



MANDRIONE

CRP 4160

SPRING 2011

TAYLOR CHEW, CLAIRE DOUGLASS, and RYAN SHEDD
with contributions by: FEDERICA CIARCIÁ, LUCIA FONTI

Cornell University in Rome
CRP 4160: Rome Workshop
Spring 2011
Prof. Olpadwala and Prof. Smith
Palazzo Lazzaroni

Table of Contents

1. Introduction, History, and Methodology - p. 5
2. Statistical Analysis - p. 11
3. Infrastructure - p. 15
 - a. Land Use - p. 15-18
 - b. Street Typology - p. 19-24
 - c. Building Typology - p. 25-26
 - d. Parks and Public Spaces p.27-28
4. Interviews - p. 35
5. Issues - p. 38
6. Conclusions - p. 41
7. Appendix - p. 43



Photo 1



Photo 2

1. Introduction and History

History

The early history of Mandrione is strongly rooted in the aqueduct that runs along it. Built atop the remaining arches of the ancient aqueducts Marcia and Claudia, the Aquedotto Felice was constructed in 1589 under Pope Sixtus V. The aqueduct ran by gravity, becoming pressurized only after reaching the city, and concluded at the Fountain of Moses, near Piazza della Repubblica. The stretch of aqueduct that runs along Via del Mandrione is one of the few above ground segments (Aicher, 1995).

For hundreds of years, the area around the Aquedotto Felice remained largely undeveloped. The FR4 train line which runs to the east of Via del Mandrione was constructed in 1858, while another line, connecting Rome to Naples, was added in the 1920s (Staffieri, 2002). While small neighborhoods began to emerge with the turn of the 20th century, the

urban landscape of the Via del Mandrione underwent great change with the World War II bombings which brought large groups of displaced citizens into the area. These refugees often occupied the arches from Porta Maggiore to Piazzale Casilino, 'il Mandrione', and il borghetto Felice (photo 2). The section of the aqueduct along Mandrione was especially noted for the presence of prostitutes and thieves. One man who lived in the Quadraro neighborhood in the 1950's mentioned the presence of "zingari" (gypsies) and "barracati" (slum dwellers) (Carpanetto, 2007).

In the 1950s, writer Pier Paolo Pasolini wrote about borgatas and the Via del Mandrione. He wrote "I remember one day going through the Mandrione in the car with two friends of mine from Bologna, distressed at the sight, there were, in front of their hovels, a romp in the mud, dirty little boys, aged two to four or five years. They were dressed in rags". *

Overtime the informal settlements in the area were gradually expropriated, by the municipality as well as private enterprises. Today the Via del Mandrione is sparsely populated. Despite the occasional dwelling or business the street feels quiet with few signs of pedestrian activity. The Centro Sportivo della Banco d'Italia is a massive complex now occupying much of the western side of the aqueduct. Originally constructed in the 1930s and later added onto in the 1960s, this large complex drove the expropriation of citizens along the aqueduct and is also the reason many apartment complexes were built in the Marrana area (Staffieri, 2002). Today, the arches of the aqueduct show remnants of plaster and generally stand empty or have been closed off with brick or fencing. Some of these deserted arches are painted with graffiti, and many are occupied by prostitutes in the evenings. Though some informal houses remain, the street has been stripped of the gritty and romantic identity it once held in the 1950s.

* [Pier Paolo Pasolini, "New Ways", May 1958]

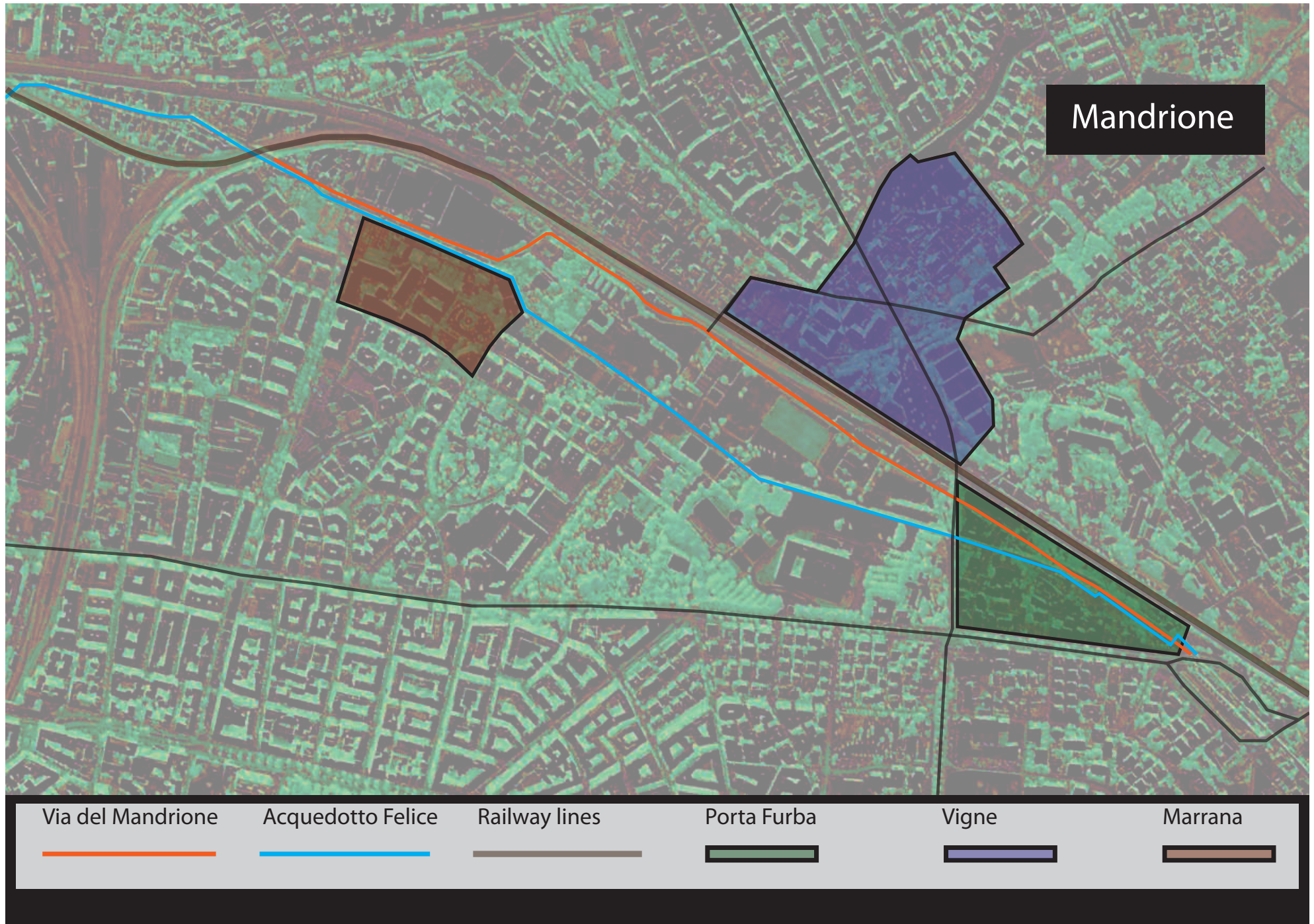


Introduction to Our Study Areas

When initially assigned to study the Mandrone area, we had a difficult time figuring out what to focus on. As we spent time in the area we realized that Mandrone might not be a neighborhood anymore, but rather an isolated road with few remnants of its initial historic character. However with the help of our professors and student aides we were able to locate three areas near the Via del Mandrone which retained some connection to the historic aqueduct, and if not to the aqueduct itself, then to the Borgata style developments which once existed along the road.

Although Via del Mandrone was stripped of its informal settlements, small pockets of informal neighborhoods still remain. In a more modern neighborhood known as "Marrana", just north of the Bank of Italy, a small stretch of the aqueduct is built up with informal structures. Additionally, to the south of the bank sits a small area trapped between Via Tuscolana, Via Porta Furba and Via del Mandrone known as "Porta Furba" with informal settlements as well. The presence of the Arco di Travertino metro stop, completed in the 1980s, appears to have had a dramatic impact on the development of this area and the "Porta Furba" area appears to be a small island in a sea of modern development. Additionally, on the western side of the railroad tracks near Via Tor Pignattara is a small neighborhood known as "Vigne" which is also composed of a variety of self-built structures. While settlements along the Via del Mandrone have virtually vanished, a few remaining neighborhoods in its vicinity still retain this unique form.

Photo 3



Map 1: Mandrione overview

Methodology

Study Area

The relationship between the Via del Mandrione, the Acquedotto Felice, and the adjacent communities is unclear and subtle. During the middle period of the 20th century, the Via del Mandrione had a secure identity and sense of place, defined by large informal settlements of Romani people, Southern Italians, and rural and southern Italian migrants that boomed along and underneath the Acquedotto Felice and its arches. This identity has almost completely disappeared, making our study something of a foggy endeavor. In choosing our study area, we decided to break down the study into three areas that all lie adjacent to the Via del Mandrione. As the Via del Mandrione is quite long, this breakdown would allow us to gain a more comprehensive understanding of how community and identity are created or obstructed by the Acquedotto Felice and contemporary roadways and walls. Further, studying these areas would allow us to understand what role the Via del Mandrione plays in the contemporary local identity.

In choosing our three areas, we wanted to uncover the intricacies along the entire Via del Mandrione. Thus we chose an area to the north, one in the center, and one at the very southern tip of the road, all directly adjacent to or around the street. The three different areas also provide an array of building typologies, streets, public amenities, public spaces, and demographics, which we will be able to explore in greater detail later in the study.

When choosing our three focus districts over a large geographic area, we looked for characteristics that might give us the most comprehensive understanding of the area around Via del Mandrione. Furthermore, the three areas needed to be, at the very least, physically connected to a part of the Via del Mandrione. If possible, we wanted to choose areas that also had an historical connection with Via del Mandrione. A shared history would be key to understanding any contemporary linkages

or connection between the communities (map 1).

Porta Furba, our first study area, is the most continuously integrated section with the Acquedotto Felice and Via del Mandrione. Via del Mandrione runs directly through Porta Furba, though half of the neighborhood is separated from it by the aqueduct.

Vigne, has two physical connections with the Via del Mandrione, by Via degli Angeli and Via di Porta Furba, though much of the traffic was noticeably automobile traffic. Vigne also contains the bungalow-like, self-built housing from the immediate post-war period.

Marrana is similar to Porta Furba in some ways and Vigne in others. However it is also very different from them both in many ways. We deemed Marrana as appropriate because not only did it have physical and historical connectivity with Via del Mandrione, it had also a much different appearance. This perception prompted the group to want to further explore Marrana as our third study area so we could understand the demographic differences between it and the other two sections. We also wanted to see if the statistics backed up our initial thoughts and impressions.

Method of Survey

For our first session of surveying the streets we covered Porta Furba. To begin our street survey, we remained in a group, which consisted of our whole team and the two Roma Tre architecture students, Lucia Fonti and Federica Ciarciá. We remained in a group to cover the first and smallest of the three long streets, the Vicolo di Porta Furba, in order to establish a common method, which we would all use. This allowed our survey to have uniformity from the very beginning. Further, the Roma Tre students, as Italians, residents of Rome, and architecture grad students, could help us to establish a basic understanding of what we were looking at in terms of building typologies. For instance, we were able to establish a common method for estimating ages of buildings, as well as style and price.

Once we had completed the survey of the Vicolo di Porta Furba, we split the group to tackle the remaining streets. With the uniform method and help of the Roma Tre students, we visited the remaining streets that make up the Porta Furba area.

Occasionally, for areas like Vigne, we divided the surveying and

interviewing work because there was a lot of area to cover. Though our team only consisted of three Cornell University students, we had two Roma Tre architecture students, which made dividing the field work more simple and efficient.

To complete the surveying and interviewing work, the group would usually divide into two smaller groups, one with two Cornell University students and a Roma Tre student, while the other had one student from each. For the interviewing exercises, the Roma Tre students were responsible for the direct interaction with the residents and interviewees in Italian.

For the smaller study areas, like Marrana, we did not have to divide into separate teams to accomplish the surveying and interviewing work. The surveying work was easier here because we could simply remain as one group and have one team member be responsible for one particular aspect of the survey. For example, while walking down the Via della Marrana, one team member would be responsible for monitoring pedestrian and automobile traffic, another student made notes on the building typology, while the third student would be responsible for surveying the presence of public amenities and infrastructural aspects.

Difficulties, Compromises, and Inferences

The geography of the area around the Via del Mandrione makes any survey a challenge in terms of setting limits and study completion. Isolated neighborhoods, large walled or fenced off clusters of houses, secluded informal settlements, long winding roads without sidewalks, and train tracks with no crossings were a few of the physical barriers and arrangements that made the first part of our survey somewhat difficult.

Most of the areas around Via del Mandrione are difficult to travel on foot. Roads have very tiny or no sidewalks. This created difficulties in movement, but in its difficulties helped reveal to us, first hand, how the connectivity of the area has changed since the surrounding areas along the Via Casilina and the Via Tuscolana have experienced high levels of development.

Other physical barriers made it difficult to observe all or most aspects and places in some areas. For instance, between the Vicolo di Porta

Furba and the Via del Mandrione, the Acquedotto Felice runs through, parceling up the land. Meanwhile, there are still buildings and separate households in this space that are inaccessible to those who are not familiar with the area. These types of obstructions made the observation of residency types and building typologies difficult because we did not have access to all the territory. In order to account for things that we did not have direct access to we had to take into account other signs. On the Via del Mandrione, for example, because the Acquedotto Felice blocked almost all access to what was on the other side, we had to use indirect markers to judge what kinds of housing and buildings were on the other side but still used the Via del Mandrione. We were able to find one driveway that we could confidently say served three different households because there were the appropriate number of municipal garbage bins and house number markers on the street side of the aqueduct. Other areas, however, were still too secluded without even indirect markers to be able to judge number or typology.

Through determining our three study areas and creating a uniform method with which to examine the areas, we hoped to be able to determine how various groups interact with, use, or wall off the Via del Mandrione. Do these areas have any significant connection to one another? Is there a sense of place that is determined to some degree by the Via del Mandrione? What does this mean for movement, by vehicle and pedestrian? Or is this sense of place or lack thereof created by various patterns in movement? What does this mean for the use of public space? We hoped to be able to address questions such as these, and more, after using our determined methods of observation.



Photos 4-6 (clockwise from top left)

2. Statistical Analysis

Statistical data allows for a keener understanding of the social, physical, and economic factors that are the fabric of a block, neighborhood, city, or country. As we walk down the Vicolo di Porta Furba or the Via Fausto Pesci, our eyes will only tell us about the people on the streets, a building's façade, and how many cars are parked in the street. Once we study the statistical data that correlates with these areas, we can begin to try and make connections between the people, buildings, and spaces we are seeing, with the social, physical, and economic forces affecting the city and world around it.

Social/Demographics

While Marrana is the newest of the three neighborhoods, it is also the most dense (as examined at the census tract level), as it is almost entirely made up of large apartment complexes. Porta Furba has a moderate density, as it has a mix of newer apartment buildings, older self-built structures, commercial space, and open spaces. Vigne is much more mixed, in terms of density. Vigne, being our largest area of study, has many types of land use, as well as many different types of housing structures. Vigne has one of the densest census tracts for example. Conversely, it also has the least dense census tract, with zero residents.

Table 1: Population

Census Tract	Total Residents	Total Males	Total Females
VIGNE			
TOTAL	1248	631	617
PERCENTAGE		50.56%	49.44%
MARRANA			
TOTAL	855	415	440
PERCENTAGE		48.54%	51.46%
PORTA FURBA			
TOTAL	384	196	188
PERCENTAGE		51.04%	48.96%
Rome			
total	2,624,467	1,235,722	1,388,745
percentage		47%	53%

Source: ISTAT, 2001

Interestingly, Vigne and Porta Furba have a percentage of female residents much lower than the city average, while Marrana has a percentage closer to the average. As well, Vigne and Porta Furba both have more men than they do women, while Marrana has a population that is more female than male. Naturally, these differences are not drastic, but worth noting for their potential roles with issues surrounding children and work, in their "traditional" definitions. It's interesting to note that immigrants do not make up a major percentage of the populations of any of our study areas. The correlation between immigration, gender, and age could have helped explain the relationship between age and gender in general in our study areas. The statistics however did not reveal such a pattern. In fact Marrana and Porta Furba only have a 2% immigrant population. Vigne, on the other hand, has the highest with an immigrant population making up 6% of the total population. This is still not high enough, however, to account for the differences between the study areas in gender and age. In sum, Porta Furba and Marrana have the same percentage of immigrants as well as the notable differences in age and gender. (See table 1)

Table 2: Resident Age

Census Tract	Total Residents Ages 0-14	Residents Ages 15-64	Residents 65 and older
VIGNE			
TOTAL	232	866	150
PERCENTAGE	18.59%	69.39%	12.02%
MARRANA			
TOTAL	74	619	162
PERCENTAGE	8.65%	72.40%	18.95%
PORTA FURBA			
TOTAL	52	266	66
PERCENTAGE	13.54%	69.27%	17.19%
ROME			
TOTAL	327,172	1,798,673	498,622
PERCENTAGE	12.46%	68.53%	18.90%

Source: ISTAT, 2001

Most interesting is the difference in age percentages between the areas. Vigne has the highest rate of residents under the age of 14, while Marrana's is significantly lower, the lowest actually. Marrana has the highest rates of residents between 15 and 64 and residents over the age of 65. Porta Furba remains in the middle, with a similar rate of middle-aged residents, but higher residents over 65 and lower rates of residents under 14. (See table 2)

While residents with foreign nationalities do not make up a significant portion of the populations of any of the three study areas, their presence is always worth noting, to best reflect the demographic makeup of the study areas. Marrana and Porta Furba both have 15 and 9 residents with nationalities other than Italian respectively. These are not impressive numbers but it is worth noting that the highest numbers come from Europe and Asia. Vigne on the other hand has a total of 79 residents with nationalities other than Italian. Well over half of them are from Asia or Africa. The third significant region is Europe.

Housing

When comparing statistics about housing and building units in our three areas and the city of Rome, we noticed two things in particular: first, the newer, what appears to be more expensive, neighborhood of Marrana has much higher rates of ownership among the housing units; second, Vigne has the oldest remaining housing of all three areas. Porta Furba appears by eye to be the least wealthy neighborhood of the three areas, though it has a mix. Half of Porta Furba runs along the Via Tuscolana and has benefitted from recent development of large apartment buildings, while the other half has retained its older character as largely self-built houses from the middle of the century. Vigne exhibits many of the same characteristics as Porta Furba. However, we see a lower rate of ownership than in Porta Furba.

The differences in concentrations of housing of various ages can be seen while strolling through the various study areas. Marrana has the newest housing stock and the fewest buildings built before 1961. In fact, Marrana has no buildings built before the end of World War II.

Porta Furba has a slightly older housing stock, as it has a higher number of buildings built before 1961 and one before the end of World War II. The majority of its housing however was built between 1962 and 1971.

Vigne, on the other hand, has the oldest housing stock of all three areas. Vigne has seven buildings that were built before 1919. Most importantly, a huge majority of Vigne's housing stock was built before the end of World War II, at 62%. As well, 25% of its housing stock was built during the period right after World War II ended. Porta Furba does however continue to have a very slow rate of building after this period, with a few buildings every decade, into the 1990s. The more recent developments were of course along the Via Tuscolana, with the exception of a couple buildings on the interior of the neighborhood. (See tables 5 and 6 in the appendix)

Jobs

Gathering statistical data on occupation supported some of our general estimations about the work force in our neighborhoods. Marrana, for example, the newest of the three neighborhoods, exhibits the highest rates of employment. In addition, Marrana has the highest percentage of its employed residents working as business professionals. Porta Furba, the neighborhood in the poorest condition, has the highest rate of unemployment. Porta Furba's unemployment rate trends mirror the center-periphery dynamic that John Agnew discusses (which will be explored in the last section), as the areas closest to Via Tuscolana boast the higher employment rates. The areas around the aqueduct on the other hand have higher rates of unemployment. It also has the lowest number of residents working as business professionals.

Porta Furba is quite divided, with most of its unemployment located within the interior of the neighborhood, which is not in direct contact with Via Tuscolana. Alternatively, the other census tract, along Via Tuscolana has a fairly normal unemployment rate. In fact, at 10%, the unemployment rate is lower than the city of Rome's rate. With all of the census tracts in Porta Furba included, however, the unemployment rate skyrockets to almost 21%, which is almost double that of Rome's unemployment rate, well over double of Vigne's unemployment rate, and almost three times as high as Marrana's unemployment rate. (See tables 3 and 4 in the appendix)

Conclusions

John Agnew (1995) explores the idea of "two competing images" of Rome in his book titled 'Rome'. The first he says, is the glamorous, boulevard striped Rome known to everyone through the wealthier image of Rome. The second Rome is the one as seen in Pasolini's *I Ragazzi di Vita*, which features the inner workings of the periphery and its culture. This duality, Agnew says, is not nuanced enough, thus he creates a more complex framework for understanding Rome's social geography. The center-periphery duality does not fit the Rome of today. The Rome of today is much more complicated, where the periphery is no longer necessarily defined by its physical location

or space, but more importantly by economic factors. In examining our data from Mandrione, we see Agnew's argument come into focus. Our neighborhood was once almost entirely the image of the periphery as defined by Pasolini, though Mandrione seemed to be on the periphery of even Pasolini's mind (there is only one attributable quote to Pasolini concerning Mandrione). At its beginnings however, Mandrione was very much a part of the famous periphery, with thousands of marginalized residents, physically and economically. Today, Agnew's argument holds more weight however, since the size of the city of Rome and its economy and population have grown so much.

Thus Mandrione, while perhaps still containing some periphery-like elements (marginalized peoples based on race, income, etc.), it is very much surrounded by Rome the city, no longer on the outskirts. It is the statistical data that is important for us if we want to gain a proper understanding of Mandrione's place in the city of Rome.



Photo 7

*remaining statistical charts can be found in the appendix



Photos 8-11 (clockwise from top right)

3. Infrastructure

a. Land Use

The land use patterns around Via del Mandrione are clearly delineated by era. As we visited Porta Furba, Vigne, and Marrana, we began to notice a pattern: the older neighborhoods, or the 'borgata' as they might be called, had maintained a certain distinction between themselves and more contemporary development. Porta Furba and Vigne both had a fair amount of informal housing. The survival of these housing areas meant commercial development would take place separately, elsewhere. In Porta Furba and Vigne, we found the commercial land use along the newer, bigger streets that were carrying more people through the city. These streets often have character distinctly different from the areas of informal housing. This can probably be attributed to the fact that these 'borgatas' began as informal settlements on the extreme peripheries of Rome, not intended to be a part of the city proper. Perhaps, when the city expanded, there occurred the advance of these larger thoroughfares. (See maps 2 through 4)

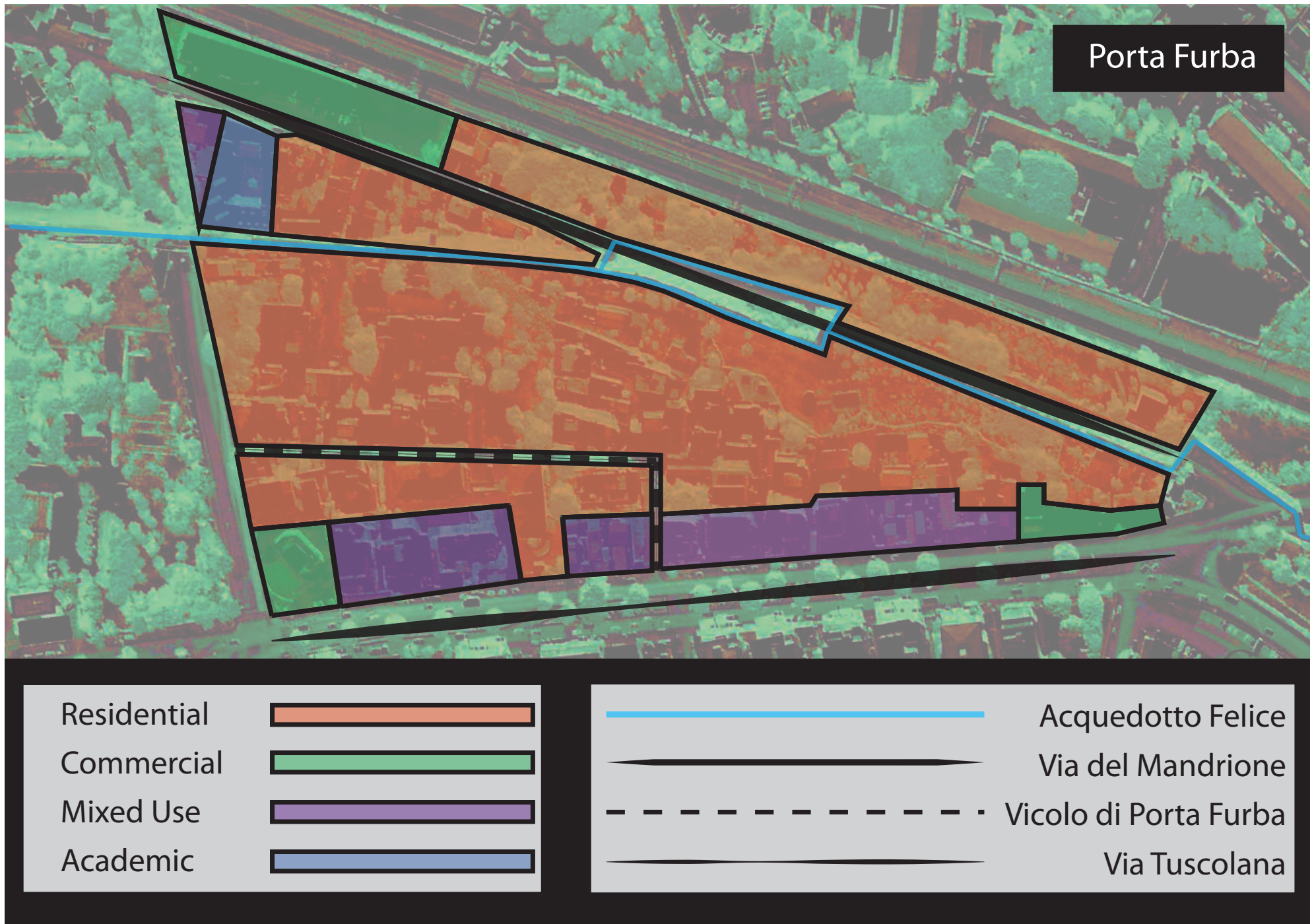
Marrana, the newer of the three areas by many decades, exhibits a much more contemporary style of development. Many of the fairly new high rise apartments are accompanied by small businesses that fill their entire first floors. Some apartment highrises are entirely residential, but most share their space with businesses, giving the streets a much more vibrant feel. (See Map 4)

Industrial development around Via del Mandrione is fairly uniform in its pattern. In our three neighborhoods, whenever we encountered industrial activity and land use, it was always occurring in areas surrounded by housing or even knit into the same building pattern. For example, in Marrana, while most of the area is contemporary development, there is a section of remaining borgata style buildings. Some of these buildings were meant for industrial purposes and have since maintained that purpose. (See maps 2 and 4)

The compact nature of this area of Rome made the study of land use a bit easier than it may have been, had things been spread further apart. Because of the compact nature of the area, there were few areas that we were unable to understand. However, some areas along the aqueduct create spaces that are either unreachable, void, informally used, etc. This makes those areas somewhat of a mystery.



Photo 12






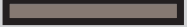

Map 2: Porta Furba land use

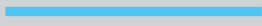
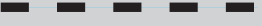


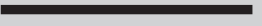


Map 3: Vigne land use



Marrana

Residential	
Commercial	
Mixed Use	
Industrial	
Parc/Rec/ Greenspace	

Acquedotto Felice	
Via della Marrana	
Via Lungano in Teverina	
Via Fossato di Vico	
Via del Mandrione	

Map 4: Marrana land use

b. Street Typology

Porta Furba (Map 5):

Via Tuscolana is the major commercial street in Porta Furba. Even with four lanes, the street is often filled and there is a constant flow of traffic. Via Tuscolana is two-way, with two stop light intersections in our Porta Furba study area. Because of the strong commercial presence, there is parking available both on the side of the street and in a middle parking section dividing the four lanes. At the time of survey (on Monday, 11 am), almost all of these spots were occupied. There are three cross walks, although the people present were mostly shop owners and construction workers. Sidewalks line both sides of the street, with an occasional motorcycle illegally parked on it. The streets, sidewalks and street lamps were in rather good condition, with few to signs of potholes or torn up cement.

Vicolo di Porta Furba is the small alley that runs through the residential area of Porta Furba. There is only one access point, as the other is blocked off and too narrow for cars. This entrance at Via di Porta Furba is meant only for pedestrians but there is room for motorcycles to park. It widens after about one hundred feet into a single lane, two way alley, to which cars can slowly drive down, and park on one side with room left for traffic on the other. The small road services residential areas only, with one small business in the corner of the L-shaped path. The street is in mild disrepair; it seems to come into a sinking crease in the middle of the path. There are no sidewalks or street lamps, and pedestrian and vehicle traffic was little to none.

Via del Mandrione is unique in that the Northern and Southern section are different in size and typology. It is a long street lining the railway and the Acquedotto Felice. The section north of Via del Porta Furba is wider with two lanes and two directions of traffic, serving both businesses and residences. No sidewalks or street lamps were present. Vehicle traffic is common, but there are no pedestrians. The section south of Via del Porta Furba is narrower as a one lane, one-way street. It only services residents of the area and is dangerous to walk along as there are no sidewalks. Vehicle traffic is common, but pedestrians are rare.

Vigne (Map 6):

Four streets characterize Vigne: two that enclose the area and two within the study area. Via di Tor Pignattara is the biggest street of the four in terms of traffic and activity. It is the main road lined by sidewalks and street lamps. Although the building typology is mixed, the main use is commercial, with many businesses along the first floor, and some residences above. The street is two lanes, two ways, with parking available on the side of the street. At the time of visit, many of the spots were occupied.

Via degli Angeli intersects with Via di Tor Pignattara, and also features mixed use. There is both industrial and residential placement along the streets, but no sidewalks. There is also parking along the street. During our visit, vehicular traffic was common while pedestrian was not.

Via Fausto Pesci runs through our study area west to east. It is one lane, one-way, and in rather poor condition. Potholes abound, as the paved street is broken and sunken. No sidewalks, streetlights, or amenities are available. Vehicle traffic was common, as was pedestrian. Cars parked on one side while others drove by, however official parking spots were not clear. The small alley way was mostly lined by residences, with one small-scale industrial establishment as well.

Via Ugo Niutto cuts north from Via Fausto Pesci and can also be accessed by an unnamed alley off of Via di Tor Pignattara. Via Ugo Niutta is one lane, one way, with parked cars lining one side and traffic on the other. Similar to Via Fausto Pesci in appearance and condition, there were no marked parking spots. No sidewalks or street lamps were present, however there was one fountain at the entrance to Via Fausto Pesci. Via Ugo Niutto is strictly residential, with little to no pedestrian and vehicle traffic.

Marrana (Map 7):

Via della Marrana is a narrow street with one lane, but two-way traffic. The street connects the Marrana area with Via del Mandrione and passes under the Acquedotto Felice. Via della Marrana is both residential and industrial with many apartment buildings and one informal settlement. Vehicle traffic is plentiful and dangerous due to the lack of sidewalks.

Parking is available in some small areas, but the curve towards Mandrione allows no space for parked cars. The path of Via della Marrana into Via del Mandrione serves as a transition from populated, activity filled, residential areas, to the industrial, barren path of Via del Mandrione.

Via Fossato di Vico is accessed by Via Lungano in Teverina only, with an outlet to a private parking lot and plant nursery. The street is two-lane, two-way, with little vehicle traffic. Parking spots line both sides of the street with very few that were vacant at the time of visit. The street is in essence, a parking street, as there is no outlet. The building typology is mixed, with residential and commercial presence. The residences are newer and upper class, while the businesses are small and quaint (a cafe, a small grocery, etc.). Pedestrian traffic was little, but not non-existent. There are sidewalks and street lamps, and the street is in good condition, with little to no potholes or broken pavement.

Via Lungano in Teverina connects Via della Marrana with Via Fossato di Vico. It is the largest street among the three, both in size and activity. The street is two-lane, two way, with mixed typology. Both residences and commercial businesses are present, with a low level of people walking about. Vehicle traffic is common and the street acts as the major thoroughfare for the area. Streets are in good repair, and both sidewalks and street lamps are present. Parking is available along the side of the street, and upon visiting, few spaces were open.

First Impressions:

Perhaps the most memorable process of our research was the daily strolls through each of our three neighborhoods as well as Via del Mandrione. First impressions are important for a firmer understanding of how the aqueduct connects the three neighborhoods. Our first day included a walking tour from the North West stop at Porta Maggiore to the northern most part of Via del Mandrione, about a 2 kilometer walk. The majority of the walk was pleasant, with populated areas of both businesses and residences. It was when we reached Via del Mandrione that the sidewalks ended and the pedestrian population disappeared. For the next 2.2 kilometers, we skidded along the edges of the barren street. Every so often a car would drive by at unsafe speeds. The short over-passes

were dangerous to cross under as they caused a blind spot for both the driver and pedestrian. We found ourselves the only humans on foot on the long stretch, passing seemingly deserted shops, homes, and buildings. The aqueduct was very much present, working as a giant barrier against modern development to the west, often blocking any views of what was on the other side. At times small arches would open up to the back yards of homes or provide an elevated view of a neighborhood. However, resources that many neighborhoods depend on for their longevity were not there. We saw a total of maybe 5 people also walking along Via del Mandrione, one open bar, one closed restaurant, and a few businesses, most of which were mechanics. And while it may have had to do with the time of day, the deserted lots and lack of infrastructure in the area speak otherwise. It wasn't until we came out at the southern most end of Via del Mandrione to the intersection at Via Tuscolana that we began to see cars, people, and sidewalks again. This journey along Via del Mandrione illustrated for us the conceptual framework for which we would be basing our project. While the three neighborhoods have several things in common, Mandrione was a different world.

The exit onto Via Tuscolana led us into the second part of our initial visit. Heading north along Via Tuscolana, the comparison to Via del Mandrione was as different as night and day. Via Tuscolana had much more mixed use than Via del Mandrione, with the majority of first floor spaces used for commercial development and upper floors used for residential complexes. While this sudden change should seem busy in comparison, there was virtually no human interaction. There were people walking along Via Tuscolana, but they were either arranging their store front, working (mechanics), or set on a destination. There were no community members discussing with each other or meeting for coffee; Via Tuscolana appeared to be free of any neighborhoods or purpose other than to purchase goods and move along.

Our walk through Vigne seemed simple at first; a direct path along Via di Porta Furba in a more populated area. While sidewalks were present, they were very narrow and lined another dangerous street of fast cars. Passing under Via del Mandrione was even more dangerous, as walkways were moving against traffic and were no wider than 76 centimeters. Once reaching the other side of the eastern side of the aqueduct, we were again

surrounded by strange settings for a city. We were met on our left with the “Porta Furba” park as we have called it, as the only notation of name was the word “Berta” and the number “1” underneath it. The park itself was barren save for a dog fence with a few dogs and their owners inside. The view from the top of the hilled space was very nice, but with no where to sit, seemed a temporary luxury.

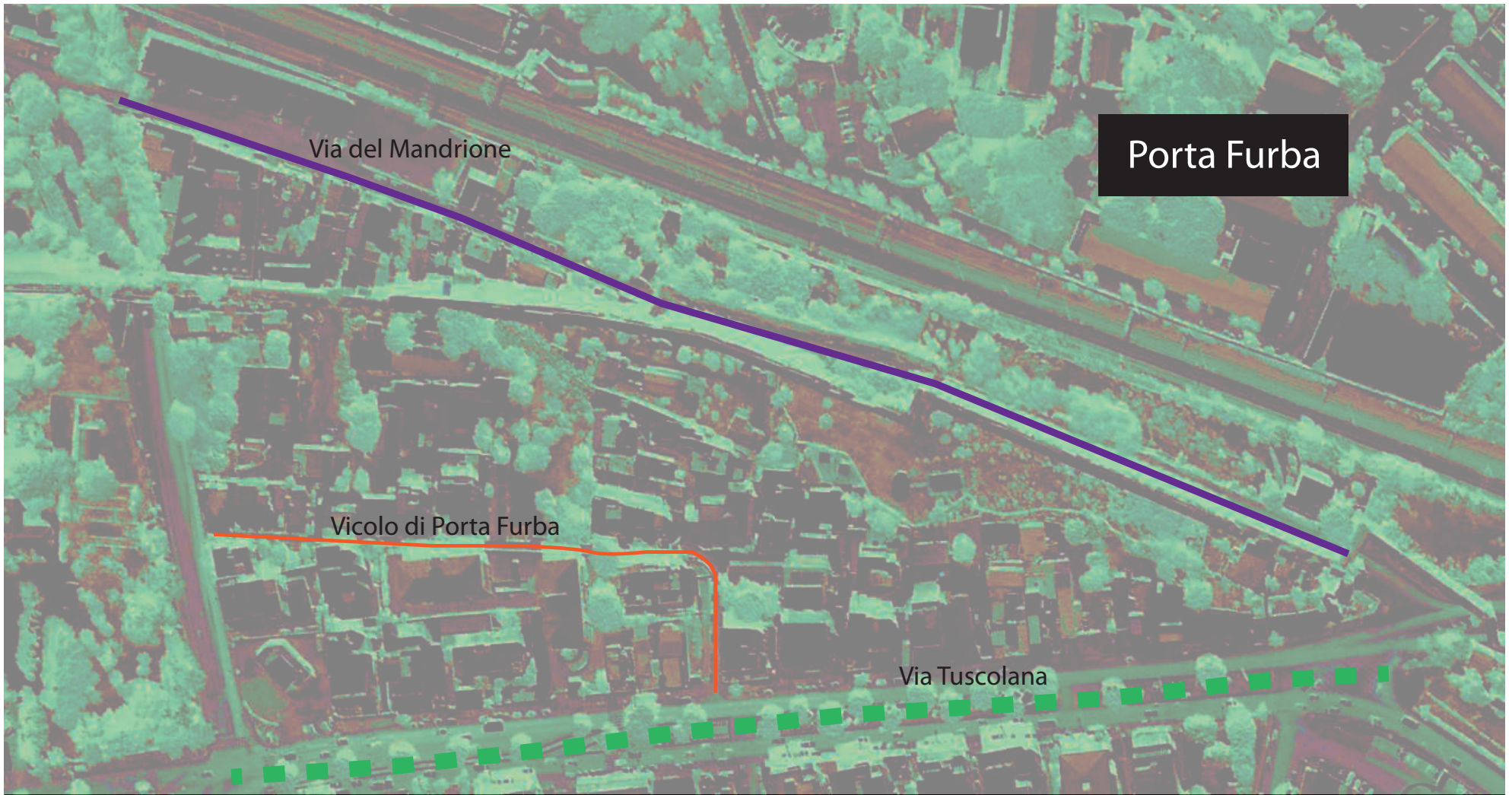
The walk into our neighborhood, Vigne, was easier than the earlier walks, although the close proximity to traffic was still a concern. Sidewalks in moderate disrepair led us to a crosswalk in Vigne. Our entrance was at the western mouth of the Acquedotto Alesandrino Park, where we observed the largest open space yet. This park appeared mostly clean, with a few pieces of garbage along the walk ways, filled with a moderate amount of people using the benches, playground, and green space. The actual neighborhood of Vigne was small and easy to navigate. The three main roads (Via Fausto Pesci, Via Ugo Niutta, and the alley east of Via di Tor Pignattara) were simple yet large enough for two cars to drive or park on. The roads were in disrepair, with pot holes and broken cement, while sidewalks were absent. This however was not an issue because of the lack of traffic in the small neighborhood. Streetlights appeared every 25 meters, along filled spaces that were questionably legal for cars to park. While public greenery was absent (trees on the street), there were enough trees and shrubbery present in private yards and gardens for this to go unnoticed. At the meeting of Via Ugo Niutta and Via Fausto Pesci, two things caught our eye. First, a fountain, that was well used, based upon the number of people who accessed it in our time there. Second, a banner hung from window to window, homemade and well worn. The sign read “We were promised mountains and oceans...we are still waiting for sewage systems.” This would be the first indication of community activism in Vigne. While technically connected by the aqueduct, there seemed to be no relation to it. There was however, another aqueduct, Acquedotto Alesandrino, which held more relevancy to the area because of it’s visibility (outlining Acquedotto Alesandrino Park).

Our venture into Marrana was more complicated than we expected; rather than walk north from Vigne along the aqueduct, we came in off of the metro stop at Furio Camillo and navigated our way through the neighborhood. Marrana had the most mixed building and street typologies of the three neighborhoods, with a seemingly well implemented system

of businesses and residences in the area. Small shops lined the first floor of high rising apartment buildings, and residents commuted north west and south west for their jobs. The streets and sidewalks were in the best repair of the three neighborhoods, and appeared to be well maintained every several years. Young trees and manicured shrubbery lined the street, while amenities such as streetlights and waste bins seemed integral and common to the area (as opposed to the other two neighborhoods, where something like this would be more out of place). The neighborhood was quiet and filled with legally parked cars, indicating residents at work for the day. Marrana seemed to be the most upscale of the three neighborhoods, with newer apartment buildings and the cleanest streets. While the aqueduct was only 50 meters away, Marrana appeared to be just as disjointed from it as Vigne was.

Photo 13



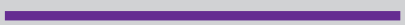




Porta Furba

Via del Mandrione

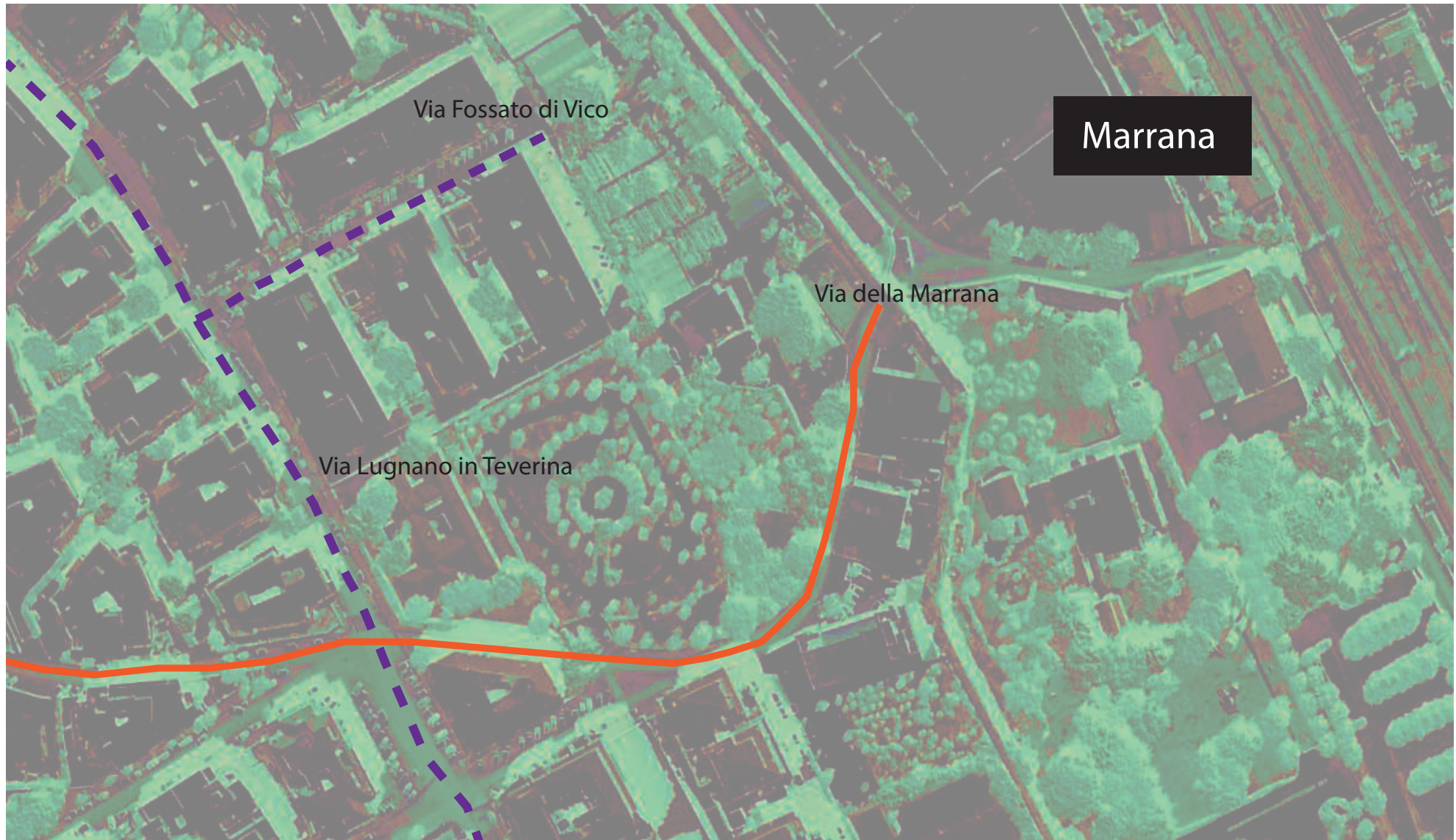
Vicolo di Porta Furba

Via Tuscolana

	one lane, one way, residential
	one lane, two way, residential (private, closed at one end)
	four lane, two way, commercial



Map 6: Vigne street typology

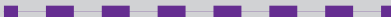




Marrana

Via Fossato di Vico

Via della Marrana

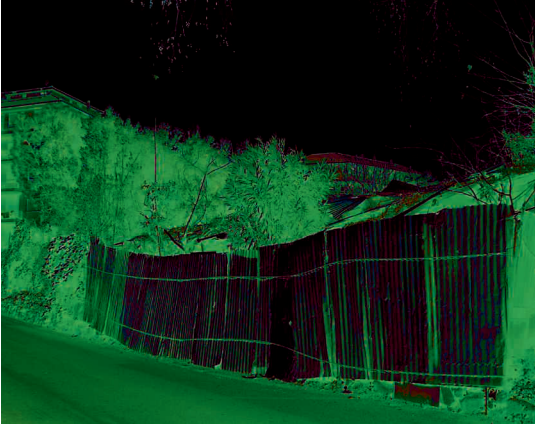
Via Lugnano in Teverina

	two lane, two way, mixed
	one lane, two way, residential
	two lane, two way, mixed

Map 7: Marrana street typology

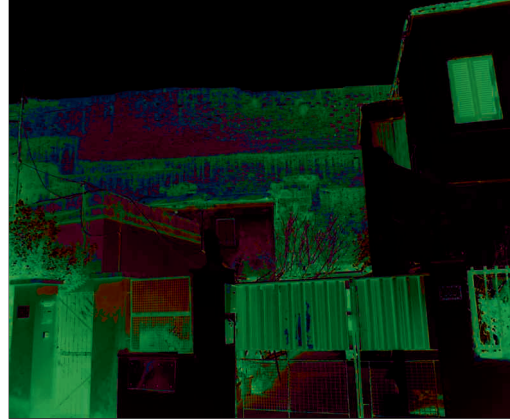
c. Building Typology

Shanties



Shanty houses are often found right along the Via del Mandrione or in areas caught between roads and other developments. Most of these informal settlements appear to have been around for many years as they have fairly permanent looking gates and even signs of utilities infrastructure. Most of these settlements are difficult to see clearly as they are blocked from the streets by gates or tarps. It is therefore often difficult for us to gauge how many homes might be within certain settlement areas.

Self-built/Informal



Self-built structures around the Via del Mandrione consist of a series of smaller private residences and shops with more traditional Italian architectural elements. While many of these structures were built between the 1920s and 1950s, others appear to be modified or rebuilt more recently. Some of these structures have small private courtyards or urban gardens and are often separated from streets by gates. Some of the structures appear to be in disrepair while others seem well kept.

Older Mixed Use (1920s-40s)



Generally buildings four to six stories tall built in the traditional Italianate style. Most have shutters and architectural detailing and generally stand alone but are occasionally occupied by commercial businesses on their ground floor. Many of these structures, especially those in Vigne, do not appear to be well kept.

Mixed Use (1950s-1970s)



These structures are generally five to ten stories tall and are often done in brick or stucco. Those built on busier streets are more likely to have business on their ground floors, while others stand alone and often possess some sort of lobby or entryway with an occasional courtyard. Many have parking garages built beneath them. Units generally have balconies occupied by personal items (plants, clothing etc.). Many appear to be part of larger complexes.

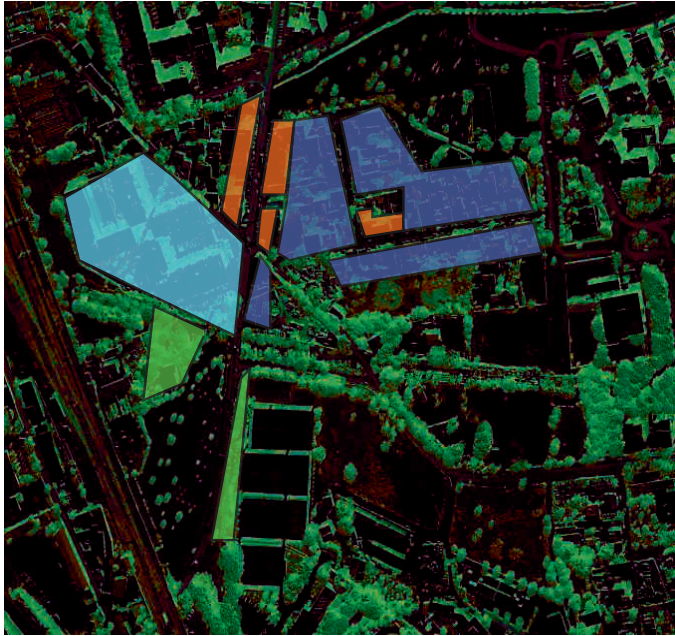
Similar to the high rises of earlier periods, these structures are often five to ten stories tall and are primarily done in brick. Some of these apartment complexes exist within their own development (like the ones near Vigne) however also have shops and services at their bottom floors. Parking is generally provided in garages beneath the building or in surrounding lots.

Mixed Use (1980s-90s)

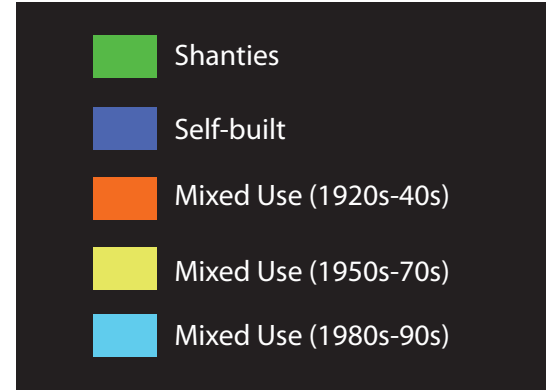


Photos 14-18 (clockwise from top left)

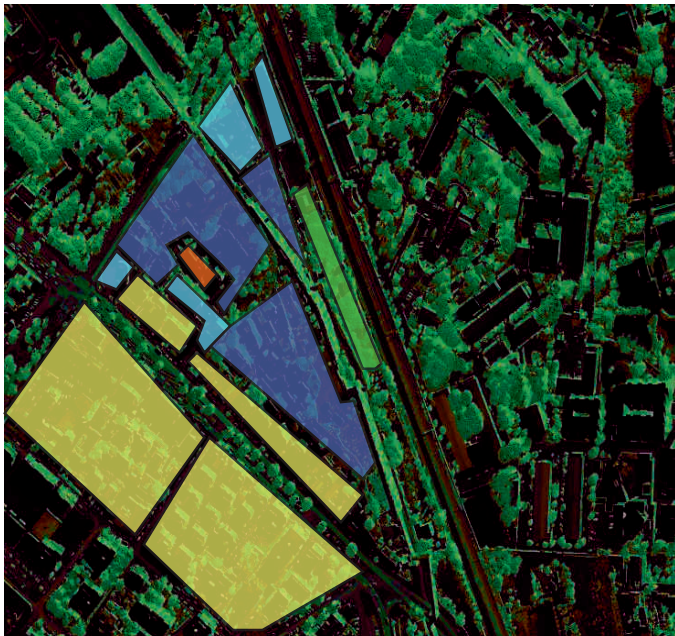
Vigne



Mandrione: Building Typologies



Porta Furba



Marrana



d. Parks and Public Space

Public space is integral to the health of a neighborhood, providing a platform for community involvement, activism, and interaction. A neighborhood without public space is merely an area where people eat, sleep, and commute from. However, not all public spaces have a positive influence on these communities. The parks discussed below demonstrate how they may be both assets and liabilities the community.

Porta Furba Park

The “Porta Furba” Park, as we have named it, is located in between Via di Porta Furba and the train tracks. Up a hillside path, it is not difficult to reach, but the entrance is steep, narrow, and at the time of visit, covered with glass, garbage, and canine waste. Upon entering, there is sufficient grass cover to escape the doldrums of concrete city life. However, besides the open space the park provides, there is little else to do. The park itself is small but open with adequate space for about one hundred people. While mainly vacant, there were a few people in the park upon our visit, each with a dog. There is a dog fence meant to keep them caged, suggesting the purpose of the park. The park seems to be heavily frequented by dog walkers, although there is no sign announcing a specific park purpose. The entrance is located facing away from the nearest neighborhoods, making the target users questionable. While the park is not difficult to access, it is clear not much effort has gone into improving the space for potential users. This park is not completely useless, it is valuable land that serves a very small population.

Inventory:

Small parking lot, filled with 12 cars
7 People in park, friendly and in conversation
6 Dogs in park, 3 in allocated dog fence
Fine view of Quadraro, parts of Mandrione

Parco Giordano Sangalli

A major public space next to the Acquedotto Alessandrino, the park is significantly larger than Porta Furba Park. The features of this park include extensive green space with benches lining a path through it, as well as a playground, and a large concrete square opening at the eastern entrance of Via Pietro Silva. At first glance, the park seems family friendly, clean, and used. During each of our visits there were at least 15 people in the park at all times. However, as our interviews revealed, the park at Acquedotto Alesandrino can be unsafe and is a host to alcoholics, drug abusers, and criminal violence. This is not only reserved for the evening- Silvia, an Italian living in Vigne, saw a man inject himself with a syringe and subsequently overdose at 4 p.m.

Still, the park brings together community members to interact, many on a daily basis. It also serves as a meeting place for more major events. The weekends of Carnevale used the concrete opening as the square of celebration, accommodating hundreds of people. The square also features professional graffiti, and a mural combining the names of Quadraro, Vigne, and Tor Pignattara. The artwork depicts Vigne as the center of attention, minimizing the other two neighborhoods. This is to represent what so many people misunderstand- the area is Vigne. This type of artwork can be considered a freedom of speech for an area that is struggling to have its voice heard. While other neighborhoods in the area are known because of their size and amenities, Vigne recognizes itself as an independent community that relies on itself and the community members for its full economic, political, and social life.

Inventory:

Green park- Generally clean with some garbage on the edges
Pathway leading from Western entrance of park to Eastern entrance
Bocce ball court
Walls lined with artistic graffiti
Small parking lot
Playground
Concrete Square
Small parking lot, a few cars present

People, 29 in park
 Animals, 4 dogs
 19 benches
 Trees in and lining park

Giardino S. Pio da Pietrelcina

The public park at Marrana was small and rather difficult to find. The entrance is gated, appears to be closed. Upon entering the park, it was small, quaint, and had the feeling of a private space. It was well maintained, and provided a sitting area, as well as a small playground. Upon our visit, there was one family present and the park was very quiet. The park seems built in a way to serve specific demographics; young families and older residents. There was no indication of activity by young adults, and as a porter we interviewed in Marrana confessed, there is nowhere for them to go. While beautiful and well kept, Giardino S. Pio da Pietrelcina gives the appearance that it is only used by locals, and its roundabout entrance makes it even more difficult and unappealing for outsiders to enter. In this case, public space is lending itself towards unification of Marrana, and fragmentation of the larger community along Mandrione. While the park works in Marrana's favor- creating a small, private area for families to relax in- it is also contributing to the larger problem of disintegrating any sort of social fabric these peripheral neighborhoods along Via del Mandrione might share by exclusion.

Inventory:

Small playground
 4 benches
 Walk-through garden



Photos 19-23 (clockwise from top right)

4. Interviews

Our interviews did not result in any surprises. Marrana saw little connection to the Via del Mandrione, although the aqueduct was aesthetically important to the nursery built directly beneath it. Porta Furba saw some connection to the aqueduct, but mainly revolved around the passageway to Via Tuscolana and the metro station. Vigne was an ambiguous zone with a diverse ethnic mix and a park known for its drug use. And lastly, Via del Mandrione had a strong relation to the aqueduct because of its prime location along the infrastructure.

After talking to a number of people in these areas (both friendly and unfriendly), we got a much more comprehensive understanding of what is important. These conversations consisted of everything from where the local infrastructure was to personal feelings about the area and government. On the whole, the Via del Mandrione did not come up frequently in these discussions but was generally included on maps, suggesting that its presence is known, though not necessarily utilized or celebrated. Overall, some interviews proved more successful than others. We had our fair share of old rambling men, many of which did not want to draw maps but were perfectly willing to tell us their life story. On the other hand we had some really valuable interviews as well. Silvia from Vigne was one of the more in-depth and she taught us a lot about her neighborhood, both the good and the bad. Following are our interview descriptions, with numbers corresponding to their Lynch maps.

Vigne:

Old Man Walking along Via Fausto Pesci

Sex: Male, Approximate Age: 80

Mentioned that there had been a previous plan to demolish the neighborhood in order to build a larger apartment complex, but instead

they decided to build the large complex on the opposite side of Via di Tor Pignattara. He mentioned the issues with the drainage system in the area and called the small neighborhood an anonymous zone. (See Lynch Map 4)

Sandro Pertini, President of Circolo Bocciofilo

Sex: Male, Approximate Age: 75 years old

Pertini commented on the lack of city investments and problems with maintenance that the area has dealt with. He also mentioned the problems with the sewage system in the area and the demonstrations that have occurred in protest to the lack of district support. He stressed the impact of immigrants on the area, especially those from Romania and other eastern countries. "Most of them are not interested in finding a job, they spend their time getting drunk in the park." He said that the police are present in the area but do not do enough.

Young man who wanted a cigarette

Sex: Male, Approximate Age: 20s

The man said he wasn't from the area, but knew it well enough. He spoke little on the issues but offered to draw us a map of the neighborhood. (See Lynch Map 5)

Silvia

Sex: Female, Approximate Age: 30s

Silvia offered us an interview from the living room of her Vigne home. Silvia and her husband rebuilt and customized the small 20-year old apartment when they moved in. Open about the issues and truth behind Vigne, she jumped on the opportunity to draw us a map. Starting with the Acquedotto Felice, Silvia noted that while people use Via del Mandrione (herself included), it has little effect on their daily lives. Vigne, known for some of its community activist movements encouraged Silvia to help start an urban garden on Via degli Angeli, which has gained support from both young and old people in the neighborhood. Silvia had much to say about Vigne, including the fact that no one actually knows its proper name.

"People from Tor Pignattara think it's Quadraro, and people from Quadraro think it's Tor Pignattara. Vigne is very mixed in race and age. There are a lot of Southern Italians and some Roma camps which have moved around." She mentioned recent fights between Chinese and Italian people and implied that a nearby Chinese restaurant might be linked to crime. Meanwhile, the park along Acquedotto Alessandrino has been facing major drug problems. Despite all of this, Silvia seemed to be enthusiastic about the diversity of the neighborhood and likes the fact that her daughter's school is diverse. When asked whether the neighborhood was improving she was hesitant but she said that she was happy and could see her family living there forever. (See Lynch Map 6a and 6b)

Older Women and their Romanian assistants

Sex: Female, Approximate Ages: 48, 52, 80s (2)

Two older women in wheel chairs and two women in their 50's who appeared to be taking care of them agreed to speak with us only after several requests. The older women lived in the area, on Via degli Angeli, and the younger two lived outside the area and traveled in to take care of the women. These women were considered "bandante" or caregivers, who take care of the women all week long. The women are very happy with the area and note that there are a lot of available services. They point out the presence of two churches, two schools and the park.

Old Man in Park

Sex: Male, Approximate Age: 80

The man spoke with us about his life history, including everything from his wife's death to how politics shaped the local community. He was dissatisfied with the way the neighborhood was treated, citing the lack of resources and attention Vigne receives from city officials.

Marrana

Porter at Apartment Complex

Sex: Male, Approximate Age: 70

As a resident for 30 years, the porter was able to recount the historical past of Marrana. He noted the development of this area in the 1970's as housing for people associated with the Banca D'Italia. Today the apartments are not so connected to the bank, however he noted that the bank and church are two structures that still define the neighborhood. He also mentioned that there is a park, center for elderly people, center for mental patients and kindergarten, and the Conad shopping mall, yet there are still few places for young people to go. He also pointed out a well-respected school for the north, as well as a middle school and sports facilities. When asked about the Via del Mandrione he noted that there is "no connection". He pointed out that it was "behind us" and that it was a boundary but had little to say about it.

Social Worker in Bar

Sex: Female, Approximate Age: 30

When asked whether she comes here often she said, "unfortunately yes", noting that she works in the area at a center for homeless and immigrants. This experience, she says, has allowed her to understand the "reality" of Mandrione. She said that she likes Via del Mandrione and that it is her favorite street because it is easy to travel along, and is fast and useful. She said that on the street itself she can see shelters and shanties and lots of colors. "And I can also see the aqueduct, it's a piece of history, you can see it as you pass through it."

Owner of Plant Nursery

Sex: Male, Approximate Age: 35

His grandfather had purchased the land, approximately 20,000 square meters in total, about 50 years ago. When asked his relationship to the aqueduct he said that the aqueduct has aesthetic value and acts

as a landmark. "When people ask us how to get here, we say 'its under the aqueduct.'" When asked about what is on the other side of the aqueduct he notes that there isn't much. He said that most shops are on his side of the aqueduct and he passes through it frequently and only stops along Via del Mandrione if he needs a piece of iron. When asked if there were any problems that go along with being located next to the aqueduct he noted that there is an issue with privacy and ownership. He said that students think that they can enter and take pictures, without realizing it is private property. Among other problems, the city council wanted to make a bike path along the aqueduct. "There are young guys who want to build a cycling path and there are powerful people behind them." These powerful people are the city council. They (nursery and land owners) have so far refused but the issue is far from over. This scenario is how the Conad Shopping Mall came to be. The nursery owners had to go through several people for permission to ask questions (similar to our experience getting an interview at the nursery). The owners lost, their land was taken, and the supermarket was built. "It is a problem with private ownership and public interest. It's a battle between getting public services and preserving the aqueduct, but it's also about protecting private land."

Man Working in Grocery Store

Sex: Male, Approximate Age: late 40's

Said he couldn't give interview because he had only worked in area for a month.

Man and Women Working in Café

Sex: Male and Female, Approximate Age: mid 40's

Said they couldn't give interviews because they "couldn't speak Italian".

Men in Storefront

Sex: 2 Males, Approximate Age: 50's

The first man appeared to be in the working class, wearing street

clothes. The second man was dressed nicely, wearing a suit. The two men were chatting when we approached. They were surprised at our request and said they couldn't give interviews because it was lunchtime.

Porta Furba

Large Family

Sex: Male and Female, Approximate Ages: 1-60

We encountered this large family originally from Naples and Abruzzo, while sitting on their front porch. Dressed like rural, Southern Italians, the women appeared to not work outside the home and the 20-year old man appeared to be doing some work on the house. The older men had moved to the area 50 years ago. When asked to draw a map, all adults participated. They were keen to point out the presence of the Metro and the Bar on Via Tuscolana but had a difficult time identifying the location of their house. They noted the presence of the aqueduct but viewed it as a barrier. Meanwhile they identified the neighborhood they lived in as Porta Furba and even believed that some of the buildings on the other side of the aqueduct was Porta Furba as well. Overall they seemed pleased with their living situation and had positive views of their neighborhood. (See Lynch Map 2)

Real Estate Agent

Sex: Male, Approximate Age: 40

When drawing his Lynch map, the real estate agent made distinctions between the modern developments, dating back to the 1960s along Via Tuscolana, and the smaller older houses within the Porta Furba triangle. He noted that the high-rise apartments could be worth up to 500,000 Euros, while the houses in the Porta Furba triangle were worth closer to 180,000 Euros. He made reference to the importance of the metro, the Arco di Travertino, and the aqueduct, and noted how they add value to the area. As a worker in the area, he notated the places to get food along Via Tuscolana, including the bar, kebab shop, pizzeria and pasticceria. (See Lynch Map 3)

Via del Mandrione

Gym Employee

Sex: Male, Approximate Age: 30s

The gym employee was eager to speak with us about his gym and its relation to Via del Mandrione. He said that Via del Mandrione is a street, not a neighborhood and that the closest neighborhoods to the street are Tuscolana and Tor Pignattara. On his map, he indicated that Via Tuscolana is where the Via del Mandrione begins and pointed out the presence of the train tracks. He noted that prostitutes once characterized the street, but now the area is better, has more families and is known for its abundance of small industries and craft workers. Locals, however, do not frequent the gym, and most of their clients do not live in the area. In terms of problems with the area he mentioned issues with the sewer system, which floods occasionally. (See Lynch Map 7)

Man Carrying Groceries

Sex: Male, Approximate Age: Early 30's

The man said he worked at a kabob shop for two years in the area. Originally from Pakistan, after leaving the kabob shop he began to take care of an old man who lived on Via del Mandrione. He eventually moved in with the man and worked with him full time. He said living on Via del Mandrione has been very nice and that the people are very friendly. Despite the general lack of sidewalks along Mandrione, the man could walk to amenities, like the grocery store from which he was coming.

Man in Courtyard of Apartment

Sex: Male, Approximate Age: Early 40's

Said he could not give an interview because his landlord was not home

Bar's Shopkeeper

Sex: Female, Approximate age: 60's

The shopkeeper had been living in the area for forty years and her business has become the main bar on the street, which acts as a meeting point for both young and old people. She noted that the street has changed a lot in the last few years, particularly due to the fact that a lot of young people, especially immigrants and "gypsies" live in the area. She says that during the day the street feels safe, however in the evenings, particularly due to the presence of prostitutes and "gypsies" the area feels less so.

Resident of Via del Mandrione

Sex: Woman, Age: 45 years

She described how she and her husband opened their offices on the first floor of their building and then lived in an apartment on top. She called the Via del Mandrione a unique place that she would never want to leave. She speaks of the area as a "non-invasive district that allows you to have your own space" and for those who lead her lifestyle, it is a "perfect district".



Photo 24

Daily Itineraries

Romica, about 38 years old, arrived in Italy ten years ago. She worked as a nanny for two ladies and continues to today. Every day Romica travels to Tor Pignattara via public transportation. Similar to Dorin's, her day starts at Mrs. Mary's house, followed by a trip together to the supermarket, post office, or doctor. On nice days, Romica and Dorin will call each other and meet at the park to enjoy the weather together. If one of the caretakers is particularly busy, the other will stay with the older women while she goes out and takes care of her errands. When looking for something else to do, the ladies take long walks through Tor Pignattara, at times finding it difficult to move the wheelchairs along the sidewalks. The improper parking and barriers causing these problems are not uncommon and make the walks less enjoyable. Around noon, the ladies return home for lunch and spend the afternoon and evening at home. At 9 PM, Romica will either take the bus home or have her partner pick her up. While the bus stop has adequate lighting, it is not the safest place to be alone at night. Often the bus stop will still be busy with other workers trying to get home, but on later nights, she prefers that her companion picks her up.

While some people decide to move out, residents like Mrs. Mary stay in the neighborhood (Vigne) their whole life. Romica and Dorin become integral to these neighborhoods because of their daily involvement in the lives of those with needs. They become members of the communities by their interactions in common places, such as the grocery store and Parco Giordano Sangalli.

Giuseppe an 84 year old widower, spends his day at the discount store, the bank, and then is home for the rest of the day. If it is nice out, he will stop in the park in the morning until lunchtime. At noon he returns home to cook lunch.

Giuseppe was one of the many older people who were present in Parco Giordano Sangalli at the time of interview. The reliance of himself and others on it for their daily activities should be of important note to city developers, as the park is in disrepair.



Photo 25

Daily Itineraries (cont.)

Jacob, 35 years old, from Peru, has lived in Rome for 5 years. He works in a restaurant while his wife works in a nursing home. Their work schedules must complement each other in order for someone to care for their 2 year old son. His wife will often work from 6 A.M. until 2 P.M. and then spend the rest of the time with her son. Jacob will then work from 6 P.M. until 1 A.M. and watch over their son in his free time. When it is sunny, he will take their son for a walk in the morning, usually around 11 A.M. until 12:30 P.M. Often they will go to the supermarket and then to the park to watch dogs and play.

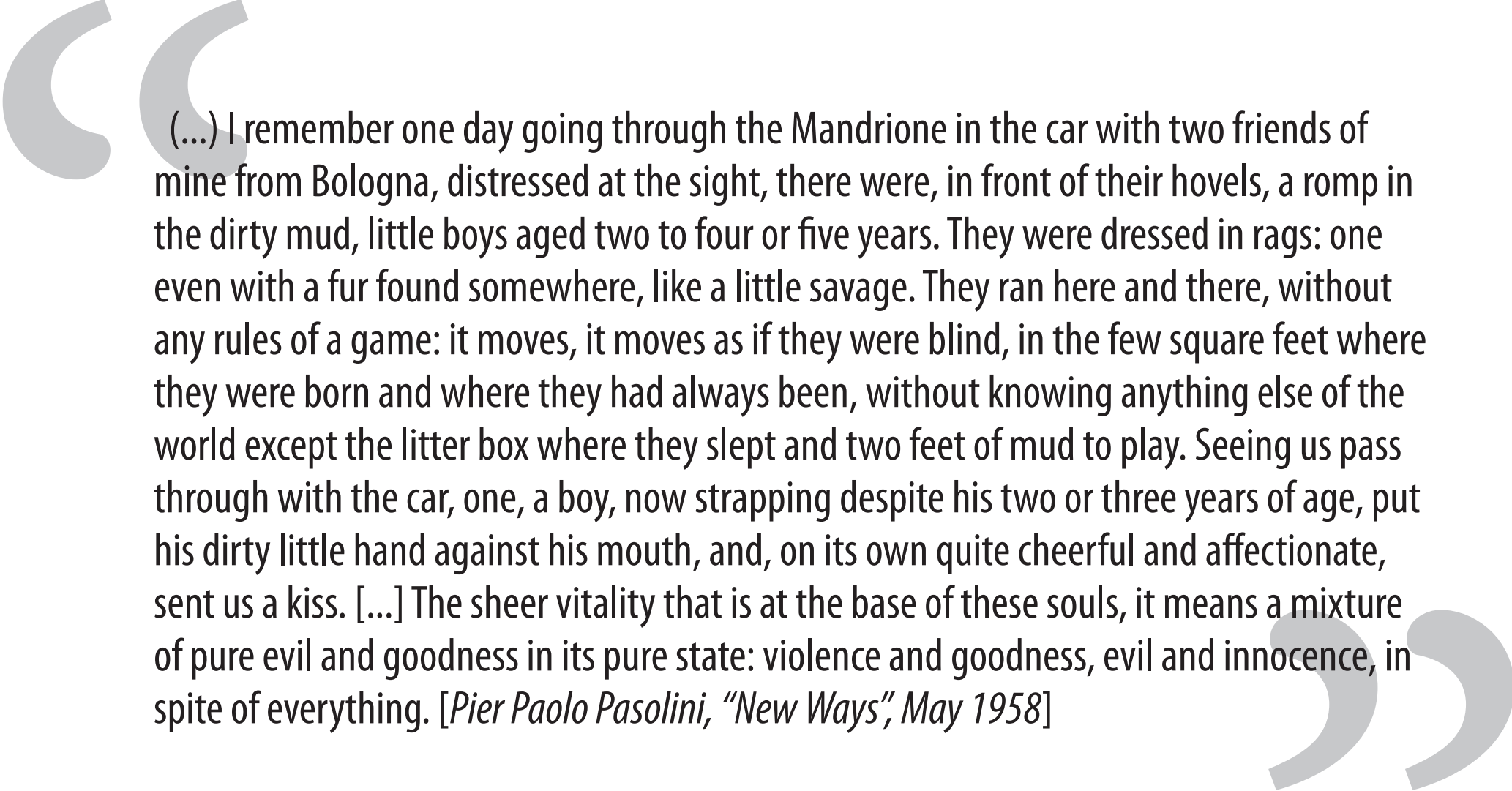
By working and living along the aqueduct with his family, Jacob's daily itinerary verifies that family life is possible and enjoyed by many amongst the aqueduct despite the area's negative connotation.

Lucia, a 33 year old Sicilian moved to Rome 13 years ago to study Economics. She now works with an insurance company and has lived nearby for 5 years. She begins work at 8:30 A.M. until her lunch break at noon. Sometimes she will go to the bar Valenti for a coffee, sandwich and company with the regular customers. On other days she will go shopping at the supermarket. Coming home from work, she admires the aqueduct, using it as her symbol of home. At 5 P.M. she wraps up her day by attending boxing lessons at the gym on Via del Mandrione.

Lucia identifies with the Felice Aqueduct in a positive way. By using it as her home reference, she is furthering the use and value of the aqueduct in ways that were likely unintended by its engineers hundreds of years ago.

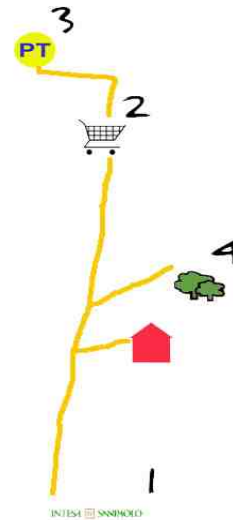
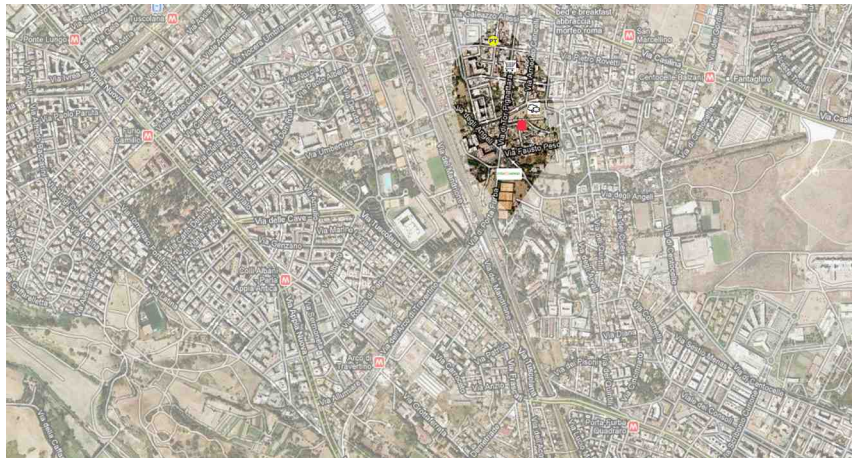
Alessandro is 40 years old, Roman, and lives on Via del Mandrione. When he wakes up at 10:30 A.M., he walks with his dog through the district and says hello to all of his friends in the area, mostly mechanics on Via di Tor Pignattara; childhood friends. They walk through the Acquedotto Alessandrino, where his dog likes to play. During the walk he goes to the bar for breakfast and to the kiosk. 1 P.M. is lunch time and he goes to his mother's house on Viale Giacomo Aicardi where they eat together. In the afternoon, he meets up with his partner and they go to supply the locals with drinks, alcohol, and food.

As a resident of Via del Mandrione, Alessandro's itinerary gives insight into an area we know little about socially. His schedule demonstrates the presence of a daily life cycle through Mandrione and the destinations residents have along the street.



(...) I remember one day going through the Mandrione in the car with two friends of mine from Bologna, distressed at the sight, there were, in front of their hovels, a romp in the dirty mud, little boys aged two to four or five years. They were dressed in rags: one even with a fur found somewhere, like a little savage. They ran here and there, without any rules of a game: it moves, it moves as if they were blind, in the few square feet where they were born and where they had always been, without knowing anything else of the world except the litter box where they slept and two feet of mud to play. Seeing us pass through with the car, one, a boy, now strapping despite his two or three years of age, put his dirty little hand against his mouth, and, on its own quite cheerful and affectionate, sent us a kiss. [...] The sheer vitality that is at the base of these souls, it means a mixture of pure evil and goodness in its pure state: violence and goodness, evil and innocence, in spite of everything. [*Pier Paolo Pasolini, "New Ways", May 1958*]

The interested area of the interviewee



Giuseppe, 84

“Actually the district has no great problems. It has changed so much during the years, but improving. There are shops, buses and an easy access. The only real difficulty could be living with too many foreigners.”



neighborhood’s feeling foreigners park connection with the city

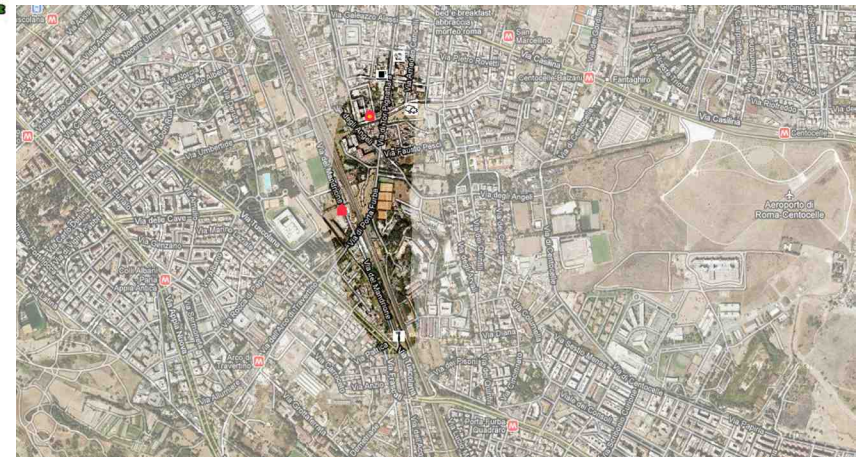


Alessandro, 40

“I live very well in this neighborhood, it has everything! I have my mother and my girlfriend, I have friends of all ages and all nations, I know everything thanks to my work and then there's the park where I can go for a walk with my dog”

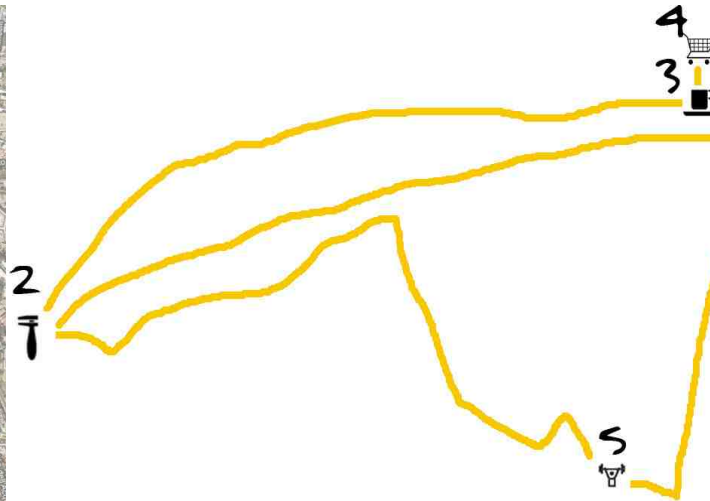


old and young people aqueduct need for identity



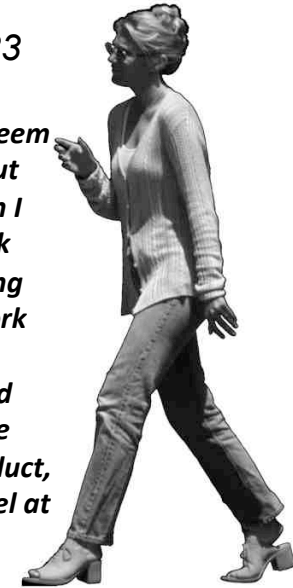
photos, maps, and illustrations courtesy of Lucia Fonti and Federica Ciarcia

The interested area of the interviewee



Lucia, 33

It might seem stupid, but only when I come back after a long day of work and city walks, and when I see the aqueduct, I really feel at home!!



Dorin e Romica, 32 e 38

"In the morning, here at the park, we are very fine, we can meet and look for other friends, the ladies can stay here and talk to each other. It's close to home, easily accessible and close to the shops where we usually go."

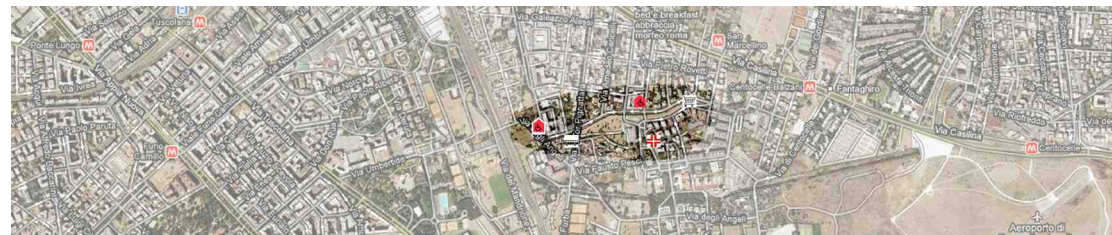




Photo 26

5. Issues

Defensible Public Space

On Monday March 14, 2011, we met with Sylvia, who lives in Vigne. She had moved there with her husband in 2007. They were looking for a place that had a certain character. A small group of houses were being redone in Vigne and they immediately fell in love with the architecture. They have a young daughter in school and another on the way. They also have a dog. Sylvia loves her neighborhood. The people are fantastic, she says. She loves the diversity in her daughter's public school.

The park right next to her house however is suffering from anti social activities and a lack of maintenance. With the appearance of the park in

decline, it is less pleasant to be in. Sylvia does not take her daughter to the playground in the park because of the state in which they find it. To enjoy a park, she and her daughter instead walk much further, to a park on the other side of the Tor Pignattara neighborhood.

What is most disturbing for Sylvia is the use of the park. To the daytime, observer, foreign to the neighborhood, the park seems normal, if not pleasant. There are usually at least one or two children, dogs, and a few old folk walking with one another. The park however can often become host to anti social activities. These activities include drug use, alcohol use, and violence.

Sylvia recounted a few stories for us. The first involved quite a few people from the surrounding areas. Two groups of young men, one of Chinese origin (according to Sylvia) and the other of Italian origin, got into a fight inside the park. Ultimately, a few of the young men involved in the fight wound up needing treatment in the hospital.

That same week, a group of vandals moved through the main streets around the park and smashed windows on 10 cars and even proceeded to set one of the cars on fire. Its burned out, empty frame was still sitting in its parking spot days later.

The park also suffers from the presence of drug users and people consuming excessive amounts of alcohol. On one occasion, Sylvia recounted, she and her daughter were walking through the park around 4 p.m. when she witnessed a man using heroin right out in the open. To make the situation worse, the man overdosed and Sylvia called for an ambulance, which took him away. The park, she says, also has some people who occasionally consume alcohol, especially late at night.

The defensibility of the park and public space in Vigne and the areas around the Via del Mandrione should be an issue of particular importance. If it is true, as Sylvia tells us, that the neighborhoods have strong communities, it would be especially important to consider the health and use of their public spaces and how they are serving the people who live there.

Relationship between Public and Private

The complex history of Via del Mandrione, the aqueduct, and the surrounding neighborhoods has developed a delicate relationship between the definition of public spaces and private spaces. For example, though the area within Vigne that developed around Via Fausto Pesci and Via Ugo Niuto were originally self built and private, which meant the city did not have much of a presence. The street however became public. During our visits, the residents, however, were having issues with the municipality. There were infrastructural problems with drainage in the neighborhood, but the municipality was slow in fixing anything. According to the residents of the neighborhood whom we interviewed, this was due to the fact that the city still has not fully recognized the fact that the streets are now fully public. In a form of protest, the residents draped a spray painted sheet over the street that read, "We were promised mountains and oceans...we are still waiting for sewage systems".

Another manifestation of this dynamic appeared in Marrana, as the group interviewed the owner and manager of a plant nursery that lies along the wall, separating Marrana's newer high-rise apartment buildings and park from the Acquedotto Felice and Via del Mandrione. This man's grandfather had owned large amounts of land in the area during the post war period. Much of this land was used to create the plant nursery, but the municipality decided some of their land would be better used with a public park and so the municipality acquired the land. Discussing this sensitive subject with the nursery owner prompted another issue, that of public space and privacy. Although the man recognized the importance of the aqueduct, under which his house was built, the most important thing for him was maintaining his and his neighbor's sense of privacy and decency. He complained of groups of college students and tourists wandering around the neighborhood taking pictures. He thought this was very inappropriate.

Maintenance of Parks and Recreational Spaces

Within Vigne, there were also complaints about the state of repair and maintenance of the parks and recreational spaces. When speaking with residents from Vigne who were walking their dogs in the park between the

train tracks and Via Tor Pignattara, they noted the way the park has been deteriorating within the last couple years. Buildings to the north of the park remained abandoned and boarded up, while the municipality does not regularly keep up the park itself.

As well, the Parco Giordano Sangalli, also in Vigne, lined by the Acquedotto Alessandrino, suffers from a lack of maintenance. Silvia explained to the group how she does not bring her daughter to the playground in Parco Giordano Sangalli because it is not kept well. Instead, she walks all the way through Tor Pignattara to another playground that has much newer and nicer equipment.



Photo 27



Photo 28

6. Conclusion

Summarizing the neighborhoods and development surrounding Via del Mandrione is a complex task. With three distinctly different areas, it is nearly impossible to generalize their characteristics.

Our studies allow us to firmly say that Porta Furba, Vigne and Marrana are three entirely different neighborhoods with little or no connection to one another. They use few of the same resources, be it public spaces, schools, social centers, churches, markets or transportation stops. They are separated from one another by borders like busy roads and railway lines and therefore do not interact.

In an attempt to identify and understand any connection between the three areas we looked to the Via del Mandrione and in particular the Acquedotto Felice. Porta Furba and Marrana are similar in that they are built “under” the aqueduct. However, Vigne does not share this characteristic. Acquedotto Felice is not visible and Via del Mandrione is not particularly accessible due to the presence of a busy road unfriendly to pedestrians. Hence, Acquedotto Felice and a direct connection with Via del Mandrione are not uniting characteristics of our three study areas.

It appears that the only real connection between Porta Furba, Vigne and Marrana is the preservation of the informal building typology previously discussed. Self-built homes constructed from the 1940s into the modern period are the true uniting characteristic. In all cases, these homes exist in a small pocket of land surrounded by more modern developments. Porta Furba exists almost as an island caught between the Acquedotto Felice and the bustle of Via Tuscolana. Vigne is enclosed by a park and Via di Tor Pignattara while the informal settlements in Marrana are sandwiched between the modern high-rise complexes and the Acquedotto Felice. None of these informal areas are obvious to someone passing by on busy roads; one really has to look for them in order to see them.

What we have are three separate and unique areas. They have a common history and common morphological and typological characteristics, albeit not identical, since there are differences between the demographics and urban form of the three.

It is through this typological commonality that Porta Furba, Vigne, and Marrana maintain their connection. Though almost all of the original residents of Mandrione have been replaced, their legacy remains part of the urban landscape of the area. These areas are also unique in that they are not perceived necessarily as parts of other more contemporarily established neighborhoods like Tor Pignattara or Tuscolano. Rather, they remain on the fringes of the Roman urban landscape, despite being entirely engulfed by modern development and expansion.

As we attempt to predict the future of these settlements, it is impossible not to wonder whether they will survive. Their isolation and proximity to so many large, modern housing projects would suggest that perhaps they are vulnerable. As one man mentioned to us in Vigne, at times there has been discussion about tearing the neighborhood down to make room for more high rises. The enormous 1990’s housing complex adjacent to Vigne is a constant reminder of what the area could become. As we discovered in our interviews, the social problems evident in the area could potentially act as an argument for redevelopment.

We have already seen the destruction of a unique neighborhood along the Via del Mandrione, and it seems that our three neighborhoods might be some of the few remaining settlements with similar characteristics to what once was. It would be a shame to see these areas lost too, as the settlements along Via del Mandrione were.



Photos 29-31 (clockwise from top left)

Appendix

Table 1

Total Population

Census Tract	Total Residents	Total Males	Total Females
VIGNE			
2080070	90	49	41
2080176	195	98	97
2080187	502	265	237
2080190	16	9	7
2080191	88	41	47
2080193	199	92	107
2080201	78	43	35
2080204	0	0	0
2080205	80	34	46
TOTAL	1248	631	617
PERCENTAGE		50.56%	49.44%
MARRANA			
2080115	374	170	204
2080095	481	245	236
TOTAL	855	415	440
PERCENTAGE		48.54%	51.46%
PORTA FURBA			
2080248	175	88	87
2080237	203	105	98
2080234	6	3	3
TOTAL	384	196	188
PERCENTAGE		51.04%	48.96%
Rome			
total	2,624,467	1,235,722	1,388,745
percentage		47%	53%

Source: ISTAT, 2001

Table 2

Population Age

Census Tract	Total Residents Ages 0-14	Residents Ages 15-64	Residents 65 and older
VIGNE			
2080070	16	65	9
2080176	30	135	30
2080187	117	365	20
2080190	3	11	2
2080191	16	62	10
2080193	31	126	42
2080201	14	50	14
2080204	0	0	0
2080205	5	52	23
TOTAL	232	866	150
PERCENTAGE	18.59%	69.39%	12.02%
MARRANA			
2080115	39	262	73
2080095	35	357	89
TOTAL	74	619	162
PERCENTAGE	8.65%	72.40%	18.95%
PORTA FURBA			
2080248	28	119	28
2080237	23	143	37
2080234	1	4	1
TOTAL	52	266	66
PERCENTAGE	13.54%	69.27%	17.19%
ROME			
TOTAL	327,172	1,798,673	498,622
PERCENTAGE	12.46%	68.53%	18.90%

Source: ISTAT, 2001

Table 3

Education

Census Tract	Resident Population 6+ Years	University Diplomas	Secondary Diplomas
VIGNE			
2080070	85	5	24
2080176	183	4	31
2080187	443	47	223
2080190	16	1	0
2080191	82	1	16
2080193	192	10	36
2080201	76	4	14
2080204	0	0	0
2080205	80	1	16
TOTAL	1157	73	360
PERCENTAGE	92.71%	6.31%	31.11%
MARRANA			
2080115	355	73	158
2080095	466	73	229
TOTAL	821	146	387
PERCENTAGE	96.02%	17.78%	47.14%
PORTA FURBA			
2080248	165	15	66
2080237	196	4	45
2080234	6	0	0
TOTAL	367	19	111
PERCENTAGE	95.57%	5.18%	30.25%
ROME			
TOTAL	2,416,137	38,975	823,755
PERCENTAGE		1.61%	34.09%

Source: ISTAT, 2001

Table 4

Occupation

Census Tract	Total Residents	Total Labor Force	employed	unemployed	Business professionals	self-employed	Personal Assista
VIGNE							
2080070	90	44	37	6	5	6	0
2080176	195	88	61	18	1	4	0
2080187	502	276	263	9	16	25	3
2080190	16	8	6	2	0	0	1
2080191	88	37	29	3	0	0	1
2080193	199	73	60	8	4	8	2
2080201	78	32	28	1	0	2	0
2080204	0	0	0	0	0	0	0
2080205	80	33	30	3	1	3	0
TOTAL	1248	591	514	50	27	48	7
PERCENTAGE		47.36%	86.97%	8.46%	4.57%	8.12%	1.18%
MARRANA							
2080115	374	171	156	12	17	18	2
2080095	481	229	204	14	18	29	0
TOTAL	855	400	360	26	35	47	2
PERCENTAGE		46.78%	90.00%	6.50%	8.75%	11.75%	0.50%
PORTA FURBA							
2080248	175	77	67	7	3	6	0
2080237	203	89	58	28	2	8	0
2080234	6	2	2	0	1	0	0
TOTAL	384	168	127	35	6	14	0
PERCENTAGE		43.75%	75.60%	20.83%	3.57%	8.33%	0.00%
ROME							
TOTAL	2,624,467	1,127,460	1,002,523	124,937	91,279	111,729	14,062
PERCENTAGE		42.96%	88.92%	11.08%	9.10%	11.10%	1.40%

Source: ISTAT, 2001

Table 5

Housing

Census Tract	Total Housing Units	Owned Units	Rented Units	Total Families
VIGNE				
2080070	41	11	21	35
2080176	104	34	34	77
2080187	201	181	9	196
2080190	5	0	4	5
2080191	45	22	4	30
2080193	93	55	20	77
2080201	37	21	6	32
2080204	0	0	0	0
2080205	37	2	32	34
TOTAL	563	326	130	486
PERCENTAGE		57.90%	23.09%	
MARRANA				
2080115	204	137	6	155
2080095	172	150	34	192
TOTAL	376	287	40	347
PERCENTAGE		76.33%	10.64%	
PORTA FURBA				
2080248	2	40	17	59
2080237	84	59	14	74
2080234	64	2	0	2
TOTAL	150	101	31	135
PERCENTAGE		67.33%	20.67%	
ROME buildings				
TOTAL	1,150,547	656,599	287,824	OTHER 71,572
PERCENTAGE		63.18%	27.69%	6.88%

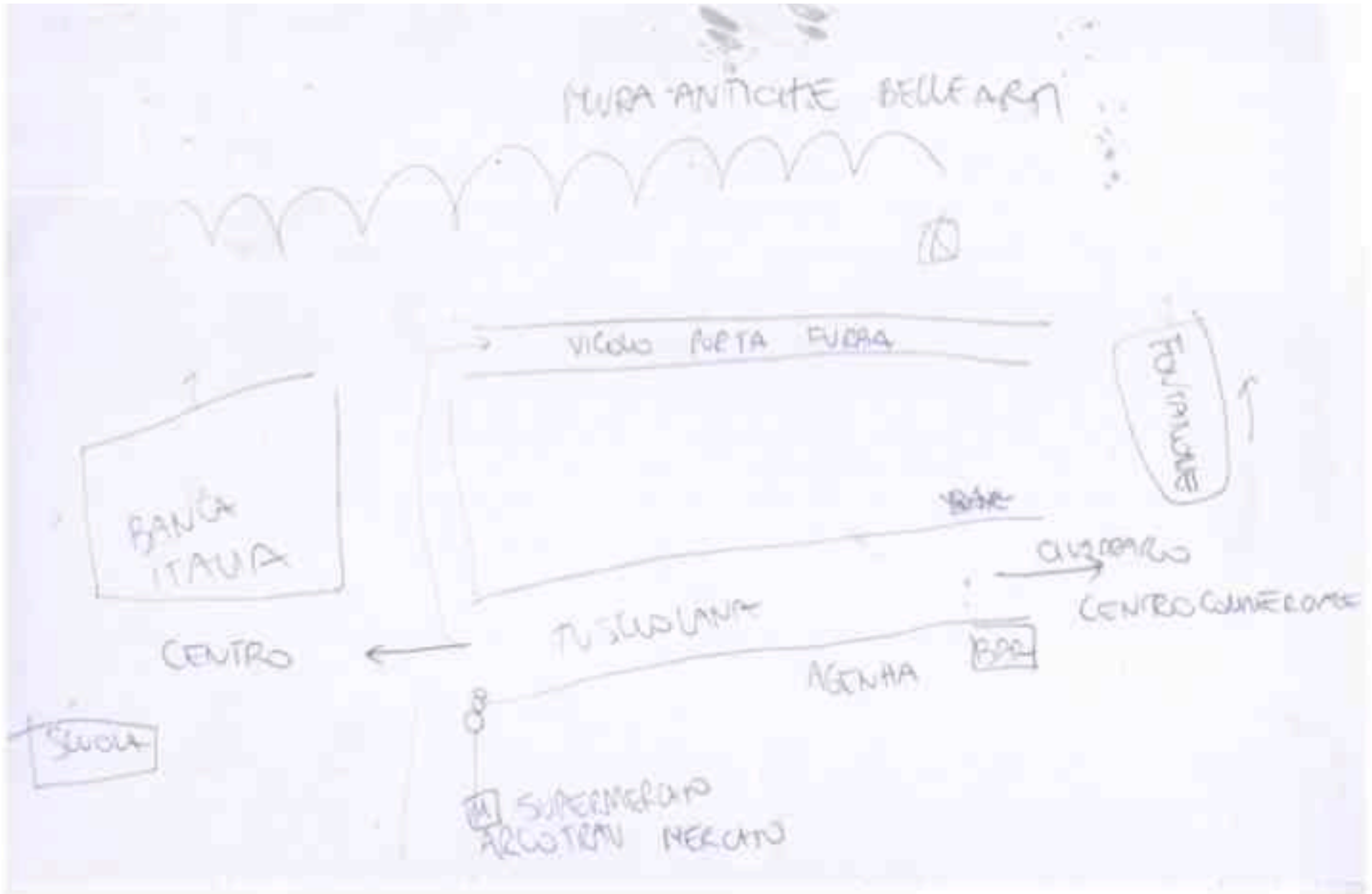
Source: ISTAT, 2001

Table 6

Housing Age

Census Tract	BEFORE 1919	1919-1945	1946-1961	1962-1971	1972-1981	1982-1991	AFTER 1991	
VIGNE								
2080070	0	7	11	0	0	0	0	
2080176	1	16	2	0	0	0	1	
2080187	4	0	2	0	0	0	4	
2080190	0	3	0	0	0	0	0	
2080191	1	11	2	0	0	0	0	
2080193	0	12	5	1	0	0	0	
2080201	0	13	1	0	0	0	0	
2080204	0	0	0	0	0	0	0	
2080205	1	1	2	0	0	0	0	
TOTAL	7	63	25	1			5	
PERCENTAGE	7%	62%	25%	1%			5%	
	101							
MARRANA								
2080115	0	0	0	3	0	0	0	
2080095	0	0	6	8	0	0	0	
TOTAL			6	11				
PERCENTAGE	17		35%	65%				
PORTA FURBA								
2080248	0	0	2	2	2	1	1	
2080237	0	0	9	11	5	0	1	
2080234	0	1	1	0	0	0	0	
TOTAL		1	12	13	7	1	2	
PERCENTAGE	36	3%	33%	36%	19%	3%	6%	
				58%				
TOT RES BUILDINGS								
ROME								
TOTAL	127,713	8,032	13,025	28,679	29,889	25,358	15,288	7,442
PERCENTAGE		6%	10%	22%	23%	20%	12%	6%

Source: ISTAT, 2001



Large Neapolitan Family - Porta Furba

Lynch Map 2



Real Estate Agent - Porta Furba

Lynch Map 3



Lynch Map 4

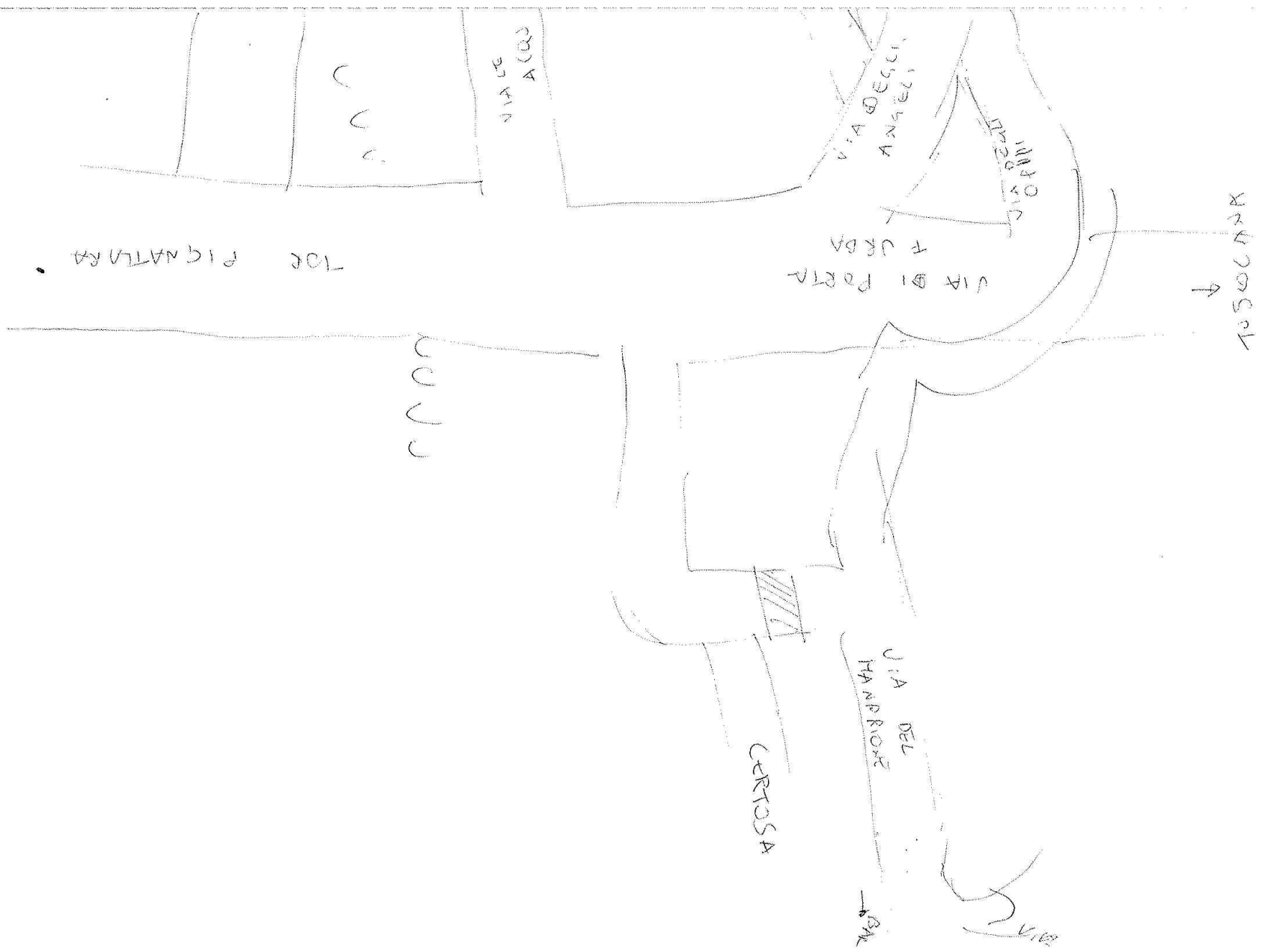
Old Man Walking along Via Fausto Pesci - Vigne

VIGNE



Lynch Map 5

Young man who wanted a cigarette - Vigne



Silvia - Vigne

Lynch Map 6a



Silvia - Vigne

Lynch Map 6b

Fontana

Acquedotto Romano

Torriguarda

Via Torriguarda

Terra Ponticella in alto



Via del Mandrone



VIA DEL MANDRIONE FINISCE A VIA CASALINA VECCHIA

Dopo

FERRUVIA - COSTEGGIA LA VIA

Employee at "Body Fight" Gym - Via del Mandrone

Lynch Map 7

Bibliography

Agnew, John. (1995). Rome. New York, New York: John Wiley and Sons.

Aicher, Peter. (1995). Guide to the Aqueducts of Ancient Rome. Wauconda, IL: Bolchazy-Carducci.

Carpaneto, Rodolfo, Senio Gerindi and Aldo Rossi (Eds.) 2007. Pasolini e le borgate. Storia sociale della casa a Roma. Roma: Associazione Culturale "Aldo Tozzetti".

Commune di Rome. (2001). ISTAT Census Data.

Lynch, Kevin. (1960). The Image of the City. Boston, MA: MIT Press.

Staffieri, Caterina (2002). Invito al Mandrione. Rome, Italy: Futuro.

Photo Credits

1-31 (except 2): Ryan Shedd

2: Pasolini.net

Front and Back cover photos: Ryan Shedd

All satellite images taken from Google Earth and Google Maps

