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**KICK-OFF MEETING SUMMARY**

**OBJECTIVE**

The objective of the Avent Ferry Road Kick-Off Meeting was to present initial findings, and to introduce the project and the project team to the community. This meeting follows a 2016 Visioning Workshop, which helped to establish a vision for the character of the public realm and adjacent land uses into the future. The information gathered in preparation for and during the workshop continues to provide a framework of data, observations, and community input that will be used as the study moves forward.

**OUTCOME**

The outcome of the Kick-Off Meeting is to introduce the study and the project team to the community and to continue gathering public input. The meeting will inform the Issues and Opportunities Report, to be completed in summer, 2016.

**BRIEFING BOOK AND VISION DOCUMENT**

This Briefing Book is a document compiled prior to the Visioning Workshop that contains basic information regarding the intent and process of a corridor study along with maps depicting physical characteristics and character photographs. It is intended to provide the project team and stakeholders with the information necessary to make informed decisions and to participate in meaningful dialogue around the issues affecting the study area.

The Vision Document summarizes feedback gathered at the April, 2016 Visioning Workshop. The Document serves as a vital source of information for the project team.

**WHAT ARE THE GOALS OF A CORRIDOR STUDY?**

When a particular area or corridor within the city limits is identified as a location for additional study, City Council directs City Planning staff to initiate an Area or Corridor Study to clarify, provide further detail, or to provide more in-depth analysis of the implications of proposed policy changes to an area.

Generally, the goals of a Corridor Study seek to:

- Involve the community in developing a long-term vision for that corridor
- Define policies and actions that will guide how the corridor should be maintained or changed in the future
- Identify future land uses in an overall community wide context
- Recommend future infrastructure improvements to sidewalks and the street network
- Provide urban design guidance
- Provide implementation guidance for private and public investments and strategies that should be pursued to realize the vision for the corridor

A Corridor Study will lead to a series of recommendations which will be presented to City Council. The recommendations of a Corridor Study may take the form of:

- Land use amendments
- Zoning amendments
- Plans for Open Space
- Updates to the Street Plan Map
- Updates to the Greenway Map
- Future Transportation Studies & Projects
- Capital Projects
- Renderings and Sketches depicting urban design guidelines
- Items requiring further study

**WHAT IS THE PROCESS?**

The backbone of any planning process includes frequent engagement of the community. The City uses a variety of channels to engage the community and collect feedback during the various stages of the process.

- Some of those methods include:
  - Visioning Workshop
  - Citizen Advisory Council Presentation(s)
  - Project Kick-Off Workshop
  - Stakeholder Meetings
  - Citizen Workshop(s)
  - Presentations to Commissions and City Council
  - Project Website
  - Citizen Survey(s)
  - Community ‘Newsletters’
  - Draft Plan Review/ Public Comment Period

The corridor planning process begins with crafting a vision and setting goals for the study, along with collecting the necessary data. An inventory and detailed analysis of the data and goals then is undertaken. Based on the analysis, design alternatives are developed and vetted. From those alternatives, a set of recommendations, such as the ones listed above, is selected to go forward for adoption by City Council. Once the corridor study is adopted, implementation can begin and take the form of updates to City policy documents and ordinances, capital project funding and construction, and/or additional studies.
Avent Ferry Road
Corridor Study

I-40
Avent Ferry Study Area
Area of Influence
ATTENDANCE

Special thanks to City Councillor Kay Crowder for her support and attendance

CITY STAFF
Ken Bowers, AICP, Director, Raleigh Department of City Planning
Roberta Fox, AIA, ASLA, Assistant Manager, Design and Planning
Charles Dillard, Project Manager
Carter Pettibone, AICP
Dhanya Sandeep, AICP
Trisha Hasch
Beth Nooe

CARTER PETTIBONE, AICP

WORKSHOP ATTENDEES
Johnny Beal
Rachelle Beauregard
Patrick Beggs
Barbara Bergman
Paul Black
Kevin Boyer
Blythe Carter
Jack Duffus
Mitch Eaton
Matthew Frazier
Jamie Ferguson
Eric Geiger
Joe Hartman
Kinny Hartman
Leslie Bartlebaugh
Joe Michael, AIA
Jason Myers, AICP
Trung Vo, AICP
TJ McCourt
Bowman Kelly
Brandon Watson

CONSULTANT TEAM

Dave Toms, Project Manager
Jordan McLaughlin

Scott Hazard
Karli Stevenson

Boston Consulting Group

Avent Ferry Road
Corridor Study

KICK-OFF MEETING SUMMARY
INTRODUCTION
On Monday, March 27, 2017, over 40 community members joined City of Raleigh Staff from the Departments of City Planning, Parks Recreation and Cultural Resources, and Public Works, in addition to representatives from the project's consultant team from Cole, Jenest, and Stone and WSP, for the Avent Ferry Corridor Study Kick-Off Meeting at the McKimmon Center at North Carolina State University.

Carter Pettibone, of the Urban Design Center, presented the study and administered a live, instant response survey to those in attendance. Attendees were asked to provide information on their use of the corridor, their impressions of current conditions, and their priorities in informing the future of Avent Ferry Road. Following the presentation, attendees were asked to visit tables, administered by City staff, that focused on individual planning topics, including zoning, mobility, transit, urban form, and streetscape design. Staff documented feedback, which is presented below, and which will be incorporated into the study's Issues and Opportunities Report. Feedback is presented according to the type and manner in which it was received:

- Comment Sheets
- Instant Polling
- Issue-oriented table discussions
- Streetscape visioning

COMMENT SHEETS (comments organized by theme)

Streetscape Design
- Adopted Street Plan is a good start
- Two-lane section, with median, is ideal
- Provide refuge islands
- Provide landscaped medians

Bicycle and Pedestrian Safety and Amenities
- Provide protected bike lanes (12 comments)
- Remove bike lanes (1 comment)
- Close Greenway Gaps (3 comments)
- Safety concerns between Lake Johnson and Athens Drive High School (2 comments)
- Connect all bike lanes to Greenway system (2 comments)
- Widen sidewalks (2 comments)
- Improve connections to Lake Johnson
- Provide grade-separated greenway crossing at Gorman St.
- Improve crosswalk safety
- Ensure that all crosswalks meet accessibility standards
- Consolidate bus stops and greenway crossings, and provide crosswalks to serve both user groups
- Provide safe pedestrian crossing and bus stops at Western Blvd. near Gov. Morehead School
- Provide a pedestrian-actuated signal at Crest Rd.
- Re-pave Lake Johnson Greenway
- Close sidewalk gaps

Transit
- Provide dedicated bus lanes (4 comments)
- Consolidate GoRaleigh and Wolfline stops
- Do not install bus pull-outs
- Provide bus shelters throughout corridor
- Consolidate bus stops and greenway crossings, and provide crosswalks to serve both user groups
- Operate Wolfline year-round
- Southbound bus stop on Avent Ferry south of Western Blvd. is too close to intersection - impedes turning onto Avent Ferry

Traffic
- Reduce speed limit to no higher than 35 mph (3 comments)
- Improve signage (2 comments)
- Encourage traffic to use Lake Wheeler Rd., Centennial Pkwy., and Pullen Rd. instead of Gorman St. and Avent Ferry Rd.
- Turning off of Avent Ferry Rd. is difficult
- Reestablish center turn lane between Gorman St. and Athens Dr.
- Consider 30 mph speed limit in high pedestrian-use areas
- Remove curb cuts at north end of Mission Valley
- Safety concerns near Oaks Dr. intersection
- Reduce speed limit to 20 mph.
- Install speed bumps
- Install traffic calming measures
- Provide rideshare pick-up locations
- Prohibit on-street parking

Development
- Limit development to no higher than 5 stories (2 comments)
- Designate Shopfront frontage (2 comments)
- Redesign Mission Valley
- Plan for density at transit stops and along BRT routes
- Promote use of high-quality building materials
- Allow taller buildings at Mission Valley
- Promote density near Western Blvd.
- Provide more residential uses for NCSU students and faculty
- Promote university-focused development
- Designate site-specific frontage designations
- Don’t replicate Hilsborough St. development pattern
- Ensure that development is compatible with corridor’s green character
- Provide height bonuses or other incentives to promote affordable housing development
COMMENTS AND POLLING

Development (continued)
- Designate Shopfront frontage at Mission Valley
- Designate Urban Limited frontage from Gorman St. to Mission Valley
- Designate Parking Limited frontage from Lake Johnson to Gorman St.
- Provide pocket park on Greenway property, with basketball and other active recreation opportunities

INSTANT POLLING
Staff assisted attendees in the creation of their ideal Avent Ferry Road streetscape design, using the online Streetmix tool.

My affiliation with the Avent Ferry Corridor is (choose all that apply):
- 1.5% Business Owner
- 20.5% Commuter
- 20.4% Business Patron
- 23.4% Nearby Resident
- 17.5% Property Owner
- 8.7% Other

Are you a member of NC State Community (student, staff, faculty)?
- 42.3% Yes
- 57.7% No

I found out about this meeting from... (choose all that apply):
- 3.7% Flyer
- 7% Television/Radio
- 16.3% Website
- 22.0% Word of Mouth
- 12.7% Email Notice
- 13.4% Other

What is your age?
- 20% Over 65
- 24% 51-65
- 24% 36-50
- 28% 25-35
- 23% 18-24
- 2% Under 18

My primary mode of travel along Avent Ferry Road is:
- 22.6% Car
- 5.9% Bus
- 11.8% Bike
- 9.9% By Foot
- 0% Other

Were you involved in the previous meeting (Visioning Workshop)?
- 42% Yes
- 58% No

I found out about this meeting from... (choose all that apply):
- 3.7% Flyer
- 7% Television/Radio
- 16.3% Website
- 22.0% Word of Mouth
- 12.7% Email Notice
- 13.4% Other

What is your age?
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My primary mode of travel along Avent Ferry Road is:
- 22.6% Car
- 5.9% Bus
- 11.8% Bike
- 9.9% By Foot
- 0% Other

Are you a member of NC State Community (student, staff, faculty)?
- 42.3% Yes
- 57.7% No
COMMENTS AND POLLING

How would you rate the overall appearance of Avent Ferry Road?

- Very Good: 14.3%
- Good: 40.8%
- Neutral: 26.5%
- Poor: 13.7%
- Very Poor: 0%

What safety issues concern you the most along Avent Ferry Road?

- Drivers not yielding to pedestrians: 23.7%
- Safety for folks going to church: 2.9%
- Safety for children coming from and going to school: 18.5%
- Lack of Pedestrian Signals: 6.7%
- Safety for Bicyclists: 20.8%
- Lack of Crosswalks: 17.2%
- None of the above: 0%

How would you rate the overall flow of vehicular traffic of Avent Ferry Road?

- Very Good: 13.7%
- Good: 31.4%
- Neutral: 33.3%
- Poor: 15.7%
- Very Poor: 5.9%

When you are walking along Avent Ferry, what concerns you most?

- I normally do not walk on Avent Ferry Road: 7.5%
- Lack of adequate lighting: 3.3%
- Lack of shade: 13.3%
- Lack of separation between sidewalk and roadway: 7.5%
- Personal security - crime incidents: 1.7%
- Narrow sidewalks / lack of sidewalks: 24.2%
- Too many curb cuts/driveways: 4.2%
- Crossing side streets: 7.5%
- Crossing Avent Ferry Road: 10.5%

Which auto transportation issues concern you most along Avent Ferry?

- Avoiding conflicts with cyclists: 18.1%
- Avoiding conflicts with pedestrians: 6.8%
- Lack of parallel streets or frontage roads to access local businesses, offices or residences: 18.1%
- Confusing signage / hard to locate businesses or particular streets: 11.3%
- Overall vehicular safety: 18.8%
- Difficulty making left turns coming out of local businesses or particular streets: 9.8%
- Difficulty making left turns across incoming traffic: 9.8%
- Traffic congestion: 6.8%
- Too many driveways / curb cuts: 6.8%
- High traffic speeds: 18.8%
Which objectives are the most important for Avent Ferry Road? (Choose top 3)

- Create an identifiable aesthetic and image for the area: 14.6%
- Improve access to transit services in the corridor: 9.7%
- Improve open space amenities and connections, along and near Avent Ferry Road: 13.2%
- Improve bicycle safety, access, and circulation: 21.5%
- Improve auto circulation and safety; reduce congestion: 8.3%
- Improve pedestrian safety and circulation: 11.3%
- Create a plan for redevelopment of key properties: 11.1%

The most important Transit Infrastructure fix is:

- They are not important: 8.2%
- They are all equally important: 36.7%
- Enhancing specialized bus service (i.e. for senior or the disabled): 0%
- Enhancing existing bus stop locations / shelters / amenities: 24.5%
- More frequent and faster bus service: 13.9%
- More convenient and practical bus stop locations: 24.5%

The most important Public Realm / Streetscape fix is:

- They are not important: 9.8%
- They are all equally important: 11.8%
- Crosswalks and signal countdowns: 11.8%
- Bicycle lanes: 0%
- Signage and wayfinding: 2.0%
- More separation between sidewalk and street: 21.6%
- Wider and continuous sidewalks: 14.3%
- Street lighting: 14.3%
- Additional street trees: 6.9%

Which of the following access management strategies would you favor implementing along various segments of Avent Ferry? (Choose all that apply)

- Providing or requiring cross connections from adjacent properties: 10.0%
- Combining or reducing the number of driveways / curb cuts: 7.9%
- Installing additional right turn pockets along the corridor: 9.7%
- Installing medians, along with left turn pockets: 7.9%
- Enhancing specialized bus service (i.e. for senior or the disabled): 0%
- Enhancing existing bus stop locations / shelters / amenities: 36.7%
- More frequent and faster bus service: 13.9%
- More convenient and practical bus stop locations: 24.5%
- I don’t know, I would like to learn more: 13.9%
- None of the above: 6.1%

The most important Roadway Capacity fix is:

- They are not important: 6.1%
- They are all equally important: 14.3%
- Create a continuous center median sized to accommodate turn lanes: 16.3%
- Create access management plan to reduce or eliminate curb cuts: 14.3%
- Restripe lanes to make them consistent widths along the entire corridor: 14.3%
- Reduce speed limits along the entire corridor: 14.3%
COMMENTS AND POLLING

The most important Land Use fix is:

- Preserve existing development types along the corridor: 45.1%
- Promote new mixed use development along the corridor: 13.3%
- Promote a balance of the two: 41.2%

North of Gorman Street, if redevelopment of multi-family residential were to occur, I think the character should be:

- 3-5 story buildings that front to the street with parking behind: 34.7%
- Urban character development greater than 5 stories: 24.5%
- Suburban character development like exists now: 18.2%
- A mix of all the above: 22.5%

South of Gorman Street, if redevelopment of retail/shopping centers were to occur, I think the character should be:

- 3-5 story buildings that front to the street with parking behind: 23.9%
- Urban character development greater than 5 stories: 8.7%
- Suburban character development like exists now: 50.0%
- A mix of all the above: 17.4%

South of Gorman Street, if redevelopment of retail/shopping centers were to occur, I think the character should be:

- 3-5 story buildings that front to the street with parking behind: 44.2%
- Urban character development greater than 5 stories: 7.0%
- Suburban character development like exists now: 11.0%
- A mix of all the above: 7.0%
### LAND USE

- Make Mission Valley more visually appealing.
  - Make urban/casual style development with residential above.
  - More vehicular, bike, pedestrian connectivity.
  - More crosswalks & markings.
- Lower speed limits along Avent Ferry.
- Keep things affordable - residential.
- Mid-grade casual dining locally-owned.
- Park space along the greenway.
- More signage!!!

### TABLE DISCUSSIONS

- Improvements to Mission Valley - residential mixed use 3 stories/condo.
- Community retail services that cater to the entire community, not just college students.
- Don't ignore land we need of Avent West!
- Avent Ferry Floods - don't develop the flood areas with buildings.
- Develop with parks & greenspace instead.
- No low-quality development.

### KICK-OFF MEETING SUMMARY

**AF**

Avent Ferry Road Corridor Study

**12**
**Zoning**

Consider rezoning to facilitate a more "main street" or shopfront type of corridor.

- Allow taller buildings/mixed use on northern side.
- Southern section: low density, non-retail.
- Keep area affordable.
- Reduce signboard on putting.

**Transportation & Transit**

- Lower speed limits (MAX 35 MPH)
- Pedestrian actuated signal @ Crest Road
- Transit Coverage
  - Wolf Line doesn’t operate year-round.
  - Don’t widen Avent Ferry to 4 lanes.
  - Keep pedestrian bridge @ L Johnson.
- Widen Avent Ferry back to 5 lanes.
- Lane drop at Gorman -> Dangerous + confusing.
- Overhead guide signs for turn lanes approaching western.
- Traffic backs up at Gorman.
- Improvement at Gorman.
- Cars parked on both sides of Avent Ferry at Lake.
- Need better marked crossings at Lake Trails.
- Sight distance study for EB to WB L. Some worthy of Avent Ferry, e.g., on approaches.
  - Work on impact of infrastructure changes before making trade changes.

**Consolidate Bus Stops to Crosswalks for convenient crossing.**

- Pedestrian signals + Crosswalks at Athens Drive
- Drivers don’t stop for pedestrians in/at crosswalks at midblock crossings.
  - Signage so drivers yield (State Law).
- Bus stop at Greenway connection.

**Avent Ferry Road Corridor Study**
TABLE DISCUSSIONS

BIKES + PEDESTRIANS + GREENWAYS

WHAT IS THE TIMELINE FOR THE GREENWAY TO NCSU NETWORK ~ 1.5 YEARS
CONNECTION NEAR TRAILWOOD DE? Adopt pedestrian crossing into the Park. Dept. (Late Johnson)

Please link Late Johnson + Crosswalk to NCSU Campus ASAP

How can Kentwood Park tie into Greenway Network?

BIKE FACILITY ALONG GREENWAY? (+1 - Wind Crest, Pep Rally Park, and This Park)

To Think About Topography!

Need of Full 1’ Berm to avoid Vandal + Emotions

Connections with Avent Ferry and Cateown (for example, connectivity to Kipling)

FRONTAGE + BUILDING HEIGHT + MASSING

Put businesses closer to street ~ more like a second Hillsborough St.

- Transform character of Capella Drive
- Make it walkable, mixed-use community
- Man- Drive is too narrow to bike safely

- HIGHER DENSITY IN NORTHERN HALF
  - MORE HEIGHT
  - TRANSITION AS YOU GO SOUTH
  - MUST HAVE MORE UNITS TO KEEP AFFORDABLE

- Keep the Affordable House Options
- Designated Pedestrian Land (3000, 3000 ft)
- No more than 5 Stories

- More lighting - Use power around home height
- Use doubled concrete
- Do not like braced walls;
- Use technology
- People consider - bike, walking, transit
Land Use
- Mixed-Use with wide sidewalks
- Residential for all income brackets
- Economically viable land use policies
- Expand uses at Mission Valley
- Promote Residential Mixed-Use zoning
- Promote land uses that maintain area's affordability
- Promote local businesses
- Provide public park space along the Greenways
- Promote retail that caters to general public, not just students
- Provide commercial and other services for Avent West neighborhood
- Prohibit development in and near flood-prone areas
- Prohibit development on non-developable land
- Promote flood control
- Discourage low quality development

Zoning
- Consider re-zoning to facilitate a more “main street” or shopfront type of corridor
- Allow taller buildings and a mix of uses on northern segment
- Promote lower heights and non-residential uses on southern segment
- Promote affordability through zoning
- Reduce parking requirements

Frontage, Building Height, and Massing
- Put businesses closer to street (more like Hillsborough St.)
- Transform character of Capability Drive
- Make the area a walkable, mixed-use community
- Promote higher density at northern end of Avent Ferry Rd including more height
- Provide transitions to lower intensity development on southern portion of road
- Expand housing supply to maintain affordability

Frontage, Building Height, and Massing (continued)
- Keep the area affordable
- Set height limit at 5 stories

Bikes, Pedestrians and Greenways
- Help inform community of progress on Greenway construction
- Improve / provide connection at Trailwood Drive
- Adopt pedestrian causeway into the Parks Dept. at Lake Johnson (do not cede to DOT)
- Keep pedestrian causeway separate from new road bridge at Lake Johnson
- Provide greenway link from NCSU to Lake Johnson
- Connect Kentwood Park to Greenway system
- Provide bike lanes or path along Gorman Street to connect Kentwood Park to Avent Ferry and Greenway system
- Consider topography when designing Greenway and bike system
- Provide at least one crosswalk between Varsity Dr. and Gorman St.
- Connect to Kaplan Dr. via bike/ped path
- Widen sidewalks
- Provide physically separated bike lanes
- Provide many pedestrian crosswalks

Transportation and Transit
- Lower speed limit
- Provide pedestrian-actuated signal at Crest Road
- Operate Wolfline year-round
- Don't widen Avent Ferry Road to 4 lanes
- Keep pedestrian bridge at Lake Johnson
- Widen Avent Ferry back to 5 lanes
- The existing lane drop at Gorman is confusing and dangerous
- Expand parking options at Lake Johnson
- Improve signage, especially at intersections with greenway
- Wait on autonomous cars before making drastic changes

Transportation and Transit (continued)
- Consolidate bus stops (GoRaleigh and Wolfline) and provide crosswalks at all shelters
- Provide pedestrian signals and crosswalks at Athens Drive intersection
- Provide mid-block crossing signage
- Provide bus stop at Trailwood Drive Greenway connection

TABLE DISCUSSIONS
- Keep the area affordable
- Set height limit at 5 stories
- Help inform community of progress on Greenway construction
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- Adopt pedestrian causeway into the Parks Dept. at Lake Johnson (do not cede to DOT)
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Avent Ferry Road
Corridor Study
KICK-OFF MEETING SUMMARY
Avenue 2 Lane Divided
Avenue 4 Lane Divided (remix)
Avenue 4 Lane Divided (remix)
## Streetscape Visioning

### Avent Ferry Road Corridor Study

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KICK-OFF MEETING SUMMARY
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<td>Bike lane</td>
<td>Drive lane</td>
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Avent Ferry Road Corridor Study

KICK-OFF MEETING SUMMARY
Avenue 4 Lane Divided
Avenue 4 Lane Divided-1