999. He was drawn to the wilderness and natural beauty of the Idaho Panhandle after graduating with a B.A. from the University of Idaho. Prior to running for Mayor in 2015, Shelby owned and operated Common Knowledge Bookstore and Café on Main St. and founded Rognstad Enterprises, a real estate investment company, where he still serves as principal. He has been in public service since 2007, having previously served on committees, commissions, and City Council. Under Shelby's leadership, the city initiated its first strategic plan. What followed was the most robust planning initiative that the city has ever undertaken providing strategic guidance for every department in the city. Throughout his tenure, he has advocated for quality of life, including the revitalization of the Downtown Waterfront.

ROBB TALBOTT

Mattox Farm Productions LLC

Through his work with multiple venues and businesses, Robb has been coordinating events centered around the performing arts since the start of Mattox Farm Productions in 2017. He currently manages the Heartwood Center in addition to booking and promoting music at Eichardt's, the Pearl Theater in Bonners Ferry, and Sandpoint SummerFest. As a resident of Sandpoint, he is proud to have created the Sandpoint Summer Music Series at Farmin Park now moving into its 4th year. He currently is on the Board of Directors for the Eureka Institute as well as the Performing Arts Committee for Pend Oreille Arts Council. Prior to getting into the music industry, Robb was a high school teacher in Idaho and Virginia. Robb's love of mountains and the great outdoors led him west in 2013 and the people of Sandpoint have made this his home. With the help of his wife, they are raising two youngsters.

KAREN WHITMAN

Executive Director, Halprin Landscape Conservancy

Karen operates at the epicenter of activities that define local communities throughout Oregon and Washington. Fluent in the language and actions of policymakers, politicians, and business leaders, Karen has led or supported the visionary shaping of many successful and internationally known projects in public space planning, economic and real estate development, tourism, technology, and community development. Most recently, she helped shape civic opinion and public policy for the \$4 million capital improvement project for Portland's historic Halprin Sequence. Expanding the focus to the broader Fountain District, she is managing the newly formed Fountain District Activation project and the feasibility study plan to restore the Keller Auditorium located in the heart of the district. Karen was also responsible for the creation of the Association for Portland Progress, which when combined with the Chamber of Commerce, is now called the Portland Business Alliance.

Competition Manager

DONALD J. STASTNY, FAIA, FAICP, FCIP **Competition Manager**

Don Stastny has been a practicing architect, urban designer, and process facilitator for over forty years, rebuilding communities physically and culturally. Using design as a comprehensive and strategic tool, he works toward elevating the public's understanding and expectations of architecture and urban design locally, nationally, and internationally. Don is recognized as one of the preeminent competition advisors and managers in North America. Providing a stewardship role in design competitions, he "designs" opportunities for design professionals to create outstanding architecture and places. In 1980, he conducted his first Design Competition for Portland's Pioneer Courthouse Square, creating a process that was published in the 1988 AIA Guidebook for Architectural Competitions and has become a national model. Additionally, he authored The Design Excellence Program Guide: Building a Legacy for the U.S. General Services Administration. Among the more than fifty selection processes he has managed are U.S. embassies, national memorials, national museums, sites on the National Mall, and large complex urban design projects.

An award-winning architect and planner, Don has been elected to the College of Fellows of the American Institute of Architects, the American Institute of Certified Planners, the Canadian Institute of Planners, and the Institute of Urban Design. He was awarded the 2006 AIA Northwest and Pacific Region's Medal of Honor, the 2009 AIA Thomas Jefferson Award for Public Architecture, and the 2017 Honored Citizen by the Architectural Foundation of Oregon.

JENNIFER MANNHARD, AICP **Project/Communications Manager**

Jenn Mannhard is a design advocate engaged in creating vital urban communities and public space. Throughout her career in architecture and urban planning she has collaborated on many complex and high-profile design process management projects. She has coordinated and facilitated community visioning, design charrettes, and national design competitions—creating professional environments that enable her collaborators to achieve great levels of success in their assignments. She takes pride in helping others to present their work in the best light.

Over the past 18 years Jenn has worked with Don Stastny to execute national and international design competitions, serving as project and communications manager for such competitions as the City+Arch+River 2015 Design Competition in St. Louis, Missouri; the National WWI Memorial Design Competition in Washington, DC; and the National Native American Veterans Memorial at the National Museum of the American Indian in Washington, DC. She manages the exchange of information between competitors and sponsors, develops the competition materials, and ensures successful coordination and execution of the competition processes. Jenn is a member of the American Institute of Certified Planners.

Advisors

TECHNICAL ADVISORY GROUP

Christine Kuhlman, Building Official

Greg Lanning, Utilities Director

Maeve Nevins-Lavtar, Parks Planning & Development Manager

Amy Tweeten, City Planner

Heather Upton, Art and Historic Preservation Officer

Amanda Wilson, Infrastructure & Development Services Director

Jennifer Stapleton, City Administrator



Sandpoint Aerial Photo by Gary Lirette



Envisioning Place

A Design Competition to shape Sandpoint's
DOWNTOWN + WATERFRONT + COMMUNITY