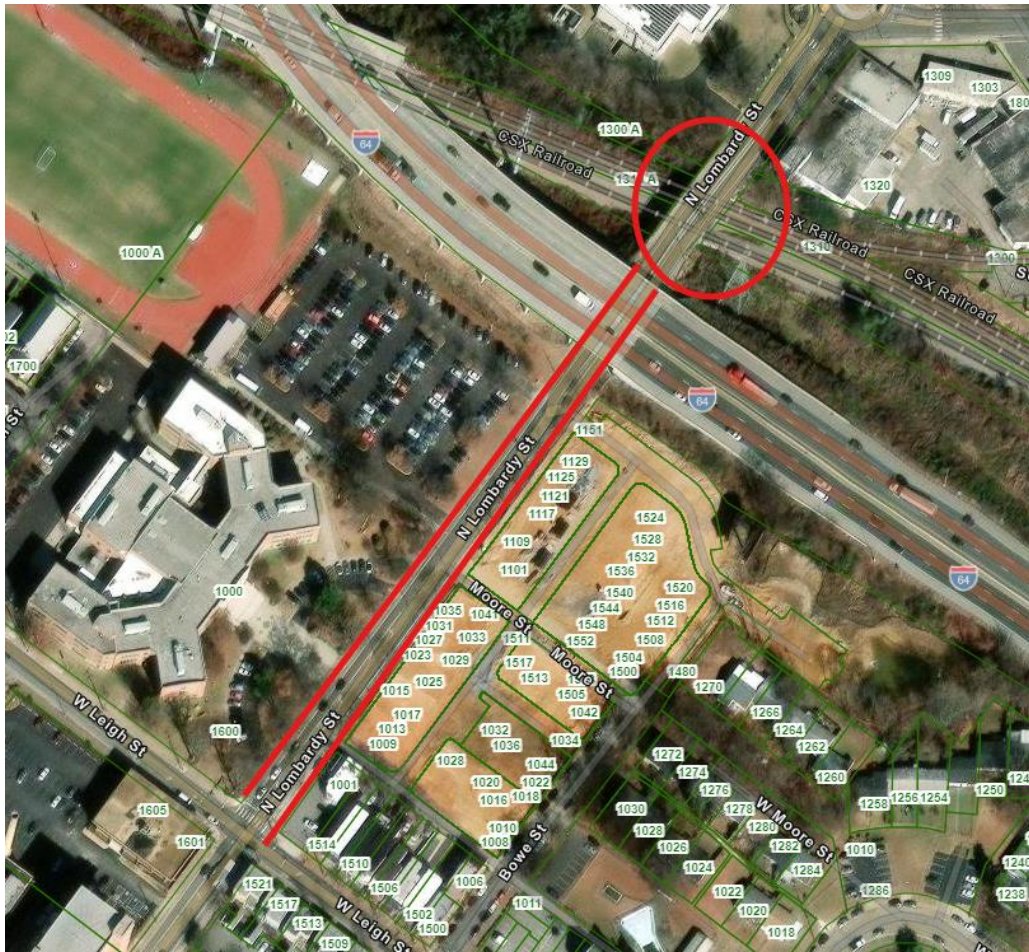




Staff Report  
City of Richmond, Virginia  
**Planning Commission**



<b>UDC 2025-16</b>	CONCEPT Review	Meeting Date: 6/17/2025
<b>Applicant/Petitioner</b>	Applicant: Thomas Westbrook, P.E., Public Works	
<b>Project Description</b>	UDC 2025-16 CONCEPT Location, Character, Extent review of a proposed bridge replacement and pedestrian and bike improvements; located along Lombardy Street between Admiral Street and West Leigh Street.	
<b>Project Location</b>		
<b>Address:</b> Lombardy Street, between Admiral Street and West Leigh Street		
<b>Property Owner:</b> City of Richmond ROW		
<b>High-Level Details:</b> The purpose for this project is to replace the existing structurally deficient bridge carrying Lombardy St over CSX train tracks with a new structure. The new bridge will be added to the City's inventory. Additionally, walking and biking infrastructure from W. Leigh St to Admiral St will be evaluated and upgraded as necessary.		
<b>UDC RECOMMENDATION</b>	Approval <b>with Conditions</b>	
<b>Staff Contact</b>	Ray Roakes – Raymond.Roakes@rva.gov	
<b>Previous Reviews</b>	NA	
<b>Conditions for Approval</b>	1. The UDC recommends exploring alternative treatments for the transition between the bike lane and the shared use path.	

## Findings of Fact

Site Description	The project site is located Lombardy Street, between Admiral Street and West Leigh Street. VSU is located directly to the north, Maggie L. Walker directly to the south, and Lombardy Street goes under I-95 within the project site.
------------------	---

Scope of Review	The project is subject to location, character, and extent review under section 17.05 and 17.07 of the Richmond City Charter.
Project Description	<p><b><u>The Applicant States:</u></b></p> <p>The bridge structure carrying Lombardy Street over CSX railroad was originally constructed in 1903 and renovated in 1932. The current bridge includes a 40ft roadway and 2ft sidewalk on the east side and 8ft sidewalk on the west.</p> <p>Lombardy Street is classified as a Major Collector with roughly 6700 vehicle trips daily.</p> <p>The proposed bridge will include 11ft travel vehicle travel lanes in each direction and 13.5ft shared use path. Concrete railings, concrete sidewalk and concrete decking will be installed. Abutments and railings will use splitface rock as much as feasible to emulate the stone at VUU.</p> <p>Leading to the bridge (north of I-95) will be 11ft travel lanes in each direction, 5ft bike lane in each direction with a 3ft buffer, 6ft sidewalk on the west side of the street and 6.5 sidewalk on the east. The surrounding bike lanes will merge with the sidewalk on the bridge as a shared use path.</p> <p>Pedestrian scale lighting will be installed along the project site and bridge matching existing VUU fixtures.</p> <p>Public Works held an inperson public hearing on December 18th, 2024. A few members of the public attended the hearing.</p> <p>No comments were made at the meeting, nor were additional comments received in the post-meeting comment period ending January 9th, 2025.</p> <p><b><u>Staff Review:</u></b></p> <p>The project proposes significant pedestrian and bike infrastructure improvements along Lombardy Street. This corridor is an important connection between VUU to points south of I-95. Maggie Walker Governors School will also benefit from the improved pedestrian access, enhancing safe routes to school for students.</p> <p>The Master Plan shows “Bicycle Facilities” as being located on North Lombardy Street – which this project is fulfilling.</p> <p>Additional, walking under I-95 along Lombardy can be uncomfortable for pedestrians, the proposed improvements will go a long way to relieving that issue. Staff does note for future projects that the I-95 underpass presents an opportunity for artistic lighting to enhance a sense of placemaking and safety for pedestrian users.</p> <p>The proposed design of the bridge is considerate to surrounding fixtures and architecture at VUU.</p> <p><b><u>Staff Recommendation:</u></b></p> <p><u>Approval</u></p> <p><b><u>UDC Review</u></b></p> <p>The UDC discussed masonry makeup, placemaking signage, bike infrastructure connections, bike lane transition to shared use path, community support, and pedestrian detour. The UDC questioned the necessity of the raised shared use path as relates to bike users.</p> <p><b><u>UDC Recommendation</u></b></p> <p>The UDC recommends approval with the following condition:</p> <ol style="list-style-type: none"> <li>1. The UDC recommends exploring alternative treatments for the transition between the bike lane and the shared use path.</li> </ol>

## Urban Design Guidelines and Master Plan

	Text	Staff Analysis
<b>Master Plan</b>		
<b>Objective 8.1 – P.141</b>	Improve pedestrian experience by increasing and improving sidewalks and improving pedestrian crossings and streetscapes, prioritizing low income areas.	Sidewalks are being enhanced.
<b>Objective 8.3 – P.142</b>	<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 provided.
<b>Greenways and On-Street Bike Facilities Map - P.143</b>	<i>Figure 30</i>	The Master Plan shows “Bicycle Facilities” as being located on North Lombardy Street – which this project is fulfilling.
<b>Urban Design Guidelines</b>		
<b>Transportation – Pedestrian Facilities P.6</b>	<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.