

palpable. Yet between the extremes represented by this dichotomy a great deal is happening, as the real and unbridled world of urban design continues to evolve in myriad positive ways. It can be argued in fact that a “third way” has begun to emerge, one not bounded by the strictures of this double dead end. The new way is increasingly propelled by the environmental imperative, informed by the need to integrate this perspective with competing social, economic, and cultural forces and by closer observation of how cities actually behave and evolve.

Numerous examples, including some cited in this book, have been built or are in planning stages around the world in which urban districts and neighborhoods explore new more self-sustaining models, making advances in generating their own energy, processing their own waste, and reducing auto dependence with a greater mix of uses and more mobility alternatives. With support from national and local governments, these new communities that showcase the design and integration of new technologies and approaches are being monitored with an eye to changing standards and norms and developing knowledge-based industries that can export these innovations.

In Freiburg, Germany, Vauban, a derelict military zone, has become a Sustainable Model City District. After an intensive planning process and awareness campaign in the mid-1990s, implementation targeted the issues of mobility, energy, housing, and social life. The outcome was presented as a German model of urban development to the HABITAT II conference in 1996 because of its inclusion of environmentally supportive elements and the close cooperation it fostered between the municipality, public utilities, project management, and local residents.

In Finland, a few kilometers from downtown Helsinki in a university district, the Vikki residential and work zone has been developed as a living laboratory for green design that integrates gardens and pathways, composting, recycling, solar panels, a 30 percent reduction in water consumption, and 25 percent less fossil fuel.

In the live-work Hammarby Sjöstad area in Stockholm, Sweden, tough environmental requirements were imposed on buildings, municipal infrastructure, and the traffic environment. The Stockholm Water Company, Fortum, and the Stockholm Waste Management Administration jointly developed a common ecocycle model designed to ensure recycling of organic material.

Malmö, Sweden, designated its docklands “Bo01” site as an ecological quarter with strict environmental codes for developers on for-