

Memo

To: Planning Board
From: Jesse Steadman – Town Planner; Valerie Oorthuys – Assistant Planner
Date: 12.12.2017
Re: Kane Land Site-walk in Gleasondale Village

Present: Meg Costello, Eve Fischer, Chip Bell, Leslie Bell, Kathy Sferra, Jesse Steadman, Valerie Oorthuys

On September 22, 2017, Town staff and several residents of Gleasondale Village joined for a sitewalk along the Route 62 frontage of a parcel of Town owned land known as the Kane Land. The purpose of this site walk was to locate possible access points to the parcel as part of an effort by area residents to construct a recreational trail. The site walk followed the east side of Gleasondale Road from about 4 Marlboro Road to 516 Gleasondale Road – an area roughly from the Church to just south of the recently installed traffic lights at the Route 62 bridge. From the walk and resulting discussion, three primary access points were explored:

Option 1: Northern Kane Land Entrance

Immediately south of 516 Gleasondale Road, participants noted a stone wall and staircase leading into the Kane Land, seeming to directly abut property at 516 Gleasondale Road. While it appeared the steps may be on Town land due to a property pin in a utility pole along the frontage, it remains unclear exactly whose property the stairs are on. Without use of the stairs however, further grading and trail construction would be needed, as this area is relatively steep, with several outcrops of rock.

Additionally, participants discussed, a guardrail along the frontage the parcel in this section extends nearly flush to the utility pole. This access may require an easement from the owners of 516 Gleasondale Road to allow pedestrians to safely navigate around the guard rail. Alternatively, plans could be made for the guardrail to be moved or cut at a different point.



Fig. 1
Looking east into the Kane Land from Route 62, directly south of the stairs

Option 2: Southern Kane Land Entrance

The grade at the southernmost entrance is steep and vegetated at the northernmost point, although slightly moderating toward the southern edge of the frontage. Participants discussed that it was here, Planning and Conservation staff first accessed the Kane Land in 2015, to assess the nature of the existing trail network. It was noted that access along this stretch could require a graded cut into the embankment or a series of steps. A cut in the guardrail would likely be necessary.



*Fig. 2
Southern Kane Land frontage*

Option 3: Access from the Bell Property Frontage

The grade from Route 62 continues to moderate as one travels south along the Bell property frontage toward the Marlboro Road intersection. Nearly in the middle of the Bell property frontage is a dry culvert as shown in figure 5. The culvert appears to be fed from a drop inlet in the vicinity of 545 Gleasondale Road.

Participants discussed that the survey of the Right of Way in this location extends nearly ten feet east from the edge of pavement, meeting the Bell property on relatively level ground. A hypothetical access point in this location would still need to navigate the dry culvert, however. Participants noted that perhaps the access could begin just north of the culvert location, precluding a crossing.

Others noted the area along the frontage is slightly less impacted by vehicles travelling Route 62, due to the wider shoulder approaching the Marlboro Road intersection and the Gleasondale “Hello Garden.” Some mentioned that the guard rail begins just south of the outfall, and if it were left in place, could provide pedestrians further buffer from Route 62 traffic.



*Fig. 3
Frontage at 2 Marlboro Road*



*Fig. 4
Dry culvert crossing at 2 Marlboro Road*

Additional Considerations:

Kathy Sferra noted that the potential for two entrances to the Kane Land Trails (at the northern stair case location and just north of the dry culvert) would provide Gleasondale residents with a safe walkway while providing access to the trail. Participants noted that suggestions to potentially cut or remove the guard rail along portions of Gleasondale Road would require consultation with the Highway Department and/or traffic safety consultants. Planning staff noted that some of the different access points explored on the sitewalk would be great to share with Howard Stein Hudson, the firm leading the Complete Streets Prioritization Planning effort. Members noted it would be nice to hear feedback from an expert transportation firm.