

THE CASE OF
OSTIENSE

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Executive Summary

This report, conducted between January and May 2007, examines, analyzes, and makes policy suggestions for the neighborhood of Ostiense. Located in Municipio XI of Rome, Italy, on the south side of the city along the east bank of the Tiber River, Ostiense borders the neighborhoods of Garbatella, Trastevere, Marconi, and Testaccio. Once a district that was bustling with industrial activity, Ostiense today is a neighborhood in transition. Currently, city officials and local government are taking steps to make Ostiense a more vibrant and desirable place for people to live, work and socialize. The main objective of this document is to provide local citizens and government officials with data analysis and suggestions for policy measures that will promote successful and positive change in the future.

Data and models for this paper were created working in a team of four people. At the beginning of the project, the group defined primary and secondary study areas, took possession of methodological processes, and worked to create analytical models. Each member studied a specific theme throughout the research process: the four themes were transportation, economy and employment, open space, and social inclusion.

This paper is divided into five sections: a policy critique and proposal for community development, a qualitative study and street survey, quantitative overview, a comparative analysis, and other supporting documentation. The policy critique provides a brief history of the neighborhood, and gives recommendations for how the community can improve planning practices in the future. The qualitative study portion includes an overview of Ostiense, in addition to detailed street surveys of the main roads in the area. The quantitative section provides statistics in relation to the four themes. The comparative analysis examines data from other neighborhoods and compares them to Ostiense to further identify areas of improvement within the community. Lastly, the appendices will contain supplemental material and personal reflections on the progress of the study.

Finally, it should be noted that there were several limitations that may have affected the results and conclusions reported in this paper. Time constraints and barriers in terms of language and cultural understanding created difficulties while conducting research. Although objectivity was our goal, our preconceived, American understanding of cities may have skewed our observations. Additionally, insufficient data availability may have hindered our ability to create proper analytical models, resulting in possible statistical errors in the data reported. Having access to information such as income levels, breakdowns of social classes, and the number of illegal immigrants present in the neighborhood could have contributed to stronger analysis and conclusions.

Chapter 1: Proposal for Community Development

Our exploration of Rome's Ostiense neighborhood has taken us through qualitative and quantitative analyses of the entire neighborhood and specific thematic areas of study related to neighborhood planning. We have used our initial descriptive accounts of the neighborhood to understand the urban landscape in Ostiense and its complex and ongoing transition from industrial warehouse district to youthful, middle-class urban center. Our quantitative analysis of Ostiense allowed us to formulate an understanding of the neighborhood's population, employment characteristics, and housing characteristics that were not evident from our earlier qualitative accounts. Finally, our use of four thematic lenses—economy and employment, public space, transportation, and social inclusion—to understand Ostiense has given us insight into four specific areas of life and planning in a dynamic neighborhood experiencing the pressures of change. We have analyzed the information collected, and with the help of local officials and those familiar with Ostiense, we have drawn conclusions about the neighborhood and its needs. Synthesizing the data and observations that have been collected thus far, we now use our understanding and knowledge of the neighborhood to identify and suggest policy measures which can be employed by local officials and neighborhood residents to guide change and development in Ostiense in a positive direction.

Our urban policy critique is divided into two sections. First is a brief discussion of the neighborhood's history and the changes that the neighborhood is currently facing. Second, we discuss specific suggested neighborhood policy measures that can be

implemented to improve the neighborhood for the benefit of its residents and those who work and use the neighborhood on a frequent basis.

History

Ostiense is located outside of the Aurelian Wall circuit that has defined the central area of Rome since the late 3rd century A.D. The outward expansion of the city's population did not take place until the late 19th century and into the early 20th century, meaning that Ostiense is a relatively young neighborhood in comparison to much of the historic center of Rome. Because of the neighborhood's location outside the city walls, Ostiense is a centuries-old industrial area of Rome. Ostiense was designated as the city's main industrial district in the 1909 zoning plan. Structural changes in the area's economy have resulted in an industrial decline in Ostiense during the latter part of the 20th century. Within just a few meters of Ostiense are a former city slaughterhouse, abandoned city docks and port facilities, the now-unused Mercati Generali, and an underused Italgas energy company operation. The western part of the neighborhood is spotted with additional abandoned warehouse structures, remnants of the neighborhood's industrial past.

While the residue of Ostiense's past appears to put a bleak stamp on the current physical, social, and economic status of the neighborhood, Ostiense is at a turning point. Generational change is taking place among the neighborhood's population, bringing in a youthful population interested in affecting change in Ostiense. The abandoned industrial structures present a unique opportunity to redevelop the neighborhood into a youthful, fashionable urban center. With its numerous transportation links, abundance of

underused real estate and active young population, Ostiense appears poised to take advantage of its past in order to create a vibrant future for the neighborhood.

Policy Analysis and Recommendations

Ostiense's industrial past creates unique challenges and opportunities for the neighborhood's future. High building vacancy rates and underutilization of neighborhood assets are just a few of the problems facing the neighborhood. However, the decline of industry and the remains of an industrial past in Ostiense should only be viewed as threats to neighborhood redevelopment if local officials fail to profit from the opportunities present in the neighborhood. Our recommendations for neighborhood redevelopment fall under four distinct, yet interconnected categories of transportation, building redevelopment, public space, and participation. Ostiense is easily accessible thanks to a great number of transportation options, but pedestrian mobility in and around the neighborhood must not be impaired by transportation infrastructure. The neighborhood's former industrial structures, although currently eyesores, present a wealth of available, low-cost space that can be utilized in the neighborhood's redevelopment as a hip, urban cultural community. Public space must be created by and for the people of Ostiense through current projects and future initiatives, possibly utilizing the neighborhood's available waterfront and building space. Finally, public participation and institutional inclusion of all residents of Ostiense is necessary for the success of any physical redevelopment initiative in the neighborhood. Each of these recommendations is described further in the following pages.

First, Ostiense is extraordinarily well connected by transportation links, and the neighborhood's accessibility must not go underutilized. Via Ostiense provides access directly into the city center and to outlying areas such as the University of Rome and Ostia, and a number of bus routes and train lines serve the neighborhood and its surroundings. One of Rome's major train stations, Ostiense Station, is located in the neighborhood, and the Garbatella Metro station is located near the former Mercati Generali, within minutes' walk of the neighborhood business district. With a proposed redevelopment of the Mercati Generali and the growth of an entertainment district in Ostiense, the options for accessing the neighborhood make it well positioned to become a destination within the city of Rome and its metropolitan area.

While transportation options are plentiful in Ostiense, neighborhood and city officials must not allow transportation lines and infrastructure to imprison the neighborhood and encroach on basic pedestrian movement into and out of Ostiense. The presence of an elevated rail line across the northern border of the neighborhood and a depressed rail line across the neighborhood's eastern border create a gulf between Ostiense and the neighboring districts of Testaccio and Garbatella. Also, the Ponte dell'Industria along Via del Porto Fluviale provides the only pedestrian access across the Tiber River, making access limited and, due to heavy vehicle traffic, unsafe for pedestrians. Ensuring adequate pedestrian access between Ostiense and these neighboring districts will strengthen the neighborhood as a destination point, and will also allow Ostiense to capture economic and social benefits from the surrounding culturally rich and economically wealthy districts. In addition to permitting movement into and out of the neighborhood, pedestrian transportation within the neighborhood must

also be accessible. Major transportation corridors such as Via Ostiense and Via del Porto Fluviale are wide and move high concentrations of vehicular traffic, at times making pedestrian movement along and across those streets somewhat dangerous. Neighborhood officials must ensure that the neighborhood's vehicular links do not detract from its safety and walkability.

Another great asset of Ostiense is the amount of underused former industrial building space in the neighborhood. The redevelopment value of this space is immeasurably key to the neighborhood's success. Already, the neighborhood is capitalizing on the availability of former industrial buildings, using these spaces for nightclubs and the creation of a new, youthful entertainment district near the University. A major redevelopment of the Mercati Generali led by the Office of Metropolitan Architecture (OMA) will bring more commercial and public space to the neighborhood in an area that is currently plagued by abandonment and discontinuity of activity. The large amount of available building space with depressed property values in Ostiense, in historic buildings with significant character, leaves the neighborhood with great flexibility for redevelopment. Buildings can be reused for housing, entertainment facilities, commercial development, or public space. However, the amount of available building space can be detrimental to the neighborhood's success if local officials fail to secure the buildings' redevelopment. Environmental hazards may be present among unused industrial structures, abandoned buildings may have a negative affect on local residential property values, and these buildings detract from the aesthetic quality of the neighborhood. Ensuring that abandoned building redevelopment takes place must remain a priority for local officials.

Public space, especially in the neighborhoods of Rome, is integral to healthy neighborhood economies and creates an important venue for interaction among neighborhood residents while also giving a neighborhood a sense of identity and character. Ostiense's lack of formal public space is an issue that local officials and citizens are already working to correct, but which also requires active participation by the local community. The renovations taking place at the Mercati Generali is likely to provide some public space for the neighborhood, but further securing land and buildings for formal public use will be important in continuing the neighborhood's regeneration. The neighborhood has not taken advantage of its expansive and underutilized riverfront space, and abandoned warehouse complexes dot the neighborhood, providing perfect spaces for the creation of public facilities. Expanded public space and facilities in the neighborhood will increase economic and social wealth in the neighborhood, and will make the area even more attractive to potential residents and business owners.

Finally, participation is integral to the success of physical development processes and neighborhood governance in general; local leaders must find consensus and ensure inclusion of all neighborhood residents. Municipio XI supports participatory measures in neighborhood government through the organization of party-sponsored local events and cultural activities and through the participatory budgeting process. Allowing residents the opportunity to be involved in decision-making processes for major physical development projects such as the Mercati Generali will create consensus and neighborhood support for improvements. Giving citizens the opportunity to comment on or help in designing redevelopment projects can support project success. Reaching out to groups who are less able or less likely to participate in planning and development projects

such as elderly, immigrants, and youth will ensure that all members of the neighborhood have an ownership stake in the redevelopment process. As the neighborhood moves toward an entertainment district aimed at youth, it will be essential for leaders to find ways to include the elderly and ensure that proper provisions are made to maintain their well being. The influx of wealth in the neighborhood must be balanced with appropriate policy measures to provide affordable housing, quality education, and adequate services for those negatively affected by inflated property values, local prices, and changing neighborhood demographics. Information dissemination is crucial to ensuring the smooth functioning of any participatory process. Local leaders must be ready and willing to distribute information on the streets, through media sources, and using innovative technological approaches to give local residents information about their neighborhood.

The people of Ostiense are currently presented with an opportunity to reinvent their neighborhood in a way that will uniquely benefit them and suit their needs. Through participation and community-wide efforts to identify and plan physical changes in the neighborhood—at the Mercati Generali, the riverfront, through transportation links, and building redevelopments—the people of Ostiense will be able to create a vibrant urban center serving the entire community of people residing in the neighborhood. The immediate challenge to Ostiense’s leaders is in capturing long-term benefits of neighborhood assets through participatory and creative redevelopment processes that uniquely establish the neighborhood as an important and unique residential, cultural, and entertainment destination in Rome.

Chapter 2: Qualitative Study

With little understanding of Italian cities and neighborhoods, the first step in gaining an understanding of Ostiense was to conduct a qualitative study of the neighborhood. Using observational instruments to look at the neighborhood's physical characteristics, people, and surface appearance, we were able to take possession of the area and learn basic facts and make simple inferences about Ostiense.

In this chapter we have included three major sections: (1) a methodological section in which we outline the processes we use to study the neighborhood as well as our method for defining neighborhood boundaries; (2) a neighborhood survey which will provide an overview of streets and services within the area; and (3) two in-depth studies of important thoroughfares within the neighborhood. These sections will provide an overview of the resources available in the area, creating a solid basis for future research.

Methodology

The Tiber River is the obvious choice for Ostiense's western boundary. Ostiense is poorly connected to the Marconi and Trastevere neighborhoods on the west bank of the Tiber; the narrow and high-traffic Ponte dell'Industria on Via del Porto Fluviale is the

Map 1: Connections and Functional Areas in Ostiense



only option for pedestrians or vehicles to cross the river out of Ostiense. In addition, there is little public access to the river in either Ostiense or Marconi. The lack of transport infrastructure across the river and public space on either bank of the river makes the Tiber an evident dividing line between the neighborhoods. Our northern and eastern boundaries have been identified as the rail lines serving Rome and points throughout Italy. The northern boundary lies along an elevated right-of-way with multiple tracks that connect the Trastevere and Ostiense stations. Only two streets, Via de Gazometro and Via Ostiense, allow pedestrians and vehicle traffic to cross underneath the tracks, making access between Ostiense and Testaccio quite limited. The tracks are a visual barrier as well. Since the railroad is an elevated line, the wall alongside the railroad blocks any views between Ostiense and Testaccio to the north.

On the eastern side of Ostiense, railroad tracks emerge from a tunnel underneath the Trastevere-Ostiense line and a wide right-of-way separates the residential area of

Ostiense from the Garbatella neighborhood. Once again, a lack of access across the tracks makes this feature a neighborhood boundary; Via Pellegrino Matteucci is the only street that bridges the eastern set of railroad tracks. The next point of access between Ostiense and Garbatella is at the Garbatella Metro station, south of the abandoned warehouse district.

The southern boundary of Ostiense is the least well defined. Currently, Italgas and the former market form the southern boundary of the neighborhood. The inaccessibility and industrial nature of these sites seems to make pedestrian travel south along Via Ostiense somewhat sparse. Via Ostiense is the only access point from the Ostiense neighborhood to the south. However, it seems that, combined with the proximity of these sites to the neighborhood, the employment and economic benefit provided to Ostiense by Italgas and the opportunity for redevelopment of the market make these two sites assets for the neighborhood, and we include both sites as part of Ostiense.

A proper assessment of the neighborhood will require us to look beyond the identified neighborhood boundaries. We plan to include some study of surrounding areas and the opportunities and threats that these adjacent areas may pose to Ostiense. Therefore, we may also choose to expand our study into Garbatella, Testaccio, Trastevere, Marconi, or the southern area of Via Ostiense if required to do so.

We chose two streets to investigate for our street studies. The first, Via Ostiense, is the most obvious choice when identifying important streets in Ostiense. The lifeline of the neighborhood, Via Ostiense connects Testaccio and the important Piramide transport node to the University of Rome and Basilica of San Paolo, passing directly through

Ostiense's main business district. Aside from being Ostiense's most prominent commercial corridor, Via Ostiense is one of Rome's most important transportation links, served by buses and nearby Metro trains as well as personal vehicles and pedestrian traffic. A study of Ostiense would be lacking without an in-depth investigation of Via Ostiense itself.

Map 3: Zones of Study



The second street we study is Via del Porto Fluviale. Via del Porto Fluviale best exemplifies Ostiense's status as a neighborhood in transition. Providing an important transportation link between Ostiense and the neighborhoods on the west bank of the river, Via del Porto Fluviale passes from Ostiense's neighborhood business district to the abandoned industrial sites along the river. The street passes through commercial, residential, industrial, warehouse, and abandoned areas in a length of just four blocks. Via del Porto Fluviale represents Ostiense's strengths and challenges.

Neighborhood Survey

Via Pellegrino Matteucci appeared to have a wide variety of stores ranging from those serving the entire Roman community to those directed towards the neighborhood's residents. Neighborhood oriented businesses included a bank, several food markets, bars and *gelaterias*, as well as a health center. The shops aimed at a citywide clientele were a print shop, a travel agency, a Hertz rental car office, several auto repair and sales establishments and two adjacent furniture stores. The street itself is wide with adequate sidewalks and heavy traffic. Via Pellegrino Matteucci connects Ostiense to the residential area east of the railroad tracks.

Turning right from Via Pellegrino Matteucci, we walked down Via Giacomo Bove. This street was quieter and embodied a more residential feel. There were few businesses operating along this street, and these tended to be neighborhood-oriented businesses. They included a pizzeria, a grocery store, a hair salon, and a gym. Mixed in with the residential structures were a few warehouses that we identified by large freight truck activity. Via Giacomo Bove is a side street connector between Via Pellegrino Matteucci and Via Francesco Negri.

Upon reaching Via Francesco Negri, we found the street to be largely vacant due to the presence of the unused general market along one side. On the opposite side of the street there were businesses oriented toward recreational nightlife, such as a billiards hall, a gambling center, an absinthe bar, and a club. This street appears very uninhabited and underutilized; illustrating Ostiense's need for city re-development. This re-development would be needed to draw people to the area, especially with the increasing number of

night clubs, political and immigrant organizations that are making Ostinese a more desirable neighborhood in which to reside.

Crossing Via Ostiense from Via Francesco Negri, we walked down Via del Commercio and noticed a blend of industrial complexes, residential buildings and services. On the left, Italgas stretches the entire length of the street. On the right there were a few small shops, but mostly apartment building entrances. At the point where the street begins to curve up towards Via del Porto Fluviale, there is a large hotel and nightclub compound that is a vibrant center of activity at night. Beyond this hotel, warehouses that allude to the days when Ostiense was a healthy industrial center occupy this area. This area seems to represent the merging of the old industrial character of the neighborhood with the developing nightlife scene.

Turning off of Via del Commercio, we walked down Via dei Magazzini Generali. This street is characterized by the dual presence of what appeared to be nightclubs and a gated church and school that faced onto Via del Gazometro. This juxtaposition of nightlife with church and school struck us as an odd combination.

Via del Gazometro is another connector thoroughfare that runs from the Testaccio neighborhood in the north to Via Ostiense in the southeast. In stark contrast to Via dei Magazzini Generali, this street was full of small businesses catering to the local community. Included were bars, *tabacchi*, phone centers, hair salons, a dry cleaner, and home centers. This street was wider and more heavily trafficked than the nearby Via dei Magazzini Generali and Via del Commercio.

Street Surveys

Via Ostiense

Via Ostiense is the primary thoroughfare for the Ostiense neighborhood. The portion of the street studied begins at the northern rail bridge and ends at Via Del Gazometro. At 12:00 PM on Thursday, February 8, 2007, we began to survey the street at the railroad tracks, the barrier that separates Ostiense from Testaccio. At the intersection of Via Ostiense and the bridge are a city bus stop and two advertisements for cars. Along the studied length of Via Ostiense, there are two automobile traffic lanes in each direction and two bus and taxi lanes in the middle separated from the vehicle lanes by guardrails. Cars are parked all along both sides of the street; in some instances, cars are even double-parked which created traffic congestion. Most of the cars are small, including some Fiats and Smart cars. We observed that there were three mopeds parked on the sidewalk. On the west side of the street, approximately 80% of the street parking spaces are occupied, while it appeared that all parking spaces on the east side of the street are occupied.

The buildings on Via Ostiense are varied, although many of them are occupied by home furnishing stores. On the east side of the street are stores selling windows and doors, women's clothing, an employment agency, an upscale home furnishings store, and an office and school supply store. The buildings are approximately twelve stories high and served a residential function above the first floor commercial uses. They are of brick construction and most likely built in the 20th century. We noticed a green garbage

dumpster in front of the employment agency, and nine cars parked between Via del Porto Fluviale and the railroad on the east side of the street.

On the west side of Via Ostiense, there is a large wall separating the street from land uses related to the elevated railroad yard with lots of graffiti painted on it. The graffiti is colorful and possibly has political motives. Behind the wall there are rail yards or other industrial grounds. In front of the wall, there are ten cars parked along the street.

South of Via del Porto Fluviale, both sides of the street are more heavily populated with stores and automobile traffic. On the east side of the street moving south along Via Ostiense is a bank, *profumeria*, hardware store, empty storefront, travel agency, tanning salon, bank, and restaurant. Each of these stores was located in a building eight stories high, except for the tanning salon, bank, and restaurant buildings, which were each two stories high. As we continued along the street, we noticed a café, *tabacchi*, dentist, and another bank. These stores are located on the first floor of a building that was ten stories high. A park bench was outside the building. There was another green garbage dumpster located in front of this building. Further along the street are a café, *farmacia*, another *profumeria*, car rental, another employment agency, and a café/nightclub entrance. Another garbage can was in front of this building, and 18 mopeds were parked along the side of the street. On the last part of the left side of the block closest to Via de Gazometro, there was a kebob restaurant, arcade, and another bank. In this area there were two park benches, an advertisement for consumer goods, and a smaller trash can.

On the west side of the street at the corner of Via de Porto Fluviale and Via Ostiense, we first noticed that there were eight mopeds parked on the northwest corner.

Moving north along the west side of Via Ostiense, we passed a bank, a consumer electronics store, and a store that was boarded up. They all are located in a building that was eight stories high that had an advertisement for consumer goods located in front of it as well as a trashcan. The next building is five stories high and contained a shoe store, a used bookstore, a café and *gelateria* with outdoor seating, a mattress store, and a jewelry store. On the west side of the street is a public phone booth--the only one encountered in the study area--outside along with another green garbage container. This building has lots of scaffolding around it; clearly construction was underway to improve the building façade. North of the construction, the buildings were approximately five stories high and buildings on the south end of the study area are about three to four stories. The stores are a continuation of the neighborhood retail that we had encountered before: home goods and furnishings, two banks, a salon, a butcher shop, a pizzeria, another restaurant, and another café. We also noticed that there are approximately 20 mopeds parked along this portion of the street, as well as another garbage bin, trashcan, and two park benches.

The traffic patterns on this part of Via Ostiense were very similar to the block between Via del Porto Fluviale and the railroad tracks. There are two lanes of automobile traffic in each direction and two lanes for buses and taxis. Cars are parked along both sides of the street. There are stoplights at each intersection, and traffic had a constant, heavy flow in all directions, even in the middle of the day. The primary bus stop for the neighborhood is in the middle of the block between Via del Porto Fluviale and Via Gazometro that had four lines running from it. Via Ostiense, like Via del Porto Fluviale, appears to be a major transportation corridor, serving motor vehicles and buses between the city center and outlying areas of Rome. The width of the street,

approximately eight lanes wide when parking lanes are considered, also suggests that Via Ostiense is very much an artery that carries heavy traffic between the city center and outlying areas. Additionally, the width of the street detracts from the neighborhood business district as the imposing width of the street may be difficult for pedestrians to cross, especially for those who may be elderly or disabled. Because most of the traffic moves through Ostiense, neighborhood businesses are likely not serving the people commuting through the neighborhood, but rather the people who reside in the neighborhood. Walking along the street mid-day, we saw a fair amount of people. They seemed to be middle class and were dressed in casual but not clothing that brought attention to them. Some people were dressed in suits, which may indicate the presence of commercial offices near the neighborhood. It appeared that most of the people on the street either work in the stores nearby, or perhaps are residents of the neighborhood. Elderly clientele, most likely local residents, are frequenting most of the cafes and neighborhood businesses. We saw a few men in suits entering the café and restaurant to have lunch. One restaurant, Café Doppio Zero on the corner of Via Ostiense and Via Gazometro, was clearly more upscale than the rest. This restaurant attracted a variety of people, from elderly and working class people to well-dressed businessmen and women. We also saw a few elderly people with young children and strollers, which indicated that grandparents were probably taking care of children so that parents could work. The rest of the population observed were middle aged; only two adolescents and very few young children were seen during the street survey.

From our street survey we were able to draw overall conclusions about the neighborhood. It became evident that we were in a transitional neighborhood that many

people commute into, given the heavy traffic patterns and the various transportation and bus lines in the area. It was easy to see that the neighborhood is in the midst of gentrification and reform, but we were unable to decipher all of the positive and negative effects of this change based on our limited observation period of the neighborhood. We saw a total of eleven garbage dumpsters and trash bins with very little trash on the street, indicating that neighborhood officials and the community are interested in keeping the area clean. There were also many trees along the streets that seemed young, although we were unable to identify what species they were. The scaffolds on the buildings indicate that investment is being made in the neighborhood, which may lead to an improved neighborhood image.

Via del Porto Fluviale

Via del Porto Fluviale is Ostiense's second main street, running along the northern boundary of the neighborhood in an east-west orientation and meeting Via Ostiense in the neighborhood's primary business district. Most importantly, Via del Porto Fluviale connects the neighborhood business district and residential area to the industrial district along the Tiber River and the Trastevere and Marconi neighborhoods across the river. We explored Via del Porto Fluviale on Thursday, February 9, 2007 at approximately 12:00 PM.

At first glance, Via del Porto Fluviale strikes the visitor as, above all, a transportation thoroughfare. Although the street has only one lane of traffic in each direction, it is an important motor vehicle linkage between Ostiense and the neighborhoods east of the river and Trastevere and Marconi on the river's west bank. Via

del Porto Fluviale connects to the Ponte Dell'Industria Bridge over the Tiber. Vehicle traffic is heavy, especially during the early morning rush hour, making it difficult for pedestrians to cross the street safely. Most of the vehicles are small hatchbacks and station wagons. The limited amount of commercial activity along the street near the river in addition to the narrow lanes of the Ponte dell'Industria may be one reason that Via del Porto Fluviale is not served by any city bus lines. In fact, there is no bus line that directly connects Ostiense with the neighborhoods across the river. There is also no tram or train service directly to Via del Porto Fluviale. Trains serve the Ostiense neighborhood at the Ostiense train station along Via Pellegrino Matteucci, and are omnipresent along Via del Porto Fluviale, as tracks run immediately to the north of the street. In our commuting to Ostiense from Trastevere, we have been forced to either take a city bus from the city center or walk across the Ponte dell'Industria from the Trastevere tramline. The heavy traffic on Via del Porto Fluviale is almost entirely personal vehicle traffic or motorcycle and moped traffic. Cars are parked sporadically along the street, with few instances of double-parked cars. Less than ten motorcycles were parked on the sidewalk.

Pedestrians are not a common sight along Via del Porto Fluviale near the Ponte dell'Industria and the river, although the number increases as one moves toward Via Ostiense and the neighborhood business district. The narrowness of the bridge and lack of commercial activity near the river seem to deter pedestrians from using the street frequently. Pedestrian safety appears to be a problem along the western area of the street; heavy, high-speed motor vehicle traffic and poor provision of crosswalks and traffic signals makes crossing the street extremely difficult at almost all hours of the day. Crosswalks and traffic signals are provided at the intersections with Via de Gazometro

and Via Ostiense. A higher density of shops and other commercial enterprises near Via de Gazometro and Via Ostiense results in more pedestrians on the eastern end of Via del Porto Fluviale. Pedestrian amenities are not a common sight along the street. There is no evidence of sitting areas, although sidewalk width and paving are certainly adequate. The sidewalks are approximately seven feet wide on either side of the street, implying that pedestrians passing one another may be cramped when trees, garbage, or other objects are on the sidewalk. Further, Sidewalks are not well defined as one moves closer to Ponte dell'Industria, and it is possible that pedestrians would be required to walk in vehicle lanes if cars are parked along the street. Sidewalk paving is asphalt and there is no evidence of major potholes or cracking that would hinder walking, running, or the use of the sidewalks by the physically disabled.

Trees are present along both sides of the street; there are 25 trees on the north side of the street, although three have been cut down and only stumps remain. There are 16 trees on the south side of the street including three stumps. Many of the trees are orange trees.

Commercial activity also increases moving from the Ponte dell'Industria toward Via Ostiense, beginning with warehouses selling fresh food and moving toward traditional neighborhood retail and restaurants. The commercial and building landscape of Via del Porto Fluviale between Ponte dell'Industria and Via Ostiense is certainly the reason why Ostiense is considered a transition zone. The confluence of transportation networks, industrial and warehouse buildings, and commercial and residential units depicts the range of activities occurring in the neighborhood. A wall separating the street from the elevated train tracks dominates the north side of the street between the bridge

and Via Ostiense. At the intersection of Via del Porto Fluviale and the river, the city's former loading docks and port facilities stand vacant. Other vacant buildings are located on the south side of the street before reaching Via del Commercio.

The first business present on the south side of the street after Via del Commercio is an *utensileria* with a large set of loading docks. The next set of businesses includes warehouses with a fish market, a fruit market, and some residential units. The fish market is located in a small, two-story building, with a depth of about 30 feet from the street in the store space. Separated from the fish market by a residential building, the fruit market is located in a six-story building that is also about 30 feet deep. Building heights seem to increase as one moves toward Via Ostiense, transitioning from warehouses to more high-rise residential buildings with first-floor retail, restaurant, and office space.

Moving away from the warehouse and industrial district, other retail businesses come into view along Via del Porto Fluviale. Before arriving at Via Giuseppe Acerbi, one encounters businesses that include a consumer electronics store, an auto repair shop, an antique armor and weapons store, a camping equipment store, a store selling dishes and house wares, a second auto repair shop, a tabacchi, a small café, and a motorcycle dealer. The building heights range from five to six stories, and there are residential units located above the shops. All shops appear to be about 15 to 20 feet deep from the street. A break in the wall on the northern side of the street leaves room for a market selling medical supplies. Along the entire length of the street there is no street furniture and the presence of street trees is minimal, reflecting an anti-pedestrian nature on the Via del Porto Fluviale transportation corridor.

As we move closer to the neighborhood business district beyond Via Giuseppe Acerbi, two small abandoned buildings stand out among the landscape of the south side of Via del Porto Fluviale. These buildings are one- and two-story edifices, and their vacancy may reflect a difficult business climate in this transition zone. Since Via del Porto Fluviale does not appear to attract significant pedestrian traffic, it may be difficult for businesses to remain open without the visibility found near Via Ostiense. Further down the street is an *autoricambini* in an eight-storey building that also includes a consumer electronics dealer that is a member of the Euronics electronic dealer network. At the intersection of Via del Porto Fluviale and Via Gazometro is another space for business on the north side of the street, next to the train tracks. This space is occupied by a cocktail bar and sweet shop on the west side of Via Gazometro and a vacant building on the east side of Via Gazometro.

Between Via Gazometro and Via Ostiense is the most pedestrian-friendly environment along Via del Porto Fluviale. More businesses are located on the south side of the street, including a mattress store, a bar, an Irish pub, a pizzeria, and an eyeglass store; all located in seven-story buildings with residential units above the businesses. The final building before Via Ostiense, an eight-story building, has a phone center, a lawn tool shop, a printing store, a *pannino*teca, a hair salon, and two banks. The progression of commercial activity, from warehouse markets through auto repair shops to bars and banks shows a clear indication of the transitioning nature of Ostiense.

Billboard advertising is a frequent sight along Via del Porto Fluviale. The advertising is clearly catered to drivers of cars along the street, but the billboards are large and detract from the neighborhood's appearance. Advertisements are generally for

consumer goods such as electronics, cell phones, cars, or clothing and jewelry. Graffiti is a constant presence in the neighborhood; the wall along the north side of the street is covered in it, including some political graffiti written in favor of Forza Italia. There is also graffiti on some of the commercial buildings on the south side of the street. Dumpsters are located along the street to assist in trash collection.

The population of people that observed on the street appeared homogeneous. As indicated previously, the presence of pedestrians was especially sparse near the Ponte dell'Industria, but few pedestrians were present even in areas closer to Via Ostiense. This fact may have been a result of the time at which we chose to study the neighborhood rather than an indicator of its characteristic pedestrian activity and vitality. None appeared overly wealthy, and most were dressed in casual, modest clothing. People walking along Via del Porto Fluviale were clearly on the street for the purpose of shopping; there were no window-shoppers or loiterers present on the street. The people that we encountered on the street appeared to be native Italians. We stopped in the fruit market and one of the electronics stores, and neither shop owner spoke English to us. It is unusual to encounter non-English speaking business owners in the city center, which is more frequented by English-speaking tourists. One storeowner approached us to ask what we were doing, but once we explained that we were students, he left us alone. This may indicate that he is suspicious of unfamiliar persons taking an interest in his store because his business may be partially informal. Another storeowner was outside sweeping the sidewalk. We noticed a woman near the market, but we saw far more men than women during our observation period.

Our survey of Via del Porto Fluviale is somewhat representative of Ostiense in its entirety. The street shows a zone in transition: from the commercial district along Via Ostiense to warehouses and industry in just a five-block length. The pockets of residential buildings and viable commercial enterprises seem to provide evidence of a changing Ostiense. Gentrification and the movement of young people into the area are undoubtedly affecting the neighborhood, but we are currently unsure whether neighborhood residents are pleased with the changes. Vacant buildings and old industrial zones (own the comment) detract from the neighborhood aesthetically. We believe that a residential and commercial revitalization of the western end of Via del Porto Fluviale could help to form better links between the residential and commercial districts of Trastevere and Marconi across the river and Ostiense.

Conclusion

The analyses of these streets provide a comprehensive initial sampling of the transitioning nature of the neighborhood of Ostiense. With an atmosphere and reputation for buzzing nightlife and a large stock of vacant buildings and land, it appears that Ostiense has impressive potential for growth and redevelopment. Although the neighborhood is already a hub for transportation, with improved linkages to other local neighborhoods and physical redevelopment of some of the abandoned areas of the neighborhood, Ostiense could become an integral part of Rome's urban fabric in the future. This initial information assisted us in gaining important first impressions of the Ostiense neighborhood. Future research will focus on the collection of quantitative data and an urban policy analysis to assist local officials in improving Ostiense.

Chapter 3: Quantitative Study

Introduction

We have thus far examined Ostiense solely from a qualitative point of view, having observed the neighborhood's physical characteristics: its boundaries, buildings, streets, and environment. We have also had basic interactions with members of the community in the neighborhood's restaurants, shops, cafés, and on the neighborhood's streets. However, Ostiense and its people comprise more than what we have viewed at the surface; the neighborhood has characteristics and features that go unseen even after extensive observation.

This section of our report will seek to dig deeper into Ostiense by exploring census data and four thematic areas and their relationship to the neighborhood. We begin with a quantitative overview of the neighborhood, exploring the population and economy of the neighborhood with some analysis. We then will explore Ostiense through the lenses of four thematic areas: commerce, employment and economy; public space; housing and social inclusion; and transportation. In each of the four areas, we employ quantitative and qualitative methods for examining the neighborhood. We have integrated our own interpretations and analysis of our quantitative and qualitative observations within each thematic area.

Statistical Overview

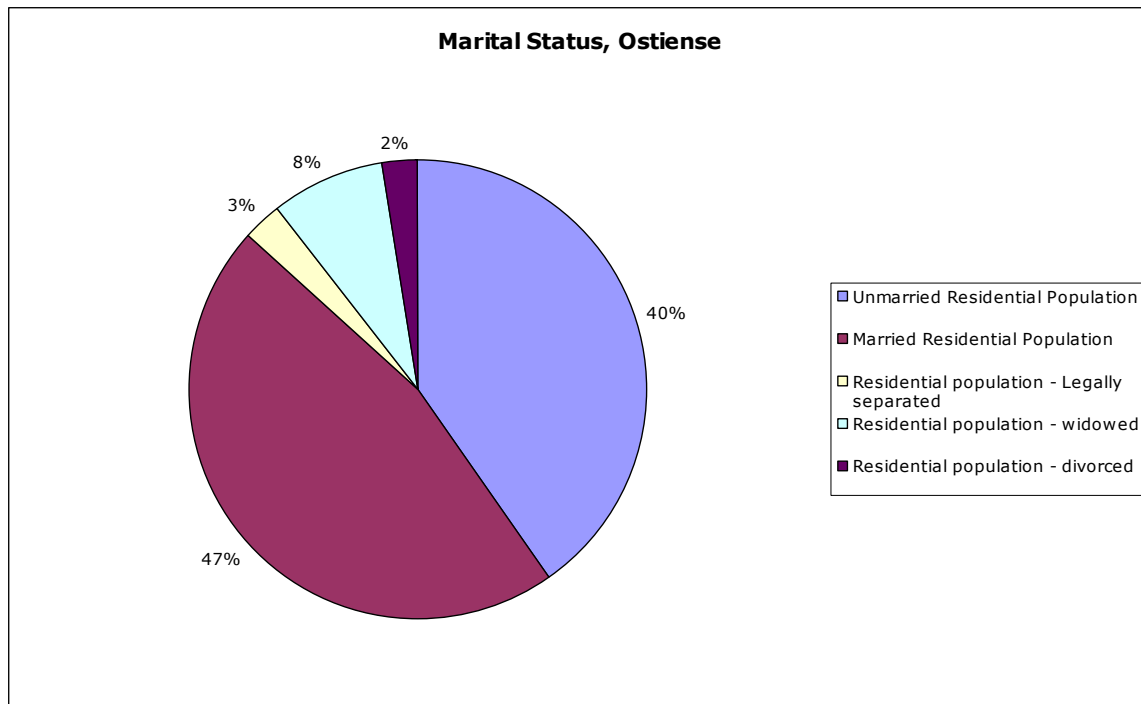
Our statistical overview of Ostiense is largely derived from data available through the Italy's Istituto Nazionale di Statistica, the Italian equivalent of the US Census

Bureau¹. The census is conducted in ten-year intervals, the last one having been completed in 2001. We examine the 2001 census data here and draw conclusions about Ostiense's physical and social makeup from that data.

Population, Marital Status, and Families

The residential population is made up of 2,503 males and 2,874 females for a total of 5,377 persons. Of those who live in the neighborhood, 2,159 are unmarried, 2,497 are married, 155 are legally separated, 437 are widowed, and 129 are divorced. Ostiense's marital status statistics are largely parallel to those for the entire city of Rome. Marital status is presented in figure 1.

Figure 1: Marital Status



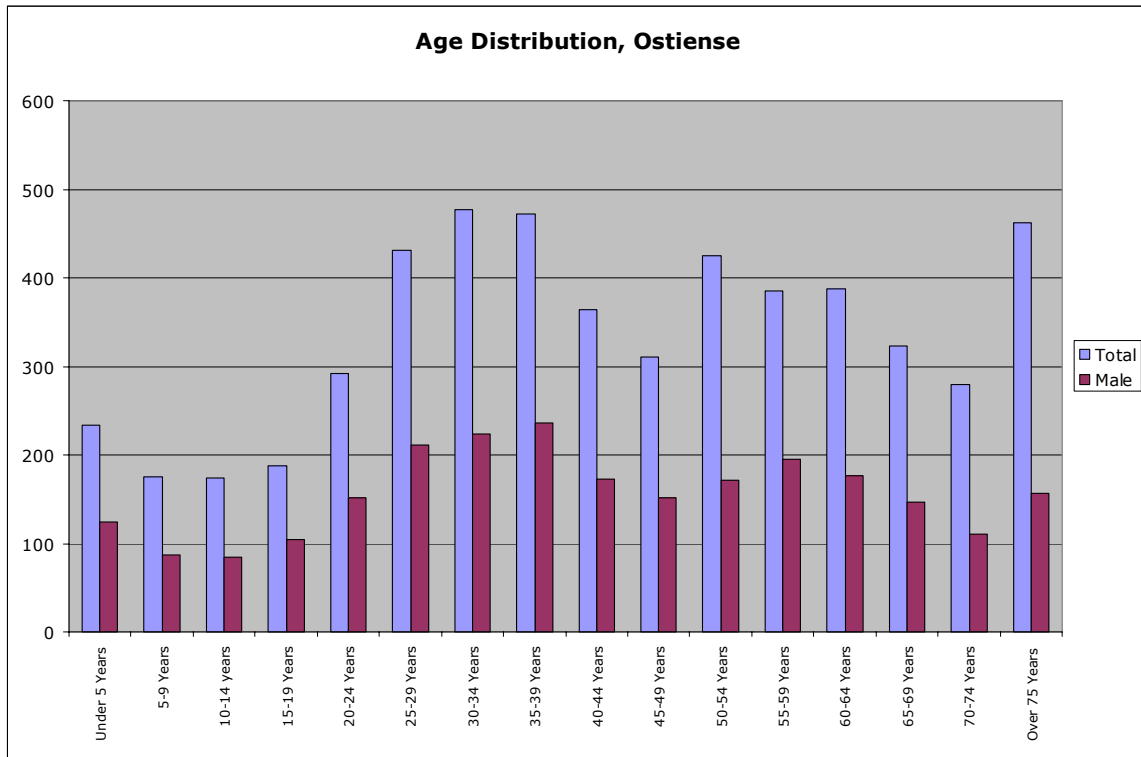
¹ Source: Istituto nazionale di statistica, <http://www.istat.it/>.

Within Ostiense, 2,378 families were reported, with the average family size at 2.3 persons (the city of Rome's average family size is 2.4 persons). Seven hundred eighty-one were single person families, 706 were couples, 483 were two person families, and 327 were four person families. At five person families the statistics dropped drastically to a mere 70, suggesting the rarity for a couple to have more than 2 children. Family size will be discussed further in the social inclusion and housing section.

Age

The population by age in the neighborhood varies from 233 persons under age 5, to almost exactly double that number of persons older than 75 years of age. The majority of residents are in the 30-34 year old bracket; with the over 75 years of age range a close second. Figure 2 shows Ostiense's population broken down by age; a large gap is evident between the elderly and the population in their early 30s. As our team conducted the neighborhood surveys, we were able to come to the same conclusions, noticing two prominent age groups. Most people we encountered in Ostiense were either young-middle age, presumably commuting to and from work. The other notable group of people we saw was the elderly, some of which were taking care of small children. These statistics seem to reflect a general trend in Ostiense of a growing, more affluent young population replacing a working-class elderly population. Also, it appears that males, who are generally outnumbered by females in the neighborhood's total population, are more outnumbered in the elderly population, likely due to a longer lifespan for females.

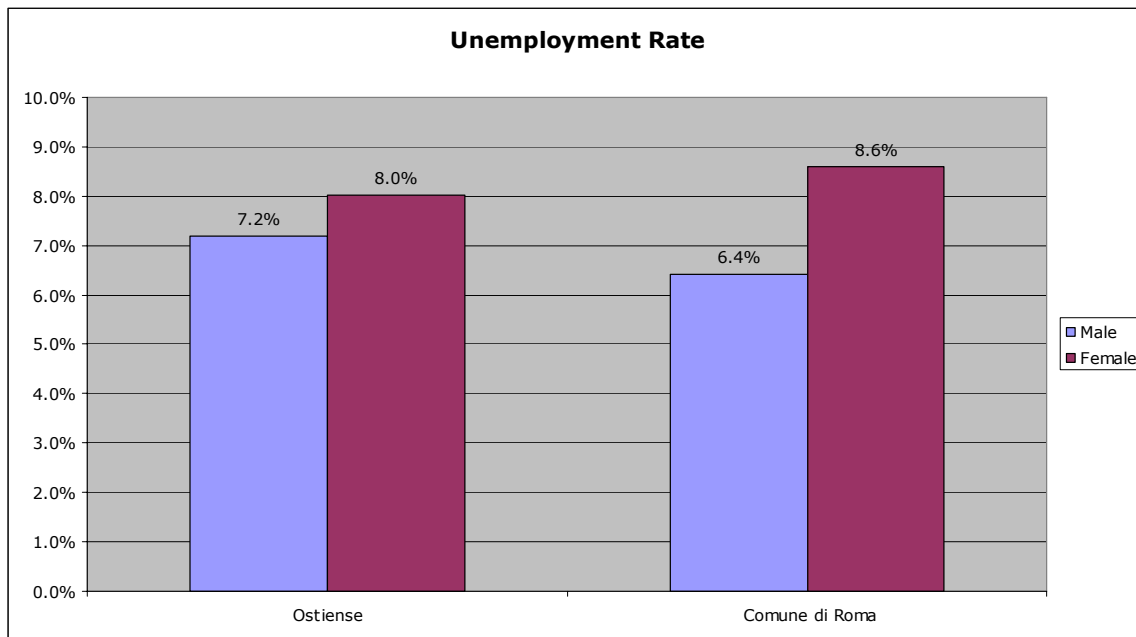
Figure 2: Age Distribution



Labor Force

The census data regarding labor and the workforce is particularly interesting, as Ostiense has historically been characterized as an industrial neighborhood. The total labor force within the community is 2,496 people or 46% of the neighborhood's population. The total occupied labor force constitutes 2,204 people. One hundred eighty-nine persons were in search of jobs and contributed to an unemployment rate of 7.6%. Figure 3 shows unemployment rates, divided by gender, for both Ostiense and the entire city of Rome. Although Ostiense has an unemployment rate that is only slightly higher than that of the city of Rome, unemployment is greater among females than males in the neighborhood.

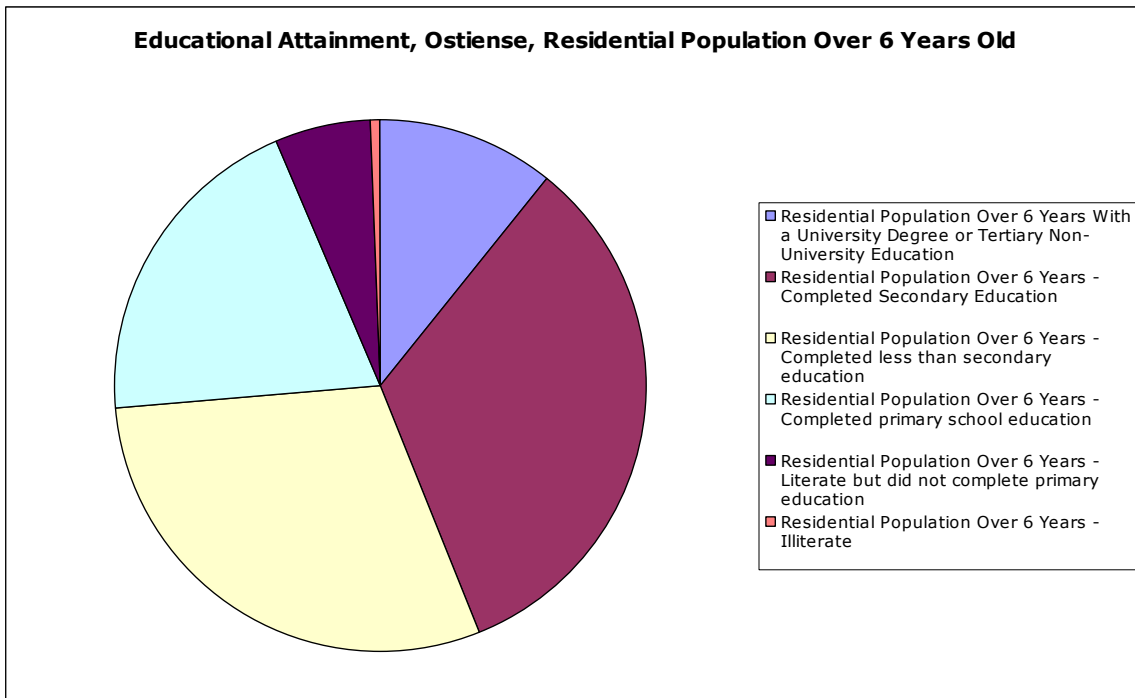
Figure 3: Unemployment



Educational Attainment

Ostiense’s population possesses a wide range of educational levels. There were only 23 reported cases of illiteracy in the population over 6 years of age. Conversely, only 554 residents have a tertiary or university degree. The majority of residents’ educational attainment is between these two opposites. One thousand six hundred ninety-three have completed a secondary school degree, 1,513 have completed less than a secondary school degree, and 1,012 have completed a primary level education. Residents who reported being literate without completing a primary education numbered at 309. Figure 4 shows a breakdown of educational attainment among the neighborhood’s residential population.

Figure 4: Educational Attainment



Residences and Buildings

The 2001 census data also reported on the makeup of residences in Ostiense. The total number of residences in the neighborhood was 2,546, with 2,309 occupied by residents, 56 occupied by non-residents, and 207 vacant. A breakdown of occupied and vacant residences is shown in figure 5. Most buildings were constructed in the 20th century, which is obvious judging by their architectural style. Specifically, 13 were built prior to 1919, 44 were built between 1919 and 1945, 22 between 1946 and 1961, 12 between 1962 and 1971, and one after 1991. Figure 6 shows building age in Ostiense. Building ages seem to be slightly older in Ostiense than in other neighborhoods of Rome, largely due to expansion of the periphery of the city during the mid-20th century.

Figure 5: Occupation of Residences

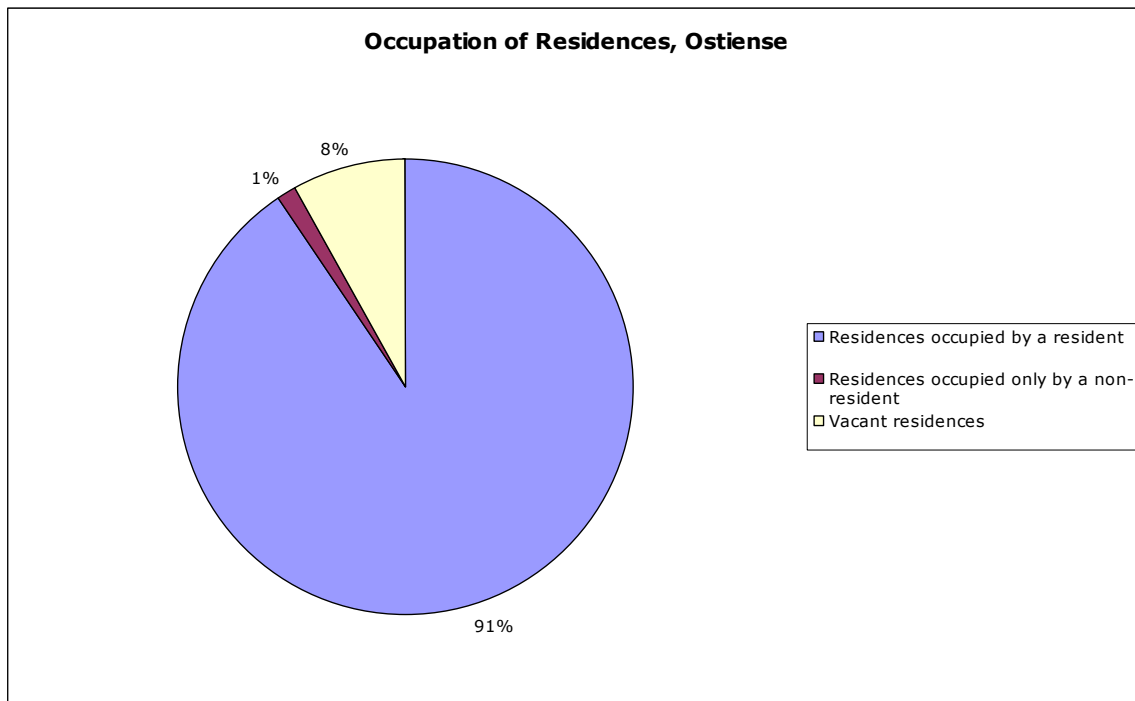
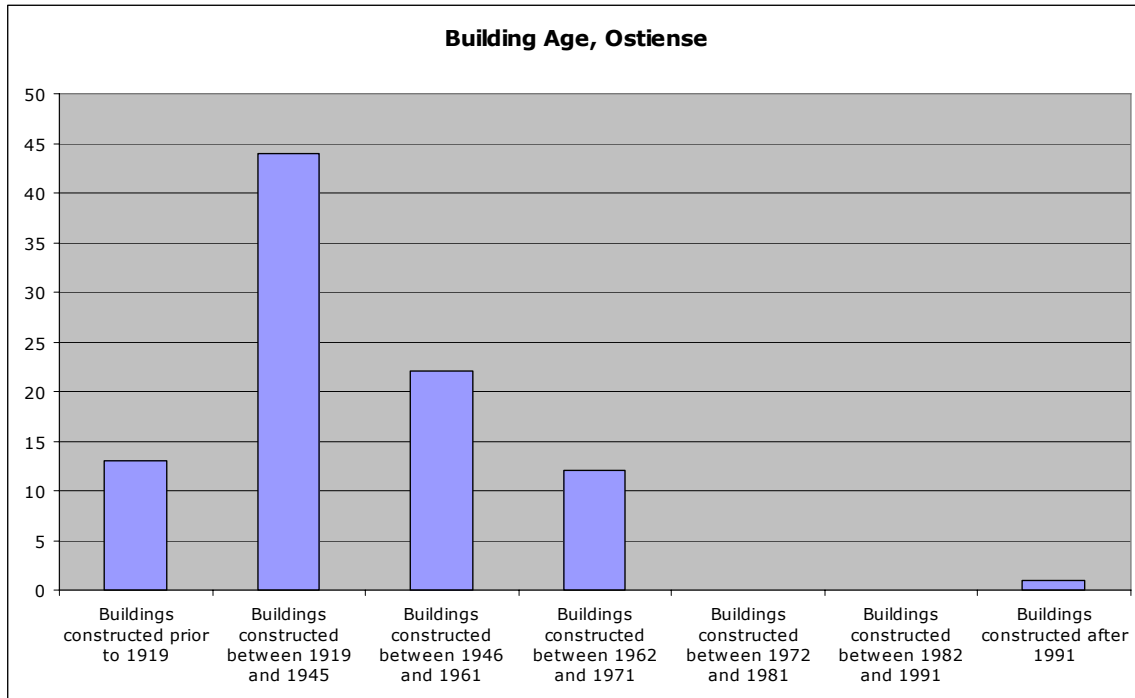


Figure 6: Building Age



While the statistics provided by the Italian census give us a general quantitative overview of the neighborhood, more in-depth analysis is necessary to grasp other features and characteristics of Ostiense. Next, we look at four thematic areas and their relation to Ostiense.

Commerce, Employment and Economy

In this section we will look at commerce, employment, and economy in Ostiense. In order to accomplish this end, we will sort through the available statistical data pertaining to unemployment, the labor force and the range of occupations that are present within the neighborhood. These numbers will be compared to those for the entire city, and the neighborhood's economic situation will be evaluated based on this comparison. Second, we will look at the commercial makeup of businesses in Ostiense and their target market.

Table 1 shows selected statistics about commerce and economics in Ostiense. Ostiense makes up about 0.2 percent of the City of Rome's residential population with slightly more than 0.2 percent of the work force for the city. Thus, Ostiense has a slightly larger labor force as a share of its total population than other neighborhoods in Rome (less than 1 one-hundredth of a percent). However, the unemployment rate is narrowly higher in Ostiense than in the city of Rome as a whole. Map 1 shows the distribution of unemployment throughout the neighborhood. Most of the workforce commutes within the city to places of employment while a small number of people commute out of the city, although these numbers are similar to those for the entire city.

Table 1: Economic and Commercial Statistics

| | OSTIENSE Neighborhood | ROME | % Of City Total |
|---|----------------------------------|-------------|----------------------------|
| Total Residential Population | 5377 | 2546804 | 0.20% |
| Male Residential Population | 2503 | 1199092 | 0.21% |
| Female Residential Population | 2874 | 1347712 | 0.21% |
| Total Labor Force | 2496 | 1127460 | 0.22% |
| Labor Force as Share of Total Population | 46.40% | 44.30% | |
| Total Non-Workforce | 2299 | 1092296 | 0.21% |
| Non-Workforce as Share of Total Population | 42.8% | 42.90% | |
| Male Labor Force | 1375 | 631307 | 0.22% |
| Female Labor Force | 1121 | 496153 | 0.23% |
| Unemployment Rate | 7.60% | 7.40% | |
| Residential population commuting daily within commune of residence | 2592 | 1228538 | 0.21% |
| Residential population commuting daily outside of the commune of residence | 86 | 46309 | 0.19% |
| Occupied in Agriculture | 39 | 14782 | 0.26% |
| Occupied in Extraction, Energy Production | 39 | 12429 | 0.31% |
| Occupied in Manufacturing | 194 | 97391 | 0.20% |
| Occupied in Construction | 105 | 53423 | 0.20% |
| Occupied in Commerce/Retail, Accommodations/Restaurants | 486 | 179908 | 0.27% |
| Occupied in Transport/Communications | 165 | 75638 | 0.22% |
| Occupied in Property, professional, entrepreneurial | 245 | 110166 | 0.22% |
| Occupied in Public Administration, defense, social security | 324 | 151074 | 0.21% |
| Occupied in Instruction | 144 | 83574 | 0.17% |
| Occupied in Health, Social Services | 156 | 83825 | 0.19% |
| Occupied in Public/domestic service, extraterritorial organizations | 226 | 84313 | 0.27% |
| Occupied - Entrepreneurs and free professionals | 153 | 91279 | 0.17% |
| Occupied - Self-employed professionals | 248 | 111729 | 0.22% |

Map 3: Unemployment Rate

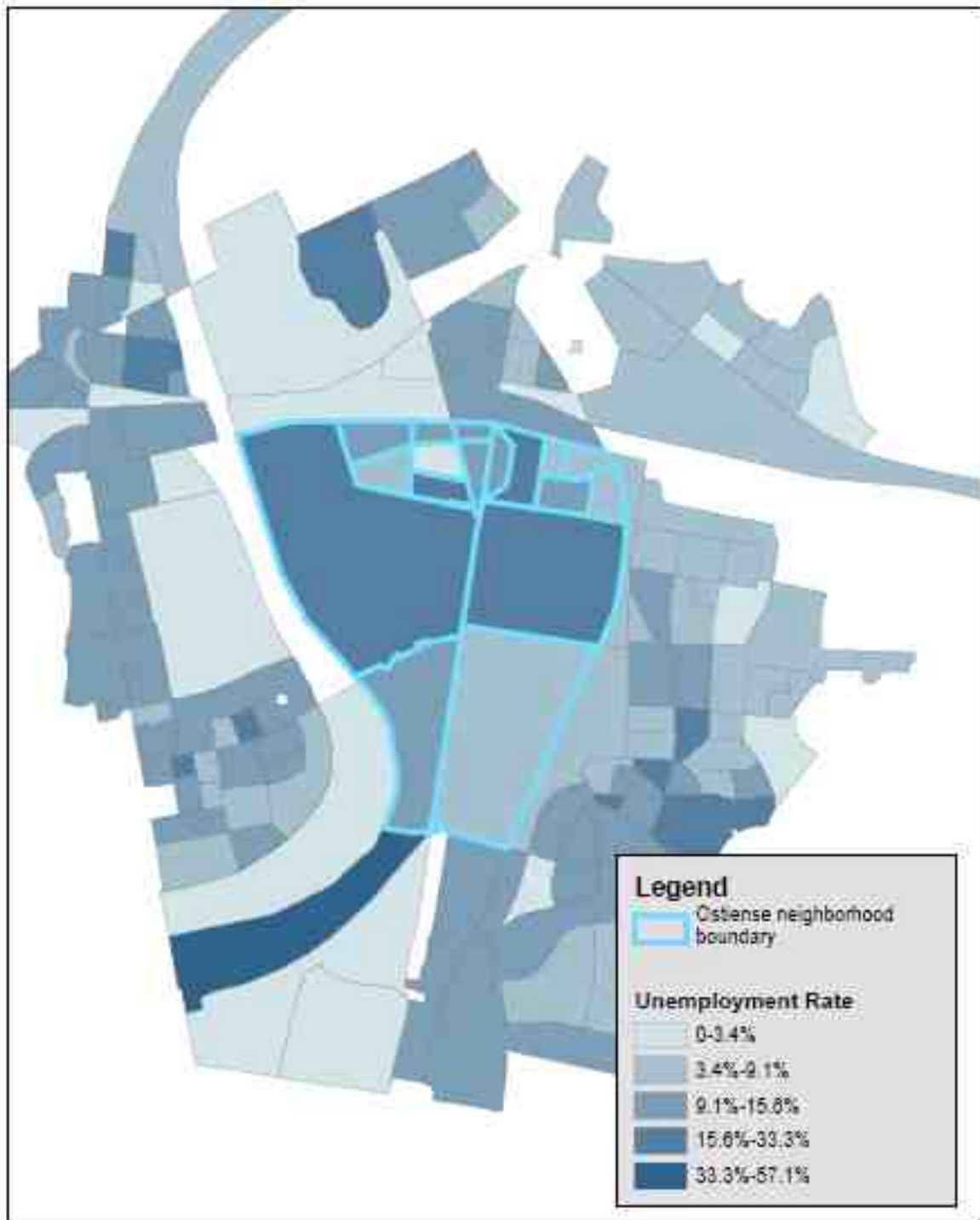


Figure 7 displays data on the occupations of Ostiense residents. We observe from the pie chart that a large majority of people in Ostiense (approximately 83% of the neighborhood's residents) is employed in the service sector. These jobs include working

in retail, hotels, restaurants, public administration, intermediation, and more. As is shown in Figure 8, the largest employment sector among service occupations is that of commerce, retail, accommodation, and food service with 27% of the neighborhood work force occupied in this sector. Public Administration, defense and social security make up another large share of service sector employment with 18%. When compared to the entire city of Rome, service sector employment appears to make up a greater share of employment in Ostiense. Occupations that have an above normal percentage of the city workforce are retail, accommodations, food service; agriculture; and energy production (likely due to the presence of Italgas in the neighborhood). Our qualitative observations of the neighborhood confirm the data on service sector employment in Ostiense. Ostiense has a great deal of local services, but there is little agriculture or manufacturing in the neighborhood.

Figure 7: Occupation by Economic Sector

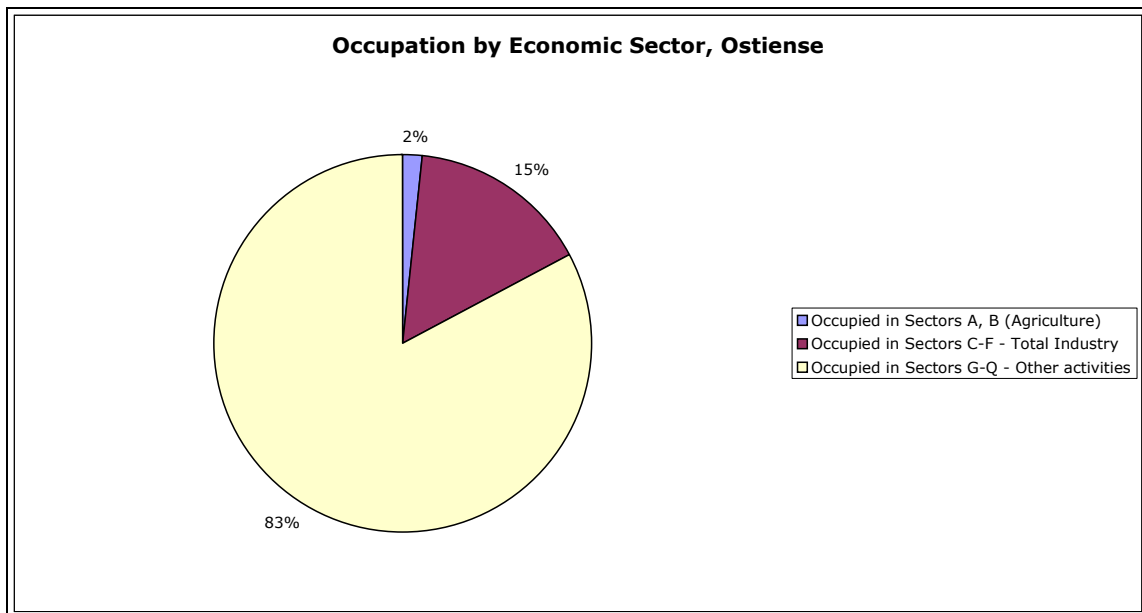
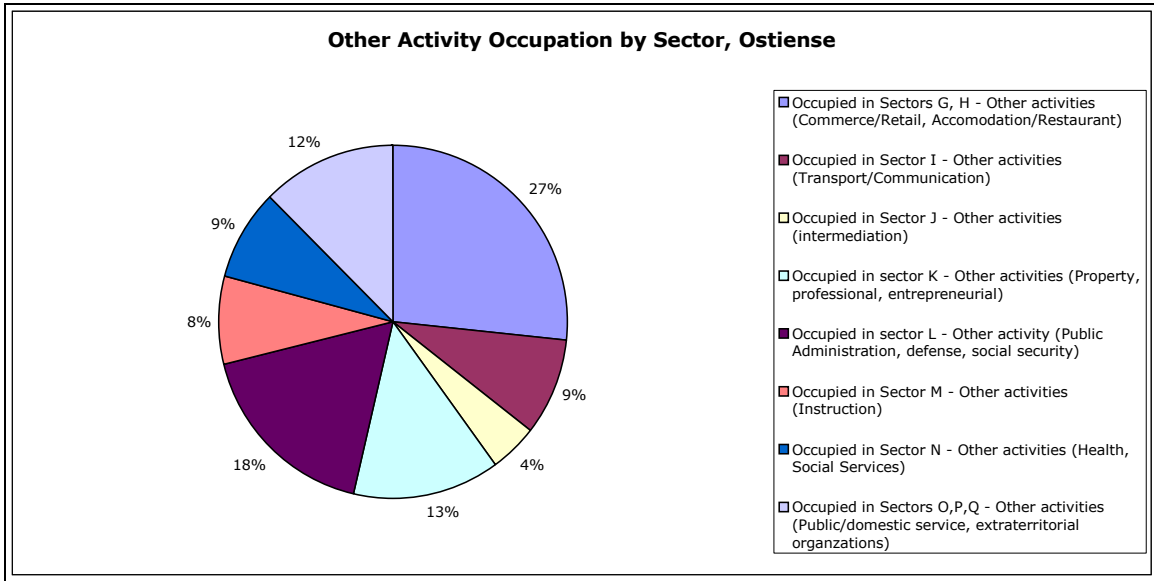


Figure 8: Breakdown of Service Sector Employment



Commerce in Ostiense can be divided into locally oriented neighborhood businesses as well as businesses that have a wider market audience throughout the city of Rome. Map 2 shows neighborhood and citywide businesses laid out throughout Ostiense, color-coded with regard to presumed market audience. Blue on the map indicates a business directed toward a local clientele, while red denotes a business aimed at a citywide clientele (purple indicates other important facilities within the neighborhood). From this distribution we can see that the majority of locally oriented businesses lie along the major streets of Ostiense, Via Pellegrino Matteucci and Via del Gazometro. The citywide oriented businesses, however, are located along the peripheral streets of the neighborhood such as Via dei Magazzini Generali and Via del Porto Fluviale. These citywide businesses include dance studios, nightclubs and specialty services and products. By locating in the peripheral areas they may gain some financial advantage in terms of taxes or property values due to the transitional nature of the neighborhood. Vacant industrial spaces appear to have been purchased or rented by these businesses

(probably at a lower cost than elsewhere in the city) and turned into entertainment venues. The locally oriented businesses consist of tobacconists, cafés, grocery stores, fruit and fish markets, butcher shops and Internet cafés. These businesses depend much more on visibility and location near to the local population. This may explain the corresponding locations of the two types of businesses.

Map 4: Citywide vs. Local Oriented Businesses



One important feature of neighborhoods of Rome that Ostiense lacks is an open market. Open markets exist in almost every neighborhood of the city and often define one neighborhood from the next. Although three open markets are located in surrounding neighborhoods, Ostiense's lack of one deprives the neighborhood of commercial opportunities, as well as the positive social interaction and networking that takes place in such public spaces. The impact on social interaction from lacking an open market will be explored further in the public space section.

Public Space

Most neighborhoods can be identified by a specific area of public space; a place that locals frequent and that defines the area's character. Ostiense, conversely, is in part defined by its *lack* of public space. When one traverses the streets of the neighborhood only buildings and parking lots are found. No central square or piazza, no open-air market bustling with shoppers. Very rarely, one stumbles upon a bench, but most often these are associated with bus stops and do not encourage casual gathering.

The notion of public spaces is vital for the health and development of a neighborhood. They are areas that anyone is allowed to frequent regardless of economic, social, or ethnic background, areas that create a space for citizens to communicate with each other and build relationships. The lack of formal discrimination within these spaces fosters interaction between existing neighborhood networks and ultimately creates a stronger community. If one considers the concept of informal public space as an area that is not a formal gathering place, but rather space that is open for public use, then several underutilized public properties can be found in Ostiense. The undeveloped and overgrown riverbanks are indeed public space. The sidewalks are public spaces. However, using this is a more superficial definition and lessens the importance of public areas within neighborhoods.

The situation within Ostiense is quite self-evident. People gather tentatively on sidewalks outside cafes or bars in groups of no larger than three or four. A few people linger near bus stops while others stride down the street. All give the impression that they are only briefly there, passing through to somewhere else. No open public area

within the neighborhood appears to be a destination. The implication is that Ostiense can take people places but cannot host them.

The lack of public space in Ostiense appears to be slated to change in the future. A large area within the neighborhood, the former general markets of the city, the *Mercati Generali*, is the focus of a large redevelopment plan. The Mercati Generali is located south of Via del Commercio and north of the Garbatella Metro station. In 1912 the Mercati Generali was designed as a large fresh food market, with construction completed in 1922. By 2004 the Mercati was abandoned and has remained as such until this time.

The Office for Metropolitan Architecture recently won the bid to redesign the space, with a timeline for completion in 2008. The new project will be an integration of the old buildings with some new areas. Plans aren't completely finalized, but speculation is that the new Mercati Generali will include at least a sampling of the following: parking, restaurants, retail, leisure, office, common space, cinemas, a football field, go cart track, sport arena, opera, congress, and music hall. The space will be a combination of both public and privatized areas.

The implications of such a large-scale redevelopment project for Ostiense are huge. The area of the Mercati Generali has historically always been an area of public space and still remains as the best candidate for such a place within the neighborhood. With the new model as an integration of public and private areas, there is potential for some stakeholders to attempt to impose privatized restrictions on the public areas. Should this occur, Ostiense will not be gaining the large public space that it anticipates.

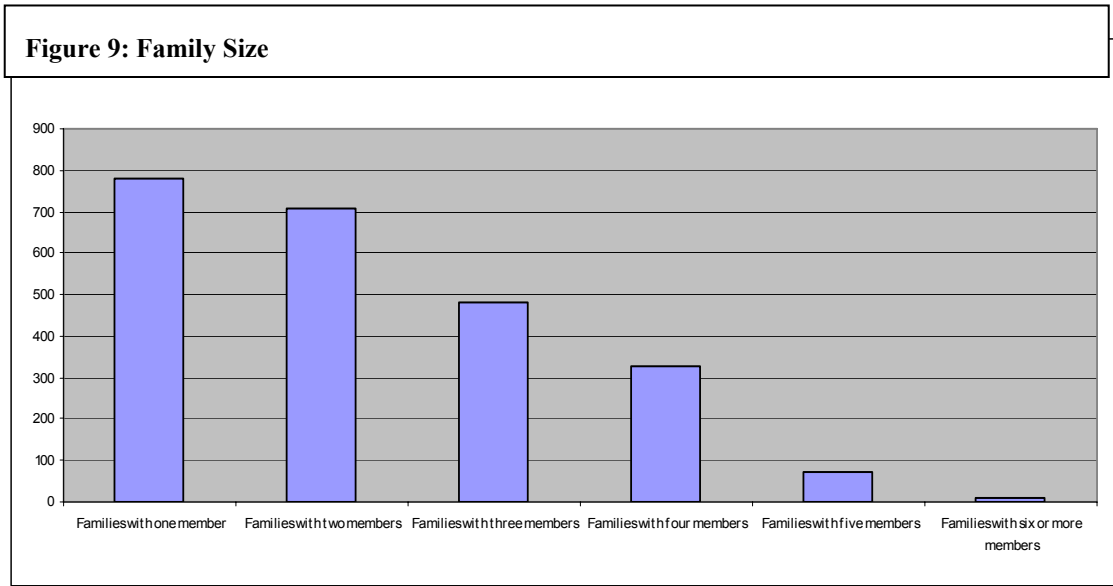
Additionally, the hope exists that the new Mercati Generali will act as a second "center" of the city. One might assume that as a second main nucleus within the city,

Ostiense will make attempts to further development of public areas, presumably with some as green space.

Social Inclusion and Housing

Social Inclusion

Social inclusion is an important element in any neighborhood. It is the process by which positive efforts are made to ensure that everyone in the community can have access to the same benefits in order to achieve and experience the same success. It also means that there must be a balance between the rights of individuals, while simultaneously increasing social cohesion. In this study, the number and composition of families, immigration patterns, and education levels will serve as indicators for the level of inclusion in Ostiense. These are all important gauges because they help to identify how residents in the community are interacting with one another and contributing to the overall cohesiveness of the municipality. This is extremely important because if fractioned, residents will not be able to receive all the benefits to which they are entitled. Additionally, by working together, residents can create an optimal living and working space for themselves.

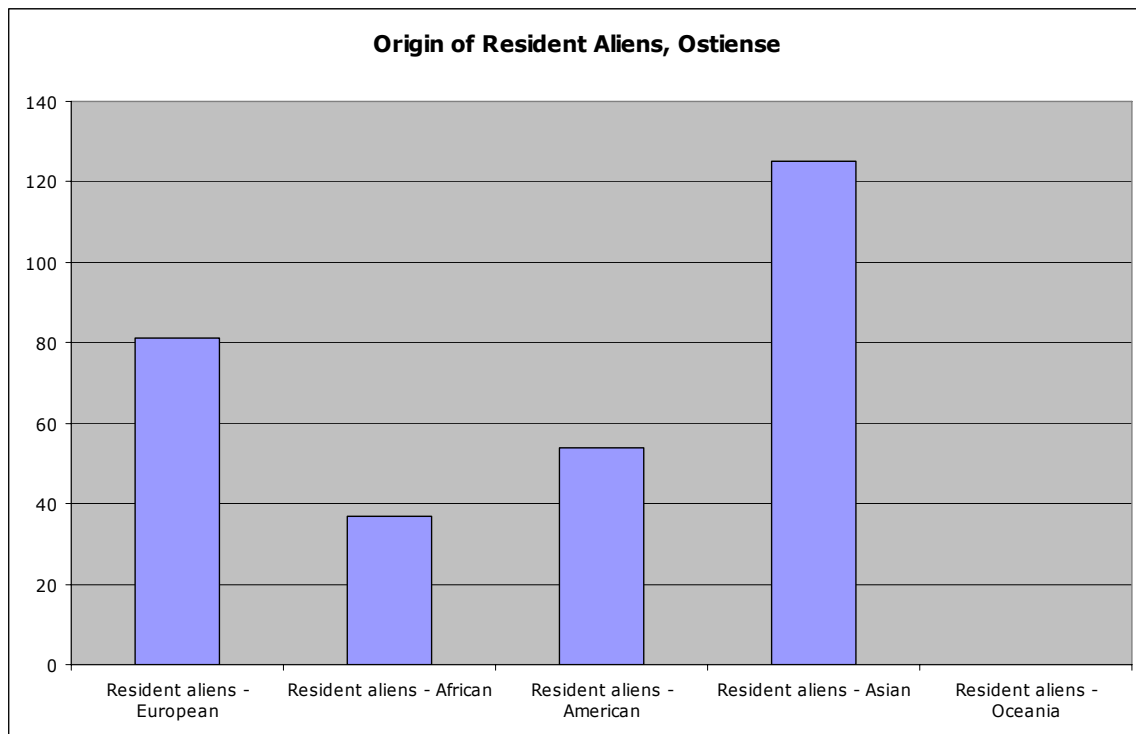


The number of families living in Ostiense serves as an indicator for social inclusion because it allows one to characterize and identify the types of people living in the community. Overall, the neighborhood is shifting from an industrial character to one that is more residential making the amount of families living here a vital statistic. The 2001 census data reports that there are 2,378 total families in Ostiense with approximately 2.3 people in each family. The total number of family members is 5,370 with there being 781 families with one member, 706 families with two members, 483 families with 3 members, 327 families with four members, 70 families with five members, and 11 families with six or more members. From this, we can see that a high proportion of the population is made up of unmarried residents. This could potentially be related to the fact that there are a large percentage of elderly people living in the neighborhood (462 are older than age 75) and these residents may no longer have family alive or nearby.

Additionally, the high number of single and two person families can be attributed to the close proximity of Ostiense to the University of Rome. Since the University is so

close to the neighborhood, many students have taken up residence here². The new investment in discotheques and other forms of nightlife brings singles and young people of different ethnicities together. Family size can also predict gentrification trends, as wealthier and more educated people are moving into the area. This will cause rents to rise and force people to purchase their apartments. It will also force those who can no longer afford their homes to make alternative arrangements such as co-habitation or movement to other municipalities.

Figure 10: Origin of Resident Aliens

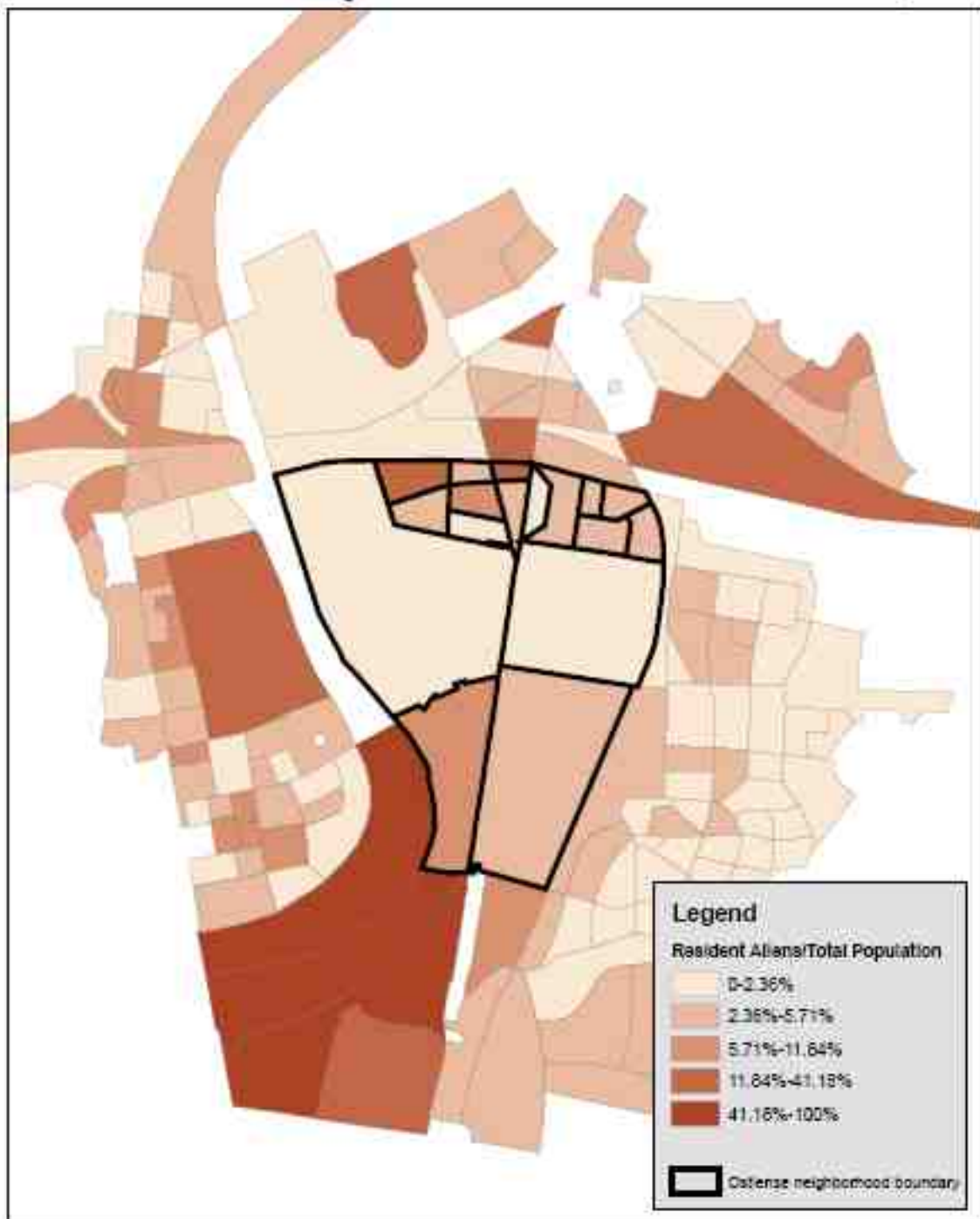


Besides family size, the ethnic make up of the Ostiense population contributes to the level of social inclusion in the neighborhood. The total number of native Italians living in Ostiense is 5,079, while the total number of resident aliens, or people of non-Italian citizenship, is 298, or 5.5% of the total population of the neighborhood. Of the total number of alien residents, 81 are European, 37 are African, 54 are American, and

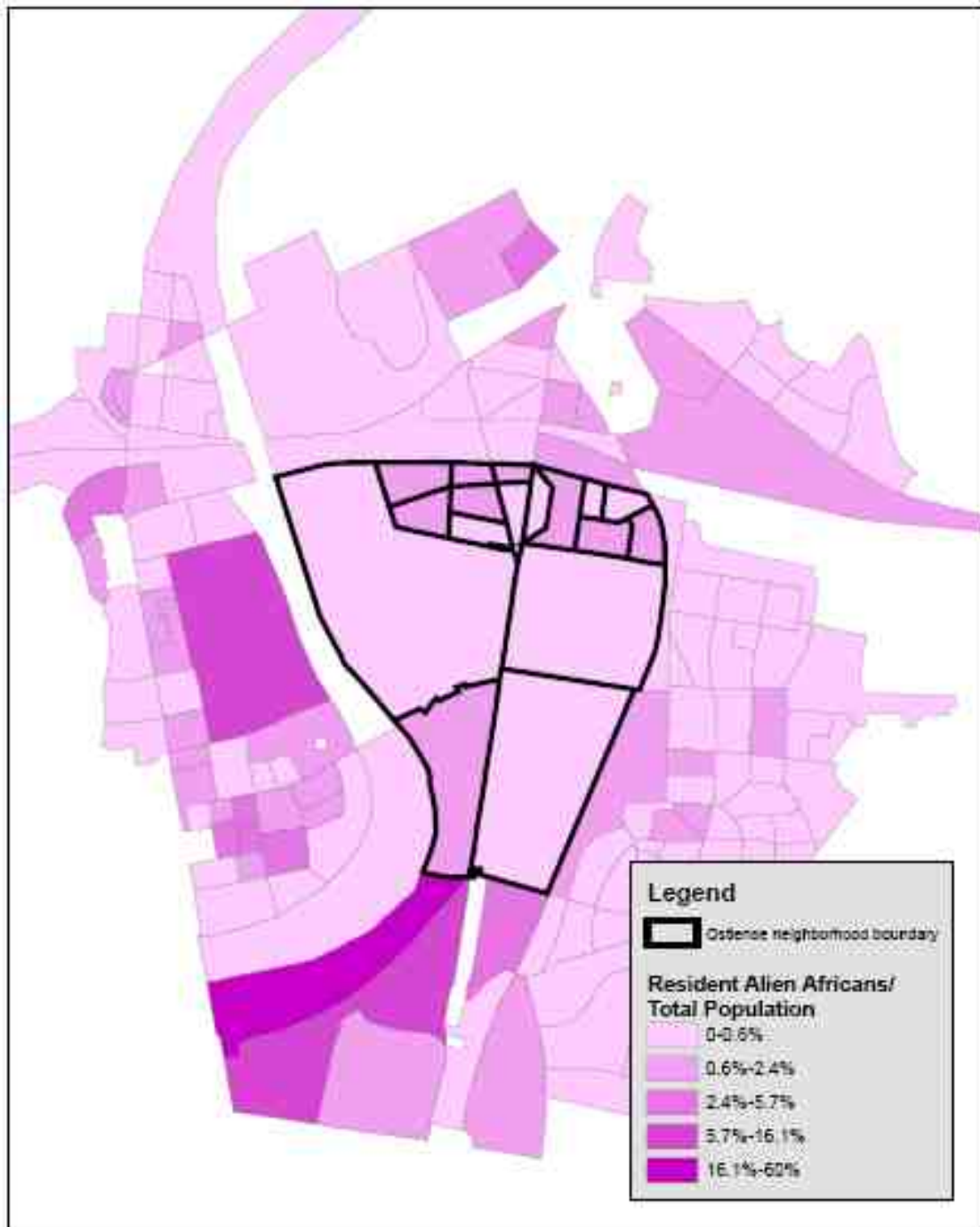
125 are Asian. Maps 5 through 7 show the distribution of resident aliens, African resident aliens, and Asian resident aliens throughout Ostiense, respectively. Despite a high level of neighborhood homogeneity, the municipality has adopted racially and ethnically inclusive policies such as using a participatory budgeting practice, allowing immigrant groups living in the neighborhood to voice opinions about how local money is spent. Additionally, local government has taken on immigration initiatives; the municipality has a specific office for this purpose where people of different origins can go to obtain special services.

The economic make-up of Ostiense provides more indication of social inclusion in the neighborhood. Ostiense is generally a middle-class neighborhood and there is little indication of poverty or economic hardship. Most residents of Ostiense do not move frequently. In fact, 5,104 residents have been living in the neighborhood for 6 years or more. It can be suggested that those who live in Ostiense are most likely living there because it is close to where they work; commuting patterns evidence this, since most residents of Ostiense commute to work within the city of Rome.

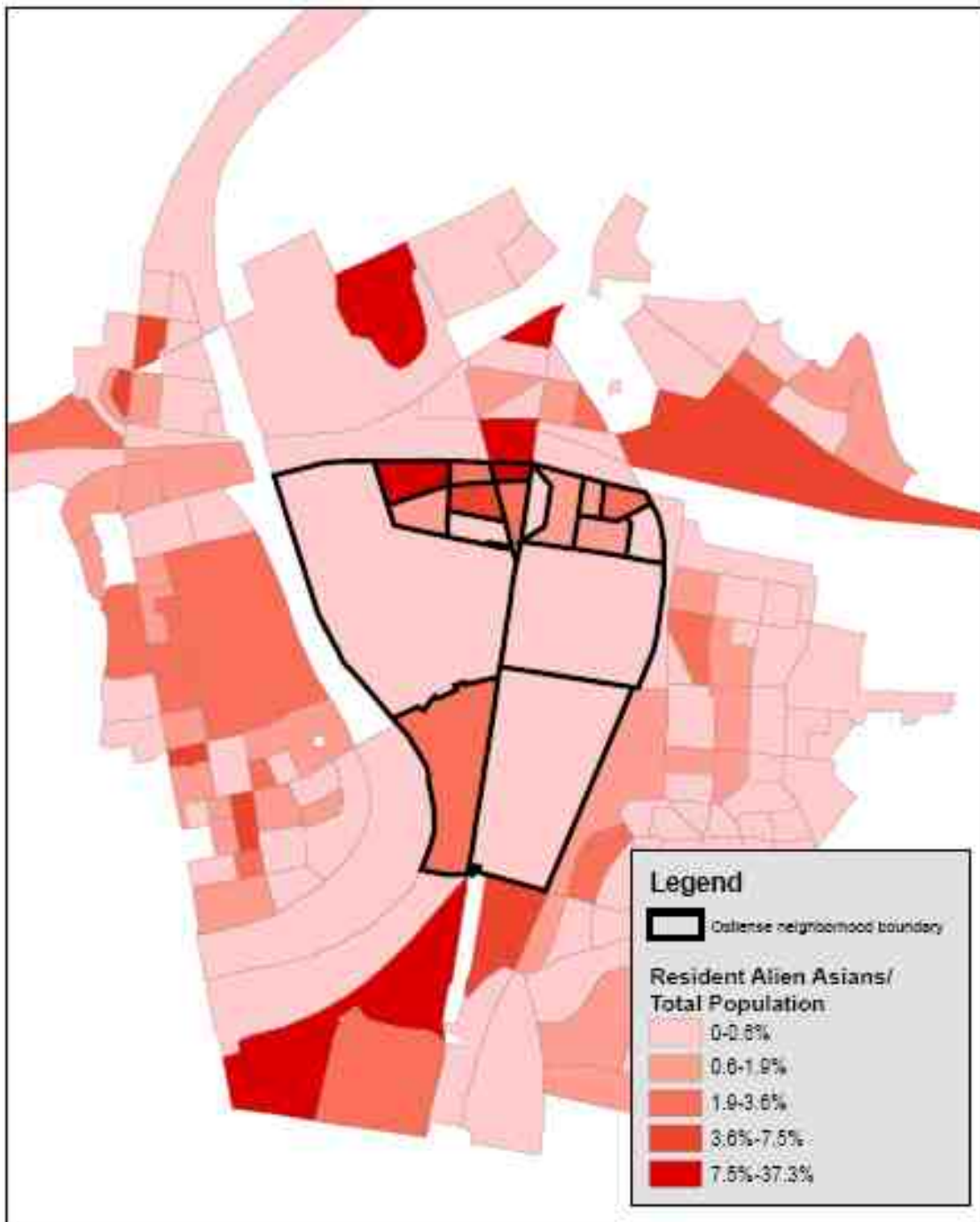
Map 5: Resident Aliens



Map 6: Resident Alien Africans



Map 7: Resident Alien Asians

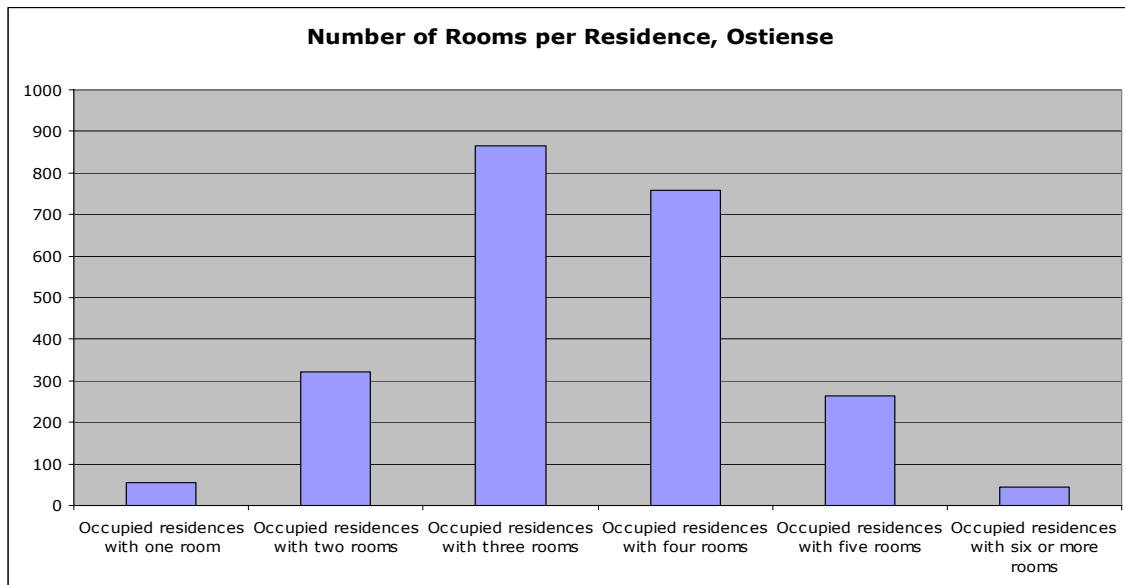


Housing

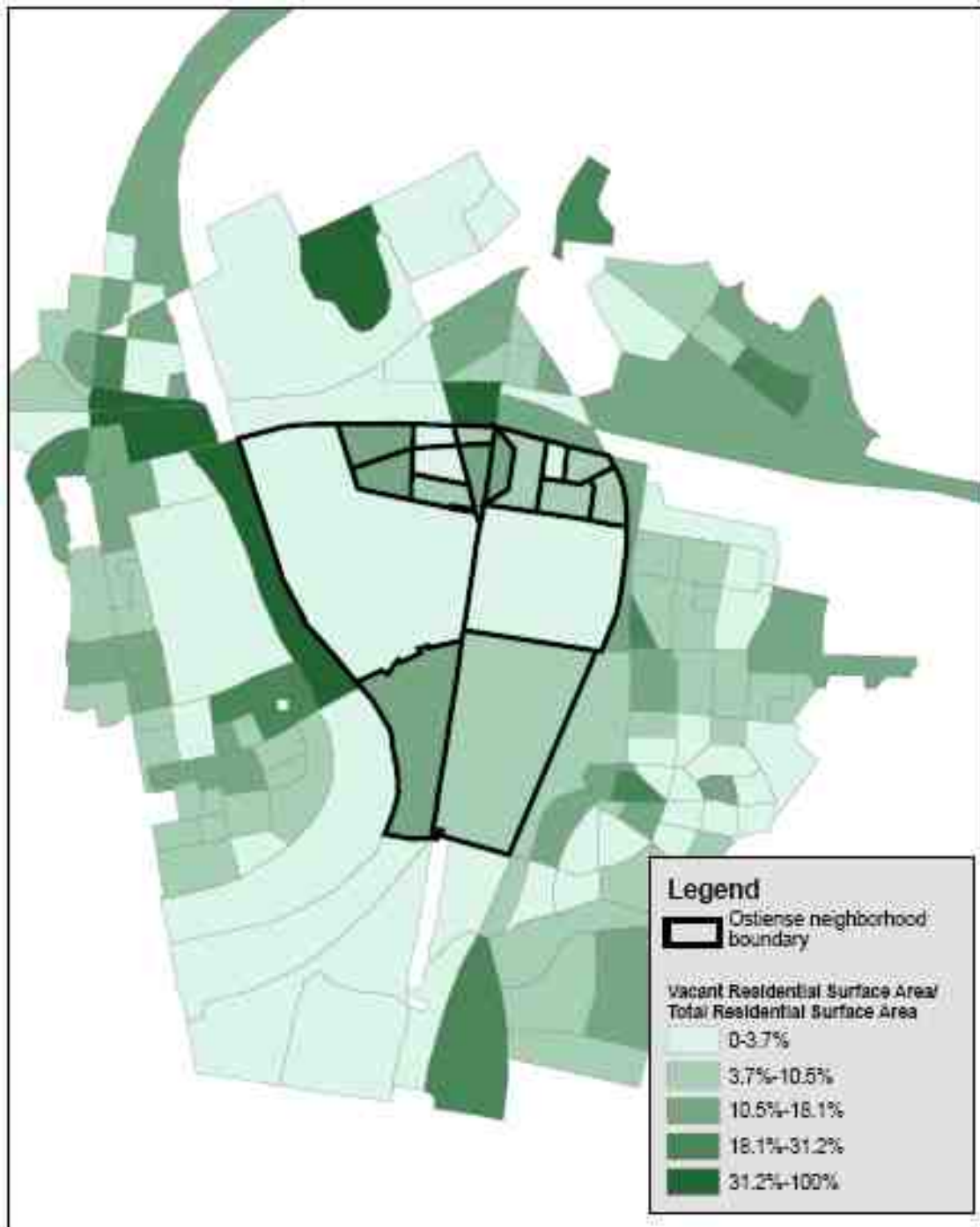
Upon qualitative review of the neighborhood, housing in Ostiense appears to be plentiful and of good quality, with almost no presence of homeless on the streets of the neighborhood. This section will provide a quantitative analysis of housing conditions and quality in the neighborhood.

Ostiense has a total of 2,546 housing units, 2,309 (91%) of which are occupied by a resident. Non-residents occupy an additional 1% of housing units, and there are 207 vacant residences in the neighborhood. Map 8 shows a distribution of vacant residential surface area. Ostiense has a rate of home ownership that is much higher than the rest of the city of Rome, at 56.7%. The clear majority of residences in Ostiense are moderately sized, with three or four rooms per residence. Very few residences in Ostiense have less than one or more than six rooms. A spatial distribution of the number of persons per room in Ostiense is shown on Map 9.

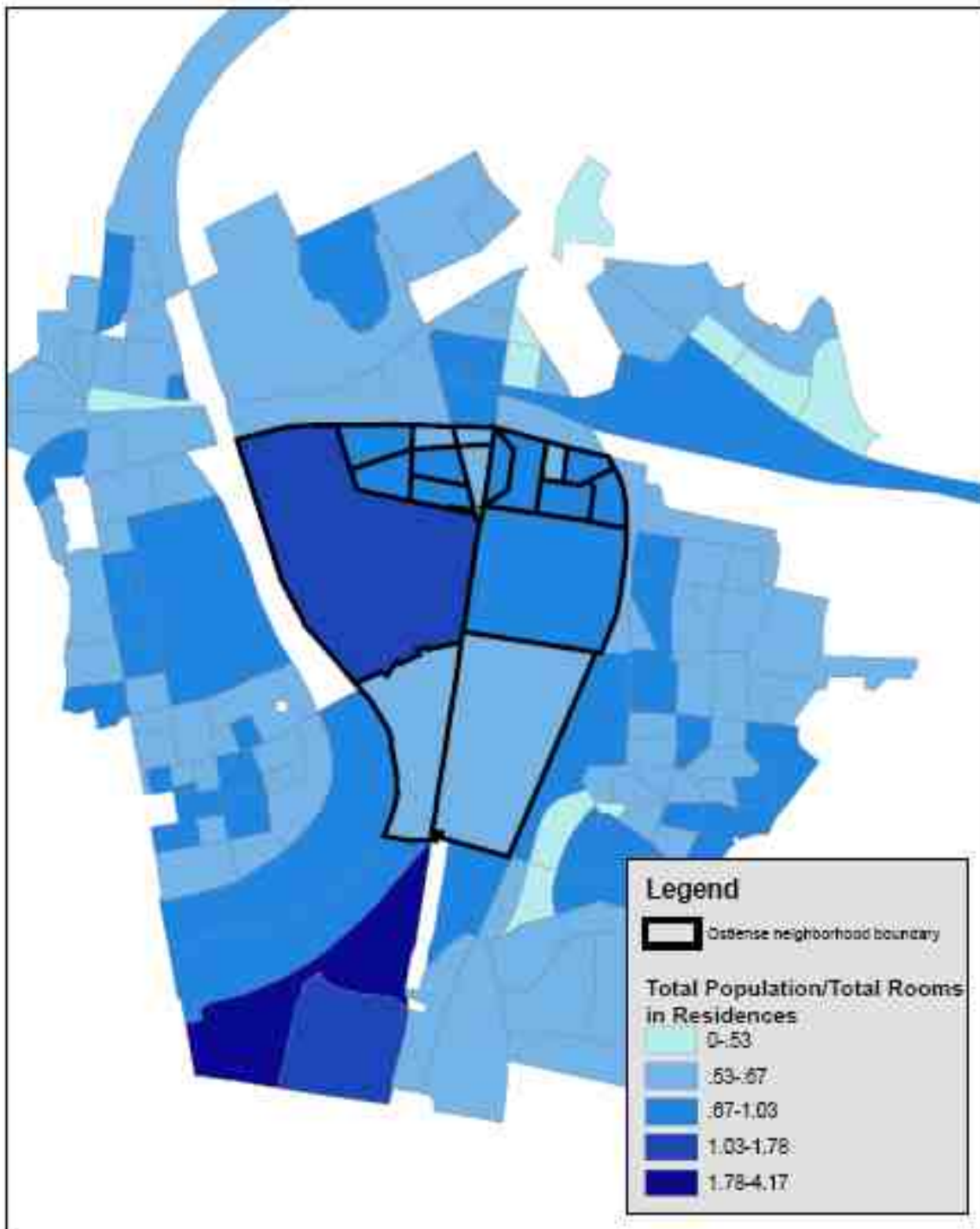
Figure 11: Rooms per Residence



Map 8: Vacant Residential Surface Area



Map 9: Persons per Room



Housing quality in Ostense appears to be relatively high when measured by a number of indicators. All residences in Ostense are supplied with potable water, and only one residence was recorded without indoor toilet. Fifteen residences in Ostense do

not have an indoor shower or bath facility. Over 80% of occupied residences in Ostiense are supplied with land-line phone service; while other residents may either not have phone service or may choose only wireless mobile phone service. In addition, 87% of occupied residences in Ostiense have some type of heating. Thus, housing in Ostiense appears to be adequate in both supply and quality, without a large portion of vacant or abandoned units.

Transportation

Ostiense is not only served by transportation, but is defined by it. Transportation networks create the neighborhood's boundaries, with rail lines on the north and east of the neighborhood and the river to the west. But transportation networks also serve the neighborhood, its residents, and those who travel through the neighborhood en route to places throughout the Commune di Roma and the region. Ostiense is served by three tiers of transportation networks and modes: (1) neighborhood transportation networks consisting of pedestrian-oriented infrastructure, (2) city transportation networks consisting of streets for automobile use, city buses, and the Metro subway system, and (3) regional transportation networks that include Rome's metropolitan commuter train system. We explore each of these tiers of transportation in Ostiense in this section.

Neighborhood Transportation

While the physical barriers that define Ostiense create obstacles to some aspects of neighborhood growth and development, the neighborhood's compactness makes the

area quite walk able. Sidewalks are provided on almost all streets of the neighborhood, giving pedestrians easy access between the neighborhood's residential and commercial areas, and also to bus and train stops. Sidewalks range from being narrow, approximately 6 feet wide on most of the neighborhood streets, to extremely wide, more than 10 feet on the main corridors such as Via Ostiense. In addition to providing safety for pedestrians, sidewalks also create space for social interaction and recreation. Park benches, trash receptacles, phone booths, and sidewalk café seating provide amenities for neighborhood residents and visitors. Street trees are provided in some areas of the neighborhood as a beautification measure to make the neighborhood more pleasant.

Pedestrian transportation in Ostiense and to surrounding neighborhoods appears to be hindered by some of the physical barriers discussed previously. In some areas of the neighborhood, crosswalks are not provided frequently along major street corridors; sometimes crosswalks are not provided at all. Specifically, crosswalks are nonexistent along the western area of Via del Porto Fluviale, the highly traveled corridor linking Ostiense and Trastevere. Heavy automobile traffic along the street makes crossing treacherous. Two crosswalks are provided along Via Ostiense at major intersections, but the width of the street also makes crossing dangerous. Slow-moving pedestrians and the physically disabled may find it difficult to cross the street safely, even at the crosswalks.

Pedestrian linkages to surrounding neighborhoods are few and far between. Pedestrians do not appear to frequent the underpasses provided into Testaccio at Via Ostiense and Via del Gazometro. The long, dark passageways provided underneath the train tracks may make pedestrians feel unsafe, especially at night. The only pedestrian links to Garbatella are along Via Pellegrino Matteucci or through the Garbatella Metro

Station. Although the sidewalks provided along Via Pellegrino Matteucci are wide and safe, the circuitous nature of the route across the railroad tracks may deter pedestrian traffic into Garbatella. The Metro station provides a pedestrian bridge across the railroad tracks, but its location south of the unused former Market and across a large parking lot makes access to the station difficult, and some may feel unsafe walking through the largely abandoned area at night. As discussed in our street study of Via del Porto Fluviale, the pedestrian link to Trastevere is via the Ponte dell'Industria. Pedestrian walkways along the bridge are narrow, and pedestrians are required to walk through a number of warehouse and industrial blocks to reach the bridge. Also, no public transportation networks run across the bridge or near to the bridge, thus reducing any reason for pedestrian travel across the bridge.

Bicycle transportation does not appear to be a popular local transportation option in Ostiense. The heavy automobile traffic on the streets seems to deter bicycles from using the streets. Also, the compactness of the neighborhood seems to make biking unnecessary, since even the residences furthest from the neighborhood business district are mostly less than four blocks away.

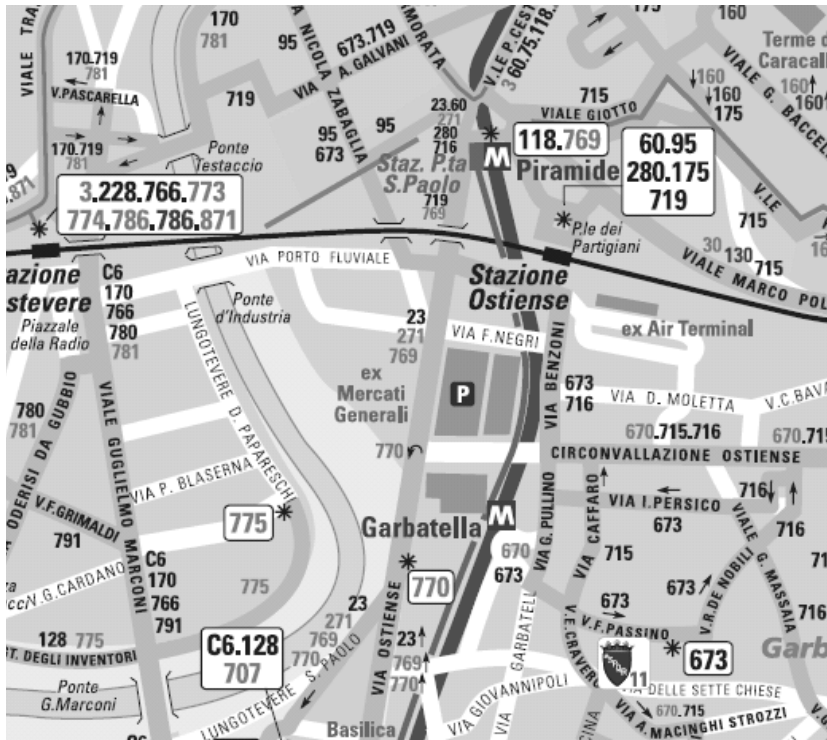
Intra-City Transportation

Ostiense is well-linked with the rest of the city of Rome. ATAC, the city's public transportation authority, operates bus lines and a subway line that serve the neighborhood. Following is a synopsis of these public transportation options and an overview of automobile traffic in Ostiense.

Buses

Bus lines serve Ostiense is along Via Ostiense and Via Pellegrino Matteucci. These lines primarily connect the neighborhood to surrounding neighborhoods, the University of Rome south of Ostiense, and the city center. Map 10 shows public transportation routes, including buses, in and near Ostiense.

Map 10: Public Transportation²



One of Ostiense's greatest apparent strengths is the neighborhood's accessibility via public transportation. Buses running along Via Ostiense serve destinations from the center of Rome to areas on the city's periphery, passing by Piramide, the University of Rome, the Basilica San Paolo, and other important destinations south of the neighborhood. Table 2 shows the bus routes serving Ostiense, the destinations accessible from Ostiense without bus transfers, the frequency of the routes operation, and some

² Map Source: ATAC S.p.A. Agenzia per la mobilità del Comune di Roma. <http://www.atac.roma.it/>.

basic ridership statistics. Generally, the elderly, young adults, parents with children, and the disabled ride the buses in Ostiense while people dressed for business appear to mainly utilize personal vehicles. Bus transfers at other major landmarks throughout the city allow easy access to Ostiense and places throughout Rome not listed on the table. In addition to frequent day bus service, three night bus routes also serve Ostiense: 40, 80, and 91.

Table 2: Bus Routes

| Bus Route | Destination(s) | Frequency (Daily) | % Full, Peak AM Rush Hour (Northbound/Southbound) |
|-----------------|---|-------------------|---|
| 23 | Marconi, Basilica San Paolo, Via Ostiense, Piramide, Testaccio, Lungotevere (City Center), Castel Sant' Angelo, Crescenzi, Piazzale Clodio | 133 | 90/70 |
| 271 | Marconi, Basilica San Paolo, Via Ostiense, Piramide, Testaccio, Circo Massimo, Colosseo, Piazza Venezia, Largo Argentina, Lungotevere, Castel Sant' Angelo, Musei Vaticani, Piazzale M. Lo Giardino, Piazzale Della Farnesina | 47 | 30/10 |
| 673 | Zama, San Giovanni in Laterano, Colosseo, Circo Massimo, Terme di Caracalla, Testaccio, Piramide, Garbatella, Rho | 57 | 20/20 |
| 716 | Ballarin, Tintoretto, Mirandolo, Carvaggio, Garbatella, Ostiense, Testaccio, Lungotevere, Teatro Marcello, Piazza Venezia | 124 | 20/15 |
| 769 | Piramide, Via Ostiense, Basilica San Paolo, Largo Leonardo da Vinci, Grotta Perfetta | 47 | 20/10 |
| 40N (Night bus) | Viale Europa, Cristoforo Colombo, Marconi, San Paolo Basilica, Via Ostiense, Piramide, Colosseo, Stz. Termini, Stz. Tiburtina, Piazzale Recanati | 9 | |
| 80N (Night bus) | Piazzale Amerigo Vespucci, Lungomare, Via Ostiense, Piramide | 8 | |
| 91N (Night bus) | Viale Europa, Via Laurentina, Piazza Navigatori, Via Ostiense, Piramide, Via Marmorata, Piazza Venezia, Via Nazionale, Stz. Termini | 10 | |

Ostiense's nearest Metro station is the Garbatella station. From Garbatella, passengers can take the Metro B line to Laurentina, Piramide, Stazione Termini,

Tiburtina, and Rebibbia. At Termini, passengers can transfer to the Metro A line, which serves Anagnina, Tuscolana, Flaminio, Valle Aurelia, and Battistini. Map 11 shows the Metro train service as well as the metropolitan commuter train routes.

Map 11: Metropolitan Railway System³



Automobiles are a popular transportation option in Ostiense, although they may create barriers to the neighborhood’s successful growth and development. Two of the

³ Map Source: ATAC S.p.A. Agenzia per la mobilità del Comune di Roma. <http://www.atac.roma.it/>.

city's main traffic arteries, Via Ostiense and Via del Porto Fluviale, intersect in Ostiense. From Ostiense, vehicles travel west into Trastevere, north into Testaccio, and south toward Marconi and Ostia. The width of Via Ostiense makes it very accommodating for the large volumes of automobile traffic. Traffic on Via Ostiense appears to be extremely heavy during morning and evening rush hour, while it is moderately heavy during the mid-day. Observed during the morning rush hour, Via Ostiense appears to move slowly during the heavy commuting hours, while traffic is much lighter during the middle of the day and at night. Heavy and high-speed automobile traffic, however, makes the neighborhood less pedestrian-friendly, as pedestrian safety is compromised at crosswalks and along busy streets. Additionally, there appears to be a high demand for what little parking exists in the neighborhood. Some parking garages are present in the more residential area east of Via Ostiense. Along Via Ostiense, cars are parked on both the right and left sides of the street's northbound and southbound lanes, hindering the movement of traffic through the neighborhood and detracting aesthetically from the area. Other streets in the neighborhood are generally at-capacity with parked cars for the majority of the day.

Metropolitan and National Transportation

Metropolitan transportation provided in Ostiense includes one urban railway and four regional railways. The four regional railways stop at Ostiense station, northeast of the neighborhood. Ostiense station is one of a limited number of railway stations in the metropolitan area offering automobile parking at the station. The Roma-Lido urban

railway stops at Piramide, immediately north of the Ostiense neighborhood. Table 3 shows the metropolitan transportation available in Ostiense.

Table 3: Train Routes

| Train Route | Destination |
|--------------------|---|
| FR1 | Fiumicino Airport to Orte via Trastevere, Ostiense, Tuscolana, and Tiburtina |
| Leonardo Express | Fiumicino Airport to Termini Station via Trastevere, Ostiense, and Tuscolana |
| FR3 | Ostiense to Viterbo via Trastevere, San Pietro, and Valle Aurelia |
| FR5 | Termini Station to Civitavecchia/Grosseto via Tuscolana, Ostiense, Trastevere, and San Pietro |
| Roma-Lido | Piramide to Ostia via Basilica San Paolo and EUR Magliana |

In addition to regional train service, the Trenitalia national train service connects to Ostiense station. Service is provided from Ostiense to other cities in Italy, including Palermo, Siracusa, Napoli, Firenze, Pisa, and Torino. Most trains to these destinations connect to Termini Station as well.

Conclusion

Our statistical and thematic analyses of Ostiense present us with yet another toolkit for understanding the neighborhood, its people, its physical characteristics, and its needs. We have used census and other quantitative data to learn more about the neighborhood that we had previously only been able to see based on simple observation. We have presented data collected from the neighborhood and have drawn conclusions about that data in order to present our understanding of Ostiense. We will use our qualitative and quantitative analyses of the neighborhood in the next phase of our study, which will involve conducting an urban policy analysis of Ostiense.

Chapter 4: Comparative Analytical Study

Introduction

This section will identify trends and neighborhood characteristics related to our continuing themes of commerce, public space and transportation, social inclusion, and generational replacement. Information regarding each of these thematic areas has been analyzed in detail and compared across the Rome neighborhoods of Ostiense, Flaminio and Magliana, using data and information collected by other Cornell teams. We have compared data collected on Flaminio and Magliana to our own study area, Ostiense, in order to distinguish between neighborhood trends and citywide trends.

Each section begins with a methodology section, describing the way in which data was collected and the general assumptions used in each neighborhood. Following this, we discuss the results of the data collection and analysis.

Commerce

Methodology

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 to ensure 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.

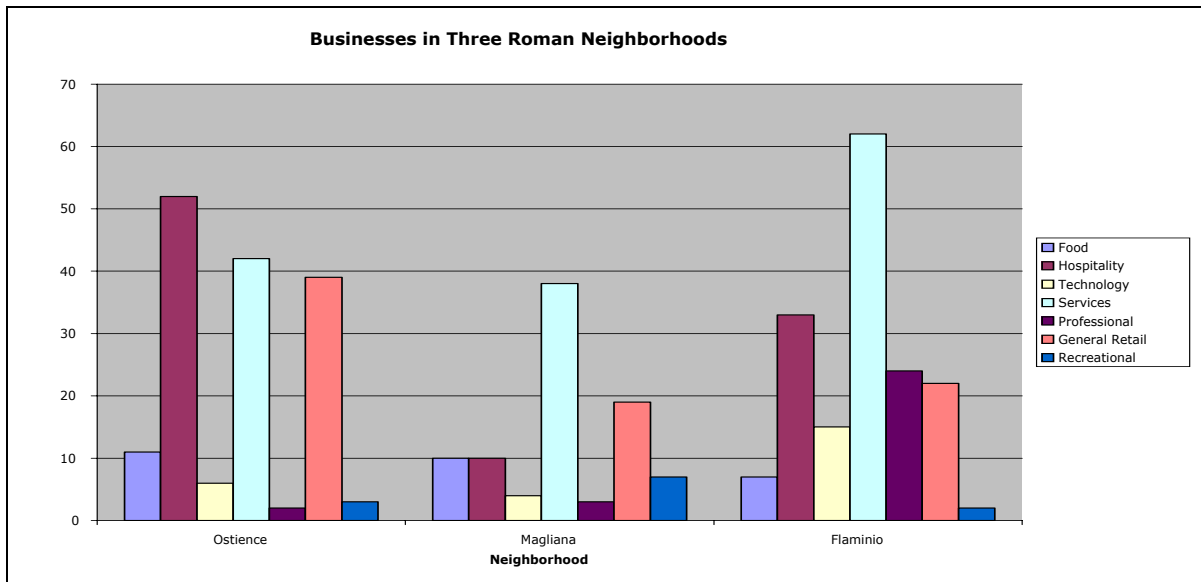
According to the main concerns of each neighborhood we categorized businesses in different ways. Citywide versus local in Ostiense, residential versus immigrant focused in Flaminio, and formal versus informal in Magliana.

For the Ostiense report each neighborhood’ commerce thematic group member was asked to categorize their businesses as either citywide oriented or locally oriented. In doing this we took into account a number of factors in defining businesses one way or the other. A locally oriented business is defined as one that looks to serve the resident population of that neighborhood, while a citywide oriented business is defined as one that depends on attracting people from outside the neighborhood. Each business was qualitatively analyzed through its products, apparent service, advertising, and location.

Results

Comparing the types of businesses in these three neighborhoods, we see that Ostiense has a significantly larger proportion of *hospitality* (52 businesses) and *general retail* (39 businesses) than Flaminio (33 and 22) and Magliana (10 and 19). The number of *food* (11 businesses in Ostiense) and *recreation* (3 businesses in Ostiense) businesses are similar to the other two neighborhoods (10 *food* businesses in Magliana and 7 in Flaminio), however the number of *technology* and *professional* businesses in Ostiense (6 *technology* and 2 *professional*) are much lower than in Flaminio (15 *technology* and 24 *professional*), and about the same as in Magliana (4 *technology* and 3 *professional*). Ostiense and Magliana have fewer *service* businesses (42 in Ostiense and 38 in Magliana) than Flaminio (62 *service* businesses).

Figure 12: Businesses in Three Roman Neighborhoods



Looking at the citywide versus local orientation of businesses we see that Ostiense has a much larger percentage of businesses directed toward attracting clients

from across the city than Magliana (31 percent) and Flaminio (26 percent). In fact, over half (53 percent) of the businesses in Ostiense are oriented towards a citywide clientele.

Table 4: Local vs. Citywide Oriented Businesses

| <i>Local vs. Citywide Oriented Businesses</i> | | | | | | |
|---|----------|-----|----------|-----|----------|-----|
| | Ostiense | | Magliana | | Flaminio | |
| Local Oriented | 75 | 47% | 94 | 6% | 122 | 74% |
| Citywide Oriented | 83 | 53% | 42 | 31% | 43 | 26% |
| Total Businesses | 158 | | 136 | | 165 | |

Conclusion

This data suggests that Ostiense’s commercial activity is more focused on serving the people moving through the neighborhood (i.e. commuters and tourists) than the people residing in the neighborhood, which contrasts greatly from Flaminio and Magliana. This supports our conclusions throughout this study that Ostiense is a neighborhood in transition. The lack of cohesion within the neighborhood, including the neighborhood’s lack of a public market and constant presence of through traffic is a likely reason why Ostiense’s commercial activity is supported so heavily by business that cater to clientele from outside of the neighborhood itself. However, new development projects in Ostiense, such as the redevelopment of the Mercati Generali, may result in the creation of new neighborhood-oriented businesses that have not previously been able to sustain themselves in the neighborhood.

Public Space and Transportation

Methodology

Prior to investigating public space and transportation within the three study areas in Rome, our thematic team developed a methodology for assessing various aspects of the neighborhoods. In order to gain a quantitative sense of public space in each of the study areas, the team decided to make a distinction between formal public spaces and informal public spaces. Formal spaces were easily classified as piazzas or markets, whereas informal spaces proved harder and more subjective to define. Each member determined areas that appeared to be gathering points for residents within the neighborhood while additionally recording the number of benches not associated with bus stops as a means of quantifying informal public spaces.

When examining transportation within the neighborhoods, the team looked to gauge the level of access and service in each of the individual areas. First the team identified the number of bus lines that ran within the designated areas and evaluated whether they were local or through transit. Next the team counted the number of bus stops within the areas, the frequency with which they stopped, and where they stopped. Finally, transportation service within the neighborhoods was compared by dividing the total number of bus stops in each of the study areas by the total population of that area. In addition, each member looked at the presence of light rail, train lines, bike racks, and parking.

Analysis

Underserved in both public space and transportation, Ostiense undeniably lags behind the other study areas. Ostiense has no piazza, while both Magliana and Flaminio contain two each. Informal public space appears to exist in two locations in Magliana, one in Flaminio, and one in Ostiense. All of the neighborhoods contain approximately 6 non-bus associated benches, though Magliana and Flaminio both contain more within their piazza areas.

In terms of per capita bus stops, Ostiense's number is grossly below the other neighborhoods at 0.093 per 1,000 residents (Magliana is 0.631 per 1,000 and Flaminio 4.485 per 1,000). In addition, Ostiense has no light rail and no train station within the study area. This is not the case in the other two neighborhoods. When one examines parking, Ostiense again rates as under serviced when compared to the other neighborhoods; containing one lot with a limited number of spots designated to free parking (Magliana has roughly 10 parking lots, Flaminio has 4). Bike traffic appears to be a low transportation priority for the city, as none of the neighborhoods contained bike racks.

This comparative data supports previous conclusions that we have drawn about the Ostiense neighborhood. Within the other two study areas, buses or light rail run throughout the neighborhoods as a means of serving the local population. In Ostiense however, there is no light rail and buses do not navigate side streets. The only two places the buses stop in Ostiense are along Via Ostiense and Via Pellegrino Matteucci, the main thoroughfares of the neighborhood. The bus lines that traverse Ostiense are solely

moving through the neighborhood, not serving it. When this fact is examined alongside the low number of available parking spots, it becomes clear that Ostiense is not viewed as a destination within the city. Public transportation does not easily bring people into the neighborhood and the parking situation makes it difficult to drive into the area as well.

The lack of a piazza or formal public space within the neighborhood may be an underlying factor for the lack of service. Without public space, there is no destination point within the neighborhood, and thus no reason to create means of access. The city sees no need to provide ways for people to get to Ostiense and stay there because currently, the neighborhood has no draw factor. As redevelopment of the Mercati Generali occurs, it can be anticipated that this situation will change.

Included in the redevelopment plan is a large parking garage that will contain multiple levels. However, a main goal for the new Mercati is to create a youthful and cultural center, or a sort of 'second nucleus' within the city. The majority of young people do not own cars and therefore they will not be driving to the Mercati. Thus, if the city wants the new Mercati to actually attract youth, and presumably tourists, it will need to increase public transportation to the area. Whether or not the city decides to add more bus stops and bus lines to Ostiense could become a determining factor for the success of the new Mercati Generali.

Social Inclusion

Two important indicators used to measure social inclusion are age and ethnic make-up. These factors are important because they can forecast trends of community interaction between residents and help to explain the lifestyle choices of the families that live in a certain area. In our analytical study, we used these factors to evaluate social inclusion in Ostiense. We also looked at events advertised on posters and billboards, in addition to the associations in which residents participate, to help us determine the types of activities that are available to the neighborhood's inhabitants. Based on our observations, we were able to draw conclusions enabling us to determine the successfulness of Ostiense in terms of social inclusion.

Methodology

The methods used for this study were fairly simple. We used a convenience sampling method that entailed recording data in two locations: a commercial (private) space and a public area. This was done to see if the number of elderly people and immigrants changed depending on location. The commercial space was Doppio Zeroo, a cafe on the corner of Via Ostiense and Via Gazometro. The public area was at the bus stop on Via Ostiense. Since there is a lack of open space in Ostiense, the bus stop was a prime location for people to congregate. The data was collected between 11 A.M. and 12 P.M. in Doppio Zeroo and between 12:10 P.M. and 1 P.M. at the bus stop.

We defined elderly people as those over the age of 65; although this number is an approximation since we did not stop the people we were counting to ask them their exact

age. For the immigrant data, we followed the census to determine the ethnicities we regarded. Included in this study are: Asians, Africans, Americans, and Europeans other than Italian. Again, this data may not be exact since the methods used were purely observational and we were not interacting with any of the subjects that we counted.

We also looked at the posters that were hanging in the neighborhood, as well as the number of associations that exist there. This was done in an effort to help gauge the amount of social activity in Ostiense. We counted the number of employment agencies and citizen centers that are located in the neighborhood to see how the local government promotes jobs as well as the level of participation within the community.

Results

Table 5: Results of Ostiense Neighborhood Observations

| | Elderly | American | African | Asian | European |
|-------------------|----------------|-----------------|----------------|--------------|-----------------|
| Commercial | 21 | 0 | 4 | 0 | 3 |
| Public | 6 | 0 | 6 | 0 | 4 |

Commercial Space (Elderly):

Many different people entered the cafe, the majority of which were middle aged. From our observations, it seemed that most were stopping in to have a morning coffee. The patrons varied; some of the customers had Italgas uniforms on, while others were wearing business suits. We counted seven elderly people dining or having coffee in the cafe, and observed 14 elderly people walking past the windows onto Via Ostiense and Via Gazometro. Two of the 14 people we observed on the street had small children with

them, most likely their grandchildren that they take care of so their own middle-aged children can work.

Commercial Space (Immigrants)

Most of the customers located in the cafe seemed to be Italian; we saw very few immigrants. We did not see any Asians, only four Africans, no other Americans besides us, and three other Europeans who were speaking Spanish. Looking out the windows onto the streets, we saw no Asians, one African, and were unable to determine if we saw any other Americans or Europeans because we could not hear what language they were speaking.

Public Space (Elderly)

At the bus stop on Via Ostiense, most of the people waiting for the bus were middle-aged and dressed in business attire. There was also a schoolteacher with a group of approximately 20 children who were most likely going on a field trip. We saw six elderly people waiting for the bus. Two were female and one was carrying grocery bags.

Public space (immigrants)

There were more immigrants at the bus stop than in Doppio Zeroo, but not many. We did not see any Asians, six Africans, no Americans, and four Europeans speaking Spanish. The remainder of the approximately 30 people we saw were Italian.

Analysis

Overall, the results we obtained were concurrent with past examinations of the neighborhood. According to the 2001 census data, there are 1,064 people living in Ostiense aged 65 and up. There are 5,079 Italians living in Ostiense, 125 Asians, 37 Africans, 54 Americans, and 81 Europeans that are not Italian. Thus, the people we saw represented 2 percent of the elderly population, 0 percent of the Asian and American population, 27 percent of the African population, and 8 percent of the non-Italian European population.

Another important element for our research model was the ability to distinguish between commercial and public spaces. This was vital because we wanted to know whether or not immigrants or elderly people felt intimidated entering commercial areas. Doppio Zeroo is one of the few upscale cafes in the area. Most of the other places to eat are more localized and only serve coffee, alcohol, and a small selection of chips and sandwiches. Thus, we feel that many people, especially middle-class men and women who work in the area are attracted to this location because it has a contemporary atmosphere. As a result, it may detract an immigrant crowd. As it became closer to lunchtime, the cafe became more crowded with predominately ethnic Italians.

Additionally, the bus is a popular mode of transportation that everyone uses. We saw very few people at the bus stop, most likely because of the time of day. We did see more elderly people as well as a wider variety of ethnicities at the bus stop than at the cafe.

Another tool used to help determine social inclusion in the neighborhood was observing the posters on street corners and buildings. Many of the posters were for

nightclubs or bands that would be performing at clubs in the area, such as Alpheus. Other posters were about governmental meetings or ways to get involved in local activities, such as English language or computer lessons. We did not observe any posters that were specific to a certain ethnic or immigrant group. However, none of the flyers seemed to be exclusionary, and were open to the entire community.

In regards to associations in the neighborhood, there were two employment agencies located on Via Ostiense. This shows us that the community is working hard that residents have places to work so that they can support themselves. Associations were more difficult to find, although there is an office of the Democratic Socialist party on Via Gazometro and the Commune di Roma website reports that there are public assembly meetings in which residents can learn about neighborhood activities, issues, and voice their opinions. There is also a newspaper that is specific to Municipio XI. This newspaper reports on local, citywide, and international events and problems such as diversity in the neighborhood. There was one elderly association on Via Ostiense in which people gathered to talk and play cards with one another, a sign of positive community interaction.

Comparisons with Flaminio and Magliana

Flaminio

Reflecting on the data collected from the three neighborhoods, it is apparent that they are all extremely different in terms of social inclusion. While Ostiense has very low numbers of immigrants, according to Istat data, Flaminio is comprised of approximately 2 percent foreigners. Despite this low number, many immigrants enter the neighborhood

during the day to work. The data was collected on a weekday morning in one public and one commercial location: Piazza Mancini and in a cafe on Via Pinturicchio. Thus, the piazza has become a place for immigrants to congregate, eat lunch, and interact. Meanwhile, the commercial space on Via Pinturicchio is a less likely place for people to mix with one another.

Table 6: Data for Piazza Mancini

| Italian Men | Non-Italian Men | Italian Women | Non-Italian Women |
|-------------|-----------------|---------------|-------------------|
| 23 | 1 | 10 | 1 |

Table 7: Data for Via Pinturicchio

| Italian Men | Non-Italian Men | Italian Women | Non-Italian Women |
|-------------|-----------------|---------------|-------------------|
| 12 | 0 | 9 | 2 |

This data shows that open space is an important part of social inclusion because it brings people together. The dominant immigrant group in Flaminio is Filipino, and is visible in the piazza during the day. With regard to immigrant associations, little evidence of them exists in the neighborhood. The only inclusionary activities that seemed to be offered were language lessons given at the public library. The lack of associations could be attributed to the low number of immigrants in the area, which parallels the findings in Ostiense. There is also no sign of job training or any employment agencies. As a result of these findings, people are forced to form their own connections with one another.

Magliana

Compared to Ostiense and Flaminio, Magliana contains a high number of legal immigrants: approximately 8 percent according to ISTAT data. Of this number, Filipinos comprise the majority, with the Bangladeshi and Egyptians following close behind. In this study, data was collected in the public area, Piazza Fabrizio de Andre, which is located in the center of the Magliana neighborhood and is accessible to all. The commercial space data was taken at a cafe located along Via della Magliana.

Table 8: Data for Magliana

| Demographic Group | Percentage of Total Population | Percentage of Visitors to Piazza | Percentage of Visitors to Café |
|-----------------------|--------------------------------|----------------------------------|--------------------------------|
| White Italians (0-65) | 76.28% | 76.53% | 63.33% |
| Elderly (65+) | 16.27% | 17.48% | 36.66% |
| Asians | 2.38% | 2.87% | 0% |
| Africans | 1.51% | 0% | 0% |
| Europeans | 1.63% | | |
| Americans | 1.1% | 0% | 0% |
| Roma | n/a | 3.12% | 0% |

This data represents the results of the survey. The majority of the residents are

Italian, with the next highest percentage being Asian. Despite the large number of immigrants, evidence also shows that there is a lack of organizations and associations for the specific immigrant groups. This can be attributed to differences in political views or competition between groups striving to better themselves and their lives. However, as in Ostiense and Flaminio, immigrants have access to programs that seek to facilitate their integration into Italian society and economy. The *Comunita della Magliana* sponsors a free language course two nights a week as an example of such a program.

Like in Ostiense, the local government has also supported job-training programs. The *Informa Gioanvi* and the *Centre Direttamento Lavoro (CDL)* are not directly linked to the immigrant community but provide residents with assistance in establishing entrepreneurial activities. The *CDL* is also open to all and helps entrepreneurs establish their businesses, allowing immigrants the same opportunities as Italians.

Conclusion

Overall, it can be concluded that our observations for Ostiense concur with the census data. Despite our inability to interview the subjects in order to determine their exact nationality and age presented, our convenience sampling method allowed us to examine and compare the levels of social inclusion in Ostiense with Magliana and Flaminio. There are very few immigrants in Ostiense as compared to the other localities because it is a middle-class neighborhood; it is not a place where immigrants gather when they first move to Rome. The presence of Italians in the neighborhood is much greater than the number of immigrants because so few immigrants contribute to the make-up of the local population. Immigrants also do not assemble here due to their low numbers and,

more importantly, because of the lack of open space available. Additionally, an aging population characterizes the municipality, which was evident from our observations in the cafe as well as at the bus stop. From this we can conclude that the number and amount of elderly people seen in the study are far under represented as compared to the percentage of the elderly people in the resident population. Since the presence of associations in Ostiense is small, developments such as the Mercati Generali in the near future can serve to create more social space in Ostiense. It will also provide jobs for residents as well as a place for everyone to congregate, share ideas and beliefs, and interact with one another on a social level.

Generational Replacement

Methodology

We use the term “generational replacement” to describe the process by which the neighborhood changes, primarily in a socioeconomic sense, over time. Using a specific set of indicators, we will compare data on the process of neighborhood change in Ostiense with similar data for two other neighborhoods in Rome so as to better analyze it in the context of the entire city. In order to provide a consistent measurement of neighborhood change and to accurately compare Ostiense to other neighborhoods in Rome, we worked with individuals studying the Flaminio and Magliana neighborhoods to identify a set of indicators of generational replacement that can be used as comparison tools across the three neighborhoods. The indicators we chose were selected because they show us specific aspects of the wide topic of generational replacement, which then allow us to make inferences about our individual neighborhoods. We elected to look at the following indicators of socioeconomic makeup and change in each of the three neighborhoods: (1) current real estate prices, (2) owner- versus renter-occupied housing over time, (3) population age distribution over time, (4) residential utilities and amenities, (5) professional employment, (6) and age of building structures. Each of these indicators will be explored in greater detail, with specific attention to Ostiense, in subsequent pages.

Table 9: Current Real Estate Prices

| | <i>Minimum Value</i> | <i>Average Value</i> | <i>Maximum Value</i> |
|-----------------|----------------------|----------------------|----------------------|
| Magliana | € 190,000 | € 320,000 | € 450,000 |
| Flaminio | € 370,000 | € 653,000 | € 800,000 |
| Ostiense | € 270,000 | € 352,000 | € 435,000 |

Current real estate prices are one indicator of a neighborhood's economic status and makeup. Ostiense appears to be a moderately-priced neighborhood when compared with Magliana and Flaminio (see Table 9). While Ostiense's average real estate price is just €32,000 higher than that of Magliana, housing is much less expensive than that of Flaminio, which has an average current real estate asking price of €653,000. Although Ostiense's minimum current real estate price is €80,000 more than that of Magliana, Ostiense has the lowest maximum real estate price of the three neighborhoods. It would likely be more fruitful to find changes in real estate prices over time; however, the current real estate prices represent one measure of neighborhood wealth.

Home ownership is another important measure of neighborhood affluence; we associate higher levels of home ownership with greater affluence. The comparative data is slightly misleading, since the census appears to give heavily inflated numbers for owner-occupied housing units in 2001 in Magliana (omitted from this section). However, we can determine that Ostiense has seen a significant growth in the number of owner-occupied housing units between 1991 and 2001, with rates of owner occupancy jumping from just over 40 percent (decide if you're writing out 'percent' or using the symbol, then be consistent in your whole document) to almost 57 percent. Magliana and Flaminio had owner occupancy rates of 54.8 percent and 49.9 percent, respectively in 1991. Flaminio also saw a rapid increase in the number of owner-occupied homes—although the increase was not as drastic as that in Ostiense—with the owner-occupation rate increasing to 60.6 percent by 2001. Increasing owner occupation of housing indicates higher rates of home ownership, and thus increased wealth in a neighborhood. Like Flaminio, Ostiense's home ownership rate has grown tremendously over the course of the ten year period

between 1991 and 2001 as part of Ostiense's transition from industrial and warehousing district to a more affluent, desirable neighborhood.

While age distribution does not necessarily indicate economic wealth, it is another important measure of the changing socioeconomic makeup of a neighborhood. Ostiense's population has been maturing over time, but there has been an influx of new residents of a younger generation. In 1991, 27.2 percent of Ostiense residents were over 55 years old, while 43.3 percent of the neighborhood's residents were under 35 years old (see Table 10). By 2001 though, the over-55 population had increased to 34.1 percent of the population and the under-35 population had declined to 36.6 percent of the population. These figures suggest that the number of elderly in the neighborhood is growing, while the number of younger residents is declining. However, there has been an increase in the proportion of the population between ages 25 and 34, suggesting that younger people are moving into the neighborhood, but after they have moved away from their parents' homes. Meanwhile, more of Magliana's population is concentrated in younger age brackets, but has followed the same aging trend, with just over 50 percent of the population under 34 years old in 1991 and just over 40 percent under 34 years old in 2001. Flaminio's population is much older compared to Ostiense and Magliana, probably reflecting the fact that it is more expensive to live in Flaminio, thus attracting people who are more established in their careers. Some aging of the population has taken place in Flaminio as well; in 1991, 60.8 percent of the population was over 35 years old, and that increased to 65.8 percent in 2001. Thus, we see that all of the neighborhoods have seen aging populations, although Magliana and Ostiense appear to be attracting young adults more successfully than Flaminio.

Table 10: Age Distribution

| | | <i>2001</i> | | <i>1991</i> | |
|-----------------|--------------------------------|---------------|----------------|---------------|----------------|
| | | <i>Number</i> | <i>Percent</i> | <i>Number</i> | <i>Percent</i> |
| Ostiense | <i>Total Population</i> | 5377 | 100.0% | 6337 | 100.0% |
| | <i>Under 5 Years</i> | 233 | 4.3% | 198 | 3.1% |
| | <i>5-9 years</i> | 175 | 3.3% | 208 | 3.3% |
| | <i>10-14 years</i> | 174 | 3.2% | 325 | 5.1% |
| | <i>15-24 years</i> | 479 | 8.9% | 1015 | 16.0% |
| | <i>25-34 years</i> | 908 | 16.9% | 995 | 15.7% |
| | <i>35-44 years</i> | 836 | 15.5% | 885 | 14.0% |
| | <i>45-54 years</i> | 736 | 13.7% | 989 | 15.6% |
| | <i>55-64 years</i> | 772 | 14.4% | 769 | 12.1% |
| | <i>65-74 years</i> | 602 | 11.2% | 536 | 8.5% |
| | <i>Over 75 Years</i> | 462 | 8.6% | 417 | 6.6% |
| Magliana | <i>Total Population</i> | 12621 | 100.00% | 21753 | 100.00% |
| | <i>Under 5 Years</i> | 527 | 4.18% | 874 | 4.0% |
| | <i>5-9 years</i> | 504 | 3.99% | 842 | 3.9% |
| | <i>10-14 years</i> | 575 | 4.56% | 1189 | 5.5% |
| | <i>15-24 years</i> | 1235 | 9.79% | 4649 | 21.4% |
| | <i>25-34 years</i> | 2256 | 17.87% | 3575 | 16.4% |
| | <i>35-44 years</i> | 1889 | 14.97% | 3000 | 13.8% |
| | <i>45-54 years</i> | 1757 | 13.92% | 3677 | 16.9% |
| | <i>55-64 years</i> | 2052 | 16.26% | 2329 | 10.7% |
| | <i>65-74 years</i> | 1257 | 9.96% | 931 | 4.3% |
| | <i>Over 75 Years</i> | 569 | 4.51% | 687 | 3.2% |
| Flaminio | <i>Total Population</i> | 4012 | 100.00% | 4904 | 100.0% |
| | <i>Under 5 Years</i> | 138 | 3.44% | 113 | 2.3% |
| | <i>5-9 years</i> | 133 | 3.32% | 112 | 2.3% |
| | <i>10-14 years</i> | 124 | 3.09% | 164 | 3.3% |
| | <i>15-24 years</i> | 346 | 8.62% | 675 | 13.8% |
| | <i>25-34 years</i> | 631 | 15.73% | 856 | 17.5% |
| | <i>35-44 years</i> | 617 | 15.38% | 554 | 11.3% |
| | <i>45-54 years</i> | 481 | 11.99% | 677 | 13.8% |
| | <i>55-64 years</i> | 551 | 13.73% | 661 | 13.5% |
| | <i>65-74 years</i> | 512 | 12.76% | 590 | 12.0% |
| | <i>Over 75 Years</i> | 479 | 11.94% | 502 | 10.2% |

Table 11: Housing Utilities and Amenities

| | | <i>Number</i> | <i>Percent</i> |
|-----------------|----------------------------------|---------------|----------------|
| Ostiense | Total Residences | 2546 | 100.0% |
| | with Potable Water | 2546 | 100.0% |
| | with Indoor Toilet | 2545 | 100.0% |
| | with Bath or Showe | 2531 | 99.4% |
| | with Fixed Telephone Line | 2059 | 80.9% |
| | with Heating | 2212 | 86.9% |
| Magliana | Total Residences | 4692 | 100.0% |
| | with Potable Water | 4692 | 100.0% |
| | with Indoor Toilet | 4690 | 100.0% |
| | with Bath or Shower | 4685 | 99.9% |
| | with Fixed Telephone Line | 3974 | 84.7% |
| | with Heating | 3635 | 77.5% |
| Flaminio | Total Residences | 2132 | 100.0% |
| | with Potable Water | 2132 | 100.0% |
| | with Indoor Toilet | 2122 | 99.5% |
| | with Bath or Shower | 2120 | 99.4% |
| | with Fixed Telephone Line | 1740 | 81.6% |
| | with Heating | 1796 | 84.2% |

Another indicator of neighborhood wealth involves utilities and amenities supplied to residences in the neighborhood. Whether or not neighborhood housing is supplied with potable water, indoor toilet, bath or shower, a fixed telephone line, and some form of heating is a good indicator of the affluence or lack thereof in the neighborhood's residents. There appears to be little variation among the three neighborhoods in this category (see Table 11). All housing units in Ostiense and Magliana, and most in Flaminio, are supplied with potable water and an indoor toilet. All three neighborhoods have more than 99 percent of units supplied with bath or shower, and all three neighborhoods have just over 80 percent of units supplied with a fixed telephone line. The largest variation is in home heating; both Ostiense and Flaminio have around 85 percent of units heated, while Magliana has only 77.5 percent of units with heating. However, because the variation between each of these categories is so slight,

using them as an inference tool for assessing neighborhood trends and socioeconomic status proves somewhat meaningless.

Another measure of socioeconomic status of a neighborhood is the number of people employed in professional positions in the neighborhood. Professionals are generally higher educated and earn more money than those in non-professional employment, thus offering us an indicator of neighborhood wealth despite the unavailability of income data. The three neighborhoods have different levels of professional employment, which demonstrate the variation in wealth across the three areas. Considered the wealthiest of the three neighborhoods, Flaminio has the largest professional workforce of the three neighborhoods studied, with 16 percent of its labor force in professional employment (see Table 12). Ostiense has 6.9 percent of its labor force employed professionally, while Magliana has 6.4 percent of its labor force employed professionally. Because Flaminio is the most affluent of the three neighborhoods, it is not surprising that it has the highest proportion of professionals in its workforce. And despite Ostiense’s growing wealth, it is clear that professional employment in Ostiense is still quite comparable to lower-income areas such as Magliana.

Table 12: Professional Employment, 2001

| | | <i>Number</i> | <i>Percent</i> |
|-----------------|--|---------------|----------------|
| Ostiense | <i>Occupied - Entrepreneurs and free professionals</i> | 153 | 6.9% |
| | Total Occupied Labor Force | 2204 | 100.0% |
| Magliana | <i>Occupied - Entrepreneurs and free professionals</i> | 304 | 6.4% |
| | Total Occupied Labor Force | 4745 | 100.0% |
| Flaminio | <i>Occupied - Entrepreneurs and free professionals</i> | 273 | 16.0% |
| | Total Occupied Labor Force | 1709 | 100.0% |

Finally, while age of building structures does not necessarily imply anything about the wealth of a neighborhood, we can get some sense of how the neighborhood has changed over time by looking at building ages. In Ostiense, most of the buildings (over 85 percent) were constructed before 1961, with 14.1 percent having been built before 1919 and 47.8 percent having been built between 1919 and 1945. Flaminio is similar to Ostiense, but with an even higher concentration of building construction having taken place in the first half of the 20th century. Only 5.9 percent of buildings in Flaminio were constructed after 1961, and no buildings have been built in the neighborhood since 1971. However, it is important to note that only 2 percent of Flaminio's building stock was constructed before 1919, meaning that most of the construction was concentrated in the 1920s and 1930s. In Magliana, however, the building stock is much newer in general, and construction of the neighborhood was more evenly distributed throughout the 20th century. Over 63 percent of the neighborhood's building stock was constructed after 1962, with the majority of that having been constructed in the 1960s. Twelve percent of Magliana's buildings were constructed after 1991, and unlike Flaminio and Ostiense, just fewer than 25 percent of Magliana's buildings are dated before 1945. Taking into account the ages of buildings and population age distribution in Ostiense, Magliana, and Flaminio indicate that more established neighborhoods such as Ostiense and Flaminio have higher concentrations of wealth than newer, younger neighborhoods like Magliana.

Using the results of this comparison, we see that Ostiense, like the other two neighborhoods being explored, is a changing neighborhood. Indicators of real estate prices, housing characteristics, and population characteristics show that the neighborhood is transitioning from a traditional working-class, industrial area into a new center for

younger, more affluent individuals. When compared with Magliana and Flaminio, the extent of Ostiense's changing nature becomes more apparent and pronounced; for certain indicators of socioeconomic status, Ostiense seems similar to the working-class area of Magliana, but in other areas, it seems more like the wealthier Flaminio. As leaders in Ostiense plan for the future of the neighborhood, they will need to cope with generational replacement and a changing population by ensuring that all individuals reap the benefits of these changes.

APPENDIX A: PERSONAL REFLECTIONS

Personal Reflection: Brian Connolly

Transition, change, development, and evolution are all common themes in Ostiense and any neighborhood. Regardless of location, whether in Rome, in another Italian city, or in the United States, planners and students of planning are constantly dealing with change and how to find the best solution for everyone through that change. But what we often fail to recognize is the change that occurs within the planner himself and the development that we all must undergo when forced into places with which we are not familiar (or sometimes, in learning about those places with which we are most familiar). So in the process of watching Ostiense transition and adapt to a new economic structure, new members of its residential population, and changes to its physical landscape, I have been forced to transition and adapt to a new country, new city, new language, new culture, and a new vision of planning that I was previously unfamiliar with.

Venturing into Ostiense for the first time via the Ponte dell'Industria, I saw the remnants of Ostiense's industrial past, its unkempt bank of the river, heavy vehicle traffic, and graffiti everywhere. Scenes like these in the United States are associated with high crime, community tension, poverty and neglect. Moving from the beauty and richness of the historical center of Rome into a place like Ostiense was an awakening, telling us that the reality of everyday life in Rome is not a modern lifestyle taken out of the pages of a medieval city. It was evident from that first look at Ostiense that Rome faces problems of urban decline, not totally unlike many of the cities with which we're familiar in the United States. We had been introduced to Ostiense as a middle-class

neighborhood, but middle-class took on a new meaning upon that first visit into the neighborhood. Whereas middle-class Americans are associated with detached suburban homes on small plots of land with large sport-utility vehicles in the garage, the whole concept of a middle-class neighborhood with apartment buildings, graffiti, abandoned industrial complexes, and major thoroughfares through it was completely foreign.

But just as Ostiense is evolving, my view of the city has evolved from my time in Rome and Ostiense. Behind the mask of industrial abandonment, physical infrastructure, and, once again, graffiti, is a neighborhood with a cultural richness and urban distinctiveness that makes Ostiense a special place. Most people who live in Rome, and certainly most American visitors, seem to write Ostiense off as a place to change trains or pass through on a daily commute. But taking time to discover what lies beneath the transitional nature of Ostiense opens up opportunities; these opportunities are being captured in exciting new projects like the redevelopment of the Mercati Generali and efforts to reuse dilapidated industrial buildings. Just as it took time for four American students to see the neighborhood's wealth and character beyond its physical appearance, it has taken time for others—city officials, developers, architects—to see the value of the neighborhood. With the discovery of Ostiense as a budding cultural center, the potential to build Ostiense into a vibrant urban neighborhood is steadily reaching critical mass.

Learning about a neighborhood in an unfamiliar place has opened my mind to visions of the city in other parts of the world, where the answers to questions such as “what makes a neighborhood?” and “what should a neighborhood look like?” are different than they would be in the United States. The intercultural dialogue and new understanding of place that I have found in Ostiense and Rome has broadened my

awareness about neighborhoods and city planning in other places outside of my own backyard, and I have added new tools to my ever-expanding knowledge kit on planning models, techniques, and ideas.

Personal Reflection: Kimberly Lewis

Reflecting back on my time in Rome, I realize that many of my initial perceptions of the city and its planning practices have changed dramatically over the past five months. I have learned that in Rome, the idea of citizen participation is quite controversial. Currently, there is a debate regarding whether resident input is helpful or hindering to the planning process. Another important observation I made was regarding the use of open space. I now understand the many functions that open space serves within each community and that it can bring people of different backgrounds together.

In the past five months, I have learned that the degree to which planners engage citizens in planning practices is a controversial issue. Although in Italy, there is an emphasis placed on citizen participation, the role of the citizen is dynamic because he can be viewed as either helpful or hindering to the planning process. In cities such as Bologna, there is a strong sentiment that citizens should not be involved in planning practices because projects can move at a much quicker pace if citizens do not participate in decision-making. Meanwhile, other Italian cities, such as Turin and Naples, value community input. In Rome, views regarding citizen participation seem to be mixed. From my personal experiences studying the neighborhood of Ostiense and listening to governmental officials there, I have learned that a participatory budgeting process does exist, allowing community members to become more involved in the area. However, it is

still questionable whether or not this technique is helpful in further advancing the neighborhood. Sometimes, residents will use this open forum to express their own political views or ideas, rather than stating their opinions on the issue presented. Thus, these meetings can become lengthy and tedious. For these reasons, the issue of how much public should be involved in design and planning is one of the most interesting topics regarding planning in Rome today, and should be examined on a case by case basis.

In addition to planning practices, I have become aware of the importance of open space and the many functions it can serve. Functional open spaces reinforce urbanistic concepts by enabling those who live and work in the town to become spatially connected to one another and to the city. In medieval times, public open spaces served as centers of commerce in addition to locations for children's athletic contests, intellectual debates, and social gatherings. These patterns are still seen in Rome today; for example, Campo di Fiori, which is located in the center of the city, is a market place, a social gathering place, and a tourist attraction. Additionally, Piazza Mancini, a neighborhood of Flaminio, provides an area for social interaction so that immigrants and people of different backgrounds can intermingle with one another. I also learned that each distinctive neighborhood in Rome has its own space to which residents feel a strong sense of loyalty and belonging.

In studying the neighborhood of Ostiense, I found that the lack of open space has significantly hindered life inside this community. Since no place exists for residents to congregate, people do not interact with one another as much as they do in other communities. Additionally, Ostiense does not have its own marketplace; if residents want to go to the market, they have to travel to the neighboring communities of

Garbatella, Trastevere, Marconi, or Testaccio. The forthcoming construction of the Mercati Generale offers hope for Ostiense because it will provide much needed open space conducive to social gathering. By giving residents the ability to shop together, socialize and share ideas, this space will enable a stronger community to emerge.

The opportunity to observe Italian and Roman city life firsthand and in depth has allowed me to make observations and draw conclusions that I would not have been able to do by simply reading books or by consulting other secondary sources. I have learned about the commerce, transportation, governmental structure and the population of Ostiense, as well as Rome and Italy as a whole. I now have a sense of what makes these communities unique, and the specific areas within these neighborhoods that need to be improved. By comparing Italian planning practices and techniques to American ones, I now can see what may work in certain cities, but not others. Moreover, I will be able to use the knowledge I have acquired in future planning ventures.

Personal Reflection: Leah Mosall

These past five months have been my first experience with Italy, and with Europe. When I first arrived in Rome, and even before my arrival, I had an overly romanticized vision of the city. I had envisioned the city as a distant idea and lifestyle, possessing an elevated level of culture. Little by little this vision has changed.

Living in a city completely changes ones view of it. The things that once made Rome charmingly European quickly became the very same things that made me long for America. I wanted a large cup of coffee with some long and complicated name. I wanted to be able to do my grocery shopping after 7pm. I never wanted to see a

motorbike again. It began to seem as though I had nothing in common with this city or the way in which its people lived.

As I began to explore the neighborhoods outside of the historic city, I quickly formed a new vision of the city. Rome was no longer only tourist sites and typical Italian cafés; it was a place where people faced the daily problems of living and working in a large international city. Studying Ostiense caused me start reevaluating my opinions about Rome. There was something about the neighborhood that I felt like I understood. The people of Ostiense seemed to be facing the same problems that people from home were – a lack of public space, limited public transportation, and living in what is essentially a bedroom community.

The more I studied the neighborhood, the more I found that I actually could relate to the people of Rome. I began to see that problems of living in a big city are universal. Ostiense was a reminder that Italy wasn't such a world away from what I was used to. After 5 months, my feelings about Rome now rest somewhere between my original romanticized view and my desire to abandon everything Italian.

Personal Reflection: Zachary Sivertsen

Living in a foreign country for the first time has been quite an experience. This was my first time living outside of the U.S. for any substantial period of time. From it I have gained a much broader concept of the world and I realize that the Earth, heaven and stars do not revolve around the US of A as much as some notable media outlets want us to believe. I have absorbed a lot in my time here about Italian culture and the planning process here.

In contrasting this newly gained knowledge with my past experiences with American planning I realize that both systems have their positives and their negatives. The American process too often ignores those who cannot represent themselves and too often economic gains outweigh historical and social protection. However, the Italian system often ignores economic gains and a push for change and progress in order to protect the heritage that is so prevalent in Rome. Both of these solutions to the problems presented when dealing with urban planning are a result of divergent histories and priorities. With the prevalence of communism and socialism following the Second World War, in Italy and the total lack of alternatives to capitalism in the US different priorities have been set and different standards have been created for what is the government's proper role in society. I feel that Italian planners are given greater and more effectual tools to practice their craft, while American planners often endure using the blunted, dull tools from bygone years to effectively protect those who are defenseless.

Looking at my experience working with the Ostiense neighborhood I see that Italy is not as stagnant as it is sometimes made out to be. In hearing about the new Mercati Generali project being built by OMA I see a lot of potential for the area. If this sight can be developed along with the land lying along the Tiber, the Ostiense area has limitless potential for future growth and development. While currently it is simply a corridor of movement from one part of the city to another, this area may become a destination for future denizens of the city.

My experiences working with my group have been a part enjoyable, a part frustrating and a part enlightening, which is what most instances working with other people will be like. While the four of us may not have been the best of friends

throughout the project I feel that working through these hurdles and still producing a persuasive, quality product at the end has been educational. It shows me that throughout life we will have to endure not-so-perfect situations yet we must still persevere.

I do not feel that my time in Italy has been wasted. Although, there are many instances where I feel that relating lessons learned from Italian planning into a US context can be difficult, I feel that the growth I have made as a person and as a denizen of the world outweighs these drawbacks. Through the people I have met, the places I have visited and the cultures I have witnessed I feel that my worldview has been altered in a positive way forever. My time here will be fondly remembered and cherished, though I will be quite relieved to return home to my coffee, peanut butter and car.

APPENDIX B: PRESENTATION: “THE CASE
OF OSTIENSE”

An aerial photograph of a city, likely Rome, showing a dense urban layout with a river winding through it. The buildings are mostly multi-story structures with light-colored facades and dark roofs. The river is a prominent feature, curving through the city. The text 'THE CASE OF OSTIENSE' is overlaid in a large, red, serif font in the center of the image.

THE CASE OF
OSTIENSE

METHODOLOGY: ZONES OF STUDY



PRIMARY ZONE

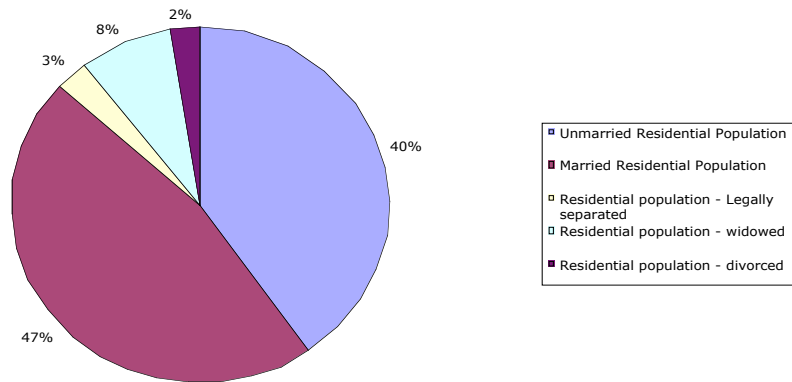
- INCLUDES RESIDENTIAL AND COMMERCIAL CENTER OF OSTIENS
- CONFINED BY PHYSICAL BOUNDARIES

SECONDARY ZONE

- INCLUDES FORMER INDUSTRIAL ZONES AND MERCATI GENERALI
- AREAS INFLUENCING NEIGHBORHOOD ACTIVITY

STATISTICAL OVERVIEW

Marital Status, Ostiense



TOTAL POPULATION: 5,377 PEOPLE

MARITAL STATUS

- MAJORITY OF POPULATION (87%) IS EITHER SINGLE OR MARRIED

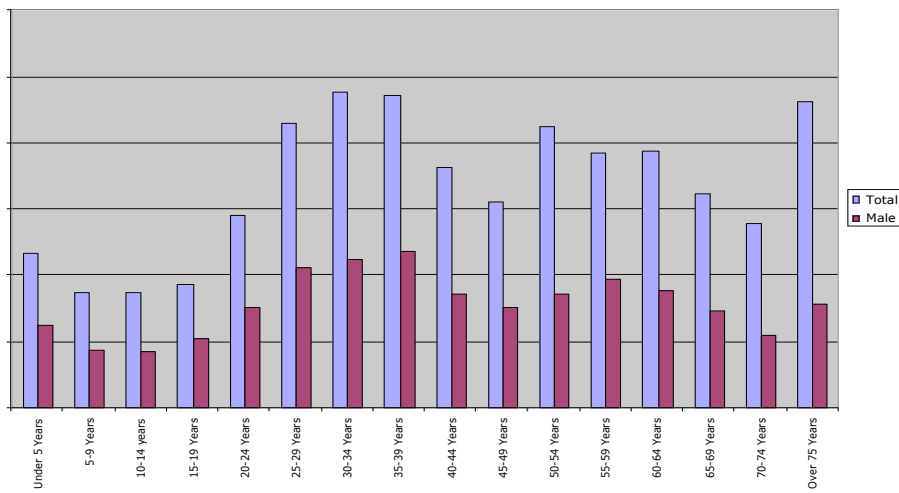
- WIDOWED CONSTITUTE 8%, REFLECTING HIGH CONCENTRATION OF ELDERLY IN NEIGHBORHOOD

AGE DISTRIBUTION

- TWO "PEAKS": 25-35 YEARS OLD AND OVER 75 YEARS OLD

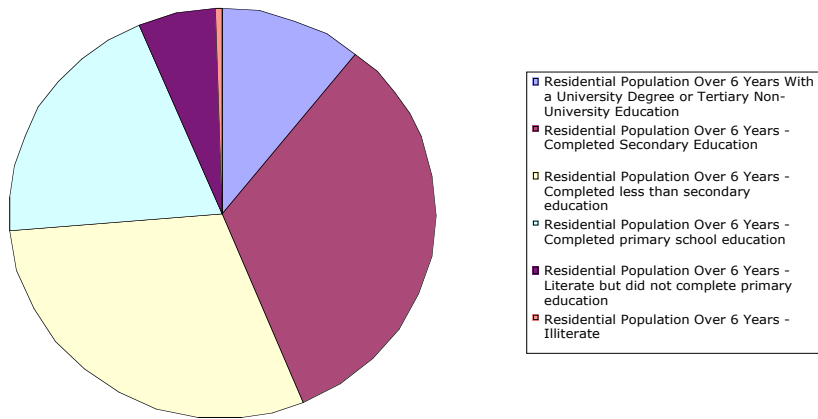
- WOMEN OUTNUMBER MEN, ESPECIALLY IN OLDER CATEGORIES

Age Distribution, Ostiense



STATISTICAL OVERVIEW

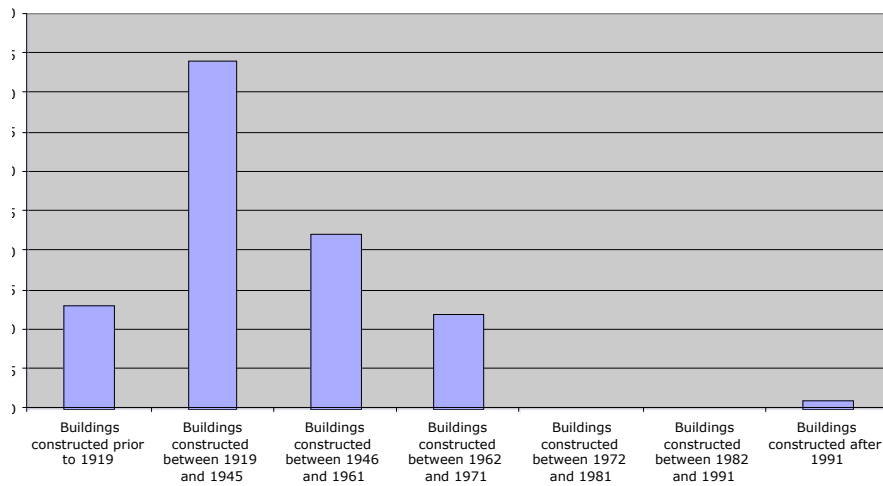
Educational Attainment, Ostiense, Residential Population Over 6 Years Old



EDUCATIONAL ATTAINMENT

- LESS THAN HALF OF POPULATION HAS COMPLETED SECONDARY EDUCATION
- HOWEVER, ONLY 23 REPORTED CASES OF ILLITERACY EXIST AND ABOUT 4 PEOPLE HAVE COMPLETED PRIMARY SCHOOL

Building Age, Ostiense

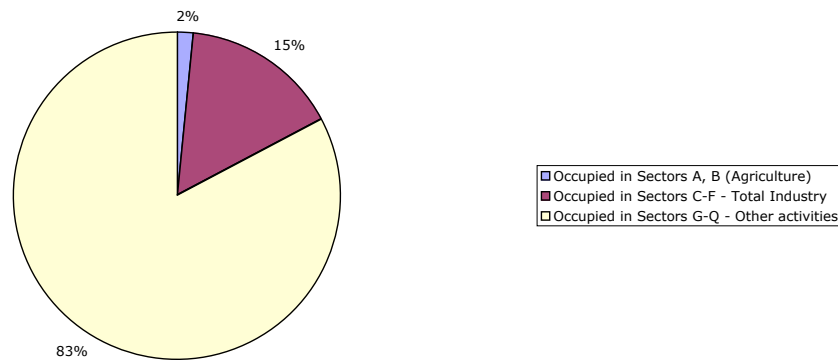


BUILDING AGE

- LARGELY PRE-WORLD WAR II BUILDING STOCK
- ALMOST NO BUILDINGS CONSTRUCTED AFTER 1970

COMMERCE, EMPLOYMENT AND ECONOMY

Occupation by Economic Sector, Ostiense

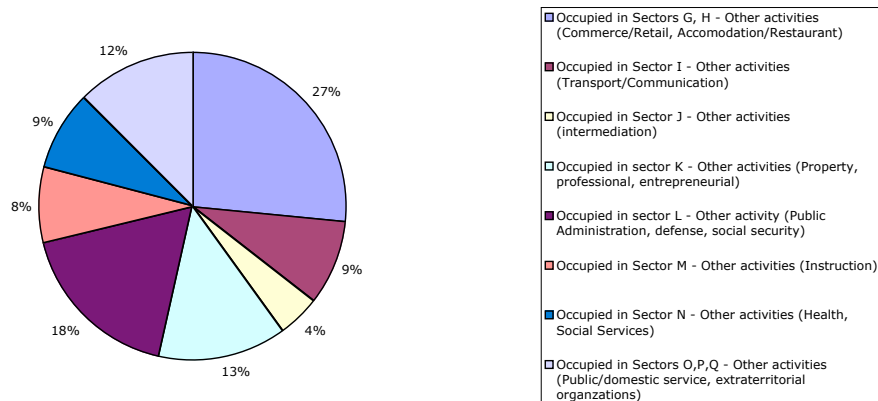


EMPLOYMENT

- MALE UNEMPLOYMENT IN OSTIENSE (7.2%) IS LOWER THAN FEMALE UNEMPLOYMENT (8.0%)

- OVER 80% OF THE POPULATION IS EMPLOYED IN THE SERVICE SECTOR, AND JUST 15% ARE EMPLOYED IN INDUSTRY

Other Activity Occupation by Sector, Ostiense



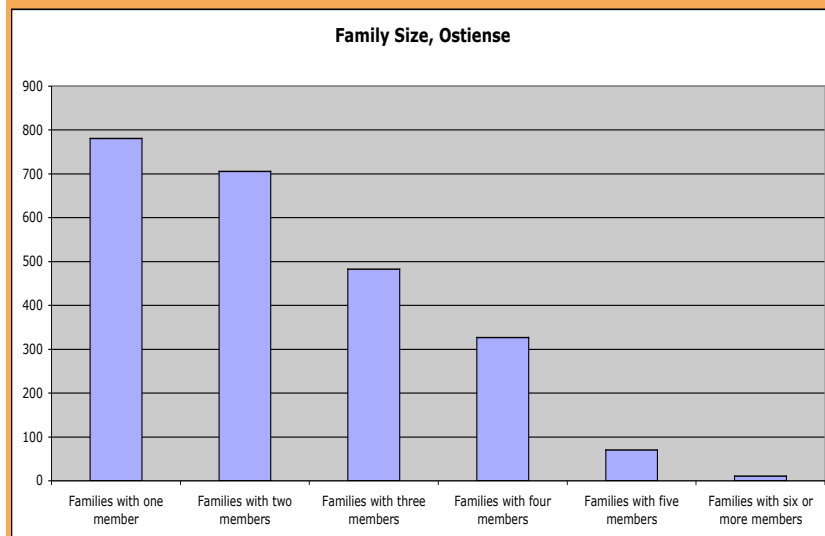
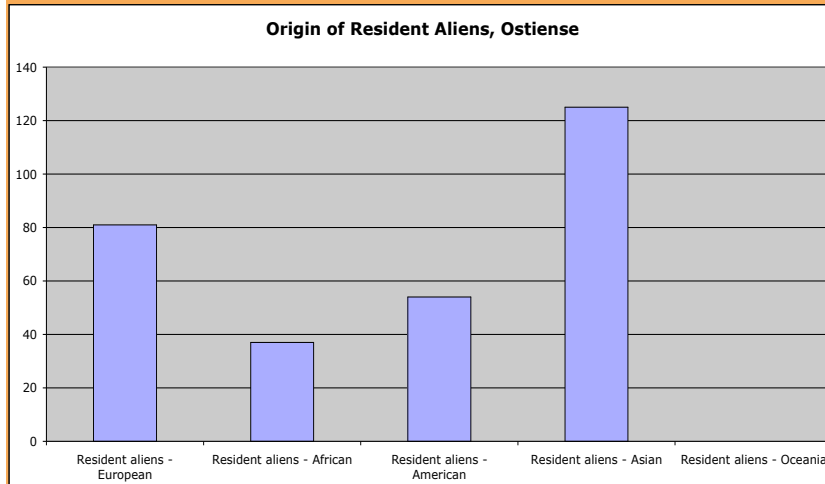
- LARGEST AREAS OF SERVICE SECTOR EMPLOYMENT IS COMMERCE, RETAIL ACCOMODATION AND RESTAURANT OTHER LARGE AREAS ARE PUBLIC ADMINISTRATION AND DOMESTIC SERVICES

COMMERCE, EMPLOYMENT AND ECONOMY



- OSTIENSE HAS A LARGE NUMBER OF BUSINESSES ORIENTED TOWARD CITY-WIDE CLIENTELE, ESPECIALLY COMPARED TO MAGLIANA AND FLAMINIO
- NEIGHBORHOOD-ORIENTED BUSINESSES ARE MORE CONCENTRATED IN THE BUSINESS DISTRICTS ALONG VIA OSTIENSE AND VIA DEL GAZOMETRO

SOCIAL INCLUSION



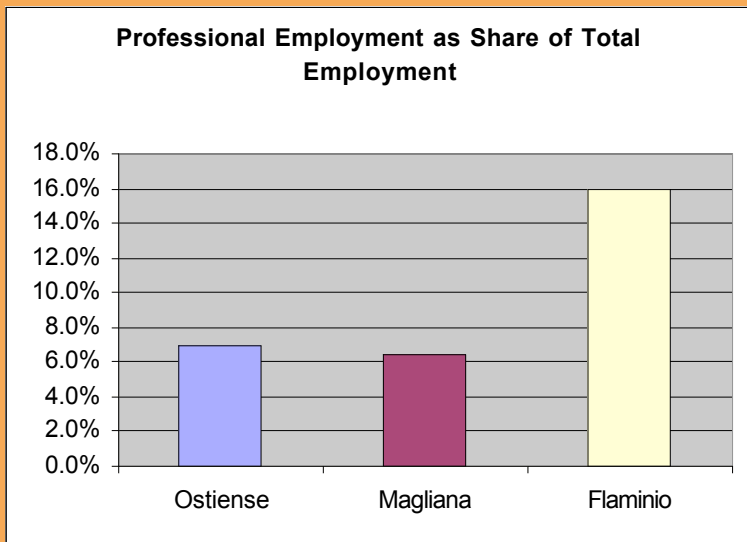
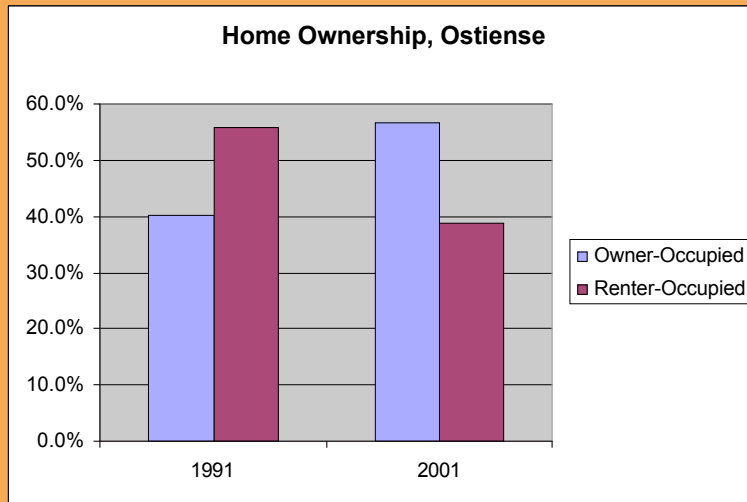
- OSTIENSE HAS A VERY SMALL POPULATION OF RESIDENT IMMIGRANTS, CONSTITUTING 5.5% OF THE TOTAL POPULATION

- THE LARGEST GROUP OF RESIDENT IMMIGRANTS IN THE NEIGHBORHOOD IS ASIAN

- LOW IMMIGRANT POPULATION COMPARED TO MAGLIANA AND FLAMINIO

- NUMBER OF OBSERVED ELDERLY AND IMMIGRANTS IS LOW COMPARED TO CENSUS DATA

DEMOGRAPHIC CHANGE

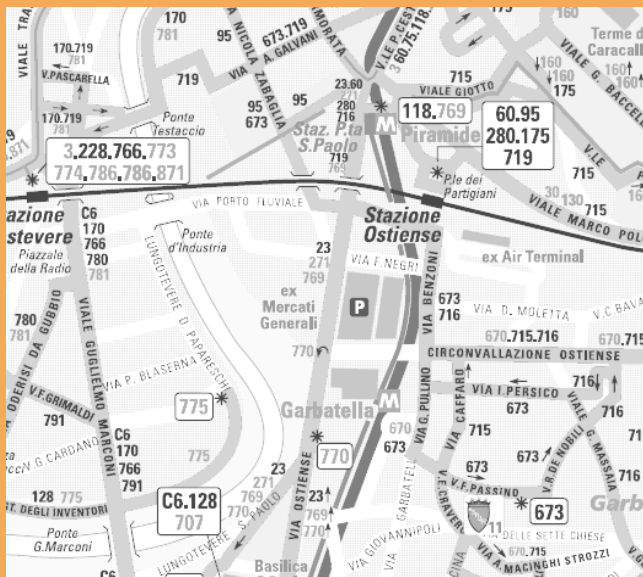


- NUMBER OF ELDERLY AND PEOPLE IN THEIR 20S AND 30S HAS GROWN IN OSTIENSE SINCE 1991, CREATING TWO "PEAKS" IN THE POPULATION

- SMALLER FAMILY SIZES, MORE PROFESSIONAL EMPLOYMENT, HIGHER OWNER OCCUPATION OF HOUSING, HIGH REAL ESTATE VALUE AND AVAILABILITY OF UTILITIES IN NEIGHBORHOOD HOUSING SHOW GROWING PER-CAPITA WEALTH IN OSTIENSE

- WEALTH IN OSTIENSE APPEARS TO INCREASING AT A MUCH FASTER RATE THAN IN MAGLIANA OR FLAMINIO

TRANSPORTATION AND PUBLIC SPACE



TRANSPORTATION

• PEDESTRIAN (LOCAL), BUS AND CAR (CITYWIDE), TRAIN (METROPOLITAN AND NATIONAL) ARE ALL PRESENT IN OSTIENSE

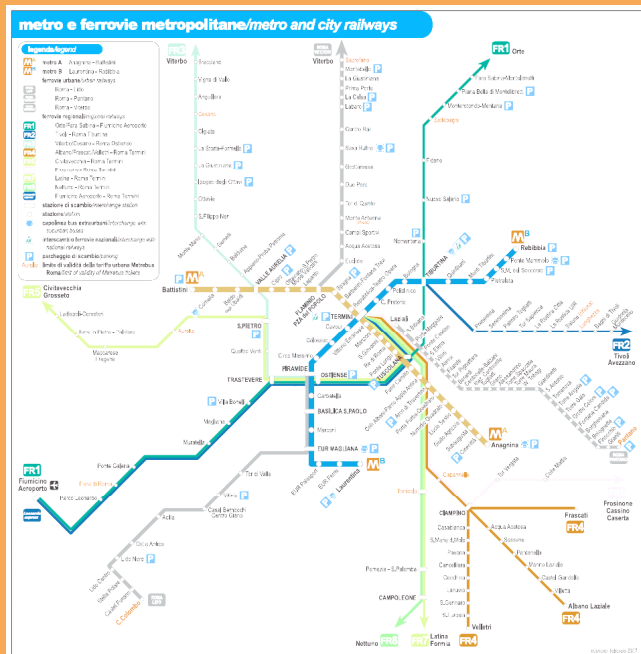
• DESPITE PRESENCE OF NUMEROUS TRANSPORTATION LINES AND MODES, PER CAPITA BUS STOPS IS LOWEST IN OSTIENSE WHEN COMPARED TO MAGLIANA AND FLAMINIO

• PEDESTRIAN TRAFFIC IS LIMITED BY PHYSICAL BARRIERS BETWEEN OSTIENSE AND SURROUNDING NEIGHBORHOODS AS WELL AS SAFETY WITHIN THE NEIGHBORHOOD

PUBLIC SPACE

• OSTIENSE IS CHARACTERIZED BY A TOTAL LACK OF PUBLIC SPACE

• LACK OF DESTINATION LOCATION WITHIN NEIGHBORHOOD



POLICY RECOMMENDATIONS

CAPITALIZE ON NEIGHBORHOOD ASSETS FOR NEIGHBORHOOD REDEVELOPMENT:

•TRANSPORTATION

- OSTIENSE IS WELL-CONNECTED BY TRANSPORTATION LINKS

- TRANSPORTATION LINKS WILL BE IMPORTANT IN CREATING A CULTURAL DESTINATION FOR COMUNE DI ROMA

- HOWEVER, TRANSPORTATION INFRASTRUCTURE CANNOT BE ALLOWED TO MAKE BARRIERS BETWEEN OSTIENSE AND OTHER NEIGHBORHOODS

- PEDESTRIAN SAFETY IS IMPORTANT FOR INTRA-NEIGHBORHOOD TRANSPORTATION

•UNDERUTILIZED BUILDINGS

- OPPORTUNITY TO USE AVAILABLE SPACE FOR NEW HOUSING, CULTURAL AND ENTERTAINMENT DESTINATIONS, AND PUBLIC SPACE

- MERCATI GENERALI IS ONE EXAMPLE OF THIS TYPE OF RE-U

POLICY RECOMMENDATIONS

SUCCESSFUL NEIGHBORHOOD REDEVELOPMENT MUST INCLUDE:

•PUBLIC SPACE

- USE AVAILABLE BUILDING SPACE, MERCATI GENERALI REDEVELOPMENT, AND WATERFRONT FOR CREATION OF NEIGHBORHOOD PUBLIC SPACE

•PARTICIPATION

- MERCATI GENERALI AND OTHER REDEVELOPMENT PROJECTS SHOULD PROVIDE OPPORTUNITY FOR PUBLIC INVOLVEMENT AND COMMENTARY

- INFORMATION DISSEMINATION IS IMPORTANT FOR LOCAL GOVERNMENT TO ENSURE THAT ALL NEIGHBORHOOD RESIDENTS ARE INFORMED ABOUT PROJECTS AND GOVERNMENT

- SPECIAL EFFORT MUST BE MADE TO INCLUDE LESS VISIBLE MEMBERS OF THE NEIGHBORHOOD: IMMIGRANTS, ELDERLY, CHILDREN, LOW-INCOME

APPENDIX C: Ostiense Datasheet

| | Total Ostiense | Total Rome |
|---|----------------|------------|
| Total Residential Population | 5377 | 2546804 |
| Male Residential Population | 2503 | 1199092 |
| Female Residential Population | 2874 | 1347712 |
| Unmarried Residential Population | 2159 | 1035631 |
| Married Residential Population | 2497 | 1197686 |
| Residential population - Legally separated | 155 | 64611 |
| Residential population - widowed | 437 | 195775 |
| Residential population - divorced | 129 | 53101 |
| Male Unmarried Residential Population | 1082 | 527687 |
| Male Married Residential Population | 1244 | 597172 |
| Male Residential population - Legally separated | 64 | 26314 |
| Male Residential population - widowed | 65 | 29767 |
| Male Residential population - divorced | 48 | 18152 |
| Under 5 Years | 233 | 109339 |
| 5-9 Years | 175 | 109055 |
| 10-14 years | 174 | 108654 |
| 15-19 Years | 187 | 113752 |
| 20-24 Years | 292 | 137520 |
| 25-29 Years | 431 | 188347 |
| 30-34 Years | 477 | 210592 |
| 35-39 Years | 472 | 219185 |
| 40-44 Years | 364 | 187392 |
| 45-49 Years | 311 | 170466 |
| 50-54 Years | 425 | 174401 |
| 55-59 Years | 385 | 161741 |
| 60-64 Years | 387 | 171370 |
| 65-69 Years | 323 | 148479 |
| 70-74 Years | 279 | 128880 |
| Over 75 Years | 462 | 207631 |
| Male Residential Population Under 5 Years | 124 | 56472 |
| Male Residential Population 5-9 Years | 87 | 56018 |
| Male Residential Population 10-14 years | 85 | 55799 |
| Male Residential Population 15-19 Years | 104 | 58036 |
| Male Residential Population 20-24 Years | 151 | 69214 |
| Male Residential Population 25-29 Years | 211 | 92813 |
| Male Residential Population 30-34 Years | 223 | 103087 |
| Male Residential Population 35-39 Years | 236 | 106806 |
| Male Residential Population 40-44 Years | 173 | 90175 |
| Male Residential Population 45-49 Years | 151 | 80378 |
| Male Residential Population 50-54 Years | 172 | 81007 |
| Male Residential Population 55-59 Years | 195 | 74175 |
| Male Residential Population 60-64 Years | 177 | 78384 |
| Male Residential Population 65-69 Years | 146 | 66498 |
| Male Residential Population 70-74 Years | 111 | 55509 |
| Male Residential Population Over 75 Years | 157 | 74721 |
| Residential Population Over 6 Years | 5104 | 2416137 |

| | | |
|---|-------|---------|
| Residential Population Over 6 Years With a University Degree or Tertiary Non-University Education | 554 | 359651 |
| Residential Population Over 6 Years - Completed Secondary Education | 1693 | 823755 |
| Residential Population Over 6 Years - Completed less than secondary education | 1513 | 627792 |
| Residential Population Over 6 Years - Completed primary school education | 1012 | 427632 |
| Residential Population Over 6 Years - Literate but did not complete primary education | 309 | 164412 |
| Residential Population Over 6 Years - Illiterate | 23 | 12895 |
| Popolazione residente di 6 anni e più - Maschi - TOTALE | 2356 | 1131538 |
| Popolazione residente di 6 anni e più - Maschi - Laurea o diploma universitario o terziario di tipo non universitario | 265 | 179654 |
| Popolazione residente di 6 anni e più - Maschi - Diploma di scuola secondaria superiore | 818 | 390375 |
| Popolazione residente di 6 anni e più - Maschi - Media inferiore | 772 | 316433 |
| Popolazione residente di 6 anni e più - Maschi - Licenza elementare | 375 | 172768 |
| Popolazione residente di 6 anni e più - Maschi - Alfabeti | 118 | 68401 |
| Popolazione residente di 6 anni e più - Maschi - Analfabeti | 8 | 3907 |
| Total Labor Force | 2496 | 1127460 |
| Labor Force as Share of Total Population | 46.4% | 44.3% |
| Total Occupied Labor Force | 2204 | 1002523 |
| Unemployed or in search of employment | 189 | 83106 |
| Unemployment Rate | 7.6% | 7.4% |
| Male Labor Force | 1375 | 631307 |
| Male Occupied Labor Force | 1221 | 569752 |
| Male Unemployed or in search of employment | 99 | 40456 |
| Male Unemployment Rate | 7.2% | 6.4% |
| Female Labor Force | 1121 | 496153 |
| Female Unemployed or in search of employment | 90 | 42650 |
| Female Unemployment Rate | 8.0% | 8.6% |
| Occupied in Sectors A, B (Agriculture) | 39 | 14782 |
| Occupied in Sectors C, E - Industry (Extraction, Energy Production) | 39 | 12429 |
| Occupied in Sector D - Industry (Manufacturing) | 194 | 97391 |
| Occupied in Sector F - Industry (Construction) | 105 | 53423 |
| Occupied in Sectors C-F - Total Industry | 338 | 163243 |
| Occupied in Sectors G, H - Other activities (Commerce/Retail, Accomodation/Restaurant) | 486 | 179908 |
| Occupied in Sector I - Other activities (Transport/Communication) | 165 | 75638 |
| Occupied in Sector J - Other activities (intermediation) | 81 | 56000 |
| Occupied in sector K - Other activities (Property, professional, entrepreneurial) | 245 | 110166 |
| Occupied in sector L - Other activity (Public Administration, defense, social security) | 324 | 151074 |

| | | |
|--|------|--------|
| Occupied in Sector M - Other activities (Instruction) | 144 | 83574 |
| Occupied in Sector N - Other activities (Health, Social Services) | 156 | 83825 |
| Occupied in Sectors O,P,Q - Other activities (Public/domestic service, extraterritorial organizations) | 226 | 84313 |
| Occupied in Sectors G-Q - Other activities | 1827 | 824498 |
| Males Occupied in Sectors A, B (Agriculture) | 32 | 8713 |
| Males Occupied in Sectors C, E - Industry (Extraction, Energy Production) | 33 | 9098 |
| Males Occupied in Sector D - Industry (Manufacturing) | 136 | 68703 |
| Males Occupied in Sector F - Industry (Construction) | 92 | 46858 |
| Males Occupied - Total Industry | 261 | 124659 |
| Males Occupied in Sectors G, H - Other activities (Commerce/Retail, Accomodation/Restaurant) | 290 | 105955 |
| Males Occupied in Sector I - Other activities (Transport/Communication) | 120 | 54335 |
| Males Occupied in Sector J - Other activities (intermediation) | 39 | 33560 |
| Males Occupied in sector K - Other activities (Property, professional, entrepreneurial) | 117 | 62635 |
| Males Occupied in sector L - Other activity (Public Administration, defense, social security) | 163 | 86198 |
| Males Occupied in Sector M - Other activities (Instruction) | 40 | 23039 |
| Males Occupied in Sector N - Other activities (Health, Social Services) | 55 | 34491 |
| Males Occupied in Sectors O,P,Q - Other activities (Public/domestic service, extraterritorial organizations) | 104 | 36167 |
| Males Occupied in Sectors G-Q - Other activities | 928 | 436380 |
| Occupied - Entrepreneurs and free professionals | 153 | 91279 |
| Occupied - Self-employed professionals | 248 | 111729 |
| Occupied - collaborators (partners) | 35 | 14062 |
| Occupied - Dependent Workers | 1714 | 769945 |
| Occupied - Entrepreneurs and free professionals in Agriculture | 1 | 740 |
| Occupied - Self-employed professionals in agriculture | 4 | 3380 |
| Occupied - collaborators (partners) in agriculture | 0 | 678 |
| Occupied - Dependent Workers in agriculture | 31 | 9628 |
| Occupied - Entrepreneurs and free professionals in industry | 20 | 13726 |
| Occupied - Self-employed professionals in industry | 54 | 27636 |
| Occupied - collaborators (partners) in industry | 0 | 1743 |
| Occupied - Dependent Workers in industry | 253 | 117273 |
| Occupied - Entrepreneurs and free professionals in other activity | 132 | 76813 |
| Occupied - Self-employed professionals in other activity | 190 | 80713 |
| Occupied - collaborators (partners) in other activity | 35 | 11641 |
| Occupied - Dependent Workers in other activity | 1430 | 643044 |
| occupied males - Entrepreneurs and free professionals | 95 | 61563 |

| | | |
|---|-------|---------|
| occupied males - Self-employed professionals | 173 | 81114 |
| occupied males - collaborators (partners) | 13 | 4526 |
| occupied males - Dependent Workers | 892 | 412705 |
| occupied males - Entrepreneurs and free professionals in Agriculture | 1 | 507 |
| occupied males - Self-employed professionals in agriculture | 4 | 2385 |
| occupied males - collaborators (partners) in agriculture | 0 | 182 |
| occupied males - Dependent Workers in agriculture | 24 | 5390 |
| occupied males - Entrepreneurs and free professionals in industry | 15 | 11240 |
| occupied males - Self-employed professionals in industry | 46 | 24329 |
| occupied males - collaborators (partners) in industry | 0 | 757 |
| occupied males - Dependent Workers in industry | 190 | 85983 |
| occupied males - Entrepreneurs and free professionals in other activity | 79 | 49816 |
| occupied males - Self-employed professionals in other activity | 123 | 54400 |
| occupied males - collaborators (partners) in other activity | 13 | 3587 |
| occupied males - Dependent Workers in other activity | 678 | 321332 |
| Total Non-Workforce | 2299 | 1092296 |
| Non-Workforce as Share of Total Population | 42.8% | 42.9% |
| Male Non-workforce | 832 | 399496 |
| Female Non-workforce | 1467 | 692800 |
| Non-workforce - Homemakers | 792 | 358383 |
| Non-workforce - Students | 310 | 180755 |
| Non-workforce - Male Students | 156 | 88915 |
| Non-workforce - Female Students | 154 | 91840 |
| Non-workforce - Withdrawn from workforce | 871 | 385898 |
| Non-workforce - Male Withdrawn from workforce | 506 | 227598 |
| Non-workforce - Other condition | 326 | 167260 |
| Non workforce - Male Other condition | 170 | 82983 |
| Residential population commuting daily within comune of residence | 2592 | 1228538 |
| Residential population commuting daily outside of the comune of residence | 86 | 46309 |
| Total residences | 2546 | 1151736 |
| Residences occupied by a resident | 2309 | 1015995 |
| Residences occupied only by a non-resident | 30 | 25723 |
| Vacant residences | 207 | 110018 |
| Total Other Types of Housing | 0 | 2286 |
| Total Number of Rooms | 8690 | 4463436 |
| Rooms in Residences Occupied by Residents | 7931 | 3974076 |
| Residences occupied by the property owner | 1309 | 656599 |
| Residences occupied by a lessee | 895 | 287824 |
| Residences occupied by residents under another title | 105 | 71572 |
| % Lease or other title | 43.3% | 35.4% |
| Occupied residences with one room | 56 | 17639 |
| Occupied residences with two rooms | 322 | 97872 |

| | | |
|--|--------|----------|
| Occupied residences with three rooms | 866 | 266741 |
| Occupied residences with four rooms | 759 | 361982 |
| Occupied residences with five rooms | 263 | 179627 |
| Occupied residences with six or more rooms | 43 | 92134 |
| Total residences supplied with potable water | 2546 | 1145761 |
| Total residences with indoor toilet | 2545 | 1150209 |
| Total residences with bath or shower | 2531 | 1147115 |
| Residences occupied by a resident with a fixed telephone line | 2059 | 931496 |
| Total residences without potable water | 0 | 33 |
| Total Surface Area of Residences | 180974 | 97128109 |
| Total residences occupied by persons supplied with heating | 2212 | 998836 |
| Residences occupied by residents supplied with central heating | 1861 | 593683 |
| Surface area of occupied residences | 166283 | 86703369 |
| Total number of buildings and building complexes | 131 | 146517 |
| Total number of utilized buildings and building complexes | 128 | 142709 |
| Buildings in use and inhabited | 92 | 127713 |
| Buildings and building complexes used for accommodation, offices, commerce and industry, communication and transport | 25 | 8454 |
| Masonry buildings in use and inhabited | 50 | 53313 |
| Concrete buildings in use and inhabited | 32 | 50806 |
| Buildings constructed prior to 1919 | 13 | 8032 |
| Buildings constructed between 1919 and 1945 | 44 | 13025 |
| Buildings constructed between 1946 and 1961 | 22 | 28679 |
| Buildings constructed between 1962 and 1971 | 12 | 29889 |
| Buildings constructed between 1972 and 1981 | 0 | 25358 |
| Buildings constructed between 1982 and 1991 | 0 | 15288 |
| Buildings constructed after 1991 | 1 | 7442 |
| Buildings in use with one floor | 7 | 20420 |
| Buildings in use with two floors | 14 | 36579 |
| Buildings in use with three floors | 11 | 22784 |
| Buildings in use with four or more floors | 60 | 47930 |
| Inhabited buildings with one internal unit | 8 | 29749 |
| Inhabited buildings with two internal units | 2 | 18761 |
| Inhabited buildings with 3 to 10 internal units | 21 | 44567 |
| Inhabited buildings with more than 10 internal units | 61 | 34636 |
| Total internal units in inhabited buildings | 2915 | 1270246 |
| Total Families | 2378 | 1039152 |
| Persons per Family | 2.3 | 2.4 |
| Total Family Members | 5370 | 2516666 |
| Families with one member | 781 | 292692 |
| Families with two members | 706 | 301153 |
| Families with three members | 483 | 218198 |
| Families with four members | 327 | 179233 |
| Families with five members | 70 | 39979 |
| Families with six or more members | 11 | 7897 |

| | | |
|--|------|---------|
| Resident aliens - European | 81 | 39132 |
| Resident aliens - African | 37 | 14290 |
| Resident aliens - American | 54 | 16291 |
| Resident aliens - Asian | 125 | 28282 |
| Resident aliens - Oceania | 0 | 352 |
| Resident displaced persons | 1 | 80 |
| Total resident aliens | 298 | 98427 |
| Total Native | 5079 | 2448377 |
| Resident Aliens as Share of Total Population | 5.5% | 3.9% |

APPENDIX D: Photography



Magazzini Generali



Looking west from Ostiense Station



Intersection of Via del Commercio and Via Ostiense



Ponte dell'Industria



Ostiense riverfront



Via del Porto Fluviale



Via del Commercio



Via del Porto Fluviale at Via del Gazometro



Via Ostiense



Via Ostiense



Mercati Generali



Mercati Generali



Via Pellegrino Matteucci



Via Pellegrino Matteucci



Ostiense station



Ostiense station



Elevated railroad tracks across Via Ostiense



Italgas Complex