

Magliana Neighborhood Study

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Executive Summary

Introduction

This report presents our findings about Rome's Magliana neighborhood. The report will:

- Present an academic description of the Magliana neighborhood
- Identify strong points, challenges, opportunities for growth and advancement and threats to activities, institutions, and the well being of Magliana residents
- Discuss the merits of the Article 11 *Progammi di Recupero Urbano* in Magliana and make suggestions for its enhanced effectiveness
- Provide subjective reflections on the neighborhood as outside observers

The report was based on an assessment of an arbitrarily selected geographic area of Rome. The report encompassed the following topics: street studies, quantitative analysis, analytical studies, policy analysis and personal reflections.

The methodology involved informal interviews, the firsthand gathering and generation of quantitative and qualitative data, analysis of secondary data, and informed judgments of the research team.

The team consisted of four students from Cornell University's Department of City and Regional Planning in the College of Art, Architecture and Planning under the guidance of Professor Gregory O. Smith with the aid of Teaching Assistant Massimo Allulli.

Street Study

- Created a descriptive account of the physical neighborhood through the use of rich imagery and detail
- Drew parallels between the spatial and social character of Magliana

Quantitative Analysis

We gathered quantitative data from the 1991 and 2001 censuses, and used self-generated data to discuss the following themes:

- Commerce
- Public space
- Housing
- Social inclusion

Analytical Study

We explored in depth the following themes:

- Commerce
- Public Space and Transportation
- Generational Replacement
- Social Inclusion

Through quantitative and qualitative inquiry, we made comparisons of data from Magliana to other neighborhoods.

Policy Analysis

We examined Article 11, also known as the *Programmi di Recupero Urbano* and made suggestions on how it could be enhanced to better serve the Magliana community.

Personal Reflections

Team members reflected on their academic and personal journey throughout the semester and time spent conducting fieldwork in Magliana.

Chapter 1: Proposal for Community Development: Magliana

Historical Background

Magliana began as an informal settlement taken over by migrants from other parts of Italy. The engineer Michelangelo Bonelli was the owner during this time period of illegal settlement. As the population began to grow, the lack of basic necessities became more evident. Homes did not contain running water nor sewage systems. In addition, the residents lived in increasingly crowded conditions as the population grew.

In 1931, the government drafted and later implemented the *Piano de 1931* (Comitato di quartiere, 1977). Even though Magliana contained a high concentration of people living in poverty, the government chose to develop EUR instead of Magliana. The government ignored the underprivileged and underdeveloped state of Magliana and its residents, which enraged the community. Eventually, speculators gained control of the area. *Abusivismo*, or speculators constructing buildings without abiding by building regulations, resulted from this speculation. This led to the construction of buildings located below river level. These buildings violated construction regulations due to the threat of possible flooding. Many apartment complexes remain illegal due to their location and lack of modification to accommodate the natural environment.

Needs

Magliana's diverse population presents an equally diverse set of needs that must be addressed in order to create the best possible standard of living. The needs are both social and economic. The main needs that we identified are:

- Social inclusion of nomads, more commonly known as Gypsies or Roma
- Employment and entrepreneurship opportunities for immigrants, youth, and disadvantaged

community members

- “Self-help” programs for these groups
- Physical needs
 - Increased public space
 - Beautification of existing public spaces
 - Incorporation of green space into existing public spaces
- Infrastructural and social connections with greater Rome

Social Integration and Inclusion

General social integration among most groups within the neighborhood is not a major problem, with the exception of the nomad population. Groups of varying ethnicities and ages interact in the public open space; however, the nomads live on the periphery of the neighborhood.

Economic Integration and Opportunity

Women and youth are underutilized in the workforce; this creates economic and social disparity. These populations would benefit from employment agencies and training programs.

Physical Needs

Along with social and economic inclusion needs there are physical ones as well. Magliana has extreme residential density, with more than 38,000 people living on 40 hectares. Given the density of the living conditions, it is important to have adequate open public space in which people can interact with their neighbors in a pleasant setting. Open space also breaks up the building blocks and creates a more pleasant living environment.

Magliana could benefit from the incorporation of green space into its existing public spaces. The neighborhood lacks public art and green space; the only green spaces present in the area are a few trees in the central piazza, a small park and playground, and gated areas between apartment buildings.

Infrastructure Connection

Located on the periphery of Rome, with physical boundaries such as railroad tracks and the river,

Magliana faces challenges to integration with greater Rome. These challenges affect the social inclusion and economic competitiveness of the neighborhood as a whole.

Article 11

I programmi di recupero urbano, or urban recovery programs (PRU), aim to redevelop areas in the Roman periphery. Article 11, synonymous with PRU, is a subsection of law number 493, which was passed in 1993. The PRU provides a combination of private and public funds for its implementation. In contrast to previous plans for Rome, the PRU is designed to be a truly integrated approach, taking into account the specific needs of individual areas while setting standards for the city as a whole. The selected areas for the PRU contained public housing projects suffering from blight, deficient public services, and transit congestion.

In 2000, the city government selected eleven peripheral areas to receive funds under Article 11. The local municipality is responsible for writing the program within a framework set forth by the 1993 legislation. There are three main objectives, which must be considered when formulating the project proposal:

- There must be plans for internal integration - the neighborhood should prioritize becoming more centrally focused rather than sprawling.
- The neighborhood must become more integrated with the metropolitan area, by means of public transportation and greater physical connectivity.
- The establishment of consolidated green areas, both on the exterior and interior of the neighborhood (Rassenga Urbanistica Nazionale)

For Magliana, Article 11 is the long-awaited opportunity to address many of the issues plaguing what is an otherwise vibrant community. The foremost priority for the neighborhood is the construction of an underground parking garage, to be located near the Piazza Fabrizio de André. A private firm has been contracted to implement this project and after 25 years, ownership will transfer to

the *municipio*. This structure will help to alleviate some of the parking congestion experienced in the neighborhood, and more importantly, it will free land for the creation of formal green space.

Magliana is isolated due to its peripheral location and physical boundaries. The PRU proposes the building of two new bridges in Magliana for the purpose of providing greater access to central Rome. The first bridge would be a pedestrian and bike bridge connecting Magliana to the University in the Marconi neighborhood. The second bridge would connect Magliana to Ostiense across the river. These initiatives would help to incorporate Magliana into the city fabric, and create a more inclusive neighborhood. Similar in form to the creation of two bridges, is the construction of a direct route between Magliana and Fiumicino.

A 20-story hotel with more than 270 rooms is being built on an area close to the river. This hotel will feature a large convention center on the ground floor, a commercial center, services, and offices, all totaling 164,000 cubic meters with parking as well.

The final major transformation for the neighborhood will be a 27-hectare public park with a bicycle path, located in the bend of the Tiber. The project will involve the removal of existing housing structures built on the site, and proposes to bring more activity to the riverfront. The leaders of the neighborhood hope to transfer some of the commercial and civic energy to this area, which is currently being vastly underutilized (Pullara).

Suggestions

Social and Economic

While the PRU presents solutions for the improvement of the physical environment, more steps could be taken to improve social and economic conditions in the neighborhood. Economic inequalities encourage social exclusion within an area. In order to improve economic and therefore social conditions, we suggest the following programs aimed at helping youth and inexperienced groups learn about business:

- .Two programs exist for skills assessment and promoting entrepreneurship among the Magliana's population: *Informa Giovani* and *Centre Direttamento Lavoro*.
- The above groups do not provide on-the-job skills training; given the impending neighborhood development, employment and training programs to enhance the skill level of the population will provide them with the competitive edge they need to take advantage of the opportunity the development presents.
- Programs that provide help regarding interview skills, workplace skills, and job search and retention skills could be beneficial.

Infrastructure

The PRU proposes the creation of a direct route from via della Magliana Nuova to Fiumicino Airport. However, the *Ferrovie Regionale* directly connects Magliana to the Fiumicino airport. It seems an inefficient use of resources to construct a connecting highway, given the existing public transit. Not only would this project further encourage the use of private automobiles, thereby increasing pollution, but also the resources used to create this highway could instead fund economic and social programs and initiatives. Furthermore, encouraging the use of public transit demonstrates a commitment to promoting environmental sustainability.

Hotel and Associated Development

The PRU plans to bring several private ventures to the area: a large hotel, convention center, offices, comic strip museum and commercial center, along with a parking lot adjacent to Piazza Fabrizio De Andre. These ventures will undoubtedly be met with some controversy. While both of these projects encourage connectivity to Greater Rome, they would also encourage tourism, and a possible influx of people. While tourism can be a powerful economic tool, it can also lead to the displacement of the neighborhood population and subsequent exclusion. Similarly, increased private sector involvement can lead to a loss of power on the part of citizens. Our suggestions regarding the hotel, associated development and parking lot are as follows:

- Hold community meetings to ensure that the residents are supportive of the plan
- Hire primarily local residents for the construction, maintenance, and staff of both projects

Park

One of the most valuable initiatives brought forward by the PRU Article 11 plan is that of a riverside park. The creation of this park would not only provide valuable public space, but also new jobs. A park would also beautify the area. Our suggestions regarding the creation of the park are as follows:

- Involve community members in the planning and creation of the park
- Engage local children to decorate the park with artwork and murals
- Employ community members for the upkeep and maintenance of park

Along with the park, the beautification of existing spaces would be beneficial. For example, there is much graffiti in places such as the Piazza Fabrizio De Andre; the neighborhood could harness this spontaneous artistic phenomenon and create a mural project in which local residents could volunteer to either lead or take part in the decoration of empty walls in the area. For example, in the Piazza, there could be a mural created by children, which would encourage social inclusion among different groups, provide a fun activity, and create a “homemade” project that the children, and the whole neighborhood, could be proud of.

Strategy, Management, and Implementation

Community participation is extremely important in the design and implementation of any successful plan. In Naples' “*Casa Della Citta*” participatory planning is highly emphasized. The organization holds successful work groups, in which issues are discussed and plans of action are created in a democratic process. A similar process can be found in Pisa, where community meetings are held and ideas and solutions are also created in a democratic manner.

We suggest a similar plan of action for the PRU in Magliana. To ensure the highest level of community value and satisfaction, the residents should be directly involved in the process. This means involvement in everything from the initial brain storming and strategy development to the

implementation of the actual plan. We feel that this is the first and most important step in any successful planning effort, especially those that will directly impact the lives of neighborhood residents. All of the initiatives presented in the PRU should be subject to a series of well-advertised community meetings in which these ideas are presented to community members, and feedback is encouraged. The participation of community members in plan implementation would fuel social inclusion in the area.

Evaluating Success

Underlying the entire development process should be a comprehensive plan for obtaining feedback from the community as a whole. Objectives should be clearly stated from the outset of the plan's development and measures for evaluating the degree to which these objectives have been met should be created. This can be done in a number of ways including:

- Widely distributed surveys requesting thoughts and success ratings on programs
 - Surveys conducted over the phone
 - Distributed paper surveys
 - Door to door interviews and requests for feedback
- Another series of community meetings in which the community is asked to provide feedback and suggestions for future success

International and Local Planning Comparison

Referencing examples of success in planning efforts is a useful tool in the creation and implementation of strategies for urban development. For this reason, we have researched urban regeneration programs in Europe.

European Union URBAN Community Initiative

The European Union (EU) is growing and developing new strategies for addressing urban

issues. Italy, as a founding member state of the EU can benefit from modeling its planning efforts on successful programs in other EU member states. An example of a planning effort that has been largely successful is the EU URBAN Community Initiative (I and II).

URBAN is an instrument within the EU's Cohesion Policy, which intends to revitalize decaying urban areas and neighborhoods. Millions of European Regional Development Funds (ERDF) are dedicated to the URBAN program; these funds are supplemented by co-financing at the local and national levels as well as by the private sector. Funding is used for physical and environmental regeneration, social inclusion, training, entrepreneurship and employment.

According to the EU's final report on the success of the URBAN Community Initiative I 1994-1999, 72 percent of the URBAN I projects were successful. Success was defined by a rigorous set of criteria, which included residents' opinions in the affected neighborhoods. The key factors in URBAN's success follow:

Implementation and Management of URBAN

- Participation of local community in aspects of project selection, management, and implementation
- An integrated and straightforward approach to program management and implementation
- Strong partnerships with neighborhood organizations and people
- Cooperation between various levels and offices of government as well as the private sector
- Active capacity and experience building for local people and officials

Integrated Approach

- Holistic approach to small area regeneration
- Cooperation between different local government departments
- Private sector cooperation

URBAN Strategies in Action: Porto (Portugal)

This URBAN project targeted the “*Vale de Campanhã*” district in the west of the city. The

neighborhood had a population of 11,000, high unemployment, lack of economic potential and severe social problems. The “*Azulejaria Comunitária*” project involved children and young people from local schools creating panels of tiles, which were used to decorate and personalize the different buildings inside the “*Bairro do Cerco*”, a local social housing district. The aim of the project was to improve living conditions and environmental quality of the area, and to strengthen civil society.

There was excellent participation from the local population revealing a new dynamic in the way in which the inhabitants related to their surroundings. This project demonstrates how regeneration can be combined with the introduction of social activities. It formed part of the urban regeneration program for the “*Bairro do Cerco*”, which also included the planning and creation of public spaces and green areas. The project involved children and young people from local schools in decorating social housing. This project improved both living conditions and the community spirit of the area.

The key feature of the program was its special activities organized in local schools with the aim of directly involving youth in the urban regeneration process.

URBAN Strategies in Action: URBAN II Cáceres (Spain) The greening of Cáceres

A total area of 3,000 square meters will be recovered. The wider *Cáceres* Urban II program covers the *Calerizo* neighborhood, which has a population of 26,705 inhabitants and covers an area of 3 square kilometers. Unemployment in this area is 9.4 percent, which is considerably higher than the city average, and problems of on-going depopulation, a deteriorating urban environment and social and economic exclusion characterize it. The program aims to tackle these problems through the environmentally friendly renovation of derelict sites, the development of local employment pacts, waste treatment and social integration.

The “*Edificio Embarcadero*” URBAN II project in the city of *Cáceres (Extremadura)* in the west of Spain aims to convert a disused 3, 000 square meter industrial site into a training, leisure and culture facility for the local community and a workspace for small and medium sized enterprises (SMEs). It will feature:

- Adherence to the high environmental and sustainability standards
- Building renovation based on strict environmental and bio-climatic criteria
- Buildings equipped with solar energy panels, use of recycled rainwater and incorporate sewage purification systems
- Act as a model of energy efficiency and environmental sustainability
- An interior space dedicated to environmental research, the dissemination of information, and environmental education
- Green space, with an emphasis on local indigenous vegetation

Our Vision for Magliana

Magliana is a community that has endured many hardships; however, through this shared struggle for inclusion the community has triumphed over adversity and developed a truly strong social fabric. The PRU and the neighborhood residents are working to develop the physical form of the area. These changes represent an opportunity for Magliana to establish itself as a connected, beautiful, and desirable place to live and do business.

We envision a Magliana with a refreshed sense of pride, socially and economically integrated into the Roman community. Along with infrastructural and economic growth, we hope to see an increase in equity, accessibility to employment and educational opportunities and social interconnectedness.

Chapter 2: Analytical Study of Commerce, Generational Replacement, Inclusion Public Space and Transportation

To better understand Magliana, we have compared it to two other Roman neighborhoods, Flaminio and Ostiense. Our comparisons have been based on data regarding the following four themes: commerce, generational replacement, inclusion, public space and transportation.

Commerce

Magliana is located on the southern edge of Rome. Its peripheral location, geographic boundaries, and transportation limitations contribute to the relative isolation of its local economy. Furthermore, the economic status of its inhabitants has likely influenced the types of businesses that are established in the neighborhood.

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 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 us, 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

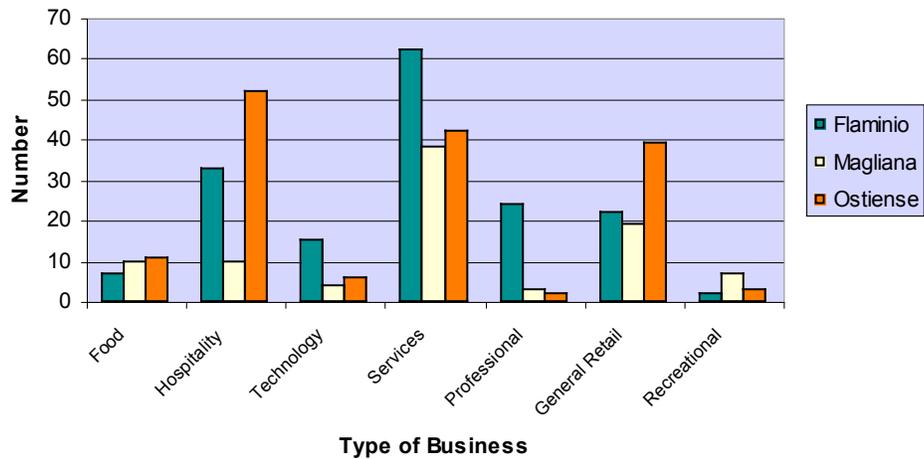
We collected data by walking the streets and piazzas and individually counting each business. We measured the business types based on the main activity identified through the advertisements and products displayed in the storefronts and by informally speaking with a few proprietors. We then divided the 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; general retail – clothing stores, furniture stores, shoe stores, luggage stores; recreational – gambling establishments, billiard halls, sporting centers; miscellaneous – warehouses.

According to the main concerns of each neighborhood economy we categorized businesses in different ways. Citywide versus local in Ostiense, residential versus immigrant focused in Flaminio, and formal versus informal in Magliana.

Results

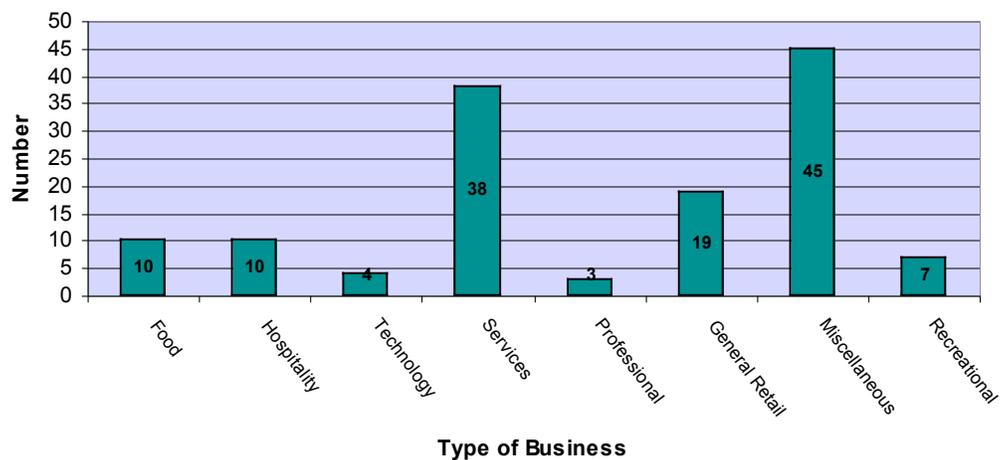
Comparison of Magliana's Businesses to Flaminio and Ostiense

Business in Three Roman Neighborhoods



| | 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 |

Businesses in Magliana



Magliana's businesses are similar to those in the Flaminio and Ostiense neighborhoods in that they are primarily service oriented. However, Magliana differs from Flaminio in that it has far fewer professional businesses, and from Ostiense in that it has fewer hospitality establishments. Businesses in Ostiense can be distinguished by whether they serve the local community or a citywide population. Businesses in Flaminio can be distinguished by whether they serve an ethnically Italian population or an immigrant population. These distinctions are less useful for categorizing Magliana's businesses. Most businesses in Magliana serve the local population rather than the citywide population; there are not many businesses that are oriented to serve immigrants in particular, despite the significant population of immigrants in the neighborhood. The main distinction of Magliana's local economy is the large presence of visible informal businesses.

Spatial Distribution and Characteristics of Businesses in Magliana

Most businesses in Magliana are located in three areas: Via Della Magliana, Via Pian Due Torri, and the Mercato Magliana. Businesses along Via Della Magliana are small retail shops, services, a few large freestanding grocery stores, and a host of informal tents and tables. The Mercato Magliana, in the interior of the Magliana neighborhood, features a group of organized vendors selling fresh fruits and vegetables, home goods, cosmetics and offering services such as hair styling. The market also attracts informal vendors who sell clothing and linens from cars and tables around the entrances to the market. Via Pian Due Torri and nearby streets feature a wide variety of businesses. There are mechanic shops, salons, pastry shops, florists, and pharmacies. Many of these shops seem to cater to a higher economic class, as they offer specialized services and goods. The majority of the gas stations, large freestanding supermarkets, and informal economic activity take place on Via Della Magliana. The more upscale shops in Magliana are located along Via Pian Due Torri. The interior of the neighborhood features the open-air market, with informal businesses arranged around it, and a variety of businesses around the central Piazza Fabrizio de Andre. Another spatial note is that business activity tapers off closer to the river. The businesses that are located closer to the river tend to be mechanic shops and

other shops that do work that create minor environmental pollution.

Unique Features of Business in Magliana: Informal Activity

Magliana features a host of informal businesses; this distinguishes it from the other neighborhoods studied in the city. The majority of informal business activity in Magliana takes place on Via Della Magliana, around the Mercato Magliana, and near Piazza Fabrizio Di Andre. Vendors sell a variety of items, including women's clothing, shoes, linens, jewelry, CDs, Nike athletic shoes, designer and imitation designer hand bags, and kitchen utensils. Rather than vending unique artisan goods, the informal vendors in Magliana seem to be competing on the basis of price. The goods they offer are significantly cheaper than comparable goods found in nearby shops.

The degree of sophistication among vendors varies. Some vendors have tables and stands with tents, other vendors have tables without tents, while other vendors have nothing but bags containing their goods, which they display on blankets on the sidewalk. Some vendors' businesses seem more precarious than others. The vendors selling goods from the tents seem to be more of a permanent fixture than vendors selling goods from tables or blankets on the sidewalk. The vendors selling goods in the more mobile manner do so because many times their goods, such as designer purses and shoes, have been illegally procured. They must sell in a mobile fashion in order to avoid police.

The vast majority of informal vendors in Magliana are ethnically non-Italian males. Many of the vendors rely on this form of work due to discrimination by Italian businesses, a lack of proper immigration documentation, or personal choice. One Senegalese vendor stated that he lived in Milan for years working in a large company. He was unhappy with the long hours and conditions in which he worked and greatly prefers the diversity of Rome and the freedom to work when he chooses. He is satisfied with the money he makes and happier working in Magliana than Milan.

Magliana's informal market not only provides the neighborhood's residents with the opportunity to buy low cost goods, but is also an opportunity for those who face difficulties working in the formal economy to support themselves and their families. While a good deal of the informal

economic activity taking place may be illegal, it is accepted and supported by the community. A main center of such activity, Via Della Magliana contains an abandoned grocery store. Ironically, many vendors sell their goods in front of this abandoned store. Perhaps, opening this space for vendors might provide opportunities for different types of vendors to sell their goods in the neighborhood. It could inspire competition among vendors and lead to more specialization by vendors and overall a better selection of goods for customers to purchase. Furthermore, this arrangement might attract more customers or a more loyal set of customers, which would benefit the vendors.

Conclusion

Magliana's informal economic activity is thriving. Its dual benefits of providing opportunity to those who are excluded from the formal economy and offering low cost consumer goods should not go unnoticed. Harnessing the evident power of this phenomenon could bring success to the vendors

Generational Replacement

Gentrification and generational replacement are similar in that both involve a process by which a group of people within a certain area is replaced. However, within the process of gentrification there is an economic displacement of an underprivileged group by a new, wealthier population, while generational replacement is the process of a younger generation replacing an older one.

Magliana is a neighborhood that is home to a diverse group of people; residents of varying age and ethnicity inhabit the area. Currently, Magliana is reaching the end of what is probably its first cycle of generational replacement. As the older generation ages a younger one prepares to inherit the neighborhood and start a new cycle of replacement.

Methodology

We obtained and collected qualitative and quantitative data from Magliana through observations and research. For the qualitative data, we walked through the neighborhood and wrote down

observations regarding the composition of the population, the physical state of buildings, and the general condition of the neighborhood. We gathered quantitative data from ISTAT, which we then compared to our observations. The combination of these two types of data allowed us to make reasonably accurate conclusions of the neighborhood. We used our data to determine whether or not gentrification is occurring in Magliana.

Between 1991 and 2001, Magliana's total population decreased from 21,753 to 11,226. While more research is necessary in order to understand all potential causes of this drastic decrease, we can tentatively attribute it to generational replacement. According to ISTAT, the groups that grew the most percentage-wise are the 55-64 and 65-74 year age brackets, while the other brackets either decreased or increased by an insignificant amount. The increase in this particular age group signifies the aging of the population as a whole. The data regarding building age works to support the idea of the original residential population buying into the neighborhood and maintaining their residency. The majority of the buildings were constructed in the 1960s, which would put the older generation in the 20-30 year age bracket - this may have been the ideal home buying age during this time period. The significant increase of owner occupied units and significant decrease in renter-occupied units suggests long term residency.

With the upper generation approaching old age, it is probable that Magliana is on the edge of generational replacement. As the older generation dies out, the younger generation will fill in. This trend signifies that the general population in Magliana resides in the area for most or all of their lives. As this process takes part, home ownership will most likely decrease and renter occupation will increase as new families and young residents restart the cycle.

Comparison of Generational Replacement within Magliana to Flaminio and Ostiense

While all three neighborhoods are from the 1900's, Ostiense and Flaminio are primarily from the early to early-mid part of the century, while Magliana was largely constructed in the late-mid part

of the century.

Ostiense shows a similar pattern to Magliana in that the older age group has increased by the greatest percent since 1991, signifying that the neighborhood is on the edge of generational replacement. In Flaminio, the biggest percentile increase of age groups was the 35-44 year age bracket, while the biggest decrease was the 15-24 year age bracket. This would suggest that Ostiense has hit the middle of a generational replacement cycle, with the mean age group being “middle aged”.

Conclusion

Our conclusion is that while gentrification is not taking place, generational replacement is.

Generational replacement is a natural phenomenon; the process, along with the age distribution and building age, suggests that Magliana is a neighborhood in which inhabitants stay for all or most of their lives. Unlike gentrification, generational replacement does not displace people, but rather replaces them in an urban cycle of life. Magliana is similar to Ostiense in its stage of replacement, while Flaminio finds itself in the middle of a cycle. Magliana will be taken over by the younger generation in the next few years as the older generation dies out.

Inclusion

The level of inclusion in a society is the measure of the extent to which minority groups are integrated into the social, economic, and political workings of the society as a whole. Inclusion is an indicator of how progressive a community is and how receptive its people are to change. Of particular interest to Roman cities are two minority groups: immigrants and the elderly.

Relative to other communities in Rome, the residential population of Magliana contains a large portion of legal immigrants, around 8 percent. Of this percentage, Filipinos make up a majority of the immigrants currently residing in this neighborhood, followed by the Bangladeshi and Egyptians. The senior community, those aged 65 or higher, constitute approximately 16.27 percent of the Magliana population. This figure is significantly less than the city average of 22.93 percent; the relatively recent

establishment of the neighborhood may explain this difference (ISTAT).

Methodology

A quantifiable means with which to measure the social concept of minority integration is necessary to discuss social inclusion. For this purpose, we conducted a study of the three neighborhoods that compares the social realities of these places with our normative visions. We believe the highest level of social inclusion entails that every person has equal access to all spheres of life within that neighborhood. Thus, we compared what actually exists with what should be taking place in order to assess levels of inclusion across Rome. Within these neighborhoods, we used four indicators to measure the level of inclusiveness.

Indicators

The first indicator is the presence of minority associations. To obtain this information, we interviewed the leader of the *Comitato del Quartiere*, the main neighborhood organization in Magliana. The second indicator is the level of inclusion in public and commercial spaces; we chose the Piazza Fabrizio de Andrè as the public space and Bel Café, a coffee bar located on the Via della Magliana, as the commercial space. To obtain an approximate measure of the proportions of different types of people frequenting the piazza and café, we made three counts during the course of an hour. We recorded the number of ethnic Italians aged 0-65, the number of elderly aged 65 and up, Asians, Africans, and nomads. We then averaged the three counts to get the approximate levels of representation by these groups in these spaces. Using this data, we then compared the numbers to the actual demographics for the entire study neighborhood.

The third indicator is the general community awareness of issues. This is harder to express numerically, so our observations are of a qualitative nature. We walked through our neighborhoods making note of posters advertising events for minorities or promoting their issues, along with researching past events that have taken place within the neighborhoods.

Finally, we also collected information on programs made available for minorities by the

neighborhoods. Like our record of minority associations, we collected this information from the *Comitato di Quartiere* and from equivalent sources.

Methodological Concerns

There are inherent flaws that exist with this approach that should be considered when viewing the data, especially with the second indicator. First, the time of day (around 4:00pm in the piazza and 11:00am in the café) will undoubtedly influence the clientèle; for instance, mostly children use the piazza in the afternoon. Second, we were extremely limited in our abilities to correctly categorize the ethnicity of the people we observed. A person's skin color does not always accurately indicate his or her ethnicity. Third, the amount of time we spent making our observations should in no way suggest that our data is conclusive, but rather a clue for existing trends.

Inclusion within Magliana

Minority Associations

The presence of immigrant organizations is not reflective of population trends. There is no local organization for the Filipino population; the closest organization for this group is located across the river in the Marconi area. The only association directed towards the interests and collaboration of immigrants in Magliana is for the Cape Veridians. The women who are in charge of this organization reach out to Cape Veridians within the entire *municipio*, but the office is located within Magliana.

There are at least two ways to interpret the above: the first is that there are political, racist and bureaucratic barriers to the formation of immigrant associations. The second is that there is such a high level of inclusion within the Magliana neighborhood that immigrants do not see the need to self organize. The first explanation is a sensible conclusion; because of the differences in political leadership between the leftist *municipio* and the more right-wing regional and national governments, Magliana has faced an uphill battle in securing funds even for such broad serving projects as an underground parking garage and green space. With regards to the level of inclusion in Magliana, this remains a highly contentious issue, as evidenced by this paper. Immigrants may have many reasons for

not creating their own organizations. They could feel included enough that there is no need to organize in order to achieve certain rights and services, or they could have other priorities to meet such as achieving economic stability.

For the nomad population who camps along the periphery of the neighborhood, there are two organizations established across the entire city of Rome. The *Opera di Nomadi* and *l'Associazione Ricreativa e Culturale Italiana (ARCI)*. These two organizations have the intentions of better integrating nomads into Italian society, although they are not actually led by the nomads themselves but by Italians. There has always been a low level of formal self-organization for this population, so it is not unusual that Magliana does not host a nomad association.

There exist no organizations for senior citizens, at least according to the Comitato. Although, this can easily be a result of the rather recent establishment of the neighborhood and that a significant portion of elderly citizens is a recent phenomenon.

Levels of Inclusion in Public and Private Space

The Piazza Fabrizio de Andrè is located in the heart of the Magliana neighborhood and is easily accessible. As seen in the chart below, the numbers of people found frequenting the piazza are more or less reflective of the actual demographics for the area. Ethnic Italians are the majority using the piazza, and senior citizens also make up a significant portion of people. The percentage of Asians present in the piazza slightly exceeds the percentage residing in the neighborhood, but at no point did we observe any people of African descent in this public space. We never observed any minorities purchasing items from the café, but again, there could have easily been a minority in the café who appeared to be an ethnic Italian.

| Magliana Inclusion Data | | | |
|--------------------------------|---------------------------------------|---|---------------------------------------|
| Demographic Group | Percentage of Total Population | Percentage of Visitors to Piazza | Percentage of Visitors to Cafe |
| White Italians (0-65) | 76.28% | 76.53% | 63.33% |
| Seniors (65+) | 16.27% | 17.48% | 36.66% |
| Asians | 2.38% | 2.87% | 0% |
| Africans | 1.51% | 0% | 0% |
| Europeans | 1.63% | Undetermined | Undetermined |
| Americans | 1.1% | Undetermined | Undetermined |
| Nomads | n/a | 3.12% | 0% |

Source: ISTAT

This data suggests that while public spaces such as the piazza provide a friendly atmosphere for immigrants to spend their leisure time, barriers still remain to accessing commercial spaces. The exclusivity existing in commercial space could be attributed to many reasons: there could be cultural differences that make the Italian bar an unattractive place to frequent, financial barriers could make the daily cappuccino an unnecessary expense, or the possibility also exists that immigrants simply feel socially pressured to stay away from such spaces. While the causal factor for the disparity between the data cannot easily be pinpointed, the data does suggest that there is a low level of inclusion in commercial spaces.

Elderly people; however, experience great levels of inclusion in both public and private spaces. In the piazza, it is common to see grandparents taking care of their grandchildren, or simply using the space as a leisure destination. In cafés, there are typically elderly gentlemen relaxing and using the space as if it were their own living room. Senior citizens are given a good deal of respect, and the fact that they are nearly all white Italians no doubt aids their integration.

Awareness of Issues

Perhaps it is due to the lack of minority associations, but we did not observe any posters specifically directed towards minorities. Most of the posters pertain to the advancement of leftist political parties, which have historically advocated for the betterment of immigrants' quality of life in

Italy. In the past, there have been events held by the *municipio*, which promoted an appreciation for multiculturalism. One such event was held last year in the Piazza Fabrizio de Andrè. During the annual music festival, which lasts three days, there was a specific emphasis on music from a variety of cultures (Arvalia). The local government sponsoring such an event is evidence that there is a more progressive attitude towards including people of different backgrounds.

Neighborhood Inclusion Initiatives

In Magliana, immigrants have access to programs that seek to facilitate their integration both into Italian society and the economy. The *Comitato di Quartiere* sponsors a language course two nights a week, a free service providing immigrants with the opportunity to achieve the same level of accessibility to information and civil society enjoyed by other Italians.

There are also two job training programs, the *Informa Gioanvi* and the *Centre Direttamento Lavoro (CDL)*. The *Informa Giovani* is not directly tied to the immigrant community, but provides youth across Magliana with assistance in establishing entrepreneurial activities. The *CDL* is also open to the whole neighborhood and serves the purpose of assessing the types of work for which people are best suited. Both of these programs help to narrow the opportunity gap that exists for immigrants seeking to become active members of the local formal economy.

Inclusion in Magliana Compared to Flaminio and Ostiense

Ostiense, located across the river from Magliana, has a longer history and slightly more homogenous population. It is also a middle class neighborhood and is distinguished by its complete lack of formal public space. On the contrary, Flaminio is an upper middle class residential area, with even less diversity than Ostiense.

| Ostiense Demographics | |
|-----------------------|--------------------------------|
| Demographic Group | Percentage of Total Population |
| White Italians (0-65) | 74.69% |
| Seniors (65+) | 19.79% |
| Asians | 2.32% |
| Africans | .69% |
| Europeans | 1.51% |
| Americans | 1% |

Source: ISTAT

Both neighborhoods lack minority organizations, though data recorded about inclusion in public and commercial spaces shows definite variation between all three neighborhoods. Because Ostiense

lacks formal public space, the substitute used when collecting data was a bus stop. At this location, the majority of the people observed were ethnic Italians, mixed with a handful of elderly people and four Spanish speakers. The Café Doppio served as the observation point for commercial space, during which a higher portion of elderly were present, but there were still no immigrants observed. So while the trends in elderly patronage

| Flaminio Demographics | |
|------------------------------|---------------------------------------|
| Demographic Group | Percentage of Total Population |
| White Italians (0-65) | 71.33% |
| Seniors (65+) | 25.27% |
| Asians | .47% |
| Africans | .15% |
| Europeans | .97% |
| Americans | .7% |

Source: ISTAT

carry over from Magliana, immigrants in Ostiense are more spatially

segregated from the neighborhood.

In Flaminio, the public space studied was Piazza Mancini. Unlike Magliana and Ostiense, the percentage of immigrants observed in the piazza exceeded the residential percentage for the neighborhood. While immigrants make up 2.29 percent of Flaminio’s residential population, they represented about 24.63 percent of the people who frequented the piazza during the study period. The elderly made up the same percentage. Because Flaminio does not have any bars, the area used for the commercial observations was the Via Pinturicchio, a small retail center. The people going into and out of the area were recorded, revealing similar a connection between the elderly and immigrants at 19.27 percent and 20.18 percent, respectively. There are significant numbers of immigrants who occupy Flaminio during the day for economic purposes although they are not residents, according to research performed by that neighborhood study group. Also, Flaminio has a larger elderly population than other neighborhoods, but this population is not represented proportionally in the study areas. It is possible that this senior population does not feel comfortable in open, public spaces, as opposed to Magliana where they play an active role in public life.

In terms of comparing awareness of inclusion issues across the neighborhoods, none of the three

featured relevant posters during the time of the study. However, Magliana stands out in that it does hold events within the neighborhood that showcase its diverse population. This signifies that the area is more concerned about achieving a higher sense of inclusion for its immigrant residents.

All three neighborhoods offer various services to aid those in need, but in different capacities. In Ostiense, there are two employment agencies, which could serve as venues to help immigrants better integrate themselves into the formal economy. The library in Flaminio offers a language class, and is regarded in general as a good resource for immigrants. We were not able to find any services offered by the local governments specific to the elderly.

Based upon these comparisons, it is hard to determine which of the three neighborhoods shows a higher level of inclusion. While Magliana features more associations, services, and awareness, Flaminio experiences proportionally far more immigrants in its public and commercial spaces than there are in the neighborhood. It is safe to say that there exists a low level of inclusion in Ostiense since it does not excel in any of the four indicators we used to measure inclusiveness. We believe the solution rests in evaluating the actions taken by citizens and local governments to make sure its minority groups do not feel excluded from larger society. So while Flaminio has a highly visible immigrant presence, this is the result of immigrants seeking economic opportunity rather than the area proactively welcoming this minority. We are inclined to say that Magliana offers a more inclusive environment, but whether or not any of the indicators used can be considered an absolute metric is debatable.

Conclusion

Inclusion remains an issue of high pertinence to any society containing a minority population. However, the measure of the inclusiveness of a society is a difficult topic, often involving multiple explanations and answers. In the case of neighborhoods on the Roman periphery, the size of the minority population appears to play an important role. However, size alone will not determine the fate of minority groups, and we must look to the actions of all parties involved and their willingness to

embrace differences.

Public Space & Transportation

Well-organized transportation and the presence of accessible well maintained public spaces are critical elements for ensuring social well-being within Magliana. The density of this neighborhood necessitates efficient public transportation as well as public spaces where residents can congregate and socialize.

Methodology

Within this analytical study on public space and transportation, we compiled quantitative and qualitative data. The data allowed us to make comparisons between Magliana and the neighborhoods of Flaminio and Ostiense. While looking at public spaces within Magliana, we counted the number of benches present within the area (not including benches used specifically for bus stops.) Benches are an effective way of helping to create public space and as such, were used as an indicator. We then divided public space into two categories: formal and informal space and compared the activity within these public spaces.

When comparing transportation between neighborhoods, we examined the accessibility of public transit services. We recorded the number of bus lines traveling through the study area, the number of bus stops within the study area, the frequency of bus stops, and the presence of trains and metro stations. In order to retrieve this information, we referred to the ATAC website, which provided information on bus lines and their schedules. In addition, we took into account the presence of bike racks and the density of the study area.

Public Space within Magliana

Within the study area of Magliana, there are five areas of formal public space. First, Piazza Fabrizio de Andrè is the largest formal public space in Magliana, attracting residents of all ages. The

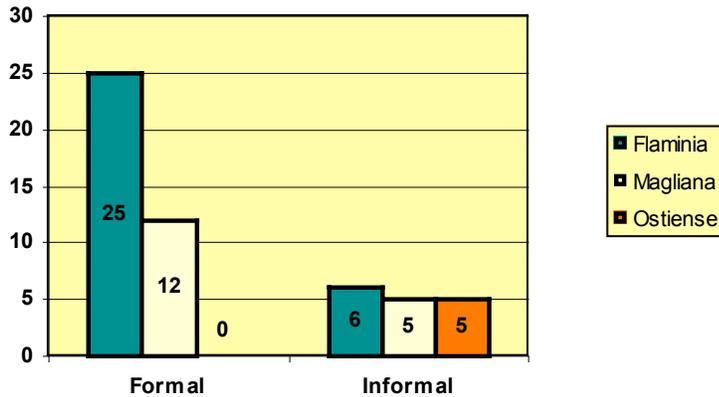
piazza is equipped with a playground and contains numerous benches. Second, the Magliana Marketis, which is located in close proximity to Piazza Fabrizio de Andrè. The market's main function is to generate economic activity, but also serves as a social space for residents. The spaciousness of the market allows residents to socialize while making purchases. In addition, there is an area set up specifically for gathering. This small space contains tables and chairs, which allow for a social environment. Third, Piazza Certaldo is used in a different manner than Piazza Fabrizio de Andre. This piazza is surrounded by an apartment complex and contains a parking lot and a church in its center. Piazza Certaldo is not a typical piazza, which can be distinguished by its open space for social gatherings; instead residents congregate in the small area located in front of the church. The fourth example of formal space is located on the corner of Via Della Magliana and Via Dell'Impruneta. This space contains a uniquely designed bench, which up to sixty residents at a time can sit on as they socialize with one another. This space is also the preferred location for street vendors who attract customers into the area. A coffee shop is located on one side, while a fence borders the other two sides creating a division between the busy intersecting streets of Via Della Magliana and Via Dell'Impruneta and the congregation of residents. The fifth formal space within Magliana is not yet open to the public because it is currently under construction. The area will consist of a small park located between two apartment complexes.

There is at least one evident case of informal space Magliana. This area is the wide sidewalk alongside Via Della Magliana between the intersecting streets of Via Dell'Impruneta and Via Pescaglia. During the day, this space is a mixture of street vendors and residents. There is a rail fence alongside the area, which serves as a border between the space and the street of Via Della Magliana. The space contains benches used by residents throughout the day.

Comparison of Magliana’s Public Space to Flaminio and Ostiense

Compared to Flaminio and Ostiense, Magliana contains various forms of formal public space.

Presence of Benches within Formal & Informal Spaces



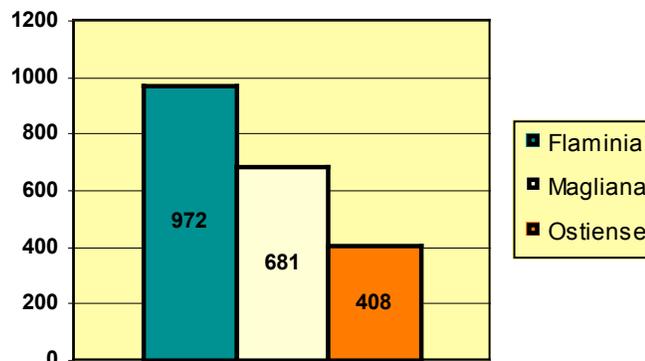
The formal public space within Flaminio consists of two piazzas. Ostiense contains no forms of formal public space and informal public spaces include areas outside of cafés or markets where few people will gather together for short periods of time. A possible explanation as to why Magliana contains more forms

of public space than the other two neighborhoods is its higher density. Since the study area contains a population of approximately 10, 000 people, there is a greater need for public space. On the other hand, the population within Flaminio and Ostiense are 4, 012 and 5,377 respectively.

Transportation within Magliana

The main street within Magliana is Via Della Magliana. Via Della Magliana is an essential thoroughfare; it is through this street that traffic is able to flow in and out of the neighborhood and into the intersecting main streets of Viadotto Della Magliana and of Via Del Trullo. There are twelve bus lines that run through the Via Della Magliana. During the weekdays, the buses run frequently making nearly 700 rounds within the neighborhood. While Magliana does not contain a tram, the regional train makes two stops within

Frequency of Bus Stops

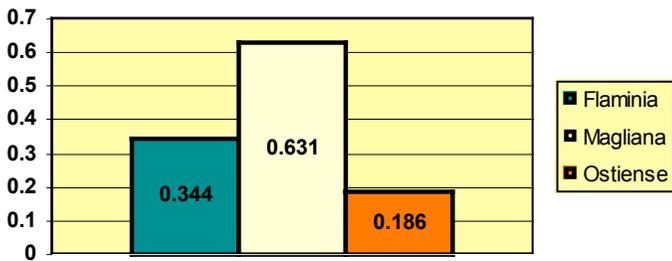


Note: This information was taken from the bus line schedules found within the Italian website of transportation ATAC (www.atac.roma.it). The data takes into account the frequency of bus stops during the week with day bus lines. Weekends and night buses were not calculated within this data.

the study area. Sidewalks in Magliana are either absent or in need of repair. There are few bikes in the area, and the combination of high traffic intensity and unkempt sidewalks makes it unfeasible for pedestrians or bicyclists to travel on Via Della Magliana. In addition, there are six formal, visible parking lots. The formal parking lots consist of one parking garage and the rest are made up of public parking lots located throughout the study area. In addition to these visible parking lots, many apartments contain parking garages, which are not visible to the public since they are located on the ground level of the apartment complexes within closed grates.

Comparison of Magliana’s Transportation to Flaminio and Ostiense

Average number of stops per 1,000 residents



Each neighborhood is designed differently

and is either more conducive to public or private

transportation. Ostiense is an auto-oriented

neighborhood and is not pedestrian or cyclist

friendly. There are five bus lines that stop within

the area and the frequency of stops per 1,000

residents is at about 75.9. The wide roads are

usually filled with heavy traffic, making it difficult

for pedestrians to cross streets and to get to certain destinations. The absence of bike racks and bike

lanes does not encourage the use of the bicycle as a form of transportation. On the contrary, Flaminio

showed the best frequency of stops per 1,000 residents (242.3) within the study area even though the

average number of times bus lines made stops were the lowest between the three neighborhoods.

Thirteen bus lines run through Flaminio as well as the #2 and #6 trams, which stop 245 times a day at

any given spot. In addition, car owners have the option of either parking alongside the streets of

Flaminio or using one of the four available parking lots within the study area. There were few bike

users within the area; however, the slow traffic and well-kept sidewalks make it possible for

pedestrians and bicyclists to get around. Magliana had the highest average number of bus stops per

capita; however, it had the lowest number of frequency stops per capita. In addition, Magliana seems to have more options for parking compared to the two other neighborhoods. This could be due to the fact that it is a dense residential area with a large population of car owners and therefore there is a greater need for additional parking.

Conclusion

There are significant forms of public space within Magliana, both formal and informal. While some of these spaces could benefit from improvement, they provide the means for residents to congregate as a community. On the contrary, there needs to be an evaluation of the current situation of both public and private transportation within Magliana given the high amount of daily traffic present on Via Della Magliana and the absence of pedestrian and bicycle friendly streets. While it is not possible to alter Via Della Magliana by widening it, as buildings and businesses cannot be torn down, the *municipio* can make incremental improvements to transportation flow by repairing streets and sidewalks, maintaining upkeep and encouraging the use of public transportation.

Chapter 3: Quantitative Perspectives

In this chapter we explore several of Magliana's features through a quantitative approach; we discuss the following themes: inclusion, commerce, public space, and transportation.

Inclusion within Magliana

Whereas other Roman communities have histories stretching back a thousand years or more, Magliana is a recent residential addition surrounding Rome's core. Rather than having a base population of mostly middle class, white, Italians, Magliana grew out of an agglomeration of migrants and lower income people. Before large scale construction began in the 1970s, present day Magliana was inhabited by squatter camps. This changed when speculators began to develop the area, creating an illegal community facing both environmental challenges and a lack of infrastructure. Through a community struggle to gain support of the city, the residents of Magliana have formed a shared identity. Because the neighborhood is historically an establishment of migrants, there is a more inclusive atmosphere, although there is an exception to that trend with regard to the nomad population.

Institutional Inclusion

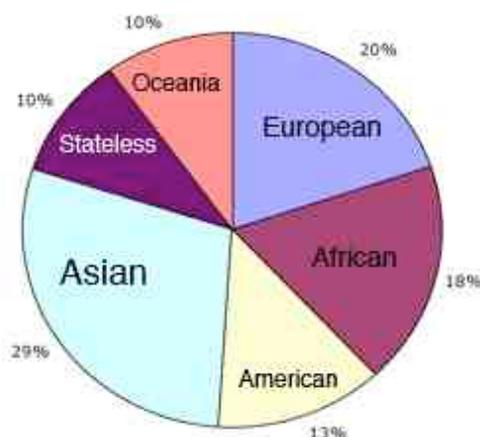
In recent decades, there has been a spike in the immigrant flow to Europe. Italy especially has experienced significant surges in its foreign population, both legal and illegal. But what truly distinguishes the case of Italian immigration is the diversity of backgrounds among its incoming population. Rather than foreign residents characterized by one nationality, Italy has large percentages from Albania, Morocco, and Romania.

With immigrants constituting roughly 5.4% of the Roman population and around 8% of Magliana residents (ISTAT), the issue of how immigrants are represented in political processes is of some importance. Since by definition immigrants are not legal citizens of Italy, they are not granted the right to vote in government elections. What then needs to be resolved is how their issues and

concerns are voiced to the decision-making leaders of the environs in which they live. As a solution, legal immigrants are given representation on the *municipio* and *commune* councils in the form of elected councilors who can advise the governing bodies, but cannot actually vote on policies. Each of the nineteen *municipi* is given one immigrant representative, and immigrants are allowed to vote for four representatives at large for the *Comune di Roma* (Caritas).

Now it would be useful to examine who are the majority and minority immigrant groups, and how well they are incorporated into the voting process. Through examining the 2001 census data, it becomes apparent that immigrants originating

Make-up of Immigrant Population in Magliana



Source: Caponio

from Asian countries make up the largest portion of immigrants with 29%. Africans follow with 18%, then Europeans with 20%, Americans at 13%, and people from Oceania and those who are stateless both respectively make up 10% of the immigrant population.

Knowing these majorities, it is easier to place the electoral results into context. In the 2004 election for the added councilor, 1,752 immigrants from Magliana voted in *Municipio XV* elections. The Filipinos had the largest voter turnout with 707 votes, followed by 345 votes from the Bangladeshi community, and then 137 Egyptian votes. The president of the *municipio*, Gianni Paris said, “A victory for the city...that many immigrants have enrolled themselves on the lists is a sign of an immigration that is consolidated and integrated by now, and a sign also for our city of a mature and responsible democracy” (Arvalia Online).¹

In the most recent elections, Magliana and the other areas comprising *Municipio XV* voted for

¹ Translated from the following phrase: “Una vittoria per la città... Che tanti stranieri si siano iscritti alle liste è il segnale di un’immigrazione ormai consolidata e integrata, e il segno anche per la nostra città di una democrazia matura e responsabile.”

Violeta Rosales Valerio, a Filipina. Another significant feature about the elections for the immigrant representatives is that the majority of voters are female, which answers the question of whether or not females are represented in the government (Casa dei Diritti Sociali).

Another minority group that should be considered when discussing issues of inclusion are the nomad people. With the legality of their presence in question and a history of poor relations with the government, it is not surprising that the nomads are not involved in formal processes. This lack of communication only serves to make relations more strained, which in makes nomad participation in the government even less likely.

Social Inclusion

As mentioned, Magliana is a community built upon a shared identity of struggle. So, unlike other areas in Rome, Magliana has a more open atmosphere with less tension between native Italians and immigrants. That is not to say however, that there are no barriers between people of different backgrounds. It is still rare to observe a white Italian and an immigrant casually conversing in the street; exchanges often remain confined to economic transactions.

The few open spaces that do exist in Magliana are useful for engendering a sense of community among residents. In Piazza Fabrizio de Andrè, one can find children of all different backgrounds interacting with one another, which could indicate that people will become more integrated as the neighborhood ages. There are community associations as well, that seek to help immigrants feel more included in Italian society. One such example is an Italian language class, which meets twice a week. There also once existed a job-training program, but funding is currently not available which tells us that the immigrant community and Magliana in general, still remain underserved.

Again though, the nomads remain relatively isolated from social life in the neighborhood. Their physical separation does not improve matters, and the reality that their presence in the neighborhood mainly takes the form of begging, fails to elevate them in the eyes of Magliana residents. From talking with neighborhood representatives, it appears the nomads are viewed in a negative light and that other

residents feel the nomads seek to isolate themselves from the rest of the neighborhood. Whether or not this is true remains unclear, but the existence of this view tells us that there are extremely low levels of inclusion for the nomads.

Conclusion

In Magliana, there exist both institutional and social means through which immigrants can become more included and represented in the daily life of Magliana. While these channels have proven rather open and responsive to legal immigrants, there remains a lack of communication with the nomad community, which only serves to aggravate the existing problems.

Commerce in Magliana

Magliana's economic activity is best characterized by its diversity and organization; the amount and variety of businesses in Magliana nearly make it a self-contained neighborhood. It features medical services, multiple mechanics, fresh fruit and vegetable markets, clothing and shoe stores, real estate and travel agencies, building supplies, furniture, restaurants, banks, electronics stores, convenience stores, and even a financial services institution.

This discussion of commerce in Magliana will encompass the production, distribution and consumption of goods and services, the diversity and organization of the local economy, the layers of the economy, including the informal economy and tertiary element of the neighborhood, and the relation of businesses to social and public space.

Methodology

The method used to gather and report information on the local economy of Magliana is as follows:

Sampling procedure specifications

The procedure used for selecting units for the study is non-proportional quota sampling. The Magliana neighborhood is 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 Magliana population, but that the full range of business types were included. This approach allows us, as researchers, to speak about the general composition of the Magliana economy, and even small groups within that population.

Sample description

The sample is inclusive of data from 5 distinct areas in Magliana; the main commercial and transportation hub, a main road leading into the social heart of the community, a piazza at the core of the neighborhood, a transit oriented road on the outskirts of the neighborhood, and a small street connecting the commercial hub of the community to the surrounding 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.

External validity considerations

The sample is somewhat generalizable for the Magliana neighborhood, but is certainly able to be enhanced as our study continues.

Procedures and Measurement

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 a few proprietors. We then separated the data into several qualitative categories to create quantitative data.

Results

The results of our survey reveal that the majority of businesses in Magliana are retail shops for consumer goods. There are a few financial institutions, mostly banks and one financial services firm.

The most numerous service is dry cleaning, but there are also money wiring services, Internet points, and international phone centers.

Discussion

Magliana's retail businesses primarily occupy the bottom levels of residential buildings. The sample used in this survey is fairly representative of the locations of the majority of businesses as well. Most shops are found on Via Della Magliana, Via Pian Due Torri, and Piazza Fabrizio de Andrè. These streets are rather heavily trafficked, as they serve as connectors to transportation hubs and entry points to the neighborhood.

There does not appear to be much production activity in Magliana. An exception to this is a pasta factory on Via Della Magliana. Additionally, there is construction on the edges of the neighborhood. Distribution and consumption of goods and services is their key economic activity occurring in Magliana.

Magliana Market

Magliana features an open-air market that is open from about 9am until 3pm most days of the week. It is filled with vendors selling fresh fruits and vegetables, meats and cheeses, clothing, shoes, home goods, and even a hair salon. The vendors in the market are well organized. They have an association called *Associazione del Mercato* that hosts community events. The market is representative of the conventional economic center of the neighborhood; it is a place that people go to shop for daily necessities and where bonds are formed between patrons and vendors. Also, it can be argued that in Rome, most neighborhoods are defined by the presence of an open-air market of some sort.

Inevitably, the steady stream of customers drawn to the Magliana Market entices informal vendors to set up shop on the outskirts of the market. These vendors set up canopies and tables in order to sell clothing, shoes, jewelry and other products; these products are sometimes even sold out of their cars. Customers seem to be as attracted to the market for what is inside its formal boundaries as to what is on its outskirts.

Retail Activity

The majority of Magliana's formal retail activity takes place on Via della Magliana, Via Pian Due Torri, and Via della Villa Bonelli, which is a continuation of Via Pian Due Torri. These streets host a wide range of retail shops on the bottom floors of residential buildings, and even large freestanding grocery stores, a rather rare occurrence in Rome. The shops on Via Pian Due Torri are of a more upscale variety. There are pasticcerias, profumerias, and pizzerias and several specialty shops, including a sporting goods store, a jewelry store, a florist, a pet supply store, and a dentist. This street leads into the heart of Magliana. It stretches from Via della Magliana to the river, with the more retail oriented shops closer to Via della Magliana, and mechanics shops closer to the river.

Via Pian Due Torri is a continuation of Via della Villa Bonelli and is found on the other side of Via della Magliana. This road leads to Via della Magliana Nuova and the Villa Bonelli metro station. The housing stock seems to be in better condition in this area than in the interior of the neighborhood. Likewise, the shops on Via della Villa Bonelli seem to be more upscale. There is an *enoteca*, a café, a physical therapists' office, dry cleaners, and an internet café, all of which appear to be in good physical condition.

Via della Magliana is the main formal retail artery of the neighborhood. It is like a shopping mall of sorts, with everything from apparel to large grocery and home goods stores, to travel and real estate agencies. There are 90 businesses in the 700-meter long section of Via della Magliana that our study includes, and this number does not take into account informal vendors and people soliciting for services. The shops on Via della Magliana and the activity associated with them seem to adhere to the microeconomic principle that firms maximize their profits and customers maximize their utility. The shops sell goods of a relatively high quality and allow customers to select a mix of goods that satisfies their basic needs and wants. The most pertinent tradeoff that customers shopping on Via della Magliana and Magliana as a whole face is the tradeoff between convenience and cost effectiveness and the ability to buy status goods in an 'attractive' environment.

Informal Retail Activity

Another key feature of Magliana's economy is the informal retail activity along Via Della Magliana. Men, many of Senegalese, Bangladeshi, and Moroccan descent set up canopies, tables, cardboard boxes and even blankets on the sidewalk to sell a variety of goods. This form of commerce is informal and in some cases illegal. The vendors are not licensed to sell their goods nor do they pay taxes to the government. Additionally, many vendors sell items such as Nike sneakers, designer purses, knock off designer purses and belts, and bootleg videos; all of which have either been obtained illegally or violate copyright laws. These vendors primarily use blankets to display their wares in order to facilitate a quick and easy getaway if police enter the area. However, other vendors are closer to the formalized sector, as the goods they sell are simply low cost clothing and shoes, rather than designer goods of suspect origin.

In addition to presenting a low cost alternative to formal shops and the ability to purchase goods that otherwise would be too expensive for customers, the informal market offers vendors that have not been able to enter the formal labor market due to discrimination, a lack of marketable skills, informal immigration status, or simply a shortage of available jobs, the chance to earn a living. Additionally, by being self-employed, these vendors eliminate the surplus value of their labor, thus having more control over their time as an economic resource. Of course, the tradeoff for this is that they live a more precarious existence, and are at the mercy of customers and marginalized due to the threat of legal action against them.

Commerce and Public Space

The informal vendors are closely integrated into public and social space, as are many formal businesses. One cannot walk down Via Della Magliana without passing these vendors. Often, the men sit on benches and socialize while keeping an eye on their merchandise and prospective customers. Relationships develop amongst vendors and between vendors and residents and others who frequent the area. Cafés and bars are other commercial entities that paradoxically create and appropriate public

space. When the weather permits, proprietors place tables and chairs outside, expanding the space that their businesses occupy and creating a new forum for social interaction. Given the limited amount of public space in Magliana, it can be argued both that this appropriation of public space robs the community of space for social interaction but also that it creates new arenas for it as well. Without choosing a side, it can safely be said that this new form of public space creates a forum for those with the means to purchase goods from the establishments occupying it, thus creating a new arena for interaction.

Normative Perspectives

Magliana's local economy is booming, in its size, diversity and organization, however there are sectors that seem to be missing and other that seem to be underexploited. With the exception of one firm, Magliana's business community does not include any tertiary activity- meaning service-oriented businesses like financial institutions. The addition of these types of service activities could bring more jobs to Magliana, and perhaps stimulate more interest in education. Another opportunity is the large number of informal businesses. Gains could be brought to the neighborhood by making it easier for vendors to formalize their businesses without great economic penalties. For instance, a center of informal activity is the space in front of a vacant grocery store. This space could be appropriated by the local government and used to house stands that the informal vendors could use to conduct their business. Additionally, there do not seem to be many formal businesses catering to the youth population of Magliana. A community center or daycare center could create jobs and also make it easier for women to become active in the labor market and seek employment, thus raising the percentage of Magliana's active and employed population and stimulating growth and gender equity.

Conclusion

Commerce in Magliana is diverse, organized, self sufficient and dynamic. There are many opportunities to address inclusion and development issues with economic approaches in the

neighborhood. As this study is continued, we will seek more conclusive data on businesses in the neighborhood and avenues for positive change.

Public Space in Magliana

If we assume that public space is indeed public and has no right or ability to officially exclude any one group, we are left with few examples in Magliana. It is more or less impossible to prevent the unofficial exclusion of persons or groups, especially in neighborhoods with high levels of diversity in the areas of race, age, and socioeconomic status. Along with these guidelines for public space conduct, there are the physical aspects of such space. There are several types of public space in Magliana, including the open rolling green park, small gatherings of benches, and an expansive cement piazza. All of these spaces serve the purpose of satisfying the human need to be social, to gather, or simply to escape from the confines of a building.

Types and Nature of Public Space in Magliana

In Magliana, there is limited amount of what one can consider ‘formal’ public space. The main and central public space is that of Piazza Fabrizio de Andrè, which consists of playground equipment, numerous benches, a few trees, and a few morning-time open-air markets. Along with the piazza, there is a small green park with a playground, a small circle of benches along the main street, and of course the market.

The green park with the playground is an excellent example of open space. It is usually filled with children playing and groups of adults sitting on the surrounding benches. Unfortunately, this rare type of open space within Magliana is rather small.

The bench circle on the main street is often filled with residents sitting and talking with one another, eating pastries or just resting with shopping bags. While this space can be a final destination for relaxation, it also serves as a transitional point for potential shoppers to sit and contemplate their next purchase.

The market could be considered fairly controversial as a public space due to the fact that it is the home of much economic activity. However, through our observations, it is possible that it is an important social space in which neighbors can gather without feeling the pressure to purchase items from the vendors. The market seems as much a social construct as an economic one.

While these four areas are the only ‘official’ public spaces, residents tend to create their own. These spaces are the extensions of pre-designated areas. The Piazza Fabrizio de Andrè neighbors a large residential parking lot, and the social sphere the piazza creates filters into this adjacent area. In each corner located within the parking lot or surrounding the parking lot, there are groups of mostly men who talk and smoke with one another as a means of socializing. Similarly, on the surrounding streets that lead away from the piazza there are balconies that protrude over the sidewalk making a sort of *portico*. In these areas there are often several informal vendors selling sunglasses and other goods. In the afternoons after the schools let out it is not uncommon to find groups of young teenagers socializing with one another in groups. In many of the streets towards the central business district, one can find other groups of residents socializing with one another as they make their way to their destinations.

There are three main types of public space in Magliana, which are described in the following table:

| Type | Official | Privatized | Informal |
|--------------------|---|---|---|
| Description | Open and welcoming to all; access is free and unrestricted. | Space used for gathering, but is not open to all; some economic and/or social restrictions apply. | Not designed for the congregation of people, however people use it in a manner similar to public open space; can be illicit/considered loitering. |

Along with the extension of public space there is also the privatization of public space. Many small cafés and restaurants have taken over large areas. There are numerous tables congesting the sidewalks around the piazza and shopping district. These tables are almost constantly occupied during

the late morning and afternoon. They are mostly occupied by older men who sit with newspapers spread across their tables and cigars or cigarettes hanging out of their mouths. While these cafés and shops are valuable meeting places, they do not cater to everyone. Tables are meant to be used by paying customers, in fact, in one café we were asked to either order lunch or leave after we had been sitting for over an hour with our coffee and croissants.

The expansion and creation of public space in Magliana shows a very strong community bond. Many neighborhoods have empty streets, deserted parks, and piazzas. However, Magliana is very rarely either quiet or empty. Even though there are not a large number of children that reside in the area, there are constantly children in and around the streets and public spaces.

It is visible from our original spreadsheet that Piazza Fabrizio De Andrè, or the main public space, is a hub of activity. It is well maintained, which is shown by the large number of trash receptacles, trees, light fixtures, and generally good condition. At around 5pm there are typically well over 70 people on the piazza showing that it is indeed a popular gathering place.

The number of formal businesses on the piazza's surrounding streets is considerably larger than other parts of the neighborhood, which tend to house about 10-15. This high number signifies that the piazza is a place where business is good. Most of these businesses are cafés which expand the existing public space.

The three types of public space, official, privatized, and informal, play off of and support each other. Almost all areas of official public space are surrounded by businesses that can be used as outdoor sitting areas or privatized public space.

Aside from the area directly surrounding the piazza, the other main business area is Via Della Magliana, which supports 90 businesses. In between this area and that of the piazza, there is much informal public space. Via Della Magliana is a heavy shopping district, and so most of the people gathering on this main street are shoppers, usually adults and teenagers. Children and their parents more heavily populate the piazza and small park. Most of the neighborhood's informal public space is

located between the piazza and Via Della Magliana. The official and privatized public spaces often merge together, with the privatized surrounding the official.

Conclusion

A community is strongly defined by the interactions of the people within it. Without an abundance of open public spaces it can be difficult to achieve this sense of community. However, in Magliana, the extension of the existing space pays homage to the community. Magliana's ability to sustain, use, and support these three kinds of public space shows its strength as a community.

Public Transportation in Magliana

Transportation systems are essential in order to facilitate the commute from a person's home to their job and vice versa. According to ATAC, 2.8 million Italians use Rome's public transportation each year. Rome offers many forms of public transportation to its citizens including the tram, the metro lines A and B, the regional and urban trains also known as the *ferrovie regionali* and *ferrovie urbane*, and the bus lines, which are divided between the *linea urbana* and the *linea esatta*. While the city of Rome offers a highly subsidized variety of public transport, not all areas are equally equipped with quality public transportation services.

Within the area of Magliana, public transport plays a key role in the lives of its residents. While private transportation is commonly used among employed residents within Magliana, public transportation plays a key role in the lives of other residents, especially students. The use of transportation within the Magliana area can be seen in the following table:

| Employed Residents | | | | Students | | | |
|-----------------------|-------------------------|-------|-------|-----------------------|-------------------------|-------|-------|
| Public Transportation | Automobile/Motorini use | Other | Total | Public Transportation | Automobile/Motorini use | Other | Total |
| 39 | 180 | 26 | 245 | 232 | 63 | 9 | 304 |

Note: Data was accessed and translated from information received from the Italian government within Rome, Italy.

Magliana contains many forms of public transportation from which its residents can choose. We have taken into account the different modes of public transportation located within the area and at close proximity as well as observing the condition they are in and their efficiency.

Methodology

While looking at the modes of public transportation, we have decided to focus on the main street of the Magliana neighborhood, Villa Della Magliana. In order to gain a general view of the quality of public transportation, it was necessary to redefine the borders beginning from Lungotevere Degli Inventori and ending in the periphery at Via Luigi Candoni. The distance between these two streets is approximately 5.65 kilometers. The area between the two bordering streets consists of lower and upper middle class housing residents within a highly dense and developed area as well as the underprivileged class, such as the nomad campsites located within the periphery. The diversity of the area and the presence of both urban and peripheral areas give us the opportunity to compare the varying degrees of the quality of public transportation along Via Della Magliana.

To gain a general view of the bus routes and the bus line system within Via Della Magliana, we divided the street into three sections. The presence of bus lines and services will be discussed in detail within the following area sections: Lungotevere Degli Inventori to Viadotto Della Magliana (section 1), Viadotto Della Magliana to Via Del Trullo (section 2), and Via Del Trullo to Via Luigi Candoni (section 3). The intersecting streets representing the dividers were selected according to their location in order to make sure there was an approximately equal amount of space between each section. In addition, Viadotto Della Magliana and Via Del Trullo are major intersecting streets, which are paths wherein other bus lines merge or exit Via Della Magliana to other areas of Rome. This procedure facilitated our understanding of the bus system and allowed us to make comparisons on each area section.

Procedures and Measurement

Data was retrieved by riding bus lines, specifically the bus lines 719, 781, and 780 as well as the regional train located in Via Bonelli in order to get a better perspective on how efficient these modes of transportation are and to what extent the residents take advantage of of them. We collected qualitative information through observations, which included taking note of the people using these modes of transportation (social class, race, age, gender, residents and non-residents of Magliana)², the condition of bus signage, and the communities located near the bus stops. In terms of qualitative information, we took advantage of the information that the ATAC website provides for the public. Within the website, we were able to find maps showing the different bus routes within the neighborhood of Magliana as well as the number of stops these routes make. In addition, we were able to measure the distances within the area by using the ATAC map as our guide.

Section 1
Source: ATAC

Discussion

Bus Lines & Routes

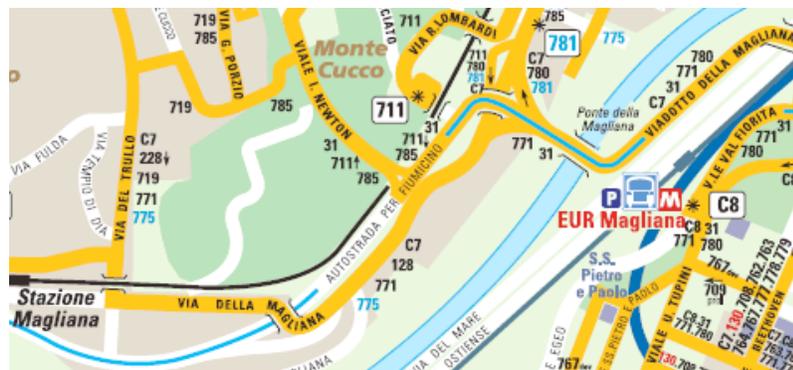
Lungotevere Degli Inventori intersects Via Oderisi Da Gubbio as it transforms into Via Della Magliana. The distance between Lungotevere Degli Inventori and Viadotto Della Magliana is approximately 2.25 km. The upper half of this area is characterized by well kept housing stock, which indicates that this is most likely upper middle class whereas the lower half of this section tends to consist of unkempt streets with less appealing apartment complexes. There are four *linee urbane* that run between these two streets. An additional *linea esatta* (C7) and two *linee urbane* (711, 785) merge

² The qualitative information based on the people using these modes of transportation is not substantial enough because our observations were based solely on limited bus rides; therefore, this section of our study must be taken to a further level.

into Via Della Magliana from Via Dell'Impruneta making it a total of seven bus lines as they travel south towards Viadotto Della Magliana. Bus stops are located every few feet making it easy for citizens to catch a bus. In addition, the bus stops include benches upon which riders can sit while waiting. . Throughout the day, the bus stops become crowded with men and women going to work, elderly women running errands, and children going to school. There are time periods when the bus stops are desolate; however this is usually around the afternoon before children get out of school.

Viadotto Della Magliana is approximately 1.8 km away from Via Del Trullo. Viadotta Della Magliana crosses the Tevere River at the Ponte Della Magliana. This intersecting street is a main point

within the direction of transportation in Magliana because it is an entry port for outer lines to come through Magliana. In addition,



Section 2
Source: ATAC

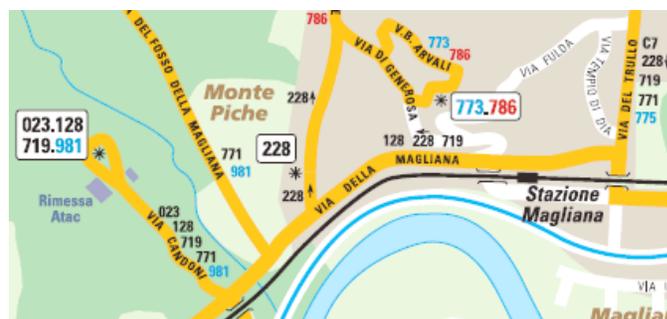
Viadotta Della Magliana is a means for residents of the Magliana areas to travel by bus across the river and into the EUR area where they can catch other forms of transportation such as the metro or the urban train. The three bus lines that travel through Viadotto Della Magliana on to Via Della Magliana are one *linea esatta* (C7) and two *linee urbane* (771, 780). The specific bus lines that travel between Viadotto Della Magliana and Via Del Trullo are the 771, the C7, the 775, and the 128. Once these bus lines reach Via Del Trullo, they either exit Via Dell Trullo, such as the lines 771, C7 and 775 or they continue on Via Della Magliana. Similar to Viadotto Della Magliana, Via Del Trullo is another means for Magliana residents to reach other areas of Rome and for outside residents to come into Magliana. The *linea urbana* 228 uses Via Del Trullo as an entrance into Magliana.

Via Luigi Candoni is located in the periphery surrounded by green space belonging to the *Riserva Naturale della Tenuta dei Massimi*, the Nature Reserve of the Estate of Massimi. This is also

the location site for the *Rimessa Ataca*, the bus lines' garage, and the campsite for the nomad as well as what may seem to be a garbage site. The bus makes fewer stops here in the periphery due to the lower number of bus stops located along the way. The quality of public transportation services is not as high as in the center of the city. Within this peripheral area around Via Candoni, benches cease to exist requiring bus users to either stand or sit along the sidewalk. At some points this becomes dangerous due to the narrowness of the sidewalk and its close proximity to the oncoming traffic. In addition, the bus signs in Via Candoni fail to provide information on the lines that pass through the area. The signs are bare from when the information was removed either by vandals or *municipio* officials. As of yet, there seems to be no initiative to replace the missing information. Bus users must memorize the schedule of the lines, retrieve this information within the city center or navigate within the ATAC's internet website. This last option requires bus users to have access to a computer and internet services, which many in the poorer periphery may not have access to due to lack of money.

Train

The *ferrovie regionale* passes through Magliana making it an essential form of transportation for those residents who must go to farther destinations or who prefer this more efficient and faster pace of travel. The train runs parallel to Via Della Magliana making two stops between the defined borders. Residents can either travel south toward the Fiumicino Airport through the FR1 line or travel north towards the Trastevere Station where they can take trains to other areas of Rome. The first stop is Villa Bonelli followed by Stazione Magliana. The Via Bonelli train station is located within walking distance from area section 1. The station contains a diverse crowd; however most of the passengers seem to be of Italian descent with a few exceptions. Throughout various times of the day, few residents use this form of transportation. The station is scarcely ever crowded; at its busiest



Section 3
Source: ATAC

times there are at most 20-25 people waiting. While the majority of the passengers seem to be heading north towards the Trastevere Station, there are a few passengers destined to go the opposite direction. These are either people heading towards the airport or nomads heading to the peripheral areas. This station is not a central location since few passengers ever exit trains at this point. The Stazione Magliana is located in section 3 approximately 2.7 km away from Via Bonelli. This station seems to have more of a crowd compared to Via Bonelli. Since it is located close to the periphery where many nomads live, the majority of the waiting passengers seem to be people of the nomad community. This also seems to be the point where many nomad children begin their job of asking for money since they can be seen on the train begging.

Roma Metro

There is no Metro located within the neighborhood of Magliana. The closest metro is the EUR Magliana Metro B located across the Tevere River a little over 1 km from the intersection of Via Della Magliana and Via Vaiano. The metro does not intersect at any point with Via Della Magliana. On the contrary, it travels in the opposite direction from Magliana into the Southeast area of Rome and directly into the North without ever crossing the Tevere River. While the metro is located at a distance from Magliana, there are two bus lines (771, 780) whose stops are in close proximity to the EUR Magliana Metro, which allows Magliana residents located within the center section of the area to access other means of transportation.

Conclusion

Depending on the section in which one is located, Villa Della Magliana can be well or poorly serviced. Section 1 contains the best services and the most bus lines running through it since it is more centrally located where the middle class is dominant. Sections 2 and 3 are more poorly serviced, which is most likely due to their locations closer to the periphery. While not all modes of transportation are located within the neighborhood, such as the urban train and the metro, they are accessible by bus. In

conclusion, Via della Magliana contains many forms of public transportation, making it an appealing location to live in. However, it is important to note that not all areas are equally serviced. The southern end of the main street could use some attention in improving bus stop locations as well as services especially since this is an area that contains a large community of nomads who depend on public transportation in order to reach their destinations within the center of the city.

Overall Conclusion

By studying Magliana through a quantitative perspective, we have been able to make a few conclusions. Our findings have shown that the nomad community is excluded socially and in terms of public transportation services. While there seems to be a strong community outreach towards immigrants, nomads seem to be excluded due to a lack of communication. The demand and use of public space shows the importance the community places on social space in order to encourage public interaction. Businesses in Magliana offer a variety of services, which support the neighborhood and promote a self-contained community.

Chapter 4: Qualitative Perspectives

Magliana maintains a strong urban presence while at the same time providing a more welcoming and relaxed environment than what one might find in the core of the city. Magliana is a community, like many others with public housing projects, that has the unfortunate distinction of being considered “undesirable” or “rough.” Through our research, we worked to look beyond these stereotypes and understand the economic and social life of this area. This study is organized into three parts: the first describes the methodology of our research process, the second summarizes the findings of our street survey, including three categories- economic activity, housing, and public space, and the third discusses two locations in-depth. This initial study seeks to broadly understand the character and functioning of Magliana, while bringing to light some issues that may merit further investigation.

Methodology

Before we could begin to examine the community of Magliana in-depth, we first had to define its boundaries. This was done both through studying the physical boundaries, as well as observing the social and economic context of the area. The most obvious borders are the rail tracks and the Tiber River; it would be impractical to try to establish a neighborhood that spans such imposing obstacles. These two features run parallel to one another, so the next task was to determine where the community begins (start/finish, begin/end) and ends within these borders. We examined the level of activity as the street progressed in both directions, and it became clear that after Via Scarperia, there is a dearth of social and economic life. We chose Via di Villa Bonelli because immediately after this street Via della Magliana curved and the housing noticeably changed to a more upscale quality.

To gain a general understanding of Magliana, we next employed a street survey, which includes both qualitative and quantitative data. Giving a pretext for the collected information is highly beneficial to understanding the data, so we recorded the date, day of the week, time, and weather conditions. For the qualitative data, we sought to capture the essence of the physical environment; this includes the

appearance of buildings, sidewalks, streets, parking, and level of noise. We also recorded our impressions of the social workings of Magliana. The results for this part of the survey are rather subjective and most likely influenced by our comparisons to cities in the United States.

To offset this more informal method of data collection, we standardized our quantitative data to give a more empirical grounding for this paper and future work. For each street in the study area, we recorded observations such as the number of trash receptacles, light fixtures, benches, and vegetation. By comparing this data to the length and location of the street, we can gain a better understanding of what space is valued in Magliana and how well the neighborhood receives public services.

Once we completed our street survey and gained a broad sense of the neighborhood, we chose two different in-depth study areas. Two of us worked on Via della Magliana, while the other two studied the Piazza Fabrizio de André. Our reasoning for choosing these places was quite simple- both are crucial to the day-to-day life of the residents of Magliana. Via della Magliana serves as a major transportation and commercial hub, as well as providing valuable social space. Piazza Fabrizio is located in the heart of the neighborhood, and gives the residents a place to socialize, play, and hold large-scale events. For both locations, we observed the areas in a twelve-hour period in order to best understand the transformations these spaces undergo during the course of the day.

Street Survey

Economic Activity

Magliana is a hotbed of economic activity. It is best characterized by its extensive diversity and organization. The number and variety of businesses in Magliana make it an almost self-contained neighborhood. Magliana features medical services, multiple mechanics, fresh fruit and vegetable markets, clothing and shoe stores, real estate and travel agencies, building supplies, furniture, restaurants, banks, electronics stores, convenience stores, and even a financial services institution.

Most businesses occupy the bottom levels of residential buildings a few are free standing, namely mechanics shops and grocery stores. There is repetition of many businesses, but the frequency

of certain businesses, such as dry cleaners and grocery stores, make it so that people do not have to travel very far from their homes. The high number of certain businesses is also due to the fact that Magliana's population is large and densely concentrated in its tall apartment complexes.

Magliana is also home to a thriving, local informal economy. Small tents and street vendors line the commercial hub of the neighborhood, Via della Magliana. The tents are primarily run by men of African and Asian descent and secondarily by Italians as well. They sell shoes, clothing, electronics, and home goods for less than the local formal businesses. The street vendors appear less organized than the vendors with tents. They sell sunglasses on small sidewalk tables, Nike athletic shoes off of sheets on the ground, and designer purses. The illegal nature of their business makes it difficult for them to consistently sell the same items. They also face threats from the police, which occasionally force them to retreat momentarily, only to return later.

The informal economy present in Magliana has dual benefits. It is a source of income for people who have been excluded from the formal economy possibly due to discrimination, lack of marketable skills, and undocumented immigration status. In addition, it allows low-income people to obtain goods and services that they otherwise might not be able to afford. However, its robust existence in Magliana raises policy concerns related to social inclusion and economic structuring.

Magliana contains a few financial, medical, and real estate institutions. These institutions seem to be serving the community's needs. The low number of these types of institutions may signal that Magliana is more focused on social needs than the business needs and economic goals.

The nature of Magliana's business community has interesting social implications. The variety and high concentration of businesses in Magliana allow residents to meet needs and engage in recreational activities without leaving their community, if they so choose. It could also be hypothesized that certain residents are priced into their neighborhoods. Goods and services in Magliana cost less than those in the city center and more affluent neighborhoods. The availability of goods on Magliana's informal market also makes it possible for residents to shop cheaply. The aspect of affordability could

be a critical reason that residents of Magliana, which includes many immigrants, do not mix into communities, such as the nearby EUR, to a large degree.

The business community also remedies Magliana's lack of public spaces. Many cafés and restaurants take over portions of the sidewalk with tables and chairs and provide gathering places for residents. While certain objects, such as the metal fences which line many sidewalks might not be legal, they create public space that is often crowded out to create parking.

Housing

The area of Magliana is made up of quiet streets except for the few louder social spaces that are located mainly around the piazzas, market areas and the main commercial streets. The majority of the area consists of residential areas containing a mixture of housing that ranges from neglected, shabby apartments to attractive and well-kept complexes.

The design and architecture of the buildings indicate that they were most likely built around the 1960s or 1970s. The majority of the buildings are made out of brick with a few exceptions, which are constructed from concrete, and most have balconies. The nicer apartments tend to have much more vegetation, whether it is plant decorations around the balcony area or large, luscious trees within the surrounding walls. Again, the majority of the apartments do not contain any form of vegetation except for plant decorations. These buildings range from seven to nine floors, which include the ground floor reserved for commercial space. Apartment complexes include both gated and open layouts. A number of complexes are fully enclosed with high walls surrounding them and a locked gate at the entrance. The rest of the apartments have no barriers enclosing them; they contain either a gate at the entrance that is usually left open throughout the day or a type of lobby serving as the entrance. The gated apartments are segregated from the rest of the apartment complexes and are located near the railroad tracks. Another interesting factor concerning housing is that from the main road, Via della Magliana, the apartments on one side of the street are unattractive and dull, which generates an unpleasant image of the housing within the neighborhood. However, deeper within the area, pleasant apartment

complexes can be found showing another side of Magliana, different than that of a low-income area.

There are numerous apartment complexes in the neighborhood. The majority of them are extremely dense except for the gated apartment complexes, which seem to contain larger and more spacious rooms as well as longer balconies. The remaining apartments house a number of people, evidenced by the number of parked cars filling up the sides of the streets and the few parking lots in the area. A few apartment complexes contain their own personal parking garages at the ground level. This is an indicator that there is a large concentration of people within this area, which requires these dense apartment complexes.

Magliana suffers from neglect. Its streets and sidewalks are often littered and some of its apartments are in disrepair. Were even a modest amount of ornamentation added, the appearance of the neighborhood would be greatly improved.

Magliana has a variety of commercial and professional businesses, which allow residents to stay within the community instead of commuting to other areas for necessities.

While Magliana has many positive aspects that benefit its residents, but housing is an area in need of repair. Many of the apartment complexes could benefit from restoration to make the area more appealing. The apartment complexes that face the main streets are gated, covered in graffiti, or stigmatized by having the telltale appearance of a public housing complex. With the aid of the government, graffiti could be painted over and apartment complexes could be renovated in order to make Magliana more attractive.

Public Space

Magliana is an intriguing area in which to study public space; one of the most interesting aspects is the phenomenon of ad-hoc public space creation. While Magliana has a strong sense of community unity and pride, the area has very little actual public space. However, residents regularly use the few formal public spaces that do exist, and also create their own space for congregation and community.

Magliana is characterized by two main open spaces: the Piazza Fabrizio de André, and a small park with playground outside one of the area schools. This small playground is consistently filled with young children playing, and parents as well as older people sitting on benches watching. Piazza Fabrizio de André is a central part of community life and hosts a wide variety of people.

Along with these two designated public spaces, there are also a few small areas of green space, often enclosed by a chain link fence. People make their own public space in the streets, sidewalks, parking lots, and wherever else space is available. There is a pedestrian and bicycle path on the far end of the neighborhood along the river; however, this does little to encourage public congregation.

The neighborhood is concentrated with apartment buildings of seven or eight stories. In between many of these buildings are small patches of green space with biologically diverse selections of plants, often including lush, tropical vegetation. However, these areas are not available for public use, as fences and cement walkways typically surround them. Additionally, *motorini* are often parked heavily along the walking path on either side of the green. Very few people congregate in these areas, making them more private residential than a public space. While these areas have little activity, people who congregate in small alcoves along the street more frequently use those closer to Via della Magliana.

On the other side of Via Lari, away from the river, there is a dramatic increase in the amount of people, life, and noise. The community is centered in the area surrounding the open-air market; this is where the Piazza De André and the majority of human activity are situated. The market was home to a *Festa Carnevale* celebration on February 15, 2006, organized by the *Mercato Magliana*. The area around the market is heavily trafficked by pedestrians. The hub for community activity is in this area around the piazza and market. Due to the shortcomings of existing open space, people have expanded these areas beyond their physical boundaries to include streets and walkways as additional space for community gatherings and economic activity.

Along Via Della Magliana there is a small area of concrete benches surrounding a fountain.

Directly next to this sitting area is a long row of vendors. People sit and interact with one another on the benches, while others shop the stands or various local cafes. The outdoor seating offered by many cafes along Via Della Magliana, Via Vicopisano, and Via Lari also creates community space. The presence of tables converts many of the sidewalks into public space as well.

The lack of public space, yet strong sense of community show the strength of the Magliana neighborhood. This gives residents an incentive to create a livable and community oriented space in the chaos of big city life.

Area Studies

Via della Magliana

Via della Magliana is a relatively new addition to Rome. In earlier times, the street was part of a neighborhood notorious for its poor living conditions and the presence of organized crime. Today, it is the bustling commercial hub of a multiethnic community. The street is broad and straight, unlike Rome's many narrow, curving roads, and tends to be friendlier to drivers than pedestrians. Via della Magliana is representative of a new era of growth in Rome.

Via della Magliana is an agglomeration of styles. Within the boundary of its intersecting streets, Via della Scarperia and Via di Villa Bonelli, Via della Magliana is approximately 700 meters long and has three lanes of traffic and two lanes of vertically parked cars and motorini. Its conduciveness to automobile traffic and the way it leads travelers towards the grassy countryside of Rome, are comparable to sprawling suburban developments in US cities. Yet, the densities of the residences, along with the mixture of residential and commercial activity are hallmarks of inner cities and smart growth.

Unlike many streets in the historical center of Rome, Via della Magliana's newer streets are paved in asphalt. The sidewalks that line Via della Magliana are a mixture of poorly maintained, wrinkled and crumbling asphalt and modern paving stones, often littered with trash and animal waste. Oddly, waist-high metal fences, mildly ornamented with geometric designs, cage in the majority of the

sidewalks. These fences create an area for cars to park on either side of the street and cordon off spaces for businesses to set up outdoor dining arrangements. The street is not as wide as the surrounding buildings are high. However, gaps in the buildings and asymmetry create a sense of space and alleviate some of the tension caused by the density and limited public space on the street. There is little public space on Via della Magliana, but the spaces that do exist are well used by the neighborhood's residents. On the corner of Via della Magliana and Via Dell'Impruneta there is an open space. This space contains a piece of 'modern artwork' and a fountain surrounded by continuous benches that are able to hold around 75 people. Despite the disrepair of the modern art structure in this small opening, residents and vendors use this space. Men with small tents set them up in the vicinity, which receives traffic due to a café on one side. In the morning, older men congregate to socialize and throughout the day different people use the space to meet friends, sit down to rest, or enjoy a snack from a nearby café, grocery store or the market. As almost a continuation of the small gathering place, benches line the street up to intersection of Via della Magliana and Via di Villa Bonelli, and also frequently host vendors who sit and wait for customers to examine the goods that they place along the wall of an abandoned supermarket.

Via della Magliana is lined by tall and densely populated apartment buildings, uniform in architectural design but slightly differing in appearance. These buildings are all from five to nine stories high, ranging from gated community housing to what appears to be lower income housing. Via della Magliana serves as a physical divider between these two types of housing complexes.

The apartments on the railroad side of the road are more visually appealing due to their yellow and orange brick exteriors as well as the variety of trees and shrubbery used for landscaping, differentiating them from the street, which is lined by simple Plain Trees. These apartments are visibly better maintained than their counterparts on the opposite side of the road. The balconies of these buildings are far more likely to contain neatly arranged potted plants than drying laundry. The buildings also seem to be less densely populated. While they are surrounded by a degree of decay, it is

clear that the owners of these buildings have the desire and the means to maintain their homes.

On the other side of the street, apartment complexes take on a 1960s design and are made of dull brick and concrete. These apartment complexes are not gated and are more inviting to the passerby because of the restaurants and shops, which inhabit the ground floor. These buildings tend to be less attractive; many of them have chipped paint, rusty metal fixtures and are often adorned with clothes and bed sheets hanging out to dry from the balconies. The buildings on this side of the street are also taller and less architecturally distinguished; their aim seems to be to hold a large number of people, and not to be aesthetically pleasing.

Via della Magliana's layout makes it a central commercial hub of the community. Its businesses include numerous grocery stores, electronics stores, banks, clothing shops, optical shops, restaurants, travel agencies, gas stations, and more. Residents can easily obtain goods and services without traveling to other areas of Rome. However, the street also hosts six bus stops within 700 meters and intersects with the street on which the Villa Bonelli train stop is located. These things, combined with its large size and proximity to the freeway make Via della Magliana a transportation hub as well.

Pizzerias, *gelaterias* and bars can be found every few feet and serve as a space for social gatherings for families and friends. Playground toy structures are placed in locations providing space for children's use, and revealing a glimpse of the existing family structure and orientation in this area of the city. Older Italian men congregate in circles near vendors and shoppers while teenage boys lean against the railing alongside the sidewalk. Young couples, older women and men make use of the benches found in certain locations of the street. Mothers push babies in strollers while glancing at the clothing stands that flank the sidewalk. The informal market is a large presence within Magliana. In one block street vendors locate their stands or tables selling clothing, sunglasses, shoes, and more. This concentration of informal vendors in this specific area is most likely due to the open space in this corner of Villa dell'Impruneta where many residents congregate.

At 9:00 a.m., Via della Magliana hosts a diverse crowd, ranging from Senegalese, Moroccan,

to Southeast Asian men who come to sell goods on the streets to older Italian, men and women who fill up the street to shop. Most of the shoppers seem to be older Italian women who walk up and down the streets buying goods from both the informal and formal sector, as much for enjoyment as necessity. Nomad women can be seen in transit catching busses or traveling on foot, while older men congregate in circles holding discussions and carefully taking note of their surroundings and all those passing by.

Though there are many ethnicities represented in this area, a degree of social separation is present. There is rarely any informal exchange between an Italian and a Senegalese or Southeast Asian outside of business transactions. Via della Magliana is filled with activity until around 1:00 p.m., when many return to their homes after completing their morning errands. The sidewalks become rather empty except for the few street vendors and pedestrians, while vehicular traffic intensity remains the same.

Between 1:00 and 2:00 p.m., school children begin filling the streets, as they are dismissed class. Activity resumes on Via della Magliana as children laugh and converse with one another making their way to pizzerias for a quick snack or to their homes. Nomad people can also be seen making rounds to the many large dumpsters, which line the streets, collecting discarded goods. Between 1:00 and 4:00 in the afternoon, there are not many residents on the streets. In fact, the sidewalks seem rather empty and lifeless, since many businesses close for approximately a three hour break. Despite this lull, cars, motorini and buses relentlessly course through the area.

As the afternoon stretches on, activity on Via della Magliana peaks then declines. People return from work on buses and in cars, or walk from the nearby Villa Bonelli train station, with many arriving on Via della Magliana. The intensity of vehicular and foot traffic begins to decrease around 6:00 p.m. Some people stop at shops or restaurants and more children can be seen in the streets. Street vendors abound, with the more informal ones occupying spaces on the sidewalk. The sounds of voices from corners, cafes and automobiles fill the street. As night approaches, activity slows. People do their last bits of shopping and socializing before they head home for the night. As the street clears, it takes on a

different appearance. Vacant buildings are revealed where street vendors once sold their wares. There is little movement and sound outside of traffic on Via Della Magliana, by 9:00 pm this neighborhood's commercial hub is closed until the following morning.

Piazza Fabrizio de André

In any urban landscape, public space accordingly provides an interesting relief from the dense fabric of buildings and streets. Public spaces provide residents with an opportunity to meet their individual and collective needs by transforming uses of the site. Piazza Fabrizio de André is one such space, constructed in 2000. Centrally located in Magliana, it serves different roles throughout the day. The studied area includes the piazza, its surrounding streets and shops, and the parking lot situated in the adjacent northeast block.

The basic structure of the piazza has a minimalist appearance; its entire surface is concrete, interrupted by several benches, water fountains, and playground equipment. Along the perimeter of the piazza, there are segmented concrete walls that help to better define the space. In addition, there are metal posts spaced all along the edge to maintain the piazza as a strictly pedestrian area. The center of the piazza is elevated, with three sets of steps cutting through the walls to bring passing pedestrians into the core of the piazza. There is some graffiti art present, which underscores the piazza's significance as a public space and forum for public speech.

The parking lot is an expanse of cars, divided by islands of additional concrete public space and landscaping. On either side of the piazza and parking lot, there are eight-story apartment buildings with ground-level commercial space. The walls of the apartment buildings feature porches covered with potted plants and laundry, and several units have satellite dishes and air-conditioning systems. Separating the apartment buildings and the parking lot are narrow one-way streets with dense parallel parking on either side next to the sidewalks. There are sparsely planted trees on either side of the streets.

The location of the piazza is diagonally across from the open-air market, a heavily trafficked shopping area that provides buyers with goods ranging from electronics, to food. One block to the northwest is the aforementioned main street and business district, Via della Magliana. The close proximity of this busy street to the piazza facilitates traffic from one space to the other.

The piazza is used by a diverse group of people throughout the day. However, whatever its use, it is obvious that it is an integral part of neighborhood life. In the early to mid-morning it serves as an open-air market. Eight tables heaped with clothing for € 2 line the northeast edge of the piazza, while a seafood vendor sells fresh fish and more exotic forms of aquatic life out of his truck on the opposite end. Nearly 60 people occupied the piazza, shopping the bargain tables and fish monger. The majority of them were old women pulling carts in which to place their purchases. The clothing items seem to be mostly new and in good shape, a few of them still have sales labels. The market serves as a social area as much as a shopping one. Groups of women stand around the tables calling back and forth to one another, while holding garments up to themselves and asking each other's opinions. In general, the mid-morning crowd is dominated by the older generation. Even the handful of young children on the playground equipment is mainly supervised by grandparents.

Around 12:30 pm, the piazza flea market starts packing up. The number of people thins dramatically, and for the early to mid-afternoon part of the day the piazza is fairly deserted. Random groups of teenagers, who are possibly skipping school, occasionally wander across the space. Besides a few elderly ladies sitting on benches talking, the piazza is empty.

At around 4:00 pm another small influx of people begins moving into the space. There are mainly small children playing on the swings and jungle gym, while younger parents stand in small clusters smoking and talking as they watch their children. An older man sits at a small foldout table covered in bottles of silly string and bags of confetti, and sells them to children for € 1.50. The piazza is consequently covered in *Carnevale* "decoration". As the afternoon progresses into evening the number of people climbs exponentially. Whereas at 4:00 pm there were 10 people, at 5:00 pm there are

between 60-70 people, with a two-to-one child to adult ratio. Older children with bikes huddled together, exerting a sense of domination over the public space. The piazza has very clearly changed from a gathering space defined by an older generation, to one run entirely by the children.

Children of all ages occupying the space use it to its full potential despite its minimalist appearance. A group of 10-year-old boys use the concrete walls of the piazza as soccer goals, other children use the space as a bike racetrack, and some use the walls as hiding places. Children chase each other spraying silly string or occupy themselves by slipping handfuls of it under car door handles.

As the daylight begins to dwindle, the number of people enjoying Piazza Fabrizio de André begins to diminish as well. This observation was conducted mid-February, so at 5:45 pm, the piazza population had gone from nearly 70 to 50 users. The bells of the church opposite the piazza begin to ring at this time, as if concluding the day's activities. By 6:00 pm, the child to adult (that was its previous order) ratio balanced/equalized at one-to-one. Teenage couples emerge to take an evening stroll, along with elderly men and women walking their dogs.

At this point, the street lamps flicker to life, along with some on the piazza, which illuminate the unadorned, walkways. We believe the playground remains in the dark to discourage children from using the space late at night. . By 6:00 pm, only 35 people remain, and it is possible to hear parents yelling "Basta!" to their children, trying to herd them home. The church bells ring again, ending the protests made by the children. At 6:30 pm, there is not a single ray of light remaining, and the only people still in the piazza are a couple passing pedestrians.

Area around Piazza Fabrizio

The feeling of togetherness extends into the adjoining parking lot and onto the sidewalks bordering the surrounding shops. Groups of adults congregate on the corners and in the parking lot, talking and smoking. There are many outside tables where clusters of mostly men sit, drink, and talk. The residents we interacted speak very little English, demonstrating how separated this community is from the tourist populated region of central Rome.

The stores surrounding the piazza and parking lot are mainly food shops and cafes. There are a few clothing shops and one *cartoleria*, which work to embody a sense of community while meeting the needs of their clientele. In the early to mid-morning, the cafes are filled with older Italians who converse with each other very informally, suggesting that this is a daily tradition. Residents' behavior toward us as outsiders suggests that the Magliana neighborhood does not often experience visitors.

Piazza Fabrizio de André, although only erected seven years ago, is so interwoven in the community of Magliana, that it would be hard to imagine the neighborhood without this central public space. It is here that outdoor cinema nights, concerts, and *Carnevale* celebrations, create an opportunity for all of Magliana's residents to come together. The way in which the residents respond to this piazza is truly a reflection of the character of the neighborhood; it shows an engaged community that takes pride in its neighborhood and social life.

Conclusion

While at first glance Magliana may resemble some of the stereotypes associated with public housing neighborhoods, a closer look shows a very multi-dimensional community. Though the housing structures are shabby in some areas and the streets are littered with trash and other unpleasant things, the residents of Magliana have a pride for their community that transcends such physical setbacks. The few public spaces that do exist are viable places for social interactions and community events. The people of Magliana are extremely kind and welcoming, and they embody a sense of community that often seems lost in larger cities today. There is certainly room for improvement, and this study has shown that potential exists in Magliana to overcome its weaknesses and the perceptions held by other Romans.

Appendix

Methodological Reflections and Intellectual Journey

Jazmin Cameron

Through my field work in Magliana, I have been able to gain knowledge of the neighborhood through my own research. While my qualitative and quantitative data has been essential in allowing me to understand certain aspects of the neighborhood, I feel that I have gotten the most out of this experience through my interactions with community leaders, residents and street vendors. It is through these people that I have become aware of issues affecting the community as well as in the city of Rome.

My field work required me to spend a lot of time within Magliana during the week. Since I often traveled to Magliana outside of my field work hours, I spent a lot of time in the area, which allowed me to meet people within the neighborhood who were willing to converse with me. I was able to interact with residents, business employees and street vendors ranging from Italians to Moroccans to Senegalese. From these people, I was able to gain insight on Magliana as well as other aspects of Italy.

One of the first people I met in Magliana was a street vendor by the name of Omar. I and another team member were able to form a friendship with this young Senegalese man who has lived in Rome for over twelve years. Through Omar, I have been able to learn about the situations that many African immigrants face in Rome. I and another team member took advantage of our coffee breaks and dinner nights with Omar to listen to his story. Our discussions with Omar have made me aware of how socially excluded certain immigrant groups are within Italian society. With Omar, I have been able to witness the social injustices that these immigrants must face, such as living in inhumane conditions surrounded by desolation and drug use and dealing with racial ignorance.

Another occasion where I was able to interact with people from Magliana was while working on my section of the Analytical Study. I was in charge of obtaining data concerning transportation in

Magliana. In order to gather qualitative data, I decided to take different forms of transportation such as the bus and the regional train, *ferrovie regionale*, in order to get a first hand experience on some of the transportation issues that Magliana faces. During many of my trips, I traveled to the peripheral areas of Magliana. On many occasions, I ended up at the end of the ATAC bus line, which is located next to a nomad community. While I was never able to go inside the campsite, I was able to interact with a few nomad people who were happy to help me with directions and information regarding bus lines. As I waited for at the bus stop, I was also able to see how their interactions with one another showed signs of a strong community. This was a learning experience for me in being able to see a community that for centuries has been segregated by Italian society as well as other European societies due to their negative image.

Finally, through my interactions with residents living within our study area, I have come to feel that strength of the community and their pride in their history of struggle. Residents, such as Pepe from the *Quartiere di Magliana*, have been willing to share all their knowledge concerning Magliana and have facilitated our research by providing information and articles that we would have not been able to obtain from any website or *municipio*.

These experiences along with others have allowed me to gain an understanding of Magliana as a neighborhood and a community. As we come to an end within this project, I feel that I have taken advantage of the opportunities that were presented to me while conducting research.

Madeline Giscombe

Last semester I took a similar planning seminar with Rob Schwarting. It was a complete disaster, partly because I found him extremely racist and sexist, and partly because our client (ACE) had no idea what they wanted from us (and was kind of forced to put up with us); because of this, I was unsure how this class would go. However, I definitely enjoyed, and got more out of this class than the previous seminar.

Our first assignment to go out and do a quick study of different areas of the city not only helped us to get acquainted with Rome, but also gave a good overview of the class. I was rather upset by the class' response to the idea of going to a “bad neighborhood”, and the talk of bringing out the pocket knives and what not. There were even some very heated discussions about “how could he send us to these 'bad neighborhoods'??? He's not supposed to endanger us!” I chose to believe that Greg was using our first impressions and ingrained prejudices to make us realize that 'bad neighborhood' usually translates into 'poor area', or an area that has been rejected by the rest of the city because of its low economic standing and/or high minority or immigrant population. I'm not sure if this is what he was trying to do or not, but either way I think it worked to a degree as people came to the realization that they were in no danger in these neighborhoods (however, I doubt that these realizations will last). Our main project was frustrating at times, mostly because we often weren't sure what exactly we were aiming for, and we had some group conflicts due to different working styles; Theresa and I like to meet and talk about things and make sure everyone gets an equal amount of work and then proceed, whereas Jazmin and Jamila like to just go out and get stuff done (which is probably a better way of doing things, but the different styles caused some conflicts/frustration) However, despite these set backs, I think we learned a lot about the art of observing and coming to conclusions as outsiders.

I'm not sure about our final product, I don't really want to present it to the actual neighborhood just because I don't feel confident about our facts (census problems), and I don't really feel that we have any right to go in and tell them what they need to change/work on. I guess it'll be interesting to see

what kind of reactions that we get.

I think that in general we had a lot of fun in this class; it was a nice change from sitting in a classroom talking about the idea of planning and the theories of cities and never really experiencing or understanding either one. I know that in classes where we sit and talk and don't do anything, I often fall asleep (as do a few of my classmates) and don't really gain anything from the class. I know that this is totally my own fault, but I feel like I actually gained something from this class. I now have a slightly better idea of how to start planning projects, and if nothing else, a better understanding of how a great city such as Rome functions. I also think that my interest in human beings has developed quite a bit over this semester. Previously I had an interest, but now I have a full-fledge obsession (not trying to sound creepy) with people and how they interact with each other and their surroundings.

Overall I think that this class was a good experience. Minor problems just included the frustration of not understanding what exactly we were trying to do and other such things. I also definitely have a better idea of how to get around Rome now.

Jamila McCoy

Studying the Magliana neighborhood has been at once challenging and exciting. From the day I was first assigned the task of visiting this neighborhood on the southern part of Rome's periphery I was intrigued. Professor Smith described it as a 'rough' neighborhood; this immediately struck a cord with me. I was raised in the 'north end' Detroit, Michigan, a post industrial city in crisis and I currently reside in the northeast quadrant of Washington, District of Columbia. Both of these cities are plagued by pockets of underprivileged, social, racial, and economic segregation, violence, and to some degree physical degradation. However, it has been my experience that in spite of the challenges these cities face, their citizens manage to overcome obstacles to build community and unity for the betterment of their quality of life. It is with this background, as a citizen of a community that is often described as 'rough' or 'underprivileged' that I embarked upon my study of Magliana.

With not only a hypothesis not only based on academic principles, but also my own personal experiences and the social theories I extrapolated from them, I began to research methodological design. I felt that relying solely on secondary data sources, such as census data and academic publications would not allow me to fully understand the dynamics of the neighborhood. For this reason, I made it a personal goal to become acquainted with people who live and work in Magliana. While researching sampling methods, and considerations for quantitative and qualitative research, I also did personal exploration by meeting workers in local businesses and street vendors; this proved invaluable in my study of businesses in Magliana.

Throughout the term I was responsible for the commerce portions of the Magliana neighborhood study. I developed a methodology based on literature from Cornell University on sociological research and shared this with my thematic group for the analytical study. While this was a useful tool for describing the processes I undertook to gather and analyze the data, my informal interaction with citizens of Magliana proved even more useful for adding a human element to my analysis.

To digress, I would like to provide an anecdote about one person that I and one partner in the Magliana study group became particularly close with in Magliana. His name is Omar, and he is a man of Senegalese descent who currently resides in Rome's Trullo neighborhood. He has lived in Italy for over twenty years. For some time now, he has been working as a street salesman in Magliana, before that he worked in factories in Milano. Though we speak different languages, we were able to bond and grow. Spending time with him was actually a helpful in allowing me to practice speaking Italian. But furthermore, by talking with him, the experience of immigrants in Italy was contextualized for me personally and academically. One day, I and another student from the Magliana study group accompanied him to the *Residenza Roma* to have a Senegalese dinner. We met other Senegalese vendors who work in Magliana there also. Experiencing the conditions that many immigrants live in was useful and has provided insight for my academic and personal experience here, and I am greatly appreciative to Omar and others who have invited me into their lives.

From a more technical standpoint, I strengthened my communication, organization, and statistical skills during this research process. I did a lot of editing, and excel computations for my group this semester, as well as developing formats for the presentation of our findings. I feel that the skills of being able to research in the presence of obstacles such as a language barrier, generate and organize data, manage group interactions and workflow, and take the initiative to determine the overall structure of a study are useful and will aid me in future classes and employment.

Studying Magliana this semester has been personally and academically fulfilling. It has been a catalyst for me to hone my academic skills and become more connected with Rome and its citizens. Through my research I have found that like my hometown of Detroit, Michigan, and the city in which I currently live, Washington, DC, Magliana is a neighborhood that despite its reputation excels. Its inhabitants have organized to fight for the well being of the neighborhood and succeeded and I feel privileged to have experienced their community.

Theresa White

Coming to Rome, I knew little of the city besides what is covered by most tourist maps. I had no conception of what lay beyond the Aurelian Wall, much less that it would show in such sharp contrast to the area surrounding the Cornell palazzo. In the United States, we always think of the periphery or suburbs as being the middle-class escape from the perceived problems of city life. I soon learned after my first trip to the outside of historic Rome that that is not necessarily the case in European cities.

Professor Smith prepared us for our first excursions to the periphery by describing some of the areas as “rough” or “bad”, although looking back I realize this was most likely done to get a rise out of us. Going to Magliana, I could see how based solely on appearances, one could think that that neighborhood is not safe or desirable; however, I quickly learned that looks are not everything. I found that underneath the harsh exterior lay a vibrant community that is engaging and kind.

If nothing else, this project served to lower my opinion of the Roman government and administration. I saw a more or less healthy community being consistently underserved and neglected. With the *Programmi di Recupero Urbano*, it looks like this trend might be changing in the future. But throughout this course, I learned that it takes ages for the government to get anything accomplished, and even if the project is completed it seems to be done haphazardly.

Procedure

This project is the first instance in my college career where I have conducted my own empirical research. I do believe I have gained some valuable lessons through this process, such as the importance of maintaining the same methodology when gathering information from the field. This proved to be especially significant when working in the thematic groups: because we did not specify the exact procedure for carrying out research in our respective neighborhoods, it became more difficult to do comparative analysis.

I think lacking in the research procedure for this project was personal interviews with the

residents of these neighborhoods. I understand that the language barrier made this near impossible, but I know that if I must do a project similar to this in the future, I will include the personal opinions of the people involved in order to give a more holistic approach to the analysis.

Working with a Group

I have never truly enjoyed group projects, and I do not believe that will change anytime soon. I do not like having to rely on other people to meet my standards, nor do I like being responsible for meeting deadlines that do not fit my personal schedule. I realize this is a flawed approach to life; especially considering that working in a group will undoubtedly be a part of my future career. This project though, has made me more aware of the need to work ahead of time since coordination of the final product is something that cannot be put off until the last minute.

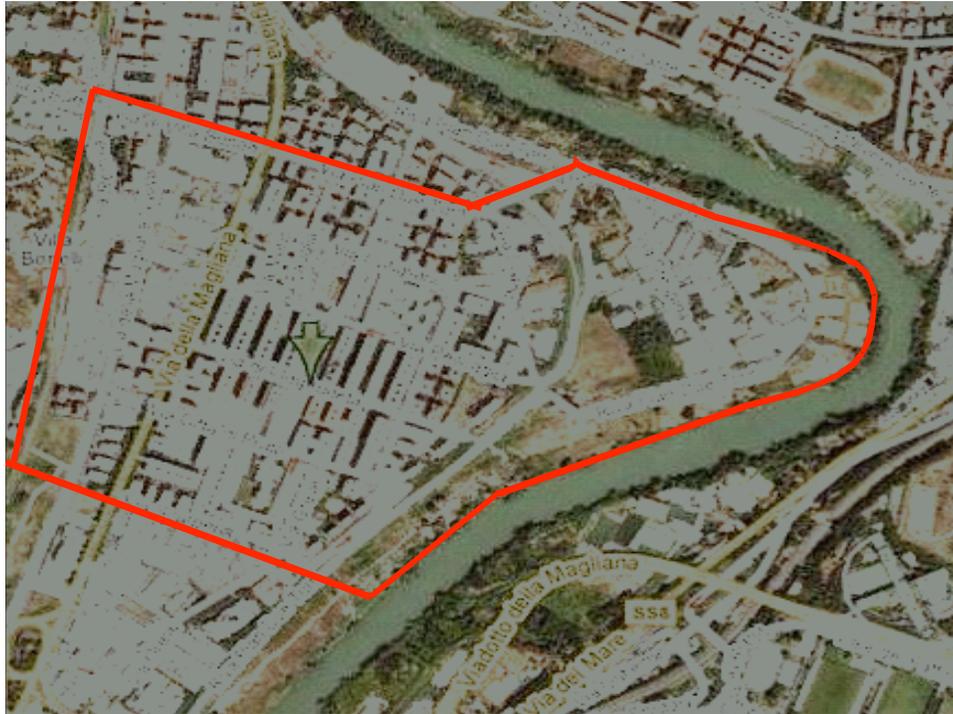
The Magliana Neighborhood

Jazmin Cameron, Madeline Giscombe,
Jamila McCoy, Theresa White

Magliana

- Located in the periphery of the southeastern part of Rome
- Began as an informal settlement made up of Italian migrants
- Developed by speculators in the 1970s
- History of activism
- Took form as a diverse yet underprivileged neighborhood





Production, Distribution, and Consumption in Magliana

| Type of Store | Number |
|-----------------|--------|
| Apparel | 15 |
| Bakeries | 2 |
| Bars | 7 |
| Communications | 6 |
| Dry Cleaners | 2 |
| Electronics | 4 |
| Financial | 5 |
| Gas Stations | 3 |
| Groceries | 8 |
| Gym | 1 |
| Home Goods | 4 |
| Mechanical | 10 |
| Medical | 2 |
| Miscellaneous | 45 |
| Newsstand | 3 |
| Parking Lot | 2 |
| Real Estate | 3 |
| Restaurants | 10 |
| Sidewalk Stands | 5 |
| Street Vendors | 5 |
| Travel Agencies | 1 |
| TOTAL | 143 |



One of several mechanic shops on Via Della Magliana

Three Types of Economic Activity

- Open Air Market** – open most days of the week from 9am -3pm, highly organized vendors, social center
- Formal Retail** – Via della Magliana and Via Pian Due Torri, wide variety of goods and services
- Informal Retail** – Surrounds formal retail outlets

Analytical Frameworks and Normative Perspectives

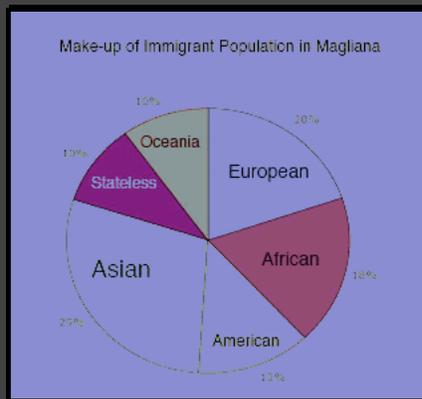
| Know | Want To Know | Strengths | Weaknesses |
|---|---|---|---|
|  <p>Relationship of informal to formal</p> <ul style="list-style-type: none"> • Basic quantitative and qualitative data, fairly representative sample | <ul style="list-style-type: none"> • Concrete quantitative data on number of businesses • Qualitative data on types of businesses, explanation of “miscellaneous ” • Perspectives of proprietors and customers on the state of the local economy | <ul style="list-style-type: none"> • Diversity • Organization • Customer loyalty • ‘Social capital ’ | <ul style="list-style-type: none"> • Peripheral location • Structural constraints |
| | | Opportunities | Threats |
| | | <ul style="list-style-type: none"> • Large Student and youth Population • Large non active female population • Presence of informal businesses | <ul style="list-style-type: none"> • Bleak employment prospects • Reputation • Unsustainable speculation • Governmental neglect |

Public Space in Magliana

- 3 main types of public space
 - **Official**: Open and welcoming to all; access is free and unrestricted
 - e.g. - Piazza Fabrizio De André; bench circle on Via Della Magliana
 - **Privatized**: Open space used for gathering; contains some economic and/or social restrictions
 - e.g. - gated off green area between apartment buildings; caf é tables on streets
 - **Informal**: Open space whose design is not intended for gathering; however, it is used in this manner e.g. - many side streets, especially those between the piazza and Via Della Magliana

Inclusion in Magliana

- Magliana is a neighborhood with a history of shared struggles for inclusion
- Great diversity and open atmosphere, however the Roma population remains excluded
- Immigrants constitute 8.28% of Magliana 's population



Inclusion

- Institutional Inclusion:
 - Opportunity to elect two types of representatives
 - *Consiglieri aggiunti nei Consigli Municipali*
 - *Consiglieri aggiunti nel Consiglio Comunale di Roma*
- Social Inclusion:
 - Language program sponsored by the Magliana Neighborhood Association
 - Public Space

15th *Municipio* Elections, 2004
Consiglieri Aggiunti

Public Transportation across Via Della Magliana

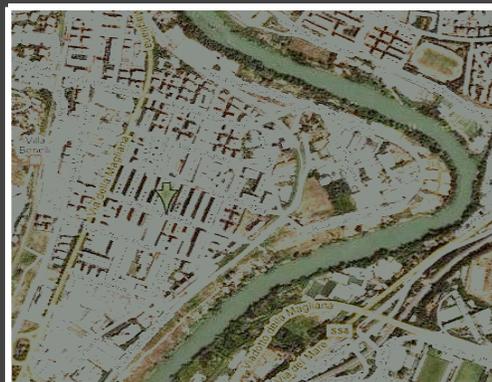
| | Prime Time Use of Bus | Prime Time Use of Train Station | Bus Passengers | Train Passengers | Condition of Bus Stops | Condition of Train Station |
|--------|---|--|--|---|--|---------------------------------------|
| Area 1 | Morning to Mid-Afternoon; Late Afternoon | N/A | Diverse crowd; residents, students, Roma | N/A | Decent; majority contain benches; small amount of graffiti | N/A |
| Area 2 | Morning to Mid-Afternoon; Late Afternoon | Used by small numbers of people at all times | Diverse crowd; residents, students, Roma | Upper-middle class traveling towards airport; small number of residents | Decent; majority contain benches; small amount of graffiti | Via Bonelli - decent |
| Area 3 | Morning; Late Afternoon | Used mainly by Roma at all times | Used mainly by Roma | Used mainly by Roma | Need of repair; missing schedule; no benches | Stazione Magliana - unkept, neglected |

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| Groceries | 8 |
| Gym | 1 |
| Home Goods | 4 |
| Mechanical | 10 |
| Medical | 2 |
| Miscellaneous | 45 |
| Newsstand | 3 |
| Parking Lot | 2 |
| Real Estate | 3 |
| Restaurants | 10 |
| Sidewalk Stands | 5 |
| Street Vendors | 5 |
| Travel Agencies | 1 |
| TOTAL | 143 |

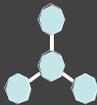


One of several mechanic shops on Via Della Magliana

Three Types of Economic Activity

- Open Air Market** – open most days of the week from 9am -3pm, highly organized vendors, social center
- Formal Retail** – Via della Magliana and Via Pian Due Torri, wide variety of goods and services
- Informal Retail** – Surrounds formal retail outlets

Analytical Frameworks and Normative Perspectives

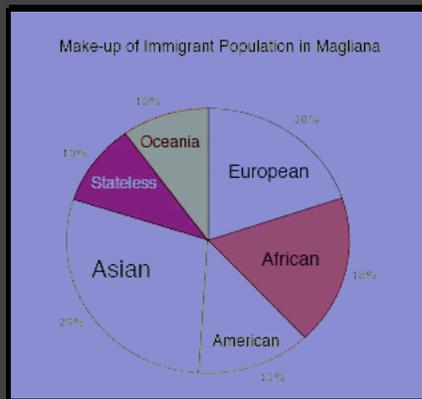
| Know | Want To Know | Strengths | Weaknesses |
|---|---|---|---|
|  <p>Relationship of informal to formal</p> <ul style="list-style-type: none"> • Basic quantitative and qualitative data, fairly representative sample | <ul style="list-style-type: none"> • Concrete quantitative data on number of businesses • Qualitative data on types of businesses, explanation of “miscellaneous ” • Perspectives of proprietors and customers on the state of the local economy | <ul style="list-style-type: none"> • Diversity • Organization • Customer loyalty • ‘Social capital ’ | <ul style="list-style-type: none"> • Peripheral location • Structural constraints |
| | | Opportunities | Threats |
| | | <ul style="list-style-type: none"> • Large Student and youth Population • Large non active female population • Presence of informal businesses | <ul style="list-style-type: none"> • Bleak employment prospects • Reputation • Unsustainable speculation • Governmental neglect |

Public Space in Magliana

- 3 main types of public space
 - **Official**: Open and welcoming to all; access is free and unrestricted
 - e.g. - Piazza Fabrizio De André; bench circle on Via Della Magliana
 - **Privatized**: Open space used for gathering; contains some economic and/or social restrictions
 - e.g. - gated off green area between apartment buildings; caf é tables on streets
 - **Informal**: Open space whose design is not intended for gathering; however, it is used in this manner e.g. - many side streets, especially those between the piazza and Via Della Magliana

Inclusion in Magliana

- Magliana is a neighborhood with a history of shared struggles for inclusion
- Great diversity and open atmosphere, however the Roma population remains excluded
- Immigrants constitute 8.28% of Magliana 's population



Inclusion

- Institutional Inclusion:
 - Opportunity to elect two types of representatives
 - *Consiglieri aggiunti nei Consigli Municipali*
 - *Consiglieri aggiunti nel Consiglio Comunale di Roma*
- Social Inclusion:
 - Language program sponsored by the Magliana Neighborhood Association
 - Public Space

15th *Municipio* Elections, 2004
Consiglieri Aggiunti

Public Transportation across Via Della Magliana

| | Prime Time Use of Bus | Prime Time Use of Train Station | Bus Passengers | Train Passengers | Condition of Bus Stops | Condition of Train Station |
|--------|---|--|--|---|--|---------------------------------------|
| Area 1 | Morning to Mid-Afternoon; Late Afternoon | N/A | Diverse crowd; residents, students, Roma | N/A | Decent; majority contain benches; small amount of graffiti | N/A |
| Area 2 | Morning to Mid-Afternoon; Late Afternoon | Used by small numbers of people at all times | Diverse crowd; residents, students, Roma | Upper-middle class traveling towards airport; small number of residents | Decent; majority contain benches; small amount of graffiti | Via Bonelli - decent |
| Area 3 | Morning; Late Afternoon | Used mainly by Roma at all times | Used mainly by Roma | Used mainly by Roma | Need of repair; missing schedule; no benches | Stazione Magliana - unkept, neglected |

Policy Analysis

What does Magliana Need?

- **Socio-economic measures**
 - Inclusion of Nomads
 - Employment and entrepreneurship opportunities for immigrants, youth, and disadvantaged community members
- **Physical measures**
 - Infrastructural Connection with the Greater Rome
 - Increased public space
 - Beautification of increased public space
 - Incorporation of green space into existing public spaces

What is Article 11?

- Redevelopment of peripheral areas: Magliana
- Internal integration - neighborhood should work to counteract sprawl
- Integration with the metropolitan area, through public transportation and greater physical connectivity.
- Green areas - on the exterior and interior of the neighborhood
- **Development in Magliana**
 - Park located between Magliana and the Tevere River
 - 270 room Hotel, conference center, commercial center
 - Two bridges
 - Pedestrian bridge connecting Magliana to the University of Rome in Marconi
 - Bridge connecting Magliana to Ostiense
 - Direct route between Magliana & Fiumicino
 - Underground Parking Lot

• Our Suggestions

- More programs to help youth and other groups gain skills needed for **employment and entrepreneurship**, so that residents can take part in coming development
- Encourage community member **participation** in planning, implementation, and evaluation of plan
- Encourage use of **public transportation**
- Engage children in creating **murals for public spaces**
- Create a comprehensive plan for the **evaluation** of projects

• Examples of Success in Planning

European Union URBAN Community Initiative

- *URBAN I Porto (Portugal)*
 - Improve living conditions & environmental quality of area
 - Strengthen civil society
- *URBAN II Cáceres (Spain)*
 - environmentally friendly renovation of derelict sites
 - development of local employment pacts
 - waste treatment
 - social integration

Vision

- Refreshed sense of pride
- Social & Economic Integration into the Roman community
- Increase in equity
- Infrastructural & Economic Growth
- Accessibility to employment and educational opportunities
- Social interconnectedness

Il Quartiere Magliana

Jazmin Cameron, Madeline Giscombe,
Jamila McCoy, Theresa White

Magliana

- Il quartiere si trova nella periferia della parte sud-est di Roma.
- È nato come insediamento informale di migranti italiani.
- È cresciuto per opera di speculatori negli anni '70
- È caratterizzato da una storia di attivismo sociale
- È diventato un quartiere diversificato e economicamente svantaggiato





Produzione, distribuzione e consumi a Magliana

| Tipo di esercizio commerciale | Numero |
|-------------------------------|--------|
| Abbigliamento | 15 |
| Panetterie | 2 |
| Bar | 7 |
| Telecomunicazioni | 6 |
| Lavanderie | 2 |
| Elettronica | 4 |
| Servizi finanziari | 5 |
| Benzinai | 3 |
| Alimentari | 8 |
| Palestre | 1 |
| Casalinghi | 4 |
| Meccanici | 10 |
| Servizi medici | 2 |
| Vari | 45 |
| Edicole | 3 |
| Parcheggi | 2 |
| Agenzie immobiliari | 3 |
| Ristoranti | 10 |
| Banchi sui marciapiedi | 5 |
| Venditori di strada | 5 |
| Agenzie di viaggio | 1 |
| TOTAL | 143 |

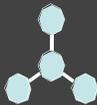


Uno dei molti meccanici della Magliana

Tre tipi di attività economiche :

- **Mercati all'aperto** – aperti quasi ogni giorno della settimana dalle 9 alle 15. Vendita organizzata . Luogo di socialità.
- **Commercio al dettaglio formale** – Via della Magliana e Via Pian Due Torri , larga varietà di beni e servizi .
- **Commercio informale** – circonda i negozi formali .

Impostazione analitica e prospettive normative

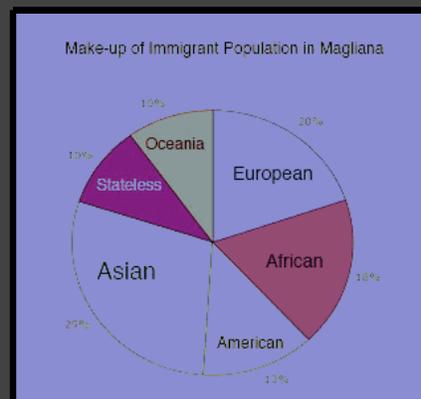
| Informazioni disponibili | Informazioni ricercate | Punti di forza | Punti di debolezza |
|---|--|---|--|
|  <p>Relazione tra formale e informale</p> <ul style="list-style-type: none"> • Dati qualitativi e quantitativi di base e disponibilità di campioni abbastanza rappresentativi | <ul style="list-style-type: none"> • Dati quantitativi precisi sul numero di esercizi . • Dati qualitativi e tipo di esercizi . Dettagli sul commercio "misto". • Punti di vista di esercenti e clientela sullo stato dell'economia locale. | <ul style="list-style-type: none"> • Diversificazione • Organizzazione • Lealtà dei consumatori • "Capitale sociale" | <ul style="list-style-type: none"> • Posizione periferica • Limiti strutturali |
| | | Opportunità | Limiti |
| | | <ul style="list-style-type: none"> • Vasta popolazione Giovanile e studentesca • Popolazione Femminile non attiva • Presenza di Economia informale | <ul style="list-style-type: none"> • Scarse prospettive di impiego • Reputazione • Speculazione • Negligenza delle istituzioni |

Spazi pubblici a Magliana

- 3 tipi principali di spazio pubblico :
 - **Ufficiale** : Aperto e accogliente per tutti ; l'accesso è libero e illimitato .
 - es- Piazza Fabrizio De André ; panchine a Via Della Magliana
 - **Privatizzato** : Spazi pubblici usati per riunirsi ; caratterizzati da limitazioni di carattere economico e/o sociale .
 - es- aree verdi chiuse da cancelli tra gli edifici ; tavolini dei bar nelle strade .
 - **Informale** : Spazio pubblico non progettato per la socializzazione ma ugualmente usato a questo scopo .
 - es- molti marciapiedi , soprattutto quelli tra la piazza e Via Della Magliana

Inclusione sociale a Magliana

- Magliana è un quartiere con una storia di lotte sociali per l'inclusione .
- Grande diversificazione sociale e atmosfera aperta. Tuttavia la popolazione nomade rimane esclusa .
- Gli immigrati costituiscono l'8.28% della popolazione di Magliana .



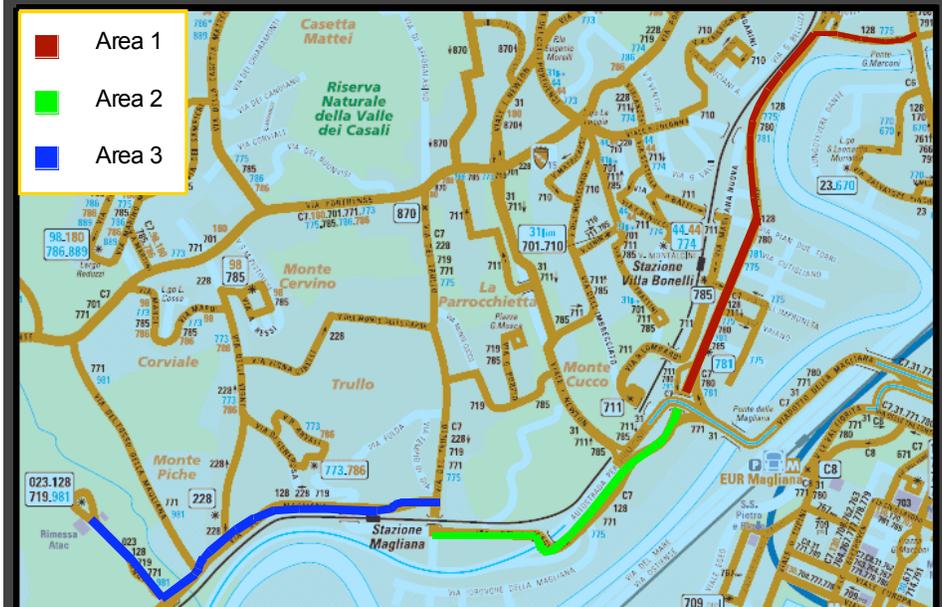
Inclusione

- Inclusione istituzionale :
 - Opportunità di eleggere due tipi di rappresentanti :
 - Consiglieri aggiunti nei Consigli Municipali
 - Consiglieri aggiunti nel Consiglio Comunale di Roma
- Inclusione sociale :
 - Corsi di lingua promossi dal Comitato di quartiere .
 - Spazi pubblici .

Municipio XV. *Consiglieri Aggiunti*
(Elezioni 2004)

| Immigrant Group | Number of Votes (1,752 total votes) |
|-----------------|--|
| Filipino | 707 |
| Bangladeshi | 345 |
| Egyptian | 137 |

Trasporti pubblici lungo Via della Magliana



Trasporti pubblici lungo Via della Magliana

| | Ora di maggiore utilizzo del bus | Ora di maggior utilizzo del treno | Passeggeri del bus | Passeggeri del treno | Condizioni delle fermate del bus | Condizioni delle stazioni del treno |
|---------------|---|---|---|--|--|-------------------------------------|
| Area 1 | Dal mattino alle 12. Tardo pomeriggio | NP | Utenza diversificata : residenti , studenti , nomadi | NP | Accettabili ; la maggior parte prevede panchine ; pochi graffiti | NP |
| Area 2 | Dal mattino a metà pomeriggio Tardo pomeriggio | Usato da poche persone nell'intera giornata | Utenza diversificata : residenti , studenti , nomadi | Utenti e professionisti in viaggio per l'aeroporto . Scarsa presenza di residenti . | Accettabili ; la maggior parte prevede panchine ; pochi graffiti | Via Bonelli : accettabili |
| Area 3 | Mattino . Tardo pomeriggio | Usato soprattutto da nomadi a tutte le ore | Usato soprattutto da nomadi . | Usato soprattutto da nomadi . | Necessità di manutenzione . Carenza di informazioni . Non ci sono panchine . | Stazione Magliana : Non curata. |

Le politiche pubbliche

Di cosa ha bisogno Magliana?

- **Misure socio-economiche :**
 - Inclusione dei nomadi
 - Opportunità di impiego e imprenditoria per migranti , giovani e membri svantaggiati della comunità .
- **Misure fisiche :**
 - Infrastrutture che creino collegamenti con il resto di Roma .
 - Incremento degli spazi pubblici .
 - Abbellimento dei nuovi spazi pubblici .
 - Incorporazione di aree verdi negli spazi pubblici esistenti .

Cos'è l'articolo 11?

- Riqualificazione delle aree periferiche : Magliana .
- Integrazione interna – il quartiere dovrebbe lavorare per limitare l'espansione .
- Integrazione con l'area metropolitana , attraverso il trasporto pubblico e una migliori collegamenti fisici .
- Aree verdi – all'esterno e all'interno del quartiere
- **Sviluppo a Magliana**
 - Parco situato tra Magliana e il Fiume Tevere .
 - Hotel di 270 camere . Centro conferenze . Centro commerciale .
 - Due ponti :
 - Ponte pedonale per connettere Magliana all'università Roma 3 a Marconi .
 - Ponte che collega Magliana a Ostiense
 - Autostrada diretta tra Magliana e Fiumicino
 - Parcheggi sotterranei

• I nostri suggerimenti

- Nuovi programmi per aiutare i giovani e altri gruppi a acquisire i requisiti richiesti per **l'impiego e l'imprenditoria**, cosicché i residenti possano prendere parte allo sviluppo in corso
- Incoraggiare la **partecipazione** della comunità nella pianificazione, nell'implementazione e nella valutazione del piano
- Incoraggiare l'uso del **trasporto pubblico**
- Coinvolgere i bambini nel creare **murali per gli spazi pubblici**
- Creare un piano esaustivo per la **valutazione** dei progetti

• Esempi di successo nella pianificazione

Iniziativa comunitaria URBAN dell'Unione Europea

Sviluppo di comunità

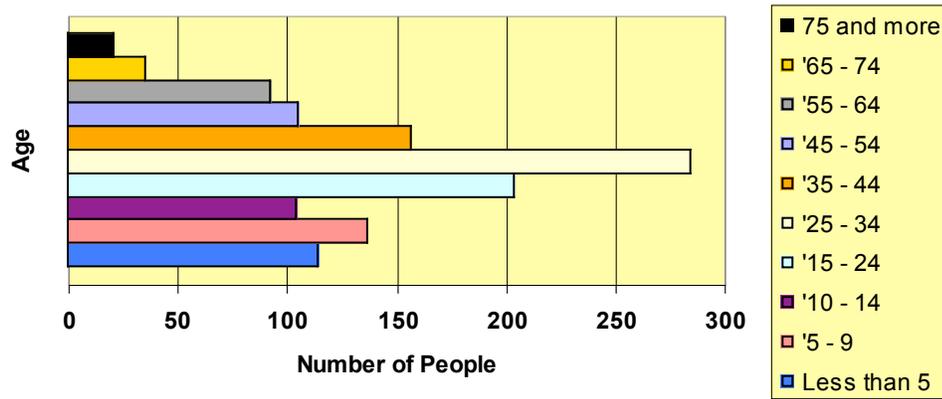
- *URBAN I Porto (Portogallo)*
 - Miglioramento delle condizioni di vita e della qualità ambientale dell'area. Rafforzamento della società civile.
- *URBAN II Cáceres (Spagna)*
 - Riqualficazione ecologicamente sostenibile di siti in stato di degrado.
 - Promozione di patti di impiego locale
 - Trattamento dei rifiuti
 - Integrazione sociale

Vision

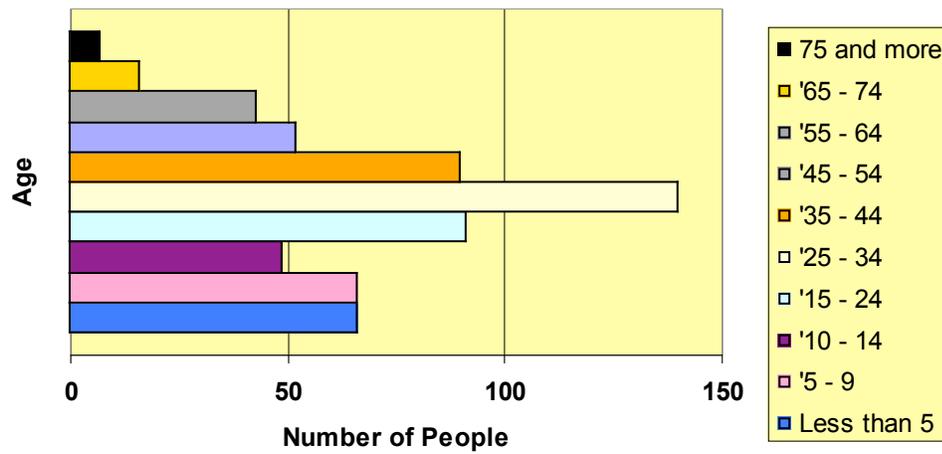
- Rinnovato senso di appartenenza.
- Integrazione sociale e economica nel "sistema" romano.
- Crescita dell'equità
- Crescita economica e infrastrutturale.
- Accessibilità all'impiego e opportunità di istruzione.
- Interconnessione sociale.

Supportive Statistics

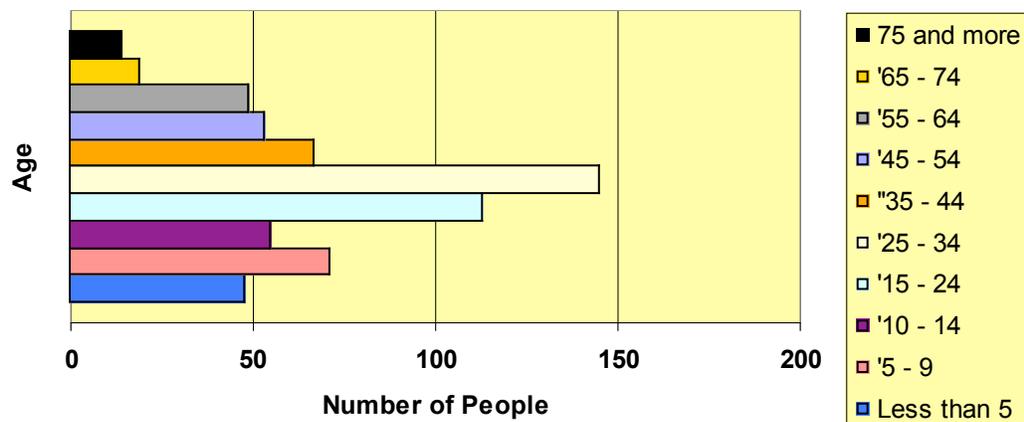
Age Distribution of Magliana Vecchia Population



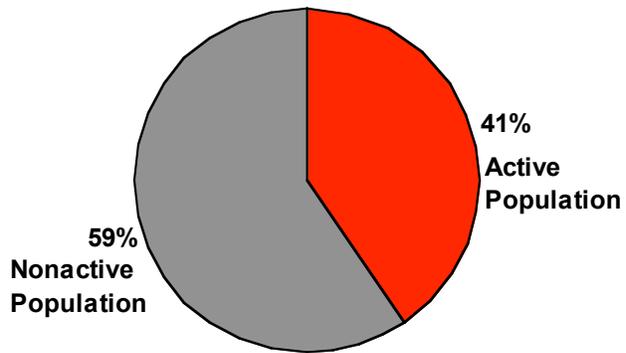
Male Age Distribution in Magliana Vecchia



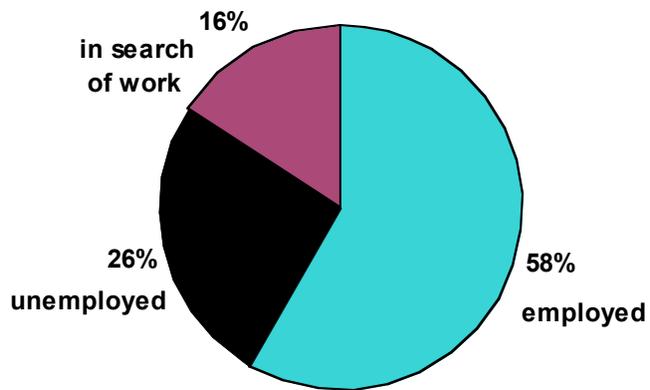
Female Age Distribution in Magliana Vecchia



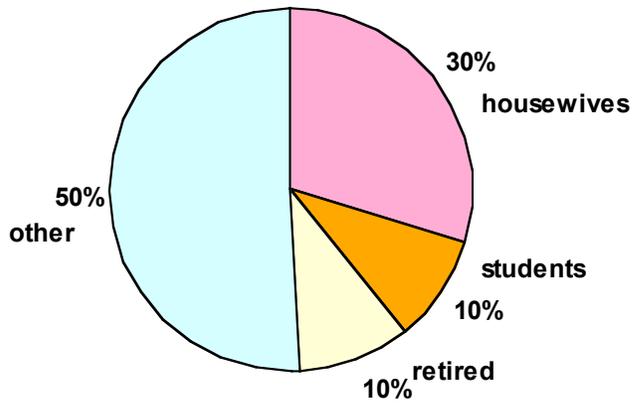
Activity in Magliana



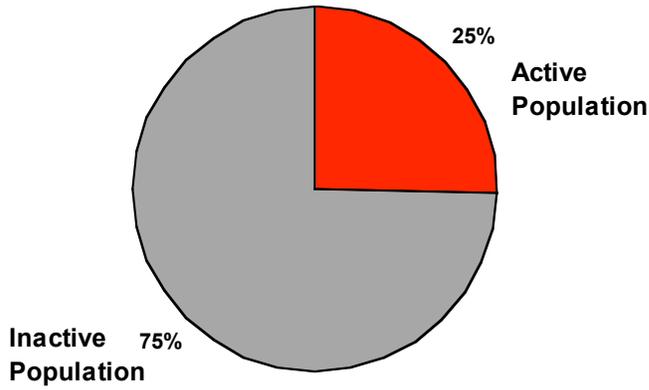
Active Population in Magliana



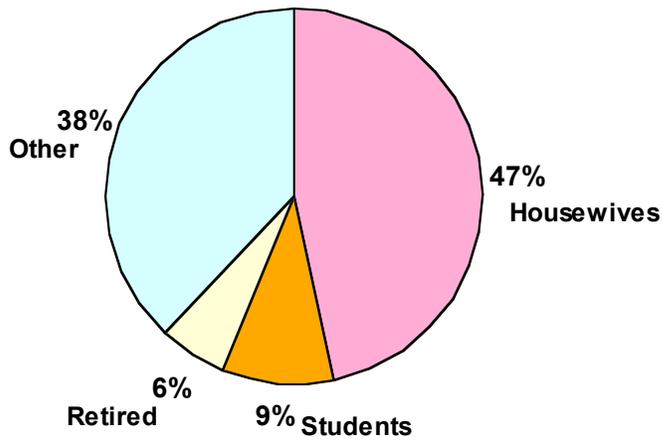
Nonactive Population in Magliana



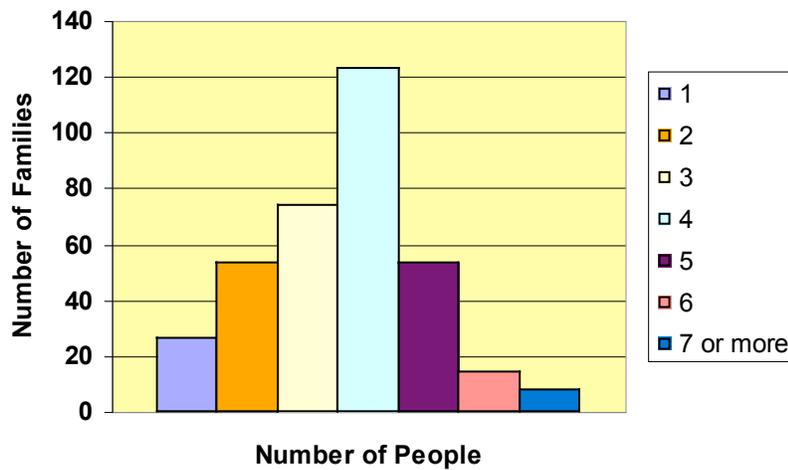
Female Activity in Magliana



Nonactive Female Population in Magliana



Family Size in Magliana Vecchia



Transportation – Via della Magliana

| Area Section 1 | | | | | |
|---|--------------------------------|--|--|---|--|
| Lungotevere Degli Inventori ↓ Viadotto Della Magliana | Qualitative Data | # of Bus Lines = 7 | Train Station | Time of Day | |
| | | Lungotevere Degli Inventori | Via Bonelli | 1:30PM | |
| | | 128 Urbana - 30 | Train Line # | Tuesday | |
| | | 775 Urbana - 87 | FR1 | 3/9/07 | |
| | | ↕ | (between Lungotevere Degli Inventori and Via Dell'Impruneta) 128 Urbana - 30; 775 Urbana - 30; 780 Urbana - 88; 781 Urbana - 93 | | |
| | | | (between Via Dell'Impruneta and Viadotto Della Magliana) C7 Esatta - no information; 711 Urbana - no information; 785 Urbana - 65 | | |
| | Viadotto Della Magliana | Traffic Intensity | Parking Garages/Lots | | |
| | 775 Urbana - 30 | Heavy | 1 parking garage & 1 parking lot | | |
| | Quantitative Data | | General Appearance | Presence of People | |
| | | Bus Stops | majority of the bus stops in the area have benches next to them, some of the maps and bus schedules contain graffiti, but are still legible | During the mornings there are mostly middle-elderly people waiting at bus stops; empties out around the mid-afternoon; become crowded late afternoon; diverse crowd | |
| Train Station | | various places to sit including 8 benches (4 on each side) | Maximum amount at one time is between 35-30; usually much less, approximately 10; most of the waiting passengers seem to be Italian with a few | | |
| Via Bonelli | | | | | |

| Area Section 2 | | | | |
|--|--|---|---|--|
| Viadotto Della Magliana ↓ Via Del Trullo | Qualitative Data | # of Bus Lines = 7 | Train Station | Time of Day |
| | | Viadotto Della Magliana | N/A | 3:00PM Saturday 3/10/07 |
| | | 771 Urbana - 62 C7 Esatta - no information 780 Urbana - 88 | Train Line # N/A | |
| | | ↕ | 771 Urbana - 62; C7 Esatta - no information; 128 Urbana - 87; 775 Urbana - 87 | |
| | | Via Del Trullo | Traffic Intensity | Parking Garages/Lots |
| | 771 Urbana - 62; C7 Esatta - no information; 228 Urbana - 45; 719 Urbana - 62; 775 Urbana - 30 | Medium-Heavy | 1 Parking lot | |
| | Quantitative Data | General Appearance | | Presence of People |
| | | Bus Stops | there are more number of bus stops, which do not offer benches, schedules contain graffiti, but are still legible | there are a few Italians, but majority of passengers seem to be Roma |
| Train Station | | N/A | N/A | |
| N/A | | | | |
| Area Section 3 | | | | |
| Via Del Trullo ↓ Via Luigi Candoni | Qualitative Data | # of Bus Lines = 7 | Train Station | Time of Day |
| | | Via Del Trullo | Stazione Magliana | 4:00PM Saturday 3/10/07 |
| | | 228 Urbana - 45; 771 Urbana - 62; 719 Urbana - 62; C7 Esatta; 775 Urbana - 30 | Train Line # FR1 | |
| | | ↕ | 128 Urbana - 87; 228 Urbana - 45; 719 Urbana - 62 | |
| | | Via Luigi Candoni | Traffic Intensity | Parking Garages/Lots |
| | 023 Esatta; 128 Urbana - 87; 719 Urbana - 62; 771 Urbana - 62; 981 | Low | none in sight | |
| | Quantitative Data | General Appearance | | Presence of People |
| | | Bus Stops | the number of bus stops become less frequent, there are no benches, there are some signs that are missing information and some signs are completely bare with no information on bus lines | there are few people and they all seem to be Roma |
| Train Station | | the bus station is unkept | majority of passengers are Roma with a few exceptions | |
| Stazione Magliana | | | | |





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