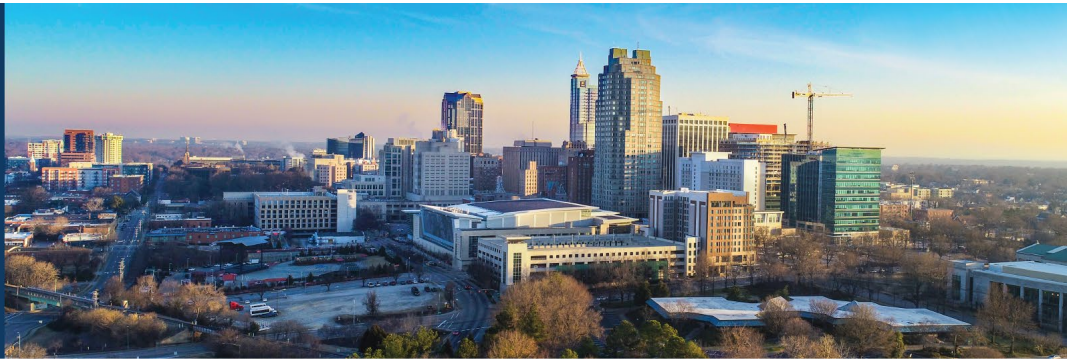


Manager's Update

raleighnc.gov



Issue 2025-21

May 23, 2025

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INFORMATION:

City Offices Closed in Observance of Memorial Day

Please note City administrative offices will be **closed** on **Monday, May 26** in observance of the **Memorial Day** holiday.

Bike Program Updates - Upcoming Projects

Staff Resource: Barbara Godwin, Transportation, 996-2504, barbara.godwin@raleighnc.gov

The Bike Program has initiated engagement, design, and construction for several projects. This update focuses on implementation of bike projects that are led by the BikeRaleigh Program. Projects that are currently in the preliminary design and engagement phase include:

- Quail Hollow Drive: Hardimont Road – Millbrook Road
- Industrial Drive: Front Street – Six Forks Road
- Saint Mary's Street: Brooklyn Street – Wade Avenue
- Donald Ross Drive: New Bern Avenue – Poole Road

Projects proceeding to the construction phase include:

- S. State Street: Bunche Drive – Bragg Street
- Dandridge Drive: Bunche Drive – Cross Link Road

- Watauga Street: Oakwood Avenue – N. Boundary Street

These projects support core objectives outlined in the Strategic Plan, including initiatives to enhance the multimodal transportation network to reduce single occupancy vehicle trips and addressing safety improvements on the Raleigh transportation network with a focus on bicyclists and pedestrians. A detailed outline of the background, timeline, and scope of each project is included with the *Update* materials.

A comprehensive overview of all active bike projects being led across all City programs can be viewed here: [Current Bike Projects](#).

(Attachment)

Weekly Digest of Special Events

Staff Resource: Sarah Heinsohn, Office of Special Events, 996-2200, sarah.heinsohn@raleighnc.gov

Included with the *Update* materials is the special events digest for the upcoming week.

(Attachment)

Council Member Follow Up Items

General Follow Up

Average City Subsidy per Unit Analysis – Affordable Rental Projects

Staff Resource: Erika Brandt, Housing & Neighborhoods, 996-6975, erika.brandt@raleighnc.gov

The table below provides details on recent subsidy per affordable rental unit for all projects that have received City Council approval between January 1, 2021, and April 15, 2025 (including the six projects approved by Council on April 15). These projects would primarily be considered suburban-style garden apartments with up to four stories and surface parking.

	Total Development Cost Per Unit	City of Raleigh Subsidy Per Unit	Wake County Subsidy Per Unit	Total Local Government Subsidy Per Unit
Rehab Average (Suburban)	\$218,767	\$15,908	\$10,106	\$26,014
New Construction Average (Suburban)	\$287,980	\$30,912	\$19,723	\$50,635
Combined Average (Suburban)	\$270,036	\$27,022	\$17,230	\$44,252
Moore Square Apartments (Urban)	\$385,315	\$98,120	\$21,000	\$128,636

It is worth noting that the costs associated with projects in downtown or other areas with high land costs are typically significantly higher than typical suburban tax credit projects. The Moore Square Apartments development has an estimated total development cost per unit that is 34% higher than the new construction average for suburban apartments. Almost all that per unit increase tends to be borne by local government subsidy because developers have already maxed out LIHTC equity and tax-exempt bond proceeds.

The higher costs for urban development are due in part to higher land costs, and in part to more expensive construction typologies necessitated by those higher land costs (and thus more constrained development area). There are several cost tiers for multifamily construction, shown below in order of least to most expensive:

- Stick-built, surface parked building (typically seen in suburban-style developments); called “Type V” construction in building code
- Mid-rise buildings wrapping a pre-cast parking structure; “Type V” or “Type V over Type I” (if there is a commercial base) construction
- Mid-rise buildings on a poured-in-place parking podium; “Type V over Type I” construction
- High-rise building; “Type I” construction

In recent years, there has come to be a general “\$40,000/dwelling unit” expectation in the development community with regards to payments in lieu of affordable housing offered as zoning conditions by developers seeking rezoning (e.g., TCZ-3-2025). This figure is in the range of the total local government gap financing per dwelling unit for a 4% LIHTC apartment development without elevators that is stick built and supported by on-site surface parking (i.e., the combined average for suburban projects shown in the table above).

High-rise construction (seven stories or taller) generally has higher building costs and therefore a higher gap financing cost per dwelling unit. As shown in the table, current discussions around affordable housing development on the City's site east of Moore Square indicate that needed gap financing could be expected to be \$100,000 per dwelling unit or more as part of a high-rise construction building.

For context, the City is not legally able to mandate inclusion of affordable housing (or payment of fee in lieu) as a precondition of by-right development or rezoning approval (a practice known as mandatory inclusionary zoning). The City does offer voluntary incentives (height and density bonuses) through the Unified Redevelopment Ordinance and has in the past provided information on typical local government subsidy invested in affordable housing tax credit projects to members of Council and the public, which has been used as set-point in rezoning condition negotiations

(No attachment)

To	Marchell Adams-David, City Manager
Thru	Paul Kallam, Transportation Director
From	Barbara Godwin, Bicycle and Pedestrian Program Manager
Department	Transportation
Date	May 23, 2025
Subject	Bike Program Updates – Upcoming Bike Projects

The Raleigh Bike Program is managing seven (7) projects that enhance safety and accessibility for active mobility users across the City of Raleigh. All new infrastructure projects were identified as priorities in the 2016 BikeRaleigh Plan or other city plans. Corridors that will receive infrastructure upgrades were selected based on existing conditions that support piloting and testing new materials.

Once complete, these projects will support core objectives outlined in the City's Strategic Plan:

- Enhance Raleigh's multi-modal transportation network to reduce single occupancy vehicle trips.
- Identify policies, partnerships, and programmatic opportunities to improve the safety of the City's transportation network, with a focus on bicyclists and pedestrians.

In addition to the projects detailed below, the Bike and Pedestrian Program partners with other city programs and departments to design and implement active mobility infrastructure. A more comprehensive list of these projects can be found at the following link: [Current Bike Projects](#)

Design & Engagement	Enhancements & Pilots	Construction
Quail Hollow Drive	Industrial Drive	S. State Street
	Saint Mary's Street	Dandridge Drive
	Donald Ross Drive	Watauga Street

2025 Projects - Design and Engagement

Quail Hollow Dr. – Phase 1, Hardimont Rd. – Millbrook Rd.

(Construction expected Summer 2026)

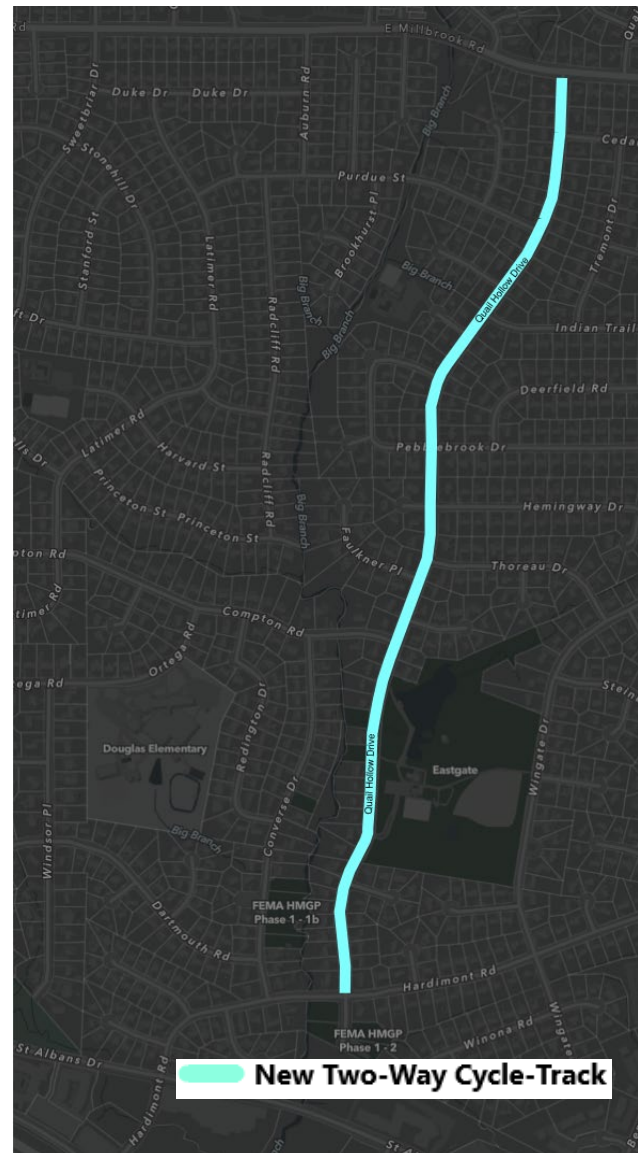
Quail Hollow Drive between Hardimont Road and Millbrook Road has been identified for active mobility improvements, green stormwater infrastructure (GSI), and traffic calming as part of recommendations from the [2020 Midtown-St. Albans Area Plan](#) and speed compliance thresholds met through the [Neighborhood Traffic Management Program](#).

Phase 1 of the Quail Hollow Drive project includes design for a two-way cycle track on the east side of Quail Hollow Drive and lowering the speed limit from 35 MPH to 25 MPH.

Engagement for Public Touchpoint #1

Phase 1 of the project survey is live and continues through June 27th, 2025. Staff launched a virtual open house that includes background information on the project, design details, and a survey for feedback on the project.

Future phases of the Quail Hollow Drive project include installation of green stormwater infrastructure (GSI), traffic calming, street resurfacing, and addressing sidewalk gaps. GSI includes many options that slow down, capture, and allow stormwater runoff to infiltrate into the ground. By using specialized soil, native plants, and stone, GSI mimics natural green spaces by filtering runoff and reducing pollution entering local waterways. GSI can also recharge groundwater supplies and provide pollinator habitat.



Project Limits on Quail Hollow Dr.

A comprehensive timeline for **Quail Hollow Dr. – Phase 1** is as follows:

PHASE 1 TIMELINE	ACTIVITY
Spring 2025	Preliminary Design Public Touchpoint #1 - Preliminary Design Survey and Comment Period
Summer 2025	Advanced Design
Fall 2025	Advanced Design Review Public Touchpoint #2 - Advanced Design Review and Comment Period
Winter 2026	Final Design
Spring - Summer 2026	Construction



Rendered concept of a two-way cycle-track on the east side of Quail Hollow Dr.

More information on the Quail Hollow Drive – Phase 1 can be found on the project webpage: [Quail Hollow Drive](#).

Enhancements & Pilots on Existing Bike Lanes

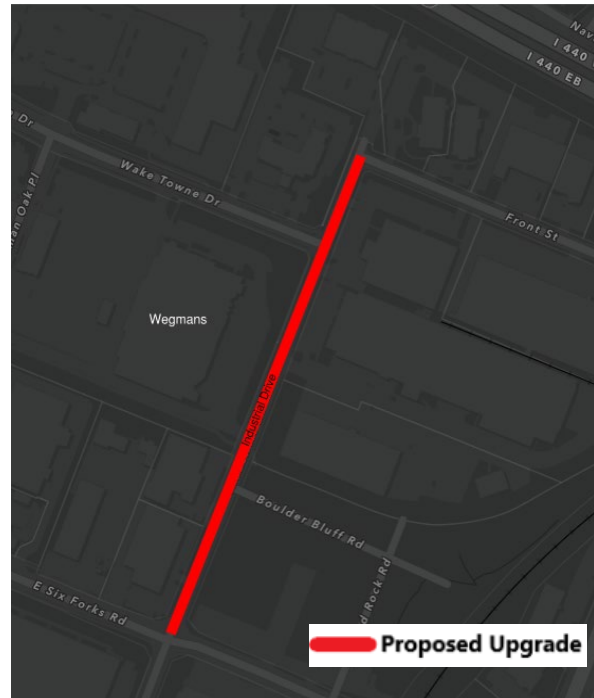
Transportation staff is actively designing upgrades to existing bike infrastructure as part of the 2025 bike program workplan. Upgrades will take place on Industrial Drive, Saint Mary's Street, and Donald Ross Drive.

Industrial Dr., Front St. – Six Forks Rd.

(Upgrades expected Summer 2025)

Buffered bike lanes were installed on Industrial Drive in 2020 as part of the City's Annual Street Resurfacing Program. Staff has identified Industrial Drive as a pilot corridor to receive a new type of low curb vertical separation.

Upgrades to Industrial Drive will take place in summer 2025. Staff will monitor the functionality and effectiveness of the new curb devices over several months and use findings to inform design on future projects.



Project limits on Industrial Dr.

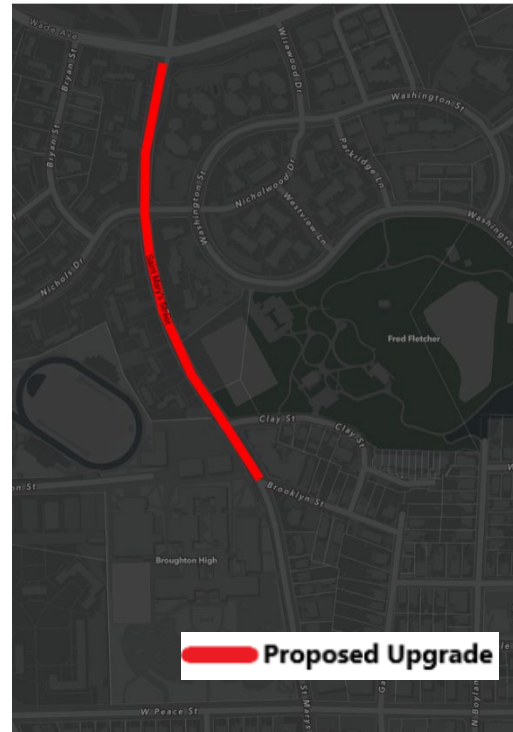


Example of vertical curb devices to be installed on Industrial Dr. and Saint Mary's St.

Saint Mary's St., Brooklyn St. – Wade Ave.
(Upgrades expected Summer 2026)

Buffered bike lanes were installed on Saint Mary's Street in 2024 as part of the City's Annual Street Resurfacing Program. Staff has identified Saint Mary's Street as a pilot corridor to receive a new type of low curb vertical separation, like the image above.

Upgrades to Saint Mary's Street are currently in design and are expected to be completed by Summer of 2026.



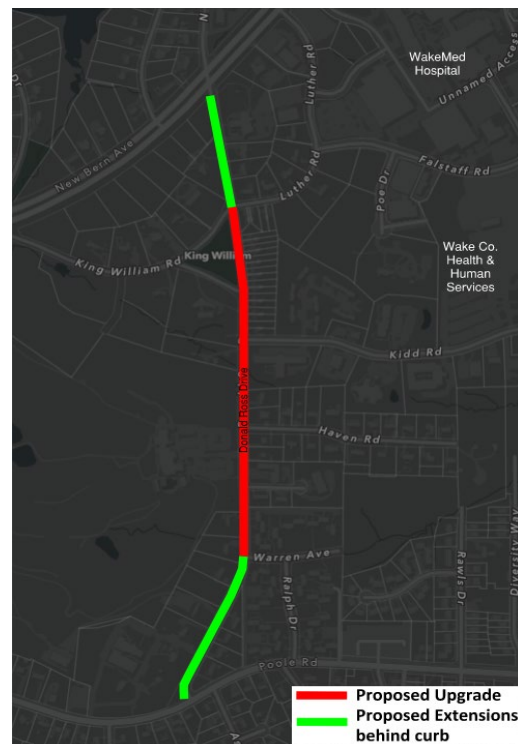
Project limits on Saint Mary's St.

Donald Ross Dr., New Bern Ave. – Poole Rd.

(Upgrades expected Summer 2026, Extensions not currently programmed)

A two-way cycle track was installed on Donald Ross Drive between King William Road and Warren Avenue in 2024 as part of the City's Annual Street Resurfacing Program. Staff has identified Donald Ross Drive as a pilot corridor to receive a new type of low curb vertical separation, like Industrial Drive and Saint Mary's Street. Upgrades are currently in design and expected to be completed by Summer of 2026.

Future planned enhancements include extensions of the two-way cycle track from King William Road to New Bern Avenue (future BRT corridor), and from Warren Avenue to Poole Road. These extensions will pull the two-way cycle track behind the curb and connect directly to the intersections at New Bern Avenue and at Poole Road. The extensions are in design, however funding for construction is not currently programmed.



Project limits on Donald Ross Dr.

2025-26 Projects - Construction

S. State St., Bunche Dr.– Bragg St.

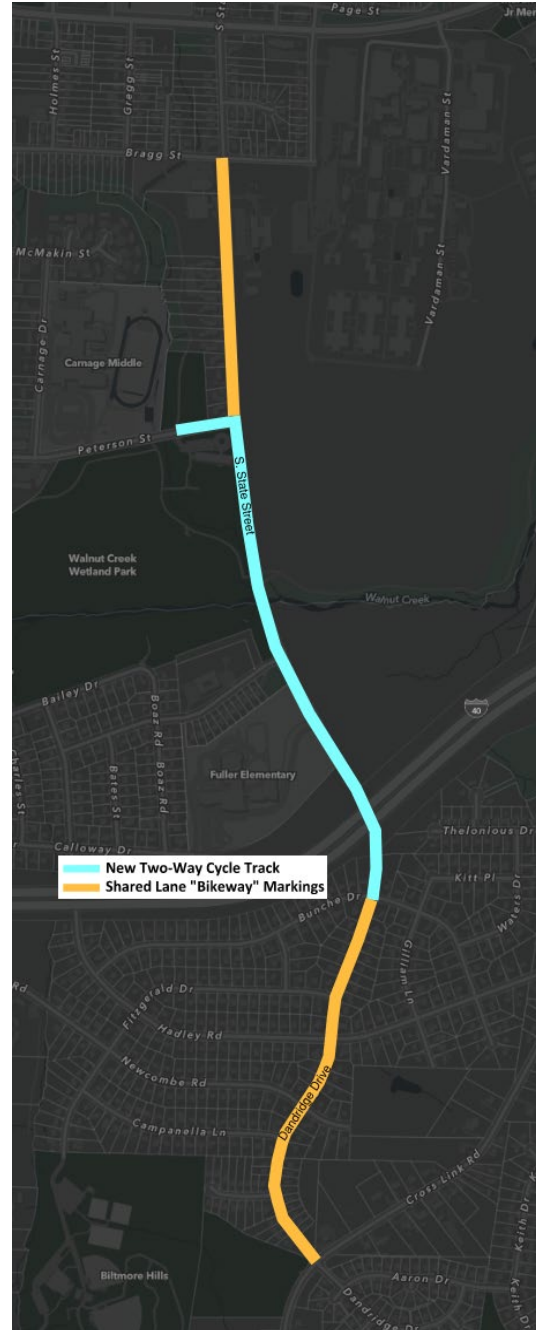
S. State Street between Bragg Street and Bunche Drive was identified on the 2016 BikeRaleigh Plan's Ten-Year Priority list for implementation of a separated bikeway. Transportation staff managed the design and engagement process for this project in 2024, which included three (3) virtual public touchpoints that helped inform the design process.

The final design includes a two-way cycle-track on the east side of S. State Street between Bunche Drive and Peterson Street, which transitions into a neighborhood bikeway with speed cushions for traffic calming between Peterson Street and Bragg Street. The design also includes a two-way cycle-track on the north side of Peterson Street, which connects directly into the Little Rock Greenway Trail.

Dandridge Dr., Bunche Dr. – Cross Link Rd.

Dandridge Drive between Bunche Drive and Cross Link Road was identified on the 2016 BikeRaleigh Plan's Ten-Year Priority list for implementation of a neighborhood bikeway. Transportation staff managed the design and engagement process for this project in 2024, which included one (1) virtual public touchpoint and one (1) in-person meeting at Biltmore Hills Community Center on March 8th, 2025, that helped inform the design process.

The final design includes shared lane pavement markings, or “sharrows” to indicate a that vehicles and bikeway traffic are sharing the road, signage to highlight the neighborhood bikeway route, an all-way stop at the intersection of Dandridge Drive and Bunche Drive, and lowering the speed limit to 25 MPH.

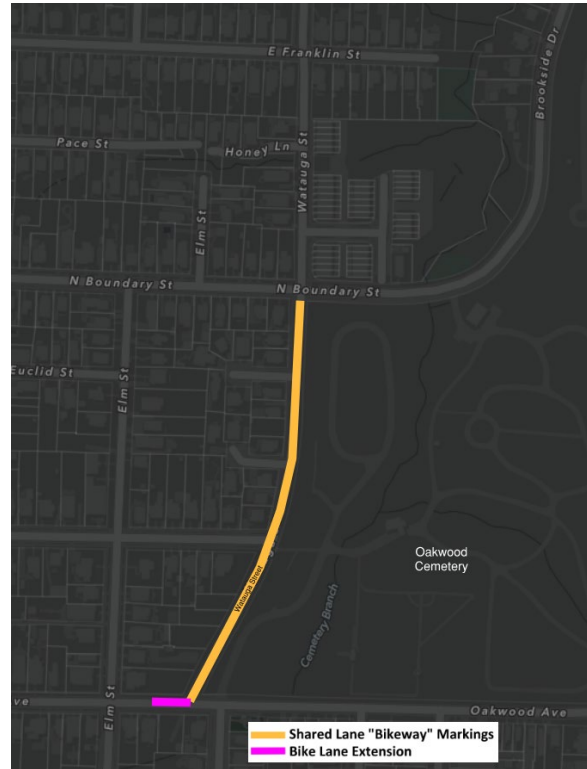


Project limits on S. State St. and Dandridge Dr.

Watauga St., Oakwood Ave. – N. Boundary St.

Watauga Street was identified on the 2016 BikeRaleigh Plan's Ten-Year Priority list for implementation of a neighborhood bikeway. Transportation staff managed the design and engagement process for this project in 2024, which included one (1) virtual public touchpoint that informed the design process.

The final design includes shared lane pavement markings, or “sharrows” to indicate that vehicles and bikeway traffic are sharing the road, signage to highlight the neighborhood bikeway route, and an extension of an existing bike lane on Oakwood Avenue to guide turning movements for bike traffic from Watauga Street to Oakwood Avenue.



Project limits on Watauga St.

Weekly Events Digest

Friday, May 23 – Thursday, May 29

City of Raleigh Office of Special Events
specialevents@raleighnc.gov | 919-996-2200 | raleighnc.gov/special-events-office

Permitted Special Events

Animazement

Raleigh Convention Center & W. Cabarrus Street

Friday, May 23 – Sunday, May 25

Street Event Times: 10:00am - 8:00pm on 5-23-25 & 5-24-25; 10:00am – 5:00pm on 5-25-25

Associated Road Closures: Cabarrus Street between Gale Street and Salisbury Street will be closed from 9:30am until 8:30pm on 5-23-25 and 5-24-25, and from 9:30am until 5:30pm on 5-25-25.

NC Sugar Rush

Fayetteville Street District

Sunday, May 25

Event Time: 12:00pm - 6:00pm

Associated Road Closures: Fayetteville Street between Martin Street and the south end of City Plaza, and Davie Street between Salisbury Street and Wilmington Street, will be closed from 8:00am until 8:00pm.

Other Upcoming Events

Beats and Eats: Country and BBQ

Friday, May 23

John Chavis Memorial Park

Bounce Into Fun: Teen Party

Friday, May 23

Laurel Hills Community Center

Rauw Alejandro

Friday, May 23

Lenovo Center

Triangle Academy of Dance Recital

Friday, May 23 & Saturday, May 24

Fletcher Opera Theater

Self Care Sunday: Sound Bath

Sunday, May 25

The Chapel at Dix Park

Pudge the Frog's Birthday Party

Sunday, May 25

Walnut Creek Wetland Center

Sustain-A-City: Infrastructure and Services

Thursday, May 29

Wake Chapel Church Life Enrichment Center

Halsey

Thursday, May 29

Coastal Credit Union Music Park at Walnut Creek

Public Resources

[Event Feedback Form](#): Tell us what you think about Raleigh events! We welcome feedback and encourage you to provide comments or concerns about any events regulated by the Office of Special Events. We will use this helpful information in future planning.

[Road Closure and Road Race Map](#): A resource providing current information on street closures in Raleigh.

[Online Events Calendar](#): View all currently scheduled events that impact city streets, public plazas, and Dix Park.