

Appendix 41

Review of Land Use and Local, Regional and State Planning



Review of Land Use and Local, Regional and State Planning Northern Pass Transmission Project

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1.0 Introduction

The Northern Pass Transmission Project (“Northern Pass” or the “Project”) proposes to construct, operate and maintain a 158 mile High Voltage Direct Current (“HVDC”) electric transmission line extending from Pittsburg, New Hampshire to a converter terminal in Franklin, New Hampshire, and a 34 mile alternating current (“AC”) line from the terminal in Franklin to a substation in Deerfield, New Hampshire.

This report examines the impacts of the construction and operation of the 192-mile facility on local land use. This assessment demonstrates that the impacts of construction and operation of the Project will not have an adverse effect on prevailing land uses. Land uses along the Project corridor include: forests, agriculture, residential, commercial/ industrial, transportation and utilities, recreation, conservation, historical, wetlands and water resources, and wildlife habitat.

Approximately 100 miles of overhead line will follow existing transmission rights of way, and another 60 miles are located underground along state and local roadways. Thus, approximately 160 miles or 83% of the 192-mile Project follows pre-existing corridors. Over 80% of Project area communities will have the route located within or along an already developed right-of-way (“ROW”). Sound land use and environmental siting principles support locating the Project in existing rights of way because it minimizes impacts to existing land use, regional development, and the environment.¹

The ROW between Pittsburg and Dummer is approximately 40 miles in length. Approximately 32 miles of this section of the ROW will be a new corridor between Pittsburg and Dummer and traverses sparsely populated land, primarily forested and managed for timber and recreational uses, which will continue largely uninterrupted. A total of eight miles of this portion of the ROW will be located underground along an existing ROW, further reducing impacts.

In order to conduct this analysis, Normandeau examined local land use, regional and municipal master plans, as well as local regulations such as zoning ordinances. The Project is consistent with the prevailing land uses along the corridor and with the goals and objectives of long-range policy planning documents, and will not interfere with their implementation.

¹ Decision in Portland Natural Gas Transmission System Maritimes & Northeast Pipeline Company, NH SEC, Docket No. 96-01 and Docket No. 96-03 (July 16th, 1997), *available at* <http://www.nhsec.nh.gov/projects/1996/index.htm>; Findings of the Bulk Power Facility Site Evaluation Committee, NH SEC DSF 850-155 (September 16th, 1986), *available at* <http://www.nhsec.nh.gov/projects/1990.htm>.

2.0 Report Methodology

This report examines existing land uses in each community along the corridor in order to estimate impacts to local land use.² Normandeau Associates, Inc. reviewed land use data and trends, local master plans and zoning ordinances, and other land use information from regional planning commissions, NH Department of Revenue Administration, other state and federal agencies, NH GRANIT, local communities, and other sources. From these sources, Normandeau compiled detailed summaries of land use, zoning and development ordinances, master plans, and other long range plans for each community where the Project is located.

Recently completed regional plans were obtained from each of the four regional planning commissions in the Project area. Other plans, such as local river corridor management plans, and over two dozen statewide plans that involve different aspects of land use, environment, energy, and transportation infrastructure also were collected and reviewed.

All of the goals, objectives and recommendations in local, regional and statewide plans were reviewed, summarized and evaluated. In most instances, these plans did not directly relate to the construction or operation of the proposed facility. In many cases, the plans expressed general planning goals and objectives such as protecting rural character by encouraging development in already developed areas and protecting open space.

Other sources of information considered in the preparation of this report include comments that were received by the United States Department of Energy (“DOE”) and the Applicant from municipalities, regional planning commissions and the public as well as the DOE Draft Environmental Impact Statement. Public comments made at the NH SEC pre-application public information sessions held on September 2nd, 3rd, 8th, 9th and 10th, 2015 were considered as well.

In addition to document review, Normandeau conducted site visits along the corridor and met with the staff of regional planning commissions and local professional planners to discuss the status of local and regional plans, existing land use and plans for future development.

Normandeau also reviewed approximate distances from the edge of the ROW to buildings outside the corridor. It should be noted that the distance between these buildings and a structure is greater and sometimes significantly further than these measurements since electric transmission lines are rarely placed adjacent to the edge of the ROW.

For the purposes of this report, “Project area” refers generally to the 31 communities of Pittsburg, Clarksville, Stewartstown, Dixville, Millsfield, Dummer, Stark, Northumberland,

² SEC rule, Site 301.03 (j) (1), in its current form, requires that an application provide information regarding the effects of a facility on the orderly development of the region, including an estimate of the impacts of the construction and operation of the facility on local land use. In its ongoing rulemaking proceeding, the SEC has adopted an initial proposed rule that fleshes out this requirement to require a description of prevailing land uses along with a description of how the proposed facility is or is not consistent with such land uses. This report was developed to comply with the existing rule, while taking account to the extent possible of the ongoing proposed changes, understanding that further revisions may occur before a final rule is established.

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Lancaster, Whitefield, Dalton, Bethlehem, Sugar Hill, Franconia, Easton, Woodstock, Thornton, Campton, Plymouth, Bridgewater, Ashland, New Hampton, Bristol, Hill, Franklin, Northfield, Canterbury, Concord, Pembroke, Allenstown, and Deerfield, and “Project corridor” or “corridor” refers to the ROW.

3.0 Project Description

Northern Pass LLC and Public Service of New Hampshire d/b/a Eversource Energy (“PSNH”) have applied to the New Hampshire Site Evaluation Committee (“SEC”) for a Certificate of Site and Facility to construct, operate, maintain and connect a 1,090 megawatt (“MW”) High Voltage Direct Current (“HVDC”) electric transmission line between the United States – Canada border in Pittsburg, New Hampshire to a proposed converter terminal in Franklin, New Hampshire, where the direct current (“DC”) power will be converted to alternating current (“AC”) power. The Applicant’s propose to construct, operate and maintain a 345 kV AC line from the Franklin terminal to a substation in Deerfield, New Hampshire. The HVDC segment from Pittsburg to the terminal in Franklin is approximately 158 miles, and the AC segment from the terminal in Franklin to Deerfield is approximately 34 miles.

The proposed route of the transmission line begins in Pittsburg and extends southeasterly through segments in Clarksville and Stewartstown, southerly through Dixville, Millsfield and Dummer, and southwesterly along an existing ROW through Dummer and Stark, to the Lost Nation substation in Northumberland. Most of the northern route between Pittsburg and Dummer is new ROW within an area which is predominately forested and sparsely populated. The Applicant has acquired property interests along 32 miles of the new ROW. There are two proposed underground transmission line segments in the northern section along public roadways: an approximately 0.7 mile section at the U.S. Route 3 bridge-crossing of the Connecticut River between Pittsburg and Clarksville, and a 7.5-mile section in Clarksville and Stewartstown, of which approximately seven (7) miles follows existing transportation corridors along segments of Route 145, Old County Road, North Hill Road, Bear Rock Road and Heath Road. Transition stations will be constructed on each end of the underground segments.

From Dummer, the transmission line follows an existing transmission corridor to the Lost Nation Substation in Northumberland, and from Lost Nation to the Whitefield Substation. It then continues along the existing ROW to a transition station in Bethlehem. The underground line follows public roadways from Bethlehem to the Bridgewater transition station where it re-emerges to an overhead line and follows an existing transmission ROW from Bridgewater to the converter terminal in Franklin.

The converter terminal in Franklin will be located on a portion of a 118-acre former campground which is owned by the Applicant. The City of Franklin supports the construction of the converter terminal facility at this location.

The 345 kV AC transmission line continues to follow existing ROW for 34 miles to the Deerfield Substation.

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The Applicant has proposed to locate approximately 100 miles of overhead line within an existing transmission ROW and 60 miles underground along state and local roadways. Thus 160 miles, or 83% of the 192-mile Project follows pre-existing corridors.

Of the 40 miles in the northernmost segment between Pittsburg and Dummer, approximately eight miles is underground in sections of Pittsburg, Clarksville and Stewartstown and 32 miles of the northern route is overhead transmission within a new ROW. Approximately 24 of the 32 miles of new right of way is located within the large area managed by Wagner Forest Management, a sustainable commercial forestry operation, of which 18 miles are within the unincorporated places of Dixville and Millsfield and six (6) miles is in Dummer.

Timber-harvesting operations and several logging roads are located in this area. Granite Reliable Wind, a 99 MW energy facility with 33 turbines, several miles of roadway and a power line extending to Dummer, also is located in Dixville and Millsfield.

The structure heights for the Project vary by location and are determined by many factors such as the width of the ROW, the location of other lines and structures within or intersecting the ROW, the need to span wetlands, streams and roadways, changes in terrain and the need for clearances for safety. In general, the most common structure height from the border to the existing ROW in Dummer will be 85 to 90 feet, and from Franklin to Deerfield the most common structure height is 80 feet. The existing 115 kV and 345 kV transmission line structures are between 45 to 75 feet in height. In some locations, these existing transmission lines will need to be relocated within the ROW to make room for the new line, and the replaced structures may be taller than the existing ones.

Most of the new transmission structures will be 600 to 650 feet apart, and some could be as much as 1,000 feet apart in some locations. Several structure types may be used, including lattice, monopole and H-frame. The four base feet of lattice structures form a square of approximately 30 by 30 feet, with an anchoring concrete pad about 3 to 5 feet in diameter at each corner. Monopole structures are approximately 5 to 10 feet in diameter at the base, and H-frame structures have two legs approximately 2 to 3 feet in diameter at the base.

In addition to the structures noted above, the Project also includes some new or improved access roads that are necessary during the construction portion of the Project. These roads will be generally located where existing access roads or disturbed land exists and will be improved only to the extent necessary to accommodate equipment and vehicles required for off-road construction. In addition, there will be temporary uses of land during construction for placement of materials, work spaces, access and parking. Most of the temporary laydown yards will be located at existing gravel pits.

4.0 Prevailing Land Use

For the purposes of this report, existing land uses are categorized as: forests, agriculture, residential, commercial/ industrial, transportation and utilities, recreation, conservation, historical, wetlands and water resources, and wildlife habitat.³

These general land use classifications were derived from the existing land uses as described in local and regional master plans in the Project area.

Land Use Background

The Project's land use classification is as a utility. Approximately 160 miles, or 83%, of the proposed 192-mile Project between Pittsburg and Deerfield is located within or along existing utility and transportation corridors, namely, ROWs for electric lines and state and local roadways. The approximately 40-mile northernmost segment between Pittsburg and Dummer includes 32 miles of overhead lines in new ROW and eight miles of underground cable. The new ROW traverses sparsely populated land, which is primarily forested and managed for timber and recreational use. Pittsburg, Clarksville and Stewartstown have a combination of overhead and underground lines, while the 18-mile segment in Dixville and Millsfield is overhead. The line is also overhead in Dummer, where it joins an existing transmission ROW which it follows to the Lost Nation Substation in Northumberland. The route from the Dummer Substation to Deerfield is located within an existing transmission line ROW or along a public road corridor.

The electric transmission system in New Hampshire was constructed over many decades and exists in all developed communities. Many of the ROW easements were obtained in the 1940s and 1950s, while some were established in the 1920s and 1930s. For example, there are several easements of various widths associated with the PSNH D142 Line between the Lost Nation and Whitefield Substations, acquired between 1946 and 1956. Many of the existing PSNH ROWs contain several transmission and/or distribution lines constructed at different times. Many sections of the proposed route pre-date the construction of Interstate 93 (I-93) and one section of the ROW was relocated at the request of federal and state agencies to accommodate the siting and construction of a portion of I-93 in the 1960's. Most of the state's electric utility corridors have been used, maintained and reserved for electric power lines for the past 50 to 90 years.

The ROW for this Project is a very small percentage of overall land use in each community. From the Canadian Border crossing in Pittsburg to the existing ROW in Dummer, the new

³ Most modern land use classifications are based on the 1965 Standard Land Use Coding Manual (SLUCM) produced by the Urban Renewal Administration of the Housing and Home Finance Authority, which established a consistent system for identifying and coding land use activities. In the 1990's, the American Planning Association (APA) joined with the Federal Highway Administration (FHWA) and several other federal agencies to develop the Land-Based Classification Standards (LBCS) to update the SLUCM. This model assigns land classifications based on activity, function, structure, site and ownership. There are other land use classification models, but they all consistently define existing land uses by observable activity on the site such as: residential, commercial, industrial, institutional, public infrastructure and utilities, transportation, recreation, natural resources, and undeveloped.

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ROW represents less than one percent of land area, including 0.03% in Pittsburg, 0.55% in Clarksville, 0.36% in Stewartstown, 0.43% in Dixville, 0.45% in Millsfield, and 0.28% in Dummer (the total existing and new right-of-way is 0.45%). The existing ROW corridor from Dummer to the Deerfield Substation also is a small percentage of land area in each community. The easement in each community is below 1% in every municipality except Whitefield (1.41%) and Franklin (2.37%), each of which has a long segment of existing ROW. There will be no change in land use in these communities. In addition, Whitefield has an existing substation and Franklin is the site of the new converter terminal.

While the Project represents a very small percentage of land use in each community along its route, it is a long linear Project involving more than thirty (30) communities and portions of several regions and counties. The benefits of the Project are much broader, extending state-wide and across the New England region.

As with other utility lines across the state, the Project corridor traverses or is adjacent to land uses such as forests, agriculture, residential, commercial/ industrial, transportation and utilities, recreation, conservation, historical, wetlands and water resources, and wildlife habitat. In many cases, the ROW predates nearby land uses, and by following the existing corridor, the Project will maintain existing land use patterns.

The following sections provide a general description of the prevailing land uses within and adjacent to the Project corridor and evaluate the consistency of the proposed facility with such land uses. Overall, the Project is consistent with existing land uses, and will not have an adverse impact on land use along the corridor.

4.1 Forests

According to the USDA Forest Service and the NH Division of Forests and Lands, New Hampshire is the second-most forested state in the nation, following only the State of Maine. About 84% of New Hampshire is forested, with the North Country well over 90%. The location of the proposed transmission line ROW between the United States/Canada border and the existing transmission line ROW in the Town of Dummer is primarily forested. This region of the New Hampshire is sparsely developed and lightly populated. The dominant forest community types in this area are northern hardwood–conifer forests and lowland spruce–fir forests. High elevation spruce–fir forest is found on upper mountain slopes and ridgetops, while seepage forests occur on lower mountain slopes. Many pole-sized trees (5 to 11-inch diameter at breast height [“dbh”]) and small sawtimber trees (12 to 18 inch dbh) are found in the northern forested areas, as well as regenerating seedlings, logging roads and log landings, indicating widespread timber management activities.

Several large parcels such as the active timber harvesting areas in northern forested areas already include logging/haul roads and crossings of wetlands and streams with heavy equipment and logging trucks. About 24 miles of the proposed ROW traverses the area managed by Wagner Forest Management. These large parcels already include logging roads and log landings, and large patches of previously harvested areas. In addition, according to the NHSEC decision granting certification of site and facility in July of 2009, the 99 MW Granite Reliable Wind Project, located on commercial forest land identified as Phillips Brook Tract and the Bayroot parcel, includes a string of 33 turbines along Dixville Peak in Dixville and Mount Kelsey, Owlhead Mountain and Fishbrook Ridge in Millsfield.

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The Granite Reliable Wind Project also includes 19 miles of upgraded gravel roads, construction of 12 miles of new roads, a new electrical substation with nearby maintenance building and laydown area in Dummer, a new interconnection switching station in Dummer, 34.5 kV collection lines and a new 5.8-mile 115 kV interconnection line within a 100-foot corridor along Dummer Pond Road. The energy facilities span a distance of about 14.5 miles. The turbines are about 410 feet in height from the ground to the tip of the blades.

Forestry and associated activities will continue to operate after the Project is constructed. The Project will not have an adverse impact on forest management or forestry activities along the ROW. Forestry uses have coexisted with the existing utility corridor for many years, and development of the new ROW corridor will not interfere with the forestry or timber management activities present in the area.

4.2 Agriculture

About 4% of New Hampshire's land area is considered agricultural land (NRLC 2011). A large proportion of this agricultural land is located in the floodplains of the state's major rivers. It is estimated that approximately 370 acres of the Project ROW is categorized for agricultural use such as pasture/hay or cultivated crops. The densest agricultural areas intersecting the Project are in Lancaster along the Israel River floodplain and in Ashland within the floodplain of the Pemigewasset River. Other towns with agricultural lands totalling over 40 acres within the existing ROW include Deerfield (63 acres) and Clarksville (97 acres) (NRLC 2011).

There are many agricultural uses in New Hampshire which take place within transmission line rights-of-way, including row crops, hay fields, orchards, tree farms, and pastures for livestock. Impacts to agricultural lands are generally minor and associated with one or more new structures in the ROW.

The Project will not have an adverse impact on agricultural uses and will not interfere with on-going operations. A large portion of the Project is located within or along an established ROW that is routinely maintained, and the Applicant has indicated that it will continue to coordinate corridor maintenance with agricultural landowners, and minimize or mitigate temporary impacts during construction.

4.3 Residential

The majority of the northern communities traversed by the Project area use less than 12% of their land acreage for residential development and the communities south of the White Mountain National Forest (with the exception of Canterbury) have approximately 22-29% of their lands in residential use (RKG Socioeconomic Trend Baseline Report 2011).

In the northern segment from Pittsburg to the existing ROW in Dummer, there are approximately 10 homes within 500 feet of the overhead ROW. Between Bethlehem and Bridgewater, 52 miles of the route will be located underground, and will have no adverse impact on adjacent residential uses.

There are more residential properties along the existing ROW from Dummer to Deerfield, especially in communities with higher populations. Many homes were built or purchased, and nearby residential developments constructed, with the existing transmission line ROW

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in place. The transmission ROW in the southern section of the Project is near or intersects some denser residential areas. More detailed descriptions of residential land and other land uses can be found in Attachment A, Land Use Along the Project Corridor.

The Project will not have an adverse impact on residential land use along the corridor because it is primarily located within or along pre-existing utility and roadway corridors and will not interfere with established development patterns.

4.4 Commercial/Industrial Areas

The majority of the proposed Project area in the northern part of the state is forested and primarily undeveloped, with minimal commercial development.

Concord and Plymouth have the greatest amount of commercially developed land along the route. The route through Plymouth is underground. In Concord, the existing overhead transmission ROW is west of D'Amante Drive in the vicinity of Route 9, and passes through the industrial park located east of the Concord Airport.

The construction and operation of the Project will not have an adverse impact on commercial or industrial operations because it is located underground along an existing transportation corridor or within an existing right of way that has been used and maintained for electrical transmission purposes for several decades. The Applicant will work with local businesses and communities to minimize any temporary, short-term impacts due to construction (see Pre-filed Testimony of Sam Johnson).

4.5 Transportation and Utilities

Transportation and utility facilities and services are associated with airports, roads, interstate highways, railroads, gas/oil pipelines, electrical transmission lines, and distribution lines, water and sewer systems, sidewalks and trails.

There are five Project area communities with airports: the Mount Washington Regional Airport in Whitefield; the Concord Municipal Airport; the Franconia Airport; the Newfound Valley Airport in Bristol; and the Plymouth Municipal Airport.

The Applicant has carefully considered the siting of its Project with respect to these airports and has coordinated with the New Hampshire Department of Transportation ("NHDOT") and Federal Aviation Administration ("FAA") to ensure that the Project will not adversely impact these airport operations.

The proposed Project will cross many roads and some railroads; most of these crossings will be within an existing transmission line corridor. The Project also will follow the state road ROW along Routes 18, 116, 112 and Route 3, and more than seven miles of state and town roads in Pittsburg, Clarksville and Stewartstown. The transmission line ROW in the Northumberland/Stark/Dummer area also includes an existing natural gas transmission line. Each road, railroad and public water crossing must receive approval from the Public Utilities Commission to insure public safety, and those applications have been submitted. The Project will not have an adverse impact on transportation and utilities and will work with towns and appropriate agencies to insure that co-location is properly engineered for safety and reliability in construction and operation, and to carefully manage traffic flow. Many roads across the state are used for both motor vehicle traffic and bicycling. The

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NHDOT bicycle route map lists most state and local roads, as well as existing and potential rail trails, as bicycle routes in New Hampshire. The Project corridor crosses multiple bicycle routes located on existing roadways.

The Project will not have an adverse impact on the continued use of these bicycle routes. Temporary impacts from construction will be minimized by coordinating with the towns and appropriate agencies and by using best management practices.

The Project will be primarily co-located with other electric utility lines and along existing transportation rights of ways. In addition, a portion of the Project in Northumberland/Stark/Dummer is located along the PNGTS natural gas right-of-way. Meter stations are located in the Project communities of Pittsburg and Northumberland (two (2) in Groveton). In addition to electric and natural gas lines, utilities such as water, sewer and drainage lines and facilities also may be present in some locations and will be protected.

The Applicant will coordinate with towns, other utilities and appropriate agencies to ensure that the construction and operation of the Project does not have an adverse impact on current or future on-going transportation and utility services and facilities along the ROW.

4.6 Recreation

The existing PSNH transmission line ROW is presently used for a variety of recreational activities, as permitted by each underlying landowner. Segments of the existing ROW are used for trail-based recreation such as hiking, mountain biking, snowmobiling, ATV riding, and horseback riding. The Project is located underground along the existing Route 112 corridor as it crosses the Appalachian Trail ("AT"), a National Scenic Trail designated under the National Trail System Act of 1968.

ATV and snowmobile riding are popular and well-organized activities for both residents and tourists in New Hampshire. Many trails are established and maintained by private, local or regional clubs, and many existing trails follow or cross the existing transmission ROW and local and state roads.

The existing ROW passes through the Canterbury Woods Golf course in Canterbury, and is west of the Concord Country Club. The ROW is underground along U.S. Route 3 as it passes near the Jack O' Lantern Resort and Golf Course in Woodstock and is underground as it passes near the White Mountain Country Club in Ashland.

Over 80% the Project is located along an existing corridor that has been used as a transmission or transportation for decades and will not have an adverse impact on existing passive and active recreational activities.

Short-term construction impacts would include closures of recreational resources and disruption of normal recreational activities and would be limited to the duration of construction, maintenance, and emergency repairs. Regarding impacts to trails, it is likely that trails would be closed at the trailhead during construction, limiting recreational use of portions of these trails beyond the portion directly impacted by construction activities. Short-term construction impacts of underground cable installation could persist for a longer duration, due to the more involved nature of construction.

4.7 Conservation Lands

The Project crosses through or near many properties that are designated as conservation lands or open space. Most notably, the ROW will be located underground from Bethlehem to Bridgewater, including where it traverses near or within this portion of the White Mountain National Forest, which is managed by the United States Forest Service (USFS). PSNH has a license to maintain the existing transmission line ROW in the WMNF and has applied for a special use permit for this Project. The USFS also is a participant in the DOE's EIS process.

The Project route also is within the northwest section of the Pondicherry Division of the Silvio O. Conte National Fish and Wildlife Refuge, where the existing transmission ROW was in use before the refuge was established in 1997. The Project crosses the Franklin Falls Dam property on the Pemigewasset River, owned and managed by the U.S. Army Corps of Engineers for flood control and recreational use. The Project area also intersects or borders parcels with federal easements under the Wetlands Reserve Program (WRP) and Grasslands Reserve Program (GRP). The parcels that intersect the Project are on the existing ROW, which was in place before the federal easements were established.

Several State of NH conservation lands, forests or parks are near or intersect the Project area. Examples include Coleman State Park in Stewartstown, Cape Horn State Forest in Northumberland, Franconia Notch State Park in Franconia and the northernmost portion of Bear Brook State Park in Allenstown.

The Project corridor also crosses local and private conservation lands. In many cases, the existing transportation and utility corridors were established prior to the designation of these conservation parcels.

The Project will not interfere with or have an adverse impact on conservation lands and will not alter the on-going, long term management, use or public access to these parcels.

4.8 Historical/Archeological Resources

Historical and archeological research is being conducted for the Project in conformance with the requirements of the SEC application and Section 106 of the Historic Preservation Act. These studies are covered in other consultant reports and are summarized in the testimony of Cherilyn Widell and Victoria Bunker.

4.9 Wetlands and Water Resources

Potential impacts to wetlands, vernal pools and streams have been described in the Normandeau Wetland, Rivers, Stream, and Vernal Pool Resource Report and Impact Analysis, 2015, as well as in the applications submitted to the NHDES and the U.S. Army Corps of Engineers for the Project, found in Appendices 31, 3 and 4 of the NHSEC application. As noted in the application and the testimony of Lee Carbonneau, wetlands impacts are small.

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4.10 Wildlife Habitat

An evaluation of wildlife habitat for the Project area was conducted and is described in the Normandeau Vegetation and Ecological Community Report, 2015, as well as in the Normandeau Wildlife Impact Assessment Report, 2015 (NHSEC Application, Appendices 35 and 37). These reports were submitted to the appropriate agencies and the NHSEC and are summarized in the testimony of Lee Carbonneau.

4.11 Consistency with Prevailing Land Uses

Over 80% (and nearly 100% from Dummer to Deerfield) of the Project is located in existing electric transmission line and transportation corridors and will not change prevailing land uses along the corridor. The electric transmission system in New Hampshire was constructed beginning in the early 1900's. The ROWs contain several transmission and distribution lines constructed at different times, and are regularly upgraded and maintained as electric utility corridors. Similarly, several miles of the underground cable will be placed along existing transportation corridor which have existed for many years, and the long term use of these roads will not be altered.

Siting a new transmission line in already developed corridors is a sound planning and environmental principle because it reinforces local patterns of development and minimizes environmental impacts. These existing transportation and utility corridors have been a part of the fabric of local and regional development for many years. There will be no adverse impact on the continuation of these uses as a result of the Project.

The approximately 32 miles of new above-ground right-of-way will be constructed between Pittsburg and Dummer and traverses sparsely populated land, which is primarily forested and managed for uses such as timber harvesting, recreation and a large energy facility. These uses will continue after construction. In addition, approximately eight miles of the Project in Pittsburg, Clarksville, and Stewartstown, and 52 miles from Bethlehem to Bridgewater, will be placed underground which will result in no permanent adverse impact on land uses along the ROW.

The operation of the line will not place any demands on local or regional government for the provision of services or facilities. By using existing ROW and transportation corridors, locating portions underground and placing the new right of way on sparsely populated land, away from settled areas, the Project is consistent with local and regional patterns of development, and will not have an adverse impact on prevailing land uses.

5.0 Local, Regional and State Planning

Local, regional and state plans were reviewed and considered to enhance Normandeau's understanding of the effect of the Project on land use and the orderly development of the region. This Section provides a description of long range plans developed by local, regional and state entities that touch on aspects of land use planning topics addressed in Section 4. The policies and goals expressed in these long range plans form the basis for the future development of the region and the state.

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The region in this case consists of over thirty communities and four different NH Regional Planning Commission (RPC) areas. Each RPC's long-range planning documents were reviewed to understand development goals and policies, and interviews with regional and local planners assisted with understanding the conditions present in each region.

In addition to the regional plans, Normandeau reviewed river corridor management plans, scenic byway corridor management plans, and statewide plans such as the State Development Plan and the Climate Action Plan. Local master plans from all of the corridor communities were reviewed and evaluated with respect to land use patterns and future development.

The Project is consistent with the goals and strategies of local, regional and state plans, and will not interfere with their implementation. The use of existing corridors for over 80 % of the route, as well as the location of new right of way in a sparsely populated area, where timber harvesting is the primary land use, and will have the least amount of impact on local land use patterns and the environment, and to help ensure it is consistent with the orderly development of the region.

5.1 Regional Planning Commissions

RPCs have a duty to prepare a coordinated plan for the development of a region, taking into account present and future needs with a view toward encouraging the most appropriate use of land, such as for agriculture, forestry, industry, commerce, and housing; the facilitation of transportation and communication; the proper and economic location of public utilities and services; the development of adequate recreational areas; the promotion of good civic design; and the wise and efficient expenditure of public funds (RSA 36:45-48). Each RPC is tasked with working with local communities and seeking direct input from citizens when developing the regional plan.

Each of the nine RPCs in New Hampshire recently updated their regional plans as part of a statewide effort called "A Granite State Future," which was funded by a grant from the U.S. Department of Housing and Urban Development ("HUD") and administered by the Nashua RPC. These plans are intended to serve as advisory documents that provide a broad range of demographic and other planning data for municipalities in each region to use as a resource when updating their own plans, as well as for a host of other purposes, such as for economic development or conservation initiatives.

The Northern Pass Project is located within portions of four RPC areas, including from north to south:

- North Country Council: www.nccouncil.org;
- Lakes Region Planning Commission: www.lakesrpc.org;
- Central New Hampshire Regional Planning Commission: www.cnhrpc.org; and
- Southern New Hampshire Planning Commission: www.snhpc.org.

Each region also has prepared long range planning documents such as transportation plans and studies, housing reports and Comprehensive Economic Development Strategies (CEDS)

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that examine existing and future conditions and set forth vision, goals and strategies for future development of the region. These documents typically were developed with guidance from cross-sector steering committees as well as substantial public input.

5.1.1. North Country Council (NCC)

NCC is the regional planning commission and federally-designated economic development district for northern New Hampshire. The NCC was founded in 1973 and serves 51 municipalities and 25 unincorporated places. The region includes all of Coos County and portions of Grafton and Carroll Counties. Project area communities from Pittsburg to Plymouth are part of the NCC Region. For unincorporated places, the Coos County Board of Commissioners serves as the governing body, and the Coos County Planning Board serves as the local planning and land use board.

NCC's regional plan, "A Plan for New Hampshire's North Country" was adopted in late 2014. It includes an analysis of existing conditions, regional statistics and trends, a list of strengths, weaknesses, opportunities and threats, guiding principles, vision statements, strategies and an implementation matrix. The regional plan also incorporates the NCC's Comprehensive Economic Development Strategy ("CEDS") for 2013 – 2017, among other plans. All of the NCC plans that were reviewed emphasize the importance of economic development to the region, and note that high energy costs compared with national averages are a threat to the region's economic vitality.

One of the most important regional assets noted in the regional plan is the rural landscape that contains working forests and farms, a patchwork of villages and community centers, and abundant scenic and natural resources that support both wildlife and tourism. The plan recommends that NCC advocate for protecting these resources as well as the region's "iconic and popular viewsheds" and "ensure that economic and cumulative impacts" are considered in proposals for large transmission lines such as Northern Pass.

An update to the NCC Regional Transportation Plan ("RTP") was adopted in 2015. The NCC RTP is a policy document intended to guide decisions regarding transportation and outlines local and regional priorities. The plan includes policy statements reviewed by the Transportation Advisory Committee and adopted by the NCC as part of the update. The plan encourages the consideration of local and regional interests when decisions regarding surface and air transportation corridors (rail, highway, air) and utility transmission corridors (electricity, gas, oil, water and other utilities including fiber optics) are made at the state and federal levels.

The CEDS and the Coos Economic Action Plan ("EAP") also identify the preservation and maintenance of the working landscape and the protection of natural features such as the White Mountain National Forest as important to support the future economic success of the region.

This is consistent with the concerns that NCC expressed in April of 2011 to the Department of Energy regarding the Northern Pass Project. The NCC identified potential impacts on the quality of the region's environment which may impact the region's economic potential for tourism, resource-based jobs and businesses which may be attracted by a high quality of life for workers. The agency also noted that the issues of most concern were potential effects on

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“landscape attractiveness,” “rural and community character,” “tourism industry” and “real estate values.”

The NCC recommended that the DOE consider six alternatives during the EIS process: (1) no action; (2) burying the line along existing rights-of-way such as existing transmission lines and former rail corridors; (3) siting the line concurrent with existing lines; (4) augmenting the U.S. power supply with small locally produced renewable sources as supported by the Council’s Comprehensive Economic Development Strategy; and (6) expanding the Cape Wind Project in Massachusetts.

The Project addresses these concerns by “siting the line concurrent with exiting lines” as suggested by NCC by utilizing existing corridors. In addition, 60 miles of the line will be located underground along existing road ROW.

The proposed Project will provide reliable and competitively-priced base load energy for the New England power grid, helping reduce energy costs for all industries and add to the diversity of energy resources available in the region. This is consistent with the economic development goals in the NCC regional plan and CEDS. In addition, tax revenues can be used by local communities and the county to help fund some of the priorities in the plans.

5.1.2. Lakes Region Planning Commission (LRPC)

LRPC is the regional planning agency for 30 communities in the lakes region of New Hampshire. The LRPC was founded in 1968 and recognized by the state in 1970. Its office is located in downtown Meredith. The region includes all of Belknap County and portions of Grafton and Carroll Counties. Project communities from Bridgewater through Northfield, including the City of Franklin where the converter terminal is sited, are located within the LRPC Region. The Project follows existing transportation and electric utility corridors through these communities.

The *Lakes Region Regional Plan, 2015 – 2020*, includes an executive summary, vision statement, implementation plan and regional strategy, and technical chapters on economic development, housing, transportation, environment, natural hazards/climate change and energy efficiency/green buildings. As with the NCC, protection of the region’s environment and natural resources is one of the Region’s top priorities, along with energy efficiency and renewable energy choices at reasonable costs for all residents.

One of the goals of the Economic Development Chapter is to maintain and enhance the built environment in an environmentally suitable manner. A related strategy is to “assist the Lakes Region in adjusting to the need for lower-cost and renewable fuels, while considering the impacts of these potential developments on the natural environment. Effectively protect or enhance natural resources through conservation efforts.”

The Plan’s Energy Efficiency and Green Building Chapter contains a thorough description of the region’s energy sources, and points to the need for the Region to explore more renewable energy solutions.

The Project is consistent with the regional plan goals and policies and will not interfere with the implementation of the regional strategies. The proposed Project will provide reliable and

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competitively-priced base load energy for the New England power grid, helping reduce energy costs for all industries and add to the diversity of energy resources available in the region.

5.1.3. Central New Hampshire Regional Planning Commission (CNHRPC)

CNHRPC was formed in 1970, closed down in 1984, and resumed operations in 1986. Twenty (20) municipalities in the Concord area are within the planning region, with each community appointing two representatives to the commission (except Concord which due to higher population, has four commissioners). The Central NH RPC is located in Concord. Project area communities from Canterbury through Allenstown are located within the Central NH RPC Region. The Project is located along existing electric transmission corridors through these communities.

The Central New Hampshire Regional Planning Commission recently completed the Central New Hampshire Regional Plan, 2015. The plan was adopted by the CNHRPC in February 2015.

A central tenant of the CNHRPC's vision statements is balance. Balance of environment and open space with residential and economic development, balance of diverse and broad opportunities with efficiencies in land use development, transportation, energy usage and fiscal expenditures. Maintaining the region's unique characteristics and quality of life is also a key theme to the plan. Guiding principles include utilizing existing infrastructure and preserving open space to "help reinvigorate town centers and rural villages to maintain the character of the region's communities."

The Plan's Energy Chapter acknowledges that "reliable, affordable sources of energy are critically important to everyone's quality of life and impact our economic and environmental sustainability." The Chapter focuses on the link between energy supply, energy use and land development patterns and outlines key findings on energy efficiency activities at both the state, regional and local level. The Chapter identifies hydropower, or hydroelectric power as "one of the most common and least expensive sources of renewable electricity in the United States today," discusses the region's suitability for generating hydropower due to river access, and encourages small hydro facility generation. The Chapter concludes by noting that "as renewable energy sources become more accessible, citizens and community officials need to carefully assess the needs for energy and balance this with the prevailing land use patterns in the community."

The Project is consistent with the CNHRPC Regional Plan as the Project supports a balance between constructing increased capacity of clean, renewable energy with the need to protect existing land use patterns and open space. The Project will use existing ROW in the region, which will not impact the prevailing land use patterns.

5.1.4. Southern New Hampshire Planning Commission (SNHPC)

SNHPC, formed in 1966, is the regional planning agency for 15 communities in the Manchester area, with an office located in Manchester. SNHPC is also the Metropolitan Planning Organization ("MPO") for the region and is responsible for long-range transportation planning and programming of federal funding for transportation Projects.

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The region includes portions of Rockingham, Hillsborough and Merrimack Counties. Deerfield is the only Project community located within the SNHPC Region. The route in Deerfield follows an existing transmission line ROW to the Deerfield Substation.

The SNHPC Regional Plan is called “Moving Southern New Hampshire Forward FY2012-2015.” Similar to that of CNHRPC, the SNHPC plan seeks to balance growth and development to broaden tax base with efforts to improve and protect the quality of life, community character and environment. One of the top action recommendations in the Economic Development Chapter is to “encourage and promote renewable, environmentally friendly and lower cost forms of energy and fuels.”

The Energy Chapter discusses the need to balance environmental policy decisions with the need for energy choices, prices, and reliability. The plan recognizes that “there is a need for close coordination between energy and environmental policy to more effectively achieve common goals and to ensure that their respective development and implementation does not inadvertently work at cross purposes.”

Chapter recommendations include: “increase regional use of and support for renewable energy; ensure renewable energy facilities are properly sited and do not negatively impact natural resources including scenic views and wildlife habitat; establish new or promote existing incentives and financing options for renewables for the residential, commercial, institutional, and municipal sectors; encourage expanded access to renewable energy and its benefits.”

The Chapter specifically identifies the Northern Pass Project in a list of key issues and concerns in the region. The plan states that “the Northern Pass Project is projected to bring 1,200 megawatts (MW) of clean, low-cost energy from Hydro-Québec’s hydroelectric plants in Canada to New Hampshire and New England continues to be a major issue confronting the state and the SNHPC Region.”

The Chapter does not make any specific recommendations regarding the Project. As with the CNHRPC region, the Project will use existing ROW, and will not impact the prevailing land use patterns. The Project is consistent with the regional plan as it seeks to balance the need for diversifying clean energy resources with protecting existing land use development patterns.

Overall, the Project is consistent with the RPC’s general goals and policies and will not interfere with the implementation of regional strategies. The Project will provide reliable and competitively-priced base load energy for the New England power grid, helping reduce energy costs for all industries and add to the diversity of energy resources available in the region. In addition, the Project will use existing corridors, which will not impact the prevailing land use patterns which supports regional goals as well.

5.2 White Mountain National Forest-Land and Resource Management Plan

The White Mountain National Forest (“WMNF”) region in New Hampshire is comprised of nearly 800,000 acres of land in New Hampshire and western Maine, and is managed by the United State Forest Service (“USFS”), which is a division of the U.S. Department of

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Agriculture. Enabled by passage of the Weeks Act of 1911, the WMNF was initially established by presidential proclamation on May 16, 1918 (USFS, 2015) and was initiated with the purchase of 7,000 acres in Benton, New Hampshire.

The Weeks Act was passed in response to public concern regarding uncontrolled logging and burning across large tracts of land that were controlled by private timber industry interests. Along with other national forests across the country, the WMNF was created to provide clean water sources and continuing forest resources for the nation while protecting and managing the land for future generations.

The USFS oversees its lands by balancing public interests and managing commercial activities within the WMNF such as logging operations, communication facilities, utility rights of way, and various recreational facilities and businesses such as campground concessions and ski areas. This includes four (4) cross-country ski touring areas (Bretton Woods, Great Glen Trails, Jackson Ski Touring Foundation, and Bear Notch Ski Touring Center) and four (4) alpine ski areas (Attitash/Bear Peak, Loon Mountain, Waterville Valley and Wildcat) that are operated under Special Use Permits ("SUP"). The WMNF has about 1,200 miles of hiking trails, 400 snowmobile trails and over 100 miles of the Appalachian Trail.

Several highways, including Interstate 93 (I-93), US Route 302, State Routes 118, 116, 112, 49, 25 and 16, local roads, rail lines, logging roads and electric utility lines go through parts of the WMNF. The Northern Pass transmission route crosses the WMNF through an existing PSNH transmission corridor first in Stark and then along an existing transportation right-of-way in Easton and finally Woodstock. The portion of the route that follows an existing transportation ROW along NH 116, NH 112 and US 3 is proposed to be underground.

The WMNF also supports six congressionally-designated "Wilderness Areas", which have special regulations to reduce human impacts to these designated wild lands, although hiking and camping (in groups of fewer than ten individuals) are allowed. The Project ROW does not intersect the six designated Wilderness Areas, all of which are located to the east of I-93.

The Forest and Rangeland Renewable Resources Planning Act of 1974, as amended by the National Forest Management Act of 1976, provides the framework for land and resource management planning on USFS lands, and requires the establishment and revision of national, regional, and local resource goals and objectives through development of land and resource management plans.

The current WMNF Land and Resource Management Plan ("Forest Plan") was approved by the Regional Forester in 2005. The 2005 Forest Plan describes the "local" resource goals and objectives and guides the day-to-day resource management operations for the WMNF.

The U.S. Forest Service has participated in the U.S. DOE's EIS process and has been consulted by the Applicant. The Project will comply with all applicable USFS requirements and the WMNF Plan.

5.3 Silvio O. Conte National Fish and Wildlife Refuge

The comprehensive conservation management plan (“CCP”) and environmental impact statement (EIS) for the Silvio O. Conte National Fish and Wildlife Refuge was issued as a draft document in August 2015 and is expected to be completed in 2016. The CCP is a strategic document intended to guide refuge management and prioritize actions over the next 15 years. The plan includes seven chapters addressing: purpose and need; planning process; affected environment; alternatives (including the USFWS preferred alternative); environmental consequences; consultation and coordination; and the list of preparers. The document also includes 14 appendices, including an evaluation of proposed conservation focus area (CFA) and four alternatives for managing the refuge within the vast Connecticut River Watershed which covers portions of four states: New Hampshire, Vermont, Massachusetts and Connecticut.

The Refuge was established by Congress in 1997 and named after the late Silvio O. Conte, a Congressman from Massachusetts. It has grown to over 36,000 acres in ten refuge divisions (large tracts) and nine units (small tracts) scattered across the watershed. Visitor centers are located in Colebrook, NH, Norwich, VT and Turners Falls, MA.

There are three existing divisions in NH: Pondicherry in Whitefield, Jefferson and Carroll; Blueberry Swamp in Columbia; and Mascoma River in Lyme, Dorchester, Hanover and Canaan. The CCP recommends the expansion of these areas as well as the addition of lands in the Asheulot River area in Alstead, Marlborough, Surry and Gilsum and the Sprague Brook area in Richmond and Winchester, New Hampshire and Warwick, Massachusetts.

The CCP/EIS proposes, under its preferred alternative, that the Pondicherry Division be increased to 10,242 acres (from 6,405 in 2013) within the next 15 years. It also recommends that the Blueberry Swamp Division be increased to 4,754 acres (from 1,166 in 2013) and the new Mascoma River Division to 20,601 by 2030. The plan also includes land conservation goals for the Ashuelot unit (17,753 acres) and Sprague Brook (3,016 acres) over the next 15 years.

The Pondicherry Division is owned and managed by the U.S. Fish and Wildlife Service in partnership with Audubon New Hampshire, New Hampshire Department of Fish and Game, a local Friends group and DRED’s Bureau of Trails. It includes three small ponds: Cherry Pond (100 acres); Little Cherry Pond and Mud Pond (3 acres). The area also includes electric transmission and railroad lines, a regional airport and several trails. Two trails – the 1-mile Little Cherry Pond Trail and the 0.6-mile recently constructed Mud Pond Trail (with 900-foot boardwalk) – are designated as National Recreation Trails. There are two rail trails: the local Pondicherry Rail Trail and the 18-mile Presidential Rail Trail (extending east from Pondicherry to Gorham).

A portion of Pondicherry is recognized as a National Natural Landmark and New Hampshire’s first “Important Bird Area” (2006). The National Landmarks Program, administered by the National Park Service, recognizes and encourages conservation of sites with biological and geological resources, regardless of ownership type. About 600 sites in 48 states, including 11 sites in New Hampshire, have been designated. The New Hampshire sites are: Mount Monadnock and Rhododendron State Park in Cheshire County; Spruce Hole Bog in Strafford County; Heath Pond Bog, White Lake Pitch Pine, Madison Boulder

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and Nancy Brook in Carroll County; Franconia Notch in Grafton County; and Pondicherry, Floating Island and East Inlet in Coos County. Pondicherry and Franconia Notch are located in project area communities.

The Important Bird Areas (IBA) Program is an international initiative of BirdLife International which is implemented by Audubon and its partners in the United States. It is intended to help identify and conserve areas that are vital to birds and biodiversity. The New Hampshire program is a partnership which includes Audubon New Hampshire, NH Fish and Game and UNH Cooperative Extension. Established in 2002, the New Hampshire program has identified 17 IBA's which provide essential habitat for one or more species of birds, including sites that provide for wintering, migrating and/or breeding birds.

5.4 River Corridor Management Plans

The New Hampshire Rivers Management and Protection Program was created in 1988 to help protect and manage the state's river resources. The program is administered by the New Hampshire Department of Environmental Services ("DES") in accordance with RSA 483. The program defines a river corridor as "the river and land use area located within 1,320 feet of the normal high water mark or to the landward extent of the 100-year floor as designated by FEMA, whichever distance is greater". Currently there are about 20 designations which cover over 1,000 miles of rivers, river segments and tributaries.

River corridor management plans are similar to regional master plans in that they assess existing conditions, strengths, opportunities and threats to the river corridors, and include recommendations regarding the use and conservation of the shorelines and adjacent lands within the river corridor.

State-designated rivers and river segments may be classified by the state as natural, rural, rural-community or community. For each classification, the state has established specific protection measures which may pertain to in-stream structures and activities such as dams, hydroelectric facilities, channel alterations, maintenance of water quality, protected in-stream flows, inter-basin water transfers and recreation.

The only state land use restrictions within the designated corridor pertain to solid and hazardous waste facilities.

Most river corridor management plans have similar objectives: protecting water resources and associated corridor areas while balancing impacts of future growth and development. The plans examine the existing conditions within the river corridors and make recommendations for maintaining water quality, aquatic and wildlife habitat resources, protecting open space and scenic views, encouraging public access and recreation and other related issues. The plans also recommend that development comply with best management practices established by various organizations, including the University of New Hampshire's Cooperative Extension Service and NH Department of Environmental Services. Table 1 lists the designated rivers within or near the Project area.

Table 1. Summary of State-Designated Rivers within Project Communities.

Designated River	Miles	Total Communities	Project Communities	Crossings
Connecticut River	271	53	Pittsburg, Clarkesville, Stewartstown, Northumberland, Lancaster, Dalton (within corridor in Pittsburg and Clarkesville)	1 underground crossing between Pittsburg and Clarksville (U.S. Route 3).
Ammonoosuc River	60	7	Bethlehem	1 crossing in Bethlehem
Pemigewasset River	70	12	Thornton, Campton, Ashland, Bridgewater, New Hampton, Bristol, Hill, Franklin, Plymouth	4 crossings, between: Bridgewater and Ashland; Ashland and Bridgewater; Bridgewater and Bristol; and Bristol and Hill.
Upper Merrimack River	30	6	Franklin, Northfield, Canterbury, Concord	1 crossing between Franklin and Northfield
Lamprey Rivers Watershed (Lamprey, Little, North, North Branch, Pawtuckaway and Piscassic Rivers)	88	14	Deerfield	1 crossing in Deerfield near Mountain Road.

Source: NHDES Watershed Management Bureau, 2014.

The Project will be located underground along an existing transportation right-of-way or within an existing utility right-of-way at river crossings which will continue to be vegetated in the manner it is today. The amount of impervious surface to support overhead structures will be minimal. It is likely that other development within the river corridor would have more impervious surface area than the proposed Project.

Where the proposed Project spans river and stream banks, the shoreline will continue to be vegetated in order to protect important riparian buffers. Impacts to larger trees in the riparian zone will be minimized and mitigated as necessary. The proposed Project allows for wildlife movement within, along and across a vegetated corridor.

Preparation and implementation of a stormwater management plan approved by state and federal agencies will ensure that erosion and sedimentation is prevented. River flows will not be altered. Flood hazards will not increase. There will not be any water withdrawals from, or discharges to these rivers. The Project will not be a permanent non-point source of pollution; temporary impacts due to construction will be minimized by adhering to Best Management Practices ("BMP"), well as erosion and sediment control.

The Project is consistent with the river corridor management plans and will be located underground along an existing transportation right of way or within an existing utility right of way at river crossings. The Applicant intends to utilize best management practices to manage impacts of construction and operation throughout the Project area and will comply with DES and other state and federal permit requirements.

5.5 Scenic Byways and Roads

The National Scenic Byways Program was created by Congress in 1991 as part of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. This legislation authorized Federal Highway Administration funding for federal and state-designated scenic byways.

The New Hampshire Scenic and Cultural Byways Program was established in 1992 under RSA 238:19 “to provide the opportunity for residents and visitors to travel a system of byways which feature the scenic and cultural qualities of the state within the existing highway system, promote retention of rural and urban scenic byways, support the cultural, recreational and historic attributes along these byways, and expose the unique elements of the state’s beauty, culture and history.”

The NH DOT administers the state’s program with the assistance of an advisory body called the Scenic and Cultural Byways Council.

5.5.1. National Scenic Byways

There are three National Scenic Byways in New Hampshire: White Mountain Trail National Scenic Byway, Kancamagus Scenic Byway, and the Connecticut River Scenic Byway.

White Mountain Trail National Scenic Byway

In 1997, the NCC developed a Corridor Management Plan for the White Mountain Trail which was updated in 2006. The byway follows portions of Interstate 93, two federal highways (Route 3 and Route 302) and two state highways (Routes 116 and 16). The majority of the 123-mile byway is located within the White Mountain National Forest (WMNF).

Connecticut River Byway

Communities within the Project area include Pittsburg, Stewartstown and Clarksville. The Project crosses the byway at US Route 3 in Pittsburg and Clarksville as well as Route 145 in Clarksville, and will be located underground at each of these crossings.

5.5.2. State Scenic Byways

There are seven State-designated byways crossed by the Project including the Moose Path Trail, Woodland Heritage Trail, Presidential Range Trail, River Heritage Trail, Lakes Region Tour, Canterbury Shaker Village Byway, and Upper Lamprey Scenic Byway.

Portions of the Moose Path Trail through Pittsburg and Clarksville, and the River Heritage Trail through Franconia, Easton, Woodstock, Thornton, and Plymouth, are located where the Project is underground. The Lakes Region Tour in Plymouth, located along Route 175 in Plymouth, intersects U.S. Route 3 where the Project is located underground.

In 2015 the North Country Council adopted corridor management plans for the Presidential Range Trail, River Heritage Trail, Woodlands Heritage Trail and Moose Path Trail that would eliminate crossings by the Project. RSA 238:21(IV) allows the state to de-designate routes by request from a municipality or the Council, if the byway lacks a Corridor

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Management Plan, is not a function entity or no longer meets the criteria designation was originally based on. The River Heritage Trail corridor management plan also identifies Route 3 in Thornton as a “segment(s) planned for future byway designation.”

Table 2 reflects the current NH DOT Scenic and Cultural Byway designations. As noted previously, the North Country Scenic Byway Council (NCBC) recently adopted corridor management plans for four of the State Scenic and Cultural Byways in the region: Moose Path Trail, Woodland Heritage Trail, Presidential Range Trail, and River Heritage Trail. These plans propose a number of changes in route designations, including some segments along the Project corridor. It is anticipated that the NCBC will formally request these changes to the designation status in 2016.

Table 2. Scenic Byways in Project Communities

Byway	Total Byway Length	Project Crossings	Overhead (OH) Underground(UG)
Connecticut River Byway	500 miles	2 crossings: -U.S. Route 3 in Pittsburg/Clarksville; -Route 145 in Clarksville.	UG UG
Kancamagus Scenic Byway	27 miles	No crossing; along a segment of: -Route 3 in Woodstock. -Route 112, at the junction of Route 3 in Woodstock	UG UG
White Mountain Trail	100 miles	No crossing	n/a
Moose Path Trail	98 miles	3 crossings: -Route 3 in Pittsburg/Clarksville -Route 145 in Clarksville; -Route 26 in Millsfield.	UG UG OH
Woodland Heritage Trail	70 miles	2 crossings: -Route 110 in Stark; -Route 2 in Lancaster.	OH OH
Presidential Range Trail	115 miles	3 crossings, along a segment of*: -Route 2 in Lancaster; -Route 3 in Whitefield; -Route 302 in Bethlehem; -Route 116 in Bethlehem*.	OH OH UG UG
River Heritage Trail	120 miles	1 crossing; along a segment of: -Route 302 in Bethlehem; -Route 18/116 in Franconia, -Route 116 in Easton; -Routes 112/3 in Woodstock; -Route 3 in Plymouth.	UG UG UG UG UG
Lakes Region Tour	97 miles	Along a segment of: -Route 175A, at the junction of Route 3 in Plymouth.	UG

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Canterbury Shaker Village Byway	12 miles	2 crossings: -West Road in Canterbury; -Mountain/Hoit Road in Concord.	OH OH
Upper Lamprey River Scenic Byway	45 miles	1 crossing: -Church Street in Deerfield	OH

Sources: www.nh.gov/dot/programs/scbp; <http://www.fhwa.dot.gov/byways/states/NH>; www.nccouncil.org/transportation/north-country-scenic-byways/; <http://www.fhwa.dot.gov/byways/states/NH> *Listed on the DOT Scenic Byways map but not included in the corridor management plan

If adopted by the NH Scenic and Cultural Byways Council, the proposed changes would reduce the number of crossings of Scenic and Cultural Byways as reflected in Table 3 below:

Table 3. Project Crossings with Revised Scenic Byway Route Designations

Byway	Total Byway Length	Project Crossings	Overhead (OH)/ Underground(UG)
Moose Path Trail	93 miles	2 crossings: -Route 145 in Clarksville; -Route 26 in Millsfield.	UG UG
Presidential Range Trail	101 miles	2 crossings: -Route 116 in Whitefield; -Route 116 in Whitefield.	OH OH
River Heritage Trail	120 miles	No crossing; along a segment of: -Route 18 in Franconia, -Route 112 in Easton; -Routes 112/3 in Woodstock; -Route 3 in Plymouth.	UG UG UG UG

Sources: www.nh.gov/dot/programs/scbp; <http://www.fhwa.dot.gov/byways/states/NH>; www.nccouncil.org/transportation/north-country-scenic-byways/; <http://www.fhwa.dot.gov/byways/states/NH>

5.5.3. Locally-Designated Scenic Roads

The State of New Hampshire has allowed municipalities to designate certain roads as scenic roads since 1971. RSA 231:157 allows any road in a town, other than a Class I or Class II highway, to be designated as a scenic road following a petition of 10 persons who are either town residents or landowners abutting the road proposed for designation, and a town meeting vote approving the proposed scenic road designation. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated.

There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. Some communities do not have any town-designated scenic roads while others have designated several.

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5.6 Statewide Plans

Statewide plans that relate to land use, planning and development issues were also reviewed in an effort to understand whether the Project would interfere with orderly development of the region. More than two dozen state plans and studies were reviewed, including:

1. New Hampshire State Development Plan (2000);
2. Granite State Future: A Statewide Snapshot (2015);
3. NH 10-Year State Energy Strategy (2014);
4. New Hampshire Energy Plan (2002);
5. New Hampshire Climate Action Plan (2009);
6. Independent Study of Energy Policy Issues (2011);
7. New Hampshire Ten-Year Transportation Improvement Plan (2015-2024);
8. New Hampshire Fish and Game Wildlife Action Plan (2005 and 2015 draft);
9. NH Division of Parks and Recreation Ten-Year Strategic Development and Capital Improvement Plan (2010);
10. NH Statewide Comprehensive Outdoor Recreation Plan (2013-2018);
11. NH DES Wetland Program Plan (2011-2017);
12. New Hampshire Forest Resources Plan (2010);
13. New Hampshire Rail Plan (2012);
14. New Hampshire Preservation Plan (2011-2015);
15. NH State Airport System Plan (2015);
16. New Hampshire Water Sustainability Report (2012);
17. New Hampshire DRED State Trails Plan (2005);
18. New Hampshire DOT Long Range Transportation Plan (2010-2030); and
19. New Hampshire Statewide Bicycle and Pedestrian Plan (2000).

The Project is consistent with these plans and will not interfere with their implementation. The plans that include discussion about energy and land use include the *NH Climate Action Plan*, *NH State Development Plan*, *Granite State Future Statewide Snapshot*, and the *NH State Airport System Plan*, and the *State Energy Strategy*. These plans are discussed below.

5.6.1. The New Hampshire Climate Action Plan (2009)

In 2009, Governor John Lynch formed a Climate Change Policy Task Force to develop a Climate Action Plan with a goal of achieving the greatest feasible reductions in greenhouse gas emissions while also providing the greatest possible long-term economic benefits to the citizens of New Hampshire. The Task Force recommended that New Hampshire set a goal of reducing greenhouse gas emissions of 80 percent below 1990 levels by 2050. The NH

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Climate Action Plan includes 67 recommendations to achieve a number of different objectives to reduce greenhouse gas emissions.

One very relevant recommendation discusses Canadian hydroelectric power and wind generation. The Project helps to implement this recommendation.

The Plan includes an explanation of this recommended action on pages 44 and 45 which reads as follows:

Enable Importation of Canadian Hydro and Wind Generation (EGU Action 2.6)

To the extent that it reduces or does not raise electricity rates to the consumer, high voltage transmission lines should be built to import clean power generated from Canadian hydro and wind sources as a complementary policy to developing non-CO₂ emitting generation in New Hampshire. Canada is developing vast new hydro and wind generation resources, which are greater than their local needs. This creates an opportunity for New Hampshire and the entire Northeast to obtain clean power. This could provide new power sources to offset future local and regional growth and facilitate retiring or curtailing the operation of fossil fuel-fired plants in New England. Contracts made for this renewable energy should be developed with consideration for the broader environmental impacts of the power sources as well as the impacts that this imported power would have on the development of in-state renewable resources.

In Appendix 4.2, the Plan provides additional discussion about this recommendation which is intended to help achieve the goal of increasing renewable and low CO₂ - emitting sources of energy in a long term sustainable manner.

5.6.2. New Hampshire State Development Plan (2000)

Although there is limited discussion of energy-related issues in this document, the proposed Project is generally consistent with the State's Development Plan.

In Chapter 2 there is a recommendation that "New Hampshire should continue to strive for a low cost business environment" and a section which describes the importance of controlling business costs, which includes the following statement: "The Governor and Legislature's recent effort to lower electric rates and bring competition to the electric industry is an example of what state government has done to help New Hampshire business become more competitive." The Project is an important part of the implementation of this recommendation.

In Chapter 3 the Plan states that "a successful balance must be reached between growth and the protection of natural and cultural resources." Maintaining New Hampshire's unique quality of life and quality of place will require careful consideration of issues such as urban sprawl and environmental protection.

Most of the proposed Project is within an existing utility or along a road ROW and has been co-located with other energy facilities. Potential impacts associated with the Project will be thoroughly evaluated and addressed through the federal NEPA EIS and State SEC processes and federal and state permitting requirements, including protection of natural, cultural and other resources.

In Chapter 5, the issue of regional disparities is discussed. While this Project will not provide a large number of on-going jobs (similar to other renewable and energy efficiency projects), the installation will provide a large number of construction jobs and increased

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spending in many communities. It also will provide significant tax revenues to the state, Coos County and local communities. These revenues can be used to keep taxes down, supplement federal or state funding, and invest in Projects such as downtown revitalization, renovation of historic resources, local schools and other community facilities and the purchase of conservation lands and easements to protect natural resources and open space.

In Chapter 6, the importance of improved telecommunications infrastructure was discussed, including the need for reasonably priced access and broadband infrastructure in rural areas of the state.

In Chapter 7, the Plan briefly discusses goals such as energy efficiency, renewable energy and clean fuels, and reduced energy costs and encourages efforts associated with the state's 2002 Energy Plan.

5.6.3. A Statewide Snapshot: Granite State Future (2015)

Granite State Future was a statewide planning effort in which each of the nine NH regional planning commissions developed their own respective regional plans. These were consolidated into a final report called "A Statewide Snapshot: An Integrated Review of Local and Regional Planning Priorities Across New Hampshire." This document is the compilation of the significant research and analysis conducted by the RPC's that considered input from residents, municipal governments, state government agencies, and other nonprofit partner organizations. The Project includes an analysis of statewide existing conditions, public needs and desires related to planning objectives, housing preferences and projected demands, climate change assessments and discussions about equity and engagement. The document identifies statewide themes, commonalities, as well as regional distinctions. The overarching themes that are presented in the report include: resiliency, collaboration, demographic shifts, and equity. The report summarizes the trends and issues that were common statewide.

The Project is consistent with the Statewide Snapshot. The report states that "volatile utility costs and climate change represents emerging threats to the sustainability of NH communities... Fossil fuels represent more than half of the state's energy consumption and their emissions incur public health and environmental impacts, though key opportunities exist to improve energy efficiency. Natural gas provides an increasing share of New England's electricity and investment in renewable sources of energy as well expansion of natural gas capacity will help reduce costs and volatility in the state's electricity rates." (p. 4, A Statewide Snapshot, December 31, 2014)

The Snapshot examines regional commonalities and distinctions and notes that regarding energy: "Across the state, all regions view energy efficiency as the most feasible means of reducing fossil-fuel consumption and achieving energy independence as well as reducing overall energy costs." (p. 43, A Statewide Snapshot, December 31, 2014)

The Snapshot summarizes that "virtually all regions noted the lack of local, renewable-energy alternatives and a limited capacity of the existing natural gas pipelines in the state. Without fuel diversity, there is concern that energy costs are likely to be of increasing concern in the years to come and will have increasing economic impacts. Generally, residents support renewable energy choices such as solar, wind, and geothermal that are climate-friendly." (p. 43, A Statewide Snapshot, December 31, 2014)

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The Project is consistent with the Snapshot as it offers access to clean competitively-priced power, an abundant source of renewable energy into New Hampshire and New England and help meet the region's increasing demand for power while also substantially decreasing carbon dioxide emissions.

5.6.4. NH State Airport System Plan (2015)

The New Hampshire State Airport System Plan (NHSASP) is intended to serve as a guide to improve and maintain the state's airport system and address the aviation needs of New Hampshire. The NHDOT's Bureau of Aeronautics recently updated the 2003 plan, producing a new plan in late 2014. The document includes a list of facility objectives, a comprehensive inventory of airports and aviation assets, evaluations of current and projected system performance, economic benefits and recommendations.

The 2015 Plan includes the following goals, objectives and guiding principles:

1. *Provide a Safe, Secure and Efficient Aviation System* – A safe, secure and efficient airport system requires compliance with Federal Aviation Administration Advisory Circulars and Transportation Security Administration regulations and guidelines.
2. *Maximize Economic Value of NH's Airport System* – In addition to providing an airport system capable of accommodating increased aircraft activity, the SASP should explore development opportunities that will help foster job creation both on and off airports.
3. *Promote and Educate the Importance of the State's Aviation System* – Every resident of New Hampshire is a stakeholder in the State's airport system. The SASP can be used as a resource for the ongoing advocacy process for the State's airports for the general public, local businesses, as well as policy makers.
4. *Enhance Preserve, and Maintain State Aviation System Assets* – Airports throughout the State, both public and private, face encroachment and threats to their existence every day. Threats to an airport's operational viability are most commonly land development, funding changes/limitations and vegetative growth. These challenges can reduce the capacity and/or economic value of airside and landside airport assets.
5. *Maximize Diverse Connectivity for State's Aviation Users* – Airports represent just one piece of the transportation connectivity puzzle for New Hampshire. In addition to ensuring that the State's airports are connected and accessible to the national airspace system, these airports should also provide connectivity with other modes of transportation throughout the State such as, highways, busses and rail.

There are 25 public-use airports in New Hampshire. Three of these airports, Manchester-Boston, Portsmouth International and Lebanon Municipal, provide scheduled passenger and/or cargo services.

Two regional airports are located near the project corridor. The Concord Municipal Airport, approximately 0.3 mile west of the project corridor, has one 6,006 foot and one 3,200 foot runway, and includes public and private facilities and a NH Army National Guard facility. The Mount Washington Regional Airport, approximately 0.6 mile southeast of the project corridor, contains a 4,001 foot runway in Whitefield, provides general aviation services and

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is planning for a 500 foot runway extension and additional hanger space. There are smaller, nearby airports in Franconia (underground line, adjacent to Route 116), Bristol (approximately 1.95 miles west of the project corridor) and Plymouth (approximately 3.3 miles west of the underground line).

The Applicant has consulted with the FAA and the NHDOT Bureau of Aeronautics to review the siting of the new transmission line, ensure that it meets all applicable requirements and does not interfere with implementation of the state's airport system plan.

5.6.5. New Hampshire 10-Year State Energy Strategy (2014)

The New Hampshire State Energy Strategy (the Strategy) was completed in 2014 by the Office of Energy and Planning. The Strategy includes an Energy Vision for the future, a forecast for energy consumption, and an assessment of the resource potential and gap analysis for building efficiency & heating techniques, electric generation, and transportation. It also includes an analysis of existing policies and recommendations for the future.

The Strategy recommended action in four categories:

1. The Grid of the Future: We need a more flexible and resilient electric grid to support new technologies, increase consumer participation in energy management, and fortify our resiliency in the face of price and supply volatility and extreme weather events.
2. Increase Investments in Cost Effective Energy Efficiency: Energy efficiency is widely understood to be the cheapest, cleanest, most plentiful energy resource. Investments in efficiency reduces the state's reliance on imported fuels, provides a boost to the state's economy by creating in-state jobs, and lowers energy costs for consumers and businesses. Efficiency improvements also raise the quality of New Hampshire's building stock and have environmental benefits.
3. Fuel Diversity and Choice: New Hampshire imports all of the fossil fuels used in the state. As the sources and supply chains for these fuels become increasingly global, the state has seen considerable volatility in both price and supply. The New England region is more susceptible to these volatile conditions because it is at the end of fuel distribution networks. There is a need for focused efforts to reduce New Hampshire's vulnerability to price volatility and supply disruptions, and to expand our ability to be more flexible and resilient. Diversifying our fuel portfolio and increasing the use of in-state resources are critical tools in achieving those goals.
4. Increase Transportation Options: A connected multi-modal system will be necessary to meet the needs of all citizens and provide for movement of goods and people through and within the state. The transportation sector accounts for 35% of New Hampshire's energy consumption, and comprises 46% of total energy expenditures. Motor vehicles are also responsible for a range of harmful emissions. Vehicles are the main contributor to ground-level ozone, which is the primary component of smog and can cause significant health issues, particularly in the young and elderly.

Although not directly relevant, the Project is consistent with the State's Energy Strategy in that it addresses the need for flexibility and resiliency, supporting fuel diversity in energy generation.

5.7 Municipal Plans and Ordinances

The Project is consistent with local master plans in that most of the Project route will be located along already existing transmission or transportation corridors. Many master plans cite the desire for new development to occur adjacent to already developed areas in order to protect open space and minimize environmental impacts from development. The Project is consistent with this goal, and will not disrupt or interfere with the implementation of local master plans.

In the northern segment of the Project, a number of communities do not have a master plan, zoning ordinances, site plan or subdivision regulations. For the unincorporated places of Dixville and Millsfield, planning and land use issues are addressed along with other unincorporated places in the county by the Coos County Board of Commissioners and the Coos County Planning Board.

5.7.1. Master Plans

The State of New Hampshire encourages municipalities to prepare master plans to help guide future development and serve as a basis for local ordinances and regulations which will help preserve and enhance “the unique soundboard in the performance of its other duties in a manner that achieves the principles of smart growth, sound planning and wise resource protection.”

While most communities have adopted master plans, the age and depth of the plans is varied. The local planning board is responsible for the preparation and adoption of the master plan, often with the assistance of a local master plan committee and/or professional planners.

The content of master plans is addressed in RSA 674:2, which states that plans should include a set of statements and land use and development principles for the municipality with accompanying maps, diagrams, charts and descriptions. The state statute requires a minimum of two sections:

1. A vision section which expresses the desires (in the municipality, region and state) of citizens affected by the plan and which contains a set of guiding principles and priorities to implement that vision; and
2. A land use section which translates the vision statements into physical terms and shows existing conditions and the proposed location, extent and intensity of future land use, based on a study of population, economic activity and natural, historic and cultural resources.

Most of the towns and cities in New Hampshire have a master plan which is adopted by the local Planning Board. Master plans and regulations for “unincorporated places” are the responsibility of county government. Although some communities originally adopted their plans in the 1960’s, many of the town master plans in New Hampshire were prepared in the 1970’s and 1980’s.

Only four towns in the state do not have master plans: Clarksville, Stark, Stewartstown and Ellsworth. In addition, the town of Pittsburg adopted a master plan in 1992, but the

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Planning Board and town subdivision regulations were abolished in 1994. Pittsburg, Clarksville, Stark and Stewartstown are Project corridor communities.

Generally, municipal master plans contain broad goals about development topics such as land use, economic development and the environment. The Project is consistent with these broad goals and helps to implement economic development efforts by helping to reduce energy costs, improve air quality and address potential local and regional consequences associated with climate change. The Project also supports goals to preserve open space by locating within or along already developed utility and roadway corridors, and going underground in key locations.

5.7.2. Zoning Ordinances

Local and county zoning ordinances are governed by RSA 674. According to RSA 674:16, a zoning ordinance may regulate and restrict: (a) the height, number of stories and size of buildings and other structures; (b) lot sizes, the percentage of a lot that may be occupied and the size of yards, courts and other open spaces; (c) the density of population in the municipality; and (d) the location and use of buildings, structures and land used for business, industrial, residential or other purposes. The statute also expressly allows the use of innovative land use controls and regulations to control the timing of development and accessory uses on private land. Innovative land use controls may include timing incentives, phased development, intensity and use incentives, transfer of density and development rights, planned unit development, cluster development, impact zoning, performance standards, flexible and discretionary zoning, environmental characteristics zoning, inclusionary zoning, accessory dwelling unit standards, impact fees and village plan alternatives.

RSA 674 expressly allows communities to enact regulations to protect wetlands, floodplains groundwater and other natural resources, including the delineation of shoreline and buffer areas. Historic districts and commissions also may be established to help preserve, protect and promote cultural resources, consistent with local master plans and zoning ordinances. Small wind energy system ordinances are subject to RSA 674:62-66.

According to records at the NH Office of Energy and Planning, 19 towns in New Hampshire do not have a zoning ordinance. Six of the 19 communities are Project corridor towns: Pittsburg, Clarksville, Stewartstown, Stark, Dalton and Woodstock. The OEP list indicates that the Town of Dummer adopted a Zoning Ordinance in 2010, but the town reports that the Zoning Ordinance was repealed.

The Project is not subject to local zoning regulations. By utilizing existing transportation and utility corridors, and locating the new ROW in an area that is used primarily for commercial forestry, the existing land use development patterns along the corridor are maintained.

5.8 Local, Regional and State Planning Conclusions

The Project is consistent with local, regional and statewide long-range plans. In most instances, these plans do not directly relate to the construction or operation of the Project; however, the Project is consistent with the general goals and objectives of those plans nor will it interfere with implementation.

Attachment A- Land Use Along the Project Corridor

Town of Pittsburg

Pittsburg is the northernmost town in New Hampshire. The town shares an international border with the Québec Province of Canada to the north and west, and is bounded by Vermont to the southwest, Maine to the east, and the Connecticut River to the south. Pittsburg is located at the headwaters of the Connecticut River watershed. This portion of New Hampshire is rural in nature with current and historic land uses revolving around the development of commercial and industrial facilities built to take advantage of plentiful natural resources, such as forestry goods and gravel materials (Victoria Bunker, 2013). In addition, recreational uses and tourism have emerged as a focus of economic development opportunities. There are approximately 20 lodging businesses in town, many of which have cabins overlooking lakes such as Back Lake, Lake Francis, or First Connecticut Lake. Most of the lakes and ponds in Pittsburg are impoundments with dams.

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. Pittsburg does not appear to have locally designated scenic roads listed in the town's master plan or on the town website.

Pittsburg contains 282.3 square miles of land area and 9.0 miles of inland water area. It is the largest town by area in New England. The population density of Pittsburg is 3.5 persons per square mile of land area, the third lowest among the cities and towns of New Hampshire. The population in 2013 was 975 residents (NHES, 2015).

Project Corridor Description

The 320-kV transmission line corridor will be 120 feet in width and run west-east for approximately 2.1 miles near the southern town border. Proposed structures will range in height from 65 feet to 115 feet. The project will transition underground west of Beecher Falls Road, under the Connecticut River and continue into Clarksville.

Land Use Description

In Pittsburg, approximately 25% of the route is underground. The overhead transmission line extends approximately 2.1 miles and the underground portion of the Project measures approximately 0.7 miles within town. The land area within the Project's overhead corridor consists of about 44.5 acres, and land area within the underground Project corridor along roadways is 3.1 acres. The Project right-of-way within Pittsburg is approximately 47.6 acres, which is less than one percent of the Town's total land area of approximately 180,032 acres (NHOEP, 2014/NHGRANIT, 2014). The primary land use along the corridor in Pittsburg is forested land.

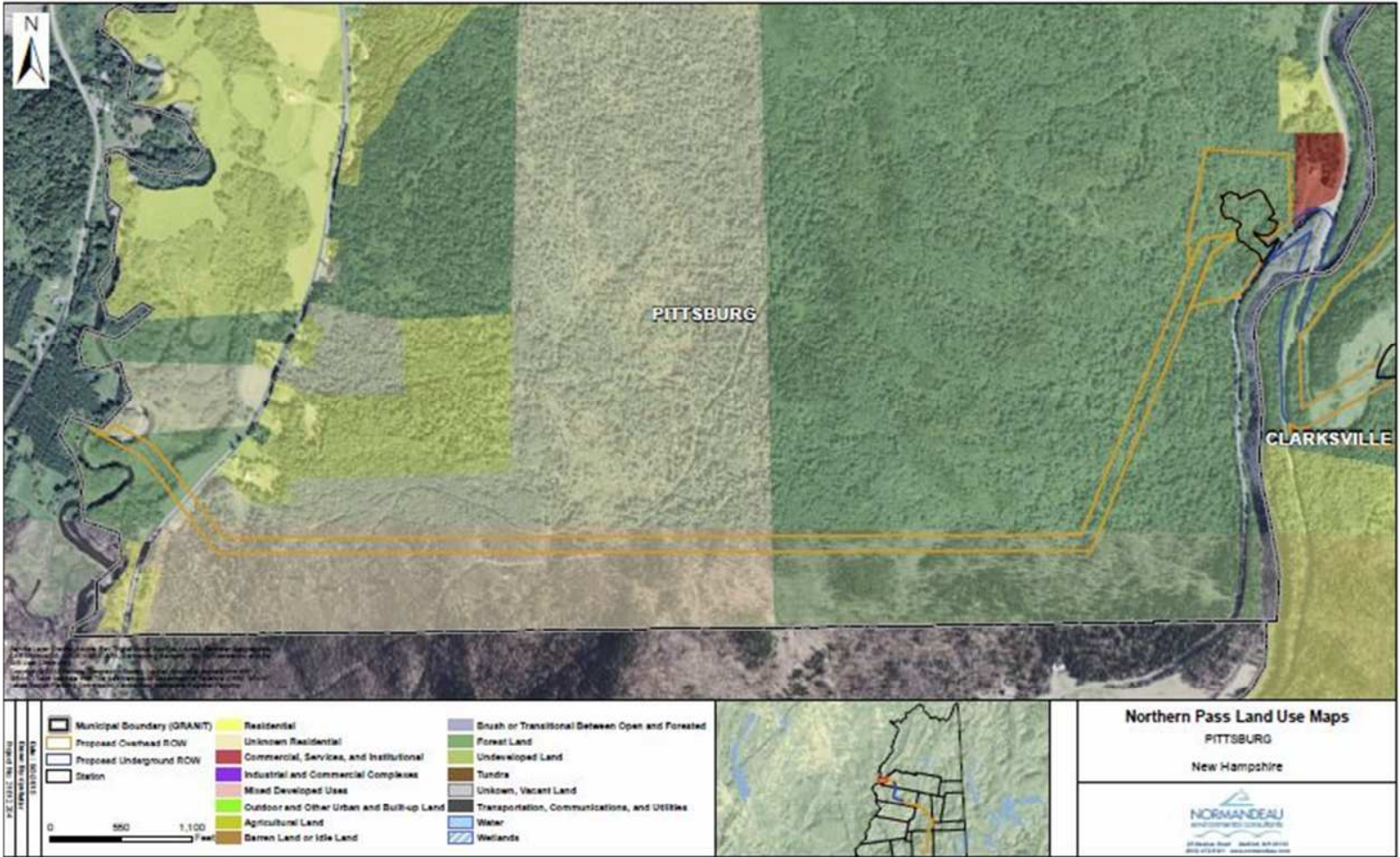
The corridor enters into the United States by way of the southwestern portion of Pittsburg from Comins Mills, Quebec, Canada. Marcel Lauzon, Inc., a large scale log yard and timber processing facility is located about 0.6 mile northwest of the Project's international crossing. Commercial and industrial facilities including the Ethan Allen furniture factory are located about 0.3 miles southwest in neighboring Stewartstown, NH. The Project corridor crosses streams, floodplain, and an open field as it proceeds southeast across Halls Stream Road,

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which is also used as an ATV access Road. The ROW extends east through woodland for approximately 1.25 miles across hilly woodlands and snowmobile corridor 20. The corridor turns to the northeast through forested land, and changes from an overhead line to underground cable at a transition station. Back Lake, Lake Francis, First Connecticut Lake and nearby lodging facilities are all located at least 4.5 miles northeast of the Project area. The town center of Pittsburg is located about 2.8 miles northeast of the Project. Very low-density residential is located within approximately 275 to 1,000 feet from the Project right-of-way. The underground cable follows along Beecher Falls Road for about 500 feet and then along U.S. Route 3. This portion of U.S. Route 3 is part of the National Connecticut River Scenic Byway and the state-designated Moose Path Trail (proposed changes being considered for the Moose Path Trail will not include U.S. Route 3). The Project continues east under the Connecticut River, a designated river in the State's Rivers Management and Protection Program, along the U.S. Route 3 bridge ROW, and into the western portion of Clarksville, New Hampshire.

A general depiction of existing land uses along the corridor in Pittsburg is provided on the attached map.

Existing Land Use Along the Project Corridor Pittsburg, NH



Town of Clarksville

Clarksville is a small rural town bordered to the west by the Connecticut River and on the north by Lake Francis, which was created by a state-owned dam. The town is mountainous with elevations that exceed 2,000 feet above sea level. Mount Pisgah, located in the eastern portion of Clarksville, is the town's highest point at 3,081 feet. Since the nineteenth century, agriculture and lumbering have been the economic focus of the town (Victoria Bunker, 2013). According to the NH Department of Employment Security (NHES), the largest employers in Clarksville are Roderique Brother Logging, Laurent Rancourt Trucking (Logging), Yves Marquis Trucking (Logging) and First Clarksville Store.

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. Clarksville does not appear to have locally designated scenic roads listed on a website or in a master plan.

Clarkesville contains 60.5 square miles of land area and 1.9 square miles of inland water area. The population in 2013 was 325, with a population density of approximately 5.4 persons per square mile of land area, which is the sixth lowest population density among municipalities in New Hampshire (NHES, 2014).

Project Corridor Description

The proposed 320-kV transmission line corridor will be 120 feet in width and run west-east for approximately 2.5 linear miles from the west town boundary near the Connecticut River. The transmission line converts to an underground line approximately 0.25 miles west of Route 145 and continues approximately 1.4 miles north-south to the town boundary along state and municipal roads. Proposed structures will range in height from 65 feet to 105 feet.

Land Use Description

In Clarksville, approximately 37% or about 1.8 miles of the Project is located underground, including the crossing of U.S. Route 3 and the Connecticut River. The Project is overhead for about 2.3 miles in Clarksville. The land area within the Project's overhead corridor is about 190 acres, and the land area within the underground Project corridor (located along roadways) is about 23.5 acres. The Project corridor's land area within Clarkesville is approximately 214 acres, which is less than one percent of the Town's total land area of approximately 38,720 acres (NHOEP, 2014/NHGRANIT, 2014). The primary land use along the corridor is forested land; some low density residential is located along Route 145 where the Project is underground.

The underground Project corridor enters the western side of Clarksville at the U.S. Route 3 Connecticut River Bridge. The right-of-way follows southeast along U.S. Route 3 away from the Connecticut River. U.S. Route 3 is part of the Connecticut River Byway and the Moose Path Trail scenic byway and the Connecticut River is a designated river in the State's Rivers Management and Protection Program. The underground line exits to the east of U.S. Route 3 and enters into a gravel pit.

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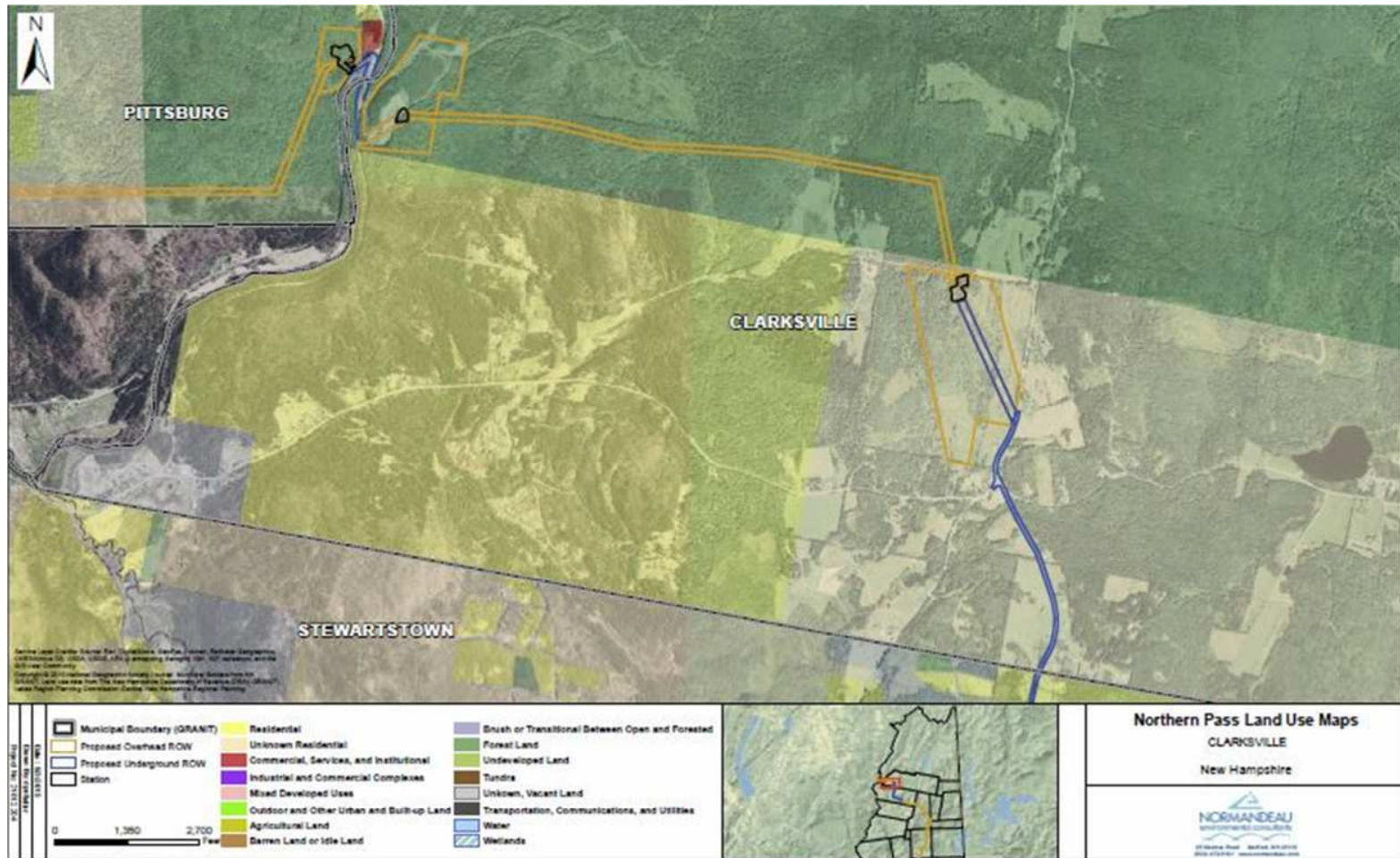
The transmission line daylight at an existing gravel pit, approximately 930 feet east of U.S. Route 3. The line then runs above ground to the east through a heavily forested area parallel to the south of the Washburn Family Forest for approximately 1.5 miles, where it crosses two access roads and one snowmobile trail. South of this portion of the corridor, parcels with mixed agricultural and residential land use range in distance from adjacent to within about 1,000 feet of the ROW. Yves Marquis Trucking is located one mile south of the overhead right-of-way, and other large employers do not list addresses near the ROW. The developed portion of Clarksville is more than one mile southwest of the right-of-way.

The right-of-way proceeds east through forested lands to where Wiswell Road crosses under the transmission right-of-way. The primary uses along the corridor are forest with very low density residential often combined with agricultural land. The line transitions underground south of Wiswell Road, and continues southeast to NH Route 145. NH Route 145 is part of the Connecticut River Byway and the Moose Path Trail, a state-designated scenic byway; the transmission line will be underground at these crossings. Mount Pisgah and Cedar Mountains, with elevations over 2,500 feet, are located more than seven (7) miles east of the ROW. The few residential dwellings along the corridor are mixed use with agricultural lands and are located about 300 feet east of where the power line joins the NH Route 145 right-of-way. The underground line continues south along Route 145 to the intersection of Old Country Road. Parcels with mixed agricultural and residential use are located adjacent to the western side of the underground transmission line and road right-of-way.

The underground corridor continues south along the Old Country Road right-of-way to where it crosses from the south western town border of Clarksville into Stewartstown; a few residential and agricultural uses are located adjacent to this portion of the shared Old Country Road and power line rights-of-way. The Hodge conservation parcel runs adjacent to the right-of-way. An abandoned cemetery is located west of Old Country Road, before the underground transmission line exits the southwestern portion of Clarksville, and enters the north-central section of Stewartstown.

A general depiction of existing land uses along the corridor in Clarksville is provided on the attached map.

Existing Land Use Along the Project Corridor Clarksville, NH



Source: NH Department of Revenue Administration Mosaic Data, 2014.

Town of Stewartstown

Stewartstown is a rural town situated in the Great North Woods Region of Coos County. The community has high hills that divide stream flows westerly and easterly to the Connecticut and Androscoggin Rivers, respectively. Stewartstown's economy has been based on manufacturing, mixed agriculture and the timber industries (Victoria Bunker, 2013). The Village of West Stewartstown along Route 3 and the Connecticut River is the most developed section of the town.

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. Stewartstown does not appear to have locally designated scenic roads listed.

Stewartstown contains a land area of 46.5 square miles and 0.4 mile of inland water area, with a 2013 population of 821 and a resulting population density of about 17.6 persons per square mile of land area (NHES, 2014).

Project Corridor Description:

The proposed 320-kV transmission line runs underground from the northern town boundary for 6.1 miles along existing state and municipal roads. The transition to above ground line occurs approximately 0.7 miles from the southern town boundary. The above ground line will be located in a 120 wide corridor and continue east-west for approximately 3.5 miles in new rights-of-way. Proposed overhead structures will range in height from 70 feet to 120 feet. With the exception of one 120 foot structure, all other structures are 95 feet or less in height.

Land Use Description:

In Stewartstown, approximately 64%, or 6.1 miles of the route is located underground and about 3.4 miles are located aboveground. The land area within the underground corridor is about 65.8 acres, and land area within the overhead Project corridor is 43.8 acres. The right-of-way's corridor within Stewartstown is approximately 109.6 acres, which is less than one percent of the Town's total land area of approximately 30,019 acres (NHOEP, 2014/NHGRANIT, 2014). The primary uses along the corridor through Stewartstown are forest, low density residential often mixed with agricultural lands, and conserved parcels that are used for agricultural and timber harvesting.

The underground transmission line enters the north central portion of Stewartstown from the southeastern part of Clarksville and continues south along the Old Country Road/N. Hill Road right-of-way. There are a few residential uses located along this segment. The Hodge conservation parcel, used for agriculture, is located adjacent to the east side of the transmission and road rights-of-way, as well as a nearby cemetery. The Village of West Stewartstown, located along the Connecticut River, is more than five and one-half miles west of the Project right-of-way. The Project continues south along the N. Hill Road right-of-way, which is also an ATV route. Land use along this segment is mixed agricultural and residential, with a few conservation parcels that are used primarily for agriculture and timber harvesting.

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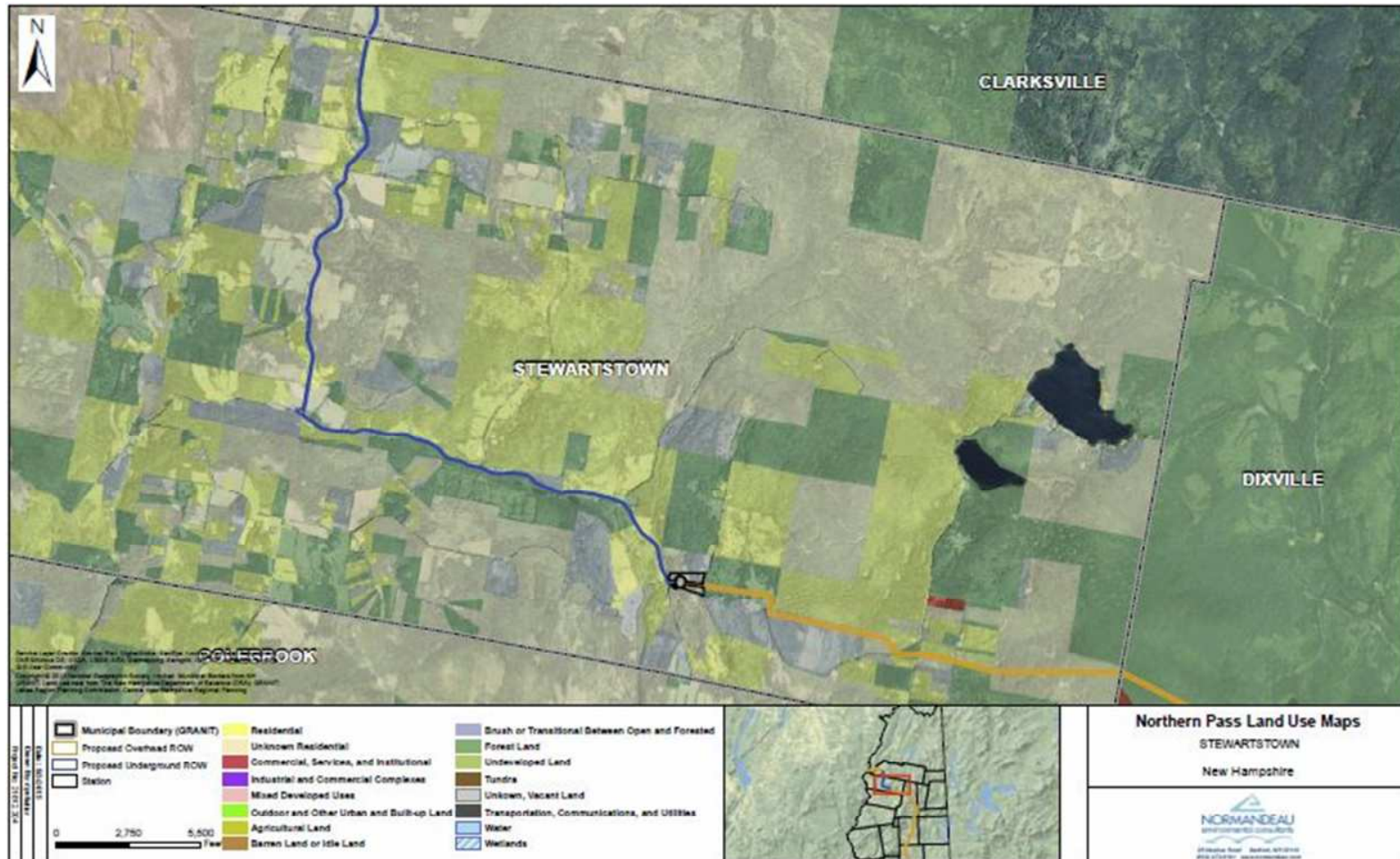
The Project continues underground east along Bear Rock Road, which is also used as an ATV route, adjacent to the McAllaster conservation land and the McAllaster Farm, a dairy and tree farm. McAllaster Road extends north from Bear Rock Road and also is snowmobile corridor 21. The Project corridor continues east along Bear Rock Road adjacent to Fred Williams Place conservation land and Placey conservation land. The land uses along this segment are agricultural areas with farms, scattered residences, as well as open fields followed by dense, heavily wooded elevated terrain.

The underground line continues along Bear Rock Road, sharing the roadway with the Ride the Wilds ATV trail for about 300 feet before it enters a transition station and continues east overhead, running almost parallel to Heath Road. The right-of-way follows along the southern border of Coleman State Park, across snowmobile corridor 18/5, then southeast across Heath Road and east across Diamond Pond Road. There are a few residences, many of which appear to have a moderate to dense tree cover buffer between houses and the right-of-way. The 45th Parallel Cabins are located about 370 feet north of where the Project crosses Diamond Pond Road. The overhead Project continues east across Sugar Hill Road and a residence, through forested and across a Ride the Wilds ATV trail. The right-of-way follows along the southern border of Coleman State Park and across Sugar Hill (elevation 2985 feet), where it enters the northwestern portion of Dixville.

The Project corridor exits Stewartstown across the southeastern town line, and enters the northwestern portion of Dixville.

A general depiction of existing land uses along the corridor in Stewartstown is provided on the attached map.

Existing Land Use Along the Project Corridor Stewartstown, NH



Source: NH Department of Revenue Administration Mosaic Data, 2014.

Unincorporated Place of Dixville

The unincorporated place of Dixville is among 23 unincorporated places in Coos County. Dixville has a rocky, forested and mountainous setting. Throughout Dixville, steep-sided slopes drop sharply to deep and narrow stream valleys which flow into the shallow and rocky Swift Diamond River. The Swift Diamond River joins the Dead Diamond River to flow into the Androscoggin River watershed. Dixville is almost entirely forested. Some development is located along NH Route 26, including The Balsams Grand Resort Hotel which is listed on the National Register of Historic Places.

The Wagner Forest, an active timber harvesting forest, includes logging roads and log landings, and large patches of previously harvested areas in Dixville. In addition, the 99 MW Granite Reliable Wind Project, located on commercial forest land, includes a string of 7 turbines along Dixville Peak in Dixville. The turbines are about 410 feet in height from the ground to the tip of the blades, and gravel roads are maintained to access the facilities (see the NHSEC decision granting certification of site and facility in July of 2009).

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. Dixville does not appear to have locally designated scenic roads listed in the Coos County Master Plan.

Coos County is a vast area (1,800 square miles) with a relatively small population (33,000) distributed amongst approximately 14,000 households. According to County data, the population in Dixville was estimated as follows: 1960-18 people; 1988-40 people; 2005-26 people. Dixville contains about 49 square miles of land area, and has a population density of about 0.5 persons per square mile. Coos is the only county that lost population between 2000 and 2010. Millsfield, Dixville, Cambridge and Wentworth's Location are considered the "settled areas" and most populated among the unincorporated places. (NHES, 2014)

Project Corridor Description:

The 320-kV transmission line corridor will be 120 feet in width and run north-south for approximately 9.1 linear miles through the center of Dixville. The transmission line will extend from the western town boundary to the southern boundary, north and east of Dixville Notch. Proposed structures will range in height from 70 feet to 130 feet. Of the 83 structures in Dixville, nine are over 95 feet tall, two of which reach 130 feet; the most common structure height is 75 feet.

Land Use Description:

In Dixville, all of the 9.2-mile right-of-way is located within the Wagner Forest, which is managed forest land, primarily for timber harvesting. The right-of-way's corridor within Dixville is approximately 133 acres, which is less than one percent of the Town's total land area of approximately 31,360 acres (NHOEP, 2014/NHGRANIT, 2014). The primary land use along the corridor in Dixville forest land managed for timber harvesting

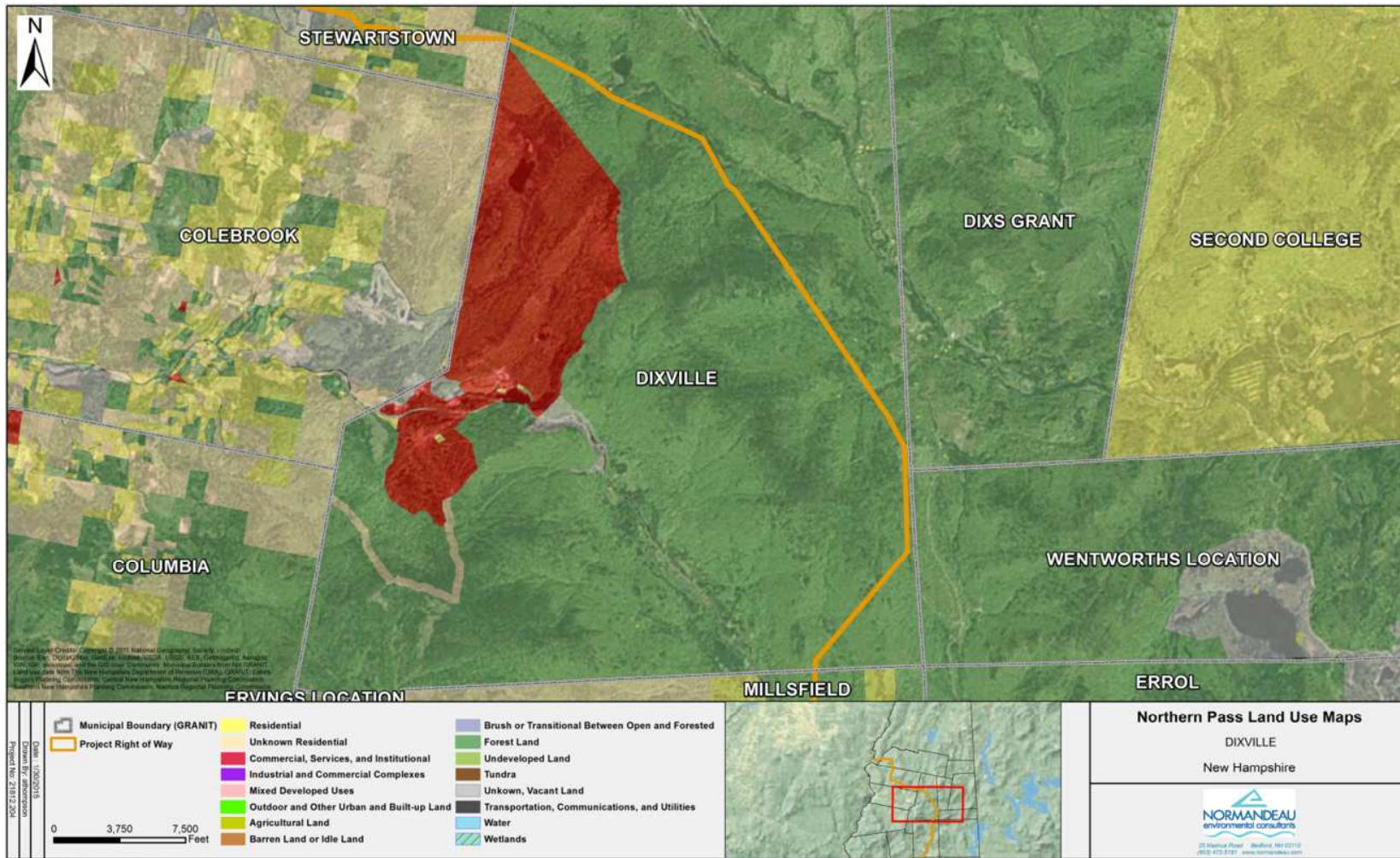
The Project right-of-way exits Stewartstown and enters into northeastern Dixville, within the Wagner Forest. In addition to timber harvesting, other land uses along the corridor

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include forested area, logging roads, and snowmobile trails, ATV trails, and camps. The right-of-way extends southeast through forested land for about one mile, crosses snowmobile corridor trail 18 and then a route used for both the Nathan Pond Ride the Wilds ATV trail and snowmobile corridor trail 18. Approximately one mile south of this location is Mud Pond, a forested outdoor recreation spot that is managed as part of the Balsams Resort. The majority of development associated with the Balsams Resort, including the hotel and the ski area, are located more than 3.7 miles south of the right-of-way. The right-of-way continues southeast for about five miles through forest land, away from the resort, and south for about one mile across South Valley snowmobile trail, parallel to Greenoogh Pond Road. The right-of-way extends southwest for about 1.6 miles, past seven (7) wind turbines located approximately 3.8 miles east on Dixville Peak as the right-of-way exits Dixville and enters into Millsfield, NH.

A general depiction of existing land uses along the corridor in Dixville is provided on the attached map.

Existing Land Use Along the Project Corridor Dixville, NH



Source: NH Department of Revenue Administration Mosaic Data, 2014

Unincorporated Place of Millsfield

The unincorporated place of Millsfield is among 23 unincorporated places in Coos County. Millsfield contains forested mountainous terrain, with rough and rugged topography that drain towards the Androscoggin River. The area has been historically a logging community with recent focus on more recreational opportunities such as snowmobiling and ATV use to promote economic development. Millsfield contains some development, almost entirely located along NH Route 26.

In Millsfield, Wagner Forest Management, Ltd. actively harvests timber, maintains logging roads and log landings, and manages large patches of previously harvested areas. In addition, the 99 MW Granite Reliable Wind Project is located on commercial forest land and includes 26 turbines along Mount Kelsey, Owlhead Mountain and Fishbrook Ridge in Millsfield. The turbines are about 410 feet in height from the ground to the tip of the blades (see NHSEC decision granting certification of site and facility in July of 2009).

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. Millsfield does not appear to have locally designated scenic roads listed in the Coos County Master Plan.

Coos County is a vast area (1,800 square miles) with a relatively small population (33,000) distributed amongst approximately 14,000 households. According to County data, population Millsfield was estimated as follows: 1960-7 people; 1988-11 people; and 2005-13 people. Millsfield contains about 45 miles of land area, with a population density of about 0.3 people per square mile. Coos is the only county that lost population between 2000 and 2010. Millsfield, Dixville, Cambridge and Wentworth's Location are considered the "settled areas" and most populated among the unincorporated places (NHES, 2014).

Project Corridor Description

In Millsfield, the proposed 320-kV transmission line corridor will be 120 feet in width and run north-south for approximately 9.0 linear miles from the east side of the northern town boundary to the west side of the southern town boundary. Proposed structures will range in height from 65 feet to 105 feet; the most common structure height is 75 feet.

Land Use Description:

In Millsfield, all of the nine-mile right-of-way is located within the Wagner Forest, which is managed forest land, primarily for timber harvesting. The right-of-way's corridor within Millsfield is approximately 130 acres, which is less than one percent of the Town's total land area of approximately 28,938 acres (NHOEP, 2014/NHGRANIT, 2014). The primary land use along the corridor in Millsfield is forest land managed for timber harvesting.

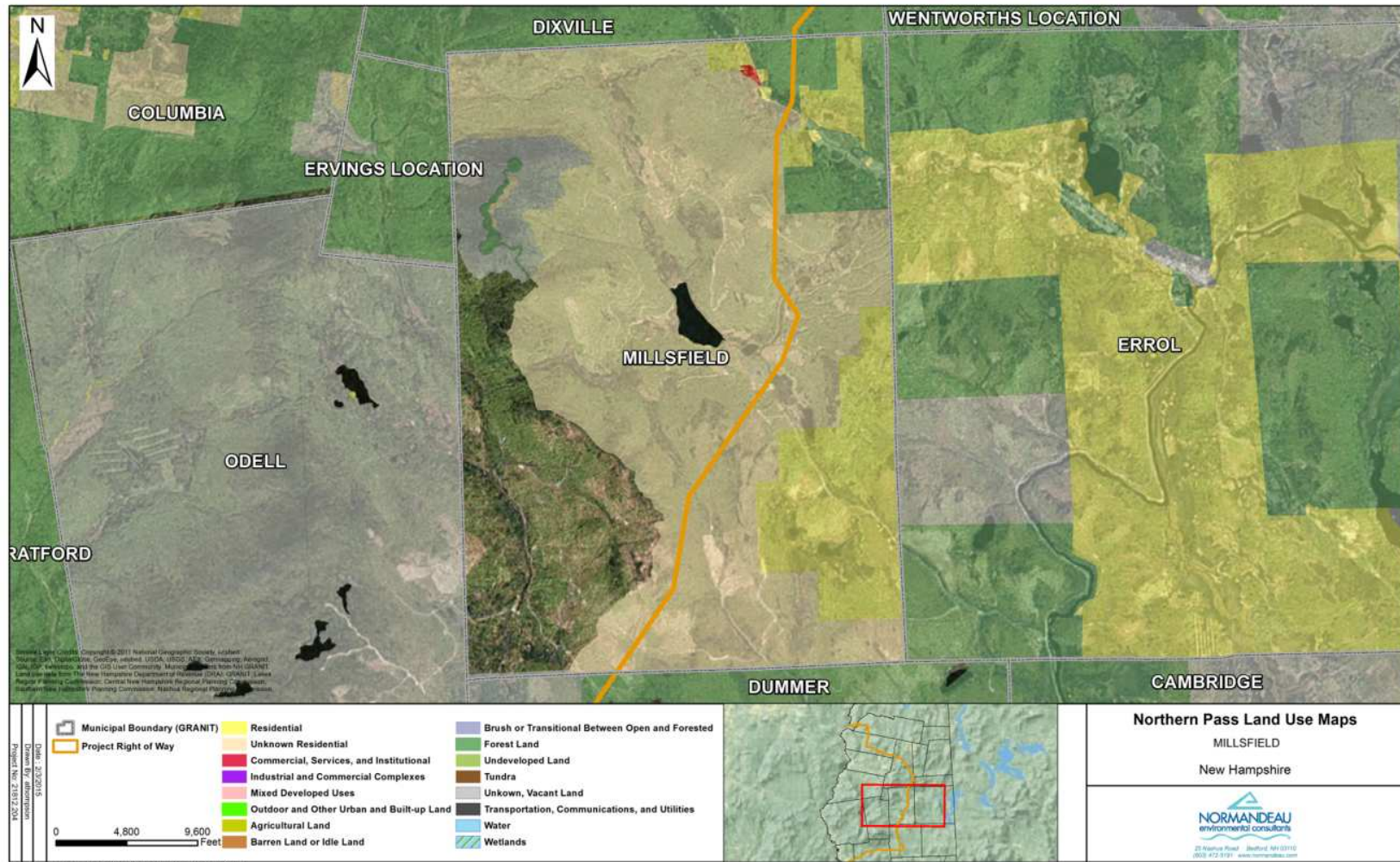
The power line exits the southeastern portion of Dixville and enters Millsfield, New Hampshire. It continues south across Clear Stream and NH Route 26, part of the Moose Path Trail Scenic Byway. Log Haven Campground is located along NH Route 26, approximately 0.47 mile west of the right-of-way. The very few residential structures in the area are located between approximately 1,000 to 1,500 feet away, with what appears to be

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densely forested buffer between the right-of-way and the structures. The corridor crosses snowmobile and ATV trails, logging roads, and active forest harvesting operations to Signal Mountain Road. Here, recreational trails are located within the right-of-way and Brag Pond is approximately 1,760 feet west of the ROW as it continues south over Signal Mountain Road again and Millsfield Pond Road. The corridor extends southwest across Newell Brook Road, which is also used as a snowmobile and ATV trail. The corridor runs southwest, passing within approximately 0.4 mile of Granite Reliable Wind turbines located on Fishbrook Ridge and continues through woodlands, across logging roads and skidder trails, reaching the southern boundary and passing into the northwest section of the town of Dummer, New Hampshire.

A general depiction of existing land uses along the corridor in Millsfield is provided on the attached map.

Existing Land Use Along the Project Corridor Millsfield, NH



Source: NH Department of Revenue Administration Mosaic Data, 2014

Town of Dummer

Dummer is a rural, rugged, mountainous town with a history of farming and logging activities. However, most large-scale agricultural and farming activities no longer occur within town (Victoria Bunker, 2013).

The existing land use pattern in Dummer consists of small residential areas scattered throughout predominantly forested terrain. It is estimated that developed land uses occupy less than two percent of Dummer's land. Dummer historically consisted of three separate areas: West Dummer, East Dummer and Pontook. The area of East Dummer on Hill Road is recognized as the town center, with the town building and library, highway department building, Willis Cemetery and the Methodist Church located there. Most of the residences are single family dwellings located along or close to major town roads. Much of Dummer's land area is in current use. The Pontook Hydroelectric facility on the Androscoggin River in Dummer and the Granite Reliable Wind Project, which has an electric transmission line that connects to a substation in Dummer are significant local and regional energy projects that have been developed.

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. Dummer does not appear to have locally designated scenic roads listed in the town's master plan or zoning ordinance.

Dummer contains about 48 square miles of land area and 1.3 square miles of inland water area. As of 2013, the town had 354 residents, with a population density of about 7.4 persons per square mile of land area, which is the ninth lowest population density among municipalities in New Hampshire (NHES, 2014).

Project Corridor Description:

The existing corridor contains a 115-kV transmission line supported on wooden H-frame structures within a 150-foot wide corridor that is currently cleared to approximately 115 feet. The corridor runs east-west for 2.9 linear miles in the southwestern portion of town. The 320-kV transmission line corridor will run a total of 8.9 miles through Dummer. A new transmission corridor will run for 6 miles north-south in a new right-of-way between the north town boundary and Bickford Hill. The 320-kV DC transmission line will be located in a new 120-foot wide cleared corridor from the north boundary of Dummer to Bickford Hill. Structures will range in height from 70 to 115 feet.

The transmission line will tie into an existing transmission corridor at Bickford Hill that runs approximately 2.8 miles east-west to the west town boundary.

The existing transmission corridor will be cleared an additional 10± feet. The 115-kV transmission line will be relocated within the corridor to the south. The relocated 115-kV structures will range in height from 74.5 to 106 feet. The 320-kV DC transmission line will be installed on the north side of the corridor on structures that range in height from 95 to one structure at 135 feet.

Land Use Description:

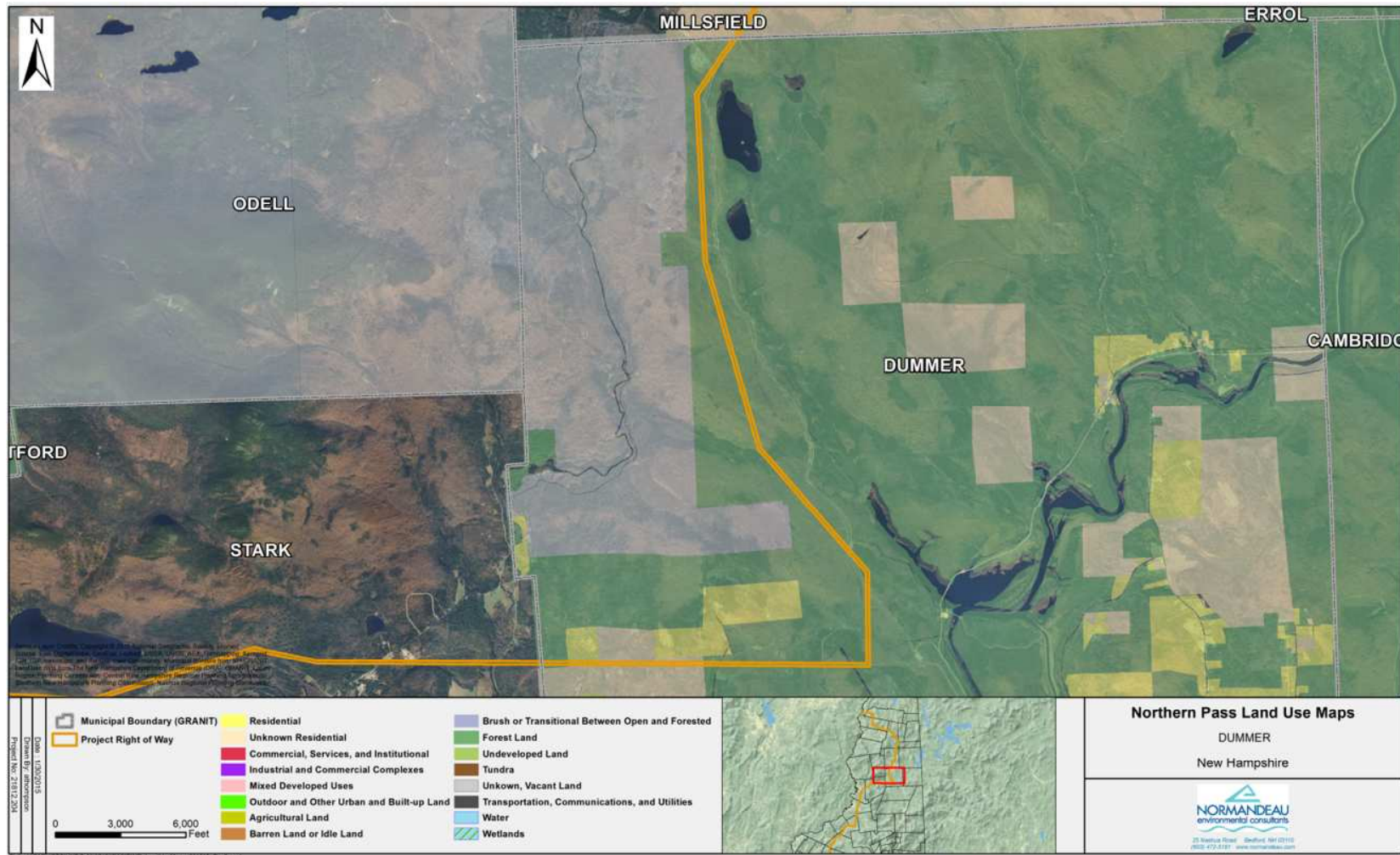
In Dummer, two thirds or about six miles of the Project ROW is located within forested land managed for timber harvesting, and the remaining one-third or about three miles of the Project is located within an existing electric utility right-of-way. The Project corridor's land area in Dummer is approximately 139.5 acres, which is less than one percent of the Town's total land area of 30,720 acres (NHOEP, 2014/NHGRANIT, 2014). The primary land use along the Project corridor is forest land.

The line exits the southern boundary of the unincorporated place of Millsfield and enters Dummer in the northwest section of the town, through a partially cleared area owned by Wagner Forest Management, Ltd and used for timber harvesting. The right-of-way crosses Grass Road, which is also used as an ATV trail and snowmobile corridor 28 and continues across Dummer Pond Road, which is used as an ATV trail. The ROW travels primarily within managed forest lands in a southwestern direction using a new right-of-way, coming within approximately 250 feet of the Granite Reliable Wind Project substation facility. The corridor runs south almost parallel to the Granite Reliable Project Transmission line located along Dummer Pond Road and passes about 1,000 feet west of Dummer Pond. The line comes within 1,500 feet of Pontook Reservoir conservation land, running south to the terminus of Cedar Pond Hill south of this intersection, the right-of-way turns 90 degrees, and begins running in a westerly direction, traveling within an existing right-of-way. The right-of-way crosses Paris Spur Road and Dummer Pond Road, both of which are used for ATV and snowmobile recreation. The area of East Dummer on Hill Road is recognized as the town center and is located about 3.5 miles southeast of the Project right-of-way.

The line then continues west through forested land across Cedar Pond Hill Road, exits land owned by Wagner Forest Management Ltd, and across Kelley Brook Road. Both roads are used as ATV and snowmobile recreation corridors. The ROW continues west past agricultural fields and crosses Hott Road, also used for snowmobile corridor 117. Snowmobile corridor 117 continues within the ROW for approximately 2,200 feet as the line exits the southwest quadrant of Dummer and enters the east central portion of Stark. Only a few residences are present in the area, and those appear to have dense wooded buffers. The corridor passes a few small agricultural fields and trees.

A general depiction of existing land uses along the corridor in Dummer is provided on the attached map.

Existing Land Use Along the Project Corridor Dummer, NH



Source: NH Department of Revenue Administration Mosaic Data, 2014.

Town of Stark

Stark is a rural town located along the Upper Ammonoosuc River, which flows in a meandering course toward its confluence with the Connecticut River west of town. The town has mountainous terrain that climbs to the Percy Peaks. Several village areas are located in the community, including the villages of Stark, Percy and Crystal. Early settlement of the area provided farming and extensive logging through the area. Various saw and grist mills were built to accommodate economic demands from various lumber manufacturers. Poor forestry methods (e.g., clear cutting and over cutting of areas) facilitated devastating forest fires in the area. By the early 1900's timber operations began to decline. Stark is best known as the only New Hampshire community to host a German POW camp, which operated from 1944 to 1946. Economic development focus in the area turned to tourism, with the use of railroad lines and improved roads to bring the general public to the area and the conversion of logging camps to hunting and fishing camps (Victoria Bunker, 2013)

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. Stark does not appear to have locally designated scenic roads listed in the town's website.

Stark contains about 59.2 square miles of land area and 0.5 square miles of inland water area. As of 2013, the town had 556 residents, with a population density of about 9.4 persons per square mile of land area (NHES, 2014).

Project Corridor Description:

In Stark, the existing 150-foot wide right-of-way contains a single 115-kV transmission line within a 140±-foot cleared corridor. The transmission corridor runs 8.5 miles east-west through the central area of Stark. Within the existing corridor, wooden H-frame structures range in height from 43 to 56.5 feet.

The new 320-kV line will be located entirely within an existing transmission corridor. Additional vegetative clearing will occur in the 150 foot right-of-way ranging from 10 to 40±. The existing 115-kV transmission line will be relocated to the south side of the corridor on structures that range in height from 74.5 to 110.5 feet. The 320-kV DC transmission line will be installed on the north side of the corridor on structures that range from 70 to 130 feet.

Land Use Description:

In Stark, all of the 8.5-mile Project right-of-way is located within an existing electric utility corridor. The land area within the right-of-way is about 155 acres, which is less than one percent of the Town's total land area of approximately 37,888 acres (NHOEP, 2014/NHGRANIT, 2014). The primary land use along the corridor is forest land; some light development is located near road crossings.

From the east, the Project corridor enters the central portion of Stark and continues west. The area consists primarily of forested land, a few residences and roads, a brook, open fields and gravel pits. Snowmobile corridor 115 is located within the right-of-way for

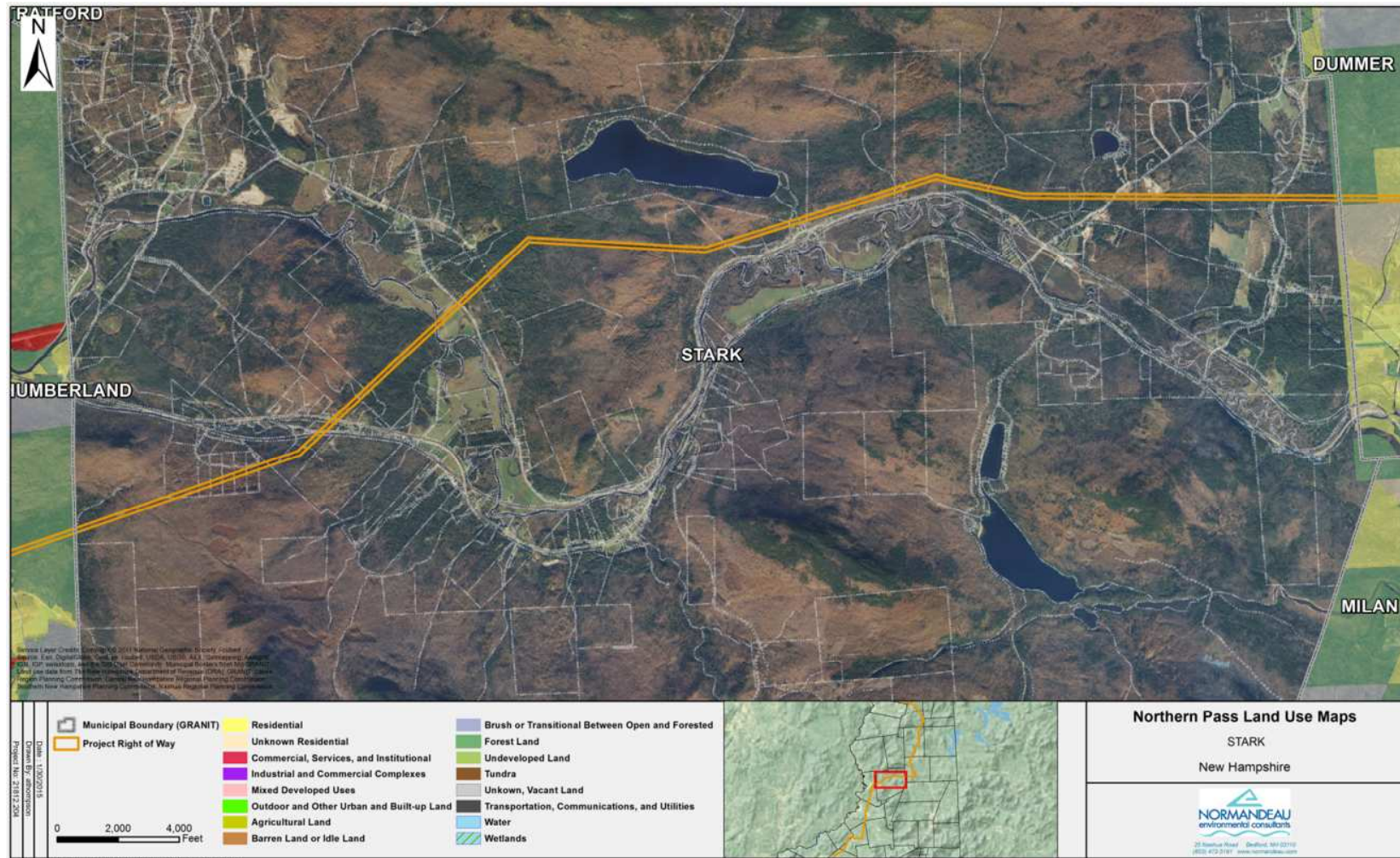
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approximately 2,180 feet, and exits the ROW as it crosses Paris Road. The right-of-way continues west across Bell Hill Road, where residences are located along the shore of Pike Pond with dense vegetation between structure and the right-of-way. The corridor is within about 1,500 feet of the Upper Ammonoosuc River for approximately 2.2 miles. After crossing Bell Hill Road, the line enters the Nash Stream Forest conservation land. The Project corridor continues within an existing right-of-way, and traverses conserved parcels such as the Yankee Forest Tract, the Lamphere Tract, and the Percy Summer Club parcel, to where it crosses Christine Lake Road. Christine Lake is located approximately 1,000 feet north of the corridor. There are additional residences situated along Percy Road all with dense vegetation between the structures and the existing right-of-way.

The line continues west through the Damiani Tract, Percy State Forest, and Kauffmann Tract, for approximately 2.1 miles. There are a few residences at least 600 feet from the right-of-way as it crosses Northside Road. The existing right-of-way continues through open fields, across the Upper Ammonoosuc River and Lunn Road, through forested land and across Stark Highway/NH Route 110. NH Route 110 is part of the Woodland Heritage Trail, a state-designated scenic byway, and the Project crosses the byway within an existing utility corridor. Residences located along Stark Highway appear to have a vegetative cover between the structure and the existing corridor. The existing right-of-way continues across Potter Road and a railroad bed, through forest land and crosses the White Mountain National Forest within an existing utility corridor for approximately 0.80 mile. The line crosses Pilot Mountain Road, exits the White Mountain National Forest and Stark, and enters into the Northumberland.

A general depiction of existing land uses along the corridor in Stark is provided on the attached map

Existing Land Use Along the Project Corridor Stark, NH



Source: NH Department of Revenue Administration Mosaic Data, 2014.

Town of Northumberland

The town of Northumberland is located in the upper portion of the Connecticut River Valley. Several village areas are found within the community. Northumberland village is situated on the Connecticut River, while Groveton is set on the Upper Ammonoosuc River, which flows westerly into the Connecticut River. Level floodplains make up portions of western Northumberland. In Northumberland, historic economic opportunities included farming, mills (including grist, saw, and paper mills), and a foundry and machine shop (Victoria Bunker, 2013). Current economic opportunities include re-use of the Groveton paper mill site, a local racetrack, general commercial businesses, a trucking and moving company, and recreational opportunities.

Most of Northumberland's land is forested; the most heavily forested areas include Cape Horn, Lost Nation, Page Hill and the northern third of town. Cape Horn includes State Horn State Forest. The second highest land use category is agriculture (8%), most of which is pasture or for growing forage crops. Many of the agricultural lands are along the Connecticut River, providing scenic views. About 5% of land use is residential and about 1% is commercial/industrial. The heaviest concentration of residential and commercial/industrial development is in Groveton, with much of the residential development scattered across rural areas of the town. Multiple-unit housing is permitted throughout the town on individual lots and in multi-unit parks. Other land uses in Northumberland land is categorized as idle lands which include wetlands, transmission ROW and undeveloped not in other categories (5%); federal lands (2%); state lands (1%); and town lands (0.8%). (Northumberland Master Plan, 2014)

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. Northumberland does not have locally-designated scenic roads listed in on the town website or within the Master Plan.

Northumberland has a land area of 36.7 square miles of land area and 0.1 square mile of inland water area. As of 2013, the town population was 2,190 with a population density of approximately 60 persons per square mile of land area (NHES, 2014).

Project Corridor Description:

The existing transmission corridor runs 6.0 miles through Northumberland. The 150-foot wide right-of-way contains a single 115-kV transmission line within a 140±-foot cleared corridor. The corridor runs east-west from the east town boundary to just beyond the Lost Nation Substation, then angles to the south and runs approximately 5 miles to the south town boundary. Within the existing corridor, wooden H-frame structures range in height from 42 to 55 feet.

The new 320-kV line will be located entirely within an existing transmission corridor. Additional vegetative clearing will occur in the 150 foot right-of-way ranging from 10 to 30±, with additional clearing occurring around the Lost Nation Substation. The existing 115-kV transmission line will be relocated to the south and east side of the corridor on structures that range in height from 74.5 to 105 feet. The 320-kV DC transmission line will be installed

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on the north and west side of the corridor on structures that range from 70 to 130 feet. A second transmission line corridor ties into the Lost Nation Substation. The structures supporting this separate transmission line share the 320-kV transmission corridor for approximately 1600 feet west of the Substation.

Land Use Description:

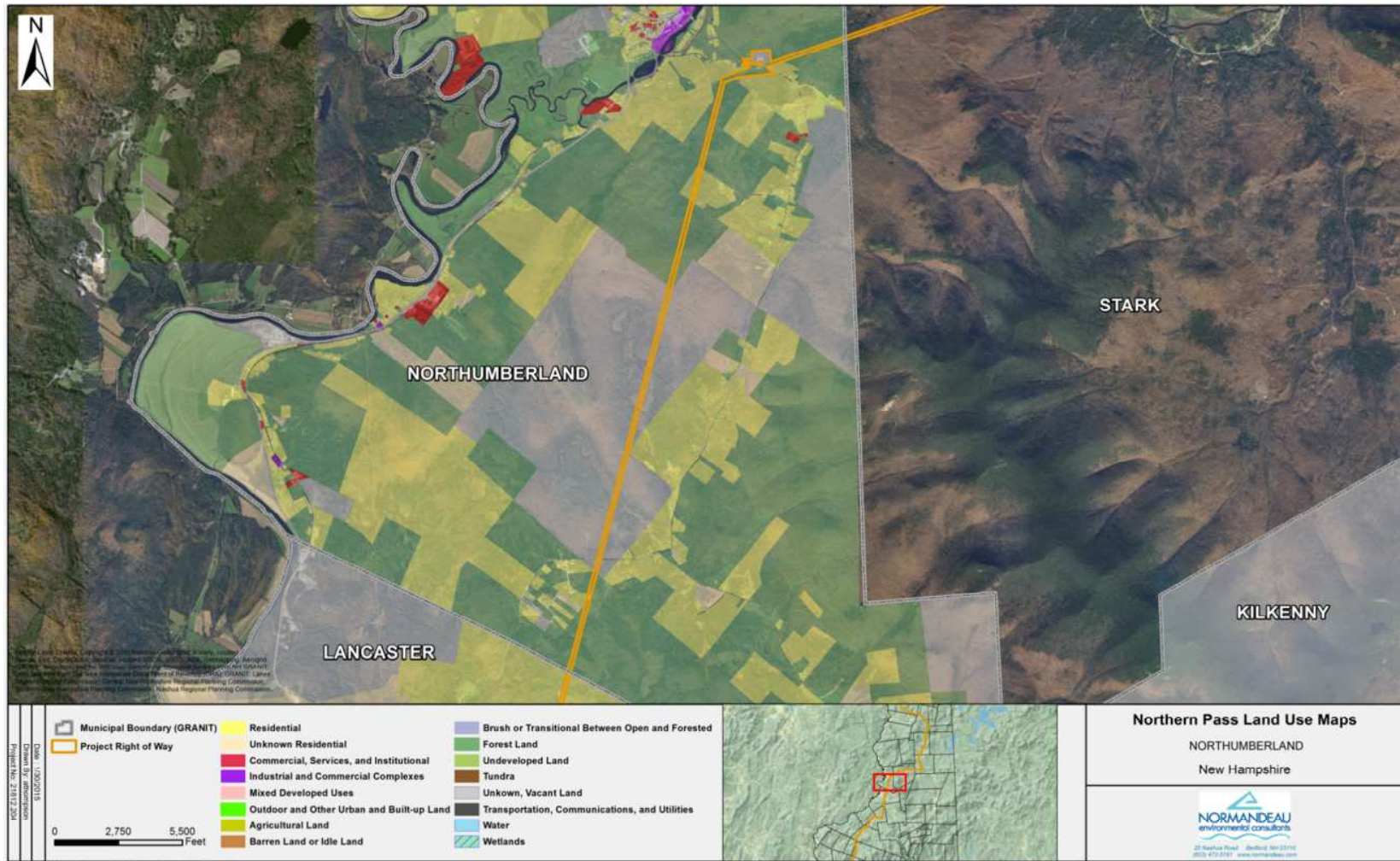
In Northumberland, all of the Project right-of-way is located within an existing electric utility corridor for approximately 6.1 miles. The land area within the right-of-way is about 126 acres, which is less than one percent of the Town's total land area of approximately 23,488 acres (NHOEP, 2014/NHGRANIT, 2014). The primary land use along the corridor is forest land.

The corridor exits western Stark, New Hampshire and enters the northeast portion of Northumberland in an area that appears to have dense vegetative cover. The right-of-way continues across Lost Nation Road, a transmission line substation, and a Ride the Wild ATV Trail. There are a few residences located on Lost Nation Road ranging in distance from approximately 170 to 1,000 feet away, and appear to have a dense vegetated buffer between houses and the existing right-of-way. The village of Groveton is located approximately 0.6 mile northwest of the existing utility corridor, on the opposite side of the Upper Ammonoosuc River. The closest commercial property, based on the NH Department of Revenue Administration (NHDRA) data, is located more than 0.6 mile south of the right-of-way, along Lost Nation Road.

The existing corridor continues southwest through densely vegetated forest, crosses near small body of water and the unmaintained terminus of Thompson Road, and continues through heavy vegetation, as it enters Cape Horn State Forest. The village of Northumberland is located more than 2.2 miles west of the right-of-way. The right-of-way crosses Cape Horn State Forest for approximately 2.38 miles, crosses Page Hill Road and exits Cape Horn State Forest. Page Hill Road also is considered a Ride the Wilds ATV Trail. South of the road crossing, snowmobile corridor trail 5 enters and continues south within the ROW for approximately 0.94 mile as the ROW enters the northern town border of Lancaster.

South of Cape Horn State Forest, there are a few residences, ranging in distance from approximately 650 to 1,500 feet away from the corridor, which appear to be surrounded by dense tree cover. The existing right-of-way continues through dense vegetation until it exits the south west portion of Northumberland and enters the north central portion of Lancaster. A general depiction of existing land uses along the corridor in Northumberland is provided on the attached map.

Existing Land Use Along the Project Corridor Northumberland, NH



Source: NH Department of Revenue Administration Mosaic Data, 2014.

Town of Lancaster

Settled in 1764, Lancaster is located on the northern limits of the White Mountains, and Lancaster's eastern section is set within the White Mountain National Forest. The southern boundary of the community lies within Weeks State Park. The Connecticut River forms Lancaster's western boundary while the Israel River and Otter Brooks flow through the center of the town. The town has a diverse economic background that includes agricultural uses, timber, paper and other manufacturing facilities. The draw of summer tourism was established in the 1880's (Victoria Bunker, 2013). Modern economic opportunities are diverse and include a local hospital and associated health care providers, public schools, supermarkets, municipal services, pharmaceuticals, utilities, car dealership and a local newspaper (NHES, 2014). Weeks State Park, the annual Lancaster Fair, and one of NH's 4,000-foot peaks, Mt. Cabot are local attractions within town (lancasternh.org). Development is primarily located in the western portion of town, along the Connecticut River.

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. Although the Lancaster Master Plan does not identify scenic roads, the town office and planning board identify the following locally-designated scenic roads: East Whitefield Road (Route 3 to townline), Mount Prospect Road, Wesson Road, Gore Road, Pleasant Valley Road and Reed Road.

Lancaster is a town with a land area of about 50 square miles of land area and 1.0 square mile of inland water area. As of 2013, the town had 3,453 residents, with a population density of approximately 69 persons per square mile of land area (NHES, 2014).

Project Corridor Description:

The existing transmission corridor runs north-south 5.6 linear miles through the central part of Lancaster. An existing 115-kV transmission line is supported primarily by wooden H-frame structures and some monopole structures that range in height from 42 to 61 feet. The right-of-way for the existing transmission corridor is 150 feet in width throughout most of Lancaster. Approximately 0.6 mile from the southern boundary, the transmission corridor ties in with a second transmission line and the corridor width is 190 feet to accommodate the second transmission line.

The 115-kV line will be relocated to the east side of the corridor and replaced with structures ranging in height from 70 to 115 feet. The 320-kV HVDC transmission line will be located in the center of the corridor and will be supported by structures that will range in height from 70 to 100 feet. The right-of-way will undergo spot clearing on both the east and west side of the corridor as necessary to maintain a 150-foot cleared width.

Land Use Description:

In Lancaster, all of the 5.6-mile Project right-of-way is located within an existing electric utility corridor. The land area within the right-of-way is about 106 acres, which is less than one percent of the Town's total land area of approximately 32,000 acres (NHOEP,

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2014/NHGRANIT, 2014). The primary land use along the corridor is forest land and some agricultural use is located where the corridor crosses N. Road.

From Northumberland the existing corridor, which is followed by snowmobile corridor trail 5, enters north-central Lancaster. Snowmobile corridor 5 crosses or is located along the utility corridor for about 1.2 miles, until the right-of-way crosses the Lancaster Town Forest land. The Lancaster Fair Grounds are located about 1.9 miles west of the ROW. The utility corridor continues across the western edge of two conservation parcels, and extends southwest as it crosses a club snowmobile trail. The Project continues within the utility corridor through forested area, and across N. Road. A few residences are located near the intersection and a Greenhouse and Nursery is located approximately 1,000 feet to the west. The structures within this area have moderate tree cover surrounding the property. The most densely developed area in Lancaster is located approximately 1.5 miles west of the right-of-way. Mt. Cabot is located more than 5 miles east of the corridor.

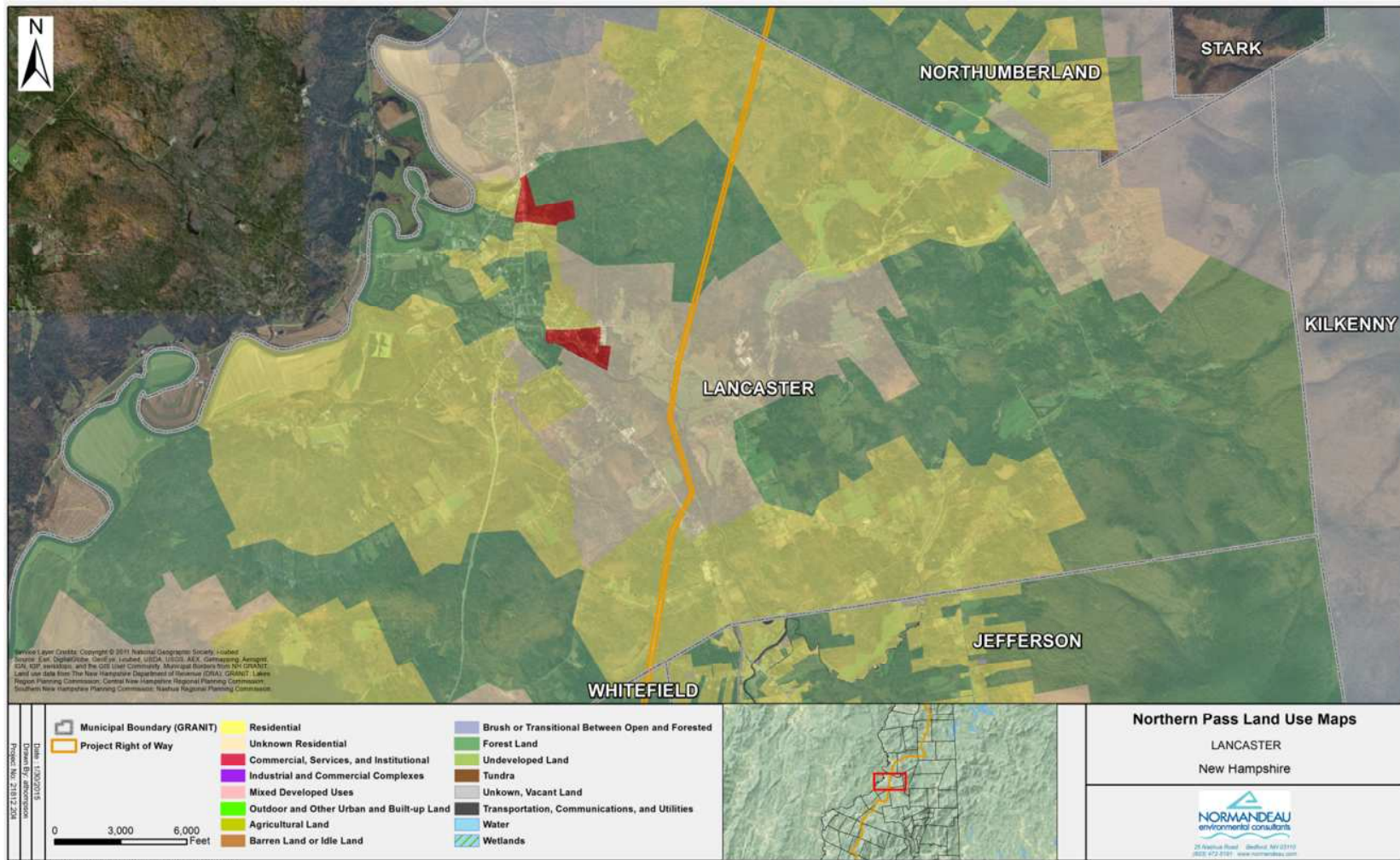
The corridor continues through some trees followed by open fields, where it enters conservation land owned by NRCS; continues within the floodplain of Otter Brook, and crosses the Israel River. The right-of-way continues through open fields before crossing into forested area and across a railroad line right-of-way, which is also used as snowmobile corridor 5A.

Approximately 1,900 feet to the west is Cabot Inn and Suites. The line continues within an existing right-of-way flanked by forest, and almost parallel to the railroad track. Along this portion of the corridor are several residences, all which appear to have a dense forest buffer area. The Christine Easement runs about 185 feet west of the corridor. The Israel River runs to the west of the corridor, ranging in distance from approximately 325 to 1,200 feet from the existing right-of-way. A scenic vista is located along U.S. Route 2, approximately 950 feet west of the ROW.

The line spans Portland Road/US Route 2, part of both the Presidential Range Trail Scenic Byway and the Woodland Heritage Trail Scenic Byway, within the existing transmission corridor. The proposed route for the Presidential Range Trail would eliminate this crossing. Residences are located within approximately 225 to 1,500 feet of the existing corridor. The right-of-way continues southwest across snowmobile corridor 5 and Wesson Road, which the town identified as a locally-designated scenic road. Few residences along this road are located between 200 feet and 1,000 feet from the utility right-of-way. Weeks State Park is located about 0.9 mile west of the existing utility corridor, and Route 3 remains about 1.6 miles west of the existing ROW. The line continues southwest through forested land and exits the east portion of Lancaster, into the northwest corner of Whitefield.

A general depiction of existing land uses along the corridor in Lancaster is provided on the attached map.

Existing Land Use Along the Project Corridor Lancaster, NH



Source: NH Department of Revenue Administration Mosaic Data, 2014.

Town of Whitefield

Whitefield is located north of the White Mountains and contains rolling hills. Timber and agricultural activities were prominent economic drivers during the historical growth of the town, and various manufacturing mills were established to provide employment to the local public. Whitefield became a summer retreat towards the latter 19th century (Victoria Bunker, 2013). Modern economic opportunities include tourism, such as at the Mountain View Grand; public schools; nursing home care; and commercial septic system manufacturing (NHES, 2014). The Pondicherry Unit of the Silvio O Conte National Fish and Wildlife Refuge (Pondicherry NWR) is located in the southeastern portion of town. The Mount Washington Regional Airport is located adjacent to a portion of the western boundary of the conservation area.

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. Locally designated scenic roads are listed in the Whitefield Master Plan and include Spencer Road, Kimball Hill Road, Hall Road and Gould Road; Mountain View Road is recommended.

The town of Whitefield had a 2013 population of 2,132 and contains 34.3 square miles of land area and about 0.4 square miles of inland water are. The population density is about 62 persons per square mile (NHES, 2014).

Project Corridor Description:

The existing transmission corridor runs through Whitefield for a total of 10.4 miles at varying alignments and corridor right-of-way widths.

Northern Section

The existing transmission corridor enters Whitefield in the northeast corner of town. The 190 foot-wide corridor runs north-south for approximately 4.7 miles to the Pondicherry National Wildlife Refuge. There is an existing 115-kV line and a distribution line. The existing 115-kV line structures range in height from 43 to 59.5 feet. At the Pondicherry National Wildlife Refuge, the transmission corridor becomes 335 feet in width, and ties into two additional transmission lines and angles to the west.

The corridor then runs east-west to the west town boundary (for approximately 2.9 mi). The corridor alignment has a series of offsets, resulting in a zigzag alignment. This stretch of corridor ranges in right of way width from 240 to 335 feet. The corridor crosses Route 3 and the Whitefield Substation north of downtown Whitefield, and continues into the adjacent town of Dalton. There are two existing 115-kV lines and two distribution lines. The existing 115-kV structures range in height from 41 to 56.5 feet.

Southern Section

The transmission line angles to the south in Dalton and returns to Whitefield approximately 1.8 miles south from the point it entered Dalton. The right of way width in the southern section of existing corridor is 265 feet with approximate 250 feet cleared. The corridor runs north-south for approximately 2.8 miles to the south town boundary. The corridor contains

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an existing distribution line on the west side and a 115-kV line on the east side of the corridor supported by structures 43 to 52 feet in height. The 320-kV transmission line will be located within the existing transmission corridor right of way.

In the north-south stretch in the northeast section of Whitefield, both the 115-kV line and the distribution line will be relocated to the east within the corridor to accommodate the 320-kV line. The 115-kV line will be replaced with structures ranging in height from 56.5 to 101.5 feet. The 320-kV line will be located on the west side of the corridor and supported on structures ranging in height from 60 to 100 feet. Approximately 10-30 feet of vegetative clearing will occur on the west side of the corridor to make room for the 320-kV transmission line within the right of way.

In the section of the corridor running east west, the 115-kV line on the south side of the corridor will remain in place. The two distribution lines will be relocated approximately to the south, using similar structures. The 115-kV line on the north side of the corridor will be relocated slightly south to the middle of the corridor, and mounted on structures ranging in height from 43 to 101.5 feet. The new 320-kV line will be located on the north side of the corridor, supported by structures ranging in height from 80 to 100 feet. Up to 35 feet of additional vegetation will be removed on the north side of the corridor to accommodate the 320-kV transmission line within the right of way.

In the north-south stretch in the southwest section of Whitefield, the existing 115-kV line and distribution line will remain in place. The 320-kV line will be located in the center of the corridor between the two existing lines and supported by structures that range in height from 75 to 90 feet. No additional clearing will be required in this section of the corridor.

Land Use Description:

In Whitefield, all of the 10.4-mile Project right-of-way is located within an existing electric utility corridor. The total land area within the right-of-way is about 310 acres, which is about one and one-half percent of the Town's total land area of approximately 21,952 acres (NHOEP, 2014/NHGRANIT, 2014). The primary land use along the corridor is forest land. The right-of-way does not cross locally-designated scenic roads within Whitefield.

Northern Section

The corridor exits Lancaster and enters into the northern corner of Whitefield. The right-of-way continues southwest for about three and one-half miles through forested land and across Nutting Road and NH Route 116. NH Route 116 is part of the proposed Presidential Range Trail, a state-designated scenic byway. A few residences are located along the corridor, generally ranging in distance from approximately 350 to 1,325 feet from the right-of-way, and there appears to be ample tree cover between the residences and the right-of-way. Except for the few parcels along the frontage of NH Route 116 and Nutting Road, almost all parcels within 1,500 feet of the existing corridor have moderate to dense tree cover between the houses and the ROW. The East Whitefield gravesite on Bray Hill Road sits about 1,400 feet east of the existing right-of-way.

The existing corridor continues south within a forested area, through the Pondicherry National Wildlife Refuge for about one mile, through forested area, and back through the Pondicherry NWR for about one half mile, where the existing ROW continues west. Snowmobile corridor 5 joins the right-of-way as the corridor continues west across NH

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Route 116, part of the proposed Presidential Range Trail, a state-designated scenic byway. Within this area, residences are located within 1,500 feet of the corridor, and most appear to have a wooded buffer. One residence located where Hazen Road intersects NH Route 116 appears to use areas within and along the ROW for agriculture.

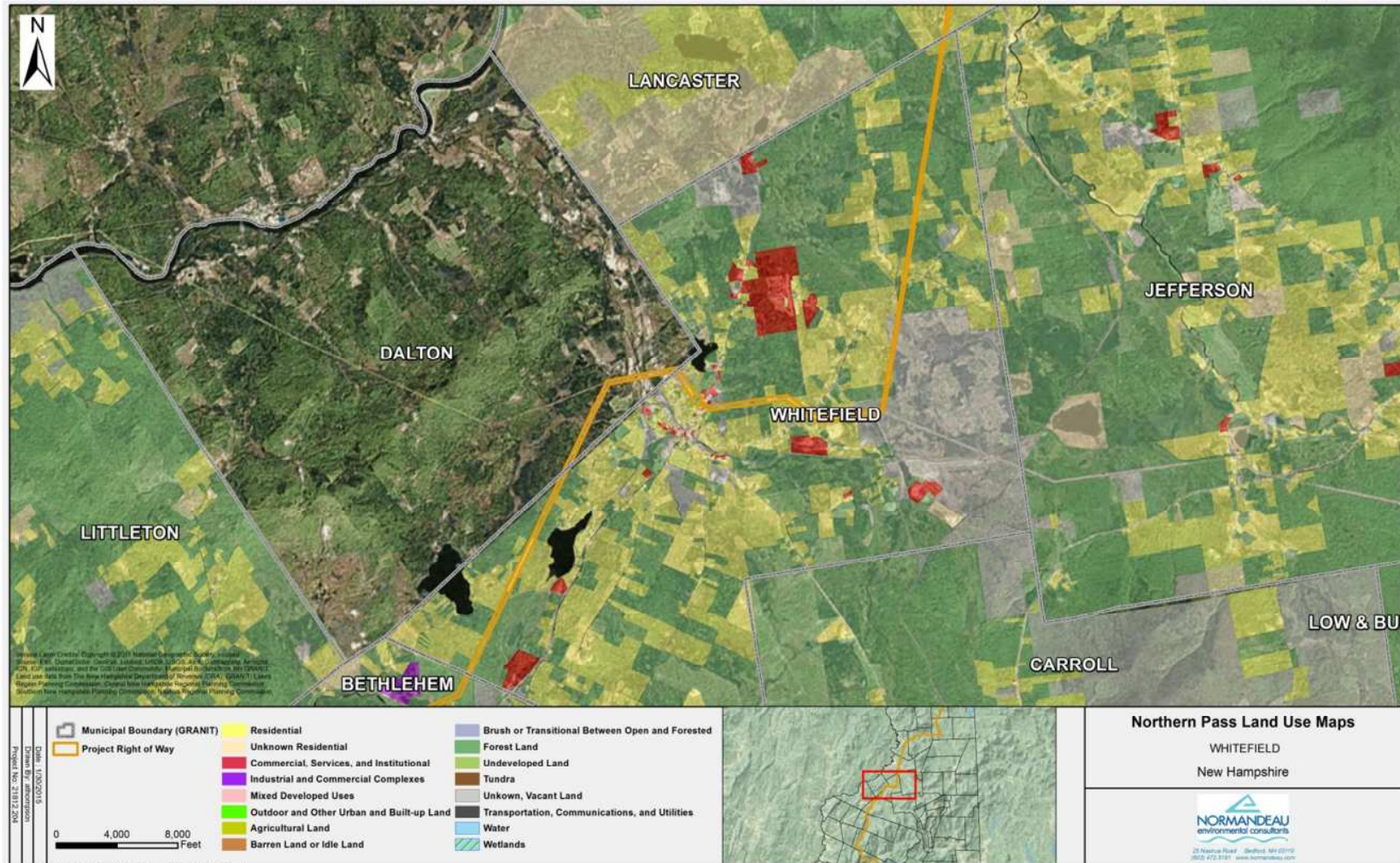
The existing corridor and snowmobile corridor 5 continue west, across U.S. Route 3/Lancaster Road, which is part of the Presidential Range Trail scenic byway and a PSNH electrical transmission line sub-station parcel. The proposed route of the Presidential Range Trail scenic byway would eliminate this crossing. Residential development is located along the ROW where it crosses U.S. Route 3, and commercial development is within about 1,500 feet, including a NH State Liquor Outlet and Dollar General store. The corridor continues west through a forested area and open field for about 2,345 feet. Mirror Lake is about 875 feet north of the ROW, and some residences are located in this area. The line exits the east-central portion of Whitefield and continues into the northeast section of Dalton, New Hampshire.

Southern Section

The corridor exits southeastern Dalton and enters Whitefield; a club snowmobile trail is located within the ROW, as it crosses Evergreen Drive. The right-of-way continues southwest about 1.5 miles through forested land where it crosses Forest Lake Road; few residences are located along this portion of the corridor. Burns Pond is located about 780 feet east of the corridor, north of Forest Lake Road. From Forest Lake Road, the corridor continues southwest through a forested area for about 1,500 feet, where the club snowmobile trail leaves the ROW and continues 0.25 mile west until it reaches Forest Lake, which is developed with several residences. The corridor continues along forest land for approximately 0.9 mile and crosses into Bethlehem, New Hampshire.

A general depiction of existing land uses along the corridor in Whitefield is provided on the attached map (also see the Dalton Map).

Existing Land Use Along the Project Corridor Whitefield, NH



Source: NH Department of Revenue Administration Mosaic Data, 2014.

Town of Dalton

The town of Dalton is situated east of the Connecticut River. It contains both sloping hillsides and mountainous terrain. Level farm land is found along the Connecticut River, but elevations rise to approximately 2,000 feet in the Dalton Mountains. (Victoria Bunker, 2013)

The town is a rural community and is about 80% forested with single family homes and home businesses scattered throughout the town. There are only a few active farms. The town center does not have any large commercial establishments or concentrations of housing. Forest Lake is located in the southern portion of town and includes seasonal cottages along the shoreline and Forest Lake State Park, a recreational area with a beach and picnic areas. Snowmobile Corridor 5, a state snowmobile trail, horizontally bisects the town

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. Dalton does not appear to have any locally-designated scenic roads listed in the Town's Master Plan or on the Town's website.

The town of Dalton contains 27.5 square miles of land area and 0.8 square miles of inland water area. In 2013 the town population was 987 residents, and population density was about 36 persons per square mile. (NHES, 2014)

Project Corridor Description:

The existing transmission corridor follows the natural contour of the land across the northeast corner of Dalton for a distance of approximately 2.1 miles. The corridor runs east-west for about 1 mile with a 275 foot right of way width. The corridor angles to the south and runs 1.1 miles to the southeast town boundary with a 265 foot corridor right of way width. At the angle in the corridor, a second transmission line ties into the corridor from the west that shares a mile stretch to the Whitefield Substation. The corridor contains an existing distribution line on the west side and a 115-kV line on the east side of the corridor supported by structures 40 to 65 feet in height.

The 320-kV transmission line will be located within the existing transmission corridor right of way. The existing 115-kV line and distribution line will remain in place. The 320-kV line will be located in the center of the corridor between the two existing lines and supported by structures that range in height from 65 to 125 feet (only one structure at that height). No additional clearing will be required in this section of the corridor.

Land Use Description

In Dalton, the entire Project right-of-way is located within an existing electric utility corridor as it follows the topography of the land for a total of approximately 2.1 miles. The total land area within the right-of-way is about 68 acres, which is less than one percent of the Town's total land area of approximately 17,600 acres (NHOEP, 2014/NHGRANIT, 2014). The primary land use along the corridor is forest land.

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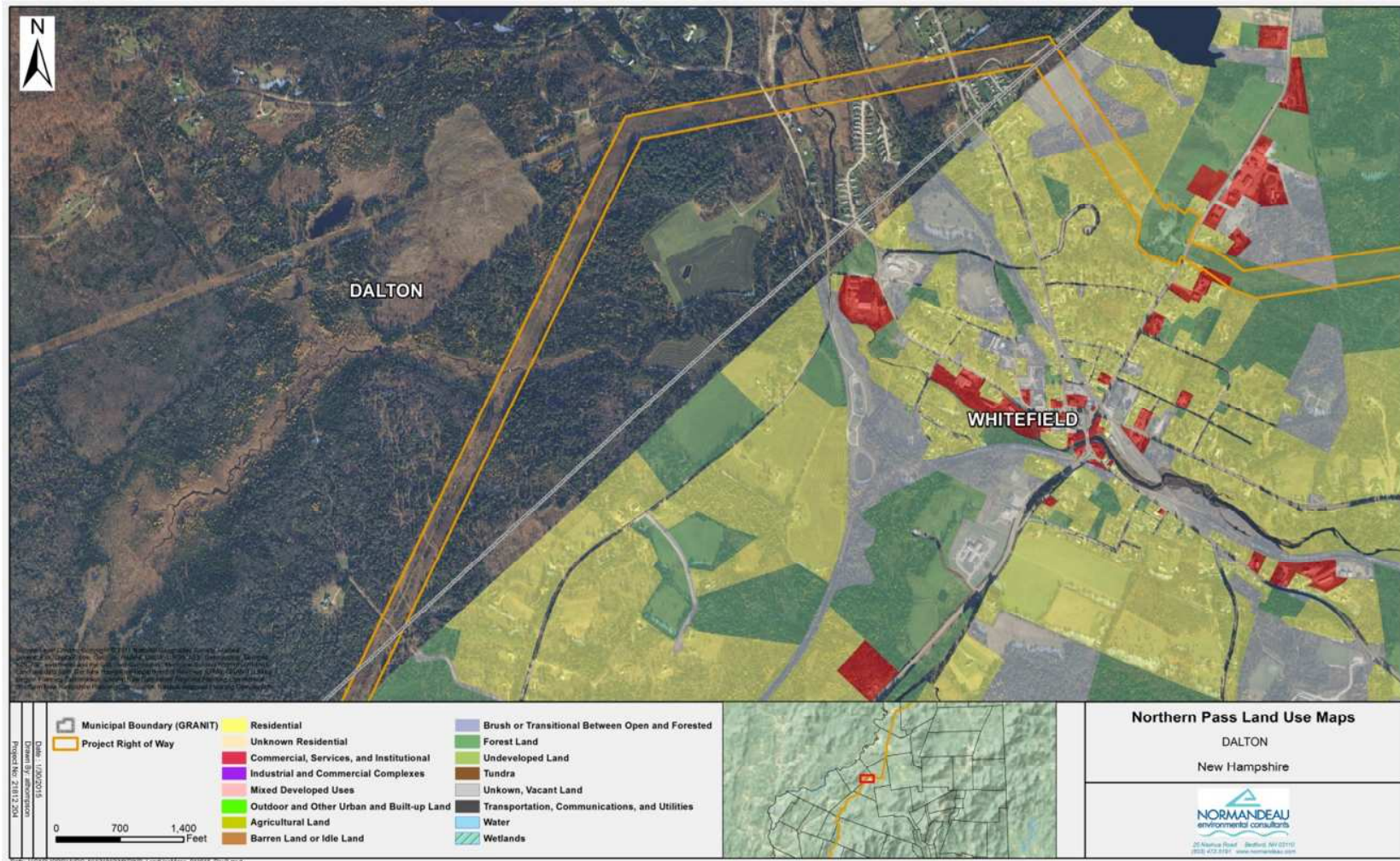
The right-of-way enters into the eastern corner of Dalton from Whitefield; snowmobile corridor 5 is located within the right-of-way. The corridor crosses Mirror Lake Road and NH Route 142/Whitefield Road, approximately 925 feet southwest of Mirror Lake. There are several residences located in this area along roadways; what appears to be agricultural land is west of residences located along Route 142. St. Matthews cemetery is about 450 feet south of the ROW.

From NH Route 142, the corridor continues west across open fields, and snowmobile corridor 5 exits the ROW to the north of the corridor. The ROW crosses over the Twin State railroad line. Approximately 200 feet southwest is the beginning of a dense residential development located along Meadowmist Drive; there appears to be some tree cover between residences and the corridor.

The corridor continues to the west, where it crosses Johns River and Faraway Road. One residence is located adjacent Faraway Road and the ROW. A club snowmobile trail enters the corridor, and both the ROW and snowmobile trail continue about 0.9 mile southwest. One residence is located approximately 300 feet north of the corridor, and appears to have a wooded buffer. The ROW crosses Chase Brook and continues southwest for about 0.6 mile, where it crosses Evergreen Drive then exits the southeastern portion of Dalton and enters the east side of Whitefield.

A general depiction of existing land uses along the corridor in Dalton is provided on the attached map.

Existing Land Use Along the Project Corridor Dalton, NH



Source: NH Department of Revenue Administration Mosaic Data, 2014.

Town of Bethlehem

Bethlehem is a mountainous town on the northern face of the White Mountains, with lands in the eastern part of town encompassed by the White Mountain National Forest. The northern side of the town is bordered by the state-designated Ammonoosuc River, which flows through Littleton to the Connecticut River. High rugged terrain with steep slopes predominates. The town's economic opportunities were historically agricultural, timber, and manufacturing based, with tourism established towards the late 19th century (Victoria Bunker, 2013). Bethlehem's well established village is located near the center of the community on U.S. Route 302 (Main Street).

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. Locally-designated scenic roads identified by the town and in the Master Plan include Swazey Lane, Old Franconia Road (Gilmanton Hill Road), and Lewis Hill Road (Whitcomb Hill).

Downtown Bethlehem is located in the center of the town's land area, and the edge of the White Mountain National Forest is located in the southeastern portion of town.

The town of Bethlehem contains 90.9 square miles of land area, and 0.1 square mile of inland water area. The town had a population of 2,529, with a population density of approximately 28 persons per square mile of land in 2013. (NHES, 2014)

Project Corridor Description:

The transmission line in Bethlehem will consist of 4.9 miles of overhead in existing rights-of-way and 3.1 miles of underground along U.S. Route 302 and Route 18. U.S. Route 302 runs east-west centrally through Bethlehem, and Route 18 runs north-south along Interstate 93 in the southwestern portion of town. Along the overhead portion, the proposed structures range from a minimum of 60 feet to a maximum of 105 feet, with the most common height at 80 feet.

Land Use Description:

In Bethlehem, the Project is entirely located within or along existing rights-of-way. About 4.9 miles of the Project route is located within an existing utility ROW, while 3.1 miles will be placed underground following along segments of Route 302 and Route 18. The land area within the existing electric utility right-of-way is about 158 acres, and about 25 acres as the Project follows along the roadway, totaling about 183 acres, which is less than one percent of the Town's total land area of approximately 58,176 acres (NHOEP, 2014/NHGRANIT, 2014). The primary land use along the corridor is forest land; some residential neighborhoods generally situated on heavily forested parcels, and some residences which front on roadways with less forest buffer, are located along the ROW. The Project right-of-way does not cross locally-designated scenic roads in Bethlehem.

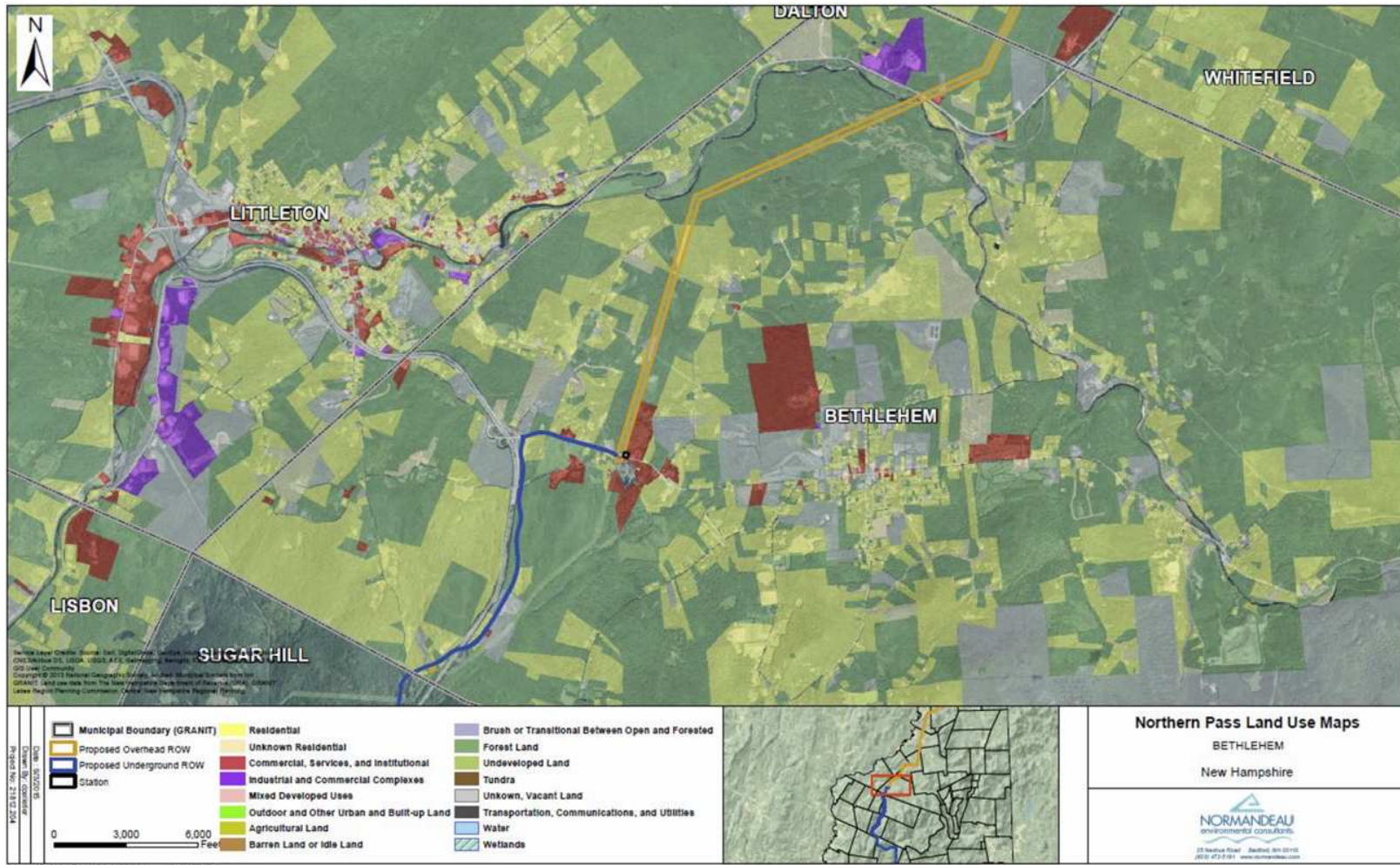
REVIEW OF LOCAL, REGIONAL AND STATE PLANNING

The Project follows the existing transmission corridor into the northern portion of Bethlehem and continues southwest for about 0.9 mile. At this location, Pinetree Power Inc., an industrial biomass power facility, is located approximately 1,000 feet west of the ROW with a heavily wooded buffer and Gilbert Block, a commercial concrete masonry business, is located adjacent to the ROW and NH Route 116. The Project continues southwest across Route 116, which is shown as part of the Presidential Range Trail on the NH DOT scenic byway map but is not included in the corridor management plan, a railroad bed that is also used as snowmobile primary trail 105, and the Ammonoosuc River, a designated river in the State's Rivers Management and Protection Program; all of the crossings are within the existing overhead utility corridor. The ROW continues southwest, coming within about 300 feet of the Ammonoosuc River, and then extends south within a forested area, for a total of about four miles. Along this portion of the corridor, only one residence is located within 850 feet, and the structure is set back about 150 feet with what appears to be a heavily wooded buffer; snowmobile primary trail 145 is located along or within the ROW for about 1,200 feet.

North of U.S. Route 302, the Project transitions underground. U.S. Route 302 is part of the Presidential Range Trail (the proposed byway route in the updated corridor management plan would eliminate the designation along this segment of the trail). East of this transition, a vacant commercial facility is located along U.S. Route 302/Main Street, and Miller Pond is located adjacent to the south side of the roadway. The underground line continues west along U.S. Route 302, and then south along Route 18/Profile Road. Land uses along the roadway corridor include the Rocks Conservation and agricultural land, residences, some commercial, Profile School, fields and forest. The line crosses to the west of I-93; few residences are located with frontage along Route 18. The underground right-of-way exits the southwestern portion of Bethlehem and enters Sugar Hill.

A general depiction of existing land uses along the corridor in Bethlehem is provided on the attached map.

Existing Land Use Along the Project Corridor Bethlehem, NH



Source: NH Department of Revenue Administration Mosaic Data, 2014.

Town of Sugar Hill

Sugar Hill is a hilly and mountainous town within the Connecticut River watershed. The highest points in town are approximately 2,000 feet in elevation. The hills in Sugar Hill are well-known for their mines and minerals. The town's historic economic opportunities included agriculture, mining, smelting, and tourism (e.g., summer travel, golf, and winter activities including the first winter ski school in the United States) (Victoria Bunker, 2013). Modern work opportunities within the community include tourism, new home and septic construction, and a restaurant and mail order facility (NHES, 2014).

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. The Sugar Hill Master Plan identifies eight locally-designated scenic roads, including: Crane Hill Road/Jesseman Road, Lafayette Road, Birches Road, Grandview Road, Lovers Lane, Blake Road, Pearl Lake Road and Center District Road.

The town of Sugar Hill contains 17.1 square miles of land area, and 0.1 square mile of inland water area. The town had a 2013 population of 618, with a population density of approximately 36 persons per square mile of land. (NHES, 2014)

Project Corridor Description:

The existing road corridor, Route 18, is two lanes and located along Interstate 93 in the northwestern corner of town. The proposed 320-kV transmission project will be constructed underground along the existing Route 18 road right-of-way for approximately 1.7 miles from the Bethlehem border south into Franconia. Clearing could be required depending on the existing vegetation.

Land Use Description:

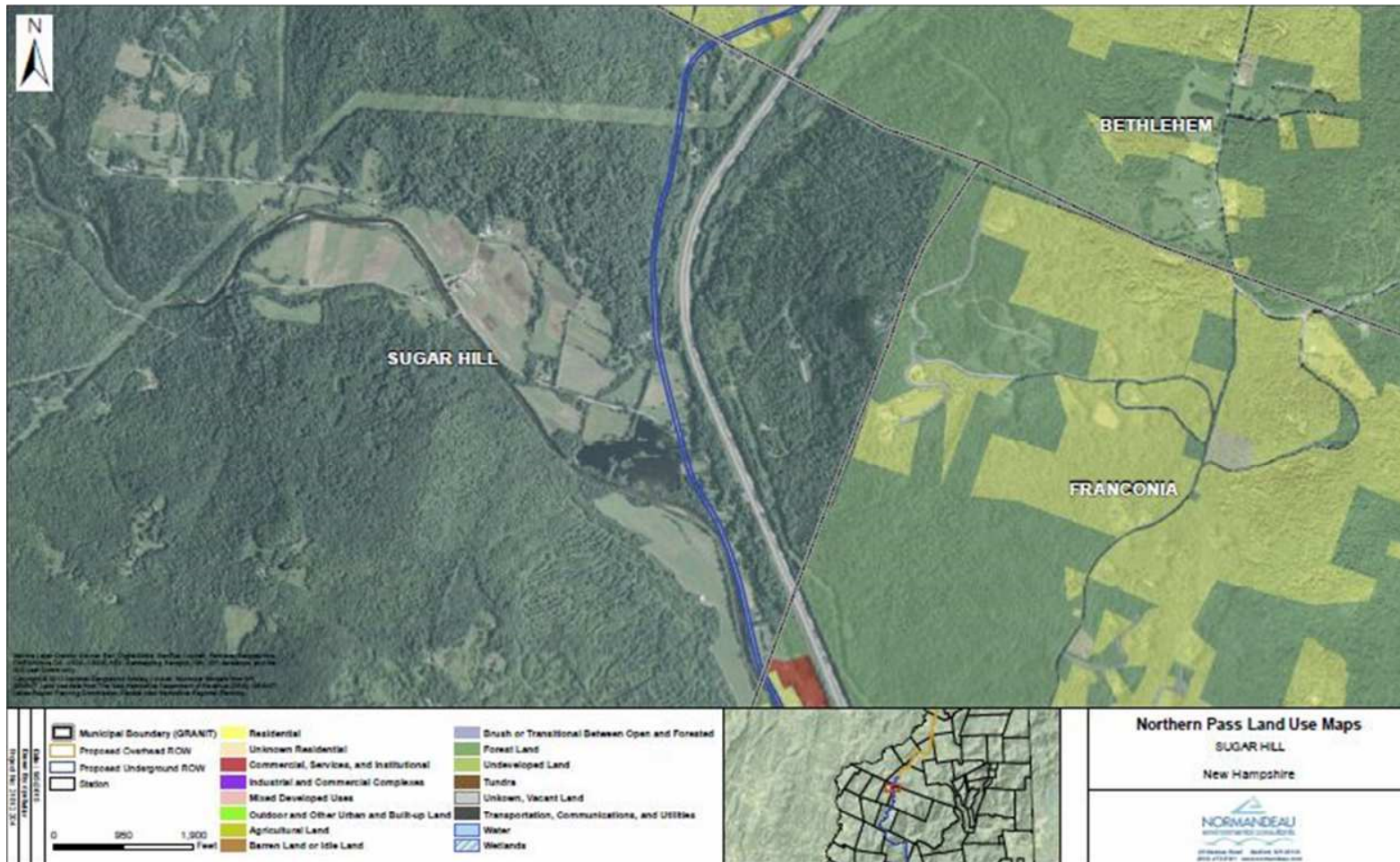
In Sugar Hill the proposed route is located entirely underground along Route 18 for approximately 1.7 miles. The Project corridor's land area is approximately 11 acres, which is less than one percent of the Town's total land area of about 10,944 acres (NHOEP, 2014/NHGRANIT, 2014). In Sugar Hill, the primary land uses along the corridor include low density residential areas with dense tree cover, conservation areas, utility, and a few open fields and streams. The underground right-of-way does not cross locally-designated scenic roads in Sugar Hill.

The underground transmission line exits the southwest portion of Bethlehem, and enters into Sugar Hill along the Franconia Road/NH Route 18 right-of-way, crossing a transmission line right-of-way and adjacent to the Hannah conservation parcel for about 0.75 mile. The corridor crosses Indian Brook immediately before the intersection of Streeter Pond Road and Franconia Road/NH Route 18 and continues adjacent to Coffin Pond conservation land for about 1,630 feet. Where the conservation land ends, the Gale River is located adjacent to the west of NH Route 18 for about 2,000 feet within Sugar Hill. Within this area, what appear to be agricultural fields are located west of the Gale River. East of the ROW, residences are located along NH Route 18, as the underground line continues into Franconia.

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A general depiction of existing land uses along the corridor in Sugar Hill is provided on the attached map.

Existing Land Use Along the Project Corridor Sugar Hill, NH



Source: NH Department of Revenue Administration Mosaic Data, 2014.

Town of Franconia

Franconia is a mountainous community located in the White Mountains National Forest. Several mountains are at or near 4,000 foot elevations, including Franconia Notch, Cannon Mountain, and Lafayette Mountain. While the northwestern area of Franconia lies within the Connecticut River watershed, the southeastern corner lies in the Merrimack River watershed. An iron deposit was once mined for copper and iron ore. The area has a long history of providing tourism opportunities, including the former Old Man of the Mountain, Cannon Mountain ski area, the Flume, Franconia Notch State Park, and Profile and Echo Lakes (Victoria Bunker, 2013). Poet Robert Frost wrote many poems from a house that he owned in Franconia from 1915 to 1920. Current economic opportunities in the town include work at a clothing catalog sales company; tourism-related interests at Franconia Notch State Park and Cannon Mountain; and health care at a local nursing home. (NHES, 2014)

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. The Town Master Plan lists Wallace Hill Road, Ridge Road, Tom Edge Lane, Lafayette Road to the Sugar Hill line, Bickford Hill Road to the Sugar Hill line, Coal Hill Road (now Magowan Hill Road), Wells Road, Wells Road Ext (now Tucker Brook Road) and Toad Hill Road (formerly Robes Road) as locally-designated scenic roads.

The town of Franconia contains 65.7 square miles of land area, and 0.3 square mile of inland water area. The town had a 2013 population of 1,189, with a population density of approximately 18 persons per square mile of land (NHES, 2014).

Project Corridor Description:

The existing road corridor, Route 18 and Route 116, are both two lanes and the paved width measures approximately 35 feet. Route 18 runs east-west along Interstate-93 and Route 116 runs north-south near the western town border.

Through the northeast border of Franconia, the proposed 320-kV transmission project will be located underground along road right-of-way: Main Street/Route 18 for approximately 0.7 miles, which runs east-west through town and Route 116 for approximately 4.3 miles, which runs north-south through the central portion of town.

Land Use Description:

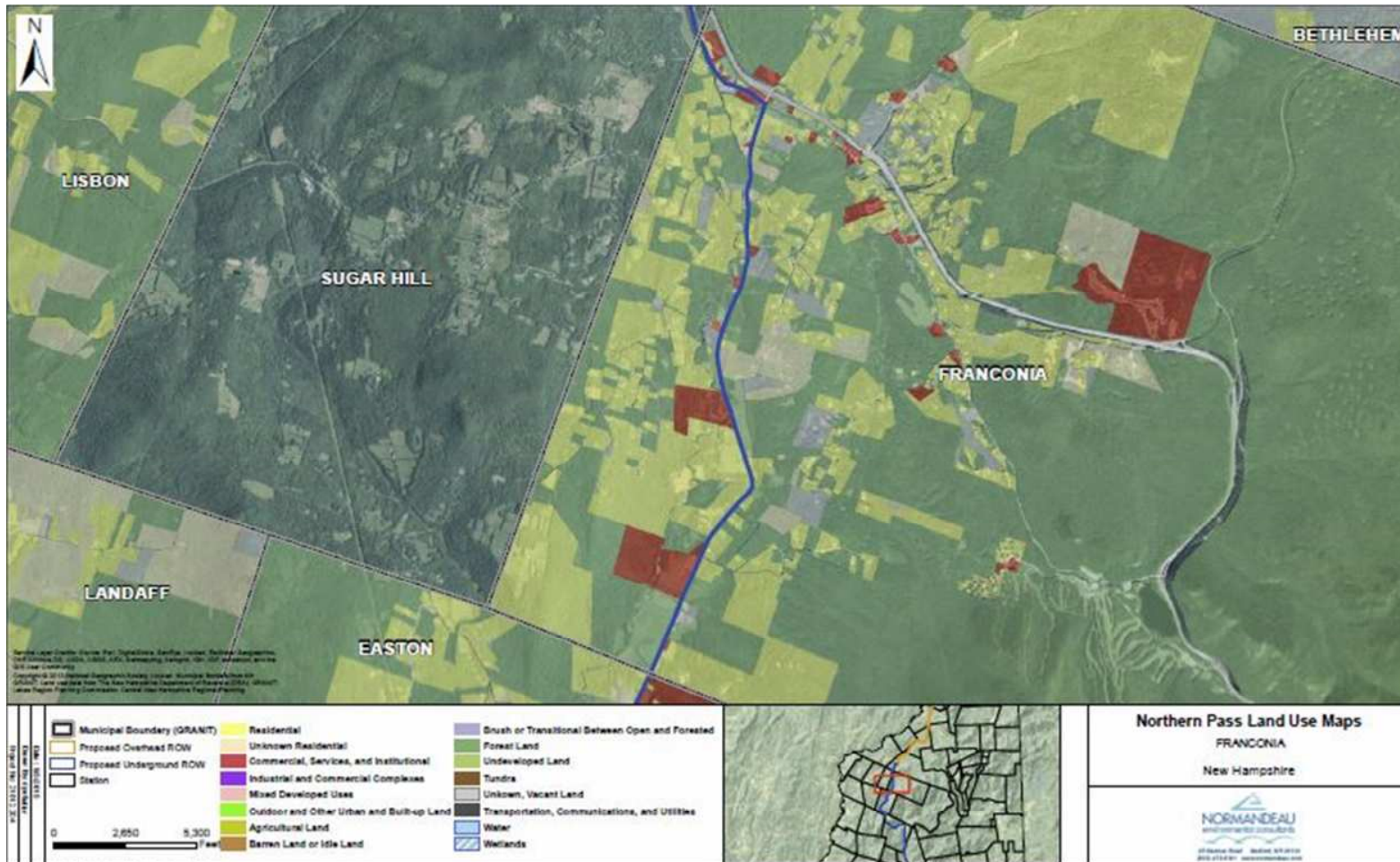
In Franconia the entire 5-mile route is located underground along NH Route 18 and NH Route 116. The land area within the underground Project corridor along roadways is about 40 acres, which is less than one percent of the Town's total land area of approximately 42,048 acres (NHOEP, 2014/NHGRANIT, 2014). The primary land use along the Project corridor is residential. Land uses along the roadway tend to become more diverse as the route heads south, and include some additional residences, the Gale River Motel, the Lafayette Center, the Franconia Children's Center, Lafayette Regional School, some commercial buildings, inns, church, schools, some conservation areas, farms, fields, the Franconia Airport, as well as junk-yards, gravel pits and other accessory uses.

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The proposed underground transmission line exits Sugar Hill and enters the northeast portion of Franconia along the existing NH Route 18/Franconia Road/Main Street right-of-way. The ROW extends east for about 1,200 feet until Route 117 intersects the southern side of the road; Route 18/Main Street is part of the River Heritage Trail scenic byway. The Gale River continues to run adjacent to the south of NH Route 18 for about 0.7 mile. The underground Project line and the byway continue east along Route 18 for about 0.5 mile, where the Project right-of-way turns south and continues along Easton Road/NH Route 116, which also is part of the River Heritage Trail. The recently revised River Heritage Trail corridor management plan proposes a revised route that would eliminate the designation of the trail along Easton Road/NH Route 116. Wallace Hill Road, a locally-designated scenic road, intersects the Project corridor from the north where the Project begins following Route 116. The Franconia Town Hall and the Abbie Greenleaf Memorial Library are located about 550 feet east of the Project corridor along the scenic byway. The Project corridor continues south along the Easton Road/Route 116 ROW, across the Gale River and past residences located along the road right-of-way for about 0.4 mile, where the Ham Branch begins to run adjacent or along the ROW for about 2 miles. Bickford Hill Road and Wells Road, locally-designated scenic roads, intersect Route 116. Interstate-93 and tourism opportunities including Cannon Mountain ski area, the former location of the Old Man of the Mountain, and Echo Lake are located more than three miles east of the ROW and the White Mountain National Forest is located within about 0.6 mile of this portion of the ROW. The Ham Branch remains within 700-1,200 feet of the Project as it continues south along Easton Road/NH Route 116 for about 2 miles to the town border. Some residences and some commercial facilities are located along this portion of the NH Route 116 ROW.

A general depiction of existing land uses along the corridor in Franconia is provided on the attached map.

Existing Land Use Along the Project Corridor Franconia, NH



Source: NH Department of Revenue Administration Mosaic Data, 2014.

Town of Easton

Easton is a rural, mountainous community located within the Connecticut River watershed and almost 70% of the town's land area is located within the White Mountain National Forest (WMNF). Most of the privately owned land also is forested, and about 66% of the land outside the WMNF is in the state's current use program. Historic economic activities focused on timber industries, including associated mills and factories, and some agricultural activities (Victoria Bunker, 2013). Today, agriculture is not a significant part of the town's economy, with only about 1% of the town's land area in current use for agriculture. As is the case in many towns, privately owned forests and fields are gradually converted to residential use over time. The center of Easton on Route 116 has only two town buildings, the fire station and the town hall. The town has about 14 miles of state-maintained roads, including Routes 116 and 112, and Sugar Hill Road. There is less than 5 miles of town maintained roads, as well as 6.7 miles of private roads and 3.8 miles of road in the WMNF maintained by the federal government.

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. The Easton 2010 Master Plan identifies Sugar Hill Road and Paine Road as locally-designated scenic roads.

The town of Easton contains 31.1 square miles of land area. The town had a 2013 population of 290, resulting in a population density of approximately 9 persons per square mile of land area (NHES, 2014).

Project Corridor Description:

The existing road corridors, Route 116 and Route 112 are both two lanes and the paved width measures approximately 35 to 40 feet. Route 116 runs north-south centrally through town, and Route 112 runs east-west along the southern town border.

The proposed 320-kV transmission project will be constructed underground along Route 116 for approximately 6.8 miles and Route 112 for approximately 2.5 miles road rights-of-way. Clearing could be required depending on the existing vegetation.

Land Use Description:

The Project will be located entirely underground along NH Route 116 for approximately 6.8 miles and NH Route 112 for approximately 2.5 miles, a total of about 9.3 miles. The Project corridor's land area is approximately 83 acres, which is less than one percent of the Town's total land area of about 19,904 acres (NHOEP, 2014/NHGRANIT, 2014). The primary land use along the corridor in Easton is forest land with some residential structures located on what appear to be wooded parcels.

The underground route exits Franconia and enters into the north central portion of Easton along NH Route 116, part of the River Heritage Trail state-designated scenic byway (the recently updated River Heritage Trail corridor management plan proposes a revised route that would eliminate the portion of the trail along Route 116 in Easton). The Project

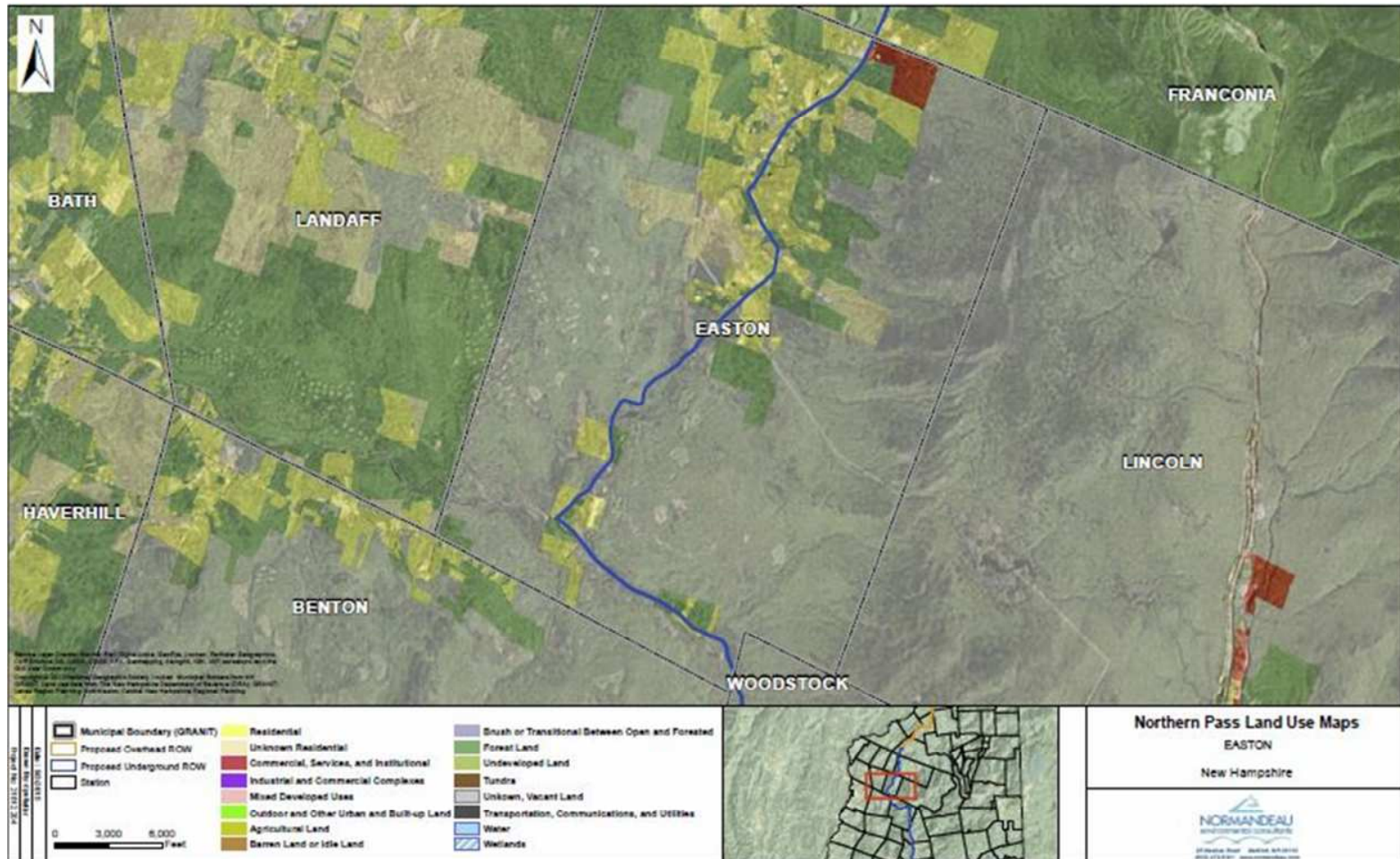
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continues south along the ROW for about 3.6 miles, where it enters the WMNF. Land uses within and along this portion of the ROW corridor include a gravel pit, Tamarack Camp, a privately held campground, and residences which appear to be generally surrounded by dense tree cover. This portion of the underground ROW also crosses Kendall Brook, the Ham Branch, Slide Brook and Reel Brook; locally-designated Paine Road and Sugar Hill Road intersect the NH Route 116 corridor.

The underground line continues south along NH Route 116 for about 2.4 miles, mostly within the densely-forested White Mountain National Forest, and crosses a utility corridor and the Ham Branch. The line continues southwest, following the existing right-of-way to the intersection of Lost River Road/NH Route 112. At this location, the underground line follows Lost River Road/NH Route 112 right-of-way to the east. NH Route 112 is part of the proposed route revision of the River Heritage Trail, a state-designated scenic byway. The Wild Ammonoosuc River runs near the southern side of NH Route 112, ranging in distance from adjacent, to within 645 feet of the ROW. The underground is located along NH Route 112, within the WMNF, for approximately 1.7 miles. The ROW continues east past the Wildwood Campground to where it exits the southeastern corner of Easton and enters the northern part of Woodstock.

A general depiction of existing land uses along the corridor in Easton is provided on the attached map.

Existing Land Use Along the Project Corridor Easton, NH



Source: NH Department of Revenue Administration Mosaic Data, 2014.

Town of Woodstock

The town of Woodstock is located on the Pemigewasset River, south of the Franconia Range within the White Mountain Region. The town is characterized by steep and mountainous terrain that rises sharply above the Pemigewasset River Valley. The Pemigewasset River flows along the eastern border of town, east of Route 3. Approximately 76% of Woodstock is contained within the White Mountain National Forest, including Grandview and Russell Mountains, both over 2,000 feet in elevation. Early economic opportunities included farming, logging and associated mills, and tourism (Victoria Bunker, 2013). Modern business opportunities in the community include tourist-oriented facilities such as the Woodstock Inn and the Jack O'Lantern Resort (NHES, 2014).

North Woodstock Village, the area from the Lincoln town line (Route 3/Maine Street) to the junction of Route 175, is the primary downtown area containing much of the town's residential and commercial development. Woodstock Village along Route 3 from the Town Hall to the Gray Hill intersection is a much smaller village.

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. There are no locally-designated scenic roads identified in the Woodstock Master Plan or on the town's website.

The population of Woodstock in 2013 was 1,198, with a population density of about 21 persons per square mile of land area. Woodstock contains 58.5 square miles of land area and 0.5 miles of inland water area (NHES, 2014).

Project Corridor Description:

The existing Route 112 road corridor runs east-west through the northern part of town. The Route 3 right-of-way, also known as Daniel Webster Highway, runs north-south along the eastern-edge of town, and intersects with Route 112 in the northeastern corner. Both are two lane roads, and are approximately 40 feet in width.

The proposed 320-kV transmission project will be constructed along the existing Route 112 right-of-way approximately 8.3 miles and along the Route 3 road right-of-way for approximately 5.9 miles. Clearing could be required depending on the existing vegetation.

Land Use Description:

The underground transmission line follows along Routes 112 and Route 3 in Woodstock for about 14.3 miles. The approximate land area along the existing right-of-way in within the town is about 150 acres, less than one percent of the town's total land area of 37,440 acres (NHOEP, 2014/NHGRANIT, 2014). In Woodstock, the primary land use near the corridor is forest land along Lost River Road and light commercial and residential development along Route 3.

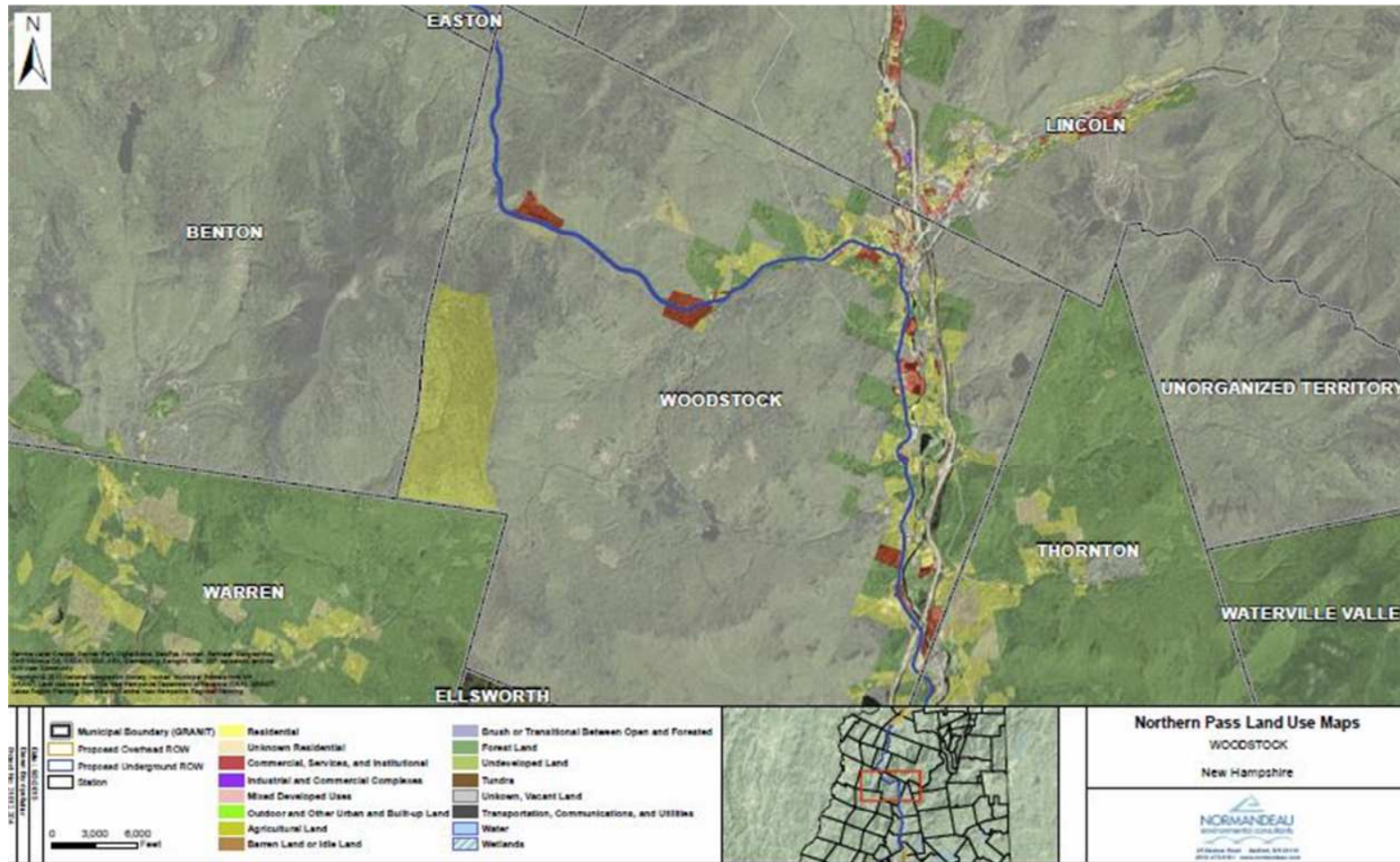
The underground transmission line exits Easton and enters the northwestern corner of Woodstock, continues east along NH Route 112, which is part of the River Heritage Trail

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scenic byway, and through the White Mountain National Forest for about 5 miles. This segment includes an underground crossing of the Appalachian Trail, where it intersects NH Route 112. Lost River Gorge and Boulder Caves are accessed by and located north of Route 112. Exiting the WMNF, the Lost River Valley Campground is located along the northern and southern side of Route 112. In this area, there are some residences and a few commercial structures along the corridor, and snowmobile primary trail 153 crosses NH Route 112. On the south side of the corridor, Moosilauke Brooke runs almost parallel to the right-of-way, and NH Route 118 merges with NH Route 112. The ROW continues east past Maple Haven Campground and extends to the intersection with Route 3/Main Street at the south end of North Woodstock Village. The underground line changes directions and runs south along U.S. Route 3, part of the River Heritage Trail scenic byway. The Pemigewasset River runs almost parallel, but not adjacent to, the eastern side of U.S. Route 3. The Pemigewasset River is designated in the State's Rivers Management and Protection Program; however the river segment in Woodstock is not designated. The underground line follows along Route 3, which is part of the Kancamagus Scenic Byway, a nationally-designated Scenic Byway. The scenic byway is located along U.S. Route 3 for about 300 feet and then continues east along NH Route 112 while the Project continues south along U.S. Route 3. The ROW continues south along U.S. Route 3 for approximately 5.7 miles, and will be underground through Woodstock Village, located along Route 3 from the Town Hall to the Gray Hill intersection. The Project corridor crosses under Interstate 93, and then continues along Route 3 for about 0.7 mile, past the Jack O'Lantern Resort, and enters the western part of Thornton.

A general depiction of existing land uses along the corridor in Woodstock is provided on the attached map.

Existing Land Use Along the Project Corridor Woodstock, NH



Source: NH Department of Revenue Administration Mosaic Data, 2014.

Town of Thornton

The town of Thornton is located along the Pemigewasset River on the southern side of the White Mountains. The town is characterized by rough and rugged terrain with a great proportion of its land located in the White Mountain National Forest (WMNF). High elevations are common on hills and mountains overlooking the Pemigewasset, with Cone and Wanosha Mountains reaching over 1,700 feet in elevation (Victoria Bunker, 2013). Land uses historically included agricultural activities, lumber activities including harvest, mills and factories, and tourism, established towards the late 1800's. (NHES, 2014)

Approximately 47% of Thornton's land use is controlled by the White Mountain National Forest, mostly in the western and eastern sections of town. This generally limits development to corridors along the Pemigewasset and Mad River Basins. About 25% of Thornton's total land area, and almost 50% of the lands outside the WMNF, are in current use. Over the past decade, land in current use has increased significantly, while the amount of fully taxable land in Thornton has decreased by 16% from 2002 to 2012. (Town of Thornton Master Plan, 2013)

The main industry in Thornton is sand and gravel operations, with about 340 acres used for this purpose. Thornton has a limited amount of land in commercial use, most of which is occupied by motel or commercial accommodations along Route 3 and some businesses along Route 175. About 2,000 acres (7%) of Thornton's land area is in residential use. Approximately 37% of the housing units in Thornton are seasonal or recreational. Other land uses include roughly 40 acres for town facilities and a total of over 600 acres for the I-93 corridor, a state DOT highway maintenance facility, and the Pemigewasset and Mad River basins. (Town of Thornton Master Plan, 2013)

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. Thornton identifies Upper Mad River Road as a locally-designated scenic road in a Planning Board decision dated April 17, 2014. The town Master Plan and the website do not identify locally-designated scenic roads.

Thornton contains 50.3 square miles of land area and 0.4 square mile of inland water area. Thornton had a 2013 population of 2,495, with a population density of approximately 49 persons per square mile of land area. (NHES, 2014)

Project Corridor Description:

US Route 3, also known as the Daniel Webster Highway, is a two-lane transportation corridor that runs north-south for approximately 6.7 miles through the central part of town. The width of the paved corridor is approximately 25 feet.

The proposed 320-kV transmission project will be constructed along the existing US Route 3 road right-of-way for approximately 6.7 miles. Clearing could be required depending on the existing vegetation.

REVIEW OF LOCAL, REGIONAL AND STATE PLANNING

Land Use Description:

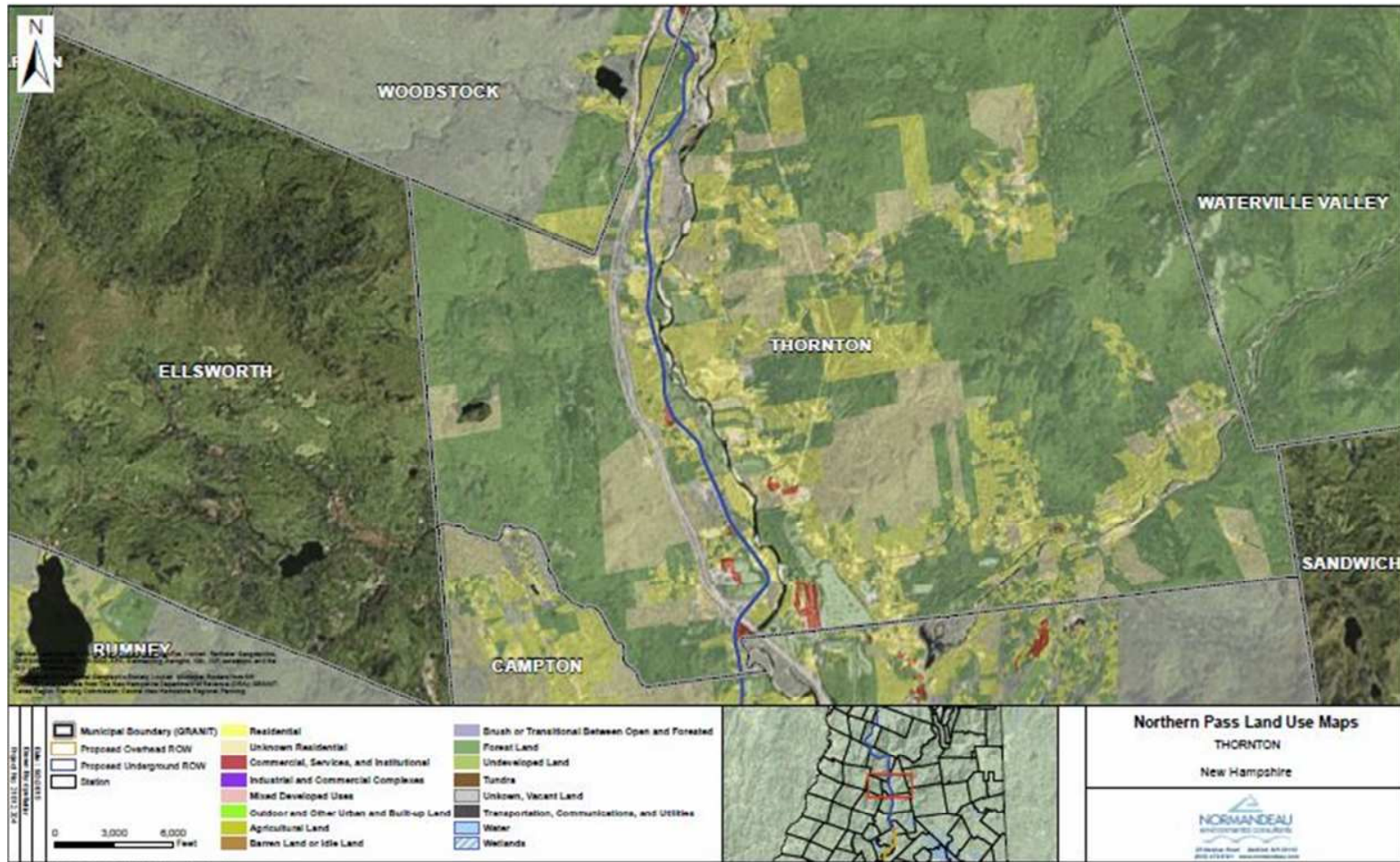
In Thornton the entire 6.7-mile route will be located underground along U.S. Route 3. The land area within the Project corridor consists of about 54 acres which is less than one percent of the Town's total land area of approximately 32,192 acres (NHOEP, 2014/NHGRANIT, 2014). In Thornton, the primary land use along the ROW is residential but a few small motels, fields, sandpits and campgrounds are found along the corridor.

The underground transmission line exits Woodstock and enters the central portion of the western border of Thornton, following the existing US Route 3 right-of-way to the south. Portions of the Jack O'Lantern Resort, some residences along Route 3, as well as a railroad track are located north and east of the corridor. Interstate-93 is about 1,200 feet west of the corridor. Residences along Route 3 range in distance from approximately 50 feet to about 200 feet from the corridor. The corridor runs past the western bank of the Pemigewasset, and the northern tip of the Ballou conservation land. Along the southern portion of Route 3, residences range in distance from about 140 feet to about 860 feet from the corridor.

Locally-designated Upper Map River Road is located about 0.6 mile east of the ROW, and runs east, away from the Project corridor. The underground line continues south along the Route 3 right-of-way, crosses to the west of I-93, and exits Thornton into Campton.

A general depiction of existing land uses along the corridor in Thornton is provided on the attached map.

Existing Land Use Along the Project Corridor Thornton, NH



Source: NH Department of Revenue Administration Mosaic Data, 2014.

Town of Campton

The town of Campton is located in the foothills of the White Mountains, with portions of the town included in the White Mountain National Forest. The town is divided by the Pemigewasset River, which meanders through the northern part of the town, then straightens out to race through Campton Gorge and cascade over Livermore Falls in the southern part of town. There are several covered bridges in Campton including Blair Covered Bridge over the Pemigewasset River, Turkey Jim's Covered Bridge over the West Branch Brook and Bump Covered Bridge over the Beebe River. Historic economic opportunities centered on lumber activities, substantial woolen mills, bobbin manufacturing, other mills and public facilities (Victoria Bunker, 2013). Business opportunities currently found in the community include tourism uses, such as restaurants, hotels and golf facilities. Other active businesses include construction, textiles, aggregate, and logging. (NHES, 2014)

The village of Campton is located within the northern limits of the town, west of the Mad River. East of the Mad River is the Waterville Estates Village District, a large private residential community that encompasses parts of three communities: Campton, Waterville Valley, and Thornton. Owl's Nest Resort and Golf Club, located between Interstate 93 and NH Route 175, straddles the town's northern boundary with Thornton. Additional residential, agricultural and limited commercial uses are dispersed through the community.

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. Campton does not appear to have locally-designated scenic roads; there are none listed on the town's website or in the Master Plan.

In 2013, Campton had a population of 3,312, with a population density of about 64 persons per square mile of land. Campton contains approximately 51.9 square miles of land area and 0.6 square miles of inland water area (NHES, 2013).

Project Corridor Description:

US Route 3, also known as the Daniel Webster Highway, is a two-lane transportation corridor that runs north-south for approximately 6.1 miles through the central part of town.

The proposed underground 320-kV AC transmission project will be constructed along the existing U.S. Route 3 road right-of-way for approximately 6.1 miles. Clearing could be required depending on the existing vegetation.

Land Use Description:

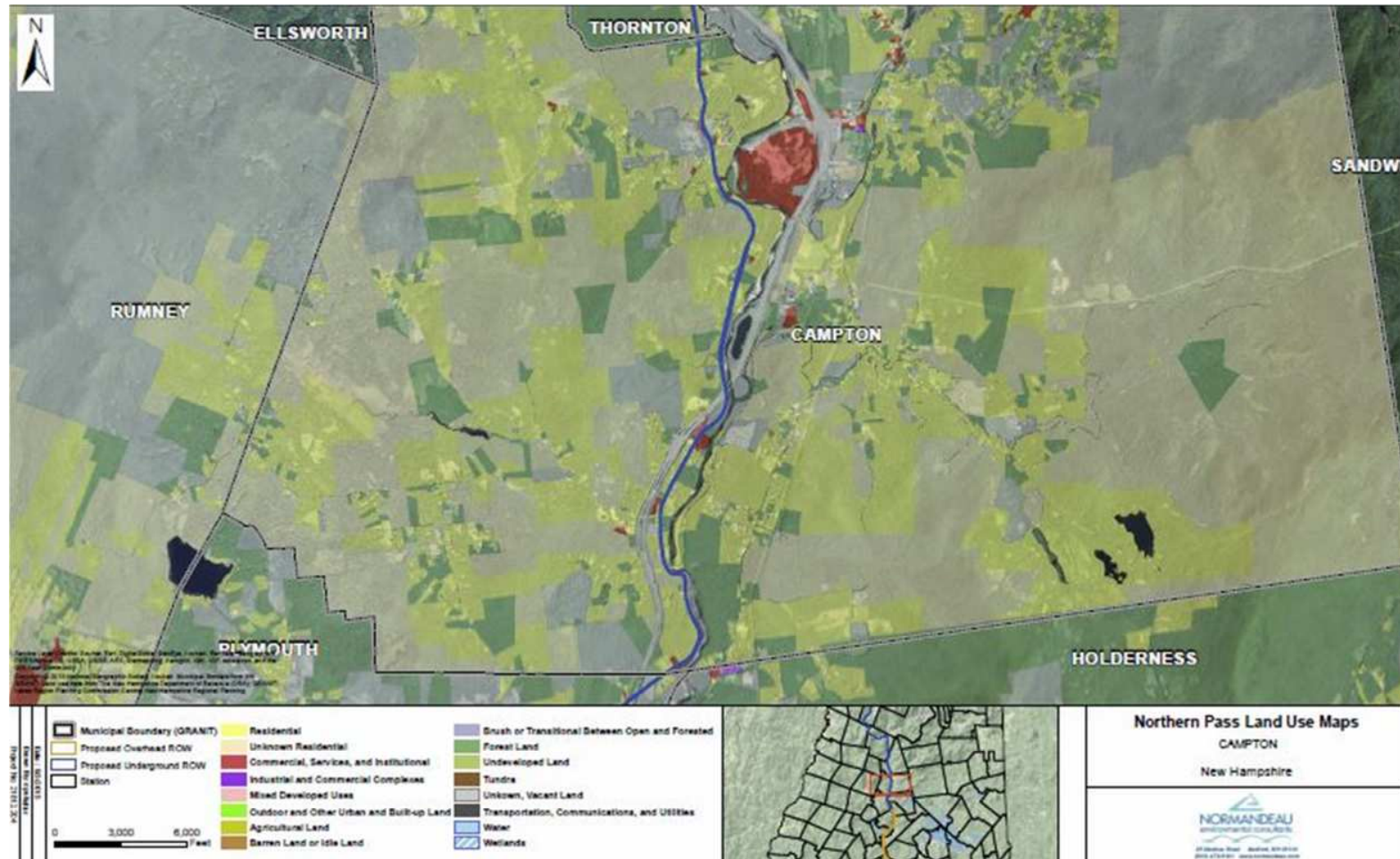
The Project is located entirely underground along U.S. Route 3 for approximately 6.1 miles in Campton. The land area within the U.S. Route 3 right-of-way, including the Project corridor, is approximately 56 acres, less than one percent of the Town's total area of 33,216 acres (NHODEP, 2014). The primary land use along the Project corridor in Campton is residential with some commercial facilities.

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The underground transmission line leaves Thornton and enters the northern town border of Campton. Interstate 93, downtown Campton, and the Owl's Nest Resort are located more than 3,000 feet east of the underground transmission line. From the north, the U.S. Route 3 corridor passes through an area with a mix of residential, agricultural, and aggregate operations-related properties along the roadway, as well as some commercial entities such as a propane station, church facilities, gas station/convenience store, and restaurants, as well as the crossing of snowmobile routes primary 152 trail and the Miller trail. Campton Sand and Gravel is located about 1,500 feet east of U.S. Route 3, bounded by the Pemigewasset River to the west and Interstate-93 to the east. The underground route continues south along U.S. Route 3 and crosses to the east of Interstate 93, running adjacent to the Pemigewasset River which meanders along the east side of the U.S. Route 3, remaining with 3,800 feet of the right-of-way. The Pemigewasset River is a designated river in the State's Rivers Management and Protection Program. Condominiums or apartments, a number of neighborhoods, heavily wooded areas, and an automobile repair shop are located in this area. Near the Blair Road intersection, a restaurant, commercial/office building, several condominium units, and a motel are located along the highway. Continuing south along Route 3, Colonel Spencer Inn is located west, near the roadway, and the western side of Livermore Falls State Forest extends along Route 3 for about 1.1 miles before the highway corridor crosses into Plymouth. The Project exits south-central Campton and then enters northern Plymouth.

A general depiction of existing land uses along the corridor in Campton is provided on the attached map.

Existing Land Use Along the Project Corridor Campton, NH



Source: NH Department of Revenue Administration Mosaic Data, 2014.

Town of Plymouth

Located between the White Mountains and the Lakes Region, Plymouth is situated at the merger of the Pemigewasset and Baker Rivers. High peaks reaching just over 2,000 feet in elevation are located in the southern and western portions of town. The town's early economic opportunities included logging and farming-related activities; manufacturing of sporting goods; college/higher education; and tourism. Modern employment opportunities include Plymouth State University, a local hospital, the NH Electric Cooperative, supermarkets, retail stores, public education, and municipal services (NHES, 2014).

Downtown Plymouth is located in the northeast portion of town, bounded by the Pemigewasset River to the east, and Route 3A to the north. Downtown includes dense development along and west of U.S. Route 3, including Plymouth State University, restaurants, and multi-unit residential.

Snowmobile corridor 8 runs along a railroad to the east of U.S. Route 3 in the northern half of town, following along or near the Pemigewasset River, which serves as the eastern town border.

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. According to the town, a warrant article was passed in 1973 to locally-designated Old Hebron Road as scenic; the Plymouth Master Plan states that, "one such road unofficially considered by some as "scenic" is Old Hebron Road."

Plymouth contains 28.2 square miles of land area and 0.3 mile of inland water area. The 2013 population of Plymouth was 6,957 with a population density of approximately 247 persons per square mile (NHES, 2014).

Project Corridor Description:

US Route 3, also known as the Daniel Webster Highway, is a two-lane transportation corridor that runs north-south for approximately 5.5 miles near the town's eastern border. The paved width measures approximately 45 feet.

The proposed underground 320-kV transmission project will be constructed along the existing US Route 3 right-of-way for approximately 5.5 miles. Clearing could be required depending on the existing vegetation.

Land Use Description:

The Project is located entirely underground along U.S. Route 3 for approximately 5.5 miles in Plymouth. The land area within the U.S. Route 3 right-of-way, including the Project corridor, is approximately 55 acres, less than one percent of the Town's total area of 18,048 acres (NHODEP, 2014). In Plymouth, the primary land uses along the corridor are residential, commercial, and forest land.

The Project enters the northeastern portion of Plymouth and continues south along the U.S. Route 3 for about one mile until the I-93/NH Route 25 interchange near the Common Man restaurant; this portion of U.S. Route 3 is part of the River Heritage Trail scenic byway. South of the Interstate 93/NH Route 25 interchange, the underground corridor continues

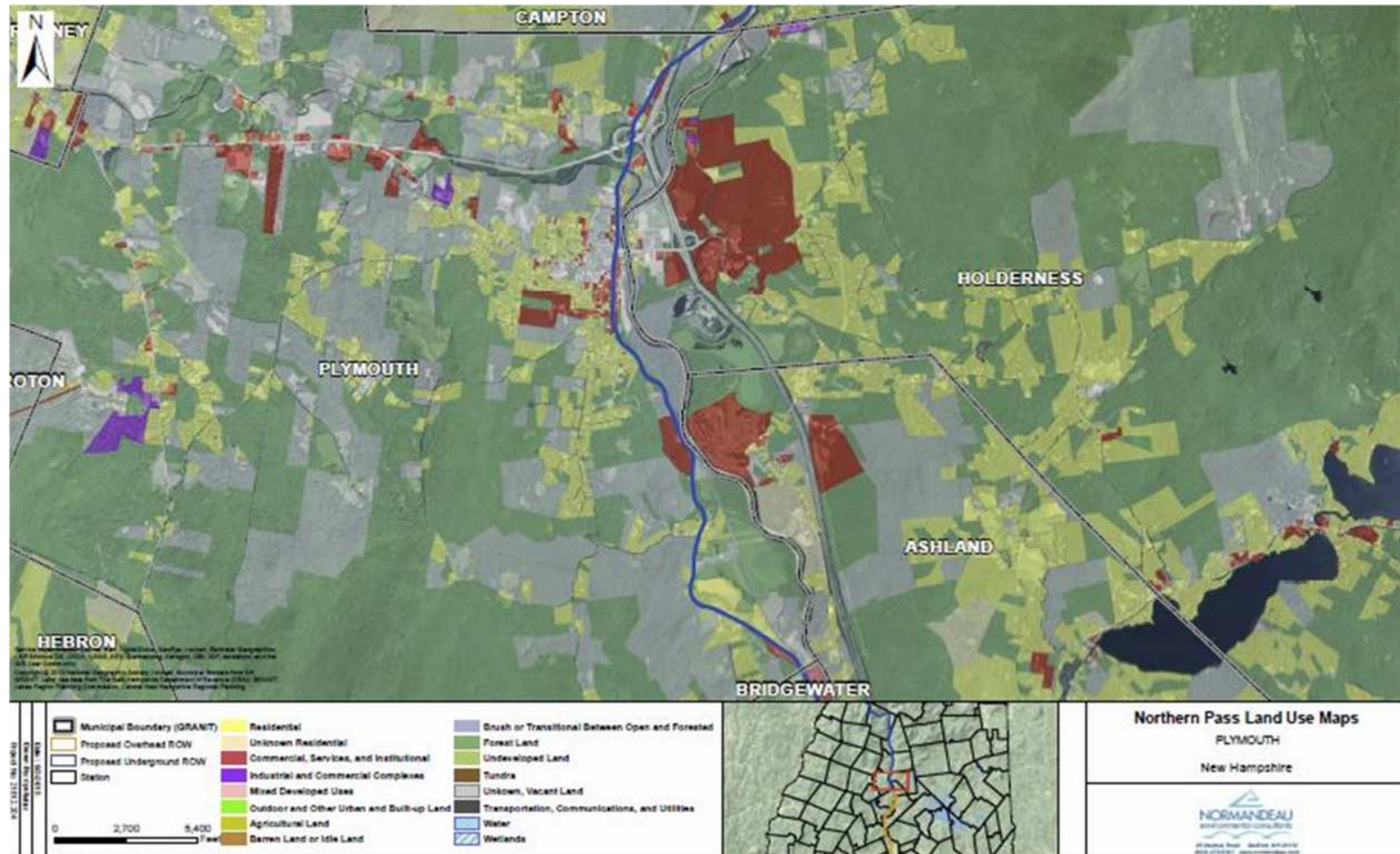
REVIEW OF LOCAL, REGIONAL AND STATE PLANNING

south along US Route 3/Main Street to downtown Plymouth. The Pemigewasset River, a designated river in the State's Rivers Management and Protection Program, is to the east and a National Guard facility and Plymouth State University is to the west. In downtown Plymouth, U.S. Route 3 is adjacent to the intersection of Route 175A, which extends east across the Pemigewasset River and into Holderness; Route 175A is part of the Lakes Region Tour scenic byway. From the downtown, the Project continues south underground along U.S. Route 3. Residential and commercial uses are located along the corridor. An existing above ground electric line corridor parallels a portion of the ROW, ranging in distance from approximately 50 to 500 feet west of the corridor. At the point where the Pemigewasset River abuts the east side of the corridor in the central portion of town, the White Mountain Country Club is located to the east on the other side of the river, in Ashland. Old Hebron Road, a locally-designated scenic road, is located about 1.8 miles west of the underground transmission line.

The corridor extends south of Cummings Hill Road for approximately 1.4 miles before entering into Bridgewater. The area west of the right-of-way contains heavily forested lands, some residential streets, and a large self-storage facility. Within 1,000 feet of the southern portion of this area, there are homes along streets such as River Road, Pines Road, Hemlock Terrace, Birch Place and Highland Terrace. East of the corridor, a number of residential buildings, farms and agricultural fields dominate the landscape. A rail line in this area along Route 3 abuts the corridor several times, and snowmobile corridor 8 trail follows along portions of it. The underground line then exits Plymouth in the southeast corner of town, and enters into the northeastern section of Bridgewater.

A general depiction of existing land uses along the corridor in Plymouth is provided on the attached map.

Existing Land Use Along the Project Corridor Plymouth, NH



Source: NH Department of Revenue Administration Mosaic Data, 2014.

Town of Bridgewater

The town of Bridgewater is located on the west side of the Pemigewasset River, with its western boundary extending to Newfound Lake. Bridgewater Hills runs through the center of town, with slopes dropping easterly toward the Pemigewasset River and westerly toward Newfound Lake. Historic economic opportunities centered on farming efforts including livestock and maple sugar making, lumber and cider mills (Victoria Bunker, 2013). The largest employer in the community is the Bridgewater Steam Power utility (NHES, 2014).

According to the town's master plan, the highest concentrations of residential uses can be found along the west side of Whitmore Point on the eastern shore of Newfound Lake. Other small concentrations exist along Route 3A and along the Pemigewasset River on River Road. The town estimates that about 34 % of its land area is in residential use. Commercial and industrial uses are along Route 3A and Route 3.

Most of Bridgewater is forested, and only a small portion of the town is agricultural. About 65% of Bridgewater's land area is in current use. Nearly 20% of the forested and undeveloped land is steep with slopes 25% or greater. Nearly 10 % of land area is estimated to be wetlands (Bridgewater Master Plan)

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. Bridgewater does not appear to have designated local scenic roads identified on the town website nor in the Master Plan.

Bridgewater contains 21.5 square miles of land area, and 0.2 square mile of inland water area. The town has a population density of nearly 54 persons per square mile. The population of Bridgewater was 1,057 as of 2013 (NHES, 2014).

Project Corridor Description:

Northern Section

Underground: US Route 3 road corridor is a two-lane road, with a paved width of approximately 25 feet, and runs north-south near the eastern town border of Ashland.

The proposed underground 320-kV transmission line will be constructed within the existing US Route 3 roadway for approximately 2,050 feet (0.4 mile) in the northeastern corner of town. Clearing could be required depending on the existing vegetation.

Above-ground: The northern above ground section is located within an existing transmission corridor and crosses into Bridgewater in the northeastern corner of town over the Pemigewasset River and angles to the southeast approximately 700 feet west of US Route 3. The corridor continues back over to the east side of the Pemigewasset River into Ashland. This stretch of corridor has a right of way width of 225 feet. The corridor contains an existing 115-kV line with structures ranging from 43 to 56.5 feet in height.

The proposed overhead 320-kV transmission line will be located within an existing transmission corridor right-of-way for approximately 0.4 mile before crossing into Ashland. The 115-kV line will remain in place on the east side of the corridor and the new 320-kV

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structures will be located on the west side of the corridor on structures ranging in height from 75 to 110 feet. Independent patches of vegetative clearing will be done in this section of the corridor.

Southern Section

The existing above ground transmission corridor crosses back into Bridgewater near the southeastern town boundary. The ROW runs northeast-southwest for approximately 1.5 miles to the Bristol town boundary. The right of way width ranges from 150 feet to 280 feet. The corridor contains an existing 115-kV line with structures ranging from 42 to 49 feet in height.

The proposed above ground 320-kV transmission line crosses over the Pemigewasset River from New Hampton into Bridgewater near the southeastern Bridgewater town boundary. The transmission line runs northeast-southwest for approximately 1.5 miles to the Bristol town line. The 115-kV line will be relocated to the north side of the corridor on structures ranging in height from 42 to 110.5 feet. The 320-kV line will be constructed on the southern side of the corridor on structures ranging in height from 65 to 105 feet. Approximately 30 to 130+/- feet of additional clearing will occur on the south side of the corridor within the existing right of way to make room for the new 320-kV line.

Land Use Description:

The Project is located underground along public roadways for about 2,110 feet and is overhead within an existing utility right-of-way for about two miles (0.5 mile in the northern section and 1.5 mile in the southern section). The land area for the underground portion of the Project is about 5 acres, and the overhead right-of-way is about 53 acres. The total land area for the corridor in Bridgewater is about 59 acres, which is less than one percent of the Town's total land area of about 13,760 acres (NHOEP, 2014/NHGRANIT, 2014). The primary land use along the corridor in Bridgewater is forest land.

Northern Section

The northern section of the underground transmission line is underground when it enters Bridgewater and follows the Route 3 right-of-way for about 2,000 feet. Railroad tracks and snowmobile Corridor 8 run adjacent to the eastern side of the ROW and there are industrial uses on both sides of the corridor. The Pemigewasset River, a designated river in the State's Rivers Management and Protection Program, is located about 500 feet east. There are some residences within 1,500 feet of the corridor, ranging in distance from about 570 feet to about 1,500 feet from the underground line. South of where John Jenness Road intersects U.S. Route 3, the underground line exits the road right-of-way, transitions overhead, and merges with an existing transmission line right-of-way corridor west of U.S. Route 3. Two residences are located about 40 feet north of the existing utility corridor which continues southeast within the existing right-of-way and crosses snowmobile corridor 24 and the Pemigewasset River as it enters into Ashland.

Southern Section

The southern section of the existing transmission line right-of-way exits southeastern New Hampton, crosses the Pemigewasset River, and enters southern Bridgewater. The Project traverses the New Hampton-Bridgewater Scenic Easement held by the NH Department of

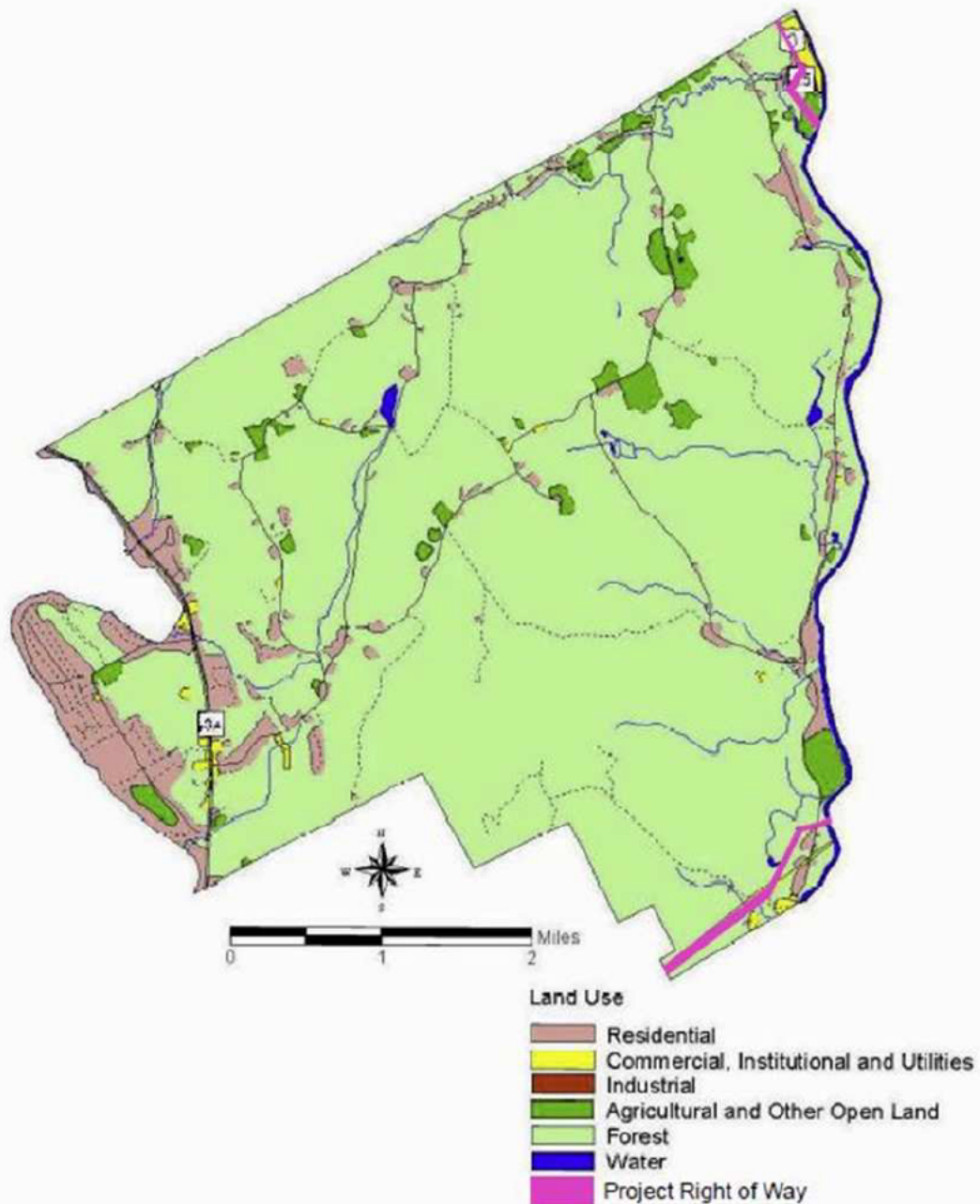
REVIEW OF LOCAL, REGIONAL AND STATE PLANNING

Transportation, for a total of about 175 feet. The corridor proceeds west passing through a wooded section and several residences range in distance from about 210 to about 680 feet from the right-of-way. Other area uses include a sand and gravel pit and a junkyard near the crossing of Abel Road. The corridor continues west through wooded land, away from the Pemigewasset River, crosses through a wet area for about 800 feet, and exits the south western corner of Bridgewater and enters the central portion of Bristol.

A general depiction of existing land uses along the corridor in Bridgewater is provided on the attached map.

Existing Land Use Map Bridgewater, NH

CURRENT LAND USE



Source: Town of Bridgewater Master Plan, 2006.

Town of Ashland

The town of Ashland is located on the east side of the Pemigewasset River. Little Squam Lake is located within the eastern portion of town. The Squam River runs through the center of Ashland and joins the Pemigewasset River in the far southwestern corner of town. Historic land uses within the community included agricultural activities, various mills (e.g., saw, grist, paper, and woolen), manufacturing facilities, and tourism (Victoria Bunker, 2013). Current business opportunities in town include manufacturing firms, eateries, including the original Common Man restaurant, retail shopping, lumber sales, and municipal services (NHES, 2014).

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. The town of Ashland Master Plan identifies approximately 1.6 miles of locally-designated scenic roads: Sanborn Road (1.1 mile) and Owl Brook Road from Moo Corners to the Ashland-Holderness town line (0.5 mile) (Ashland Master Plan 2011).

The village of Ashland is located within the southwestern corner of the town, established around Squam River. The White Mountain Country Club, an 18-hole golf course, is located in the northwest corner of town, west of Interstate 93. The western edge of town has built up along the north-south US Route 3/NH Route 25 corridor and Interstate 93. Unlike most New Hampshire communities, only half of the housing stock is single family homes. Multifamily units make up a large amount of the other half. US Route 3/NH Route 25 continues from the village northeast along the northern shore of Little Squam Lake, situated along the eastern boundary of Ashland. Ashland had a town population of 1,796 residents as of 2013, and a population density of approximately 159 persons per square mile of land area. Ashland contains 11.3 square miles of land area and 0.5 square miles of inland water area (NHES, 2014).

Project Corridor Description:

The existing transmission corridor runs north-south along the western boundary of Ashland, between the Pemigewasset River and Interstate 93. The corridor crosses over the Pemigewasset River from Bridgewater and runs 1.6 miles to the southern town boundary into New Hampton. The corridor right of way width is 225 feet. There is an existing 115-kV line in the corridor supported by wooded H-frame structures that range in height from 40 to 61 feet. A distribution line also shares the corridor for approximate 0.7 mile near in the northern stretch of the Ashland corridor.

The 320-kV Project line will be constructed in the existing corridor, alternating between the east and west side of the corridor and will be supported by structures ranging in height from 75 to 100 feet. Approximately 30 to 130+/- feet of additional clearing will occur on the south side of the corridor within the existing right of way to make room for the new 320-kV line. Patches of vegetative clearing will occur within the existing corridor at varying widths to make room for the 320-kV transmission line.

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Land Use Description:

In Ashland, the Project right-of-way is located within an existing electric utility corridor as it follows the topography of the land for a total of approximately 1.6 miles. The total land area within the right-of-way is about 43 acres, which is less than one percent of the Town's total land area of approximately 7,232 acres (NHOEP, 2014/NHGRANIT, 2014). The primary land use along the corridor in Ashland is forest land, with some utility and outdoor recreation land uses.

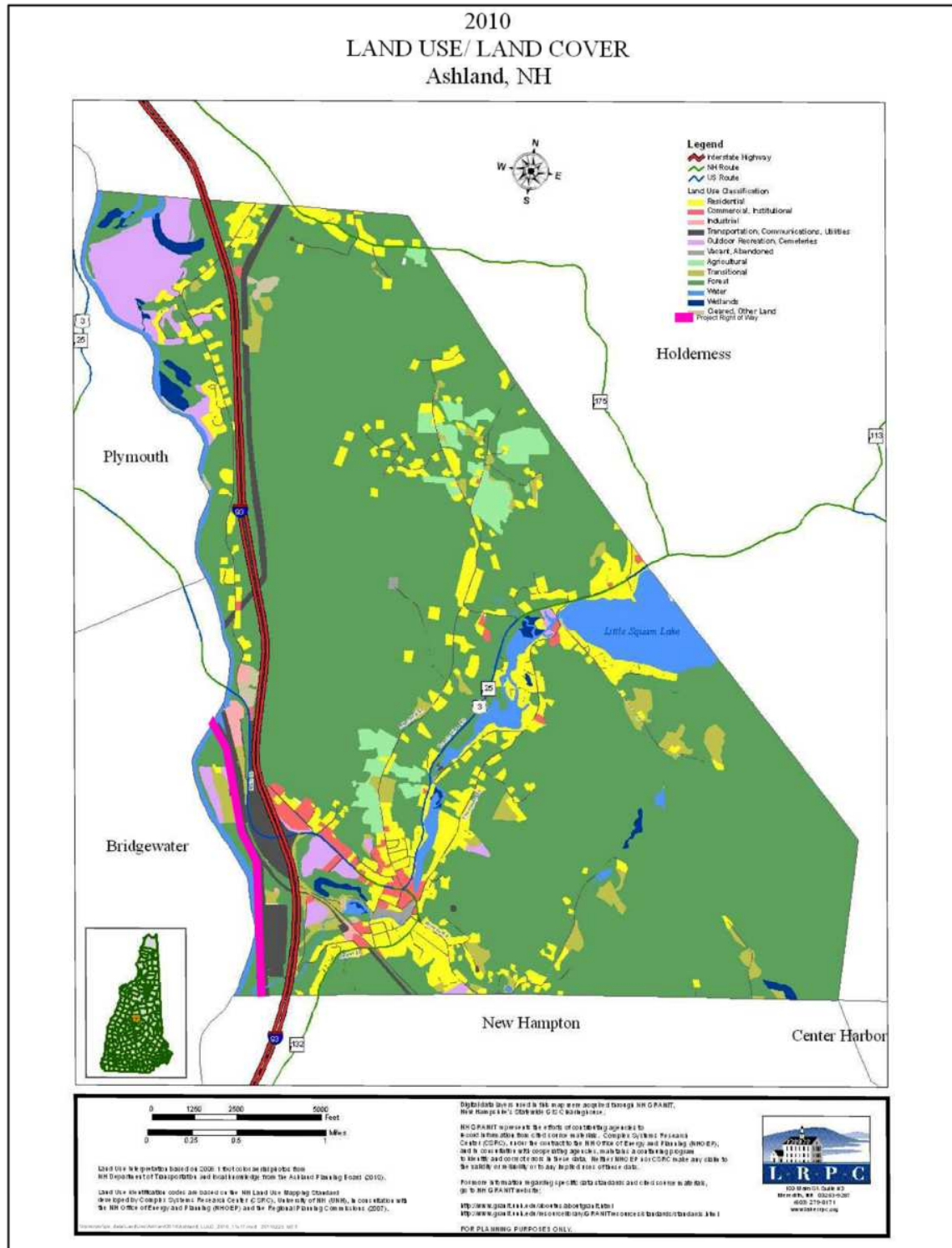
The transmission line exits the northeast corner of Bridgewater, crosses the Pemigewasset River, a designated river in the State's Rivers Management and Protection Program, and enters the southwestern portion of Ashland. The right-of-way continues south through wooded land. Owl Brook Road, a locally-designated scenic road, is located about 1.5 miles east of the ROW, and Squam Lake is located about 2 miles east of this portion of the Project. The railroad track and snowmobile corridor 8 are located along or near the eastern corridor border near where the ROW crosses Cedar Lane. An industrial parcel is located about 150 feet east of the corridor and U.S. Route 3 measures about 400 feet east of the corridor and approaches the ROW as it moves south. Interstate-93 is located east of U.S. Route 3. South of Cedar Lane, what appears to be an agricultural field is located on the north end of a cleared parcel; this parcel is bordered by the designated Pemigewasset River to the west and the corridor to the east. Throughout Ashland, the Pemigewasset River and subsequently the Bristol town line, ranges in distance from about 100 feet to about 950 feet west of the corridor. Approximately 1,500 feet east of the corridor, various fast-food outlets and other shops are located along West Street and North Street, originating off the northern side of Main Street, and the Village of Ashland is located about 4,500 feet west of the ROW.

The proposed line continues south within the right-of-way, where it intersects and runs along Collins Street and adjacent to the Ashland Town Sewage Lagoons. In Ashland, what appears to be one residence is located about 200 feet from the right-of-way, within a cleared parcel. Sanborn Road, a locally-designated scenic road, is located about 1 mile east of the ROW. The line exits the southwestern corner of Ashland and enters the most northwestern point of New Hampton.

A general depiction of existing land uses along the corridor in Ashland is provided on the attached map.

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Existing Land Use Map Ashland, NH



Source: Town of Ashland Master Plan, 2010.

Town of New Hampton

The geographic center of New Hampshire is located in New Hampton. The Pemigewasset River runs along the western extent of the town of New Hampton and forms the boundary for both the town and the county. Ayers Island Dam is an important landmark along the river, located just downstream from the Pemigewasset Substation and a corridor crossing. Historic land uses included extensive farming (sheep, cattle, dairy, poultry and fruit), a variety of mills (e.g., saw, grist, woolen, tannery, and hosiery), a trout and salmon hatchery, and the Ayers Island hydroelectric Project. Modern economic opportunities include the hydroelectric Project, the fish hatchery, a private secondary education institute, home health care services, restaurants, campgrounds, a waste removal service, several convenience stores, and a logging supply establishment (Victoria Bunker, 2013; NHES, 2014).

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. According to the town of New Hampton, locally-designated scenic roads include Pinnacle Hill Road, Beech Hill Road and Blake Hill Road.

New Hampton had a total of 2,288 residents as of 2013, with a population density of about 62 persons per square mile of land area. New Hampton contains 36.8 square miles of land area and 1.6 square miles of inland water area (NHES, 2014).

Project Corridor Description:

Northern Section

The existing transmission corridor runs north-south along Interstate 93 for 3.5 miles. The corridor crosses Interstate 93 twice then crosses the Pemigewasset River into Bridgewater. The corridor right of way width is 225 feet and narrows to 150 feet at the east-west crossing over Interstate 93. A distribution line also runs the length of the corridor.

The proposed 320-kV overhead line will be constructed on the west side of the existing corridor within the existing right of way for approximately 3.5 miles. The new transmission line will be supported by structures ranging in height from 70 to 130 feet. Several existing 115-kV structures will be replaced as part of the 320-kV upgrade, and other existing structures will remain in place. The distribution line on the west side of the corridor will remain in place. Patches of vegetation clearing will occur within the corridor ranging from 10 to 60 feet in some areas.

Southern Section:

The existing utility corridor runs north-south along the western edge of town for 3.8 miles then crosses the southern town boundary into Hill. The corridor right of way width is 225 feet, with the exception of a 0.5 mile section that narrows to 150 feet. There is an existing 115-kV line in the corridor supported by structures that range in height from 40 to 100 feet. There is also a distribution line that runs the length of the corridor in New Hampton.

The proposed 320-kV line will be constructed on the west side of the corridor within the existing right of way for about 3.8 miles. The new transmission line will be supported by structures ranging in height from 70 to 130 feet. Several existing 115-kV structures will be replaced as part of the 320-kV upgrade, and other existing structures will remain in place.

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The distribution line on the west side of the corridor will remain in place. Patches of vegetation clearing will occur within the corridor ranging from 10 to 60 feet in some areas. The largest areas of clearing will occur around the Pemi Substation, where the 320-kV line will go around the west side of the substation.

Land Use Description:

The Project is located overhead within existing rights-of-way for about 7.3 miles (3.5 miles in the northern section and 3.8 miles in the southern section) in New Hampton. The total land area for the corridor in New Hampton is about 192 acres, which is less than one percent of the Town's total land area of about 23,552 (NHOEP, 2014/NHGRANIT, 2014). The primary land use along the Project corridor in New Hampton is forested land.

Northern Section

The existing transmission line corridor leaves Ashland, south of the wastewater treatment facility and enters northern New Hampton. The Pemigewasset River, a designated river in the State's Rivers Management and Protection Program, remains within 2,000 feet west of the corridor as it travels south through open field, parts of which appear to be used for agriculture. Interstate-93 parallels the eastern side of the corridor for about one mile and residences near the corridor range in distance from about 600 feet to about 1,500 feet. The Project crosses to the east of I-93 and continues southeast through a cleared parcel and across NH Route 132. A few residences, as well as sand and gravel pits, are located along Route 132. The corridor passes a few commercial and residential structures. In this area I-93 remains within about 500 feet west of the corridor and Jellystone Park campground is about 1,100 feet west. Beech Hill Road, a locally-designated scenic road, is located about four miles east of the ROW. The Project continues south for about 1.4 mile, changes directions and continues west across I-93, NH Route 132, along the northern border of the New Hampton Scenic Easement conservation land. The corridor crosses over a State of New Hampshire Maintenance/Field facility and firing range and then crosses the Pemigewasset River, and enters into Bridgewater.

Southern Section

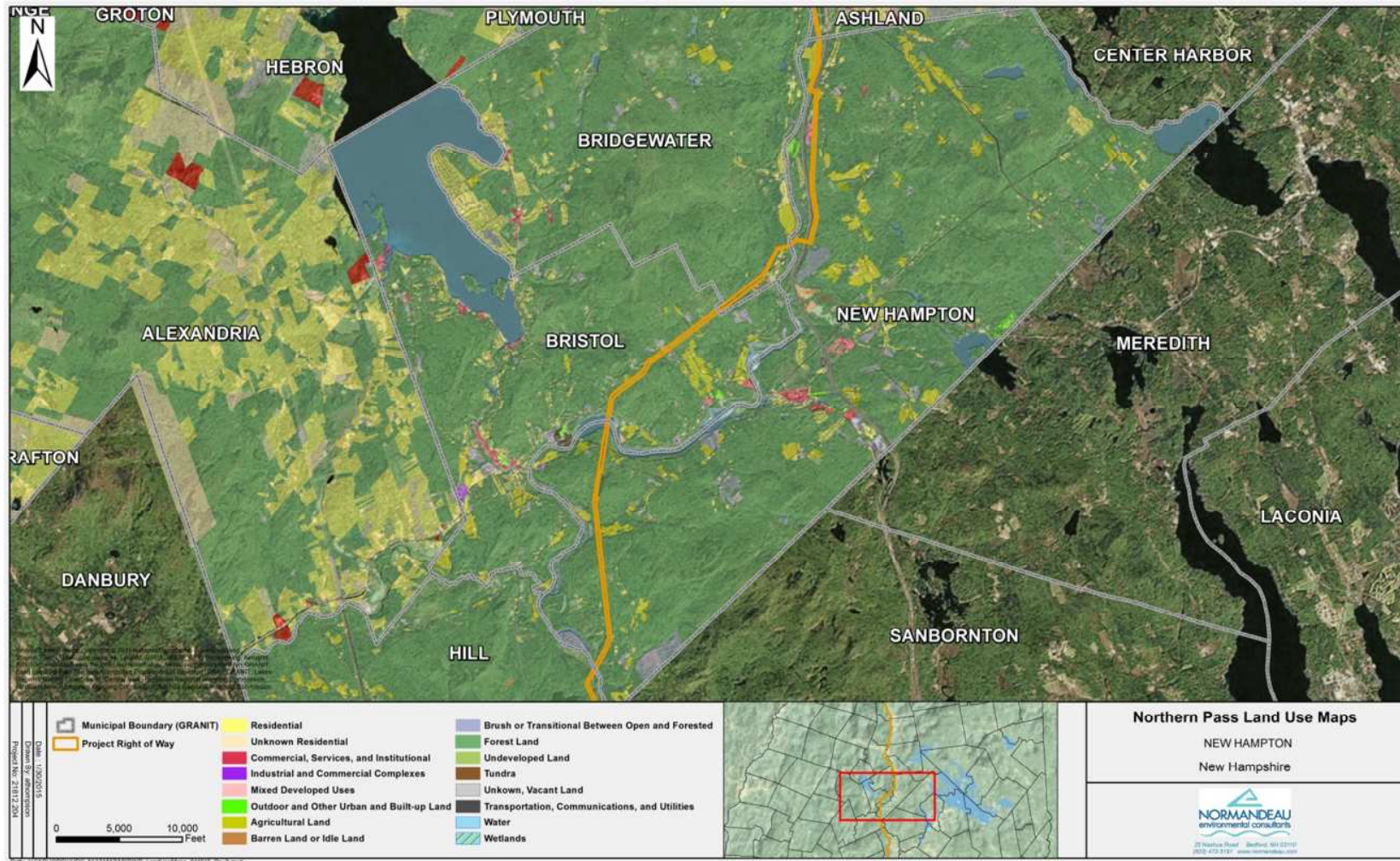
The southern section of the existing transmission line corridor exits Bristol, crosses over the Pemigewasset River and into southwestern New Hampton, approximately 2,600 feet east of Ayers Island Dam. The corridor makes landfall within a wooded area and passes a substation as it crosses Old Bristol Road, where one residence is located about 200 feet east of the corridor. The town center is located about 1.8 miles east of the ROW, and locally-designated Pinnacle Hill Road is about 2.5 miles southeast of the ROW. The Project extends southeast through woods for about one mile, as the existing transmission ROW continues within the Franklin Falls Reservoir conservation parcel for approximately 1,220 feet, and the Conkling conservation parcel for about 500 feet. The corridor continues to the south through woodlands and crosses Coolidge Woods Road. Blake Hill Road, a locally-designated scenic road, is located about 1,000 feet east of the ROW, as the corridor turns southwest and enters the Franklin Falls Reservoir conservation land for 1,155 feet. The Project continues across the Pemigewasset River into Hill, New Hampshire. The Pemigewasset River is a designated river in the state's Rivers Management and Protection

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Program. The crossing of the river, as well as the Project route within its watershed, is located entirely within the existing transmission line right-of-way.

A general depiction of existing land uses along the corridor in New Hampton is provided on the attached map.

Existing Land Use Along the Project Corridor New Hampton, NH



Source: Lakes Region Planning Commission, 2010.

Town of Bristol

The town of Bristol is bordered on the east by the Pemigewasset River and on the south by the Smith River. Several other streams and rivers flow into the Pemigewasset River in Bristol, including the Newfound River, which flows from Newfound Lake to enter the Pemigewasset in Bristol village. Ayers Island Dam is an important landmark along the river, extending between the towns of Bristol and New Hampton. Historic uses of the lands include farming (e.g., cattle, apples, and dairy), mills (e.g., grist, saw, threshing, cotton and woolen), various manufacturing ventures, several mining pursuits (e.g., black lead, mica, and silver), and tourism (Victoria Bunker, 2013). Modern businesses in the community include Newfound Area Schools, a molded rubber company, a supermarket and convenience stores, banking services, a retail lumber store, and municipal services (NHES, 2014).

Development in Bristol is comprised predominately of residential uses. Residential uses account for 46% of the land area in Bristol, commercial uses represent 2% and industrial uses less than one percent of the land area in Bristol. About 44% of the land area is in conservation, current use or undeveloped (Bristol Master Plan, 2006).

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. The town of Bristol website identifies Hemphill Road, New Chester Mountain Road (f/k/a Round Top Mountain Road), Peaked Hill Road, and Smith River Road as locally-designated scenic roads.

The town of Bristol has a population of 3,051, and has a population density of approximately 179 persons per square mile of land area. Bristol contains 17.1 square miles of land area and 5 square miles of inland water area (NHES, 2014).

Project Corridor Description:

The existing transmission corridor is located in the east side of Bristol, and runs northeast-southwest from the town boundary with Bridgewater to New Hampton. The corridor right of way width ranges from 280 to 285 feet in width, then narrows to 225 feet in width in the southern area of Bristol north of the Pemigewasset River. The corridor contains an existing 115-kV line on the west side of the corridor, supported by wood monopole and H-frame structures ranging in height from 42 feet to 88 feet. There is also a distribution line located in the center of the cleared corridor.

The proposed 320-kV transmission line will be constructed on the east side of the corridor within the existing right of way. The new transmission line will be supported on structures ranging in height from 70 to 110 feet. The existing 115-kV line will remain in place throughout most of Bristol, until the angle to the south towards the Pemigewasset River in the southern stretch of the corridor. At this corridor angle, the 115-kV structures will be relocated to the west within the corridor to make room for the 320-kV line. The relocated 115-kV line will be supported on four structures before crossing the river into New Hampton. These structures will range in height from 42 to 88 feet. Additional vegetative

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clearing will occur on the east side of the existing right of way to make room for the 320-kV line. This clearing will range from approximately 40 to 120 feet.

Land Use Description:

The existing overhead transmission line corridor follows the natural topography of the land across Bristol for a distance of about 2.5 miles. The existing transmission right-of-way within the town of Bristol is approximately 81.4 acres, or less than one percent of the Town's total land area of about 10,944 acres (NHOEP, 2014/NHGRANIT, 2014). The primary land use along the corridor is forested land.

The transmission line exits the southeast corner of Bridgewater and enters the northeast portion of Bristol within an existing electric line right-of-way. The transmission line continues southwest within the existing right-of-way for about 1.2 mile, and runs adjacent to the southern side of the Worthen conservation parcel for about 2,000 feet until it crosses Peaked Hill Road, a locally-designated scenic road. Few residences are located in this area.

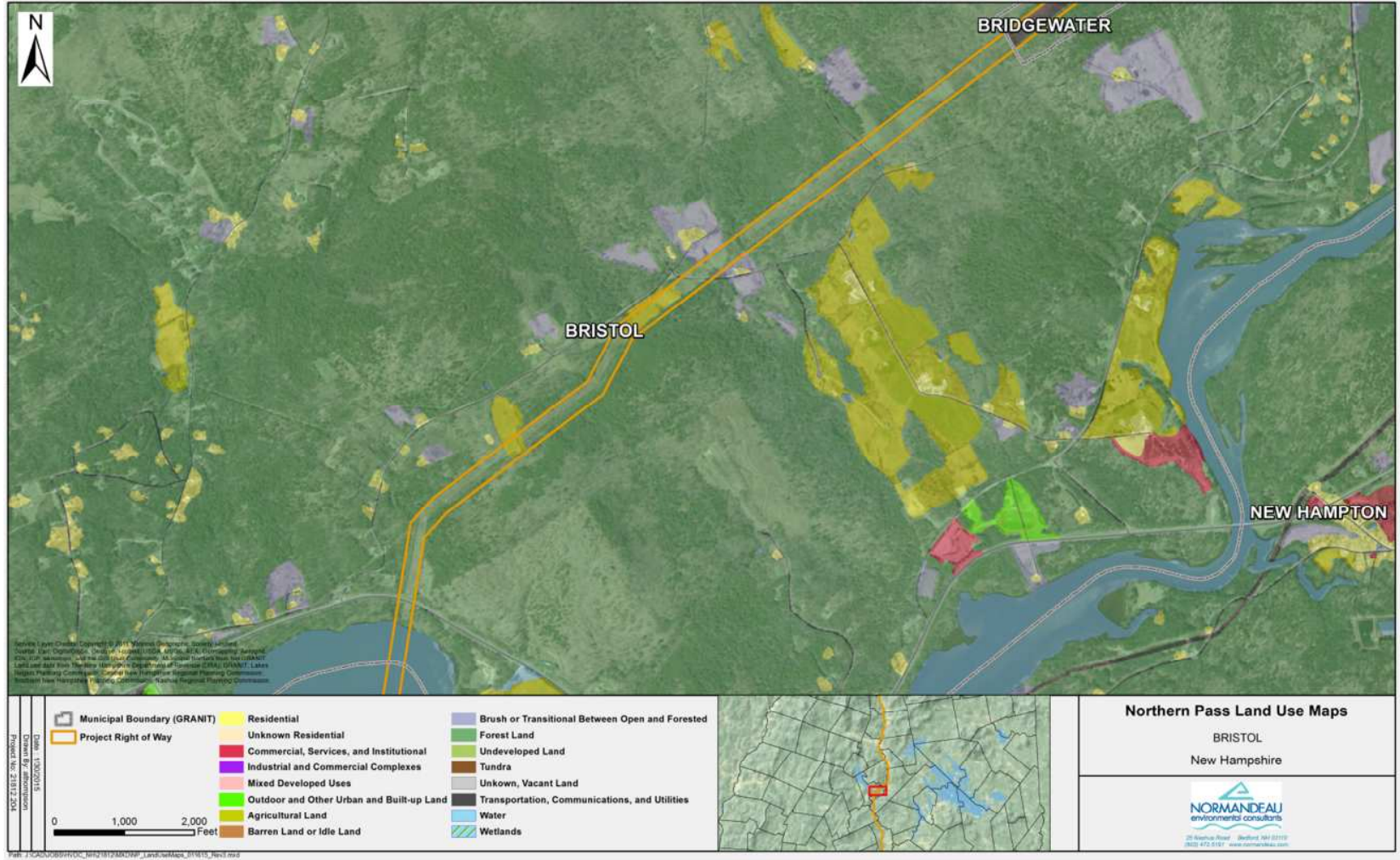
The transmission line continues southwest within an existing right-of-way through a forested area with a few residences surrounded by moderate to dense vegetation. The transmission line runs sharper south through forested area and continues to where it intersects Route 104. A number of residences with varying setbacks are located along the corridor and all contain at least moderate tree cover between houses and the right-of-way. The southern tip of Newfound Lake is located about 1.8 miles northwest of the ROW, and the Ayers Island Dam is located about 2,600 feet southwest of where the corridor crosses NH Route 104. The Bristol town center is located about 1.7 miles west of the ROW.

Soon after crossing NH Route 104, the right-of-way continues south across the Pemigewasset River and exits Bristol into New Hampton. The Pemigewasset River is a designated river in the state's Rivers Management and Protection Program. The crossing of the river, as well as the Project route within its watershed, is located entirely within the existing transmission line right-of-way.

A general depiction of existing land uses along the corridor in Bristol is provided on the attached map.

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Existing Land Use Along the Project Corridor Bristol, NH



Source: Lakes Region Planning Commission, 2010.

Town of Hill

The Town of Hill was incorporated in 1778. It was originally known as New Chester as it was first granted to a group of settlers from Chester, New Hampshire. In 1837, the town was renamed in honor of Isaac Hill, who served as governor and as a senator during President James Buchanan's administration. The town of Hill is situated west of a 15-mile stretch of the Pemigewasset River that flows through the Franklin Falls Reservoir lands. In 1943, the United States Army Corps of Engineers created the Franklin Falls Reservoir by constructing the Franklin Falls Dam for flood control on the Pemigewasset River. The Village of Hill was relocated in 1941 to accommodate the construction of the Reservoir. Hill's village is currently located in the southeast corner of the community. The landscape within the town exhibits steep and hilly terrain, with Huses Mountain rising to an elevation of more than 900 feet. Stream drainages flow between the steep hillsides, flowing easterly, crossing the floodplain to the Pemigewasset River. Residential and agricultural uses are spread out across town.

Historical economic opportunities included agriculture; grist and saw mills; a carding and cloth dressing mill; a carriage shop; cabinet organ, ax handle, and spoke shaves, latch-needle manufacturers; the world's largest rotary steel glass cutter manufacturer, various other manufacturing or production groups (Victoria Bunker, 2013). Modern employment opportunities include farming, an elementary school, municipal services, tourism, and recreation.

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. The Hill Master Plan identifies Murray Hill Road as a state scenic road, and portions of Bunker Hill Road as designated scenic road.

Hill has approximately 1,200 residents, with a population density of approximately 51 persons per square mile of land area. Hill contains 26.7 square miles of land area and 0.1 square miles of inland water area. (NHES, 2014)

Project Corridor Description:

The existing transmission corridor runs north-south through the east side of Hill from the east town boundary at the Pemigewasset River to the south town boundary into Franklin. The transmission corridor is 225 feet in width throughout Hill, with the exception of a 1200-foot stretch of corridor north of Route 3A that narrows to 200 feet in width. The corridor contains an existing 115-kV line, supported on wooden monopole structures that range in height from 43 to 72.5 feet.

The proposed 320-kV transmission line will be constructed on the east side of the corridor within the existing 2.5 mile right of way in Hill. The new transmission line will be supported on structures ranging in height from 65 to 105 feet. The existing 115-kV line will remain in place throughout Hill. Additional vegetative clearing will be done the east side of the corridor in fragmented patches. Most of the additional clearing will occur in the southern section of the corridor in Hill, and will range from approximately 10 to 45 feet in width.

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Land Use Description:

The existing transmission line corridor follows the natural contour of the land across Hill for a distance of 2.5 miles. The right-of-way in Hill is approximately 66 acres, or less than one percent of the Town's total land area of about 17,088 acres (NHOEP, 2014/NHGRANIT, 2014). The primary land use along the Project corridor in Hill is forested land.

The existing corridor exits southwestern New Hampton, crosses the Pemigewasset River, and enters the eastern portion of Hill. The Pemigewasset River is designated in the NH Rivers Management and Protection Program. The corridor passes through the U.S. Army Corps of Engineers flood control lands associated with Franklin Falls Reservoir for about 1,100 feet and then extends south along the border between the Franklin Falls Reservoir and William H. Thomas State Forest for about 4,335 feet, before exiting conservation land. This portion of the ROW runs somewhat parallel to the river. The ROW is about 1,175 feet away where the river borders New Hampton, and then it is much further away, up to 5,000 feet, as the route continues south to Franklin.

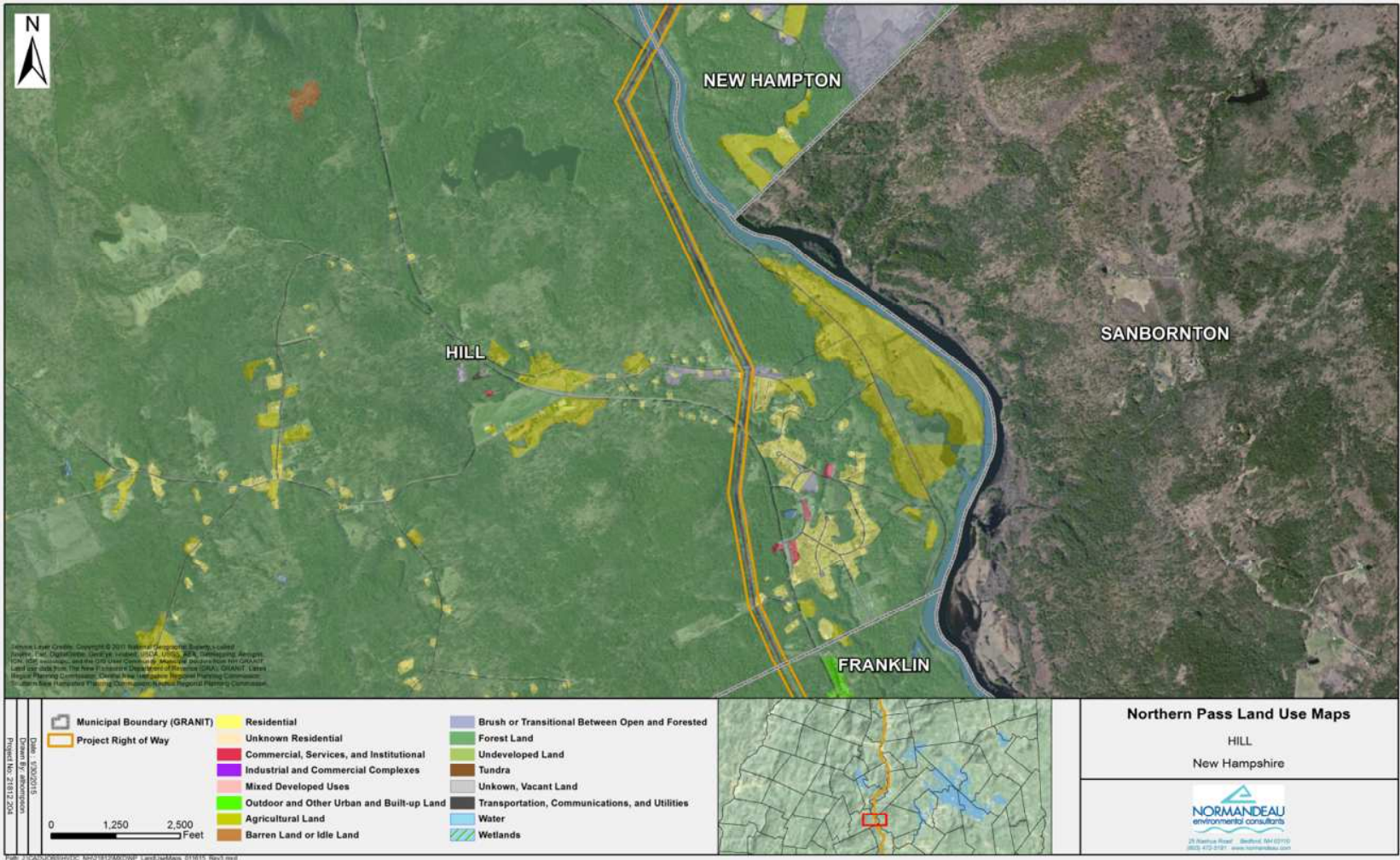
After exiting conservation land, the corridor continues south across Old Town Road, near Park Street, and across NH Route 3A. Some residences are located along the right-of-way. Residences located along Park Street, a cul-de-sac neighborhood originating from the south side of Old Town Road, one residence along Old Town Road, and one residence along NH Route 3A abut the corridor. The Village of Hill, including Hill Center Church, is located about 1,100 feet east of the Project corridor.

The corridor continues south through a wooded area and a water tower is located adjacent to the west side of the corridor. The Project crosses Moses Avenue, where one residence is located adjacent to the eastern border of the existing ROW. The proposed Project continues for approximately 0.2 mile where it exits the southern border of Hill and crosses into Franklin.

The Project right-of-way does not cross locally-designated scenic roads in Hill.

A general depiction of existing land uses along the corridor in Hill is provided on the attached map.

Existing Land Use Along the Project Corridor Hill, NH



Source: Lakes Region Planning Commission, 2010.

City of Franklin

Birthplace and home to Daniel Webster, Franklin sits at the confluence of the Winnepesaukee and Pemigewasset Rivers, and at the headwaters of the Merrimack River. The City had its economic beginnings in manufacturing operations, and was known for a machine-made hosiery mill that used a process developed by the Shakers (NHES, 2014). The 'downtown' area was established based on the location of the mills, the construction of Memorial (City) Hall and the Public Library, which was funded by Andrew Carnegie. Odell Park, also located in downtown, continues to provide recreational opportunities for its citizens. (Franklin Town Website)

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. There do not appear to be any locally-designated scenic roads in Franklin listed in the Master Plan nor on the town website.

Franklin has approximately 8,479 residents, with a population density of approximately 306 persons per square mile of land area. Franklin contains 27.7 square miles of land area and 1.5 square miles of inland water area. (NHES, 2014)

Project Corridor Description:

The existing transmission corridor runs north-south through the center of the Franklin Town Boundary on the west side of the Pemigewasset River for about ten miles. North of the Webster Substation, there is one existing 115-kV line on structures ranging in height from about 41 to 93 feet. The corridor right of way is 225 feet in width. The corridor right of way width within 1,200 feet on both the north and south side of the Webster Substation varies from 200 to 390 feet to accommodate a second existing transmission corridor connecting to the substation.

The proposed 320-kV line will be constructed from the north town boundary to the proposed Franklin Converter Station (located 0.4 mile north of the Merrimack River), and the 345-kV line will continue south over the Merrimack River into the town of Northfield.

North of the Webster Substation, the 115-kV line will remain in place on the east side of the corridor and the 320-kV line will be located on the west side of the corridor.

South of the Webster Substation to the proposed Franklin Converter Terminal, the 115-kV line on the east side of the corridor will remain in place and the 115-kV line to the west will be relocated further east to make room for the 320-kV line on the west side of the corridor. At the Franklin Converter Station, the proposed transmission line will be converted from a 320-kV DC line to 345-kV AC line

From the Franklin Converter Terminal south to the town boundary, the 345-kV line will be located in the center of the corridor. The 115-kV line on the east side of the corridor will

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remain in place and the 115-kV line to the west will be relocated further west to make room for the 320-kV line in the center of the corridor.

The 320-kV line will be supported by structures ranging in height from 65 to 130 feet. The 345-kV line will be supported by structures ranging in height from 90 to 120 feet. The relocated 115-kV lines will be supported by structures ranging in height from 42 to 105 feet.

The northern 0.8 mile of corridor will have some additional clearing on the east side of the corridor, ranging from approximately 40 to 70 feet in width. Some additional clearing patches will occur around the Webster Substation. In the southern area of the Franklin corridor, some additional clearing will occur on the west side of the corridor, ranging in width from approximately 10 to 20 feet. The Franklin Converter Terminal will also require an additional 21 acres of clearing.

Land Use Description:

The proposed Project includes three components in the City of Franklin: (1) construction of a 9.5 mile high-voltage direct current (HVDC) electric transmission line from the Hill town line to a converter terminal; (2) construction of a terminal, which converts the electricity from direct current (DC) to alternating current (AC); and (3) construction of a 0.5 mile 345 kV AC electric transmission line from the converter terminal to the Northfield town line. The two segments (AC and DC) follow an existing transmission line corridor through Franklin for a total distance of approximately 10 miles.

In Franklin, the right-of-way including the converter terminal is approximately 420 acres, or about 2.4 percent of the Town's total land area of about 17,728 acres (NHOEP, 2014/NHGRANIT, 2014). The primary land uses along the corridor in Franklin consist of wooded areas, and varying densities of residential development.

The existing transmission line right-of-way enters Franklin from Hill, New Hampshire, about 500 feet west of Route 3A and traverses southeasterly through forested land. There are a few residences located around the Project corridor in this area. From Bennett Brook Road the Project corridor continues southeasterly in a wooded area, past several residences, east of the ROW. The Project corridor crosses to the east of Route 3A, enters Franklin Falls Reservoir conservation land for about 800 feet, and continues southeast across Route 3A. Residences are located along Timberland Drive and one is adjacent to the existing corridor. The corridor proceeds south-southeasterly through mostly forested land. The route intersects Lakeshore Drive; recently constructed residences are located north of the road. The route continues south through a mixed use area. The mostly forested lands within the Webster Lake WMA are located west of the right-of-way and mixed residential and commercial uses to the east along Route 3A. The Project crosses Griffin Road and continues south past several camp buildings and cottages, which are approximately 400 to 1,500 feet from the east side of Webster Lake. Snowmobile corridor 11 is located along and then enters the corridor south of Griffin Road. The corridor traverses a relatively dense residential area near the southeast corner of Webster Lake before crossing NH Route 11 to the Webster substation. South of the Webster Substation, the Northern Rail Trail/snowmobile corridor 2 cross the corridor, as it continues south across Chance Pond Branch. The route crosses Flaghole Road and enters Great Gains Memorial Forest, which is owned by the City of

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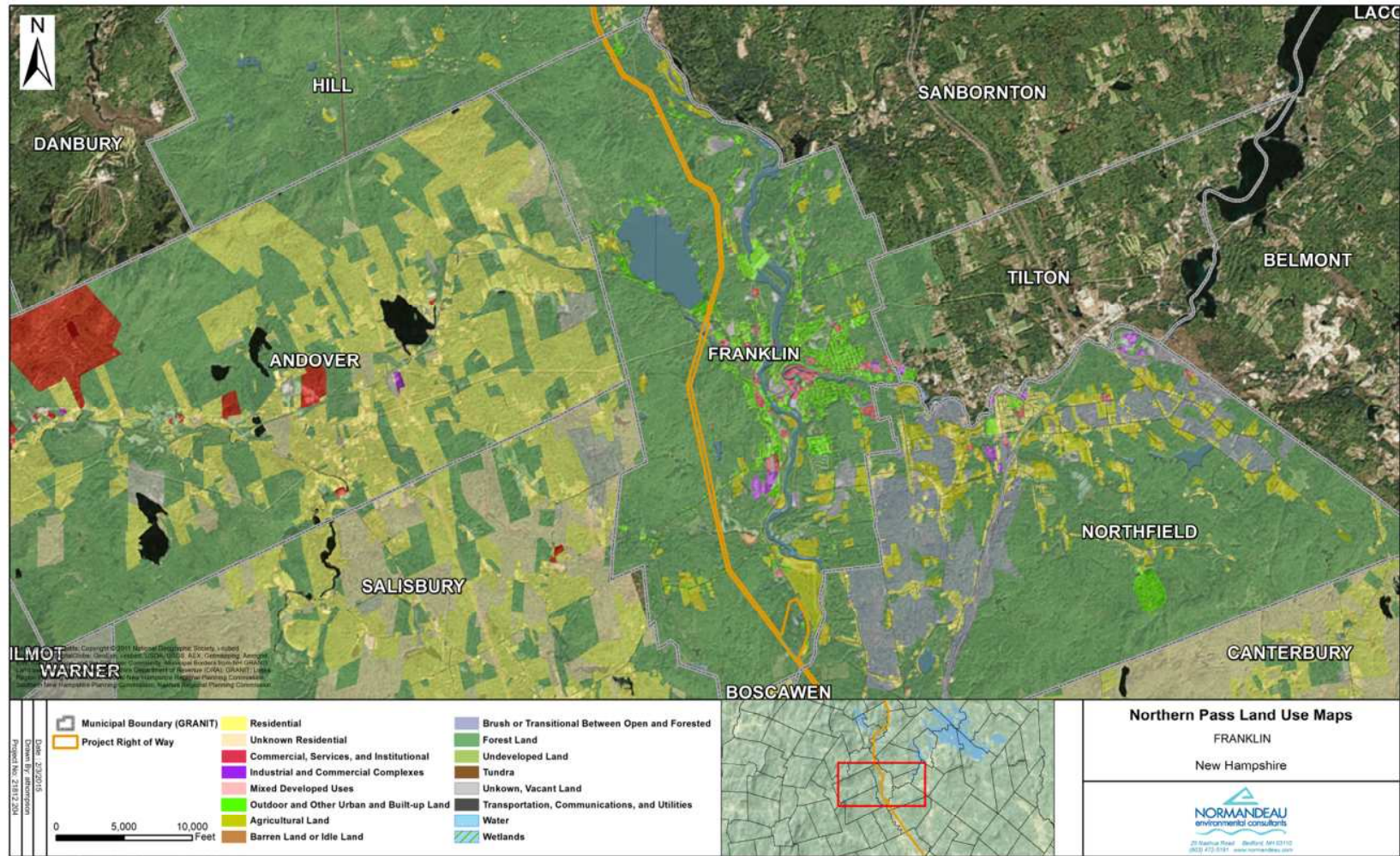
Franklin. The ROW continues within the conservation land for about 2,425 feet, until it crosses Montgomery Road. After the road crossing the corridor continues south through forested land to NH Route 127. The line continues south passing almost adjacent to the Concord Regional Solid Waste/Resource Recovery's ash landfill on the east and some residential parcels to the west, through a wooded area to the crossing of Smith Hill Road, where the closest residence is located about 145 feet east of the existing corridor. The Project continues south within a wooded area and enters the converter terminal.

The site of the converter terminal facility located in Franklin, NH is a former private campground. The Project will use 21 acres of the 118-acre parcel, allowing for a substantial vegetative buffer on the remainder of the property. The facility includes buildings housing the equipment and controls necessary to convert power from direct current (DC) to alternating current (AC), an open air substation with filter banks, other equipment similar to a conventional substation. (northernpass.us/facilities-equipment.htm) Downtown Franklin is located approximately 1.5 miles east of converter terminal site.

From the converter terminal, the right-of-way continues southeast through forestland, crosses U.S. Route 3, snowmobile corridor 11 and the Northern Rail Trail, and crosses over the Merrimack River into Northfield within the existing transmission ROW. This segment of the Merrimack River is designated in the NH Rivers Management and Protection Program.

A general depiction of existing land uses along the corridor in Franklin is provided on the attached map.

Existing Land Use Along the Project Corridor Franklin, NH



Source: Lakes Region Planning Commission, 2010.

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Town of Northfield

Northfield was originally settled as part of Canterbury in the early 1700's by military scouts, and the principal industry was agriculture. Dams along the Winnepesaukee and Merrimack rivers powered sawmills and gristmills. In 1780 the State Legislature signed Northfield's independence petition, and the town was officially incorporated. The town continued to prosper throughout the 19th and 20th centuries. Saw and grist mills gave way to paper and textile mills, printers, and manufacturing's of hosiery, lead batteries and optical lenses (town website). Today, local industry includes investment castings, manufacturing, and asphalt (NHES, 2014).

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. There do not appear to be any locally-designated scenic roads in Northfield listed on the town website or identified in the master plan.

The town of Northfield contains about 28.6 square miles of land area and 0.3 square mile of inland water area. In 2013 the population was estimated to be 4,812 residents, with a population density of about 169 persons per square mile of land area (NHES, 2014).

Project Corridor Description:

The existing transmission corridor runs 1.5 miles north-south across the west side of Northfield. The corridor right of way is 225 feet in width, and contains two 115-kV lines supported by wooded monopole and H-frame structures ranging in height from 43 to 83.5 feet.

The proposed 345-kV line will be located in the center of the corridor on structures ranging in height from 70 to 100 feet. The 115-kV line on the east side of the corridor will remain in place and the 115-kV line to the west will be relocated further west to make room for the 345-kV line in the center of the corridor. The relocated 115-kV line will be supported by structures ranging from 79 to 100 feet. Approximately 20 to 60 feet of additional clearing will occur on the west side of the existing corridor to make room for the 345-kV line.

Land Use Description:

The existing transmission line corridor follows the natural contour of the land across Northfield for a distance of 1.6 miles. The right-of-way in Northfield is approximately 42 acres, or less than one percent of the Town's total land area of about 18,304 acres (NHOEP, 2014/NHGRANIT, 2014). In Northfield, the primary land use along the corridor is forested land.

The route exits Franklin, crosses over the Merrimack River, a designated river in the State's Rivers Management and Protection Program, and enters into the western portion of Northfield. The river flows south as the existing right-of-way extends southeast through mostly forested land. The Tilton-Northfield Village is located 4.5 miles northeast of the Project. The corridor continues to the southeast and intersects Fiddlers Choice Road; residences located along this road abut both the east and west side of the existing transmission right-of-way. From Fiddlers Choice Road, the corridor continues southeast through forested land. A mixture of forested land is located along the west and residences are located about 700 to 1,400 feet to the east along Oak Hill Road; Interstate I-93 is located

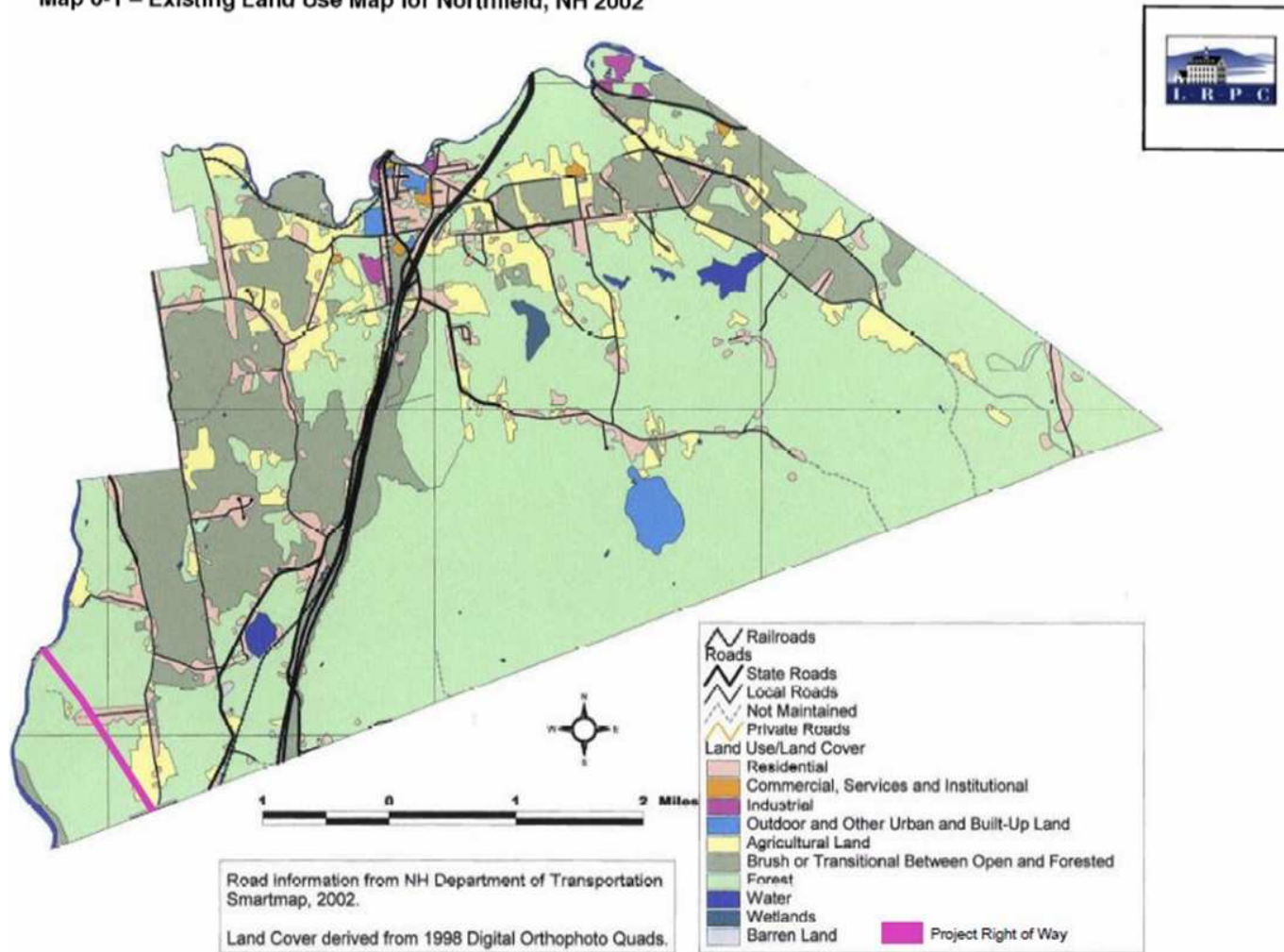
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about 1.3 miles east these residences. The corridor continues to the southeast passing across a large, fallow agricultural field for about 680 feet, and then enters into Canterbury.

A general depiction of existing land uses along the corridor in Northfield is provided on the attached map.

Existing Land Use Map in Town Master Plan (2002) Northfield, NH

Map 6-1 – Existing Land Use Map for Northfield, NH 2002



Source: Lakes Region Planning Commission, Northfield Master Plan, 2002.

Town of Canterbury

Canterbury was first granted in 1727 and originally served as a fort or trading post where the Penacook Indians came to trade. The Merrimack River forms the western border of town. The historic Shaker Village was settled in 1792 within the eastern portion of the community in an area that remains relatively rural in nature. It was listed on the National Register of Historic Places in 1975 and designated as a National Historic Landmark in 1993. The village area of Canterbury is located in the western third of the town, east of Interstate 93 and NH Route 132. Canterbury Woods Country Club, a 6,600 yard long 18-hole golf club, is located adjacent to the east (northbound) side of Interstate-93. Residential and agricultural uses are dispersed through the town, but the nature of the area remains rural. The eastern edge of town abuts the New Hampshire Motor Speedway and its associated parking lots found along NH Route 106. The largest business in town is the Canterbury Shaker Village (NHES, 2014), which is approximately 5.6 miles east of I-93.

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. There do not appear to be any locally-designated scenic roads in Canterbury listed on the town website or identified in the master plan.

The town of Canterbury contains about 43.9 square miles of land area and 0.9 square mile of inland water area. As of 2013, the population was 2,290 with a population density of about 54 persons per square mile of land area (NHES, 2014).

Project Corridor Description:

The existing transmission corridor runs 5.9 miles north-south across the west side of Canterbury. The corridor right of way is 225 feet in width, and contains two 115-kV lines supported by wooded monopole and H-frame structures ranging in height from 38.5 to 92 feet.

The proposed 345-kV line will be located in the center of the corridor on structures ranging in height from 65 to 115 feet. The 115-kV line on the east side of the corridor will remain in place and the 115-kV line to the west will be relocated further west to make room for the 345-kV line in the center of the corridor. The relocated 115-kV line will be supported by structures ranging from 74.5 to 124 feet. Approximately 20 to 60 feet of additional clearing will occur on the west side of the existing corridor to make room for 345-kV line.

Land Use Description:

The existing transmission line corridor follows the natural contour of the land across Canterbury for a distance of 5.9 miles. The right-of-way in Canterbury is approximately 164 acres, or less than one percent of the Town's total land area of about 28,096 acres (NHOEP, 2014/NHGRANIT, 2014). In Canterbury the primary land use along the Project corridor is forest land, and mixed development is located along the southern portion of the corridor.

The corridor enters into the northwest corner of Canterbury from Northfield and continues southeast where it crosses Intervale Road. Oak Hill Road, which runs parallel to the eastern side of the corridor, contains a few residences located adjacent or near the existing corridor. Several residential properties are located to the west of the corridor along both the north

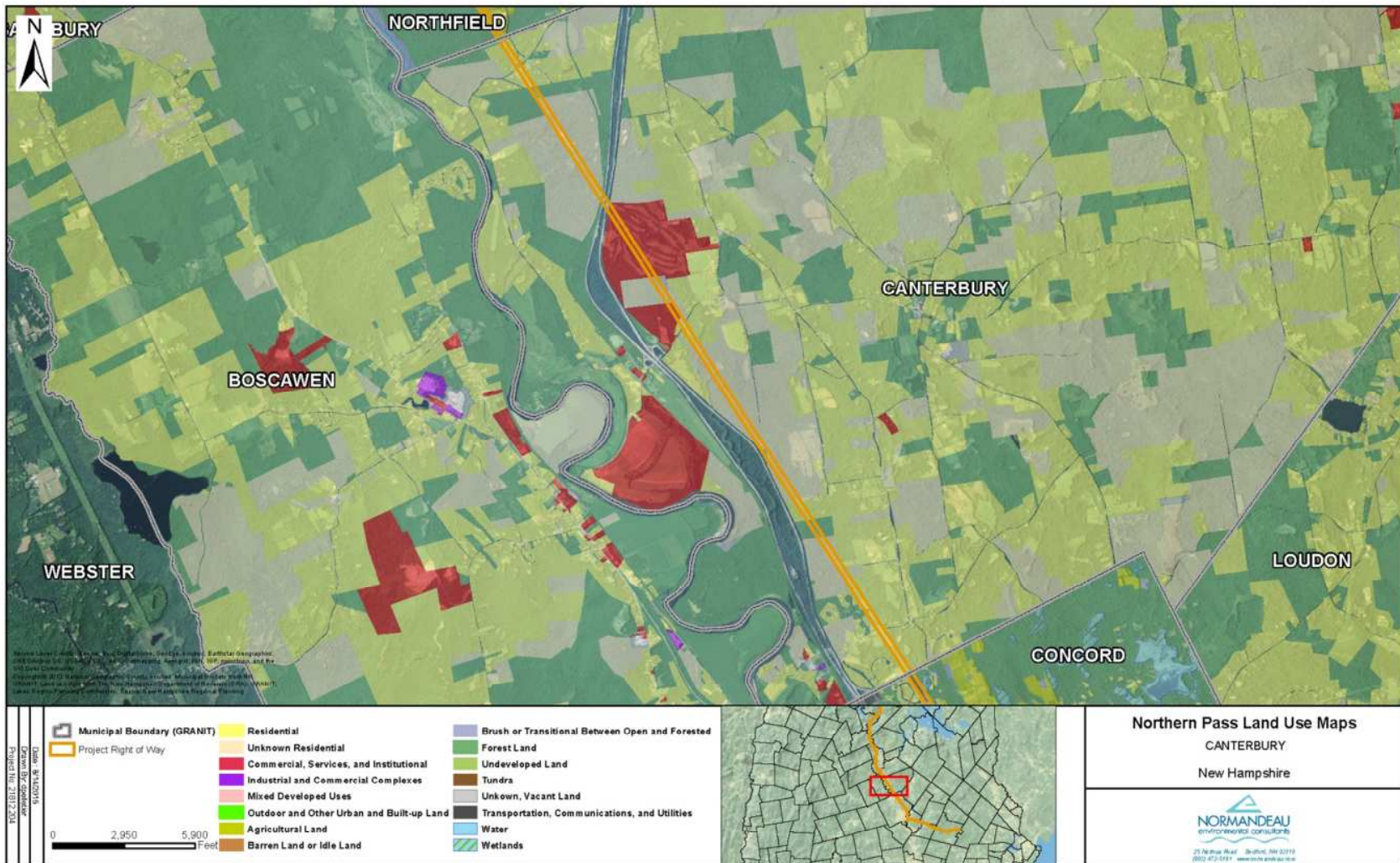
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and south sides of Intervale Road; the closest residence is approximately 70 feet east of the ROW, and all parcels appear to have a wooded buffer. Residences are located along Battis Crossing Road and Sawyer Ferry Road more than 300 feet east of the corridor. The corridor continues to the southeast through a dense forested area before crossing snowmobile corridor 9 located adjacent to railroad tracks and Interstate 93.

Directly after crossing the interstate, the corridor traverses over 3,300 feet of the Canterbury Woods Country Club property and continues through forested land. The golf course was designed and constructed with the existing transmission line and its right-of-way already in place. The ROW crosses over West Road, part of the state-designated Canterbury Shaker Village Byway, which contains a mixture of residential and commercial properties; two residences are located approximately 75 feet from the western border of the corridor. The Canterbury Shaker Village is located about 5.5 miles east of the byway crossing. Exit 18 off Interstate-93 is located about 1,600 feet west of the West Road crossing. The corridor continues southeast primarily through forest land for about 2.3 miles, crossing snowmobile primary 350 and snowmobile club 6 routes, and ranges in distance from about 100-1,500 feet east of Interstate 93. After crossing Old Schoolhouse Road, the corridor continues southeast along the eastern border of the Cambridge Drive conservation parcel for about 300 feet and within the eastern corner of the parcel for about 200 feet. Residential development is located west of the corridor, some of which are located adjacent to the right-of-way. The area to the east of the corridor is mostly wooded. The Project crosses Boyce Road, where residences are located adjacent to the western side of the corridor, and continues to the southeast through a wooded area. After the Boyce Road crossing, the snowmobile club 6 trail follows within the ROW into Concord. Approaching the Concord city line, a few residences are located in a wooded area about 150 to 200 feet west of the corridor with a wooded buffer, and one residence is located about 350 feet to the east. Within Canterbury, the Merrimack River ranges in distance from about 2,300-6,000 feet west of the corridor. The corridor then exits Canterbury into Concord.

A general depiction of existing land uses along the corridor in Canterbury is provided on the attached map

Existing Land Use Along the Project Corridor Canterbury, NH



Source: Community Technical Assistance Program, 2005.

City of Concord

The City of Concord is centrally situated in New Hampshire, and is bisected by the Merrimack River. Concord was originally settled in 1659 as Penacook, named for the bend in the river. It was renamed Rumford in 1733, and changed to Concord in 1765. In 1808, Concord was named official seat of state government, the capital of New Hampshire. Concord's status as capital fueled the growth of the population, which increased from about 8,500 in 1850 to about 20,000 in 1900. Major historical industries included factories, such as those that manufacture flannels and blankets; agriculture, such as apple, peach, pear and plum orchards, and granite quarrying (Bunker, 2013). Concord supplied granite for the U.S. Library of Congress. The City of Concord is the third largest city in New Hampshire and is the center for regional commerce. The largest employer in the city is State government followed by Concord Hospital. Downtown Concord, which includes the state capital and many historic buildings, is located west of I-93. (NHES, 2014)

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. There do not appear to be any locally-designated scenic roads in Concord identified on the City website nor listed in the master plan.

The City of Concord is comprised of about 64 square miles of land area and 3.2 square miles of inland water area. The population of Concord was 42,590 residents as of 2013, with a resulting population density of about 666 persons per square mile of land area (NHES, 2014).

Project Corridor Description:

The existing transmission corridor runs 8 miles north-south across the east side of Concord. In the southern stretch of the corridor in Concord, the corridor alignment has a series of offsets, resulting in a zigzag alignment, with three angled points. The corridor right-of-way ranges from 250 to 258 feet in width throughout most of Concord. At the third offset, the corridor width increases to 260 feet. The existing corridor contains two 115-kV lines supported by wooded monopole and H-frame structures ranging in height from 28 to 95.5 feet. An existing distribution line is located on the west side of the corridor from south of the Oak Hill Substation to the first corridor alignment offset.

The proposed 345-kV line will be located in the center of the corridor on structures ranging in height from 48 to 125 feet. The 115-kV line on the east side of the corridor will remain in place and the 115-kV line to the west will be relocated further west to make room for the 345-kV line in the center of the corridor. The relocated 115-kV line will be supported by structures ranging from 42 to 120 feet. The existing distribution line (located on the west side of the corridor from south of the Oak Hill Substation to the first corridor alignment offset) will be reconstructed on the west side of the corridor. Sparse patches of additional clearing will occur within the existing corridor. The additional clearing will range from approximately 10 to 40 feet, and for the most part will not result in a widened corridor clearing.

Land Use Description:

The existing transmission line corridor follows the natural contour of the land across Concord for a distance of 8.1 miles. The right-of-way in Concord is approximately 252 acres, or less than one percent of the Town's total land area of about 40,960 acres (NHOEP, 2014/NHGRANIT, 2014). In Concord, the primary land use along the portion of the Project corridor north of Interstate-393 is low-density residential, and the primary land uses along the portion of the Project corridor south of Interstate-393 are commercial and industrial.

The existing right-of-way exits Canterbury and enters Concord on the eastern side of the city, approximately 4,500 feet east of the Merrimack River, and about 4,000 feet east of the I-93. Snowmobile corridor 6 is located within or along the ROW for about 3.6 miles, from the northern city border to the trails terminus at Turtle Pond. The area is wooded as the transmission corridor extends southeast across the Brookwood open space parcel for about 1,100 feet. In Concord, a portion of Hoit Road (0.5 mi) and a portion of Mountain Road (0.5 mi) are part of the state-designated Canterbury Shaker Village Byway; the Project right-of-way crosses the scenic byway within an existing overhead utility corridor where the two roads intersect. Residences are located adjacent or near the west side of the corridor along Hoit Road, Brookwood Drive and Fox Run. Residences along Mountain Road are located near the eastern side of the corridor. The corridor continues southeast in a wooded area. Residences are located west of the corridor, primarily along Route 132. The existing transmission corridor crosses over Sanborn Road, adjacent to a stable located along the southern side of Sanborn Road, and proceeds southeast through the conserved Spear parcel for about 1,855 feet. The Project crosses Farmwood Road, where an electrical substation is located about 350 feet east and residences are located more than 225 feet to the west.

The conserved Blood (SPNHF) agricultural parcel intersects or is located adjacent to the existing corridor for approximately 2,225 feet. Private residences are located along Snow Pond Road; residences range in distance from about 150 to 700 feet from the ROW, and Snow Pond is about 420 feet east of the corridor. The existing transmission corridor continues to the southeast, past a residential area and golf course about 350 feet to the west, before it crosses Shaker Road. The area to the east is predominantly forested. A property which appears to be used for agriculture is located west of where the transmission corridor crosses Shaker Road.

The transmission corridor continues southeast where it crosses Oak Hill Road. West of Oak Hill Road, Oak Knoll open space is located adjacent to the corridor for about 300 feet, and residences are located more than 245 feet away from the corridor. South of Oak Hill Road, the transmission corridor crosses Turtle Pond conservation land and continues southeast adjacent to the western side of Turtle Pond for about 2,275 feet. Residences are located west of this section of the corridor, set back at least 130 feet from the corridor. The existing transmission corridor continues southeast, crosses Appleton Street, where residences are located along the western side of the corridor and about 220 feet east of the right-of-way.

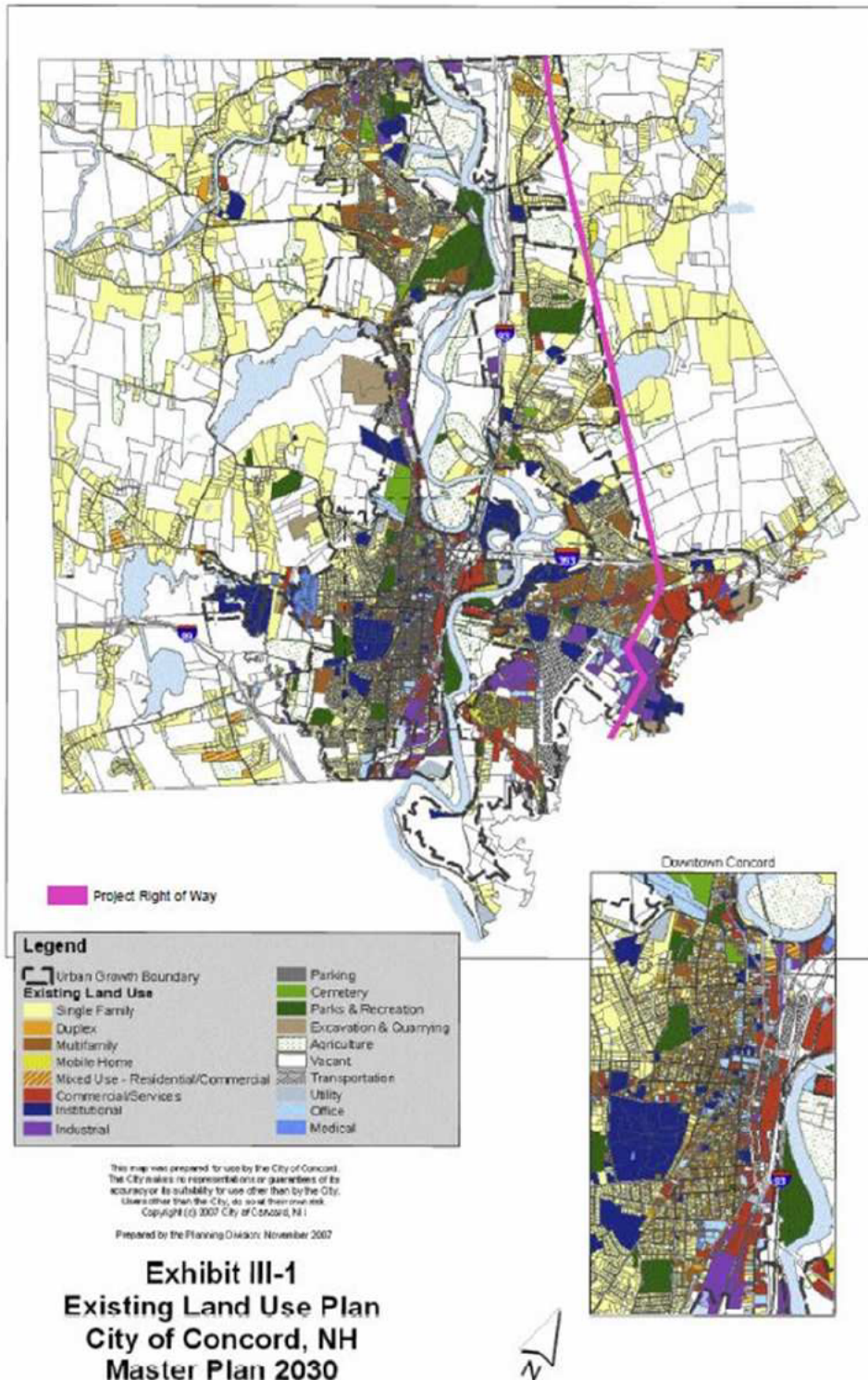
The corridor is located along the edge of what appears to be an agricultural field and continues southeast through a wooded area. The transmission corridor crosses Curtisville Road; one residence is located about 100 feet west of the existing ROW and appears to have a wooded buffer. The transmission corridor continues through a wooded area, crosses Portsmouth Street and Interstate 393 (I-393). Few residences are located west of where the

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transmission corridor crosses Portsmouth Street and more than 90 feet from the existing ROW. Downtown Concord is located about 2.4 miles west. South of I-393, the existing corridor continues southeast along a portion of Alton Woods Drive. Residences are located west of Alton Woods Drive, and an area within the ROW appears to be used for parking. East of this portion of the ROW, a cleared area with a gravel road extends across the utility ROW and connects to Alton Woods Drive. The Project continues south across Old Loudon Road, Loudon Road, and a supermarket parking lot. The existing utility corridor continues southwest about 30 feet west of residences located within McKennas Purchase. A major commercial area, including Concord's Steeplegate Mall, Shaw's, Home Depot, and several other retailers, is located east along this portion of the ROW. The corridor extends south within a wooded area and crosses Pembroke Road. The Project turns east-southeast through industrial development, and then south almost parallel to NH Route 106, which is located approximately 550 feet to the east. The Project continues south through industrial development, running approximately 150 feet east of the conserved Airport Bluff and Floodplain parcel for about 250 feet. NH Route 106 remains east of the corridor as the Project continues south across the Soucook River and into Pembroke.

A general depiction of existing land uses along the corridor in Concord is provided on the attached map.

Existing Land Use Map in Town Master Plan (2007) Concord, NH



Source: City of Concord Master Plan 2030, 2007.

Town of Pembroke

The town of Pembroke is located in hilly and rolling terrain. The town is bracketed by rivers on three sides with the Merrimack River to the west, the Soucook River forming the northern boundary and the Suncook River forming the southern boundary. Captain John Lovewell (Lovell) of Dunstable, Massachusetts and his Indian fighters drove out the native population in 1725 and established the area that would become known as Suncook. Three major land grants blurred the territorial boundaries of Suncook with other towns until 1759, when the official incorporation of Pembroke was granted. Early industry included a variety of mills, like saw, corn, wool and grist. Brick manufacturing, as well as agriculture and timber harvest, glass making, leather working, nail making and musical instrument manufacture were other forms of substantive industry. (NHES, 2014)

The central part of Pembroke is predominantly characterized by residential use, with areas of commercial use along the eastern town boundary. The town is most well-known for its historic Suncook Village, located in the southernmost part of Pembroke. Pembroke contains concentrations of development within several areas of town. There is predominantly commercial development along NH Route 106, residential and commercial uses along US Route 3, residential and commercial development within the southern Suncook village area surrounding the historic mill along the Suncook River, and agricultural and residential areas along the eastern border that follows the Suncook River and NH Route 28.

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. There do not appear to be any locally-designated scenic roads identified within the master plan or on the town website in Pembroke.

Pembroke contains 22.6 square miles of land area and 0.2 square miles of inland water area. The population in 2013 was 7,129 residents, with a resulting population density of about 315 persons per square mile of land area (NHES, 2014).

Project Corridor Description:

The existing transmission corridor runs north-south for 1.2 miles from the boundary with Concord to the intersection of Route 106 and Route 3. The corridor alters alignment in a v-shape angle and runs east for 5 miles to the eastern town boundary and crosses the Suncook River into Allenstown.

The north-south corridor alignment contains two 115-kV lines supported by wooded monopole and H-frame structures ranging in height from 41 to 97 feet, and the corridor is 265 feet in width. At the point of realignment, the corridor is reduced to a single 115-kV line with structures ranging in height from about 60 to 89 feet and the corridor is 150 feet in width.

The proposed 345-kV transmission line will be constructed within the existing corridor right-of-way on structures ranging in height from 60 to 145 feet. In the north-south corridor alignment, the 115-kV line on the east side of the corridor will remain in place and the 115-kV line to the west will be relocated further west to make room for the 345-kV line in the

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center of the corridor. The relocated 115-kV line will be supported by structures ranging from 50 to 110 feet. There will be additional clearing required in this section of the corridor. In the east-west corridor alignment, the 115-kV line will be relocated further north within the existing corridor to make room for the 345-kV line. The relocated 115-kV line will be supported by structures ranging from 60 to 130 feet. There will be approximately 20 to 100 feet of additional clearing on the south side of the existing right of way.

Land Use Description:

The existing transmission line corridor follows the natural contour of the land across Pembroke for a distance of 8.1 miles. The right-of-way in Pembroke is approximately 137 acres, or less than one percent of the Town's total land area of about 14,464 acres (NHOEP, 2014/NHGRANIT, 2014). In Pembroke, the primary land use along the Project corridor is commercial, industrial or within undeveloped forested areas.

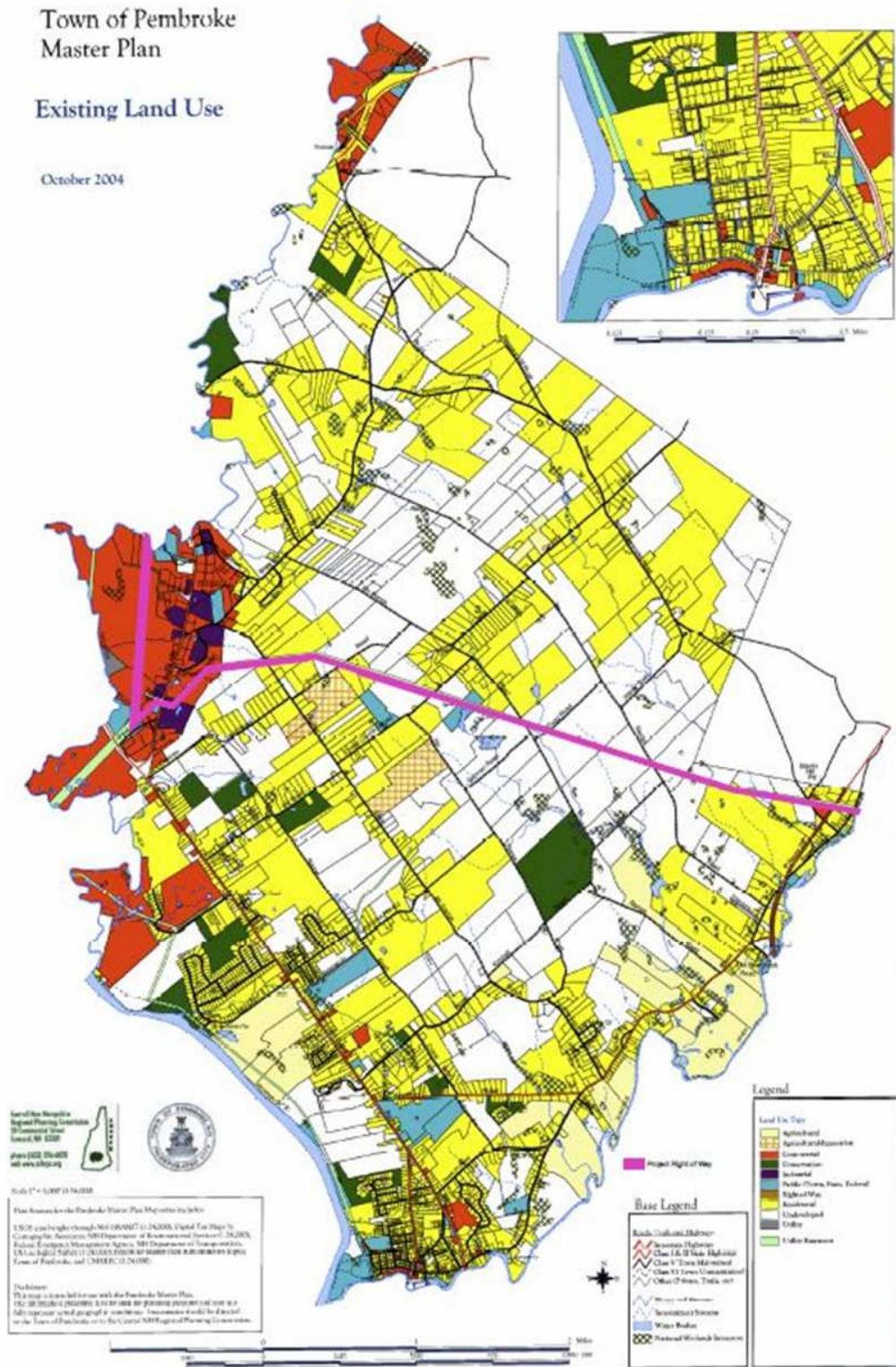
The corridor enters the northwest side of Pembroke from Concord, crossing the Soucook River, and continues south for about 1.25 miles, about 1,300 feet west of NH Route 106. The area around this portion of the corridor is primarily wooded with mixed use including industrial, commercial, and conservation land. The Pembroke Water Works conservation land is located adjacent to the east side of the corridor for approximately 450 feet, and further south a portion of the conservation land is adjacent to the western side of the corridor for about 150 feet. Several industrial buildings are located along both the east and west sides of NH Route 106. The corridor turns northeast and follows parallel to the north of Sand Road and across the parking lot of Pembroke Automotive, turns east and crosses NH Route 106. The existing transmission corridor continues northeast behind a few commercial/industrial buildings in a business park located along Commerce Way.

From Commerce Way, the line extends easterly and traverses forested land before crossing 4th Range Road. Three residences are located within a cleared parcel near the right-of-way and range in distance from adjacent to about 370 feet south of the ROW. The corridor continues easterly through a forested area and crosses over Brush Road. One residence is located approximately 100 feet south of the ROW, and one residence is located approximately 100 feet north of the ROW; both appear to be surrounded by dense vegetation. The corridor continues east through a forested area before intersecting Cross Country Road, where few residences are located to both the northeast and southwest. The closest residence is located approximately 50 feet northeast of the right-of-way, and residences appear to be surrounded by forested land. The corridor continues southeasterly through a thick forested section for about 2.5 miles, crosses over Pettingill Brook, one club snowmobile route, and snowmobile corridor 15. The existing transmission right-of-way crosses North Pembroke Road, an open field, and Route 28. Several residences are located on both sides of the right-of-way. One residence is located approximately 15 feet from the corridor, with a wooded buffer, and additional residences are further from the ROW with wooded buffers. The corridor continues east across Bachelder Road, where one residence is located adjacent to the Project right-of-way. The Epsom town border is located about 650 feet north of the ROW as the transmission line then spans the Suncook River within the existing right-of-way and enters into the northwest corner of Allenstown, New Hampshire. Pembroke is known for its historic Suncook Village, located in the southernmost part of Pembroke, about 3.6 miles south of the Project corridor.

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A general depiction of existing land uses along the corridor in Pembroke is provided on the attached map.

Existing Land Use Map Pembroke, NH



Town of Allenstown

The land area which is now known as Allenstown was part of several conflicting land boundaries. Masonian proprietors obtained the land from Governor Allen in 1750, which was commonly referred to as “Allen’s land”. The town was incorporated in 1831. Early industry included a mix of agriculture, saw and grist mills, timber harvesting, and a small quarry. Presently, the village area of Allenstown and dominant residential settlement is located in the southwest corner of the community, adjacent to the historic mill complex developed along the Suncook River. Bear Brook State Park covers nearly 10,000 acres in Allenstown, Deerfield, Candia and Hooksett. Bear Brook State Park is the largest developed park in New Hampshire, with historical museums, camping and recreation. About 65% of the park is located in the eastern side of Allenstown. US Route 3 runs north through the southwest corner of the community, while NH Route 28 traverses northeast along the western border with Pembroke.

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. There do not appear to be any locally-designated scenic roads listed in the town master plan or on the Allenstown municipal website.

Allenstown contains 20.5 square miles of land area, and 0.1 square mile of inland water area. The population in 2013 was 4,318 residents, with a resulting population density of approximately 211 persons per square mile of land area (NHES, 2014).

Project Corridor Description:

The existing corridor runs 4.0 miles east-west through Allenstown with a right of way width of 150 feet, with approximately 120 feet of the corridor cleared. The corridor contains an existing 115-kV transmission line supported by wooden monopole structures that range in height from about 47.5 to 88 feet.

The proposed 345-kV line will be constructed within the existing corridor right of way on structures ranging in height from 110 to 160 feet. There will be approximately 10 to 35 feet of additional clearing on the south side of the existing right of way.

Land Use Description:

The existing transmission line corridor follows the natural contour of the land across Allenstown for a distance of 4 miles. The right-of-way in Allenstown is approximately 73 acres, or less than one percent of the Town’s total land area of about 13,120 acres (NHOEP, 2014/NHGRANIT, 2014). In Allenstown, the primary land use along the corridor is forested land.

The corridor enters the northwest corner of Allenstown, which is also the western boundary of Bear Brook State Park. The right-of-way proceeds east through a forested area and intersects Black Hall Road trail, that undergoes controlled burns to diversify habitat. The Project continues east through forested lands within Bear Brook State Park for a total of about 4,225 feet; near the crossing of Black Hall Road, snowmobile corridor 360 enters and continues east within the ROW for about 1,800 feet. Within the park, the existing ROW runs almost parallel to the Epsom town border, ranging in distance from about 280-570 feet. The Fort Mountain Trail enters and continues east within the ROW for about 1.4 miles as the

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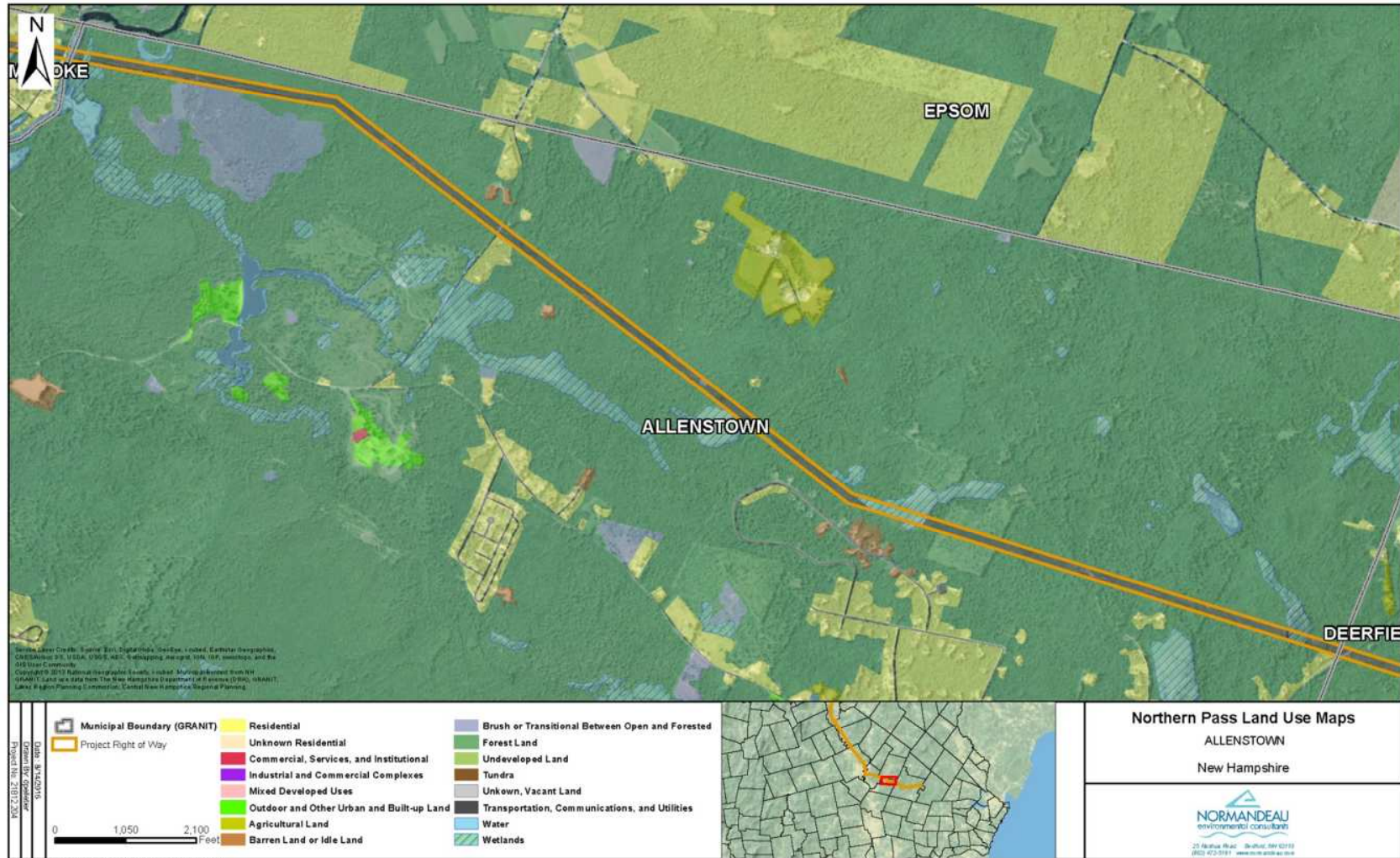
existing transmission corridor exits Bear Brook State Park, turns slightly to the southeast and continues through woodlands until it crosses New Rye Road. Two residences are located approximately 250 feet north of the corridor on both sides of New Rye Road and one residence is located approximately 25 feet south of the corridor on the east side of New Rye Road.

From New Rye Road, the corridor continues southeast through woodlands and then crosses Little Bear Brook. The corridor continues southeast before turning slightly to the east, approximately 200 to 600 feet north of Chestnut Drive, a road located within a residential subdivision. The area to the north of this portion of the corridor is forested, and includes two Natural Resource Conservation Service (NRCS) parcels, both approximately 250 feet from the ROW.

The existing transmission corridor continues through a forested stretch of land before crossing within the NRCS-WRP-Eames parcel for approximately 1,000 feet. Two residences are located along Dowst Road approximately 290 feet south of the corridor. The corridor continues east through forested land and crosses Pease Brook as it enters into the northwest portion of Deerfield near Mount Delight Road. One residence is located approximately 325 feet south of the right-of-way within what appears to be wooded area.

A general depiction of existing land uses along the corridor in Allenstown is provided on the attached map.

Existing Land Use Along the Project Corridor Allenstown, NH



Source: Community Technical Assistance Program Data, 2005.

Town of Deerfield

Deerfield is located in hilly and rolling terrain rising to Saddleback Mountain on the north side of town and Pawtuckaway Mountain to the south. Drainage in the southern and eastern areas of Deerfield is part of the Lamprey and North Branch Rivers. In the northern and western areas of Deerfield, drainage flows into the Suncook River and Little Bear Brook. Deerfield was originally a southwestern parish of Nottingham granted in 1722 and was independently incorporated in 1766. During this time, one of the town's many villages, Deerfield Parade, was an active trade, commerce and professional center between Concord and Portsmouth. The dominant occupation of residents was farming and water power was harnessed from the brooks and rivers. After 1850, the profitability of farming, and the population of Deerfield, began to decline. The town transformed into a modest summer community. After WWII, city jobs and highways encouraged commuters to buy homes in Deerfield. (Bunker, 2013) Today, the town of Deerfield is known for being the home to the Deerfield Fair "New England's Oldest Family Fair."

The State of New Hampshire allows municipalities to designate certain roads as scenic. Each town is required to maintain and make available to the public a list of all roads or highways, or portions thereof, within the towns which have been designated. There does not appear to be a master list of all locally-designated scenic roads in the State of New Hampshire. The town website lists locally designated scenic roads in Deerfield, including Meetinghouse Hill Road, Whittier Road, Perry Road, Harvey Road (f/k/a Mountain Avenue), Cate Road, Bean Hill Road, Coffeetown Road, Candia Road, Cole Road and Gulf Road.

Deerfield contains 50.8 square miles of land area and 1.3 square miles of inland water area. The population of Deerfield was 4,320 as of 2013, with a resulting population density of about 85 persons per square mile of land area (NHES, 2014).

Project Corridor Description:

The existing transmission corridor runs 7 miles east-west through Deerfield from the Allenstown-Deerfield town boundary to the Deerfield Substation (the terminus of the project corridor). The first 3.6 miles to the west has a right of way width of 150 feet and contains a single 115-kV line supported by structures ranging from about 47.5 to 92.5 feet in height. The corridor intersects with another transmission corridor 3.5 miles west of the Deerfield Substation and picks up a second 115-kV line. The corridor right of way increases in width to 200 feet from this point to the substation. Both 115-kV transmission lines are supported by wooden monopole structures that range in height from about 47.5 to 92.5 feet. The 115-kV line that ties into the corridor is located on the north side of the corridor and the 115-kV line that continues from the east section of the corridor crosses over to the south.

The proposed 345-kV line will be constructed on the south side of the existing corridor right-of-way on structures ranging in height from 70 to 155 feet. In the 150-foot corridor right of way on the west side of Deerfield, the 115-kV line will remain in place and the 345-kV line will be located on the south side of the corridor. In the 200-foot right of way on the east side of Deerfield, the 115-kV line on the south side of the corridor will be relocated to the center of the corridor on structures ranging from about 74.5 to 105 feet. The existing 115-kV line that ties in from the second transmission line corridor will remain in place on the north side of the corridor. The relocated 115-kV line will be supported by structures

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ranging from 74.5 to 105 feet. There will be approximately 10 to 45 feet of additional clearing on the south side of the existing right of way, and an additional 13 acres clearing around the Deerfield Substation.

Land Use Description:

The existing transmission line corridor follows the natural contour of the land across Deerfield for a distance of 7.3 miles. The right-of-way in Deerfield is approximately 210 acres, or less than one percent of the Town's total land area of about 32,512 acres (NHOEP, 2014/NHGRANIT, 2014). In Deerfield, the primary land use along the Project corridor is forested land.

As the corridor enters the western portion of Deerfield from Allenstown, it runs east and crosses Mount Delight Road. Two residences are located along Mount Delight Road, measuring more than 230 feet north of the corridor. The corridor continues east within forested land and runs adjacent to the northern portion of the Alvah Chase Town Forest for approximately 1,170 feet. The corridor continues east through forested land and crosses Thurston Pond Road. In this area, one residence is located approximately 385 feet north of the corridor with what appears to be a heavy wooded buffer. The corridor crosses Hartford Brook and continues southeast through forested land. One residence is located along Range Road, approximately 285 feet south of the corridor. The Project extends east and crosses Haynes Road, where several residences are located adjacent to the corridor. The Project continues east within an existing right-of-way across the northern portion of Ridge's End Tree Farm.

The right-of-way continues east; one residence is located along Lang Road, approximately 260 feet north of the Project. The corridor continues east across Nicholls Brook and merges with the PSNH D118 transmission line from Candia. This wider corridor extends northeast and crosses Church Street, part of the Upper Lamprey River scenic byway. One residence located along Church Street is approximately 100 feet south of the ROW and a cleared area is located north of this portion of the corridor. From Church Street the corridor continues within the existing right-of-way, passing behind a church, adjacent to senior housing, and along or near mixed residential and commercial structures, to where it crosses NH Route 43. The Project continues over primarily forested, rural-residential land, and crosses the Lamprey River, a designated river in the State's Rivers Management and Protection Program, west of the Mountain Road crossing. The corridor continues east, and crosses the conserved, town-owned Levesque Lot for about 400 feet. The Project corridor continues east, crossing two NRCS WRP Berglund conservation parcel for a total of approximately 1,200 feet, and crosses the Menard property for approximately 1,400 feet, which is managed by the Society for the Protection of NH Forests. The Project continues east and crosses the Melinda L. Geddes Trust property, managed by the Society for the Protection of NH Forests. The existing transmission line right-of-way was established and constructed prior to most, if not all of the conservation easements.

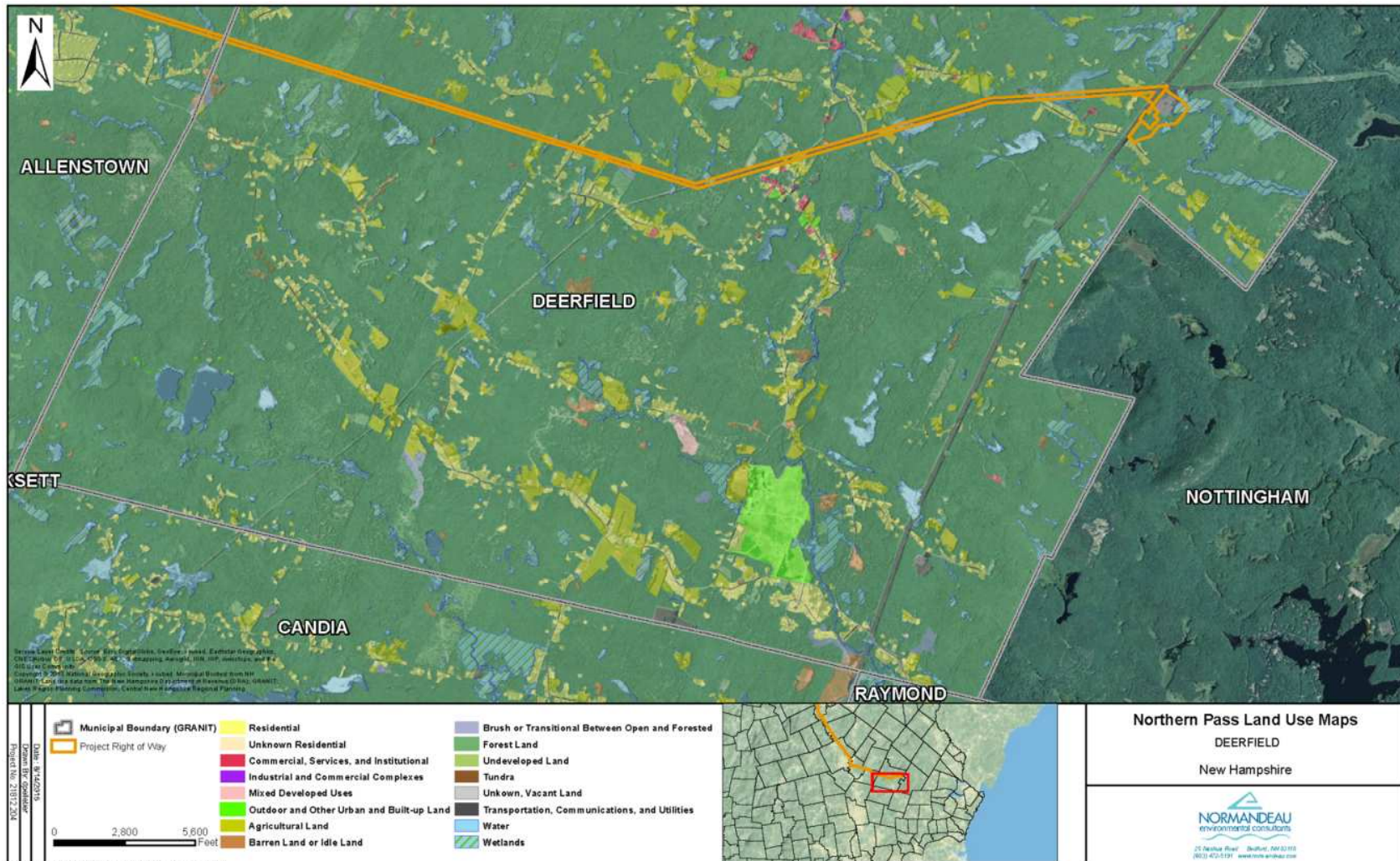
The existing transmission corridor continues east until it crosses Nottingham Road, where residences are located approximately 150 feet from the ROW. The Project corridor continues east over a pond for about 1,500 feet and through a forested area before crossing over Cate Road, a locally-designated scenic road. One residence is located adjacent to the northern side of the corridor. The route continues approximately 1,000 feet east and enters the

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Deerfield Substation. Snowmobile corridor 17 crosses the right-of-way before it enters the substation.

A general depiction of existing land uses along the corridor in Deerfield is provided on the attached map.

Existing Land Use Along the Project Corridor Deerfield, NH



Source: Southern New Hampshire Planning Commission, 2010.