

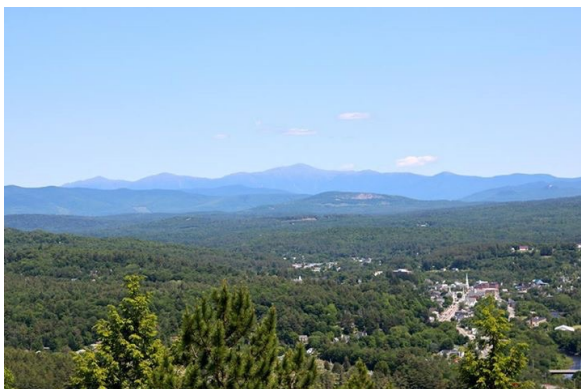
Hi, I'm Linda McDermott from Franconia, NH

“Tis A Wee Bit O Heaven”



These words engraved on a boulder at the home we purchased in Franconia confirm my belief, [that I formed] from the time we spent our honeymoon here 24 years ago, that this *is* indeed a *very special place*.

Now, Northern Pass wants to spoil this heavenly place, and many other places I love like Kilburn Crags in Littleton for the view of the Presidential Range, Rocks Estate in Bethlehem and Grand Mountain View Resort in Whitefield for their views, just to name a few. (And I fear there *will* be view impacts from some peaks of the White Mountains National Forest.) A long drive to Dixville this past fall ended in disappointment when I saw a windmill farm on the notch and what's next? The Northern Pass?





(From left to right, above photos: view of the Presidential Range from Kilburn Crag, a hiking area in Littleton that is popular for these amazing views from a short 1 mile hike. The Little Historic Society holds events up there. There's a picnic table inviting visitors to stay a while and soak in the views. Northern Pass above-ground towers would destroy this view as it makes its way through Whitefield and Bethlehem, in the distance. Next is a view from Grand Mountain View Resort. The existing ROW is barely noticeable on the upper left of the photo. The Northern Pass will be highly visible coming from behind the Resort, around the east side of it, and down across the front interrupting views of the northern peaks of the WMNF as it makes its way south to Bethlehem. Next is a fall foliage photo I took at the Rocks Estate. Again, the existing ROW is barely noticeable but Northern Pass will be extremely noticeable here. Then, Dixville Notch with its wind farm already ruining hiking and views and Northern Pass would make its way around this area as well.)

I'm *confounded* that Franconia is being considered as a Northern Pass route. The blasting, digging and widening roads in Franconia would be a painful disruption to the historic homes, businesses, schools, bucolic farms (with livestock!) that literally sit on the edges of Main Street and Easton Road. And being close enough to the route, the *well* at our home could be affected from blasting.



One of several livestock farms right on Easton Road

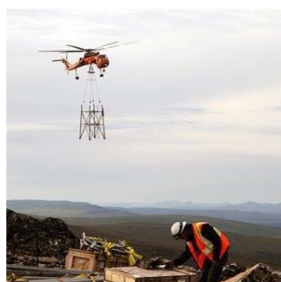
We come up here often to escape a busy life in Rhode Island. Two [or three?] construction seasons would create a miserable experience for us, and clearly for the full-time residents. Would the many outdoor recreational activities we (and thousands of others visitors!) can enjoy *right on the route* be placed on hold? Swimming, fishing, bike riding, horseback riding, tennis, hiking (Kinsman and Coppermine ...), kayaking, shopping at farm stands, attending events on the DOW . . .



From open windows, will we breath clean or dirty air? Will we wake to sounds of songbirds or of blasting, digging, heavy construction equipment, and helicopters! I read a helicopter pad could be built in the quiet town of Easton. *Really?*

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 a continuation of temporary staging areas, and crane pads at
 site and staging sites will be within the Corridor or in nearby areas outside t
 sible, the Northern Pass will locate these temporary work areas outside of
 shing these areas in proximity to construction sites will minimize the poten
 or nuisance effects to the public (e.g., as a result of the movement of equip
 supplies to and from the Corridor along public roads). Within the WMNF,
 may be located within the Corridor at individual transmission structure loc
 cess to transport cranes is available. Crane pads are used to stage, structure
 assembly and to provide a safe, level work base for the construction equip
 ion structures. These pads can vary in size depending on specific requirem
 ey could range between 5,000 and 14,000 square feet. Temporary storage
 il, equipment, and supplies and are typically between 2 to 5 acres dependin
 Staging areas are used to temporarily stockpile materials for construction c
 e typically less than 2 acres.
 anty or type of temporary work areas required within the WMNF will utili
 tion methods used. Because Northern Pass has not identified the specific le
 work areas, it has not identified those locations on the accompanying map
 e this information as more detailed information becomes available through

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 2. Relocated Helicopter pad
 A gravel helicopter landing pad is currently located within the exi
 Appalachian Mountain Club, the Forest Service, and PSNH to access this
 helicopter for trail maintenance, utility maintenance, vegetation managem
 public safety. Since Northern Pass would occupy the area of the Corrido
 is located, this SUP Application Amendment proposes to relocate the heli
 locations. See Exhibit 8. After relocation, Northern Pass would use the l
 with the Appalachian Mountain Club, the Forest Service, and PSNH.
 The two possible locations for the new helipad were chosen to be
 existing helipad. Both are located in the town of Easton approximately 0.
 PSNH corridor to the West from the AT crossing in a currently forested a
 reconnaissance, there are two suitable helipad sites in this area: Site A is l
 the existing helipad, and Site B is located approximately 400 feet northwe
 ROW. See Exhibit 8. Site A is located in close proximity to forested we
 a small amount of wetland fill associated with the gravel helipad, as well
 wetland vegetation clearing to provide a safe take-off/landing environmen
 upland areas and would not likely require any primary or secondary wetla
 considerably rougher with boulders and bedrock outcrops, making constr
 difficult.
 In addition to an identified relocated helicopter pad, public safety
 development of temporary emergency helicopter landing sites near the Co



A collage I made using snap shots of the Northern Pass website pages referring to uncertain areas for the locations of a helicopter pad (and staging areas!) with stock internet photos

With creativity, Littleton and Bethlehem are enjoying a revival through art, culture, heritage, music, farmers markets, and craft beer(!) *and WITHOUT the Northern Pass*. Other towns can do the same, especially if they're lucky enough to use our greatest resource - the forest - to attract visitors. Do we want to risk having an unsightly, unwanted transmission line in North Country?



If the North Country character is changed for the worse I won't want to retire here. Would others? That's a big chunk of money [from the retired community] the area can't afford to lose.

Please don't let Northern Pass decimate New Hampshire to leave us with unfulfilled "*mitigation*" promises. The Northern Pass name sounds like a harmless trail. But it would be 192 miles of misery. It's time to close this trail. Winter is coming. And I hope it's the longest winter ever!

NOTE: Above photos refer to my testimony and are all areas that would have views impacted or are on the route and would be negatively impacted by Northern Pass. For more photos of Franconia along the proposed route that I have taken, please see: <https://myhaymac.com/2016/03/17/franconia-and-the-northern-pass/>

