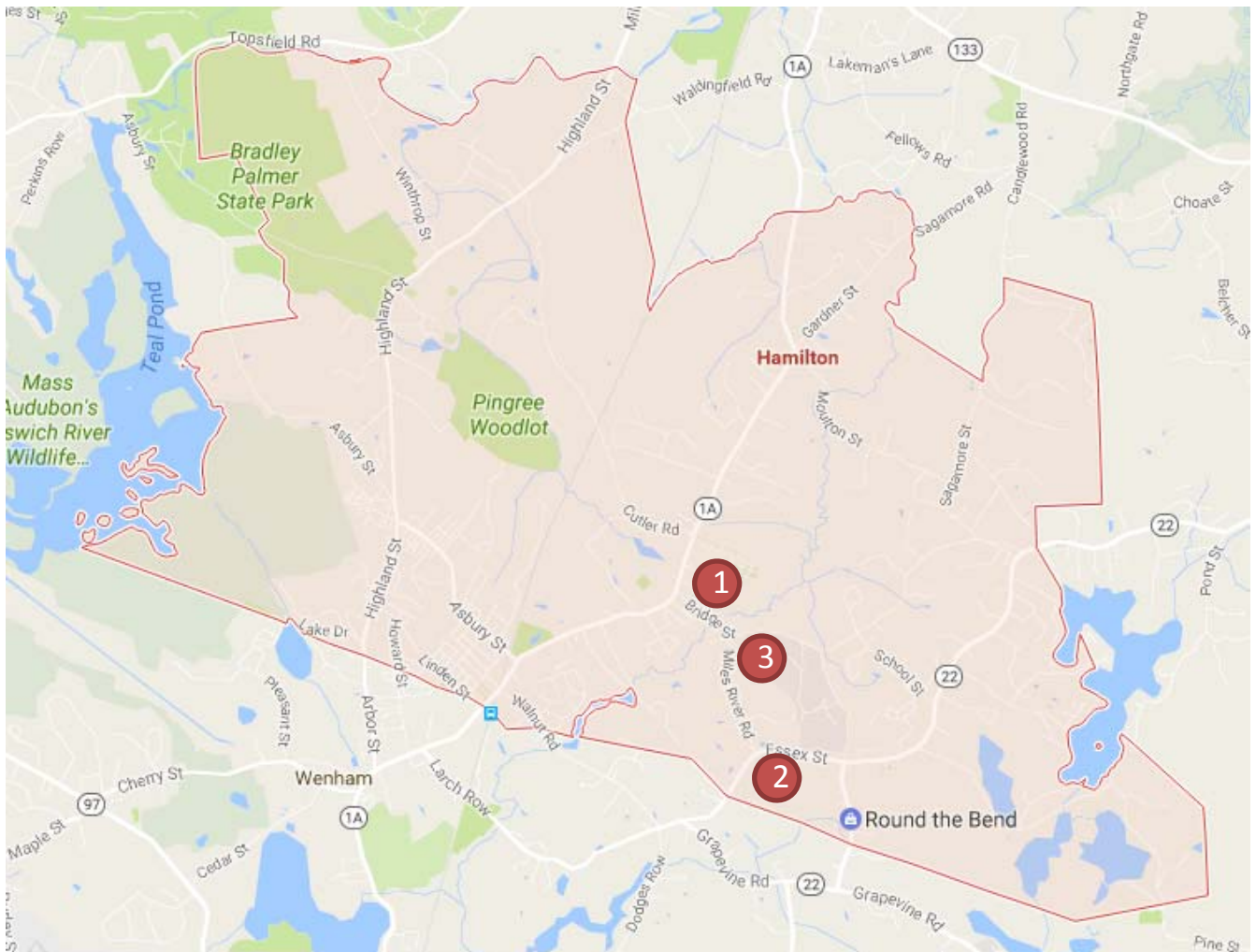


Harborlight Community Partners

Summary Response of the First “Basket”

Created for the Hamilton Board of Selectmen and Affordable Housing Trust

February 2017



Sites Reviewed in this report:

1. Longmeadow
2. 13 Essex Street
3. Gordon Conwell



BACKGROUND/GENERAL NOTES

- Hamilton's current percentage of affordable housing (according to the State's 2014 Subsidized Housing Inventory) is 84 units out of 2,783 total, or **3%**. The goal for 40B is a minimum of 10%. Approximately 213 new units would need to be added to reach 10%.
- The Hamilton Housing Production Plan Update (2013) calls for 14 units per year as the affordable housing production goal. The plan can be found at:
<http://www.mass.gov/hed/docs/dhcd/cd/pp/hamilton.pdf>
- Although Hamilton is a wealthy community overall, there are roughly 370 households in town which are categorized as low income (below 80% of area median income). These households would be eligible for affordable housing.
- Of the seniors in town who live alone, over half spend more than 50% of their income on housing.
- Harborlight Community Partners (HCP) is a non-profit which develops and manages affordable housing throughout the North Shore. This site evaluation and report has been completed at the request of the Hamilton Board of Selectmen and the Hamilton Affordable Housing Trust. **HCP is committed to working with the Town of Hamilton to help realize its housing goals.**
- For all potential sites, the following would apply:
 - Site layout
 - All housing would be under the single family height limit of 35 feet.
 - All required set backs would be met.
 - Landscape screening would be high quality, and would be designed in partnership with abutters.
 - Environmental
 - All wetland buffer zones would be respected, and all development would be in compliance with the State Wetland Protection Act, which will have similar parameters to the "Hamilton Wetlands Bylaws."
 - Ipswich River Watershed Association and Essex County Greenbelt would be consulted on their goals for respective sites, such as including special water conservation measures. Environmental conservation measures will be integrated into the design.
 - All Board of Health and Conservation Commission requirements would be followed.
 - "Dark Sky" lighting design standards would be included to minimize glare and light pollution. It would involve low light heights, downward facing fixtures, and cutoff hoods among other items.
 - Renewable energy and green building products would be a part of the design.
 - With the comprehensive permit and CPA support, and providing there was no appeal, local preference would very likely be followed up to the extent allowed by law.
- In all cases a perc test, engineering plan for drainage and septic, environmental evaluation and planning, and a traffic study would be needed to confirm, deny, or adjust technical design.

LONGMEADOW

- **Summary:**
 - There are three contiguous parcels in this discussion: 1, 3, and 5 Longmeadow. The land totals **20 acres of which roughly 5 acres are in a wetland area**. The parcels exit onto Route 1A, Bay Road. The site is adjacent to the High School to the North and Ortins Road to the South.



Aerial view of Longmeadow site (above) and easement map with property lines (below).



- **Strengths:**

- The sites are available for sale. HCP has site control of two parcels totaling 16 acres and likely can regain site control of the front 4 acres if needed.
- The land is previously developed with three houses and multiple barns. The site is relatively flat with utilities available.
- There are a limited number of residential abutters because of the presence of the school on one side and the Miles River on another.
- Early soil tests have been done and it appears the land will support the needed septic system(s).
- Proximity to the Town's largest employer, the High School and Middle School.
- The redevelopment of the land would provide an opportunity for benefits to the school including adjustment of the lot line, lighting changes and possible emergency access to the rear.
- Depending on the option, this could satisfy roughly **2-8 years** of production goals per the Hamilton Affordable Housing Production Plan, which calls for 14 units per year.
- Many seniors and families who otherwise could not afford to move to or remain in Hamilton could find wonderful homes here.

- **Challenges:**

- The major technical challenge here is dealing with traffic and access, especially during the school drop-off and pick-up times. Further work would need to be done to investigate how a development like this could participate in managing and mitigating this existing problem.
- The existing planning board decision of no further subdivision will require evaluation.



View of site entrance from Bay Road (Route 1A)

- **Special Considerations:** HCP has existing site control with a long term arrangement, so housing development could be done in increments over time. This site gives the opportunity to do a mixed-age development with benefits from and to the school in both cases (program/sports

attendance for seniors, service projects for students, housing for staff, etc.) All units would be affordable and would count toward the goals of the Hamilton Housing Production Plan annual creation goals and the Town's count on the State subsidized housing inventory. A mixed senior/family design is possible depending on unit volume.

- **Legal:** HCP is confident that a comprehensive permit is possible here. HCP is also confident that an appeal is very likely.
- **Possible Options:**
 - **Option 1:** This would involve using all 3 parcels and would result in 3-4 phases. Each phase would require a year of construction after 2-3 years of planning and financing. Phase one would have 24 multi bedroom units. Phase two would have 24 multi bedroom units. Phase three would have 30-60 (may require two phases) age-restricted units. This could be 108 units total.



Option 1: 30-60 Senior 1-bedroom units and 48 Family 2- and 3-bedroom units

Option 2: This would involve using only parcel 1 (4 acres). In this case 28 multi bedroom units would be created in one phase. This would only be done if there was a guarantee of no appeal.



Option 2: 28 Family 2- and 3-bedroom units on Parcel 1 only

- **Option 3:** This would involve using parcels 3 and 5 with a total unit count of roughly 80. It is very likely that this would be 40 age restricted unit and 40 multi bedroom units.
- **Option(s) 4:** There are other possible configurations here should the Town or another party wish to use part of the land.



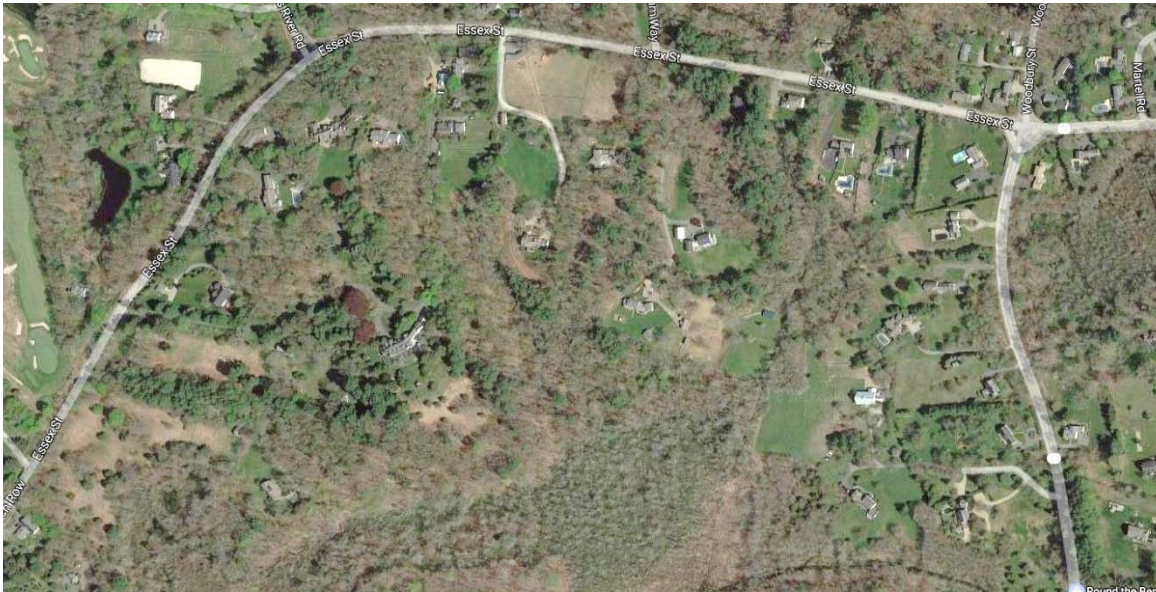
View towards 3 Longmeadow (CL Properties)

- **Further Testing/Planning Required:**
 - Traffic Study and subsequent planning
 - Drainage Plan
 - Septic Plan
 - Site Plan
 - Landscaping Plan (including lighting and buffers)
 - Architectural Plan
 - Environmental evaluation and planning

LONGMEADOW: Site Assessment Table				
Size: 20 acres, +/- 15 buildable, 5 wetland				
Distance from Crosby's Market: 1.9 miles				
Site Control Cost/Unit	Traffic	Access	Drainage	Septic
1 LM-No but possible to regain 3-5 LM Yes Cost varies between \$36k-41K/unit	Difficult traffic twice a day during the school year. Primary challenge of site	Good access to 1A. Likely a secondary mutual emergency access with the school in the rear would be wise and good for both parties	Appears reasonable. Engineering required to confirm options	Soil tests are positive. Depending on unit volume likely more than one system
Enviro/Historic	Visual	Likelihood of Appeal	Possible Unit Mix	
Wetlands in the rear would be avoided including buffer zone	All housing under single family height limit and off required lot line setbacks. No effect from 1A. Screening on both sides for school /neighbors. Main impact would be Ortins Rd and immediate Bay Rd on other side of screening	High	Option 1: 108 units+ on parcels 1, 3, and 5 Option 2: 28 family units on parcel 1 only Option 3: 40 family units plus 40 senior units=80 total on parcels 3 and 5.	

13 ESSEX STREET

- **Summary:**
 - This is a **31.63 acre parcel of which 16.95 acres is unrestricted** and the balance is under a conservation restriction (CR) with Essex County Greenbelt Association. The CR is to the rear of the parcel. There is a large main estate house, a smaller caretaker house, and a variety of outbuildings. The parcel is adjacent to the Wenham town line. The site has extensive landscaping features especially to the rear of the house via an intricate, Olmstead-designed terrace. There is a main driveway coming off Essex Street and a 50 foot easement from the side of the house back onto Essex Street.



Aerial view of site context (above) and property survey (below)



- **Strengths:**

- The site is available for sale. It is developed with two houses and multiple outbuildings.
- There is a chance to integrate substantial and additional environmental preservation in addition to what is already in place.
- Depending on the option this could satisfy roughly **five years** of production goals per the Hamilton Affordable Housing Production Plan.
- Opportunity for public access
- Many seniors and families who otherwise could not afford to move to or remain in Hamilton could find wonderful homes here.

- **Challenges:**

- The Natural Heritage designation would require a special filing (MESA) with the State and compliance with any requirements needed to protect species as determined by the State scientists.
- The existing driveway and side easement would likely need to be adjusted to respect the neighbor's traffic and access concerns.
 - ***As at any potential site, HCP would be willing to work with both the State and the neighbors on these issues.***



13 Essex site map with conservation buffers and Natural Heritage overlays

- **Special Considerations:** The property at 13 Essex Street in Hamilton provides a unique and compelling opportunity to develop a project that successfully advances the multiple goods of affordable safe housing for seniors and families, natural resource conservation, and wildlife habitat enhancement. A development at 13 Essex Street could benefit the community in terms of both providing secure and affordable housing, as well as achieving the complementary goal of protecting the natural environment. Through conscientious planning and development, these interdependent goals can be achieved to create an attractive, affordable and environmentally-sustainable housing property. Detailed environmental evaluation and planning would be required.



View of grounds at 13 Essex

- The 13 Essex Street development will adhere to all environmental management regulations, and zoning laws. These include:
 - The main building will not be taller than that allowed for a single family housing.
 - All wetland buffer zones will be respected and maintained—and possibly increased.
 - HCP will consult with the Essex County Greenbelt Association regarding their goals and recommendations for maintaining the wetlands habitat. We will similarly collaborate with the Ipswich River Watershed Association.
 - HCP's intention at 13 Essex Street, however, would be to exceed requirements and provide enhanced natural resource management and wildlife habitat conservation and enrichment, and in so doing also improve the quality of life for our residents, and provide long term benefit to the community at large.
- Initial site design has evolved so that most of the buildings and vehicles are in an area of the property that is already extensively developed, and is also as far from the wetlands as possible. This allows us to reduce the footprint of the developed portion, and preserve more plants and natural areas, as well as providing more natural spaces for people to enjoy. A mixed senior/family design is possible depending on unit volume.
- We could create a wildlife corridor by maintaining an undeveloped 30-50 foot wide strip of habitat along the western side of the parcel, adjacent to Wenham. The area would be managed so that it remains a meadow/field and thus a transit point for wildlife.
- The site design could leave the daffodil and fern meadow adjacent to Essex Street, and a portion of the trees at the top of this hill. This will preserve the current pleasant vista from the road.

- HCP is willing to move the driveway west toward the Wenham line and further away from the property line of the neighbor at 15 Essex Street. (Please note that this will reduce the amount of land available for the wildlife corridor. It will also necessitate the removal of several productive heirloom apple trees, a stand of mature spruce, and part of the Essex Street fern and daffodil meadow.) It would also be dependent upon an agreement of no appeal of the development.



View towards existing driveway from Essex Street



Close-up aerial view of 15 and 13 Essex



Views towards 15 Essex

- We aim to preserve approximately 8-15 native trees of 150-250 years in age including white and red oak, hickory, and maple. Distributed throughout the main grounds of the property, these trees could be cordoned along with markers and signage to explain their increasing rarity as mature specimens, and their roles in the ecosystem, for example as “food hubs” throughout the year for native birds, insects and mammals.
- In consultation with abutters we could plant arborvitae, hemlock, and other native species, to provide an aesthetically pleasing “green screen” for privacy.
- Additional land could be committed to the conservation easement.
- HCP is willing to limit the use of the back egress adjacent to the easement to emergency vehicles only. This would also be dependent on an agreement of no appeal.
- We would work to preserve the Olmstead-designed landscaping features at the rear terrace.



Rear of house with Olmstead terraces

- There could be a community garden site where interested residents can grow their own vegetables and flowers. If there is interest from neighbors, we would consider opening up the gardening facilities and walking areas to non-residents.

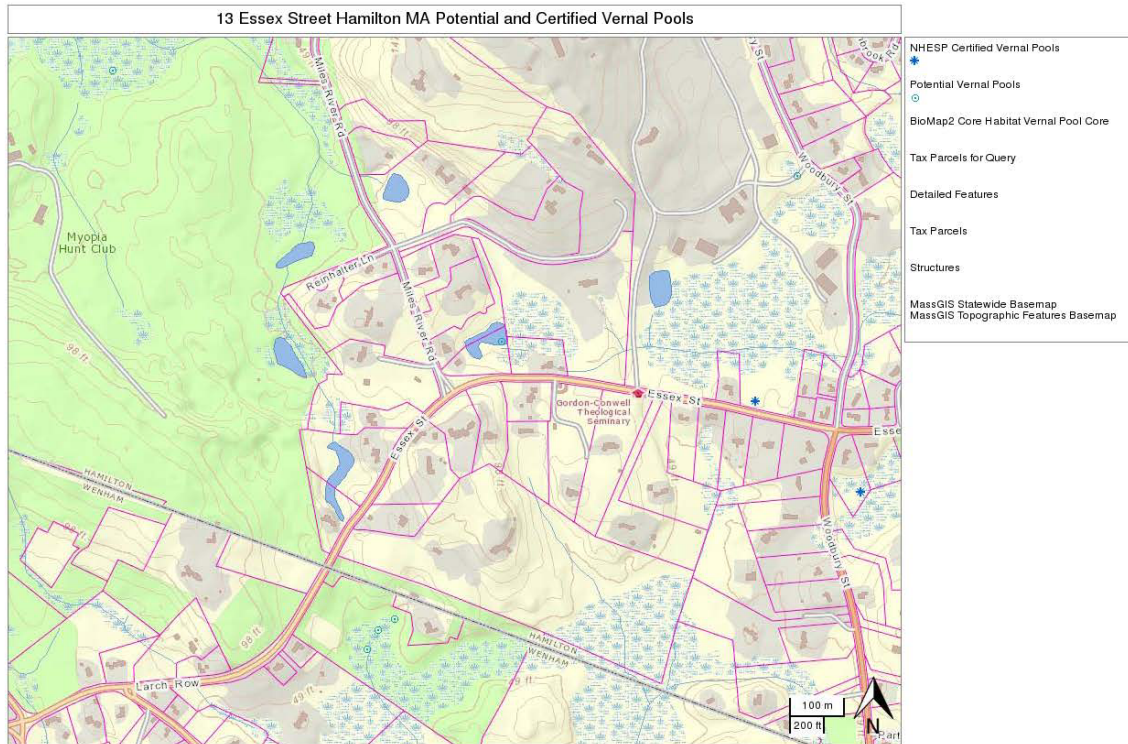


View of grounds at 13 Essex

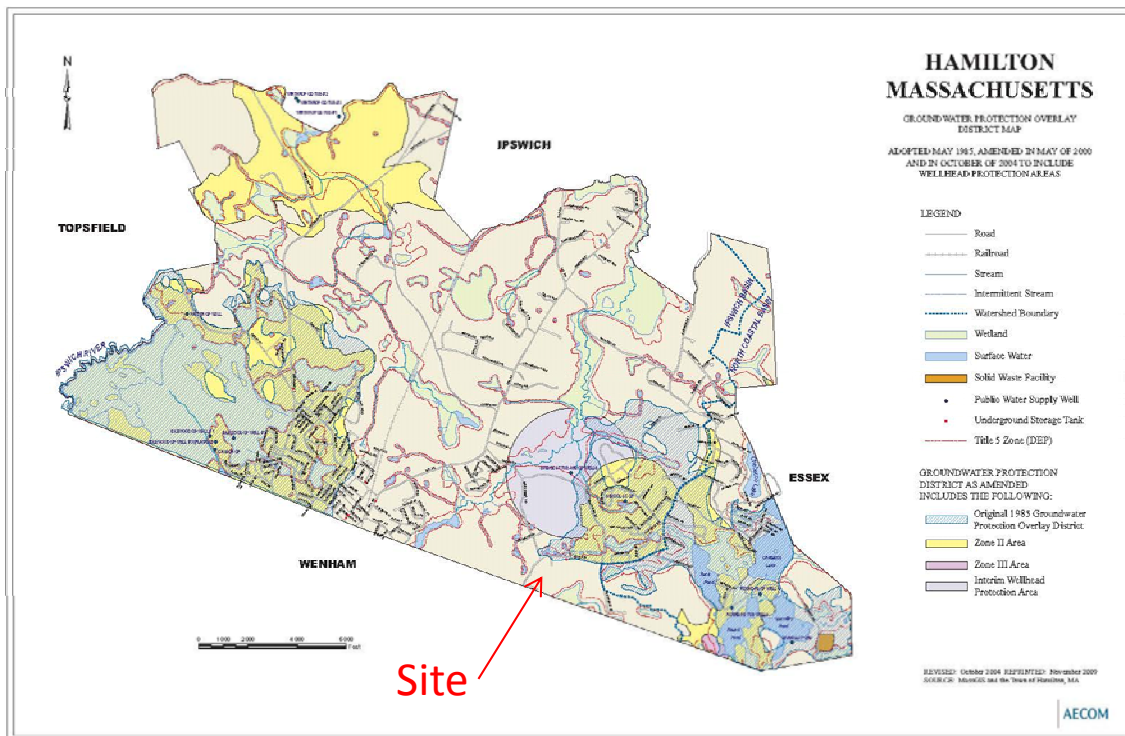
- HCP is open to considering the following, should there be public support:
 - The project could adopt LEED techniques for water resource management, including semi-permeable surfacing for the emergency vehicle egress and parking areas.
 - Where applicable bird protection glass could be installed.
 - The current swimming pool could be filled in and replaced with a small pond and/or a native wetland plants garden that will absorb storm water run off.
 - Along the back egress we could remove the Norway maples which are an invasive species and currently moving into and threatening the wetlands.
 - We could use green and sustainably sourced building materials and technology, and possibly renewable energy.
 - We would practice low impact, organic and/or IPM landscaping practices, and would use only native and non-invasive plants for landscaping.
 - We could create signage and informational materials to help residents and visitors enjoy and respect the habitat and protected areas.



Winter view towards northern corner of property



Mass State OLIVER GIS: Potential and Certified Vernal Pools



Hamilton Groundwater Protection Overlay District Map



View towards conservation land, wetlands



View towards house from grounds

- **Legal:** HCP is confident that a comprehensive permit is possible here. HCP is also confident that an appeal is very likely.
- **Possible Options:**
 - HCP has considered multiple versions of site design. Originally the buildings were as far away as possible from neighbors. After listening to the environmental concerns of the State Natural Heritage staff and those listed by the Miles River Watershed Preservation Coalition HCP has shifted the buildings to prioritize environmental concerns, the location of the driveway, the size of any one building, and the use/size of the easement. All four versions are shown here in sequence to highlight the evolution of the concept.



Version 1 (above): 40 Senior 1-bedroom units and 44 Family 2- and 3-bedroom units in clustered buildings



Version 2 (above): 40 Senior 1-bedroom units and 42 Family 2- and 3-bedroom units in single building



Version 3 (above): 40 Senior 1-bedroom units and 32 Family 2- and 3-bedroom units in clustered buildings



Version 4 (above): 40 Senior 1-bedroom units and 32 Family 2- and 3-bedroom units in clustered buildings

- **Further Testing/Planning Required:**
 - Traffic Study and subsequent planning
 - Perc Test
 - Drainage Plan
 - Septic Plan
 - Site Plan
 - Landscaping Plan (including lighting and buffers)
 - Architectural Plan
 - Environmental evaluation and planning

13 ESSEX STREET: Site Assessment Table				
Size: 31.63 acres, +/- 17 unrestricted, 14.63 under conservation restriction				
Distance from Crosby's Market: 1.8 miles				
Site Control Cost/Unit	Traffic	Access	Drainage	Septic
No but possible. \$35K/unit	Study would be required. Does not appear as a gating issue but a mitigation factor	Single main access onto Essex. Likely shift driveway off lot line. Close and reduce easement and access only for emergency vehicles. Plan changes would assume no appeal.	Appears reasonable Engineering required to confirm options	Soil tests are necessary to confirm options. More than one system likely.
Enviro/ Historic		Visual	Likelihood of Appeal	Possible Unit Mix
Existing conservation land to remain, and new land to be added to conservation restriction. All housing outside buffer zones for wetlands. Natural Heritage feedback critical for confirming requirements to preserve any species. Requirements would be followed. This is the primary question for the parcel. Preliminary discussions indicate a version of this is viable. Significant landscaping would be maintained. Environmental priorities are likely to move housing closer to abutters and away from Wenham side as originally intended.		All housing under single family height limit and off required lot lines. Screening for all neighbors would be extensive. Depending on locations very modest or no visual from Essex St. The main visual impact will be for abutters (6-10). Screening for visual mitigation would be important.	High	Estimate 40 units for seniors in main house and addition with another 32-42 family units. The family units could be in smaller, diffuse 8 unit buildings or if preferred in one larger building to preserve more open space and limit visibility.

GORDON CONWELL

- **Summary:** There is a large amount of land spanning left to right from the brick Gordon Conwell “pump house” at their exit onto Bridge Street to Miles River Road and down from their chapel building. The discussion now revolves around a roughly **13 acre** piece of this land.



Aerial view of site context

- **Strengths:**
 - The parcel is potentially available and currently unused.
 - There are a modest number of abutters.
 - There is a strong ability to design the site with extensive screening.
 - Depending on the option this could satisfy roughly **6 years** of production goals per the Hamilton Affordable Housing Production Plan.
 - Many seniors and families who otherwise could not afford to move to or remain in Hamilton could find wonderful homes here.
- **Challenges:**
 - The slope of the site and drainage challenges of the surrounding area would require significant engineering both to site the building well and to ensure that there would be no exacerbation of the drainage problems. The goal would be to improve on the existing drainage situation.

- Access to the building(s) would likely need to come off of Bridge Street and would likely need to be a good distance from the Miles River Road intersection. The location and slope of this access would require significant civil engineering.
- The site is in a *zone II* currently so there would be additional limitations and factors for engineering the septic system.
 - It is very likely that all of these items can be addressed.
- **Special Considerations:**
 - The ongoing relationship between the Town and GCTS along with mutual goals to achieve affordable housing creation in the community may provide some opportunity here. This site gives the opportunity to do a mixed-age development with services available on site should there be enough units.
 - All units would be affordable and would count toward the goals of the Hamilton Housing Production Plan annual creation goals and the Town's count on the State subsidized housing inventory.
 - HCP would be willing to shift the driveway away from the Miles River Road intersection.
 - Attention needs to be paid to design issues and impact of housing development on adjacent GCTS school.
- **Legal:** HCP is confident that a comprehensive permit is possible here. HCP also understands that an appeal is possible.
- **Possible Options:**
 - There are no drawings at this point. HCP would expect this to be in the range of 75-80 units with two phases: one for seniors and one for families.
- **Further Testing/Planning Required:**
 - Traffic Study and subsequent planning
 - Perc Test
 - Drainage Plan
 - Septic Plan
 - Site Plan
 - Landscaping Plan (including lighting and buffers)
 - Architectural Plan
 - Environmental evaluation and planning



View on Bridge Street looking east (site on the right)

GORDON CONWELL: Site Assessment Table				
Size: +/- 13 acres				
Distance from Crosby's Market: 1.7 miles				
Site Control Cost/Unit	Traffic	Access	Drainage	Septic
Possible. Cost per unit TBD	Push access up the street from the Miles River corner. Appears viable.	Off of Bridge Street. Location and slope of driveway will be important.	This is the primary issue on the site. Good quality and extensive drainage testing and plans will be needed.	Unknown. Perc test required. Zone II will require a large parcel of open space to meet requirements
Enviro/ Historic	Visual	Likelihood of Appeal	Possible Unit Mix	
Zone II will drive drainage and septic design.	Housing would be in and up the hill with heavy screening. Very modest visual impact with a small number of abutters.	Unknown, Expect likely.	This could vary but we would expect between 50-80 units.	

ADDITIONAL INFORMATION

- The 40B structure and the existence of the goal of approximately 200 units of production +/- in the Hamilton Housing Production Plan are a good context for this discussion.
<http://www.mass.gov/hed/docs/dhcd/cd/pp/hamilton.pdf>
- The ongoing discussion of school costs as related to specific sites raises two thoughts:
 - First, it is likely a good thing to consider that there will need to be family units with children in Town as a part of meeting the goals of the Hamilton Housing Production Plan. There may be better or worse sites for family housing in Town, but the need for multi-bedroom units as part of the overall plan is stable and the Town's production plan shows the need for it. Highlighting the question of school children as a reason against a specific site may not be helpful in discussions about the Town-wide goals.
 - Second, the calculation of per capita student cost against the incremental cost of new students is sometimes problematic. It would perhaps be helpful hearing from education experts about the topic. The average cost of a new student is consistently not close to the per capita cost of current students. The calculation would reflect the factors below:
 - Incremental New Cost of Student
 - -New Chapter 70/Other Public Money
 - -Tax Revenue (Property and Excise)
 - =Cost of New Students
 - It is even possible that the addition of new students will have a positive impact on preserving some school programs as a factor of scale.
- Single Family/Multi Family Zoning:
 - It may be helpful to note that the reason to use 40B in Town is because there is not multi family zoning.
- Many people are referring to Smart Growth and the desire to see units built downtown. While we agree with this considering the 200+ unit goal it seems reasonable to assume that downtown should be a part of the town-wide plan but it will not likely meet the entire goal. It is very likely there will need to be some units built outside of downtown to achieve the production goal. With smart growth in mind it may be helpful to highlight all of the **State's Sustainable Development Principals**, as follows:

Sustainable Development Principles

The Commonwealth of Massachusetts shall care for the built and natural environment by promoting sustainable development through integrated energy and environment, housing and economic development, transportation and other policies, programs, investments, and regulations. The Commonwealth will encourage the coordination and cooperation of all agencies, invest public funds wisely in smart growth and equitable development, give priority to investments that will deliver good jobs and good wages, transit access, housing, and open space, in accordance with the following sustainable development principles.

Furthermore, the Commonwealth shall seek to advance these principles in partnership with regional and municipal governments, non-profit organizations, business, and other stakeholders.



1. Concentrate Development and Mix Uses

Support the revitalization of city and town centers and neighborhoods by promoting development that is compact, conserves land, protects historic resources, and integrates uses. Encourage remediation and reuse of existing sites, structures, and infrastructure rather than new construction in undeveloped areas. Create pedestrian friendly districts and neighborhoods that mix commercial, civic, cultural, educational, and recreational activities with open spaces and homes.

2. Advance Equity

Promote equitable sharing of the benefits and burdens of development. Provide technical and strategic support for inclusive community planning and decision making to ensure social, economic, and environmental justice. Ensure that the interests of future generations are not compromised by today's decisions.



3. Make Efficient Decisions

Make regulatory and permitting processes for development clear, predictable, coordinated, and timely in accordance with smart growth and environmental stewardship.



4. Protect Land and Ecosystems

Protect and restore environmentally sensitive lands, natural resources, agricultural lands, critical habitats, wetlands and water resources, and cultural and historic landscapes. Increase the quantity, quality and accessibility of open spaces and recreational opportunities.



5. Use Natural Resources Wisely

Construct and promote developments, buildings, and infrastructure that conserve natural resources by reducing waste and pollution through efficient use of land, energy, water, and materials.



6. Expand Housing Opportunities

Support the construction and rehabilitation of homes to meet the needs of people of all abilities, income levels, and household types. Build homes near jobs, transit, and where services are available. Foster the development of housing, particularly multifamily and smaller single-family homes, in a way that is compatible with a community's character and vision and with providing new housing choices for people of all means.



7. Provide Transportation Choice

Maintain and expand transportation options that maximize mobility, reduce congestion, conserve fuel and improve air quality. Prioritize rail, bus, boat, rapid and surface transit, shared-vehicle and shared-ride services, bicycling, and walking. Invest strategically in existing and new passenger and freight transportation infrastructure that supports sound economic development consistent with smart growth objectives.



8. Increase Job and Business Opportunities

Attract businesses and jobs to locations near housing, infrastructure, and transportation options. Promote economic development in industry clusters. Expand access to education, training, and entrepreneurial opportunities. Support the growth of local businesses, including sustainable natural resource-based businesses, such as agriculture, forestry, clean energy technology, and fisheries.

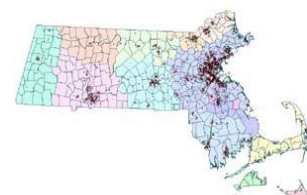


9. Promote Clean Energy

Maximize energy efficiency and renewable energy opportunities. Support energy conservation strategies, local clean power generation, distributed generation technologies, and innovative industries. Reduce greenhouse gas emissions and consumption of fossil fuels.

10. Plan Regionally

Support the development and implementation of local and regional, state and interstate plans that have broad public support and are consistent with these principles. Foster development projects, land and water conservation, transportation and housing that have a regional or multi-community benefit. Consider the long-term costs and benefits to the Commonwealth.



PRELIMINARY ASSESSMENT OF ZONING RELIEF UNDER 40B

Site	District	Use	Frontage	Lot Coverage	Open Space	Landscape Buffer	Setbacks	Height
Longmeadow	R-1A	Variance needed for multifamily	125' min Variance possibly required	25% max Complies	N/A Complies	20' Complies	25' front, side and rear* Complies	35' max Complies , all new buildings under 35' single family height limit
13 Essex	RA	Variance needed for multifamily	175' min Existing non-conforming at 79.95'	25% max Complies	25% min Complies	20' Complies	50' front, 25' side and rear* Complies	35' max Complies
Gordon Conwell	R-1B	Variance needed for multifamily	175' min Complies	25% max Complies	15% min Complies	20' Complies	25' front, side and rear* Complies	35' max Complies

* 25' side and rear setback, or height of building, whichever is greater.

	Comparative Site Assessment Table										
Site	Size	Distance from Crosby’s Market	Site Control Cost/Unit	Traffic	Access	Drainage	Septic	Enviro/ Historic	Visual	Likelihood of Appeal	Possible Unit Mix
Longmeadow	20 acres, +/- 15 buildable, 5 wetland	1.9 miles	1 LM-No but possible to regain 3-5 LM Yes Cost varies between \$36k-41K/unit	Difficult traffic twice a day during the school year. Primary challenge of site	Good access to 1A. Likely a secondary mutual emergency access with the school in the rear would be wise and good for both parties	Appears reasonable. Engineering required to confirm options	Soil tests are positive. Depending on unit volume likely more than one system	Wetlands in the rear would be avoided including buffer zone	All housing under single family height limit and off required lot line setbacks. No effect from 1A. Screening on both sides for school /neighbors. Main impact would be Ortins Rd and immediate Bay Rd on other side of screening	High	Option 1: 108 units+ on parcels 1, 3, and 5 Option 2: 28 family units on parcel 1 only Option 3: 40 family units plus 40 senior units=80 total on parcels 3 and 5.
13 Essex	31.63 acres, +/- 17 unrestricted, 14.63 under conservation restriction	1.8 miles	No but possible. \$35K/unit	Study would be required. Does not appear as a gating issue but a mitigation factor	Single main access onto Essex. Likely shift driveway off lot line. Close and reduce easement and access only for emergency vehicles. Plan changes would assume no appeal.	Appears reasonable Engineering required to confirm options	Soil tests are necessary to confirm options. More than one system likely.	Existing conservation land to remain, and new land to be added to conservation restriction. All housing outside buffer zones for wetlands. Natural Heritage feedback critical for confirming requirements to preserve any species. Requirements would be followed. This is the primary question for the parcel. Preliminary discussions indicate a version of this is viable. Significant landscaping would be maintained. Environmental priorities are likely to move housing closer to abutters and away from Wenham side as originally intended.	All housing under single family height limit and off required lot lines. Screening for all neighbors would be extensive. Depending on locations very modest or no visual from Essex St. The main visual impact will be for abutters (6-10). Screening for visual mitigation would be important.	High	Estimate 40 units for seniors in main house and addition with another 32-42 family units. The family units could be in smaller, diffuse 8 unit buildings or if preferred in one larger building to preserve more open space and limit visibility.
Gordon Conwell	+/- 13 acres	1.7 miles	Possible. Cost per unit TBD	Push access up the street from the Miles River corner. Appears viable.	Off of Bridge Street. Location and slope of driveway will be important.	This is the primary issue on the site. Good quality and extensive drainage testing and plans will be needed.	Unknown. Perc test required. Zone II will require a large parcel of open space to meet requirements	Zone II will drive drainage and septic design.	Housing would be in and up the hill with heavy screening. Very modest visual impact with a small number of abutters.	Unknown, Expect likely.	This could vary but we would expect between 50-80 units.

CONTACT INFORMATION

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