# MIDTERM PROPOSAL
GROUP ONE

OBJECTIVES

- Create a physical connection that complements and reinforces the Cardener River's role as natural connection between communities, historic sites and natural assets.
- Create a physical framework to rationalize preservation and management of:
    - agricultural lands, wetlands, forests and other natural assets within the Cardener watershed
    - historic structures within the Cardener watershed
- Create a framework to stimulate and coordinate economic and physical development in a balanced and targeted manner.
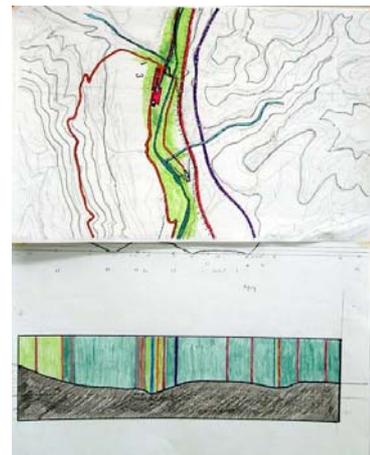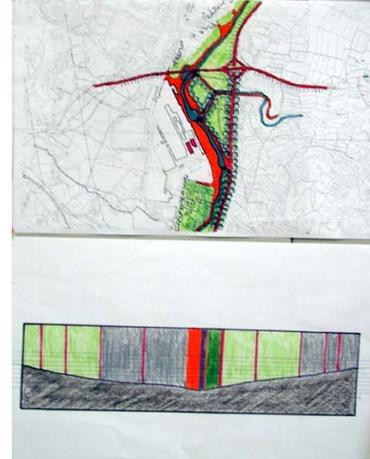

FIVE ASSUMPTIONS

- Mix of locally appropriate but regionally important economic strategies avoids over-reliance on single industries
- Changing economies bring new industry/service sector opportunities into existing structures
- Increasing connectivity through digital infrastructure provides opportunities to market local products, build local capacities.
- Public recreation infrastructure enhances local quality of life while attracting regional tourism
- Strongest stories relate to industrialization and labor. Implicit tensions are made explicit in the landscape
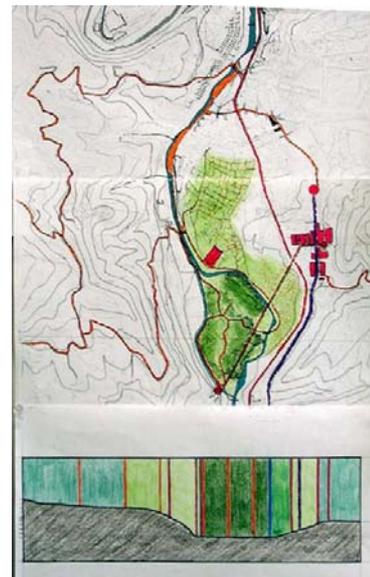
PROPOSALS

- Key Component: Passenger rail with stops in Manresa, Callus, Suria
    - Local station development
    - Tourist-train from Barcelona w/ stops in Montserrat. Increased import/export access to regional markets
- Key Component: Path uniting stations with river, nodes

- Agriculture
  - Promotion of appellation agricultural niches: wine, oil, pork products
  - Preservation of horts, fishing (hunting?)
- Tourism: Important to differentiate between different types of visitors
  - sport (fishing, hiking, biking)
  - leisure (weekend farmhouse rentals)
  - historic: preservation of pobles vells, macias, mills, churches, ermitas, torres
  - nature: maintenance of forests, river quality
  - Packaging of tourism opportunities should situate the Cardener as a corridor of opportunities between two major visitor destinations: Cardona and Montserrat
- Industrial
  - Better transportation connections through rail
  - Benefits of clustered developments
  - Adaptive reuse of historic structures
- Coordinate relationships between existing local organizations
  - walking/hiking groups (senders)
  - fishing organizations
  - preservation groups
  - local municipal plans and initiatives
  - large industries (SuriaK, Pirelli, etc.)
  - labor organization
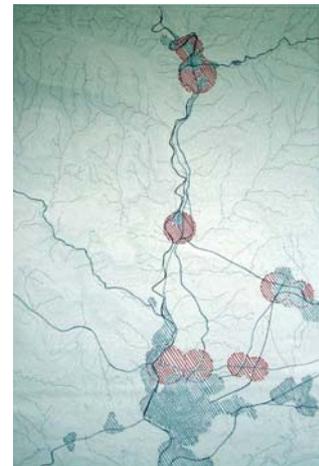
GROWTH GUIDELINES

- Cluster growth in urban areas
- Protect scarce agricultural land from encroachment
- Protect watershed from impervious cover, non-point source pollution
- Allow for centralized treatment of water

PATH CHARACTERISTICS

- Hierarchy: As a result of our economic development scenario analysis, the idea of the path became a hierarchy of paths.
- Main paths serve multiple functions (industrial and touristic, for example) and connect main nodes. Accommodate large volume of traffic.
- Secondary Paths connect less important nodes, and accommodate less frequent travel.
- Tertiary Paths are "side loops" for infrequent and highly purposive use. For example, just to visit an ermita, or just to travel through an hort.
- Responsiveness to context: path shape, size, edge, furniture and lighting are highly responsive to immediate context: urban (civic), industrial, agricultural, forest, etc. Particular segments could be designed and managed by local groups.

- Materials used should be local in nature: brick, recycled rubber, perhaps even potash byproducts.
    - Connectivity to existing systems is of particular concern.
    - To existing trails (e.g. PC-C131): coordinate signage and marketing
    - To urban fabric: transition areas into town centers should highlight the importance of the connection
    - To garden paths: balance concerns of a public trail with private gardens
    - To forest: emphasize "pathlessness" or multi-path
    - To river: echo water quality, river shape
    - To industrial edge: opportunity for historical allusion; hard-edge design
    - To specific nodes: (list of sites)
    - To transportation systems: interface with roads, bus stations, and proposed rail station

PHASING

- Phase 1
    - Begin passenger service; stations established
    - Build Main Paths, perhaps along axes established by existing groups, such as Preservation Group (San Mateu, Santpedor, Suria, Manresa)
    - Establish principles of reuse of historic structures
- Phase 2
    - Secondary Paths: linkages between stations, to other nodes, especially to historic structures
- Phase 3
    - Reuse of mine infrastructure: phosphate mine in Suria develops into new commercial or research center, with coordinated development in the Pla de Reguant and Colonia Antius.