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Cultural Landscapes

Frequently Asked Questions

What are cultural landscapes?

Cultural landscapes are a part of the fabric of America's heritage. They're defined as any lands public or private, large or small, with historic significance (or importance in American history) and historic integrity (or physical authenticity). These lands are eligible for listing or are listed on the National Register of Historic Places and the NPS has a federal leadership role in preserving them. Cultural landscapes reflect our multi-generational ties to the land as expressions of our need to grow food, give form to our settlements, enjoy places to recreate and have special places to bury our deceased. America has a rich legacy of cultural landscapes, from scenic parkways to battlefields, formal gardens to cattle ranches, cemeteries and pilgrimage routes to village squares and industrial areas.



A historic cemetery on Baker Island within Acadia National Park.

What are the types of cultural landscapes?

Cultural landscapes are complex cultural resources, and the NPS recognizes four general kinds of cultural landscape, though these are not mutually exclusive: *historic site*, *historic designed landscape*, *historic vernacular landscape*, and *ethnographic landscape*. These categories are helpful in identifying the values that distinguish cultural landscapes as cultural resources and in determining how they should be treated, managed and interpreted.

Historic designed landscapes are deliberate artistic creations reflecting recognized styles, such as the twelve-acre [Meridian Hill Park](#) in Washington, D.C., with its French and Italian Renaissance garden features. Designed landscapes also include those associated with important persons, trends, or events in the history of landscape architecture, such as [Frederick Law Olmsted National Historic Site](#) in Brookline, Massachusetts and the [Blue Ridge Parkway](#) in Virginia and North Carolina.



Meridian Hill Park in Washington, DC is a nationally significant example of a historic designed landscape

Historic vernacular landscapes illustrate peoples' values and attitudes toward the land and reflect patterns of settlement, use, and development over time. Vernacular landscapes are found in large rural areas as well as small suburban and urban districts. Agricultural areas, fishing villages, mining districts, and homesteads are examples. The 17,400-acre rural landscape of **Ebey's Landing National Historical Reserve** represents a continuum of land use spanning more than a century. It has been continually reshaped by its inhabitants, yet the historic mix of farm, forest, village, and shoreline have remained intact since the period of significance (the period for which the landscape is historically significant).



Ebey's Landing National Historical Reserve is an example of a nationally significant vernacular cultural landscape.

Ethnographic landscapes are associated with contemporary groups and typically are used or valued in traditional ways. In the expansive Alaska parks, Native Alaskans hunt, fish, trap, and gather and imbue features with spiritual meanings. **Jean Lafitte National Historical Park and Preserve** in Louisiana illustrates the strong interrelationship between the dynamic natural system of the Delta region and several cultural groups through many generations. Numerous cultural centers maintain ties to distinctive, long-established communities with ethnic identities.



The Agiak Lake Caribou Hunting Landscape within Gates of the Arctic National Park and Preserve is an example of a locally significant ethnographic cultural landscape.

Historic sites are significant for their associations with important events, activities, and persons. Presidential homes and battlefields, such as the **Big Hole National Battlefield** in Montana, are prominent examples. In these areas, existing features and conditions are defined and interpreted primarily in terms of what happened there at particular times in the past.



The residential property of presidents John and John Quincy Adams within Adams National Historical Park is an example of a nationally significant historic site.

What is the special role of the National Park Service in the preservation of cultural landscapes?

Numerous laws, NPS policies, standards and guidelines charge the NPS with the responsibility of preserving cultural landscapes and other historic properties in the national parks while assisting other federal agencies, states, municipalities and partners in their preservation efforts. The role of the NPS as the lead federal historic preservation agency stems from the National Historic Preservation Act (NHPA) of 1966, requiring the secretary of the interior acting through the director of the NPS, to expand and maintain a National Register of Historic Places; establish professional qualifications and standards for the implementation of historic preservation; and require a process be followed to take into account the effect of undertakings with federal funds on historic properties (Section 106).

What is the role of the NPS Park Cultural Landscapes Program?

The NPS Park Cultural Landscapes Program serves to develop, implement, and oversee a NPS-wide program involving staff in the national parks, regional offices, centers, and the service's Washington office with a spectrum of roles dedicated to the preservation mission.



Frijoles Canyon, a cultural landscape within Bandelier National Monument, was shaped by Ancestral Pueblo people from 1150-1600.

The role of the **Washington office** is to provide leadership, oversight, and coordination of all activities related to the preservation and protection of cultural landscapes, and

- To develop and monitor the application of regulations, standards, policies, and guidelines for research, planning, and stewardship of cultural landscapes;

- To implement strategic planning to for the Program's mission, vision, goals, and objectives;
- To seek partnerships with internal and external constituencies to preserve cultural landscapes;
- To improve the frequency and quality of treatments of cultural landscapes and lower administrative costs;
- To develop and implement the Cultural Landscapes Inventory (CLI), a comprehensive resource inventory of all cultural landscapes in the national parks;
- To provide technical assistance to regions, parks, and partners on complex cultural landscape preservation issues; and
- To organize, deliver, and participate in professional training opportunities about all aspects of cultural landscape preservation.



Oakland Plantation within Cane River National Historical Park was a French Creole cotton plantation from 1789 to 1997.

The role of the **Regional Offices and Centers** is to monitor the application of laws, regulations, management policies, director's orders, handbooks and standards, and:

- Undertake more intensive treatment projects;
- Provide professional services and technical assistance to the parks including preparation of a General Management Plan (GMP) or a planning portfolio including the Foundation Document (FD), Cultural Landscape Reports (CLR) and construction drawings and specifications;
- Maintain the CLI for parks in their region;
- Review and comment on documents prepared by other offices; and
- Organize, deliver and participate in employee development opportunities.

The role of the **Parks** is to implement the application of laws, regulations, management policies, director's orders, handbooks and standards, and:

- Protect the resources;
- Perform preservation maintenance and in some cases more intensive treatments;
- Undertake park planning including preparation of resource management plans;
- Seek sufficient funds and staff for research, planning and stewardship activities;
- Review and recommend documents prepared by other offices;
- Conduct NEPA and NHPA Section 106 compliance; and
- Seek partnerships with external constituencies to preserve their resources.

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Last Updated: 7/3/2012 12:57

Statement to Joint Hearing by US DOE and NH SEC on Proposed Northern Pass Project
Carl D. Martland, Chair, North Country Scenic Byways Council
Home address: 16 Post Road, Sugar Hill, NH 03586
[Martland@mit.edu](mailto:Carl.Martland@mit.edu)

My name is Carl D. Martland, and I live in Sugar Hill, NH. I have more than 40 years' experience in research and analysis related to infrastructure projects, and I am the author of "Toward More Sustainable Infrastructure: Project Evaluation for Planners and Engineers," a textbook that is based upon a course that I developed and taught at MIT for more than ten years.

I am the Chair of the North Country Scenic Byways Council (NC SBC), which is responsible for developing and maintaining management plans for the scenic and cultural byways in northern New Hampshire. Members of the council represent communities served by the byways, state departments concerned with transportation and tourism, regional planning groups, and non-profit organizations that promote the use of the byways to reach the many attractions of the North Country of New Hampshire. In October 2015, NC SBC submitted comments concerning the impact of the proposed Northern Pass project on North Country's scenic byways, which are the basis for my comments today.

Three of the region's major scenic byways would be adversely affected by the proposed Northern Pass Project. These byways cover all of the major state roads and non-interstate US highways serving the North Country:

1. The Presidential Range Trail includes NH Route 302 from Littleton to Twin Mountain, US Route 3 from Twin Mountain to Lancaster, and NH Route 116 from Whitefield to Jefferson along with routes further south that go through Crawford Notch on NH Route 302 and then head north on NH Route 16 through Pinkham Notch.
2. The Woodland Heritage Trail includes US Route 2 from Gorham to Lancaster, US Route 3 from Lancaster to Groveton, NH Routes 110/110A from Groveton to Milan, and NH Route 16 from Milan to Gorham.
3. The Moose Path Trail extends from Gorham to Colebrook to Pittsburg to the Canadian border along NH Routes 16, 26, 145 and US Route 3.

The local roads that are accessed from the scenic byways are in many cases even more rural, more scenic, and less touched by 20th century industrialization than the designated scenic byways themselves. Prime examples would include Prospect Mountain Road in Weeks State Park, Lost Nation Road between Groveton and Lancaster, the access roads to Forest Lake State Park in Whitefield and Dalton, and the access roads to Coleman State Park in Stewartstown. The state-designated scenic byways are not only designed to highlight routes for a pleasant afternoon drive; they also provide visitors safe access to historical, cultural and recreational resources throughout the North Country. The byways lead visitors through the historic centers of old mill towns such as Whitefield, Lancaster, and Groveton, to beautiful rural villages such as Stark, and to the remaining 19th century resort hotels in Bretton Woods, Whitefield, and Dixville Notch.

If the project is constructed as proposed, then visitors to the North Country would suffer adverse visual impacts as they drive along the scenic byways and as they visit the attractions and wild areas that can be found along the byways. Visitors would have repeated views of massive industrial structures in what they expected to be a rural or wild region little touched by 20th century industrial development. The visual analysis presented in the draft EIS documents the dramatic negative effect that the proposed project will have on the region.

The draft EIS includes photo simulations of what the proposed towers would look like from 15 "key observation points" (KOPs) along roads, trails, and recreational sites. Experts in evaluating visual impacts quantified the visual impact of the existing and proposed towers by documenting what they termed the "contrast-dominance rating" for each photo. This rating varies from 0 to 45, depending upon the apparent size of the structures and the extent to which the structures contrasted with the surrounding environment. The rating is higher for taller, more massive, closer structures that are located in a less developed, more pristine location. Based upon this rating, they describe the visual impacts on a casual observer as negligible, weak, moderate, strong, or severe, or severe. A moderate impact is "clearly noticeable to a casual observer, and is likely to be considered adverse." A strong impact is "likely to be considered adverse ... and may be considered unreasonable." A strong impact is "likely to be considered unreasonably adverse."

The photo simulations cover three situations of special interest to users of the scenic byways:

Views of towers at road-crossings: the visual impact will be severe, i.e. “unreasonably adverse”, at eight locations where the proposed transmission lines would cross scenic byways and at nearly forty other locations in Coos County where the lines would cross access roads from the byways to state parks, recreational trails, and other scenic & cultural resources (see KOP BT-1 for a simulation of towers at a crossing of a scenic byway).

Views of a row of towers from a byway: in some locations, such as driving along Route 3 from Whitefield toward Pittsburg, visitors will have repeated views of a row of towers running along a nearby hillside. According to the KOP analysis (see KOP WD-3), the visual impact of a row of towers roughly 1,400 feet from the highway can be strong, i.e. “adverse and possibly unreasonable”. The cumulative effect of coming across several such vistas when driving along a scenic byway would be even more unreasonable.

Views of towers from a scenic vantage point: the proposed lines and towers of the Northern Pass Project would be seen again and again as visitors traveled along local roads to visit nearby attractions, including historic town centers, hiking trails, farm stands, lakes, rivers and streams. Even from a distance of more than a mile, the visual impact will increase from weak to moderate when a row of steel towers is added (KOP LA-2). At closer distances, the visual impact will increase from negligible to strong or severe in locations where there no lines are currently visible (KOPs CL-1, DU-1, DE-2).

The draft EIS only included simulations for 15 points, but these 15 points represent the entire range of possible conditions, from zero impact if nothing is visible (CL-1, existing conditions) to the severest impact for someone staring at a tall steel lattice tower from less than 40 yards away (LI-4). Complete results of the KOP analysis can be found in Tables 1 and 2. I have color-coded the results of the KOP analysis so that it is easy to compare the existing situation (Table 1) and the proposed situation (Table 2). Today, the visual impact is strong or severe from only four of the 15 KOPs. If the towers are built, then the impact would be strong or severe for all but three of the KOPs. A closer look at Table 2 shows conclusions of interest to travelers along the byways and visitors taking advantage of the scenic, cultural, and recreational resources of the North Country:

- Visual impacts were severe and deemed unreasonably adverse for all locations where towers would be visible within 750 feet.
- Visual impacts were strong and deemed adverse and possibly unreasonable for all locations where towers would be visible from 750 to 1800 feet of the line.
- Visual impacts may be moderate or strong even for distances up to two miles from the nearest tower. Even moderate impacts are “likely to be considered adverse” by a casual observer.

In short, the KOP shows that the visual impact of the proposed towers would be “adverse” or “unreasonably adverse” at many locations for people using the scenic byways to explore the North Country of New Hampshire. The strength of the KOP analysis is that it is based upon photographs taken from actual viewpoints that’ would be of interest to travelers on scenic byways, to hikers or fishermen, or to people considering renting or purchasing property for weekends, vacations, or retirement. The weakness of the KOP analysis is that its results are spread across multiple sections of the draft EIS, and no attempt is made to show how the KOP analysis could apply to different locations.

Unfortunately the KOP analysis is basically ignored and contradicted by the conclusion of the draft EIS that the visual impact of the project would be minor. This conclusion is based upon a different visual analysis, which considers the average impact over the entire viewshed of the project. The conclusion is based upon a result showing that there would only be a 10% increase in the average scenic impact, ignoring the fact there would be an increase of 165% in the size of the viewshed in the North Country. This is like saying that the flood waters have only risen 10% when more than twice as much land is flooded.

In conclusion, the North Country Scenic Byways Council believes that the analysis included within the draft EIS documents the adverse and unreasonably adverse impacts of the proposed project on the scenic, cultural, and recreational resources found along the scenic byways of the North Country. In our earlier, more detailed comments, we have recommended ways to improve the presentation of the visual analyses within the Final EIS. Today we are happy to also have the opportunity to document the adverse aesthetic impacts of the proposed Northern Pass route on the scenic byways and the magnificent scenic, cultural and recreational resources that can only be accessed by traveling along the scenic byways of the North Country. The Site Evaluation Committee must conclude that these adverse impacts can only be averted by requiring the line to be buried throughout the North Country.

**Consolidation of the Results of the Draft EIS's Analysis
of the Visual Impact of Transmission Lines from Key Observation Points¹**

Table A1 Visual Impact of Existing Situation

Location	View	Number of Structures Visible	Distance to Nearest Structure (feet)	Visual Impact	
CL-1	View across fields toward forest and distant hills (no existing ROW)	0	-	0	
Franconia (FR-2)	View from summit of Mt. Lafayette	6	34,443	7 Negligible	
Dummer (DU-1)	View across Little Dummer Pond toward ROW on side of ridge	3	1,756	9 Weak	
Lincoln (LI-2)	Driving north along Interstate 93 where it enters Franconia Notch State Park	5	10,491	10 Weak	
Lancaster (LA-2)	View from ledge at Weeks State Park down toward lines crossing generally open area below	15	5,985	13 Weak	
Campton (CA-1)	View to north at Exit 28, where existing ROW climbs Sunset Hill	4	758	16 Weak	
Woodstock (WD-3)	Driving north along Interstate 93 just north of Exit 31 where towers climb across a ridge almost directly in front of viewer	6	2,665	21 Moderate	
Concord (CO-1)	View of three rows of lines next to a shopping center	6	737	22 Moderate	
Bethlehem (BT-1)	View across small pond where existing ROW crosses Route 302	2	579	24 Moderate	
Concord (CO-4)	View from boat ramp across Turtletown Pond toward lines extending along shore	10	1,058	25 Moderate	
Lincoln (LI-5)	View from Appalachian Trail near summit of S. Kinsman toward Bog Pond	25	9,320	25 Moderate	
Deerfield (DE-1)	Lines crossing field and then over a small ridge from Nottingham Road	17	301	28 Strong	
Woodstock (WD-4)	View along ROW where it crosses the Gordon Pond Trail	5	507	28 Strong	
Easton (EA-3)	View from where ROW crosses Route 116 looking east toward Kinsman Ridge	7	129	32 Strong	
Lincoln (LI-4)	Where the ROW crosses the Appalachian Trail at its intersection with the Reel Brook Trail, looking at the nearest tower	1	105	36 Severe	

¹ Source of data: details of KOP from Volume 2 of the draft EIS; contrast dominance ratings and qualitative interpretations from Sections 4.2.1, 4.3.1 and 4.4.1 of the draft IES.

Table A2 Visual Impact of Proposed Situation

Location	View	Number of Structures Visible	Distance to Nearest Structure (feet)	Visual Impact	
Franconia (FR-2)	View from summit of Mt. Lafayette	16	35,412	11 Weak	
Lincoln (LI-2)	Driving north along Interstate 93 where it enters Franconia Notch State Park	8	10,155	17 Weak	
Lancaster (LA-2)	View from ledge at Weeks State Park down toward lines crossing generally open area below	34	5,981	23 Moderate	
Lincoln (LI-5)	View from Appalachian Trail near summit of S. Kinsman toward Bog Pond	38	9,411	27 Strong	
Dummer (DU-1)	View across Little Dummer Pond toward ROW on side of ridge	6	1,756	29 Strong	
CL-1	View of new transition station at transition between towers and burial, across fields toward forest and distant hills	5	1,450	29 Strong	
Woodstock (WD-3)	Driving north along Interstate 93 just north of Exit 31 where towers climb across a ridge almost directly in front of viewer	11	1,391	32 Strong	
Concord (CO-4)	View from boat ramp across Turtletown Pond toward lines extending along shore	13	1,058	33 Strong	
Concord (CO-1)	View of three rows of lines next to a shopping center	7	749	36 Severe	
Campton (CA-1)	View to north at Exit 28, where existing ROW climbs Sunset Hill	12	649	37 Severe	
Bethlehem (BT-1)	View across small pond where existing ROW crosses Route 302	3	509	40 Severe	
Deerfield (DE-1)	Lines crossing field and then over a small ridge from Nottingham Road	24	325	42 Severe	
Woodstock (WD-4)	View along ROW where it crosses the Gordon Pond Trail	10	502	41 Severe	
Easton (EA-3)	View from where ROW crosses Route 116 looking east toward Kinsman Ridge	25	126	43 Severe	
Lincoln (LI-4)	Where the ROW crosses the Appalachian Trail at its intersection with the Reel Brook Trail, looking at the nearest tower	1	117	44 Severe	

March 7, 2016

Office of Electricity Delivery & Energy Reliability (OE-20)

U.S. Dept. of Energy

1000 Independence Ave., SW

Washington, D.C. 20585

Mr. Brian Mills:

My name is Scott Rineer and I am a resident of Errol, NH. I have been a resident of northern New Hampshire for over 25 years, living in communities in close proximity to the proposed Northern Pass project. I also work in the timber industry. An industry that is vital to this region and one of the leading industries in our state for many years.

I support the Northern Pass project and for many good reasons. Northern Pass doesn't just promise to spend money in this area, it is something they have already begun to do. This project will support local businesses, it will provide jobs during the construction phase and it will provide a much needed upgrade to the Coos Loop grid system.

In recent months, the timber industry in this region has been hard hit, losing markets for low grade wood that are vital to keeping our loggers and sawmills in business. The current limitations to the Coos Loop are the reason for the new Burgess Biopower plant in Berlin, NH to be running at half throttle. An upgrade would allow for up to 100 MW of additional power to enter the New England grid. This is not new development, rather existing power facilities such as the biomass plant in Berlin and the wind farms in Dixville, Millsfield and Berlin to operate to full capacity. The timber industry, as well as local renewable energy producers, need this upgrade to happen, and Northern Pass has stepped up to the plate and has agreed to do it.

The Northern Pass project will provide the economic stimulus our state and this region is so desperately seeking. They will do this by supporting local businesses and helping our traditional industries such as timber and tourism prosper into the future.

Sincerely,

A handwritten signature in black ink, appearing to read 'S. Rineer', with a stylized flourish at the end.

Scott D. Rineer

35 Stump Road, Errol, NH 03579

March 2, 2016

Mr. Brian Mills
Office of Electricity & Energy Reliability (OE-20)
U.S. Department of Energy
1000 Independence Avenue, SW
Washington, DE 20585

RE: "NP Draft EIS and Sections 106 Comments"

Dear Mr. Mills,

My name is Michael Gagne and I am writing this letter to show my support for the Northern Pass project. I am the owner/operator of Mike Gagne Trucking, LLC which hauls raw forests products from the landings to designated mills. My residence and business is located in Dummer, New Hampshire which is where some of the Northern Pass project will take place. I enjoy living and working in this area for many reasons; the scenic views, the wildlife, the fresh air etc. I feel that the Northern Pass project would be the best for all the people. It would lower our energy cost, lower our local taxes and create more jobs for local people. All of these positive points are why I am supportive of the project.

I feel that the Northern Pass directors can work well with local people on issues that may require both sides to discuss matters that would benefit all involved, (i.e. alternate routes, or underground options etc.). I feel we need to make changes to move forward for a better future.

Northern pass is in partnership with National Fish & Wildlife Foundation which enhances the forest health and wildlife habitat. Both forestry and wildlife are very important to me.

I plan on showing my support for the Northern Pass project because I feel the economy is in need for the economics benefits this project can bring to our area as well as bringing us on a path to a greener earth.

Sincerely,

Michael Gagne
President

CHAMPAGNE FORESTRY LLC

1145 US Route 3

P.O. BOX 10

W. Stewartstown, NH 03597

Colebrook, NH 03576

603-359-2046

603-237-5272

603-237-5042 Fax

February 29, 2016

Mr. Brian Mills

Office of Electricity Delivery & Energy Reliability (OE-20)

U. S. Department of Energy

1000 Independence Avenue, SW

Washington, DC 20585

RE: NP Draft EIS and Section 106 Comments

Dear Mr. Mills:

I have reviewed, the Supplement to the Draft Northern Pass Transmission Line Project Environmental Impact Statement. I am writing to advise you of my approval as a LLC and as an individual, to the proposed Northern Pass Transmission Line Project.

Sincerely,



Lucas Champagne

2-29-16

Denis Dostie
587 Hollow Road
Stewartstown NH
03576

Mr Brian Mills
Office of Electricity and Energy Reliability

Subject: "Northern Pass Draft EIS and Section 106"

Mr. Mills, I am writing to you to show my support for the Northern Pass Transmission Project for NH. I am a 52 year old life long resident of Stewartstown NH. The proposed Transmission line is set to go through Stewartstown approximately 1 mile from my home. I believe the overall impact will be very minimal. The town of Stewartstown and all of the other towns enroute will gain additional Tax base. The North Country will get much needed jobs, New England will get vital power from a clean renewable source. As I see it, this is pretty much a win-win for everybody. Please consider my support for this important cause.

Sincerely, Denis Dostie

February 29, 2016

Mr. Brian Mills
Office of Electricity Delivery & Energy Reliability (OE-20)
United States Department of Energy
1000 Independence Avenue, SW
Washington, D.C. 20585

SUBJECT: "NP Draft EIS and Section 106 Comments"

Dear Mr. Mills,

In regards to the Northern Pass Project in New Hampshire we are definitely in favor of its construction. It is a controversial project but one that needs do get done.

It should provide jobs and help our economy and possibly reduce our electric rates in the future.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Andrew S. Gagne". The signature is fluid and cursive, with the first name "Andrew" written in a larger, more prominent script than the last name "Gagne".

Gagne & Sons Logging LLC
146 Ferry Road
Dummer, N.H. 03588

Donald Leveille Trucking, Inc
175 Meadow Road
Shelburne, NH 03588
March 2, 2016

Brian Mills
Office of Electricity Delivery & Energy Reliability (OE-20)
US Department of Energy
1000 Independence Ave., SW
Washington, DC 20585

Dear Brian Mills,

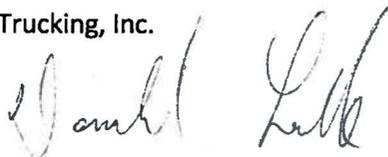
I am writing in regards the Northern Pass project, specifically in Northern New Hampshire. I am an owner and an operator of a logging company. I have lived in Northern New Hampshire my entire life and have worked in the logging industry for over 50 years. I am in support of the Northern Pass project.

Although I am nearing my retirement, I believe that the logging industry is a dying industry that needs to be sustained. There are many people who still rely on logging for their income. Unfortunately this has been increasingly difficult in our area and will get worse without major change.

Please consider this my plea to bring the Northern Pass in our area to support our local businesses. Thank you for your consideration.

Sincerely,

Donald Leveille
Donald Leveille Trucking, Inc.
President

A handwritten signature in black ink, appearing to read "Donald Leveille". The signature is written in a cursive style with a large initial "D" and "L".

March 7, 2016

Mr. Brian Mills

Office of Electricity Delivery & Energy Reliability (OE-20)

U.S. Department of Energy

1000 Independence Avenue, SW

Washington, D.C. 20585

My son and I Both approve of the Northern pass
because we sincerely believe it will create many jobs
and help boost Local economy.

Sincerely
Hallie Wood Logging
Burns Hallie

HAWG TRAWF BBQ & CASUAL DINING

39 COLEBROOK ROAD

PO BOX 245

ERROL, NEW HAMPSHIRE 03549

603-482-3665

Mr. Brian Mills

Office of Electricity Delivery & Energy Reliability (OE-20)

U.S. Department of Energy

1000 Independence Avenue, SW

Washington, DC 20585

“ NP Draft EIS and Section 106 Comments”

The economic development of the North Country is vital to my small business. After the below average winter, we desperately need construction And infer structure that Northern Pass will provide.

Sincerely, David E Demers Jr



March 7, 2016

Office of Electricity Delivery & Energy Reliability (OE-20)

U.S. Dept. of Energy

1000 Independence Ave., SW

Washington, D.C. 20585

Mr. Brian Mills:

My name is Jonathan Lane, owner of JML Trucking & Excavating, LLC and I am a resident of Errol, NH. I have been a resident of northern New Hampshire my whole life, and starting a construction and logging business in my home town is one of the my proudest accomplishments.

I support the Northern Pass project for many good reasons. This project will support local businesses, it will provide jobs during the construction phase and it will provide a much needed upgrade to the Coos Loop grid system.

My company employs over 30 people in northern New Hampshire, most of which are young, enthusiastic hard-working individuals. A project like Northern Pass will help keep these young people working here in this area. Northern Pass will also contract specialized labor, such as members of the IBEW, which will help local businesses like hotels and stores, while these workers are here.

The Northern Pass project will provide the economic stimulus our state and this region is so desperately seeking. Please consider my support for this important cause.

Sincerely,

A handwritten signature in black ink, appearing to read "Jonathan Lane". The signature is fluid and cursive, with a large initial "J" and "L".

Jonathan Lane

President – JML Trucking & Excavating, LLC

Errol, NH Resident

March 7th, 2016

Office of Electricity Delivery & Energy Reliability (OE-20)

U.S. Dept. of Energy

1000 Independence Ave., SW

Washington, D.C. 20585

Mr. Brian Mills:

My name is Josh Demers and I am a resident of Berlin. I believe that the Northern Pass Project will help generate jobs for North Country residents; and as a result will also help to stimulate the local economy. I am a supporter of clean renewable energy and I think that hydro power is a viable source of renewable energy that we should not overlook.

Sincerely,

A handwritten signature in blue ink, appearing to read 'JD', is written over the word 'Sincerely,'.

Josh Demers

March 7, 2016

Office of Electricity & Energy Reliability (OE-20)

U.S. Department of Energy

1000 Independence Ave., SW

Washington, D.C., 20585

Mr. Brian Mills:

My name is Butch Lane and my son Jon and I own JML Trucking & Excavating, LLC in Errol, NH. I am here to support the Northern Pass project. This project will provide the much needed upgrade to the Coos Loop. Right now and in the near future there is a surplus of biomass available. This is a great chance for the biomass plant in Berlin, NH to run at full strength and provide much needed jobs for the woods industry. This will only be possible when Northern Pass comes through and makes these upgrades.

This construction project will be one of the largest in New England. With the poor winter season we have just experienced, we now know we cannot just survive on tourism and recreation alone. This type of project will put a lot of quick money into the local economy in motels, rentals, restaurants, parts stores, gravel pits and to small contractors such as myself. This will also help the many local men who have gone and trained at lineman school and are simply waiting for a chance to work close to their homes.

I sincerely hope that we can come to some agreement on the Northern Pass project.

Sincerely,

A handwritten signature in cursive script that reads "Clifford Lane".

Clifford "Butch" Lane

P.O. Box 175

Errol, NH 03579

COMMENT CARD

**NH Site Evaluation Committee, Docket No. 2015-06
Public Hearing, RSA 162-H:10, I-c**

**RE: Joint Application of Northern Pass Transmission LLC
& Public Service Company of New Hampshire d/b/a Eversource Energy
for a Certificate of Site and Facility**

LOCATION (circle one): Meredith (March 1); Colebrook (March 7); Concord (March 10);
Holderness (March 14); Deerfield (March 16)

FIRST NAME: Faith LAST NAME Kimball

STREET ADDRESS: 60 Holt Rd.

TOWN: Dummer STATE N.H. ZIP 03588

EMAIL ADDRESS: fakimball@gmail.com

If you wish to provide written comments for the record, please provide your comments below:

I believe scenic NH should be preserved for
future generations. Northern Pass can bury the lines!
as the company in Vermont ~~did~~ ^{with}. If it ~~was~~ ^{is}
economically feasible in Vermont, it is ^{also} in N.H.
Our grandchildren deserve to inherit a beautiful
state, not one spoiled by 100 foot towers.
Preserve our natural beauty! 60 miles underground
is not enough!

From: **Aaron Schomburg** Aschomburg@pds.org
Subject: letter
Date: March 3, 2016 at 8:06 PM
To: opaschom@icloud.com



To whom it may concern,

For many years now I have witnessed the absurd and blatant disrespect of New Hampshire residents who are opposing the northern pass project. Living in New Jersey now, I am keenly aware of the degradation and immoral attitude that some people have towards both neighbors and nature. Pipelines, high-tension power lines, and superfund sites criss- cross this state and people seem unaware or conveniently naive to the harm that man has done to the environment and equally to their health and their childrens. It is truly too late for NJ to turn back the clock and be a good steward of both the land and the people.

It is not, however, too late for NH to recognize and validate their connection to community, neighbors and the environment. Once a state is cut by power lines, gas lines, mining, or other forms of environmental rape- it is set back, and will always struggle with what it could have and should have been.

I will not reiterate the reasons why northern pass is a money making scheme between southern states, shareholders, and a foreign country. I will not go into detail about the lessening of property values for landowners, and towns that rely on tourism. I will not share with you the lies about new job opportunities and the completely false need for electricity.

I will tell you that when I bring clients to NH to spend a week on a lake in Pittsburg, a week canoeing the headwaters of the Connecticut River, or a week of hiking in the White mountains they perhaps for the first time recognize that this is a special part of the world a place where community and environment coexist and care for one another- there is a symbiotic relationship between ones environment and ones spirit and health- this connection has been lost by many, EO Wilson calls this biophilia or a bond between humans and nature. The people I bring North recognize the special nature of our lakes, woods, river, and amazing White Mountains.

Imagine how they would feel if they were to have to canoe under towering power lines, hike with views of metal towers scarring a National Forest- why would they come here? What is special about NH if it is heading the way most other states have by showing a complete disregard of our primary calling- stewardship- of both the land, community and oneself.

Because I am a father I will end with this last comment- take your children out canoeing this summer on the Connecticut River, hike the Whites or Cohos Trail, spend time in a small village- then consider how allowing the northern pass to invade these spaces will more than likely forever change both the physical and emotional value of the state I call home.

Sincerely, Aaron Schomburg

Harry C. and Susan O. Brown
19 Backiel Drive
Stewartstown, NH
03576
603-237-5716

SEC Hearing – Colebrook - March 7, 2016

My name is Harry Brown and I am currently the President of the New Hampshire Off Highway Vehicle Association but I am not representing them tonight. I am speaking for my wife and myself. We live in Stewartstown and have not taken a position pro or con on the project, but we feel the majority of testimony given thus far has seemed unbalanced. We want to take this opportunity to express our concern over the behavior of some of our North Country neighbors that has been exhibited at previous hearings. They have hissed, booed, and shouted out derogatory remarks to individuals that have expressed neutral or supporting views of the project. This behavior is and will remain unacceptable to us and is just another form of bullying. Respecting the process is as important as having supporting, opposing or neutral views.

The Society for the Protection of New Hampshire Forests campaign has stated that the above ground transmission lines will have a negative impact on tourism and recreation. In our opinion this has no factual basis from any studies and is pure hype, a scare tactic. Coos County's economy relies heavily on OHRVing and snowmobiling and it **will not be** affected by the Northern Pass transmission lines. Where presently allowed, they utilize many miles of trail under power lines throughout New Hampshire, the rest of the United States, and the Canadian Provinces. This is **without** any negative effects to the participants concerning these types of recreational pursuits, quite the opposite, it allows them access to trails that would not otherwise be available. The State of New Hampshire, clearly recognizes that the sport is greater than a half billion dollar a year industry especially in Coos County as it has lit new life for many current and new business owners – an economic stimulus when many could not see any light through the tunnel previously.

We want to recognize that without landowners giving us permission to utilize their properties for our trails, there would be no Ride the Wilds nor snowmobiling in Coos County or throughout the state. Northern Pass is one of those landowner, allowing the sports on their land that affects ten major trails – without them being a good neighbor, this would virtually shut down Northern Coos County for the sports.

Yes, we voted at the Stewartstown Town Meeting on March 3, 2011 to oppose the 1200 Megawatt High Voltage Direct Current Transmission Line as PRESENTLY PROPOSED. This was almost five years ago. Since then the project has been down sized to 1090 megawatts and all the line is being buried in Stewartstown except for on land that Northern Pass owns. Susan and I are retired and living on entitlements such as Social Security – if the latest route is accepted this will afford us nearly 50% in property tax relief. Many of my fellow citizens in Stewartstown are economically challenged – this would provide significant relief for taxpayers. Just think – Northern Pass would pay huge property taxes annually without any buildings so that we will **not** have to provide fire, EMS and police and no KIDS – no BIGGER SCHOOLS. These are examples of the positive side of the project.

Finally, neither Susan nor I are OHRV enthusiasts. Through the OHRV initiative, we just wanted to help our neighbors be able to raise their standards of living. We are also concerned that in the end result, all the conservation groups that oppose Northern Pass will cash in like they always do in projects like this and that will not help our economic initiative at all – quite the contrary they will do whatever they can to curtail OHRVing and Snowmobiling in Coos County. We hope that SEC can deliberate wholly on the facts. Thank you.

COMMENT CARD

**NH Site Evaluation Committee, Docket No. 2015-06
Public Hearing, RSA 162-H:10, I-c**

**RE: Joint Application of Northern Pass Transmission LLC
& Public Service Company of New Hampshire d/b/a Eversource Energy
for a Certificate of Site and Facility**

LOCATION (circle one): Meredith (March 1); Colebrook (March 7); Concord (March 10);
Holderness (March 14); Deerfield (March 16)

FIRST NAME: Heather LAST NAME Cray

STREET ADDRESS: 335 Taber Rd

TOWN: Pittsburg STATE NH ZIP 03592

EMAIL ADDRESS: hcray@ucvh.org

If you wish to provide written comments for the record, please provide your comments below:

Keep Foreign utilities out of the USA.
If southern New England really needs power then
let them harness their winds.
New Hampshire doesn't need to be maimed for
every one else.
NH doesn't seem to be getting anything from this.
You call New England when Maine + Vermont don't
ever get mentioned in these meetings.
So you want every one to win except NH?

QUESTION CARD

NH Site Evaluation Committee, Docket No. 2015-06
Public Hearing, RSA 162-H:10, I-c

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for a Certificate of Site and Facility**

LOCATION (circle one): Meredith (March 1); Colebrook (March 7); Concord (March 10);
Holderness (March 14); Deerfield (March 16)

FIRST NAME: Jane Bean LAST NAME Bean

STREET ADDRESS: 47 Stevens Hill Road

TOWN: Colebrook STATE N.H. ZIP 03576

EMAIL ADDRESS: rbeanibean@myfairpoint.net

If you have question(s) for the Applicant or the Site Evaluation Committee that you would like answered during the question and answer session, please write them below:

Why do you pursue this project
when our town (people leaders
governing and officials have all
voted against it —

I believe if our Planning Board
votes against this project
you cannot do it —

Thank you —

COMMENT CARD

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**RE: Joint Application of Northern Pass Transmission LLC
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for a Certificate of Site and Facility**

LOCATION (circle one): Meredith (March 1); Colebrook (March 7); Concord (March 10);
Holderness (March 14); Deerfield (March 16)

FIRST NAME: Vattini LAST NAME Bear
STREET ADDRESS: Colebrook NH, Stevens Hill Rd
TOWN: Colebrook STATE NH ZIP 03826
EMAIL ADDRESS: vbearibear@fairpoint.net

If you wish to provide written comments for the record, please provide your comments below:

*Very very poor audio -
could only hear about 1/2
what was said -
People who had an ear
problem certainly couldn't
have heard anything -
In a large hall like this
all speakers should stand
up. Poor presentation.*

COMMENT CARD

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for a Certificate of Site and Facility**

LOCATION (circle one): Meredith (March 1); Colebrook (March 7); Concord (March 10);
Holderness (March 14); Deerfield (March 16)

FIRST NAME: Tuler LAST NAME Fenton

STREET ADDRESS: 19 Shannon Drive

TOWN: Nottingham STATE NH ZIP 03290

EMAIL ADDRESS: Tulerfenton @ Comcast . net

If you wish to provide written comments for the record, please provide your comments below:

The IBEW members DO NOT
GET Paid to attend these
meetings!!

COMMENT CARD

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LOCATION (circle one): Meredith (March 1); Colebrook (March 7); Concord (March 10); Holderness (March 14); Deerfield (March 16)

FIRST NAME: Brian LAST NAME Emerson

STREET ADDRESS: 3 West St

TOWN: Groveton STATE NH ZIP 03582

EMAIL ADDRESS: moosecountryguide@hotmail.com

If you wish to provide written comments for the record, please provide your comments below:

As a former business owner in Coos County, I
urge the SEC to approve the Northern Pass
project, as proposed. A number of years ago,
a pipeline was constructed through our region.
We saw our business traffic + sales spike
measurably as a result of the additional
workers that were employed by that project.
Other businesses in our town also saw noted
increases in sales + services, boosting the
local economy by a large degree. That project
was relatively small-scale as compared to the
scope of the Northern Pass. Please help the
residents + businesses in Coos County enjoy

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Martin P. Honigberg, Chair • Thomas S. Burack, Vice-Chair • Pamela G. Monroe, Administrator
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the benefits of such a large scale project.
Our economy depends on things like this. *Thank you.*

COMMENT CARD

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for a Certificate of Site and Facility

LOCATION (circle one): Meredith (March 1), Colebrook (March 7); Concord (March 10);
Holderness (March 14); Deerfield (March 16)

FIRST NAME: Tom LAST NAME CARON

STREET ADDRESS: 545 KEMP HILL RD.

TOWN: CARLISLE STATE VT ZIP 05903

EMAIL ADDRESS: tom @ talltimber.com

If you wish to provide written comments for the record, please provide your comments below:

While there may be short term economic gains for lodging
and restaurant establishments when the line is under construction,
we are concerned that the loss of regional natural beauty will have
lasting economic consequences. Tourism, like most industries in today's
economy, is fiercely competitive from region to region. If northern
pass truly respects the wishes of the inhabitants of the area, they
will bury the line through the entirety of northern New Hampshire.
They will accomplish their mission and make the project more
palatable for residents and tourists alike.

COMMENT CARD

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for a Certificate of Site and Facility**

LOCATION (circle one): Meredith (March 1); Colebrook (March 7); Concord (March 10); Holderness (March 14); Deerfield (March 16)

FIRST NAME: Tiler LAST NAME Eaton

STREET ADDRESS: 19 Shannon Drive

TOWN: Nottingham STATE NH ZIP 03290

EMAIL ADDRESS: Tilereaton@comcast.net

If you wish to provide written comments for the record, please provide your comments below:

Northern Pass will bury around 60 miles of their project which will be the longest of it's type in North America. I believe this has been a great compromise by Northern Pass. The longest run of this type of cable is around 112 miles in Australia where I ~~do~~ think it would be much easier to dig.

COMMENT CARD

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LOCATION (circle one): Meredith (March 1); Colebrook (March 7); Concord (March 10);
Holderness (March 14); Deerfield (March 16)

FIRST NAME: MARC LAST NAME PAUL

STREET ADDRESS: 749 DIAMOND POND ROAD

TOWN: Colebrook STATE NH. ZIP 03576

EMAIL ADDRESS: MARCPAUL3@MSN.COM

If you wish to provide written comments for the record, please provide your comments below:

As a Property owner in Colebrook, NH with a westerly view within 1/4 mile of Stewartstown, I want to firmly voice my opposition to this Northern Pass Project. The Project does not benefit NH residents except for a few short term jobs, while at the same time using NH merely as a stepping stone to provide electricity to other Southern states in the grid. IT will forever destroy the sheer beauty and tranquility that we have all come to love about NH. This is a disastrous project for residents, and property values. The project should ~~be~~^{be} abolished completely PUT THE PROJECT IN ANOTHER STATE.

COMMENT CARD

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for a Certificate of Site and Facility**

LOCATION (circle one): Meredith (March 1) Colebrook (March 7) Concord (March 10);
Holderness (March 14); Deerfield (March 16)

FIRST NAME: Roger Mandy **LAST NAME** Matthew Mandy

STREET ADDRESS: P.O. Box 1672

TOWN: Meredith **STATE** N.H. **ZIP** 03253

EMAIL ADDRESS: RLM1948@hotmail.com

If you wish to provide written comments for the record, please provide your comments below:

My wife and I have been in the North country for more than 35 years enjoying fishing hunting snowmobiling and 4 wheeling mainly Pittsburg and Stewartstown. It would be advised if Eversource that comes to the north to have to look at those towers as proposed. we recently have had interest in buying a house on Diamond Rd. in Stewartstown however the house looks directly at the towers coming from Holders Hill Rd. and we are not interested at purchasing if we have to look at towers. Please make the

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Right Decision For The North Country,
RURRY it. - D R A S E 11

COMMENT CARD

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LOCATION (circle one): Meredith (March 1); Colebrook (March 7); Concord (March 10);
Holderness (March 14); Deerfield (March 16)

FIRST NAME: MARY LAST NAME TOLLER

STREET ADDRESS: 206 ROARING BROOK RD.

TOWN: COLEBROOK STATE NH ZIP 03576

EMAIL ADDRESS: mjtoller@myfairpoint.net

If you wish to provide written comments for the record, please provide your comments below:

As a resident of NH for 35 years and a resident of
the North Country for 18 years, I have two concerns
about the Northern Pass Plan.

New Hampshire needs to develop its own sources of
energy that are "green." It cannot do this by simply
buying energy from someone else. The Northern Pass
project does not help New Hampshire do this.

The second concern I have is about the degradation of
New Hampshire's natural beauty and natural resources, with
no real gain to NH. I have heard a lot about how this
project will "benefit" NH and disagree. Coos County would

New England/

be spoiled, and New Hampshire will still be dependent upon Hydro Quebec for a large amount of energy.

Temporary jobs to local people ~~to help~~ for their help in building the project is a relatively small benefit, and will not in the long run. Truly help New Hampshire.

Northern New Hampshire should not have to pay for New England's insatiable thirst for energy, by allowing Northern Pass to ruin our natural beauty, which is priceless.

Coos County is going to have to depend upon tourism and recreation for its economy in the future.

Northern Pass would ~~have~~ have a negative impact on our economy in the North Country.

This project is opposed by many environmental groups and should be scrapped.

COMMENT CARD

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LOCATION (circle one): Meredith (March 1); Colebrook (March 7); Concord (March 10);
Holderness (March 14); Deerfield (March 16)

FIRST NAME: Carol **LAST NAME** Coulombe

STREET ADDRESS: 4 Fosbott Drive

TOWN Carboville **STATE** N.H. **ZIP** 03592

EMAIL ADDRESS: NONE

If you wish to provide written comments for the record, please provide your comments below:

Last year at the Whitefield location when I attended that meeting I spoke in behalf of the forest and the people who are attracted to the beautiful trees that give us our scenic views. I asked that Eversource not cut so many trees along the now existing powerlines. They did not listen and instead proceeded to cut down many old growth trees along the highways and private properties, some trees being 200 years or more in age like the one in Stewartstown, an old maple tree that wasn't even that close to the lines and

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was on private land. It was not rotten and it was in the center of town near the town Hall.

There was no reason to cut this tree
and the property owner was not home
at the time. This was totally unnecessary
and this tree was the pride and
Beauty of the neighborhood. I stopped
and asked the tree cutting outfit in
the Blue truck, to please stop cutting
this tree because the owner was
not there and was not aware of
EverSource's sub-contracted company
was cutting her beautiful old growth
maple. This was a total loss for
the beauty of the town, EverSource
and its affiliates have proven time and
time again that they will not work
with the people. It is always their
way or no way. Ask how many
that power companies are trusted?
The trees cry out for justice and
God himself has heard our cries,
Stop ruining the environment or
the Almighty will punish (Woe) those
ruining the earth! Amen!