EVLU 4014: Studio 6

WINTER 2026

EMERGENT FUTURES

DEPARTMENT OF LANDSCAPE ARCHITECTURE
FACULTY OF ARCHITECTURE
UNIVERSITY OF MANITOBA

EMERGENT FUTURES

2026

EMERGENT FUTURES

Emergent Futures Studio integrates planning and design from the scale of urban infrastructure through to design detail in the context of landscape and urbanism. An emphasis is placed on the challenges of relevant equitable environmental and social design in the post-industrial world. The studio incorporates the theory and application of CAD and GIS technology in design.

STUDIO

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LAND ACKNOWLEDGMENT

The University of Manitoba (UM) Fort Garry campus spaces are located on original lands of Anishinaabeg, Ininiwak, Anisininewuk, Dakota Oyate, Dene and Inuit, and on the National Homeland of the Red River Métis.

UM recognizes that the Treaties signed on these lands are a lifelong, enduring relationship, and we are dedicated to upholding their spirit and intent. We acknowledge the harms and mistakes of the past and the present. With this understanding, we commit to supporting Indigenous excellence through active Reconciliation, meaningful change, and the creation of an environment where everyone can thrive. Our collaboration with Indigenous communities is grounded in respect and reciprocity and this guides how we move forward as an institution.

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In this studio, urban infrastructure is understood far beyond its engineered, utilitarian functions. It includes both the hard physical systems that support daily life and the soft social systems that influence how those assets are distributed, evolved, operated, and experienced over time. A single school playground, crosswalk, or bioswale is connected to a larger network, which, in turn, is tied to regional and global flows of water, energy, data, finance, and governance. In this context, infrastructure must be planned and designed across scales.

For landscape architecture and urbanism, infrastructure is a primary medium of design, particularly in the context of social equity and environmental justice. It shapes where people can safely walk, cycle, rest, mingle, and play. It influences who is protected from flooding and heat, and who is repeatedly exposed. It affects which ecological systems, such as soils, water, and vegetation, are either damaged or supported.

Throughout this term, the students deeply challenged what we traditionally envision urban infrastructure to be. For example, some treated landscapes as critical learning spaces and as an indelible part of circular food systems. Many proposed brilliant interventions in spaces that are rarely designed with public life in mind: back lanes, residential boulevards, hydro corridors, and winter riverbanks. Some promoted native grass planting to bring the Manitoba prairie grassland identity closer to our homes, while others embraced megatrends such as the early implementations of self-driving vehicles and multi-modal mobility.

In doing so, they raised vital questions about how our urban infrastructure landscapes must be reimagined to safely serve humans, non-humans, and machines simultaneously in an emergent future.

This document celebrates all students' efforts. They used geographic information systems and empirical data to investigate these multi-scalar spaces across Winnipeg, identifying conflicting realities where hard systems fail to meet social or ecological values. They mapped patterns of benefit and burden, pinpointed specific equity gaps, and translated those diagnoses into physical, operationally feasible landscape architecture interventions at both the system and site scales.

INTRODUCTION

2

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STUDENT WORKS

POWER TO THE PEOPLE

JUSTIN ALMONTE

Within the neighbourhood of Elmwood, there has been an increase in the median age of residents over the last few years. According to census data, there was a 13.7% increase in residents over the age of 65 between 2016 and 2021. This shift is a clear indication that Elmwood is transitioning towards an aging-in-place neighbourhood with a growing demand for public spaces with a focus on soft mobility and accessibility. As people age, they will rely more on nearby services, safe walking routes, and everyday outdoor amenities that support independence and wellbeing. The transmission corridor in Elmwood will serve as a conduit for exercise, rest, and social connection.

Figure 1: Map of Elmwood Greenway





Figure 2: Strange Geometries of the Greenway

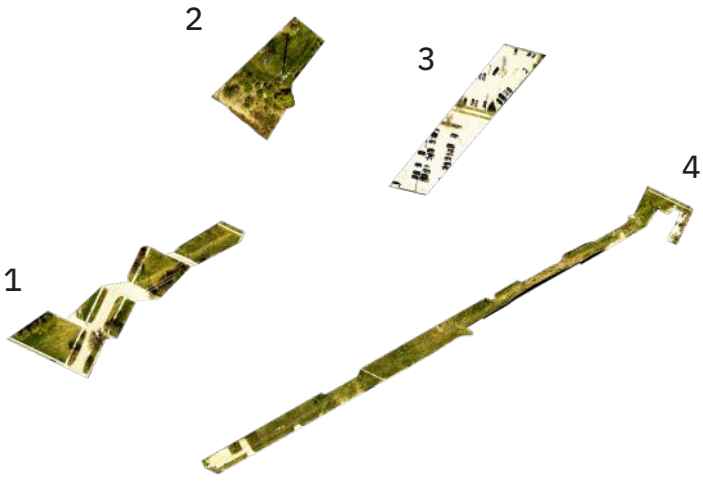


Figure 3: Four Unique Patch Conditions Found on Greenway

Unique geometries and points of interest required a different approach for each condition. For example, at the intersection node (1), more traffic-calming measures would be needed. The industrial node (4), would require buffer zones whenever possible to filter noise and air pollution. The parking lot node (3), provides a hard surface for activities, such as basketball, street hockey, skateboarding, etc.

The system is organized around a continuous multi-use path running through the transmission corridor. As the corridor is long and narrow, its linear form becomes an asset; it creates a legible route for everyday movement while also structuring a sequence of space and operational elements along its length.

The main path is designed as a reliable all-season route with a focus on soft mobility. Gentle grades, clear sightlines, and raised crossings support slower movement and improve accessibility for people using walkers, wheelchairs, and other mobility aids. This makes the corridor particularly important for older residents who may rely on the path as part of their daily routines rather than as a recreational destination.

Other experiential design decisions include seating areas on the eastern edge of the path and depressions on the western edge of the path.

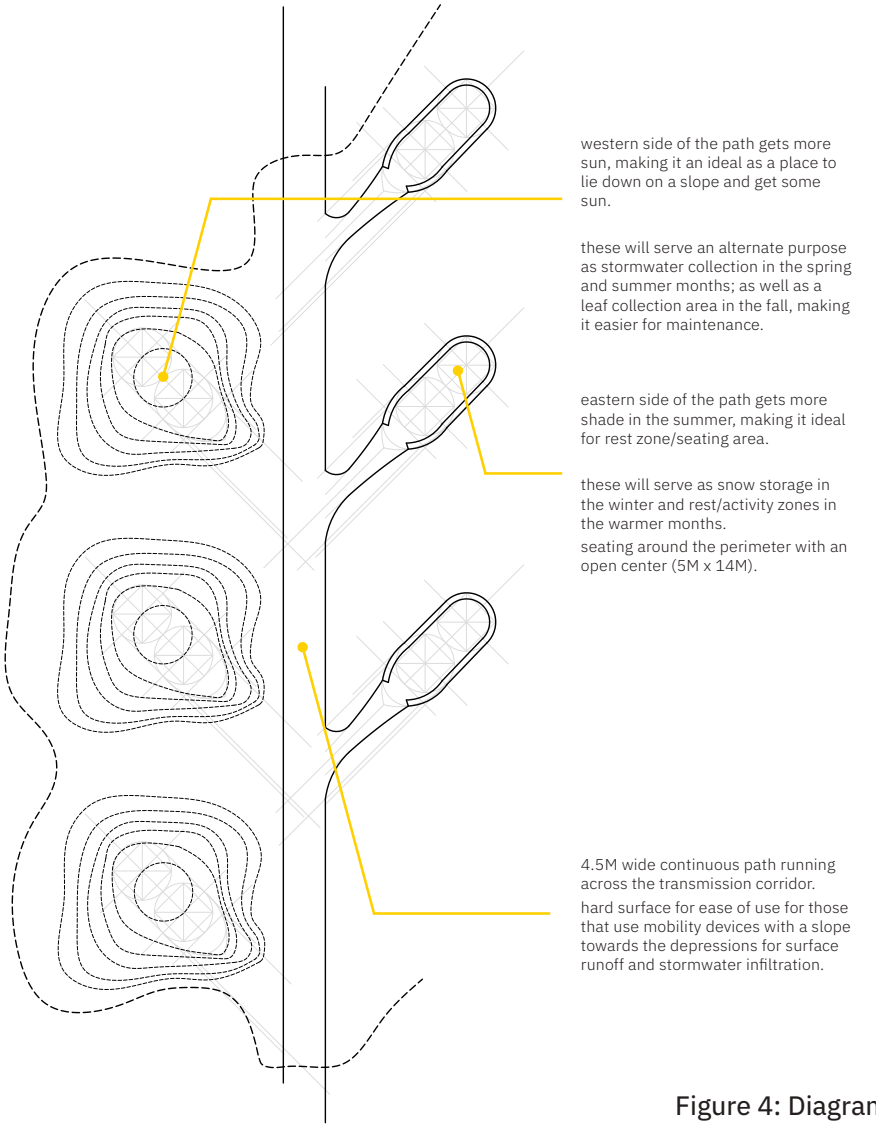


Figure 4: Diagram of Path

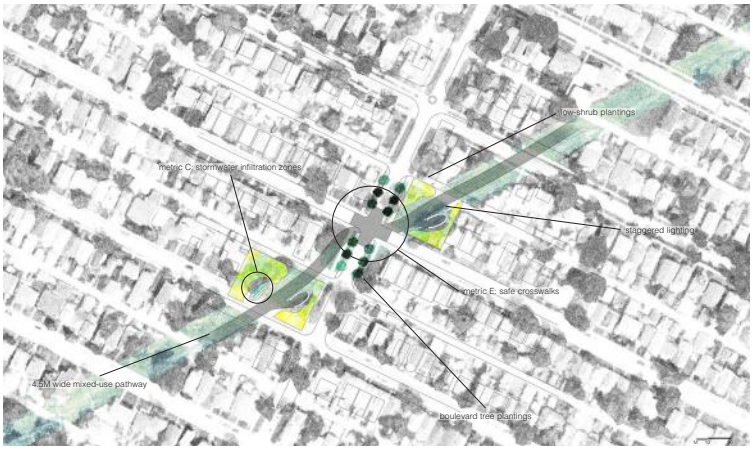


Figure 5: Plan Drawing of “Intersection” Node

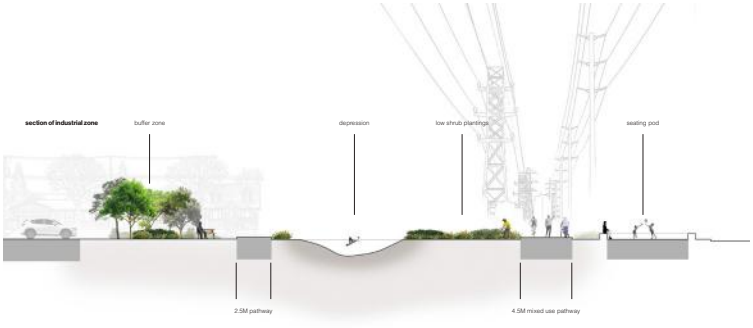
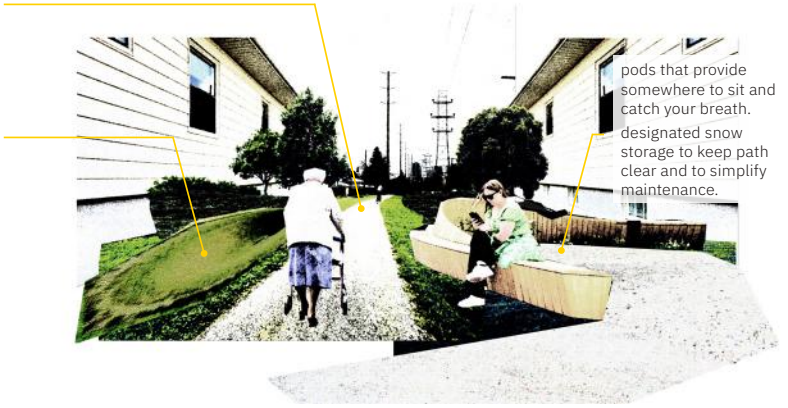


Figure 6: Section of Site on “Industrial” Node

gentle grades and clear sightlines support slower movement and improve accessibility for people using walkers, wheelchairs, and other mobility aids.

depressions for stormwater collection and infiltration, as well as seasonal debris collection



pods that provide somewhere to sit and catch your breath.

designated snow storage to keep path clear and to simplify maintenance.

Figure 7: Collage of Site

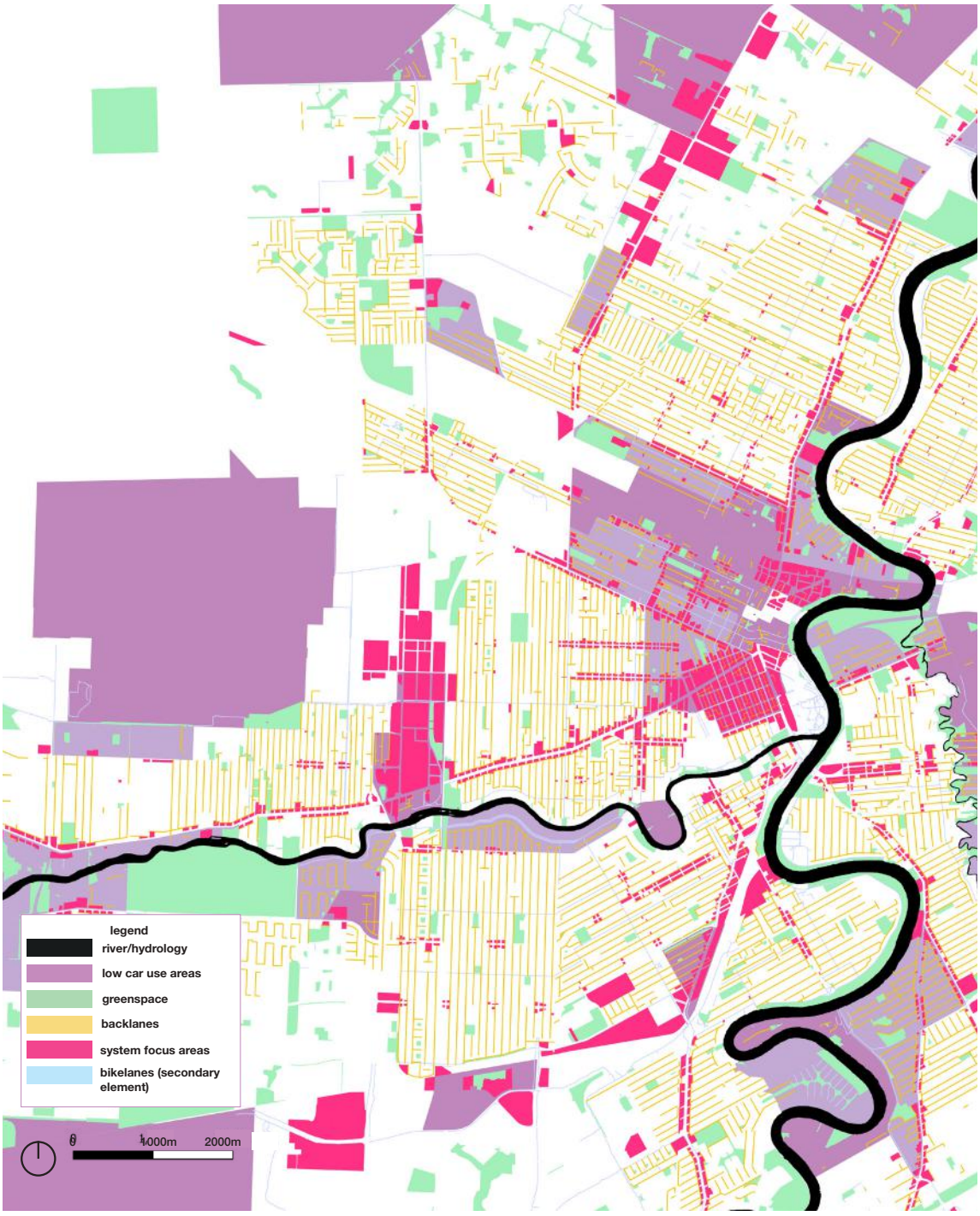


Figure 1: System Mapping of Backlanes and Commercial Corridors

JORY B. THOMAS

BACKLANE BYWAYS

“Backlane Byways” prioritizes pedestrians in low-car areas throughout Winnipeg, with a focus on areas with low greenspace and high commercial activity where there is opportunity to develop within non-residential backlanes. This is particularly relevant in central Winnipeg, where safe pedestrian routes and access to amenities and greenspace remain inequitable. Many residents in these communities rely on walking, cycling, and transit rather than private vehicles, yet current backlane conditions remain unwelcoming, unsafe, and underutilized. Implementing this system prototype would create a network of pedestrian corridors that improve safety, expand recreational access, and establish routes through neighbourhoods historically underserved by urban infrastructure investment. Without intervention, approximately 930 kilometres of backlane will continue to be wasted space, and conditions will continue to affect everyday life, including rising urban heat, pedestrian harm from vehicle traffic, and persistent gaps in greenspace access that disproportionately impact vulnerable communities.



Figure 2: Temporal Phasing

The image below explores backlane types and how spatial conditions shape social and environmental use. In enclosed building-lane-building conditions, strong edges create comfort, microclimate protection, and opportunities for lingering and social interaction. Asymmetrical conditions, where one edge is weaker, reduce these qualities but can be improved through interventions like pergolas, planting, and seating to re-establish enclosure. Fully open parking lot conditions lack definition and prioritize environmental uses such as gardens and flexible programming rather than social gathering.

Across all types, design strategies focus on activating underused backlanes by responding to edge conditions, improving comfort, and introducing elements that support optional activities and community engagement.

Figure 3: Different Types of Byway Designs





Figure 4: User Going Through Space

The above image shows a user going through the proposed building-lane-parking lot type. This user on his way home would cycle through the central bike lane and go through the design, which features seating, a shaded pergola, and enhanced lighting. The design aims to create a space where workers can take their lunch break or have meetings outside, while also acting as a space for local residents or people wanting to rest on their journey down the lane.

A NEIGHBORHOOD FOOD WASTE HUB

LEALYN CARLOS

Winnipeg's inner city faces a paradox: 60,000 residents rely on food banks monthly while nearly half of residential waste is discarded food. We built our food system on extraction, where urban centres consume, waste gets pushed outside.

This project asks what if food waste stopped being something to haul away, and became a resource that could feed us, heal impacted soil, and tighten the circular food system right where we live.

Figure 1: View from South Eastern Entrance





Figure 2: Local Site History

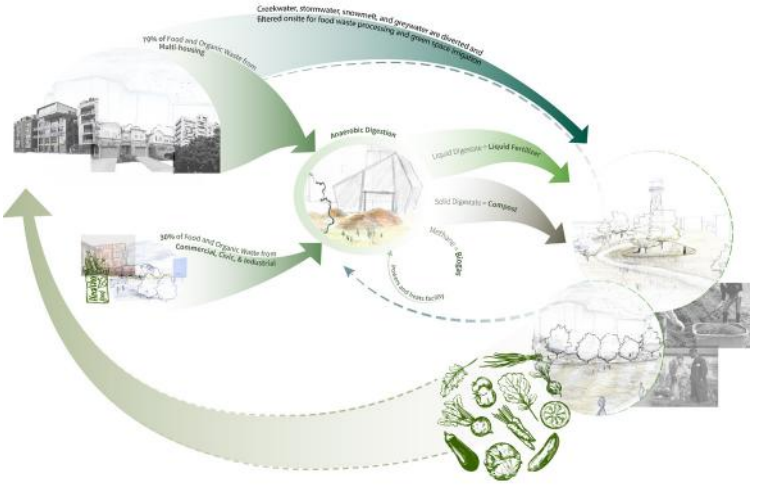


Figure 3: Food Waste Cycle Diagram

The Water Tower District in St. Boniface carries the marks of industrial extraction. It's a brownfield site left vacant as surrounding neighborhoods absorbed the consequences. Its redevelopment into a major multi-housing project makes it a critical threshold: situated between food-insecure inner-city neighborhoods to the north and higher-income areas with food surplus to the south.

The master plan organizes the site around the food waste cycle as a spatial sequence. The processing facility anchors the northwest edge, buffered from residences and connected by a community learning corridor. Green space landforms, such as mounds and sunken amphitheatre, are modified to serve as orchards and extend through the core, doubling as productive and recreational landscape. Water capture infrastructure threads through the green corridors, reducing reliance on the area's aging combined sewer system.

The orchard bears fruit, grown from soil replenished by the same households surrounding it. A resident cuts through the mounded green space on their way home. Some along the same path that doubles as a bike-powered organic waste pickup route. The same landform that shelters the amphitheatre below feeds the people who gather there. Civic space spills toward the street, where a street-facing market offers fresh produce and foods that reflect the community it serves.

The food waste infrastructure is simply part of where we live. Visible enough to teach, quiet enough to belong.

Figure 4

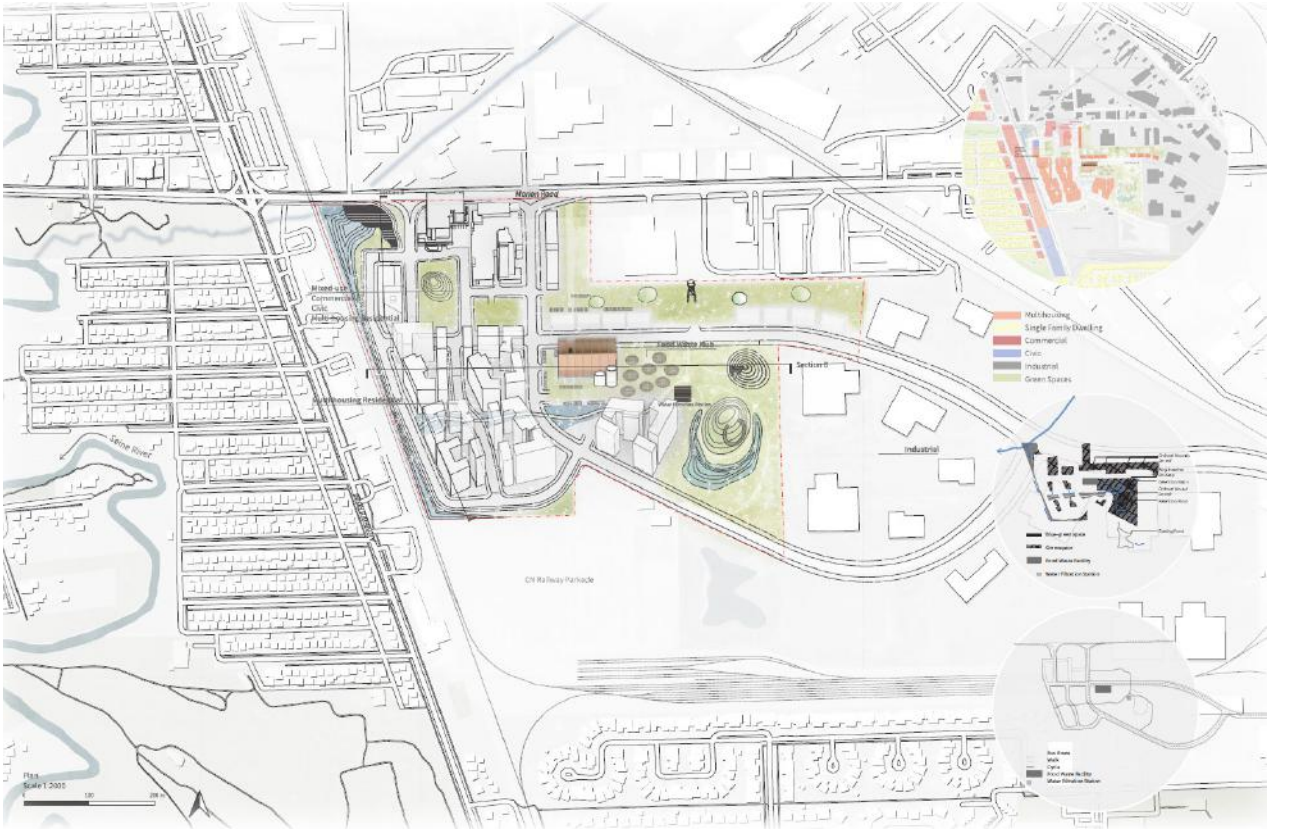




Figure 5: Marion at Archibald Entrance



Figure 6: Smaller Orchard Mounds



Figure 7: View from North-Eastern Entrance

ACTIVATING WINNIPEG'S RIVERBANK INFRASTRUCTURE

KIARA DELL'ACQUA

Being a winter city, our landscapes are primarily designed for the summer months. This creates a conflicting reality: our riverbanks which should be our most valuable public infrastructure, become inaccessible barriers for half the year. Being a winter city means designing landscapes that function, remain accessible and support public life through these cold winter months. The proposal reclaims the winter riverbank, transforming it from an underused space in Winter months into an active and social landscape that ensures equitable access to nature and public life in all seasons.

Figure 1



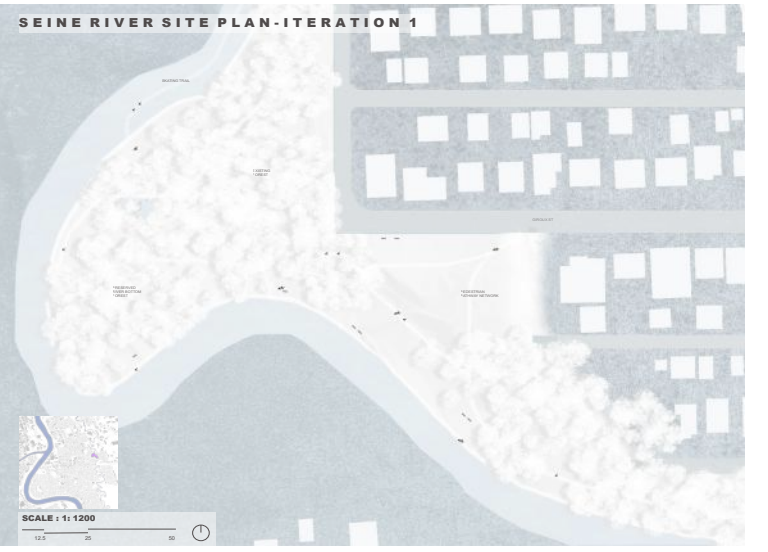


Figure 2

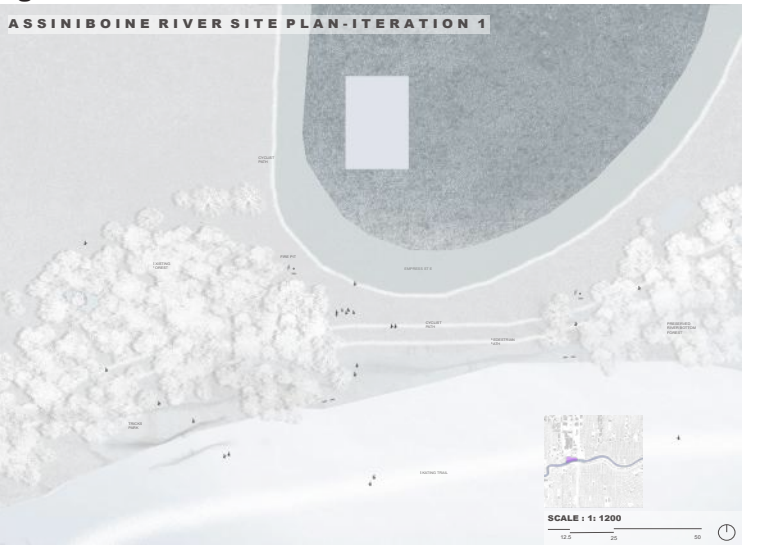


Figure 3

Providing different slope variation, the riverbank winter play parks will be along the Red, Seine, and Assiniboine rivers. They will cater to different ages, whether they are young children, young adults, or the elderly. Having outdoor spaces in the winter encourage people to stay active and connected to nature even in colder months, supporting both physical and mental well-being.



Figure 4



Figure 5

The three prototype sites offer slope variation, use differences and are aimed for certain age demographics or preference. The Red River aims to be a recreational area for cross-country skiing, tricks park, skating, and areas to make snow forts, catering to a younger demographic and middle aged people. The Seine River is a romantic park setting more for leisure, walking, and gentle slopes, for an older demographic who aren't as mobile or an area where visitors rather relax then be extremely active. The Assiniboine River is catering more to residents who live in proximity, with a mix of leisure outdoor areas and some recreation for a middle aged to young adult demographic.

Phasing between 1–3 years addresses the Red River which focuses on children, young families, and young adults. Along the Red River, varied riverbank slopes support a range of winter activities, with its central location enhancing accessibility and concentrating winter play within the city core. Phasing between 5–10 years shifts to the Seine River, where gentler, narrower banks support a more intimate, romantic park setting that prioritizes leisure and passive use. Phasing after 10+ years addresses the Assiniboine River, where limited public ownership and smaller, fragmented sites constrain opportunities for cohesive winter play development. Winnipeg is known for its cold climate and harsh winters, making it important to design spaces that embrace rather than avoid these conditions. Winter play parks encourage residents to stay active, support mental well-being, and reduce seasonal isolation. They also strengthen community life by turning the winter season into an opportunity for social interaction and outdoor engagement.



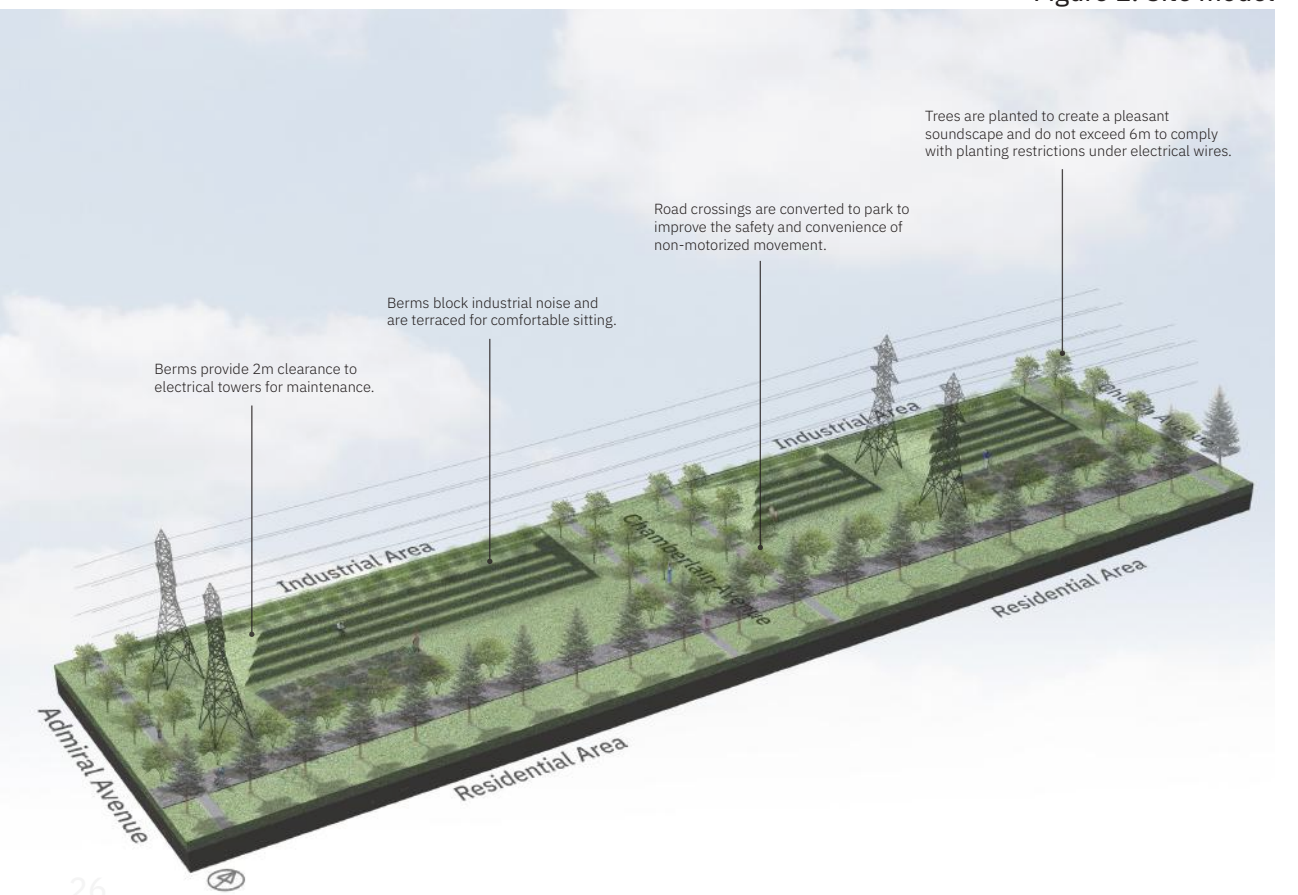
Figure 6

PARKS AS NOISE MITIGATION INFRASTRUCTURE

ADAM GRIFFITHS

The North End is a low-income neighbourhood that borders a railyard and industrial zone, both major sources of noise pollution. Parks should be spaces that allow people to escape noise and provide relief. Without intervention, the North End will continue to be vulnerable to the impacts of noise pollution, including hypertension, irritation, hearing loss, insomnia, tinnitus, lower work performance, and burnout (Eren et al., 2024, pp. 102 104; Kang et al., 2016, pp. 287-289).

Figure 1: Site model



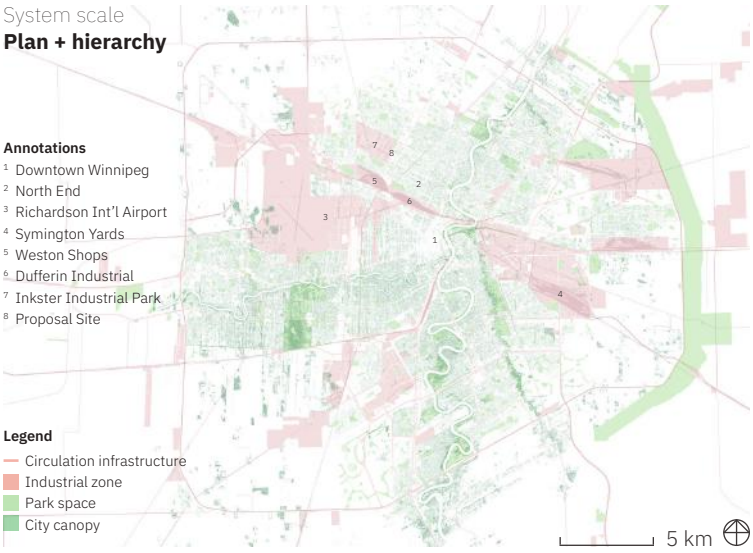


Figure 2: Map of sound quality across Winnipeg

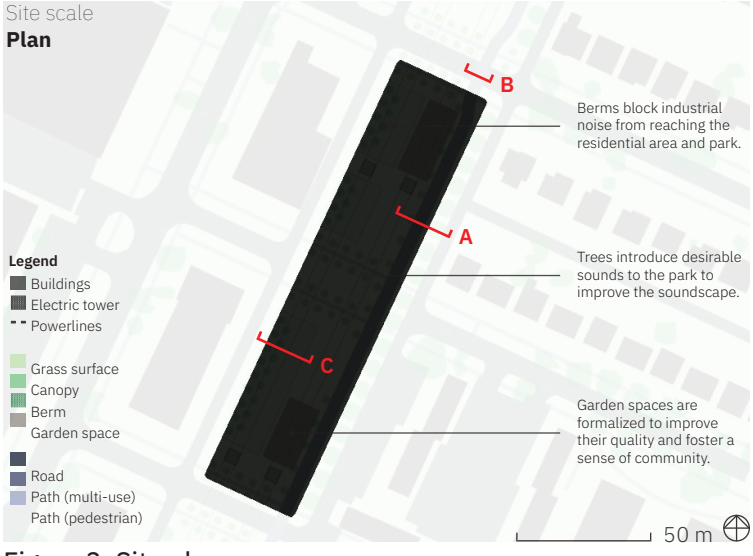


Figure 3: Site plan

Sound quality is unequally distributed across Winnipeg, and the North End is particularly exposed to noise. This intervention turns an underused electrical corridor into a space that protects people from noise.

The quality of sounds is more important than the loudness overall. As such, improving soundscapes has two parts: reducing sources of noise and adding desirable sounds in their place.

This project uses a series of berms block industrial noise, while vegetation creates desirable sounds in its place. These measures transform the electrical corridor into a space that provides relief.

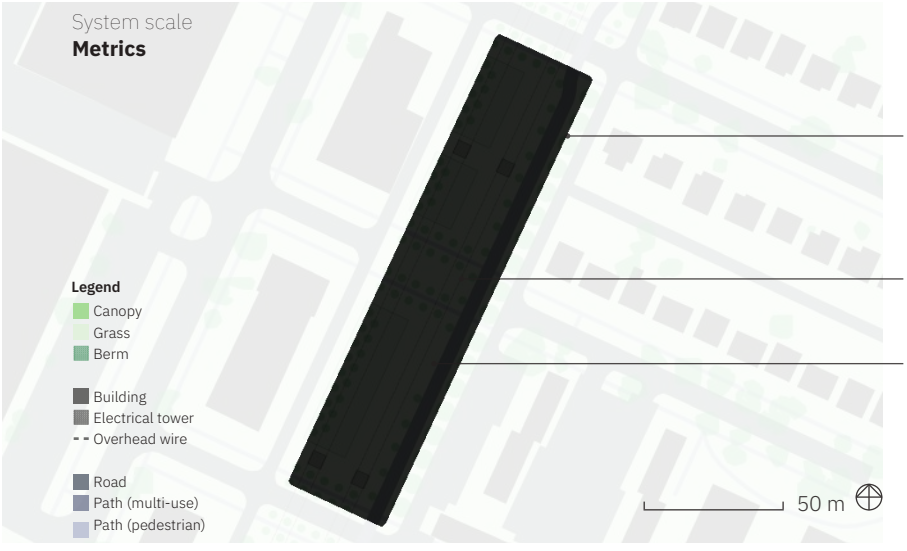


Figure 4: Metrics

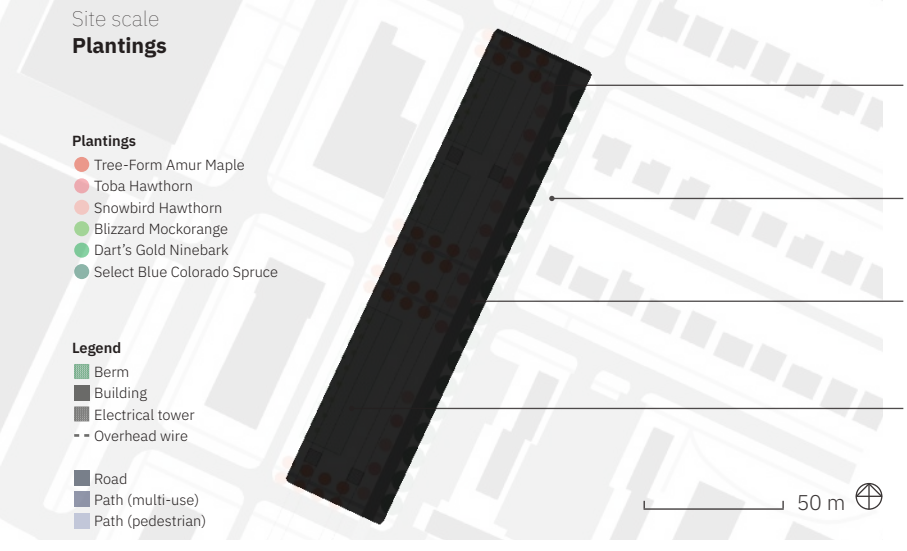


Figure 5: Plantings

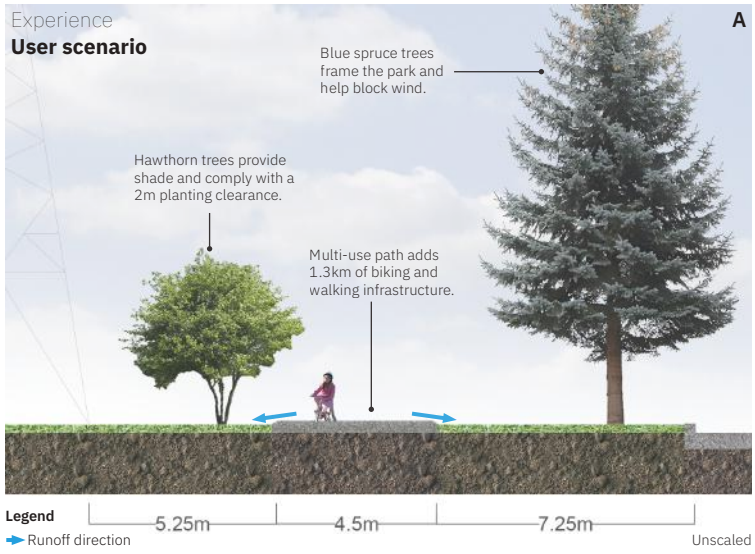


Figure 6: Storyboard 2

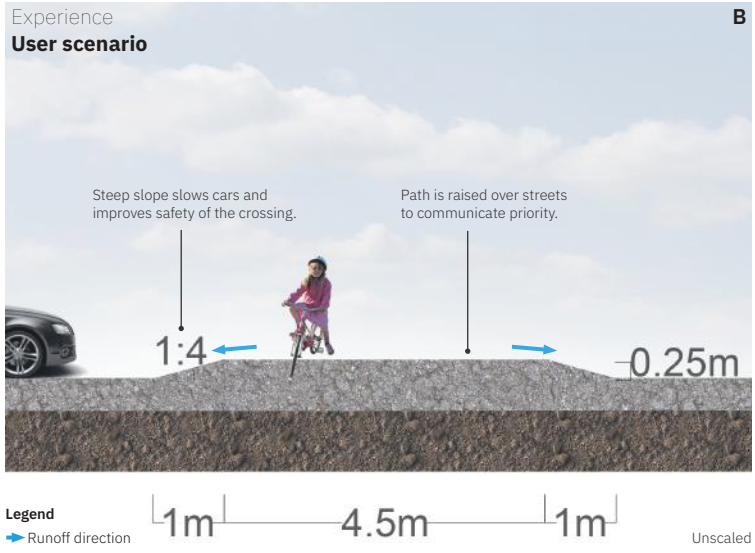


Figure 7: Storyboard 3

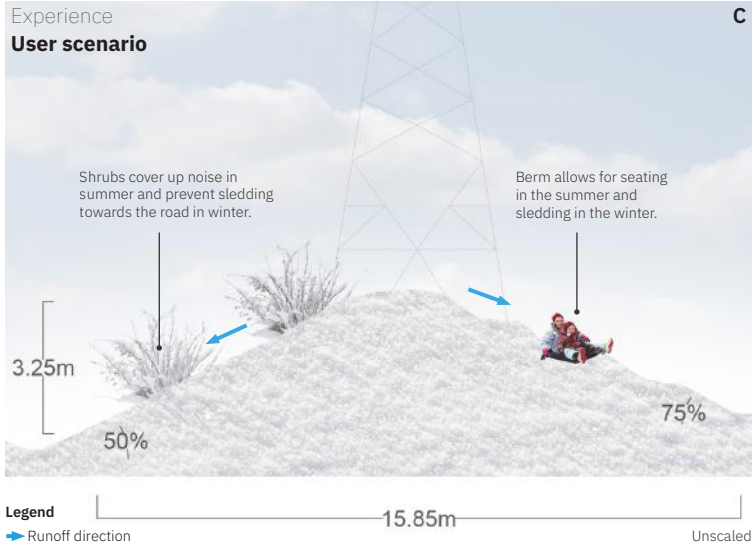


Figure 8: Storyboard 3

101 POCKETS

MAYA HOPKINS

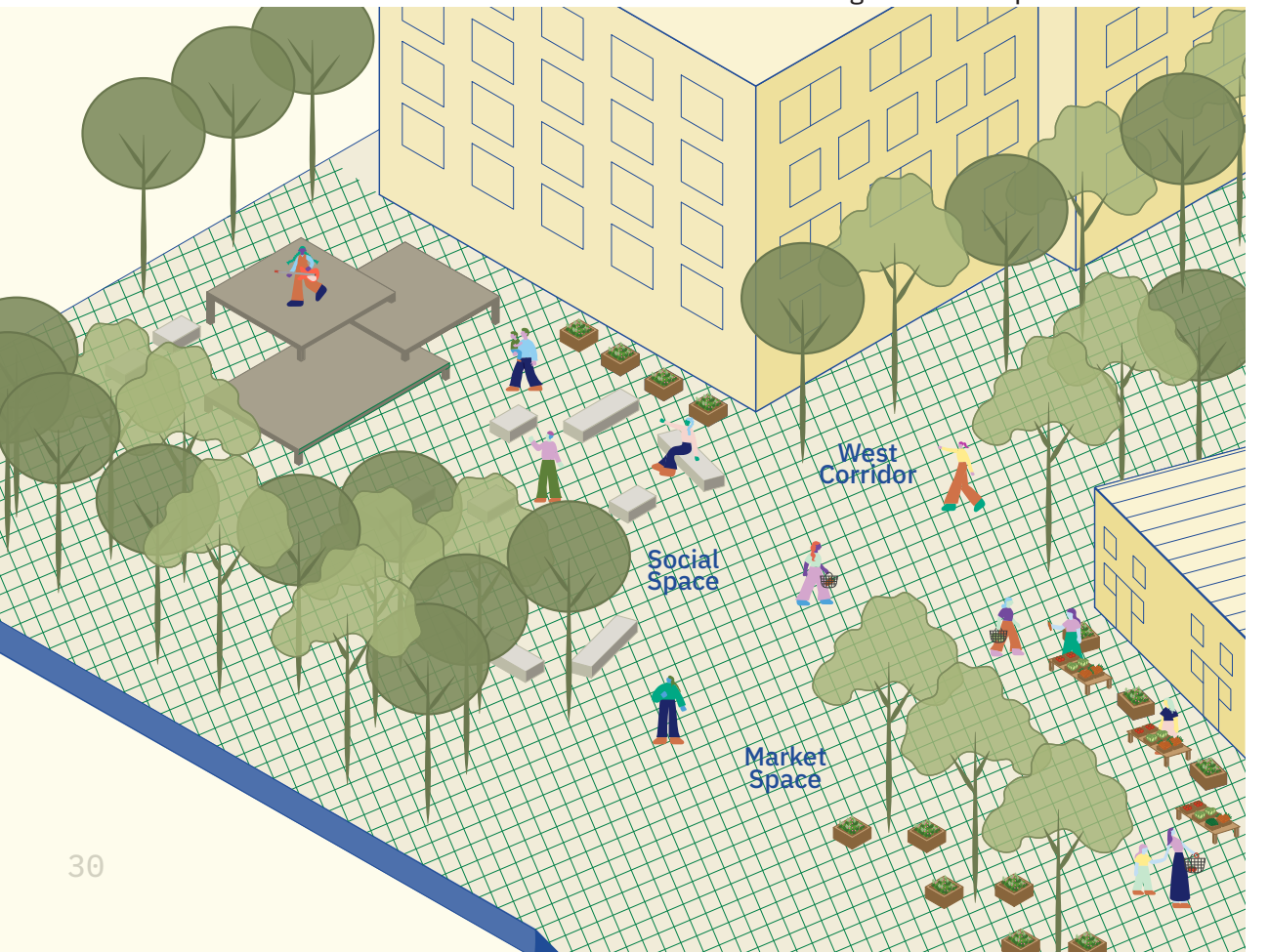
Winnipeg is a growing city with new suburbs popping up further and further from the city centre. As a result, the city becomes less and less equitable and accessible for marginalized groups, particularly in the context of food security.

This project aims to create community connections through a network of social pockets that address food security in areas lacking access to fresh healthy food.

101 pockets were found and chosen based off of left over space, space between buildings, and empty lots.

Pockets vary in shape and size with the smallest pocket just over 100m², or about half the size of the JAR building footprint. The largest pocket being the size of about 4 hockey rinks, just over 7200m².
And the average pocket being about 1700m², or a full size soccer field.

Figure 1: Atmospheric Axonometric



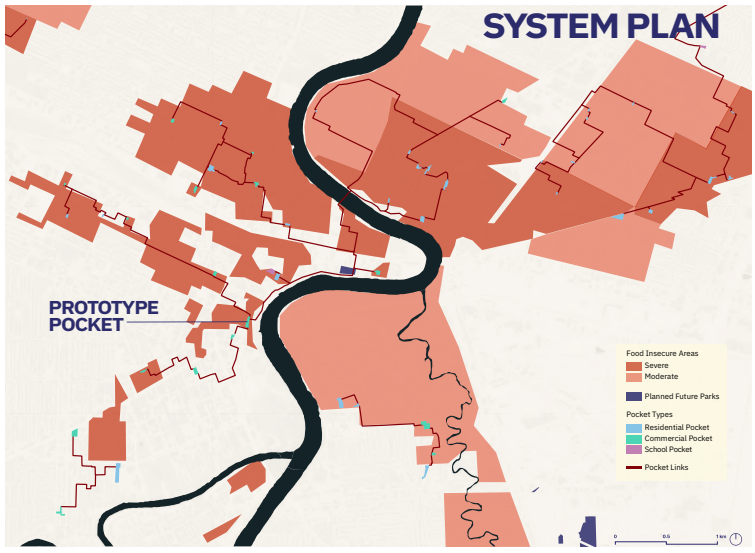


Figure 2

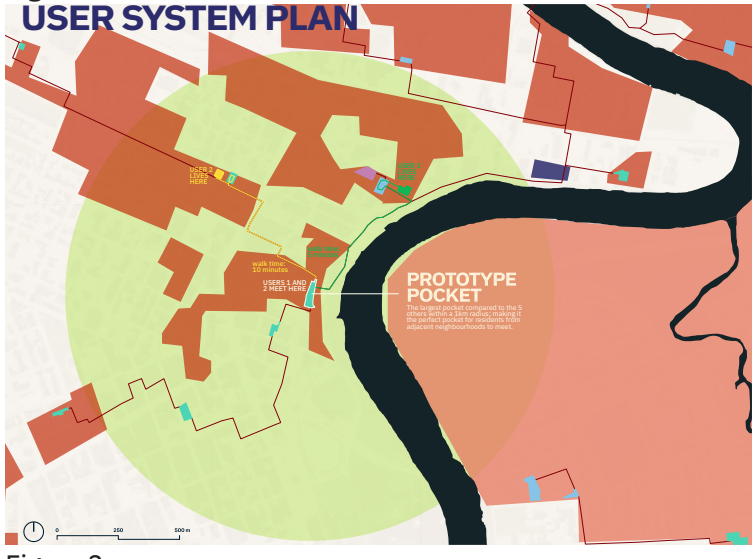


Figure 3

This proposal is designed to prioritize the residents of severely food insecure areas located in the inner city neighbourhoods. As these areas are currently experiencing the most inequity, developing them first will lay the groundwork for the long run.

Based on the surrounding contexts, the pockets have been classified into 3 categories: **Residential Pockets** will focus on growing food through gardening. **School Pockets** will operate as social educational centres to engage neighbourhood children in food production, harvesting, and prepping. Lastly, **Commercial Pockets** will create social and market spaces.

Specific programming for the pockets will be based on the needs and opinions of people living within a 400m radius, or 5 minute walk from the pocket.

In a theoretical survey for the Prototype Pocket, a multi-purpose market space, social spaces for community connection,
and a stage for live music and theatre performances were wanted.

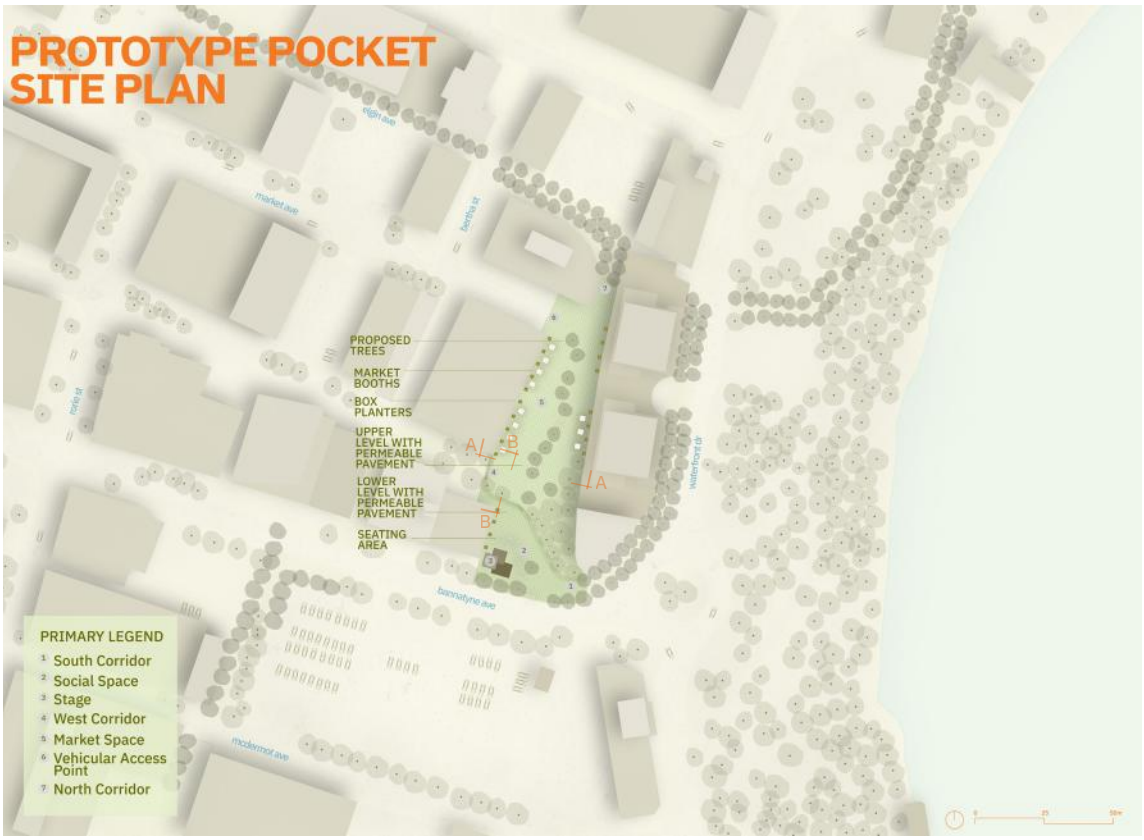
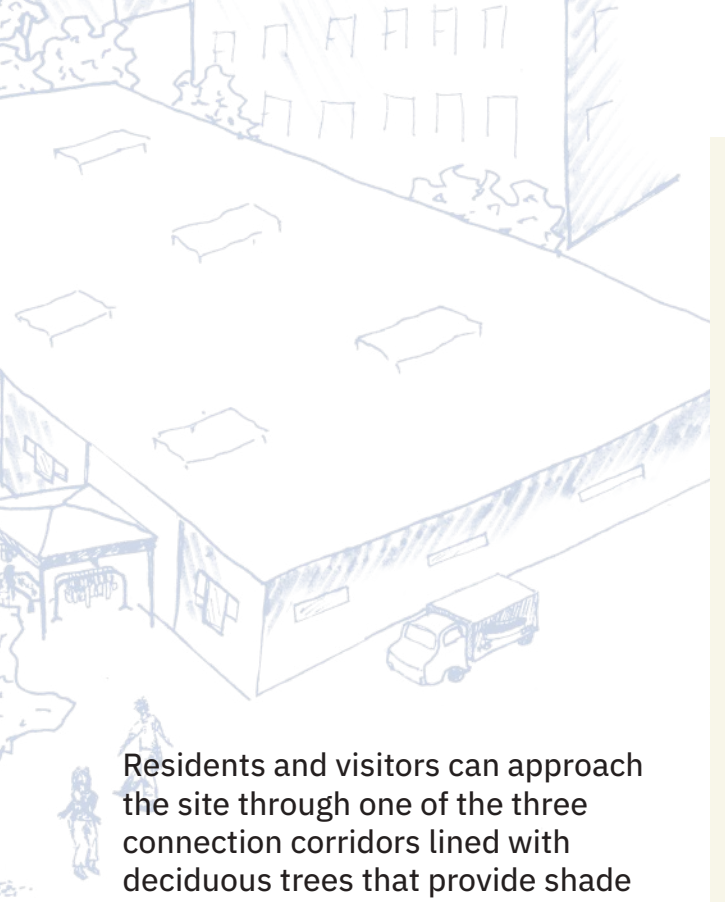


Figure 4



Residents and visitors can approach the site through one of the three connection corridors lined with deciduous trees that provide shade and whimsy.

The stage and social space at the south end of the pocket would serve as a space for eating food and making connections.

The market space willl support food markets and other local pop up events.

The site also provides a much more pleasant view the residents in the adjacent apartments compared to the existing parking lot.

Wouldn't it be lovely to walk out your front door and be greeted by a friendly neighbour with a fresh harvest of veggies?

Or be able to make short daily trips to your local social pocket to say hello to a friend and grab some ingredients for dinner that night?

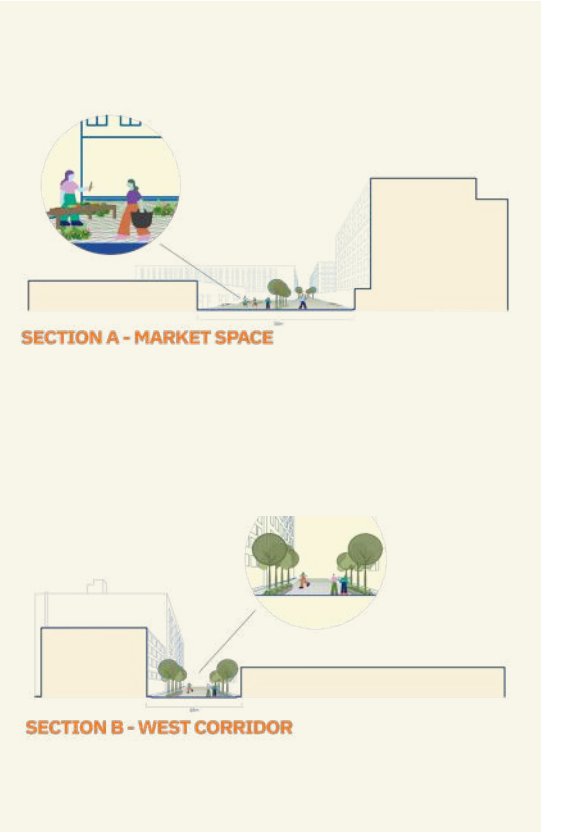


Figure 5



Figure 6

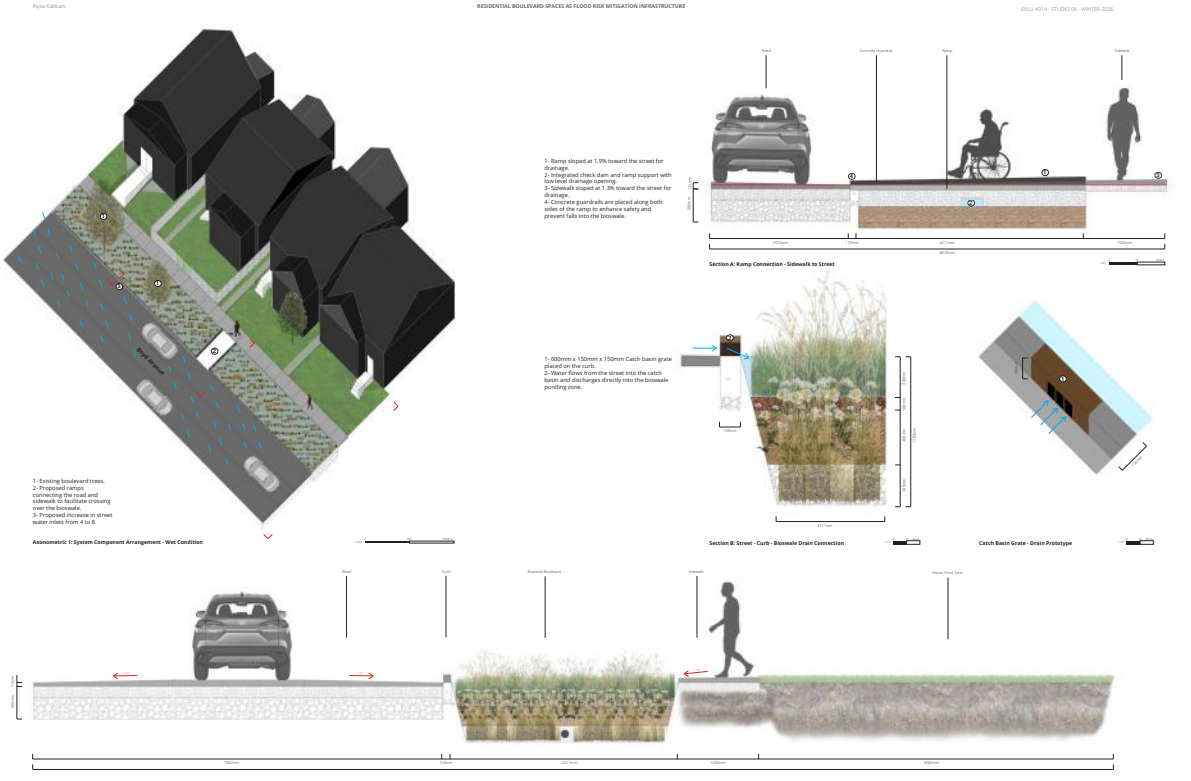
BIOSWALE BOULEVARDS

ALYAA KABBANI

This project addresses increasing rainfall and snowmelt in Winnipeg, which strain aging combined sewer systems and intensify flooding in low-lying North End neighbourhoods. These areas face compounded challenges, including older housing, lower incomes, and limited accessible infrastructure.

It proposes transforming underused residential boulevards into vegetated bioswales that capture, filter, and slowly release stormwater.

Figure 1: Operational Axonometric Drawing



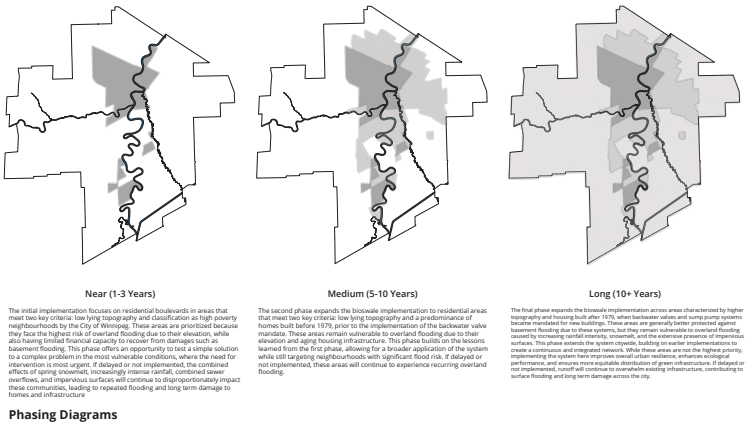


Figure 2: Phasing Diagram

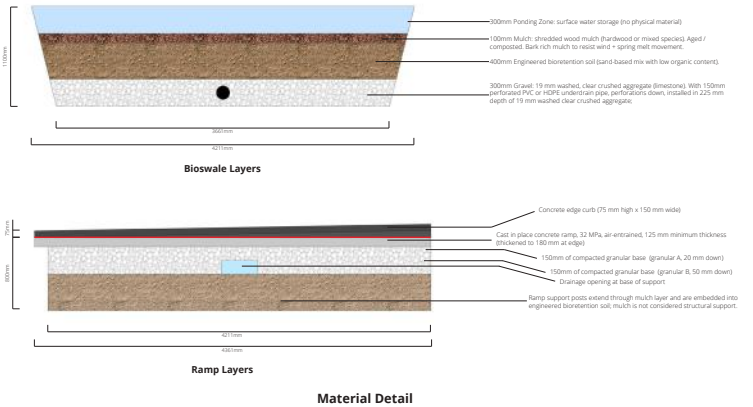


Figure 3: Material Detail

This distributed system reduces sewer pressure, mitigates basement flooding, and improves environmental conditions while addressing inequities in accessibility and safety.

At the site scale, layered bioswales manage runoff through ponding, filtration, soil treatment, and drainage, significantly reducing peak flow and flood risk. Planting enhances performance, while ramps improve mobility for wheelchair users. Phased implementation prioritizes vulnerable communities first. Grounded in environmental justice, the project reframes boulevards as essential infrastructure that integrates water management, ecology, and equitable urban design.



Prairie Dropseed - *Sporobolus heterolepis*

- Average height and spread: 600–900mm
- Planted in the top zone (0–300mm: ponding zone and upper mulch layer)
- Shallow root system: primarily within the 100mm mulch and upper 150–200mm of engineered soil
- Grows in dense clumps that stabilize the mulch layer and slow surface runoff, while roots extend into the soil below to anchor the system
- One of the most salt tolerant native species, making it suitable for road adjacent conditions
- Its low height maintains visibility for drivers and pedestrians
- Produces a distinct smell when it blooms: coriander like / buttery popcorn, enhancing the sensory quality of the streetscape



Canada Anemone - *Anemone canadensis*

- Average height: 300–600mm , average spread: 450–750mm
- Planted in the middle zone (approx. 100–500mm below surface: engineered soil layer)
- Crown located just below the mulch layer, with roots fully within the 400mm engineered soil layer
- Roots spread both vertically and horizontally, improving filtration, pollutant capture, and soil structure
- Operates within the primary treatment zone as it can tolerate both saturated and dry periods, which makes it perfect for a fluctuating moisture zone



Switchgrass - *Panicum virgatum*

- Average height: 900–1800mm , average spread: 600–900mm
- Planted in the bottom zone (approx. 500–1100mm below surface: lower engineered soil and gravel layers)
- Crown located in the engineered soil, while the roots start in lower engineered soil and extend downward into the gravel layer (300mm)
- Native to Manitoba, develops deep root systems that can reach up to 2m - penetrating through the gravel into underlying clay soils
- Enhances vertical drainage and infiltration by creating pathways for water movement
- Stabilizes lower layers and reduces risk of erosion and soil displacement
- Prevents compaction and clogging near the perforated pipe layer
- Highly resilient; survives extreme wet / dry cycles

Planting List

Figure 4: Planting List



Section D: Street Wide Section of the Proposed Bioswale Boulevard

Figure 5: Section D



Figure 6: Site Plan

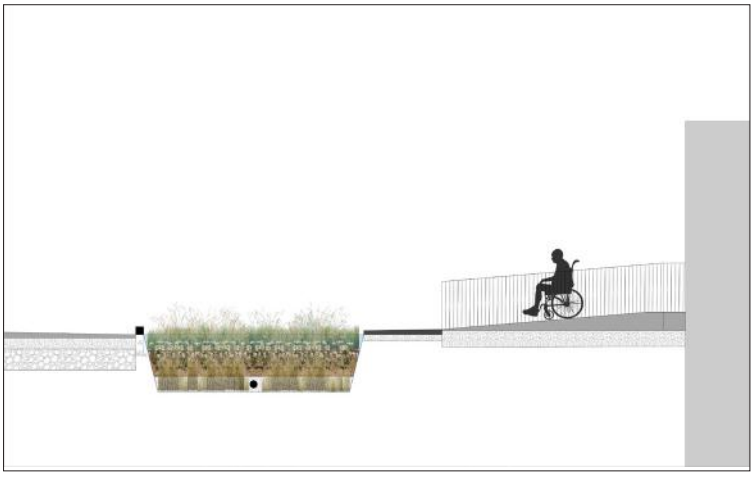


Figure 7: Ramp Experience



Figure 8: Street Experience for Bikers

Green Edge

Nigel K. Musara

This project begins with the recognition that access to public green space is unequal, especially in low income neighbourhoods where spaces are fragmented and difficult to reach. Streets, rather than connecting, reinforce this condition through poor sidewalks and vehicle-dominated design. Instead of adding more parks, the project proposes restructuring the city so public space becomes continuous and embedded in everyday life. The street is reimagined as a connector that supports movement and gathering.

Figure 1



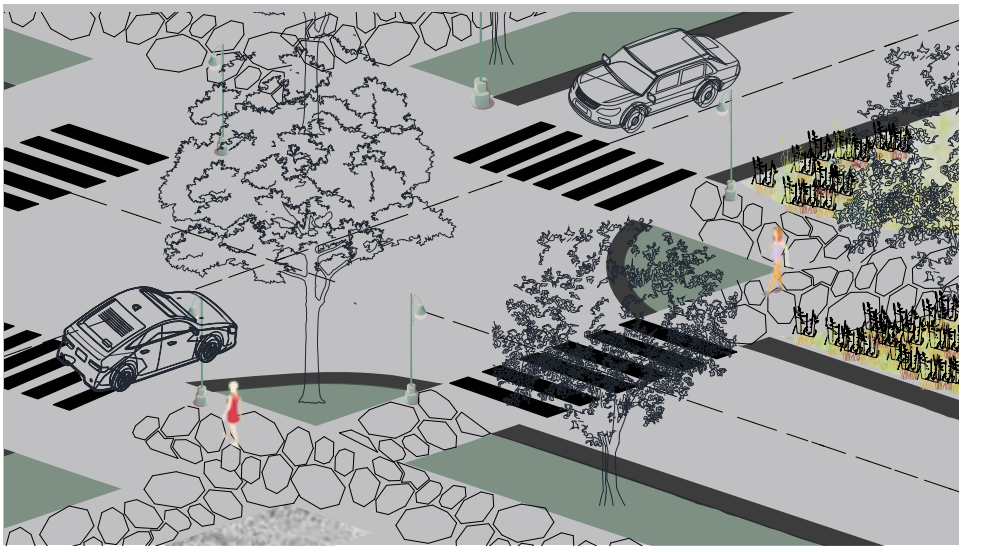


Figure 2

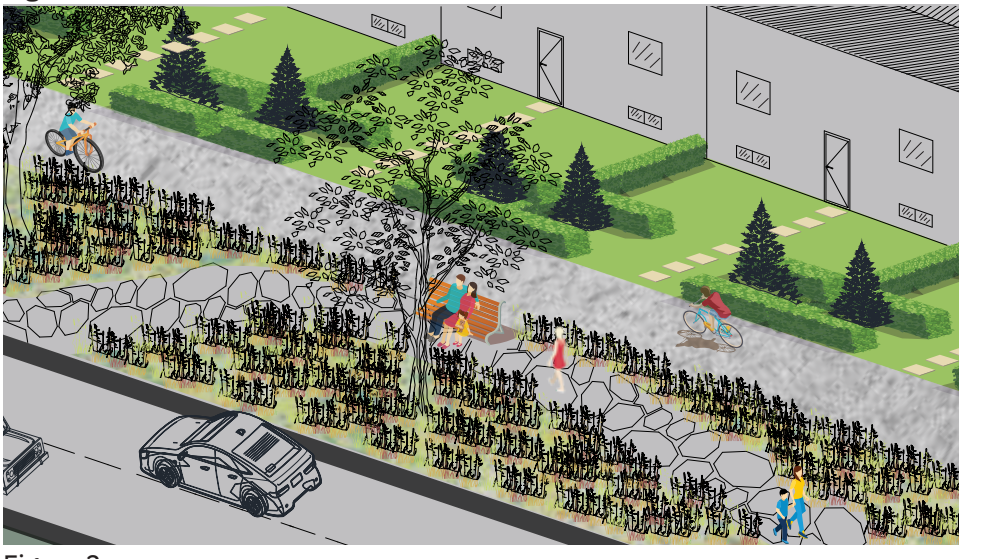


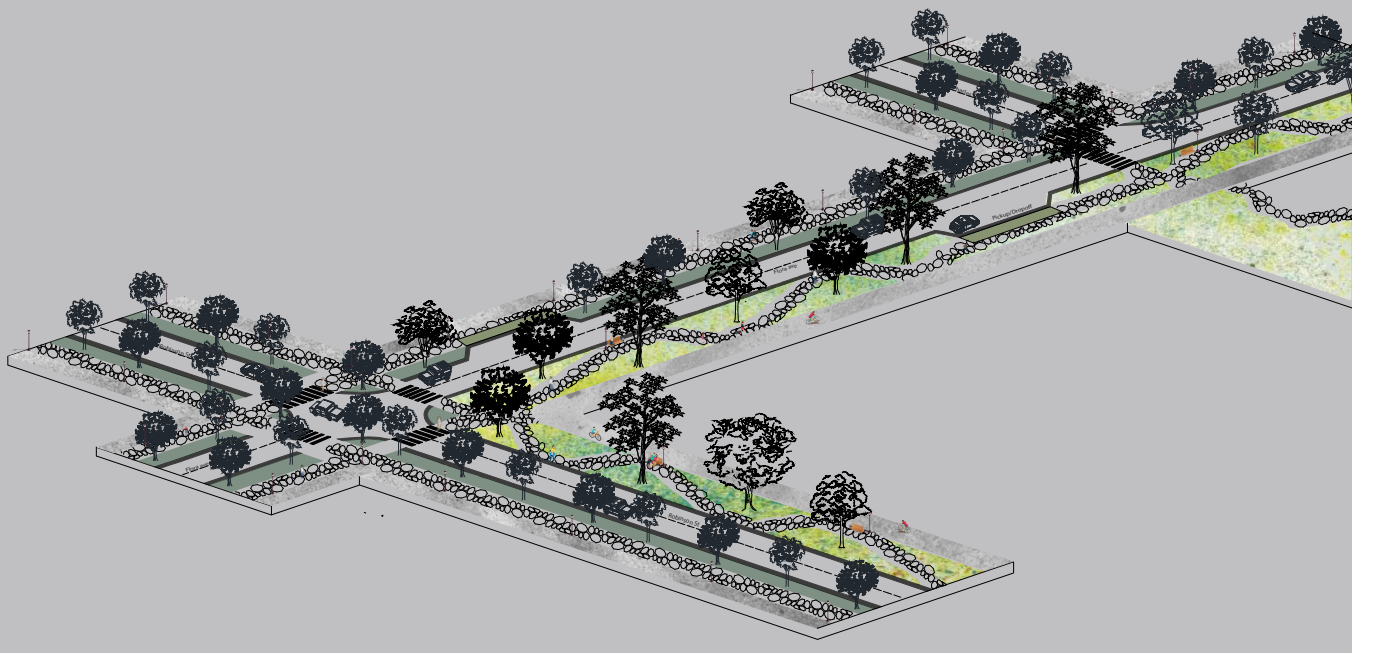
Figure 3

The design prioritizes those most affected by inequities, including children, working parents, and the elderly, by improving safety, accessibility, and year-round usability.

This proposal works through precise spatial changes to how the street functions. Road widths are reduced, crossings are shortened, and intersections are tightened to improve safety and clarity. Material shifts from asphalt to limestone help define movement hierarchies. The street becomes a legible system for pedestrians, cyclists, and limited vehicles.

Ecologically, the project is performance-driven. Bioswales manage stormwater at the surface, while tall grasses filter water and adapt seasonally. Tree planting provides shade, reduces wind, and improves microclimatic comfort. Landscape is not decorative, it actively supports environmental function.

Figure 4



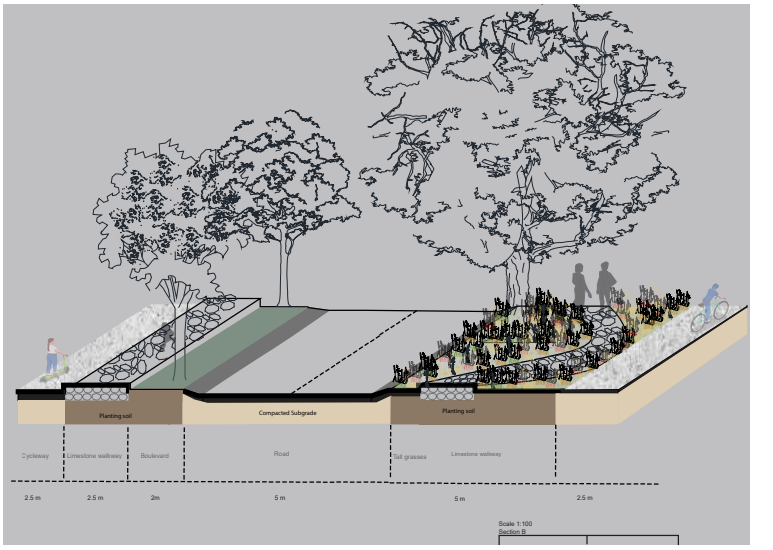


Figure 5

The design responds to time and season. Paths remain usable in winter, ensuring year-round access. Planting systems evolve over time, making seasonal change visible. This creates awareness of growth, climate, and ecological cycles through everyday movement.

COMMUNITY PLANTING FOR INCREASED WATER INFILTRATION

ELIA NIKKEl

This project is focused on the environmental injustices of Manitoba's waterways.

This proposal is to help heal Winnipeg's in just water system through encouraging communities to engage with nature and partake in its healing, through making residential lawns more permeable with native flowers and grasses.



Figure 1. Detail

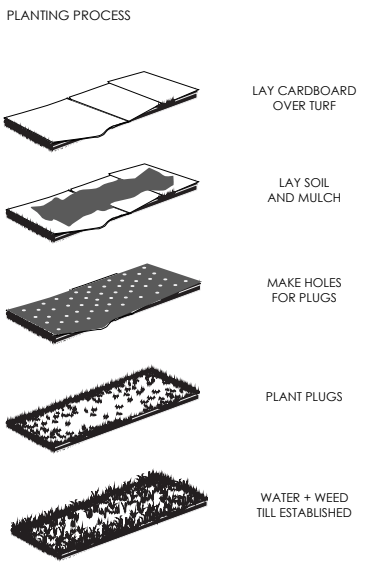


Figure 2. Planting Process

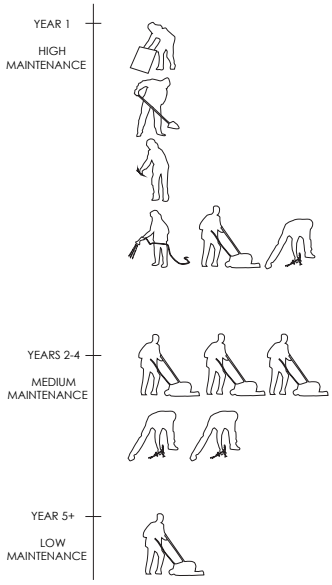


Figure 3. Maintenance



SHADE AND NON- SALT TOLERANT SPECIES

Figure 4. Detail

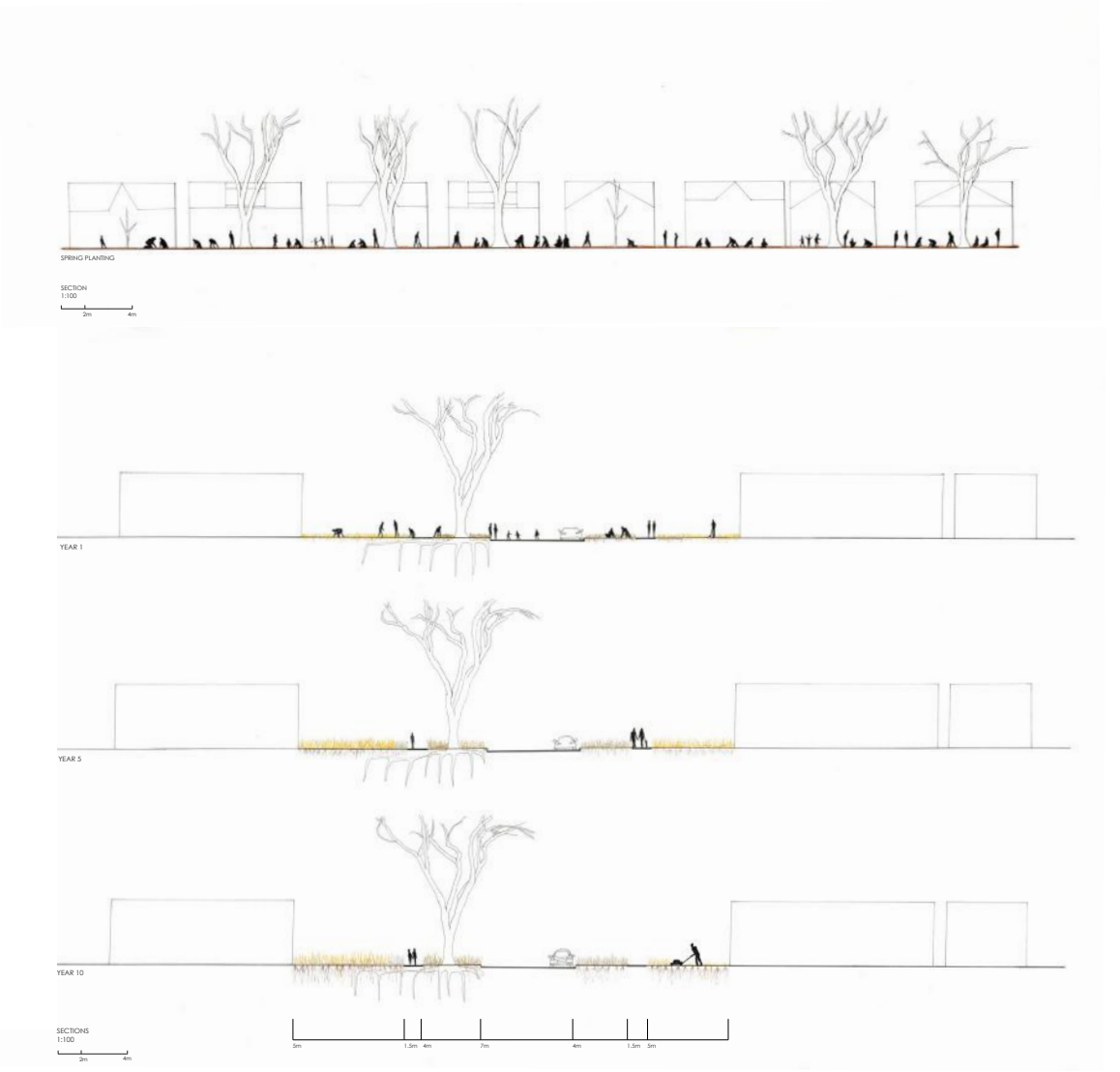


Figure 5. Sections

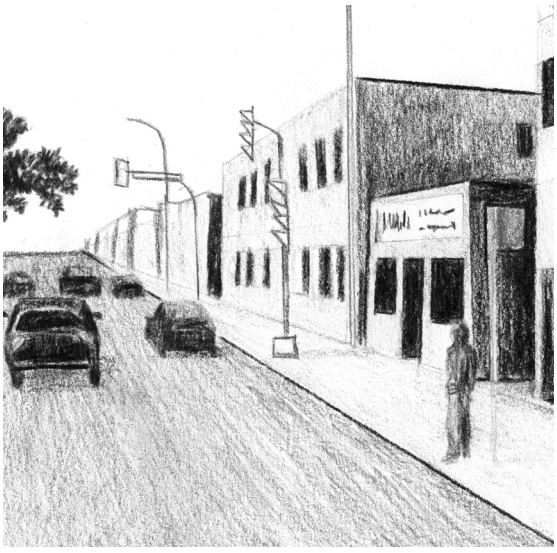







Figure 6. User Journey

SIDEWALK INEQUITY UNDER SNOW

ANA P. ORTIZ ROSERO

In Winnipeg, sidewalk neglect isn't an accident—it's a failure of infrastructure justice. While roads are cleared for cars, the "whiteout effect" erases vital pedestrian networks for transit users, students, and newcomers. As the city grows toward one million residents by 2049, reliance on non-vehicular travel will only increase. This project reframes snow clearing as a social contract, proposing a guaranteed, maintained pedestrian network that prioritizes equity and ensures safe, reliable movement for all in a winter city.

Figure 1: System Scenario Pembina Strip.



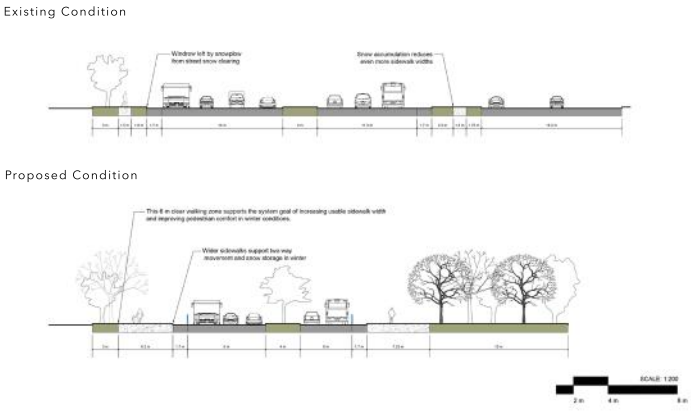


Figure 2: Existing vs. Proposed



Figure 3: Temporal Phasing Plan

To ensure feasibility, this three-tiered strategy prioritizes immediate snow-clearing in low-income areas, medium-term transit connectivity, and long-term roadway reallocation. This phased approach secures pedestrian safety regardless of future funding delays.



Figure 4: Commuter + immigrant population

Immigrant populations concentrate along high-traffic transit corridors like Pembina Highway and Main Street. This correlates with high walking and transit commuter density, a trend particularly evident within Fort Garry .

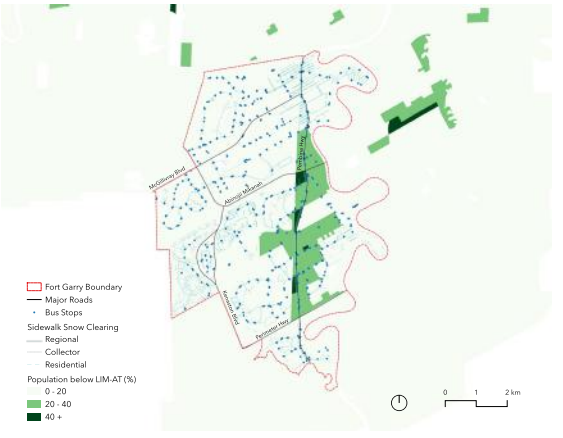


Figure 5: Population below LIM-AT and Sidewalk Snow Clearing.

Moderate low-income populations (20–40% LIM-AT) concentrate along Pembina Highway. As a major regional route, this corridor currently receives high-priority snow clearing, intersecting essential transit infrastructure with socio-economic need.

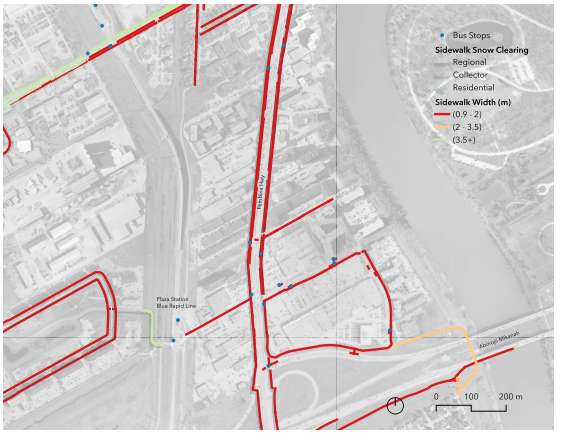


Figure 6: Bus stops + Sidewalks

Along the Pembina Highway commercial strip, narrow sidewalks (0.9–2m) create fragmented access. These routes fail to provide continuous connections between the Blue Rapid Line, bus stops, and local business destinations.

Using a student's hazardous trek as a case study, this project reframes year-round mobility as a functional right. By prioritizing equity and maintenance, we ensure safe, car-free access for everyone, even during blizzards.



Figure 7: Sequence of Site Scale User Scenario



Figure 1

DILUMI RAJAMANTHRI

RECLAIMING THE RIGHT-OF-WAY

Situated along Inkster Boulevard, my proposal responds to a corridor in one of Winnipeg's socioeconomically challenged areas. Many residents rely on walking, cycling, and other forms of soft mobility as their primary means of daily movement. The existing street conditions prioritize vehicular flow over human experience, leaving limited infrastructure to support safe, comfortable movement for those who depend on it most.

This project purposes the boulevard as a continuous, people-centered network, an adaptive mobility axis that prioritizes pedestrian and cyclist movement while integrating spaces for rest, play, and social interaction. The design addresses the immediate needs of the surrounding community by providing reliable, non-vehicular connections to schools, services, and public spaces. It also operates as a scalable prototype for a larger network across Winnipeg that connects neighborhoods and expands access to the city without relying on vehicles. In doing so, it redistributes mobility as a shared public good rather than a privilege tied to car ownership. This vision aligns with urbanization patterns where cities are increasingly defined by density, mobility, and the quality of shared space. As populations grow and infrastructure strains, the need for walkable, connected, and human-scaled environments becomes more important, not only for efficiency but also for physical and mental health, social well- being.



Figure 2

This drawing shows three brothers ages 8, 10, and 11 who live at 342 Inkster Blvd. Each day they walk to and from Inkster school, located 700 meters from their home. Their mother, a single parent, finds comfort knowing her sons can walk to school safely. Their favourite part of their day is there walk home and racing each other as they approach the hills. They often spend a few extra minutes running up and down before heading inside.

Spatially, the proposal organizes movement through a single bidirectional spine for cyclists, with walking pathways weaving around seasonal retention ponds, meadows, and subtle landforms. These elements create an experiential landscape where commuting involves sensory engagement and ecological awareness. Over time, the corridor evolves into an active, socially connected environment.



Figure 3

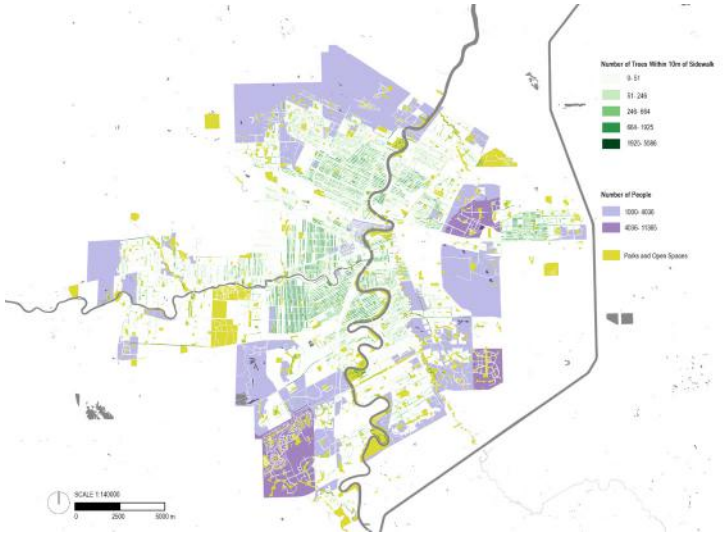


Figure 4

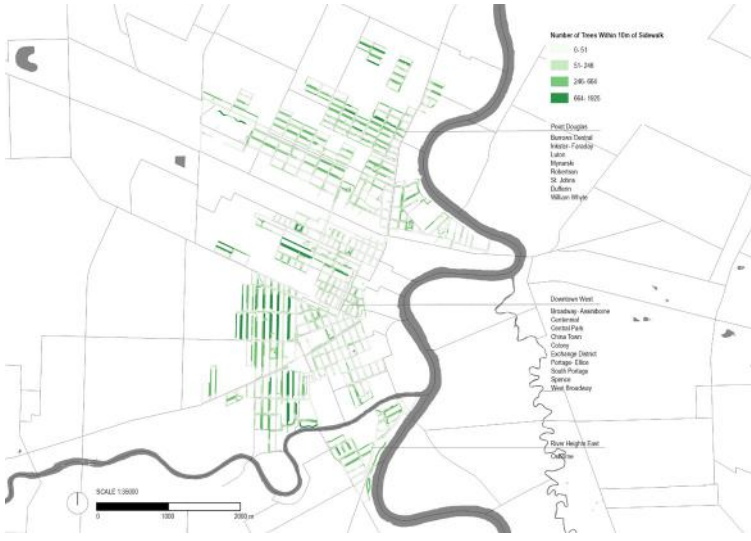


Figure 5

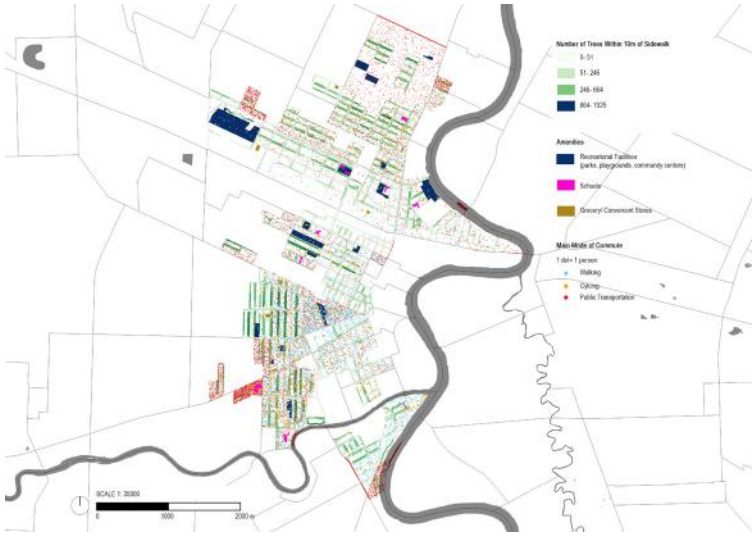


Figure 6



Figure 1

KAREN BEATRICE SERVIDAD

LANDSCAPES AS CLASSROOMS

Schools are valuable social infrastructure that can foster safe and healthy environments for youth to learn and grow as members of society. However, this specific learning infrastructure is limited as it is centralized and rigid/heavily programmed, with learning goals that are not compatible with every student's learning styles.

This current system fails youth who cannot learn under these models, especially youth of colour, Indigenous youth, or neurodivergent youth. As the system continues to exclude them, they look towards other environments to learn in, which can potentially be dangerous and unhealthy spaces.

The proposed system creates low-barrier, accessible learning spaces for youth in low-income areas. Neighbourhoods with little learning space area do not have the capacity to support youth resulting in decreased quality of learning which may lead to a rise in youth crime rates. Implementing this system could potentially result in increased access to learning, increased support for youth, increased quality of life, and decreased pressure for centralized learning.



Figure 2



Figure 3

Raised crosswalks prioritize pedestrian movement and define shared streets. Clear, well-lit routes connecting schools, community centres, parks, and bus stops are prioritized to increase safety.

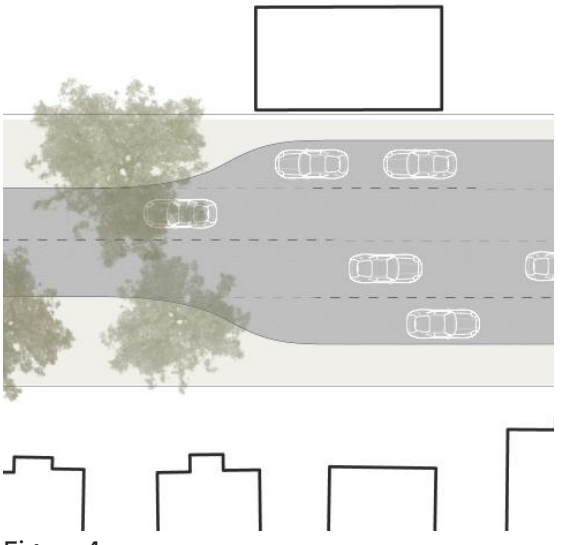


Figure 4

Lane reduction reduces traffic speeds and increases safety near learning spaces. Sidewalks are extended allowing for increased street interventions such as better plantings and informal gathering spaces.

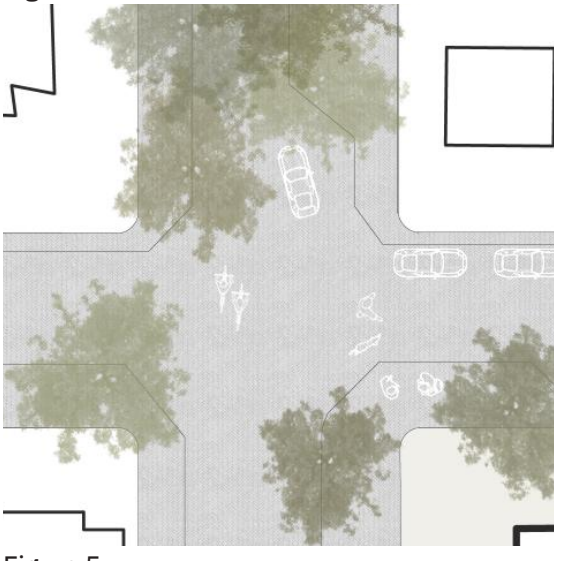


Figure 5

Shared streets encourage learning through mobility, specifically active transportation. They can be supplemented with social spaces to encourage gathering. Textured/ pervious pavements are flush with the curb reinforcing the pedestrian-priority nature of the street.

Spaces are designed and maintained so youth can independently reach and use them. This is combined with design elements accommodating different learning types to ensure accessibility of learning.



Figure 6



Figure 1

SEAN STEPHENS

MOVE FREELY: A MULTI-MODAL VISION

This project proposes a multi-modal transportation network that improves connectivity, accessibility, and equity across the city of Winnipeg. Prioritizing walking, cycling, and transit, the design shifts focus away from private vehicles toward a more inclusive and people-centered mobility system.

Primary corridors are reimagined as integrated public spaces, supported by secondary routes that extend access into surrounding neighborhoods. The network emphasizes continuity, safety, and ease of movement to encourage everyday use and mode shifting.

Equity and seasonality are key considerations, with interventions addressing gaps in underserved areas and ensuring year-round functionality through winter-responsive design strategies. Landscape elements enhance ecological performance and public life along mobility routes.

Together, the proposal creates a connected, adaptable network that supports more equitable and sustainable urban movement.

The network is designed for phased implementation across short-, medium-, and long-term horizons. This approach allows for incremental growth while adapting to changing urban needs over time. A chosen site in Elmwood covers both protected bike lanes, active transportation corridors, and a lively transit hub.



Figure 2

Over time, Winnipeg will evolve to support more connected, people-centered movement patterns as reliance on private vehicles decreases. This shift will foster more active, accessible, and vibrant urban spaces shaped by the multi-modal network.

By 2050, continued urban growth guided by the Transit Master Plan will reinforce this system, supporting higher density, improved transit service, and expanded connectivity across the city.

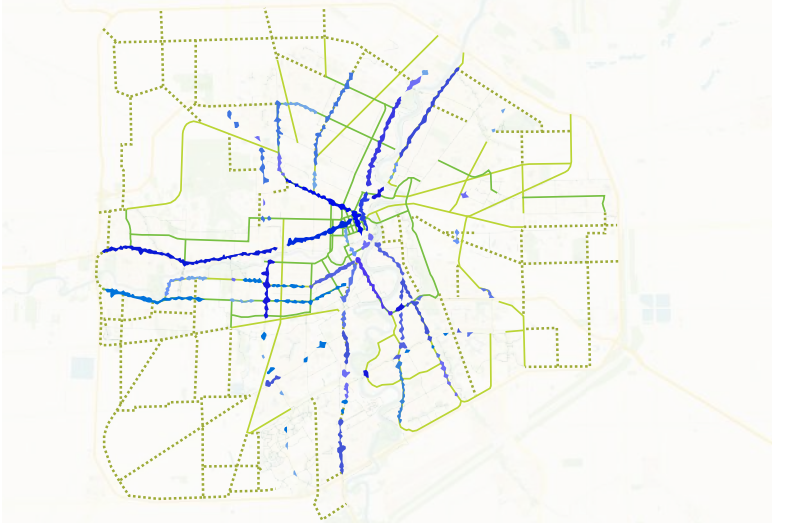
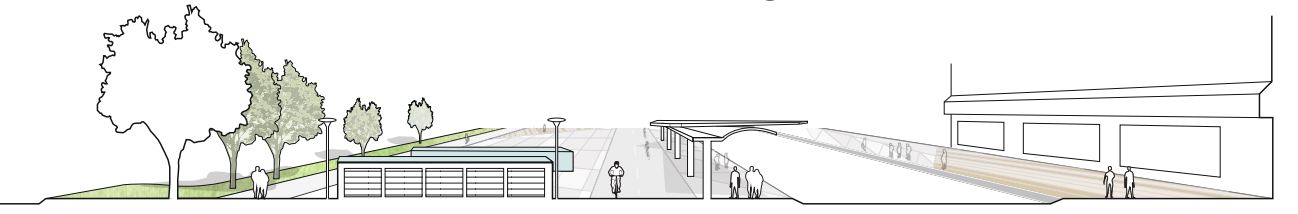


Figure 3



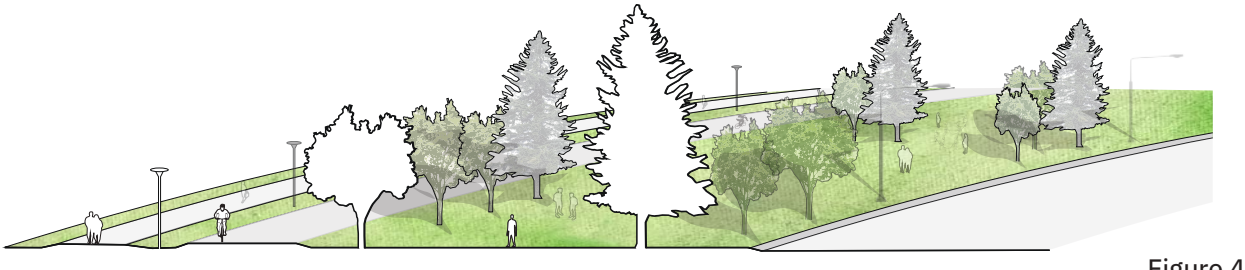


Figure 4

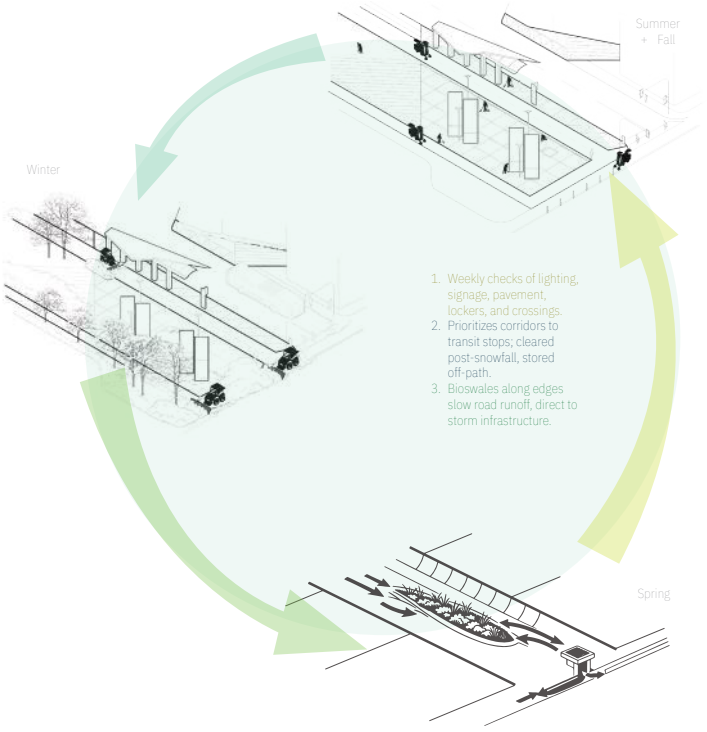


Figure 5

Ultimately, the network is designed to support safe, accessible, and reliable movement across all seasons. It ensures Winnipeg remains connected and resilient year-round through adaptable, multi-modal infrastructure.



Figure 1: Rain Garden

Tristan Thompson

North End Sponges

This project reimagines the schoolyard as a sponge, shifting away from conventional approaches that treat stormwater as a problem to be quickly removed. Instead, water is understood as part of a larger system, something to be absorbed, stored, filtered, and gradually released back into the ground. Through a network of rain gardens, bioswales, and subtle grading strategies, the design slows runoff and makes hydrological processes visible within the landscape. Situated in Winnipeg's North End, the proposal responds to conditions of aging infrastructure, low permeability, and a higher vulnerability to flooding. The school is positioned as an active piece of ecological infrastructure within the city rather than a disconnected site.

Beyond its technical performance, the project explores how these systems are experienced over time. The landscape shifts between dry and wet conditions, allowing seasonal change and rainfall events to shape how the space is used. Paths and gathering areas respond to these conditions, encouraging movement that follows water rather than working against it. This creates opportunities for play, learning, and observation, where users can engage directly with processes that are often hidden. The schoolyard becomes both a functional intervention and a social and educational space that supports everyday use.

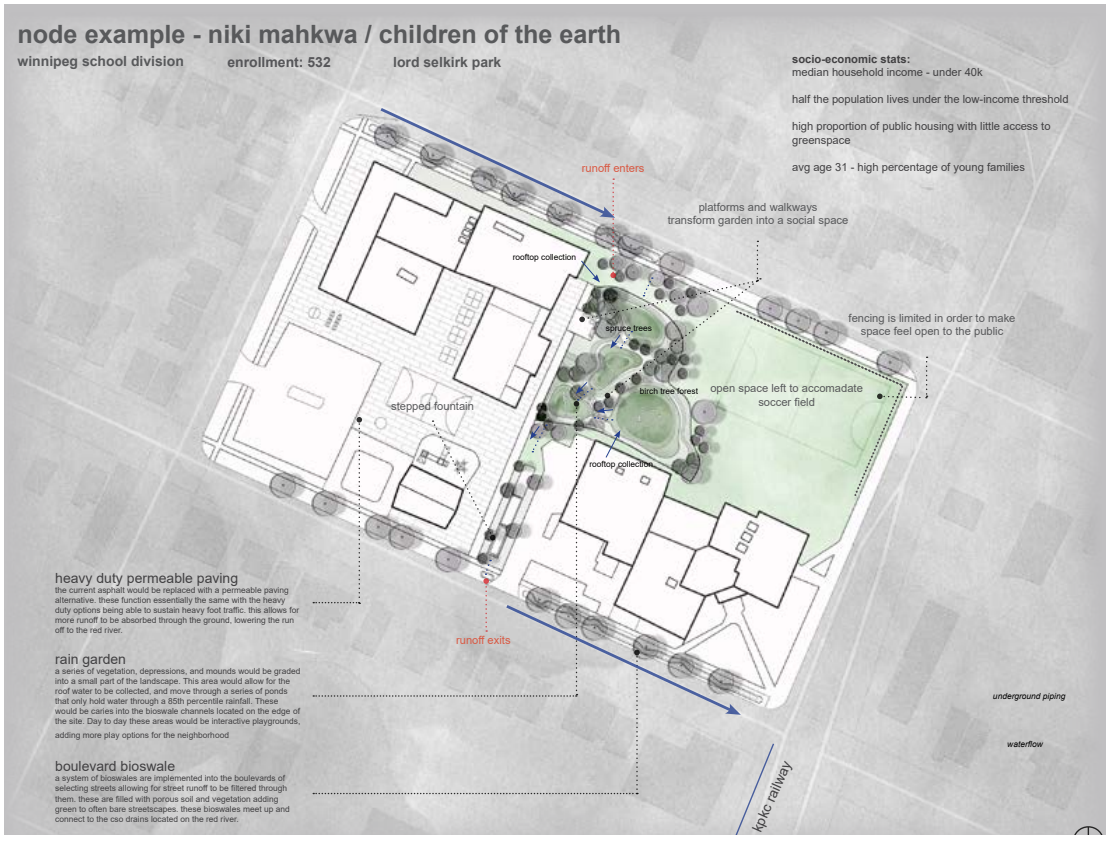


Figure 2: Site Plan

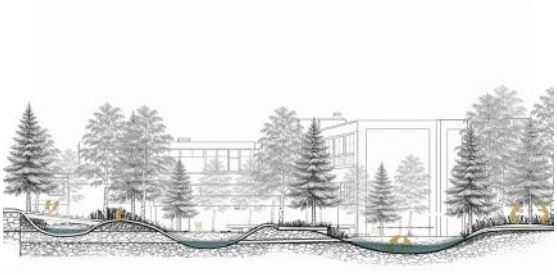


Figure 3: Spring Melt

As temperatures rise and snow begins to melt, the site enters its most active hydrological phase. Water moves across the surface, collecting within rain gardens and bioswales before slowly infiltrating the ground. under peak conditions. This season highlights the system at work, where water is not hidden but experienced directly.



Figure 4: Winter

The space functions as a flexible environment for play, gathering, and rest, where ecological performance is embedded within daily activity rather than being the primary focus.

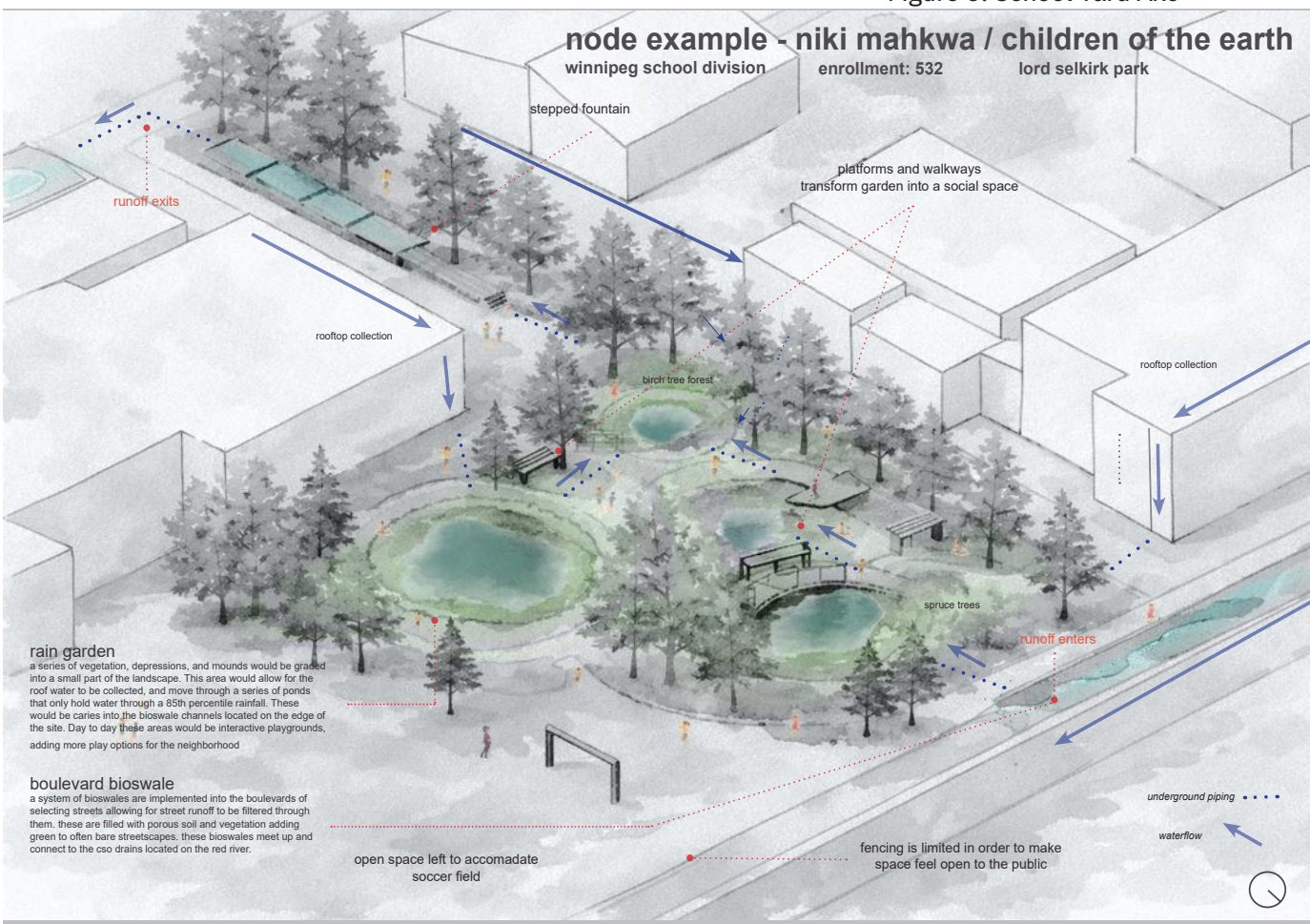


Figure 5: Summer

In winter, the site transforms into a new play landscape shaped by snow and freezing conditions. Accumulated snow builds up along berms and depressions, forming informal hills for climbing, sliding, and gathering. The rain garden system remains active below the surface, storing and holding frozen water until spring melt.

Rather than offering a fixed solution, this project embraces change over time. Water is treated as a guiding force, shaping the landscape through cycles of accumulation, absorption, and release. As conditions shift across seasons, the site continuously redefines how it is used and experienced. The result is a schoolyard that operates as both infrastructure and landscape, where ecological processes and human activity exist together.

Figure 6: School Yard Axo



3

MORE THAN INFRASTRUCTURE

The projects showcased in these pages demonstrate a remarkable synthesis of ambition, humility, persistence, and creativity. Ultimately, this book serves as a reminder of the foundational question that must guide our work moving forward: Who is currently well served by our city and its infrastructure, and who is not? As these students step into the future of landscape architecture and urbanism, whether in practice or academia, they carry the critical tools needed to reshape those systems into more just, resilient, and inclusive environments.

This year's studio also received generous efforts and thoughtful feedback from guests: Ryan Litovitch (Winnipeg Metropolitan Region), Glen Manning (HTFC), Dr. Hans Hortig (ETH Zurich), Dr. Raphael Ayambire (University of Manitoba), Alex Martin (University of Oxford), Liv Valmestad (University of Manitoba), and Maggie Shi.

The overall studio structure benefited from discussions with Dale Wiebe, Dr. Justin McCarty (ETH Zurich), Dr. Xun Liu (University of British Columbia), Jean Yu (National University of Singapore), Mo Li (ZGF), and Mengyi Li (LOCI).

CONCLUSION

2026