

portfolio
urban design and planning

Mikel Berra-Sandín



Find me

mikelberrasandin.com

[linkedin.com/in/mikberra/en](https://www.linkedin.com/in/mikberra/en)

Brief CV

Education

2020-in progress | Master in Urban Management
Barcelona School of Architecture ETSAB-UPC

2013-2020 | Bachelor and Master in Architecture
Barcelona School of Architecture ETSAB-UPC

2016-2017 | BArch, exchange program
Illinois Institute of Technology, Chicago

Work experience

Jan 2021-in progress | Urbanist
Barcelona Metropolitan Area

Sep 2020-in progress | Freelance urbanist
Collaboration in competitions and commissions

2019-2022 (intermittently) | Research assistant
Urbanism Department DUOT-ETSAB-UPC

Feb-Jul 2019 | Intern architect
estudioHerreros | Madrid

Jun-Aug 2018 | Intern urban designer
SMAQ Architektur und Stadt | Berlin

May-Dec 2017 | Intern urban and regional planner
Skidmore, Owings & Merrill (SOM) | Chicago

Prizes

Dec 2021 | European 16 Special mention
European-Europe | Sweden

Dec 2018 | Altuning Pro Prize
Gipuzkoa Regional Government

Oct 2018 | Arquia Fellowship
Arquia Foundation | Barcelona

Contents

Professional work

Lifeline **3**
A new livable realm for Varberg's Trädlyckevägen,
Special Mention in European 16

Delta-polis 2021 **5**
Rethinking infrastructure to better connect city
and nature in the Barcelona metropolis

From parking to square **6**
Civic transformation of a parking lot through
tactical urbanism in a town nearby Barcelona

Academic work

Prat in-between **7**
Rearranging the space between city and airport
in Barcelona for a real airport city

Washington Fields **10**
Masterplan for the regeneration of Washington
Park in Chicago

Ronda Sostenible del Garraf **12**
Walkable and cyclable connection path between
Sitges, Sant Pere de Ribes and Vilanova i la
Geltrú

Personal research and policy

Gipuzkoa ibaiz ibai **14**
Strategy to revitalize rivers in Gipuzkoa as natural,
civic and connected spaces

Lifeline

A new livable realm for Varberg's Trädlyckevägen

Special mention, Europan 16 Sweden | Fall 2021
with Álvaro Clua, Aleix Salazar, Javi Morera

'Lifeline' aims to convert Varberg's Trädlyckevägen road into a lively street. A growing city structured upon roads irradiating from its city center, Varberg has a low-density periphery with a lack of vibrant public spaces. The proposal transforms one of such roads, fostering closer distances and a new façade

on the street, more mixed uses and a higher density, a better connection of communities at both sides of the road, stronger centralities and more space for soft and sustainable mobility.

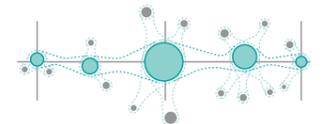
Link to video [here](#) or scan the QR code.



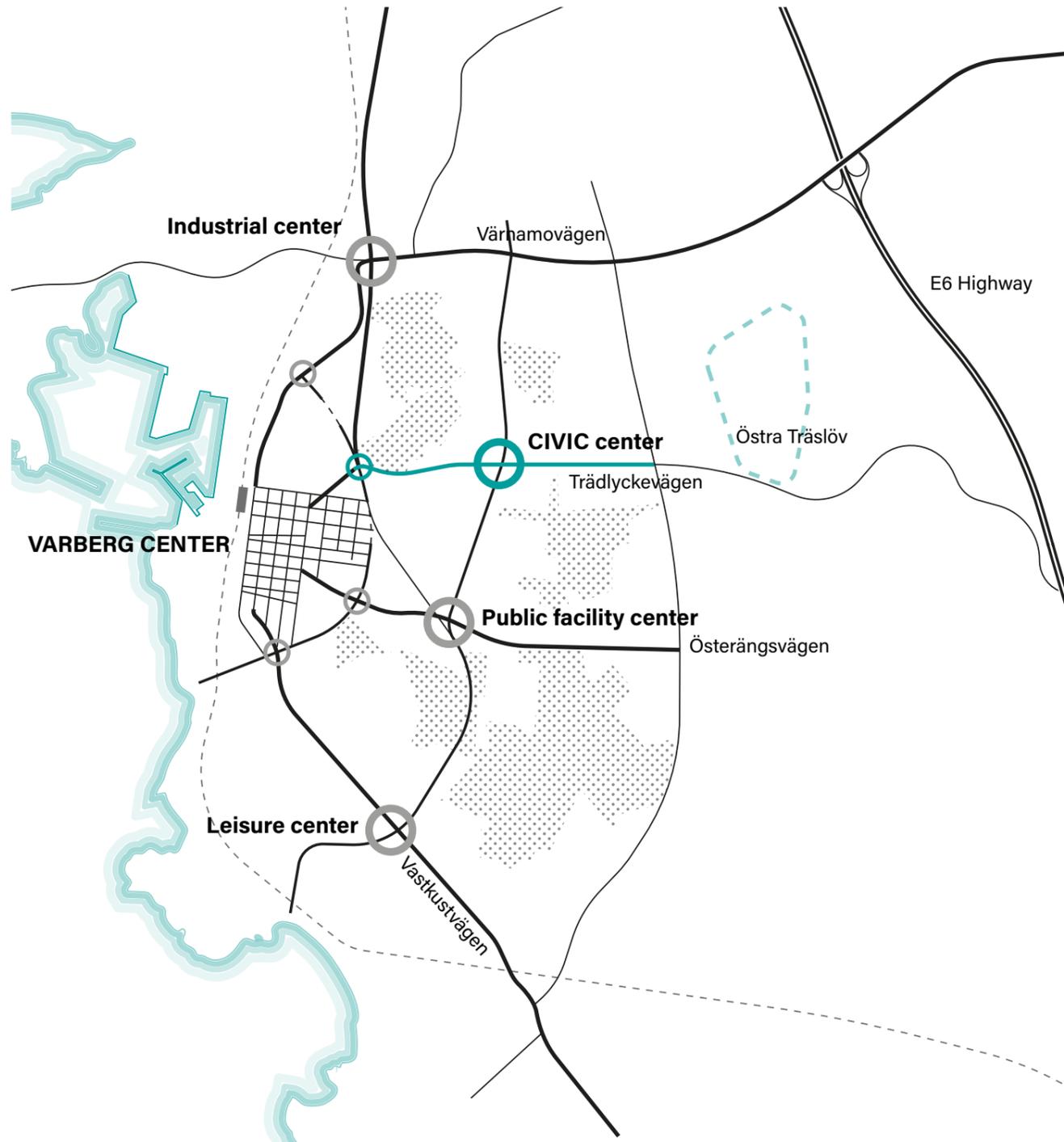
Closer distances

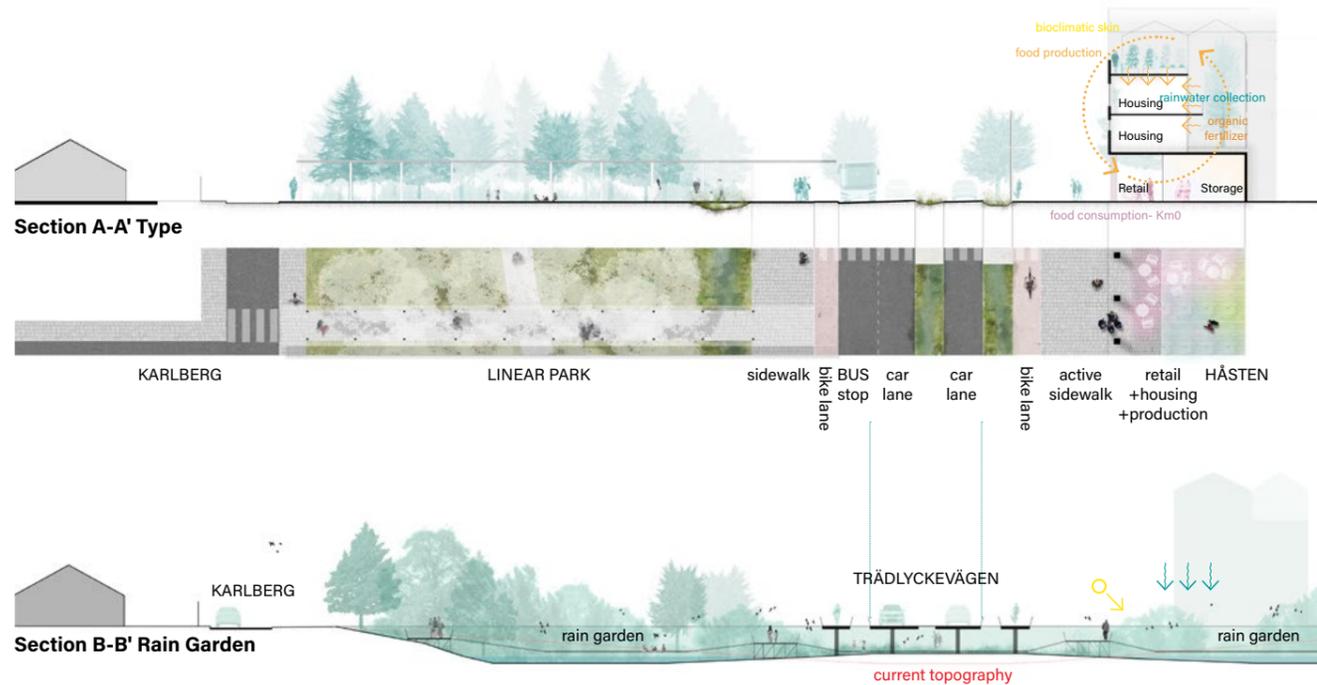


Softer mobility



Stronger centralities





Section A-A' Type

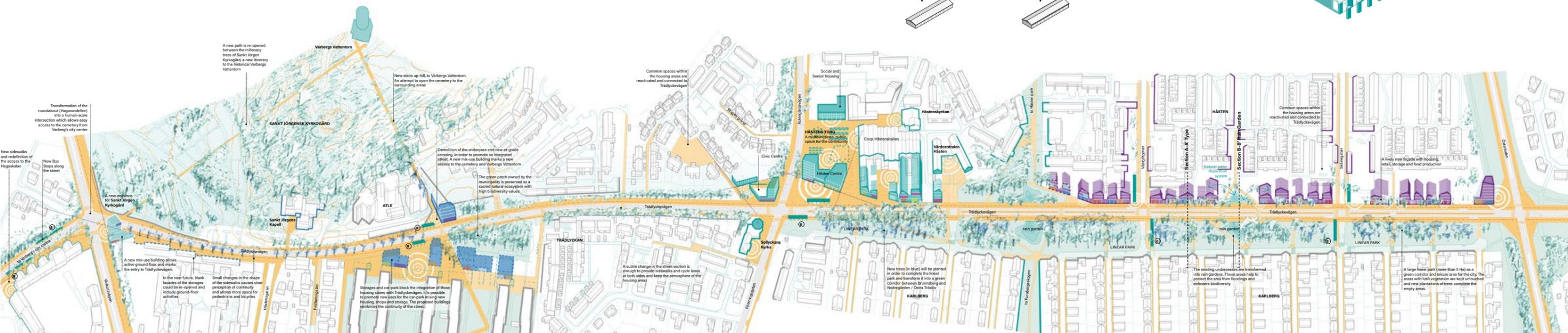
Section B-B' Rain Garden

Current active mobility network

Proposed network

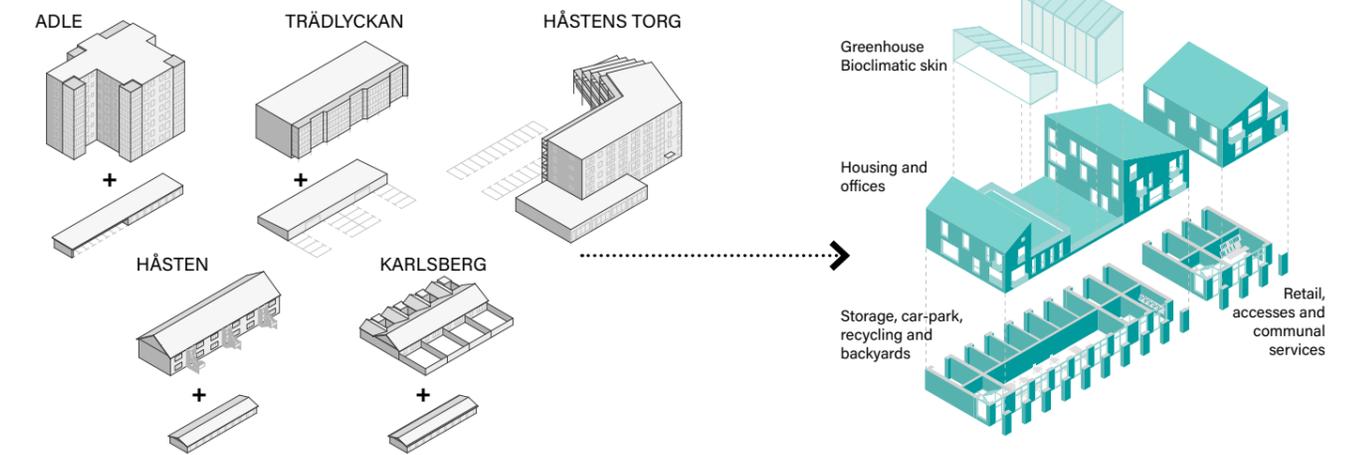
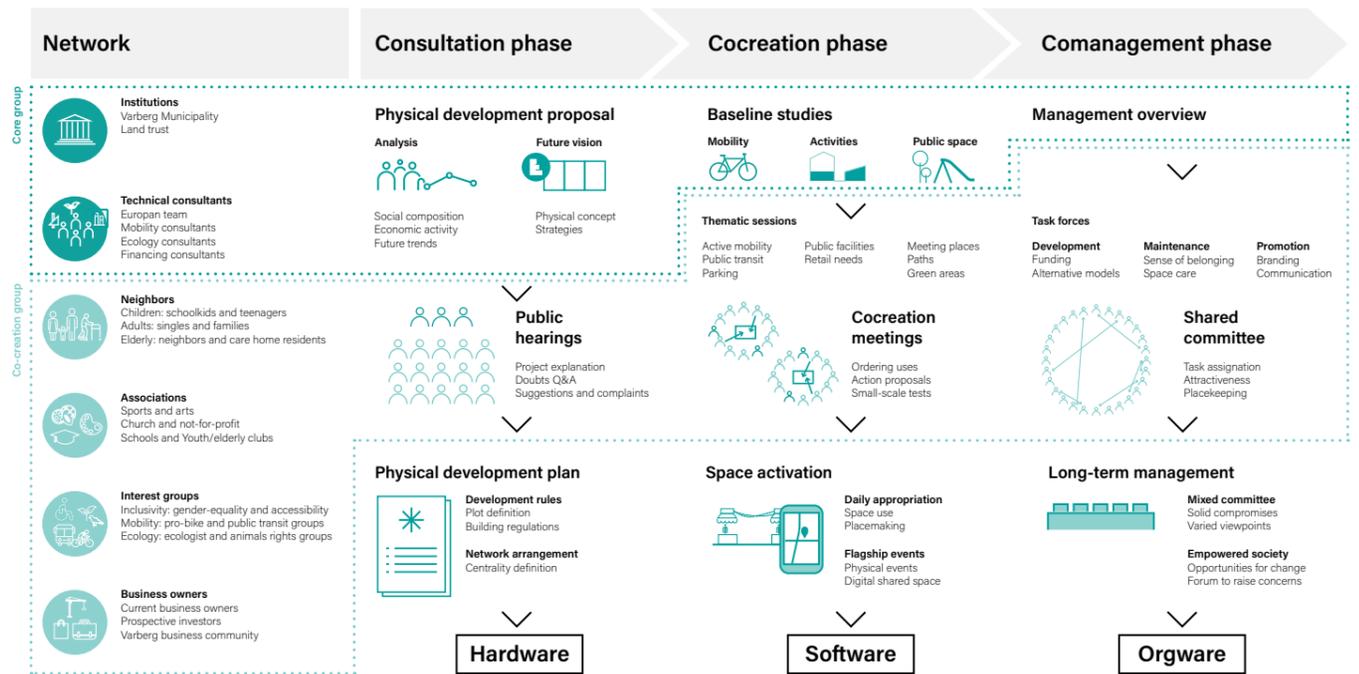
A project made of projects

Different interventions along the street allow for a phased intervention, and the creation of diverse microcentralities.



Creating a community

An open, upscaling participative process is designed, where neighbors feel gradually more empowered on the decision-making and management.



From parking to square

Civic transformation of a parking lot through tactical urbanism

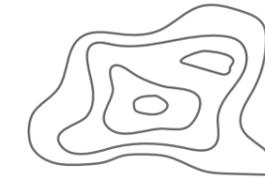
Plaça d'en Riera, Sant Antoni de Vilamajor, Barcelona | Spring 2021
with Arquitecturia studio (Josep Camps and Olga Felip), Narcís Sastre and Dani Fortià

In this town in the outskirts of Barcelona, behind the Montseny mountain range, cars occupy large part of the public space. The local government is advocating for the concentration of parking spaces and reclaiming public spaces for citizens. To do so, this project repurposes a plaza that was

formerly used as a parking and its surrounding streets, through soft, cost-effective and reversible interventions. Drawing inspiration from the topographic profile of the Montseny, the new plaza offers a playground and a nice gathering space for neighbors, by just taking out nine parking spots.



Soft intervention



inspired in local identity



giving space to people



Prat in-between

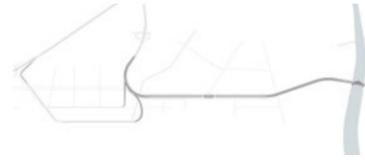
A new use for the space between city and airport in Barcelona

ETSAB Final Master Project: Profs. Josep Parcerisa, Álvaro Clua, Olga Felip | 2020

The goal of Prat in-between is to rearrange the space between El Prat and the Barcelona Airport, where an intense gathering of nature, city and infrastructure takes place. To do so, the proposal tackles this interstitial space in a holistic manner, while paying attention to metropolitan issues and opportunities and solving local needs.

Therefore, the project acts in the southern edge of El Prat, improving the accessibility to the port and airport, enhancing existing natural spaces, and building a city limit in dialogue with infrastructure and nature.

Link to video in Catalan [here](#) or scan the QR.



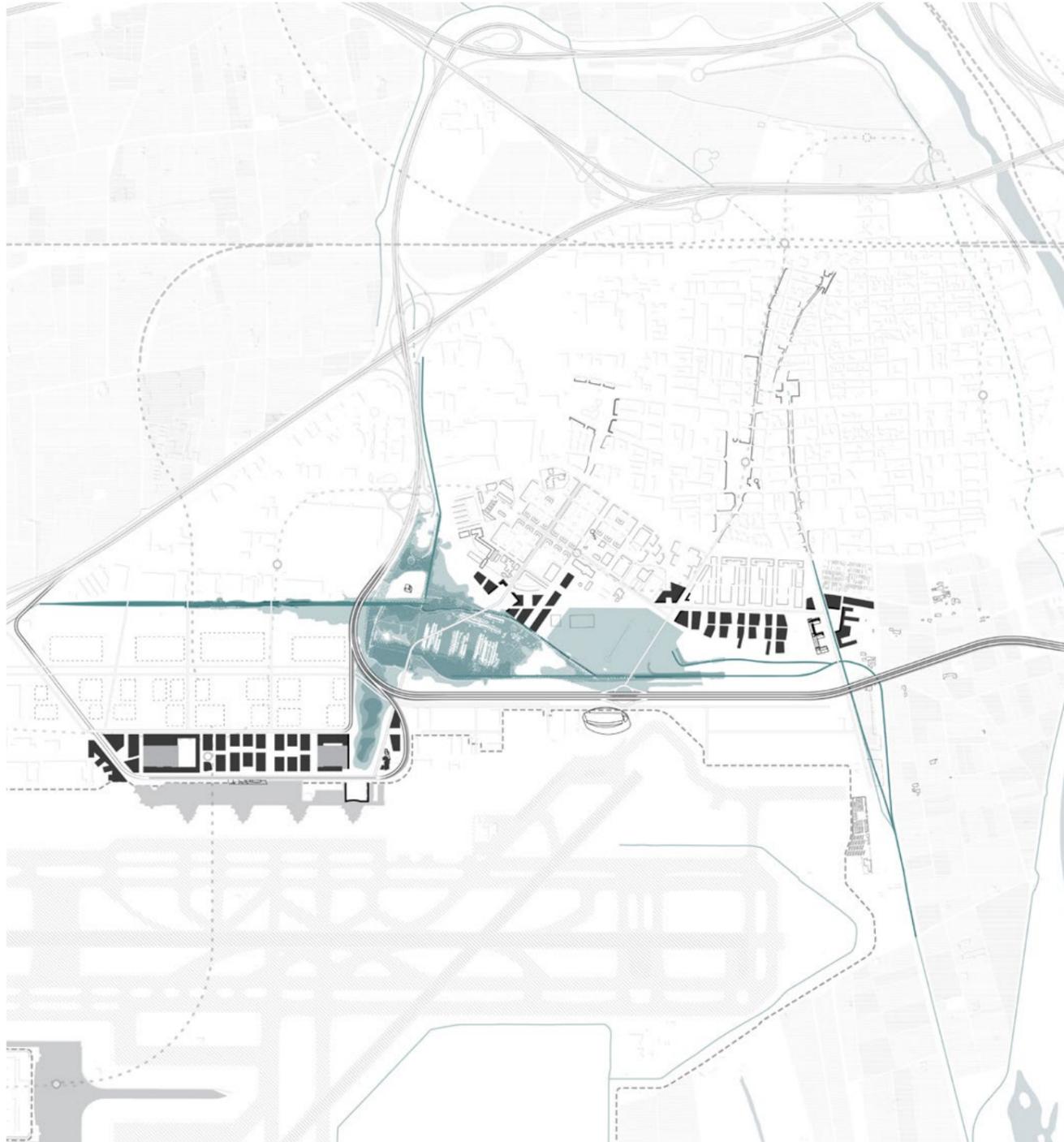
Rethink road access



Ensure resiliency



Grow through compacity



+0,0m



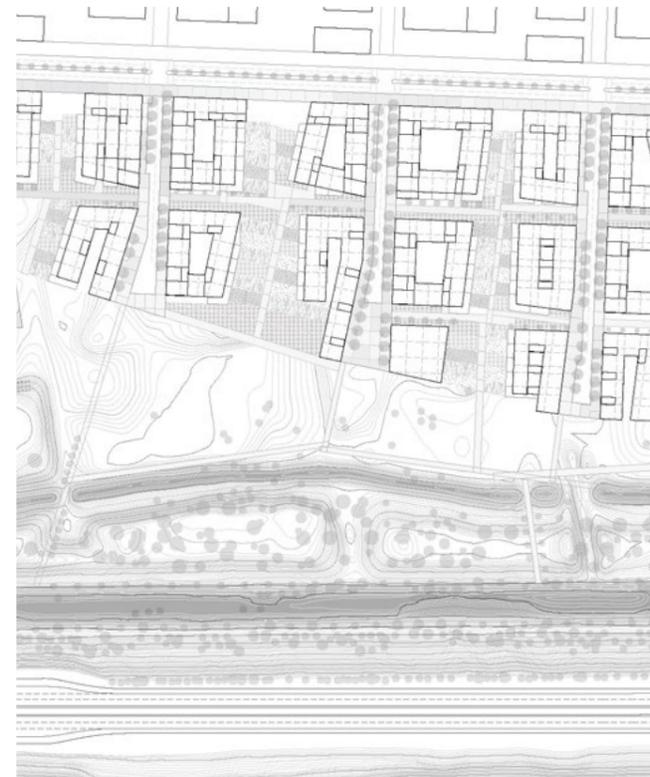
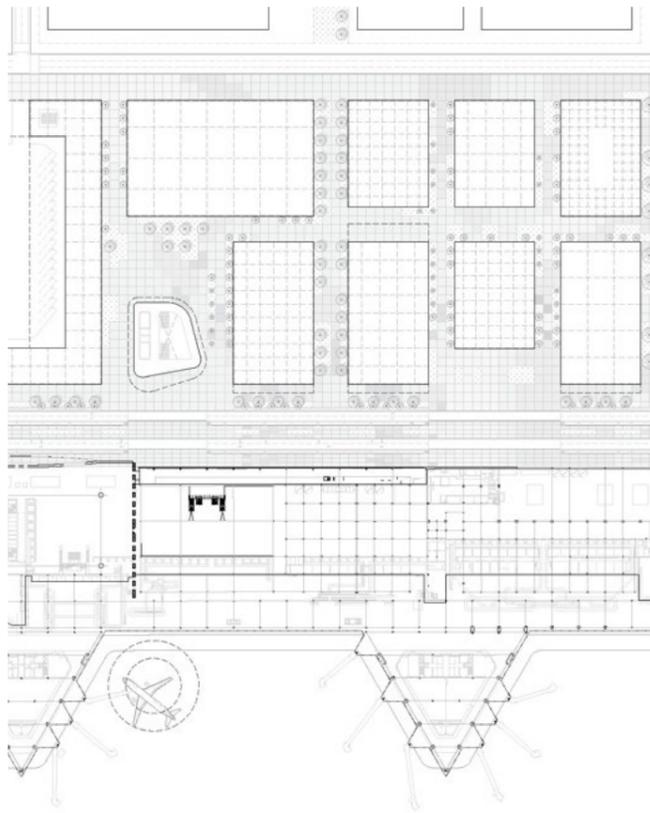
+0,5m



+1,0m



+1,5m



Three project areas, a single goal

The project is divided in three areas with differing characters, yet the goal in all three is to get the best qualities of infrastructure, nature and city:

Airport city: the existing proposal for the airport city is rethought, leading to a dense and vibrant project. The aim is to achieve an active and pedestrian-friendly city, where nature is present.

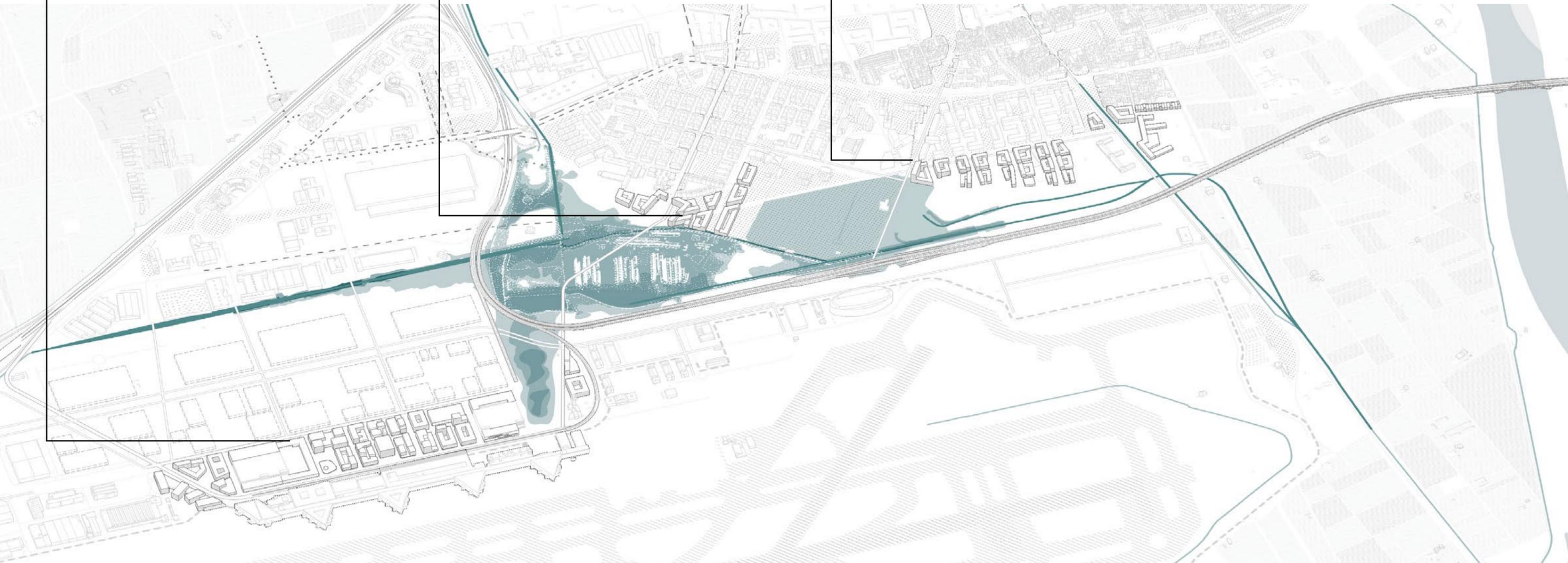
Prat-Airport axis: a new, direct way connects the airport with the neighboring city of El Prat. This creates a new gateway to the city, which opens up to a landscape that unveils as a lamination pond.

South Prat: the planned growth at the southern end of El Prat is relocated, to avoid agricultural soil consumption. Therefore, the proposal creates a new setting with buildings opening up and integrating with nature.

Airport city

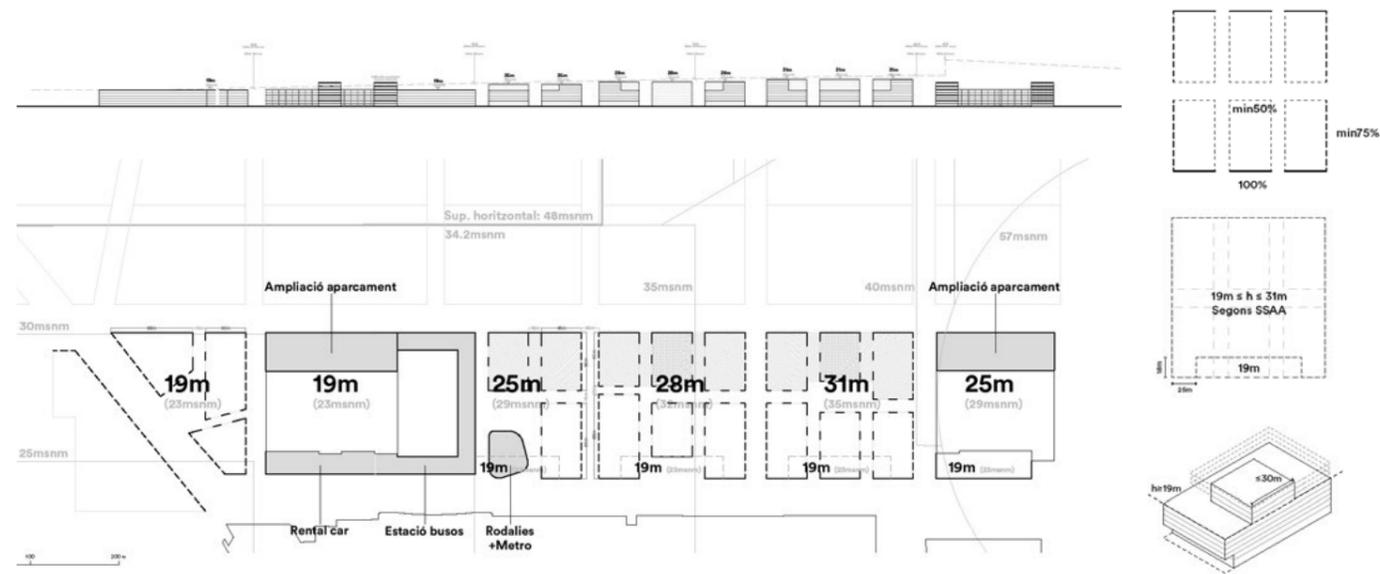
Prat-Airport axis

South Prat



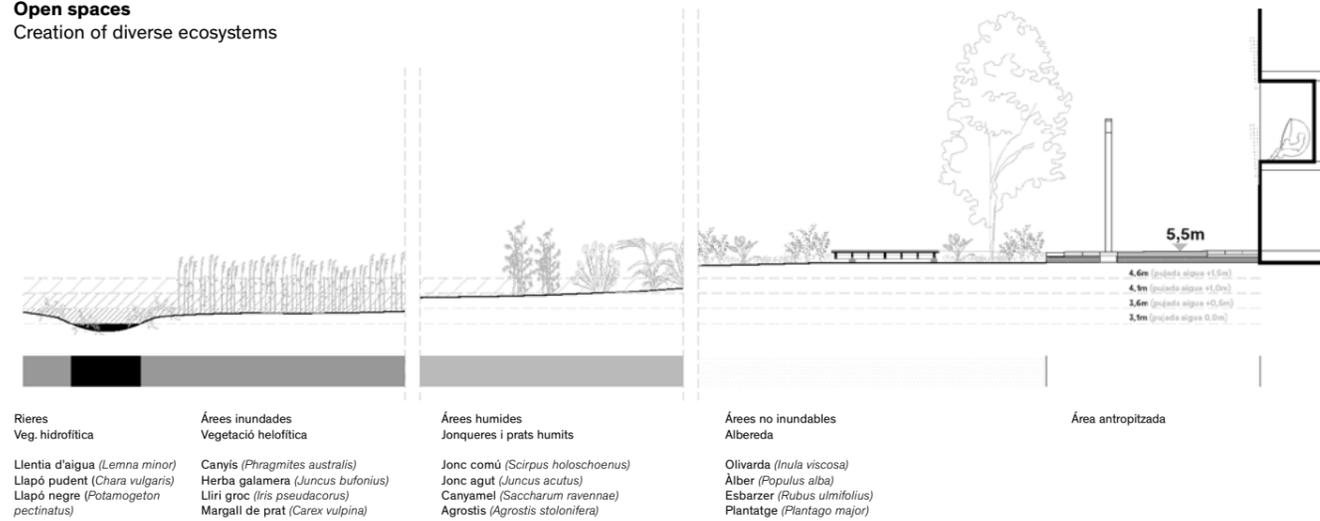
Building regulations

Establishment of minimum regulations to ensure flexibility



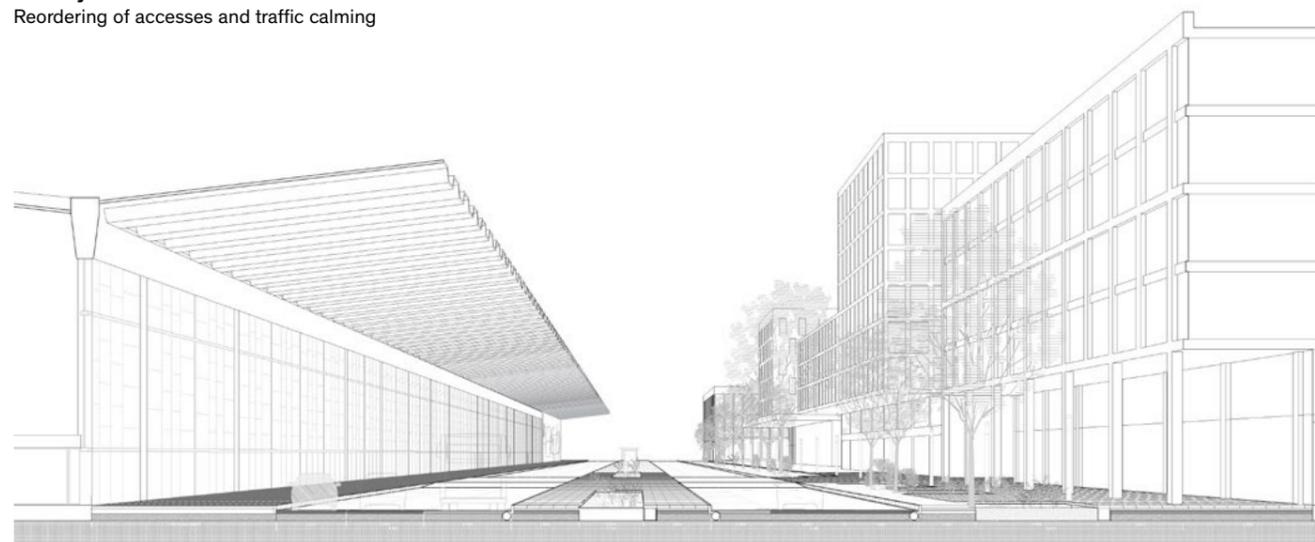
Open spaces

Creation of diverse ecosystems



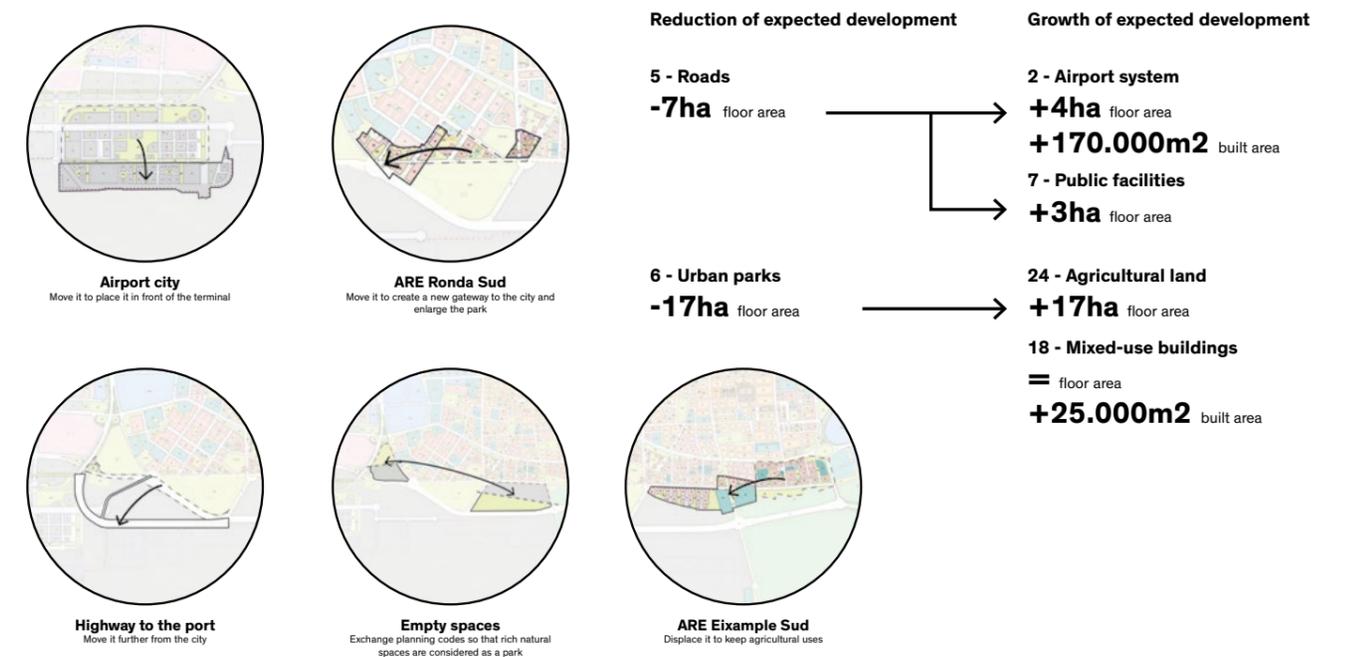
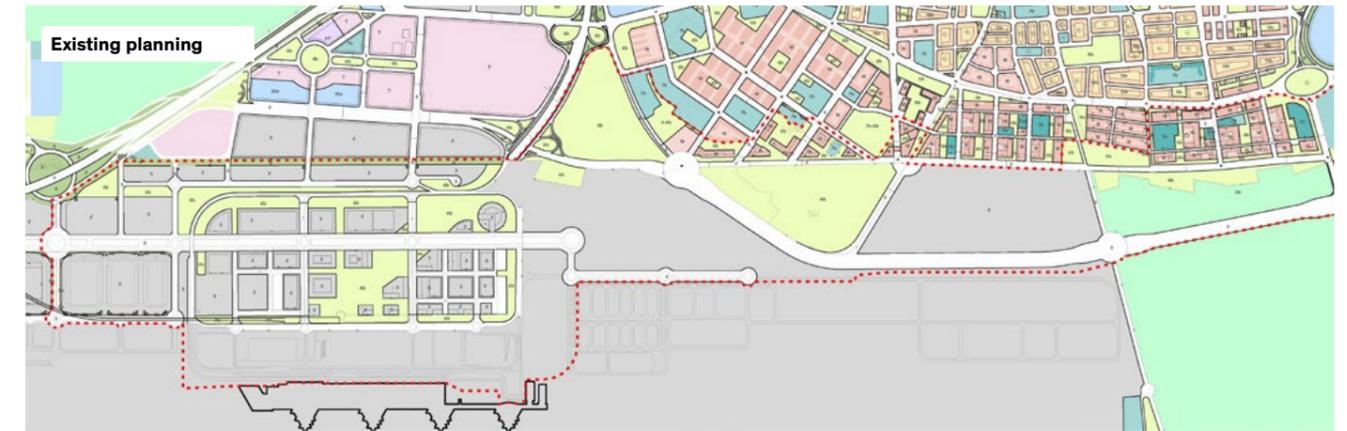
Mobility

Reordering of accesses and traffic calming



Urban planning

The project faces existing planning regulations understanding the area as a single space, and taking into account all stakeholders. Therefore, planning is rethought so that the qualities of all spaces are enhanced, while keeping a balance with growth expectations.



Washington Fields

Masterplan for the regeneration of Washington Park, Chicago

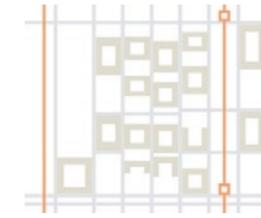
IIT: Profs. Jorge Rovira and Robert Bracken | Spring 2017
with Maria Mateu, Daniela Sesma, Brianda Mireles and Giada Campigotto

The aim is to repopulate a struggling area in the South Side of Chicago: Washington Park. To do so, we want to implement a holistic lifestyle throughout permaculture. Its principles, taking care of the land, the people and sharing profits, intend to solve the existing emptiness, crime and unemployment.

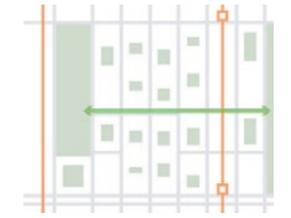
Our main strategy is creating smaller blocks in residential areas, enclosed and with community gardens inside, as a shared space for neighbors. Complementing these, higher density activities such as markets and offices are located around the train, connecting the healthy, rushless community with the city.



Protegir habitatges existents

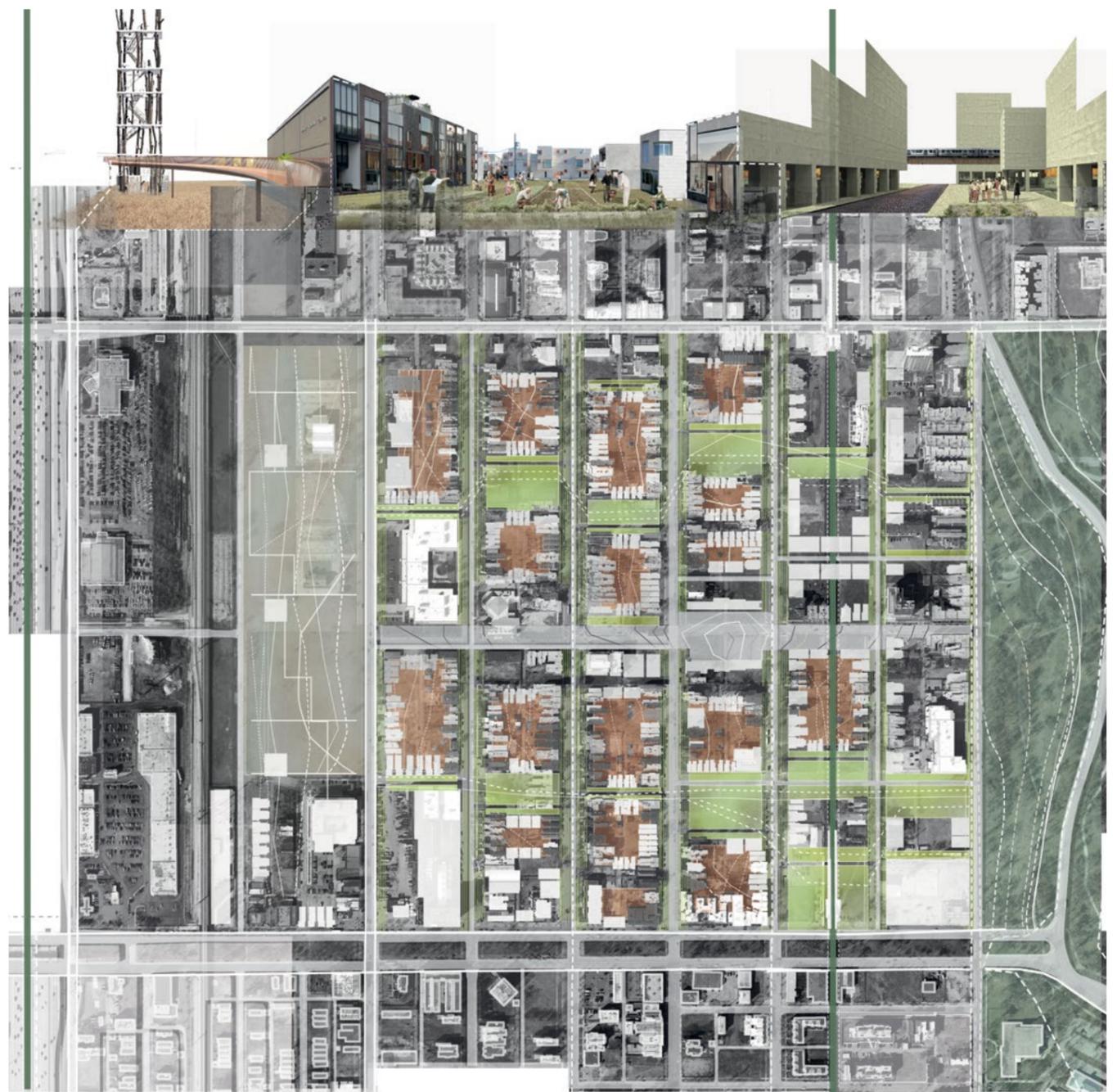


Crear petites comunitats



Cohesionar amb horts urbans





Smaller and more active blocks

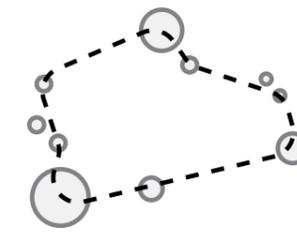
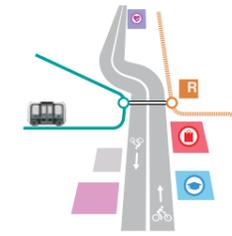
The use of smaller blocks allows a greater permeability east to west. Thanks to that, we generate a green loop that connects the blocks with the parks at both ends of the neighborhood and other amenities such as markets or train stops.

ETSAB: Prof. Aurora López | Spring 2018
with Anna Bosch

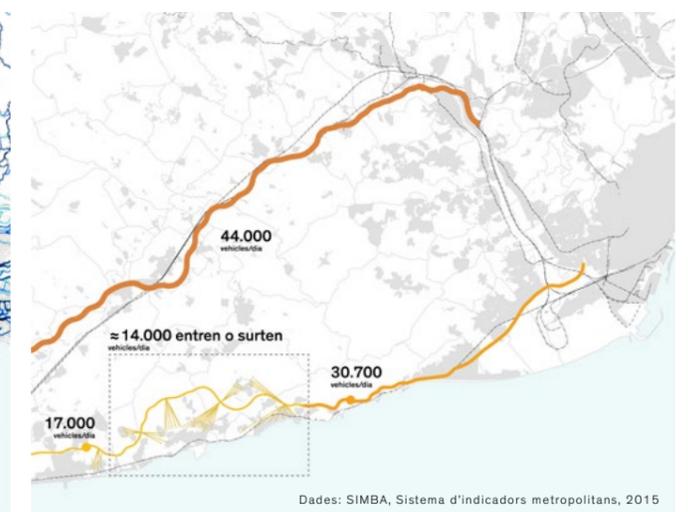
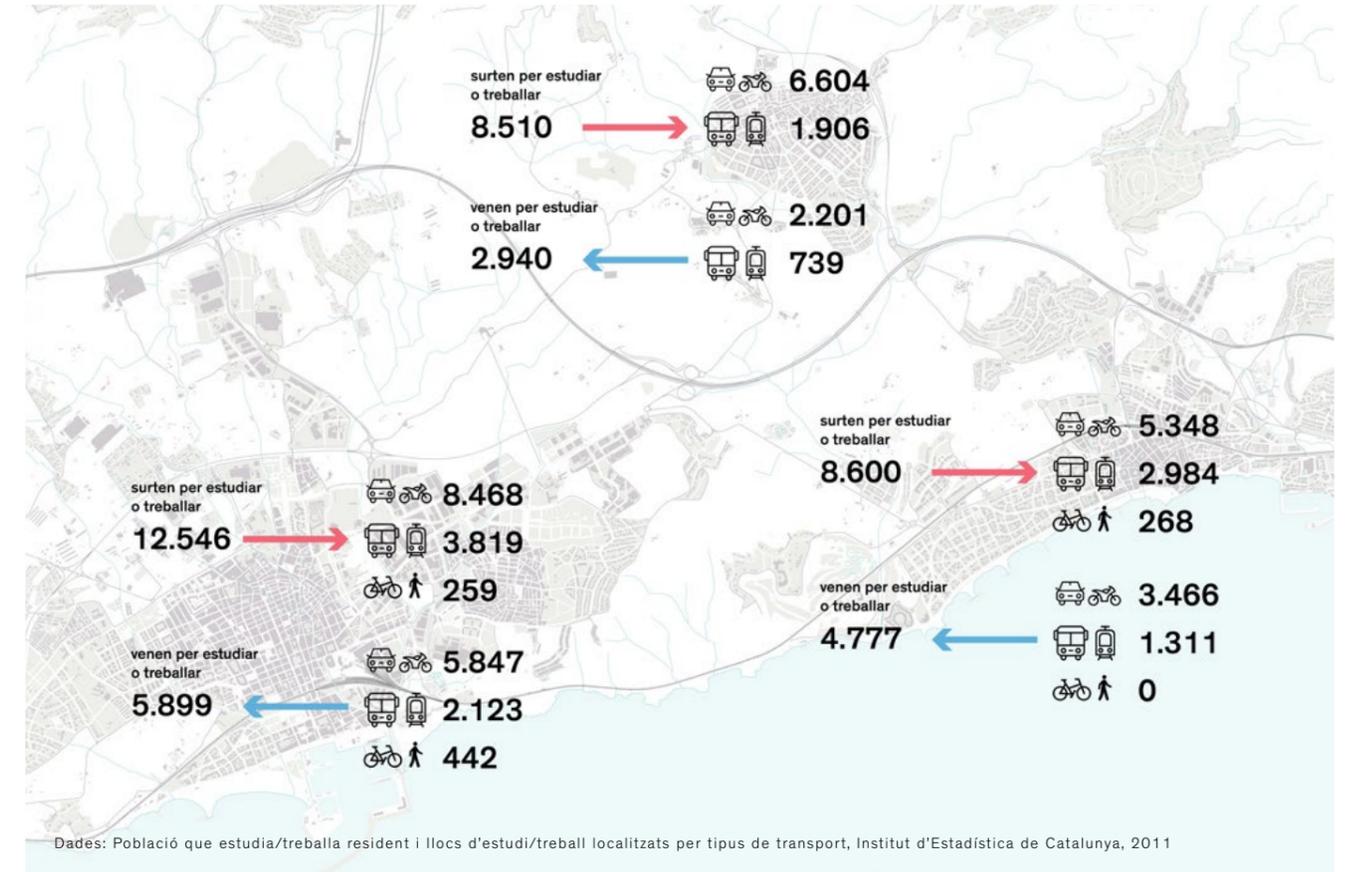
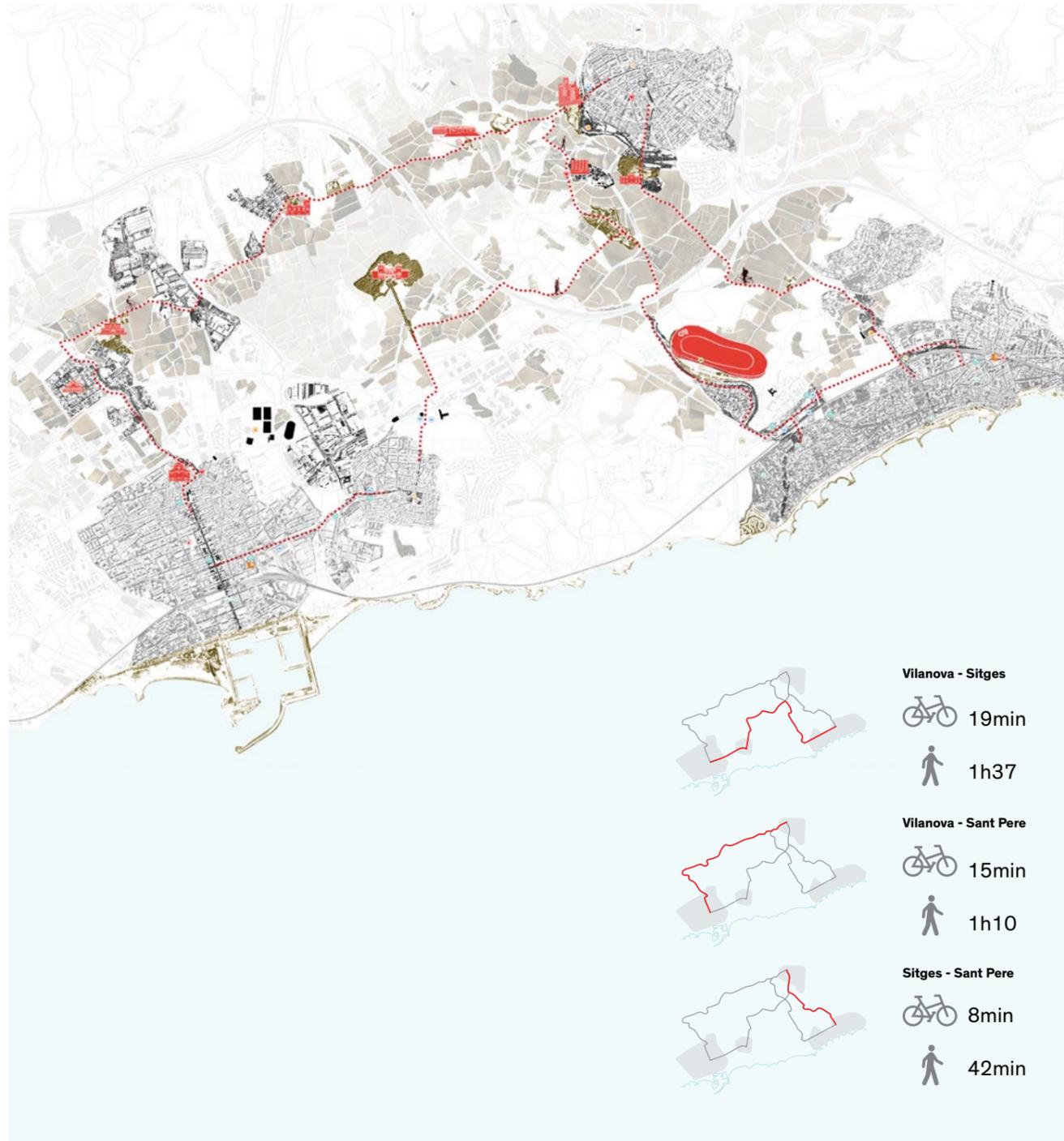
The conurbation formed by Sitges, Sant Pere de Ribes and Vilanova i la Geltrú suffers from several issues, such as being overly dependent on the exterior, not integrating with the surrounding nature and not having alternatives to the car.

In order to confront such issues, the 'Ronda sostenible' is a project that creates a circular pathway between the three towns, bringing the citizens closer and appraising the landscape.

Link to video in Catalan [here](#) or scan the QR.



Create an easy and practical path joining in a sustainable way approaching city and nature

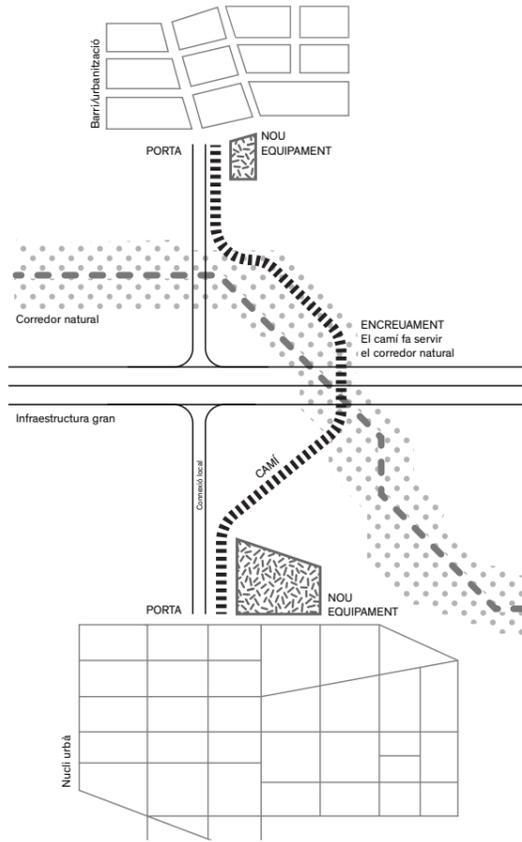


Strategies and actions

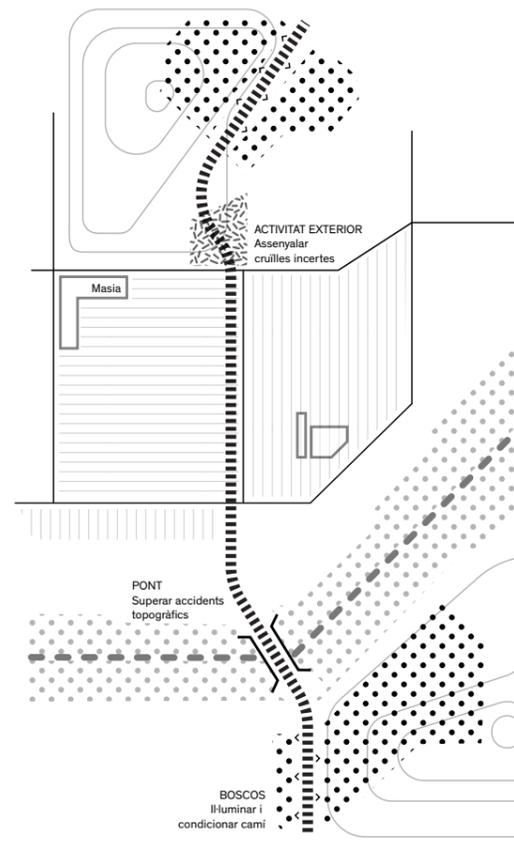
The analysis of the existing path leads to propose different actions depending on the needs in each part of the path: either the creation of the path itself, or the enhancement of existing values and destinations. Four main strategies are developed, defining which actions need to take place in each.



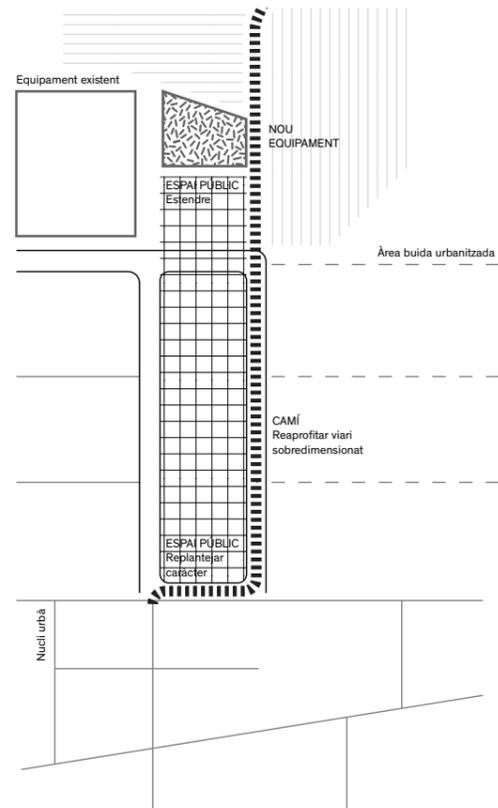
Create the path



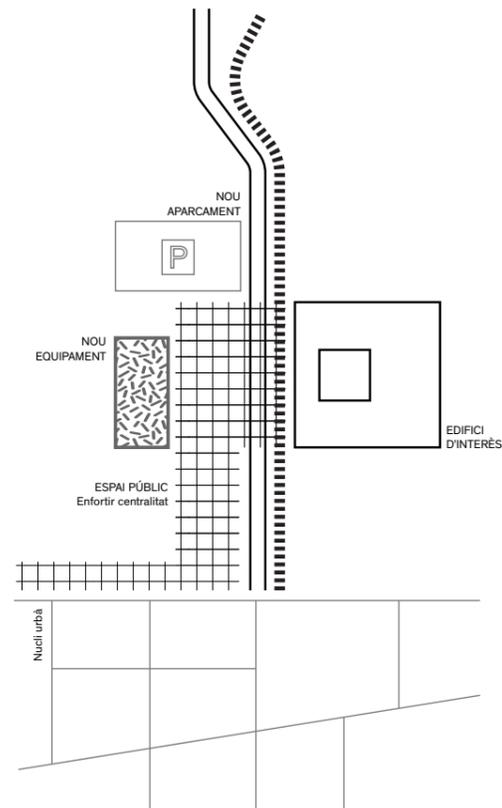
Shape the landscape



Continue the city

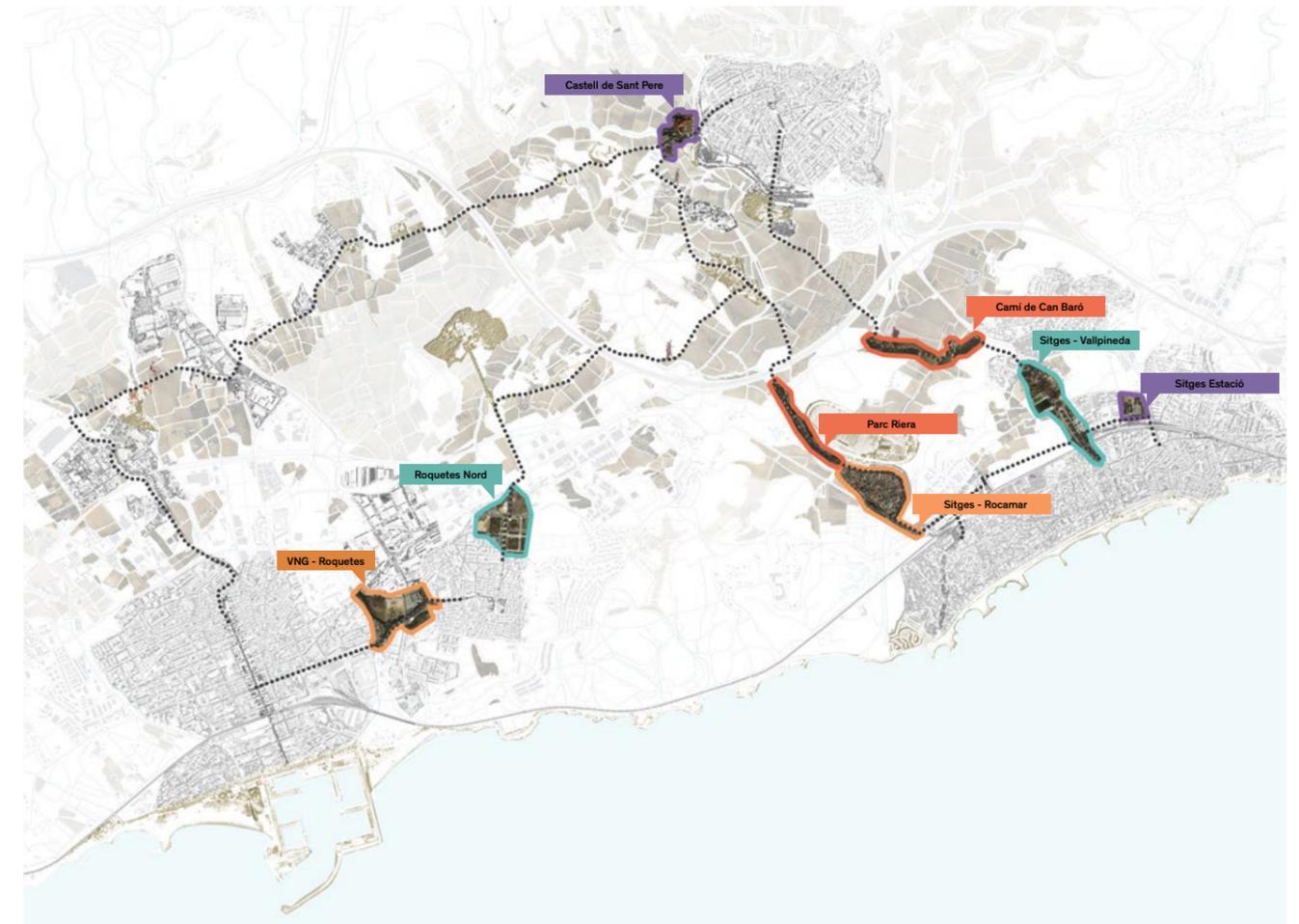


Strengthen interest points



Project units

Proposed strategies are applied in several areas where the path is discontinuous. Therefore, there are eight project units to be developed individually, yet thought to achieve unity.



Rivers have historically structured the region of Gipuzkoa. However, in the aftermath of deindustrialisation, their use is unclear, given that most of the industry in its edges is decommissioning. Therefore, rivers offer an unbeatable opportunity to improve our cities and the connections between them, by offering new places to enjoy outdoors.

Therefore, this project establishes strategic axes to transform Gipuzkoa's waterways in a unified way. To do so, it identifies existing policies that can be improved and researches foreign case studies, and proposes new strategies to achieve lively, accessible and user-friendly riverbanks.



Renaturalize empty spaces



Favor soft mobility



Foster sustainable tourism



Four action axes for a unified goal

The work is structured in four main axis of intervention: nature, public space, mobility and knowledge. By proposing strategies in all four issues yet acting and communicating in a unified manner, the project aims to make interventions in rivers more successful, cost-effective and knowledgeable for the citizens.

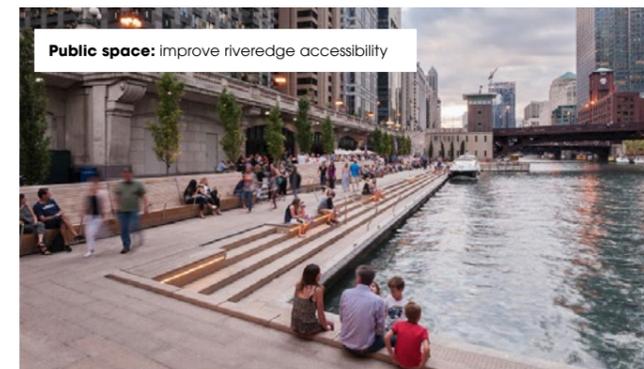
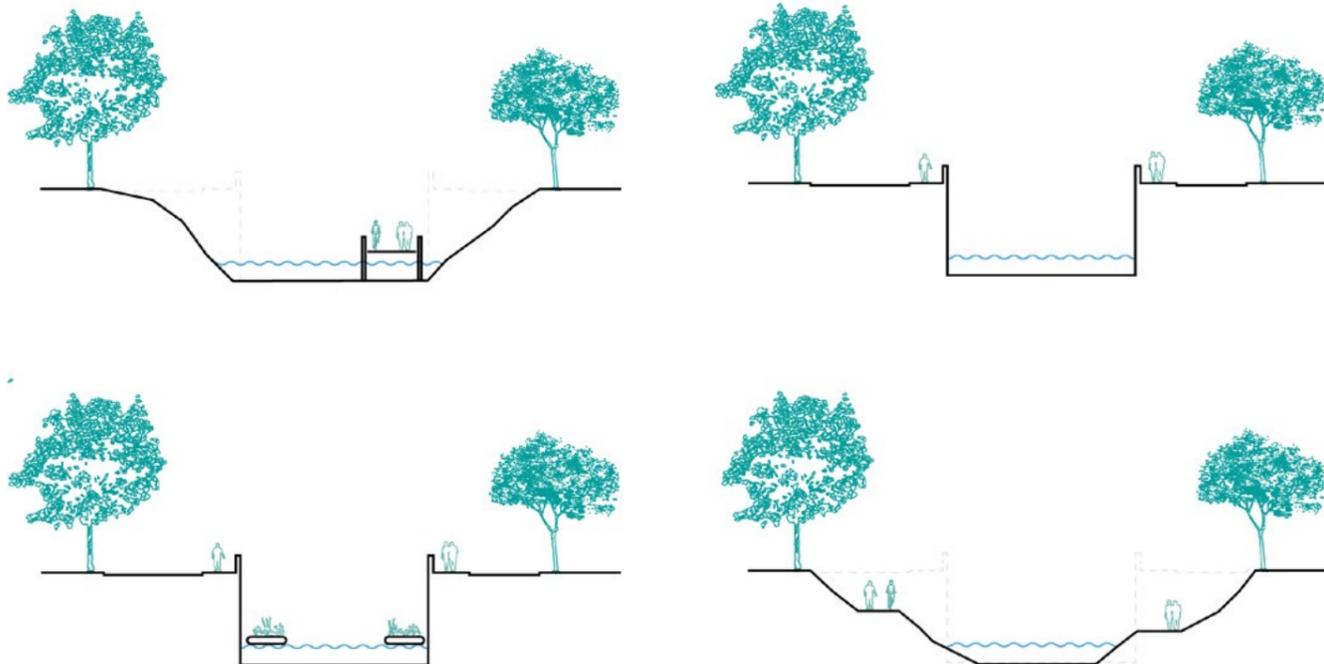
Nature	
Public space	
Mobility	
Heritage	

Goals

Strategies

Benefits

<p>Improve water quality</p> <p>Promote biodiversity</p> <p>Naturalize riveredges</p>	<p>To be improved: Control and reduce leaks Renew sewer pipes and treatment plants Eliminate barriers</p> <p>To be done: Soften riveredges Introduce floating planters</p>	<p>Safe bathing in rivers</p> <p>More species</p> <p>Reduced flooding risk</p> <p>Better aesthetics</p>
<p>Foster the use of riveredges by citizens</p> <p>Improve city parks and public spaces in riveredges</p>	<p>To be improved: Build watersport facilities Build other public facilities Promote leisure activities in rivers</p> <p>To be done: Guarantee accessibility to riveredges</p>	<p>Easily accessible parks in city centers</p> <p>More options for a healthier life</p>
<p>Promote sustainable mobility in riveredges</p> <p>Ease intermodality</p>	<p>To be improved: Build bikepath network in riveredges</p> <p>To be done: Connect bikepaths with public transit stations</p>	<p>Less pollution</p> <p>Faster intercity mobility by bike</p> <p>Easier combination between bikes and public transit</p>
<p>Promote and communicate projects and strategies in a unified way</p> <p>Expose heritage</p> <p>Praise rivers in Gipuzkoa</p>	<p>To be improved: Propose leisure paths in riveredges</p> <p>To be done: Implement unified communication and signage</p>	<p>Spreaded development of tourism in the whole region</p> <p>Easy system of paths</p> <p>Awareness and pride on rivers</p>



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