Happiness & Sustainability Around the Earth

Happy Cities: Strategies and Applications in pursuit of urban well-being

Savvas Stroupas
Lezioni di Commercio
Antonio Genovesi, 1769
Nouveaux Principes d'Economie Politique
Jean Charles Léonard de Sismondi, 1819
An Introduction to the Principles of Morals and Legislation
Jeremy Bentham, 1789
Public Happiness

Wealth

Material Needs

Industrial city

The Wealth of Nations
Adam Smith, 1776
Happy Colony
by Robert Pemberton

In the center of the circular city are placed the four colleges, in the second ring the factories, in the third the houses and in the fourth the public gardens, the crops with the rural houses.

View of the four colleges at the central circle of the city

Garden City
by Ebenezer Howard

The main rings of organization of the city

The main structure of the city in the center with the regional agricultural areas as a restrictive zone of expansion of the city
Ville Radieuse
by Le Corbusier

Image of a city model with the towers above the Ile de la Cité in Paris

Broadacre City
by Frank Lloyd Wright

Aerial view of agricultural land along with supporting structures

The masterplan with the zones of land use

The masterplan with farmland and scattered infrastructure

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HPI = Subjective Well-being \times Life expectancy \times Outcome inequality

Ecological footprint
HPI = Well-being \times Life expectancy \times Outcome equality

Ecological Footprint as variable

Happiness & Sustainability Around the Earth
HPI = Well-being × Life expectancy × Outcome inequality

Ecological Footprint as variable

national scale of measurement and evaluation

local communities or administratives scale

classified factors

non classified

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Urban Planning and Placemaking

Tool for Ecological Efficiency, Quito, Ecuador
Compact development and mixed use areas near transport hubs
Urban Planning and Placemaking

- Tool for Ecological Efficiency, Quito
  Compact development and mixed use areas near transport hubs

- Placemaking method
  Combination of top-down and bottom-up initiatives

Before

After

Placemaking program through participatory design with the inhabitants of the neighborhood in city of Patras, Greece
May 2019
astikakoina.org
Urban Planning and Placemaking

- Tool for Ecological Efficiency, Quito
  Compact development and mixed use areas near transport hubs
- Placemaking method
  Combination of top-down and bottom-up initiatives
- Walkability
  Strengthening the liveability of individual and social activities

Development of the pedestrian network in the city of Copenhagen

1966: 15,800 m²

1996: 95,750 m²
Urban Planning and Placemaking

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  Compact development and mixed use areas near transport hubs

- Placemaking method
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- Walkability
  Strengthening the liveability of individual and social activities

- 20-minute neighborhood
  Mixed use areas of housing, trade, daily needs within walking distance

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Natural Environment

56% of the world's population will live in cities until 2025 consuming 70% of world energy

1,780bn people have inhaled polluted air over the last decade. This has led to multiple diseases

12 °C warmer night temperatures in urban areas with a population exceeding 5 million compared to the surrounding areas

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Natural Environment

**Parklets**
Small-scale urban interventions to strengthen pedestrian traffic on sidewalks

Community program for installing parklets
Vancouver, Canada
Natural Environment

- Parklets
  Small-scale urban interventions to strengthen pedestrian traffic on sidewalks

- Reuse of abandoned infrastructures
  Conversion of useless urban structures into parks

The High Line (former railway infrastructure)
New York City

The Bentway (use of remaining space under a highway)
Toronto
Natural Environment

- Parklets
  Small-scale urban interventions to strengthen pedestrian traffic on sidewalks

- Reuse of abandoned infrastructures
  Conversion of useless urban structures into parks

- Short-term change of use of public spaces
  Pilot programs of possible change of land use program for greater involvement of citizens in public life

Short-term transformation of a square into park in Aarhus, Denmark
Schønherr Architects
Mobility and Public Transport

Commuting time and average reported satisfaction with life, Germany 1985-1998

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Mobility and Public Transport

Bicycle Network, Seville
Promoting active mobility through the development of a bicycle network

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Public Health and Quality of Life

Ciclovia Program, Bogota
Motor vehicle removal day for free movement of bicycles and pedestrians
Safety as the second most valuable need at Maslow’s hierarchy of needs pyramid.
CONCLUSIONS

Interventions related to design within the urban fabric usually have a direct effect on people’s quality of life.

Issues related to policy making are aimed at deeper changes in the social fabric.

The local authorities must activate the citizens through these methods, in order for them to actively participate.

Cities need to invest on all levels to achieve a holistic and sustainable result.

The challenge is not only design, but also psychological and social.
urban happiness
Urban happiness can be defined as a concept that gives a positive perception of a place to the people who live in it and which induces them to spend a long time there and/or to opt to live there again with the same experience
Maricela Sepe