

POSITION PAPER 8

THE CHARACTER OF THE STREET

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We have made a series of studies, mainly using cardboard models, combined with observation, to identify the desirable character of a Pasadena street.

We found that the qualities which make a good street, are both crucial (in the sense that when done incorrectly the result can be truly horrible, and invalidates the whole neighborhood), but also very elusive (when it comes to identifying the characteristics of a good one).

The tentative conclusions we have from these studies, are these:

1. Trees and avenue quality of street.
2. Three spaces in the street.
3. Front yards either shallow or deep, not in between.
4. Glimpses of inner courtyards and gardens.
5. Street width (building to building)
6. One story structures near the street.
7. Three zones for frontage
8. Short fragments of buildings built up to street every 200' at least.

*Buildings  
fronted  
open onto  
the street.*

1. Trees and avenue quality of street.

Two lines of trees on either side of the street, which gives the feeling of a dense green tunnel on the street.

2. Three spaces in the street.

15' sidewalks on both sides of the street, separated from the street by a dense line of trees.

3. Front yards either shallow or deep, not in between.

50% of the open space is front gardens.????  
Front yards similar to the old Pasadena ones. They are never less than 35' deep. When shallow they have a depth of 35' to 40'. When deep they are at least 65' to 70' deep.

4. Glimpses of inner courtyards and gardens.

Interior courtyards and gardens are always visible from the street. Passages through building volumes, wide openings between building volumes connect the interior courtyards with front yards and sidewalks.

5. Street width (building to building)

The average street width is 140' to 150' feet.

6. One story structures near the street.

It is desirable that building volumes that come close to the front zero property line are one story.

7. Three zones for frontage

Buildings and gardens should be placed along the street in a way that emphasizes the existence of clear front zones along the street.

First zone: 5'-10'.  
Second zone: 10'-35'. No building frontages  
Third zone: 35'-60'.

8. Short fragments of buildings built up to street every 200' at least.

9. Not too many planes.