



# RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR#13421

## CASE INFORMATION: Z-16-25 (6100 CREEDMOOR ROAD)

<b>Location</b>	The site is located in Northwest Raleigh along Creedmoor Road - directly across from Jeffreys Grove Elementary School.  Address: 6100 Creedmoor Road  PIN: 0797408870  <a href="#">Link to iMaps</a>
<b>Current Zoning</b>	Residential – 4 (R-4)
<b>Requested Zoning</b>	Office & Residential Mixed-Use (OX-5)
<b>Area of Request</b>	0.34 acres
<b>Corporate Limits</b>	<ul style="list-style-type: none"> <li>• Site is located within Raleigh’s corporate limits.</li> <li>• Site is located within Raleigh’s ETJ.</li> <li>• Annexation is not required for Raleigh zoning to be applied.</li> </ul>
<b>Property Owner</b>	Bell, Cynthia Trustee of Mattie Mae Hayes Grissom Irrevocable Trust
<b>Applicant</b>	James G. Grissom
<b>Council District</b>	A
<b>PC Recommendation Deadline</b>	October 25, 2025

## SUMMARY OF PROPOSED CONDITIONS

1. No zoning conditions offered.
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## COMPREHENSIVE PLAN GUIDANCE

<b>Future Land Use</b>	Office and Residential Mixed Use
<b>Urban Form</b>	Not applicable
<b>Consistent Policies</b> <i>Key policies are marked with a dot (●) Area Specific Guidance policies are marked with a square (□)</i>	<ul style="list-style-type: none"> <li>● LU 1.2 Future Land Use Map and Zoning Consistency</li> <li>● LU 5.4 Density Transitions</li> <li>● LU 6.2 Complementary Land Uses and Urban Vitality</li> <li>● LU 7.3 Single-family Lots on Major Streets</li> <li>● LU 8.1 Housing Variety</li> <li>● LU 10.3 Ancillary Retail Uses</li> <li>● H 1.8 Zoning for Housing</li> </ul>
<b>Inconsistent Policies</b> <i>● Key Policy □ Area Specific Guidance</i>	None Identified

**FUTURE LAND USE MAP CONSISTENCY**

The rezoning case is:  **Consistent**  **Inconsistent with** the Future Land Use Map.

**COMPREHENSIVE PLAN CONSISTENCY**

The rezoning case is:  **Consistent**  **Inconsistent with** the 2030 Comprehensive Plan.

**PUBLIC MEETINGS**

First Neighborhood Meeting	Second Neighborhood Meeting	Planning Commission	City Council
3/11/2025 No attendees	7/15/2025 2 attendees	8/26/2025	

**REZONING ENGAGEMENT PORTAL RESULTS**

Views	Participants	Responses	Comments
10	0	0	0
Summary of Comments: N/A			

## PLANNING COMMISSION RECOMMENDATION

The rezoning case is **Consistent** with the Future Land Use Map and **Consistent** with the relevant policies in the Comprehensive Plan, furthermore **Approval** is reasonable and in the public interest because:

Reasonableness and Public Interest	The rezoning would expand housing and job opportunities, introduce a broader mix of housing types, support greener travel through transit access, and improve daily convenience by bringing shops and services closer to residents.
Change(s) in Circumstances	NA
Amendments to the Comprehensive Plan	NA
Recommendation	Approval
Motion and Vote	<ul style="list-style-type: none"><li>• Motion: Fox</li><li>• Second: Otwell</li><li>• In Favor: Bennett, Cochran, Fox, Miller, Neptune, Omokaiye, Otwell and Shelburne</li></ul>
Reason for Opposed Vote(s)	NA

## ATTACHMENTS

1. Staff report
2. Rezoning application

This document is a true and accurate statement of the findings and recommendations of the Planning Commission. Approval of this document incorporates all of the findings of the attached Staff Report and Comprehensive Plan Amendment Analysis.



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Bynum Walter  
Planning and Development Assistant Director

Date: 9/5/2025

Staff Coordinator: Arthur Cashwell: (919) 996-2183; arthur.cashwell@raleighnc.gov



# REZONING STAFF REPORT – Z-16-25

## General Use District

### OVERVIEW

The applicant requests to rezone 0.34 acres located at 6100 Creedmoor Road from Residential-4 (R-4) to Office Mixed Use–5 stories (OX-5). The existing R-4 zoning permits primarily detached houses and duplexes on large lots, while the proposed OX-5 district would allow a mix of office, residential, and limited retail/service uses up to five stories in height. There are no zoning conditions associated with this request.

The site is square-shaped, measuring 145 feet in length by 103 feet in width, and is currently developed with a single-unit dwelling constructed in 1965. It is not part of a named subdivision. The property is located directly across from Jeffreys Grove Elementary School with frontage on Creedmoor Road, a major north–south thoroughfare. The nearest major intersection is Creedmoor Road and Lynn Road.

Adjacent zoning includes Office Mixed Use to the south, R-4 to the east and west, and Commercial Mixed Use to the north. Surrounding land uses include low-scale residential to the east and institutional/public facilities to the west, with additional medium-scale residential, office/residential mixed-use, and neighborhood mixed-use districts within 1,000 feet. The property is also located within the 1,125-foot buffer of supportive housing.

Nearby amenities include Lakepark Greenway, Williams Park, and Shelley Lake/Sertoma Park. The site is less than 800 feet from a bus stop served by Route 36L and has a Walk Score of 53, indicating it is “somewhat walkable.”

The property is located in the Crabtree Creek Watershed but does not fall within a designated flood hazard area. The soil type is classified as urban land soil. Stormwater staff have not identified any downstream drainage complaints.

The existing R-4 zoning allows only low-density residential development. The proposed OX-5 zoning district would permit a greater variety of uses, including office, multifamily residential, and limited neighborhood-scale retail and services. OX zoning is intended to provide a transition between mixed-use and residential districts, which is consistent with the property’s frontage along a major corridor and adjacency to both residential and nonresidential uses.

Nearby development includes an approved site plan (SPR-0020-2023) for a self-storage facility with associated stormwater, utility, and transportation improvements.

The site’s Future Land Use Map designation is Office and Residential Mixed Use, which is applied primarily to frontage lots along major streets where low-density residential is no longer appropriate. This category encourages a mix of residential and office use, with retail limited to ancillary or clustered locations. OX is the most appropriate corresponding zoning district, and the proposed OX-5 is consistent with this designation.

**CURRENT VS. PROPOSED ZONING ENTITLEMENT\***

	EXISTING ZONING	PROPOSED ZONING
Zoning	R-4	OX-5
Total Acreage	0.34	
Maximum Height	40' / 3 Stories	80' / 5 stories
Max. # of Residential Units	2	17
Max. Gross Office SF	--	15,083
Max. Gross Retail SF	--	4,818

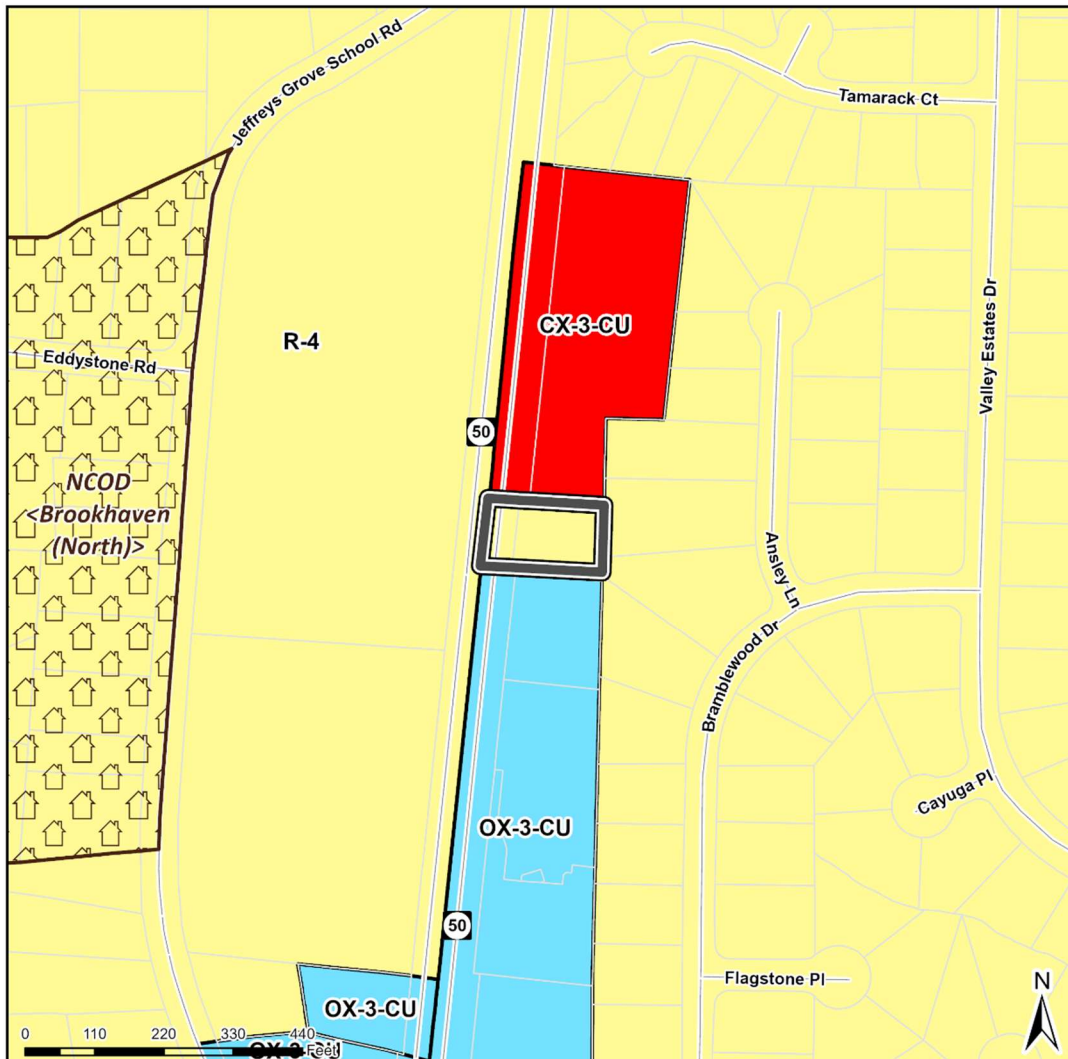
*\*These are estimates presented to provide context for analysis.*

**OUTSTANDING ISSUES**

Outstanding Issues		Suggested Mitigation	
	1. None		1. None

# Existing Zoning

Z-16-2025



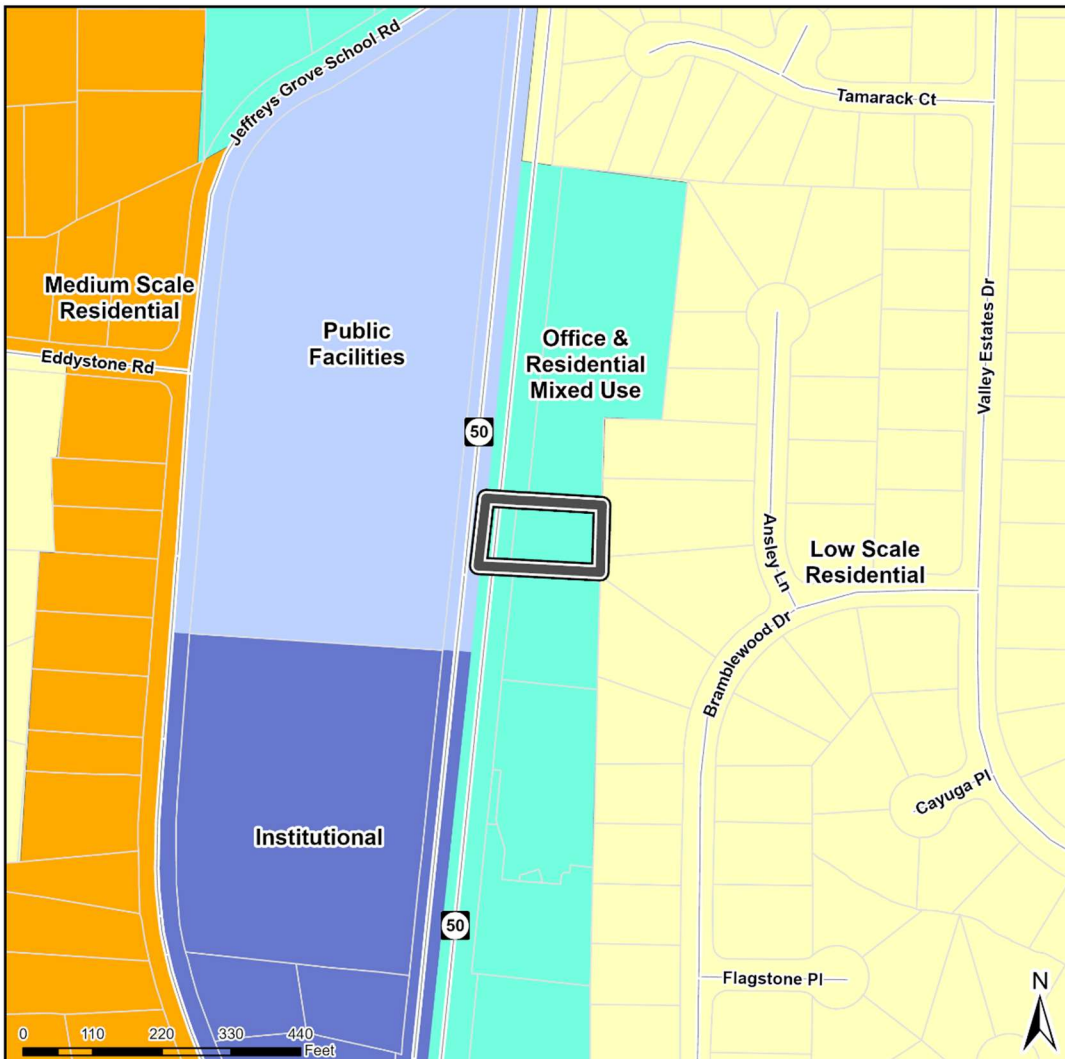
<b>Property</b>	6100 Creedmoor Rd
<b>Size</b>	0.34 acres
<b>Existing Zoning</b>	R-4
<b>Requested Zoning</b>	OX-5



Map by Raleigh Department of Planning and Development (mcgregorm): 6/23/2025

# Future Land Use

Z-16-2025



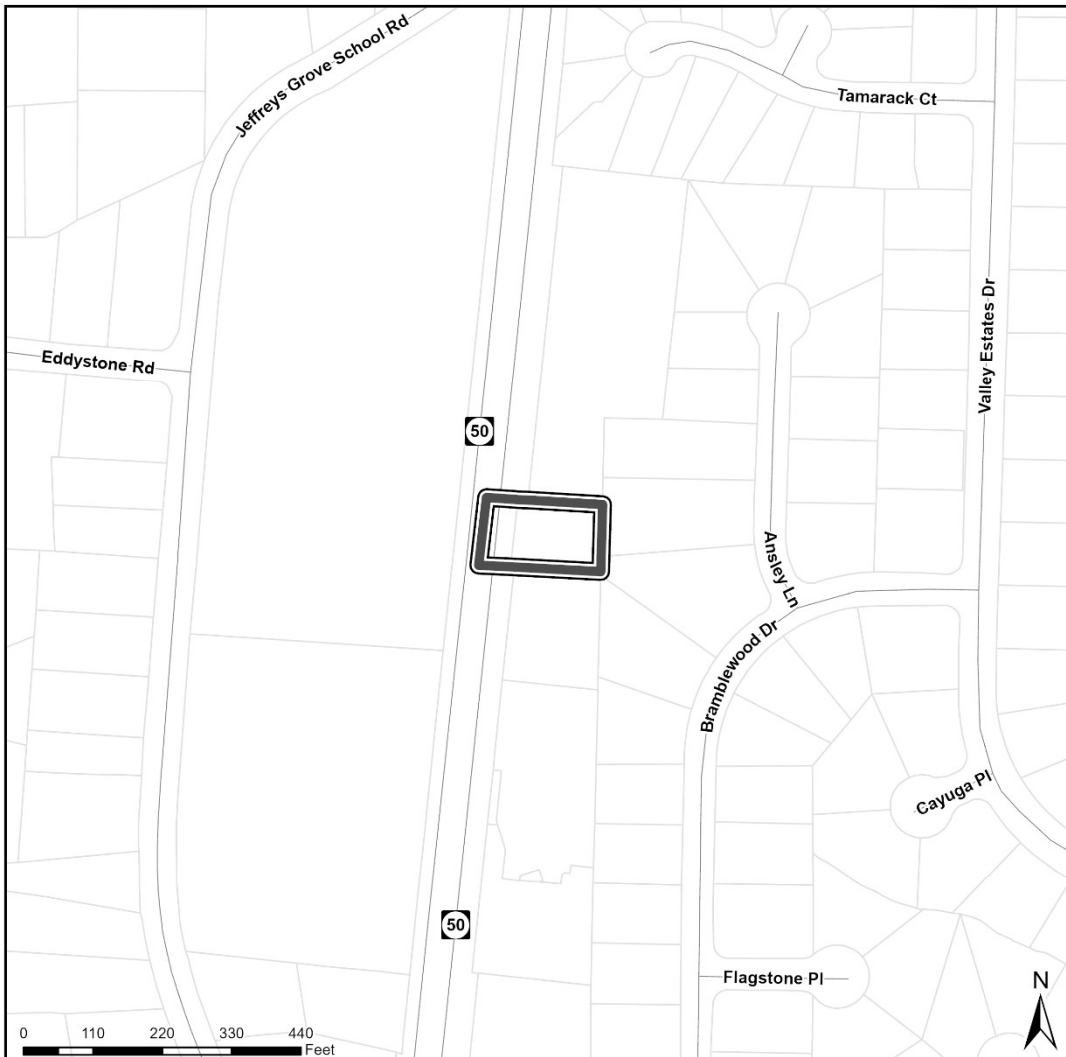
<b>Property</b>	6100 Creedmoor Rd
<b>Size</b>	0.34 acres
<b>Existing Zoning</b>	R-4
<b>Requested Zoning</b>	OX-5



Map by Raleigh Department of Planning and Development (mcgregorm): 6/23/2025

# Urban Form

# Z-16-2025



<b>Property</b>	6100 Creedmoor Rd
<b>Size</b>	0.34 acres
<b>Existing Zoning</b>	R-4
<b>Requested Zoning</b>	OX-5



Map by Raleigh Department of Planning and Development (mcgregorm): 6/23/2025

# COMPREHENSIVE PLAN ANALYSIS

Section 3: Land Use in the Comprehensive Plan describes how zoning proposals should be evaluated. Determination of the consistency with the Comprehensive Plan includes consideration of the following topics.

## Comprehensive Plan Consistency

The request is:  **Consistent**  **Inconsistent** with the 2030 Comprehensive Plan.

The proposed rezoning from Residential-4 (R-4) to Office Mixed Use-5 (OX-5) is generally consistent with several Vision Themes of the City of Raleigh Comprehensive Plan.

Overall, the proposed rezoning is consistent with the City's broader planning framework, supporting multiple vision themes that emphasize economic vitality, transportation integration, housing diversity, sustainability, and managed, context-sensitive growth.

## Vision Themes

The request is:

Consistency	Vision Theme	Analysis
Consistent	Coordinating Land Use and Transportation	<ul style="list-style-type: none"><li>• The site's location along a major street and being less than 800 ft from a bus stop aligns with the vision for higher-density, mixed-use development that supports transit investments.</li><li>• OX-5 allows denser residential, and employment uses, which increase the customer base for transit and make walking, biking, and transit more viable.</li><li>• Coordinating a land use change with existing or planned transit access ensures more efficient use of infrastructure and reduces reliance on single-occupancy vehicles.</li></ul>

Consistency	Vision Theme	Analysis
Consistent	Expanding Housing Choices	<ul style="list-style-type: none"> <li>• OX-5 permits a variety of housing types, apartments, condominiums, and mixed-use residential, beyond the detached and duplex units allowed in R-4.</li> <li>• This supports a broader range of incomes and household types, from young professionals to seniors, in a location with potential access to transit and jobs.</li> <li>• The mix of office and residential uses can also integrate affordable or workforce housing as part of a larger development, addressing housing needs in more locations across the city. However, there is no guarantee for subsidized units, or residential at all.</li> </ul>
Consistent	Greenprint Raleigh	<ul style="list-style-type: none"> <li>• OX-5 promotes more compact, higher-density development, reducing land consumption compared to low-density residential.</li> <li>• Alternatively, this request may encourage additional strip-style development along Creedmoor Road, reinforcing an auto-oriented development pattern rather than a more integrated, mixed-use approach.</li> <li>• Locating additional housing and employment in a walkable area reduces vehicle miles traveled and associated greenhouse gas emissions.</li> <li>• The zoning’s flexibility supports energy-efficient building types such as multifamily structures, which generally have lower per-unit energy consumption.</li> </ul>
Consistent	Managing Our Growth	<ul style="list-style-type: none"> <li>• The rezoning allows for more integrated land uses - housing and employment - in a single location, supporting balanced growth without expanding the city’s footprint.</li> <li>• The OX-5 district’s standards encourage quality urban design and compatibility with surrounding areas.</li> </ul>

Consistency	Vision Theme	Analysis
Consistent	Growing Successful Neighborhoods and Communities	<ul style="list-style-type: none"> <li>The district can support walkable neighborhoods by mixing housing, office, and small-scale retail, and by increasing the number of residents and workers who can patronize local businesses.</li> <li>If designed well, OX-5 can provide new housing options without displacing the existing neighborhood character, aligning with this theme.</li> </ul>

## Future Land Use

### **Future Land Use designation:** Office and Residential Mixed Use

The request is:  **Consistent**  **Inconsistent** with the Future Land Use Map.

If inconsistent, would the benefits of the proposed use outweigh the detriments, and would the new zoning adversely alter the recommended land use and character of the area?

The Future Land Use Map (FLUM) designates the site as Office and Residential Mixed Use; a category intended for frontage lots along major streets where low-density residential is no longer the most appropriate use. This category encourages a balanced mix of residential and office development while limiting large-scale retail to preserve the focus on employment and housing opportunities. The proposed rezoning from R-4 to OX-5 aligns with this designation by introducing zoning that permits both office and residential uses in a single district (as supported by the plan), thereby creating the flexibility to support a range of development types envisioned in the FLUM.

OX-5 allows for a mix of offices, multifamily housing, and limited neighborhood-scale retail or services, consistent with the intent of the FLUM to concentrate activity in locations with high accessibility and to serve as a transition between higher-intensity mixed-use districts and surrounding residential areas. By permitting increased building height and intensity compared to R-4, the rezoning would enable development that can better utilize the site's frontage along a major corridor, enhance employment opportunities, and accommodate more housing types in proximity to jobs and services.

Furthermore, the proposed OX-5 district permits up to 5 stories (80 feet) in height, which is taller than existing nearby residential zoning but consistent with the Office and Residential Mixed Use FLUM designation. Importantly, the UDO requires neighborhood transition standards where taller buildings are adjacent to low-scale residential districts, ensuring step-downs in height, increased setbacks, and landscaping to buffer impacts. These requirements help maintain compatibility with surrounding neighborhoods by preventing abrupt height changes, while still allowing development at a scale that supports the city's long-term goals for integrated, transit-supportive, and economically vibrant corridors.

## Infrastructure

Will community facilities and streets be available at City standards to serve the use proposed for the property?  **Yes**  **No**

City streets and utilities are accessible and sufficient to serve the property. The site is currently within very close proximity to transit infrastructure.

## Urban Form

**Urban Form designation:** None

The request is:  **Consistent**  **Inconsistent** with the Urban Form Map.

**Other** (no Urban Form designation OR no Urban Form designation, but zoning frontage requested)

**Overview:** This site does not have an Urban Form designation.

## Public Benefits of the Proposed Rezoning

- More places to live and work: The rezoning would allow new housing options along with office and small-scale retail, giving people more choice in where they live and work.
- A wider range of housing choices: The proposal supports different housing types and price points, which can help meet the needs of families, young professionals, and older adults.
- Healthier, greener options for getting around: The location's transit access help reduce car dependence and emissions.
- Convenience for daily life: New housing and shops could give residents easier access to goods and services without needing to travel far.

## Detriments of the Proposed Rezoning

- None identified.

## Policy Guidance

*The rezoning request is **consistent** with the following policies:*

<b>Consistent Policies</b> <i>Key policies are marked with a dot (●)</i>	●	LU 1.2 Future Land Use Map and Zoning Consistency
	●	LU 5.4 Density Transitions
	●	LU 6.2 Complementary Land Uses and Urban Vitality
	●	LU 7.3 Single-family Lots on Major Streets
	●	LU 8.1 Housing Variety

Area Specific Guidance policies are marked with a square (□)	●	LU 10.3 Ancillary Retail Uses
	●	H 1.8 Zoning for Housing

The rezoning request is **inconsistent** with the following policies:

Key policies are directly related to changes in zoning and are used to evaluate rezoning request consistency. They are marked with an orange dot (●). Area Specific Guidance policies are marked with a square (□).

- **None identified**

# EQUITY AND CLIMATE CHANGE ANALYSIS

## Transportation Cost and Energy Analysis

	City Average	Site	Notes
Walk Score	31	53	The site is more walkable than the Raleigh average. A higher score indicates that more daily errands can be accomplished on foot, thanks to better-connected streets, shorter block lengths, and closer destinations.
Transit Score	30	32	The site has slightly better access to public transit than the citywide average. This means bus stops or other transit services are more readily available, though the difference is minimal.
Bike Score	41	20	The site is less bike-friendly than the city average. This could mean fewer bike lanes, less bike infrastructure, or challenging terrain for cycling.
HUD Low Transportation Cost Index	[N/A, index is expressed as a percentile.]	70	Residents in this Census Tract are likely to have slightly lower transportation costs compared to the broader area. This could be due to proximity to jobs, transit, or services that reduce car dependency.
HUD Jobs Proximity Index	[N/A, index is expressed as a percentile.]	62	The site has better-than-average access to jobs compared to other locations nationwide. Higher percentiles indicate a larger number of jobs available within a reasonable commute distance.

Source: [Walk Score](#) is a publicly available service that measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. The higher the Transit Score or Walk Score, the greater the percentage of trips that will be made on transit or by walking, and the smaller the carbon footprint. HUD index scores are percentiles indicating how well the subject tract performs compared to all other census tracts in the United States. A higher percentile for Low Transportation Cost or Jobs Proximity indicates a lower the cost of transportation and higher access to jobs in the nearby area, respectively.

## Housing Energy Analysis

Housing Type	Average Annual Energy Use (million BTU)	Permitted in requested district?
Detached House	82.7	Yes
Townhouse	56.5	Yes
Small Apartment (2-4 units)	42.1	Yes
Larger Apartment	34.0	Yes

*Source: U.S. Energy Information Administration, 2015 survey. Statistics for residential structures in the South.*

## Housing Supply and Affordability

Does the proposal add or subtract from the housing supply?	Adds	It would add to the housing supply. The OX-5 district permits higher residential densities and more housing types than R-4, allowing for apartments, townhouses, and mixed-use residential projects that could yield more units on the site compared to the current low-density allowance
Is naturally occurring affordable housing present on the site?	Likely	The site is currently developed with a single-unit dwelling constructed in 1965.
Does it include any subsidized units?	No	No subsidized units have been proposed through zoning conditions.
Does it permit a variety of housing types beyond detached houses?	Yes	All housing types are permitted in the requested zoning district.
Is it within walking distance of transit?	Yes	The 36L Creedmoor bus route has a stop located approximately 800 feet from the front of the property.

*\*The average lot size for detached residential homes in Raleigh is 0.28 acres.*

## Demographic Indicators from EJSCREEN\*

Indicator	Site Area	Raleigh
Demographic Index** (%)	5	37
People of Color Population (%)	10	46
Low Income Population (%)	6	29
Linguistically Isolated Population (%)	0	3
Population with Less Than High School Education (%)	0	8
Population under Age 5 (%)	5.4	6
Population over Age 64 (%)	18	11
% change in median gross rent since 2016	40.3	25.5

*\*Environmental Justice Screening and Mapping Tool from the Environmental Protection Agency (<https://www.epa.gov/ejscreen>)*

*\*\*The Demographic Index represents the average of the percentage of people who are low income and the percentage of people who are minorities*

## Health and Environmental Analysis

What is the life expectancy in this census tract? Is it higher or lower than the city average*?	86.7 (yrs)	Approximately 6.4 years more than the Wake County average.
Are there known industrial uses or industrial zoning districts within 1,000 feet?	No	There is one property zoned for Industrial Mixed-Use (IX-3-CU) within the given parameters.
Are there hazardous waste facilities are located within one kilometer?	Yes	Hidden Valley Dry Cleaner; 2315 Lynn Rd, Ste 100; Approx. 0.5 miles north of the site.
Are there known environmental hazards, such as flood-prone areas, that may directly impact the site?	No	Not Applicable
Is this area considered a food desert by the USDA?	No	Not Applicable

*\*Raleigh average = 79.9; Wake County average = 80.3*

## Land Use History

When the property was annexed into the City or originally developed, was government sanctioned racial segregation in housing prevalent? *	Yes	The house was built in 1965, before racial segregation in housing was made illegal by the Fair Housing Act of 1968.
Has the area around the site ever been the subject of an urban renewal program? *	No	Not Applicable

Has the property or nearby properties ever been subject to restrictive covenants that excluded racial groups? *	No	Not Applicable
Are there known restrictive covenants on the property or nearby properties that restrict development beyond what the UDO otherwise requires? *	No	Not Applicable

*\*The response to this question is not exhaustive, and additional information may be produced by further research. Absence of information in this report is not conclusive evidence that no such information exists.*

## Analysis Questions

1. Does the rezoning increase the site’s potential to provide more equitable access to housing, employment, and transportation options? Does the rezoning retain or increase options for housing and transportation choices that reduce carbon emissions?

*Response: Yes. Rezoning to OX-5 expands development options to include a broader range of housing types and employment-generating uses in a location with frequent transit service. This supports equitable access to both housing and jobs while encouraging mixed-use development patterns that reduce reliance on single-occupancy vehicles, thereby lowering carbon emissions.*

2. Is the rezoning in an area where existing residents would benefit from access to lower cost housing, greater access to employment opportunities, and/or a wider variety of transportation modes? Do those benefits include reductions in energy costs or carbon emissions?

*Response: Yes. The site is located in a census tract with a high proportion of low-income households and within walking distance of transit, which could lower transportation costs. Increasing housing supply in this area, coupled with job opportunities permitted under OX-5, can expand economic access and reduce commuting distances, resulting in potential reductions in energy use and emissions.*

3. Have housing costs in this area increased in the last few years? If so, are housing costs increasing faster than the city average?

*Response: Yes. Rental rates in the area have risen by 40.3% since 2016, which is significantly higher than the citywide average increase of 25.5%. This suggests elevated housing pressures that could be mitigated in part by allowing more housing options through rezoning.*

4. Are there historical incidences of racial or ethnic discrimination specific to this area that have deprived Black, Indigenous, and People of Color (BIPOC) of access to economic opportunity, public services, or housing? If so, does the rezoning request improve any current conditions that were caused, associated with, or exacerbated by historical discrimination?

*Response: The property was built in 1965 during an era of legal housing segregation, when discriminatory practices like redlining and exclusionary zoning kept Black residents out of certain neighborhoods. The current low POC population (10%) and high housing costs in the area are direct results of that history. While rezoning from R-4 to OX-5 won't undo these inequities on its own, it could help address them by allowing more housing types, higher density, and mixed-use development near transit - creating opportunities for greater affordability, diversity, and access to jobs and services.*

5. Do residents of the area have disproportionately low life expectancy, low access to healthy lifestyle choices, or high exposure to environmental hazards and/or toxins? If so, does the rezoning create any opportunities to improve these conditions?

*Response: No. Residents in the area do not experience disproportionately low life expectancy, limited access to healthy lifestyle choices, or elevated exposure to environmental hazards or toxins.*

# TRADE REVIEWS

Staff from various departments review every rezoning case when it is submitted. If a reviewer has identified a potential negative impact that might result from the proposed rezoning, it is noted here.

## Review Summary

The following reviewers identified no potential negative impacts specific to this request:

- Current Planning       Raleigh Fire       Raleigh Water       Transportation
- Historic Resources       Raleigh Parks       Stormwater       Urban Forestry

## Stormwater Information

Z-16-25 (6100 Creedmoor Road)	YES/NO	NOTES
Floodzone	No	
Structural Flooding Downstream	No	
Other Drainage Complaints Downstream	Yes	1 complaint related to yard flooding and several complaints related to channel erosion.
Stormwater Conditions	No	
Neuse Buffers Onsite	No	
Existing Impervious	Yes	Existing house and driveway
Subject to Impervious Limits in UDO 9.2.2.A	Yes	
Changes to UDO Max Impervious Area (9.2.2.A)	Yes	R-4/38% to OX/65%
Subject to 9.2.2.B to H	No	
Watershed Overlay	No	
Drainage Basin	Mine	

**Impact Identified:**

**Potential Mitigation:**

## Transportation & Transit Review

### Site and Location Context

#### *Location*

The site is located in North Raleigh on NC 50, just 2 miles north of the Crabtree Valley Mall.

#### *Area Plans*

This site is not located within an adopted small area plan.

#### *Other Projects in the Area*

There are no current or planned City of Raleigh or NCDOT projects near the site.

#### **Existing and Planned Infrastructure**

##### *Streets*

Creedmoor Road is a state-maintained street designated as a 6-lane divided avenue in the Raleigh Street Plan. Creedmoor Road currently operates as a 4-lane divided avenue. Development of the site through a tier three site plan or subdivision would require right-of-way dedication and street improvements as outlined in [UDO 8.5.6.C](#).

##### *Pedestrian Facilities*

There is currently sidewalk on either side of Creedmoor Road. However, along the site's frontage, the sidewalk does not have any buffer separating the sidewalk from the back of the curb and is not up to UDO standards. For major streets, such as Creedmoor Road, the UDO requires a minimum 3.5' buffer separating the sidewalk from the back of curb ([UDO 8.5.6.C](#)).

In addition, there are very few pedestrian crossing options on Creedmoor Road. The closest pedestrian crossings are at Lynn Road and Millbrook Road, nearly a mile apart.

Walk Score – Average (6 out of 10): Within half a mile of the site, there is direct sidewalk access to a grocery store and transit. However, there are only two pedestrian crossing locations over a mile stretch of Creedmoor Road.

##### *Bicycle Facilities*

There are currently no bicycle facilities near the site. Development of the site through a subdivision or tier three site plan would require the installation of 5' bicycle lanes that are behind the curb on the site's Creedmoor Road frontage ([UDO 8.5.6.C](#)).

Bicycle Score – Bad (0 out of 10): With high volumes and speeds and no separated bicycle facilities, Creedmoor Road is not comfortable or safe to use for most users.

##### *Transit*

There is a bus stop for northbound GoRaleigh route 36L Creedmoor. Route 36 runs every 30 minutes from 5 AM to 10:30 PM, connecting Crabtree Valley Mall to Town North Shopping Center. However, the nearest southbound stop is located half a mile north on the opposite side of Creedmoor Road. There are closer southbound stops, but they would require crossing at an unsafe mid-block location to access.

Transit Score – Poor (4 out of 10): While there are transit stops close to the site, there are no nearby pedestrian crossings that provide access to the southbound stops on the opposite side of Creedmoor.

##### *Access*

Because Creedmoor Road is a state-maintained facility, access to Creedmoor Road is subject to NCDOT approval and permitting. UDO driveway spacing standards require 300' of separation for driveways serving nonresidential uses or more than two units ([UDO 8.5.6.C](#)).

UDO cross-access standards requires that internal vehicular areas allow for cross-access between abutting lots ([UDO 8.3.5.D](#)). The property to the south of the site has already constructed a stub to the property line to allow for cross-access in the future.

**Traffic Impact Analysis (TIA)**

*Determination*

Based on the Envision results, approval of case Z-16-25 would increase the amount of projected vehicular peak hour trips to and from the site as indicated in the table below. The proposed rezoning from R-4 to OX-5 is projected to generate 16 new trips in the AM peak hour and 20 new trips in the PM peak hour. These values do not trigger a rezoning Traffic Impact Analysis based on the trip generation thresholds in the Raleigh Street Design Manual. A TIA may be required during site permit review.

Z-16-25 Existing Land Use	Daily	AM	PM
	9	1	1
Z-16-25 Current Zoning Entitlements	Daily	AM	PM
	15	1	1
Z-16-25 Proposed Zoning Maximums	Daily	AM	PM
	179	17	21
Z-16-25 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	<b>165</b>	<b>16</b>	<b>20</b>

# Rezoning Application and Checklist



Planning and Development Customer Service Center • One Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2500

Please complete all sections of the form and upload via the Permit and Development Portal ([permitportal.raleighnc.gov](http://permitportal.raleighnc.gov)). Please see page 11 for information about who may submit a rezoning application. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved. For questions email [rezoning@raleighnc.gov](mailto:rezoning@raleighnc.gov).

Rezoning Request			
Rezoning Type	<input checked="" type="checkbox"/> General use	<input type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan
	<input type="checkbox"/> Text change to zoning conditions		
Existing zoning base district: R4	Height:	Frontage:	Overlay(s):
Proposed zoning base district: OX	Height: 5	Frontage:	Overlay(s):
<b>Helpful Tip:</b> <a href="#">View the Zoning Map</a> to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			
If the property has been previously rezoned, provide the rezoning case number:			

General Information		
Date: 04/29/2025	Date amended (1):	Date amended (2):
Property address: 6100 Creedmoor Road, Raleigh, NC 27612		
Property PIN: 0797408870		
Deed reference (book/page): 001689 / 00524		
Nearest intersection: Creedmoor Rd / Lynn Rd		Property size (acres): 0.34
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address: Mattie Mae H. Grissom		
Property owner email: n/a		
Property owner phone: 919-787-6647		
Applicant name and address: James G. Grissom		
Applicant email: 3P3Inc@gmail.com		
Applicant phone: 984-220-0038		
Applicant signature(s): <i>Mattie Mae Grissom</i>		
Additional email(s): cgbell1022@gmail.com		

**RECEIVED**  
 MAY 15 2025  
 BY: *M. A. [Signature]*

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted:	OFFICE USE ONLY Rezoning case #
Existing zoning: R4	Proposed zoning: OX-5	

**Narrative of Zoning Conditions Offered**

The property owner(s) hereby offers, consents to, and agrees to abide, if the rezoning request is approved, the conditions written above. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Property Owner(s) Signature: \_\_\_\_\_

Printed Name: Mattie Mae H. Grissom

**RECEIVED**  
MAY 15 2025  
BY: metroplanning

**Rezoning Application Addendum #1**

**Comprehensive Plan Analysis**

The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.

**OFFICE USE ONLY**

Rezoning case #  
\_\_\_\_\_

**Statement of Consistency**

Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.

**Public Benefits**

Provide brief statements explaining how the rezoning request is reasonable and in the public interest.

**Rezoning Application Addendum #2**

**Impact on Historic Resources**

The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.

**OFFICE USE ONLY**  
Rezoning case #

\_\_\_\_\_

**Inventory of Historic Resources**

List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.

[Empty space for listing historic resources and their impacts]

**Proposed Mitigation**

Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.

[Empty space for providing mitigation statements]

## Urban Design Guidelines

The applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan if:

- a) The property to be rezoned is within a "City Growth Center" or "Mixed-Use Center", OR;
- b) The property to be rezoned is located along a "Main Street" or "Transit Emphasis Corridor" as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Urban form designation:

Click [here](#) to view the Urban Form Map.

<b>1</b>	<p>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</p> <p><b>Response:</b></p>
<b>2</b>	<p>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</p> <p><b>Response:</b></p>
<b>3</b>	<p>A mixed-use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed-use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed-use area should be possible without requiring travel along a major thoroughfare or arterial.</p> <p><b>Response:</b></p>
<b>4</b>	<p>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</p> <p><b>Response:</b></p>
<b>5</b>	<p>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</p> <p><b>Response:</b></p>
<b>6</b>	<p>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</p> <p><b>Response:</b></p>

7	<p>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high-volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</p> <p><b>Response:</b></p>
8	<p>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</p> <p><b>Response:</b></p>
9	<p>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</p> <p><b>Response:</b></p>
10	<p>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</p> <p><b>Response:</b></p>
11	<p>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</p> <p><b>Response:</b></p>
12	<p>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</p> <p><b>Response:</b></p>
13	<p>New public spaces should provide seating opportunities.</p> <p><b>Response:</b></p>

14	<p>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</p> <p><b>Response:</b></p>
15	<p>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</p> <p><b>Response:</b></p>
16	<p>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</p> <p><b>Response:</b></p>
17	<p>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</p> <p><b>Response:</b></p>
18	<p>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</p> <p><b>Response:</b></p>
19	<p>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</p> <p><b>Response:</b></p>
20	<p>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</p> <p><b>Response:</b></p>

21	<p>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</p> <p><b>Response:</b></p>
22	<p>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</p> <p><b>Response:</b></p>
23	<p>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</p> <p><b>Response:</b></p>
24	<p>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</p> <p><b>Response:</b></p>
25	<p>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</p> <p><b>Response:</b></p>
26	<p>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</p> <p><b>Response:</b></p>

Rezoning Checklist (Submittal Requirements)					
To be completed by Applicant			To be completed by staff		
General Requirements – General Use or Conditional Use Rezoning	Yes	N/A	Yes	No	N/A
1. I have referenced this <b>Rezoning Checklist</b> and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh					
2. Pre-application conference.					
3. Neighborhood meeting notice and report					
4. Rezoning application review fee (see <a href="#">Fee Guide</a> for rates).					
5. Completed application submitted through Permit and Development Portal					
6. Completed Comprehensive Plan consistency analysis					
7. Completed response to the urban design guidelines					
8. Two sets of stamped envelopes addressed to all property owners and tenants of the rezoning site(s) and within 500 feet of area to be rezoned.					
9. Trip generation study					
10. Traffic impact analysis					
<b>For properties requesting a Conditional Use District:</b>					
11. Completed zoning conditions, signed by property owner(s).					
<b>If applicable, see page 11:</b>					
12. Proof of Power of Attorney					
<b>For properties requesting a Planned Development or Campus District:</b>					
13. Master plan (see Master Plan submittal requirements).					
<b>For properties requesting a text change to zoning conditions:</b>					
14. Redline copy of zoning conditions with proposed changes.					
15. Proposed conditions signed by property owner(s).					

Master Plan (Submittal Requirements)					
To be completed by Applicant			To be completed by staff		
General Requirements – Master Plan	Yes	N/A	Yes	No	N/A
1. I have referenced this <b>Master Plan Checklist</b> and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh.					
2. Total number of units and square feet					
3. 12 sets of plans					
4. Completed application; submitted through Permit & Development Portal					
5. Vicinity Map					
6. Existing Conditions Map					
7. Street and Block Layout Plan					
8. General Layout Map/Height and Frontage Map					
9. Description of Modification to Standards, 12 sets					
10. Development Plan (location of building types)					
11. Pedestrian Circulation Plan					
12. Parking Plan					
13. Open Space Plan					
14. Tree Conservation Plan (if site is 2 acres or more)					
15. Major Utilities Plan/Utilities Service Plan					
16. Generalized Stormwater Plan					
17. Phasing Plan					
18. Three-Dimensional Model/renderings					
19. Common Signage Plan					

## Who Can Initiate a Zoning Request?

If requesting to down-zone property, the rezoning application must be signed by all the property owners whose property is subject to the downzoning. Downzoning is defined as a zoning ordinance that affects an area of land in one of the following ways:

1. By decreasing the development density of the land to be less dense than was allowed under its previous usage.
2. By reducing the permitted uses of the land that are specified in a zoning ordinance or land development regulation to fewer uses than were allowed under its previous usage.

If requesting to rezone property to a conditional district, the rezoning application must be signed by all owners of the property to be included in the district. For purposes of the application only (not the zoning conditions), the City will accept signatures on behalf of the property owner from the following:

1. the property owner;
2. an attorney acting on behalf of the property owner with an executed power of attorney; or
3. a person authorized to act on behalf of the property owner with an executed owner's affidavit.

An owner's can grant power of attorney. This must be made under oath, properly notarized and, at a minimum, include the following information:

- The property owner's name and, if applicable, the property owner's title and organization name.
- The address, PIN and Deed Book/Page Number of the property.
- A statement that the person listed as the property owner is the legal owner of the property described.
- The name of the person authorized to act on behalf of the property owner as the applicant. If applicable, the authorized person's title and organization name.
- A statement that the property owner, as legal owner of the described property, hereby gives authorization and permission to the authorized person, to submit to the City of Raleigh an application to rezone the described property.
- A statement that the property owner understands and acknowledges that zoning conditions must be signed, approved and consented to by the property owner.
- The property owner's signature and the date the property owner signed the affidavit.

If requesting to rezone property to a general use district that is not a down-zoning, the rezoning application may be signed, for the purpose of initiating the request, by property owners or third-party applicants.

## NOTIFICATION LETTER TEMPLATE

Date:

Re: Potential (REZONING/TEXT CHANGE TO ZONING CONDITIONS) of (SITE LOCATION)

Neighboring Property Owners and Tenants:

You are invited to attend a neighborhood meeting on (MEETING DATE and TIME). The meeting will be held at (MEETING LOCATION, INCLUDING ADDRESS) and will begin at (TIME).

The purpose of this meeting is to discuss a potential rezoning of the property located at (SITE ADDRESS AND NEARBY LANDMARKS). This site is currently zoned (CURRENT ZONING DISTRICT) and is proposed to be rezoned to (PROPOSED ZONING DISTRICT). (ANY OTHER RELEVANT DETAILS OF THE REQUEST.)

Prior to the submittal of any rezoning application, the City of Raleigh requires that a neighborhood meeting be held for all property owners and tenants within 500 feet of the area requested for rezoning.

Information about the rezoning process is available online; visit [www.raleighnc.gov](http://www.raleighnc.gov) and search for "Rezoning Process." If you have further questions about the rezoning process, please contact Raleigh Planning & Development at 919-996-2682 (option 2) or [rezoning@raleighnc.gov](mailto:rezoning@raleighnc.gov).

If you have any concerns or questions about this potential rezoning I (WE) can be reached at:

(NAME)

(CONTACT INFO)

Sincerely,

Date: 02/24/2025

Re: Potential REZONING of 6100 Creedmoor Road, Raleigh, NC 27612

Neighboring Property Owners and Tenants:

You are invited to attend a neighborhood meeting on March 11th, 2025. The meeting will be held at Baptist Grove Missionary Baptist Church, located at 7109 Leesville Road, Raleigh, NC 27613 and will begin at 6:00PM. The purpose of this meeting is to discuss a potential rezoning of the property located at 6100 Creedmoor Rd, Raleigh, NC 27612. Property starred ( ) below.

This site is currently zoned R-4 and is proposed to be rezoned to OX-5, for the development of a mixed-use facility that will provide a combination of commercial office and residential space.

Prior to the submittal of any rezoning application, the City of Raleigh requires that a neighborhood meeting be held for all property owners and tenants within 500 feet of the area requested for rezoning. Information about the rezoning process is available online; visit [www.raleighnc.gov](http://www.raleighnc.gov) and search for "Rezoning Process." If you have further questions about the rezoning process, please contact: Metra Sheshbaradaran, MCRP at (919) 996-2682, or .

If you have any concerns or questions about this potential rezoning, I can be reached: James G. Grissom, 3P3 Inc. at (984) 220-0038, or .

The image shows a large table with multiple columns and rows. The text is extremely small and mostly illegible. The table appears to be a zoning map or a list of property owners and tenants. There are some faint headers and footers visible, but the main content is unreadable. A signature and date are visible in the top right corner of the table area.





2636 Quarry Ridge Lane  
Raleigh, NC 27610

## LETTER OF CONSENT

I, Mattie M. Grissom, as the lawful owner of the property located at 6100 Creedmoor Road, Raleigh, NC, hereby authorize James G. Grissom, Principal Consultant and Owner of 3P3 Inc., to act on my behalf and complete the rezoning process for the aforementioned property. This authorization includes, but is not limited to, the submission of applications, coordination with city officials, and any required communications or documentation necessary to facilitate the rezoning request.

### Legal Protections & Acknowledgements:

- I acknowledge and affirm that by granting this authorization, James G. Grissom and 3P3 Inc. have the right to represent me in matters related to the rezoning process, including filing applications, signing documents, and attending meetings or hearings as required.
- I understand that I retain ultimate authority over any decisions made in connection with the rezoning request and that any decisions that require my approval will be communicated directly to me.
- 3P3 Inc. and its representatives, including James G. Grissom, will act in accordance with all applicable laws, regulations, and policies to ensure the protection of my interests throughout the process.
- This authorization is granted with the understanding that 3P3 Inc. will act in good faith and in my best interests in relation to the rezoning request. However, 3P3 Inc. is not responsible for any unforeseen delays or changes in the zoning process initiated by city officials or other third parties.

Signature of Property Owner:

Mattie M. Grissom  
Mattie Mae H. Grissom

4/29/2015  
Date