



Physical Enhancement Plan

The Village of Malone, New York

**Please note this website is best viewed on a Desktop or Tablet
January 31, 2023**

Introduction

The Village of Malone is undertaking development of a Physical Enhancement Plan (PEP) for Main Street. This plan includes a process of visioning and developing realistic design solutions for the Main Street gateways and downtown core. It will focus on streetscape enhancements such as pavements, tree planters and lighting, pedestrian and bike amenities and signage. The project is funded in part by the New York State Department of State under Title 11 of the Environmental Protection Fund. It builds upon the Village's Downtown Revitalization Strategic Plan (RSP) currently in development and will outline specific improvements to uplift and beautify Malone's Main Street to improve private sector economic development and investment.

This website is designed to enable the Village to provide updates on the process, present concepts for site amenities and general design to improve the overall streetscape. It will be periodically updated as designs are refined to reflect the input received during the planning process.

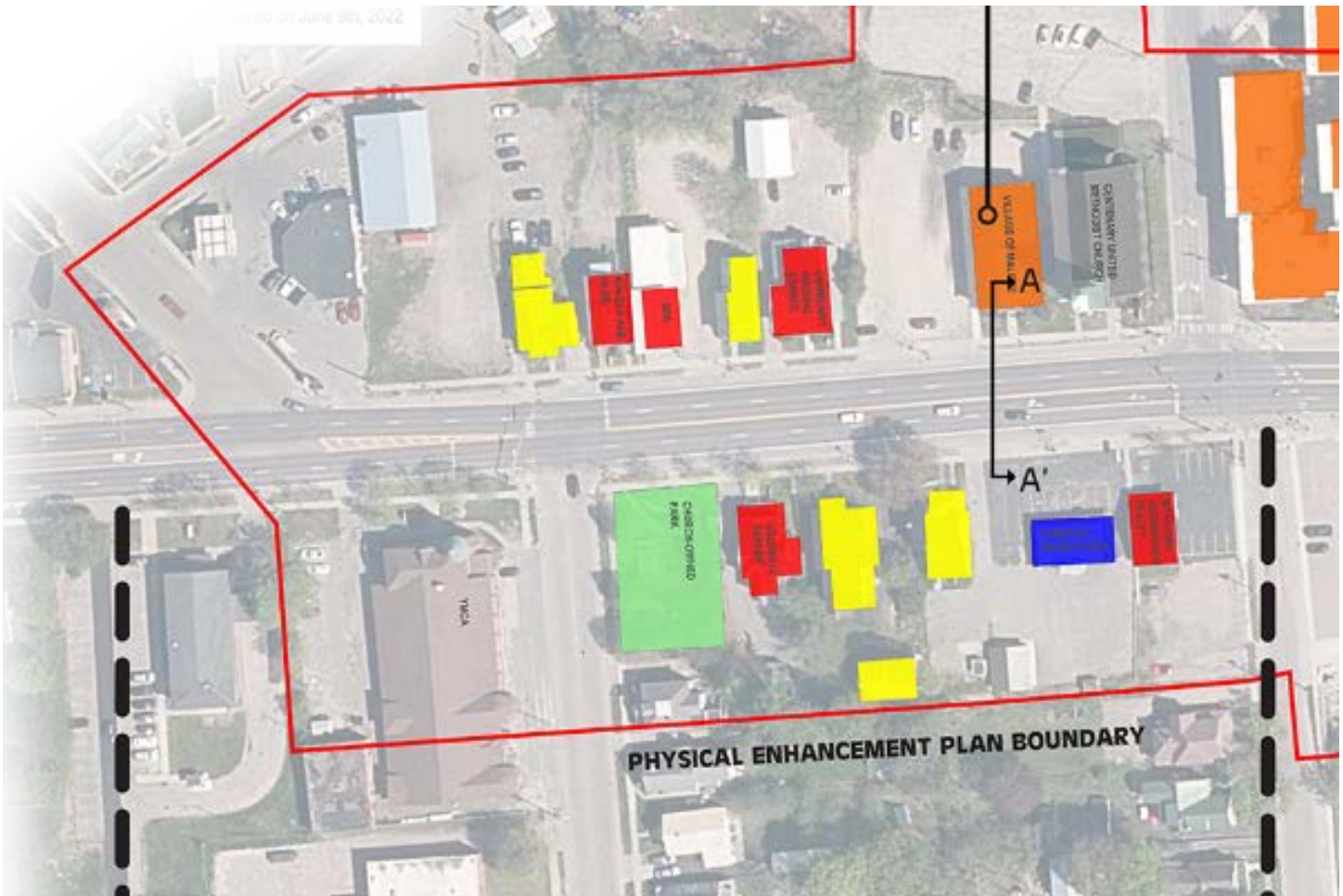
We also ask that you complete a survey to provide feedback on the draft physical streetscape improvements designed for Main Street, Malone. The survey link follows the Physical Enhancement Concepts in the narrative and can be reached by clicking the "Survey" link in the header bar above.

Overview

The map below shows the boundaries for the Physical Enhancement Plan and targets the core of Malone's Main Street. Key buildings in this area are color coded so we can see the mix of uses here: shopping, civic, social, institutional and leisure activities. The project recognizes that Main Street can be broken into a western gateway district, the downtown core district, and the eastern district. The proposed Mill Park is shown in the Downtown Core and was conceptually designed in the 2012 Local Waterfront Revitalization Plan for Malone.

Note: clicking on most of the images below will allow you to view them larger.





Western Gateway



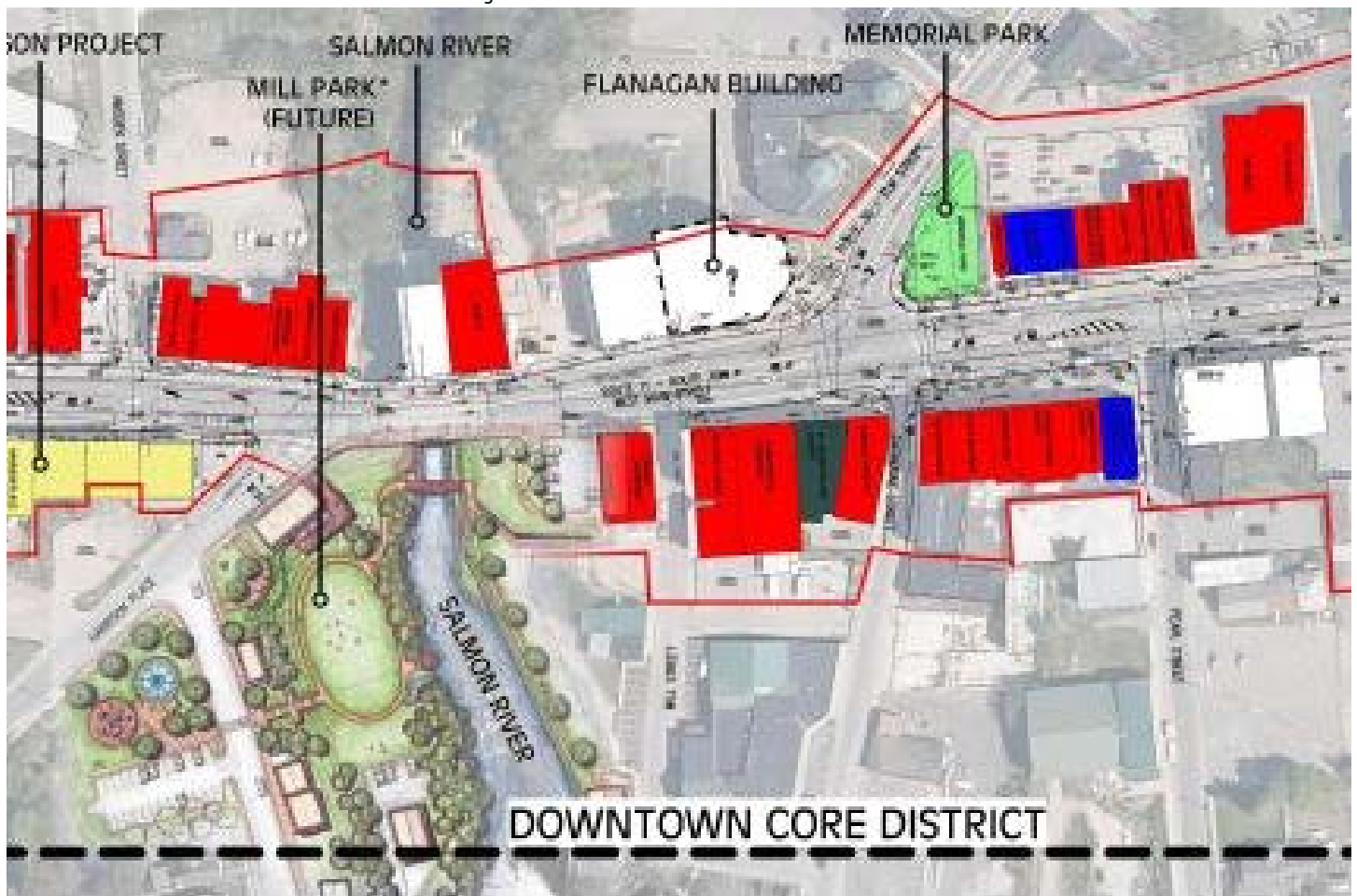
From the western side of Malone’s downtown section along Route 11 looking east towards the core of downtown near Village Hall. Route 11 here has two through lanes for vehicular traffic, a mid-block pedestrian crossing, a central left turn lane, wide shoulders, and smaller buildings setback off the street.



Eastern Gateway



The eastern gateway to downtown on Route 11 is in the vicinity of Arsenal Park looking west. Here, Route 11 has multiple travel lanes, a central left turn lane, traffic islands, fewer street trees and a more expansive feeling than other parts of Main Street where street trees and buildings closer to the road define the downtown core.



Downtown Core



Downtown - Southside Looking West: Looking west on the southside Route 11, the streetscape includes on-street parking, declining street trees, buildings set to the sidewalk, and street amenities such as paver sidewalk, planters and benches, and decorative street lighting.



Downtown - Northside Looking West: On the northside of Route 11 looking west, Route 11 also includes on-street parking, decorative street lighting, and a multi-tiered paver sidewalk with small street trees.



Opportunity for Road diet: This section of Route 11 is very wide with a center pedestrian island and very wide shoulders. Buildings set back off the road and lack of street trees and other amenities in this location illustrates the opportunity for an improved streetscape and a 'road diet' to create a safer and more pedestrian-friendly atmosphere.



Harrison Project: This image shows the Harrison Project, a downtown mixed-use project sponsored by Citizen Advocates being developed. This downtown redevelopment will be at the corner of Harrison Place and Main Street.
(yellow buildings on map)

Physical Enhancement Concepts

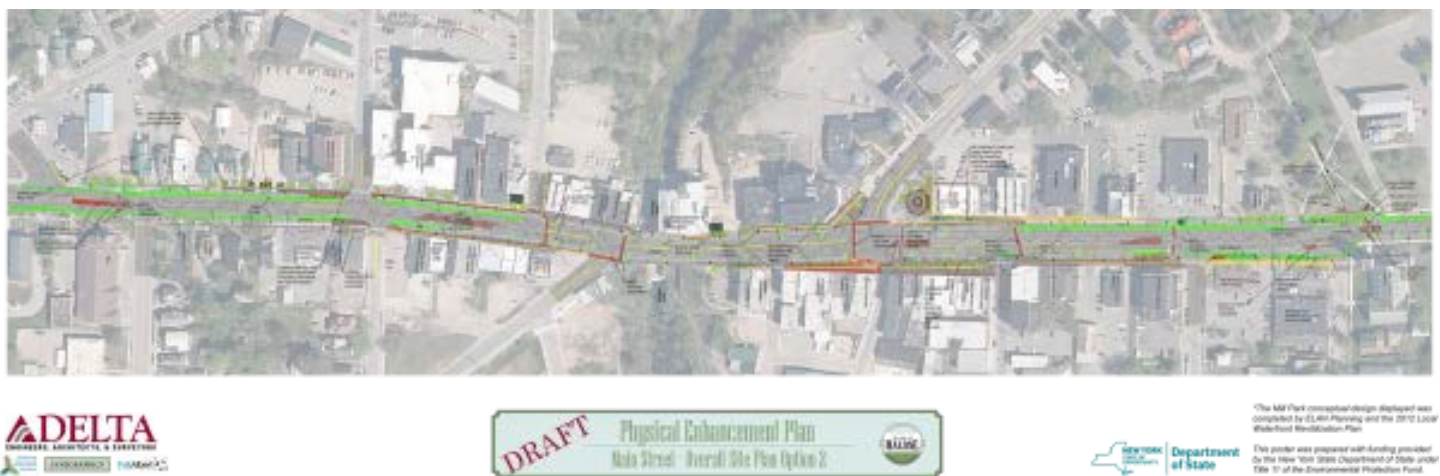
Imagine downtown Main Street with defined gateways, enhanced with street and ornamental trees, new brick paved sidewalks, improved historic lighting, and pedestrian amenities such as benches, bike racks, signage and a designated bike lane. The following graphics offer a conceptual view of what Main Street could look like after physical improvements. The Sketch Plan views shown here illustrate these features from an overhead 'birds-eye' view. The Schematic Plans offer two options at the Main Street/Elm Street intersection. The Perspective views below illustrate what these improvements could look like from a sidewalk or pedestrian view. Following the perspective views are several before and after concepts for the corridor.



Plan view of conceptual enhancements within the project area (click on image to view larger)



Plan view of Schematic Option 1 enhancements, with round-about, within the project area (click on image to view larger)



Plan view of Schematic Option 2 enhancements within the project area (click on image to view larger)

Conceptual Perspective Views

Perspective view concepts for Main Street from Mill, Pearl and Catherine Streets looking at the Elm Street intersection with the roundabout in the background. Sidewalk improvements show new raised tree plantings, brick and concrete pavements, street furnishings and amenities, lighting, parking and bike lane.



Western Gateway to Malone at the Main Street/Fort Covington intersection

The Western Gateway reduces the pavement width of Main Street by adding street trees within or behind the landscaped utility strip. An enhanced pavement color treatment in the approach to the existing refuge island will be added to improve the mid-block crossing visibility and enhance pedestrian safety. A new Welcome to Downtown Malone sign will be incorporated with additional landscape improvements. Historic street lighting will be added for safety and banner poles added to support the promotion of seasonal events. Other improvements to improve the gateway include the addition of a bike lane, street trees and wayfinding signage.

Use the slider to change between the existing conditions and the conceptual design.



Western Gateway, before and after

Screen Parking lots – Village Hall

The Village parking lot abuts the Main Street with no defined cues to drive entrances or the edge of the sidewalk.

Enhancements include landscaping, ornamental fencing with brick piers to architecturally tie the lot to the Village Hall’s architectural character while screening the parking lot and providing shade to vehicles.

Use the slider to change between the existing conditions and the conceptual design.



Village Hall screened parking, before and after

Screen Parking lots – South side

Numerous parking lots that abut the Main Street often are open space that not provide a physical edge to the corridor.

Enhancements that could include landscaping, ornamental fencing and/or brick piers offer simple definition to this urban edge. These aesthetic treatments provide means to architecturally tie the site to the building character while screening the parking lot and vehicles.

Use the slider to change between the existing conditions and the conceptual design.



Screen parking, before and after

Main Street/Elm Street intersection

This key intersection offers two options. Option 1 redesigns the intersection to incorporate a two lane round-about with a landscaped center median. The round-about is expected to enhance traffic flow in the heart of downtown. Memorial Park and the sidewalks to the south should remain intact with proposed pedestrian and lighting improvements. Sidewalk space at the Flanagan will be taken to accommodate the roadway. It also provides numerous safety features for pedestrian and bicycle traffic at this major intersections. The round-about will eliminate overhead utilities including signal poles and add better lighting in the core of downtown. In both

Option 1 and 2, pedestrian crossings will be reduced from 64 feet to 25 feet with the addition of pedestrian refuge areas and introduction of bike lanes. Sidewalks along the south side will be expanded to accommodate more amenities and landscaping. Option 2 includes pedestrian enhancements shown in Option 1 and adds a "Z" shaped refuge island east of the intersection. New development on the Flanagan block along with major improvements to Memorial Park will help transform this intersection.



Main Street/Elm Street intersection, round-about option (Option 1), before and after



Main Street/Elm Street intersection, second option (Option 2), before and after

Eastern Gateway to Malone at the Main Street/Arsenal Park intersection

The Eastern Gateway reduces the pavement width of Main Street by removing the parking area in front of Arsenal Park and the health clinic on the south side, converting these to a landscaped utility strip. This will improve the gateway and park character, incorporate a bike lane, adds street trees and provide for better snow storage. An enhanced crosswalk with a refuge island will be added at the intersection to reduce the crossing distance and improve pedestrian safety. New Welcome to Downtown Malone and Arsenal Park signs will be incorporated into additional landscape improvements to the entrance of the park. Historic street lighting will be added for safety, including additional lighting in the park.



Eastern Gateway at the Main Street/Arsenal Park, before and after

Survey

Please answer the questions in the linked survey ([click on blue button below](#)) to provide feedback on the draft physical streetscape improvements designed for Main Street, Malone.

[Streetscape Improvements Survey](#)

Concept Sketches

Catherine Street to Pearl Street (East Main street looking west)

This sketch represents reducing a wide sidewalk with the introduction of cafe spaces and other street amenities on a reconstructed sidewalk with concrete and clay brick paving. Amenities would include new benches, trash bins and masonry planters, new light poles that illuminate the streets and sidewalks, bike racks and wayfinding kiosk signs.

Use the slider to change between the existing conditions and the conceptual design.

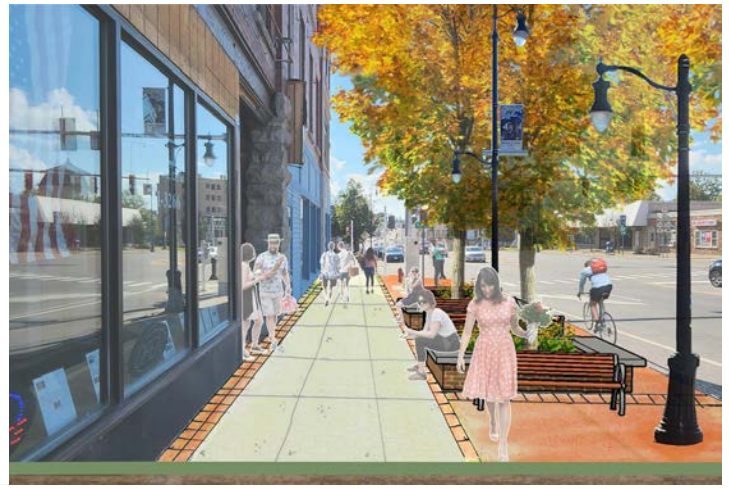


Catherine Street to Pearl Street (East Main street looking west)

Pearl Street to Washington Street (East Main street looking west)

This sketch represents a reconstructed wider sidewalk with concrete and clay brick paving. Amenities would include new benches, trash bins, plant pots, and masonry planters, new light poles, and wayfinding signs.

Use the slider to change between the existing conditions and the conceptual design.



Pearl Street to Washington Street (East Main street looking west)

Next Steps

The team will be working in February to summarize the public input and fine tune the designs. We are planning on presenting the updated design plans to the public in March. Stay tuned for more information!

This website was prepared with funding provided by the New York State Department of State under Title 11 of the Environmental Protection Fund

