Large windows and balconies look out on the water and towards the city. The architecture is modern with flat roofs and brightly colored facades.

The district is connected by a two-mile long esplanade. All along the waterfront are quays, parks, and walkways. Hammarby Sjöstad’s Economic Association emphasizes the need for a mix of uses and densities, for a variety of public spaces, and for particular types of buildings (generally perimeter blocks). In general, these adhere to New Urbanist principles that encourage walkability and reducing reliance on the automobile.

The development is part of a regional planning strategy to transform an industrial zone into a mixed-use zone by transitioning towards the center of Stockholm, rather than outwards, and to create a number of subcenters around it. These are numerous guidelines that called for a mix of uses and densities, for a variety of public spaces, and for particular types of buildings (generally perimeter blocks). In general, these adhere to New Urbanist principles that encourage walkability and reducing reliance on the automobile.

The main goals for Hammarby Sjöstad project were set out as early as 1996. These lay in seven key areas: soil remediation, urban form, transportation, green buildings, energy, waste management, and water efficiency. Six of these are described in the section to the right.

**PROJECT INFORMATION**

Location: Stockholm, Sweden  
Total Area: 370 acres (494 acres with water)  
Population: 17,000 (as of 2014)  
Planning and Construction: 1990 - 2017

Located on the periphery of central Stockholm, Hammarby Sjöstad is former industrial zone and brownfield that recently underwent major urban development. Planning began in the 1990’s when the goal was to create an ecological sports arena and athletes' village in time for the 2012 Olympics.

After losing the bid for the games, the Stockholm municipal government saw unique opportunities to create a modern urban neighborhood close to the city center while simultaneously transforming an outsized industrial district. The ultimate build-out will create housing for some 26,000 people and nearly a million square feet of office and commercial space less than two miles from Stockholm’s downtown.

The district is by a two-mile long esplanade. All along the waterfront are quays, parks, and walkways. Hammarby Sjöstad’s Economic Association describes the district as the combination of the traditional and the modern: “An inner city’s street widths, neighborhood sizes, house fronts, density, and mixed uses are paired with a new openness with views towards water, parks, and sunlight” (Hammarby/sjöstad Ekonomisk Förening). The architecture is modern with flat roofs and brightly colored facades. Large windows and balconies look out on the water and towards the city.

Hammarby Sjöstad is more than a new housing and commercial development: it represents a complete infrastructural project in which energy, water, transportation, and waste collection systems were designed to work together as an “eco-cycle,” what’s come to be known as the “Hammarby Model” (see diagram at left). As much as possible, resources are reused in circular fashion. For example, sludge from wastewater is treated and re-used as fertilizer, and the biogas that is released during treatment is used as fuel for transit vehicles.

**GOALS**

The main goals for Hammarby Sjöstad project were set out as early as 1996. These lay in seven key areas: soil remediation, urban form, transportation, green buildings, energy, waste management, and water efficiency. Six of these are described in the section to the right.

**URBAN FORM**

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**TRANSPORT**

One of the goals from the Green Guidelines was that 80% of the daily journeys by residents or workers should either by public transportation, walking, or cycling. To facilitate this goal, several types of public transport systems were implemented: connections to the existing metro line connecting the district to the city center; new bus routes, as well as networking and co-funding services. Recent studies show that car ownership is lower than average in Stockholm and that most are closer to achieving the 80% goal.

**WATER USE**

The goal of the outset was that water consumption be reduced by 80% compared to other areas of central Stockholm. Methods used to implement the reduction included low-flow fixtures and water-saving appliances. Landscaped areas around the building were to use plants requiring little water. In addition, at least 20 to 30 percent of the water supply had to be recycled from either wastewater or rainwater:

**GREEN BUILDINGS**

Though directed by the City of Stockholm’s use environmentally friendly materials in their buildings, developers in Hammarby Sjöstad were incentivized to be even greener due to customer demand and the potential added value. Some of the green building techniques included the use of photovoltaic and co-generation systems, solar panels on the roof, green roofs, water harvesting systems, and well-insulated building shells.

**ENERGY**

Energy supply to Hammarby Sjöstad is mostly provided through connections to the existing systems in Stockholm. The goal was that energy consumed in the development be provided through connections to the existing systems in Stockholm. However, on-site sources like solar heating and photovoltaic systems had to be recycled from either wastewater or rainwater:

**WASTE MANAGEMENT**

The city undertook a number of initiatives to manage waste. These included using waste to create fuel in an incineration process; and to process waste via closed environmental loops and synergies between utilities, buildings, and users.

**THE HAMMARBY MODEL**

Hammarby Sjöstad is more than a new housing and commercial development: it represents a complete infrastructural project in which energy, water, transportation, and waste collection systems were designed to work together as an “eco-cycle,” what’s come to be known as the “Hammarby Model” (see diagram at left). As much as possible, resources are reused in circular fashion. For example, sludge from wastewater is treated and re-used as fertilizer, and the biogas that is released during treatment is used as fuel for transit vehicles.

**SIZE COMPARISON**

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**SOURCES**

Hammarby Sjöstad 2013 Case Study Initiative