

and-forth positioning, and necessary collaboration between public and private interests, is gradually accepting an urban caste. In essence Reyner Banham's sunshine-filled suburban sprawl of freeways, beaches, mountains, and endless plains of single-family houses and middle-class desires, as defined in his *Los Angeles: The Architecture of the Four Ecologies*, is slowly fading. A new generation is shifting the focus of the city with blossoming urban interests. They want walkable urban experiences and a mix of dwelling types in neighborhoods. They are willing to ride public transit and just possibly believe in public schools (over the past ten years voters in Los Angeles have consistently approved bond measures that now add up to billions of dollars for construction of new schools).

Citizen-based fears about the limits of acceptable urbanization are of course always present. There is continued resistance to overarching regional and metropolitan place making, particularly in the single-family-house neighborhoods, which are always sacrosanct. Nevertheless, alternative models and planning knowledge, particularly the ideals and principles of New Urbanism, are emerging and are widely distributed by interested planning officials and citizens seeking alternatives to sprawl. This model provides a valuable tool for starting discussion regarding urban density and form, mass transit, city- and town-based lifestyles, and even abstract policy choices such as the subregional balance between jobs and housing. Foremost, New Urbanist principles have raised the consciousness of the public by providing an imageable model of the future. Yet, the amalgam that forms the look and feel of contemporary Los Angeles goes beyond any easily identified urban design ideology. The ground plane being generated is far more complex and nuanced than any textbook ideal. Angelinos want their urban villages. They also want their freeways. A Los Angeles urbanism that defies easy definition and is made up of a little bit of this and a little bit of that materializes.

In Southern California textbook planning ideals that promote an idyllic landscape of neatly separated urban villages clustered about downtown-like concentrations of mixed-use development, all integrated with fixed-rail transit—indeed any type of rationalized and smoothly efficient urban system—are run through the grinder of public process and always end up looking and functioning differently and better than originally imagined. The recently opened master-planned beachside community of Playa Vista and new infill development in