



# Streetscape

There are varying types of streets located within the East Central City Consortium. These streets vary in scale, design, function, and accompanying land uses. Using the street hierarchy formula created for the City Center Development Guidelines for the City of Columbia in 1998, the development team has classified the roadways within the consortium into five categories.

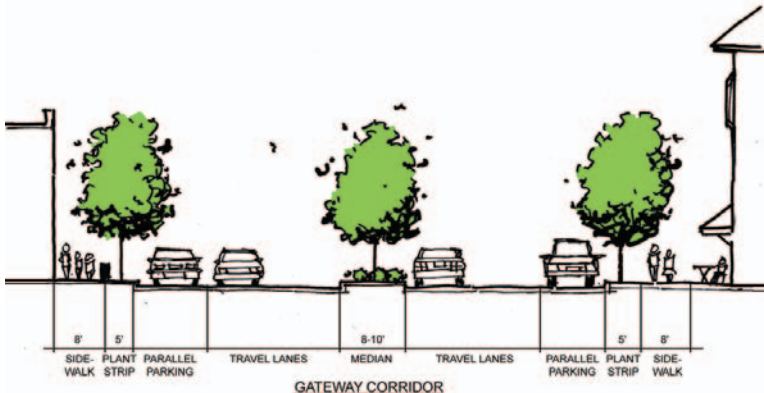
Category	Street Type
<b>Gateway Corridor</b>	Taylor St
	Forest Dr
	Gervais St
	Milwood Ave (South of Gervais St)
<b>Urban Boulevard</b>	Harden St (North of Elmwood St)
<b>Image Streets</b>	Two Notch Rd
	Harden St (South of Elmwood St)
	Beltline Blvd
	Millwood Ave (North of Gervais St)
<b>Residential Corridors</b>	Pinehurst Rd
	Chestnut St
	Slighs Rd
	Laurel St
	Santee St
	Reed St
	Barhamville St
	Elmwood Ave
	Harrison St
<b>Residential Streets</b>	Remaining streets



Norcross, Georgia

## Gateway Corridors

“Gateway corridors are those streets that carry the largest volume of traffic and set an image” for downtown Columbia and the East Central City for vehicular traffic. “These streets are the city’s front door” and will define the image associated for downtown Columbia as well as East Central City. The development of Gervias St within the Vista of downtown Columbia is a Gateway Corridor. It will be important to create a pedestrian friendly environment. Buildings should be placed along the road corridor with visible entry points. Parking should be placed to the rear, with access points, from secondary streets, to minimize curb cuts and increase pedestrian and vehicular safety.

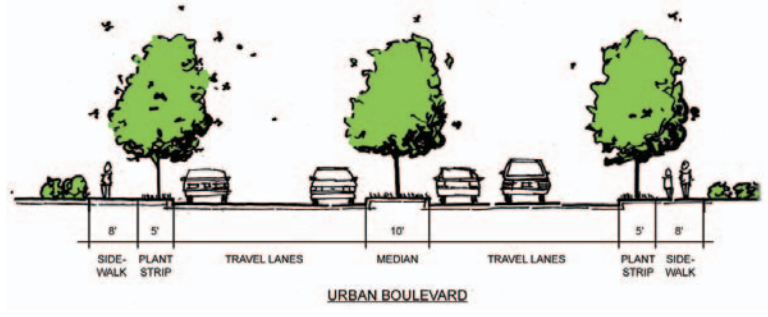


Gervais Street - Columbia, South Carolina

# Streetscape

## Urban Boulevards

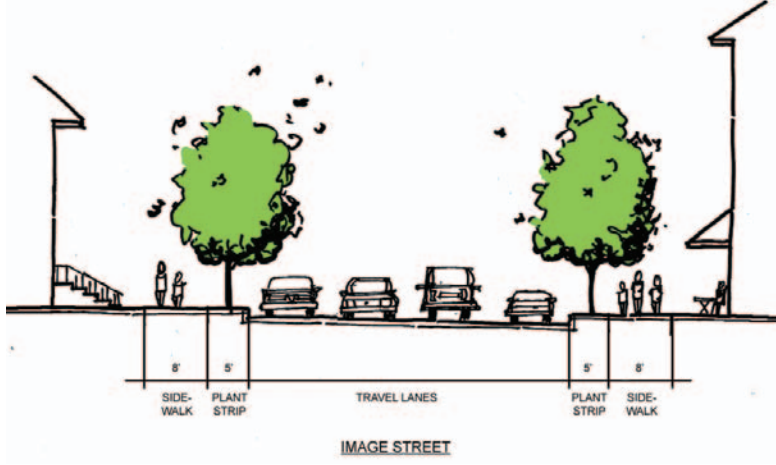
“The primary function of the Urban Boulevard is to effectively move traffic through urban environments. These streets function as traffic arterials and often have only minor pedestrian traffic associated with them.” As streets have been developed for vehicular traffic, the surrounding land uses have had or needed little interaction with pedestrian traffic. At a minimum these streets should be given pedestrian elements including street trees, adequate lighting, gracious sidewalks and designated crosswalk zones.



Columbia, South Carolina

## Image Streets

“Image streets include those streets that have an important transportation function and also have high visibility based on their location and adjacent fronting uses.” Two Notch Rd is an example of an Image Street within East Central City. Although the roadway is a state route, the road is the central corridor within the area. This street should be developed with various land-uses with an emphasis on moving traffic and creating a quality pedestrian experience. Construction has begun on the Two Notch Rd streetscape.



Gainesville, Georgia

# Streetscape

## Residential Corridors

The Residential Corridor was not a street category developed during the City Center Design/Development Guidelines. Residential corridor streets are traditional single-family neighborhoods streets where “cut-through” traffic occurs between major streets. Elements would include those found within a typical residential street as well as additional traffic calming devices. Traffic calming elements include, pedestrian crossings with pavement stripping, four way stops at all intersections, adding curb bulb-outs and extensions to narrow lanes at intersections, paving patterns and/or speed tables.

## Residential Streets

These streets are within a traditional single-family neighborhood. They maintain a minimal right of way, pavement width, exhibit minimal traffic volumes, and low-density residential land uses. A consistent residential streetscape should be created in East Central City for use within these neighborhoods. Elements would include a five-foot sidewalk on both sides of the street, landscape strips, street lighting and universal road name signs.



*Residential Street*

