

Flaminio

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EXECUTIVE SUMMARY

Flaminio is an upper middle class neighborhood in the northern part of Rome. This area was developed during the fascist era and contains mostly residential buildings as well as some businesses. In later years, Flaminio has been the site for large development projects such as the Olympic Village in 1960, the Park of Music and most recently, the MAXXI art museum.

During the first stage of our research process, we tried to get a feel for the character of Flaminio as a whole unit. We discovered that Flaminio is shaped like a dumbbell with many services and activities concentrated near Piazza Mancini on one end of the neighborhood and near Piazzale Flaminio on the other, with a section of quiet residential streets connecting the two. For practical reasons, we decided to limit our area of focus to the micro neighborhood concentrated around Piazza Mancini. The most arresting characteristic of this neighborhood is the Piazza itself, located right next to a large public transportation hub. This place seems to serve as an entry point into the neighborhood for a large number of Non-Italian people who come into the area to work and make use of the public spaces.

The next step was to examine data from the 2001 Italian census to gain a better understanding of the population demographics, employment situation and housing stock in the area, comparing it with the rest of Rome. We used all of this information to begin analyzing four different themes: commerce, public space and transportation, demographic change and social inclusion. Overall, this area is well served by public transportation, contains well used public space and a variety of different commercial amenities serving the wealthy, mostly older residents, well-to-do outsiders and the people who come into

the neighborhood to work. All of these factors contribute to the presence of a large non-resident, Non-Italian population using this area; however, conversations with neighborhood representatives indicate that there are no formal provisions for the organization or inclusion of these people into the life of the neighborhood.

The final section of this document includes some recommendations regarding how the neighborhood can use assets like the public library to engage this non-resident, Non-Italian community.

PROPOSAL FOR COMMUNITY DEVELOPMENT

Introduction

Flaminio has traditionally been a neighborhood of Rome's upper-middle class. Recently there has been a trend of non-resident immigrants working in Flaminio and using the space of the neighborhood for their own purposes. Therefore, the needs of the neighborhood are widely varied to accommodate the residents and the non-resident immigrant population. These needs range from immigrant specific services, elder care, childcare, transportation, and basic infrastructure and cultural services. The neighborhood has adapted to reflect the needs of its members, but cannot accommodate all the needs of the immigrants and its resident citizens to the fullest extent. The following is brief history of the neighborhood, an analysis of the services we have observed within Flaminio, an examination of the gaps and problems we see with these policies, and recommendations for the future.

Brief Historical Overview of Flaminio

Flaminio is a neighborhood directly outside the Aurelian Wall circuit and Rome's historic center. This neighborhood developed between Villa Borghese and the Tiber River before 1919. City plans during this period, which served in an advisory capacity, had a laissez-faire attitude towards development and concentrated on regularizing the irregular development of Rome's historic center. As a result, there was strong national encouragement for a city plan that dealt with development at the city's fringe. Therefore, the property tax creation law of 1904, the "Giolitti Laws" of 1907, and the city plan of 1909 organized methods for regularizing building patterns and reducing the cost of extending street, sewer, and lighting infrastructure. Major development in the

neighborhood began after 1919 when the property tax collection system was finalized and all land was zoned for *palazzine*, or four story buildings. During WWI, there was an increase in land prices that suited the market for residential building development in the periphery. During the fascist period, private developers invested in residential developments and transformed *palazzine* into *intensive*, ten and twelve story buildings. The physical construction of Flaminio slowed down in the post-WWII period when the focus of city development shifted to eastern Rome.

Reinvestment returned to Flaminio in a series of stages, with most reinvestment involving large-scale projects that did not benefit the residents of Flaminio. The first stage of reinvestment in Flaminio was in preparation for the 1960 Olympic Games. A complex of sports stadiums, named the Foro Italico (formerly Foro Mussolini), and a residential Olympic village were constructed at the edges of Flaminio. The next stage of reinvestment occurred in 1989, when a tramline between Piazza Mancini and Piazzale Flaminio was constructed. There was large local opposition to this tramline; however, of all the reinvestment projects in Flaminio, this one most closely provided direct services to the residents. Soon after, a stadium was renovated in the Foro Italico for the 1990 World Cup. Then, a series of cultural investment arrived with the construction of Renzo Piano's Park of Music and Zaha Hadid's MAXXI museum. These two projects bring modern architecture and art into a neighborhood that was largely constructed in the Fascist era¹.

When immigration to Italy began to grow in the 1990's, immigrants started coming to Flaminio as mainly workers for the upper middle-class residents. Some immigrants from Latin and South American countries chose to settle in Flaminio. In

¹ Agnew, John. "Rome." John Wiley and Sons, 1995. New York.

order to accommodate this small immigrant population, the Roman municipal government created an elected immigrant representative position in Flaminio. The former representative was a politician who did not serve the needs of Flaminio's resident immigrants and thus lost the trust of the people. Consequently, they elected Norma, a woman who is popular among the residents as a small business owner of an international market, as their representative to the *Municipio*. She is concerned with the inclusion of immigrants in Flaminio's community; especially immigrants who do not reside in the neighborhood. Norma would like to bridge connections between the resident immigrants and those who regularly visit Flaminio, in order to create a system for organizing this community and creating a way for them to receive city services.

Observations of Services Offered in Flaminio

One of the main service programs that exist in Flaminio is through the library. The Flaminio library is one of twenty libraries in Rome that have joined *Roma Multietnica*, a program dedicated to finding ways to engage with multi-ethnic groups in different neighborhoods. Books for children and adults have been purchased from a range of countries in Asia, Latin America, Africa, and the Slavic and Balkan regions. Each library has also been provided with language courses and language books for children. Flaminio specifically, has spent time cultivating a large selection of Arabic books. There is a detailed website, www.romamultietnica.it, which has a great deal of useful information for different ethnic groups. It includes information about different ethnic restaurants, including Sub-Saharan African, Latin American, Arabic, Persian, Indian, Japanese, Jewish, Thai, Chinese, Korean, and Vietnamese cuisines. There is also information about different institutes that do research studies on these different groups,

and also information about the different languages spoken by these groups. The website can be read in either Italian or English, but the Italian website has more detail and information. The Italian website has news about art, associations, books, music, religion, and magazines. This website, and more specifically the library, is a great resource for immigrant groups to use, however, it seems to be underutilized.

An important gap that the library in Flaminio is struggling to bridge is engaging with the non-resident immigrant population. The *Multietnicità* program website could be helpful to this population, but it is not well publicized due to a lack of resources. Ideally, there would be information all over our study area about the library and the *Multietnicità* program. The library in Flaminio has worked hard to attract the non-resident immigrants to use and enjoy the library. They have cultivated a large collection of Arabic texts for both children and adults and are subscribers to several foreign language periodicals. Upon our visit, they were able to show us their small yet exciting collection of newspapers in Spanish and Slavic. These are important ways to engage with the non-resident immigrant community because there are such a large number of Latin Americans who come into Flaminio. They may be small steps, but the program is slowly building a strong foundation. *Roma Multietnica* in Flaminio has potential to be a thriving program, especially with more resources and innovative programs.

Three main cultural centers are present in this neighborhood: the Olympic sport complex from the 1960s, the Music Park complex, and the soon to be completed *MAXXI museo nazionale delle arti del XXI secolo*. Each of these different complexes is comprised of dominant structures that take up large amounts of real estate within the neighborhood. Their presence is greatly noticed by all who enter Flaminio. It is apparent

that these different cultural centers have a similar goal in providing services; not for the local community, but rather for the larger Roman, Italian, and international communities. Not including the Flaminio residents is problematic because their space and resources are consumed and not enjoyed. It is important for these cultural centers to create opportunities for the locals to be able to take pride and ownership of these spaces.

New investment in Flaminio has steered away from monumental projects and is moving towards more subtle programs that hopefully boost connectivity between the people of the neighborhood and their built and natural surroundings. Several urban projects are currently underway in Flaminio, focusing on providing a friendlier environment for pedestrians. They are renewing green space, and creating new green zones around Piazza Mancini. Work is being conducted to extend Flaminio's existing network of bike paths, in an effort to encourage people to drive less and walk or cycle more. They are also renovating public areas to decrease traffic and to promote historically significant locations, like the Olympic sport complex. Finally, city planners want to create better pedestrian paths to the auditorium and construct the Bridge of Music between the Park of Music and the Olympic sport complex. A weakness of these projects is that they do not consider the needs of the nonresident immigrants.

Recommendations

Our programmatic recommendations for the neighborhood of Flaminio are broken into two groups: programs where the library has a primary role and programs where the library partners with another institution. Creating new systems of inclusion depends on programs that promote discussion between residents, city officials, and immigrants. An important player in this process is the Immigrant Representative, Norma. She is a

mediator between the city and the people who live and use the neighborhood of Flaminio. She is in regular contact with the *Municipio* and is working hard to establish a strong tie with the people. One way she interacts with the neighborhood is through her local international food store. However, this is a limited form of interaction because she is not always working there, and not everyone frequents her shop. If Norma partnered with the library, together they could host open forums with free food where all members of the neighborhood are welcome. By promoting a dialogue in this way, all the involved parties can express what they want from the neighborhood and understand what can be accomplished.

Once this dialogue and network of trust has been established, the library can embark on creating programs that bring all types of people to the library. Some possible events could focus on celebrating diversity. They could host an international food fair, or an international book fair. Similarly, they could celebrate different international holidays with special book exhibitions and free traditional food. The library could also create an international, traditional dance class, where students of the language program could teach different classes. In order to promote these events, the library should designate a single contact person who would be responsible for the logistics of the programs and advertising their events.

Promotion of the library's activities would have to be simple and direct. Some cost efficient methods are making screensaver advertisements at different internet points, making and distributing pamphlets in the piazza and on the streets, posting signs at popular local bars and restaurants, and embarking on a word of mouth campaign. The

signs created should be in multiple languages to attract a diverse group of people to the library.

With the city's new projects that promote the Park of Music and the MAXXI museum, programs that the library sponsors with these intuitions could serve as a buffer against the mass inflow of nonresidents into the neighborhood. This way the Flaminio community can identify itself with these landmarks that define their physical space. This partnership can inspire programs like international film festivals and open-air concerts in Piazza Mancini both sponsored by the Park of Music. MAXXI could partner with the library for international arts and crafts fairs and mural projects. The library could arrange an open sports day at the Olympic sport complex for the residents of Flaminio. Hopefully, through these recommendations, new ideas and strategies can be created to bridge the disconnection between immigrants and the rest of the community.

QUALITATIVE AREA STUDIES

Introduction

An initial part of our research on Flaminio was a qualitative area study. We proceeded with this by walking around and making observations about the physical layout of the area, buildings, people, commercial activities, and transportation system of the neighborhood. Using these observations we created a qualitative description of two important areas in the neighborhood: Piazza Mancini and Piazzale Flaminio. Our intent was to gain a better understanding of the character of Flaminio. This chapter includes our observations and our subsequent preliminary analysis of the neighborhood.

Piazzale Flaminio

Piazzale Flaminio is located on the north side of Rome, directly outside the walls of Piazza del Popolo, which was formally known as the center of Rome. It serves as the southern entrance into the neighborhood of Flaminio. We will examine its physical characteristics, commercial activities, transportation systems, and people to gain an understanding of the neighborhood and its community.

Physical Characteristics

Although Piazzale Flaminio serves as an entrance to both Flaminio and central Rome, it is partially hidden due to its orientation. This piazza, which functions as both a hub for multiple modes of public transportation and an informal marketplace, serves as a transitional zone between the dense urban fabric of the center city and the less dense residential zone of Flaminio. The piazza forms a narrow L-shape. The space along the east-west axis is devoted to bus stops and automobile traffic, while the space along the north-south axis is occupied by train station traffic and a small market. The part of the



Figure 1: Aerial View of Piazzale Flaminio

piazza used for the market is wedged between tall buildings to the north-west and fences that demarcate the borders of Villa Borghese to the east.

The borders of Piazzale Flaminio are formed by a combination of

buildings, fences, and roads. The western boundary of Piazzale Flaminio is composed of earth-toned six story buildings. One of these buildings, Banca Popolare di Milano, is a modern, black building dedicated to commercial space. The other structures at this edge appear to be older, multi-use buildings.

Multi-story buildings frame the northern boundary of the piazza. These buildings are from the late nineteenth century and early twentieth century. They are painted warm, earth tones like cream, yellow, and peach. There is very little graffiti on the ground level of these buildings. At the northeastern boundary, these buildings meet the train station, Fermata Roma Viterbo. There are two entrances onto the piazza from the train station. One entrance is at the northern-most edge of the piazza and the other is at the eastern-most edge.

The large open area of Villa Borghese forms the eastern boundary of Piazzale Flaminio. There are two white, classical temple-like structures that frame the entrance to

the park. A column topped with an eagle incorporates Villa Borghese and its symbols, eagles, into the Piazza.

Piazza del Popolo, the Aurelian wall circuit, and Via Luisa di Savoia form the southern edge. The multi-leveled boundary forms a strong contrast between Piazzale Flaminio and Piazza del Popolo. The contrast is strongest along Via Flaminia, from where there are direct sight lines into Piazza del Popolo and its symmetric, decorated, well-maintained piazza space. This strong boundary creates an intersecting axis along Via Luisa di Savoia from which the Tiber River can be viewed.

The northern part of the piazza is paved with asphalt leading to the train station entrances. This asphalt gives way to different types of cobblestones at the south of Piazzale Flaminio. These grey cobble stones are arranged by size, and the different sizes are grouped together based on position in the piazza. There are also thin lines of white cobblestones that run along the square.

The south of Piazzale Flaminio, or the façade of the piazza, is a tool to guide traffic in this transportation hub. The east-west oriented part of the piazza is paved and separated in a way to organize different types of traffic. The piazza is split to allow cars and trams onto Via Flaminia and off of Via Giambattista Vico. Tram tracks are incorporated into the divisions of the pavement pattern. The tracks are on street level and are framed by curbs where tram riders and pedestrians walk. Crosswalks connect the major divisions of the piazza, but not all crossing areas are delineated with white paint on the pavement.

These divisions of Piazzale Flaminio cause the piazza to have several smaller islands inside its boundaries. These islands are used as bus stops as well as impromptu

locations for commercial space. On the island directly across from Piazza del Popolo, on Via Luisa di Savoia, there is a newspaper stand and a bar. The bar appears to be a permanent structure, but the walls are made from pieces of glass in a shape that adapts to the available space.

Cobblestones provide a visual and physical foundation for benches, trees, and lighting fixtures. There are two parallel rows of five backless stone benches. Disease-resistant plain trees are interspersed between these rows of benches. Permanent lampposts are also spread throughout the piazza. These lights are not like those of Via Flaminia, lamps hung from wires stretching across the street, but are lamps at the top of tall, black posts with elegant detailing. Moreover, the southern part of this piazza is given more importance with the presence of statues, like that of an eagle near the gates to the Villa Borghese.

Since Piazzale Flaminio is a high traffic and multi-use area, garbage collection should be a major concern. However, the distribution of receptacles is uneven. There is a row of dumpsters at the north of the piazza while garbage bins decorate the formal part of the square. Ironically, garbage is not thrown into these trash bins in the front of the piazza. The same amount of litter is distributed throughout the Piazza. There are newspapers both on the ground and on benches and paper wrappers are not thrown out. Additionally, empty crates that seem like garbage are stored next to the entrances to the train station behind orange tape.

Commercial Activities

Informal

There is a small, informal market on the northern part of Piazzale Flaminio. There are usually five umbrella-covered stalls that sell clothes, handbags, shoes, and bedding. There are also cars parked nearby that hold additional merchandise and sometimes act as impromptu stalls. Italian men and women manage these merchandise stalls.

Unlike the stalls, there is a more mobile group of sellers closer to the train station entrance. These stalls offer a variety of merchandise including purses, sunglasses and CDs sold on big white sheets. The sellers are Senegalese men who speak French and Italian. They vary in age, from late teens to old age. These markets are very similar to ones that appear all over the streets of Rome. Since these men are taking part in illegal business, placing their products on the canvas allows them to pack up their products quickly and exit the area if officials are spotted. On rainy days, these stalls are not open. Instead, different vendors, usually of Indian or Persian descent, sell umbrellas. The market stalls are situated on the north of the piazza, while the umbrella vendors spread out across Piazzale Flaminio to advertise their goods.

Formal

The formal commercial establishments of Piazzale Flaminio are found on the borders of the piazza in the ground floor of surrounding buildings. The majority of these spaces are used for restaurants and bars, and has a seating area that extends into the piazza. During the middle of the day, these areas are not well populated. Situated prominently between the bars is a Western Union office, used for money transfers and internet access. Since the Western Union attracts people with connections or networks

outside of Rome and Italy to Piazzale Flaminio, the people around this store tend to speak foreign languages.

Transportation

A variety of transportation options connect to Piazzale Flaminio. There are regional and light rail train lines, a metro stop, eight bus lines, and road access to central Rome and surrounding areas.

The regional train line station is located in the Northeast corner of Piazzale Flaminio. This train travels north out of Rome towards Viterbo. Its immediate stops include Euclide, Acqua Acetosa, Campi Sportivi, Monte Antenne, Tor di Quinto, Due Ponti, Grottarossa Saxa Rubra, Centro Rai, Labaro, La Celsa, Prima Porta, La Guistiniana, Montebello, and Sacrofano respectively. As such, this line provides access from the center of Rome to the northern metropolitan area of Rome and outlying cities in Lazio.

The light rail line stop in Piazzale Flaminio services the number 2 and 19 trams. The number 2 line begins in Piazzale Flaminio and travels north along Via Flaminia and Viale Tiziano, making stops at Piazza Mancini and Palazzetto dello Sport. This line provides greater access through the Flaminio neighborhood than the number 19 line, connecting its north side to the edge of central Rome at Piazzale Flaminio and Piazza Popolo. The number 19 line starts at Piazza del Risorgimento and connects to the Southeast side of central Rome after crossing through Piazzale Flaminio.

Metro line A also runs through Piazzale Flaminio. It begins on the northwest edge of Rome at the Battistini stop and runs southeast across the central city to Anagnina. It stops at Piazzale Flaminio, connecting it to other major points such as Termini Station, In this way; this metro line connects the neighborhood of Flaminio to all forms of

transportation throughout the city. In addition, Bus lines 19, 66, 204, 490, 496, 628, 926, and M all have stops in Piazzale Flaminio.

Lastly, several roads provide access to Piazzale Flaminio. Via Luisa di Savoia and Viale del Muro Torto run along the southern edge between Piazzale Flaminio and Piazza del Popolo. These roads generally have heavy traffic as they trace the perimeter of central Rome. The western edge is created by Via Giambattista. Viale Giorgio Washington runs through the middle of Piazzale Flaminio towards Villa Borghese. Via di Villa Ruffo enters the piazza from the northeast. Lastly, Via Flaminia bisects the piazza from the north. These roads are well maintained as they are so frequently used and an essential part of the transportation hub.

Piazzale Flaminio is an important transportation hub for the neighborhood of Flaminio. With its variety of transportation means and various lines, it enables residents of Flaminio to travel anywhere in Rome. While the frequency of certain lines varies depending on the time of day, there is always a continuous flow of people through the piazza. Considering the large, residential population of the neighborhood, it is likely that transportation around the city permits residents to travel to and from work, shopping and other activities as well.

People

Considering that Piazzale Flaminio serves as a transportation hub into central Rome, it is understandable that one will find a variety of people occupying and passing through the space. Piazzale Flaminio hosts a variety of types of people: from businessmen, tourists, and middle-class residents, to Italians, Senegalese, and many other nationalities. It is here that these groups of people cross paths.

The stationary population of Piazzale Flaminio are the people who are operating the markets. At the formal market, Italian men and women manage the merchandise stalls. Most of these men and women appear middle-aged and are dressed in casual attire. We believe it is likely that they make their living from this work. The informal market activity is run by two groups. The first is Senegalese men. They appear to vary in age, from the late teens to elderly. The other group appear to be men of Persian or Indian origin.

There appears to be a different demographic moving through Piazzale Flaminio. While the majority of people using the regional train line appear to be part of the middle-class, in general, there is more of a mixture of social classes. There is a presence of more business people, likely moving into the business district in Flaminio or into central Rome. Most people appear to be of Italian origin and those that do not most often appear to be tourists who have trickled over to this transportation hub from Piazza del Popolo.

Despite this mixture, there does appear to be a transportation hierarchy based on user types. While there is a strong presence of lower and middle-class people moving from the regional train station, the middle and upper-middle class people seem to more frequently be using the light rail and automobiles for getting around. This provides insight into the character of Flaminio and the surrounding neighborhoods, suggesting things such as the local neighborhood of Flaminio has wealthier residents than the periphery of Rome.

Piazza Mancini

Piazza Mancini is a large, well-kept park that serves as an important public space in the northern part of Flaminio. As we did for Piazzale Flaminio, we will examine

Piazza Mancini and the immediately surrounding area by describing its physical characteristics, commercial activities, transportation systems, and people to gain an understanding of the neighborhood and its community.

Physical Characteristics

There is a large bus terminal immediately adjacent to Piazza Mancini. It is the end of the line for the different bus routes that bring hundreds of people to this area every day. The bus depot is approximately 80 meters long and 65 meters wide, with fourteen rows where buses pull up and park. Across the street

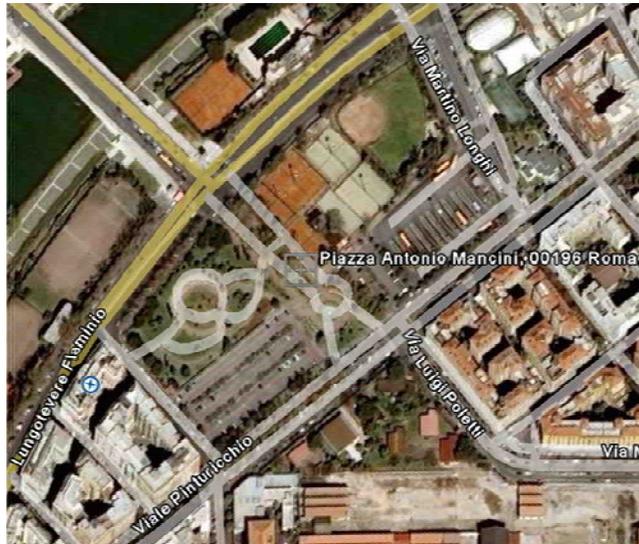


Figure 2: Aerial View of Piazza Mancini

from the bus depot is also the terminus for the number two tram, which runs through the entire neighborhood of Flaminio, along Via Flaminia to Viale Flaminio at the other end. The area around the bus depot and the tram stop is usually busy throughout the day as people continuously get on and off buses and trams.

Many people wait for buses on a sidewalk that forms the southwestern boundary of the lot. The asphalt sidewalk is lined with a row of eight plain trees and three smaller billboards advertising Mitsubishi cars and American movies. There is a sidewalk next to this row of trees and billboards that separate the bus depot from a parking lot on the other side.

Viale Pinturicchio is a wide street that runs along the southeastern boundary of the bus depot, perpendicular to the axis of the sidewalk, and parallel to the Tiber River. It is about 10 meters wide. The entrance to Piazza Mancini closest to the bus station is directly across from the intersection where Viale Pinturicchio meets the much wider Via Luigi Poletti. This block of Viale Pinturicchio is divided by the tracks of the number 2 tram and tall trees which line each side of the tracks. The tracks eventually turn onto Via Luigi Poletti. The remainder of Viale Pinturicchio, past the intersection, is divided by a concrete median. Several tall plain trees are planted into the cement median along the entire length of the road. Along either side of this median is public parking. The portion of Viale Pinturicchio that is divided by tram tracks is about 400 meters long with approximately forty-six foot tall, bare, plain trees. The other portion of Viale Pinturicchio is about 325 meters long with approximately thirty-five ft tall plain trees.

A small parking lot, about 60 meters by 24 meters with the shorter side running parallel to Viale Pinturicchio, is located between the bus depot and Piazza Mancini. This parking lot on the other side of the trees and billboards has demarcated lines in which cars can park. There are four rows in this lot with twenty spots in each row, totaling 80 parking spaces. Running down the center of this lot are eight trees that look dead. At 10 a.m. there were few cars driving in or out of the parking lot, but most of the spots were full. The cars that were parked in this lot ranged in size from small to large and were in good condition. There were Toyotas, Fiats, Mitsubishi's, Nissans, and some BMWs. Parked along the shorter axis away from the street were some worn looking white trucks that may have been service vehicles. There are several tall lampposts situated in between the trees running through the lot. They are tall, dark metal posts with a large, glass orb

topping them. The lot is not poured with asphalt as one might expect, but is paved with brownish, tan pavers. This paving style is the same that can be found all through Piazza Mancini.

Piazza Mancini is separated from the parking lot by a hedge of low bushes and six tall plain trees. As one approaches the Piazza along Viale Pinturicchio, moving southwest away from the bus depot and parking lot area, the entrance to the piazza is located on the corner opposite that of the intersection where Via Luigi Poletti forms a “T” shape with Viale Pinturicchio. Two large, low cement planters containing scraggly green plants formally, but modestly demarcate the entrance to the Piazza. This entrance consists of a five-meter wide path, paved in light tan pavers, which moves diagonally to the left into the first formal area of the piazza. The entrance to the path is framed on the parking lot side by bay hedge and on the other by lawn area. The first formal space one enters in the piazza is made artificially circular by the presence of a low, stone wall, which also serves as a bench and a large fountain in the center whose shape echoes that of the wall. Gaps create paths in the stone wall, but do not detract from its circular space. The diameter of this circle is approximately 30 meters and the fountain’s is six meters, with a three-meter band of grass surrounding it. The path from the sidewalk to the fountain is approximately 25 meters.

The unoccupied surface of this space is covered in the same tan pavers as every other path surface in the park. There are two paths that lead to the fountain area, two from the sidewalk along Viale Pinturicchio, one from the far (away from Viale Pinturicchio) side of the small parking lot bordering the bus depot, and another from the next area of the piazza, which extends from the circular stone wall to the opposite border of the piazza,

where it is contained by the Lungotevere Flaminio. There is an irregular space between the bay hedge that borders the parking lot on the bus depot side and the low, stone wall that creates the circular fountain area. This space contains, in addition to several bare plain trees, two wooden benches close to the area where the path entering the piazza meets the stone circle wall area. Large trees grow over these benches, protecting the user from unpleasant rain or sun. The grass in this area grows in irregular patches, and everywhere old bottle caps seemed to have been trampled into the mud. Small trees are planted in rectangular planting spaces located at regular intervals near the enclosing stone bench. All of them are very skinny, young trees, but only six of them looked alive.

Much of the space seems very clean and, except for the muddy bottle caps and some bread left out for the pigeons, free of garbage. There are seven metal mesh garbage containers, permanently affixed to the ground within the circular area alone, and one along each path (four garbage cans total on the paths). We observed two uniformed employees, one male and one female, pushing carts and cleaning implements from garbage can to garbage can emptying each one and picking up garbage. There is little to no graffiti, except on some metal utility boxes and the one port-a-potty type facility located in the center of the piazza. There are also posters and graffiti on some of the many low billboards that line the sidewalks surrounding the piazza. Most of the graffiti and posters seem to be related to right wing politics. For example, there are many “Fiamma Tricolore” posters and graffiti.

From the circular area around the fountain, one can walk along the path, moving away from the street, into the long, narrow portion of the park leading to the Lungotevere Flaminio that forms the northwest border of the piazza. This space is a rectangle

approximately 95 meters long and 25 meters wide. Two parallel paths, each five meters wide and paved in the same tan material, flank a central area of well manicured grass and 14 plain trees, 15 meters wide, which extends from the circular bench wall to the Lungotevere Flaminio. 35 meters from the stone circle, extending between the two parallel paths, a path cuts the middle grassy section into two unequal parts. Wood and iron benches line this path for the convenience of park users. One may see one of the only 800 gardeners employed by the city of Rome, cleaning out and caring for these spaces. There is a small stone drinking water fountain on the northern side of the parallel path, a few meters from the Lungotevere Flaminio.

Another path leading away from the southwest opening in the stone circle moves more to the southwest along a curving, but generally diagonal path, to a small open-air amphitheatre structure. There is a stone wall and bench installation, similar to what is found around the outer circle near the fountain. There are four tiers of stone bench seating along this half circular space. This structure forms one half of a circular space, 40 meters in diameter, with playground equipment in the grassy center. This circle is the central part of a trapezoidal park space that borders the southern most of the parallel paths extending from the stone circle to the road. The axis of the trapezoid perpendicular to the parallel paths is about 110 meters in length, extending to the southwest of the part of the piazza we first described. The amphitheatre area is partly screened from the view of the rest of the piazza by large, low palm trees. In this area, there are fewer garbage cans and the ground is littered with trash: old newspapers, plastic bags, beer bottles, food packaging. Under the palm trees, there are three wooden benches facing the empty playground space.

The space between the trapezoid containing the amphitheatre area and the Viale Pinturicchio is dominated by a large parking lot (100m x 45m), much larger than the parking lot on the other side of the piazza. This lot has six very long rows of cars, with two tree lined cement medians separating rows of cars. Between this lot and Viale Pinturicchio, there is a hedge, sidewalk and tree lawn. This parking lot unlike the smaller one is specifically paid parking. There is a machine that prints ticket that allows a vehicle to be parked in this lot. Private police also monitor the lot, ticketing illegally parked vehicles.

Behind this larger parking lot is a row of tall apartment buildings. There are five of these buildings in a row that are all approximately nine stories tall. One of these buildings directly faces the Tiber River. We assume that apartments in this area are very costly, especially ones with unobstructed views of the Tiber. As with most of the apartment buildings in this neighborhood, some of the units have balconies, which are decorated with luscious plants, but many units just have windows. These windows do not have the traditional wooden shutters found on many buildings in Rome, but rather have metal, pull-down window coverings. Most of these buildings are finished in either stucco or brick. Stucco buildings are painted in warm colors like burnt orange, red, cream, brown, beige, yellow, and coral. The architecture of these buildings appears to be relatively modern for Rome and very plain, with little decoration or ornamentation. Topping these tall apartment buildings is a forest of television antennas and satellite dishes. Many units also have air conditioners visible from the street. None of the apartments have clothing hanging from their windows, suggesting the residents have

access to washers and dryers. Some of these apartment buildings, especially the one facing the Tiber, appear to be outfitted with some kind of roof top garden.

Commercial Activities

Directly across the street from the bus depot there is another row of tall apartment style buildings. They are approximately seven stories in height and are finished in stucco that is coral in color. These buildings have a smaller forest of television antennas on the roof, which might indicate that they are not residential space, but rather office space. The story at the ground level, in most of these buildings, is used for commercial purposes. We observed a pasticceria well stocked with sweets, several internet points, a bar, tabacchi, and a money transfer service center.

Obscured by a tall hedge and iron fence, a school was situated across Viale Pinturicchio from the amphitheater and large parking lot. Upon investigation we learned that these low buildings made up a public art school. We saw many children, most likely between the ages of fourteen and seventeen, coming in and out of the schoolyard. They were talking loudly and joking with each other.

People

During the midmorning, Piazza Mancini experiences light, but consistent foot traffic. Every few minutes, people, either alone or in small groups, walk through the piazza. The people walking through represent a wide range of age groups and appeared to be engaged in several different types of activity. For example, we saw many young, fair skinned, presumably native Italian people in exercise clothes jogging, or carrying athletic bags in the direction of the exercise facilities across the Lungotevere, in the old Olympic Village. We also saw younger individuals walking dogs (especially young men). There

were several well-dressed, older Italian women who walked by carrying large purses or small suitcases through the Piazza, or down Via Pinturicchio away from the bus depot. There seemed to be an unusually large number of people walking down this street away from the bus station carrying shopping bags.

Several groups of middle-aged men with darker skin who do not speak to each other in Italian often occupy the Piazza. One of these groups might settle on a group of benches under a tree, lingering in the area throughout the morning and growing in size as new individuals wandered in and joined the conversation. It is also not unusual to see men and women of different ages, with darker skin that might indicate they were also not native Italians, walk quickly through the piazza. Many of them walk from the Lungotevere side of the piazza to Via Pinturicchio, where they crossed the street, or towards the bus depot. It seemed like an unusually large number of people were carrying shopping bags of some kind. We saw groups consisting of children or elderly people accompanied by younger women with darker skin, indicating that the younger women were probably not related to the child or elderly person they were caring for. We saw at least one man in a winter hat and parka sleeping on a bench. Groups of men also occupy the benches near the amphitheatre and playground area

As morning turns into lunchtime, the piazzas gets busier. People come into the park carrying food in a shopping bag and sit on benches to eat lunch. On Thursday afternoon, there was another group of darker skinned people speaking Spanish who carried in several chairs and big bags of food. They gathered in a corner of the Piazza and set up their lunch. Approximately eight people showed up over the course of ten minutes, and they began to hand out the already prepared lunches to each other. They sat, talked

and ate for a while, and seemed to really enjoy the space. The area around the bus depot, also empty early in the morning, got much busier in the early afternoon as larger groups of people poured off of the buses. Many of these people were darker skinned, again possibly of non-Italian decent.

Piazza Mancini is a vibrant and interesting public space, whose use is determined by its composition of the workforce and residents living in the area around it and its position as a public transportation hub.

Conclusion

Piazzale Flaminio and Piazza Mancini are both large, well maintained public spaces at opposite ends of Flaminio. They are used differently; however, are similar in the fact that they serve as a space for residents and non residents to come together and as entry points into the neighborhood. During these observations we identified that in order to compensate for large size of Flaminio and the time constraints of our research that we would begin to focus on the micro-neighborhood around Piazza Mancini.

INITIAL STREET SURVEY

We have identified Piazza Mancini and its immediate surroundings for our micro-neighborhood area study; specifically the area that is bordered by Via Flaminia to the east, Via Guido Reni to the south, and Lungotevere Flaminio, which runs along the Tiber, to the west and north. Piazza Mancini is a large green space in the midst of a densely developed residential area. The majority of these residential buildings have five to ten stories. These buildings have stucco or brick facades and are designed in the style of the early Twentieth Century. They are colored in bright, warm earth tones of cream, orange, and peach. Many buildings have units with balconies from which residents hang plants and clothes.

We chose this area because of its interesting dynamics. We hope to understand how its transportation services, educational buildings, athletic facilities, housing, and commercial space serve the needs of the residents and the people who use the area around Piazza Mancini. The initial street survey makes observations on the area's public spaces, commercial and educational space, and transportation system.

Public Space

The green zones of Piazza Mancini and the presence of the Olympic facilities across the river promote the popularity of sports in the neighborhood. There are soccer pitches,



Figure 3: Aerial View of Study Area

baseball diamonds, and tennis courts directly on the borders of the Piazza. We observed that during the day, these fields were used with low frequency, which implies that they attract more people at other times.

The streets and sidewalks are generally in good condition. They are paved with asphalt, and show signs of repair. We also noted the presence of garbage and recycling bins along the streets, which were clean, correlating with the presence of many trash bins. The cleanliness suggests a high level of pride and respect among community members for the neighborhood.

Commercial and Educational Space

Commercial space in the area is devoted to a variety of services. Stores and shops that cater to the residential community include: grocery stores, restaurants, hardware stores, bars, home goods stores, carpet shops, auto repair shops, computer stores, computer repair shops, clothing stores, perfumeries, bakeries, salons, banks, pharmacies, optical stores, gelaterias, pet supply shops, photocopy service shops, paint stores, stationary shops, movie rental shops, and sport stores. It is evident that most, if not all, basic commercial goods can be obtained within the micro neighborhood. The variety of commercial services also has the potential to attract outsiders into the community.

The commercial character of the neighborhood extends to specialized needs that serve Non-Italian, non- residents and visitors. For example, there are money exchange stations, internet points, and international food shops. Lastly, athletic facilities also contribute to the commercial character.

Due to the large residential population, there are several educational facilities within the vicinity. These include a public arts high school, an elementary school, a

dance school, and a branch of a university. Additionally, a contemporary art museum is under construction.

Transportation System

During the middle of the day, there are medium flows of traffic. There is good traffic light network. Many cars are parked along the streets, mainly larger ones. Motorinis and smart-cars do not have a strong presence.

There is a large transportation hub at Piazza Mancini, with a bus depot at the terminus of many lines. This terminal area is separated from the neighborhood by curbs, sidewalks, and trees. Also, there is a tramline, the number two, that runs through this neighborhood and terminates at Piazza Mancini. The majority of tracks are bordered by well-maintained hedges of bay bushes in the central lane of the streets.

Thus, we have begun our study of Flaminio by collecting detailed observations, which contribute to our qualitative data. In the next phase of our research, we will seek to corroborate our conclusions by examining census data for this study area.

QUANTITATIVE AREA STUDY

Introduction

Through observations, street surveys, and research, we have formed a general idea of Flaminio. Using the statistical data from the 2001 census, we looked for support and disagreement about these impressions of the neighborhood. Overall, the statistical analysis supported our conclusions of Flaminio as an upper middle-class, family-oriented neighborhood.

Methodology

We chose to use data from the 2001 census rather than the 1991 data because it is more recent and it allowed greater analytic flexibility. Given the expansive area that Flaminio encompasses, it was useful to extract data that was specifically relevant to our smaller study area around Piazza Mancini. The 2001 census data is divided into census blocks, which can be combined to create a ‘big-picture’ description of any area using these boundaries. In order to understand our micro neighborhood, we aggregated data from the appropriate census blocks to generate totals for our study area. We focused on the data relating to four major categories: population, housing, commerce, and education. Although these groups overlap, each of them plays a distinct role in defining the character of the neighborhood. We used our calculations to analyze the effects that these categories have on the neighborhood.

Population

Flaminio is comprised of roughly 4,000 residents with 46% (1,853) men and 54% (2,159) women. There are approximately 41% (1,638) married residents and 42% (1,700) singles. Widows and widowers make up nearly 11% (429) of the population,

while separated and divorced residents account for roughly 3% each (114 and 131, respectively).

Age Distribution

The population is distinctly older in Flaminio with only 25% (1,000) of the residents younger than 30 years old. In the remaining 75% (3,000) of the population, the greatest concentration of ages occurs between 30-39 and over 74 years old. This age distribution suggests that Flaminio is a neighborhood that not only accommodates the needs of a younger population, but also the older established residential community. Within these age groups, there is an even distribution between males and females, except at ages 60 and above. Here, there are many more women than men. For example, there are 174 women compared to 114 men in the 60-64 age group; 161 to 104 in the 64-69 age group; 146 to 101 in the 70-74 age group; and 334 to 145 in the 75 and above age group. This disparity within the elderly population could account for the slight gender imbalance in the overall neighborhood population.

Immigrants

Since the majority of the neighborhood is composed of senior citizens, the integration of other groups into the community could be difficult. There is evidence for this in the small number of resident immigrants. Less than 2.5% (72) of the neighborhood population is immigrants. The largest concentration is from Europe and makes up nearly 1% (39) of the neighborhood population. Other immigrant groups include 28 from South America and North America, 19 from Asia, and 6 from Africa, totaling just over 1% of the entire population.

Housing

The 2001 census data provides numbers and details on the age, physical characteristics, amenities, and occupants of the housing available in the study area within Flaminio.

Age and Physical Characteristics

There are 61 buildings located in the study area, 60 of which were in use during the 2001 census. All of these buildings were built before 1971; more specifically, 67% (40) were built between 1919 and 1945 and only one was built before 1919. While there are buildings that have only one or two floors in the study area, the majority, or 74% (45) has four or more floors.

Amenities

Eighty-four percent (51) of the buildings are used for residential purposes, with a total of 2,134 residences. The remainder has office, hotel, commercial, industrial, communications or other uses. Each residence has a varied number of rooms. One percent (21) has one room, 7% (149) have two rooms, and 22% (470) have three rooms. The most common arrangement has four rooms, making up 37% (789), while the remaining 33% (705) of residences have five or more rooms.

Most of these residences are properly furnished with necessary living facilities. All have potable water. A water closet and either showers or tubs are present in 99% (2,122 and 2,120, respectively) of the units. Seventy-two percent (1,547) have central heating.

Occupants

Of the 2,134 residences in the study area, roughly 11% (234) are vacant. Fifty-two percent (1,112) are owner-occupied. Nearly 27% (571) are renter-occupied. The remaining 10% (217) units hold other titles.

Commerce

Flaminio is predominantly an upper middle class residential neighborhood within the greater context of Rome. Commercial activity is present in the neighborhood, but on a limited scale. Most of the commercial activity that does occur is service oriented. These businesses can be broken down into two groups based on their clientele: Italian-oriented and Non Italian-oriented. For the Italian residents there are many upper scale salons, bars, restaurants, medical complexes and banks. For the immigrant community, there are several internet points, small specialty grocery shops, money transfer centers, and call centers. The basic needs of every resident are met by this limited commercial activity in Flaminio.

Employment

Of all the employment sectors in Flaminio, the two lowest employing sectors are agriculture and industry (extraction and energy production), both employing less than 1% each. The two highest employment sectors are service-oriented jobs (commerce, repairs, hotels, and restaurants) and public or government jobs (public administration, defense), employing 15% and 21%, respectively. This is representative of Flaminio, given the large presence of service jobs and several military complexes. Males comprise 57% of the workforce. The only two sectors that are dominated by women are education, with 66% female employment, and sanitation and social services, with 75% females. These numbers make sense in a male dominated workforce. Given these employment statistics,

it is clear that Flaminio is best categorized as a dense residential area rather than a major commercial hub.

Education

Of the 3,852 residents of the Flaminio neighborhood who are six years old or older, a majority has finished high school, many have a college or some other tertiary degree, and almost all have completed middle school. Specifically, 23% of residents have a college or tertiary degree, 40% have only a high school degree, 21% completed only middle school, and 12% completed only elementary school. Italian law may explain the low percentage of residents with no educational training beyond elementary school. The 1923 Legge Gentile made schooling mandatory until the age of 14, when most will have completed middle school. Possibly, many of those without a middle school certificate are residents between the ages of 6 and 14. Further, any persons above the age of 14 who have not completed middle school may have been raised and educated outside of Italy.

If educational attainment statistics for Flaminio are compared to those for the rest of Rome, then residents of the study area are slightly more educated than residents of Rome as a whole. Only 15% of all Romans have a college or tertiary degree, while 34% have only a high school diploma and 26% have only a middle school certificate. The educational attainment statistics for males in Flaminio are very similar to the statistics for all residents of Flaminio over the age of six. Twenty-five percent have a college or tertiary degree, a slightly higher than average 41% have a high school diploma, and 22% completed middle school. Less than 1% of male residents completed only elementary school. This means that of the 445 residents who only received an elementary school education, 300 of them are women.

Analyzing Statistics

This primary level of statistical analysis proves that our first impressions of the study area are acceptable. This part of Flaminio is a neighborhood with many families, older residents, and a small number of resident immigrants. Flaminio has a micro-neighborhood around Piazza Mancini that provides for the needs of its residents. The housing in Flaminio is well equipped with modern amenities, even though most of the buildings are older than 30 years. Their good condition correlates to the high percentage of educated residents of Flaminio and the high levels of educational certification. Although this data is useful in determining the character of a neighborhood, it is only one part of a multi-pronged analytical approach to fully understanding the study area. Our continued exploration uses the following four major themes: public space, commerce, transportation, and social inclusion. These themes combine the physical and social dynamics of the community in order to garner a more in-depth, multi-level view.

Public Space

Public space is an integral part of Flaminio and serves the different communities of this neighborhood. The different forms of public space take on varied functions for different audiences. The manifestation of public space in physical locations combines different land uses and social situations that adapt to the community. For instance, Flaminio is made up of three main population groups: families, elderly inhabitants, and immigrants. The families and elderly inhabitants are Italians who reside in the nearby housing of the study area around Piazza Mancini. In contrast, the immigrants are foreigners to Italy who commute to Flaminio since they live outside of walking distance. The public space in Flaminio takes on different forms at different times, depending on

which of these groups is using it. The three main public space forms are formal, informal, and market.

Formal public space

Formal public space is a clearly defined open area created by a governmental authority and officially designed for public use by a community and neighborhood. Piazza Mancini and Piazza dei Carracci are examples of public space in Flaminio. Although these two areas have a common foundation as piazzas, they have different functional and aesthetic designs and consequently take on different roles within the neighborhood.

Piazza Mancini

Piazza Mancini is a park-like public square with a fountain as a central focus for organizing seating and traffic. It has a large, modern fountain in its center with landscaping around it. Concentric to this fountain is a row of circular, cement benches. There is grass around this area and plain trees interspersed around the fountain and in the grass. There are paved pathways between the fountain and benches that connect the piazza to a transportation hub, parking lots, a complex of athletic fields, and a road lined with commercial establishments.

As a result of its location, Piazza Mancini functions as a passageway. The tree-lined paths that radiate from the central fountain are avenues by which community members can safely and pleasantly walk to athletic fields and games from their homes. Teenagers in team uniforms, groups of people carrying tennis racquets, and individuals in athletic clothing cross the piazza space to their destinations. People in business attire carrying briefcases catch transportation at the nearby bus and tram stops. During

lunchtime, smaller numbers of these same business people can be seen crossing the piazza while eating en route. People working in the area, like parking monitors in their bright yellow vests, also relax in this open space during their breaks. These residents and visitors utilize Piazza Mancini equally.

The biggest users of this space may be Flaminio's oldest and youngest residents. Throughout the day, elderly residents venture into and around this piazza to walk, relax, and socialize. Younger, females often accompany many of these elderly residents in the piazza. They appear to not be related, but rather assistants who help and work for their elderly companions. There is a similar situation with nannies taking care of babies, often walking with them in Piazza Mancini. These nannies are also obviously not related to the children whom they care for.

As residents pass neighbors who they recognize, they stop for quick exchanges or take longer breaks, resting on the benches to engage in prolonged conversation. Sometimes older pedestrians stop to admire or play with children who are taken outside, creating an atmosphere of community connectivity.

Although the interactions between elderly pedestrians are effective for community building, the most identity-defining activity of Piazza Mancini involves a Spanish-speaking immigrant population that commutes to the piazza. Every Thursday, beginning around 1:00pm, a group begins to congregate around a tree and the back part of a bench. There are usually ten people who bring chairs, tables, and food. They are casually dressed and seem to be relaxing. Sometimes one or two people dressed in business suits who also speak Spanish join this small group. The group remains very small until at least 2:00pm. As it gets later, more people join to eat lunch and relax. Many more Spanish-

speaking people come so that the piazza is full around 4:30pm. Not all bring chairs, but most bring food, drinks, and toys for their kids. These people tend to arrange themselves in groups of seven around the circular bench, until there are nearly 60 people talking and relaxing in these smaller groups. Late Thursday afternoon and early evening is the time these immigrants have conventionally been given time off from work, so they come to Piazza Mancini to enjoy the weather and relax. Although other people like elderly citizens and athletes still use Piazza Mancini for their purposes at this time, the piazza is largely taken over by this immigrant community on Thursdays. This behavior of gathering is an informal trend, but gives the impression of being an official program.

Piazza dei Carracci

In contrast to Piazza Mancini, Piazza dei Carracci is a less successful piazza, located at the juncture of Via Flaminia, Via Rabirio, and Via Guiseppo Sacconi. It is a small, rectangular space fully paved in asphalt except for the row of tall trees that ring its periphery. Between these fourteen trees are benches in a general state of disrepair with a large newsstand in the center and a parking lot outside of the ring. Cars are parked strategically to maximize space, and consequently, many are double parked or left at strange angles. This creates a frame for the central piazza area that is inaccessible and unwelcoming to pedestrians. Very few people, even on days with good weather, venture out to Piazza dei Carracci.

Informal Public Space

In order to compensate for unsuccessful formal spaces and the overcrowding of successful ones, there is an informal system of public spaces as well. These areas can be found in front of money-transfer centers and internet points. The doors to these

establishments remain open to the seating inside. The windows are covered in signs in foreign languages that range from Spanish to Russian. Often one family member goes inside, leaving the rest outside, but the open door allows conversation between the two spaces. These areas tend to be found in high densities around formal public spaces like Piazza Mancini.

Another link in this network of informal public space is a small international food market. This store has fresh imported fruits, like plantains and avocados, in displays that overflow their confines into the street. Since the store is so small, people tend to congregate outside. The groups around this shop are both bigger and stay longer than those found at the internet and money-transfer centers, and include men, women, and children. Group members are often acquainted with Norma, who is the shop proprietor and the minority representative of Flaminio to the comune.

Market Space

This last category of public space combines elements of formal and informal commerce with public space. In our study area there are two examples of market space. The first is an informal group of five makeshift stands run by immigrants for immigrants between the transportation hub and the piazza. These vendors sell clothing, shoes, and fake handbags from their temporary stands. When the weather is better more vendors are present, but usually no more than five. The second market in Flaminio, which is officially sponsored by the city government, serves as a contrast to the informal market in Piazza Mancini. The Flaminio II market is on Via Guido Reni at the outskirts of the study area and acts as the fresh fruit and vegetable market to the community.

Public space cannot be entirely isolated from commerce, transportation, and social inclusion. Therefore, the use of spaces must adapt to function, and even though the process of adapting to function is unpredictable, it is vital to know.

Commerce in Flaminio

Commercial activity in Flaminio is fairly limited, especially in our chosen area of study. As stated earlier, this is a predominately residential neighborhood. Due to this fact, apartment buildings and residential space in general leave little space remaining to be used for commercial purposes. The commerce that is present in this area is usually concentrated on major roads. This in turn deprives the neighborhood of a central business district or central piazza where one can simultaneously shop and socialize with their fellow neighbors, limiting development of community identity. However, of the businesses that are present in this neighborhood, there are three major categories of commerce. These include informal markets, formal institutions that satisfy the needs of the wealthier upper middle class residents, and formal institutions that satisfy the diverse needs of a sizable immigrant community that works in Flaminio. The complex range of commercial activity in this micro neighborhood makes it interesting to study and analyze.

As in many heavily residential areas, there are several well-known streets, which act as main corridors of commerce. In this area there are three commercial arteries, including Via Flaminia, Viale Pinturicchio, and Via Guido Reni. They are marked clearly in Map 1. Maps 2-4 are included to visually represent the actual clustering of service-oriented businesses like grocery shops, pharmacies, and restaurants, as well as community services like schools and churches. These three streets are important to the study area because residents of the neighborhood most often frequent them.

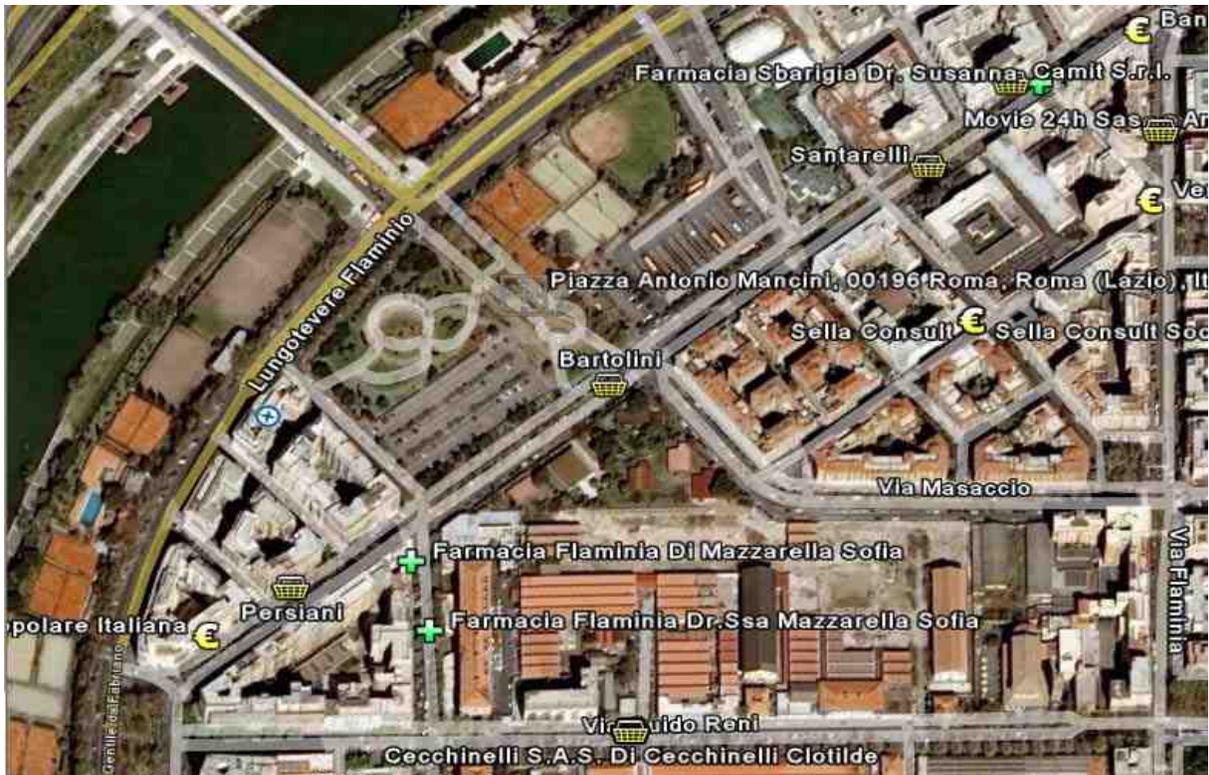
Looking first at the census data from the year 2001, we defined our general understanding of the kinds of jobs that people are holding, which lead to two conclusions. Most of the people who live in our specific study area are employed in some kind of activity other than industry or manufacturing. Two-hundred fifty-one individuals are employed in some kind of commerce, repair, hotel or restaurant. In a similar category, there are 230 individuals who are real estate agents, professionals, and entrepreneurs. These numbers describe those who live in our specific area of study. It is true that many of those living in the neighborhood will work there as well, however, the more professional an individual becomes the more likely it is that they will live and work in different places. The other conclusion that could be drawn is semi-representative of what is found in Flaminio. There are few instances of industry or manufacturing and many businesses oriented towards services. It is most likely that this data is representative of the neighborhood commercial make up because the number of people commuting in is exponentially greater than the number of those commuting out of the neighborhood on a daily basis. There are 1,703 individuals who come into this area of study and 39 who leave everyday.

Informal markets in Flaminio are present in small numbers. This is a busy area with a constant flow of people throughout the day. At the main entrance points of the neighborhood, one is likely to see these small, informal stands. . The proprietors of these stands do not appear to be of Italian descent, and they are always male. It is hard to detect the origin of these immigrants. These stands are for the most part covered, easily broken down stalls, but are more established than vendors who lay their products on blankets on the ground. There are quite a large variety of low-priced products offered by

these vendors. Products include: ladies underwear and lingerie, inexpensive shoes, cheap handbags, and children's and adult's clothing. It is unclear who their direct market is, but it can be assumed that because of their intentional positioning near the bus depots and the end of the tram line, that they are targeting their fellow immigrants.

One of the most interesting things about examining commercial space in Flaminio is that shops and services can be found for both the upper-class residential group and the lower-class immigrant workers in the same place. It is evident through the types of businesses in this area that the specific immigrant population that works and possibly lives there are well established and represented. It is likely that walking down any one of the three major commercial corridors an immigrant can find services to satisfy most of their needs. There are internet points, money transfer centers, call-centers, and specialized markets with imported products. It is successful to have these types of businesses here because there is such a large population of immigrants coming into the area every day.

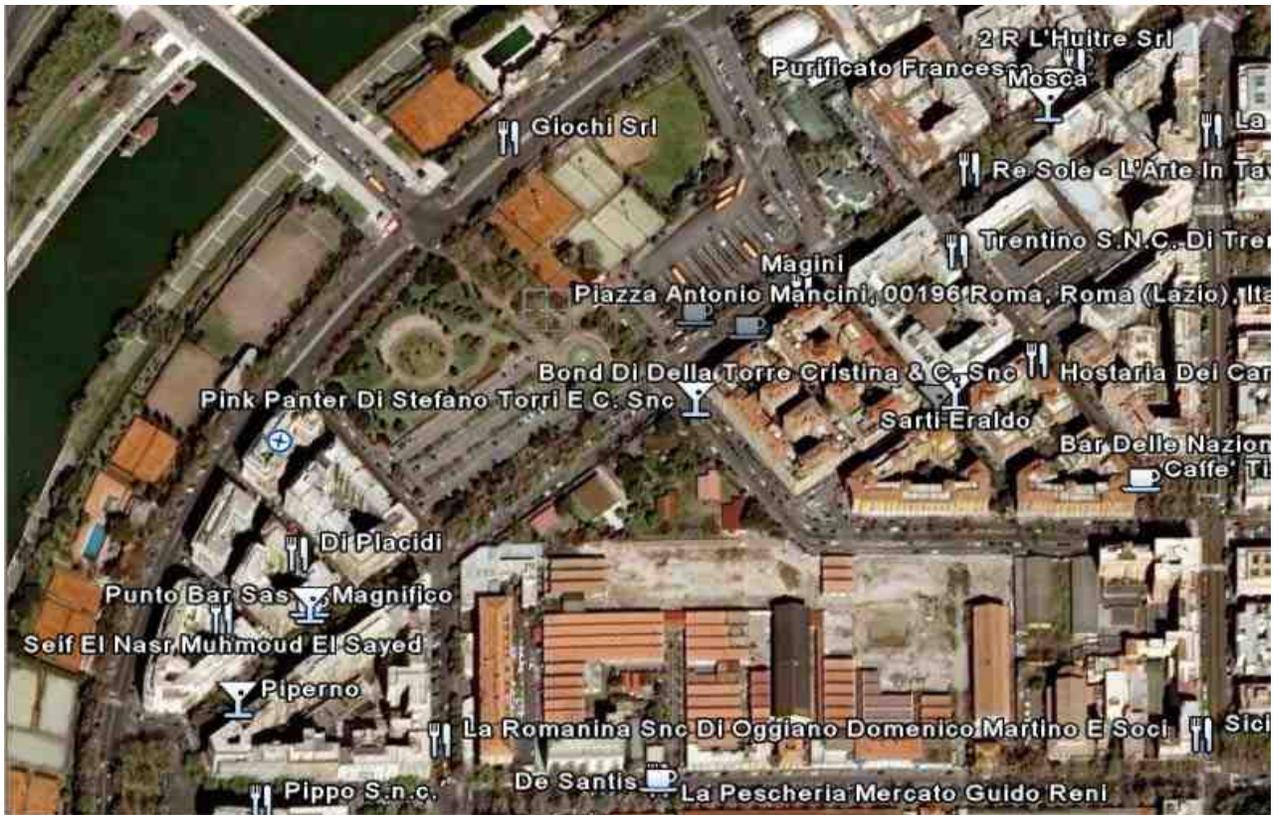
Next to an internet point on any of these three major roads it is very common to find an upscale salon, bank, or Apple computer shop. The direct needs of the wealthier neighbors who live in this area are clearly being satisfied. Strangely, there are few large grocery stores found in this area. It is possible that because many residents own personal automobiles, based on the high levels of visible parking, that the residents in this area are capable of driving farther outside of Rome to larger supermarkets, and have limited use for the local grocery shops. It is also possible that because there is a fairly large population of older individuals that groceries are brought to them from outside of the community. However, there are many specialty rug shops, expensive pasticcerias, travel



Map 2: Some selected commercial businesses highlight to serve as an example of the clustering of commercial activity on these three main roads.



Map 3: Selected businesses and service centers to further illustrate clustering



Map 4: selected restaurants and bars to again represent the heavy clustering of commercial activity taking place on the three major roads in this area of study

Conclusions

Generally, residential areas such as Flaminio tend to be uninteresting to look at from a commercial perspective, but our study area has a diverse collection of businesses and services to meet demands of its various populations. There is a balance between businesses created to meet immigrant needs, whether those needs are formal or informal, and businesses created to meet the needs of the upper class residents of the neighborhood. The lack of a central commercial area forces most of the shopping onto three commercial corridors, which is not conducive to socializing or community building.

Transportation

A broad transportation system services the neighborhood of Flaminio. It includes an urban train, the metro, light rail trains, buses, automobile access, and space for pedestrians and bikers. Through observation of these different means available to the neighborhood one can see that each are used by different groups of people across all social classes. These observations are useful in understanding the neighborhood's character and its inhabitants.

Urban Train Line

The urban train line or *ferrovie urbane*, in Flaminio is located in Piazzale Flaminio. This line begins here, immediately outside the northern edge of central Rome and travels north to Viterbo. It has numerous stops that provide transportation services beyond train access. For example, the stops at Saxa Rubra, Labaro, La Celsa, and Montebello have parking available. Saxa Rubra is also an interchange for the area's suburban bus system.

Even though a variety of people use the train line and its related services, there appears to be a lower and middle class majority. It is likely that these people live in the periphery and suburbs of Rome where the cost of living is less expensive, and use the urban train line to access amenities of the central city and its immediate neighborhoods like Flaminio. The business attire of certain riders suggests that some passengers live in the periphery and use the line to travel to work in central Rome. People who appear to be lower and lower middle class also use this form of transportation and likely use it for similar purposes. Since the Metrobus tickets needed to ride the urban train are only valid to Sacrofano, it is likely that most of those who travel into the city live between Flaminio and Sacrofano.

Metro

The Metro A line stops in Flaminio at the center of Piazzale Flaminio and travels southeast across Rome from Battistini to Anagnina. It has 25 stops between these two points including Termini, Rome's primary train station. There, Metro A travelers can connect to six regional train lines, the Metro B line, numerous bus lines, and TrenItalia. The Metro A line also connects to the urban train line to Viterbo at Piazzale Flaminio. Essentially, the Metro A line connects Flaminio to the majority of the Roman metropolitan area.

The Metro A line reaches more areas of the city than the urban line, so a wider variety of people choose to ride it. Through observation we noticed that its clients, like those on the urban line, are from a range of social classes and likely from many areas of the city. It is also likely that this stop is used as an entrance into central Rome as Piazzale Flaminio is next to Piazza del Popolo, so tourists frequent this area in addition to residents and immigrant vendors.

Light Rail

Light rail line 2 runs from the northern edge of Flaminio at Piazza Mancini to its southern edge at Piazzale Flaminio. It runs south along Viale Tiziano and Via Flaminia, circling around at Piazzale Flaminio, and then travels back north along Via Flaminia until reaching Piazza Mancini again. It runs daily from 5:30am to midnight, passing every stop nearly 200 times during these hours. There are also periods of time when the line runs more frequently, such as morning rush hour between 8:00am and 9:00am and also again around noon.

This is the only rail line that runs directly through Flaminio and is therefore often full of people, even during slow periods of the day. Since it runs between the two transportation hubs of Piazzale Flaminio and Piazza Mancini, people often use the line to move in and out of the neighborhood. It is also used to move more simply within the large area of the neighborhood. While there is a range of social and ethnic groups that occupy the neighborhood and use its transportation, many are well dressed as if part of the middle or upper middle class social group. Within this neighborhood, two groups of people use this form of transportation: residents of the neighborhood and those that work in the neighborhood. These groups include people of all ages, including a strong presence of children and the elderly who mostly appear to be of Italian origin.

Bus

There are 21 bus lines that travel within Flaminio, either passing through or terminating at one of the two transportation hubs in Piazzale Flaminio and Piazza Mancini. These lines run with varying frequency through Rome and its suburbs, explaining the large range of passengers.

Many times, the types of passengers can suggest the general direction a specific line might take. For example, people who ride bus 280 traveling through the upper class neighborhood of Prati tend to be well dressed and belong to the middle and upper middle class. They travel to Flaminio for work and to utilize the sports facilities offered there.

Automobile

Flaminio is easily accessible by automobile. Its most prominent street is Via Flaminia, which runs through the middle of the neighborhood connecting it to main

throughways such as the Lungotevere along the Tiber River and Viale del Muro Torto. This road network allows automobiles and buses easy access to the center of Rome.

A particular characteristic of this network is that traffic flows smoothly. The streets here generally have low to medium levels of traffic and appear to be regularly maintained. There is also a large amount of street parking throughout the neighborhood. Some housing complexes have private parking as well. These characteristics suggest that the neighborhood was planned for efficient automobile transportation, catering to a resident community with private vehicles.

Pedestrian and Bikes

Most of the streets throughout Flaminio have sidewalks, which makes walking and biking a relevant means of transportation within the neighborhood. Overall, they are in good condition and appear to be well maintained. There are pedestrian traffic signals at busy intersections and public facilities for bike storage, including bike racks in Piazzale Flaminio, to promote pedestrian and cyclist safety.

Most pedestrian traffic in Flaminio is concentrated around the transportation hubs of Piazzale Flaminio and Piazza Mancini, particularly during the morning and late afternoon. When one encounters pedestrians or cyclists, they are often going to their homes or to work nearby or are heading in the direction of the transportation hubs to travel outside of the neighborhood.

Social Inclusion

The unprecedented influx of immigrants into Italy in the last decade has created a new and difficult set of policy questions for government officials both on the local and

the national level. These officials must address questions relating to the needs of these incoming people, the way they will fit into existing Italian society academically and socially, and the role the government will take in shaping these processes. The term for this new category of policy considerations is social inclusion. Pulling together our qualitative observations and our analysis of public space, transportation and commercial activities in the neighborhood, we can create a clear picture of the way social inclusion occurs in Flaminio. From there, we can begin to examine the role the city plays in shaping these issues and make recommendations for improvement.

Social Inclusion of Immigrants and the Elderly

The makeup of the community must be examined to determine who is included and who is excluded by analyzing the 2001 census data and our qualitative observations of the neighborhood public life. Our observations focus primarily on the inclusion of immigrants in the community. However, we also examine the presence and condition of other groups that might face inclusion challenges, and discuss the way that changing land use in the area is affecting the character of the community for them.

As stated previously, of the nearly 4,000 residents in our study area less than 3% (92) are identified as immigrants. However, our qualitative exploration of the area proved that many more than 92 immigrants occupy and utilize the space daily. In the mornings, we watched nearly 100 Non-Italians (imperfectly identified by features, skin color, and language) exit buses and disperse into the neighborhood, presumably to work. The presence of this transportation hub allows them access to employment in this neighborhood from their outlying residences. This means that a significant Non-Italian population can enter the neighborhood on a daily basis. Among the recognizably Non-

Italians, the majority were Spanish speaking and probably from South or Central American origin. Given the strong presence of a Spanish speaking population, inclusive policies aimed at incorporating this group better into Flaminio could serve to strengthen neighborhood identity.

Based on the immigrant-oriented services in the study area, there is clearly a strong immigrant presence here. It thrives due to labor demands, the existing transportation infrastructure, and the nature and location of public space in this neighborhood. In turn, its presence has impacted the character and use of Flaminio's transportation and public space. It has also affected the availability of commercial services by creating demand for businesses that meet the specific needs of this community. Still, it is difficult to conclude that immigrants are meaningfully included in the neighborhood, beyond the provision of employment, transportation, and a market-based response to their demands.

Another significant group in Flaminio that might find itself excluded, with its physical and social needs unmet, is that of the elderly. Observations of elderly residents walking through the neighborhood, combined with data from the 2001 census, indicate that approximately 11% of the total area population is over 75, and 25% are over 65 years of age. If the average number of persons over 65 per census tract in our study area is compared to the average number per census tract in Rome, the average is much higher in Flaminio (75 and 41, respectively). Furthermore, 20% of the population is retired, 10% is widowed, and 40% of all families consist of only one person, which, because of the nature of the Italian family, probably means one elderly person. All of these statistics

point to a high concentration of elderly people in the neighborhood, especially elderly people who are living on their own.

Changes in the neighborhood, many of which may be caused by a change in land-use trends in Flaminio, may be making this neighborhood a less inclusive one for the elderly population. For example, observation and the 2001 census data make it seem like professional activities and offices may be encroaching more and more on an area that was once exclusively residential. The replacement of residents with offices means that there are fewer neighbors with which to socialize, and this trend can compromise the social life of the neighborhood. The lack of an outdoor community market, which in many neighborhoods serves as a major center of social life, may be an indicator that this is a dangerous trend that is indeed occurring in Flaminio. One can imagine that an elderly person, especially one who is living alone after the death of a spouse or a parent, would want to live in a community that provides them with many opportunities for casual, traditional social encounters like those one might experience in the community market.

Another threat to the elderly population is an unaffordable spike in the price of housing in Flaminio. This is occurring because landlords are raising rents in response to demand for riverside apartments and because of the phenomenon of “cartolarizzazioni,” which means that large companies that once provided cheap housing to employees are now selling this housing. They force longtime residents to buy their apartments at very high prices or be evicted. Any such spike in housing cost can be disastrous for an elderly person on a fixed income. Specific information on evictions of the elderly in the neighborhood remains a topic for further investigation.

Conclusion

A community depends on the interactions between physical, economic, and political infrastructures to function and to create connections with residents. Further investigations are needed to gain a more complete understanding the social inclusion of immigrants and the elderly in the study area.

THEMATIC ANALYSES

Generational Replacement Analysis

The character of a community is not static and therefore changes with the population of the community. This personality change of communities is associated with urban life cycles of generational replacement. Based on the services a community provides, a particular age group, or generation of people, will settle in a particular area, like Flaminio, Magliana, or Ostiense. However, the characteristics of the neighborhood that were initially attractive to residents do not adapt to their needs as they grow older. Therefore, as residents age, they move out of the neighborhood and into a neighborhood that is more suitable to their needs. The vacancies left by the old residents allow a new generation to settle into the neighborhood. Measuring this urban life cycle is a useful tool for determining the state of transition of a neighborhood and community. Once this has been identified, there is a basis for making policy recommendations.

Methodology

In order to determine the presence of demographic change in Flaminio, we² developed a tool³ to measure different aspects of the community that are symptoms of this urban life cycle. This tool, or questionnaire, was based on the 1991 and 2001 censuses. In order to determine the type of residents that inhabit the community, we looked at the age distribution of the population and the percent of the population in professional occupations. This is not enough information to describe what brought these residents to their specific neighborhood, so we also looked at the amenities of housing units like indoor toilets, bath facilities, and potable water in the study area. Moreover, we

² The Generational Replacement Group: Brian Connolly, Madeline Giscombe, and Zlata Kobzantsev

³ This tool is in the appendix.

looked at rates of home ownership and renting, especially over a period of time, to determine whether residents are staying in the neighborhood or moving out. In order to connect the residents with the community we looked at the age distribution of the buildings, which has a relationship to the generational replacement cycles. We also found real estate data that describe the value of property as well as which residents value this property.

There are some limitations on this tool because it was created and adapted to work with the Italian census information and to compare and contrast three Roman neighborhoods (Flaminio, Magliana, and Ostiense). In some cases, it does not answer questions or describe issues directly.

The area studied in Flaminio is limited to the neighborhood around Piazza Mancini. This limitation not only reflects the composition of Flaminio as a self-contained micro neighborhood, but also makes Flaminio a comparable size to Ostiense and Magliana. Even though the three neighborhoods are of comparable size after this limitation, Flaminio still has a significantly smaller number of housing units. This is due to the large amount of open space in the neighborhood. There is a large open area in the middle of the neighborhood, which is composed of a formal public square, Piazza Mancini, and its network of paths, sports facilities, and transportation services.

Age Distribution

Flaminio's total population has decreased by 892 people between 1991 and 2001. Although the overall age distribution of Flaminio has remained similar over this time period, there have been three notable changes (figure 1). The 35-44 year old age group has increased from 11.3% to 15.4%. This is a sign of Flaminio's characteristics as a good

neighborhood for raising a family, especially in conjunction with the slight increases in the amount of people under the age of 9. In contrast, the age groups between 15-24 years old have significantly decreased from 13.8% to 8.6% of the population. People in this age group could have moved out of Flaminio to neighborhoods closer to their places of study or to neighborhoods with more affordable housing. Consequently, this age group makes up a smaller proportion of the Flaminio population. Similarly, the large proportion of elderly residents has decreased slightly over this ten-year period. There are three age divisions for elderly residents (55-64, 65-74, and 75 and over years old). This decrease in the elderly population shows that the community that has retired recently or is currently retiring is moving out or dying off. The decrease in older residents, the increase in residents who have families, and the decrease in the overall population are signs of generational replacement and demographic change in Flaminio. Compared to Magliana and Ostiense, Flaminio's population is much older.

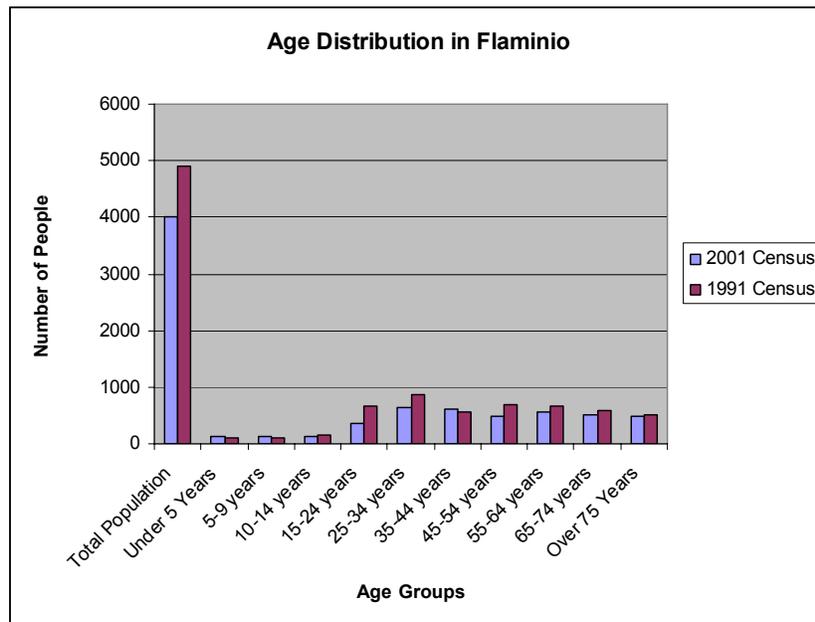


Figure 1

Housing Occupation

There are 2,132 housing units in Flaminio. Only 86% or 1,834 units are occupied, according to the 2001 census. Of the occupied units, 1,112 (60.6%) are owner occupied. Renters occupy 571 units (31.1%) and 151 units (7.1%) are occupied under another title. Since the 1991 census, the total number of occupied housing units has decreased from 2,070 to 1,834 units. This phenomenon can be explored by looking at changes in ownership and rental rates over the same time period, 1991-2001. The number of owner occupied units has increased from 1,032 to 1,112 units. The number of rented units has decreased from 920 units to 571. Units occupied under another title have increased from 118 to 151 units. The decrease in unit occupation is influenced by the sharp decrease in the amount of rental units. The housing in Flaminio was part of INA housing so that apartments were rented to INA employees at cheaper than market rates. As Flaminio residents aged, they remained in the apartments they had rented from INA for the same price as when they were working. During the 1990's, the INA sold these buildings, forcing the residents to either buy the apartments or move out of Flaminio. This compulsion to buy apartments has caused a 13.3 % reduction in rental units. Also, since these older residents were on a fixed income, many of them could not afford to buy their apartments at the market level, which is high in Flaminio at an average of €653,000 per unit, so they were forced to move out of Flaminio in this process of securitization.

Building Utilities and Age

The majority of buildings in Flaminio are equipped with modern utilities like potable water, heating, a fixed phone line, indoor toilet, and bath or shower. The distribution of these utilities in Ostiense and Magliana is very similar to Flaminio. Although the percentages of housing with utilities are similar throughout the three

neighborhoods, Flaminio's residents have better accommodations because the measured area includes a smaller number of housing units. In proportion to the other neighborhoods, more residents in Flaminio are being served with these utilities.

The buildings constructed in this part of Flaminio are mainly from 1919-1961. These buildings are younger than the buildings in Ostiense, but they are older than buildings in Magliana. No buildings were built after 1971 in Flaminio. This lack of construction shows that the physical plan of Flaminio has remained constant since 1971. This consistency implies that since this construction, a generation of people has moved into the community and has stayed there. Thirty-six years have passed since this construction, and a new generation of people could move into the community soon as the current generation grows older.

Real Estate Prices

Real estate prices in Flaminio are high, especially when compared to Ostiense and Magliana. These prices are the reflection of Flaminio's close proximity to open space and the Tiber River. Flaminio's open space takes on the form of piazzas with trees, green space, and sports fields. Piazza Mancini is a public square in the center of the neighborhood that connects residential areas with commercial space and the nearby Olympic Village. There is also a large transportation hub that is adjacent to Piazza Mancini that connects Flaminio to the historic center of Rome and Rome's periphery. Besides the presence of these areas, the securitization of apartments has raised real estate prices in Flaminio.

These high real estate prices are reflected in the proportion of the overall population who are entrepreneurs and free professionals. These professionals are doctors

and lawyers. The proportion of them in Flaminio, 16 % of the total occupied labor force, is much higher than in Magliana or Ostiense.

Conclusion

Characteristics of Flaminio, like population age distribution, building age, housing occupation, and real estate prices suggest that generational replacement is occurring in Flaminio. Specifically, our calculations show that an older generation is moving out of Flaminio and a new generation is moving in. There is a need to accommodate the remaining older generation because their replacement is happening unnaturally, due to implications of current housing policy. While people are moving out, fewer are moving in, which threatens to undermine the generational replacement process. Policies need to be established that allow people to age in place in Flaminia as well as make possible the transition back to a youthful neighborhood that families can afford to occupy.

Commercial Analysis

Methodology

The method used to gather and report information on the local economies of Flaminio, Ostiense, and Magliana is as follows:

Sampling procedure specifications

The procedure used for selecting units for the study is non-proportional quota sampling. The neighborhoods included in the study are small enough that a probability sampling method was not necessary, but large and complex enough that it cannot be assured that all businesses were included in our sample. The intention of using this procedure was not necessarily so that the units discussed in this study correspond

proportionally to those in the actual neighborhood populations, but that the full range of business types were included. This approach allows us⁴, as researchers, to speak about the general composition of the economies, and even small groups within that population.

Sample description

The sample is inclusive of data from several distinct areas in the neighborhoods. Problems in collecting and measuring the sample included inability to recognize business from non-business establishments, inability to identify types of business establishments, and inability to determine if commercial spaces were abandoned or closed after business hours.

Procedures and Measurements

We collected data by walking the streets and piazzas and individually counting each business. We measured the business types based on the main activity identified through the advertisements and products displayed in the storefronts and by informally speaking with proprietors. We then divided the data into several qualitative categories to create quantitative data. The categories we used to classify the businesses are: food, hospitality, technology, services, professional, general retail, miscellaneous, and recreational. A further explanation of the categorization of the businesses in each neighborhood follows: food – grocery stores, supermarkets, butcher shops, bakeries, fruit stands, fish stands; hospitality – restaurants, bars, hotels, cafes, pizzerias, *gelaterias*, nightclubs; technology – electronic stores, appliance stores, internet points, computer stores; services – hair salons, dry cleaners, money transfers, banks, auto repair shops; professional – lawyers offices, doctor’s offices, engineering firms, architectural firms;

⁴ The Commercial Analysis group was Katherine Minster, Zac Sivertsen, & Jamila McCoy

Flaminio is a heavily residential area with businesses focused on three main arterial roads within our area of study. As mentioned earlier in this study, these streets include Viale Pinturicchio, Via Flaminia, and Via Guido Reni (See Map 1). Also important to consider when examining Flaminio is the location of the transportation hub at Piazza Mancini. It is the terminus of the local tram, the end of the line for several buses, and the location of two large parking lots. Because this is a major point of entry and exit, the area around the Piazza has more businesses and specifically, more businesses oriented towards immigrant needs.

There is a complex mix of businesses in Flaminio. Present in the neighborhood are many bars and restaurants, but very few grocery stores. There is one official market located on the edge of our study area within Flaminio. This market is a permanent, covered *Mercato* open six days a week. Located in this neighborhood are two international, small groceries. These shops are both owned and operated by immigrants who are catering to the needs of the immigrant population that enters the area every day. General retail shops, including clothes and jewelry, are plentiful with a total count of 17 in our study area . Appealing to the art and culture demands, MAXXI, a contemporary art museum, and a cinema house are located in Flaminio as well. Flaminio's demographics lead to the assumption that this is a largely automobile dependent neighborhood. Car repair shops and filling stations can both be found here. The filling stations, however, are not the large complexes with multiple pumps. They are single or double pumps on the side of the road at the periphery of our study area.

Break Down of Businesses in Flaminio

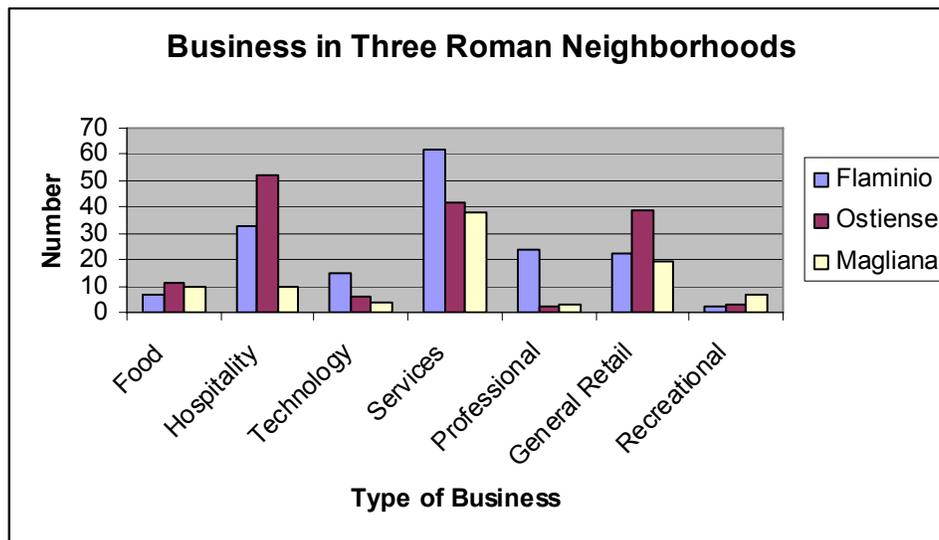
Businesses in the interior of the Flaminio study area tend to be very limited. These businesses are notably meeting the needs of the residential population. There are some small bars and restaurants. There are hardware stores, movie rental shops, cartolerias, and newsstands. The location of these businesses is not prime real estate, and upon observation there seems to be light traffic in and out of them. The military has a large spatial presence in this area, which could contribute to the low number of businesses. These military complexes can consume the entire length of one block between two streets. To better understand the case of Flaminio's unique commercial character one must compare it to other Roman neighborhoods. In the following section we will compare and contrast Flaminio with two other Roman peripheral neighborhoods, Ostiense and Magliana.

Commercial Comparison between Flaminio, Ostiense and Magliana

Flaminio's businesses are not dramatically different from Ostiense or Magliana, as illustrated in Table 1 and Graph 1. All three neighborhoods' commercial activity is heavily concentrated in the service sector. Flaminio has the greatest number of professionals, while Ostiense has many businesses in the hospitality industry and general retail, and Magliana has a higher number of recreational-focused businesses. In order to better understand the commercial activities that occur in each of these neighborhoods one could look at businesses whose focus is city-wide versus local in Ostiense, businesses whose focus is the residential population versus the immigrant population in Flaminio, and formal business activities versus informal business activities in Magliana.

	Flaminio	Ostiense	Magliana
Food	7	11	10
Hospitality	33	52	10
Technology	15	6	4
Services	62	42	38
Professional	24	2	3
General Retail	22	39	19
Recreational	2	3	7

Table 1 Breakdown of business in Flaminio, Ostiense and Magliana



Graph 1

Unique Business Activity in Flaminio: Residential versus Immigrant

There exists a split in the types of commercial activity that occur in Flaminio. There are businesses that are present to fulfill the needs of the wealthier upper-middle class residential community. There are upscale salons, private medical complexes, architects, lawyers, and high-end retail including jewelry and clothes. At the same time though, there are a large number of nonresidential people who belong to different immigrant groups that come into the neighborhood of Flaminio. There are a large number of Latin Americans, coming from Peru and other Spanish speaking countries, but also people of Filipino decent. Through observation, there seems to also exist a group of white,

non-Italian, women who assist elderly and young children. It is clear, while walking through the neighborhood, that entrepreneurs know this community is using the neighborhood and have begun catering to their needs. As mentioned above, the two international groceries are important to this immigrant population. Norma's is important because the store's namesake is Flaminio's immigrant representative to the commune. As such, the store provides a space for people to assemble and discuss issues of neighborhood importance.

There also large call centers in the neighborhood, where people can telephone relatives and friends in their homeland. These are frequently busy, and have signs in many languages on the windows and doors. Near to the call centers are money transfer centers, also used by this immigrant population. Interesting to note, these immigrant-focused businesses are located near the transportation hub on the main road. Viale Pinturicchio is the road where most of these businesses are concentrated. When walking through the neighborhood, the farther away from the bus depot and end of the tramline one goes, the fewer immigrant-focused business they will encounter. This is interesting because it could be a sign that immigrants do not move throughout the neighborhood. They come into Flaminio via the tram or the many buses and remain near this hub. They are relaxing in Piazza Mancini, working near the piazza or doing their shopping and business at the shops near the hub, and then returning home without entering the rest of the neighborhood.

Conclusion

Flaminio has a fairly diverse commercial base. It is unique in the way that businesses in this community serve both the residential population of Italians, and the nonresidential immigrant population in the same space.

Public Space and Transportation Analysis

Public space and transportation are important elements to observe when analyzing the condition of a neighborhood; however, observation alone is not sufficient for a meaningful analysis. Comparisons are necessary if one wishes to make conclusions about the neighborhood in relation to its surroundings.

Observations have been made on the state of public space and transportation in the Roman neighborhood of Flaminio, with a specific study of the area around Piazza Mancini. Observations have also been gathered from two other Roman neighborhoods: Magliana and Ostiense. For this study, comparisons will be made between the three neighborhoods in order to gain an understanding of the condition of public space and transportation in Flaminio in the greater context of Rome.

Public Space

The first step to analyzing public space in Flaminio was to identify their presence and their characteristics in the three neighborhoods. A differentiation was made between formal and informal public space. Formal public space was defined as officially regulated space. These types of spaces include piazzas and markets. Informal public space was defined as unofficial meeting and gathering points. A particular characteristic of the public spaces was the presence of benches in the neighborhoods.

Initial observations revealed that Flaminio and Magliana both contain formal and informal public spaces; however, in Ostiense there are not any formal public spaces and little that suggests the presence of informal public space.

Flaminio and Magliana each have three formal public spaces: two piazzas and a market. These spaces are used regularly and most are marked by the presence of seating areas. For example, there are 20 benches spread throughout Flaminio's Piazza Mancini where people sit and gather. In the Magliana Market there is a space with tables and chairs for people to use.

At least one of the following three characteristics is exhibited in the informal public space in all of these areas.

- Public seating
- Proximity to commerce
- Proximity to public transportation

More specifically, it was identified that informal space is often found in areas such as outside cafes, bus stops, informal markets, and spaces with benches.

When making comparisons of the three neighborhoods' public space, one recognizes that Magliana contains similar amounts of public space as Flaminio; however a distinction can be made because its spaces serve a greater population. The Magliana study area is made up of about 10,000 inhabitants versus Flaminio's 4,012. The data above suggests that Flaminio appears to be well serviced by public space in relation to other Roman neighborhoods, especially when considering neighborhoods like Ostiense which appears to have little public space. It should also be noted that seating appears to

be an important factor in the creation of public space since all the formal and informal spaces in the neighborhoods, with one exception, have it in some form.

Transportation

There are a wide variety of means of transportation used in Flaminio, Magliana, and Ostiense. In order to make a comparison between the conditions of transportation services in the three neighborhoods, observations were made on the quantity, quality, and variation of transit access throughout the neighborhoods. Means of transportation, the number of bus lines, the number of bus stops, average number of times the buses stop daily, and the number of bike racks were all calculated for each of the neighborhoods.

Private automobile traffic appears to be a primary mode of transportation in Flaminio, Magliana, and Ostiense. This can be seen by observing the traffic patterns and availability of parking in each area. Traffic patterns were specified as either heavy, medium, or weak. Heavy traffic patterns were identified by continuous flows of automobiles, medium by sporadic flows of automobiles, and weak by rare flows of traffic. The study area in Flaminio has on average a medium traffic flow. The strong presence of private automobile traffic is noticed when one observes the many cars parked on the sides of the streets and in the four different parking lots within the area. Magliana has a heavy traffic flow, particularly along its main street of Via della Magliana. Parking is also available here on the sides of its streets and its six parking lots. Lastly, Ostiense has very heavy traffic flows, as Via Ostiense is a major thoroughway in Rome. It has some parking spaces.

Buses also appear to be a primary mode of transportation in the neighborhoods. Thirteen buses serve the study area in Flaminio, 11 serve Magliana, and 8 serve Ostiense.

The average number of times the buses stop daily at any given stop is 75, 57, and 54.5 in Flaminio, Magliana, and Ostiense, respectively. This data suggests that Flaminio is the neighborhood that is most regularly served by buses throughout the day. This hypothesis is further supported when it is taken into account that Flaminio has the lowest population of the study areas. When dividing the number of stops in the area by the population, Flaminio appears better served by bus transit. It is followed by Magliana and then Ostiense.

There are other means of transportation that serve these neighborhoods. For example, all three neighborhoods have regional train lines in close proximity. Flaminio has a light rail line with six stops in the study area that stop 245 times a day at any given stop. There are also sidewalks for pedestrians and bikers in the neighborhoods; however, their characteristics vary by study area. For example, sidewalks in Flaminio are well maintained and wide throughout the neighborhood. It is also easy to cross streets because of the medium flow of traffic. In Magliana the sidewalks are not well maintained and some streets do not have them at all. In Ostiense, the sidewalks are in satisfactory condition; however, the wide and busy streets make it hard for crossing and difficult for biking.

Overall, the observations of the transportation systems in Flaminio, Magliana, and Ostiense suggest that private automobiles and buses are primary forms of transportation in Roman neighborhoods. They also suggest that, in general, Flaminio is well serviced in terms of the quantity and quality of transportation means in comparison to other Roman neighborhoods.

Conclusions about Public Space and Transportation in Flaminio

Observations and the comparisons between the conditions of public space and transportation in Flaminio, Magliana, and Ostiense are very useful to gain a general understanding of Flaminio's position in the Roman society and provide a view into the community. They suggest that the following conclusions can be made about Flaminio.

In comparison to other Roman neighborhoods Flaminio contains a lot of public space, especially considering its low population density. It is important to point out that there are benches in all public spaces in Flaminio. This suggests that benches are an important factor for the creation of effective public space. Also, the close proximity of public space to a variety of transportation means suggests this access is important. Perhaps because it provides a convenient way for people to meet up and gather.

The observations and comparisons of the neighborhoods' bus system suggests that Flaminio well served by transit systems. Also, the apparent allowance it makes for automobile traffic leads to the conclusion that it is an area that was designed for a population with cars, and its well-maintained sidewalks suggest that it was also meant for pedestrian and bike traffic. This could possibly be attributed to the upper-middle class, residential characteristic of Flaminia.

Social Inclusion Analysis

In order to gain a more complete understanding of social inclusion in Flaminio an analysis was done which sought to identify who occupies the neighborhood, how accessible the neighborhood spaces are to different types of people, whether immigrant or elderly groups have any organization or sense of identity within the context of the neighborhood, and what resources are available to meet their needs.

Methodology

We conducted our research through an informal count of people in two different areas of our neighborhoods: Piazza Mancini and outside a café on Via Pinturecchio. The goal was to gain a quantitative sense of the demographic groups in these space; specifically concentrating on the presence of immigrants and the elderly. Each person in these places was recorded with their apparent age and ethnicity. The activity of each person was also recorded. Age was estimated according to the following criteria: “child,” “young” (meaning in their late teens or twenties based on appearance, dress and behavior), “young adult” (someone appearing to be in their twenties), “adult” (someone who appears roughly middle aged, in their 30s, 40s, 50s or early 60s), and “elderly” (someone who appears to be in their late 60s or older). Ethnicity was classified as “Italian” or “non Italian”. People recorded as “non Italian” were identified so because they had distinctly non European features or were speaking a language other than Italian. Issues with this data are present because of because of limited time and the logistical impossibility of identifying each individual’s precise age and nationality. For example, many of the immigrants coming into Italy today are from European countries like Albania and the Ukraine. Many of them are young women who take jobs as domestic caretakers for the elderly and speak Italian, which would make them difficult to identify as Non-Italian.

In addition to the count, research was also done on the associations and services specifically serving immigrants or the elderly by walking through the neighborhood, searching the Internet, and talking to immigrant groups in the neighborhood looking for

signs or indicators of their presence. While conducting the survey politically charged graffiti was also noted.

Summary of Results

In Piazza Mancini, 49% of the people counted were men and 51% were women. 41% were Italian Men, 8% were Non-Italian men, 34% were Italian women and 16% were Non-Italian women. In other words, 24% of the people that were counted were visibly Non-Italian. 17% percent of the people counted were young men, 28% were young women, 12.6% were adult men, 14% were adult women, 18% were elderly men and 8.2% were elderly women. The two largest single groups were elderly Italian men (17%) and young Non- Italian women (13.4%). On Via Pinturecchio, 44% of the people I counted were men and 56% were women. 36% were Italian men, 8% were Non-Italian men, 44% were Italian women, and 12% were Non-Italian women. 2.7% were young men, 3.6% were young adult men, 26.6% were adult men, and 11% were elderly men. 10% were young women, 3.6% were young adult women, 32% were adult women, and 10% were elderly women. The two largest categories were adult Italian men and women.

Analysis: Immigrants

It is difficult to draw any conclusions about immigrant presence in the neighborhood from this information because of the unscientific method that was used to determine who was an “immigrant” and who was not. According to the 2001 census data, approximately 2% of the resident population was immigrants. However, 24% of the people using Piazza Mancini and 20% of the people walking down via Pinturecchio were identified as Non-Italian. It should be noted that at activity peaks in Piazza Mancini on Thursday afternoon there are large groups of Spanish speaking people in the piazza,

socializing and cooking and selling food. The count occurred at a non-peak time in the hopes of studying the way the piazza is used during a more average use period; however some of these groups were present. While these numbers may be incompletely representative, they do confirm our informal observation and assumption that many immigrants who live elsewhere in the metropolitan area come into the neighborhood and constitute an important presence in certain public spaces.

In both locations there seemed to be greater numbers of Non-Italian women than Non-Italian men, an unbalance which may be caused by the kinds of employment opportunities in Flaminio. Non-Italian women come into the neighborhood to pursue domestic work and care of the elderly, which typically employ more women than men.

The next part of the study involved doing an informal assessment of the services, associations and organizations present in the neighborhood that might exist to serve immigrant needs. Research also looked into any policies at the level of the municipio designed to address the needs of immigrants in the neighborhood. Walking around the neighborhood, there was little that was obviously directed towards immigrants—no fliers for meetings, no signs for job training, or cultural centers; however, there are Italian language classes offered at a middle school on Via Flaminia. The public library, also located on Via Flaminia, makes a specific effort to provide resources and activities for the purpose of raising multicultural awareness in the neighborhood and providing assistance and resources to Non-Italians. Resources include newspapers and reading materials in other languages, cultural programs and access to library resources, such as a photocopier and computers with Internet. These appear to be the only organized,

publicly funded organizations with any specific interest in promoting social inclusion in Flaminio.

During the research we spoke to Norma, the official immigrant representative to city hall for the neighborhood and the owner of a popular international grocery. She spoke of the use of the Piazza space by the Peruvian young people as a problem that was not being addressed in an adequate way by the municipio. It is mostly young Latin American immigrants who come to this space to socialize and occasionally generate enough noise and garbage to cause Flaminio residents to complain about their presence. She claims that they also specifically resist any attempts any organization. She also identifies that one of the major obstacles to improving the inclusion of immigrants in Flaminio is the fact that many of the immigrants that occupy areas like Piazza Mancini are not part of the resident population. This makes it difficult to gather information about and contact these people. Norma's remarks indicate that there is little to no policy in place designed to encourage or facilitate the inclusion of immigrant groups in the decision making life of Flaminio.

Analysis: The Elderly

The percentages of elderly people counted in Piazza Mancini and Via Pinturecchio seemed to resemble the age statistics given in the 2001 census. In both locations, 20-30% of the people were identified as elderly and the census identifies 25.1% of the resident population as over the age of 65. There were several small clusters of elderly people in the Piazza, sitting on benches and talking. They were occasionally accompanied by young women. Several groups of elderly people were also seen standing and talking on the sidewalk, often in front of bars or near major intersections. There seem

to be a significant number of elderly people walking around the streets, on the sidewalks, going in and out of apartment buildings and shops, assisted and unassisted. Other than sidewalks there were no spaces clearly accessible to someone disabled or mobility impaired. There was also no evidence of special facilities or services.

APPENDICES

Appendix 1: Reflexive Account - Zlata Kobzantsev

Exploring Flaminio as part of the European City was an interesting experience. The class approached exploring the neighborhood in a workshop method, so that we were interactive with the community. This was a helpful method to push me into the neighborhood and really get to know what strengths and weaknesses it has. It was also helpful that my group could choose what part of the larger Flaminio neighborhood we wanted to work on so that we could choose the area that was more interesting and where we could create more connections. This open approach also gave a wider perspective on the neighborhood, the people, and its planning.

I previously participated in a workshop-style class, like the European City, and my experience from that class was very different. There, we worked with a client who wanted a specific deliverable. While trying to produce what the client wanted, we had to accommodate their lack of decisiveness. It was unusual not to have a specific client until the end of the planning process. This way, when we observed and analyzed Flaminio, we took in all parts of the neighborhood, not just what the target audience wanted us to notice. Moreover, we could concentrate on our interests of immigrant inclusion into the neighborhood as the focus of our policy recommendations.

Flaminio was a unique neighborhood to study. The neighborhood is mainly residential, with corporate offices and large areas of green space just outside the busy, dynamic historical center of Rome. This neighborhood is like a mix between a city and a suburb, because it has a city's tall buildings and transportation system, but a suburb's community and tranquility. This city-suburb combination is the setting of three huge

urban projects: the Olympic sports complex and village, the Park of Music, and the MAXXI museum of 21st Century art. These areas offer a different rhythm to the Flaminio urban fabric. It seems like Flaminio is Rome's historical center, when the center was being rebuilt with large cultural institutions and monumental buildings. Simultaneously, these parts of Flaminio seemed to exist more for the benefit of Rome than for Flaminio. The presence of these institutions changed the way I thought about Flaminio from a static neighborhood into one that is changing more than issues with immigrants and housing did.

When we finally got clients, the Flaminio Library and Norma, it was a fascinating process to make recommendations. For me, making the policy recommendation was like putting together the pieces of a puzzle because I know what assets the neighborhood had, what gaps existed, and what the Library was searching for. Then, it was a matter of putting different elements together into programs that I thought would not only appeal to the neighborhood, but to me as well. At this point of the process, I almost felt like a member of Flaminio.

Appendix 2: Reflexive Account: Drea Kutik

I think one of the most important things that has happened to me over the course of this semester and this research project is the way I have learned, to a limited degree, to read the city. The first time we ever ventured into the city with the intention of observing, of looking at different parts of the city as planners, I had nothing to inform my observations and conclusion but my experience study and existing in cities in the United States. However, US cities are much newer and the things that exist in these cities, physically and socially, are shaped by completely different processes and histories. Therefore, when I “took possession of the city” the first week of class by exploring three different destinations, I didn’t really understand what to look for to identify a “middle class neighborhood,” or how different groups were expected to interact. The same was true of my first experience in Flaminio. However, over the course of the semester, I spent more time in the neighborhood, examined census data for the area, had conversations with Greg and Massimo about Roman current events and learned about Italian history and politics in my classes. A clearer picture of the situation in Flaminio began to crystallize in my head, which was handy when my group was asked to think and write critically about it. I learned what certain types of indicators (those interesting to planners all over the world) look like in the context of a European city, specifically Rome, as opposed to the way those same indicators might look in a US context. This learning process is, I imagine, what the designers of the course were envisioning when they titled the course “The European City”.

To me, the most valuable thing about this course and this research project was that it forced and gave the opportunity for me and my classmates to leave the center city

and devote a large chunk of time to exploring other sections (not only Flaminio—also the areas we explored during that first class exercise, and the things we saw during our bus tour). This gave me the chance to see the city not as a museum of beautiful artifacts but also as a real living city, comparable to any city I might live, work or study in the US. I was able to see the city as a student of urban issues should, and I got to see more that was more interesting than the average tourist.

Appendix 3: Reflexive Account - Joseph Mizener

When I first arrived in Rome I was struck because it seemed to be a very socially intertwined city. Walking through the center city I saw all varieties of people: upper-class business people, homeless people, street-performers, middle-class, tourists, and vendors. I saw people from every ethnic origin. All of these different people appeared to be interacting, whether they were simply using the same public transportation, drinking a cappuccino at the same bar, or buying their produce from the same vendor. It was an interesting thing to see coming from a Midwestern, American city like Cincinnati where such interaction is not always quite visible.

When we began our neighborhood study on Flaminio I quickly noticed a different atmosphere. There were less people on the streets and the people I saw were much less varied than those I saw in the center city. There seemed to be more of a distinction between those who lived in the neighborhood or worked in the businesses and those who commuted, many of whom are immigrants, to the blue-collar jobs within the neighborhood. Also, I noticed a stronger presence of private automobiles in Flaminio compared to the center city of Rome. All these factors contributed to my immediate feeling that Flaminio was a primarily upper class neighborhood. The setup of the city began to feel more familiar to those I have experienced in the United States. The fact that Flaminio is an upper class, residential neighborhood outside of the city, but within a safe distance that it can use the amenities that a city offers if it needs, reminded me of the suburban neighborhoods that we have in the United States.

These things, among other observations I've had over the past four months, suggest to me that similarities can be found in Western cities. Despite the fact that I am

in a different culture on a different continent, Rome has some similar trends and issues that American cities have. I have found hints of racial and economic segregation, issues with sprawl, and unequal services. This suggests that these are problems that not only the United States is dealing with, but the urban institution in general.

While I have been able to come to some conclusions through our thorough observations of Flaminio's transportation system, commerce, public space, and social inclusion, I feel that there are more steps that would be beneficial to our research. I feel that we should have done more research on the history of Flaminio in order to gain a better understanding of the experience that the residents and occupants of Flaminio have had. I also think it would have helped a lot if we had been able to do surveys throughout the neighborhood. For example, we could have done a survey to get an understanding of how people in Flaminio felt that they were served by public transportation. The primary reason that we were not able to accomplish this is our language barrier. Most of us did not speak enough Italian to carry out effective surveys or interviews. If we had then gotten the responses from the other neighborhoods in Rome, Magliana and Ostiense, we could make a better judgment of Flaminio's quality of public transportation in comparison to the rest of Rome. I think that these two steps would be helpful in making the report more reputable. Overall, it was an interesting experience to study Flaminio; however, I wish we had had the time and resources to take these extra steps of research.

Appendix 4: Reflexive Account - Katherine Minster

Exploring Rome and its neighborhoods this past semester has been a unique experience. It presented an opportunity to become more familiar with Roman mass transportation and an opportunity to get out of the city center. Flaminio was an interesting neighborhood to get to know and attempt to understand. On my first visit to the neighborhood I was unsure of what to think. We began at Piazzale Flaminio, the opposite end of Flaminio from our study area. Piazzale Flaminio, with its transportation hub, and informal markets is a busy place. There was a large number of people who were moving through and using the space that day, not a trait of our study area. Over the course of the semester my opinion of Flaminio has changed.

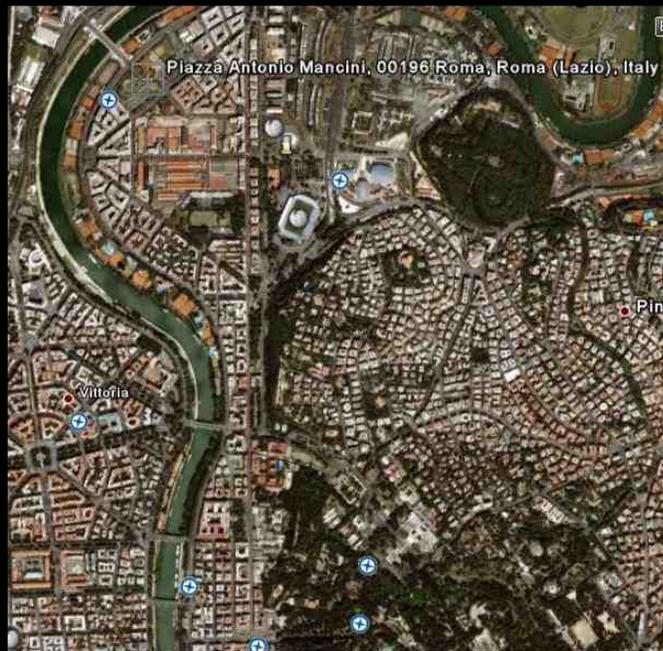
From my limited observations at the beginning of our research, the area of study seemed fairly one dimensional with a predominately Italian residential base and few immigrants doing domestic work. Midway through the semester it began to be apparent how interesting this upper-middle class neighborhood is. There is a fascinating dynamic between the residents of the study area and the nonresidents who use their neighborhoods. Getting to understand who the nonresidents are, why they come to Flaminio, and their activities were all important questions to our group. Norma, the immigrant representative, was able to help us reach a better understanding. Norma is also an important player in the neighborhood because she owns an international food store. In respects to the commerce in the neighborhood, shops that focus on immigrant needs are just as likely to be found as shops that cater to the Italian local resident. Even though there are these two specific types of business focuses in the neighborhood, there is little interaction between

nonresidents and residents. They use the same space peacefully, but share little else which I found unusual.

To me, it is curious to observe a neighborhood that has a large nonresident population that has little to no interaction with the local resident community. It was difficult and frustrating to me that we were unable, because of language barriers, to speak to the people of the neighborhood. It is important to interview the people who live in the space you are studying so you can gain an insider's opinion and view. With library programs and dialogues, hopefully, the neighborhood will become more sensitive to the people who use the neighborhood and want to engage with them. It is my hope that through our work and recommendations we might be able to bring this neighborhood together in such a way that the residents and nonresidents can not only share the space of the neighborhood but also help each other.

Flaminio

Joseph Mizener, Drea Kutik,
Katherine Minster & Zlata



FLAMINIO...at large

Transportation in Flaminia

2 Transportation Hubs:

Piazza Mancini

- Light Rail (Line 2)
- Bus (13 Lines)
- Auto Mobile
- Pedestrian/Bike

Piazzale Flaminio

- Urban Train Line (Roma-Viterbo)
- Metro (Line A)
- Light Rail (Line 2)
- Bus (8 Lines)
- Automobile
- Pedestrian/Bike

Social Inclusion: Bringing together our themes

- How does the neighborhood respond to the needs of the different demographic groups in the community?
- For example:
 - Immigrants- The presence of a non-resident community.
 - According to the 2001 census, only 92 of 4012 residents were listed as immigrant. However, Piazza Mancini, Piazza Manila are both major social spaces for non Italian groups.
 - The elderly and the poor- Does Flaminio include them?
 - According to the 2001 census data, Flaminio has a large population of elderly.

Flaminio

Joseph Mizener, Drea Kutik
Katherine Minster e Zlata Kobzantsev

Storia

Cronologia del quartiere Flaminio

*Dal XX Secolo a
oggi*



1900

1904-1909 – Leggi sulla tassa di proprietà, Leggi Giolitti e Piano Regolatore

1914-1918 – Cresce il valore dei terreni

1919 – Ultimato il sistema di raccolta della tassa di Proprietà, inizia lo sviluppo intensivo

1920 – Il Piano Regolatore cambia per permettere la costruzione di edifici di 10-12 piani.

1950

1946 – L'espansione di Flaminio rallenta

1950

1960 – Giochi Olimpici



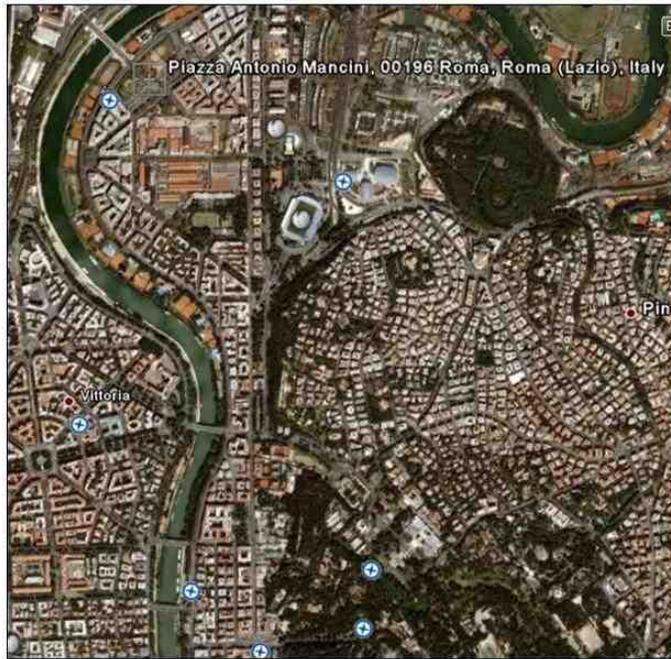
1989 – Viene costruita la linea del tram n.2

1990 – Mondiali di calcio

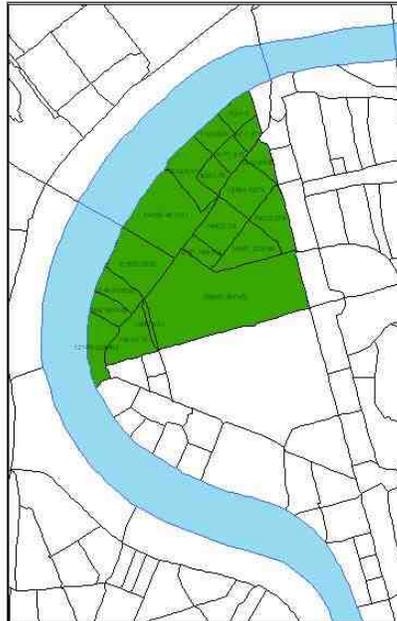
2002 – Completato il Parco della Musica di Renzo Piano

2000

2004 – Inizia la costruzione del Museo Maxxi di Zaha Hadid.



Piazza Mancini
Area di studio a
Flaminio





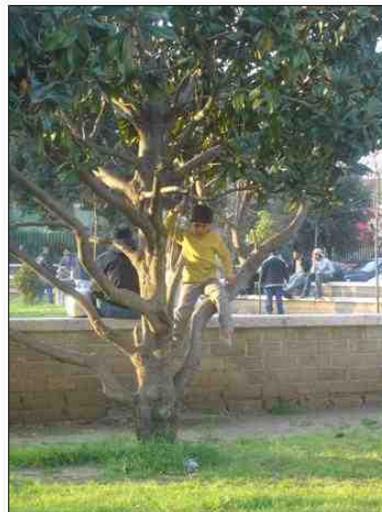
Osservazioni

Spazi Pubblici

- **Spazi pubblici, piazze progettate dal Municipio**
 - Piazza Mancini
 - Piazza dei Carracci
- **Semi pubblici, luoghi di incontro informale**
 - Internet Points/Call Centers
 - Mercati internazionali
 - Mercati di frutta e verdura
 - Banchi informali

Osservazioni comparative sugli spazi pubblici

- Flaminio ha spazi pubblici meglio delimitati e mantenuti con più cura rispetto a Magliana e Ostiense.
- Ci sono più alberi che in altri quartieri.



Commercio

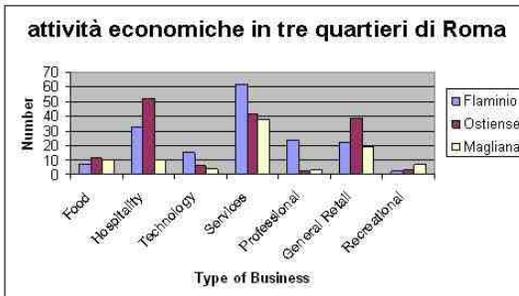
3 tipi di attività commerciale:

- Informale
- Formale, incentrata su prodotti e servizi locali
- Formale, incentrata su servizi e prodotti degli immigrati.



Osservazioni comparative sul commercio

- Flaminio ha un numero più alto di professionisti e attività di servizi rispetto a Magliana e Ostiense.



	Flaminio	Ostiense	Magliana
Vendita alimentari	7	11	10
Ristorazione	33	52	10
Tecnologie	15	6	4
Servizi	62	42	38
Professionisti	24	2	3
Commercio al dettaglio	22	39	19
Tempo libero	2	3	7

Trasporti

2 nodi di trasporto:

Piazza Mancini

- Tram (Line 2)
- Autobus (13 Lines)
- Automobile
- Pedoni/Biciclette

Piazzale Flaminio

- Treno urbano (Roma-Viterbo)
- Metro (Linea A)
- Tram (Linea 2)
- Autobus (8 Linee)
- Automobile
- Pedoni/Biciclette

Osservazioni comparative sui trasporti

- Flaminio sembra essere un quartiere meglio servito da sistemi di trasporto rispetto a Magliana e Ostiense.
- Anche rispetto al trasporto pubblico:
 - È presente una linea di Tram.
 - Il numero di fermate dell'autobus rispetto alla popolazione totale è il più alto tra i tre quartieri.

Inclusione sociale

- Immigrati
 - Secondo il censimento 2001, solo 92 dei 4012 residenti erano registrati come immigrati.
 - Piazza Mancini e Piazza Manila sono entrambe importanti centri di ritrovo per gruppi di immigrati residenti e non residenti.
 - Come si risponde ai bisogni materiali e sociali degli immigrati?
- Le persone anziane
 - Secondo i dati del censimento 2001, a Flaminio c'è una larga fascia di popolazione composta da anziani.
 - Problemi potenziali: poca vitalità sociale del quartiere, gentrificazione e sfratti.

Suggerimenti

Temi

- Forte presenza di non-residenti non-italiani.
- Sviluppo del quartiere come centralita' per incentivare l'afflusso di cittadini romani non residenti.

1. Promuovere il dialogo

- Creare opportunità di dialogo tra:
 - residenti
 - Amministratori locali
 - Gruppi di immigrati
 - Leaders locali
- Questo permetterebbe a gruppi differenti di esprimere i vari bisogni dei residenti di Flaminio.

2. Programmi per la comunità

- Utilizzare infrastrutture esistenti per creare programmi educativi, ludici e multiculturali.
- Esempi:
 - Progetti artistici/murales
 - Attività sportive di quartiere
 - Fiera internazionale del cibo

3. Rinforzare *Roma Multietnica*

- Creare una campagna promozionale.
- Creare opuscoli e manifesti informativi che possano essere distribuiti e affissi in spazi pubblici.
- Luoghi possibili:
 - Internet points
 - Librerie
 - Negozi di cibo internazionale.

Appendix 7: The Generational Replacement Tool

Table 1: Real Estate Prices

Magliana Real Estate Listings April 2007 (8 total)		
<i>Minimum Value</i>	<i>Average Value</i>	<i>Maximum Value</i>
€ 190,000	€ 320,000	€ 450,000

Flaminio Real Estate Listings April 2007 (10 total)		
<i>Minimum Value</i>	<i>Average Value</i>	<i>Maximum Value</i>
€ 370,000	€ 653,000	€ 800,000

Flaminio Real Estate Listings April 2007 (10 total)		
<i>Minimum Value</i>	<i>Average Value</i>	<i>Maximum Value</i>
€ 270,000	€ 352,000	€ 435,000

Table 2: Housing Occupation

Occupation of Housing Units in Ostiense				
	2001		1991	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
<i>Total number of housing units</i>	2546			
<i>Total Number of Occupied Housing Units</i>	2309	100.0%	2481	100.0%
<i>Owner-Occupied</i>	1309	56.7%	998	40.2%
<i>Renter-Occupied</i>	895	38.8%	1384	55.8%
<i>Occupied Under Another Title</i>	105	4.5%	99	4.0%

Occupation of Housing Units in Magliana				
	2001		1991	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
<i>Total number of housing units</i>	4692			
<i>Total Number of Occupied Housing Units</i>	4510	100.0%	7190	100.0%
<i>Owner-Occupied</i>	4369	96.9%	3937	54.8%
<i>Renter-Occupied</i>	141	3.1%	3071	42.7%
<i>Occupied Under Another Title</i>	93	2.1%	182	2.5%

Occupation of Housing Units in Flaminio				
	2001		1991	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
<i>Total number of housing units</i>	2132			
<i>Total Number of Occupied Housing Units</i>	1834	100.0%	2070	100.0%
<i>Owner-Occupied</i>	1112	60.6%	1032	49.9%
<i>Renter-Occupied</i>	571	31.1%	920	44.4%
<i>Occupied Under Another Title</i>	151	7.1%	118	5.7%

Table 3: Age Distribution

Age Distribution, Ostiense				
	2001		1991	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
<i>Total Population</i>	5377	100.0%	6337	100.0%
<i>Under 5 Years</i>	233	4.3%	198	3.1%
<i>5-9 years</i>	175	3.3%	208	3.3%
<i>10-14 years</i>	174	3.2%	325	5.1%
<i>15-24 years</i>	479	8.9%	1015	16.0%
<i>25-34 years</i>	908	16.9%	995	15.7%
<i>35-44 years</i>	836	15.5%	885	14.0%
<i>45-54 years</i>	736	13.7%	989	15.6%
<i>55-64 years</i>	772	14.4%	769	12.1%
<i>65-74 years</i>	602	11.2%	536	8.5%
<i>Over 75 Years</i>	462	8.6%	417	6.6%

Age Distribution, Magliana				
	2001		1991	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
<i>Total Population</i>	11226	100.00%	21753	100.00%
<i>Under 5 Years</i>	527	4.69%	874	4.0%
<i>5-9 years</i>	504	4.49%	842	3.9%
<i>10-14 years</i>	575	5.12%	1189	5.5%
<i>15-24 years</i>	1235	11.00%	4649	21.4%
<i>25-34 years</i>	2256	20.10%	3575	16.4%
<i>35-44 years</i>	1889	16.83%	3000	13.8%
<i>45-54 years</i>	1757	15.65%	3677	16.9%
<i>55-64 years</i>	2052	18.28%	2329	10.7%
<i>65-74 years</i>	1257	11.20%	931	4.3%
<i>Over 75 Years</i>	569	5.07%	687	3.2%

Age Distribution, Flaminio				
	2001		1991	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
<i>Total Population</i>	4012	100.00%	4904	100.0%
<i>Under 5 Years</i>	138	3.44%	113	2.3%
<i>5-9 years</i>	133	3.32%	112	2.3%
<i>10-14 years</i>	124	3.09%	164	3.3%
<i>15-24 years</i>	346	8.62%	675	13.8%
<i>25-34 years</i>	631	15.73%	856	17.5%
<i>35-44 years</i>	617	15.38%	554	11.3%
<i>45-54 years</i>	481	11.99%	677	13.8%
<i>55-64 years</i>	551	13.73%	661	13.5%
<i>65-74 years</i>	512	12.76%	590	12.0%
<i>Over 75 Years</i>	479	11.94%	502	10.2%

Table 4: Professionals

Professional Employment, Ostiense (2001)		
	<i>Number</i>	<i>Percent</i>
<i>Occupied - Entrepreneurs and free professionals</i>	153	6.9%
<i>Occupied - Self-employed professionals</i>	248	11.3%
<i>Occupied - collaborators (partners)</i>	35	1.6%
Total Professional Occupied Labor Force	436	19.8%
Total Occupied Labor Force	2204	100.0%

Professional Employment, Magliana (2001)		
	<i>Number</i>	<i>Percent</i>
<i>Occupied - Entrepreneurs and free professionals</i>	304	6.4%
<i>Occupied - Self-employed professionals</i>	532	11.2%
<i>Occupied - collaborators (partners)</i>	3905	82.3%
Total Professional Occupied Labor Force		
Total Occupied Labor Force	4745	100.0%

Professional Employment, Flaminio (2001)		
	<i>Number</i>	<i>Percent</i>
<i>Occupied - Entrepreneurs and free professionals</i>	273	16.0%
<i>Occupied - Self-employed professionals</i>	146	8.5%
<i>Occupied - collaborators (partners)</i>	14	0.8%
Total Professional Occupied Labor Force	433	19.6%
Total Occupied Labor Force	1709	100.0%

Table 5: Utilities

Utilities and Services in Residences, Ostiense

2001

	Number	Percent
Total Residences	2546	100.0%
with Potable Water	2546	100.0%
with Indoor Toilet	2545	100.0%
with Bath or Shower	2531	99.4%
with Fixed Telephone Line	2059	80.9%
with Heating	2212	86.9%

Utilities and Services in Residences, Magliana

2001

	Number	Percent
Total Residences	4692	100.0%
with Potable Water	4692	100.0%
with Indoor Toilet	4690	100.0%
with Bath or Shower	4685	99.9%
with Fixed Telephone Line	3974	84.7%

with Heating 3635 77.5%

Utilities and Services in Residences, Flaminio

2001

	Number	Percent
Total Residences	2132	100.0%
with Potable Water	2132	100.0%
with Indoor Toilet	2122	99.5%
with Bath or Shower	2120	99.4%
with Fixed Telephone Line	1740	81.6%
with Heating	1796	84.2%

Table 6: Building Age

Building Age Distribution, Ostiense (2001)		
	Number	Percent
Total Number of Buildings	92	100.0%
Buildings constructed prior to 1919	13	14.1%
Buildings constructed between 1919 and 1945	44	47.8%
Buildings constructed between 1946 and 1961	22	23.9%
Buildings constructed between 1962 and 1971	12	13.0%
Buildings constructed between 1972 and 1981	0	0.0%
Buildings constructed between 1982 and 1991	0	0.0%
Buildings constructed after 1991	1	1.1%

Building Age Distribution, Magliana (2001)		
	Number	Percent
Total Number of Buildings	256	100.0%
Buildings constructed prior to 1919	96	37.5%
Buildings constructed between 1919 and 1945	93	36.3%
Buildings constructed between 1946 and 1961	96	37.5%
Buildings constructed between 1962 and 1971	196	76.6%
Buildings constructed between 1972 and 1981	102	39.8%
Buildings constructed between 1982 and 1991	100	39.1%
Buildings constructed after 1991	93	36.3%

Building Age Distribution, Flaminio (2001)		
	Number	Percent
Total Number of Buildings	51	100.0%
Buildings constructed prior to 1919	1	2.0%
Buildings constructed between 1919 and 1945	34	66.7%
Buildings constructed between 1946 and 1961	13	25.5%
Buildings constructed between 1962 and 1971	3	5.9%
Buildings constructed between 1972 and 1981	0	0.0%
Buildings constructed between 1982 and 1991	0	0.0%
Buildings constructed after 1991	0	0.0%

Appendix 8: Picture of Piazzale Flaminio



Appendix 9: Picture of Piazza Mancini



Appendix 10: Picture of Bus Depot at Piazza Mancini



Appendix 11: Picture of Light Rail Line 2



Appendix 12: Picture of Light Rail Line 2 at the Piazza Mancini Stop



Appendix 13: Picture of Market between Piazza Mancini and Bus Depot



Appendix 14: Picture of Norma's International Food Market

