It started with a big idea about the relationship of creativity and collaboration. In 2003, Glen Murray asked Wins Bridgman to coordinate a dinner to explore Portage and Main as a cultural space in Winnipeg. The guest list brought together multiple perspectives and priorities about redevelopment of Portage and Main. It included representatives from Centre Venture, the Downtown Biz, Manitoba Association of Architects, Manitoba Association of Landscape Architects, Manitoba Professional Planners Institute, Forks North Portage Partnership and the owners of The Richardson Building, Bank of Montreal, TD Centre, MTS, The Commodity Exchange Tower and The City of Winnipeg. The night was a dynamic exchange and the outcome was the City Crossing International Design Competition with over $100,000 in prize monies.

Seventy-two entries from around the world flooded in from teams excited by the opportunity to explore the possibilities for Portage and Main. Although it was an ideas competition, we set a conceptual project limit of $10 million dollars to encourage realistic implementation within a municipal budget. City employees representing Transportation, ACCESS, Heritage, Planning Property and Development and Finance comprised a Technical Advisory Committee and contributed reviews of all submissions for the jury’s consideration. These technical advisors each brought knowledge and expertise of the City and represented the public interest. The four lease-holding tenants for Portage and Main participated as the stakeholder group and advised the jury accordingly. The highly thoughtful and creative jury members included:

- Donald Carter, President of Urban Design Associates Pittsburgh, Pennsylvania.
- Thomas Fisher, Dean of the College of Architecture and Landscape Architecture at the University of Minnesota, Minneapolis St-Paul.
- Daniel Friedman, Director of Architecture at the College of Architecture and Art University of Illinois Chicago, and
- Jane Perdue, Public Art Coordinator Urban Design, City Planning

Review and adjudication took place over three days as the technical team, stakeholders and jury members each received a presentation of all 72 entries. Comments and feedback throughout the process were documented in an effort to capture the process transparently. The entries almost universally expressed the importance of Portage and Main as the connective tissue of the City. Ultimately, fifteen entries were selected for a second review. Janet Rosenthal and Corbett Cibinelli’s entry “Light Forest” took first prize. “Light Forest” was a bold and simple solution grounded in the history and culture of Winnipeg using the rivers as inspiration. Their concept was further explored in a 2006 feasibility study for the City of Winnipeg.

Ten years after the ideas competition the hopefulness and creativity captured by the entries has begun to manifest in Winnipeg. The difference a decade makes is evident; support and infrastructure for active transportation is just one of many improvements. Winnipeg’s development path is more inspired and infused with energy than a decade ago. It is a good time to explore the possibilities for Portage and Main and the collaborations required to make change.
‘PASQ’ (Prairie Crocus) structure

In light of the inclusion of the existing downtown office towers, the project team from Prairie Crocus designed the southern leg of the open stage plaza to connect the new Visionaire tower to the historic Public Building. The northern leg reconnected with the existing streetscape. The open stage plaza is a public space that can be used for performances, exhibitions, and other community events. The design incorporates elements of Manitoba’s natural landscape and cultural heritage, with its shape inspired by the prairie crocus, a symbol of the province. The plaza is also integrated with green spaces and a network of pedestrian pathways.

PASQ

Northern Lights Display

Open Centre, All Levels

Plants and Vegetation

Roof Skylights

Museum Winnipeg

Restaurants and Shops

Open Stage for Special Events

Stage and Elevators Connect to Concourse Level and All Levels

GREG WOLOWSZYN + ED CALNITSKY
OBSERVATIONS:
The significance of Portage and Main is decreasing. The buildings themselves act as monuments. Is there a need to add monuments to Portage and Main? Portage and Main is... “gateway to the west”, “windiest corner”...

QUESTION:
Is Portage & Main about myth, not place?
Do we design the myth, not the place?

ISSUE:
Myths rely on collective engagement
Portage and Main has barricaded itself away
The myth is dying

PROPOSITION:
THE REPUBLIC OF PORTAGE AND MAIN
- Re-engage the public and Re-invent the myth
- Establish the Re(visit) Public(s) [the public realm]
- Define the rules of engagement
Exuberant Streetscape

Pedestrian above Vehicle

Pedestrian walks the mean of vehicle
People come to walk, sing, and spend.

In the city, especially downtown, tall buildings and vehicles are easy to be visualized in modern society. So, vehicles are to appeal to pedestrian from the ground level.
But there is a little different aspect. Vehicles stop here and go under Concord level at intersection and new pedestrian path. Net-Bridge covers the intersection of Main and Pentagon Street. Therefore pedestrians can walk around at Street level.

Net-Bridge exists for the filling rain filter light of Sun, so the surrounding design of Concours level is made to better.
And we hope new kind of streetspace of city as an expression. Pedestrian can watch the new situations at depot city’s symmetry above the Net-Bridge through the hole of bridge. And drivers can observe the presence of structure of Net-Bridge.

According to plan, people can go down the intersection of Concord level from Central Plaza seeing a crossing vehicle redlight, and adjusted that is rearranged at crosspoint.
A total structure level, pedestrians also watch the long stepping path light & shadow made by complex combination of this line, which is pedestrian bridge. More people come to visit here, many bars and restaurants stay open at every public come.

According the intersection, if Main and Pentagon become the Exuberant center of Washington.

026
day crossing competition 2004

JINPYO EUN
Context

Downtown Moncton in 2054 is a vibrant urban village, highly prized as a residential area, and fully developed with social use on the east and north reaching Boulevard Blanche.

Portage & Main is a primary connecting hub for the entire downtown community. It is the primaryGED area for the public greenspace, and the "M" walkway system that connects north to City Hall and Red River College, east to the Canoe-Guided Park, south to the Human Rights Museum, and west to the University of Moncton.

The centerpiece is a lively, open and active meeting place or lively, open and active meeting place which features a series of pedestrian greenways and a network of public spaces and buildings that act as living, breathing units in and among the pedestrian greenways as they connect to the original heart of the system and the "base level" of the Canoe-Guided Park.

Taking advantage of being both a summer and winter city, outside and inside public spaces from the connection issues of vibrant downtown Moncton 2054.

087
city dressing competition 2044

SYVERSON MONTEYNE ARCHITECTURE