◀ MONTE SACRO ▶

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DESIGN PORTION

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MONTE SACRO

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ABSTRACT

This study of the Roman periphery employs various levels of analytics to examine major urban trends and the potential for improvement in the neighborhood of Monte Sacro. Approximately eight kilometers north west of Rome's city center, Monte Sacro lies on the northern bank of the Aniene River. Its unique garden city plan, originating from a 1919 design by Gustavo Giovannoni, has retained many structural characteristics since its inception. However, various issues related to traffic, street and infrastructure maintenance, public space degradation, and poor internal connectivity have caused problems within the neighborhood. This report attempts to analyze these problems through three themes: image, livability, and activity. Using these guides, we began our report conducting street surveys, gathering statistical data from ISTAT, and conducting citizen interviews. Our statistics are comprised of diverse data including population density, employment, education, etc. We used this data in tandem with the surveys and interviews to establish a stronger vision and understanding of the neighborhood's dynamics. We continued our study by examining streets and infrastructure, building typology, land use, and public space. Each major theme is represented in these sections. For example, within streets and infrastructure we include maps and graphics illustrating street hierarchy, primary, secondary, and tertiary street cross sections, as well as a parking provision map to specifically determine livability, image, and activity. After our primary research on the neighborhood was complete, we performed a SWOT analysis to determine the strengths and weaknesses of future design interventions in the community. We conclude the report with a series of prescriptive design guidelines and a vision statement that will focus our redesign efforts on five major themes in the neighborhood: network of spaces, placemaking, walkability, sustainability, and historical conservation. We include our preliminary 3-D renderings in order to provide the reader with an understanding of our future design effort. Various appendices cover city comparisons from Torino and Venice as well as including our survey forms and additional citizen Lynch maps.

FOCUS AREA

Area within focus area

Area outside focus area

The focus areas determine the boundaries of the area that we studied. One rationale behind the choice of this area is its adherence to the historical layout constructed after the 1919 plan. We also chose this exact area because it is constrained by certain natural and semantic boundaries established in the neighborhood, like the Aniene River and key piazzas. Our focus area is comprised of 713 structures and 510 lots.

The area that neighbors our set borders provides valuable context to the forms and patterns of our area. Specifically, the area west of the river offers the opportunity for comparison and contrast due to its differing building scale and topographical grade.

714
Structures of Focus Area

510
Lots in the Focus Area

0   25 50   100   200

METROPOLITAN CONTEXT

0

7km

5km

3km

1km
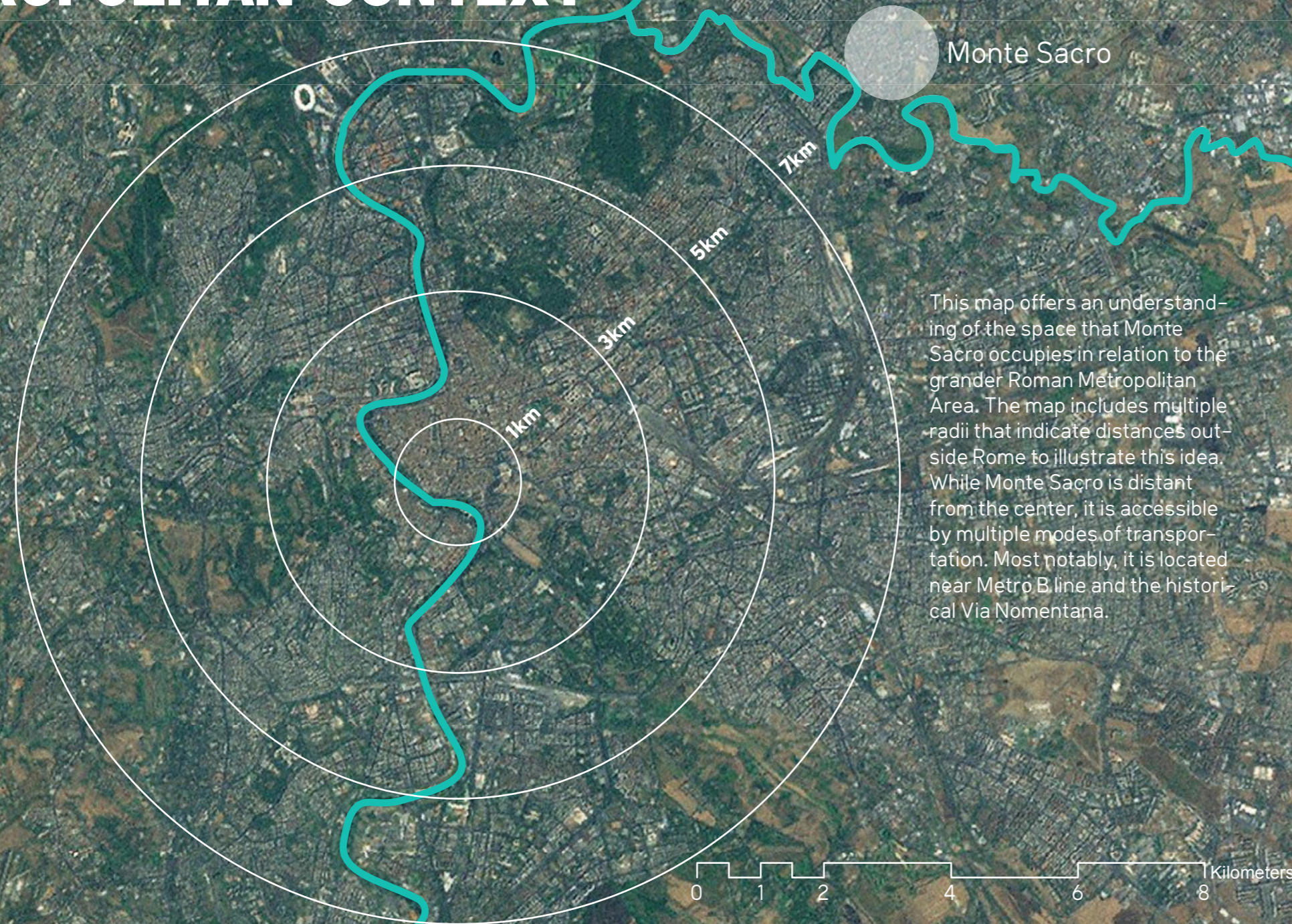
Monte Sacro

This map offers an understanding of the space that Monte Sacro occupies in relation to the grander Roman Metropolitan Area. The map includes multiple radii that indicate distances outside Rome to illustrate this idea. While Monte Sacro is distant from the center, it is accessible by multiple modes of transportation. Most notably, it is located near Metro B line and the historical Via Nomentana.

Figure 1

Kilometers
0 1 2 4 6 8

REGIONAL CONTEXT

Monte Sacro Alto

Fiume Tevere

Metro Conca d'Oro

Monte Sacro

Villa Ada

Riserva Naturale della Valle dell' Aniene

Fiume Aniene

Via Nomentana

Meters
0 200 400 800 1,200 1,600

Figure 2

KEY THEMES

IMAGE

How the city looks and feels.

LIVABILITY

How people live, work, and play.

ACTIVITY

How people move around.

Figure 3 Piazza Adriatico

Image 2

THE GARDEN CITY

Origins

Città Gardino Aniene was designed by the architect Gustavo Giovannoni in 1919. He planned a low-density city with a school, church, post office, and public park. The Garden City design was inspired by the British garden cities of Ebenezer Howard. He was an architect and planner dissatisfied with both country living and city living. Cities were too dirty, crowded, and polluted; and the country consisted of high unemployment or long work days with little pay. Dissatisfied with what surrounded him, Howard combined the best of the city with the best of the country, through the creation of linked garden cities that collectively encouraged a larger social city, establishing the concept of the Garden City (see figure 2). Overall there are many similar and different economic, social, and physical aspects between Giovannoni's Città Giadino Aniene and Howard's concept of the garden city.

"Howard created a utopian society that relied heavily on unpredictable elements."

In 1903, Howard built his first garden city: Letchworth. Howard organized an association of manufacturers, merchants, farmers, financiers, ministers, and artists to collaborate on the creation of the city. The result was a utopian society that relied heavily on unpredictable elements, making it difficult for the city to work well. Specifically, economic conditions in the city failed. The city relied on a communal fund that could not generate enough revenue to pay its investors let alone build more public works. In fact, "workers could not afford the houses in the Garden City, and some commuted, living in cheap housing put up by speculators", which worsened the situation (Steuer 381).

In Howard's classical garden city model, the city was supposed to have high wages and low rents with short distances to travel between work, school, and home. The idea was to build the garden city on a greenfield. In theory, people would gain from the difference
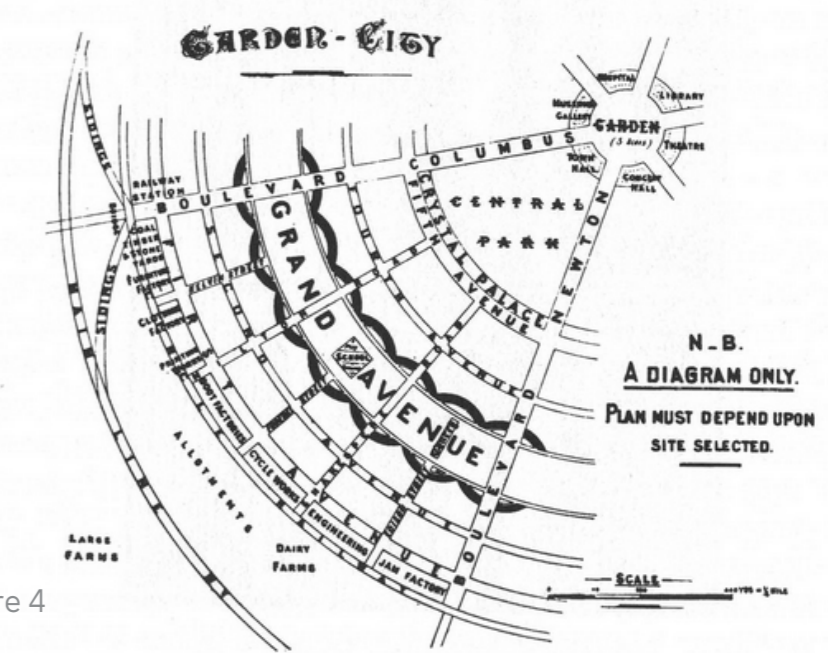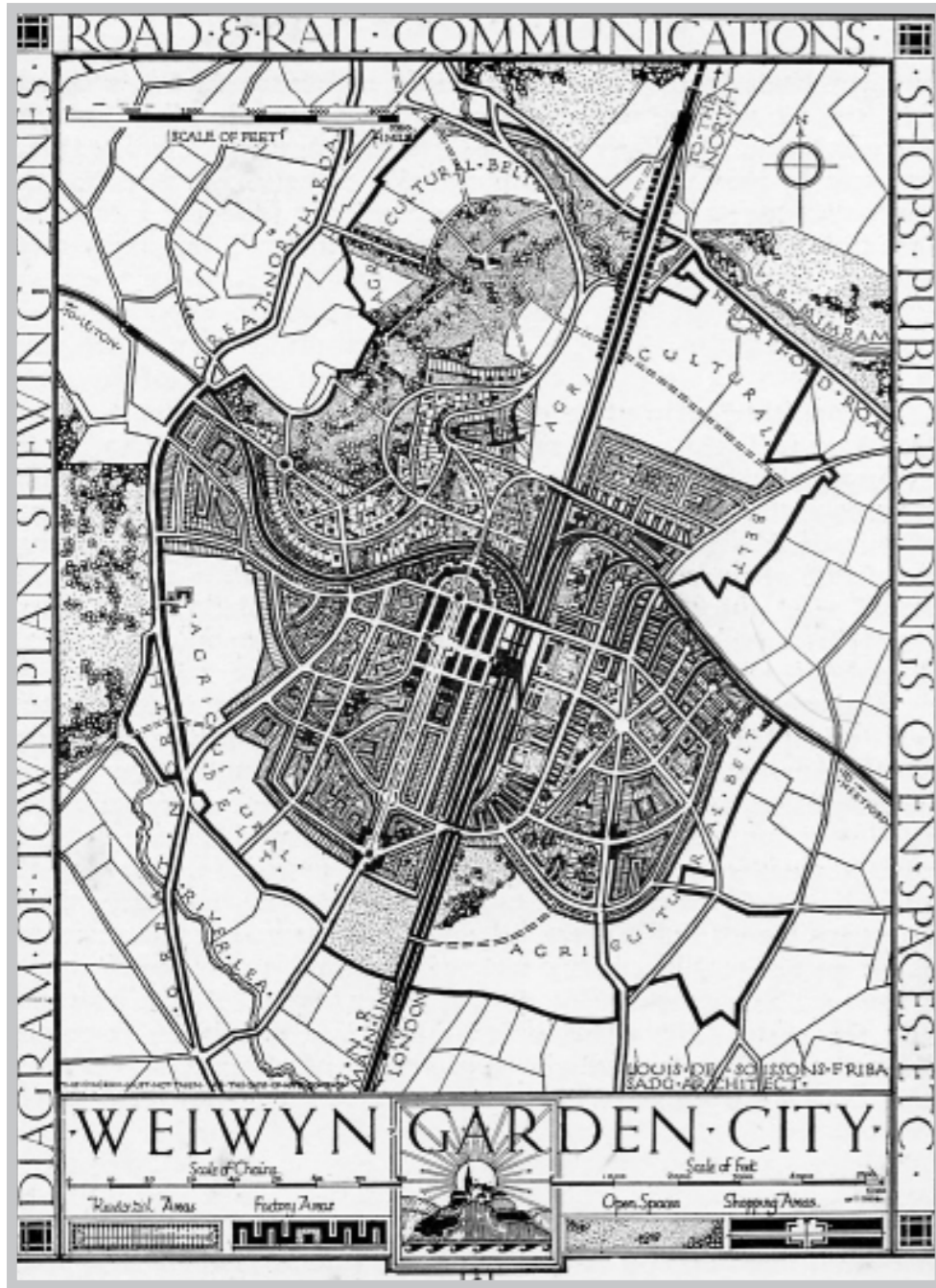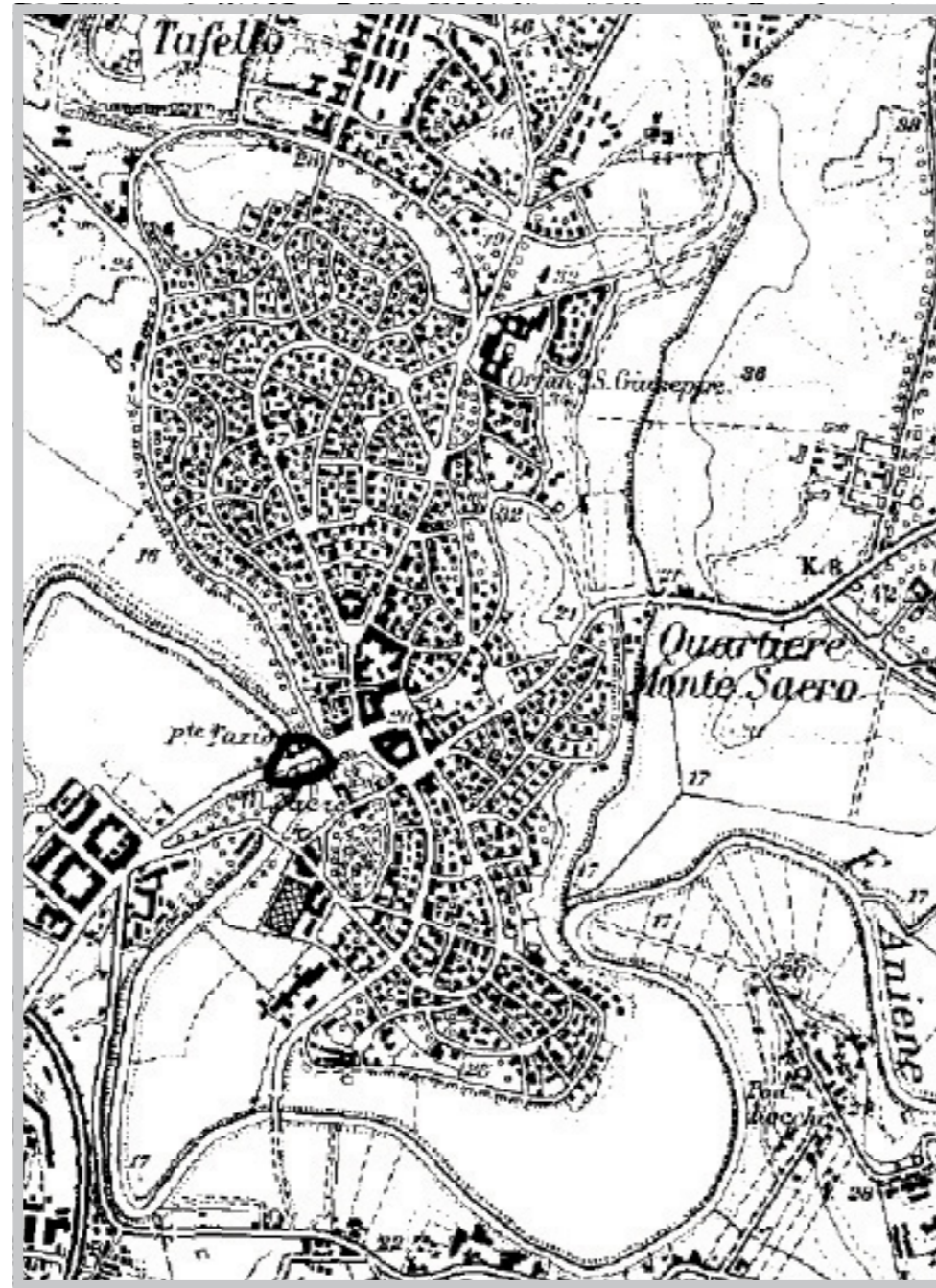

Figure 4

between buying cheap agricultural land and its subsequent development. The monetary benefits of this would be used by the municipality to then provide social services and welfare. The problem with this is that not enough businesses and people moved into the neighborhood (Bussell 266). Howard created a utopian model where cooperation was needed to govern and maintain order.

On the other hand, Citta Giardino Aniene was owned by a consortium composed of a builder's association known as l'Unione Edilizia Nazionale (UEN) and the Instituto per le Case Populare (ICP). The UEN sold pieces of land to different cooperatives to build housing developments of villinis. These cooperatives started to build in 1921 and continued into 1922. The UEN was disbanded in 1924. The consortium of the UEN and ICP might be a reason as to why Monte Sacro was much more successful than Letchworth and Welwyn. The UEN built private homes for profit, while the ICP was more socially oriented. This model created balance and differed greatly from Letchworth's more socialist model.

WELWYN GARDEN CITY

Figure 5

MONTE SACRO 1936

Figure 6

Comparisons

Monte Sacro is very different from Howard's classical garden city model. Monte Sacro does not rely on cooperation for a successful neighborhood. The reason many middle-class and lower-class people were able to afford houses in Monte Sacro was because the ICP built several social housing projects beginning in 1924. Services and welfare were provided by the state.

At the same time, Howard's Welwyn Garden City, built in 1919, has many similar physical aspects to Monte Sacro. Both Ebenezer Howard and Giovannoni did not anticipate or plan for surrounding development and the widespread use of the automobile. Howard's garden cities were supposed to have an agricultural greenbelt, and Città Giardino Aniene had one. Monte Sacro is similar to Welwyn because the street plan consisted of (and for the most part still are) irregular, curvilinear paths that can be broken up into a hierarchical framework of three general types of streets. The narrow, labyrinth-like streets of Città Giardino Aniene were not built with the intention of having the capacity to serve all the cars that it does today. This was the initial cause of the traffic and walkability problems that overwhelmed the city. Subsequent infill development only exasperated this problem causing a severe lack of street parking in the northern part of our study area (area north of Via Nomentana and Piazza Sempione). The road network was to follow the contours of the hills and bottoms of valleys with stairs as the main connectors between street heights. This is a very similar physical design element typical of garden cities. Howard also introduces zoning into his plan to separate land

"Both Ebenezer Howard and Giovannoni did not anticipate or plan for surrounding development and the widespread use of the automobile"

uses. This is an element of planning that is widespread in many places including Monte Sacro. However, there is much more mixed use development in Monte Sacro than in many American cities.

If you compare the Welwyn and Letchworth maps to a map of Monte Sacro you can see many similarities. They have a central area with a park and some sort of planned transportation running through it. Giovannoni's design was based on two main areas on two axes: the new bridge across the River Aniene and Piazza Sempione. Another similarity is the presence of an agricultural green belt. In the case of Monte Sacro, the majority has been filled in, but part of it still exists around the river.

Although Montesacro was not meant to be a self-sufficient entity like the garden cities Howard built, it was meant to be somewhat self-sufficient. It was purposefully designed to have amenities at hand (mostly in Piazza Sempione) because many people did not own cars and did not have the ability to commute to the center of Rome. However, now that Città Giardino Aniene is fully integrated into Rome and surrounded by development, it is no longer self-sufficient. It is a place where many people live, but do not work. It is a place where people pass through on their way to the center of Rome. Corso Sempione and Via Nomentana are main streets that connect to the center of Rome.

HISTORICAL TIMELINE

800
Ponte Nomentana
Pope Leo III meets Charlemagne at Ponte Nomentana to crown him Emperor of the Holy Roman Empire. The bridge was destroyed and rebuilt many times, so it shows a mix of styles.

Figure 7

1919
The Garden City
Giovannoni completes his plan for Citta Giardino Aniene

1921
Construction Begins

Figure 8

Late 1920's
Piazza Sempione

1958
New Market Built
The Market on Viale Adriatico was designed by Muratori.

Figure 12

Figure 13

2012 Conca d'Oro
In June 2012 Line B1 opens with station Conca d'Oro in the north west.

494BC
Plebian Revolt
The Plebians of Rome withdraw to Monte Sacro in protest of unequal rights, leaving the patricians in the city center. The engraving below depicts the secession of the people to "Mons Sacer" by B. Barloccini.

1902
Ebenezer Howard
Howard writes the influential book, *Garden Cities of Tomorrow.*

1922
Public Transit
A single tram line from Via Nomentana to Termini Station is created.

1924
ICP Created
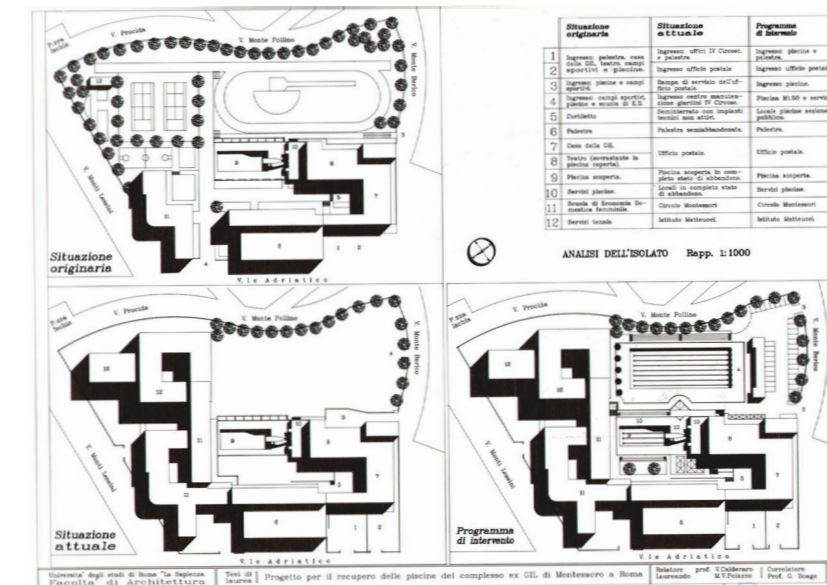The Instituto per le Case Populare is created and begins building social housing in Monte Sacro.

1934
GIL is Built
Gaetano Minnucci designs "La casa della Gioventu Italiana del Littorio" (GIL) building The complex included swimming pools, a gym, and a school. The use of the building has changed over time and is currently a post office.

1951
Citta Giardino Aniene officially becomes Monte Sacro.

1960's
Density Ordinance
An ordinance passes, allowing for an increase in density. Many lots are split and buildings with 4-5 stories like the one on the right are built. This continues into the 1970's.

Figure 9

Figure 10

Figure 11

Figure 14

Figure 15

METHODS

Street Survey

13
Major Categories

30
Streets Surveyed

56
Questions

Statistical Data

16
Census Tracks Assessed

13
GIS Maps Made

181
Categories Reviewed

Interviews

10
Short Interviews

6
Lynch Maps

1
Public Meeting Attended

METHODOLOGY

Overview

Our research includes three different types of methodologies: statistical data, street survey, and interview. Through these different methods, we have gained a complete collection of data that represents an accurate depiction of the neighborhood.

Street Surveys

Our survey is organized into different sections. The sections are street type, building typology, block type, lost space, trees, accessibility, trash, visualization, security, presence of people, transportation, parking and noise level. On site, we alternated writing, observing the community and taking photos so that we all developed a holistic understanding of the neighborhood through participating in a variety of research methods.

To analyze the typology of streets, we designed a five part scale to indicate the objective state of the street and sidewalk. We considered setback, the average number of buildings, and styles while observing building typology. We studied the use of buildings and shop types when considering block type.

"We alternated... so that we all developed a holistic understanding of the neighborhood"

Understanding the types of trees was important because trees reveal the environmental and historical status of the neighborhood. We took note of the types of trees we saw on each street and counted them.

To learn about handicap accessibility, we observed the number of crosswalks and their placement in our neighborhood, in addition to the speed of cars on streets and the condition of sidewalks.

Observing visual qualities, security, and the overall presence of people was also important because it allowed us to gain an understanding of the social demographics of Monte Sacro. In regards to visual qualities, we examined advertisements and graffiti. We took note of lighting and security cameras to study security. To obtain an understanding of the people in our neighborhood we recorded the activities that we saw community members participating in, in addition to the ethnicities, gender, and ages of people. Our survey included an emphasis on transportation and parking because there are many issues pertaining to these two concepts in Monte Sacro. We measured the intensity of the traffic, types of parking, capacity, and uses.

To measure noise, we took note of the predominant sounds we heard as well as less obstructive noise.

Figure 16

Statistical Data

We took ISAT data from GIS to gather information from Italy's 2001 census track data survey. We translated the different data topics from Italian to English and then selected which topics were relevant to our neighborhood. A limitation with using this data is that it only had data information for male populations regarding some topics of interest like education. Some of the data that we explored pertains to population density, rate of employment, education, and immigration. We created graphs through excel to show visual diagrams of Monte Sacro.

Interviews

The interviews that we conducted in Monte Sacro were comprised of two parts: a verbal interview and a Lynch Map drawing. To conduct our interviews, a Teaching Assistant assisted our team to converse with residents of the community. We wrote our questions in Italian and had them proof read by Christina Di Battista to ensure that they were grammatically correct. Our interview manuscript included fifteen questions, which aimed to gather a well-rounded understanding of the local opinion regarding Monte Sacro. The interview was broken down into three different parts. One part included general questions and, another part included prompts pertaining to public space and the last section included questions regarding transportation. We interviewed both males and females in

"[We] aimed to gather a well-rounded understanding of the sentiments of the locals have regarding Monte Sacro."

different age groups and in varying occupational fields to increase the probability of obtaining a more representative body of data.

The Lynch Drawing component of the interview was inspired by Kevin Lynch. Lynch introduces a theory in his written work, *The Image of the City*, that learning about the relationship between an individual and five aspects of urban life (edges, districts, nodes and landmarks) is important to study in order to fully comprehend an urban environment. Having citizens draw mental maps of their environment, otherwise known as Lynch Maps, offers opportunity for this to be achieved. We invited our interviewees to draw a mental map of Monte Sacro on a piece of 11in by 7in piece of paper.

STATISTICS

AGE AND GENDER DYNAMICS

Age Distribution

The age distribution amongst community members in Monte Sacro is divided into similar parts. One possible explanation for this phenomenon is that families in Italy do not usually move from their community when they grow up (Smith, 2014). Thus, everyone's families continue to grow in the same place and birth rates are predictable. However, the largest age population group is the group of people seventy four and older. This indicates that Monte Sacro has an aging population.

Gender Population

The population of males versus females in the Monte Sacro community is similar. Fifty five percent of the population is female and forty five percent of the population is male. Given the fact that Italian women often live longer than men and given that the neighborhood's age distribution graph shows that the Monte Sacro community is an aging population, this information makes sense. ISTAT suggests that, on average, Italian males live approximately eighty years and females live approximately eighty-five years (Accessed 5/4/2014).
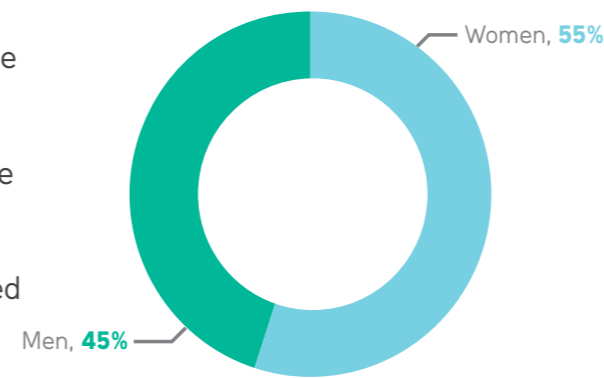
Population Age Distribution 2001

Age	Value
0–4	623
5–9	627
10–14	588
15–19	584
20–24	654
25–29	929
30–34	1148
35–39	1338
40–44	1239
45–49	1156
50–54	1074
55–59	958
60–64	949
65–69	833
70–74	909
74 and older	1900

Figure 18

Gender Distribution

Women, **55%**
Men, **45%**

Figure 17

2422 Youth
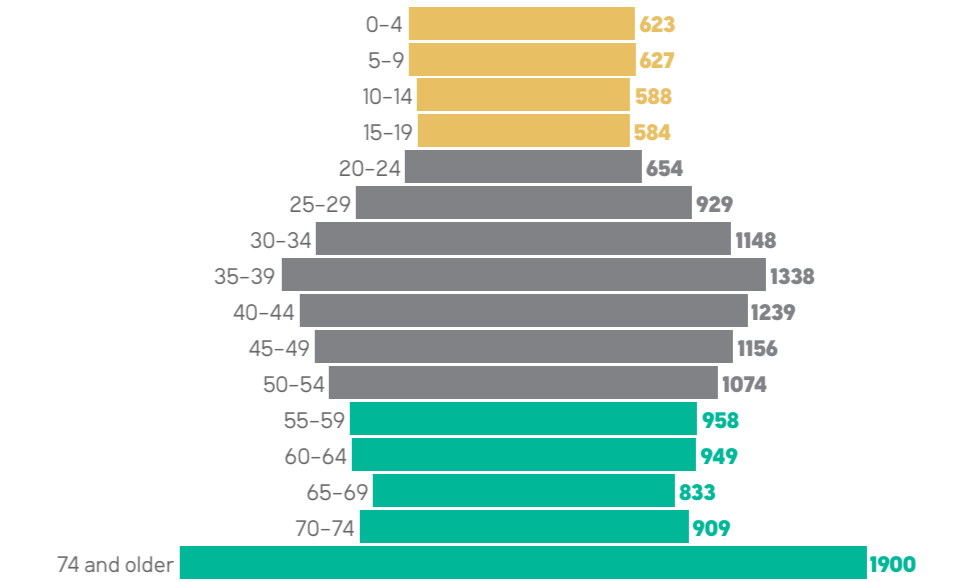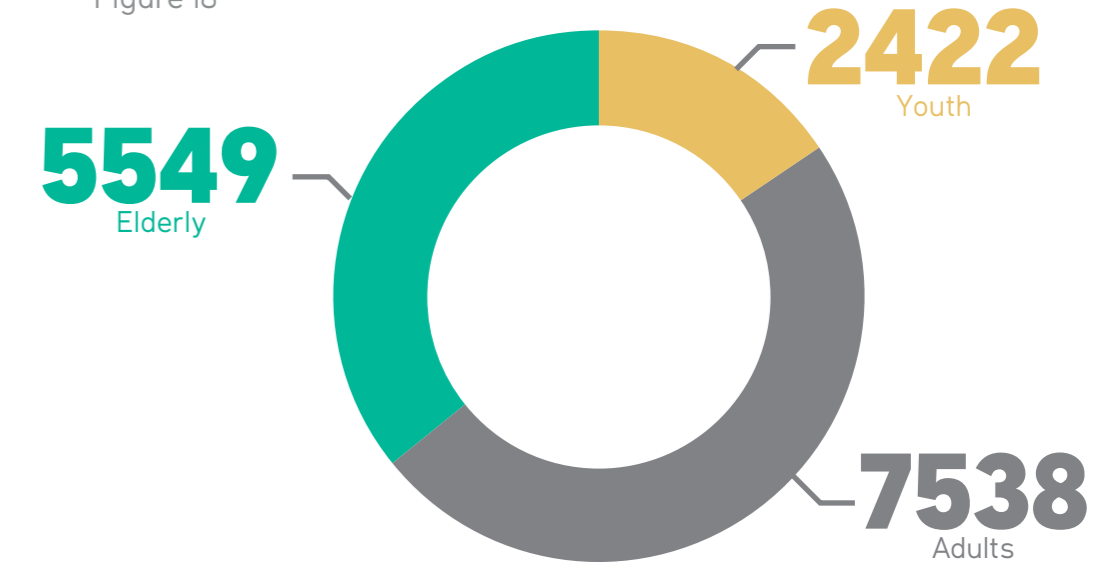**5549** Elderly
7538 Adults

Figure 19

POPULATION DENSITY

Total Population

15520

Citizens

Population Density

According to our street surveys, the traffic and parking problem in our neighborhood is worse in the area north of Corso Sempione. This may be due to higher population density in the north. However, one has to take into account that the density measurement is by census tract, which creates discrepancies in the data.

Occupied Dwellings

The 2001 ISTAT data shows that eleven percent of dwellings are unoccupied. It is almost surprising that it isn't more. A specific type of inheritance is common in Italy, essentially granting the home of a deceased heir to the family. If those who inherit the estate can not come to an agreement on what to do with it, the estate often is abandoned (Smith, 2014).
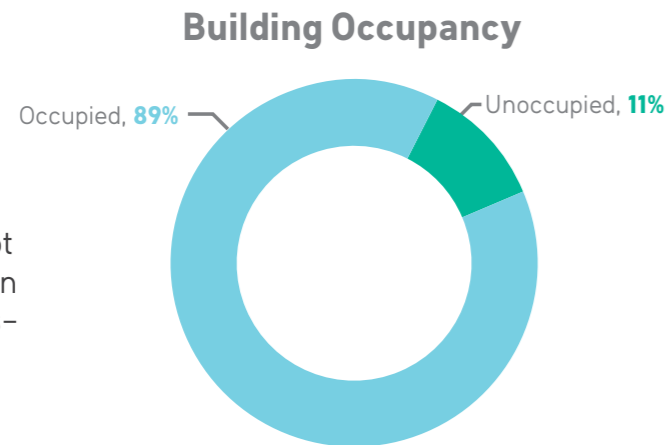
Building Occupancy

Occupied, **89%** Unoccupied, **11%**

Figure 20

Population Density per Census Tract

Population Density By Census Tract
- 0% - 0.13%
- 0.14% - 0.83%
- 0.84% - 1.31%
- 1.32% - 2.19%
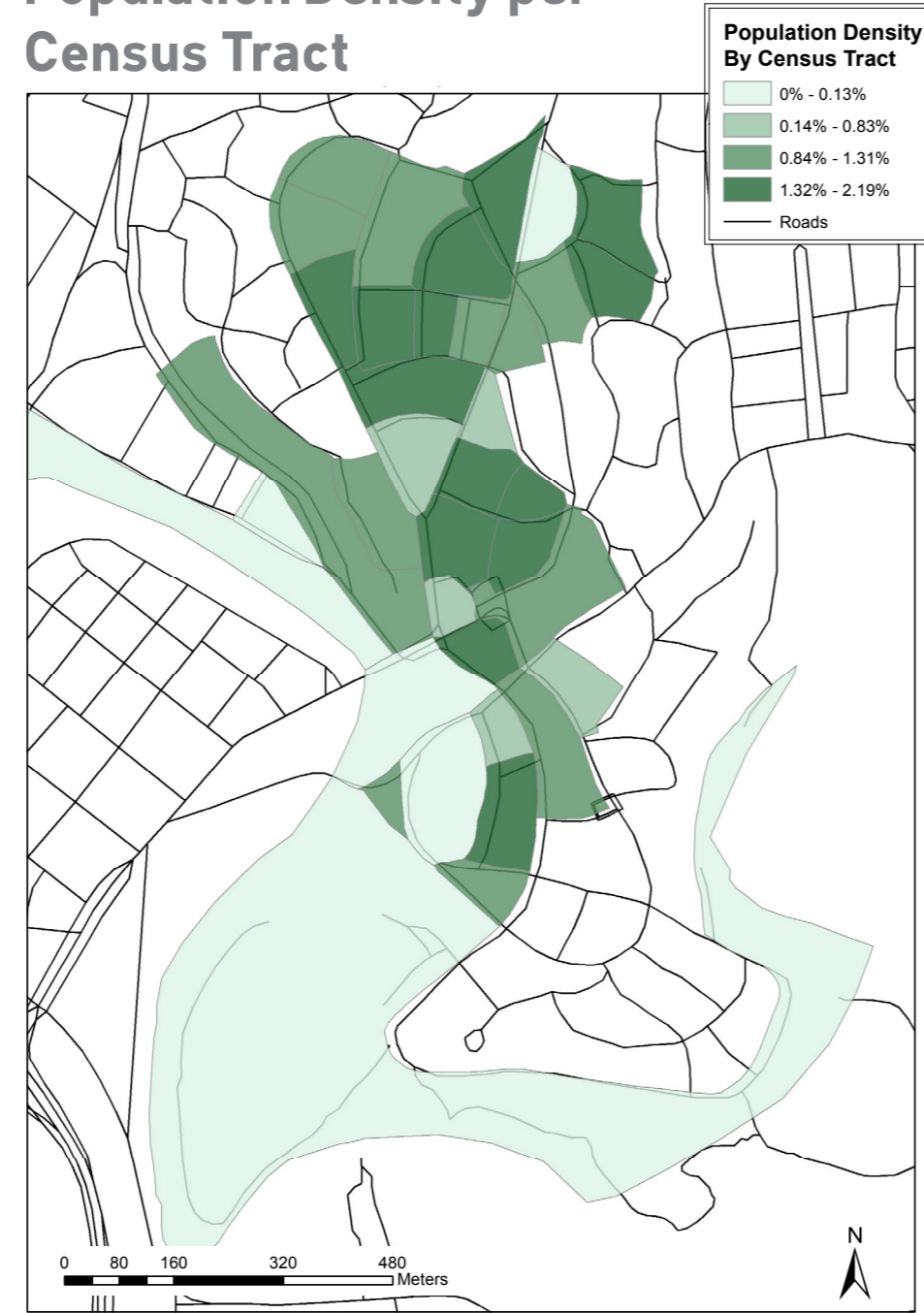— Roads

0 80 160 320 480 Meters

N

Figure 21

HOUSING AND RESIDENTS

Renters and Owners

The Monte Sacro residential community is comprised of significantly more owners than renters (2001, ISTAT). This further illustrates the idea that this is an old neighborhood. Italian families often pass down ownership of their homes over generations– which offers little opportunity for rent. Additionally, Italian families do not often relocate after settling in an environment. (Smith, 2014) Thus, there is low demand for rental properties, especially outside of major city centers. There is also a low demand for rental properties because there are few foreigners living in the neighborhood. Foreigners tend to rent, at least during the first few months of their time in a new country (Smith, 2014). Lastly, the high ownership statistics show that the history of public housing in Monte Sacro is over (Smith, 2014).

Foreigners

There are five hundred foreigners who reportedly live in Monte Sacro (2001, ISTAT). This is less than one percent of the population of 4,235,059 foreign citizens that existed in January of 2010 (2010, ISTAT). One hundred and thirty four are from Asian countries, ninety two are from America, seventy seven are from African countries and two are from Oceania.

Marital Status

An interesting trait of the martial status statistics is that the percentage of divorced and separated couples is roughly the same (2001, ISTAT). It is often more economically and socially advantageous to be separated rather than legally divorced in Italy (Smith, 2014).

Foreigners

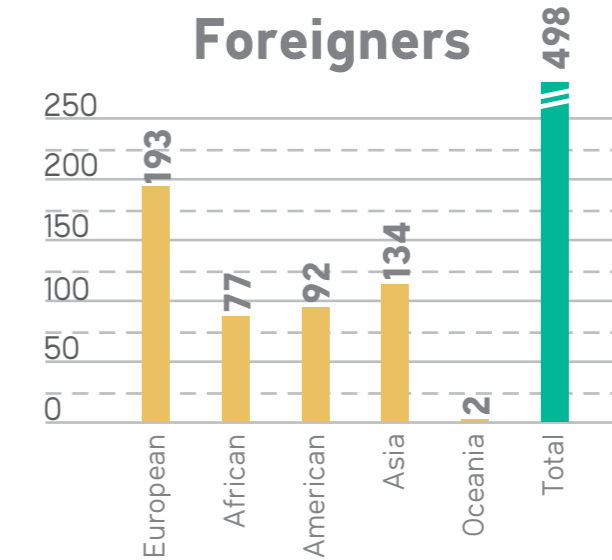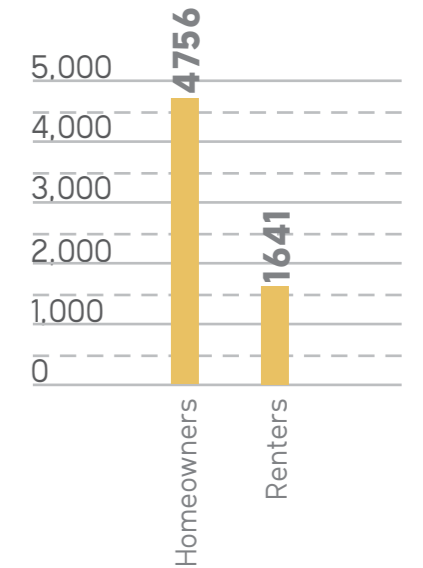European 193, African 77, American 92, Asia 134, Oceania 2, Total 498

Figure 22

Renters and Owners

Homeowners 4756, Renters 1641

Figure 23

Marital Status

Single, **41%**
Seperated, **3%**
Divorced, **3%**
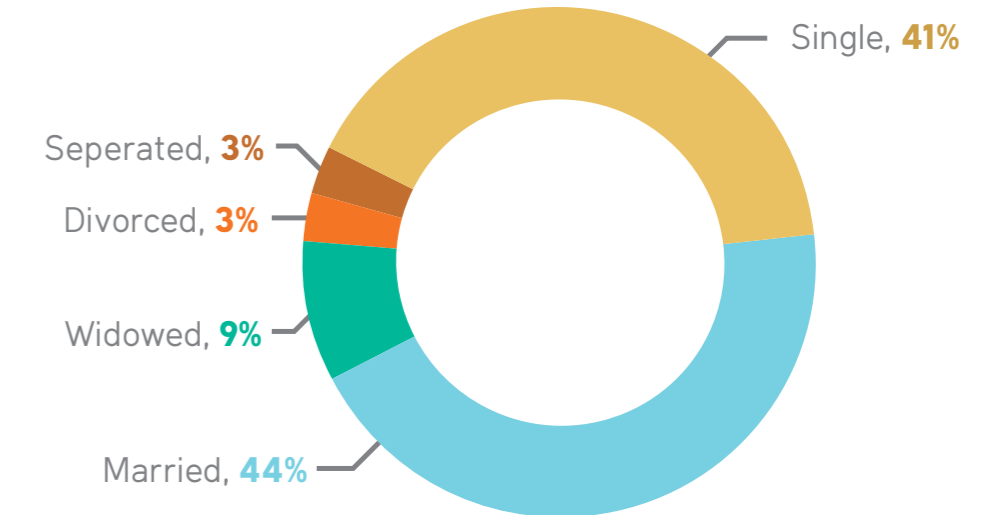Widowed, **9%**
Married, **44%**

Figure 24

EMPLOYMENT AND EDUCATION

Employment
There is not one predominant sector of the work-force that residents in Monte Sacro participate in. There is a reported total number of 6,358 active people, or the total number of people employed or seeking employment. Meanwhile, a reported number of 3,668 employed people (2001, ISTAT). Monte Sacro's activity and employment rates contribute to its relative stability.

Education
Information on the education of residents in Monte Sacro is limited. The 2001 ISTAT data only shares information on the number of high school and higher education diplomas earned by males in the community. The reported number of males 6 years and older with a diploma from a higher education institution is 3,931. Meanwhile, the reported number of males 6 years and older who have received a secondary school diploma is 5,480. Recall that this information was gathered in 2001; the number of men (and women) in the community who have received both types of diplomas has increased since this data collection. Monte Sacro's residential community is both educated and values lifelong learning.

Literacy
The reported number of people living in the community that are illiterate is 34 people (ISTAT 2001). This number is difficult to interpret because the information does not report how old these illiterate people are. Regardless, this is a relatively small number considering the size of the population. The fact that these illiterate people were able to share census data shows that they are most likely getting support to become literate because, in theory, an illiterate person can not fill out a census report. The demographic of these illiterate people are most likely elderly women (Smith, 2014).
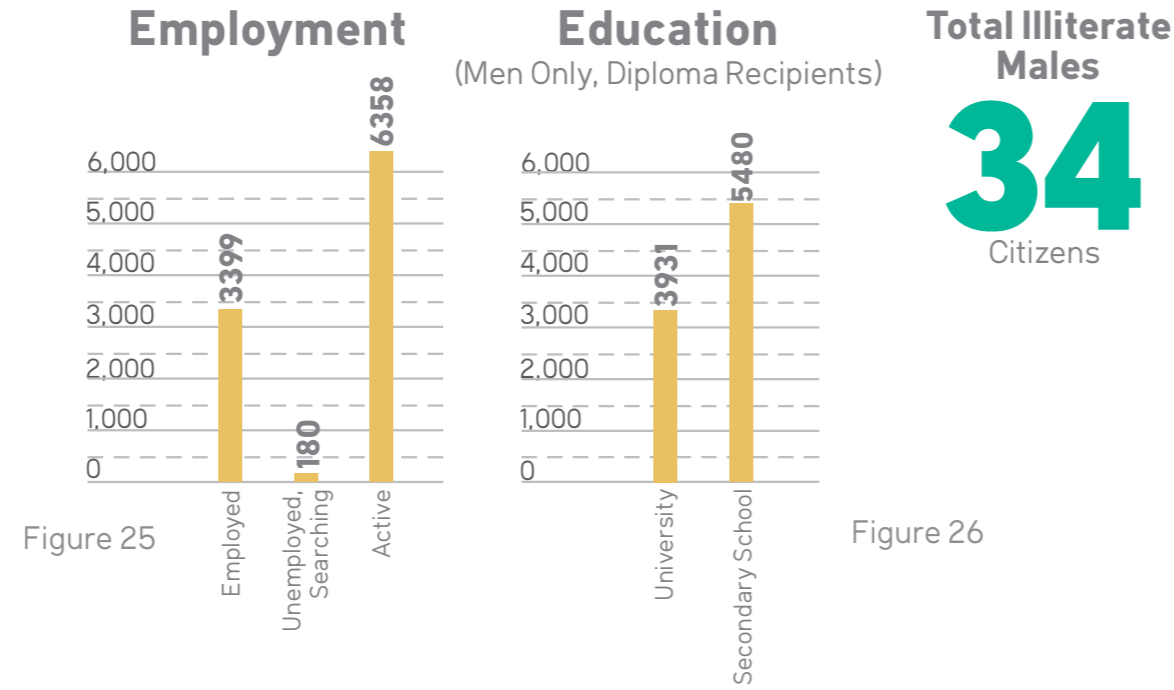
Employment

- Employed: 3399
- Unemployed, Searching: 180
- Active: 6358

Figure 25

Education
(Men Only, Diploma Recipients)

- University: 3931
- Secondary School: 5480

Figure 26

Total Illiterate Males
34
Citizens

Areas of Employment

- Total Agricultural: 57
- Energy Production: 57
- Manufacturing: 456
- Construction: 248
- Total Industrial: 761
- Hotels, Food Service: 846
- Transportation, Communication: 308
- Brokerage, Realty: 467
- Business, Sales: 853
- Public Administration: 988
- Teaching, Education: 854
- Healthcare Sector: 702
- Domestic, Public Service: 522
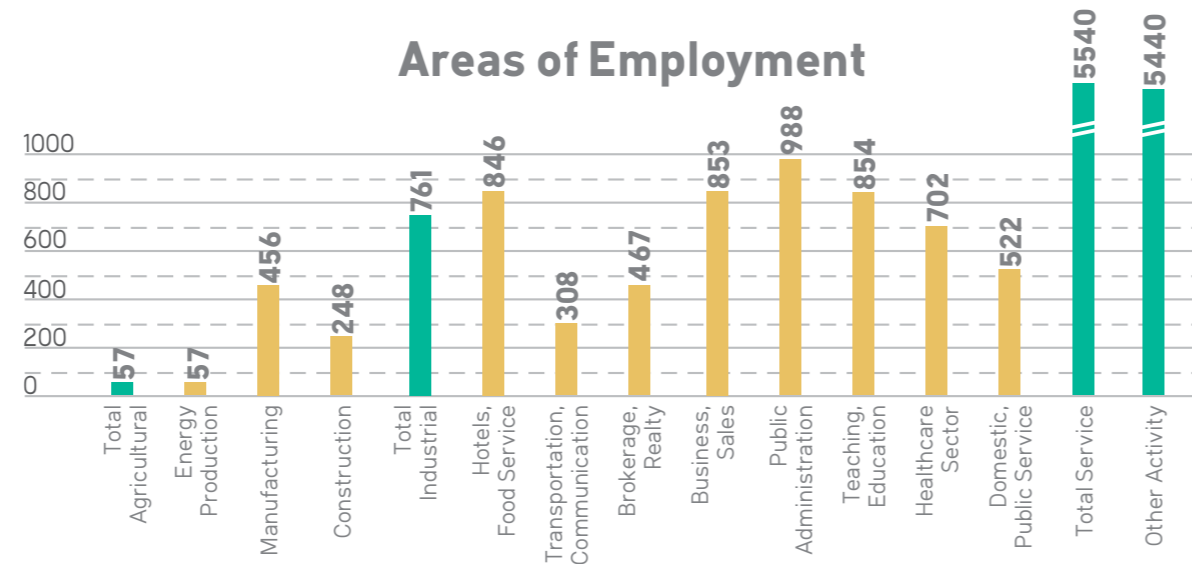- Total Service: 5540
- Other Activity: 5440

Figure 27

STATISTICS SUMMARY

IMAGE
Statistics gathered on gender, age, and population density render an understanding of the image of the city. The numbers help us understand Monte Scaro as a relatively dense district, which is more female and increasingly aging.

LIVABILITY
In regards to livability, statistics on the sectors of work that Monte Sacro residents participate in, statistics on home ownership versus renting and statistics on the activity of citizens and employment offer valuable information on how people live, work and play in the neighborhood.

ACTIVITY
Statistics on gender, age, population density and foreigners in Monte Sacro illustrate how people move around the city because these demographic profiles have influence on their activity.

STREETS AND INFRASTRUCTURE

STREETS FIGURE-GROUND

Like all neighborhoods, Monte Sacro exhibits a unique street and infrastructural design. As evidenced by the street figure ground map on the right, the neighborhood street alignment separates different zones, determining activity, livability, and image in different nodes. To further examine our three overarching themes, the report divides and analyzes different street typologies, from primary arterial to tertiary residential, examining various characteristics of the streets in the survey area through a series of cross sections. Furthermore, specific attention has been given to waste management, parking provision, crosswalks, public transportation, and greenery in Monte Sacro. Combined, these maps and their analyses will help materialize an image of the streets and infrastructure in the neighborhood.

The goal of this section is to provide the reader with a feel of the street and infrastructural system in the neighborhood. While examining street typologies and their constituent pieces is somewhat limited in scope, it is important to specifically assess urban linkage. A large part of what makes a city great is whether or not these linkages function in a harmonious way, promoting activity (pedestrian and other traffic), livability, and a concrete sense of urban image. The following pages are an attempt to determine whether or not Monte Sacro's streets embody that ideal.

"A large part of what makes a city great is whether or not these linkages function in a harmonious way, promoting activity, livability, and a concrete sense of urban image."

Figure 29

0   25   50   100   200m

STREET HIERARCHY

- 🟧 Primary (Arterials)
- 🟨 Secondary (Residential Connectors)
- 🟩 Tertiary (Residential Access)

As a way to illustrate connectivity, activity, and the aesthetic qualities of the streets in Monte Sacro, our team used three main typology labels. The primary typology describes large arterial streets that are characterized by heavy traffic and large widths. On a smaller scale, the secondary streets are mainly arterial connectors that cut through residential areas to connect residents to arterials. These streets are typically smaller and more pedestrian oriented than their arterial counterparts. Finally, tertiary streets, the residential access typology, are the smallest and most intimate streets. Lacking the heavy traffic of the primary and secondary streets, the residential accesses are the most pedestrian oriented. However, improper allocation of sidewalks can make this typology unsafe.
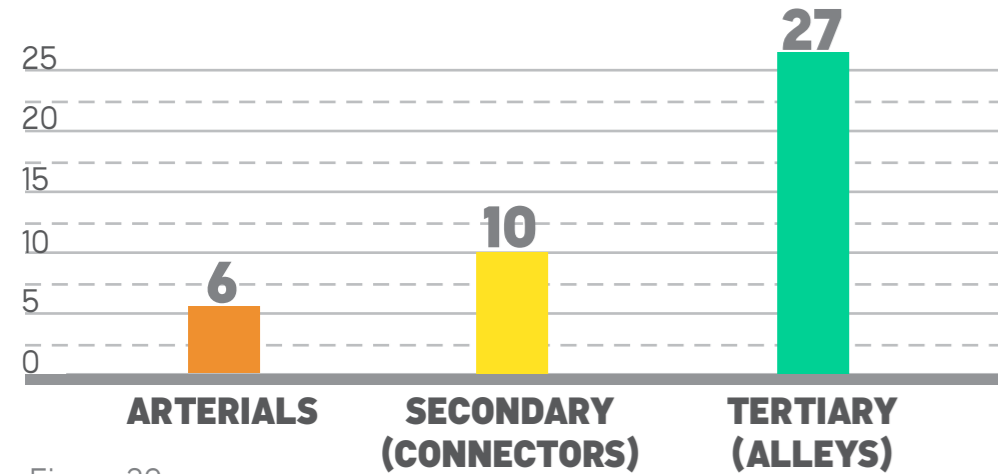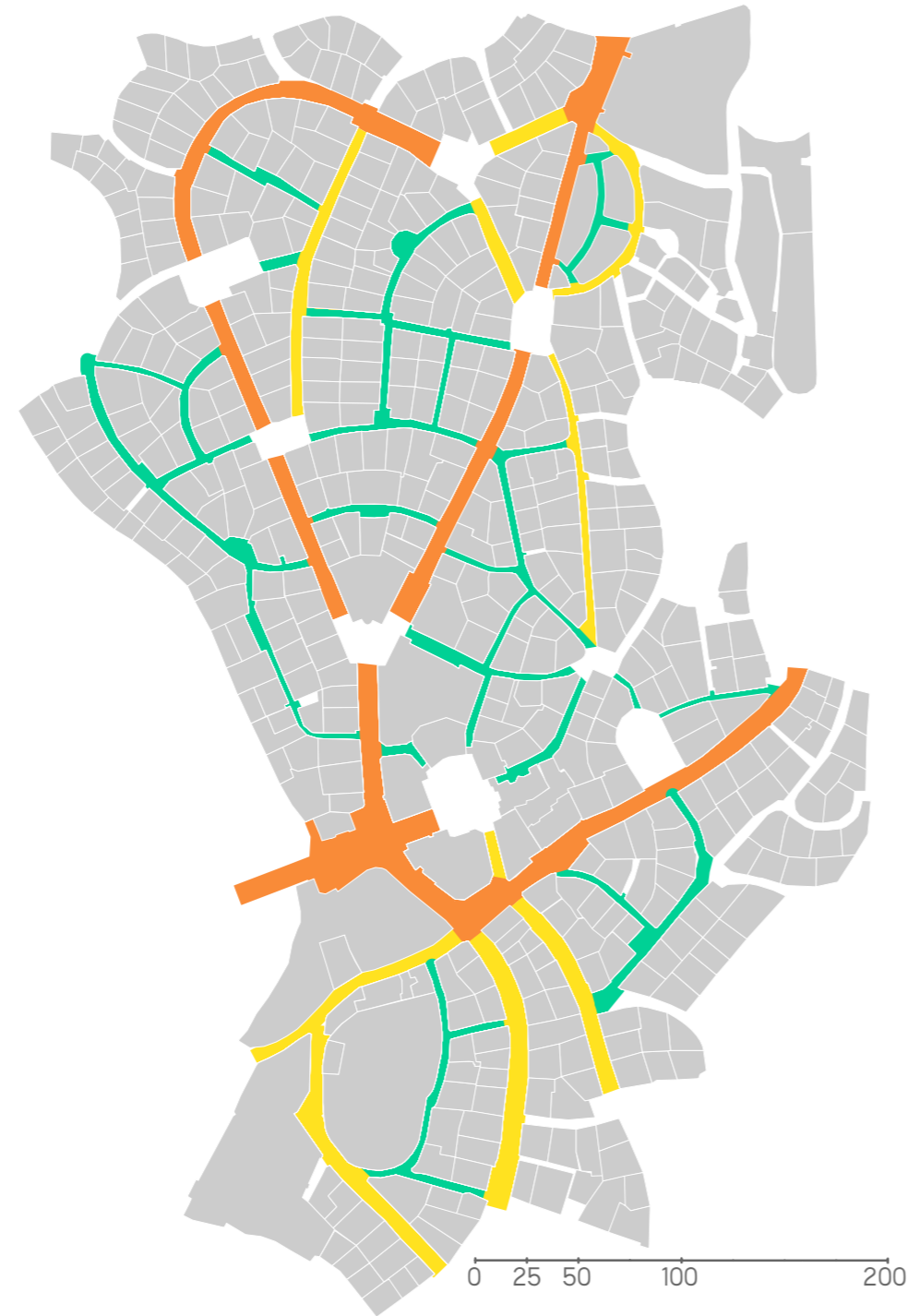

Figure 30

Figure 31

Our main arterials surround the inner residential zones, creating circulation around Monte Sacro proper and insulating the core. Piazzas line the streets, contributing to the aesthetic of the neighborhood. However, these piazzas have primarily evolved into parking lots instead of remaining the pedestrian oriented spaces they were intended for. The street system and infrastructural design have aided this evolution; one of the many problems associated with urban design shifts favoring cars instead of people (an issue crucial to Monte Sacro). The streets, primarily the arterials, create clear separation between different portions of the neighborhood, creating a unique urban condition.

"The street system and infrastructural design has aided the car-oriented evolution of Monte Sacro."

Secondary

Figure 32

Via Moncenisio

Primary

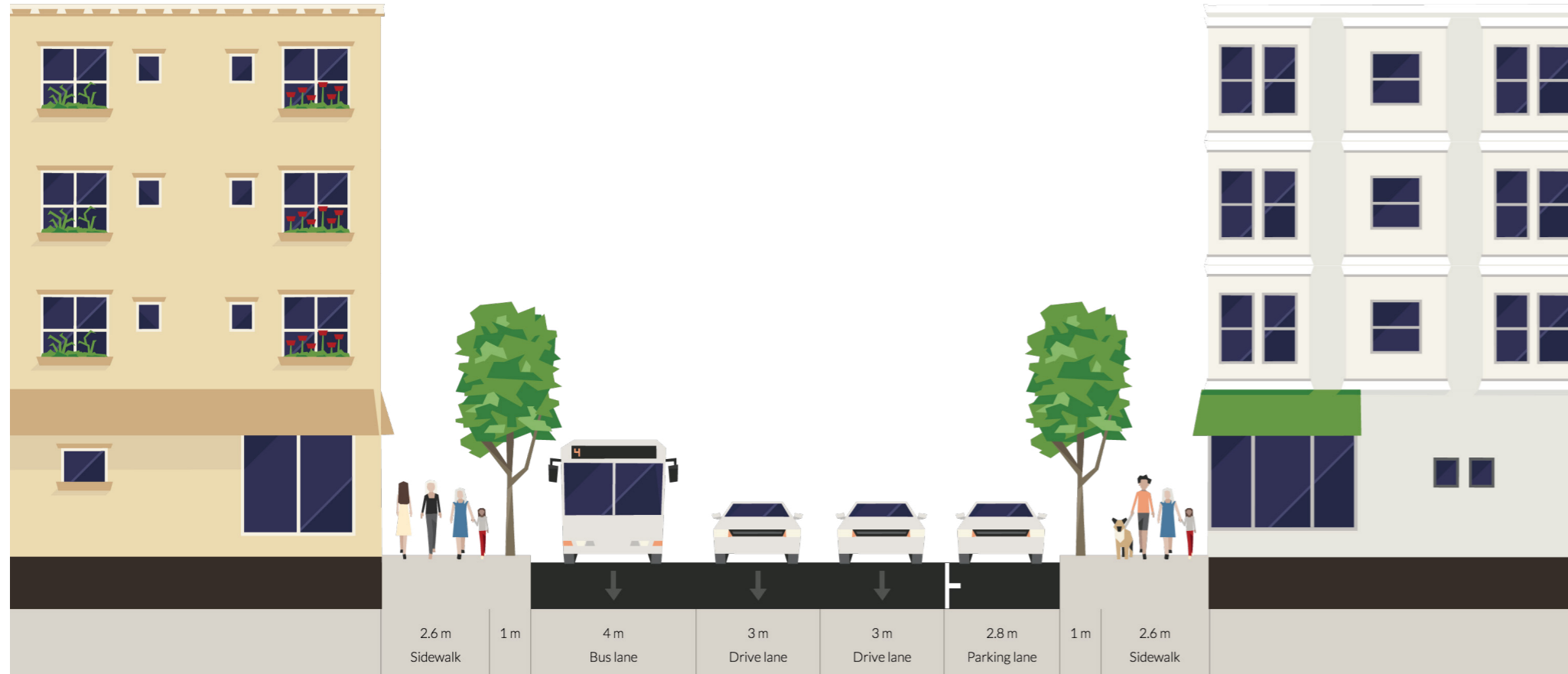

Figure 33

Viale Carnaro

Tertiary

Figure 34

Via Giannutri

ARTERIALS

Figure 35

Primary/Arterial

These streets tend to be around 12 meters from curb to curb with varying distances from curb to building front, as illustrated in the cross section. This image displays two of the typical lot arrangements along the arterials in our neighborhood. The right hand side shows a one-story storefront along the sidewalk, while the building opens upwards around 5 meters away from the street into a 15 meter tall palazzine style apartment complex. On the other side is the typical villi-ni building, which is farther set back and shorter in height.

These main streets are heavily trafficked by buses and cars, shuttling people around inside the neighborhood and to other areas of Rome.

These main streets are heavily trafficked by buses and cars, shuttling people around inside the neighborhood and to other areas of Rome. The streets are typically lined with trees, some with Roman Pines that were used to mark main arterials in ancient Rome. These streets are clearly focused on the automobile as illustrated by the size of the street, amount of traffic, and the accompanying impediment of pedestrian access.

Setbacks – **2–7 m.**

# of Lanes – **2–3**

Avg. Speed – **30–40 kph**

Street Width – **12 m.**

Presence of People – **High**

SECONDARY CONNECTORS

Figure 36
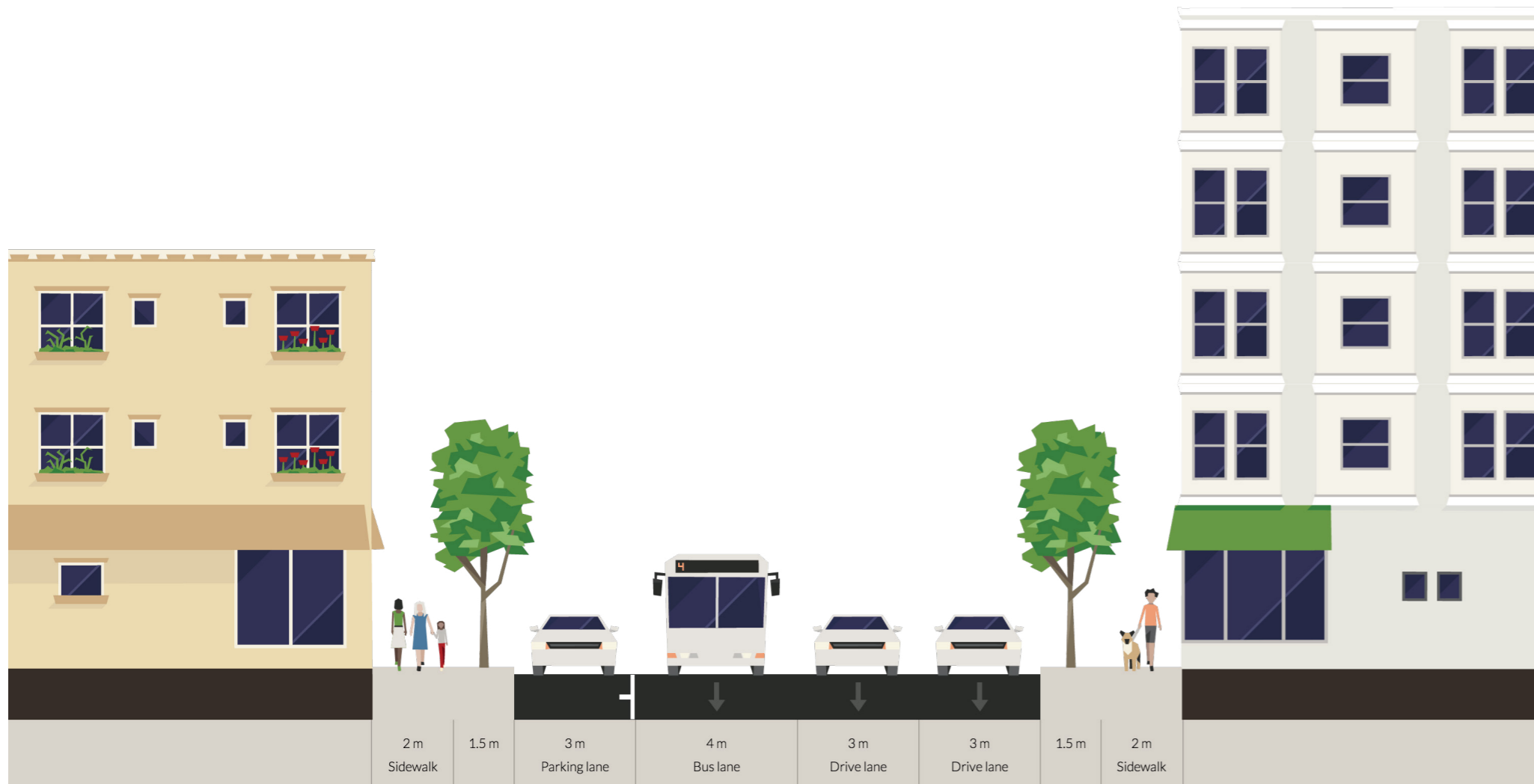
Secondary/Arterial Connections

The primary role of secondary streets is to connect arterial roads in our neighborhood. They are typically slightly smaller and have less traffic than the arterials. Most contain one or two lanes where cars travel at approximately 20–25 kph. Fortunately, sidewalks exist on both sides, making the street widely accessible to pedestrians. However, people may not feel safe walking across these streets due to a of lack crosswalks. The streets are lined with residential and commercial spaces, including banks, optical stores, and carpenters. The buildings have a low frequency of barred windows, but a high sense of barrier intimidation. Walking down these street, it is impossible to ignore the nearly 50 cars filling the parking capacity. While there is a often a low presence of people, there are relatively many "eyes on the street" as a result of the various shop owners. These shops are often located in curbside or setback palazzine. There are also many setback villini on secondary streets.

"Walking down these streets, it is impossible to ignore the nearly 50 cars filling the parking capacity"

Setbacks – **2–7 m.**

# of Lanes – **2**

Avg. Speed – **15–25 kph**

Street Width – **10 m.**

Presence of People – **Medium or High**

TERTIARY STREETS

Figure 37

Tertiary/Residential Streets

Tertiary and residential streets consist of one or two lanes lined with parked cars. These streets provide street parking to residents and to the few businesses in these predominantly residential areas. The streets are lined with a wide variety of building types including villini from the 1920's and apartment buildings from the 1960s and 1970s. In addition to this, most of these properties have setbacks with fences at the property line. Many people have shrubbery and gardens that often spill onto the street adding to the greenery of the trees. Walking along these streets is usually pleasant unless there is garbage and an inadequate sidewalk. The speed of the cars is around 15–20 kph. Unfortunately, illegal parking occurs due to unavailability of open spots. Consequently, pedestrians are forced to walk around these cars and into the street.

"Many people have shrubbery and gardens that often spill onto the street adding to the greenery of the trees."

Setbacks – **2–7 m.**

# of Lanes – **1–2**

Avg. Speed – **15 kph.**

Street Width – **10 m.**

Presence of People – **Low or Medium**

1.4 m   .4   2.4 m
Parking lane

3.4 m
Drive lane

2.4 m
Parking lane

BLOCK MORPHOLOGY

Walkability

In the graphic below, the blocks from our focus area are laid out in rank of smallest to largest (approximately). Each block is bounded by streets, which range from arterials to alleys. Along with a scale bar, we can start to observe the real walkability of our area. Although grids are known to be the most efficient pattern for block layout, maximizing connectivity while making the most efficient use of space, the garden city design movement favored more organic, curving forms for their streets which results in some unconventionally shaped blocks. Although the block shapes are out of the ordinary, we must recognize their small size and compact nature as fostering a sense of walkability in the neighborhood. Furthermore, their curvilinear shape helps to add to an unconventional sense of predictability in the layout, which we believe helps to make the neighborhood more fun and spontaneous.

0 25 50 100 200

Figure 38

PARKING PROVISION

Hybrid

Parking Lot location

On Street

🚫 Illegal Parking

Parking provision is a large, if not the largest, concern related to Monte Sacro's infrastructure. Every citizen interview highlighted the inadequate parking space available and improper allocation of public space for parking. As indicated by the circular graphic, almost every street's capacity was filled. Furthermore, the approximately 1100 spots available were exclusively street level public parking spaces. This doesn't account for the private parking in the various palazzine and villini. Essentially, there is an extremely high demand for parking spaces and any redesign efforts need to take that information into account.

The conversion of public space to parking lots is a very common urban trend in Monte Sacro. Four of the large piazzas, including Piazza Sempione, have evolved into parking accommodation. Our prescriptive designs will focus on freeing these piazzas and re-purposing the space for pedestrian use. This requires a relocation of preexisting parking spaces, which we plan to accomplish through the addition of underground and multiple storied parking lots.
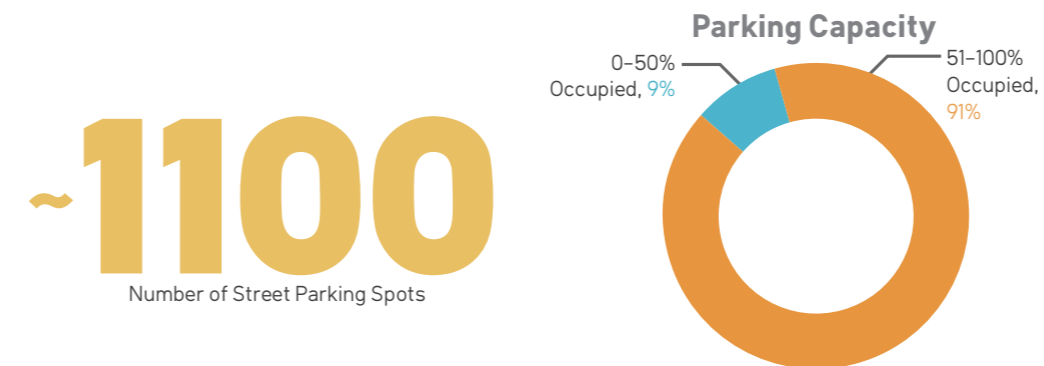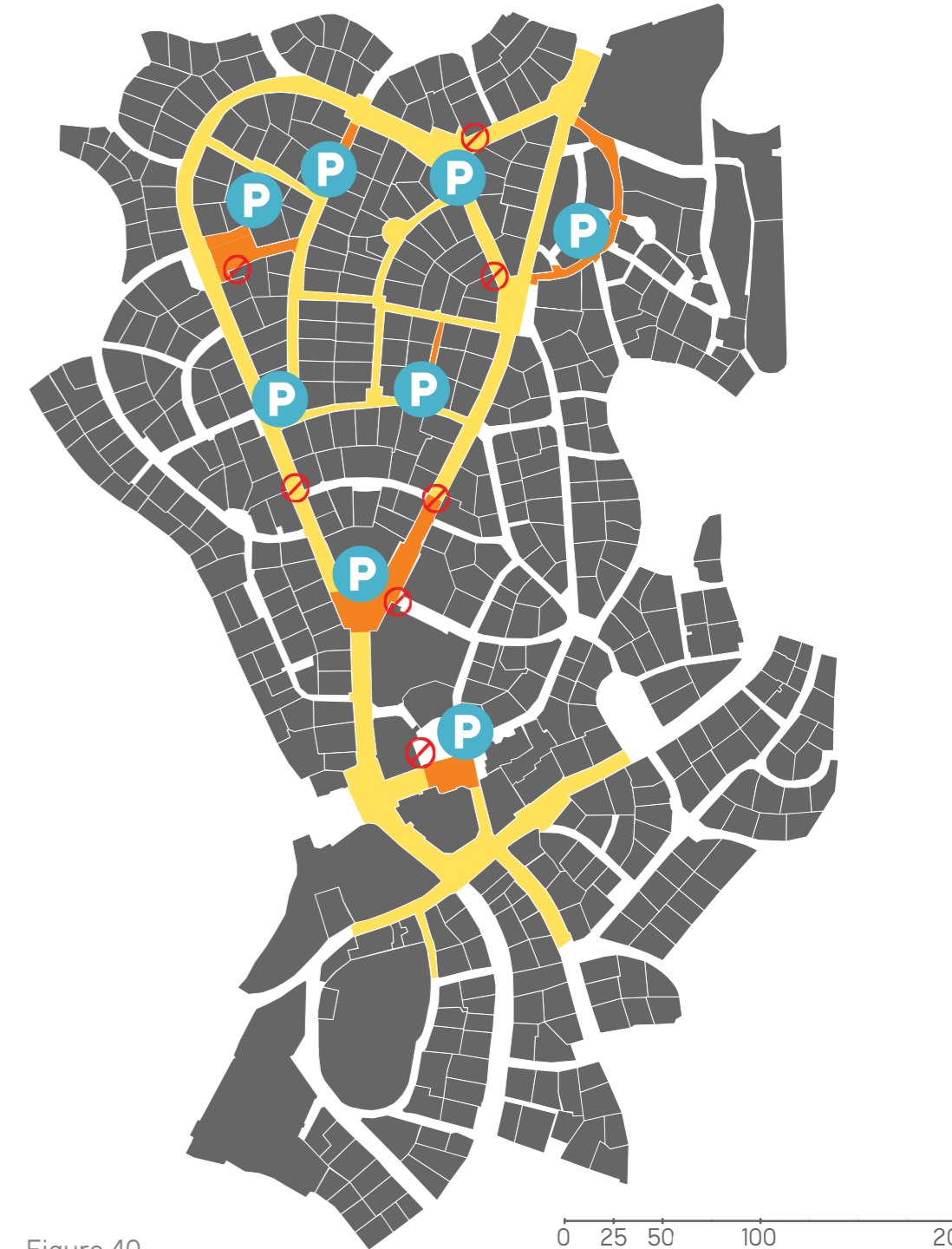

~1100
Number of Street Parking Spots

Parking Capacity

0-50% Occupied, 9%

51-100% Occupied, 91%

Figure 39

Figure 40

0 25 50 100 20

CROSS WALKS

■ Crosswalks

Our analysis of the prevalence, placement and safety of cross-walks in Monte Sacro proved to be informative. Our surveys show that pedestrian accessibility is less existent in the north than in the south of Monte Sacro.

This is partially a result of heavier congestion in the north as opposed to the south. Another reason is that there are less crosswalks in the north than in the south. This causes pedestrian movement to be less safe in the north than in the south.

For example, there are few crosswalks along Via Carnaro, a traffic congested arterial street in the north west. Meanwhile, there are more crosswalks on Via Adriatic, a less traffic congested street, in the south east part of Monte Sacro.

Another factor that contributes to the safety of crosswalks is the amount of time that the stop lights offer for pedestrians to cross the street. Along Via Carnaro, the light timing is often too short for a pedestrian to cross the street in a relaxed manner. Short timed lights also make pedestrian safety decrease because it makes it difficult for traffic to move through a congested space quickly.

During a recent trip to Verona, Italy, our team examined various streetscapes to find examples of successful crosswalks and pedestrian accessibility along streets. We discovered that Verona uses a unique combination of raised crosswalks and changing street pavement to denote areas for pedestrians. This has inspired us to be creative in our designs when generating ideas on how to improve crosswalks and pedestrian safety as a whole in Monte Sacro.
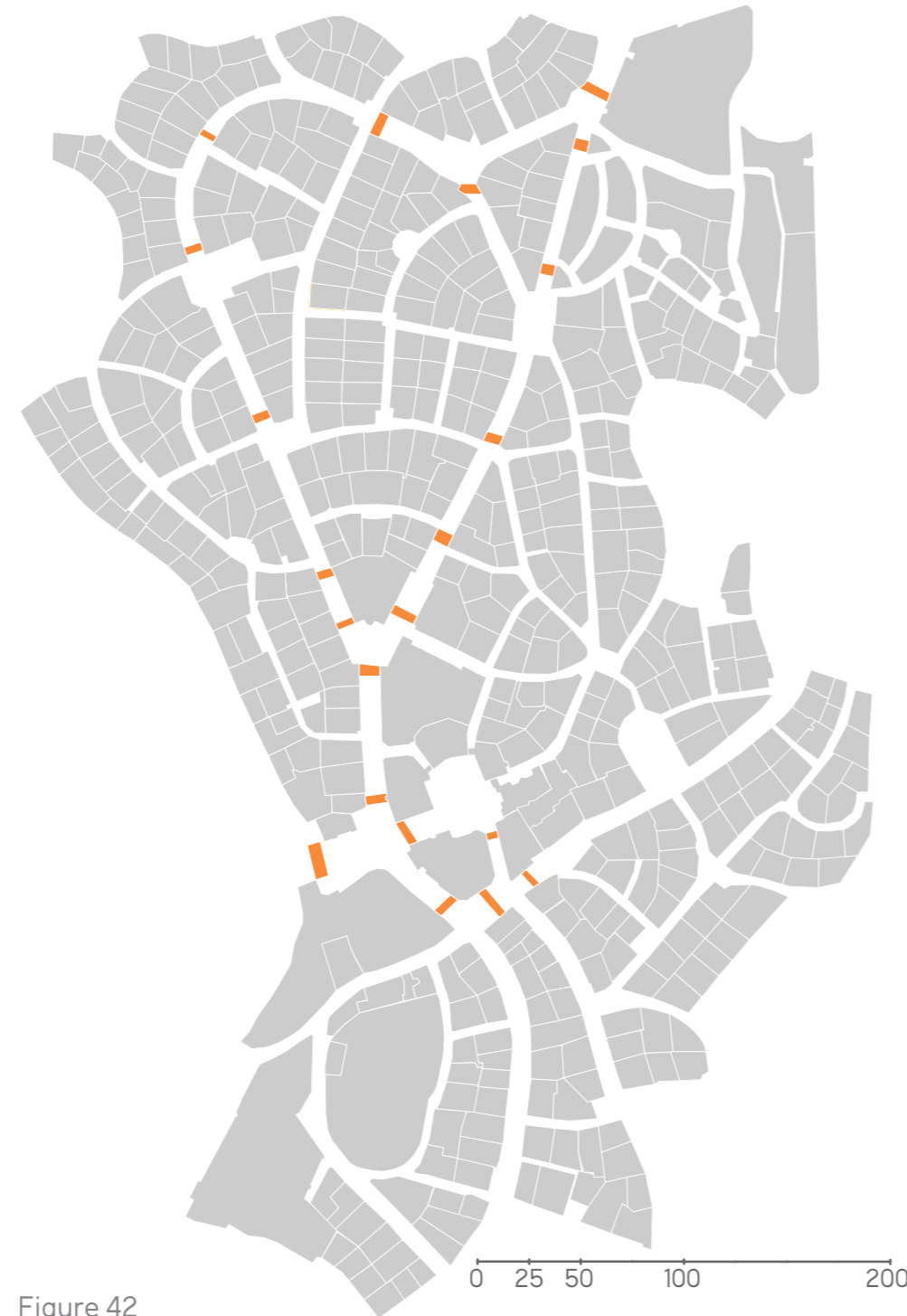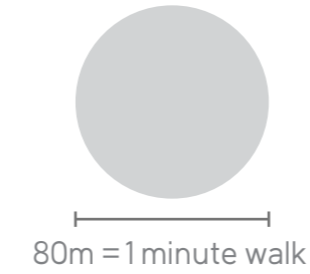

Figure 41

Figure 42

0 25 50   100   200

BUS MAP

80m = 1 minute walk

The map on this page clearly illustrates the adequate coverage of the bus routes in Monte Sacro. Fortunately, our neighborhood has a comprehensive transit system including (not pictured here) a new metro station at Conca D'Oro and 13 different bus routes that run along the arterials. The stops are well spaced and often clustered around the centers of activity in the south, at Piazza Sempione, and in the north, at Mercato della Verna. Public transportation is clearly an important asset to any community and Monte Sacro's transit infra-structure is particularly well equipped. Furthermore, the lines that run through the neighborhood, such as the 90, are key lines that stop at important areas throughout the city, making it convenient to travel to work or go shopping in Rome's city center.

Accessible Destinations

- *Rebibbia*
- *Termini*
- *Tiburtina*
- *Conca D'oro*
- *Piazza Venezia*
- *Ponte Mammolo*

13
Bus Routes

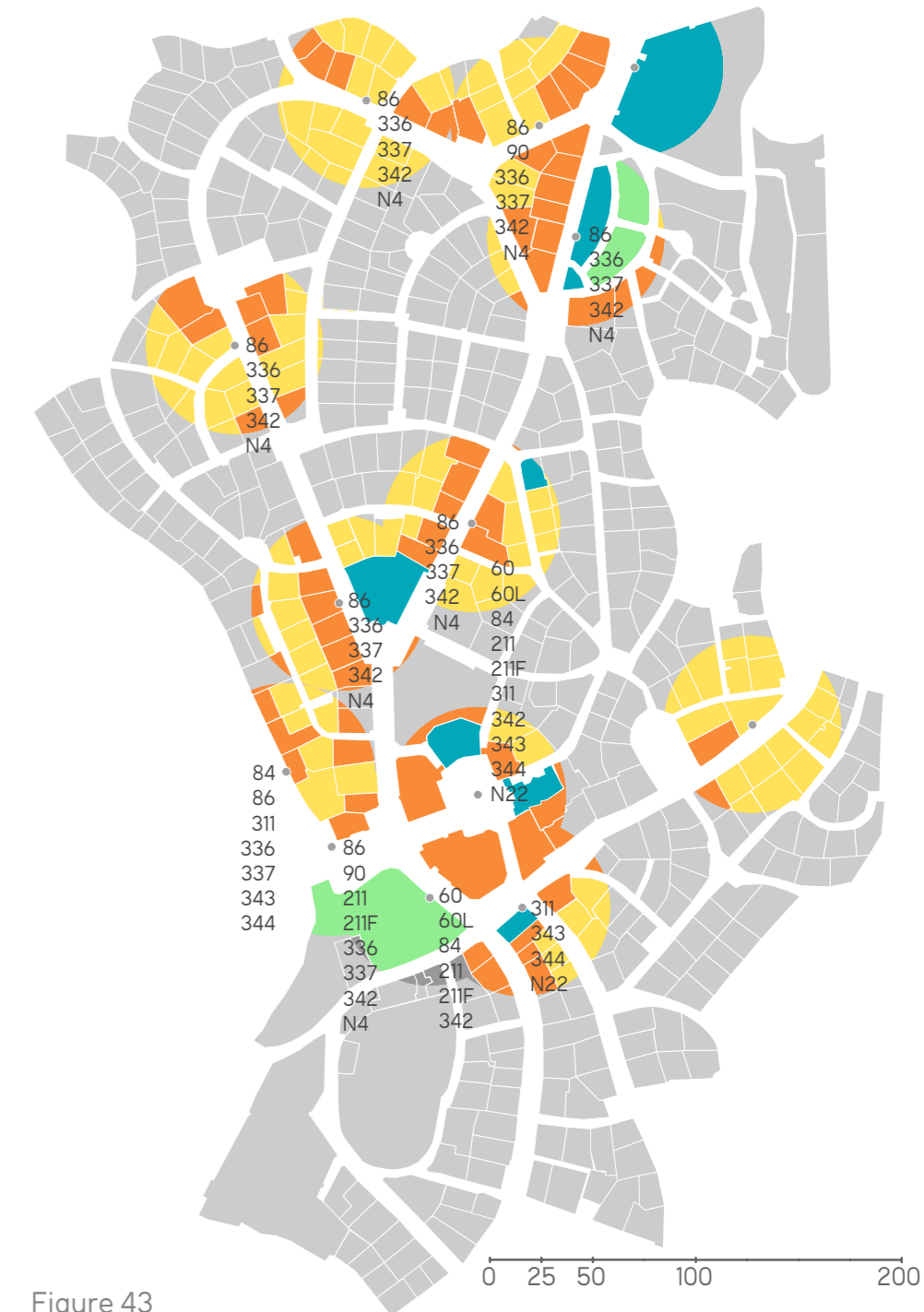Figure 43

0 25 50   100   200

GARBAGE

- ⬛ Non–Recyclable
- 🟧 Cans and Plastic
- 🟨 Paper
- 🟩 Compost
- ⭕ Overflow

Garbage collection and placement are two of the more pronounced issues in Monte Sacro. The entire garbage infrastructure requires an expansion and redesign. Most garbage collection occurs on main arterials. While the trash and recycling system is very sophisticated (separate metal, plastic, paper, and organic waste receptacles), AMA is often incapable of proper, timely, collection. Various areas, as designated by the grey outline on the map, were over capacity during our multiple visits due to the inefficient and inconsistent maintenance by AMA. This topic was discussed various times throughout the town hall meeting we attended, showing how important it is to the residents. Pictures below illustrate how neglectful trash maintenance results in serious health risks for the community. In this image, discarded medical supplies that did not fit in the hazardous waste receptacle were simply left on the street. This is extremely dangerous and unacceptable.
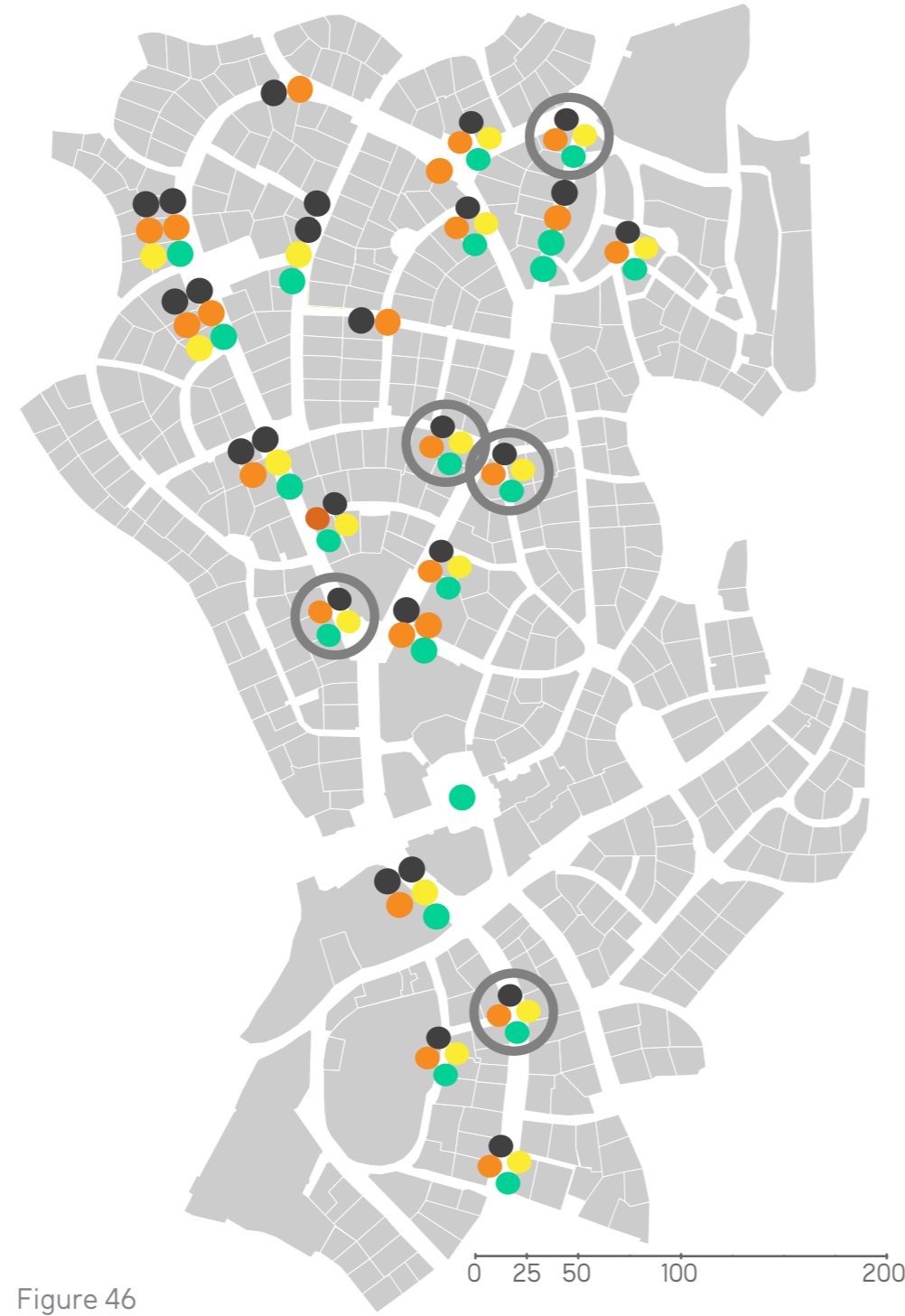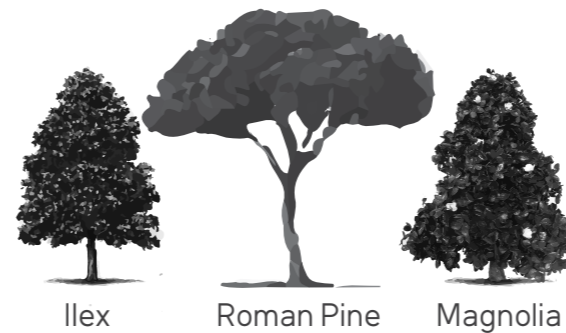

Figure 44

Figure 45

Figure 46

TREE MAP

- • – Small Tree
- ● – Large Tree

This map illustrates the trees that sit on the streets on the major streets in Monte Sacro. The purpose of this map is to give a general feel for the natural environment that is integrated in the city. The trees expose environmental and historical implications. In regards to the greenscape, there are approximately four hundred and thirty trees on the streets that this map focuses on. There is more than one tree (located on the street) for every residential lot. In addition, the grand majority of the trees are well maintained. This indicates that the community values the natural environment. In regards to historical implications, there are many magnolia trees planted near villini. Magnolia trees were a popular tree to plant during the Garden City movement, indicating that the lots developed adjacent to them were most likely designated during the early 20th century construction period.

COMMON IN MONTE SACRO

Ilex   Roman Pine   Magnolia

430
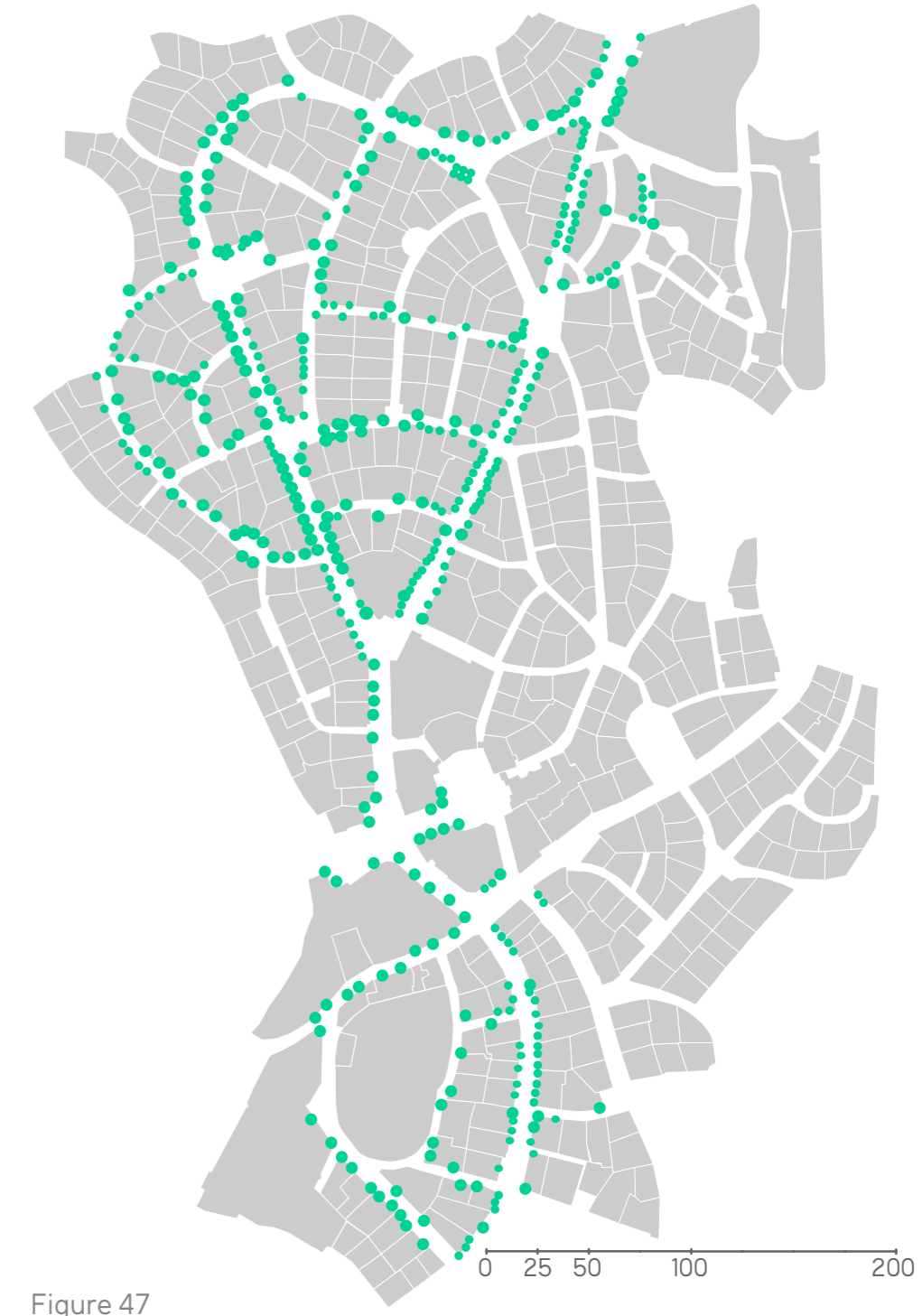Total Trees in the Focus Area

Figure 47

STREETS SUMMARY

IMAGE

While public spaces and buildings are typically associated with foundational image sites in neighborhoods, streets can also adopt the characteristics that embody a neighborhood brand. By implementing complete and green street concepts, while exciting pedestrian use, a street can evolve from a simple connector to a place worth visiting.

LIVABILITY

Although streets and infrastructure create movement and activity through an area, the pedestrian, biking, and driving experience is equally important. A successful street employs planning methods that separate traffic from residents, bikers, and pedestrian walkways in order to encourage walkable, livable, streetscapes.

ACTIVITY

Street networks and their accompanying infrastructure provide the framework through which urban activity functions. Various forms of traffic rely on efficient, well designed infrastructure to promote activity that is both safe and cohesive with the neighborhood fabric.

Figure 48: A typical residential street in Monte Sacro

BUILDINGS

BUILDINGS
FIGURE-GROUND

The buildings of Monte Sacro have quite an interesting history, as will be described in this section, but in examining the structures of our neighborhood, we also sought to recognize the intriguing modern uses and characteristics apparent in Monte Sacro. As with the rest of Rome, Monte Sacro is comprised of layers of history, shown in the Baroccetta Romano style of the villini as well as the modernist stylization of the apartment blocks. The resulting building character of the neighborhood is quite varied and makes for an engaging study of the diverse aesthetic and functional qualities of the neighborhood.

On the right, the building figure ground map helps us to orient ourselves in the Monte Sacro community. Here we start to see patterns in the built environment of the neighborhood. One can observe a densification along the main arterial corridors and larger whole-block structures occurring around the southern portion of the neighborhood. One element we chose to add to this map are the repetitive block structures just to the southwest of our focus area; this helps to add context to the form of the buildings in Monte Sacro. With this as a comparison, we can observe the pattern of development in the more residential parts of the neighborhood as indicative of a more diffuse and sparse character.

Other notable elements of the building figure ground are the more novel and unconventional forms that stick out from the repetitive residential parts of the neighborhood. Notably, the bus depot at the far south of the city, the civic square of Piazza Sempione (where the buildings help to define an edge for the public space) and the curve of the northern market, which helps to visually orient us with the distinct form of the neighborhood. Ultimately, from this map we seek to recognize elements of the neighborhood which stem from the aggregation of buildings that contribute to our uniting themes of our report.

Figure 50

0   25   50   100   200

BUILDING TYPOLOGY

- 🟧 4–5 story Mixed Use Palazzine (set back)
- 🟥 4–5 story Mixed Use Palazzine (no set back)
- 🟨 4–5 story Palazzine (set back)
- 🟦 4–5 story Palazzine (no set back)
- 🟫 ICP or Historical Housing
- ⬜ 2–3 story Villini
- ⬛ Industrial or Work–yard
- 🟦 Institutional
- 🟩 Commercial

Surveying

This map helps to orient us with the diversity of build–ings types in the Monte Sacro neighborhood. We decided to divide the buildings in the fashion shown above in the legend after a few trips to our neighborhood, careful examination, and consultation with our Professor, Greg Smith. These studies helped to aggregate the more typical categories apparent in neighborhoods of this era.

Palazzine 🟧 🟥 🟨 🟦

To start, the four to five story palazzine represent a very pivotal element in our neighborhood. They exhibit both positive and negative attributes for Monte Sacro. Essentially, these palazzine account for a large part of the modern development of

Figure 51

Figure 51 map with scale bar: 0 25 50 100 200m

Rome at large, but also in Monte Sacro. These modern palazzine signal a divergence from the purely garden city character established by Gustavo Giovanni by interrupting the uniform height set by the villini in the northern part of the neighborhood. Furthermore, we noted that palazzine often do not have the same care as the villini; overall the visual and aesthetic quality associated with the palazzine are lower compared to villini, with less attention to detail and lower quality of material used in general.

With that said, these palazzine, especially the mixed-use type, help to add activity and vital services into the neighborhood as well as provide space for the entrepreneurship of Monte Sacro citizens. Another notable character of these palazzine is the presence of a set-back. In general, where these set-backs exist, so too do private parking lots for its residents, which help to control the amount of on street parking. While the structural set backs contribute to a less defined street wall, the parking lot, usually in the rear of the structure, helps to mitigate the harsh visual quality of an overcrowding of cars.

"These Palazzine... help to add activity and vital services into the neighborhood"

ICP Housing 🟫

The ICP housing in the Monte Sacro neighborhood is notable because it manages to combine the scale of the modern palazzine with the historical character and beauty of the villini. Furthermore, the exis–tence of semi–public space within these structures–– many equipped with a multi–use courtyard space accessible to the public–– helps to create a community atmosphere around these structures.

Sacro. Today, according to our research and interviews, the large part of the ICP units in Monte Sacro are privately owned, which means the condominium association that took over now has the responsibility of maintaining upkeep.

Villini ⬜

The villini in Monte Sacro constitute a valuable asset for the community. Not only do these houses and current places of business define the historical nature of the neighborhood, but they also help to set Monte Sacro apart from other neighborhoods without Garden City pasts. Today, the Monte Sacro villini house families, schools and even an Iranian embassy. These structures are characterized by the Baro–ccetto Romano style, a modern update of Baroque stylization, often done in stucco with ovular and other undulating elements.

These buildings are also often enclosed by walls, perhaps to emulate a more private and exclusive visual character, making these walls sometimes unpleasant to walk along especially on arterials where walls are above that average height of the neighborhood. Another element of the villini typology is the interior yard, which pro–vides recreation space and greenery for the resident within the con–fines of their own lot. We assume that this detail may mitigate the need for public recreation space, which perhaps is why the villini areas are not as dense with park–land or public piazzas.

Figure 52

Industrial or Work-Yard ⬛

This typology is not prevalent in our neighborhood, but it is quite concentrated in the southwestern corner of our focus area. These buildings are important economic generators. They house companies such as car shops and metalwork studios. These buildings line the park area, which may limit traffic to and use of the facilities.

Institutional ◼

This typology encompasses some of the more focal point structures in our neighborhood including civic, religious, institutional, and school buildings. Not surprisingly, these structures are placed in the main squares including Piazza Gargano and Piazza Sempione. The GIL building, a post office and school, at the far northern corner of our neighborhood represent a distinct entrance point to the Monte Sacro neighborhood. These buildings are often of notable historical character, which will be discussed at length in the upcoming section.

Commercial ◼

Although the majority of commercial activity in Monte Sacro lies within a mixed use context, there are a few structures which are dedicated exclusively to commercial actions. These include a gas station on Via Nomentana, along with the two larger market areas straddling the city on the north and south. These markets represent hubs of commercial exchange in our neighborhood. According to our observations, the purpose-built structure to the north, although the less lively of the two, serves an older and more family oriented clientele

While the southern market has a more diverse feeling. We believe this family orientation is due to the children's play area adjacent. Furthermore, the southern market has a more temporal construction with less permanent stalls, but faces the main Piazza Sempione, which may help to explain the more public facing nature.

Figure 53

Mixed Use 4–5 story palazzine (set–back) — 65
Mixed Use 4–5 story palazzine (no set back) — 19
4–5 story palazzine (no set back) — 20
4–5 story palazzine (set back) — 90

Figure 54

ICP or Historical Housing — 12
2–3 Story Villini — 90
Institutional, Civic, or Religious — 8
Commercial — 7
Light Industry or Workyard — 9
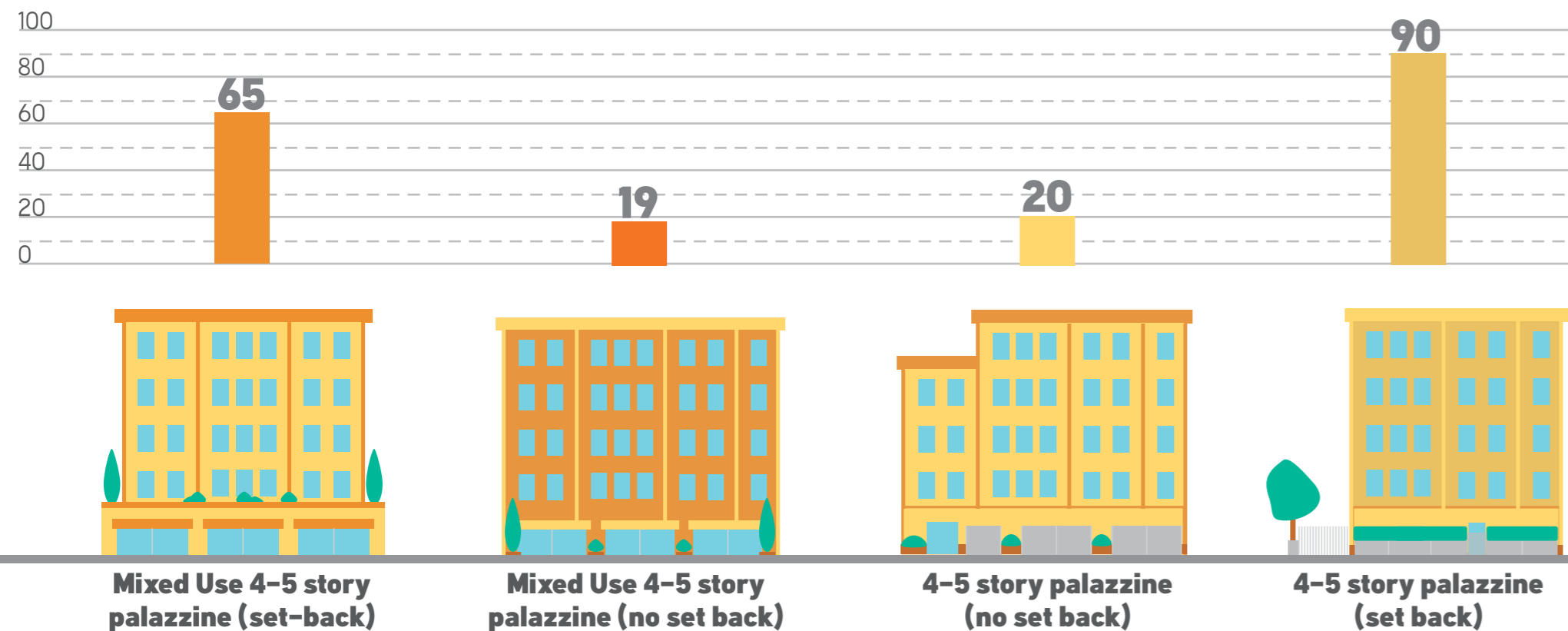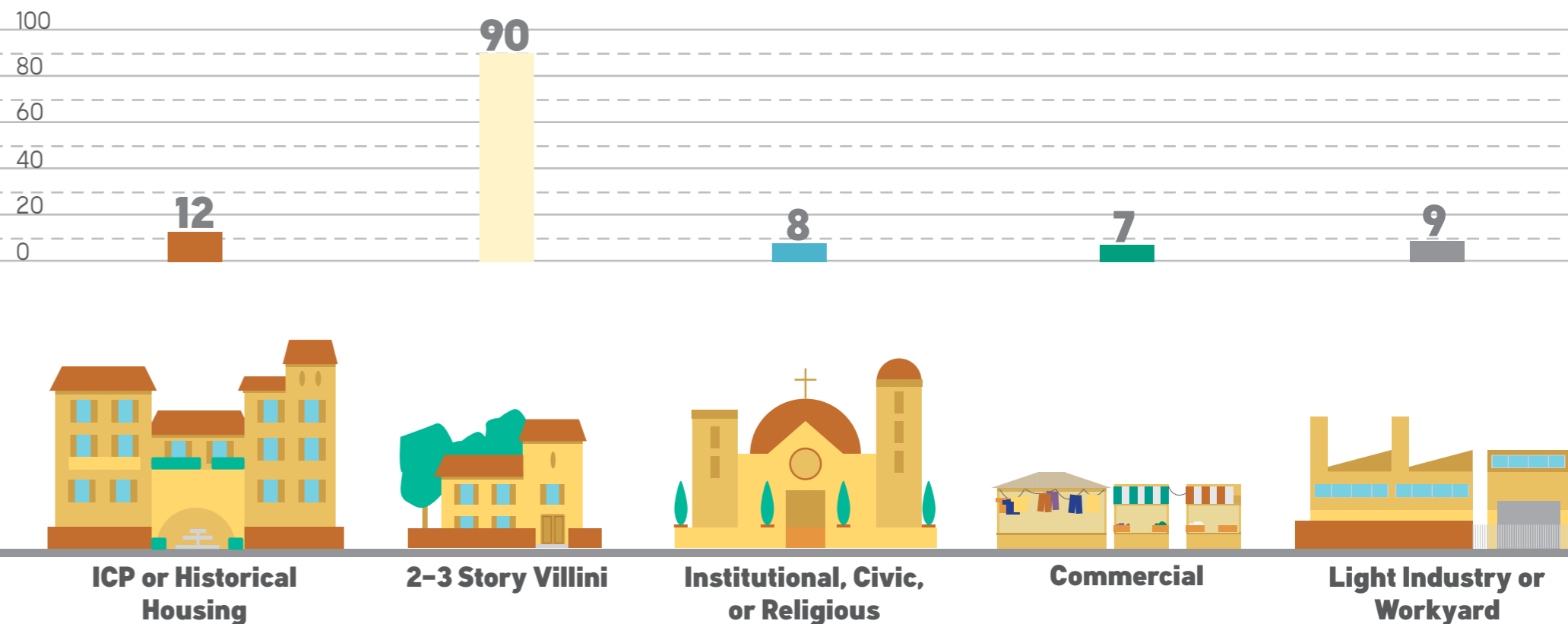
BUILDING TYPOLOGY HISTORY

The Beginning

Città Giardino Aniene was owned by l'Unione Edilizia Nazionale (UEN). The UEN then sold of pieces of land to cooperatives to build the villini. These cooperatives are the following: La cooperativa tra la Impiegati dello Stato "Città Giardino Aniene"which started to build in 1921. La Cooperativa tra la Impiegati delle Ferrovie dello stato "Parva Domus" and la Cooperativa "La Casa Nostra" (Cooperative "La Montagnola") started to build in 1922. Then la Cooperativa "Liberi Professionisti"(Giardino Aniene Monte Sacro) and la Cooperativa "l'Italica" followed shortly (Galassi & Rizzo 2013). These cooperatives built very similar style villini, creating a cookie cutter like development.

Città Giardino Aniene's original building typology was of detached or semi–detached villas on plots about 1000 square meters. After most of the original villinis were built, the ICP built housing. This added to the growing array of building typologies that made up Città Giardino Aniene.

The first ICP housing project in Monte Sacro was built in 1924 by

Figure 56

architect Massimo Piacentini and is considered a "case rapide" or fast house. The ICP divided their development types into three categories. First was "Le Case Populari," which offered a high degree of quality and was the type best suited for living. There was also "Le Case Rapide," the most quick and simple to build (see figure on left). Finally, "Le Case Economiche," built for the middle–class, differ from *Le case populari* in that they have running water and bathrooms in each apartment. Also in 1924, architect Alessandro Limongelli built ICP *case economiche* along Viale Gargano, Via Abetone, and Via Monte Titano (shown above). Another example of *case economiche* lies between Piazza Sempione and Piazza Bolivar. This complex was built by Mario de Renzi. In 1928, the building to the right of Chiesa degli Angeli on Piazza Sempione was also built by Massimo Piacentini. In 1929 the ICP built another building along Viale Adriatico and Via Abetone with the architect Camillio Palmerini (Galassi & Rizzo 2013).

Figure 55

Piazza Sempione

Piazza Sempione was designed to be the entryway and center of all services in the community. In addition to designing the layout of Città Giardino Aniene, Giovannoni designed the Church in Piazza Sempione. The Church in Piazza Sempione was also designed by architect Giovannoni in the sixteenth century style, enriched by a portal with columns and a rose window under the gable (see figure to the right). The dome inside is decorated with frescoes by Aaron Del Vecchio. In 1948 the statue of the Madonna was placed in front of the church.

The rest of Piazza Sempione is attributed to Innocenzo Sabbatini. Sabbatini designed city hall and the building next to it (see first figure on next page) in the barocchetto romano style with rich textures and décor. He was influenced by Quadrio Pirani, another ICP architect.
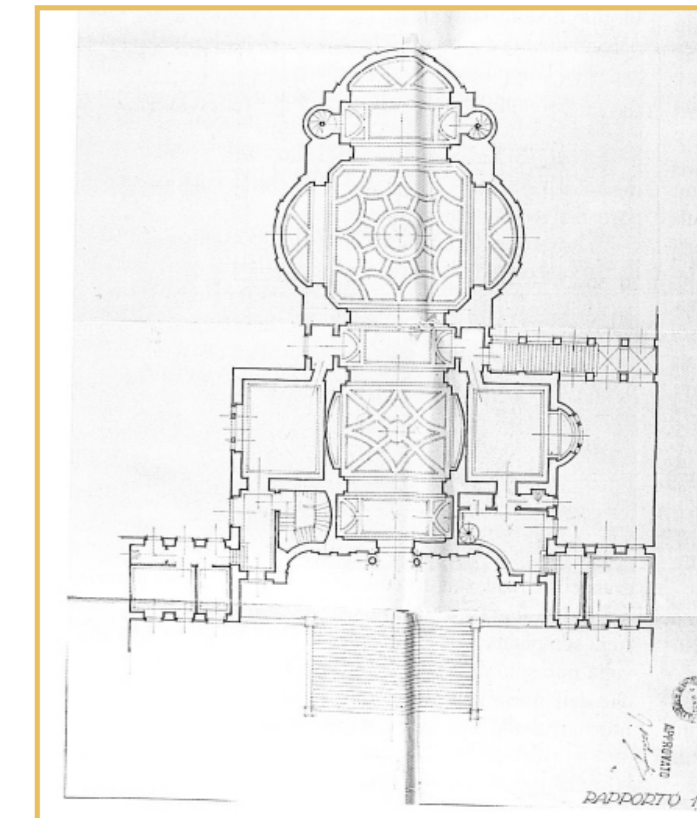

Figure 57

Figure 58

The UEN imposed conditions or guidelines for Sabbatini throughout the process. They required good lighting and ventilation of spaces and entryways because of the increased building heights.

Before you enter Piazza Sempione there are two buildings opposite each other that are also designed in the Baroquetto Romano style (see figure on next page). The contains a cinema designed by Sabbatini and Innocenzo Costantini that is not visible from the street (see figures on next page). The rest of the ground floor contained workshops and other amenities such as a drug store (now a perfume store). The cinema went out of use at the end of the 1970s, and the building has since been modified several times to host concerts and discos. Today, Piazza Sempione has mostly original architectural features surrounding it, such as the public tower, city hall, the vaulted arcade, and the renaissance style arches.
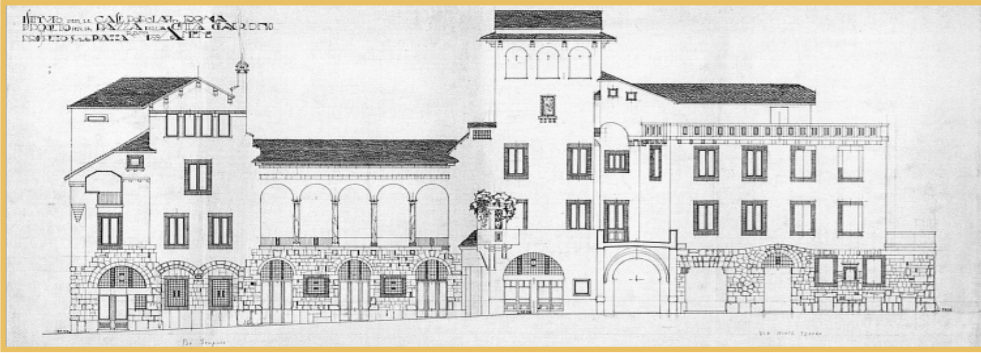
Figure 59

GIL Building

In 1934 Gaetano Minnucci designed the "La casa della Gioventu Italiana del Littorio" (GIL) building (see bottom) into a complex that included swimming pools, a gym, and a school. It is an example of Italian rationalist architecture of the 1930s that was later abandoned. Its use changed many times (Galassi & Rizzo 2013).

Figure 60

Figure 61

It is now used as the post office. The pools were added in 1937. From 1940–1943 it was used as il Collegio Istitutrici GIL Montesacro and then was abandoned until the 1970s.

The urban fabric of Monte Sacro has changed dramatically since the 1950s because of the post–WWII housing boom. In the 1960s an ordinance passed allowing for an increase in density from one hundred inhabitants per hectare to one hundred eighty inhabitants per hectare. Lots were cut in half and pieces were sold for infill development all throughout the 1960s and 1970s. Entire areas were demolished for buildings 6–7 stories high. The romantic villas surrounded by gardens, quiet streets, and staircases are now discernible only upon close inspection.

The infill map on the next page shows the locations of various buildings in Monte Sacro. The area with existing original development (blue), current structures (gray), and original demolished buildings (outlined) show the physical evolution of the buildings. The lots were significantly smaller and there was much more room for people in general.

INFILL MAP

- GIL Building
- ICP Housing
- Innocenzo Sabbatini
- Giovannoni
- Muratori
- Existing Original Buildings
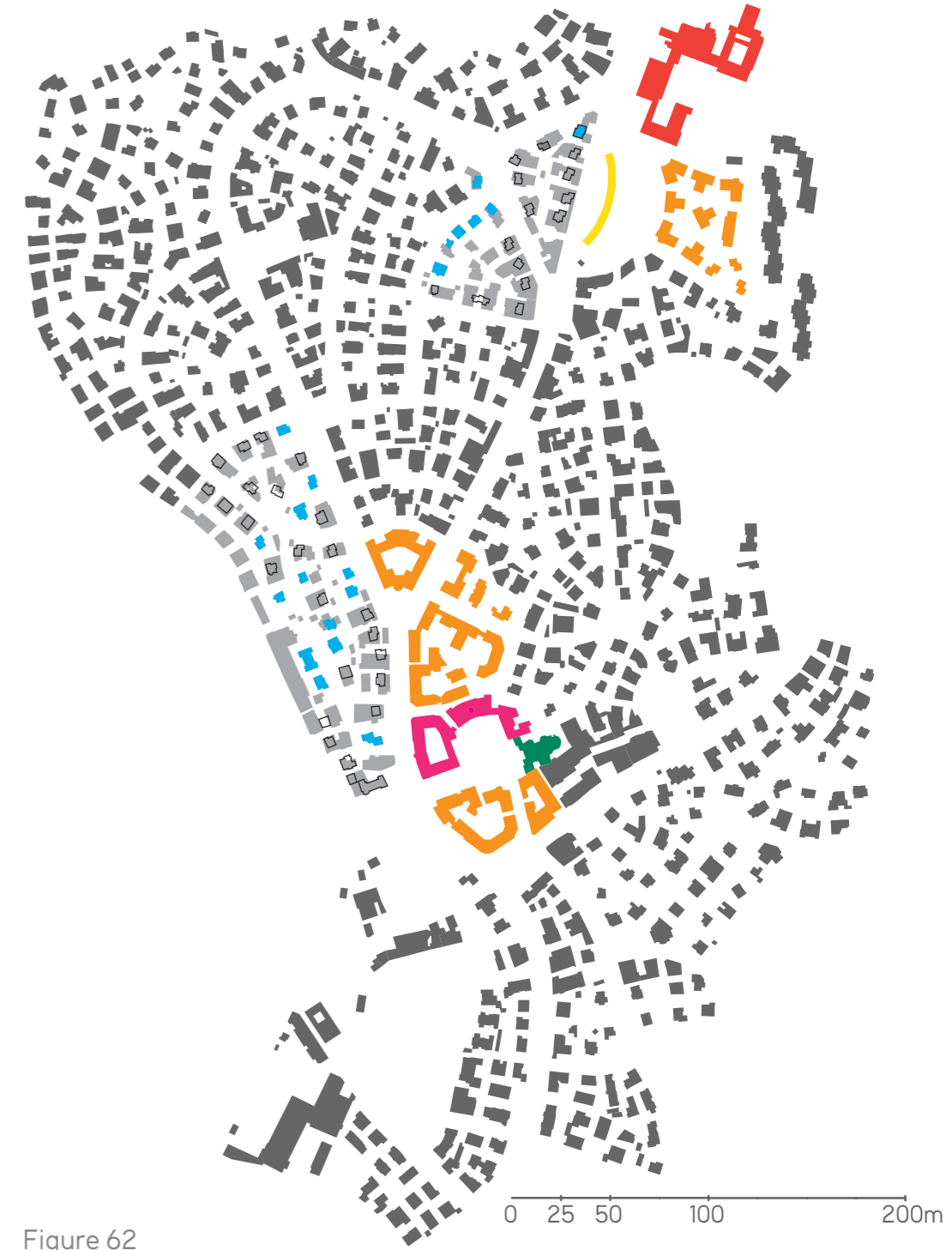- Current Structures
- Original Demolished Buildings

Figure 62

0 25 50   100   200m

BUILDINGS SUMMARY

IMAGE

The building typologies in Monte Sacro offer a diverse set of facades ranging from Barocchetto Romano to fascist architecture. This richness and diversity adds to the charm of the neighborhood.

LIVABILITY

The wide range of architecture and styles provides citizens with more options of high-quality spaces. This higher-quality provides a healthier environment for people. Furthermore, the interior spaces of the buildings lead to a less social and public interaction.

ACTIVITY

In Monte Sacro the well-designed facades enrich the walking environment. The semi-public courtyards created by the arrangement of building types are an example of a space where a lot of activity take place. The buildings are part of a larger frame that form the activity around it.

Figure 64: Mercato Della Verna Interior

LAND USE

LAND USE MAP

- ■ Residential
- ■ Commercial/Mixed Use
- ■ Institutional
- ■ Recreation/Green Space
- ■ Industrial/Other

Land Use Patterns

Monte Sacro is a predominantly residential area. That being said, commercial and mixed use lots exist along the prominent streets of the neighborhood and surround Piazza Sempione.

The majority of Monte Sacro's green space sits south of Piazza Sempione near the river. The only light industrial buildings in the neighborhood are located along the green area.

There are few institutional lots in the neighborhood. Three are situated in close vicinity to each other in the northern part of the city while the rest are dispersed along main street arteries throughout the neighborhood.
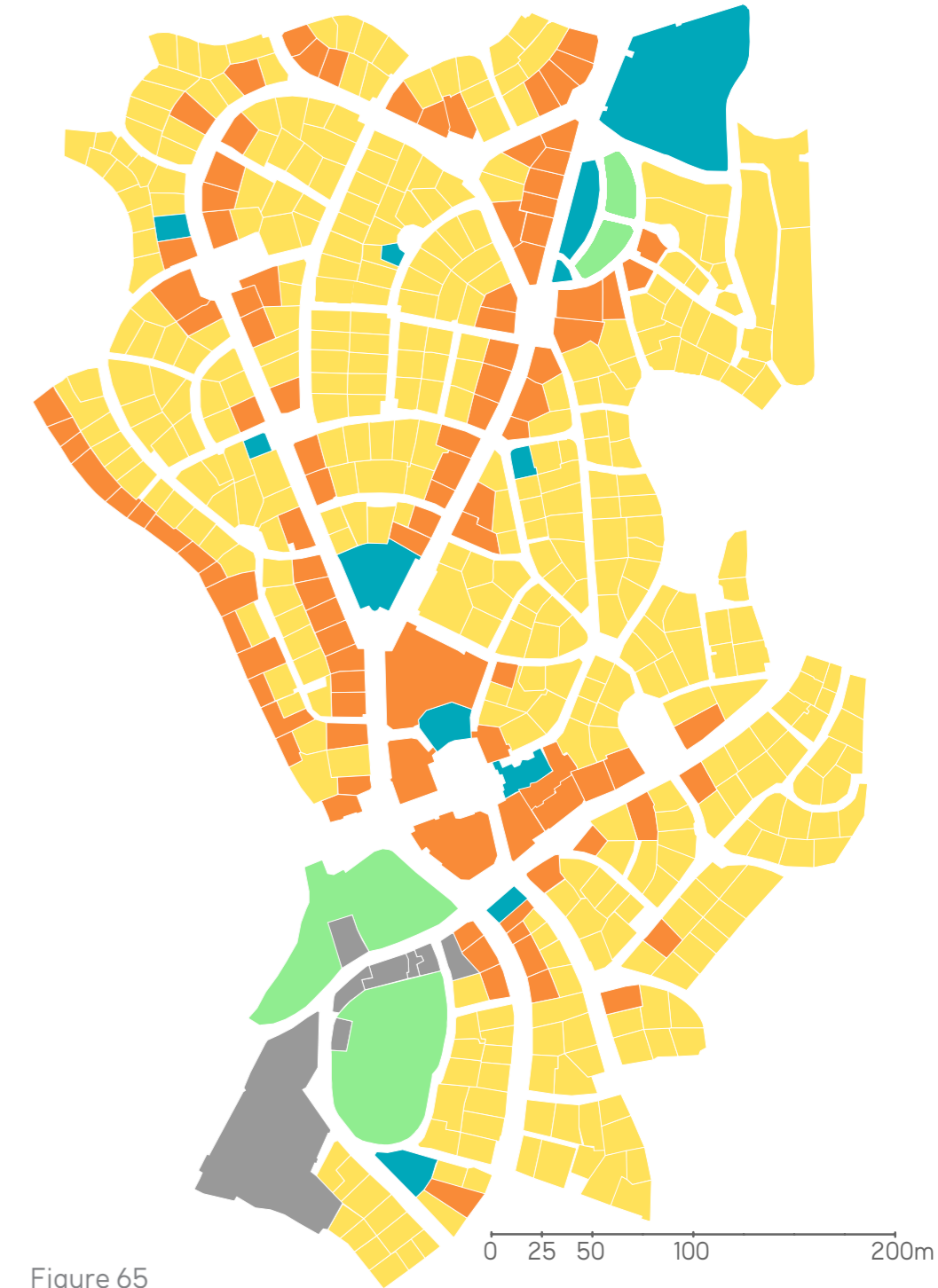

Figure 65

0 25 50   100   200m

PRIVATE SPACE

■ Residential

■ Commercial/Mixed Use

■ Institutional

Private space in Monte Sacro is abundant behind the walls and fences that enclose almost every residential and even some commercial structures . The map to the right shows the locations of varying levels of barrier intimidation existing around private space. The map therefore also shows the locations of private space in the area. While collecting information on this, we considered barrier intimidation to be walls, gates, fences, and tall or dense greenery.
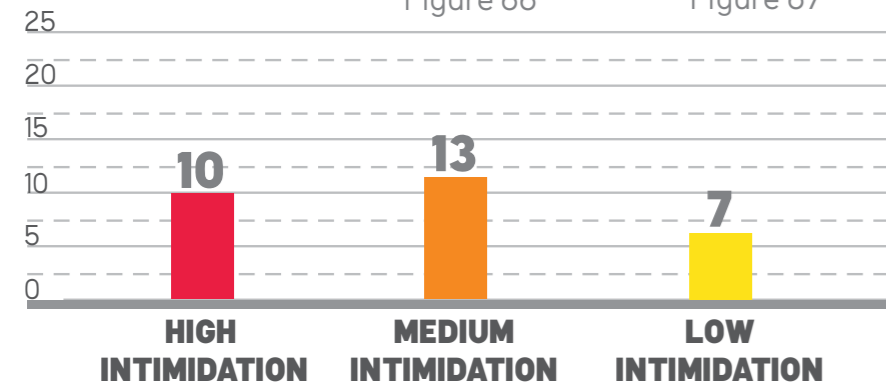

Figure 66

Figure 67

HIGH INTIMIDATION: 10
MEDIUM INTIMIDATION: 13
LOW INTIMIDATION: 7

Figure 68

Figure 69
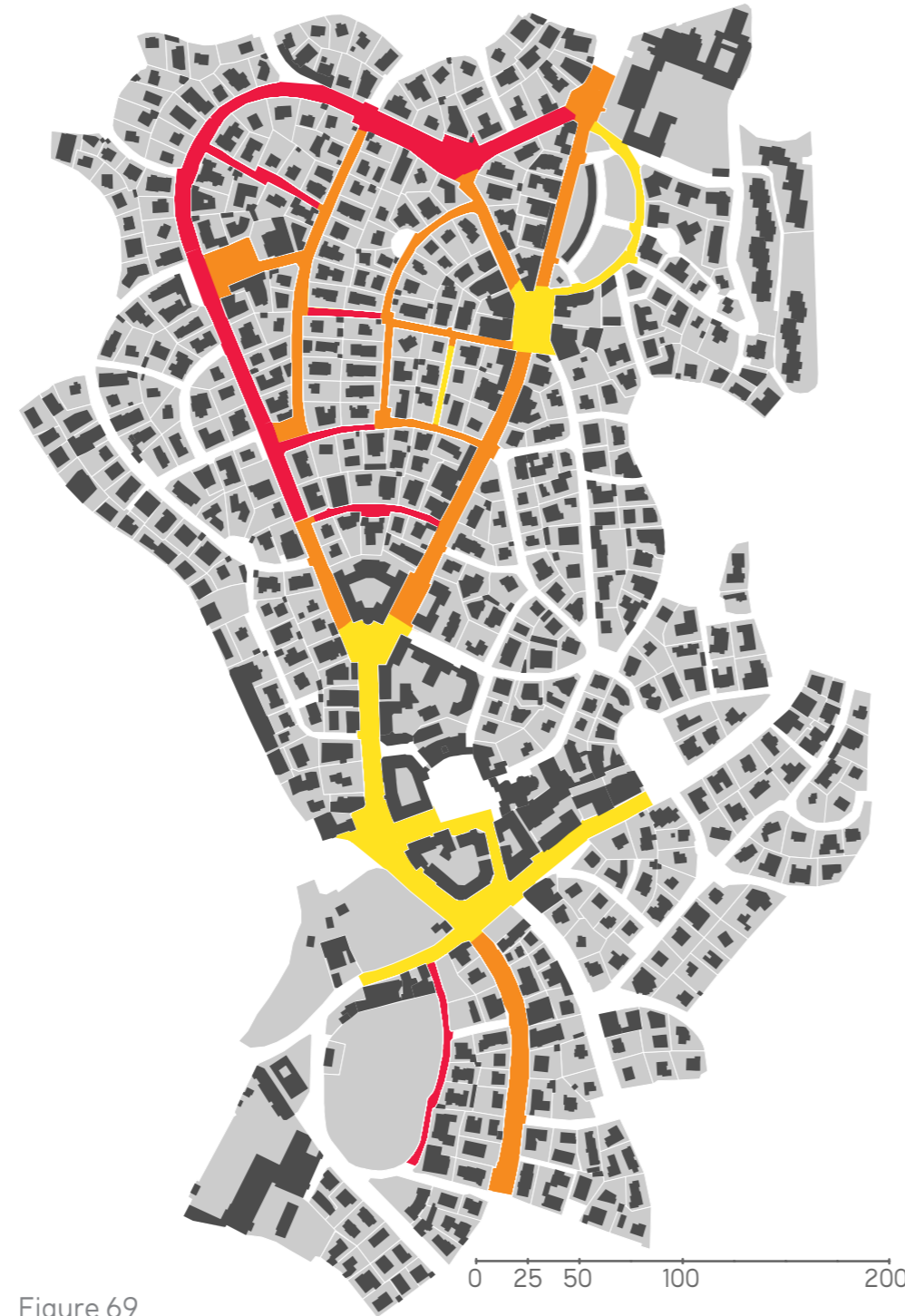
CONNECTIVITY

■ Existing Connectivity Areas

■ Commercial/Mixed Use

A characteristic of a successful community is strong connectivity between activity nodes. Monte Sacro has plentiful public and green space but the connectivity is often lacking. To the north, in Mercato della Verna is a strong node consisting of a market and a highly utilized park. This node's connectivity partially stretches southwards, along Via Adriatico, towards Piazza Sempione but lacks the completeness to promote accessibility and movement between the two areas. Similarly, Piazza Sempione shares issues regarding pedestrian connectivity. While Piazza Sempione is within close proximity to Parco Sempione, an arterial (Via Maiella) divides the potential zone of connectivity with heavy traffic and auto-focused street design. A general theme in Monte Sacro is the heavy presence of automobile traffic along major nodes of pedestrian activity creates dysfunctional space.

Various strategies can be employed to improve connectivity. Many of the concepts that constitute the ideals of green and complete streets can help alleviate issues related to disconnected nodes. For example, by renovating Via Adriatico with more greenery, new sidewalks, improved crosswalks, and other aesthetic improvements, an attractive connection would open between the north and south of Monte Sacro. Similarly, constructing wider raised pedestrian crossing zones and limiting the speed of traffic between Piazza and Parco Sempione would create an accessible route for pedestrian movement. Combined, this could create a long zone of connectivity stretching from the north to the south of our survey area. These are but a few of the techniques commonly employed in redesign projects that we intend to use in our neighborhood.
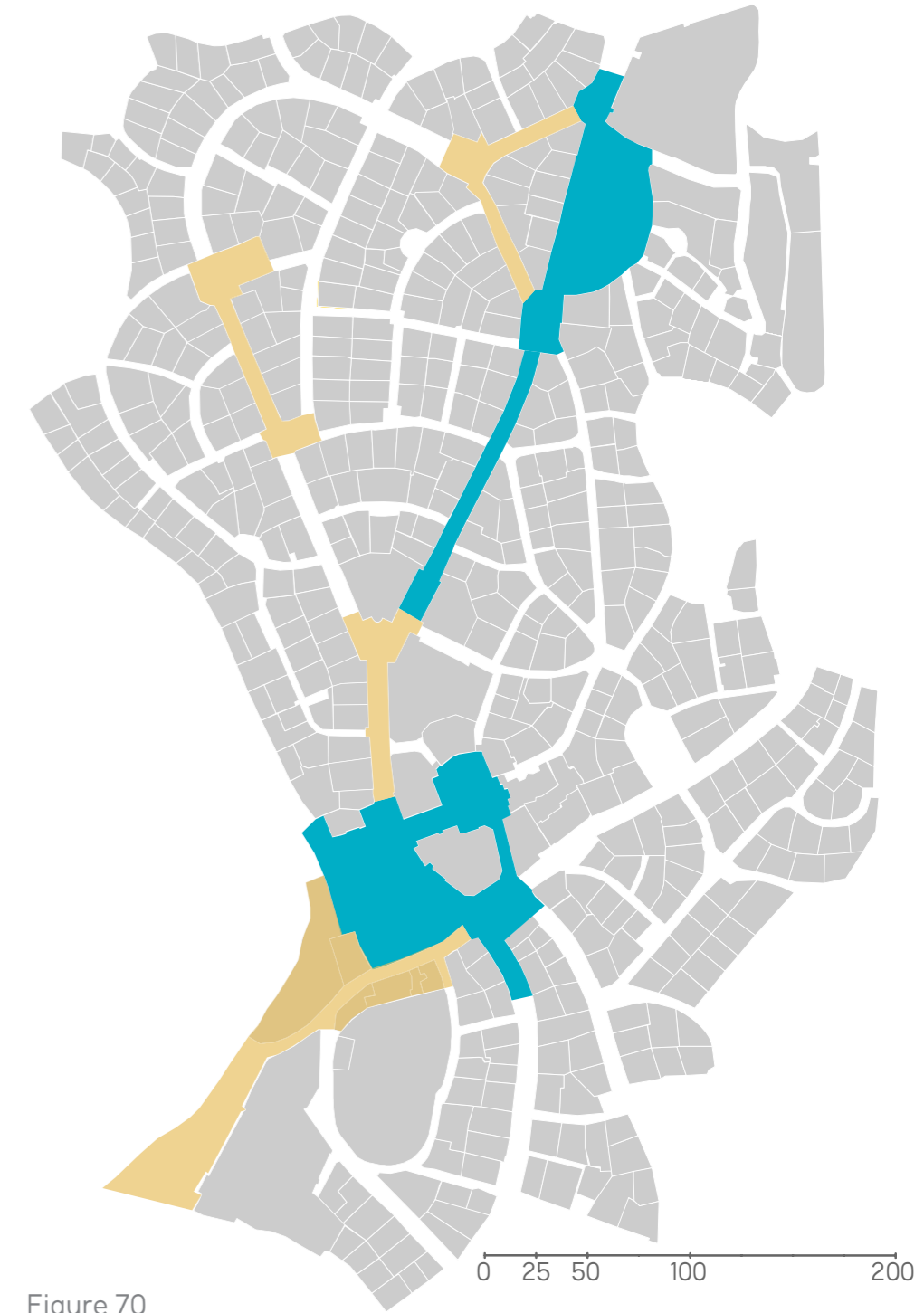

Figure 70

EXISTING NODES MAP

= Existing Nodes, sized according to importance

In the next section we will be speaking about the diverse qualities of the nodes in our neighborhood. We seek to show the numerous types of spaces and areas that exist in Monte Sacro, focusing on positive, neutral and negative elements.

Key

– Exists

– Does Not Exist

– Thru-traffic

– Greenery

– Bus Service

– Parking

– Large

– Small

– Large, Medium, Small Presence of People

Figure 71

Parco Simone Bolivar

Parco Simone Bolivar is a park tucked away from the main street. As one ventures off the main road (Via Nomentana), one can find a nice, tree-lined street with park on a hill. Parco Simone Bolivar is gated and is separated from the street on one side by a steep grade. The park includes a nice play area for children that is separate from the dog park. At the top of the hill, after wandering up a winding path, people arrive at a monument dedicated to Simone Bolivar who swore to free his country and Latin America from repression

Piazza Adriatico

At the junction of Viale Adriatico, Via Spulga, and Via della Verna, Piazza Adriatico is the busiest piazza in Monte Sacro. It is always filled with cars, mopeds, trucks, and people passing through the streets; however, it does not allow efficiency or traffic flow and has no noticeable amenities. People can see bars, cafes, and small shops on both side of Viale Adriatico.

Parco Sempione

Parco Sempione is a small park near Piazza Sempione and Marcato Sempione. Because of its place on the intersection of main two streets, Via Nomentano and Via Maiella, many people come and pass by the park. There are benches and fountain where people can spend their time. However, many residents hesitate to go to the park because of low maintenance and safety.

Mercato Sempione

Mercato Sempione holds markets on weekdays along Viale Gottardo. The street is closed for markets so that people can feel safe from the automobiles. Some vendors set up their stands everyday, while some own permanent stalls near Via Nomentana. It has heavy presence of people from both north and south of the neighborhood and now functions as the second economic center of Monte Sacro.

Piazza Sempione

Located in the center of Monte Sacro, Piazza Sempione is the biggest public space surrounded by the city hall, post office, church, pharmacies, and bars. People pass the piazza for walking, taking public transportation, and hanging out on the steps of the church. However, it is filled with cars most of time because it is mainly used as parking lots with approximately 150 capacity. Buses, mopeds, and taxis generate heavy traffic, making it difficult for handicaps to move. We hope to convert into a safe and livable community gather place.

Mercato Della Verna

Mercato della Verna is a low building in the shape of clam shell on Via della Verna. With its counters of fruits and vegetables, the market is alive and attract people from all around the neighborhood. There is a park behind the market, where people come for social interactions. There, children can find playground and greenery space with ICP housing. Besides, there is parking lot for about 100 cars, and is 100% used.

AERIAL VIEWS

Figure 72

Figure 73

Historical

In this photo we can see the original land use plan of the Monte Sacro development. The most visible sections of the plan are the curve and the main Piazza and public complex of the site. The most notable element is the lack of development around Monte Sacro.
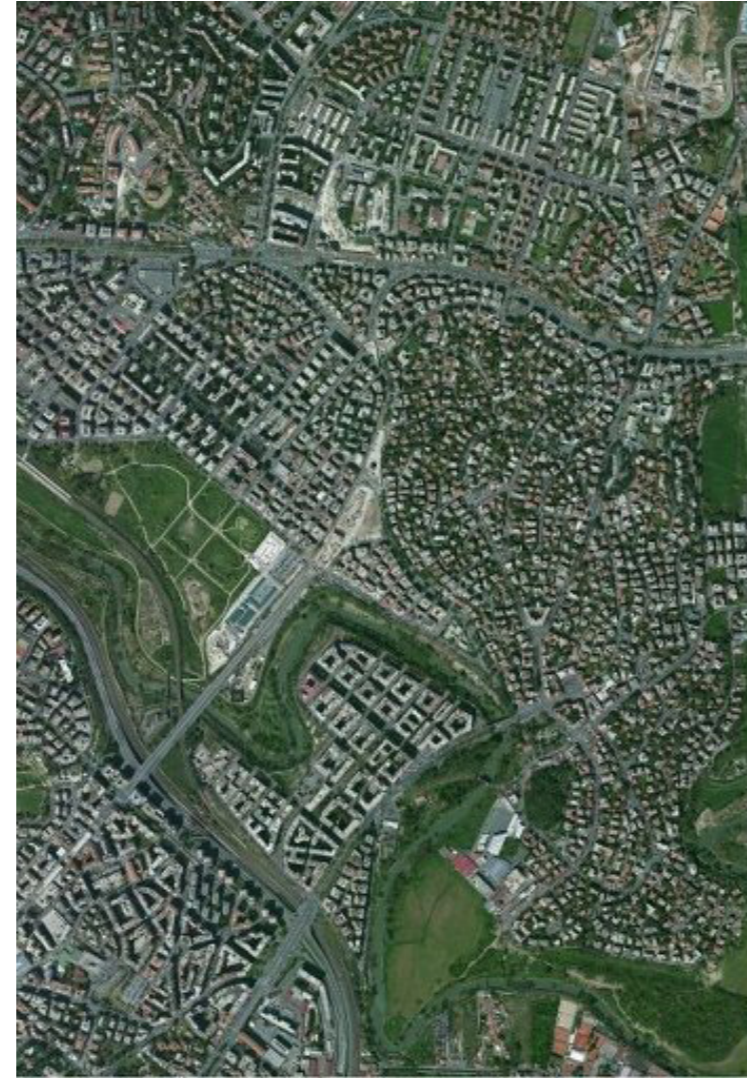
Modern

In the modern picture, the city of Monte Sacro blends into its surroundings. It no longer the only city surrounded by plains, the gridded development seems to flow out of the Monte Sacro plan.

LAND USE SUMMARY

IMAGE

Even distribution of land uses provides a picturesque and healthy environment. There is not a large amount of industrial uses in a predominantly mixed-use and residential neighborhood.

LIVABILITY

The land uses provide places for people to live, work, and play all within a good proximity of each other.

ACTIVITY

The land use patterns in Monte Sacro make it easy for citizens to access the services and shops they need to; having a public facing center also helps to add a centralized meeting point for the citizens.

Figure 74

PUBLIC SPACE

HIERARCHY OF SPACE

- ■ Critical Piazza
- ■ Medium-Use Piazza
- ■ Low-Use Piazza
- ■ Recreation/Green Space

Piazzas and parks vary in size, form, and functions based on the locations and the relation to the surroundings. We divided spaces into four according to its importance: Critical Piazza, Medium-Use Piazza, Low-Use Piazza, and Recreation and Green Space. Among many, Piazza Sempione and Mercato della Verna are considered as Critical Piazzas because of their accessibilities and potential economic and social impacts in the neighborhood. Piazza Sempione has been a publicly accessible open space, providing public transportation and huge parking lots. Besides, having city hall, post office, church, and cafes around bring people to the center. Mercato della Verna also fulfills the role as the focal space in the community. It has a bus stop right in front of the market and natural features, such as park and playground, behind the building. While Parco Sempione and Parco Simone Bolivar only provide poor green spaces, Mercato della Verna has shown the potential economic and social growth of Monte Sacro with better maintenance.

Piazza Carnaro, Piazza Elba, and Piazza Rocciamelone are categorized into Low-Use Piazza because they are only used as parking lots, rather than invite people to come and spend time.

Piazza Elbe
Mercato Della Verna
Piazza Carnaro
Piazza Rocciamelone
Piazza Adriatico
Piazza Gargano
Piazza Vulture
Piazza Sempione
Parco Sempione
Riverfront
Parco Simone Bolivar

0   25 50   100   200
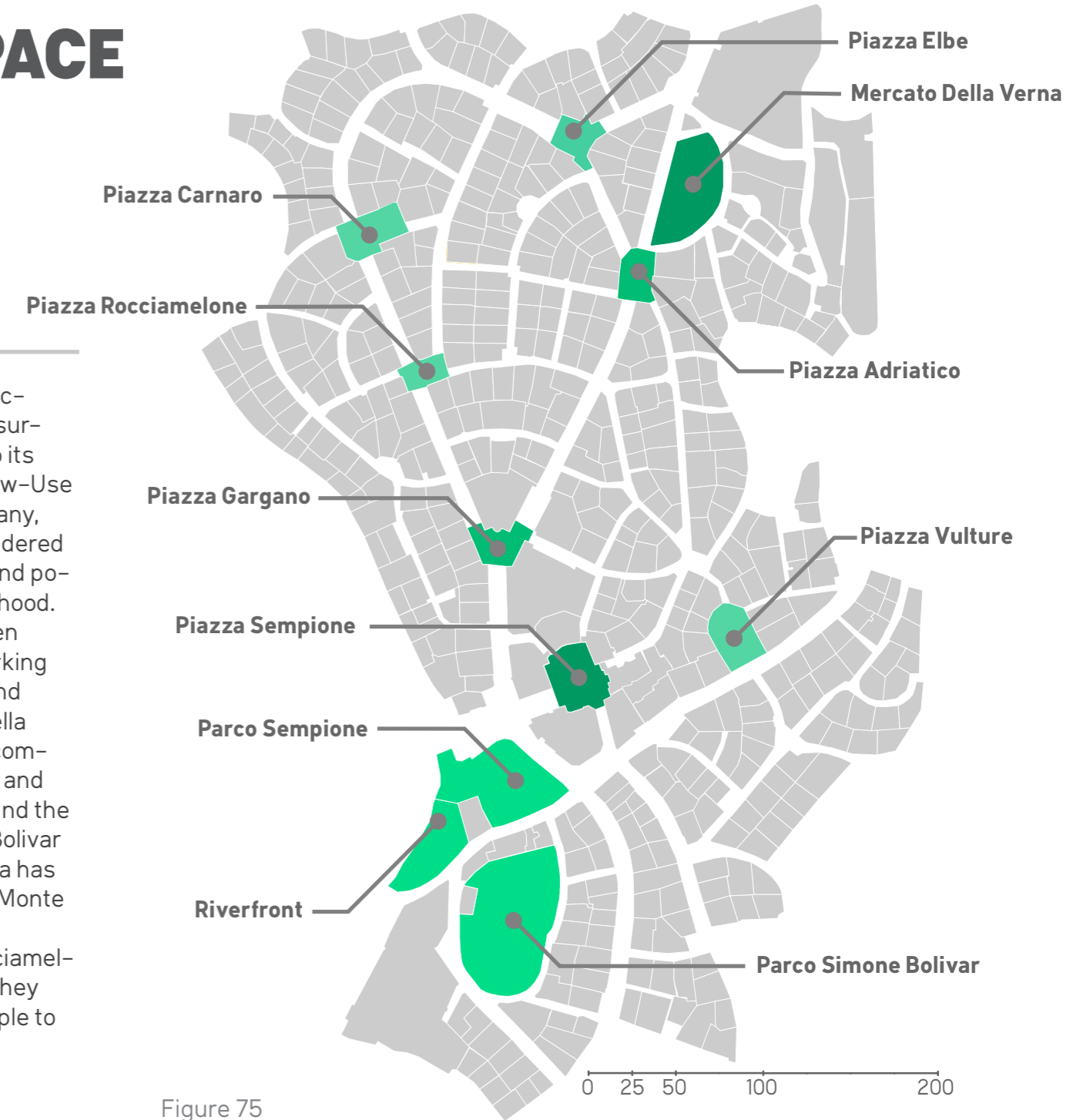
Figure 75

PUBLIC SPACE MATRIX

Characteristics	Piazza Sempione	Piazza Adriatico	Piazza Della Verna	Market Piazza	Piazza Gargano	Piazza Carnaro	Piazza Rocciamel-one	Piazza Elba	Piazza Vulture
Thru-Traffic	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
Parking	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes (Underground)	Yes
Greenery	No	No	Yes	No	No	No	No	Yes	Yes
Presence of People	High	High	High	High	Medium	Medium	Low	Low	Medium
Public Transportation	Yes	No	Yes	No	Yes	Yes	No	Yes	Yes
Amenities	No	No	Yes	No	No	No	No	Yes	No
Pedestrian Sense of Safety	Low	Low	High	High	Low	Medium	Medium	Medium	Low
Size	Large	Large	Large	Small	Small	Small	Small	Small	Large

Figure 76

PROPOSED MAP FOR FUTURE NODES

= Existing Nodes, sized for criticality

= New, Possible Nodes, sized for criticality

Key

⬤ – Exists   ⬤ – Doesn't Exists

🚌 – Thru-traffic   🌳 – Greenery

🚌 – Bus Service   P – Parking

L – Large   S – Small

👥 👥 👤 – Large, Medium, Small Presence of People

Piazza Elbe
Mercato Della Verna
Piazza Carnaro
Piazza Rocciamelone
Piazza Adriatico
Piazza Gargano
Piazza Vulture
Piazza Sempione
Parco Sempione
Mercato Sempione
Riverfront
Parco Simone Bolivar

0 25 50 100 200

Figure 77

MONTE SACRO 67

Riverfront

There is potential for the riverfront area to be transformed into a node. The parks along the riverfront are currently underutilized for various reasons. There are many fallen trees that have not been removed in the green area to the west of the foot bridge that sits along the water. The park area to the east of the foot bridge that sits along the water is overwhelmed with overgrown foliage. Increasing connectivity amongst green spaces along the river through walking and biking paths, in addition to improving maintenance of the area, are manageable steps that can be taken to create a node in this area. A new restaurant, which has been opened in close vicinity to the park area, may illustrates that this area has potential for future development.

Piazza Elba

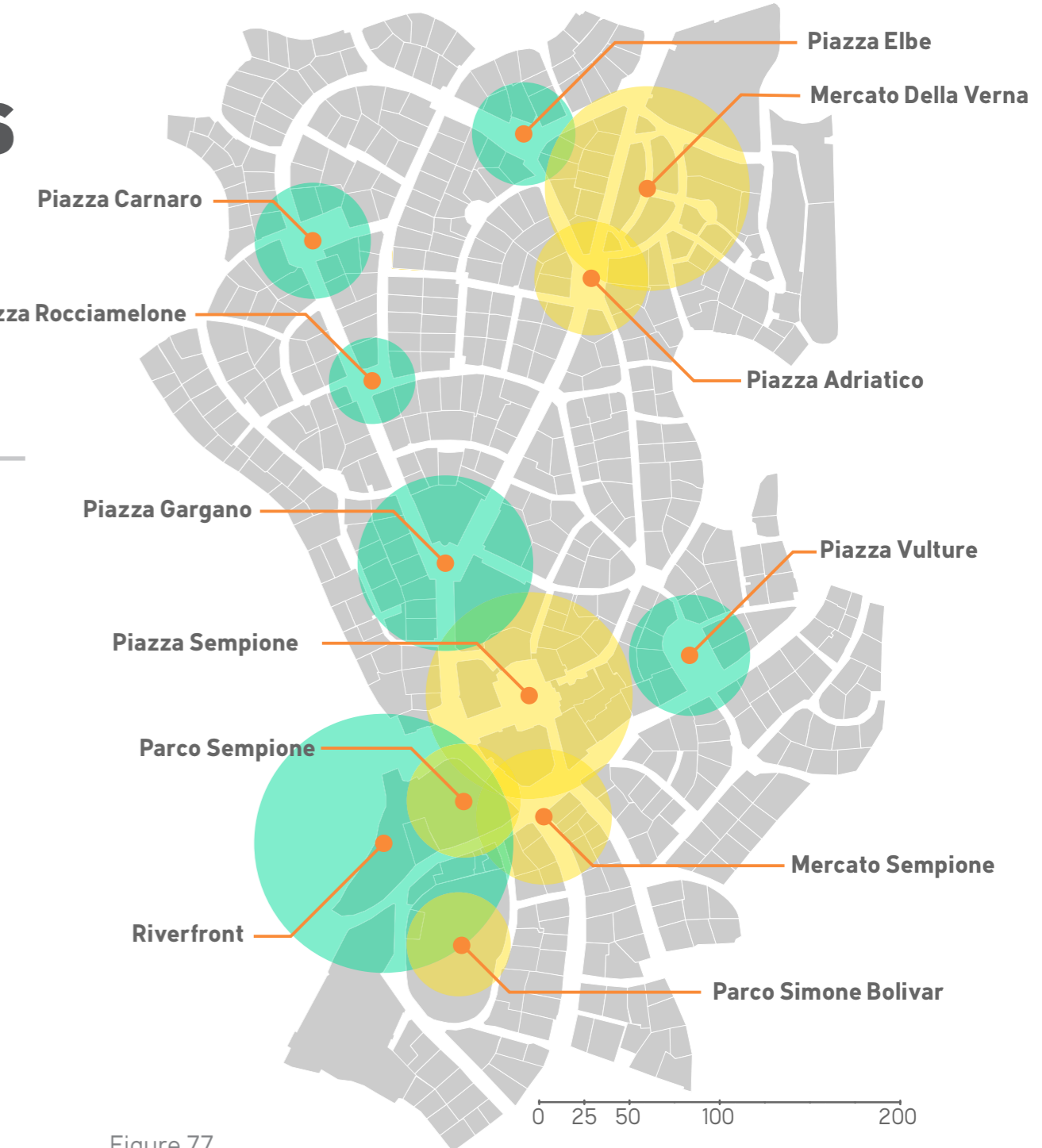This piazza is paved with cement tiles and includes underground parking. There are a couple trees, benches and cement planters in the area. The area is underutilized. Making the piazza more pedestrian friendly and aesthetically pleasing could improve the node.

Piazza Vulture

This piazza also has potential to become a more prominent node. Its location is in the vicinity of Piazza Sempione and the market, meaning that it could be used by the populations that use these other two popular destinations.

Piazza Carnaro & Piazza Rocciamelone

These piazzas are filled with parking; the parking is organized in an unconventional order. There are few trees. Many people seem to attend the church in this piazza. A seemingly popular restaurant sits across from the piazza, too. Cars could be eliminated and the piazza could be transformed into a center that fosters community beyond times when there is mass.

Piazza Gargano

Existing lost space in front of the school could be transformed into a pedestrian area– it has potential to be utilized since considerable foot traffic moves through the area. The intersection near this piazza is very busy and traffic in the area is relatively fast. Creating speed bumps to slow traffic may create a more safe and pedestrian centric piazza.

PUBLIC SPACE AND PUBLIC TRANSPORTATION

– Bus stop

2 minute walk
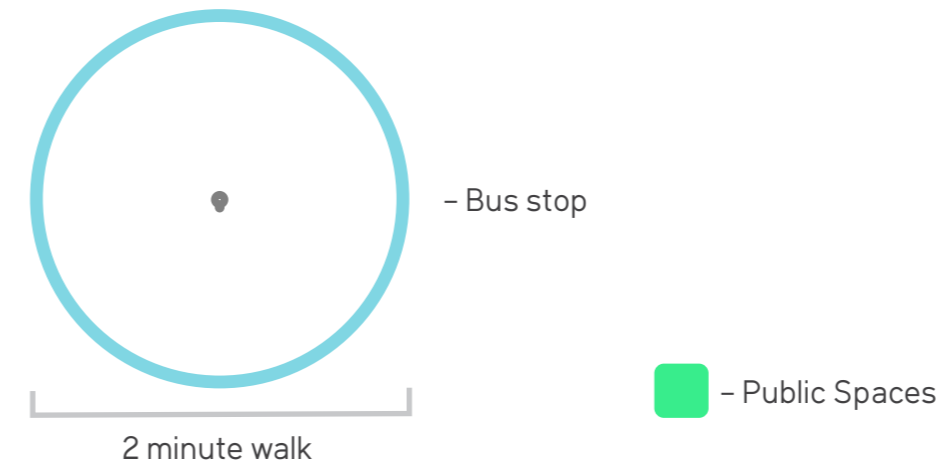
– Public Spaces

Connectivity

This map shows how public transportation connects our parks and piazzas. We surmise that the reason people are not using the public spaces to their full potential in Monte Sacro is not because they are not connected to a public transportation system, but rather that the spaces fails to utilize fully as anchor points. We particularly assume that Piazza Sempione and Piazza Adriatico can create better concentrations of people because many lines converge.

Although design of the spaces is not the only factor bringing public assembly, it is crucial factor because poor design would not bring people and not establish center of activities. The poor state of public space as well as stations may reduce the potential role as public space and ultimately discourage people to use and enjoy their time. Moreover, the areas around public spaces also can affect to the centrality provided by the public transportation.

Overall, we believe we can improve public space through better transportation system because it is visually demonstrated that many routes are overlapping. We will consider some consolidation of the social space and routes to make them more intelligible and efficient.

Figure 78

0 25 50   100   200

Figure 79 : Piazza Sempione, a parking lot Piazza

PUBLIC SPACE SUMMARY

IMAGE

Public spaces are the primary urban elements, often constituting the foundational image for a neighborhood. They not only link people and the environment where they live, but also act as a neighborhood's brand, piazzas, parks, and other public areas. Playing a vital role in the social and economic life of community, public space defines the overall sentiment of a community and thus are an important means to make and improve the image of Monte Sacro.

LIVABILITY

Often the hub of social and commercial activity, public space provides a community the opportunity to congregate and socialize. The ideal of a shared standard of civility in public space, human equality within the realm of the piazza, is a powerful concept that can be harnessed and used to provide a unique social experience, promoting urban livability and comfort.

ACTIVITY

While streets aim to promote efficient movement through an area, public space symbolizes a separate type of activity. Public space must simultaneously attract, be occupied by, and circulate people around its defined arena. This urban ballet is complex, often organic, and makes piazzas attractive urban spaces.

Figure 80

CITIZEN PERSPECTIVE

COMMUNITY DIALOGUE

Overview

We interviewed ten people from our neighborhood. Eight interviews were informal and two were more formal in nature. We also attended a city hall meeting focused on an agenda relating to public space in our neighborhood. Lastly, we gathered Lynch maps from each of our interviewees.

Town Hall Meeting

The Town Hall meeting was officially called, Incontro Pubblico, or public meeting. It was located in Monte Sacro's International House of Music. The meeting was organized by the neighborhood's official committee. The president of the Municipio IV, Paolo Marcionne, was present. The advertisement for the meeting listed an abundance of issues that the committee wished to discuss. Included in the list were issues pertaining to the market, dirt, pruning trees and green public, sacred water sources, public transport, preservation of historical heritage, road maintenance, and nightlife.

Marcionne started the meeting by introducing his thoughts on the current state of public space Monte Sacro and by outlining his agenda regarding it in the future. Afterwards, community members had the opportunity to voice their opinions regarding the topic of public space. Citizens took turns speaking into a microphone; the event lasted for more than two and a half hours.

The event was well attended as more than 75 people were present at the meeting. There was an equal balance of males and females present. Most of those in attendance were elderly community stakeholders— those that own homes in the neighborhood and have lived in the area for a significant amount of time. With that said, there were some middle aged members who were also invested in the community. Additionally, there were 2-5 young people eager to contribute to and follow conversation.

Residents predominantly agreed that there was a problem with air pollution, traffic and safety, garbage, lack of street maintenance, and whether the market space in the neighborhood should be relocated and housed in permanent stalls.

"The problems relevant to public space in Monte Sarcro heard from community members highlighted similar elements that we observed in our surveys."

75 People Attended

Predominantly Elderly

3 Hour Duration

Formal Interviews

One of our in formal interviews was with Lana, an elderly woman. Lana is from Morocco and has lived in Monte Sacro for thirty years. She thinks that neighborhoods greatest assets are its beautiful homes and narrow streets; she likes to walk around her neighborhood to enjoy its natural beauty and the curb appeal of homes.

One problem with the neighborhood, she cites, is a lack of community. She insists that people do not socialize in public, which makes it difficult to get to know one's neighbors. She also noted the problem of small store closings and how residents are now going to shopping malls instead. She also says that there are transportation and safety problems. At night, there are many car accidents and few accessible police people. In addition, the buses have becoming increasingly more crowded since the economic crisis hit Italy though there are still many car users. She also observes a lot of illegal double parking.

Lana imagines that refurbishing the old cinema would be valuable because it could foster a more vibrant community. She also thinks that it would be also advantageous to create some structured activities along the Aniene river for young people to partake in.

Informal Interviews

Our informal interviews exposed us to the patterns of community members which helped us recognize Monte Sacro's assets and most concerning problems regarding public space. Citizens of varying ages and of both genders often mentioned similar sentiments. Furthermore, the assets and problems that they discussed mirror what those that were mentioned at the city hall meeting. This phenomenon indicates that the community is like-minded, to a certain degree.

In general, the reasons why certain traits of the neighborhood were perceived as assets or problems varied, depending of the demographic of the person being interviewed. This trend helps us understand how to best create spaces that will be of interest and value to all groups of the community.

As people have different needs depending on their deomographics, we sought to elicit the opinions of many diverse groups. For example, a grandmother said that she did not enjoy the parks because there was not enough structured play area for her grandchild. Meanwhile, a young female Barista said that she did not enjoy spending time in the parks because there is drug use. Another example is that of a salesman at Monte Sacro's market who reported that he enjoys the neighborhood market because he has many customers and because his commute to work is short. Meanwhile, an elderly woman enjoys the market because it fosters community in the neighborhood. From this we can see that the community assets and problems can be viewed in a myriad of ways, which can help to inform future action in these locales.

Our informal interviews also exposed that Monte Sacro residents of varying ages and of both genders spend their time differently. A group of 16 year old girls reported that they spend their free time in Rome's city center– indicating that the small, independent stores in Monte Sacro are not of interest to young residents. Meanwhile, a thirteen year old boy reported that he spends most of his time on the church steps on Piazza Sempione.

"Citizens of varying ages and of both genders often mentioned similar sentiments... [which] indicates that the community is like-minded"

"Parks are dangerous!"
– Giada

"There are no policemen around..."
– Rashida

"I do not like the parking lot in Piazza Sempione."
– Old Park Lady

"The drug dealing in the park keeps it from being widely used."
– 16 year old girls

"The problem is maintenance!"
– Old Park Lady

LYNCH MAPS

Massimo Lynch Map
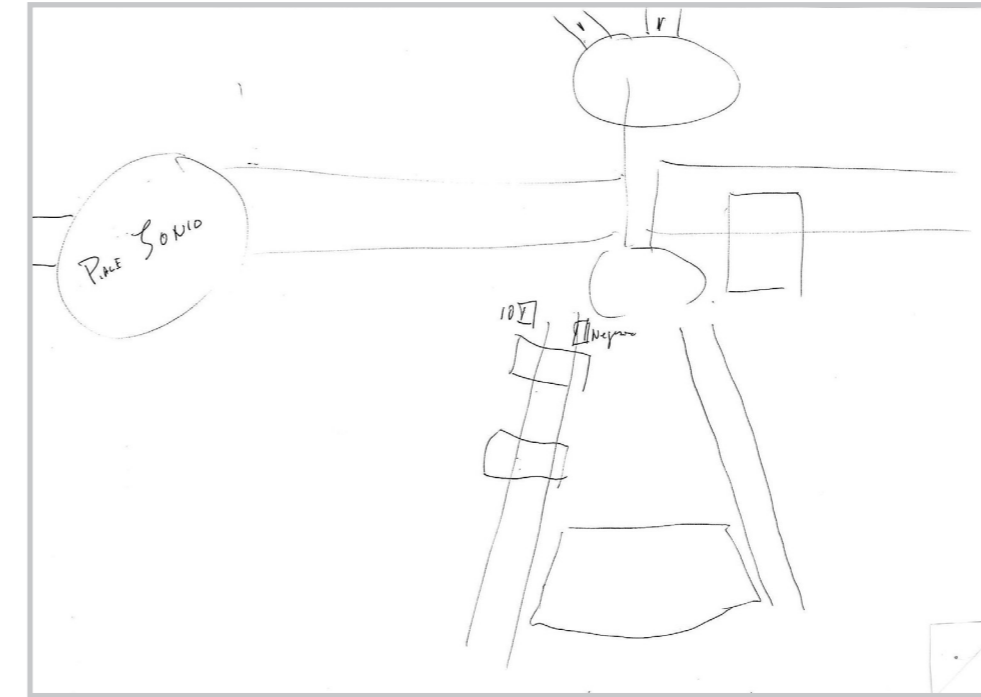
Figure 81

This map was drawn by Massimo, an Italian man who is about 65. Massimo is a shop owner. We interviewed him in his toy shop, which is located on Via Carnaro. His map depicts the location of his home in relationship to his toy shop, which are about a block apart from each other. Massimo's map is significant because it shows how small and compact one can make their life in Monte Sacro. His work and home are in close vicinity to each other. His favorite restaurants are nearby, too– they are located on Via Franco Sacesti and at Piazza Carnaro. His map is also significant because it hints at the importance of the northern part of Monte Sacro; his map emphasizes a road that leads north. There is a mall and other public spaces like libraries that people frequent in this region.

Marina Lynch Map

Figure 82

A middle aged woman named Marina created this map. Marina is a new homeowner in Monte Sacro. Marina's map is significant because it stresses the importance of the neighborhood's natural environment. She highlights the river Aniene and public parks as fundamental assets to the community. She also emphasizes the importance of the market as a defined public space in the neighborhood. Marina spends time in these areas with her young son.

Isabel's Lynch Map (Monte Sacro Team)
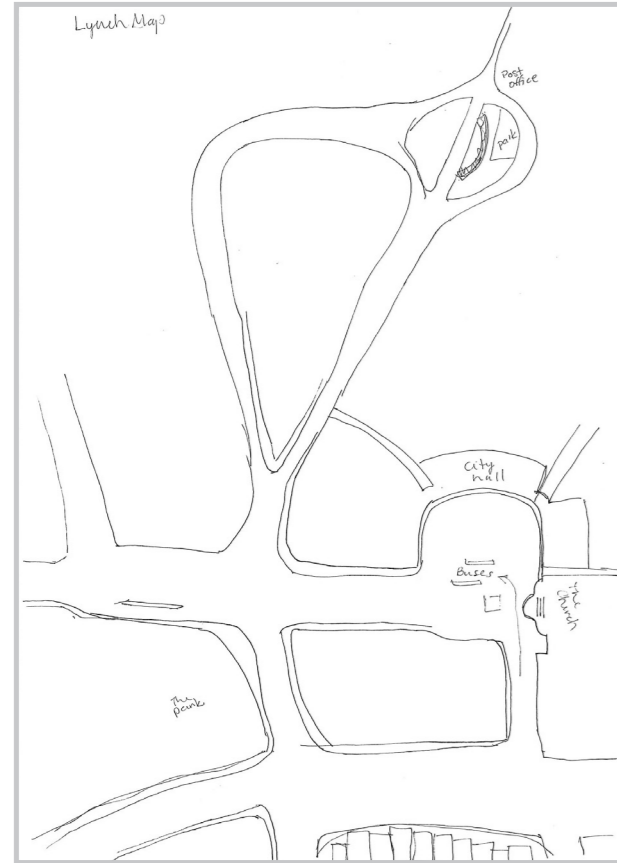
Figure 83

This Lynch map was drawn after the first day we were in the neighborhood. At this point, we have a very different perception of the neighborhood and would draw it very differently. What struck us first (and what we drew first) was the cone shape formed by the arterial streets in Monte Sacro and the amount of cars in the neighborhood, which is the reason the streets are emphasized. We also did not draw the river because we did not think it was important yet. But later our group realized the potential it has to be a very real asset to the community.

CITIZEN PERSPECTIVE SUMMARY

IMAGE

Citizens convey Monte Sacro has both appealing images of beautiful houses and narrow streets, and unpleasant images of low maintenance, garbage, safety, and traffic.

LIVABILITY

Interviews of residents provide the livability of the neighborhood. People love the neighborhood as well as the abundance of parks, but also believe the community needs more organized public areas for children to have more livable environment.

ACTIVITY

Town hall meeting indicates that people in the neighborhood are actively engaging and participating in the local activities. As many suggest, Monte Sacro should create places for structured activities, possibly along the Aniene river.

Figure 84

S.W.O.T.

STRENGTHS **WEAKNESSES** **OPPORTUNITIES** **THREATS**

A S.W.O.T. analysis helps to aggregate data in attempt synthe-size crucial points that may affect future action in the neighborhood. We chose to utilize this method because it seemed to be the most use-ful for separating the internal and external factors which our neigh-borhood faces. Ultimately, the strategy is also useful for determining present day benefits and drawbacks

STRENGTHS

- **Relatively high wealth**
- **Low % of renters, high ownership**
- **Low unemployment**
- **Extensive public transportation network**
- **Existing public spaces**
- **Green spaces: Parco Sempione, Parco Simon Bolivar, Mercato della Verna**
- **High density**
- **Compact development**
- **Long, important history**

Overall, the neighborhood of Monte Sacro has many strengths that foster livability, image making, and activity on an urban scale. The high relative wealth (compared to many periphery neighborhoods) combined with low unemployment provides a strong economic base for Monte Sacro, all but eliminating urban poverty issues that other neighborhoods must cope with. Regarding infrastructure, the 13 key bus lines as well as the installment of the Conca D'Oro metro station make Monte Sacro well connected to the rest of Rome, easing access to jobs, shopping, and recreation. Furthermore, the abundance of existing public space and parks provide the neighborhood's residents with areas to relax, congregate, and play. Combined with the high density compact development of the area, these spaces are conveniently accessible by foot. The most important asset of Monte Sacro is arguably its important history within the city of Rome. The residents understand this importance and are willing to fight for improvements. Monte Sacro has many strengths that create a sturdy foundation with which to implement urban design initiatives off of.

WEAKNESSES

- **Illegal smelting by river**
- **Pollution from cars and smelting**
- **Pedestrian safety due to heavy traffic**
- **Poor public space/street maintenance**
- **Theft**
- **Presence of drugs in public space**
- **Shop closures from external market pressure**

Monte Sacro has many strengths, however, like any neighborhood, problematic issues exist as well. One of the largest issues relates to ground, air, and water pollution. High car ownership and use adds to the issue of air pollution in the neighborhood. This heavy traffic contributes to a lack of pedestrian safety and impedes access to community assets like parks and markets. Moreover, the streets are improperly maintained by AMA, creating unsanitary and unsafe conditions for cars and pedestrians. There is also an issue of theft and drug use throughout the neighborhood. One of our residents described how, between his business and home, he had been robbed 6 times in less than 10 years. And almost every resident mentioned the heavy presence of drugs at the parks, especially near Piazza Sempione. Additionally, external market pressure on the neighborhood has led to various store closings, adding some economic pressure to the community. These issues, while sometimes severe, can be addressed and alleviated. Lastly, Illegal smelting operations by the river release toxic contaminants into the air while the byproduct of this industry is dumped, untreated, into the river. This pollutes the groundwater and the toxic fumes settle over the Monte Sacro community. This activity is not carried out by local residents. The scale of this transient, illegal operation is a topic of debate but its existence is alarming regardless.

Figure 85

OPPORTUNITIES

- **Influx of young families**
- **Potential for nightlife**
- **Strong markets (north and south) ripe for improvement**
- **Most streets are candidates for complete/ green street renovation**
- **Public amenity provision**
- **Opportunity for green space connectivity**
- **Riverfront reclamation**
- **Capitalize off of garden city history**

Additionally, Monte Sacro has many opportunities for future improvement. First, there is opportunity for improvement is the potential redesign and/or renovation of the markets in the north and south of Monte Sacro. There is also opportunity to establish a nightlife district. These hubs of civic engagement and commercial activity are crucial community centers that require attention in any future plans for the neighborhood. While hubs are important for livability, streets are crucial for activity. Most of the arterials and arterial connectors in the area are primed for green/complete street renovations. However, providing space for civic engagement and creating an image for Monte Sacro is similarly essential to improving its urban integrity. While public and green space abounds, the current use of these areas is upsettingly weak. The piazzas, once proud Italian public spaces, have been converted into parking lots, and the parks have fallen into disrepair and are often frequented by drug addicts. A prime opportunity to reclaim the public spaces, green spaces, and the riverfront is clearly evident. Monte Sacro was designed as a garden city and should capitalize off that history by improving the available public and green spaces.

Figure 86

THREATS

- **Governmental barriers and bureaucracy**
- **Conservative public opinion**
- **Funding**
- **Privatization of the river – Horse Trail**
- **Driving culture**
- **Weak street/public space culture**
- **Strong private life culture**

There are many opportunities in Monte Sacro that can potentially bolster revitalization plans, but threats to advancement also exist. Street and public space renovation plans may face strong opposition if the plans impede traffic. This is due to a strong driving culture in the neighborhood, creating a condition that favors an auto-centric, rather than pedestrian, focus on urban activity. Furthermore, many residents described a strong private life culture in the neighborhood, further complicating the acceptance of public space improvements. And while there are opportunities to improve Monte Sacro's green spaces, privatization of the riverfront and areas surrounding the parks will complicate creating connectivity and promoting use by the residents. Finally, the greatest threat to improvement in Monte Sacro is the conservative public opinion coupled with bureaucratic and governmental barriers. Specifically, finding funding for projects will be difficult given the current economic state of Italy and the focus on other necessary projects. While current issues threaten the success of projects in Monte Sacro, we believe that none of the barriers are too difficult to overcome.

Figure 87

DESIGN
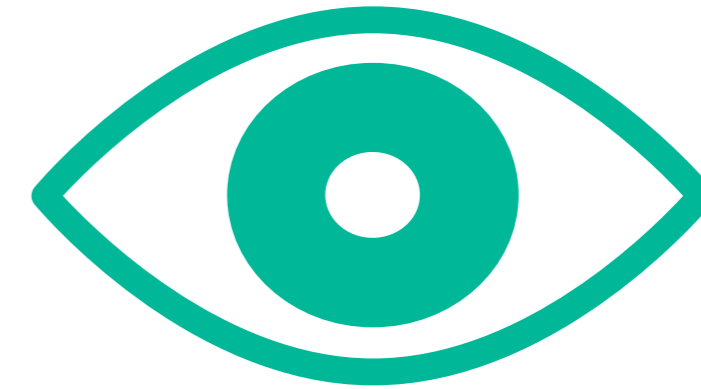
We aim to make Monte Sacro *a more livable and complete community*. Our focus lies in making the neighborhood more *walkable and safe* for all people, regardless of age or ability, by *transitioning from an auto to pedestrian oriented model.* To *create a sense of place* in Monte Sacro, we strive to *incorporate community culture and history* in our efforts. In doing so, we wish to ensure our interventions *retain a healthy balance of social, economic and ecological sustainability.*

DESIGN GUIDELINES

NETWORK OF SPACES

Creating a cohesive network of spaces is crucial to designing a complete urban fabric. A high functioning infrastructural network contributes to creating nodes of activity. Our designs will create a collection of spaces, embodying individual character and promoting connectivity. Additionally, we hope to include active edges and connect Monte Sacro to adjacent neighborhoods. Creating progressive wayfinding systems will enable discovery and exploration within the neighborhood. Lastly, improving the transit system integration will improve accessibility within and outside of Monte Sacro.

PLACEMAKING & IMAGEABILITY

Placemaking efforts are particularly important to developing a sense of image for Monte Sacro. This will aid the neighborhood's feeling of individuality compared to other peripheral areas. Installing attractive unique elements within spaces will ensure increased pedestrian activity by means of greater amenity provision, improving placemaking in Monte Sacro.

WALKABILITY, ACCESS & SAFETY

Increasing walkability, access, and safety in Monte Sacro is important to livability. Neighborhood interventions that promote these concepts will provide the foundation for creating a human scaled community. A focus on walkability, access, and safety will also develop a sense of cohesiveness within the neighborhood at large. Furthermore, we aim to improve crosswalk safety and develop strategies to slow traffic in our redesigns, stressing the importance of the pedestrian over the automobile.

GREENERY & SUSTAINABILITY

Introducing more greenery and fostering sustainability in Monte Sacro is also of interest. This includes improving stormwater management, installing porous streets and pavers, and planting indigenous species. We will also consider the feasibility of introducing renewable energy in our designs and sourcing products and elements from local vendors and suppliers. Encouraging social and sustainable gardening is also valuable.

RESPECT CULTURE AND HISTORY

Respecting Monte Sacro's community culture and history is vital to our design guidelines. According to our vision, community culture provides opportunity for interaction. It also allows opportunities for citizens to claim ownership over their neighborhood and to develop a sense of pride for their community. Monte Sacro's garden city history is valuable and it would be advantageous to blend the historic character of the city with modern design interventions to enhance the area. It is also important to attend to the needs of disparate age groups so that spaces are created that serve all demographics.

VALUE OF URBAN DESIGN

Garden City Development Over Time

The concept of the garden city, as proposed by Ebenezer Howard, has changed over time and influenced many different planning theories. Garden city ideals are at the core of cities all over the world including new towns in Europe, greenbelt cities, town planning of British colonial Africa, and many private developments. One can see the legacy of the garden city in the modern planning practices it inspired such as zoning codes, balanced communities, decentralization, greenbelts, the benefits of nature in the city, and the importance of healthy urban environments (Larice, et al 2007).

In his MIT introduction for Ebenezer Howard's **The Garden Cities of Tomorrow**, Lewis Mumford goes into detail about the many benefits of the garden city. Lewis Mumford then goes on to be an advocate of Garden City ideas in the United States as a founder of the Regional Planning Association of America. The Garden City movement also inspired part of the City Beautiful movement of the 1930s, and the development of over thirty-two New Towns in England over a thirty year period after WWII. Later on Henry Wright and Clarence Stein's Radburn plan in New Jersey were also influenced by the garden city movement. Their emphasis on the neighborhood unit is seen in the smart growth and new urbanism movements efforts to design walkable communities.

"One can see the legacy of the garden city in the modern planning practices it inspired."

More modern and contemporary planning theories that have roots in the Garden City movement are the Smart Growth and New Urbanism movements. The Smart Growth movement emerged in 1990 and clearly incorporates the ideals of Howard and Olmsted with the implementation of greenbelts. The New Urbanism movement of 1996 advocates for sustainable development, walkable neighborhoods and mixed housing and job types, which are elements of Howard's Garden City. Beyond the New Urbanism movement there is a more current sustainability movement that touches on some of the same principles Howard first envisioned in his cities (Larice, et al 2007).

Our Perspective on Urban Design

Our team believes that there is a great deal of value that can be added to a community through a successful urban design strategy. In this section we will briefly explain some of our impetus in endeavoring upon an urban design plan and hopefully reinforce the motives behind our scheme to improve the public spaces of Monte Sacro.

First, a British design group, Design Council, suggests that there are economic benefits for a community that has urban design. It can improve property values, increase foot traffic and business for retail companies, amongst other things. Second, a successful urban design can have a positive impact on the physical and mental health of its community. A green environment that offers opportunity to participate in physical activity has a beneficial effect on both of these factors of health. Another benefit that a successful urban design offers is a decrease in crime and fear of crime in a community. A design that includes effective use of lighting can decrease crime. It is also arguable that community gardens and secure spaces can decrease crime in a neighborhood (Urban Design, 2014)

All in all, we hope to focus on both practical and aesthetic aspects of planning and urban design, not sacrificing function for form while acknowledging the economic and social factors which accompany any urban design strategy.

METHODOLOGY

What we want to accomplish…

Our vision is,"to make Monte Sacro a more livable and complete community. Our focus lies in making the neighborhood more walkable and safe for all people regardless of age or ability, by transitioning from and auto to pedestrian oriented model. To create a sense of place in Monte Sacro, we strive to incorporate community culture and history in our efforts. In doing so, we wish to ensure our interventions retain a healthy balance of social, economic, and ecological sustainability." In this respect, we want to make a lively pedestrian environment by increasing sidewalks as well as crosswalks, landscaping green spaces, planting more trees along the streets, and accommodating bicycles. We also preserve existing heritage areas, such as the statue in front of Piazza Sempione, the ancient stone in Parco Sempione, and Ponte Nomentano and connect to our re-design to strengthen a sense of community pride. With new designs of parks, streets, piazzas and riverfront, we hope to encourage pedestrians to use the space, promote citizen interaction in community life, and ultimately create lively, attractive and safe community.

Methodology

The main goal we strive to meet in designing Monte Sacro is to promote high quality pedestrian-oriented streets and landscapes. Based on EPA Green Streets and Complete Streets, we examined poorly located and designed existing space and proposed future designs according to the hierarchy of public spaces by means of their size, location, and usage. The key features related to the public domain are network of spaces, placemaking, walkability, access, safety, greenery and sustainable, and respect community culture and history. We believe a cohesive network of spaces is crucial to complete urban design, and placemaking is important to develop a sense of image for Monte Sacro. To increase connectivity between public spaces, we consider the transportation and street connection, extend sidewalks,

and add bike lanes. We also think increasing walkability certainly creates a more connected street network. Creating more greenery and sustainable spaces will improve the health of residents, and respect community culture and history can develop individuality.

We observed a lack of maintenance and low planting in public domain. Thus, we suggest to promote green streets and spaces through tree planting. Roads are designed with specific types including street planting, sidewalks, bike lanes, amenities and lights that result pedestrian-friendly and unified streets. The guidelines assist to coordinate public elements and provide the opportunity to develop creative as well as alternative design solutions.

When creating the new designs, questions like the following were considered: "What is the current function of the area?" "How does the space connect to its surrounding?" "What would citizens want this to be?" Redesigns embrace basic elements of public domain, including trees, lightings, and amenities. As one of the priorities of city needs, we integrate parking structure with open spaces like car garden and design underground parking to accommodate cars. Incorporating additional amenities such as bike racks and cafe tables also improve the visual environment. New development of the riverfront particularly reconstruction with opportunities to incorporate sustainable design features.

We ensure every member is involved, understands the process and knows what changes are planned for what purpose. We drew everything and worked together to color and make pattern on the plans. We drew top-down aerial views with trees, lighting, and pavement in a specific order. With this approach, all the designs are uniform and coherent.

"We ensure every member is involved, understand the process and knows what changes are planned for and for what purpose."

REDESIGN CHALLENGES

Based on our observations the last few months, Monte Sacro faces a diverse set of challenges, the most problematic being a lack of funds. Financial constraints in Italy are being felt at all levels and are evident in Monte Sacro's public spaces. When we attended the community meeting in Monte Sacro, many residents were very angry about the lack of maintenance service their neighborhood receives from AMA, the Roman public works service. the excessive trash in the neighborhood was the root of a lot of problems residents had with the neighborhood. It is also an example of the challenges that need to be addressed at the city level instead of the municipio level.

Relative to the previously stated problem, Monte Sacro also experiences bureaucratic problems that limit its developmental feasibility. The structure of Italy's government system is a complex entity that creates a institution where varying levels of governance are disjoint from one another. One reason why this phenomenon occurs is because there are many elected officials. Often times, problems arise in carrying out productive and efficient work related to public development when multiple levels of governance must work together in order to achieve a developmental goal. This bureaucratic leaves residents hopeless about the feasibility of publi Our team believes that there is a great deal of value that can be added to a community through a successful urban design strategy. In this section we will briefly explain some of our impetus in endeavoring upon an urban design plan and hopefully reinforce the motives behind our scheme to improve the public spaces of Monte Sacro.

Another challenge that the neighborhood faces is NIMBYism— an acronym that stands for "not in my backyard," inhibits change and makes it more difficult to redesign spaces. It becomes a problem in Monte Sacro when people do not want to eliminate parking. For example, citizens complain about the excessive amount of cars outside their homes but they do not want to give up their spots.

This lack of consensus bring up fragmented interests as a challenge in our community. Diverse interests make it difficult to build support for design or redevelopment proposals. In Monte Sacro we have seen disagreement between older and younger populations in the types of changes they would like to see in their neighborhood. Younger populations seem more optimistic about the possibility of changing the neighborhood. This is very different from an elderly woman we spoke to who liked the idea of change but was so caught up in the hopelessness caused by red tape that she immediately shot down all proposals.

"Citizens complain about the excessive amount of cars outside their homes but they do not want to give up their spots…"

PLACEMAKING

Placemaking, as a concept, describes a neighborhoods ability to become an active, visible, and memorable center of social interaction and public life. In general, one must make a designation to attempt to create a 'place' as these are very often different than 'designs.' Planning places with a myriad of activities and opportunities for engagement adds a special dimension that extends beyond a purely physical design; in other words, placemaking is like spatial social engineering.

Jay Wallijasper, author of *The Great Neighborhood Book: A Do-It Yourself Guide to Placemaking*, argues that there are four things that make a place – no matter what the area is– a thriving space. Specifically, he says that a good space promotes social interaction, creates opportunity for people to participate in a variety of activities, is comfortable and appealing to the eye, and is accessible are what contribute to a successful place. Our designs strive to reflect suggestions that Wallisjasper mentions in order to create valuable and usable spaces (Walljasper, 2007).

A few concepts that are integral to the promotion of placemaking are:
- **Developing a vision –** creating a cohesive identity and scheme for public space in the neighborhood allows a seamless and identifiable character for the users
- **Using the community as the experts –** listening to the needs, wants, and complaints of the members of the community can add invaluable insight into pinpointing which intervention will have the most efficacy
- **Triangulation –** this component of placemaking refers to the utility and convenience of locating uses together, in turn creating synergies between the activities and producing more lively and active places
- **Form that supports function –** this concept refers to the unfortunate circumstance in which spaces are designed without planning or flexibility for future uses; the preferred strategy would be to plan the space and design around the uses instead of the opposite.

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- **Start with petunias (Even little changes can help) –** incremental changes like planting flowers helps to show people that a space is cared for, leading to further changes
- **Access –** providing access via car, bus or even just by making a neighborhood walkalbe can help to engender a sense of place, as places are only as good if they attract and facillitate quality and valuable visits. In short, furnishing good public transportation infrastructure, comfortable walking paths and strategic parking choices allows places to add the maximum value to the community.
- **Adaptivity – In the long term, placemaking encompasses** planning your design to inorporate new changes in the communiity, being flexible to changes to shifts in use and character. In the short term, adaptivity deals with finding ways to engineer short term changes in a space to support more spontaneous or planned events.

Activities and "The Power of 10"

The publication "A Guide to Neighborhood Placemaking in Chicago," identifies a concept called the "Power of 10." It emphasizes the importance of the activities in the neighborhood in order to encourage people to participate in and promote placemaking. We designed public spaces in Monte Sacro for functional uses, rather than just for the aesthetic reasons. This provides many useful activities and ultimately changes it from an unenergetic image to an active and livable community. For example, when we redesigned Mercato Della Verna, we added picnic tables and a playground in addition to greenery.

NODES AND CONNECTIVITY

Our various design interventions will strongly alter nodal connectivity in Monte Sacro. Currently, heavy car traffic along Via Carnaro, Adriatico, and Nomentana fragments the neighborhood and isolates pedestrians in the northern node around Mercato della Verna and the southern node around Piazza Sempione. Almost every piazza is used as a parking lot, further inhibiting access movement. Little foot traffic has been observed between the north and south although parking demands are increasing due to higher car ownership. While our redesigns are site specific, they aim to alleviate this connectivity issue on a neighborhood scale. As a spatial unit, our interventions focus on exciting pedestrian traffic in the Mercato della Verna node, Piazza Adriatico, Viale Adriatico, Piazza Gargano, Piazza Sempione, and the riverfront area.

By promoting this pedestrian activity, a corridor from north to south will be formed, moving residents of Monte Sacro wherever they choose to go. Mercato della Verna and Piazza Sempione, Piazza Adriatico, Via Adriatico, and Piazza Gargano will join to become a crucial connection joint. This extended linear stretch will be pedestrian focused and extremely well connected with expanded raised crosswalks, traffic blocking swales, and reclaimed public spaces at crucial junctions (Piazza Adriatico and Gargano). This arm of the corridor stretches towards Piazza Sempione which will host a newly renovated design, almost exclusively focusing on the pedestrian experience. This piazza will act as the southern anchor to our new connectivity concept.

Furthermore, the two piazzas along Via Carnaro will act as insular neighborhood nodes, catering to families on the western side of the study area. While this portion of the neighborhood may be further away from the new pedestrian corridor, they will still be able to enjoy the benefits of well designed public space. Overall, this new traffic scheme will connect previously disconnected portions of the neighborhood, creating new activity centers and increasing social and economic enhancements in Monte Sacro.

Mercato Della Verna
Piazza Carnaro
Piazza Adriatico
Piazza Gargano
Piazza Sempione
Parco Sempione
Riverfront

0   25   50   100   200m

Figure 88

ELEMENTS OF THE PUBLIC DOMAIN

In this section, we will describe the elements of public domain we have chosen to focus on to improve the public spaces in Monte Sacro. For the purposes of this book the public domain we refer to is Monte Sacro in general; however, there are specific examples of the elements of public domain that we are improving in the redesign proposals. The sites we have chosen to focus on encompass specific piazzas and parks and three types of streets: arterial streets, arterial connectors, and residential/tertiary streets.

Floorscape

The floorscape in Monte Sacro will be different for the sidewalks, streets, pedestrian crosswalks, bike lanes and parking areas. Because we are incorporating green streets and complete streets into Monte Sacro, it is important to incorporate porous pavements for correct storm water management. Figure 89 shows the type of porous concrete that can be used for the bike lanes. Common concrete will be used on a larger scale to cover sidewalks because it is less expensive. The next image is an example of the porous pavement we imagine in the parking areas. A similar tone would be used.

Different crosswalks will be used based on the area. In general, the cross walks should look like the pavement in figure 90. The only exception to this image are raised crosswalks (figure 91) that have the same pavers over a small bump. Figure 89 also depicts the pedestrian refuge concept we want to implement in Piazza Sempione. Figure 92 is an example of a nicer sidewalk with pavers that you would find in a piazza instead of simply along a street.

Figure 90

Figure 91

Figure 92

Figure 89

Technology

In terms of increased technology, we think Monte Sacro should have real time bus signs at the major bus stops like Parco Sempione. Public spaces should also have free wifi allowances. Major intersections could include bike sensors that make it easier for cyclists to ride bikes in the neighborhood. These same intersections should have traffic lights that change when there are ambulances.

Landscape & Greenery

We envision uniform plantings throughout the neighborhood that can be divided in to formal and naturalistic areas. The majority of plantings will be formal low-lying planters as seen in figure 93. More naturalistic plantings will be used along the riverfront, incorporating indigenous plants and eliminating invasive species. Along the riverfront we would also like to include a natural water filtration system along the running trail to catch the run-off from the grade change. The trees in the neighborhood need to be deciduous in order to have enough sunlight in the winter.

Figure 93

Lighting

Lighting is a very important element that can increase safety in a space. Ideally, we would like to include LED street lighting because it is most energy efficient. In the parks and public spaces we envision gas lamp style lights as seen in the adjacent images.
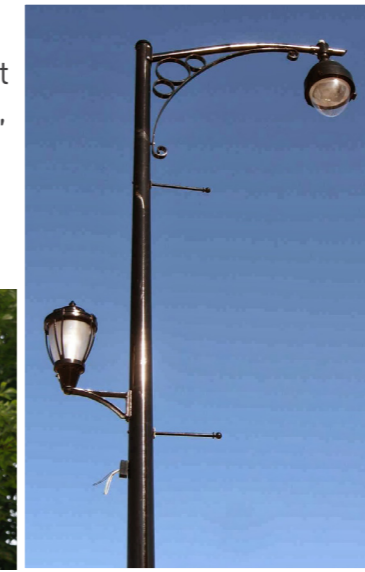

Figure 94

Figure 95

Furniture

Uniform benches, drinking fountains and play equipment throughout the neighborhood are necessary to create an image specific to Monte Sacro. We also want to incorporate the movable chairs concept used in Bryant Park, NY (see figure 98) for cafes in the piazza areas.

Figure 96

Figure 97

Figure 98

Signage

In Monte Sacro signage will indicate to drivers when to anticipate pedestrian areas and crosswalks in order to ensure safety. In addition to this, bike lanes and the trails along the river will be marked. An information sign will be included near the bus station next to Parco Sempione in order to inform people about the amenities of the riverfront. There will also be signs that remind people to follow the rules of the park and to dispose of dog waste.

Figure 99

Stormwater Management

According to the green street initiative, we will incorporate a natural systems approach to reducing stormwater flow. Our green streets will feature vegetated curbs, sidewalk planters, landscape medians, vegetated swales, permeable paving, and street trees (EPA 2009).The examples from the EPA below show strategies similar to our project. Each of the planters also has grates to collect storm water.

EXISTING   OPPORTUNITY   IMPLEMENTATION

EXISTING   OPPORTUNITY   IMPLEMENTATION

Figure 100

Bike Path and Furnishings

Creating a bikeway system throughout Monte Sacro is feasible endeavor and beneficial for the community. A bikeway system would foster connectivity, decrease the use cars, encourage an active lifestyle and create a more environmentally conscious community. A bike lane is usually four to six feet wide and can be created at its most simplistic level with a white paint line and an image of a bike symbol painted on the pavement to indicate that the space is reserved for bicyclists (pedbikeinfo.org). In order for bike lanes and routes to be useful for bicyclists, it is valuable to include them on main arterial streets– The City of Toronto's Road Classification system found that bicyclists value biking on main streets (torontocat.ca, 2014). In order for the bikeway system to improve connectivity and to be useful for commuters, it would be valuable to develop a bikeway system that extends into neighboring communities as well. This will increase use of the bikeways system. Maps of the bikeway system can be created to guide bicyclists and encourage the use of this mode of activity. Rental bikes could also be available in order to decrease the barrier to participate for those that do not own bikes.

Mobility Infrastructure

This section overlaps a bit with floorscape. Mobility infrastructure includes crosswalks and bike lanes. In addition to this, we would like to include bike racks in Piazza Sempione, Parco Sempione, Mercato della Verna, and Piazza Gargano.

Figure 101

STREET INTERVENTIONS

INTERVENTIONS

Streets:

(8) Viale Adriatico

(9) Via Carnaro

(10) Via Delle Egadi

    Monte Sacro's unique street and infrastructural design strongly impacts the activity, livability, and image of the neighborhood. Our street redesign efforts follow the theme of increasing these three characteristics through various interventions. To further examine our three overarching themes, the redesigns divide and analyze the different street typologies, primary arterial, secondary arterial connector, and tertiary residential. Specifically, our team utilizes aerial plans accompanied by cross sections to illustrate the street design recommendations. Particular attention has been given to parking provision, pedestrian accessibility, public transportation, and greenery in Monte Sacro. Combined, these foci will aid the reader in grasping our core concept of promoting activity, livability, and image in Monte Sacro's streets. Although street infrastructure is only a portion of what makes neighborhoods function, they are crucial activity centers that can either excite or inhibit growth and vitality in the community. And, as stated previously in the book, a large part of what makes a city great is whether or not these linkages function in a harmonious way, promoting activity (pedestrian and other traffic), livability, and a concrete sense of urban image. Our designs take these core themes into account and express them in the most feasible and effective mode for potential future interventions.
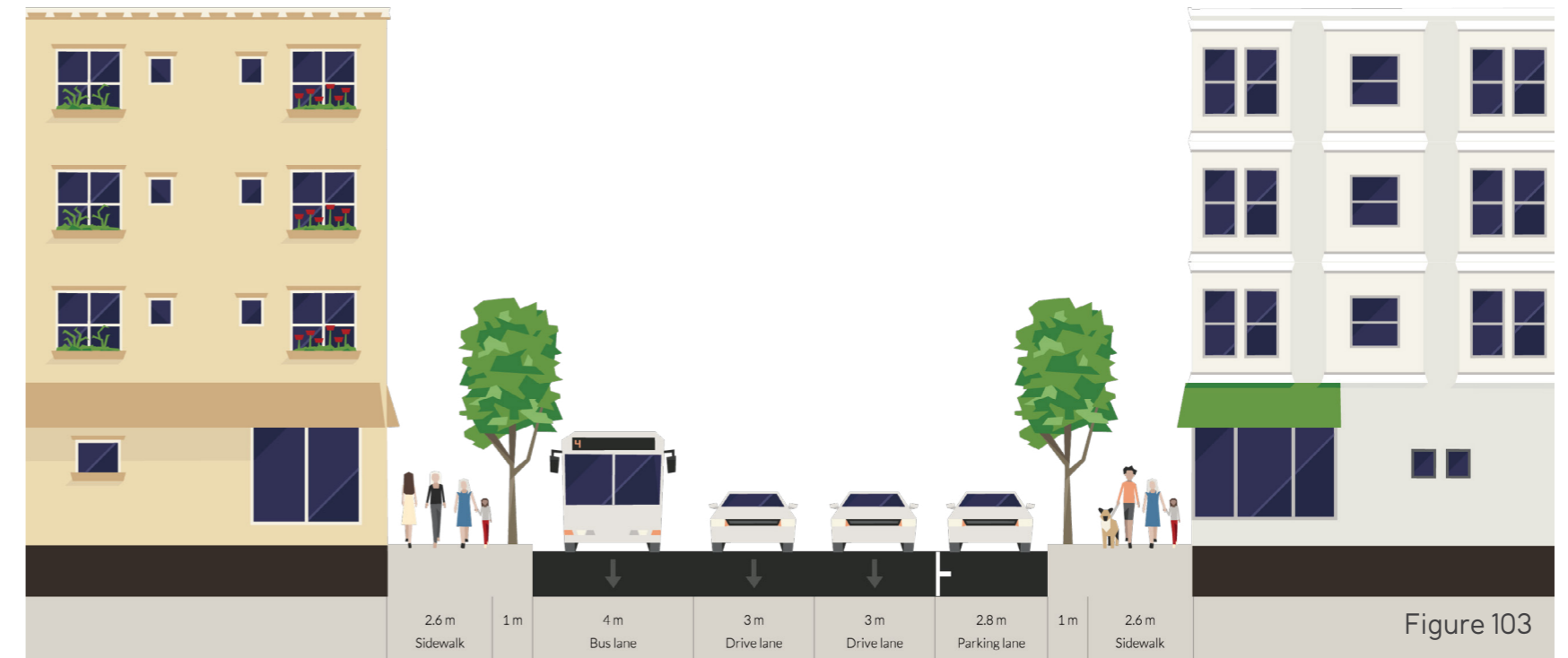
Figure 102

0 25 50   100   200m

VIA CARNARO

ARTERIAL STREET: VIA CARNARO

| 2.6 m Sidewalk | 1 m | 4 m Bus lane | 3 m Drive lane | 3 m Drive lane | 2.8 m Parking lane | 1 m | 2.6 m Sidewalk | Figure 103 |

Existing Conditions Profile:

Monte Sacro's arterial streets, crucial access routes within the neighborhood, serve their primary function well: moving people as quickly as possible through space. However, the pedestrian experience has been severely undermined in the process. Wide, busy, streets combined with limited crosswalks and poor sidewalk conditions make the neighborhood's arterials unimpressive. The pedestrian experience walking along some of the arterials, such as Viale Carnaro, reveals the auto-centric condition of these primary streets. Regarding our design guidelines, the arterials fail to promote imageability, walkability, greenery and sustainability, and respect for culture and history. By strictly focusing on car access, the arterial streets have no identifying character to promote an image or excite pedestrian use. Furthermore, a sever lack of greenery detracts from both sustainability and the historic roots of the garden city.
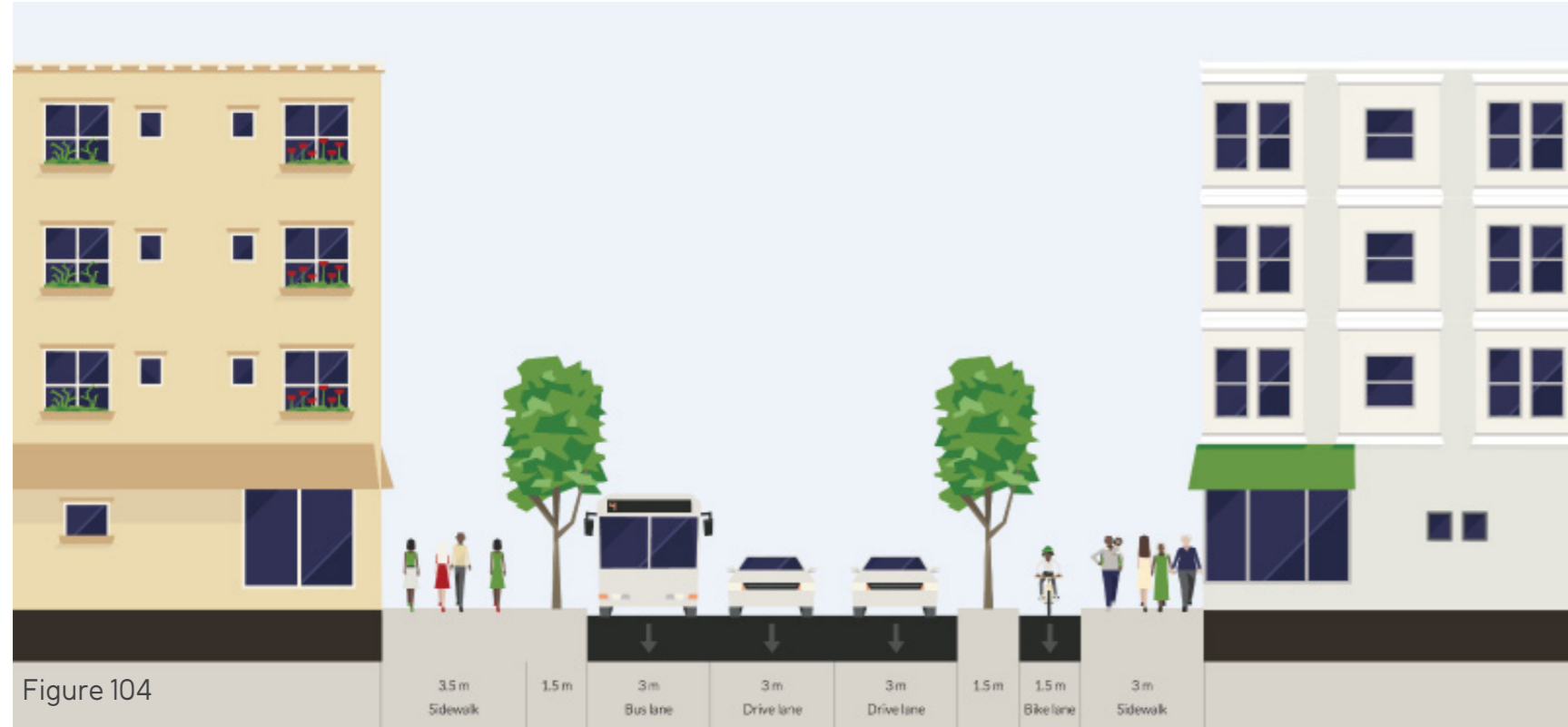
ARTERIAL STREET: VIA CARNARO

Figure 104

3.5 m Sidewalk | 1.5 m | 3 m Bus lane | 3 m Drive lane | 3 m Drive lane | 1.5 m | 1.5 m Bike lane | 3 m Sidewalk

New Vision

In order to improve the current condition of Monte Sacro's arterials, various interventions must be achieved. A few elements of the public domain have been violated, making these streets ripe for improvement. Among those elements are landscape and greenery, walkability, stormwater management, and traffic flow. Our redesign efforts directly address the violation of these elements. Research on green street design efforts published by various cities and the EPA helped provide a framework for our plans. Specifically, an arterial green street renovation in Portland Oregon proved to be particularly relevant. Located on the periphery of Portland, 102nd Avenue was very similar to present day Viale Carnaro. Boasting seven foot wide sidewalks,

no greenery, and mainly commercial property lining the street, 102nd Avenue had few amenities and no appeal. However, the Portland City Council decision to renovate the mile long stretch completely changed the image of the street. By integrating a bike lane, green swales, expanded sidewalks, and public art and landscaping, the nature of the street shifted. The area became highly accessible and usable for residents, promoting activity and placemaking on the arterial. Similarly, our team's redesign incorporates green swales for runoff filtration and aesthetics, and expanded sidewalk to encourage walkability and access, and parking reimagination to provide the space for these amenities. Our simplistic approach to this intervention will hopefully be the most impactful as well.
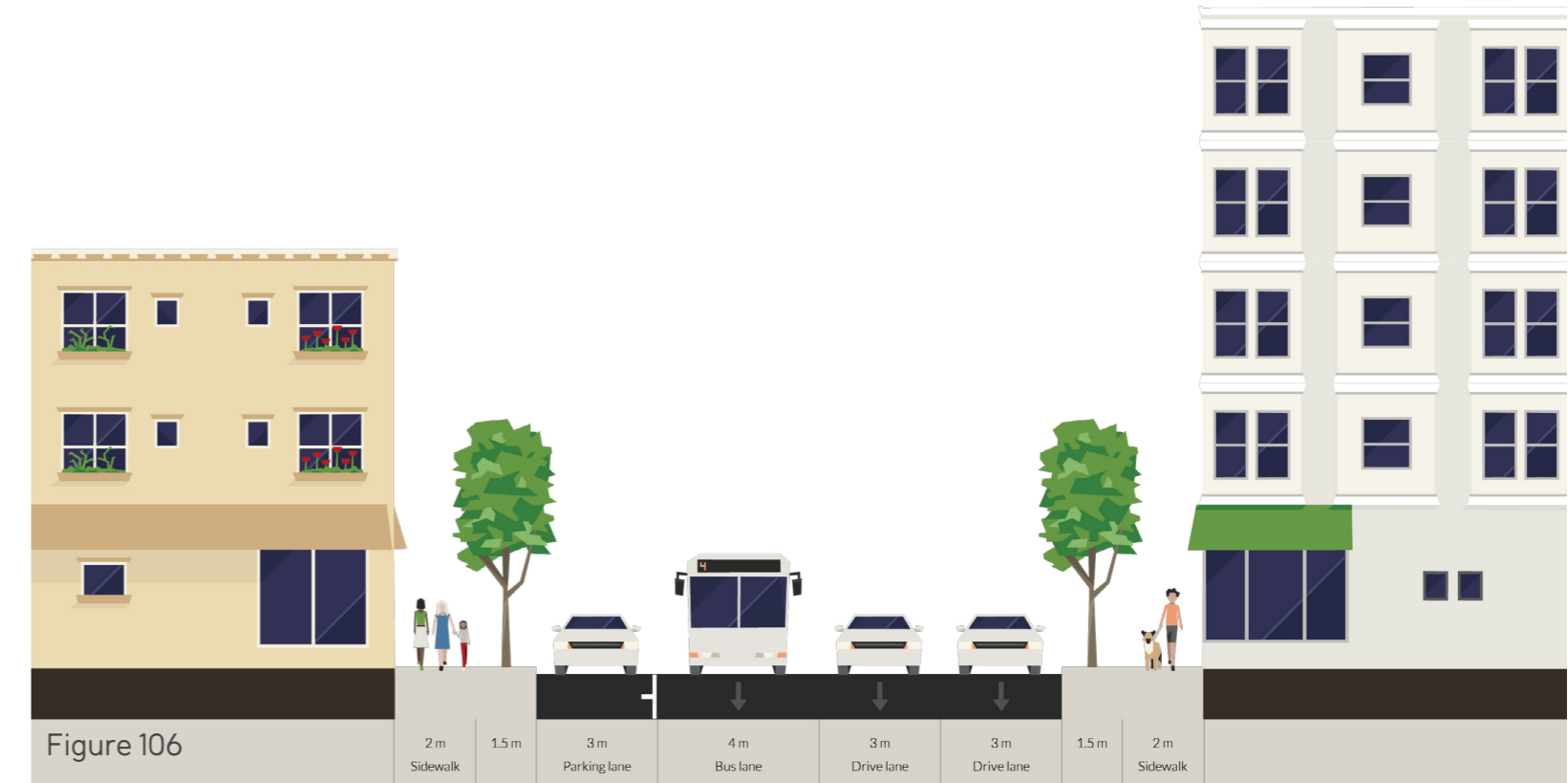
Figure 105

N

0   5   10   20   30   40 Meters

ARTERIAL CONNECTOR: VIALE ADRIATICO

VIALE ADRIATICO

Figure 106

| 2 m Sidewalk | 1.5 m | 3 m Parking lane | 4 m Bus lane | 3 m Drive lane | 3 m Drive lane | 1.5 m | 2 m Sidewalk |

Existing Condition Profile:

Viale Adriatico is a long street that connects the south and north parts of Monte Sacro. Though the street is one way and has low traffic flow during the day, cars and public transit regularly threaten pedestrian walkways. In fact, it currently has insufficient crosswalk, sidewalks and bike lanes. Cars are the dominant actor on this street, not the pedestrian. The sidewalks are cramped so walking in the neighborhood is not as inviting as it could be.

Reccomendation:

These planters take advantage of a pedestrian sidewalk formation on larger arterial streets to form new areas for storm water recharge.

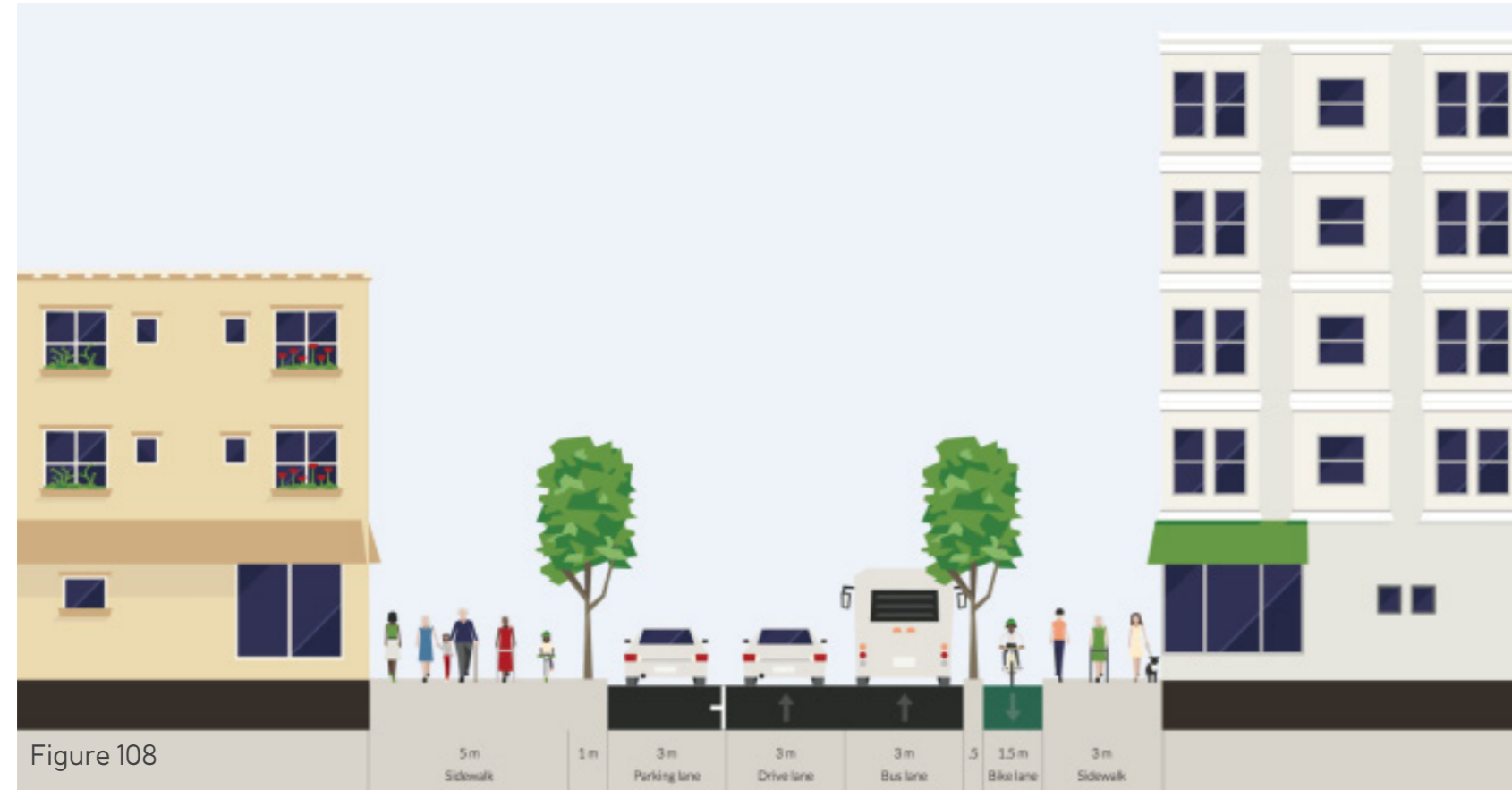Figure 107

ARTERIAL CONNECTOR: VIALE ADRIATICO

Figure 108

5 m Sidewalk | 1 m | 3 m Parking lane | 3 m Drive lane | 3 m Bus lane | .5 | 1.5 m Bike lane | 3 m Sidewalk

New Vision:

To reinforce connectivity and accessibility from the south to north, we not only expand sidewalk, but also include bike lanes that encourage pedestrians and cyclists. In an effort to create a green image and a sense of safety, street plantings are placed between the car and bike lanes. Because parking space is necessary for business as well as social activities along the street, we keep the forty-five degree angle parking spaces. In addition to widening the sidewalk, we add hedges and benches to make it a more pedestrian-friendly street. Finally,

trees and lighting unify the street and benches to make it a more pedestrian-friendly street, insulated from the traffic bustling by. Finally, trees and lighting help to unify the street, keeping a consistent pattern and flow throughout its length.

Figure 109

(A) Outdoor seating areas replaces parking spots

(B) Lights for cars strung between buildings

(C) 1 story street facing commercial uses

0 5 10 20 30 40 Meters

RESIDENTIAL STREET: VIA DELLE EGADI

VIA DELLE EGADI

Figure 110

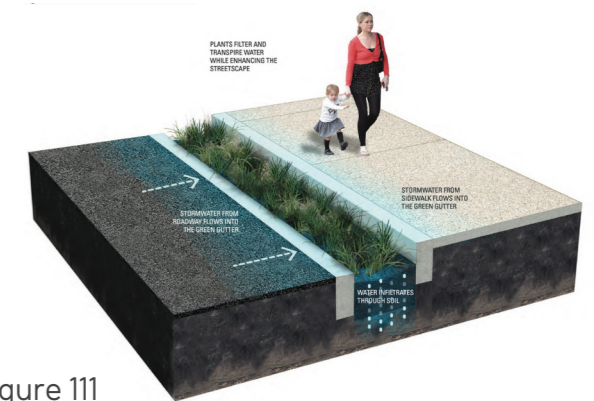| 1.4 m | .4 | 2.4 m Parking lane | 3.4 m Drive lane | 2.4 m Parking lane |

Existing Conditions Profile:

Overall characteristics of most residential and tertiary streets in Monte Sacro are that they are narrow streets lined with houses. There is usually a form of barrier intimidation that distinguished private property from the street. There are often few sidewalks, or just a sidewalk on one side of the street. In addition, the streets are often narrow and lined up with cars on either side, making it difficult for cars and pedestrians to safely navigate the street. Street pavement is in moderate condition, on average.

Reccomendation

The green swale depicted here is indicative of green, passive technology which would benefit our neighborhood's large amount of small streets and alleyways, turning them into sustainable elements.

Figure 111

Figure 112

2 m
Sidewalk

1 m

3 m
Drive lane

4 m
Perpendicular parking

Figure 113


0   2.5   5   7.5   10   15

New Vision:

To improve the condition of residential streets and continue to work towards creating complete streets in Monte Sacro, we aim to create sidewalks to improve walkability and safety. Our design hopes to foster greenery and sustainability in the neighborhood by being mindful of the existent trees in the residential neighborhoods when re-designing the area and by planting additional trees where appropriate. To respect community culture and history, a historical neighborhood sign could be displayed near a street that has many original villini homes to celebrate Monte Sacro's past. This would also support our goal of creating an image for the neighborhood. To encourage a net-work of spaces, the roads will be wide enough for cars to pass and in good condition.
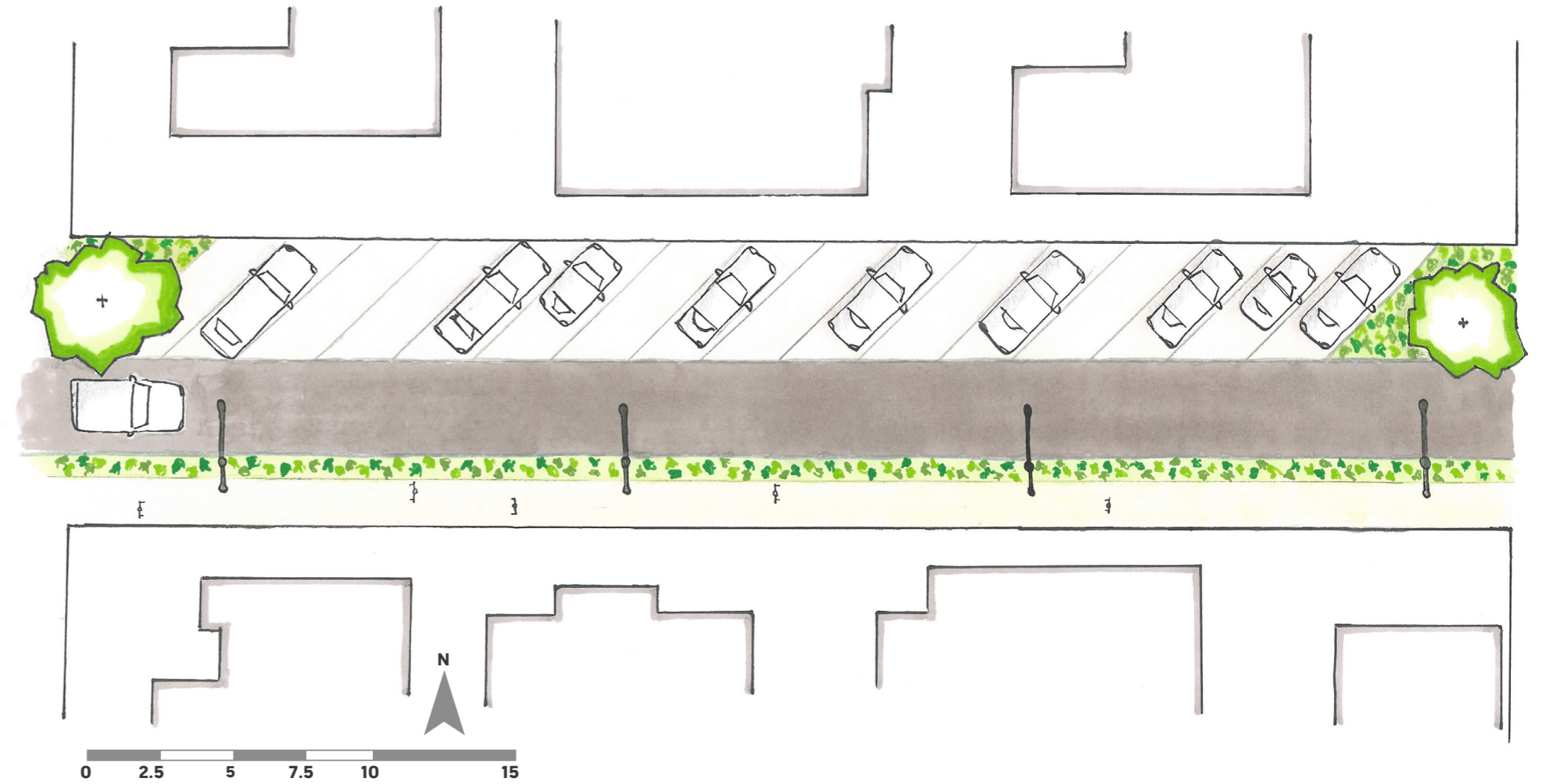
PIAZZA INTERVENTIONS

INTERVENTIONS

Piazzas:

① Piazza Carnaro

② Piazza Gargano

③ Mercato Della Verna

④ Piazza Adriatico

⑥ Piazza Sempione

There are many piazzas in Monte Sacro including Piazza Sempione, Piazza Gargano, Piazza Carnaro, and Mercato Della Verna. Though piazzas are commonly intended to provide community space for residents, the piazzas in our neighborhood do not achieve this purpose. We realized the main problems are the lack of maintenance, insufficient amenities, lack of greenery, and low connectivity between these piazzas. To attract more people and enhance livability, we formulate new designs that not only have better connection to surroundings, but also offer benches and tables so that people sit and spend time in the spaces. Because these piazzas have a place in Monte Sacro has a long history, we also incorporate their historical as well as cultural identities. For example, we propose to change Piazza Sempione from a free parking lot to a wide open space, where residents can meet in front of the city hall, go to church, and socialize in the center of the neighborhood. Our proposal for Piazza Sempione would take it back to its original use as a meeting place for the community.

Figure 114

0 25 50 100 200m

PIAZZA SEMPIONE

Exisiting Condition Profile:

Piazza Sempione, the historic and current focal point of Monte Sacro, hosts city hall, ICP housing, a post office, and various commercial and residential spaces. The multipurpose nature of the space combined with its close proximity to Parco Sempione, the market in the South, and Via Nomentana makes the piazza the primary anchoring node for the neighborhood. However, this historic piazza is riddled with prob–lems. Almost the entire floorscape of the piazza has been converted into parking, making it unusable for pedestrians. Furthermore, a main arterial connector run directly through the piazza. Combined, these issues violate every design guideline we established. People cannot access the space, the historical integrity has been ruined, the area is disconnected from the rest of the neighborhood by traffic, and very few trees and greenery inhabit the piazza.

Current Activities:

You can park your car, meet on the church steps, grab a coffee, chat at the bar, send a package, or converse under the city hall portico.
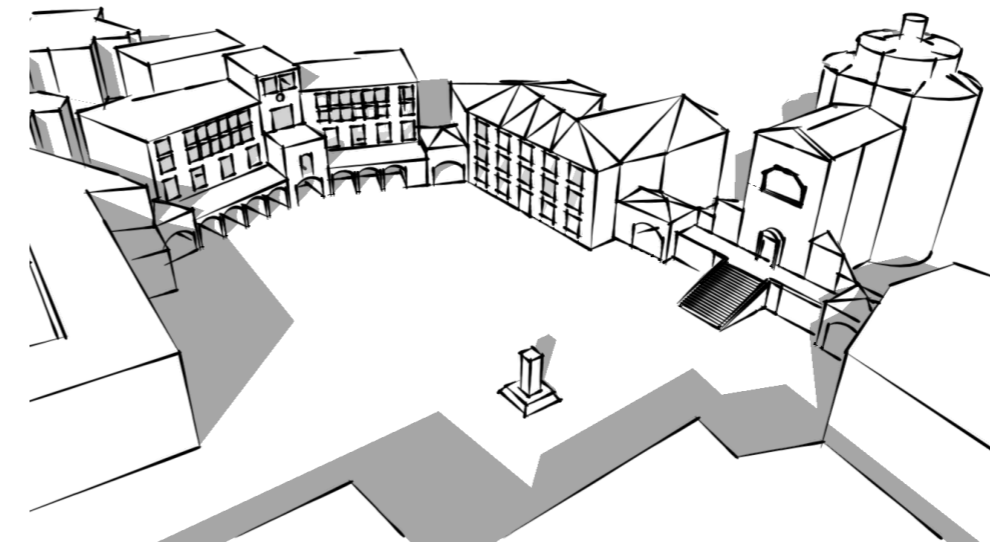

Figure 115

Exisiting Condition Photo:

Figure 116

Main Issues:

- No room for pedestrians
- High Volume Traffic and unsafe environment
- Public Buildings not receiving spotlight they deserve
- No lively commercial or retail environment to draw users
- Little opportunity for citizen interaction
- Low aesthetic quality provided in the square

New Vision:

Our team discussed many ways to improve the design of Piazza Sempione, but narrowed our visions into a cohesive design that efficiently relocates cars, opens the space for pedestrian use, adds greenery, improves walkability and safety, while simultaneously reestablishing the piazza's image.

Regarding parking, our intervention moves the parking spaces in the center of the piazza to the back of city hall (in a pre-existing parking structure that will be expanded or to the parking lot proposed under the Park to be mentioned later) and along the arterial connector that runs through the space. While we considered diverting traffic entirely away from the piazza, our team determined that this wasn't feasible due to the amount of traffic in the node and the inability to widen lanes along the Via Nomentana. Instead, we created a pedestrian sanctuary in the center of the arterial connector to improve walkability across and into the space.

Furthermore, the floorscape has been repurposed to focus on the Virgin Mary statue in the historic center of the area, on axis with the front of the church. Radial lines emanate from this point, drawing pedestrians to this focus and promoting interaction. The floorscape has also been adjusted so that the ground is now uniformly graded and has only one type porous paving. Trees have been added along the median and curb line to add aesthetic beauty and create a barrier between pedestrians and traffic. This design satisfies our main guidelines and will improve the value of the piazza as a piece of the southern node.
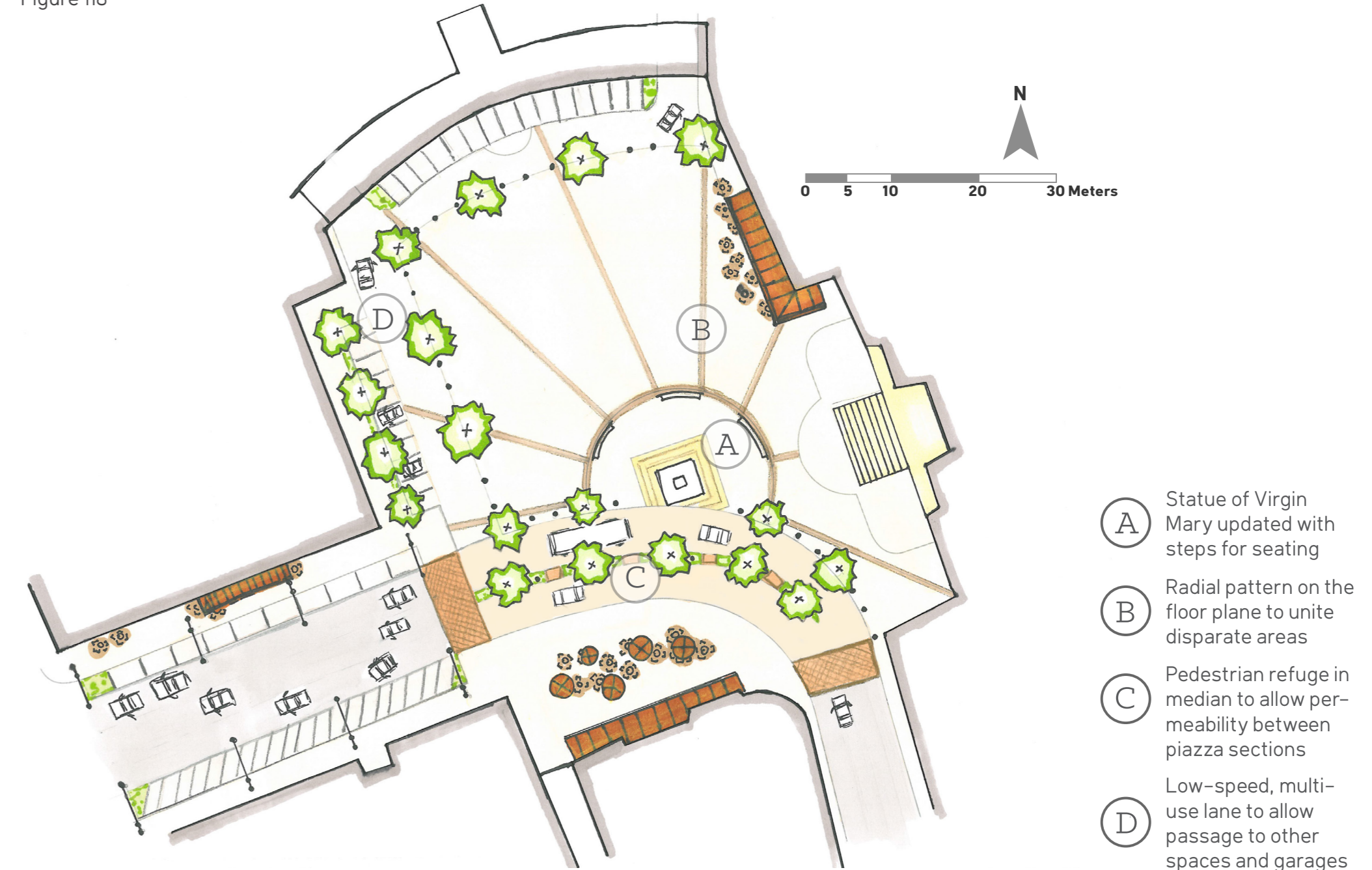

Figure 117

The Campo, in Siena, provided inspiration for our radial paving design in Piazza Sempione. We think this design helps to visually orient the user and anchor the space.
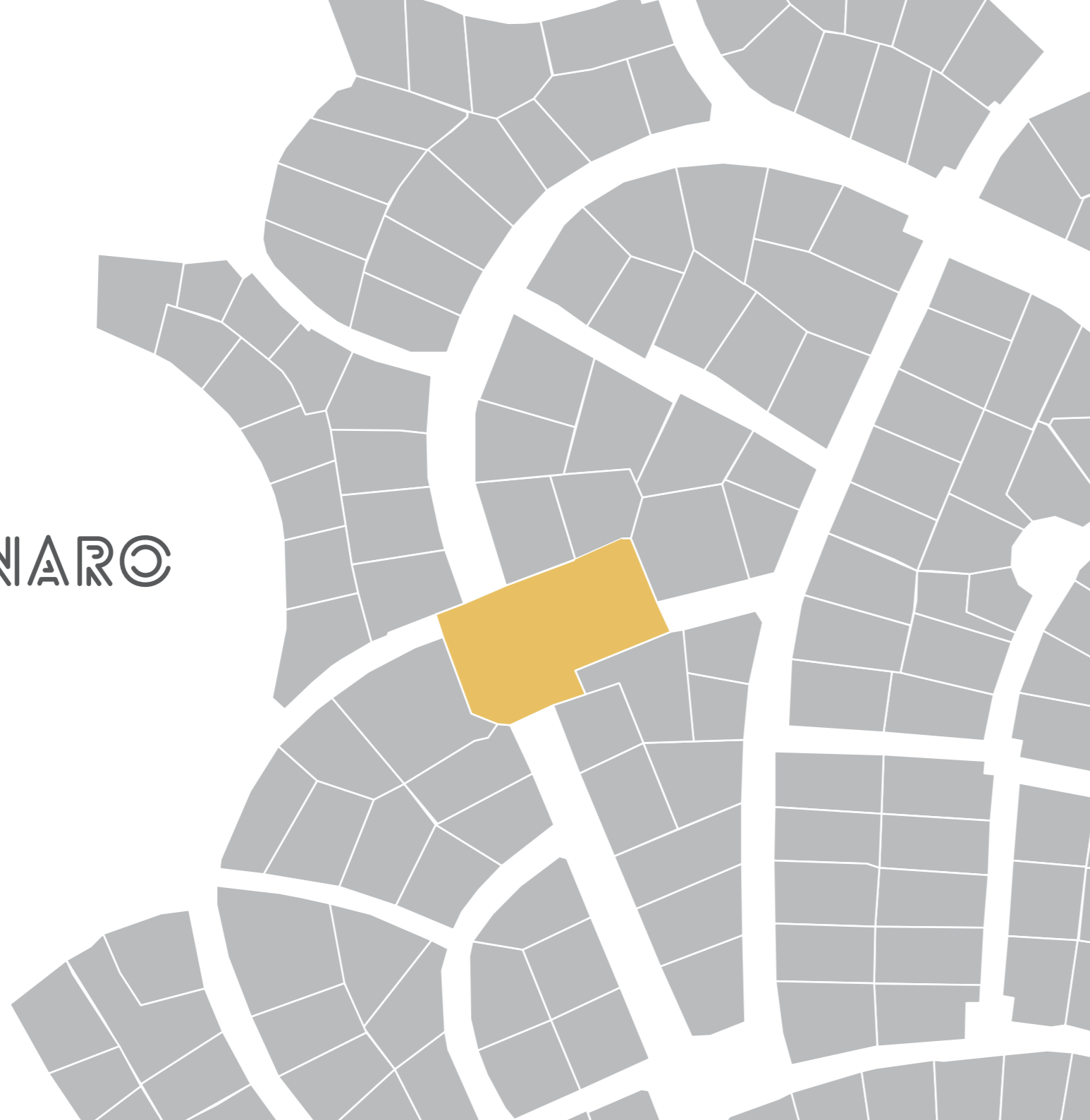
Key Proposals:

- **Reclaim piazza as a pedestrian space**
- **Relocate parking to other areas**
- **Increase visibility and accessibility of public buildings**
- **Establish an image for the piazza**
- **Change traffic flow to open up more area for users**
- **Provide more greenery as to serve as storm-water retention**

Figure 118

A — Statue of Virgin Mary updated with steps for seating

B — Radial pattern on the floor plane to unite disparate areas

C — Pedestrian refuge in median to allow permeability between piazza sections

D — Low-speed, multi-use lane to allow passage to other spaces and garages

PIAZZA CARNARO

PIAZZA CARNARO

Existing Condition Profile:

Piazza Carnaro is a public space in the middle of Via Carnaro, but it is mostly filled with cars. Its function as a free parking lot is an underutilization of the space. It physically and visually overwhelms people because it has no clear boundary to the street. It looks like a sea of cars instead of an open space in the middle of a dense neighborhood. In addition to this, the poor design allows for illegal parking in the piazza. There is neither greenery nor is there a pedestrian-friendly environment.
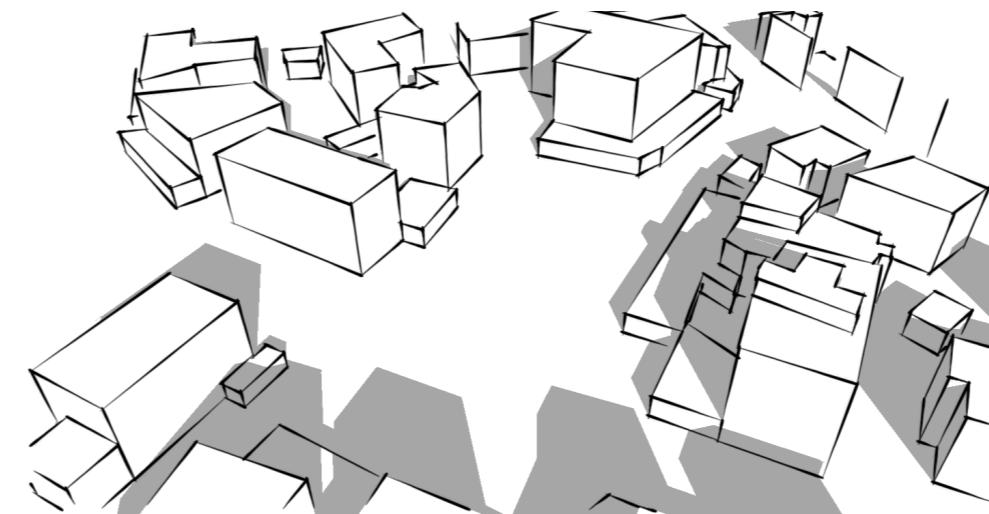
Existing Condition Photo:

Figure 120

Main Issues:

- Lack of public space and amenities
- Illegal and inefficient parking
- Poor greenspace allotment
- Restaurants lack outdoor seating
- Unsightly entrance into residential zone
- Neglectful maintenance

Figure 119

PIAZZA CARNARO

New Vision:

In our redesign we provide revamped pedestrian crosswalks for safer crossings over Via Carnaro and bike lanes. We incorporate green space and trees in the piazza in the form of a new park and plantings wherever there is room. Here, we apply the idea of car garden where the parking spaces are integrated with the green space – we design landscaped open space and amenities, such as benches and lights to improve visual environment. We also create outdoor spaces for cafes enclosed by the planters.

Key Proposals:

- Playground installation
- More efficient parking,
- Increased green space buffers blocking car traffic
- Converted parking lot on western side,
- Installed raised walkways,
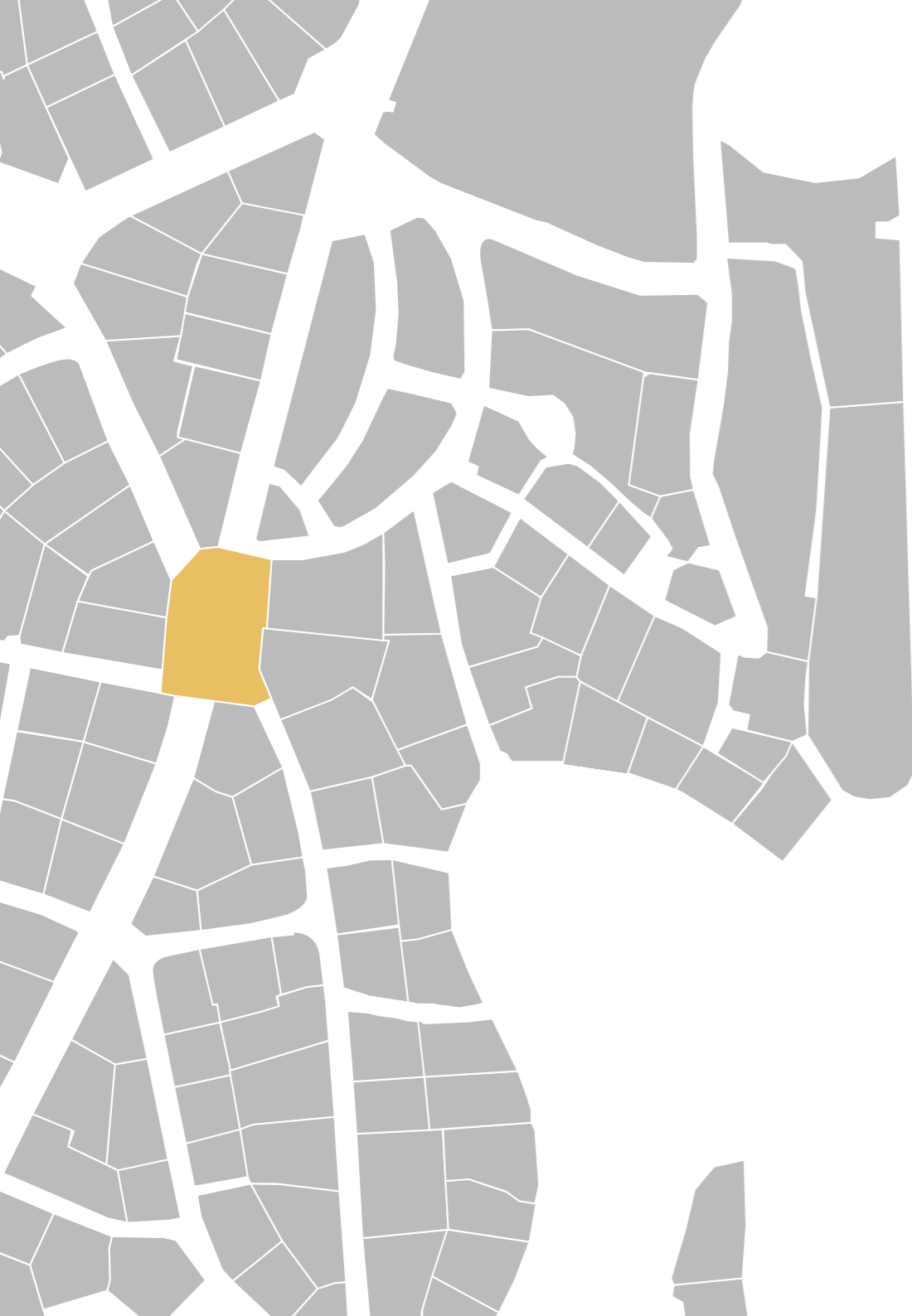- Sidewalk projections to increase walkability and safety

Figure 121

This playground from Denmark illustrates a naturally insulated play area with culturally relevant toys, which is used as a model for Piazza Carnaro.

Figure 122

(A) Culturally and historically relevant play equipment

(B) New outdoor amenity zone converted from parking

N

0 5 10 20 30 40

PIAZZA ADRIATICO

PIAZZA ADRIATICO

Existing Condition:

     Piazza Adriatico is a busy piazza in Monte Sacro. It experi–ences lots of vehicle and pedestrian traffic because it is located at a junction where Viale Adriatico, Via Spulga, and Via della Verna converge. Traffic is often congested in the area; traffic does not move efficiently. There are bars, cafes and small shops located on the sides of Viale Adriatico, which crosses through the piazza itself. The street disrupts the continuous nature of the piazza and limits walkability for pedestrians. Many rows of parked cars sit infront of the sidewalks, making them sometimes difficult to access for pedestrians. There is some wasted space in the sidewalk area. One temporary seating arrangement for a bar could be better designed in order to eliminate lost space. In addition, more benches or tables could be integrated into the area outside to create opportunity for socialization and a space to enjoy the food sold in the bars along the piazza.
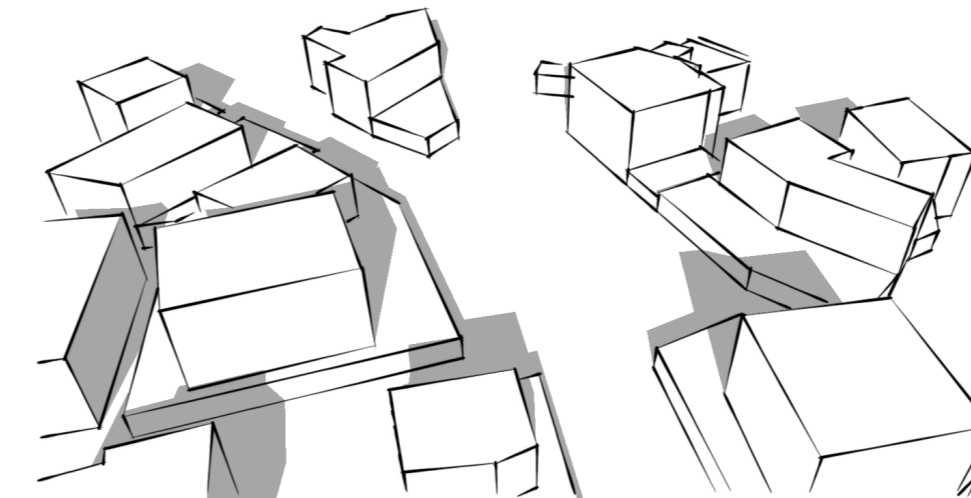
Existing Condition Photo:

Figure 124

Figure 123

Main Issues:
- Inefficiently allocated parking
- Poor street alignment
- Inconsistent pedestrian flow from Viale Adriatico
- Small sidewalks
- Poor connectivity to adjacent market

PIAZZA ADRIATICO

New Vision:

Sidewalk space has been developed so that there is an increase in seating for the public and thus an elimination of lost space. The sidewalk is made out of porous pavers to contribute to sustainability. There is less parking space in the piazza in effort of making the piazza less of a parking lot and more of an environment that welcomes both vehicle and pedestrian traffic. The cars buffer the pedestrian area. Trees and lights have been added to the area in effort of creating a more complete setting and to carry the theme of the linear arrange-ment of trees that extends on Viale Adriatico after the piazza.

Key Proposals:
- **New parking scheme**
- **Larger, more leisurely sidewalks**
- **Consistent pedestrian flow from Viale Adriatico**
- **Large planting beds to beautify the space**
- **Bountiful outdoor seating for increasing commercial foot traffic**
- **Increased pedestrian connectivity to adjacent commercial areas**


Figure 125

This photo shows the type of outdoor seating environment that we wish to foster within this restaurant-focused piazza.

Figure 126

A — Pedestrian paving on parking inlet allows for adaptive uses.

B — Planters help to ob-scure car presence from the public eye.

C — Smaller entrance encourages driver vigilance within pedestrian space.

D — Repurposed side-walk space utilized for large scale out-door eating areas.
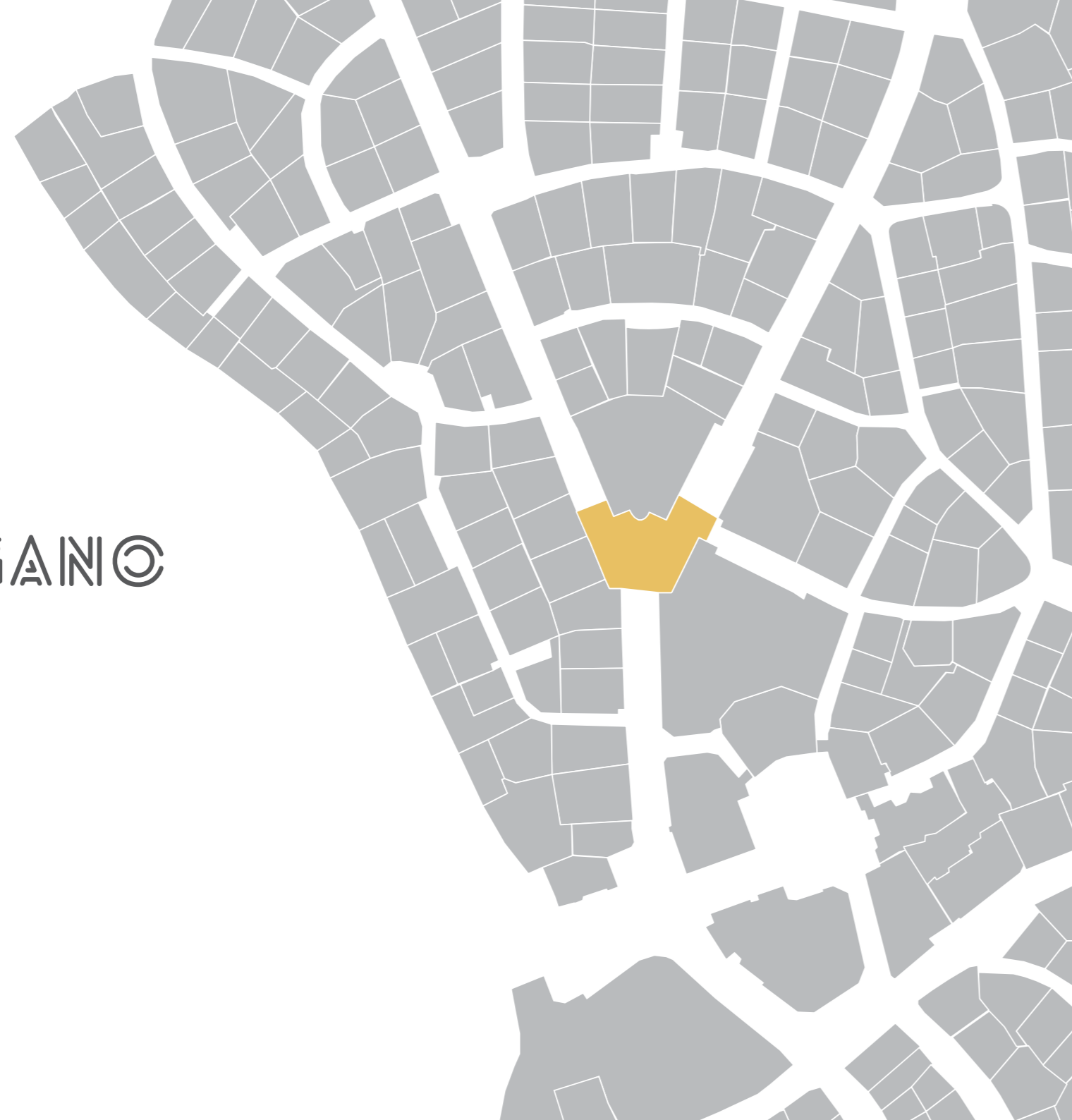
PIAZZA GARGANO

Existing Conditions

Piazza Gargano is in an intersection that experiences consider-able traffic since it intersects with two arterial streets: Viale Adriatico and Via Carnaro. The traffic moves at a high speed and is comprised of diverse modes of traffic– cars, buses, mopeds, etc. Lost space exists in the middle of the intersection in front of a school. This island of space is inaccessible due to the surrounding fast–moving traffic and parking. Furthermore, the space is dominated by obtrusive sig-nage which inhibits visual connections with the handsome elementary school building. Lastly, the large sidewalks that border the space are underutilized and lack and amenities such as greenspace.
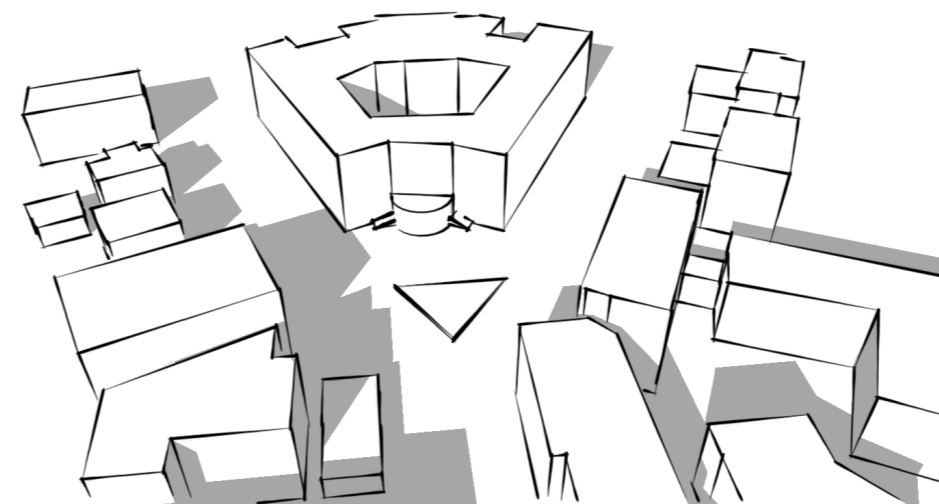
Existing Condition Photo:

Figure 128

Main Issues:

- Poor pedestrian access
- Heavy arterial car traffic in two directions
- Improper space maintenance
- Lost space in center median
- No trees or greenery
- Few active commercial stores

PIAZZA GARGANO

Figure 127

PIAZZA GARGANO

New Vision:

As an intersection piazza, Piazza Gargano must be treated delicately as its dual purpose between public space and high volume traffic corridor are not necessarily balanced.

First, our design aims to create more crosswalks and to create some speed bumps in order to improve safety conditions for pedestrians. Sidewalks in our design are wide enough for pedestrians to feel comfortable while in motion. The design also aims to utilize the lost space in front of the school by creating a seating area for the community to socialize in. It will also include green plantings and trees. This newly developed area will improve greenery and sustainability in the intersection in addition to eliminating lost space and will foster place-making in the intersection.
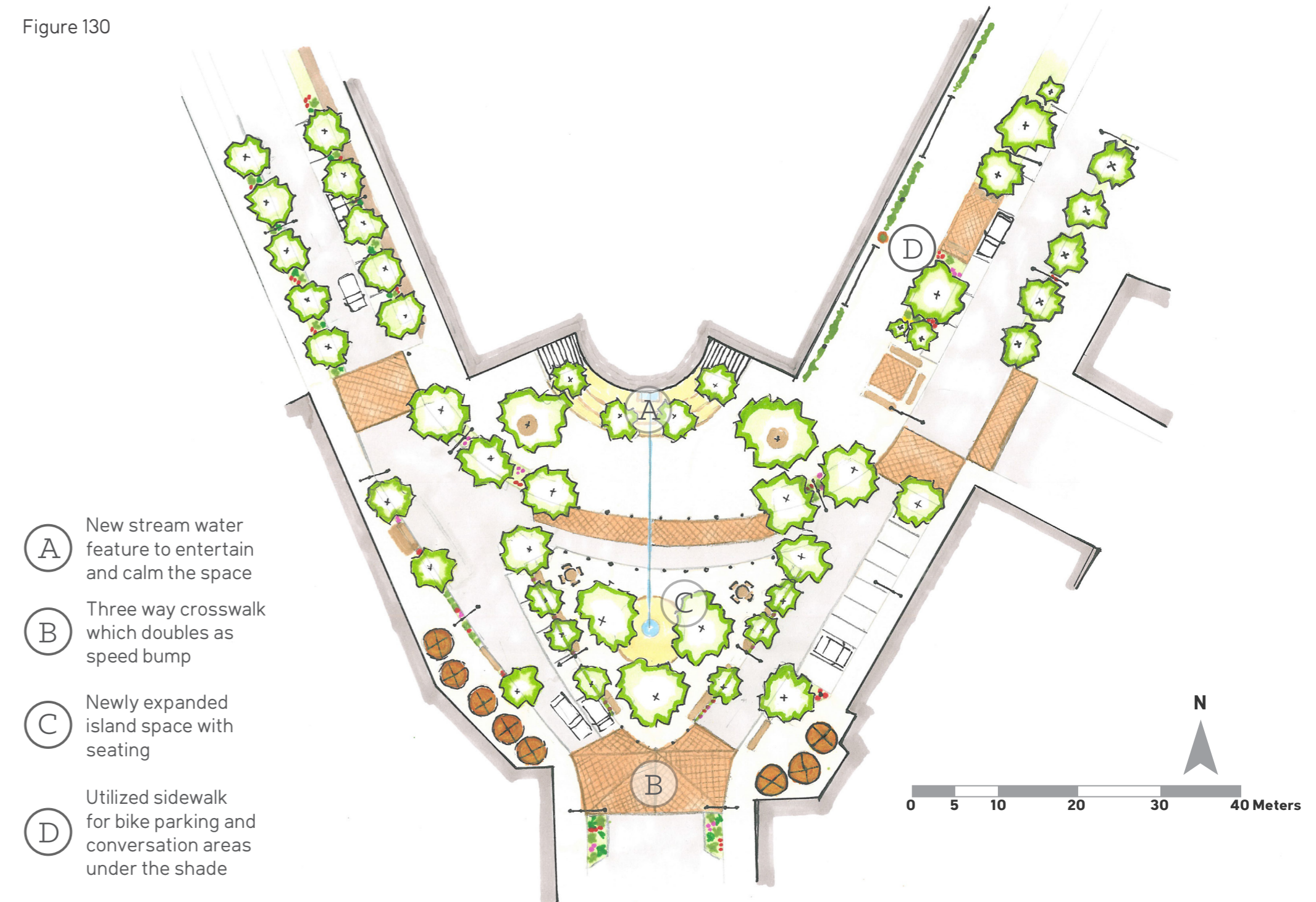
Key Proposals:

- **Reclaimed center triangle and installed trees**
- **Include seating and hedges to define street wall and insulate the public space**
- **Incorporation of water feature to provide a sound buffer from the street and an active use for play**
- **Reallocation of parking**
- **Increased and raised crosswalks**

Figure 129

This corner parklet design in Montreal exemplifies the ability of seemingly lost space to be repurposed into effective urban oases.

Figure 130

A — New stream water feature to entertain and calm the space

B — Three way crosswalk which doubles as speed bump

C — Newly expanded island space with seating

D — Utilized sidewalk for bike parking and conversation areas under the shade

N

0   5   10   20   30   40 Meters

MERCATO DELLA VERNA

Existing Conditions:

Mercato della Verna is our second hub of activity in Monte Sacro. Boasting an active market, park, and playground, many residents rely on this node for daily social and commercial needs. While the area functions relatively well, there is room for improvement. The connections within, and outside of, Mercato della Verna are lacking. Crosswalks are rarely available and are often poorly placed and demarcated, blocking pedestrian movement. Furthermore, the market lacks amenities that would make it an image for the neighborhood; placemaking efforts will be crucial in an effort to improve this situation. The curvilinear design of the park and market are common features in many garden cities around the world and should be recognized as such through cultural and physical placemaking initiatives. Overall, the park needs a redesign effort to enliven the space, attract pedestrians, and increase commercial use of the market.
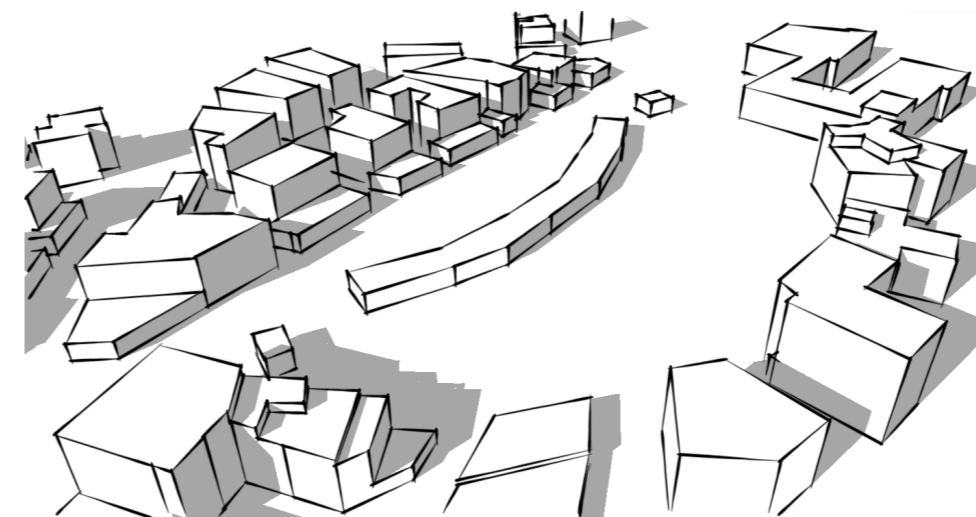
MERCATO DELLA VERNA

Figure 131

Existing Conditions Photo:

Figure 132

Main Issues

- Lack of pedestrian accessibility
- Loss of historical and cultural identity,
- Disengaging public amenities
- Poor allocation of greenery
- Lost space throughout site
- Uprooted and dysfunctional parking lot

New Vision:

In the spirit of our design guideline principles, we aim to improve the network of spaces in Monte Sacro through our redesign of this market area. To increase walkability and pedestrian safety, we have increased the number of sidewalks at strategic crossing junctions, both for present traffic and anticipated future traffic. While trees, hedges, and planters line the streets and walkways, it will not inhibit residents from accessing the market zone on foot. This greenery has a twofold purpose. Primarily, the various plantings will act as natural stormwater filtration systems (as recommended by EPA's Green Streets Initiative). Secondly, the greenery will serve as natural shade and provide aesthetic appeal. In regards to street infrastructure connectivity, a road entrance on the Northern side of the market, off Via Adriatico, offers opportunity for delivery trucks to access the internal market structure. There are also entrances to the two parking lots for cars around the exterior curve.

On the two triangular shaped peninsulas at the opposing ends of the market, we have designated spaces for art installations that reflect the city's historical background. Commissioning a local artist to create an engraved map of the original garden in the pavement is one idea for an art installation. This celebrates and respects Monte Sacro's community culture and history while also contributing to placemaking in the neighborhood.

Figure 133

Faneuil Hall in Boston provided our team with an excellent example of market use, both indoor and outdoor.

Key Proposals:
- Increased crosswalk size and frequency
- Paving alterations to demarcate pedestrian and car zones
- Redesigned front entrance with adjacent public space
- Updated greenscape in main park including new playground, grassy knoll, and open eating space
- Newly engineered parking scheme

(A) Public art installations sensitive to cultural roots

(B) Newly renovated market receives outward facing stalls

(C) Sloped grassy hill for lounging and sunning

(D) Retained kiosk for quick access to bus tickets and magazines (quick uses)

0 5 10 20 30 40 Meters

Figure 134

PARK INTERVENTIONS

INTERVENTIONS

Parks:

⑤ Parco Sempione

⑦ Riverfront

Monte Sacro's history as a garden city has left a legacy of greenery that stands out from the typical pattern of Rome. Further-more, during citizen interviews, people mentioned Monte Sacro's reputation as a beautiful and walkable neighborhood. In our efforts to redesign the parks in Monte Sacro, we considered the complaints citizens had about their parks. This included addressing old infra-structure and improving the quality of the space. With the thoughts of citizens in mind and our theme of activity, livability and image, we have created proposals that enhance all three characteristics of our theme. Our first priority was Parco Sempione because it is currently at the center of Monte Sacro and historically shows the garden city influence. We preserve many parts of the original design and incorporate new elements and struc-tures like the bus station in order keep up with the growing demand of public transportation and ameliorate traffic. We want to transform the run-down park at the center of our neighborhood into a place where people want to meet, take their kids, and spend time enjoying the garden city. We have a similar vision for the redevelopment of the riverfront and would consider it an extension of the oasis we want to create in Parco Sempione.

"The riverfront pro-posal is meant to capitalize on one of Monte Sacro's big-gest assets."

Figure 135

PARCO SEMPIONE

PARCO SEMPIONE

Existing Conditions:

Parco Sempione is a small park located near Piazza Sempione and Maracto Sempione in the northern part of Monte Sacro. It is situated near the intersection of two prominent streets, Via Nomentana and Via Maiella. This draws pedestrian traffic to the park. People sit on benches in the park and there is a water feature and some greenery. Although there are garbage cans in the park, there is a considerable amount of litter on the ground. The fencing around the park and the lack of maintenance that the public space receives makes is a less desirable space to spend time in and detracts from making it a significant place.

Existing Conditions Photograph:

Figure 136

Main Issues

- High rate of drug use and crime
- Unkempt and overgrown greenery which deters use
- Unexciting public amenities
- Visually and spatially isolated from the surrounding area
- Low use from key child and parent groups
- Lacks function as an appealing gateway to the neighborhood

PARCO SEMPIONE

New Vision:

Our design principles have helped us create an urban design that integrates part of the park's existing plan with new elements. First, it connects to the riverfront with a new sidewalk and water feature that guides pedestrian traffic. The space around the park itself has been improved in our design with the intention of increasing placemaking in the setting. The fence is removed around the fountain, and picnic area is added. Our design suggests that the gates to the park be open during the day to increase pedestrian traffic through the park. Trees and additional plantings will be in abundance in the park to promote green space in the neighborhood. In hopes of making the space usable and safe at night, an appropriate amount of lights have been arranged throughout the park. Access to the park will be made clear so pedestrians know how to enter. Lastly, our design suggests a more developed bus station area because we have consolidated three bus stops into one.

Aesthetically, we wish to install a natural river–like fountain extension from the existing feature in the center to the riverfront redevelopment. We hope that this link will form a connection between the new, modern design of the riverfront and the more formal, historical layout of the park.
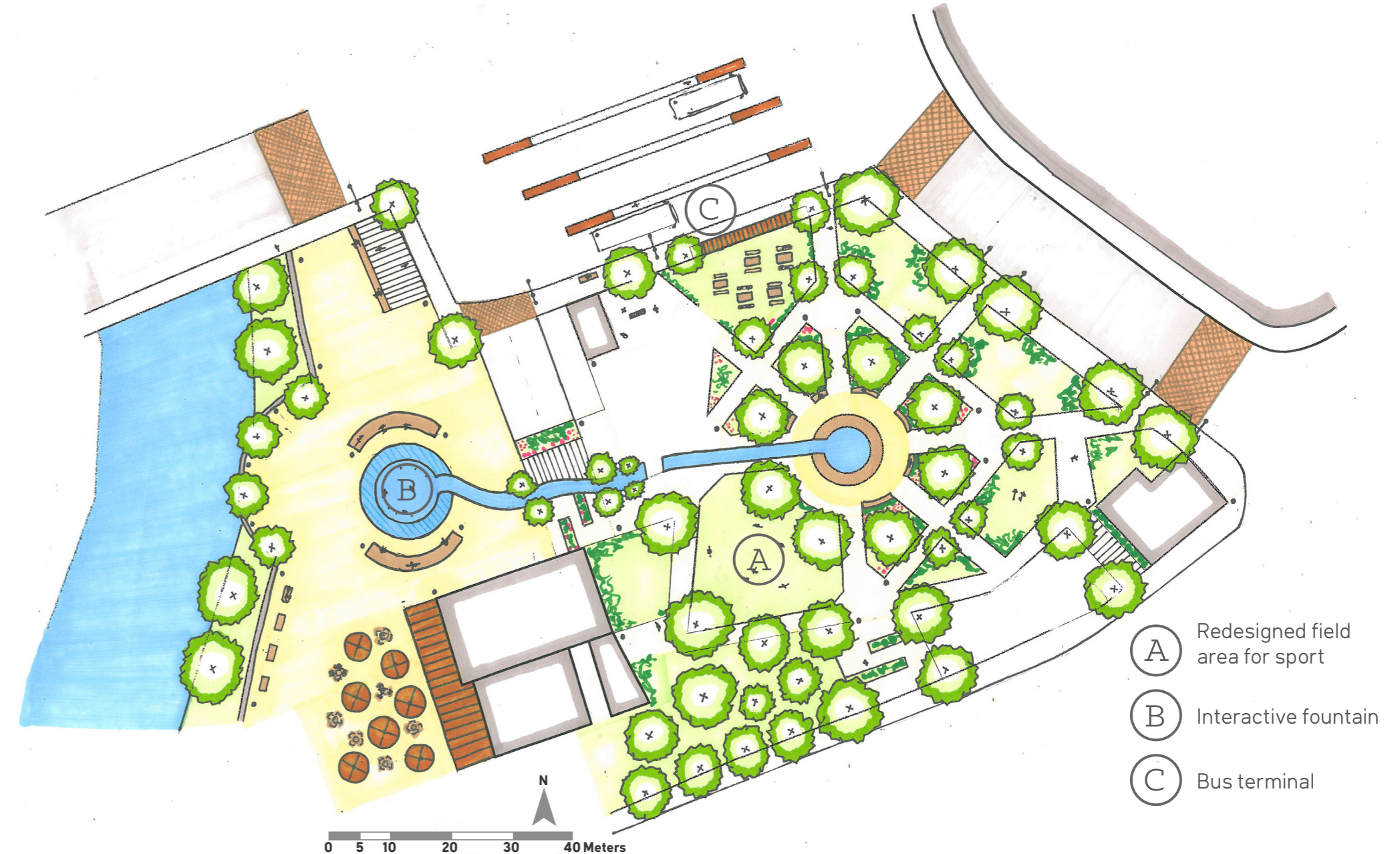

Figure 137

This river at the Getty Center helps to connect two disparate spaces while engendering a natural pedestrian flow through the garden.
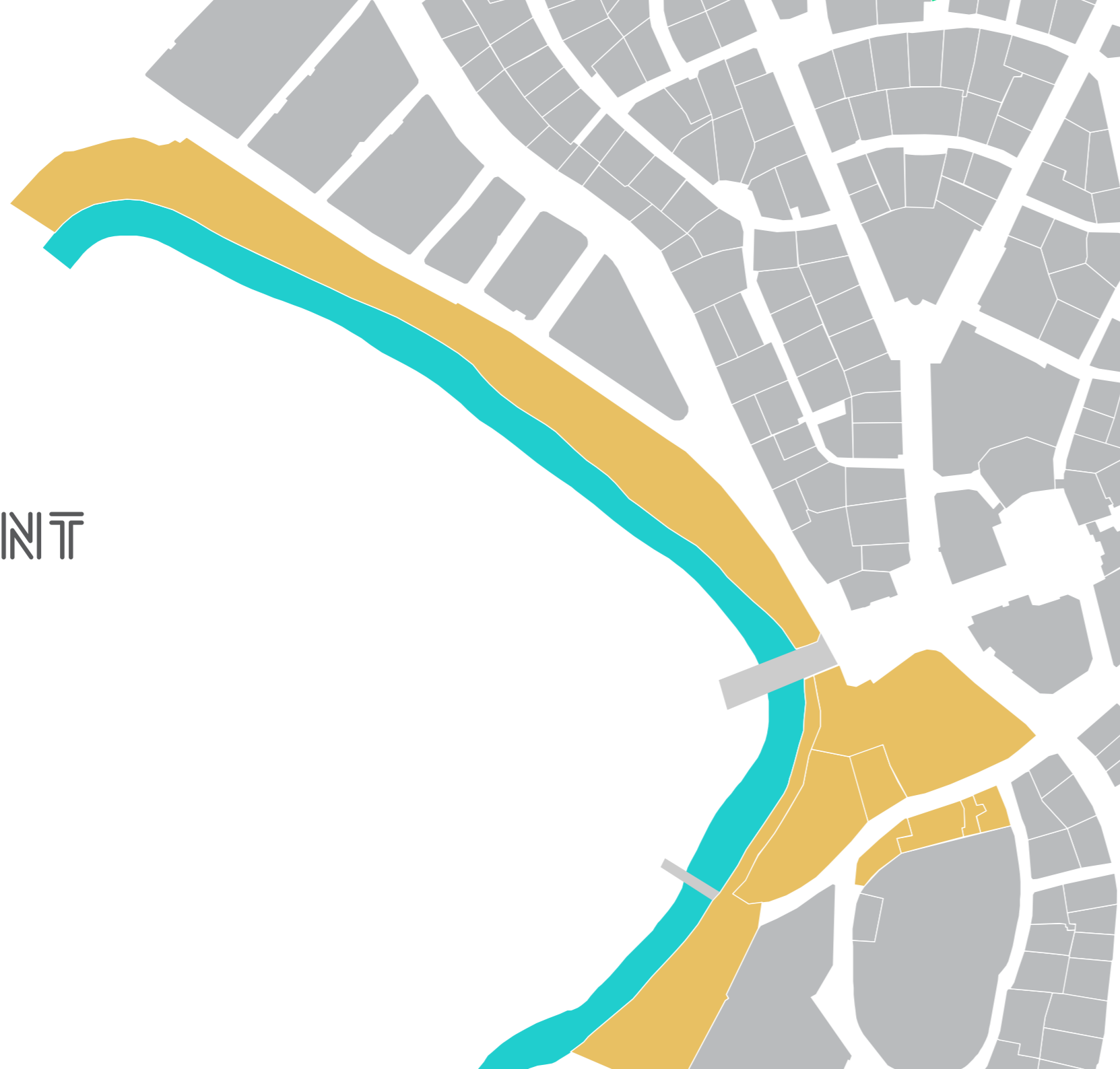
Key Proposals:

- **Re–landscape the entire area with less maintenance intensive shrubs, trees and flowers**
- **Adapt existing water feature into a space connector**
- **Add lighting to add a sense of security to the space**
- **Provide more pedestrian and transportation access**
- **Furnish sports and play areas for children**

Figure 138

A   Redesigned field area for sport

B   Interactive fountain

C   Bus terminal

0 5 10   20   30   40 Meters

RIVERFRONT

RIVERFRONT REDEVELOPMENT

Existing Conditions:

The riverfront land that meets the Aniene River's shoreline is underutilized. Neglected fallen trees prevent people using much of the green area. Overgrown greenery is in abundance. There are few, if any, paths that allow for leisurely or athletic activity. Litter is prevalent along the riverfront and illegal activity such as smelting semi precious metals occurs along the riverfront property. The water is polluted for these reasons.

Some of the existing uses include a horse ranch, which holds little value for the majority of the community. It also holds the oppor–tunity to connect the neighborhood via a pleasure path to the new metro station at the end of its course.

Main Issues:

- Illegal operations at the riverside
- Completely overgrown and unusable spaces
- Lacks any significant neighborhood character or value despite its proximity
- Inaccessible
- Acts as a barrier between Monte Sacro and adjacent areas
- Lacks function as an appealing gateway to the neighborhood

Existing Conditions Photograph:

Figure 139

RIVERFRONT REDEVELOPMENT

Full Day Use:

DAY – Future uses could be cafés, bars, and perhaps even workspaces for entrepreneurs in the area, that utilize the auto shop architecture to their advantage to capitalize with their connection to the street. We feel the garage doors would become permeable portals from these new commercial uses to a newly enlivened streetscape complete with widened sidewalks, increased pedestrian access and significantly higher connectivity to the park. These day uses could be further enhanced by the continuation of market stalls onto the street, which would increase traffic from older citizens as well as well as lure visitors down from the existing market and civic spaces centered around Piazza Sempione.

Night – We see this space also as the new nightlife area of our neighborhood as it was lacking a centralized hub for these activities beforehand. We envision cafés and bars hosting tasty aperitifs and continuing to serve drinks into the night. The street, with a mainly pedestrian focus then, will become the spill over area for these bars fostering a lively social scene. We were highly influenced in this sense by a highly informative visit to the Pignetto neighborhood which has recently implemented a very similar day to night street model along one of its main corridors, Via di Pignetto.

Transportation Hub:

Parking – Although our plans for Monte Sacro center on a newly developed pedestrian cohesion between previously disconnected areas, as a group we understand the impacts of these interventions. The first and foremost effect of our general plan has resulted, especially in Piazza Sempione with the elimination of certain parking areas around the neighborhood. Although we attempted to recuperate and reengineer our spaces to accommodate better placed, more efficient parking we also wanted to complement this with a new transportation hub, complete with a proposed underground parking lot centered around Parco Sempione.

Although our plans for Monte Sacro center on a newly developed pedestrian cohesion between previously disconnected areas, as a group we understand the impacts of these interventions. The first and foremost effect of our general plan has resulted, especially in Piazza Sempione with the elimination of certain parking areas around the neighborhood. Although we attempted to recuperate and reengineer our spaces to accommodate better placed, more efficient parking we also wanted to complement this with a new transportation hub, complete with a proposed underground parking lot centered around Parco Sempione.

We sited this intervention at the entrance to our neighborhood from the South, the main automobile and bus gateway into Monte Sacro. By doing this we hope that we can capitalize off of the high traffic before it enters the neighborhood diverting cars into a parking lot immediately upon their entrance, thereby reduce traffic congestion. The benefit of having this lot in this area would be close proximity (appx 1–4 minutes) from existing activity hubs and future activity hubs, namely the newly developed Riverfront.

Bus Terminal – The significance of the newly expanded bus stop is the consolidation of a collection of scattered bus stations within a 2 minute walking distance of the newly expanded one; we believe that this will help to eliminate congestion, especially along Via Nomentana, as well as help to engender more pedestrianized urban spaces. Furthermore, the consolidation of these buses into a more formalized environment will add previously unrealized amenities such as a sufficient number of benches, good lighting, and weather shelters that will help to make public transportation safer and more enjoyable for users.

Riverfront Walk:

Activity Center – In the vein of creating designs and plans which engender better, more usable, and more imaginable public spaces, we envision the Riverfront proper to become a linear hub of activity. This vision not only works to provide leisure space for people

of Monte Sacro but could also become a destination for use outside the community. By including a variety physical elements and places for leisure we wish to encourage the use of the space by all ages and segments of our community. In effect, we see this new leisure space as not only a park but a conglomeration of elements ranging from a kayaking dock and community gardening space to tennis courts and an interactive fountain.

Community Focal Point – With the community in mind we also desired to create a spaces for the individual character of the community to be displayed and recognized for its abundant value. By creating a space that includes as many segments of the community as possible we hope that the riverfront will be adopted by the people of Monte Sacro as a showpiece of their neighborhood. Not only this, but we hope the riverfront will also function as a living representation of their Garden City past realized into a functional, modern, and engaging element of their area. Lastly, we envision a community center, complete with event spaces, a small daycare, possibly a bike repair and a café to be sited in a vacant auto-body shop that is currently occupying the space between the riverfront and Parco Sempione. In effect we see this space becoming a link between the two spaces, as well as an effective center of civic activity that will bring citizens to the riverfront.

Figure 140

This riverfront park concept visualizes the merging of water and land into an accessible public space, especially crucial for our riverfront

RIVERFRONT REDEVELOPMENT

Figure 141

Figure 142

CONCLUSION

CONCLUDING REMARKS

Mission Overview

Before beginning our redesign efforts, our team defined a vision to guide our interventions: "we aim to make Monte Sacro a more livable and complete community. Our focus lies in making the neighborhood more walkable and safe for all people, regardless of age or ability, by transitioning from an auto to pedestrian oriented model. To create a sense of place in Monte Sacro, we strive to incorporate community culture and history in our efforts. In doing so, we wish to ensure our interventions retain a healthy balance of social, economic and ecological sustainability". The process of crafting this statement allowed our team to narrow down our broad visions for the redevelopment of Monte Sacro. We further dissected this vision into five design guidelines: networks of spaces, placemaking and imageability, walkability and pedestrian safety, greenery and sustainability, and respect of culture and history.

Our Learning

By incorporating aspects of the EPA's Green Streets Initiative, case studies from around the world, and literature on public space, Monte Sacro's interventions are characterized by feasibility and efficiency. Our goal is to help the community incorporate our design concepts in the most cost effective and impactful ways possible. Our designs focus on ten areas, ranging from the three street typologies to the riverfront intervention to piazzas, allowing for full coverage of types of space. Each of our design guidelines is nested within these redesigns, shaping the physical nature of each space. The piazzas are once again neighborhood images featuring enhanced pedestrian access, the streets have been reinvigorated and made walkable, and the green space is now accessible and usable per our interventions. We have reclaimed the neighborhood from the plight of high car traffic and given it back to the people. By accenting the streets, piazzas, and parks with a myriad of plants and trees, the neighborhood represents an updated version of the historic garden city. Most importantly, the

neighborhood will be a source of pride and joy for the people again. Residents will leave their apartments to explore the upgraded spaces, traverse the newly connected nodes of activity, and interact with one another and their environment in ways previously unimaginable. Our designs strive towards these ideals through the framework of our design guidelines.

Monte Sacro has proven to be an interesting and educational case study for our team. Our exploration of the peripheral neighborhood exposed us to new people, places, and opportunities that are unattainable elsewhere. Our time spent surveying streets, sketching, and compiling a book has had a twofold effect. Throughout the project, we failed and succeeded many times over, attempting to perfect the process of analyzing and intervening in an urban landscape. These successes and failures taught us valuable lessons that will undoubtedly help us in the remainder of our academic careers and our professional lives thereafter. However, and somewhat unexpectedly, the project had another effect. Reaching the end of this process, we have collectively gained clarity as to what an effective study and redesign can actually accomplish. While it is simpler to objectively analyze a space and create designs for new streets or piazzas, investing time in the field, meeting residents, and partaking in participatory planning efforts changes a planner's perspective. The realization that our efforts can truly help improve the well being of the neighborhood, economically, environmentally, and socially, is profound. Our efforts could potentially help improve people's lives and reinvigorate the neighborhood's condition, which is quite a powerful lesson.

Future

Looking to the future, we hope that this report will be utilized to initiate a transformative change in our neighborhood. We are certain that Monte Sacro is primed for intervention and, more importantly, the people deserve it. Our team is humbled by the opportunity to have studied such an interesting neighborhood and we are excited to see the next phase in the evolution of Rome's finest garden city.

ACKNOWLEDGMENTS

APPENDIX

Figure 143

SURVEY SAMPLE

Researcher:

Date of Site Visit: Time of Day:

Weather Conditions:

Location[1]:

Descriptive Data

Street Types

    Number of lanes:_____

    Do sidewalks exist? Both sides? Y / N

    State of Street (aesthetic)   1   2   3   4   5

    State of Sidewalk   1   2   3   4   5

Mobility/Accessibility

    Handicap/carriage access   1   2   3   4   5

    Number of stairs:_____

    Crosswalks   1   2   3   4   5

    Comments:_____

*Topography

Traffic Intensity	Heavy	Medium	Light

    Speed (appx.):_____

Cars/Moped Parking

Type	Street	Parking Lot	Hybrid
Cost	Free	Paid	

    Capacity (appx): _____

    Use (%): _____

_____

[1] Specify street or piazza indicating segment by crossroads or street number

Trees and Shrubbery

Tree Size	Large	Medium	Small
Neatness	High	Medium	Low

Noise Level	High	Medium	Low

Building typology

Value	Upscale	Midscale	Downscale
Setback	Large	Medium	Small

    Avg. # of stories: _____

    Style/year built:_____

    Maintenance

Surface Quality	Good	Medium	Poor
Cleanliness	Good	Medium	Poor

    Public/Private Spaces available: _____

Block Types

    Residential   _____

    Commercial   _____

    Light Industrial   _____

    Mixed Use   _____ (mostly commercial) (mostly residential)

    Comments (e.g. outdoor seating):

_____

_____

    Figure Ground/Link Theory typology: _____

Lost (Residual) Space

    Vacant lots (number)   _____   Avg. Size: _____

Figure 144

MONTE SACRO **147**

Comments (current use, past use):
_____
_____

Visual Quality

    Advertisements

Number	Heavy	Medium	Low
Type	Formal	Informal	Hybrid

    Class   Upscale   Midscale   Downscale

    Presence of graffiti   High   Medium   Low

Presence of People

    Traffic   Heavy   Medium   Low   #:_____

    Activity: _____

    Gender   Male   Female

    Ethnic Group: _____

    Age: _____

Security

Police Presence	Heavy	Medium	Low
Cameras	Heavy	Medium	Low
[2]Eyes on the street	Heavy	Medium	Low
Security signage	Heavy	Medium	Low
Barred windows	Heavy	Medium	Low
[3]Barrier Intimidation	High	Medium	Low

Transportation

    Stop   Y / N

_____

[2] street level activity
[3] How intimidating are the barriers from the public?

Figure 145

Description (covered, bench, cleanliness): _____

Miscellaneous

    Lighting (number):_____

    Trash:

Types	Can/glass	Compost	Non Recyclable	Paper
Capacity		Large	Medium	Small
Overflowing?	Y / N			

    Placement: _____

    Nightlife/Entertainment:_____

**Things to do: cognitive maps with residents

Figure 146

Nome (Name):
Data (Date):   Tempo (Time):
Occupazione (Occupation):   Età (Age):
Place taken the interview:

Generale (General Spatial):

1. Cosa pensi siano le aree più importanti del quartiere? Qual è la più grande risorsa della comunità?
(What do you think are the most vital and important areas of the neighborhood? What is the community's biggest asset?)
_____
_____

2. Qual è il problema più grande nel quartiere?
(What is the biggest problem in the neighborhood?)
_____
_____

3. Cosa ti piacerebbe vedere cambiata, migliorata, demolita, costruita?
(What would you like to see changed, improved, demolished, built?)
_____
_____

4. Che cosa è cambiato negli ultimi anni?
(What changes have occurred in recent years?)
_____
_____

5. Ti piacciono i parchi? Li usate? Quando si utilizzano? Ciò che rende non li utilizzano?
(Do you like the city parks? Do you use them? When do you use them? What keeps you from using them?)
_____
_____

6. Cosa vorresti costruire per la comunità?
(If you could build anything in the neighborhood what would it be?)
_____
_____

7. Dove consideri I confine del quartiere di Monte Sacro?
(What do you see as the boundaries of the Montesacro neighborhood?)
_____
_____

Spazio Pubblico (Public Space):

1. Quali spazi pubblici usi?
(What public spaces do you tend to use?)
_____
_____

2. Cosa pensi riguardo al parcheggio nelle piazze?
(How do you feel about the parking lot piazzas?)
_____
_____

1   2

3. Quali sono gli spazi privati che utilizzi?
(What are the private spaces that you use?)
_____
_____

4. Cosa pensi del fiume? E un bene o un male per la comunità?
(What do you think of the river? Is the river good for the community?)
_____
_____

Personale/Sociale (Personal/Social):
1. Lei va a i eventi della comunità?
(What and when are your community events?)
_____
_____

2. Dove vai, quando esci? Come trascorri il tuo tempo libero nel quartiere?
(Where do you hang out? How do you spend your free time in the neighborhood?)
_____
_____

3. Quale mercato frequenti?
(Which market do you go to?)
_____
_____

4. Quando non si mangia in un ristorante? Dove si mangia?
(When you don't eat in a restaurant, where do you eat?)
_____
_____

5. Cosa ne pensi dei graffiti?
(What do you think about the graffiti?)
_____
_____

6. Ti senti sicuro nel quartiere? Dove ti senti più sicuro?
(Do you feel safe in the neighborhood? Where do you feel safest?)
_____
_____

7. Da quanto tempo la vostra famiglia vive nella zona? Con quante persone vivi?
(How long has your family lived in the area? How many do you live with?)
_____
_____

Trasporti (Transportation):
1. Sei un pendolare? Dove vai?
(Do you commute? To where?)
_____
_____

2. Dove si parcheggia?
(Where do you park?)
_____
_____

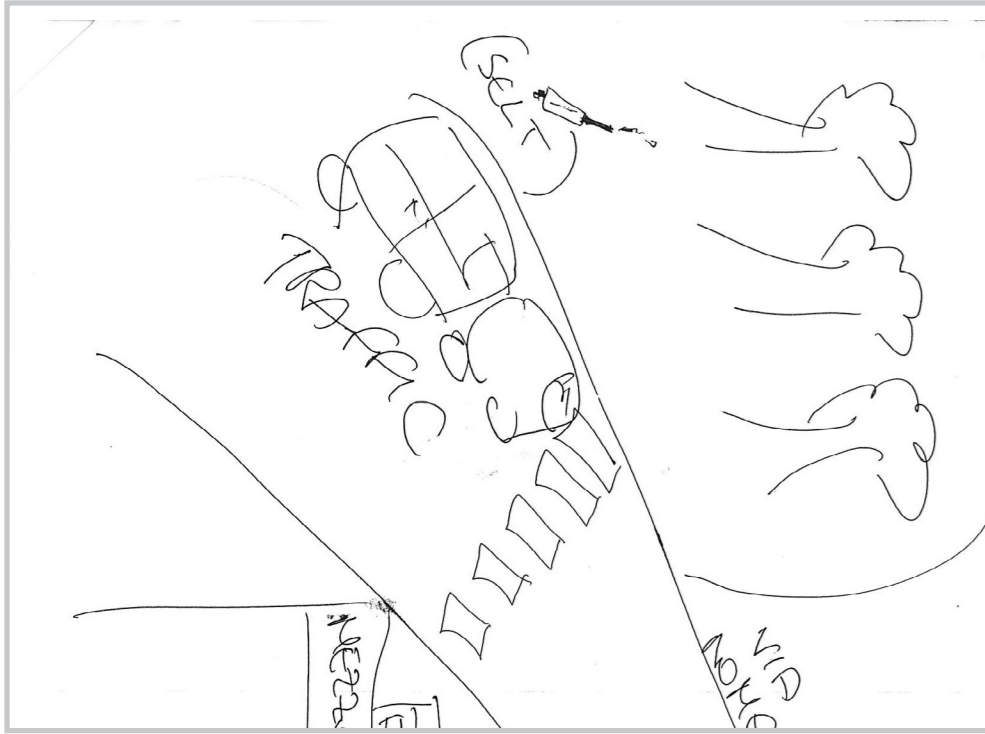3. Ha una macchina? Quanti? Con che frequenza la usa?
(Do you own a car? How many?)
_____
_____

4. Che tipo de transport usa quando vuola uscire?
(How do you get around? What do people use?)
_____
_____

LYNCH MAPS

Figure 149

Figure 150

Figure 151

Figure 152

Name: Francesca
Female
Age: 20s
Job: Barista
Location Taken: Bar near the market in the south

She thinks the most vital asset is Piazza Sempione and the park. While the biggest problem in the neighborhood is the rehab center next to the park, drugs, and cleaning of streets. She said she would propose to clean the buses and make them more timely. Also, graffiti is a problem. She thinks the city should commission artists to do work on the buildings and doors to control the graffiti.
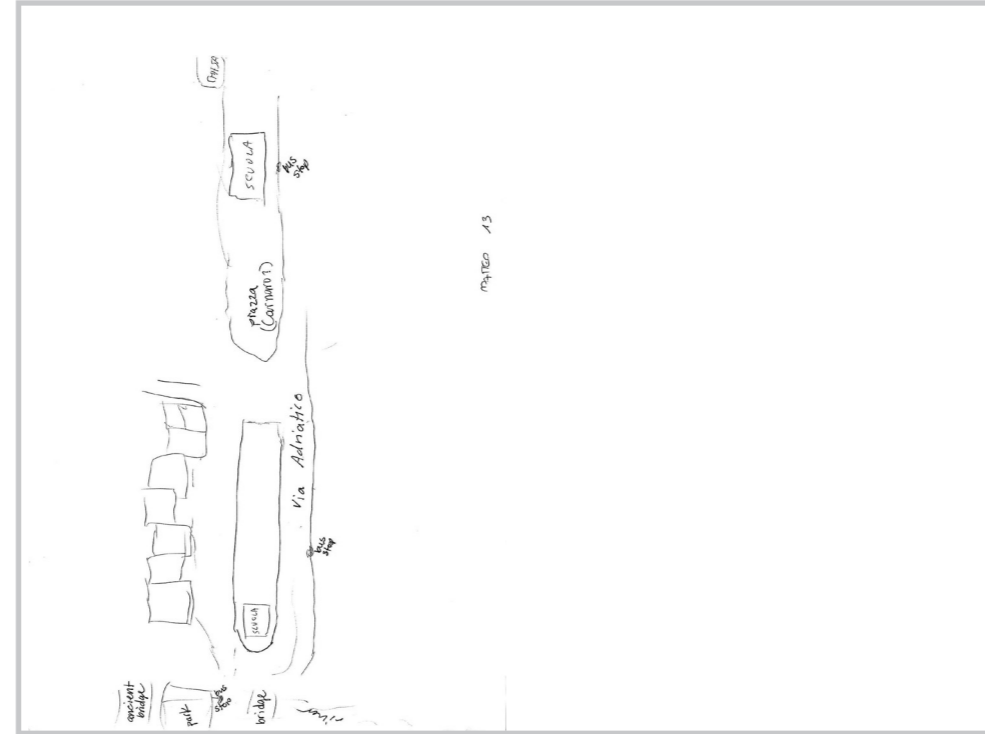
Name: Matteo
Male
Age: 13
Job: Student
Location Taken: Via Adriatico

He said the most vital asset to the community is the school and presence of people and shops, while the biggest problems are pollution, cars, and trash. He goes to the park near Sempione with friends and also goes to the church steps on Piazza Sempione. There, he feels safe and full of people.
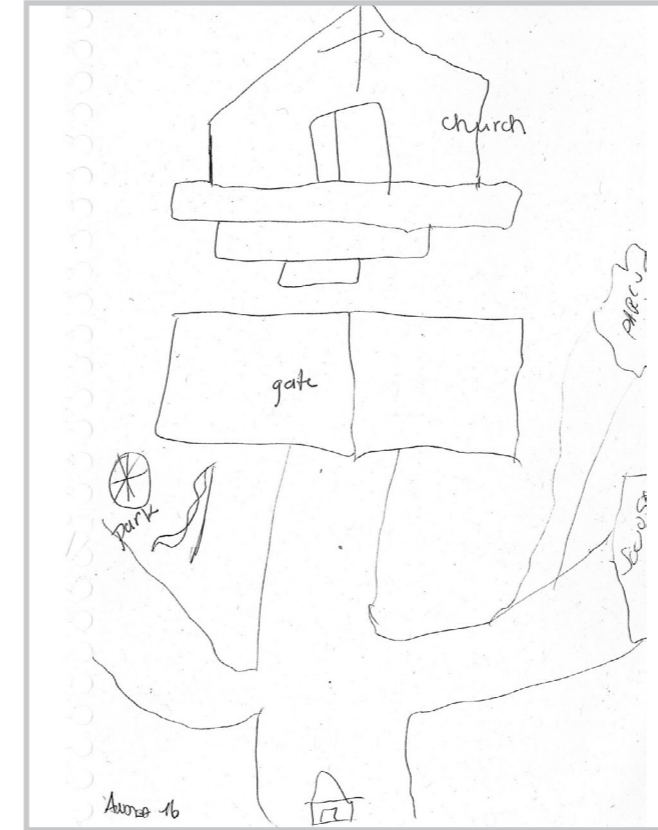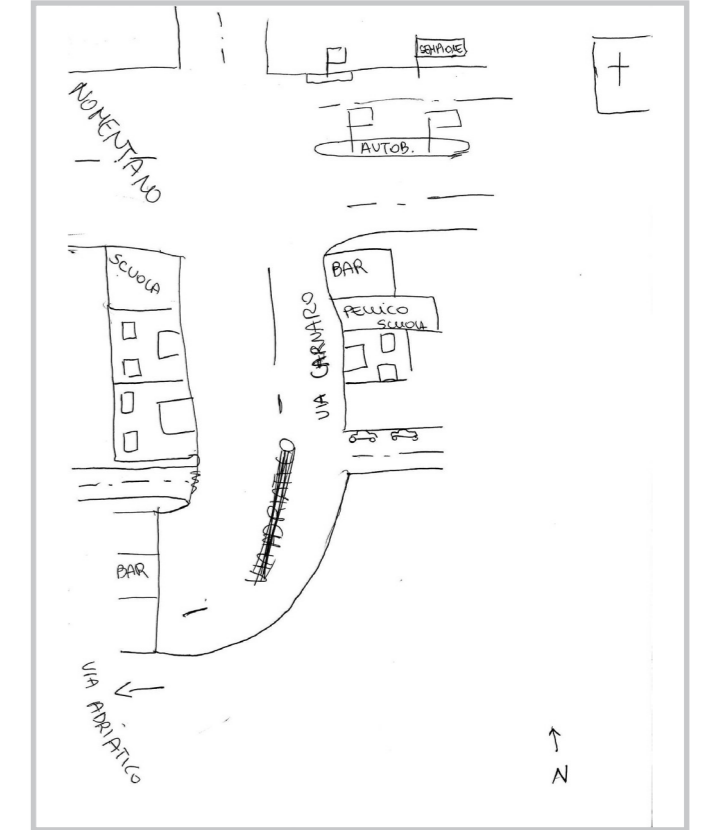
Three Female
Age: 16

For these girls, the most vital community assets are the park behind mercato della Verna, and access and efficiency of the public transportation system. However, the drug dealing in the park near Sempione keeps it from being widely used. Lots of people smoke weed there, which apparently makes it unsafe. They use the park near piazza near piazza Sempione mostly on the weekends and in the daytime. On the other hand, they shop at Via del Corso because the neighborhood is close to Rome and Rome is easily accessible. They go downtown often. Usually, they take bus or parents drive downtown often. Usually, they take the bus or parents drive.
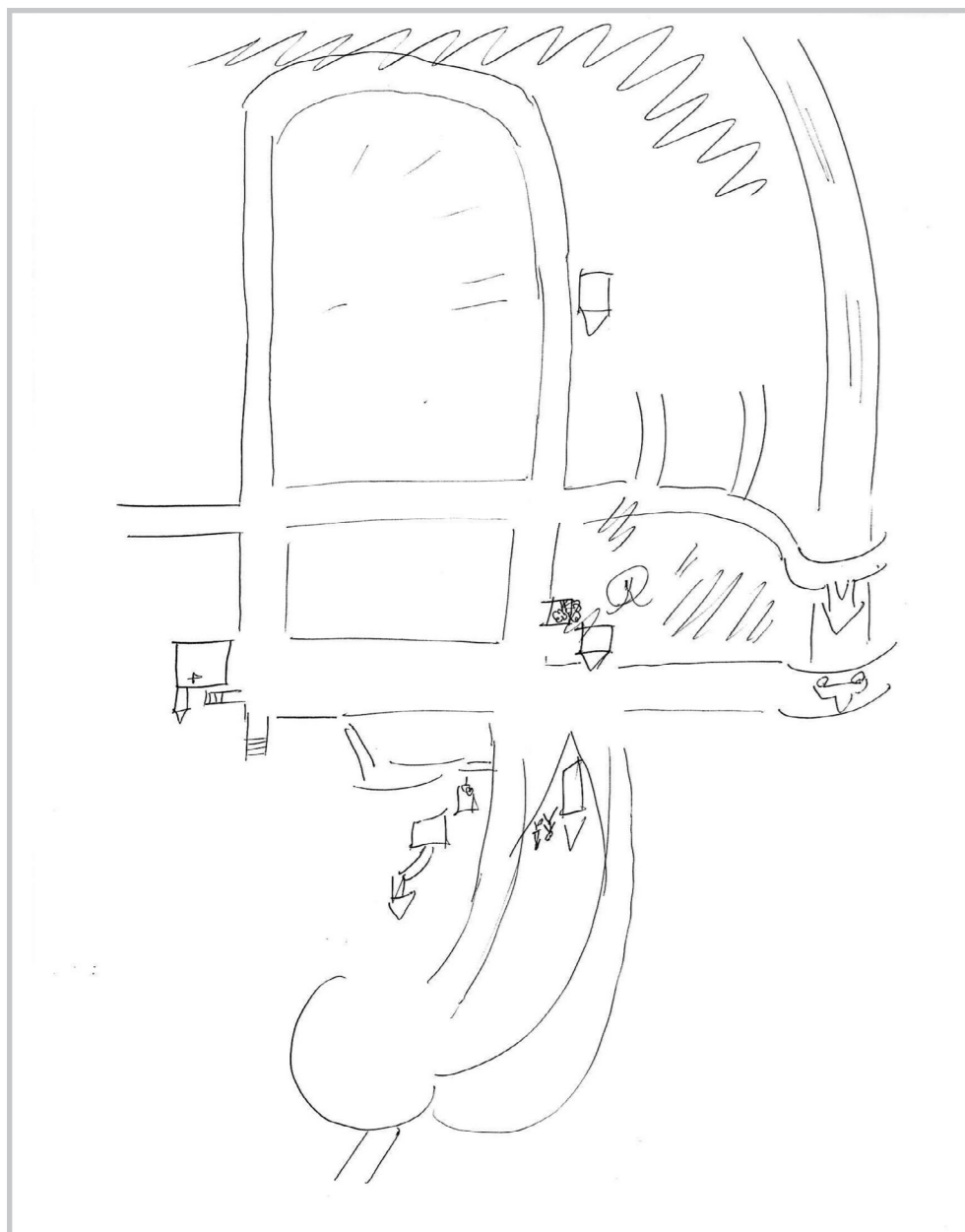
Age: 30s
Job: Barista
Location Taken: Cafe near the market in south

She believes Monte Sacro is a beautiful area to live in so she would not change much in the neighborhood because it is very "livable." The most important part is the historical Citta Giardino Aniene. Yet, she would prefer more organized parks and more areas for children to play because the Parco Sempione is not suitable for children and has low maintenence. There is no where for them to run and play.

For her, the biggest problem in the quartiere is the parking. It is terrible along Viale Adriatico. However, It is not as big of a problem south of Piazza Sempione. There are also homeless and drunk people along the river.

Figure 153

TURIN COMPARISON

This semester we traveled to Turin to learn about the city planning that has been going on there for the last twenty years with the arrival of Mayor Valentino Castellani in 1993. Our job was to critique our findings in Turin, find possible connections to Monte Sacro and analyze it with the readings from class in mind. In Alberto Vanolo's *The image of the creative city: Some reflections on urban branding in Turin*, he talks about using the concept of an image and compares it to its application in Turin. This paper touches on the differences between internal and external images that Vanolo writes about, and analyzes the positive externalities that Turin gained throughout its imaging process. Then it applies principles used in Turin to Monte Sacro and examines the plausibility of it.

Images, as we know from Debord, are integral to the way we observe both reality, as well as how we interact in the immaterial realm. In this way, Vanolo espouses two city "images," the external which is "vague, abstract, and simplistic", and the internal image with is "perceived and reproduced by the local actors of the city" (371). Vanolo implores that both of these conceptions are highly politicized and contested, as are their academic biases, mainly founded on Richard Florida and his theory of the creative city. Ultimately, Vanolo and The Urban Center corroborate in manifesting their distinction from a formal Floridian approach by focusing on advancing an agenda of physical infrastructure improvements (evident in their spine-based approach) as well as a series of cultural policies and strategies in the new economy.

Figure 154

Turin developed positive externalities from its imaging process. In an attempt to "promote internationalization," for instance, Vanolo explains how Turin also aimed to "develop an organizational capacity for the city by collectively building a shared vision of its future" (375). This example of internationalization advancing an egalitarian character, instead of elitist and touristic as criticized in the Floridian model, shows an integral point about the power and importance of consensus building and concentration in the re-imaging process. Monte Sacro has the potential to treat an external imaging process the same way because of its committed neighborhood groups and diverse set of actors involved in the city's well-being. The bottom-up efforts that are already occurring in the city could be adapted to work through new imaging processes and strategic visioning in a sustainable and similarly egalitarian way to Turin.

You can find connections between Turin's successful piazza reforms and Monte Sacro. Monte Sacro, like Turin's past piazzas, has piazzas only in name, and parking lots in practice. Mayor Castellani's account of the projects to renovate these piazzas and find viable policies to appease store owners and create lively public space display an understanding of both citizen public life and that fact that "the urban milieu and particularly images of public spaces, crowded squares, and cultural events still remains the basis of the attractiveness of cities" (374). Monte Sacro's piazzas hold a lot of potential to be renovated and become active nodes of public life. If you look at our existing node map, you can see that there are gaps between public spaces that we have highlighted as possible future nodes. Turin's network of public spaces, comfortable pedestrian environments, and commercial viability represent high benchmarks for Monte Sacro. This benchmark might be too high because there are too many policy changes that need to change at the City of Rome level. The parking and trash problems in Monte Sacro are not just a municipal level problem; they are city-wide problems.

Turin's plan was done at the city-level, so it incorporated large networks and "spines" that Monte Sacro would only be a small part of. This presents many challenges that and poses many constraints that must be taken into account while planning and analyzing Monte Sacro. By rebranding itself, Monte Sacro could define its own identity within a robust urban Roman network and carve out certain niches and images, both external and internal. But this new external image cannot function in the same way it does in Turin and bring international favor.

Piazza Sempione will never become Piazza Navona or Piazza Castello, but it could adopt some of the characteristics that make these places so lively and decidedly successful. The first thing that could be changed is the removal of cars. Water features and benches would be important. The fountains in Piazza Castello attract children, providing a playground; in addition to adding tranquil sounds to mask the sound of nearby cars. The most important point to make here is that Monte Sacro's success, in the long run, hinges on good governance and foresight at the metropolitan level. The dissonance between Turin and Rome, barring the truly incomparable histories and political contexts is the extent to which Turin developed a notion of a connected poly-centric city, while Rome still cultivates much more a center-periphery model.

Monte Sacro's internal image at the metropolitan level could develop social programs and build community much like the social center we saw in the San Salvario neighborhood. This concept seemed to be an effective mechanism for providing social support while allowing community building, interfaith understanding, and providing a productive outlet for citizen participation. Monte Sacro could, for instance, create a better public meeting space in one of the parks or in the abandoned cinema in Piazza Sempione. A social center would also create a place to hold events, both private and public. The large population of elderly people would benefit from a place where they could meet. On-going coordination between citizens, economic actors, and cultural authorities could help Monte Sacro find its niche and perhaps achieve a unique presence in the Roman periphery. Lastly, these cit-

ies share unique historical characteristics, but what these histories mean for the continuing narrative of the cities is quite distinct. The compelling history of industrial activity that inspired Turin's urban redevelopment and economic resurgence provides a fertile theoretical basis for forming the so-called "metaphorical" concepts and projects that form the basis of new development in Turin (373). The Lingotto, the quintessential element of the new economy housed in a decidedly essential artifact of Turin's industrial past, comes to represent an easy, but important locus for change in the city. On the other hand, Monte Sacro's garden city history would probably intrigue little external audiences. There is currently no central location that would attract large amounts of people or foster an excellent community.

Ultimately, Monte Sacro could benefit from many of the reforms and re-imaging that Turin underwent in the last couple decades, although the limitations of its context in a Roman metro- politan system complicates the future of Monte Sacro in relation to Turin. Perhaps Monte Sacro should look within to develop a signal for the community, a place that unites the historical richness of the neighborhood with current citizen needs. A project which takes the beneficial elements of the egalitarian Turin plan and sets them in concert with a master plan for Rome, which acknowledges the importance of the peripheral neighborhood. A project which is based in physical, but representative of the unique culture of the city. This is the key take-away from comparing the imaging processes in these two cities: the need for creative branding that functions to aid all citizens and cultivate new frontiers that adhere to a distinct past.

The design guidelines we have presented, encompass the ideals we have talked about and plan to implement in Monte Sacro. We want to preserve the culture and history of the neighborhood, while enhancing the public space with better design. It is also very important for us to incorporate the community in this process, similar or more so than was done in Turin.

VENICE COMPARISON

Public spaces shape the identity and character of communities. In Monte Sacro, there are arguably 9 piazzas: Piazza Gargano, Piazza Sempione, Piazza Adriatico, Piazza Vulture, Market Piazza, Piazza Della Verna, Piazza Elba, Piazza Rocciamelone, and Piazza Carnaro. In spite of the number of piazzas, only Piazza Della Verna and Piazza Elba have benches where people can spend their time. Due to substandard maintenance, many of them are in poor conditions and almost all public space are filled with cars which make the space less safe for people to use. To encourage people to come and enjoy, we reflect on specific elements from Venice and Verona. In Jan Gehl and Lars Gemzoe's book New City Spaces, they talk about the concept of the "urban oases" that functions as an urban park "with a large variety of elements and spaces and the opportunity for activity as well as passivity" (Gehl and Gemzoe 2000). Elements of these "urban oases" include large landscape elements, gravelled or stone areas, and water. The reclamation of space in Monte Sacro should incorporate these elements to create a space where people want to be. We explore the possibility of incorporating these elements while analyzing space in Venice and Verona. St. Mark's Square in Venice is a good illustration of utilizing public space. It is framed on three sides by buildings and on one side by the lagoon. The water element of the lagoon adds a calming effect to the chaotic humdrum of people enjoying carnival. There are many elements of this square that could be useful in a square like Piazza Sempione. The arched arcade provides protection from the elements, allowing the piazza to function in a more versatile manner. The outside seating provides people with a place to meet for lunch or coffee, attracting more people. The steps next to the arches provide even more seating for people with to-go or packed lunches. The food vendors are another amenity often overlooked as they bring another demographic into the mix. The pavement patterns on the piazza help make this a high-quality space. The light color of the stone makes the piazza look bigger and cleaner than asphalt or cobblestone.

Piazza Sempione could use St. Mark's square as an example and incorporate outdoor seating and a water element. Piazza Sempione could also benefit greatly from capitalization of the arcade that could be a nice place to sit when its raining or hot. In addition to this, Piazza Sempione could improve the quality of the space by paving it with a nice stone pattern.

Figure 155

Furthermore, the island of Giudecca in Venice demonstrates another good example of the relationship between housing complexes and series of piazzas. Although not widely used and often empty, this example of public space shows the importance of the pedestrian with the use of bridges that go over the canals. Unfortunately, the piazza shown below does not have any public seating with the exception of the steps leading up to the pedestrian bridge. It is an area isolated from people. The adjacent piazza (to the right in this picture) has seating along a planter, which is inviting because it combines the greenery of the trees and plants with seating and a view of the piazza. This space visually evokes the feeling of quietness and instills a sense of calmness along the view of the ocean.

The calm atmosphere created by the water and the enclosure of the space by buildings is similar to the park in Piazza della Verna. This space could be improved with

Figure 156

higher maintenance of the space.

Along with spaces in Venice, Verona also has a versatile public space: Piazza delle Erbe. It is surrounded by a combination of medieval and contemporary architecture that creates an oval shape around the piazza. It creates a sense of enclosure and safety because of the curvature of the buildings. The stone pavement is characteristic of the region, incorporating local materials into the piazza. The combination of the good light- ing and light stone provides a well illuminated space for people to enjoy the nightlife as well as the day scene. Ele- ments such as the good light- ing, the organized and clean market, the water feature, the outdoor seating, and cafes are elements that, again, could be incorporated into the public spaces in Monte Sacro. If the market in Monte Sacro were more open, it would be a more attractive space. The market in Verona does not completely block the pedestrian's view across the piazza, improving the visual aesthetics and safety of the space.

Figure 157

Public spaces are communal property for all the people to enjoy. Monte Sacro requires special attention in order to conserve greenery. Reclaiming the public space will make people feel more se- cure.

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