

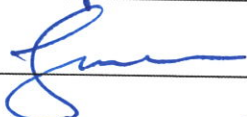
Date: 5/22/25

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

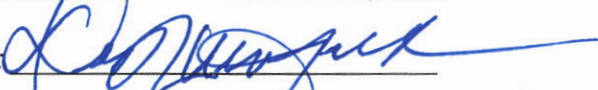
Date: 5/30/25

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: [Signature]

Address: 1300 Brookland Parkway
Richmond, VA 23097



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

From: Chris Banks <vpihokie@gmail.com>

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

To: PDR Land Use Admin <dcldLandUseAdm@rva.gov>

Cc: Gibson, Kenya J. - City Council <Kenya.Gibson@rva.gov>; Elliott, Sarandon C. - City Council <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

From: Tara FitzPatrick <tarajfitzpatrick@me.com>

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

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

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



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

From: [Kevin Cianfarini](#)
To: [City Clerk's Office](#)
Cc: [Newbille, Cynthia I. - City Council](#); [Patterson, Samuel - City Council Office](#)
Subject: Oppose ORD. 2026-109
Date: Monday, July 13, 2026 7:44:45 PM

CAUTION: This message is from an external sender - Do not open attachments or click links unless you recognize the sender's address and know the content is safe.

Hello,

I am writing to oppose Ord. 2026-109. I do not agree with transferring this parcel of land to the Waldorf School for the development of a surface level parking lot. Since the Waldorf School is a tax exempt organization, the City will not generate any future tax revenues from this transfer. I'd prefer that this land be developed into a public asset, not a private convenience, if it will not add to the City's tax base.

Furthermore, replacing a slip lane with a surface parking lot is only a very minor improvement that does nothing to address Richmond's over dependence on cars. Please oppose this land transfer and reconsider uses for this land that benefits everyone in the City, not just drivers.

Thank you,

Kevin Cianfarini
7th District Resident



June 18, 2026

Dear Members of Richmond City Council,

The Olmsted Network urges you to reject Ordinance No. 2026-109, which would close a portion of public right-of-way near Brookland Park Boulevard and Robin Hood Road to allow a private school to convert publicly accessible green space into a parking lot.

The parcel carries particular significance: Brookland Park Boulevard was envisioned by Frederick Law Olmsted's firm as the centerpiece of the Sherwood Park development, making it a rare piece of Olmsted's legacy in Richmond—one that connects the city to a global network of over 6,000 landscapes.

More than that history, neighborhood green spaces matter more than their size suggests. Trust for Public Land found that people are more likely to use parks within a [10-minute walk of home](#)—often the only realistic way residents can reach nature and gather as a community. And the payoff is measurable: a mature tree sequesters about [48 pounds of CO2 annually](#), according to the U.S. Forest Service, and these spaces collectively cool urban heat, absorb stormwater, and grow the canopy that does it. These benefits belong to the public, not any single institution.

The school's parking needs are real, but they can be addressed without permanently converting public land—through shared-use agreements with nearby lots, staggered drop-off scheduling, or similar arrangements.

The Olmsted Network asks the Council to vote no and uphold Olmsted's ideal that restorative green space belongs to everyone.

Sincerely,

Sue Breitkopf
President
Olmsted Network

From: [Elizabeth Miller](#)
To: [Mayor Danny Avula](#); [City Clerk's Office](#)
Subject: Ordinance 2026-109
Date: Monday, July 27, 2026 10:55:06 AM

Some people who received this message don't often get email from milelizab@gmail.com. [Learn why this is important](#)

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Dear Mayor Avula and Members of City Council,

I'm writing as a Richmond Waldorf School parent to urge your support for Ordinance 2026-109, which would allow the school to purchase the closed slip lane in front of the school at 1301 Robin Hood Road.

This stretch of road has been closed to traffic for years and no longer serves any purpose. The school is proposing to turn it into a safer entrance with sidewalks, better pedestrian access, and organized parking, all at no cost to the city. The school pays \$100,000 for the land and covers all construction and maintenance going forward.

This is a straightforward win: safer drop-off and pick-up for kids, a nicer streetscape for the neighborhood, and revenue for the city, without asking taxpayers for a dime.

I hope you'll vote yes on this ordinance at Monday's meeting.

Thank you,
Elizabeth Miller MD
804-338-3492

From: Lory Markham <lory@markhamplanning.com>

Sent: Friday, July 24, 2026 3:26 PM

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

Cc: 'Andrew Ross' <aross@richmondwaldorf.com>; petemark74@gmail.com; Elliott, Sarandon C. - City Council <sarandon.elliott@rva.gov>; Robins, Amy E. - City Council Office <Amy.Robins@rva.gov>; Reid, Candice D. - Clerk's Office <Candice.Reid@rva.gov>; Hart, Grady W. - CNL <Grady.Hart@rva.gov>; Philipsen, Sven J. - City Council <Sven.Philipsen@rva.gov>; Siverd, Jr, Timmy M. - City Council <Timmy.Siverd@rva.gov>; Kyle, Kimberly J. - City Council Office <Kimberly.Kyle2@rva.gov>; Patterson, Samuel - City Council Office <sam.patterson@rva.gov>; Bishop, Richard K. - City Council Office <Richard.Bishop@rva.gov>

Subject: Background and Support for ORD. 2026-109 - Brookland Park Boulevard

You don't often get email from lory@markhamplanning.com. [Learn why this is important](#)

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Dear Mayor Avula and Honorable Members of the Richmond City Council,

As a professional Urban Planner, a former City of Richmond Principal Planner and proud parent of three Waldorf school students, I am writing to provide background information and in strong support of Ordinance 2026-109, authorizing the sale and closure of the unused public right-of-way adjacent to the Richmond Waldorf School at 1301 Robin Hood Road. This item is on this Monday's agenda and it is a proposal that is an excellent example of a partnership between the City and a local educational institution that improves public safety, enhances the neighborhood, and does so at **no cost to Richmond taxpayers**.

A Long-Standing Safety Improvement - The former eastbound slip lane connecting Robin Hood Road and Brookland Park Boulevard no longer serves its original transportation purpose. This portion of roadway has been closed to traffic for over four years because of safety concerns. Rather than allowing this obsolete piece of pavement to remain unused, Richmond Waldorf School is proposing to transform it into a safer and more attractive entrance for students, families, faculty, staff, and visitors.

The project includes the possibility for new sidewalks, improved pedestrian connections, organized parking, landscaping, and better circulation for vehicles entering and leaving the campus. These improvements will reduce conflicts between vehicles and pedestrians, improve accessibility, and make daily school drop-off and pick-up significantly safer.



A Private Investment That Benefits the Public - One of the most compelling aspects of this proposal is that it represents a significant private investment in public safety. Richmond Waldorf School has agreed to purchase the property from the City for \$100,000, providing immediate value to the City for land that no longer functions as a public roadway. Even more importantly, the School will be responsible for designing, constructing, and maintaining all of the proposed improvements. These include the sidewalks, landscaping, parking, drainage, and other site enhancements necessary to transform the area into a safe and attractive entrance.

No additional public funding is being requested to complete these improvements. Rather than asking the City to spend taxpayer dollars addressing the existing conditions, the School is assuming the financial responsibility itself while creating improvements that will benefit students, families, neighbors, and everyone traveling through the area.

This represents a rare opportunity for the City to receive both compensation for unused right-of-way and substantial infrastructure improvements without requiring additional public investment. Richmond Waldorf School has served Richmond families for decades and continues to invest in the City's future through education. This project demonstrates the School's commitment to its students and to improving the surrounding public realm. By investing its own resources to address existing safety concerns, the School is demonstrating responsible stewardship and a willingness to partner with the City for the benefit of the broader community.





Consistent with Richmond's Long-Term Vision - This proposal also advances the City's adopted planning and transportation policies. The improvements are consistent with the goals of the Better Streets Manual, which promotes safer, more accessible streets for all users through enhanced pedestrian infrastructure, improved streetscapes, and context-sensitive design. By replacing an obsolete roadway with new sidewalks, landscaping, and a safer site layout, the project creates a more walkable environment while reducing potential conflicts between vehicles and pedestrians.

The ordinance is also aligned with the vision of Richmond 300, which encourages reinvestment in existing neighborhoods, supports high-quality educational institutions as community assets, and promotes projects that improve safety, sustainability, and neighborhood character. Rather than preserving unnecessary pavement, this proposal transforms underutilized public infrastructure into an attractive, functional space that better serves children, families, neighbors, and the broader community. It will help implement the goals of Richmond 300 by creating safer streets, enhancing the public realm, and investing in places where people live, learn, and gather.

A Win for Everyone

Approval of Ordinance 2026-109 will:

- Improve pedestrian safety around a school campus.
- Enhance traffic circulation during busy arrival and dismissal times.
- Beautify the neighborhood with landscaping and sidewalks.
- Eliminate an obsolete roadway that no longer serves its intended purpose.
- Generate **\$100,000 in revenue** for the City through the sale of the property.
- Deliver significant privately funded infrastructure improvements.
- Require **no additional taxpayer funding** for construction of these improvements.
- Leave the City with fewer maintenance responsibilities while creating a safer, more attractive streetscape.

This is precisely the type of public-private partnership that strengthens Richmond. The City receives fair value for unused right-of-way, residents benefit from improved safety and aesthetics, and Richmond Waldorf School is able to invest in a campus that better serves its students and neighbors.

I am available at (804) 248-2561 to discuss further background and benefits of the ordinance should you so desire. Thank you for your consideration and for your continued commitment to making Richmond a safer, more beautiful, and more livable city.

Sincerely,
Lory

Lory Markham

Markham Planning
208 E. Grace Street
Richmond, VA 23219
(804)248-2561

From: [Susan Brockmann](#)
To: [City Clerk's Office](#); [Mayor Danny Avula](#)
Subject: Ordinance 2026-109
Date: Monday, July 27, 2026 11:44:07 AM

Some people who received this message don't often get email from brockmann.susan@gmail.com. [Learn why this is important](#)

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Dear Mayor Avula and Members of City Council,

I'm writing as a Richmond Waldorf School parent to urge your support for Ordinance 2026-109, which would allow the school to purchase the closed slip lane in front of the school at 1301 Robin Hood Road.

This stretch of road has been closed to traffic for years and no longer serves any purpose. The school is proposing to turn it into a safer entrance with sidewalks, better pedestrian access, and organized parking, all at no cost to the city. The school pays \$100,000 for the land and covers all construction and maintenance going forward.

This is a straightforward win: safer drop-off and pick-up for kids, a nicer streetscape for the neighborhood, and revenue for the city, without asking taxpayers for a dime.

I hope you'll vote yes on this ordinance at today's meeting.

Thank you,
Susan Brockmann
Parent of a Kindergarden and 3rd grade student at Richmond Waldorf School

From: [Elliott, Sarandon C. - City Council](#)
To: [Info RVA Sherwood Park](#)
Cc: [City Clerk's Office](#)
Subject: RE: Ordinance No. 2026-109, Conveyance of Public Land and Permanent Closure of Public Right-of-Way Adjacent to the Richmond Waldorf School
Date: Monday, August 10, 2026 4:58:25 PM

Yes! Residents should also cc- CityClerksOffice@rva.gov if they wish to have something entered in the public comments for Council.

Best,

Sarandon

From: Info RVA Sherwood Park <info@rvasherwoodpark.org>
Sent: Monday, August 10, 2026 1:17 PM
To: Elliott, Sarandon C. - City Council <sarandon.elliott@rva.gov>
Subject: Fwd: Ordinance No. 2026-109, Conveyance of Public Land and Permanent Closure of Public Right-of-Way Adjacent to the Richmond Waldorf School

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Hi Sarandon, is it possible to have this email added to the Public Comments for Ordinance 2026-109?

Thank you.
Donna

----- Forwarded message -----

From: Info RVA Sherwood Park <info@rvasherwoodpark.org>
Date: Mon, Jul 27, 2026 at 9:44 AM
Subject: Fwd: Ordinance No. 2026-109, Conveyance of Public Land and Permanent Closure of Public Right-of-Way Adjacent to the Richmond Waldorf School
To: Elliott, Sarandon C. - City Council <sarandon.elliott@rva.gov>

Sarandon, can you please ensure this email is added to the public comments for this ordinance?

Thank you.

Donna Hughs

----- Forwarded message -----

From: Lee Ann Jones <info@rvasherwoodpark.org>
Date: Sat, Jul 18, 2026 at 10:26 AM
Subject: Ordinance No. 2026-109, Conveyance of Public Land and Permanent

Closure of Public Right-of-Way Adjacent to the Richmond Waldorf School

To: <kenya.gibson@rva.gov>, <andrew.breton@rva.gov>,
<katherine.jordan@rva.gov>, <sarah.abubaker@rva.gov>,
<stephanie.lynch@rva.gov>, <ellen.robertson@rva.gov>,
<cynthia.newbille@rva.gov>, <reva.trammell@rva.gov>, <nicole.jones@rva.gov>
Cc: <kevin.vonck@rva.gov>, <sarandon.elliott@rva.gov>,
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Honorable Richmond City Council Members
Richmond City Hall
900 East Broad Street
Richmond, Virginia 23219

Re: Ordinance No. 2026-109, Conveyance of Public Land and Permanent Closure of Public Right-of-Way Adjacent to the Richmond Waldorf School

Dear Council Members:

On behalf of the Sherwood Park Civic Association, we respectfully submit this letter regarding Ordinance No. 2026-109, which proposes the permanent closure of a portion of public right-of-way and the conveyance of City-owned property adjacent to the Richmond Waldorf School for construction of a 34-space surface parking lot.

The Sherwood Park Civic Association values the Richmond Waldorf School as an important educational institution and neighborhood partner. We recognize the school's contributions to the community and appreciate its engagement with residents on operational needs. Our concern with this ordinance is not opposition to the school itself. Rather, it reflects our responsibility to advocate for the neighborhood's long-term interests and the careful stewardship of an important public asset.

When this proposal was first introduced, including after the 2025 straw poll vote of support, residents had limited information about its scope and long-term implications. Since then, Planning Commission proceedings, City staff reports, and additional community engagement have provided a fuller understanding of the proposal and its potential impacts. Based on that review, the Sherwood Park Civic Association has concluded that the proposed conveyance of public land and permanent closure of the former slip lane for private parking is inconsistent with the City's adopted planning vision and the neighborhood's long-term goals for this public space.

Our concerns extend beyond parking. This property is a prominent gateway into Sherwood Park and part of the historic Olmsted-inspired landscape that shapes the neighborhood's identity. Once conveyed, the City permanently loses the opportunity to use this land for future transportation improvements, green infrastructure, public open space, multimodal enhancements, or other community-serving purposes.

The ordinance asks City Council to authorize the sale of public land before a fully

evaluated development plan has been publicly reviewed for consistency with the City's adopted plans and policies. Before public land is conveyed or a public right-of-way is permanently closed, the Department of Planning and Development Review should complete and publicly share an analysis showing consistency with Richmond 300, the Vision Zero Action Plan, applicable zoning regulations, City Code, transportation planning guidance, environmental objectives, sustainability goals, and other relevant City policies. Until that review is complete, the proposed disposition of public property is premature.

Residents have also received inconsistent information about the intended use of the property. During a recent meeting with Richmond Waldorf School leadership, representatives indicated that the property would not be used for construction of a 34-space parking lot. However, the official City notice for the Planning Commission hearing stated:

"Should the closure be granted, the Richmond Waldorf School is proposing to construct a parking area to serve the school with 34 on-site parking spaces, landscaping, and sidewalks."

This inconsistency has created understandable confusion about the proposal before City Council. It underscores the need for a transparent process supported by complete and publicly available plans so that residents, City staff, the Planning Commission, and City Council are evaluating the same proposal.

Based on the information currently available, residents believe the proposal conflicts with several adopted City policies. Richmond 300 identifies Brookland Parkway as a Major Residential Great Street and Greenway, emphasizing walking, bicycling, transit, neighborhood character, and high-quality public spaces. The Master Plan discourages new surface parking lots along pedestrian-oriented corridors, seeks to reduce vehicle conflicts, encourages green infrastructure, and supports preservation of historically significant landscapes. The City's Vision Zero Action Plan likewise seeks to reduce conflicts between vehicles and vulnerable road users and create safer streets for all.

Residents are concerned that a new private parking lot on this public property would move in the opposite direction by increasing impervious surface, adding vehicle conflict points, reducing opportunities for future multimodal improvements, and permanently converting publicly accessible space into private automobile infrastructure.

Beyond City policy, the proposal conflicts with the Sherwood Park neighborhood's vision for this important gateway. For years, residents have seen this location as an opportunity to strengthen neighborhood character through improved public space, better pedestrian and bicycle connectivity, traffic calming, environmental stewardship, and green infrastructure. As implementation of the Diamond District, the Fall Line Trail, and other public investments continues, preserving flexibility for future improvements becomes even more important. Once this land is sold and developed as a parking lot, many of those opportunities would be significantly limited or

permanently lost. For that reason, we believe Ordinance No. 2026-109 is premature.

Community members have also advocated for this former slip lane to become a site for additional trees, stormwater management, native landscaping, pollinator habitat, and other green infrastructure improvements consistent with Richmond 300, the RVA Clean Water Plan, and RVA Green 2050. Previous City discussions have explored similar concepts for this corridor. Conveying the property for permanent parking would significantly diminish those opportunities.

We recognize that broader infrastructure, pedestrian, bicycle, and traffic safety improvements in this corridor remain the responsibility of the City. Those unresolved needs further reinforce the importance of careful stewardship of this public asset and preserving options for future improvements.

At the same time, we recognize that the Richmond Waldorf School has legitimate operational needs that deserve thoughtful consideration through a collaborative planning process. We encourage continued exploration of alternatives that better balance the school's objectives with the City's planning goals and neighborhood interests. Potential solutions may include designated drop-off and pickup areas, overflow parking strategies, or site designs that address school needs while preserving future public options.

The Sherwood Park Civic Association remains committed to being a constructive partner in identifying solutions that improve pedestrian safety, strengthen bicycle infrastructure, preserve neighborhood character, enhance environmental sustainability, and support the educational mission of the Richmond Waldorf School.

Accordingly, the Sherwood Park Civic Association respectfully urges City Council, at its July 27 meeting, to defer or reject Ordinance No. 2026-109 in its current form until the City has demonstrated that the proposed development complies with adopted plans, policies, regulations, and long-term planning objectives, and that it is compatible with both the City's vision and the Sherwood Park neighborhood's vision for this corridor.

Decisions involving the permanent disposition of public land should be guided by transparent planning, meaningful public engagement, and clear alignment with the City's adopted goals.

We appreciate your thoughtful consideration of these concerns and respectfully request your response to this correspondence. Sherwood Park residents remain committed to working collaboratively with City Council, the Department of Planning and Development Review, the Department of Public Works, the Richmond Waldorf School, and other stakeholders to develop a solution that supports the school's mission while preserving public assets, neighborhood character, safety, and planning principles that will serve the community and the City for generations to come.

Respectfully,

The Safety and Government Affairs Committee
Sherwood Park Civic Association

cc:

Kevin Vonck, Director of Planning and Development Review

Sarandon Elliott, Third District Liasion

Andy Boenau, Director of Transportation

Bobby Vincent, Director of Public Works

Candice Reid, City Clerk

Andrew Ross, Executive Director Richmond Waldorf School

Lory Markham, Markham Planning

Closure of Public Right-of-Way Adjacent to the Richmond Waldorf School

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