



NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES

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August 25, 2017

Subject: Northern Pass Transmission, LLC & Public Service of New Hampshire d/b/a Eversource Energy –
Docket No. 2015-06 (RPR # 1448)

Dear Members of the Northern Pass Transmission Subcommittee,

The purpose of this letter is to present to the members of the Site Evaluation Subcommittee for the Northern Pass Transmission Project (Docket 2015-06) a summary and status of the historical resources identification and effects evaluation processes. The DHR has the responsibility to review this project under Section 106 of the National Historic Preservation Act of 1966, as amended, and under NH RSA 227-C:9, Directive for the Cooperation in the Protection of Historic Resources. Products (site forms, reports, etc.) of this review process have been used concurrently with the Site Evaluation Committee evaluations for determining whether or not there may be unreasonable adverse effects on historic properties, however, the federal Section 106 process functions independently of the SEC process. Presented below is a summary of the progress to date.

Identification Efforts – Historic Properties and Archaeological Sites Potentially Affected

A variety of historic resource types have been identified in the Northern Pass study area, including town centers and villages, farms, recreational resources, hiking trails, railroads, cemeteries and burial grounds, archaeological sites and a number of other property types. Large-scale cultural landscapes are also present in the study area.

Identification efforts are close to completion. As of the date of this letter, one hundred (100) above-ground individual historic properties and historic districts have been identified in the study area and are potentially affected by the proposed project. The DHR anticipates receiving six additional individual inventory forms and reports for five cultural landscape study areas encompassing ten cultural landscapes. Fifty-five (55) archaeological sites have been identified in the study area and at least eleven (11) archaeological sites will need to be evaluated for their eligibility for the National Register of Historic Places. As plans for the proposed Northern Pass project are further refined, it would not be unusual to identify additional properties that may require inventory and evaluation.



The following paragraphs summarize the types and significance of the resources found within the project study area. This summary is not meant to highlight every resource identified, but provides a discussion of representative examples of resource types and their important features. Please see the appended table of resources, as well as SEC exhibits that contain the DHR's findings of eligibility and completed inventory efforts. It is important to note that in some cases the DHR's review of the inventory evaluation resulted in a different finding of eligibility for the National Register of Historic Places than the findings recommended by the Applicant in the inventory and site forms.

Cultural Landscapes: The largest resource type in the study area from a geographical standpoint are cultural landscapes. The National Park Service defines a cultural landscape as, "is a broad geographical area that is a reflection of human adaptation and use of natural resources and is often expressed in the way land is organized and divided, patterns of settlement, land use, systems of circulation, and the types of structures that are built. The character of a cultural landscape is defined both by physical materials, such as roads, buildings, walls, and vegetation, and by use reflecting cultural values and traditions." Cultural landscapes can encompass thousands of acres of land, depending on the concentration of cultural resources, their connectivity, historical associations and degree of recent change.

The identification of cultural landscapes was prompted, in large part, by public concerns regarding potential impacts that the project might have not only to individual properties and districts, but to large resources that incorporate both the natural and built environment. Based on federal, state and public input as well as historical research and field views, five broad study areas were identified for cultural landscape identification. Within each broad study area, a number of potentially eligible National Register cultural landscapes of varying size and significance are proposed. These include:

Suncook River Valley Cultural Landscape Study Area

Short Falls Cultural Landscape

Buck Street-Batchelder Road Cultural Landscape

Deerfield Cultural Landscape Study Area

Nottingham Road Rural Historic District

Pemigewasset River Valley Cultural Landscape Study Area

Franklin Falls Dam – Hill Village Cultural Landscape

Route 3 – Franconia Notch Cultural Landscape

Ammonoosuc River Valley Cultural Landscape Study Area

Ham Branch River Cultural Landscape

Gale River Cultural Landscape

Great North Woods Cultural Landscape Study Area

Mount Prospect – Martin Meadow Pond Cultural Landscape

North Road – Lost Nation Road Cultural Landscape

Upper Ammonoosuc River Cultural Landscape
Harvey Swell Cultural Landscape

A team of qualified cultural resource professionals evaluated each study area to determine whether any cultural landscapes exist and whether or not they meet eligibility criteria for listing in the National Register of Historic Places. Disciplines represented include history, architectural history, cultural geography, ethnography, historical archaeology and others versed in understanding the cultural environment.

Cultural landscapes in New Hampshire are expected to consist of a variety of both natural and historic resources. These could be in the form of villages and crossroads, farms, mills and mill sites, recreational resources including trails, cemeteries, transportation resources such as roads, bridges and rail, infrastructure such as culverts and dams, archaeological sites, rivers and floodplains, land features such as mountains, and smaller features such as bridges, fences, signs and stone walls.

DHR has not yet received the cultural landscape reports for review. Once the reports are submitted to the DHR, both archaeological and architectural history staff will review the findings, discuss the reports at several Determination of Eligibility meetings, and provide written findings of eligibility for the National Register of Historic Places. The DHR anticipates receiving the reports in fall 2017.

Town Centers and Villages: Historic town centers and villages have served as focal points for community life through time in New Hampshire. Seven historic town centers and villages have been identified within the study area. These range in size from 100 acres to well more than 400 acres. While they each have their own distinctive characteristics, several common themes emerge.

Several can be classified as town centers and include civic, commercial, residential and industrial resources. Ashland Village Historic District, Groveton Village Historic District, and King's Square Historic District in Whitefield are representative of this resource type. Each contains a collection of civic buildings, such as libraries, schools and town halls. Settled along railroads or at major highway crossroads these communities developed around differing forms of industries, including paper, lumber and textile mills. Highly intact collections of architecturally-varied buildings are present and primarily date to the late nineteenth and early twentieth centuries.

Deerfield Center Historic District, a community listed to the National Register of Historic Places in 2002, is a traditional New Hampshire village. The district contains the town hall, library, wood-framed residential properties and iconic churches all centered along Church Street. The village illustrates how the community developed and the types of architecture constructed for more than 100 years.

Hill Village Historic District is a unique community in the study area. The district was planned and constructed when the original town center was purchased and eventually demolished by the federal government as part of the Franklin Falls Dam flood control project constructed by the Army Corps of Engineers. The new village, along with NH Route 3A, was developed in 1940 in partnership with the

newly-formed NH Planning and Development Commission along with local town officials and the Hill Village Improvement Association, which was formed as part of this project. Hill Village Historic District is also significant in the areas of community planning and development and architecture.

NH Historic District Area Forms and the DHR's written findings provide more detailed information on all seven of the town centers and villages in the study area.

Agriculture: Agriculture is an important theme in New Hampshire's historical development and much of the study area remains largely agricultural in character. More than forty properties in the study area are classified as farms, the most common individual resource type in the study area. These farms vary in size from 10 acres to well more than 100 acres. Farms also vary in type, size, and scale throughout the project area – from large dairy farms in the southern part to smaller, subsistence farms in the north.

Commonly seen throughout the entire study area is the connected farmhouse. Often described as “Big House, Little House, Back House, Barn,” the connected farm buildings maximized the multi-purpose agricultural production popular in New England, while simultaneously protecting farm workers from the harsh northern New England winters.

A good example of a connected farmhouse is located at 47 Candia Road, Deerfield (DEE0006). This c. 1780 farm is comprised of 82 acres with a connected farmhouse, barn, cleared fields, wood lot and stone walls. The farmhouse itself is an example of a late 18th century center-chimney house. Extending from the northwest corner is a one-story back house or woodshed. Attached to the woodshed is a carriage barn. This particular farm has a large, architecturally significant, English barn across the road from the farmhouse. The farm retains features of its historic agricultural land use practices including open fields, woodland, granite fence posts and stone walls, all of which are characteristic of farms in Deerfield and illustrate patterns and trends in farming in this region.

Summer tourism often supplemented the agricultural economy in the early 20th century with the development of cabins and other roadside tourist attractions, primarily constructed in the northern part of the study area close to the highway to attract motoring tourists. One such example is the Burns Farm in Whitefield (WHI0018). The Burns Farm contains a c. 1833/1847 connected farmhouse, c. 1850 corn crib and sugarhouse, a c. 1940 tourist cabin, and c. 1960 garage along with 101 acres of land. Under Burns family ownership from 1802 until 2013, the property is significant for its long contribution to the agricultural history of the region. It represents the transition from an agricultural to a tourism-based economy at the turn of the 20th century. These themes are expressed through the property's architecture, patterns of development, siting near Burns Pond, and other historical characteristics.

In a large number of instances, several intact farms located adjacent to one another were identified as rural historic districts within the study area. These historic districts include Oak Hill Agricultural District (Concord, 661 acres); Nottingham Road Rural Historic District (Deerfield, 741 acres); Peaked Hill Road Rural Historic District (Bristol, 1295 acres); North Road and Grange District (Lancaster, 1423 acres), and Plain Road Historic District (Dummer, 214 acres). Spatial organization, concentration of historic

characteristics, and evidence of the historic development distinguish these rural historic landscapes from more modern patterns of development. They often contain a series of farm properties set within large tax parcels linked by curving roads, stone walls or fence lines, and natural landscapes such as open fields and woodlots. Major natural features, such as mountains, rivers, and forests influenced the siting of buildings, construction materials, and the location of clusters of buildings and structures. A number of broad characteristics distinguish rural historic landscapes, including circulation networks; boundary demarcations; vegetation related to land use; buildings, structures, and objects; clusters or groupings of buildings; burial grounds and archaeological sites, and small-scale elements such as historic markers and granite hitching posts.

Recreational Resources: Recreational and tourism-related resources within the study area represent recreational trends found throughout New Hampshire. Resources that can be categorized within this theme include summer homes and estates, grand hotels, camps and sporting clubs, motels and roadside cabins, and campgrounds and parks. Tourism and recreation have been long-standing themes in the state's history.

New Hampshire's natural resources attracted artists, poets and writers, scientists, and a host of curious sightseers throughout the 1800s. By the last quarter of the nineteenth century, investors were building grand hotels along coastal areas and in the White Mountains. Tourists came from all over the United States and Europe. While some joined in the lavish social life of the hotels, others chose to "rough it" in rustic fishing camps or to build summer homes, a term which takes in everything from humble cottages to large and elegant estates. At the turn of the 20th century, "summer people" began buying up New Hampshire's abandoned hill farms and renovating them as summer homes. Study area recreational and tourism-related resources from this early development period include, but are not limited to, properties described below.

The Rocks Estate in Bethlehem was the summer estate of Chicago businessman John Jacob Glessner (1843-1936) and his descendants. Composed of several 19th century hill farms that were purchased and consolidated by Glessner between 1882 and 1912, The Rocks now incorporates 1,300+ acres. Although several primary buildings were lost during the early 20th century, the surviving structures at The Rocks represent the main working components of the estate. The Rocks is one of the best preserved of the numerous grand private estates that appeared in New Hampshire during the late 19th century.

Another excellent example of a summer estate is the Weeks Estate built by John Wingate Weeks (1860-1926), a Congressman, Senator, United States Secretary of War, and leading conservationist. Constructed as a summer retreat and as a testament to his affection for the locale of his ancestry and birth, the estate also typifies a spirit of private land conservation seen in New Hampshire at the turn of the 20th century. Now utilized as a state park and a museum of conservation, the estate remains one of the best preserved of many grand summer homes built in New Hampshire in the early 1900s.

Percy Summer Club is a highly intact collection of summer camps constructed in Stark beginning in the 1880s. The club was officially chartered in 1883 with most of its members comprised of New York and

Washington, D.C based friends of advertising executive George P. Rowell. The club purchased the land surrounding Christine Lake, and its members began constructing fishing camps around the lake throughout the end of the 19th century. The property contains a notably distinctive collection of architecturally consistent Queen Anne-inspired camps and lodges with a very high level of integrity. As the club's popularity grew with its members and their families, many cottages were expanded in the 1910s and evolved into family camps.

Recreational and tourism-related resources evolved in the early to mid-20th century as use of the automobile became more widespread. A report by consultant Lisa Mausolf, "Post World War II Automobile Era Roadside Architecture in NH" (2017) explains:

In New Hampshire, as across the country, the Post World War II period was a time of great economic prosperity that was accompanied by many new challenges and developments. Between 1940 and 1980 the State's population rose from 491,524 to 920,610. The circulation pattern of roadways changed dramatically, multiple links to the Seacoast, Lakes and Mountains were improved, and the number of cars on the roads increased exponentially. Tourism had long been an important part of the state's economy dating back to the railroad and the age of the grand resort hotels. But as the old primary industries such as textiles, shoes, hosiery, and paper weakened, expanding the tourist trade became increasingly critical to the state economy. New types of service businesses developed, focusing on customers with their automobiles and these businesses became concentrated on popular travel routes, especially those leading to the lakes and mountains. In time, as some of these well-travelled roads became clogged with cars, bypasses and larger divided highways with limited access were constructed. Taken together, these themes and circumstances formed the setting for New Hampshire's Mid-20th century roadside architecture.

Resources from this period in the study area include, but are not limited to, Bear Brook State Park and Campground (Allenstown/Deerfield), Lindsay-Menard Cabin (Deerfield), Dummer Pond Sporting Club (Dummer), Wildwood Picnic Shelter (Easton), Webster Avenue Historic District (Franklin), Maple Haven Campground (Woodstock), Meadow Lark Motor Court (Woodstock), and Montaup Cabins (Woodstock). These types of properties range in size from very large (Bear Brook State Park, 9585 acres) to much smaller in scale (Montaup Cabins, 2.31 acres). Recreational and tourism-related resources from both periods are often sited in a way to take advantage of the sweeping views and serene landscape inherent in New Hampshire's natural environment.

In the early 20th century, tourist cabins and cabin courts were constructed throughout New Hampshire for travelers seeking comfortable and private yet affordable accommodations. They were constructed along roads frequented by tourists, along the roadside, on farms, next to diners and/or near parks and scenic attractions. By the postwar years, the nationwide trend toward motel construction gained momentum as automobile travel became widespread and new motels were increasingly favored over older tourist cabins and cabin courts. A well-preserved example of this transitional resource is the

Meadow Lark Motor Court in Woodstock. Constructed between 1951 and 1970, the property contains an office/caretakers house, eight cabins and a motel building. The property retains the early individual cabins laid out at the edge of a line of trees toward the rear of the property. The office is located immediately adjacent to the highway for ease of registration. The motel unit is located at the periphery of the property and includes six units. The property is significant for its contribution to the expansion and democratization of the tourism industry in the White Mountains after the 1930s.

Hiking Trails: The largest hiking trail in the study area is the Appalachian National Scenic Trail (ANST). While it was initially thought that a number of hiking trails would be part of the resource identification effort for the proposed project, the change in plans to underground portions of the project in the White Mountains has reduced the need to evaluate the historical significance of a number of trails. However, additional trails may be identified as part of the Cultural Landscape studies currently being conducted. Portions of the Appalachian National Scenic Trail along the East Coast are currently being nominated to the National Register of Historic Places, including the trail segment through New Hampshire. The New Hampshire segment, as it evolved from the 19th century trails to the present-day route, expresses the vision of the original trail planners and builders to provide hikers with opportunities to connect with both wilderness and human activity areas. The natural environmental setting of the New Hampshire segment consists of diverse features of the scenic and wild lands through which the trail passes. The terrain has numerous locations that offer expansive views from summits and along lengthy ridgelines, including panoramas of surrounding mountains and valleys, such as the Mahoosuc Range, Androscoggin Valley, the White Mountain Range, the Great Gulf Wilderness, Presidential Range–Dry River Wilderness, Pemigewasset Wilderness, and the Connecticut River Valley.

Railroads: By the early 20th century, railroad lines traversed the state, providing rail service to the smallest of towns and the largest of cities. New Hampshire's strong industrial base depended entirely on the railroad; its tourism was equally dependent, and New Hampshire's residents needed the railroad to travel any distance or to receive goods and services. Seven railroads were inventoried in the project study area. All share a common characteristic – they are associated with the significant theme of tourism in the state, transporting passengers to important tourist centers and landmarks as well as providing an opportunity for passengers to enjoy the sweeping views and vistas that New Hampshire's natural environment provided. Railroad use in New Hampshire waned in the 1960s. Today, some of these railroads are operated on a seasonal basis as scenic railroads.

Cemeteries and Burial Grounds: There is a legal distinction between burial grounds and cemeteries which is codified in RSA 289:1. "Burial ground" means a private cemetery on private property and not available for use by the public whereas "Cemetery" means any cemetery owned, managed, or controlled by any municipality within New Hampshire or owned and managed by any cemetery corporation chartered by the state. Notwithstanding this distinction, burials and associated gravestones, plot markers and walls or fences around the burials are equally protected under RSA 635 which limits interference with cemeteries or burial grounds and provides penalties for violations. Importantly, under RSA 289:3 there is a restriction on new construction, excavation or building in the area of a known burial or within a cemetery or burial ground within 25 feet from these places. While some burial places may

constitute historic properties or contribute to historic districts and landscapes, they are still protected under state regulations even if they are not recognized as historic properties.

Three cemeteries were found in the project study area, however the location of the line is designed to be outside the 25 foot buffer. These cemeteries are the Green Grove Cemetery in Ashland, the Young Cemetery in Clarksville and the Woodstock Cemetery in Woodstock. All three are laid out in rows with simple headstones, scattered mature trees, fences, hedgerows, and other funerary objects. Each represents early settlement patterns in their communities and are excellent examples of rural cemeteries dating from the mid-nineteenth century and later. In addition a burial ground was referenced in historic records on Old County Road in Clarksville and the line is to be located beyond the 25 foot buffer from the reported location.

Other Above-Ground Property Types: A variety of other property types are found within the project study area, including schools, town halls, granges, churches and residential properties. Historic schools, town halls, and churches all tend to share common features including gable front elevations, wood clapboarding, and large windows to let in light. Most of these properties date to the mid-to-late 19th century. A number of late 19th and early 20th century residences were identified, primarily in the Plymouth area. These residences have high integrity and were designed in the Queen Anne style and Arts and Crafts or Bungalow styles.

Archaeological Resources: Archaeological (below ground) sites are identified and evaluated in a three phase process, with a fourth phase planned should there be determined a need to avoid, minimize or mitigate adverse effects on significant sites. In Phase IA three were identified as having been previously recorded in the area of potential effect while 12 were recorded but determined to be outside the area of potential effect. Subsequent on the ground survey, Phase IB, identified 48 sites in the same area of potential effect and four more sites await Phase IB investigations. Five additional sites were identified in the Phase IB stage but were subsequently eliminated from further consideration due to changes in the transmission line design. Eleven of the 52 sites were judged to be of sufficient potential for additional investigations in order to determine if they may be eligible for listing on the National Register of Historic Places. They will either be avoided or there will be a Phase II evaluation. As of the preparation of this letter, the investigations are either ongoing or the reports are in preparation. Consequently archaeological investigations have not proceeded to the stage such that we can identify whether or not it will be necessary to mitigate adverse effects on any archaeological sites.

The archaeological sites are divided into two categories, those related to Native Americans and dating prior to contact with Europeans (26 sites), also known as pre-Contact sites; and later sites which are defined as Historic sites and principally relate to Euro-American culture (29 sites). Pre-Contact sites vary considerably in size, ranging from isolated finds of single artifacts to extensive distributions of stone, ceramic and faunal materials with associated hearths, storage pits and other domestic features. These sites may range in age from over 12,000 years old to approximately 500 years. Historic sites will contain not only artifacts including glass, ceramic, metal and other items but also structural foundations, remnants of mills, dams and other constructions. The age and variety of historic period sites parallel the

above ground resources. Archaeological sites of both categories may occur in historic districts and contribute to them.

Findings and Effects Determinations under Section 106

Section 106 of the National Historic Preservation Act is a consultative regulation, rather than a permitting one. It directs federal agencies to consider the effects of projects on historic resources through a consultative process of identifying potentially affected historical resources, assessing whether effects are adverse, and then resolving any adverse effects through measures that avoid, minimize or mitigate effects, if present. Unlike review by the NH Site Evaluation Committee, a Section 106 review does not make a judgment as to whether the adverse effects presented by a project are unreasonable. Under Section 106, as long as the federal agency has resolved adverse effects, if present, through avoidance, minimization or mitigation and concluded its responsibilities under the regulations at 36 CFR 800, the review is complete.

The Section 106 review of the proposed Northern Pass project has not yet reached the point of determining whether and/or how historical resources identified in the project area will be affected by the project's construction, operations and maintenance. The review will consider the direct and indirect effects of construction to individual properties, archaeological sites, historic districts and cultural landscapes, as well as the project's cumulative effects and reasonably foreseeable effects arising from operations and maintenance. Although US Department of Energy (DOE), as the lead federal agency, has not scheduled a specific date for completing the effects assessment, typically the assessment would commence once resources have been identified.

As part of the NH Site Evaluation Committee proceeding, the applicant has completed an assessment of effects for 54 above-ground historical properties and, as of this date, have submitted information on 27 of these 54 properties to the proceeding as Applicant Exhibit 196. The format for the applicant's evaluation follows the format utilized by the DHR for assessing effects under Section 106. The DHR received copies of this information on July 31, 2017 and August 18, 2018; the DHR's review and comments are pending.

Nature of Anticipated Effects Associated with the Project

The construction, operation and maintenance of a transmission project has the potential to affect historic properties in a number of ways. In assessing a project's effects, a Section 106 review considers why a property is significant, i.e. the characteristics that qualify it for the National Register of Historic Places – and then evaluates how a proposed project will impact those characteristics. For example, a historic manufacturing complex may not be adversely affected by the nearby construction of a new transmission line because its setting was historically industrial in nature, whereas the rural setting and pastoral landscape of an agricultural historic district comprised of 19th century farms could be adversely affected.

Both direct and indirect effects to historic properties are considered. Direct effects result in physical changes to a historic property, such as the use of heavy ground-disturbing equipment on an

archaeological site or disturbance of historic landscaping and stone walls for an underground transmission corridor. Indirect effects are defined as the introduction of visual, atmospheric or audible elements that diminish the integrity of a historic property's significant features or the neglect of a property that could cause its deterioration. The construction of a new energy facility, with associated land clearing and nighttime illumination, in close proximity to a rural historic district would introduce atmospheric elements that could diminish the district's historic setting and viewshed and constitute an indirect adverse effect.

Direct adverse effects that physically destroy or alter all or part of a historic property are considered permanent. Indirect effects are presumed to be permanent as well, unless a project has a specific duration and a decommissioning plan that addresses the reversal of the indirect effect in an appropriate manner.

To determine the effects of the proposed Northern Pass Transmission project, the DHR anticipates reviewing the acquisition of land for new rights-of-way; clearing of or expanding existing rights-of-way; construction of new or extended towers, poles and additional overhead cable; installation of underground lines and any associated vibration impacts; construction of new substations and new connections to existing substations; new or improved/widened roads, and temporary work areas associated with construction and access. Because Section 106 effects determinations also consider reasonably foreseeable effects caused by the project that may occur later in time or be farther removed in distance, the DHR will also review plans for maintenance throughout the project's operation, including the use of heavy equipment, accessing and within the right-of-way, relocated poles, other equipment and access roads, and clearing or expanding right-of-way.

Section 106 Programmatic Agreement

Under Section 106, when a federal agency determines that a project will adversely affect historic properties, a Memorandum of Agreement (MOA) records the agreed-upon measures for mitigating adverse effects. The federal agency, the State Historic Preservation Office, and other participating agencies and parties sign the agreement, which is legally binding on the federal agency. In the recent past, the NH Site Evaluation Committee has issued a number of certificates for projects that met Section 106 obligations for resolving adverse effects with the execution and implementation of an MOA.

The obligations of Section 106 can also be completed under an agreement known as a Programmatic Agreement (PA). These types of agreements can be used for a number of reasons, including for a complex project involving large land areas where the federal agency cannot fully determine the project's effects to historic properties prior to its final approval of the project (36 CFR § 800.14(b)(1)). The proposed Northern Pass Transmission project is an example of this type of review. Although the project's Section 106 review is underway, the US Department of Energy (DOE), as the lead federal agency, has decided to use a PA to fulfill its remaining Section 106 obligations.

After years of discussion and public input, the Northern Pass Programmatic Agreement is nearing execution by DOE, the DHR, the US Forest Service, the Army Corps of Engineers, the Advisory Council on

Historic Preservation, the Vermont State Historic Preservation Office, and a number of consulting parties. The 70+ page agreement lays out specific tasks, standards, processes and responsibilities for completing the Section 106 consultation and legally obligates the signatories to complete them in the manner described.

The programmatic agreement does not specify whether the anticipated effects of construction, operation and maintenance of the Northern Pass project are adverse to historic properties. Nor does it mandate specific treatment or mitigation measures. Those determinations are to be made as the participating parties complete their responsibilities as specified by the PA. The PA anticipates avoiding, minimizing and mitigating adverse effects through the preparation and implementation of several plans: a Historic Properties Treatment Plan, a Monitoring Plan, an Unanticipated Discovery Plan, a Training Plan, and a Curation and Repatriation Plan.

Section 106 Mitigation Measures and SEC Certificate Conditions

The DHR anticipates that conditions regarding historic properties will be needed if a certificate is granted for this project, based on our experience with other Site Evaluation Committee reviews. These may include the standard conditions typically incorporated into a certificate, in addition to conditions that will address specific direct and indirect effects of the proposed project's construction, operation and maintenance.

If an adverse effect finding is determined through the Section 106 review, the DHR will consult with the participating agencies, the applicant and other consulting parties to determine appropriate measures to avoid, minimize or mitigate the adverse effects. Among the DHR's goals for this consultation are to determine measures that are meaningful, responsive to local concerns and preservation objectives, and ensure the ongoing stewardship of resources during operations and maintenance.

If the SEC approves this project's application for certificate, the DHR would appreciate the opportunity to continue working with the SEC to specify certificate conditions that will appropriately avoid, minimize and mitigate adverse effects and to closely monitor their compliance.

Sincerely,

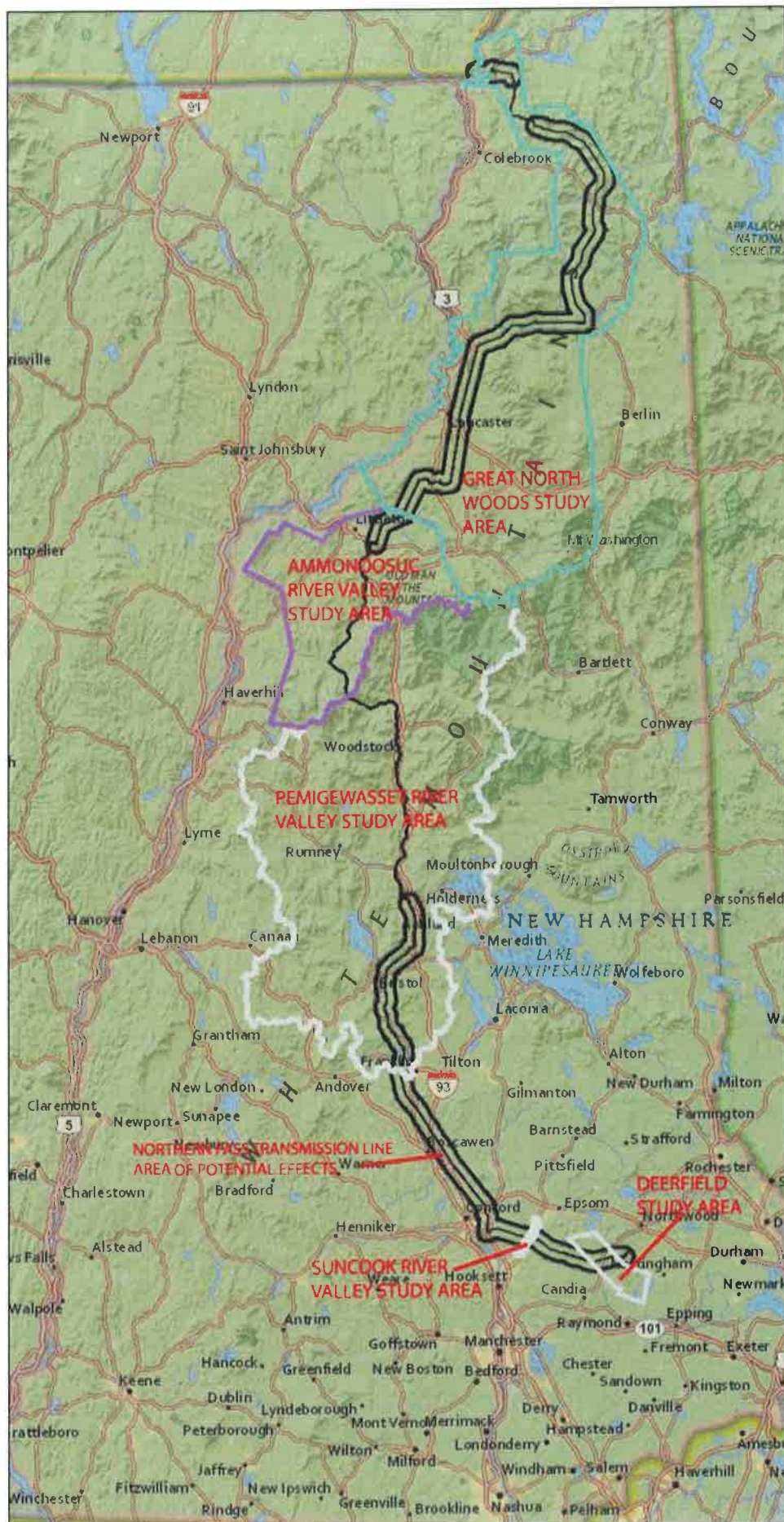


Richard A. Boisvert

State Archaeologist and Deputy State Historic Preservation Officer

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Attachments



Northern Pass Transmission Project Cultural Landscape Study Areas

Identification Efforts – Historic Properties (Above Ground) Potentially Affected by the Proposed Project

Town	Property Name	Street Address	Status
Whitefield	George W. Libbey House	34 Jefferson Road	NR eligible
New Hampton	Old Bristol Road Farm	899 Old Bristol Road	NR eligible
Bristol	Emmons-Worthen Farm/Summer Street Farm	1151 Summer Street	NR eligible
Deerfield	Nottingham Road Rural Historic District	multi	NR eligible
Concord	Oak Hill Agricultural District	multi	NR eligible
Canterbury, Concord	Boston, Concord and Montreal Railroad	N/A	NR eligible
Boscawen	Northern Railroad	N/A	NR eligible
Whitefield	Morrison Nursing Home	6 Terrace Street	NR eligible
Whitefield	NH Dot Bridge 110/105	Route 3 over Johns River	NR eligible
Whitefield	Jesse Smith House	70 Union Street	NR eligible
Lancaster	North Road Agricultural District	multi	NR eligible
Concord	OK Garage Craft Shop/Concord School 22	Break O Day Drive	NR eligible
Concord	Concord Armory	34 Pembroke Street	NR eligible
Concord	Harriet P Dame School	14 Canterbury Road	NR eligible
Franklin	Aiken Webster Lake Complex	Webster Lake Road/Route 11	NR eligible
Dummer	Plain Road Historic District	multi	NR eligible
Plymouth	Plymouth Downtown Commercial HD	multi	NR eligible
Deerfield	Lindsay-Menard Cabin	65 Nottingham Road	NR eligible
New Hampton	Dana Hill Road Rural Historic District	multi	NR eligible
Multiple	Mountain Division Railroad (MTDA)	multi	NR eligible
Pittsburg	S.W. Swain Farm	1004 Halls Stream Road	NR eligible
Concord	Maple View Farm	183 Shaker Road	NR eligible
Deerfield	Farm at 47 Candia Road	47 Candia Road	NR eligible
Stark	Nehemiah Cole Farm	42 Lunn Road	NR eligible
Northumberland	Weston Lumber Company Duplex	48 Main Street	NR eligible
Epsom	Samuel Davis Homestead	73 Wing Road	NR eligible

Identification Efforts – Historic Properties (Above Ground) Potentially Affected by the Proposed Project

Town	Property Name	Street Address	Status
Pembroke	Norris Chochran Farm	710 Bachelder Road	NR eligible
Plymouth	Pemigewasset Valley Branch Railroad	N/A	NR eligible
Canterbury	Gibson Farm	64 Wilson Road	NR eligible
Bristol	Peaked Hill Road Rural Historic District	multi	NR eligible
Allenstown	Bear Brook State Park and Campground	multi	NR eligible
Hill	Hill Village Historic District	multi	NR eligible
Concord	Goodwin-Stevens Farm	393 Mountain Road	NR eligible
Plymouth	Benjamin Teele Barn	506 Daniel Webster Highway	NR eligible
Concord	Potter Homestead /Appleton Farm	89 Appleton Road	NR eligible
Woodstock	NHDOT Bridge 177/148	NH Route 145	NR eligible
Canterbury	French-Pillsbury Farm	1 Carter Hill Road	NR eligible
Canterbury	Windswept Farm	63 Old Schoolhouse Road	NR eligible
Boscawen	Jacob Gerrish Farmhouse/NH State Forest Nursery	405 Daniel Webster Highway	NR eligible
Ashland	Ashland Village Historic District	multi	NR eligible
Ashland	Ashland Railroad Station	57 Mill Street	NR eligible
Plymouth	Hazen N. Cross Farm	443 Main Street	NR eligible
Stark	Pike Pond	multi	NR eligible
Plymouth	Tenements/Foster Peg Mill/Plymouth Manufacturing	231 Main Street	NR eligible
Campton	Colonel Spencer Inn	3 Colonel Spencer Road	NR eligible
Franklin	Webster Avenue HD	Webster Lake Road/Route11	NR eligible
Jefferson	Howe Farm	201 Turnpike Road	NR eligible
Stewartstown	North Hill Church	41 North Hill Road	NR eligible
Dummer	Dummer Pond Sporting Club	Off Dummer Pond Road	NR eligible
Bethlehem	Blaney Road Farm	633-635 Blaney Road	NR eligible
Whitefield	Forest Lake Cottage	684 West Side Road	NR eligible
Northumberland	Groveton Village Historic District	multi	NR eligible

Identification Efforts – Historic Properties (Above Ground) Potentially Affected by the Proposed Project

Town	Property Name	Street Address	Status
Dummer/Stark/Northumberland	Grand Trunk RR	N/A	NR eligible
Multiple	White Mountain RR (WMRR)	N/A	NR eligible
Multiple	Maine Central RR	N/A	NR eligible
Whitefield	Burns Farm	Littleton Road	NR eligible
Whitefield	King's Square Historic District	multi	NR eligible
Whitefield	Page Hill Agricultural District	multi	NR eligible
Sugar Hill	Lemuel Adrich/Streeter Pond	361 Route 18	NR eligible
Whitefield	Winch House	multi	NR eligible
Woodstock	North Woodstock Village	multi	NR eligible
Millsfield	Millsfield RR and Fire Tower and Signal Mtn Summit	multi	NR eligible
Whitefield	Chase Farm	308/339 Parker Road	NR eligible
Woodstock	Clarence I. Bradley House	92 Parker Ledge Road	NR eligible
Plymouth	George Rice Foster House	180 Main Street	NR eligible
Plymouth	Frederick Philbrick Weeks House	8 Weeks Street	NR eligible
Plymouth	Flying Monkey Movie House	39 Main Street	NR eligible
Campton	Campton Town House	529 NH Route 175	NR eligible
Campton	Blair Covered Bridge	Blair Road	NR eligible
Stark	Percy Summer Club	multi	NR eligible
Bethlehem	Cherry Valley Road Farm	791 Cherry Valley Road	NR eligible
Plymouth	Lower Intervale Grange	471 Daniel Webster Hwy	NR eligible
Campton	NH Dot Bridge 124/129	NH Route 49	NR eligible
Woodstock	Jessie R. Matson House	57 Main Street	NR eligible
Woodstock	Woodstock Cemetery	Daniel Webster Highway	NR eligible
Woodstock	Montaup Cabins	36 Main Street	NR eligible
Plymouth	Robert E. Sutherland House	9 Fairgrounds Road	NR eligible
Woodstock	Meadow Lark Motor Court	181 Daniel Webster Highway	NR eligible

Identification Efforts – Historic Properties (Above Ground) Potentially Affected by the Proposed Project

Town	Property Name	Street Address	Status
Lancaster	Gotham House	246 Portland Street	NR eligible
Woodstock	Maple Haven Campground	109 Lost River Road	NR eligible
Canterbury	Carter Hill Schoolhouse	7 Carter Hill Road	NR eligible
Clarksville	Keysar House	147 NH Route 145	NR eligible
Easton	Wildwood Picnic Shelter	Lost River Road	NR eligible
Concord	Shaw/Farnum Homestead	349 Mountain Road	NR eligible
Deerfield	170 Nottingham Road	170 Nottingham Road	NR eligible
Stewartstown	Keazer-Flanders Farm	556 Hollow Road	NR eligible
Stewartstown	Poore Family Homestead	629 Hollow Road	NR eligible
Whitefield	Betz Farm Historic District	Littleton Road	NR eligible
Easton	Bendtzen-Fitch-Ingalls Camp	146 Lost River Road	NR eligible
Ashland	Green Grove Cemetery	Main Street	NR eligible
Whitefield	Mountain View Grand Hotel	101 Mountain View Road	NR listed
Deerfield	Deerfield Center Historic District	multi	NR listed
Deerfield	Deerfield Town Hall	6 Church Street	NR listed
Allenstown	Bear Brook State Park CCC Camp Historic District	Deerfield Road	NR listed
Concord	Leavitt Farm	103 Old Loudon Road	NR listed
Lancaster	The Weeks Estate	202 Weeks State Park Road	NR listed
Bethlehem	Rocks Estate	107 Glessner Road	NR listed
Ashland	Ashland Junior High School	12 School Street	NR listed
Franklin	Webster Farm HD	Holy Cross Road	NR listed
Ashland	First Free Will Baptist Church	57 Main Street	NR listed
Franklin	301 Webster Lake Road	301 Webster Lake Road	other
Multiple	Pemigewasset River Valley CL Study Area	multi	other
Multiple	Ammonoosuc River Valley CL Study Area	multi	other
Multiple	Great North Woods CL Study Area	multi	other

Identification Efforts – Historic Properties (Above Ground) Potentially Affected by the Proposed Project

Town	Property Name	Street Address	Status
Franklin	Alpert Property	behind 230 Lake Shore Drive	other
Franklin	321 Lake Shore Drive	321 Lake Shore Drive	other
Franklin	302 Lake Shore Drive	302 Lake Shore Drive	other
Franklin	256 Lake Shore Drive	256 Lake Shore Drive	other
Franklin	223 Lake Shore Drive	223 Lake Shore Drive	other
Woodstock	Woodstock Town Hall	924 Daniel Webster Highway	other
Lincoln	Appalachian National Scenic Trail	N/A	other
Epsom, Pembroke	Suncook River Valley CL Study	N/A	other
Franklin	220 Lake Shore Drive	220 Lake Shore Drive	other

Pre-Contact Native American Sites by Town with Recommendations

Town	Site #	Site Name	Recommendations
Deerfield	27-RK-495	Two Herons	Potentially Eligible Avoid/Phase 2
Deerfield	27-RK-494	Lamprey Headwaters	Not Eligible No further survey (pending DHR review)
Candia	27-RK-126	Critchett Road	Potentially Eligible Avoid/Phase 2
Allenstown	27-MR-397	Allenstown Isolated Find	Not Eligible No further survey
Pembroke	27-MR-398	Pembroke Isolated Finds	Not Eligible No further survey
Concord	27-MR-394	Concord Isolated Ceramics	Not Eligible No further survey
Concord	27-MR-395	Concord Isolated Biface Find	Not Eligible No further survey
Concord	27-MR-352	Turtle Town Site	Eligible, Avoid, Minimize, Mitigate (pending DHR review)
Concord	27-MR-396	Appleton Road Site	Not Eligible No further survey (pending DHR review)
Concord	27-MR-402	Snow Pond Site	Not Eligible No further survey
Concord	27-MR-424	Turtle Pond Rocky Knoll	Not Eligible No further survey (pending DHR review)
Concord	27-MR-425	Portsmouth Street Isolated Find	Not Eligible No further survey
Canterbury	27-MR-399	Cold Brook Site	Eligible Avoid, Minimize, Mitigate
Canterbury	27-MR-426	West Road North Site	Not Eligible No further survey DHR rec'd avoidance
Canterbury	27-MR-427	Cold Brook South Site	Eligible Avoid, Minimize, Mitigate
Northfield	27-MR-428	Fiddlers Choice Road Isolated	Not Eligible No further survey
Bridgewater	27-GR-284	Pemigewasset Terrace	Not Eligible No further survey

New Hampton	27-BK-136	Pemigewasset River Isolated Find	Not Eligible No further survey
New Hampton	27-BK-6	Lucas Site Extension	Not Eligible No further survey
Ashland	27-GR-285	Cedar Lane	Not Eligible No further survey (pending DHR review)
Campton	27-GR-286	Campton Isolated Find	Not Eligible No further survey
Easton	27-GR-287	Wild Ammonoosuc	Not Eligible No further survey (pending DHR review)
Easton	27-GR-288	Easton Isolated Finds	Not Eligible No further survey
Franconia	27-GR-293	Unnamed	Not Eligible No further survey
Lancaster	27-CO-98	Israel River Lancaster Site	Eligible Avoid, Minimize, Mitigate (pending DHR review)
Clarksville	27-CO-138	Pond Brook Tributary	Potentially Eligible Avoid

Post-Contact European-American Sites by Town with Recommendations

Town	Site #	Site Name	Recommendations
Deerfield	27-RK-483	Hobbs House	Potentially Eligible Avoid/Phase 2
Deerfield	27-RK-485	School House No. 6	Potentially Eligible Avoid/Phase 2
Deerfield	27-RK-484	Raymond Road Saw Mill	Not Eligible No further survey
Allenstown	27-MR-414	Black Hall Road Granite Quarry	Not Eligible No further survey
Allenstown	27-MR-423	New Rye Road	Not Eligible No further Survey
Concord	27-MR-393	Snow Pond Ski Area	Not Eligible No further survey
Canterbury	27-MR-50	Soapstone Quarry	Not Eligible No further survey
Canterbury	27-MR-400	West Road Brickyard	Not Eligible No further survey
Franklin	27-MR-401	Salisbury Road Foundation	Not Eligible No further survey
Franklin	27-MR-403	Griffin Road Cistern	Not Eligible No further survey
Hill	27-MR-389	Foster Swamp Foundation	Potentially Eligible Avoid/Phase 2
Bristol	27-GR-247	Sunny Acres	Not Eligible No further survey
Bridgewater	27-GR-246	River Road	Potentially Eligible Avoid/Phase 2
Campton	27-GR-289	Unnamed Cellar Hole	Not Eligible No further survey
Thornton	27-GR-290	Unnamed	Not Eligible No further survey
Easton	27-GR-291	Unnamed Cellar Hole	Not Eligible No further survey
Easton	27-GR-264	Oakes Outbuilding	Not Eligible No further survey (pending DHR review)
Easton	27-GR-292	Unnamed Cellar Hole	Not Eligible No further survey
Bethlehem	27-GR-227	Bean House	Not Eligible No further survey
Stark	27-CO-107	Dam	Not Eligible No further survey

Millsfield	27-CO-106	Millsfield Logging Camp 1	Not Eligible No further survey (pending DHR review)
Millsfield	27-CO-116	Millsfield Logging Camp 2	Not Eligible No further survey (pending DHR review)
Stewartstown	27-CO-103	Rhubarb House	Not Eligible No further survey (pending DHR review)
Stewartstown	27-CO-102	Heath Road Foundation	Not Eligible No further survey (pending DHR review)
Stewartstown	27-CO-119	G. Holden House	Phase I-B recommended
Stewartstown	27-CO-120	Kidder and Harriman House	Phase I-B recommended
Stewartstown	27-CO-104	Unnamed (Pickard & Tibbetts)	Phase I-B recommended
Clarksville	27-CO-101	Wiswell Road Foundation	Not Eligible No further survey (pending DHR review)
Clarksville	27-CO-121	Pond Brook Saw Mill	Phase I-B recommended

Sites identified by Northern Pass surveys but not located within the currently defined APE

Sites along the overhead route eliminated from consideration due to design changes

Town	Site #	Site Name
Bridgewater	27-GR-245	Siding Road Foundation
Holderness	27-GR-244	Holderness Isolated Flake
Thornton	27-GR-240	Willow Brook Saw Mill
Thornton	27-GR-239	Sellingham Rd Cellar Hole
Stewartstown	27-CO-84	Deadwater Road Cellar Hole

Sites recorded along underground route and later determined to be outside APE

Town	Site #	Site Name	Roadway
Plymouth	27-GR-261	Glove Hollow Site	Route 3
Woodstock	27-GR-265	Store Site	Route 3
Easton	27-GR-2078	Howard & Haywood Site	Route 112
Easton	27-GR-2079	G. Clay/C. Drury House	Route 112
Easton	27-GR-257	W. Drury House	Route 112
Easton	27-GR-255	NH Route 112 House Site	Route 112
Easton	27-GR-3457	S. Bowles Farmstead	Route 116
Easton	27-GR-2015	R. Young Farmstead	Route 116
Easton	27-GR-2016	Ham Branch Brook Saw Mill	Route 116
Easton	27-GR-262	A. Morse House	Route 116
Easton	27-GR-2014	S&C Edwards House	Route 116
Easton	27-GR-263	C Young Store & Post Office	Route 116