



Staff Report
City of Richmond, Virginia
Urban Design Committee



UDC 2025-17	FINAL Review	Meeting Date: 10/16/2025
Applicant/Petitioner	Applicant: Thomas Westbrook, P.E., Public Works	
Project Description	UDC 2025-17 FINAL Location, Character, Extent review of a proposed bridge replacement over the Manchester Canal; located along Hull Street between the Mayo Bridge and Brander Street.	
Project Location		
Address: Hull Street between the Mayo Bridge and Brander Street		
Property Owner: City of Richmond ROW		
High-Level Details: The purpose for this project is to replace the existing structurally deficient bridge carrying Hull Street over Manchester Canal with a new structure to eliminate a structurally deficient bridge from the City's inventory.		
Staff Recommendation	APPROVAL, WITH CONDITIONS	
Staff Contact	Ray Roakes – Raymond.Roakes@rva.gov	
Previous Reviews	UDC 2023-01 CONCEPT Location, Character, Extent review of the Bridge Replacement on Hull Street over the Manchester Canal was approved on February 9, 2023 by the UDC and February 21 by the CPC. UDC 2025-17 was deferred by the Planning Commission from the June 12, 2025 meeting.	
Conditions for Approval	1. Staff recommends that any street lights replaced in conjunction with this project be replaced with the Manchester Style Street Lights.	

	2. Staff recommends that the project continue to appropriately address the transition from Mayo Bridge to the Hull Street Commercial Corridor. 3. Staff recommends that any new or replaced sidewalk provide a connection to the existing parking lot located at 101 Hull Street. 4. Staff recommends that any chain link fence replaced by this project's funding be painted matte black where appropriate. 5. Staff recommends that the Applicant continue to coordinate any street work included in this project with the ongoing Hull Street Streetscape Improvement project.
--	---

Findings of Fact

Site Description	The bridge is located along Hull Street over the Manchester Canal, just south of the intersection of Hull Street and Manchester Road and the Mayo Bridge. The Manchester Canal runs east/west under the bridge, the Floodwall Park Hull Street entrance is located to the north of the site, and the rapidly developing portion of Manchester at Hull Street begins to the south.
Scope of Review	The project is subject to Location, Character, and Extent review under Section 17.07 and design recommendations under Section 17.05 of the Richmond City Charter.
Project Description	The purpose for this project is to replace the existing structurally deficient bridge carrying Hull Street (State Route 360) over the Manchester Canal to eliminate a structurally deficient bridge from the City's inventory. The roadway at this location on Hull Street is classified as an "Other Principle Arterial" with a posted speed limit of 25 mph. The existing 65-foot and 7-inch, single span structure was constructed circa 1920. Two lanes in each direction and a 6-foot and 6-inch sidewalk on either side exists currently along the bridge. The road extending from the bridge is two lanes in each direction but turns into one lane in each direction with street parking that converts into a commuter lane at rush hour roughly one block south. The sidewalk leading up to the existing bridge is currently an average of 5-foot wide. The proposed bridge will consist of two lanes in each direction. Lanes will be reduced in size from current width in order to provide a wider sidewalk on the bridge span. The new bridge sidewalk will be 8-foot and 6-inches wide. The sides of the bridge will be constructed of concrete and will include stamp imprints of "Manchester" and optionally the Richmond City seal to improve visual quality and achieve neighborhood and Master Plan goals of increasing identification signage at the entrances to the neighborhood. Streetscape improvements along the Hull Street Corridor, including the project area, are currently under development and the Applicant has coordinated the proposed bridge project with the streetscape improvement plans. The project location acts as the transition between the Mayo Bridge and the Hull Street commercial corridor. Lane width reductions are proposed for purposes of traffic calming. A portion of the sidewalk between the Canal Bridge and the Mayo Bridge, related to this project, will be updated to match the proposed sidewalk width on the new Canal Bridge – larger than existing. <u>STAFF ANALYSIS</u> The proposed width and layout of the new Canal Bridge is a good balance between existing conditions and future anticipated conditions, especially the existing and future Mayo Bridge. Staff notes the Applicant has provided an exhibit that shows how the proposed layout of the Canal Bridge can be updated in the future to facilitate anticipated configurations of a new Mayo Bridge. It would be very difficult to construct the Canal Bridge to future conditions at this time.

	A lane reduction (from 2 lanes in each direction to 1 lane in each direction + bike lane) would require an update to the entire corridor, including on the Shockoe side of the Mayo Bridge. Such project would require significant additional funding to study and construct. Such corridor update will need to be undertaken with the construction of the new Mayo Bridge. Such corridor revision should be included as part of the future Mayo Bridge project OR as a separate but corresponding project submitted to the Planning Commission at the same time as a new Mayo Bridge. <u>Staff Supports Approval, with Conditions.</u> Staff supports approval of this FINAL application with the recommended conditions. The bridge itself fits in character for the neighborhood and Staff supports the neighborhood identification signage to improve visual quality. Ensuring proper connections between this project, the Mayo Bridge replacement project and ongoing Hull Street Streetscape project is very important for a coherent streetscape. Similar sidewalk width as the proposed bridges should be maintained in the locations indicated by the report above. Proposed Conditions: 1. Staff recommends that any street lights replaced in conjunction with this project be replaced with the Manchester Style Street Lights. 2. Staff recommends that the project continue to appropriately address the transition from Mayo Bridge to the Hull Street Commercial Corridor. 3. Staff recommends that any new or replaced sidewalk provide a connection to the existing parking lot located at 101 Hull Street. 4. Staff recommends that any chain link fence replaced by this project's funding be painted matte black where appropriate. 5. Staff recommends that the Applicant continue to coordinate any street work included in this project with the ongoing Hull Street Streetscape Improvement project.
--	--

Urban Design Guidelines and Master Plan

	Text	Staff Analysis
Master Plan		
Objective 8.1 – P.141	Improve pedestrian experience by increasing and improving sidewalks and improving pedestrian crossings and streetscapes, prioritizing low income areas.	Sidewalks are being enhanced.
Objective 8.3 – P.142	<i>Expand and improve on-street networks and amenities serving bicyclists and other nonvehicle users, as shown in Figure 30.</i>	Bike facilities are being anticipated in the future.
Greenways and On-Street Bike Facilities Map - P.143	<i>Figure 30</i>	The Master Plan shows this section of Hull Street as a Great Street with enhanced transit. Shared Use paths and bicycle facilities are shown as intersecting at this location.

Urban Design Guidelines		
<i>Transportation – Pedestrian Facilities P.6</i>	<i>Pedestrian Facilities All transportation projects should have adequate provisions to address the needs of the pedestrian in a safe and efficient manner. Streetscape elements, such as street trees, street lighting, and seating should be used to encourage pedestrian activity.</i>	Pedestrian facilities are proposed to be enhanced.