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*Registered Professional Engineers, Land Surveyors
Project Managers & Environmental Consultants*

September 16, 2025

Shannon Palmer, Conservation Officer
Hingham Conservation Department
210 Central Street
Hingham, MA 02043

Re: 33 Cliff Road, Hingham, MA
Notice of Intent
Raze and Reconstruct Single Family Home
Owner/Applicant: Bow Street, LLC

Ms. Palmer,

This letter is intended to address comments on the above-referenced project expressed in an email sent by you, dated September 2, 2025.

Submitted herewith are the following:

- Site Plan, revised September 16, 2025
- Narrative revised September 16, 2025
- Species Catalog Memo, prepared by Environmental Consulting & Restoration, LLC, dated August 28, 2025

Your email comments are shown below in italics and the Morse Engineering responses are in bold:

September 2, 2025 email comments

1. Under 310 CMR 10.58(5) previously developed RA is "areas degraded prior to August 7, 1986 by impervious surfaces from existing structures or pavement, absence of topsoil, junkyards or abandoned dumping grounds." The degraded area summary provided includes the parking area (1,475 SF) and ledge (4,757 SF) in the existing conditions calculation. Ledge is not considered a degraded area. Also, in staff's opinion, the parking area (currently on vegetation/dirt) is not considered an actual junk yard. Please recalculate the existing and proposed degraded area in the riverfront so staff can determine if the project complies with the criteria under 10.58(5)(e).

The ledge areas have been removed from the degraded area calculations. The junkyard parking area has been relabeled as gravel parking area. The parking area consists of human placed processed gravel as opposed to topsoil. The project results in a net increase of 541 s.f. of degraded area that will be mitigated at a 1:1 ratio within the existing degraded gravel parking area.

2. The proposed roof area (under degraded RA) is 1,645 SF. Does this include the garage?

Yes, the 1,645 s.f. of roof area includes the garage.

3. The alternatives analysis presents an alternative option of rebuilding the house in its current location. The standards under 10.58(5)(c) and (d) require “proposed work shall not be located closer to the river than existing conditions or 100 feet, whichever is less ...except in accordance with 310 CMR 10.58(5)(f) or (g)” and “proposed work, including expansion of existing structures, shall be located outside the riverfront area or toward the riverfront area boundary and away from the river, except in accordance with 310 CMR 10.58(5)(f) or (g)”, respectively. Existing conditions would be the limit of existing structure (deck). Staff recommends an alternative be presented that is no closer to the river than the existing deck with the expansion located away from the river as feasible.

The proposed conditions are further away from the river than the existing conditions and will be an improvement to the site. The existing gravel parking area is 49.0’ from Mean High Water (MHW), while the proposed driveway is 110.3’ from MHW. The existing shed is 55.4’ from MHW and the existing deck stairs are 93.7’ from MHW, while the proposed house is 101.6’ from MHW. It is not feasible to move the proposed dwelling further from MHW while also accommodating a minimal width driveway that allows room for vehicular maneuverability. It should be noted that the proposed dwelling is modestly sized, with only 2,817 s.f. of living area.

4. If mitigation is proposed due to non-compliance with any of the applicable criteria under 10.58(5), please clearly specify if proposed under (f) or (g) and the exact square footages. As the proposed planting area is not within a degraded area of the RA, staff recommends mitigation be proposed at a 2:1 ratio for alteration not conforming to the criteria under (c), (d) or (e). The narrative indicates 1,739 SF of mitigation is proposed which is the Buffer Zone mitigation area. If RA restoration is required in accordance with above, the Commission will need to determine if the buffer planting area may be credited as riverfront restoration.

In accordance with 10.58(5)(f), The project results in a net increase of 541 s.f. of degraded area that will be mitigated at a 1:1 ratio within the existing degraded gravel parking area. The total mitigation planting area has been increased to 2,280 s.f. in size so that the 1,739 s.f. of buffer zone alteration mitigation is still provided.

5. The Buffer Zone mitigation calculation includes the increase in roof area of 1,081 SF and driveway of 608 SF which is not consistent with the degraded RA calculations. Please clarify how these were calculated.

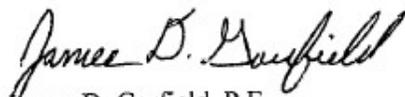
The reason that these numbers are not consistent is because there are portions of the roof and driveway that lie within the 200’ riverfront area, but are outside of the 100’ salt marsh / coastal beach buffer zone.

Additionally, per your request in a previous email, Environmental Consulting & Restoration, LLC has prepared a Species Catalog Memo (see attached) for the various existing trees and shrubs within the proposed mitigation area. Flags were hung in the field on the subject trees and the site plan now notes the species names for these trees.

It is our opinion that this letter addresses all comments.
If you have any questions, please do not hesitate to call.

Respectfully Submitted,

MORSE ENGINEERING COMPANY, INC.


James D. Garfield, P.E.