

Date: 5/22/25

Dear City of Richmond,

As an adjoining landowner to the slip lanes from Robin Hood Road to Brookland Parkway, I am providing with this letter written consent to the right-of-way closing project proposal put forth by Richmond Waldorf School (RWS). I have no opposition to the permanent closure of this road as well as the purchase of this property by RWS for the proposed project to construct a parking lot.

Sincerely,

Name: Joseph Moss

Signature: 

Address: 1301 Brookland Parkway

\_\_\_\_\_

Date: 5/30/25

Dear City of Richmond,

As an adjoining landowner to the slip lanes from Robin Hood Road to Brookland Parkway, I am providing with this letter written consent to the right-of-way closing project proposal put forth by Richmond Waldorf School (RWS). I have no opposition to the permanent closure of this road as well as the purchase of this property by RWS for the proposed project to construct a parking lot.

Sincerely,

Name: Denise Woolfolk

Signature: 

Address: 1302 Brookland Parkway  
Rich VA 23227

Date:

6/3/2025

Dear City of Richmond,

As an adjoining landowner to the slip lanes from Robin Hood Road to Brookland Parkway, I am providing with this letter written consent to the right-of-way closing project proposal put forth by Richmond Waldorf School (RWS). I have no opposition to the permanent closure of this road as well as the purchase of this property by RWS for the proposed project to construct a parking lot.

Sincerely,

Name:

Cody Camblin

Signature:



Address:

1300 Brookland Parkway  
Richmond, VA 23292



# Sherwood Park

est. 1926

29 May 2025

Mr. Andrew Ross, Director of Administration  
Waldorf School  
1301 Robin Hood Road / Brookland Parkway  
RVA

*By E-mail*

*RE: Approval of Waldorf proposal for beneficial use of closed street portion at Robin Hood / Brookland Parkway*

Dear Sir,

I am writing on behalf of the Sherwood Park Civic Association (SPCA), in regard to the proposal to make use of the triangular plot at the front of your school, currently, a closed City street portion defined by traffic barrier “sticks”.

Thank you for presenting the proposal to our general neighborhood meeting of April 29. You gave a thorough presentation of the school’s mission and future plans, highlighting how the capture of the triangle would enhance the school campus and create a safer environment for both the school and traffic on the surrounding streets.

The Q&A portion further discussed these issues and concluded with a near-unanimous show-of-hands vote by the neighbors for the Waldorf proposal team, an indication that, for those neighbors attending, there was clear approval of the proposal as presented.

Respectfully,

John Gass  
President, Sherwood Park Civic Association

John R. Gass, President    Donna Hughs, Vice-President    Regan Pickett, Secretary    Lee Ann Jones, Treasurer

**Sherwood Park Civic Association**    Northside, city of Richmond, Virginia    [Sherwoodparkrva.org](http://Sherwoodparkrva.org)

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**From:** Chris Banks <[vpihokie@gmail.com](mailto:vpihokie@gmail.com)>

**Sent:** Tuesday, May 19, 2026 12:01 PM

**To:** PDR Land Use Admin <[dcdLandUseAdm@rva.gov](mailto:dcdLandUseAdm@rva.gov)>

**Cc:** Gibson, Kenya J. - City Council <[Kenya.Gibson@rva.gov](mailto:Kenya.Gibson@rva.gov)>; Elliott, Sarandon C. - City Council <[sarandon.elliott@rva.gov](mailto:sarandon.elliott@rva.gov)>

**Subject:** Public Comment for Ordinance No. 2026-109

Richmond Planning Commission Members,

I am writing to you today to submit public comment regarding Ordinance 2026-109. I am unable to support this resolution, as written, because it combines two distinctly separate actions that should be independently evaluated. The permanent closure of the slip lane and the best and highest use of public property. Further, there are several core components that are not publicly available for review and as such should be removed from the consent agenda and postponed.

I was a strong proponent of closing the slip lane at Robin Hood Road and Brookland Parkway as part of the 2022 restriping of the Brookland Parkway for parking protected buffered bike lanes. As the staff report states, the slip lane was closed due to driver failure to observe the stop sign, a major safety risk to all road users. I further agree that closing the slip lane to car traffic permanently will not negatively impact the city transportation network.

I ride these bike lanes multiple times per week, through the intersection with Robin Hood, for the last five years. Driver behavior, at this intersection, continues to be a concern as the northbound stop sign is routinely ignored. This is based on my experience, that of others who walk, ride and drive in this neighborhood, and recorded video of the intersection. While slip lanes are problematic for a variety of

reasons, the stated issue for closure remains as it has just moved from one intersection to another. This indicates further work is needed in the public right of way.

It is understood from the O & R request that the Department of Public Works had deferred the applicant's closure until VDOT confirmed they are not proposing any improvements at the intersection, per a recent study of highway interchanges. I would ask that this VDOT study be attached for public review as it does not seem to have been published by VDOT. The VDOT project dashboard states a spring 2026 completion, but it is considered still active.

Further, I am not aware of any city study pertaining to the safe design of this intersection that eliminates any future need for redesign within the existing public right of way. The preliminary redesign for the intersection made use of lighter quicker cheaper materials and design principles such as plastic flexible posts to close the lane, painted bump outs to narrow the intersection, and a small painted roundabout to guide turning traffic. I ask that the Planning Commission allow DPW and the Department of Transportation to continue to address the existing issue without prementively and permanently removing public land.

With regards to the proposed use, it is concerning that the ordinance does not contain copies of the proposed design for public review. I understand that the design will be separately reviewed, but considering it's reference in this ordinance as the outcome of closure, I would ask that it be published. Further, considering the ongoing Code Refresh process, the unknown future definition of Institutional Zoning, and growth and redevelopment of surrounding properties by VCU, there is a long term, future use impact to the neighborhood that should be carefully considered once this land is no longer public property.

While not currently under consideration as part of this ordinance, I would ask that the Planning Commission consider additional factors for the future of this intersection. The Fall Line Trail, now potentially redirected, considered activating spaces along Brookland Parkway as pocket parks. The National Park Service recognizes Olmstead's design for this neighborhood and specifically elements of Brookland Parkway and their intended uses as public spaces. The city's recent, similar closures for the Maggie Walker Memorial Plaza and the Leigh and Jefferson at 24th street pocket park. These plans take years to develop, fund, and implement, sometimes generations after the streets were paved or the reasons identified. I ask that the Planning Commission allow the public, as current owners of this property, the opportunity to realize some future best use.

Regards,

Chris Banks

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**From:** Tara FitzPatrick <[tarajfitzpatrick@me.com](mailto:tarajfitzpatrick@me.com)>

**Sent:** Tuesday, May 26, 2026 10:11 AM

**To:** Mayor Danny Avula <[RVAmayor@rva.gov](mailto:RVAmayor@rva.gov)>; Breton, Andrew S. - City Council <[Andrew.Breton@rva.gov](mailto:Andrew.Breton@rva.gov)>; Jordan, Katherine - City Council <[Katherine.Jordan@rva.gov](mailto:Katherine.Jordan@rva.gov)>; Gibson, Kenya J. - City Council <[Kenya.Gibson@rva.gov](mailto:Kenya.Gibson@rva.gov)>; Abubaker, Sarah M. - City Council <[Sarah.Abubaker@rva.gov](mailto:Sarah.Abubaker@rva.gov)>; Lynch, Stephanie A. - City Council Office <[Stephanie.Lynch@rva.gov](mailto:Stephanie.Lynch@rva.gov)>; Robertson, Ellen F. - City Council <[Ellen.Robertson@rva.gov](mailto:Ellen.Robertson@rva.gov)>; Newbille, Cynthia I. - City Council <[Cynthia.Newbille@rva.gov](mailto:Cynthia.Newbille@rva.gov)>; Trammell, Reva M. - City Council <[Reva.Trammell@rva.gov](mailto:Reva.Trammell@rva.gov)>; Jones, Nicole - City Council Office <[Nicole.Jones@rva.gov](mailto:Nicole.Jones@rva.gov)>

**Cc:** Hart, Grady W. - CNL <[Grady.Hart@rva.gov](mailto:Grady.Hart@rva.gov)>; Philipsen, Sven J. - City Council <[Sven.Philipsen@rva.gov](mailto:Sven.Philipsen@rva.gov)>; Elliott, Sarandon C. - City Council <[sarandon.elliott@rva.gov](mailto:sarandon.elliott@rva.gov)>; Siverd, Jr, Timmy M. - City Council <[Timmy.Siverd@rva.gov](mailto:Timmy.Siverd@rva.gov)>; Robins, Amy E. - City Council Office <[Amy.Robins@rva.gov](mailto:Amy.Robins@rva.gov)>; Kyle, Kimberly J. - City Council Office <[Kimberly.Kyle2@rva.gov](mailto:Kimberly.Kyle2@rva.gov)>; Patterson, Samuel - City Council Office <[sam.patterson@rva.gov](mailto:sam.patterson@rva.gov)>; Bishop, Richard K. - City Council Office <[Richard.Bishop@rva.gov](mailto:Richard.Bishop@rva.gov)>; West, Tayia D. - Council <[Tayia.West@rva.gov](mailto:Tayia.West@rva.gov)>; Vincent, Bobby - DPW <[Bobby.Vincent@rva.gov](mailto:Bobby.Vincent@rva.gov)>; Sawyer, Michael B. - DPW <[Michael.Sawyer@rva.gov](mailto:Michael.Sawyer@rva.gov)>; Boenau, Andy E. - DPW <[Andy.Boenau@rva.gov](mailto:Andy.Boenau@rva.gov)>

**Subject:** Ord. No. 2026-109 Does Not Support the City's Goal of Achieving Vision Zero

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Dear Mayor Avula and Members of the City Council,

I'm writing as a resident and member of the Safe and Healthy Streets Commission to

share my concerns about The Planning Commission's recommendation for approval of Ord. No. 2026-109 on May 19, 2026. This paper is on the consent agenda for the May 26, 2026 city council meeting. While I support the permanent closure of the slip lane on Brookland Parkway at Robin Hood Road, I have concerns about procedure, lack of community notice and engagement, inappropriate use of Richmond 300 Goals by DPW in the Staff Report, multimodal road safety, and environmental sustainability surrounding this proposed ordinance. My obligation as a commissioner compels me to recommend against city council's adoption of this ordinance, as it is not aligned with the city's goals to achieve Vision Zero, and presents significant safety concerns.

In the May 19 Planning Commission meeting, the few community members who've been made aware, as well as at least one member of that commission, were concerned about the unorthodox way in which this proposed ordinance would both permanently close the public right of way, while simultaneously granting permission of the sale of the parcel to the Richmond Waldorf School. The ordinance requires that the Director of Planning approve a site plan or a building permit be issued, neither of which require any further public comment once approved by council. It seems unclear how the need for a special use permit would be handled here, should the site plan not meet existing code. Neither the community nor The Planning Commission were furnished with published copies of the plans for this land. However, the community was provided with an opportunity to view a preliminary site plan at a Sherwood Park Civic Association meeting on 4/29/25, where it was quickly shared in a presentation. I have attached a mock up that I created from my blurry photo I took in the meeting. The agenda that I have for that meeting only identified an item as "Waldorf School Headmaster," and did not indicate that there was to be a plan for the school to take ownership of this land, and to use it as a parking lot. The community heard nothing for over a year, until we learned that a paper would be going to Planning Commission on 5/19/26.

Death and injury as a result of traffic crashes have been top of mind here in Richmond, especially as we've seen a terrifying uptick in pedestrian fatalities in the past year. While it seemed like the city was making a public commitment to Vision Zero, and improving the safety of our roads for all users, land use approvals like this, with the support of DPW, undermine that commitment. The accompanying Staff Report, cites that this ordinance supports Goals 8 & 9 of the Richmond 300 Master Plan. I fail to see how approving the conveyance of city land to be used as a parking lot supports Goal 8: Non-Car Network, which seeks to "enhance walking, biking, and transit infrastructure to provide universal access to all users, prioritizing... areas within the high injury street network," a dangerous road network that includes Brookland Parkway. Objective 8.1 seeks to reduce the creation of driveways and car access curb cuts," a proven safety measure, which reduces conflict points. This stretch of Brookland Parkway offers a tremendous amount of on street parking. When properly utilized, the parking lane both protects users of the bike lane, and calms the speed of drivers in the common lane. Though, it should be noted that treatments to further reduce the speed on this roadway should be prioritized.

Objective 8.1 encourages permanent or temporary street closures, but the goal in the master plan is not to continue to favor car travel and storage, but for bicycle and

pedestrian use instead. Objective 8.6 does encourage employers to implement Transportation Demand Management, which includes reducing parking requirements, through the discouragement of individual single-occupancy motor vehicular trips. This concept can and should be used when considering pupil transportation as well. Building a new parking lot serves only to induce demand. Objective 9.6 in Goal 9 “discourage(s) the creation of new surface parking lots along pedestrian-oriented corridors... screen(ing) unsightly parking facilities from the street.” Conversely, under Goal 17: Resilient & Healthy Communities, the redevelopment of surface parking lots into mixed-use developments is encouraged, while “potentially taxing properties with parking lots as a primary use at a higher rate.”

In Richmond 300, Brookland Parkway is identified as a Major Residential, Great Street, and Robin Hood as a Major Mixed-Use Street, right on the edge of a National/Regional Node. As a Major Residential, Great Street, and Greenway, the plan envisions Brookland Parkway as a “beautiful promenade, with wide sidewalks, street trees, buried power lines, and buildings that address the street.” For the latter, the plan indicates that parking should be in the rear of buildings, with the curbside prioritized for walking, bicycling, transit, and short term parking access. A new parking lot with capacity of 34 cars would diminish the splendor envisioned in the master plan. When the slip lane was closed using a quick-build approach a few years ago, as I understand it, the long term goal was to either de-pave the newly freed community space, or consider reconfiguration of the intersection, to better support multimodal access through the corridor between The Diamond District and Brookland Park. Safer, Dutch-inspired, multimodal intersections tend to require space for separation. The Diamond District Transportation Study published in April 2024 proposed a shared use path on the south side of Robin Hood, stating “Robin Hood Road is envisioned to have minimal curbside activity – on-street parking, deliveries, and loading/unloading activity should occur on secondary streets.” Selling this land now would take the possibility of developing safe, beautiful infrastructure here off the table indefinitely. Perhaps the city could lease this space for use to the school to use for educational programming until after the Diamond District is developed, and needs of the adjacent neighborhoods can be evaluated.

The plan shared by Waldorf leadership in the April 2025 meeting showed an ingress and egress on Robin Hood, thus forcing people walking and biking on Robin Hood to have to navigate conflict with two lanes of cars. I’d be remiss if I didn’t include some mention of my professional experience in pupil transportation. Over the past few months, a school in our program asked me for recommendations on running the car line for arrival and dismissal through a blacktop area where a new playground is being built. I advised against this, as guides and best practices indicate that space on an educational campus is best utilized when it’s allocated to education and community, not private car infrastructure. This guidance also advises against routing car traffic through pedestrian and bike routes. Unfortunately, my son and I experienced why this is advised firsthand. On March 11, on our way to an appointment at the CHoR Brook Rd. site, a Richmond Waldorf School parent turned into the existing driveway loop on Brookland Parkway a couple of feet in front of my bicycle while I was in the bike lane riding east bound. This near miss was recorded, and when I play back the incident, I’m grateful that my son and I were not hurt, or

worse. I commend The Richmond Waldorf School for their impressive bike program, but I imagine this parent would not want other drivers cutting through the bike lane on Brookland Parkway as her child's class rides through the neighborhood.

If the land is not used to improve safety for active transportation users, the city should prioritize community and climate-friendly solutions for this space. Over the years, community members have discussed the removal of unnecessary impervious surfaces, to reduce runoff, increase albedo, and improve climate resiliency in this former slip lane, and the one at Loxley and Wentbridge. The school's plan shared in last year's meeting showed a significant increase in asphalt, while decreasing the existing area of permeable surface. It should also be of note that it appears that city code includes significant lighting requirements of parking lots, thus contributing to light pollution.

Again, I am asking city council to reject or continue the ordinance. If this ordinance is continued, I ask that preliminary site plans are reviewed by all appropriate city departments, and shared with the community, to ensure alignment with the goals of Richmond 300 and the Vision Zero Action Plan. While the residents of Sherwood Park will be most directly effected, as one of Richmond's first bike lanes, Brookland Parkway has become an integral part of a network, supporting active transportation users across the city, and beyond. If council approves this ordinance, the community will be calling in to question the city's actual commitment to Vision Zero, less than seven months after signing a pledge reaffirming a commitment the goal of Vision zero, using a Safe Systems Approach.

Please also note that the ordinance and staff report repeatedly refer to this location as "Brookland Park Boulevard," which is inaccurate. Brookland Park Boulevard runs east of Brook Rd. This stretch of road running to the west if Brookland Parkway.

Best,  
Tara

Tara FitzPatrick (She/Her)  
1500 Brookland Parkway  
Richmond, VA 23227  
(540) 848-1119  
[tarajfitzpatrick@me.com](mailto:tarajfitzpatrick@me.com)



**From:** [Doug Allen](#)  
**To:** [City Clerk's Office](#)  
**Cc:** [Lynch, Stephanie A. - City Council Office](#); [Robins, Amy E. - City Council Office](#)  
**Subject:** Oppose ORD. 2026-109  
**Date:** Thursday, June 18, 2026 3:28:47 PM

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Hello,

I'm writing to oppose handing over the closed slip lane to the Waldorf School for private use. This action would induce increased car usage in the area and is counter to the goals of the Richmond 300 plans to reduce car dependency.

v/r  
Doug Allen

Sent from iPhone