

March 6, 2026

Albemarle County Planning Commission
401 McIntire Road
Charlottesville, VA 22902

Re: Public Comment – North Pointe Rezoning Proposal (ZMA202300007/SP202300009)

Dear Members of the Albemarle County Planning Commission,

My husband and I live at 3252 Thicket Run Drive in North Pointe, where we have lived since March 2024. We are writing regarding the proposed rezoning.

We want to begin by expressing that we support the continued growth of North Pointe and are excited about welcoming new residents and families to the community. Our goal in writing is not to oppose development, but to encourage responsible planning that ensures the neighborhood remains safe and accessible as it grows.

Our perspective is also shaped by the fact that we have children who are active in the neighborhood. One of our children is a new driver, and another is a middle schooler who regularly plays with friends in the neighborhood and walks to the bus stop nearby. In just a few years, she will likely be driving in these same neighborhood streets as well. Like many families, we rely on North Pointe's streets not only for transportation but also as spaces where children walk, bike, and gather with friends.

Because of this, we are particularly attentive to how increased residential density may affect traffic flow and pedestrian safety. Estimates suggest that the additional housing could generate thousands of additional daily vehicle trips within North Pointe. With a planned elementary school within the development, many young children will also be walking along neighborhood streets each day.

For these reasons, we believe it is important that the development maintain adequate traffic distribution and multiple access points.

One way to achieve this would be to restore the originally planned connection at Lewis & Clark Drive, which would provide an additional outlet for neighborhood traffic, reduce pressure on the primary entrance, and improve circulation throughout the development while also supporting emergency access.

If that connection is not feasible, we encourage consideration of a secondary resident-only access point at an existing emergency access location, potentially controlled through resident access systems. This would still provide an additional exit for residents and improve traffic distribution without creating a through-route for outside traffic.

We would also encourage thoughtful planning regarding the types of commercial businesses located near the planned elementary school. We support neighborhood-serving retail and services, but believe it would be reasonable to limit certain uses—such as adult-only establishments, bars focused primarily on alcohol service, gun stores, tobacco or vape shops, and similar businesses—that may not be appropriate near a school where children will be walking daily.

3242 Cliffstone Blvd
Charlottesville, VA 22911
March 9, 2026

Dear Planning Commission Members,

As you review the rezoning proposal for the North Pointe Community, we ask that you consider conditional approval until some important issues are addressed further or solutions identified. A conditional approval would allow the developer to move forward with his planning but also provide the community property owners and the county officials an opportunity to look at issues of safety and environmental concerns. We look to you members to ensure that rezoning requests support appropriate development within the county while protecting the quiet enjoyment of our private property and neighborhoods.

We are concerned about the relocation of the school property away from the original area to a location adjacent to residential properties. Schools are wonderful neighbors; however, the location would now create considerable traffic on the small neighborhood roadways. School buses and private vehicles for parental drop off in the mornings and afternoons will likely block streets and intersections to residential traffic. It will not be easy for children living in North Pointe to cross these narrow streets and intersections safely. The original location was better suited for school traffic coming into and leaving North Pointe before it reached the residential roadways. We do not object to the new location, but we believe that the safety of walkers and the increase in traffic on small residential roadways is of great concern and needs to be addressed before approval.

The addition of over 300 townhouses or rental properties along the RT 29 corridor is of concern to us because we do not see adequate ingress/egress for private vehicles or delivery/contractor vehicles into the area where these 300+ homes are to be built. The original master plan provided for a separate roadway entrance from RT 29 into this neighborhood. Again, the roadways and parking for this neighborhood should be built to accommodate its own neighborhood traffic. Without direct access to RT 29, these residents are forced to drive into the current residential areas, along smaller roadways, to find an exit point out onto RT 29. More traffic from these properties will exacerbate the school bus and drop off traffic and raise the safety risk for children walking to school. We would expect that no direct access from the RT 29 highway would also be a health and safety concern for those property owners who might need emergency responder services and adding minutes to response times. Minutes count in severe health emergencies. This access and safety issue is of great concern and needs to be addressed. A separate roadway for these 300+ homes needs to be at RT 29.

Planning Commission Public Hearing Speech: North Pointe Rezoning

Introduction Good evening, members of the Planning Commission. My name is Roger Hahn and I live at 3272 Thicket Run Drive in the North Pointe neighborhood. I am here tonight representing a consensus among my neighbors regarding the rezoning proposal in question (ZMA202300007).

First, I want to be clear: we welcome growth. We look forward to welcoming new homeowners to our community. Our opposition today is not about the *number* of people; it is about the *safety* of the infrastructure being proposed to support them.

The Safety Concern: The "School Funnel" Our primary concern is the creation of a dangerous traffic bottleneck. By removing the previously approved northern entrance at Lewis and Clark Drive, this plan funnels nearly **10,000 daily vehicle trips** southward through a single internal corridor along Cliffstone Boulevard.

This isn't just a "commuter delay" issue. This traffic will flow directly past the site of our future elementary school and our community parks. We are effectively turning a residential school zone into a high-volume thoroughway. Every day, hundreds of students will be walking and biking to school across the same path where thousands of vehicles are being funneled to reach the exit at Proffit Road. This is an avoidable safety risk to our children that we simply cannot accept.

Emergency Access Furthermore, this bottleneck constrains emergency services. By eliminating a northern access point, fire and rescue vehicles must navigate through this concentrated school-zone traffic to reach the northernmost sections of the neighborhood. In an emergency, seconds matter, and this plan creates a structural delay for first responders.

Proposed Solutions We believe that for this density to be responsible, we must have a northern relief point to distribute traffic safely. We propose the Commission require one of the following three solutions as a condition for approval:

1. **Reinstate the Lewis & Clark Connection:** Re-establish the original plan to connect to the signalized intersection at Route 29, as was intended in the 2006 and 2014 approvals.
2. **Pritchett Lane Emergency Conversion:** Convert one of the existing gated emergency-only access points into a resident-only through-connection to Pritchett Lane.
3. **New North-East Connection:** Construct a new road from the tail end of the Phase 2 section to connect to Pritchett Lane.

While we recognize that options involving Pritchett Lane will face push-back from those neighbors, we believe the safety needs of the eventual 2,000-plus tax-paying residents of North Pointe—and the lives of the children walking to the new school—must take precedence over the preference for a closed road.

In Closing We ask the Commission to prioritize the safety of our future students. Please do not approve this rezoning until an additional traffic entrance / exit is included in the plan to protect our pedestrians and ensure emergency access.

Thank you.

- Roger Hahn
3272 Thicket Run Drive, Charlottesville, VA 22911

March 10, 2026

Albemarle County Planning Commission

401 McIntire Road, Charlottesville, VA 22902

Re: Public Comment – North Pointe Rezoning Proposal (ZMA202300007/SP202300009)

To Whom it May Concern:

I am a resident of North Pointe (Linda Burchfiel, 3382 Cross Creek Place) and am writing to request that the Planning Commission require an additional entrance/exit point as a condition before accepting the rezoning request. The access point at Lewis & Clark Drive would be the most appropriate, as it already has a signal and was in fact in the original plan.

The additional residential units would greatly increase traffic within the development, estimated as an additional 5,100 daily trips, or an increase of 119% over existing residential traffic volume. (estimated using the Institute of Transportation Engineers Trip Generation Manual Guidelines) If the only access point is the current North Pointe intersection with Seminole Trail, all residents in the new section, north of North Pointe Blvd, would have to drive along Cliffstone Blvd, where kids will congregate at the 2 school bus stops, the pool, the playground and clubhouse. Moreover, once the new school opens, many kids will be walking along Cliffstone Blvd to school at the southern end of the development. Concentrating all of that additional traffic along a route with a high density of kids would be risky.

We therefore recommend that another entrance/exit point on the northern end of the development be constructed, at the intersection of Seminole Trail and Lewis & Clark Blvd. The additional residential traffic would therefore drive north to exit the development, avoiding the area of Cliffstone Blvd where a lot of children will be walking and congregating.

In addition to pedestrian safety, fire and rescue safety must also be considered. According to the ACFR, developments with more than 30 units should have 2 entrance/exits.

Therefore, in support of child safety and fire and rescue safety, I encourage the Planning Commission to accept this rezoning application only if an additional entrance/exit to the development is constructed.

Rebecca Ragsdale

From: Nancy Witte <nancy.witte@gmail.com>
Sent: Monday, March 9, 2026 8:39 PM
To: Rebecca Ragsdale; Carolyn Shaffer; Planning Commission
Subject: North Pointe Rezoning Proposal

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Dear Members of the Planning Commission,

We are writing to share our support for the continued growth of the North Pointe community and to offer a few suggestions that we hope will help ensure that growth happens in a thoughtful and safe way. Many of us are excited to welcome new families and neighbors, and we want to see the development succeed for both current and future residents.

One concern we share with our neighbors is the impact increased density will have on traffic within the neighborhood. Estimates suggest North Pointe could see roughly 5,000 additional vehicle trips per day. With the planned elementary school located in the development, many children will be walking along neighborhood streets that may see significantly higher traffic. For that reason, pedestrian safety, traffic flow, and emergency access should be carefully considered.

The original development plan included a connection at Lewis & Clark Drive to help distribute traffic. The current proposal removes that connection due to higher-than-expected construction costs. Without it, traffic may be funneled through a limited number of entrances, which could create unnecessary congestion and safety concerns.

One option (and in our opinion the best option) would be to reconsider the Lewis & Clark Drive connection, potentially through shared costs between the developer and Albemarle County or the Commonwealth of Virginia. This would provide another outlet for neighborhood traffic, reduce pressure on the main entrance and the proposed Profitt Road entrance, improve circulation, and create an additional access point for emergency services.

If that connection ultimately isn't feasible, another possibility would be a limited resident-only access point at one of the existing emergency access locations, likely near Phase Three. Controlled access using key fobs, vehicle transponders, or a similar system could allow residents and emergency vehicles to use the connection while preventing outside traffic from using it as a shortcut. This would still provide a secondary exit for residents and improve internal traffic flow. We realize this would also involve most likely widening that road and would be in a less than ideal location, however it is worth considering.

We'd also like to briefly address the proposed commercial space in the development. Many residents support having neighborhood-serving businesses nearby. We love the idea of having businesses that are walkable from our home! However, given the proximity to the planned elementary school, it would make sense to place reasonable limits on certain categories of businesses.

Residents have expressed concerns about allowing adult-only establishments, bars primarily focused on

Rebecca Ragsdale

From: ronicaturner75@gmail.com
Sent: Monday, March 9, 2026 7:18 PM
To: Ronica Turner
Subject: North Pointe Traffic and Safety

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Dear Members of the Planning Commission,

We are current residents of North Pointe neighborhood and we are writing to share some points of consideration regarding the North Pointe rezoning proposal and commercial space use.

Many residents support the continued growth of our community and are excited about welcoming new families to the area. Our goal in sharing these comments is not to oppose development, but to encourage responsible growth that prioritizes safety, accessibility, and thoughtful planning.

One of the primary concerns relates to increased traffic within the neighborhood as residential density grows. Current estimates indicate the development could generate approximately 5,000 additional vehicle trips per day within North Pointe. At present, the neighborhood relies on one primary entrance and exit, which already experiences congestion during peak travel times.

This concern becomes even more important considering the planned elementary school within the development. Many students will likely walk to school along neighborhood streets. As traffic levels increase, ensuring safe walking routes for children, safe traffic circulation, and reliable emergency access becomes critically important.

The original development plans approved in 2006 included a connection at Lewis & Clark Drive, located at an existing signalized intersection, which would provide direct access to Seminole Trail and help distribute neighborhood traffic. The current rezoning proposal removes this connection due to higher construction costs, which may place additional strain on existing entrances and internal roads.

Reinstating the Lewis & Clark Drive connection would provide an additional outlet for traffic, reduce pressure on the main entrance and the proposed Profitt Road entrance, improve traffic circulation, and provide another access point for emergency services. If that option is not feasible, residents encourage consideration of a secondary resident-only

Rebecca Ragsdale

From: Michael Mougey <mkmougey@gmail.com>
Sent: Monday, March 9, 2026 4:32 PM
To: Planning Commission; Rebecca Ragsdale; Carolyn Shaffer
Subject: North Pointe rezoning request

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Good afternoon,

This letter is addressing the request by the developer to rezone much of the remaining North Pointe development to higher density residential zones and lower the volume of previously approved commercial zones, while also placing a new elementary school in the plan at a new location.

Thank you for taking the time at the previous meeting in February and for listening in March. I am a new resident to North Pointe and clearly understand the need to create more liveable options for new residents moving into the Charlottesville area - indeed, my wife and I are two of them! While normally I would be very wary of introducing a vast number of higher density units, it is inevitable. This can fuel, if carefully planned and managed, beneficial and responsible growth for the entire community - North Point and the surrounding area.

My concern is almost exclusively around traffic flow in the development and the entrances and exits near and onto highway 29. Let me state initially, I very much appreciate the access to the traffic recommendations of the commission and the analysis by VDOT of the potential traffic flow in the immediate vicinity. The analysis of the flow is comprehensive, but the effect internally in the North Pointe subdivision is what seems to be missing. I am not sure of the exact reason that there cannot be an exit directly to the light at 29 and Lewis and Clark, but that would seem to solve the vast majority of concerns on my end - and my guess a number of others expressing similar concerns.

With the introduction of a huge increase in higher density apartments/townhomes or villas (likely apartments) there will be a large amount of vehicular traffic throughout North Pointe that could be immediately abated if a connection at 29 and Lewis and Clark was established. Most subdivisions that feature high density units do so near the entrance to avoid traffic for those units (and those delivering to and from them) from having to travel through the neighborhood inside the subdivision. That is exactly the *opposite* of what is currently being proposed. The added traffic for these new high density zones then has to travel past an elementary school as well, bringing another round of traffic concern into the mix.

I am clearly in favor of the school and the new location seems excellent, but with only one exit that is designed to release traffic southbound on 29, the design internally (not externally) of the proposal seems flawed. One additional intersection at 29 would solve the concern. The proposed long term growth, and from what I saw included in the long term plan, potentially adding multiple stoplights onto 29 is likely not a good growth solution, since it would inherently add to the stop and go traffic most communities abhor.

It seems all the rest of the design elements proposed make good sense, and I appreciate the thoughtfulness of them - especially the roundabout onto Profitt and the additional turn lanes from the median on 29 for right hand U turns, as well as the additional lanes from 29 onto Profitt and Lewis and

Rebecca Ragsdale

From: zach lyon <zachatgow@yahoo.com>
Sent: Monday, March 9, 2026 4:10 PM
To: shaffer2@albemarle.org; Rebecca Ragsdale; Planning Commission
Subject: North Pointe neighborhood rezoning

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Good afternoon,

I am writing to oppose the rezoning efforts being put forth by the developer in charge of the North Pointe community. Although the elementary school needs to be relocated I would like to oppose the rezoning efforts from commercial space to residential space. When I purchased my house back in 2023 I was under the assumption that these plans were already agreed upon and therefore set in stone. In my opinion changing this space into residential space will negatively affect the value of my home. For more apartments and multi family dwellings to go into this space will increase my traffic and make an already difficult endeavor to leave this community into an exponentially harder than needed ordeal. Finally, I would like to applaud the efforts to change the location of the school in an effort to protect one of central Virginia's most important resources, our beautiful streams and rivers.

Sincerely,

Zach

Sent from my iPhone

Rebecca Ragsdale

From: jamespcassidy@comcast.net
Sent: Monday, March 9, 2026 10:24 AM
To: Planning Commission
Subject: North Pointe Rezoning Proposal

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Community Input Regarding North Pointe Rezoning Proposal

Dear Members of the Planning Commission,

I am writing to express my support for the proposed rezoning of the North Pointe development and the continued growth of our community. Many residents are excited about the opportunity to welcome new families and neighbors to the area, and we appreciate the thoughtful planning that has gone into expanding North Pointe. Our goal in providing these comments is to support responsible growth that protects safety, accessibility, and the long-term livability of the neighborhood for both current and future residents.

As the development grows, however, increased residential density will significantly affect traffic flow within the neighborhood. Current estimates indicate that approximately 5,000 additional vehicle trips could occur within North Pointe each day once the project is fully built out. This increase in traffic becomes especially important when considering the planned elementary school within the development. Many students will likely walk or bike along neighborhood streets to reach the school, which makes pedestrian safety, traffic flow, and emergency response access critical planning considerations.

One concern raised by residents involves a change in the updated rezoning plan. The original development concept included a connection at Lewis & Clark Drive that would help distribute traffic throughout the neighborhood. The current proposal removes this connection due to higher-than-anticipated construction costs. While we understand that cost considerations can affect project design, removing this connection could place additional and avoidable strain on the existing entrances and internal road network.

This issue matters for several reasons. A single primary entrance creates potential congestion and safety concerns, particularly during peak traffic hours. Limited access points may also slow emergency response times when seconds matter. In addition, with an elementary school located within the development, safe walking routes for students must be a priority. These challenges will affect not only current residents but also the families who will move into North Pointe in the coming years.

One potential solution would be to revisit the original Lewis & Clark Drive connection, potentially through a cost-sharing arrangement. This approach would provide an additional outlet for neighborhood traffic, reduce pressure on the existing entrance and the proposed Profitt Road entrance, and improve traffic

Rebecca Ragsdale

From: Mathews Jacob <mathews.jacob@gmail.com>
Sent: Monday, March 9, 2026 8:45 AM
To: Carolyn Shaffer; Rebecca Ragsdale; Planning Commission
Subject: North Point Rezoning

CAUTION: This message originated outside the County of Albemarle email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.

To the Albemarle County Planning Commission,

My name is Mathews Jacob and is a resident of North Pointe Phase 2 (3273 CliffStone Blvd). I am writing to express my overall support for the North Pointe rezoning proposal and the continued growth of our community.

North Pointe is evolving into a vibrant, diverse, and welcoming neighborhood, and I am excited about the opportunity to bring new families and residents into our area. My goal—and the shared goal of many residents—is to ensure that this growth occurs responsibly, with appropriate attention to safety, accessibility, and long-term community wellbeing.

Core Concerns About Increased Density and Safety

As proposed, the increased residential density in North Pointe could add approximately **5,000 additional vehicle trips per day** within the neighborhood. With the planned elementary school located inside the development, this is especially significant: many children will be walking, rolling, or biking along neighborhood streets that are expected to carry much higher volumes of traffic.

For these reasons, the community must carefully consider pedestrian safety, internal traffic circulation, and the ability of emergency services to access all areas of the development quickly and reliably.

Concerns With the Updated Rezoning Plan

The original North Pointe development plan included a vehicular connection at **Lewis & Clark Drive**, which was intended to help distribute traffic and reduce volumes through a single main entrance. The current rezoning proposal removes this connection due to higher-than-expected construction costs.

However, eliminating this connection places substantial and unnecessary strain on existing entrances and internal roads. Importantly, it also keeps North Pointe effectively **landlocked by Route 29**, limiting mobility options for both current and future residents.

Why This Matters

- Maintains neighborhood privacy and safety
- Could ultimately be transferred to the HOA for maintenance
-

Commercial Businesses Near the Elementary School

Residents strongly support having commercial areas within North Pointe to serve the community. However, due to the elementary school's immediate proximity, we ask the Planning Commission to ensure that allowed businesses are appropriate for a family-oriented neighborhood.

Types of establishments residents prefer to exclude include:

- Adult-only establishments
- Bars whose primary activity is alcohol consumption
- Nightclubs
- Gun stores
- Tobacco or vape shops
- 24-hour gyms
- Storage facilities

These limitations help ensure a safe and positive environment for children walking to school, support a family-friendly character, and reduce late-night activity or high-risk commercial traffic near the school.

Closing

In closing, I want to reaffirm my support for the North Pointe rezoning proposal and the continued development of our community. The suggestions provided here are not intended to slow or block this progress; rather, they aim to ensure thoughtful planning that protects safety, enhances walkability, and improves quality of life for both existing and future residents. Thank you for your service to Albemarle County and for your careful consideration of these important issues.

Respectfully,

Mathews Jacob
3273 Cliff Stone Blvd,
Charlottesville, VA 22911

8 March 2026

TO: Albemarle County Planning Commission

FROM: Melissa and Brian Lessenberry (3218 Cliffstone Blvd, Charlottesville, VA)

RE: ZMA 202300007 (North Pointe Amendment)

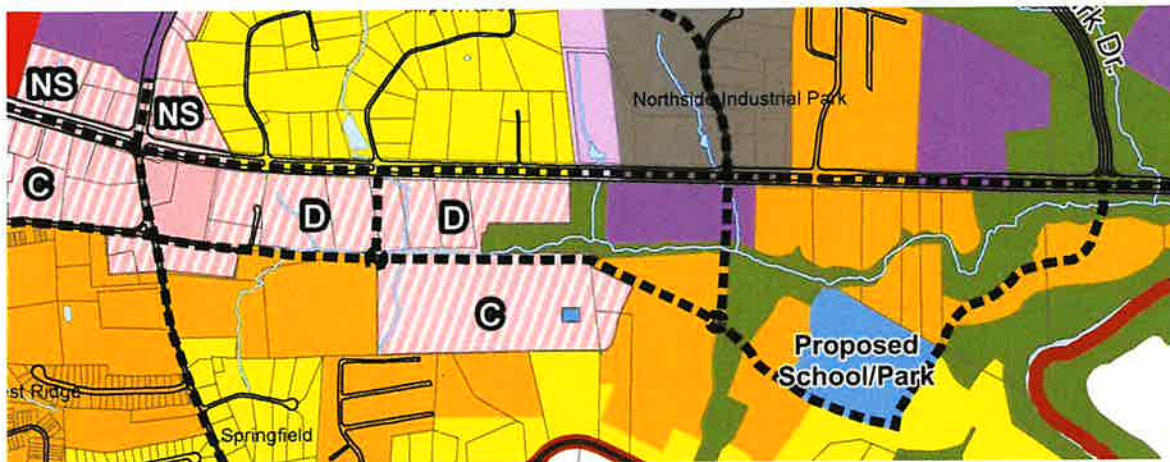
We write to urge the Commission to require a revision of Zoning Map Amendment ZMA202300007 to address significant traffic and pedestrian safety concerns within the North Pointe development. This can be achieved by reinstating the requirement for the construction of the northernmost entrance to the North Pointe development and the road extension across from Lewis and Clark Drive. These public roads were previously approved by the Albemarle County Board of Supervisors in association with ZMA2000-009 and ZMA201300014 and are included in the Places29 master plan. The County affirmed the requirements for these roads in 2021 ([See SUB201600092 Review Comments, Page 4](#)). These public road requirements, however, have been omitted from the amended plan and proffers now under consideration (See diagram 1).

As noted on Page 9 of the Albemarle County Planning Staff Report, staff believe that the previously approved road interconnection and northernmost entrance should still be an element of the application plan. We strongly endorse this recommendation and urge the plan to be revised to include those roads for the following reasons:

1. Consistency with County Transportation Priorities. The elimination of the northernmost entrance and road extension severs the development's relation with the transportation priorities in the Places29 master plan, which calls for the construction of the road extension to establish a parallel road network and interconnectivity with the North Fork development and the Berkmar Corridor. The elimination of the road will also jeopardize the future of the Northtown Trail Shared Use Path, which was to run alongside the road (See diagram 2).
2. Significant Traffic Disruption in the Residential Area. As documented by County engineers in association with a prior zoning map amendment ([See ZMA201300014, Page 5](#)), elimination of the northernmost entrance and road extension could have "significant" traffic impacts in the residential area. This change will require all traffic associated with the proposed 350-unit urban density residential development in parcel 32-22K to be redirected through the traffic circle at Cliffstone Boulevard. While the staff report for the latest proposed zoning amendment notes that the county has not yet completed a full analysis of the traffic impact on internal roadways, VDOT guidance suggests a 350-unit development will generate +2,500 vehicle trips per day, which will now be redirected into the residential area instead of using the northernmost entrance. These trips are in addition to the thousands of trips of on Cliffstone Boulevard from the other proposed and existing housing.
3. Pedestrian Safety, Livability, Walkability. The traffic circle at Cliffstone Boulevard is the location of the community's sole elementary school bus stop, clubhouse, swimming pool, and two parks. The redirection of +2,500 additional vehicle trips per day through this intersection, and the significant increase in traffic on Cliffstone Boulevard from the increased new housing, will pose an increased safety risk for the large numbers of children and other residents who gather at these locations. The significantly increased traffic flow will also undermine the livability and walkability objectives associated with the neighborhood model development requirements.
4. Fire & Rescue Access and Emergency Egress. ACFR has previously noted that developments with more than 30 units require at least two access points. The elimination of the northernmost entrance and road extension will limit the 350-unit development in parcel 32-22K to a single access point, and eliminate a key emergency egress route for residents in Section 2 of the North Pointe development.

If the Commission chooses not to reinstate the requirement for the northernmost entrance and road extension opposite Lewis and Clark Drive, we ask that the Commission consider alternative remedies to address the significant traffic and pedestrian safety impacts resulting from the proposed rezoning, such as by creating a controlled exit from the development onto Pritchett Lane. We all have the goal of creating a safe and workable community.

Diagram 2: Places29 Master Plan Proposed Roadway Network



North Pointe Street System, Project Reference No. 25: This street network will provide a parallel road network on the east side of US 29 from Proffit Road to the intersection with Lewis and Clark Drive. The main road through the proposed development will serve as a parallel route to US 29. The roads in North Pointe need to be in place when additional development north of Hollymead Town Center brings additional traffic. (Source: Places29 Master Plan, p. A2-32)

Places29 Master Plan Proposed Parks and Green Systems Network



Source: The
Places29 M

Northtown Trail, Project Reference No. 14: Thomas Jefferson Planning District Commission has developed the Northtown Trail Plan ... This commuter "trail" is intended to promote multimodal transportation options along the US 29 corridor. See NT24 - Northpointe Shared-Use Path - from US 29/Lewis & Clark Dr intersection through Northpointe to Proffit Rd/Worth Crossing intersection. (Sources: Place29 Master Plan, pp. 6-3, A2-19, Albemarle County Approved Transportation Priorities, Thomas Jefferson Planning District Commission)

March 8, 2026

Albemarle County Planning Commission
401 McIntire Road
Charlottesville, VA 22902

Re: Public Comment – North Pointe Rezoning Proposal (ZMA202300007 / SP202300009)

Dear Members of the Planning Commission,

I am a resident of the North Pointe community and would like to offer perspective on the removal of the previously planned northern entrance at Lewis & Clark Drive in the revised site plan.

Background and Site Plan Changes

The original development plan included this connection at a signalized intersection on Route 29. This entrance was intended to serve as a critical access point for distributing neighborhood traffic and providing residents with safer and more efficient access to the corridor.

The revised plan removes this connection and instead concentrates neighborhood traffic through the remaining southern exits.

Traffic Flow and Safety Considerations

Under the current configuration, residents exiting the neighborhood must pull onto Route 29 North from a stop-controlled intersection and merge into continuous high-speed traffic. For those traveling south toward Charlottesville - where many residents work, shop, and access services - this requires merging across two lanes of traffic and immediately executing a U-turn at the median or at the next signalized intersection at Lewis & Clark Drive.

During peak morning hours, vehicles already queue while waiting for breaks in traffic. From a traffic design perspective, this pattern creates *unnecessary conflict points and will likely become more problematic as traffic volumes increase.*

Rebecca Ragsdale

From: Amanda Camara <akcamara.mls@gmail.com>
Sent: Sunday, March 8, 2026 10:40 AM
To: Planning Commission
Subject: Subject: Public Comment – North Pointe Rezoning (Lewis & Clark Entrance Access)
Attachments: Camara_Public_Comment_NorthPointe_Rezoning.pdf

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Please include this comment in the public record for the March 10, 2026 Planning Commission meeting.

Re: Public Comment – North Pointe Rezoning Proposal (ZMA202300007 / SP202300009)

Dear Members of the Planning Commission,

I am a resident of the North Pointe community and would like to offer perspective on the removal of the previously planned northern entrance at Lewis & Clark Drive in the revised site plan.

Background and Site Plan Changes

The original development plan included this connection at a signalized intersection on Route 29. This entrance was intended to serve as a critical access point for distributing neighborhood traffic and providing residents with safer and more efficient access to the corridor.

The revised plan removes this connection and instead concentrates neighborhood traffic through the remaining southern exits.

Traffic Flow and Safety Considerations

Under the current configuration, residents exiting the neighborhood must pull onto Route 29 North from a stop-controlled intersection and merge into continuous high-speed traffic. For those traveling south toward Charlottesville - where many residents work, shop, and access services - this requires merging across two lanes of traffic and immediately executing a U-turn at the median or at the next signalized intersection at Lewis & Clark Drive.

Rebecca Ragsdale

From: Mitch Harris <mitchwh@gmail.com>
Sent: Saturday, March 7, 2026 2:09 PM
To: Planning Commission
Subject: Support for North Pointe Charlottesville Rezoning Proposal - Resident Feedback

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This was originally sent to Carolyn Shaffer who I understand is out ill, so resending directly

Application Number: ZMA202300007
PROJECT: SP202300009 & ZMA202300007 North Pointe Amendment (Residential Increase/Commercial Decrease)

Dear Members of the Planning Commission

I am writing as a current resident to express my support for the proposed rezoning at the North Pointe Charlottesville development. The proposal appears to strike a thoughtful balance in responding to updated development codes while accommodating additional townhomes and apartments to address key community needs. This shift from office space to residential units reflects current market realities and reduced demand for commercial office facilities. The improved vehicular access plan is particularly welcome, featuring new access roads and a more direct southern route to Charlottesville. These enhancements will address long-standing residents' concerns over safe egress while distributing traffic more effectively throughout the development. The completion of this project offers significant community benefits, including the addition of a new elementary school and essential infrastructure.

Approving these changes will enable the development to move forward rather than remain in an uncertain state, while also creating opportunities for commercial units that will provide valuable shops and services for both residents and visitors.

I believe this rezoning proposal represents a positive step forward for our community and respectfully urge your approval. Thank you for your consideration.

Sincerely
Mitchell

Mitchell Harris
3592 Thicket Run Pl, Charlottesville, VA 22911
+1 410 370 2029

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March 6, 2026

Albemarle County Planning Commission
401 McIntire Road
Charlottesville, VA 22902

Re: Public Comment – North Pointe Rezoning Proposal (ZMA202300007/SP202300009)

To Whom It May Concern:

I am writing on behalf of several neighboring residents to respectfully request that meaningful safety and traffic mitigation measures be required prior to approval of the proposed rezoning.

We recognize that additional residential units within North Pointe may be appropriate. However, infrastructure and safety improvements must be addressed in a manner that is commensurate with the scale of traffic anticipated — particularly in areas where children are present. Ensuring that roadway capacity, traffic flow, and pedestrian safety are adequately planned for is essential to responsible growth.

Reinstating the previously proposed entry connection at Lewis & Clark Drive would substantially mitigate both traffic congestion and safety concerns. We urge the Commission to require these improvements as a condition of approval to help ensure the well-being of current and future residents.

The original plans approved in 2006 included an additional access point at Lewis & Clark Drive. This connection, situated at an existing signalized intersection, was designed to provide direct access to Seminole Trail without requiring traffic to travel along Cliffstone Boulevard.

In 2014, the developer submitted an amendment modifying the timing for construction of this roadway, referred to in the approved documents as “Northwest Passage.” At that time, several County planning staff recommended denial of the amendment, citing concerns about the potential traffic impacts within the development if the roadway were not constructed as originally planned. Despite these recommendations, the amendment was ultimately approved.

Those previously identified concerns are even more significant today. The current rezoning request proposes approximately doubling the number of residential units, with the majority of the additional units located adjacent to the originally planned Northwest Passage corridor. Given this substantial increase in density, it is reasonable and prudent to revisit the necessity of this connection to ensure that traffic circulation and safety impacts are adequately addressed.

consideration of these impacts, along with appropriate mitigation measures, is warranted prior to approval of the rezoning request.

Safety Concerns

- Resident safety, particularly the safety of children, is a paramount concern for many in the community. Without an additional entry point at the northern end of the neighborhood, all residents must travel along Cliffstone Boulevard to reach the existing exits at the southern end. A significant portion of this traffic must also pass through the traffic circle located near the northern section of the neighborhood.

Importantly, several community amenities with a high concentration of children are located directly adjacent to this traffic circle. These include the elementary school bus stop, a greenspace park, the community center, the neighborhood swimming pool, and a playground. At the other end of Cliffstone Boulevard sits the middle/high school bus stop and the multi-use sports courts. The multi-use path which runs directly alongside Cliffstone Boulevard connects these two areas with high densities of children. Concentrating a substantial volume of additional traffic in close proximity to these destinations raises legitimate safety concerns that should be carefully considered when evaluating the proposed rezoning.

- Additionally, once the new school opens, many children residing in North Pointe are expected to walk to school rather than rely on bus transportation. This change will increase the number of children walking through the neighborhood and crossing residential streets daily. This increase in pedestrian activity will occur during the same morning and afternoon periods when neighborhood traffic volumes are at their highest, further heightening concerns about congestion and pedestrian safety during peak travel times.

Providing an additional entry point at Lewis & Clark Drive would offer a practical means of distributing traffic more effectively throughout the development. By reducing the volume of vehicles traveling through the interior neighborhood streets, this connection would help improve overall safety for residents, particularly for children walking to and from school.

- Having an exit at Lewis & Clark Drive would improve safety for drivers by allowing access to a signalized intersection. Currently, residents exiting the neighborhood must rely on stop-controlled intersections and merge into continuous traffic along the corridor. A traffic signal would create controlled gaps in traffic flow, allowing vehicles to enter the roadway more safely and predictably while reducing the need for repeated merging into oncoming traffic.

Traffic Concerns

- The applicant has indicated that overall vehicle trips will decrease by 27.92% as a result of reduced commercial square footage. While total trip generation may be lower in the aggregate, it is important to evaluate where those trips will occur and how they will circulate. Commercial traffic would have accessed the site directly from Route 29 and would not have traveled through the interior residential streets. By contrast, the proposed substantial increase

February 20, 2026

ZONING CHANGE REQUEST FOR NORTH POINTE

Section 14-101 of the Albemarle County VA Code of Ordinances states the following

The Purposes are:

- A. Improve the public health, safety, convenience and welfare of the citizens of the county by assuring the orderly division of land and its development;
- B. Provide residential areas with healthy surrounding for family life by assuring the land is divided and developed in a manner that is harmonious with its surround lands;
- C. Implement the comprehensive plan and the policies stated in section 1.4 of the zoning ordinance through the standards and procedures established herein;
- D. Assure that the development of the county is consonant with efficient and economical use of public funds
- E. Assure that all improvements required by this chapter will be designated, constructed and maintained so as not to become an undue burden on the community; and
- F. Establish standards for lot development that are specific to and most appropriate for, the lands within the development and rural areas of the county.
- G. Encourage economic development activities that provide desirable employment and enlarge the tax base
- H. Protect surface water and ground water as defined in Virginia Code 62.1-255

TO THAT END:

In 2006 the zoning approval for North Pointe was for a mixed use community on about 269 acres with 893 dwelling units in total. The vision was for a walkable community comprised of commercial entities including a supermarket and businesses that lent itself to local shops and services that provided opportunities for employment while being mindful that there is no available public transportation with automobiles being the primary mode of transportation. A third of the community units was to be devoted to the commercial component. A proffer for a school, a library and other community features including green spaces were provided for in this zoning request and approval and would come out of the 269 acres.

The request to rezone from rural to mixed use commercial was initially denied due to inadequate sewer capacity. However the developer lobbied for the "need for single family housing north of town" with assurances of sewer extension. The approved rezoning was for a single family residential component, not a multifamily apartment project. Buyers expected and were sold on an upscale neighborhood with expensive homes and amenities to match.

However in 2023 rezoning was again requested by the developer and the Ridge at North pointe with its 279 apartment units with 502 parking spaces began that year. They are an entity unto itself with their own HOA, pool and other amenities. The owners do however contribute to the North Pointe HOA for shared road, landscaping and other common interests.

The single family residences were upscale in concept evolving into 3 phases comprised of 269 houses. The average price of a single family home is 900K. Like the Ridge, the single family neighborhood was provided a pool with club house designated for their use only.

- f. Location will encourage higher vehicle ownership and daily trips (there is no alternative transportation such as buses available).

C. Health of the Watershed

- a. The health of a watershed and its streams is directly related to land use
- b. According to the VA DEQ, currently 59% of the stream/miles tested in Albemarle County are impaired.

Conclusion:

The proposed zoning change will benefit only the developer and the landowner. Albemarle County has a responsibility to fulfill the purposes stated in their ordinances as noted in this introduction including; responsible land use with least environmental impact and which include climate objectives, provide healthy surroundings for families including clean air and green spaces and provide economic opportunities while maximizing revenue for the County. Albemarle County will exceed the residential buildout suggested in the 2025 study without additional apartments in North Pointe. Albemarle County would stand to gain substantially more tax revenue by having the same number of high end single family homes vs an apartment complex with its inherent problems. In fact, 60 single 900K houses would generate the same amount of tax revenue as a 300 apartment complex. Or, 75 townhomes would be the same equivalent on a lesser footprint requiring no additional amenities. The current home owners in North Pointe will be impacted with noise, pollution, traffic and have none of the promised neighborhood features that they invested in should the requested zoning changes be approved. Encouraging commercial buildout of small businesses, medical offices, and other neighborhood enhancing enterprises will provide employment opportunities and maintain the character of the 2006 original zoning request while realizing the benefit of commercial spaces requiring less governmental services. There is a signed proffer in the current zoning approval for a school which will remain. A mixed use zone should benefit the residents and Albemarle County - not negatively impact all. The zoning changes being requested should be denied.

Respectfully submitted:

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Charlottesville, VA

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(703) 3629028

Rebecca Ragsdale

From: Susan Pfeffer <srpfeffer07@gmail.com>
Sent: Tuesday, February 24, 2026 11:40 AM
To: Rebecca Ragsdale
Subject: ZMAA202300007 North Pointe Amendment
Attachments: North Pointe re zoning.docx

CAUTION: This message originated outside the County of Albemarle email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.

Please review the attached regarding The North Point rezoning request by Great Eastern Management. The requested zoning would go so far beyond the original intent of the North Pointe Community that current owners would be irreparably harmed by diminishing their property values and change the character of the neighborhood. An additional large scale apartment complex is not necessary except to the profit of the developer. All environmental as well as economic losses to Albemarle County should also be considered. Thank you for your time and consideration.

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Please acknowledge receipt of this correspondence