

BROOKLAND PARK BLVD STATION

EXISTING CONDITIONS

PHASE 1 2030-2035



KEY PLAN



WHAT WE HEARD

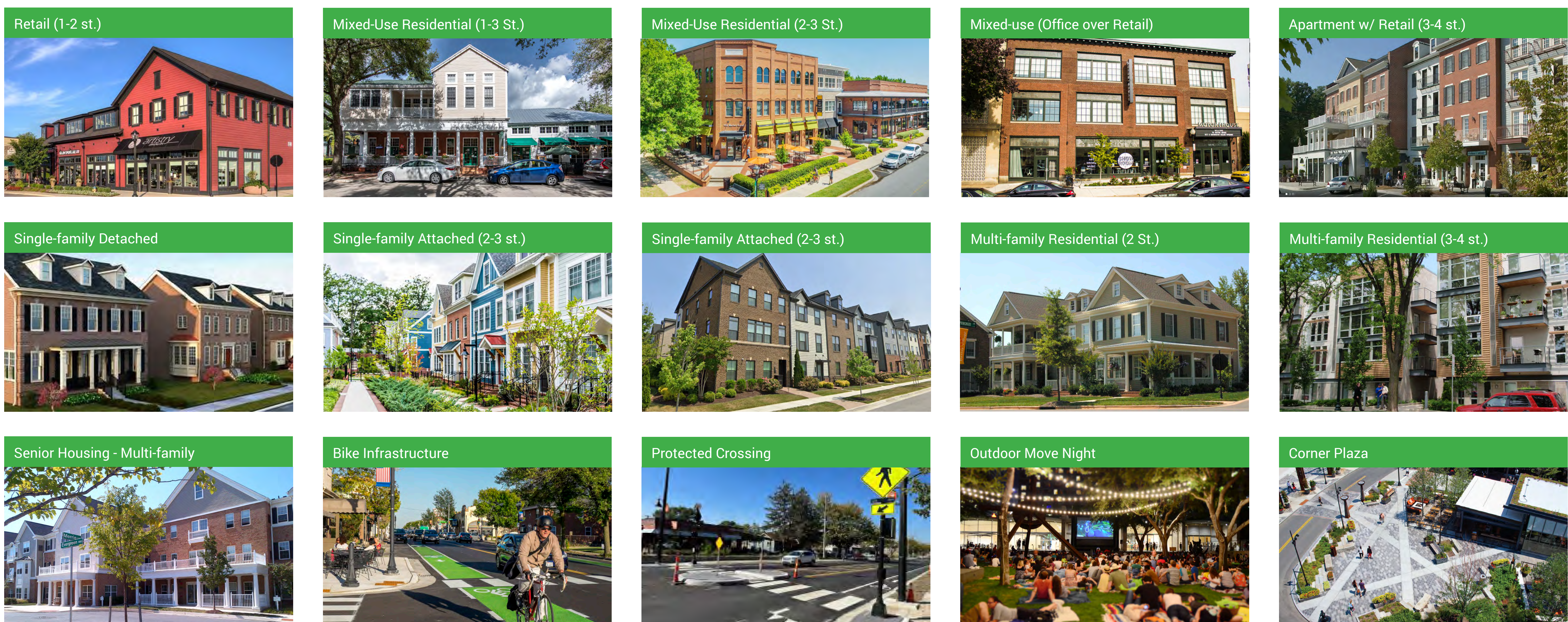
<h3>SAFETY & STREET DESIGN</h3> <p>Chamberlayne is dangerous and needs safety upgrades, bike/pedestrian connections, and traffic calming.</p>	<h3>WIDENING CONCERNS</h3> <p>Widening of Chamberlayne is unwanted as it would cause speeding, pedestrian risks, and loss of the shaded median.</p>	<h3>NEIGHBORHOOD CONTEXT</h3> <p>Ginter Park needs context-sensitive design to preserve historic, walkable character and natural green features.</p>
<h3>REDEVELOPMENT & LAND USE</h3> <p>Revitalizing underused sites and industrial areas with small-scale or modest mixed-use development is wanted.</p>	<h3>EQUITY & COMMUNITY SENSITIVITY</h3> <p>There is a desire for equitable, community-sensitive development to discourage displacement, a big concern at this station.</p>	<h3>COMMUNITY SERVICES & AMENITIES</h3> <p>Suggestions include adding salons, banks, recreation areas, and better-maintained public spaces.</p>

STATION TYPOLOGY

URBAN DESIGN	NEIGHBORHOOD HUB
CONNECTIVITY	CONNECTED NETWORK
COMPARABLE STATIONS	
<h3>NORTH AVENUE</h3> <p>Similar to this station, North Avenue is a Neighborhood hub located along Chamberlayne Avenue</p>	<h3>1ST STREET</h3> <p>Similar to this station, 1st street station is a neighborhood hub and has a similar walkshed grid.</p>

PRECEDENT IMAGES

Use your green dots to vote for your favorites



BROOKLAND PARK BLVD STATION

PHASE 2
2035-2040

PHASE 3
2040+



MULTIMODAL CONNECTIVITY

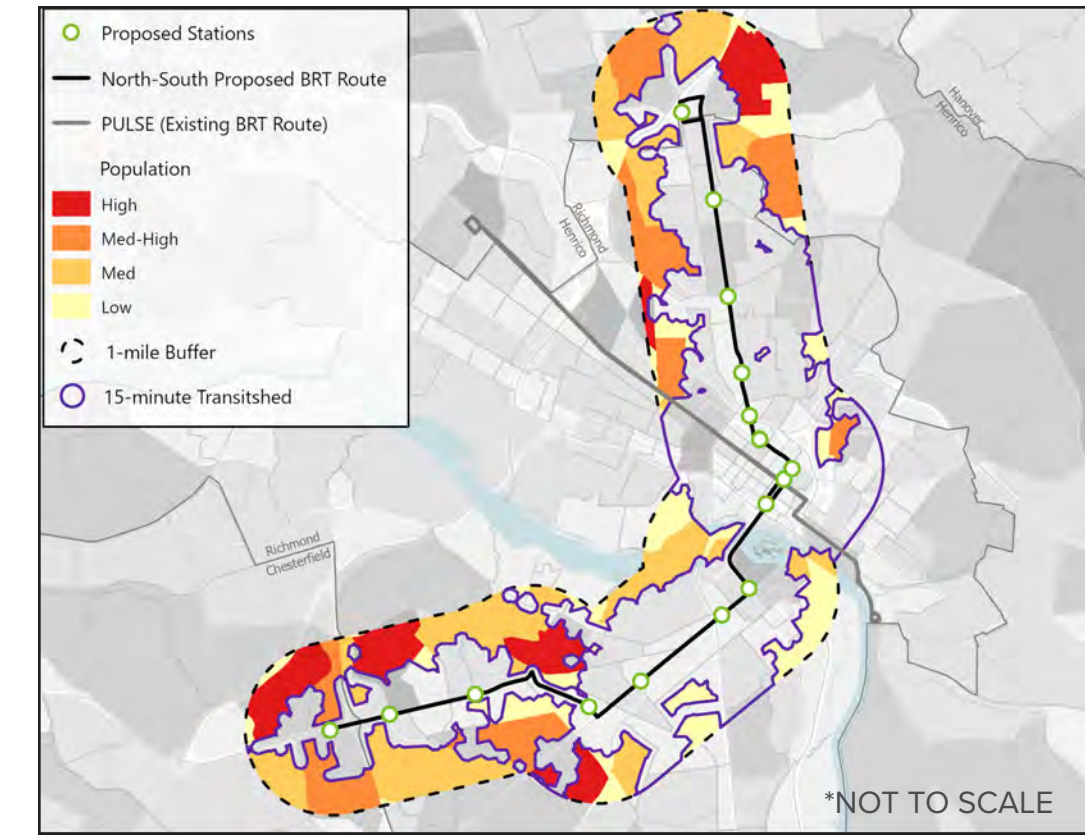
EXISTING - CONNECTIVITY CHALLENGES

- High capacity roads
- Long crossings
- Narrow sidewalks

PROPOSED - CONNECTIVITY IMPROVEMENTS

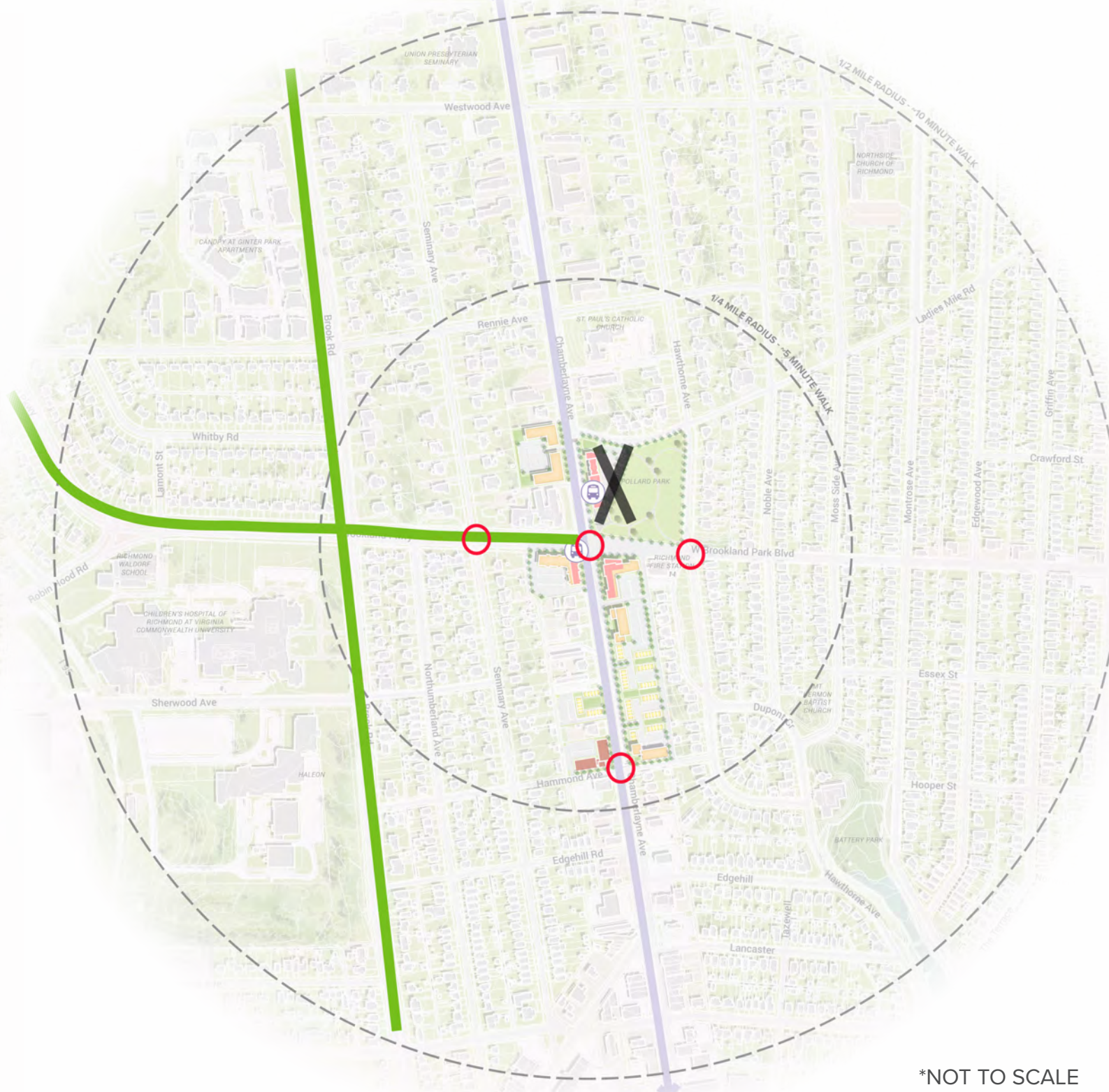
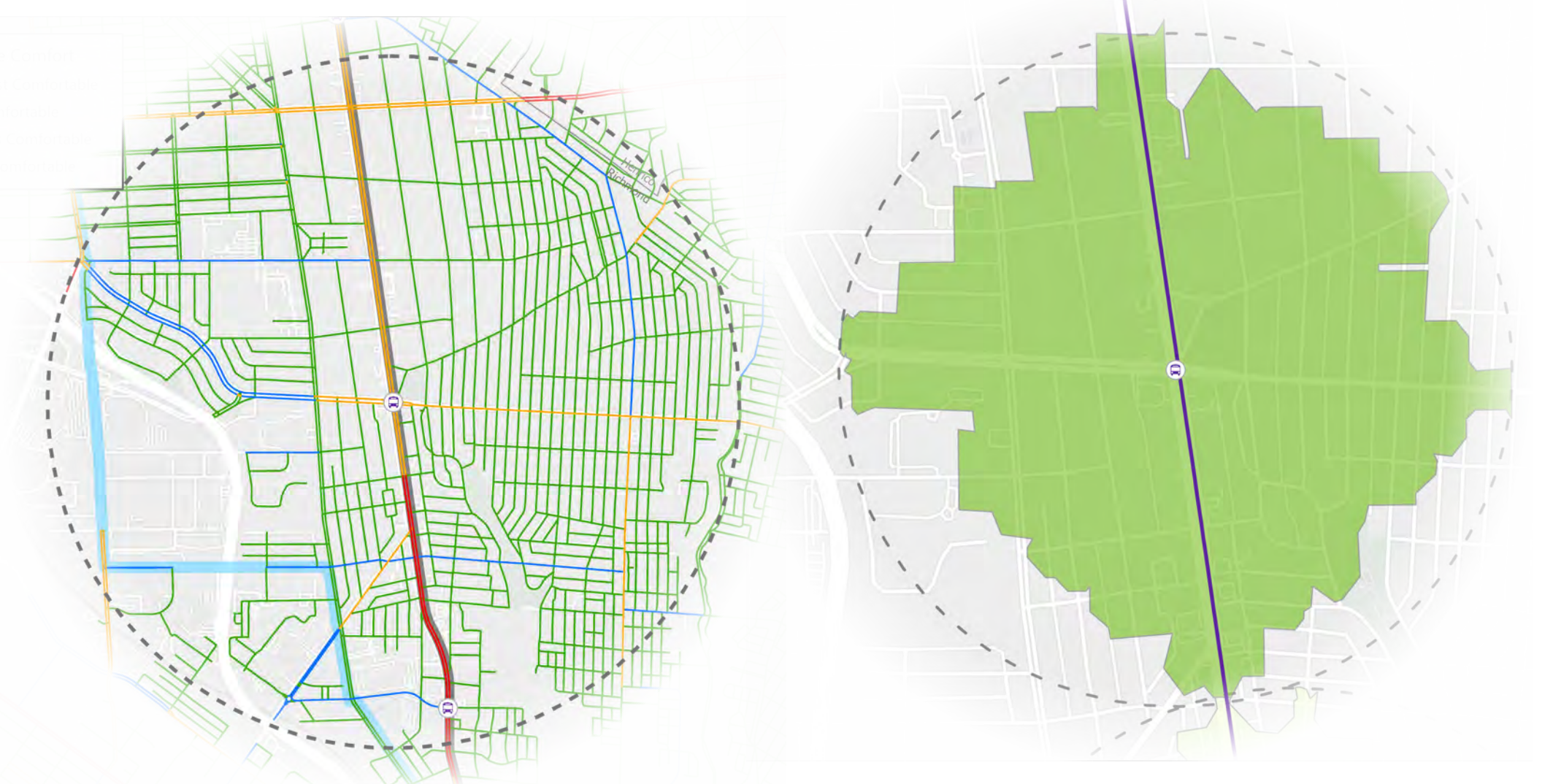
- Enhanced pedestrian crossings
- New bike connections
- Road closure improves safety and park access

TRANSITSHED



BIKESHED

WALKSHED



COMMENTS / QUESTIONS

Use your sticky notes to leave comments or questions here - What did we miss/What do you like/dislike about this vision?