

STAFF REPORT
for
OCTOBER 6, 2021 HRC MEETING

Case #: COA2021-074
Staff: Heather M. Bratland

Applicant: City of Winston-Salem, Rodd Ring

LOCATION

District: West End Historic Overlay District
Street: 1000 and 1100 blocks of West End Boulevard, Winston-Salem
Building: Right-of-way
Status: Contributing
Local Historic
Landmark#: n/a

REQUEST(S)

- Installation of traffic calming measures

APPLICABLE DESIGN REVIEW STANDARDS

West End Historic Overlay District Design Review Standards available at <https://www.cityofws.org/DocumentCenter/View/4089>

STAFF COMMENTS

“Of central importance to the character of the West End is its landscape plan as designed by Jacob Lott Ludlow.... Curving streets...meander through the neighborhood.... Physical remains...reveal that at least some of the streets were paved with granite blocks, but all are now covered with asphalt. ...The typical West End street is lined with granite curbs and has one or two narrow grassy strips, often tree-planted, dividing it from the sidewalks.” – *West End Historic Overlay District Report*

STAFF FINDINGS

Commission staff finds that the project is not incongruous with the character of the West End Historic Overlay District because:

- 1) Twelve (12) 8'-wide, high visibility crosswalks with 24" white crosswalk lines alternated with 24" gaps will be installed at four (4) intersections, where Piedmont Avenue intersects with West First Street and where West End Boulevard intersects with West First, Jarvis, Crafton, Taylor, and West Fourth Streets. At three (3) of the intersections, curb ramps and ADA-compliant detectable warning domes will be installed, connecting the sidewalks with the crosswalks. A small amount of granite curbing will be removed to accommodate the sloped curb ramps at two (2) of the intersections. The new concrete curb ramps will be integrally tinted to match the surrounding concrete sidewalks. The proposal does not include any crosswalk signage other than the pavement striping, minimizing the visual impact of the project. (*Public Rights-of-Way*, West End Standards 1-3; *Safety, Accessibility, and Code Requirements*, West End Standard 6; *Signage*, West End Standard 16)
- 2) The two (2) proposed curb extensions and one (1) refuge island will narrow the travel lanes on West End Boulevard, but they will not require any changes to the existing lines of the roadway or granite curbing. The curb extensions will be located 2' from the existing gutters to preserve the granite curbing and permit drainage of storm water. The perimeters of the curb extensions will be defined with granite curbing, using smaller granite where necessary to achieve curves rather than sharp angles. The curb extensions will be filled with dirt to allow for planting of vegetation. The refuge island at West First Street will be constructed of integrally-tinted concrete with ADA-

compliant detectable warning domes on either side of the at-grade sidewalk in its center. The refuge island will be marked with two (2) 12" x 36" yellow-and-black striped signs to mark the obstruction in the roadway. The signs will be below eye level, and they will not block streetscape views. (*Public Rights-of-Way, West End Standards 1-3 and 7; Safety, Accessibility, and Code Requirements, West End Standard 6; Signage, West End Standard 16*)

- 3) The proposed realignment of curbs at three (3) intersections – Piedmont Avenue/West End Boulevard/West First Street; West End Boulevard/Crafton Street; and West End Boulevard/Taylor Street/West Fourth Street – maintains the historic, curvilinear street pattern characteristic of the West End and street topography, while increasing safety by creating well-defined stops and crosswalk locations. The new curbs will be constructed with granite that matches the existing granite curbs. Formerly-paved areas will be backfilled and seeded. The planting strips between the sidewalks and curbs will be maintained. Relocated sidewalks will be integrally-tinted to match the existing sidewalks and finished with curb ramps and ADA-compliant detectable warning domes. Existing stop signs will be relocated, and new stop bars will be painted on the road to define the reconfigured intersections. (*Public Rights-of-Way, West End Standards 1-3; Safety, Accessibility, and Code Requirements, West End Standard 6*)
- 4) Two (2) new stop signs will be installed at the West End Boulevard/Jarvis Street intersection, converting it from a two-way stop to a four-way stop. The stop signs will not block streetscape views. (*Signage, West End Standard 16*)
- 5) A double yellow line will be painted in the center of West End Boulevard to visually narrow the roadway and reduce travel speeds. A white edgeline will be added to West End Boulevard where it intersects with West Fourth Street to direct cars toward the narrowed intersection. The pavement markings are not incongruous with the special character of the District. (*Public Rights-of-Way, West End Standard 7*)

STAFF RECOMMENDATION

Based on the preceding findings, staff recommends that the Commission approve COA2021-074 at the right-of-way located in the 1000 and 1100 blocks of West End Boulevard, within the West End Historic Overlay District, with the following conditions:

- 1) The applicant shall receive, prior to commencement of the work, all other required permits or permissions from governmental agencies;
- 2) Commission staff shall review and approve any revisions or deviations to any portion of the as-submitted work, which qualify as minor work, prior to commencement of that portion of the project; and,
- 3) The applicant shall submit the Certificate of Appropriateness Request for Certification of Completed Work form and photo documentation of the completed project to HRC staff within ten (10) days of its completion.