



**ALBEMARLE COUNTY PLANNING**  
**STAFF REPORT SUMMARY**

<b>Project Name:</b> ZMA202300007/SP202300009 Amendment (Residential Increase)	<b>Staff:</b> Rebecca Ragsdale, Planning Manager
<b>Planning Commission Public Hearing:</b> March 10, 2026	<b>Board of Supervisors Public Hearing:</b> April 1, 2026
<b>Owner:</b> CWH Properties Limited Partnership, North Pointe Charlottesville LLC, Neighborhood Investment Properties	<b>Applicant:</b> David Mitchell, Great Eastern Management
<b>Acreage:</b> 152.5 acres, total acreage is approximately 269 acres	<b>Rezone from:</b> PDMC, Planned Development Mixed Commercial to PDMC
<b>TMPs:</b> 032000000020A0, 032000000020A1, 032000000020A2, 032000000020A3, 032000000020A4, 032000000020A6, 032000000020A7, 032H00000000F0, 032000000022K0, 032000000022P0, 032000000023E1, 032000000023E3, 032000000023R4, 032000000023R5, 032H0000010700	<b>By-right use:</b> 893 residential units and up to 924,000 square feet of commercial
<b>School Districts:</b> Baker Butler Elementary, Lakeside Middle, and Albemarle High School	<b>Location:</b> East of Rt 29, north of Profitt Rd, and east of Pritchett Lane
<b>Magisterial District:</b> Rivanna	<b>Proffers:</b> Yes
<b>Proposal:</b> Amend the proffers, application plan, and special use permit conditions for North Pointe	<b>Requested # of Dwelling Units:</b> 707 dwelling units and up to 250,000 square feet of commercial
<b>DA (Development Area):</b> Places 29 North	<b>Comp. Plan Designation:</b> Neighborhood Density Residential, Urban Density Residential, Commercial Mixed Use with Community Center/Destination Centers, and Parks and Green Systems
<b>Character of Property:</b> Developed with residential uses, some undeveloped portions, and wooded with stream buffers, flood plain, managed steep slopes, and wetlands.	<b>Use of Surrounding Properties:</b> Developed sections of North Pointe, rural residential and mobile homes, commercial development, bordered by the Rivanna River to the north.
<b>Positive Aspects:</b> 1. The request is consistent with the recommendations of the Places 29 Master Plan. 2. The request could result in additional affordable units within the development, consistent with the affordable housing policy of 15% applicable at the time	<b>Concerns:</b> 1. The proposed rezoning is not consistent with all aspects of affordable housing policy. Specifically, terms of affordability for for-rent units.
<b>RECOMMENDATION:</b> Staff recommends approval of ZMA202300007 and SP202300009.	

**STAFF PERSON:**  
**PLANNING COMMISSION:**  
**BOARD OF SUPERVISORS:**

Rebecca Ragsdale, Planning Manager  
February 2026  
To be scheduled

**PLANNING AND ZONING HISTORY**

ZMA200000009 Approved a rezoning on August 2, 2006, of 269 acres to PDMC Planned District Mixed Commercial, including approval of a special use permit (SP2002000072) to allow R15 Residential Uses under the PDMC Zoning District. Special use permits were also approved to allow fill in the floodplain for stream crossings for access from Rt. 29.

ZMA201300007 Approved a rezoning amendment to the previously approved proffers associated with the North Pointe regarding timing of proffered improvements.

**SPECIFICS OF THE PROPOSAL**

The request is to amend the application plan, proffers, and special use permit for the remaining undeveloped portions of North Pointe to allow additional residential units and reduce commercial uses. (Attachments 1, 2,3,4). The amendment updates/modernizes the proffers and application plan for clarity, eliminating redundancy and confusion with overlapping/potentially conflicting proffers, special use permit conditions, and ordinance requirements. Building envelopes have been adjusted and greenspace areas increased to reflect areas undevelopable because of stream buffer and wetlands. This results in changes to the location of the proposed school site. The amendment does not change the general street layout of the development. With additional units, the recreational amenities required by the ordinance will be provided. Significant transportation proffers will still be provided, with revisions to address the new Traffic Impact Analysis (TIA) provided.

**Application Plan**

Major features of the application plan include:

- Greenway dedication to public use along the Rivanna River; Parks and amenities throughout the development, Conservation areas and additional open space around streams all totaling a minimum of 60.5 acres and more than 20% of the development.
- 13.5-acre school site, to include athletic fields
- Shared use path along Cliffstone Boulevard
- Residential areas along the north/east of the development, commercial/mixed use area primarily near Route 29 and southernmost areas of the development.
- Street interconnections to Leake Square/Profitt, and adjacent properties to the east and Pritchett.
- Buffers along the Entrance Corridor of Route 29 and along Pritchett Lane
- Transportation improvements at intersections with Route 29

**Proffers:**

A summary of the proffers is below, and proposed proffers are provided as Attachment 4. Changes to the proffers include moving some provisions to the application plan, which staff believes is more the appropriate mechanism for some regulations and is current practice, removing proffers that have been satisfied, and revising proffers to reflect the proposed mix of residential and commercial. Several proffers are no longer offered. The proposed proffers are summarized below:

- Entrance Corridor 40' buffer and appearance of stormwater management facilities have been updated.

- Transportation proffers phased according to trip generation and improvements for residential areas and commercial areas, including the following improvements:
  - Intersection and through lane improvements at Rt.29 and Airport Road Proffit Road
  - Extension of Cliffstone Boulevard to Leake Square
  - Intersection improvements at Proffit Road at Leake Square
  - Intersection improvements at Rt 29 and the northern site entrance
  - Intersection improvements at Rt 29 and the southern site entrance
  - Rt 29 median break U-turn improvements
- Bus stops pull-offs, \$25,000 towards bus stop improvements, and five payments of \$25,000 towards transits operating expenses once transit is established.
- A cash proffer of \$100,000 for a transportation study has already been satisfied
- Trails, Parks, and Civic Spaces proffers establish requirements for the trail network and parks and civic spaces.
- A school site of 13.5 acres is proffered, to be dedicated graded with utilities and infrastructure provided upon request of the County. The school site has been relocated since the previous rezoning as the current site of 12.85 acres is impacted by critical resources.
- Additional 107 affordable housing units, which is 15% of the total number of new units proposed with this rezoning request. The proffers include a breakdown of affordable housing units provided in the existing phase of North Pointe.
- A cash proffer of \$300,000 towards affordable housing has already been satisfied.
- Conservation Areas and Preservation Areas are now regulated by the application plan, and applicable ordinance definitions.
- A library site of 15,000 square feet and a proffer for public dedication of a lake are no longer offered.

**Special Use Permit Conditions:**

The previously approved special use permit conditions are no longer needed. The impacts of residential uses are addressed through proffers and provisions of the application plan, or by ordinance. The previous special use permit addressed the following, but these conditions are no longer recommended:

- Residential mix/residential phasing
- Conservation Areas
- Open Space
- Greenways
- Buffer to Rural Area on Pritchett Lane
- Interconnections
- Overlot grading plan
- Sanitary Sewer

Staff recommends only one condition of approval for the R15 uses, and that is to establish a limit on the maximum number of residential units.

**COMMUNITY MEETING**

A community meeting was held September 14, 2023, at the Places 29 North Community Advisory Committee (CAC) meeting. The applicant shared details about the proposed rezoning. Residents expressed concerns regarding traffic, especially exiting and entering the development. Concern was also expressed regarding the impact of increased residential space on the school population. A second community meeting was held on February 12, 2026, with more than 50 attendees. Traffic

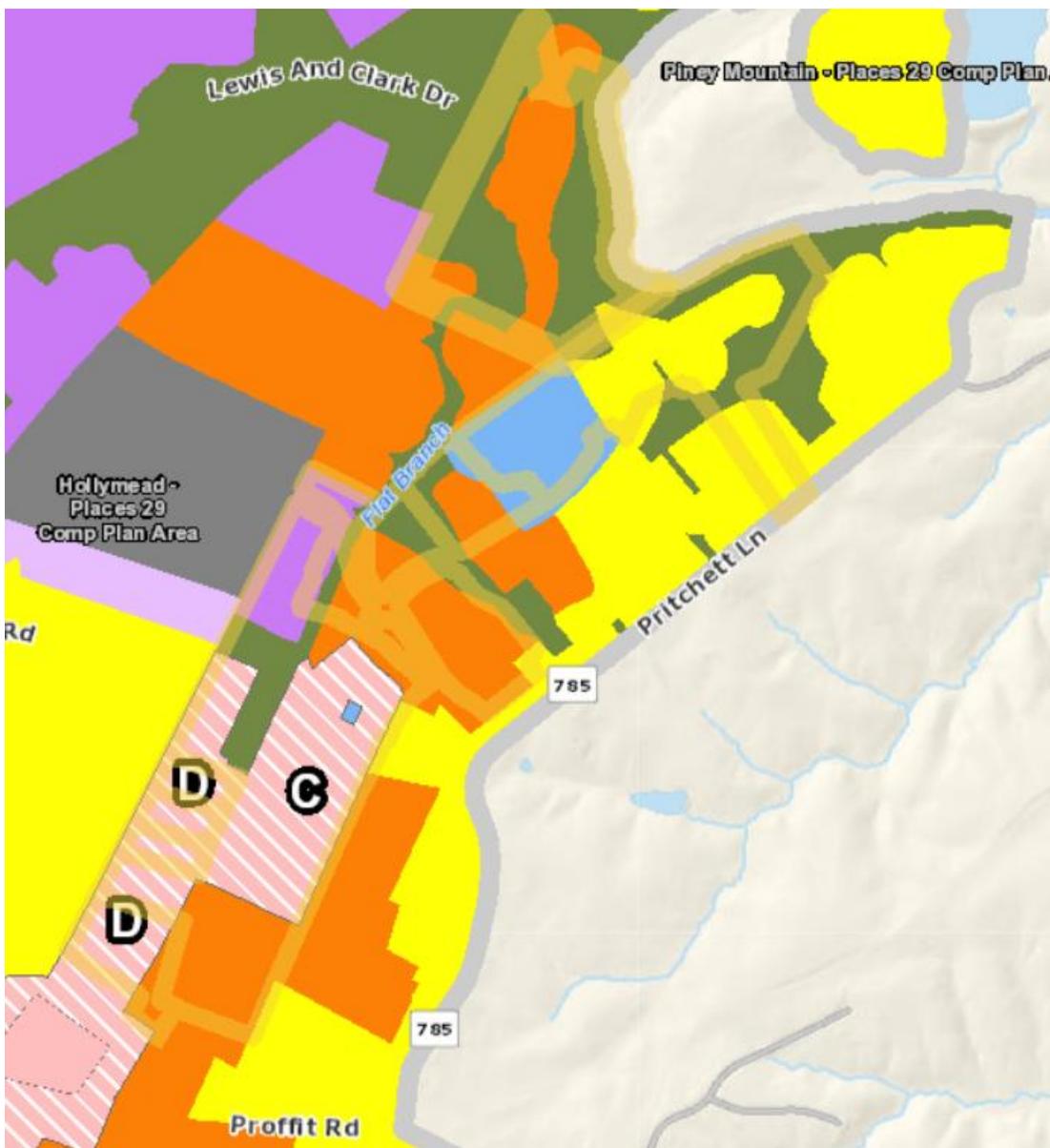
and schools continued to be a concern, along with concerns regarding amenities and adequate recreation.

**COMPREHENSIVE PLAN**

The current rezoning was submitted in 2023. The 2015 Comprehensive Plan is applicable to this request, including the Places 29 Master Plan. The updated AC44 Comprehensive Plan was adopted in October 2025 and was not effective until January 1, 2026.

**Places29 Master Plan**

The Places29 Land Use Plan was adopted February 2, 2011. The land use designations for North Pointe are reflective of the current application plan approved for the development. The master plan designates these parcels as Urban Density Residential, Urban Mixed use in Centers, Service Center, and Privately Owned Open Space/Environmental Features. The master plan designated several centers, including two Destination Centers and a Community Center.



The descriptions of these land use designations are below

-  Neighborhood Density- residential (3 – 6 units/acre) supporting uses such as religious institutions, schools and other small-scale non-residential uses;
-  Urban Density- residential (6.01 – 34 units/ acre); supporting uses such as religious institutions, schools, commercial, office and service uses;
-  Open Space/Environmental Features-Privately Owned Open Space/Environmental Features – privately owned recreational amenities and open space/ floodplains, steep slopes, wetlands, and other environmental features

**Community Center** Community Centers provide retail and service uses for the surrounding area and the community beyond. They are typically anchored by a grocery store with additional retail, service, or commercial uses, as well as residences and office uses on upper floors of mixed-use buildings. Single-use residential or office buildings may also be part of the mix of uses. The residential and office uses give the Community Center the desired mixed-use character and provide an opportunity to broaden the range of residential unit types and jobs available in the Places29 area.

**Destination Center** Destination Centers provide regional-scale destinations for retail, entertainment, service, and employment uses that draw patrons and workers from the entire Places 29 area and beyond. At the same time, the residential and employment areas that surround Destination Centers can take advantage of them; nearby residents and workers add to the dynamic activity of the Center by increasing pedestrian activity on the streets. As in Neighborhood Service and Community Centers, Destination Centers should include residential or employment uses on upper floors and be designed with multiple connections to surrounding areas and nearby Centers. A Destination Center is the appropriate location for a hotel, a multiplex cinema, or other retail and entertainment use that requires a bigger building footprint. The multiple attractions of this Center type and its mix of residences, employment, retail, civic, and entertainment uses offer good opportunities for trip chaining—combining several errands to different businesses into a single trip—and make the Center an excellent transit target. Destination Centers also need visibility and access from major roads, although access from US 29 may be limited.

North Pointe was initially approved with a gross density of 3.3 dwelling units per acre, below the minimum density expected for residential designations of the master plan. With the proposed rezoning, the resulting gross density would be 5.5 dwelling units per acre. The proposal continues to provide uses that are consistent with the Places 29 land use designations.

The application plan will continue to provide for recommendations of the master plan for interconnections, public school site, and opportunity for the public greenway trail along the river. However, staff believes the application plan could be improved to clearly identify connections from the development, to access the future greenway.

### **Affordable Housing**

Housing Albemarle was adopted by the Board of Supervisors on July 7, 2021. On February 21, 2024, the Board of Supervisors approved the Affordable Rental Housing Incentive Program which provides a monetary incentive to help developers achieve the County's new housing policy goal. The proposed amendment was submitted prior to the effective date of the new Housing Albemarle policy.

With the approval of ZMA200000009, the Board considered the prior proffers acceptable which provide the following, some of which were outside of the policy at the time.

- Total of 110 units, including 94 affordable units as defined by the affordable housing policy at the time, and 16 “moderately priced” units as defined by the proffers.
- Of those units, the breakdown included: 40 For-sale (12 MF, 12 other, and 16 single family); 66 For-rent, and 4 Carriage House Units
- \$300,000 was provided within 60 days of Board approval of ZMA200000009.  
To-date 61 affordable units have been constructed and 49 are remaining.

The applicant proposes to increase the maximum number of dwelling units within the zoning amendment from 893 units to 1,600 units. There is also a request to modify the affordable housing commitment. Through this amendment and proposed proffers, the applicant would commit to another 107 affordable dwelling units for a total of 217 affordable units.

Staff believes the proffers could be revised (Section 8.2-Paragraph 2) to improve clarity and ease of administering, to avoid confusion, prior to approval of the rezoning and acceptance of the proffers. The percentages appear to be accurate. Of the additional units proposed, 15% will be affordable which is the applicable pre-2024 standard. However, affordability targets could be revised and terms for rental affordability periods could be increased.

With respect to Subsection (a), the proffer establishes affordable units at the proper affordability target of 80% AMI, which is consistent with the County’s pre-2024 applicable policy. However, based on current market conditions, housing staff find the proposed sales price structure may result in little to no difference in the affordable units and the market-rate units. The sales price structure is in accordance with prior standards, however, the structure at this point in time does little to achieve the intended depth of affordability in today’s market conditions. The County’s post-2024 Housing Albemarle policy sets the maximum sales price for affordable for-sale units equal to 65% of the federal HOME Program’s one-unit purchase price limit. Housing staff notes that this sales structure would provide the intended depth of affordability and encourage the applicant to consider this in the proposed proffer.

The proposed proffers establish a 5-year affordability period for affordable rental units. The affordability term is five years less than the applicable pre-2024 policy recommends. To be consistent with the applicable policy, the applicant could amend the proffer language to extend the affordability period to at least 10 years to ensure meaningful impact to the County’s affordable housing goals. Lastly, the applicant has failed to specify in the proffer language an affordability target (i.e., 60%AMI, 80% AMI) for the affordable rental units.

In summary, the proposed amendment would deliver 217 affordable units total, however, the projects overall affordable housing commitment, affordability period, and sale price structure for for-sale units limits its impact to affordable housing.

The proposed rezoning meets the general housing strategies and objectives of Housing Albemarle by increasing housing opportunities in the Development Area:

**Objective 1:** Increase the supply of housing to meet the diverse housing needs of current and future Albemarle County residents.

**Strategy 1a:** Allow, encourage, and incentivize a variety of housing types (such as bungalow courts, triplexes and fourplexes, accessory dwelling units, live/work units, tiny homes, modular homes, and apartment buildings); close to job centers, public transit and community amenities; and affordable for all income levels; and promote increased density in the Development Areas.

***Relationship between the application and the intent and purposes of the requested zoning district:***

PD-MC districts may be established by amendment of the zoning map to permit development of large-scale commercial areas with a broad range of commercial uses under a unified planned approach. It is intended that PD-MC districts be established on major highways in the urban area and communities in the comprehensive plan. In recognition that such large-scale development may substantially reduce the functional integrity and safety of public roads if permitted with unplanned access, it is intended that multiple access to existing public roads be discouraged and that development and access be oriented towards an internal road system having carefully planned intersections with existing public roads,

Uses permitted in the C-1, CO and HC districts are allowed in PD-MC districts. R15 Residential uses are by special use permit. Development is subject to the setback and buffer regulations found in Section 4.20 and a maximum building height of 65 feet is permitted.

Staff believes the development will continue to meet the purpose and intent of the PD-MC district. Commercial areas will continue to be provided in the southernmost section of North Pointe near Route 29, where deemed appropriate on the current application plan. Residential densities are below the minimum allowed in the R15 zoning district.

**Anticipated impact on public facilities and services:**

Impacts on public facilities will continue to be mitigated with elements of the application plan and through proffers offered.

**Streets and Transportation:**

North Pointe is located along the Route 29 (Seminole Trail) corridor, north of the intersection with Proffit Road/Airport Road. Three entrances into the development from Rt 29 were approved with the initial rezoning, with an access to Proffit Road using Leake Square also proposed. Secondary/emergency access connections were provided on the application plan to Pritchett Lane. The primary middle entrance across from Northside Drive is already constructed.

An updated traffic impact analysis (TIA) was provided with this amendment and reviewed by the Virginia Department of Transportation (VDOT). (Attachment 5) The study included updated trip generation for the proposed development, as well as background traffic, and demonstrated a 27.92% net reduction in total daily trip generation. Total daily trips added to the external roadway network from the proposed development under this rezoning are estimated to be 21,204. The major assumptions and findings of the updated TIA have been found generally acceptable by VDOT and the County's transportation planning staff.

The following intersections were analyzed in the TIA:

- U.S. 29 (Seminole Trail) at Airport Road/Proffit Road
- U.S. 29 (Seminole Trail) at Lewis and Clark Drive
- U.S. 29 Northbound (Seminole Trail) at proposed southernmost North Pointe entrance
- U.S. 29 Northbound (Seminole Trail) at proposed northernmost North Pointe entrance
- U.S. 29 Southbound (Seminole Trail) at Northside Drive
- U.S. 29 Southbound (Seminole Trail) at Airport Acres Road

- Airport Road at Berkmar Drive/Innovation Drive

Staff believe the proposal must ensure that the installation of new transportation improvements (site entrances, intersection signals, pedestrian facilities) are appropriately timed based on the expected build-out of within the project. This includes the following improvements, noted where addressed by others:

US 29 at Lewis and Clark Drive:

- Construct a second left turn lane on the northbound approach of US 29 to provide dual left turn lanes. (North Fork development)
- Construct a second left turn lane on the eastbound approach of Lewis and Clark Drive to provide dual left turn lanes. (North Fork development)

Airport Road at Lewis and Clark Drive/Berkmar Drive Extension:

- Extend Berkmar Drive to become the south leg of the intersection and construct a two-lane roundabout at Airport Road (Albemarle County Berkmar Drive Extension project)

The following roadway improvements are recommended to be constructed by the developer *\*if not constructed by others*. Additional analysis may be needed to determine the appropriate stage of build-out at which each improvement is needed. (Attachment 6-Refer to Appendix P for plans showing the daily development trip thresholds at which improvements are proposed to be completed.)

US 29:

- Construct a third through lane northbound between Airport Road/Proffit Road and the Airport Acres Road median break/South Site Driveway. *\*This improvement was previously identified to be constructed by the North Fork development; however, current North Fork proffers indicate monetary contributions to the County CIP fund to improve US 29.*

US 29 at Airport Road/Proffit Road:

- Restripe/widen the southbound approach of US 29 to provide dual left turn lanes. The turn lanes should each provide a minimum of 275 ft of storage.
- Construct a second receiving lane eastbound on Proffit Road.
- Construct an exclusive right turn lane on the westbound approach of Proffit Road. The turn lane should provide a minimum of 100 ft of storage.
- Convert the existing exclusive right turn lane on the northbound approach of US 29 to a shared through-right turn lane. *\*This improvement was previously identified to be constructed by the North Fork development; however, current North Fork proffers indicate monetary contributions to the County CIP fund to improve US 29.*

US 29 NB at South Site Driveway:

- Construct a third through lane northbound on US 29.
- Restripe existing pavement to provide dual right turn lanes on the westbound approach of the South Site Driveway.
- Signalize intersection when warranted and approved by VDOT.

US 29 NB at North Site Driveway:

- Construct a third through lane northbound on US 29 and carry an appropriate distance north of the intersection before tapering back to two through lanes northbound.
- Restripe existing pavement to provide dual right turn lanes on the westbound approach of the North Site Driveway.
- Signalize intersection when warranted and approved by VDOT.

US 29 SB at Northside Drive:

- Signalize intersection when warranted and approved by VDOT.

US 29 SB at Median Break:

- Construct/restripe a second left turn lane to provide dual U-turn lanes on the northbound approach of US 29. Each lane should provide a minimum of 200 ft of storage.
- Signalize intersection when warranted and approved by VDOT.

Proffit Road at Worth Crossing/Leake Square:

- Construct a single-lane roundabout with an eastbound right turn slip lane. The roundabout geometry should accommodate large vehicles (wb-62).

Staff believes that the proffers generally address major concerns and provide for necessary transportation improvements. However, final review is underway. The proposed application plan and proffers no longer require construction of the northernmost entrance in the phased improvements across from Lewis and Clark Drive, which is still shown in the Places 29 Master Plan. Staff believes that the interconnection and northernmost entrance should still be an element of the application plan, if needed in the future or for emergency access.

Schools:

North Pointe is within the current school districts for Baker Butler Elementary School, Lakeside Middle School, and Albemarle High School. The Albemarle County Public Schools (ACPS) 2025 Long Range Planning Report [2025 capacity report](#) identifies the existing capacity and projected future enrollment at each school level. Estimated student yields are provided below based on the range of units depending on unit type. The ZMA would contribute additional students at all school levels.

	<b>Baker Butler ES</b>	<b>Lakeside MS</b>	<b>Albemarle HS</b>
<b>Dwelling Units (Estimated for Townhouse-Apartments)</b>	42-64	14-20	21-42

*Source of Estimates: Albemarle County Public Schools Appendix E Student Yield Rates*

Lakeside Middle School is currently under capacity and the project would not create a capacity conflict at the middle school level until 2035.

Albemarle High School is currently over capacity. Two capital improvement projects are currently underway that would affect capacity conflicts projections at the high school level. One project is adding a second-floor connector wing at Albemarle High School. This project is underway with an expected completion date during the 2026/2027 school year. It is expected to add additional

capacity that would accommodate up to 115 students. The second project is construction of the ACE Academy Lambs Lane (aka High School Center II) project, which is also underway at the Lambs Lane school campus.

The student yield analysis from new development, including North Pointe shows the Baker-Butler/Hollymead districts as having the highest impact the long term. The LRPAC recommends a new school be constructed to benefit existing elementary schools in the Northern Feeder Pattern.

The school site proffered by North Pointe is critical to building the new elementary school and the fully graded pad site and location is optimal for ongoing student growth along the 29 North corridor. Design of the school is scheduled to begin in FY 27, and construction is to begin in FY 28. The school is planned to open in the 2029-30 school year.

**Parks:**

The application continues to provide for a land dedication (3+acres) along the North Fork Rivanna River for public use. However, the application plan could be improved to allow public access and clarify if a publicly-accessible trail easement and/or trail connection will be provided from a public ROW. The Application Plan notes that "Parks, open space (exclusive of greenways), and trails system are HOA owned and maintained and are not for public use." Staff recommends providing public access on some or all of the proposed Trails System, particularly in portions of the subject property that are in closer proximity to public-access elements (such as the Shared Use Path and the Greenway open space area).

**Fire & Rescue:**

Albemarle County Fire Rescue has reviewed this rezoning application and has no objections at this time. Code requirements for items such as street and travelway widths, turning radius, and the necessity of secondary emergency fire access routes will be addressed at the site planning and/or subdivision stage, as well as other items such as adequate access and water availability. These elements will have to meet Fire-Rescue requirements before those site plans can be approved by the County.

**Utilities:**

This project is in the Albemarle County Service Authority (ACSA) water and sewer service jurisdictional area. ACSA and the Rivanna Water and Sewer Authority (RWSA) have no objections to this project at this time. A utilities construction plan will be required, subject to ACSA and RWSA approval, prior to the approval of site plans and/or subdivision plans by the County at the site development stage of these properties. RWSA indicates that there are current capacity issues for sewer that may affect this proposal and close coordination with RWSA on demand projections to properly plan for the future capacity is underway and will continue.

***Anticipated impact on environmental, cultural, and historic resources:***

There are important environmental features on the site including steep slopes, floodplain, wetlands, streams and their associated buffers. The application plan continues to include these features in open space areas, and this proposed rezoning adjusts the application plan to respond to areas of the site that cannot be developed, which was not anticipated at the time of the original rezoning.

***Anticipated impact on nearby and surrounding properties:***

The additional units are proposed internally to North Pointe, within areas already expected to develop. Staff believes the provisions of the North Pointe application plan and ordinance adequately address design standards to mitigate impacts to surrounding properties.

***Public need and justification for the change:***

The County’s growth management policy encourages new residential and commercial development in the designated Development Areas, where infrastructure and services are provided, rather than in the Rural Areas. Staff believes the increase in density is in an appropriate location.

**SUMMARY**

Staff have identified the following positive aspects of this request:

1. The request is consistent with the recommendations of the Places 29 Master Plan.
2. The request could result in additional affordable units within the development, consistent with the affordable housing policy of 15% applicable at the time.

Staff have identified the following concerns with this request:

1. The proposed rezoning is not consistent with all aspects of affordable housing policy. Specifically, terms of affordability for for-rent units.

**RECOMMENDATION**

Staff recommends approval of ZMA202300007.

Staff recommends SP202300009 with the following condition:

1. The maximum residential development on the property must not exceed 1600 units.

**ATTACHMENTS**

1. [Applicant Narrative](#)
2. [Existing Conditions Exhibit](#)
3. [Proposed Application Plan dated January 29, 2026](#)
4. [Proposed Proffers dated January 29, 2026](#)
5. [Transportation Impact Analysis \(TIA\) Summary](#)