

Comments of Eversource's [Visual Impact Maps](#)

The legend descriptions for the maps are misleading. By conflating the area where structures are now visible with the area where larger structures would be visible, Eversource implies that the increased in visibility is not worth quantifying, and that it's acceptable to further damage places that have already been damaged.

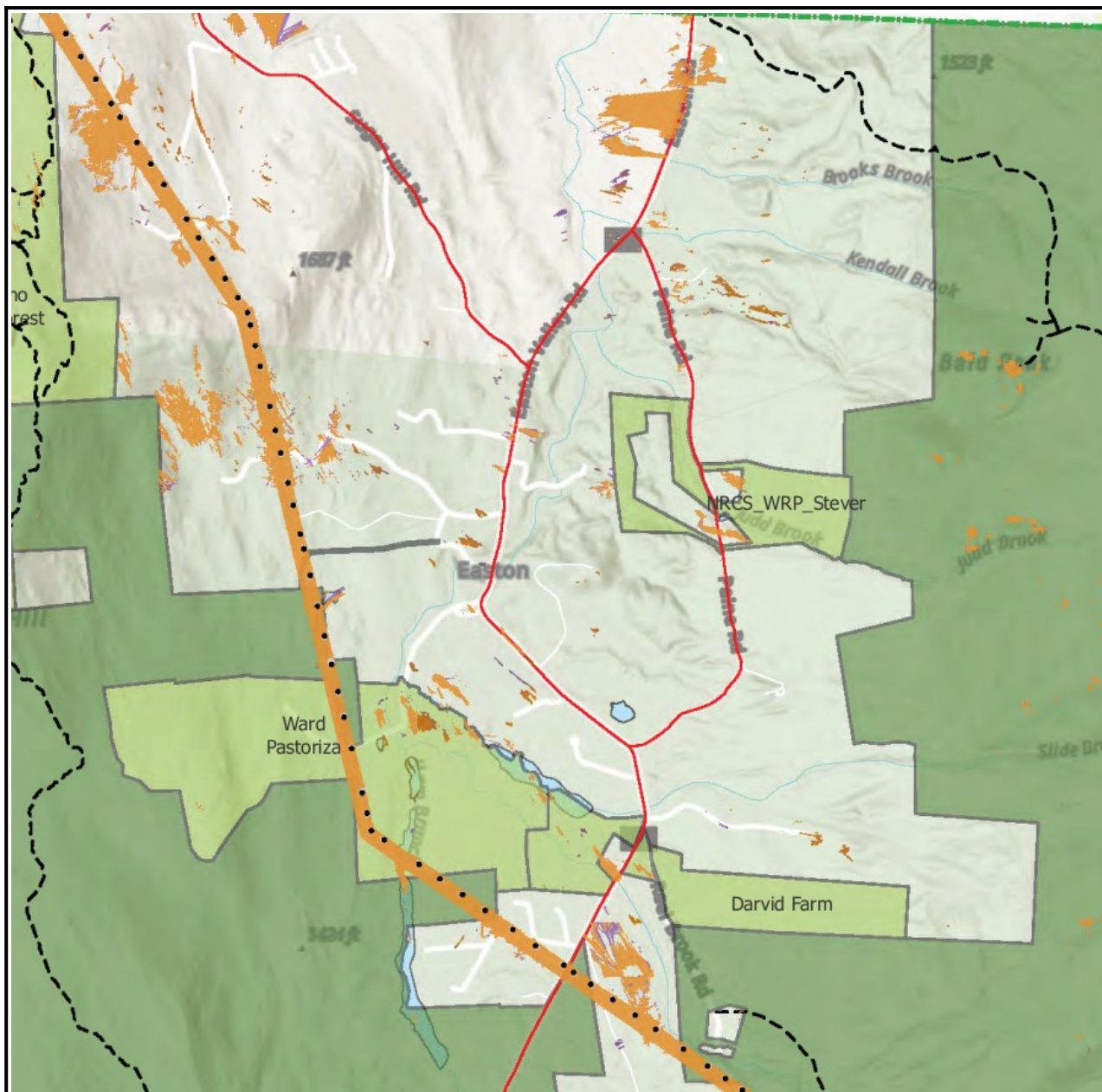
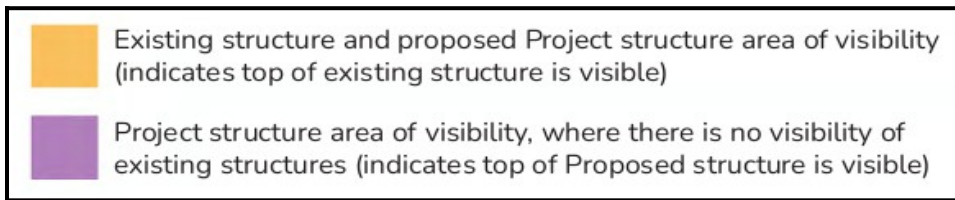
The visual assessment by the DOE for the initial Northern Pass 192 mile all overhead route was 758 pages. The X-178 was a quarter of this route. Northern Pass proposed two taller and in the case of the HVDC, considerably wider structures, but Eversource will expand the infrastructure on the X-178 easement to the greatest extent possible as it's ten year waiver from DES indicates. A series of "minor" increases in height and width would add up to major impacts. As the DOE concluded:

"The visible change from any of the Project alternatives would represent irretrievable effects to scenic resources. However, this commitment of the scenic resource is not irreversible because facilities could be removed and, in time, areas could be reclaimed and revegetated, restoring their natural appearance."



DOE simulation of Northern Pass proposed HVDC and new HVAC structures, Route 116 looking east.

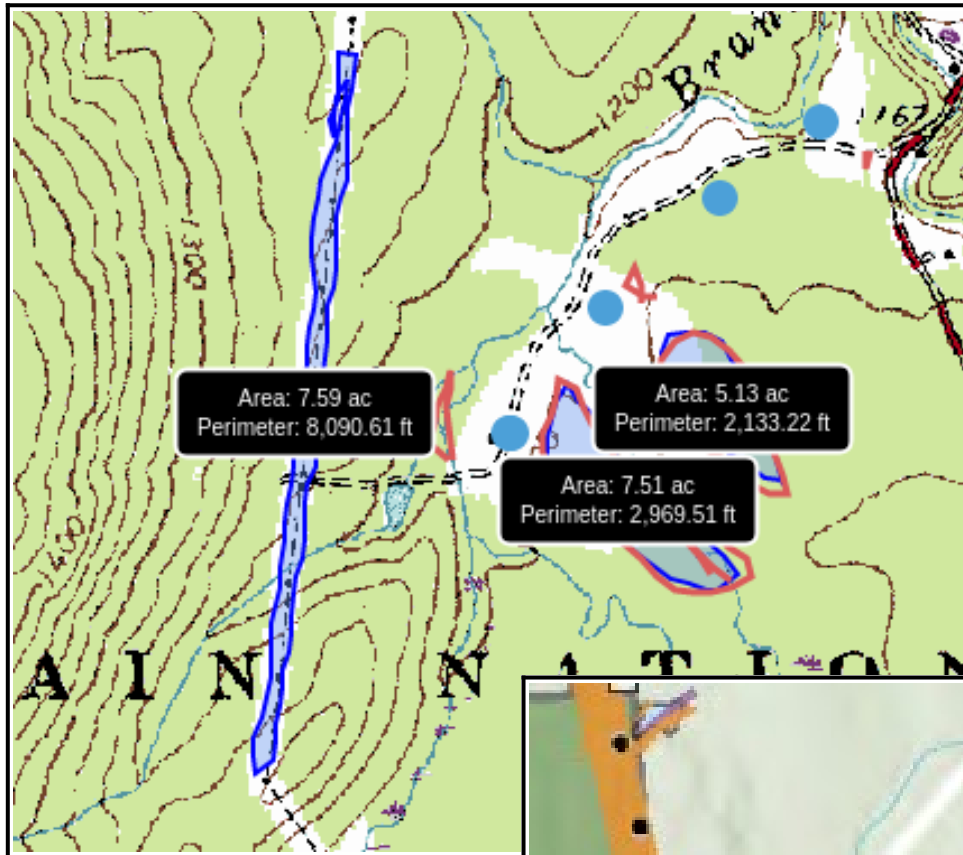
Eversource's maps do not show houses, the places where people live and are most likely to experience this visual degradation. It is not clear if the maps show the visibility of the cleared easement, which is high when there is snow cover. It is not stated if the maps are leaf-on or leaf-off.



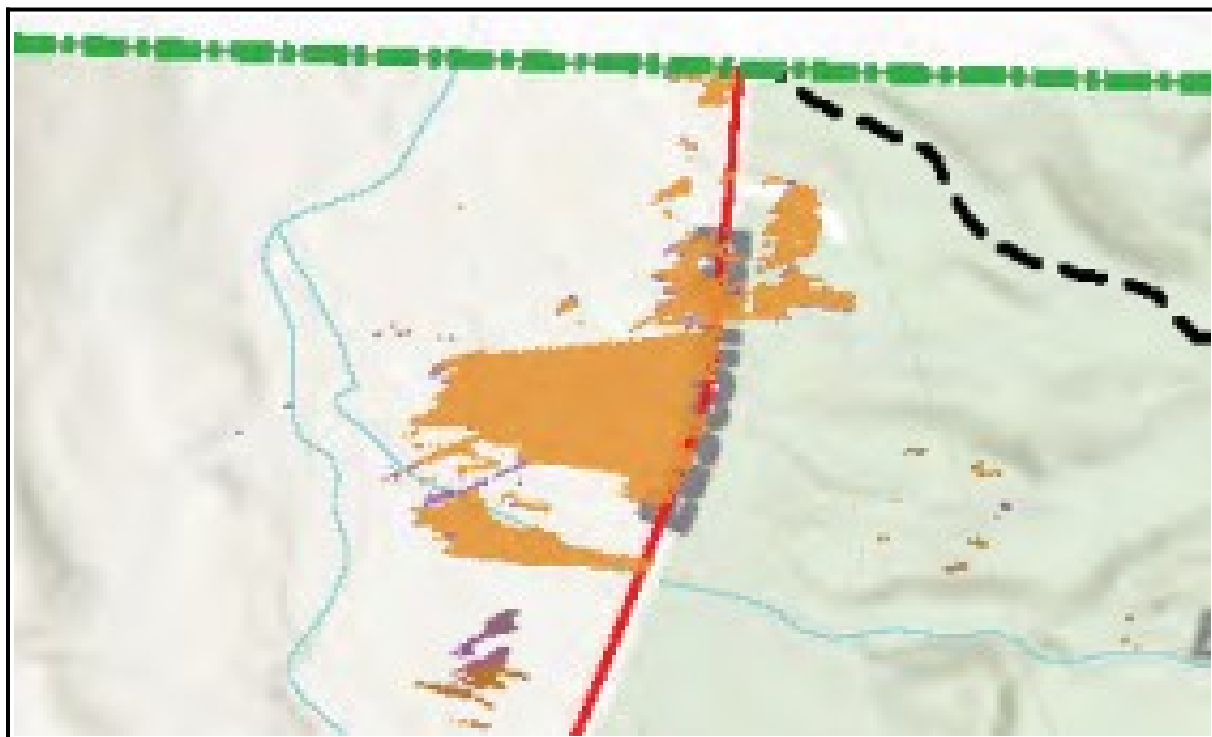
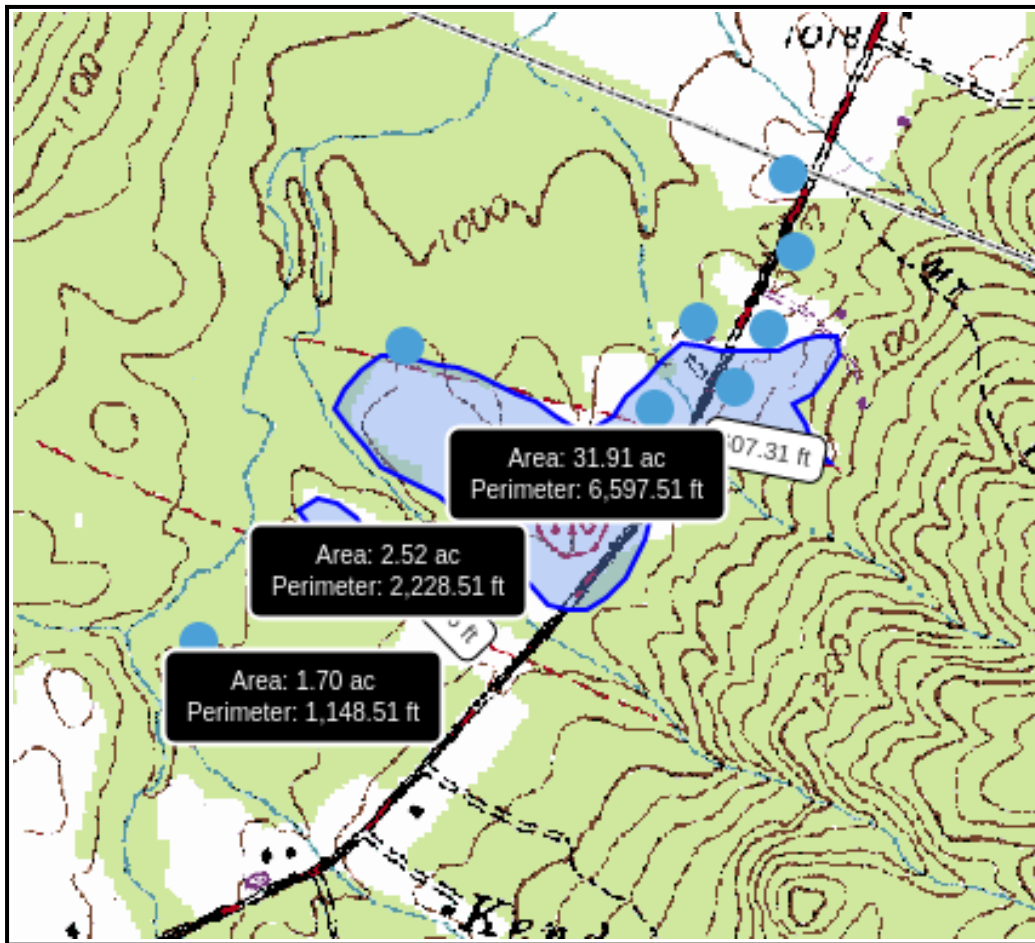
What is the purple rectangle at the northern junction of Paine Rd. and Easton Valley Road?
What is the purple line running west from Loop Road to the X-178 easement?

Below: 20 acres or proposed viewshed degradation, Gibson Rd. area. Blue dots show houses. The area west of the southernmost house is .45 acres. The 20 acres does not include the 1.5 m. view from the height-of-land east to the Reel Brook drainage which is approximately nine

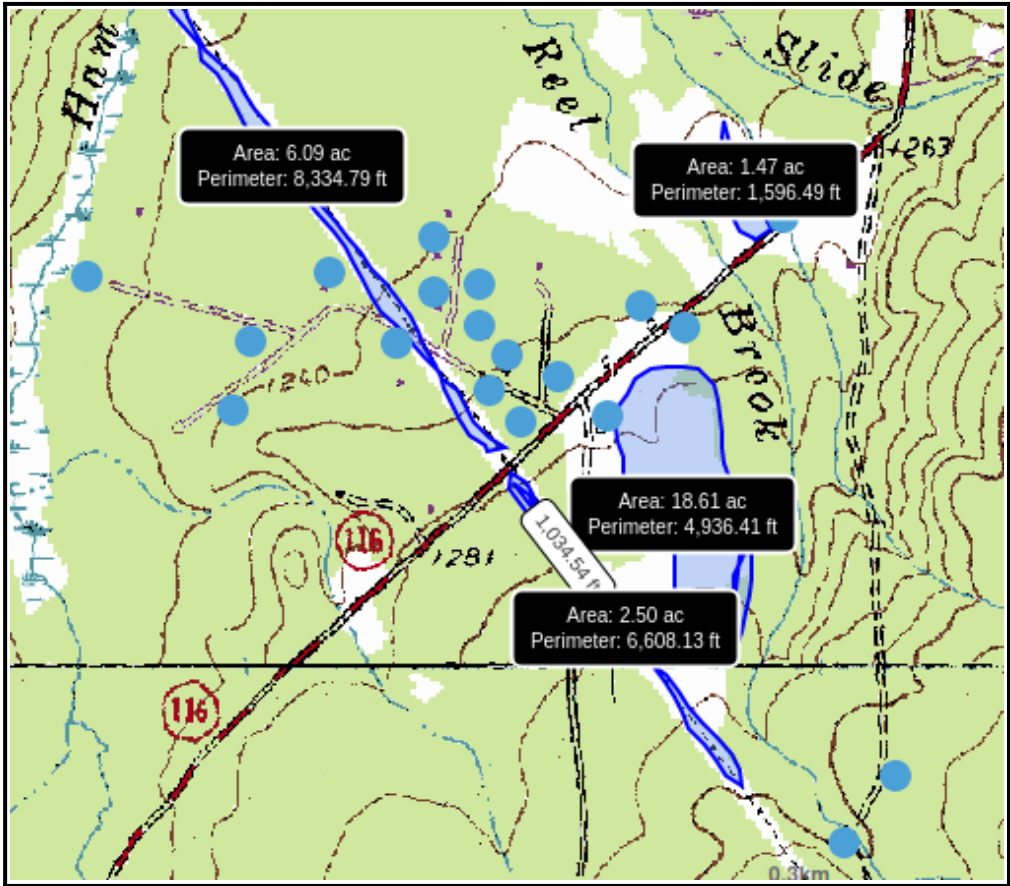
acres, or the rest of the 1.75 mile view to the north, which would add 2 acres.



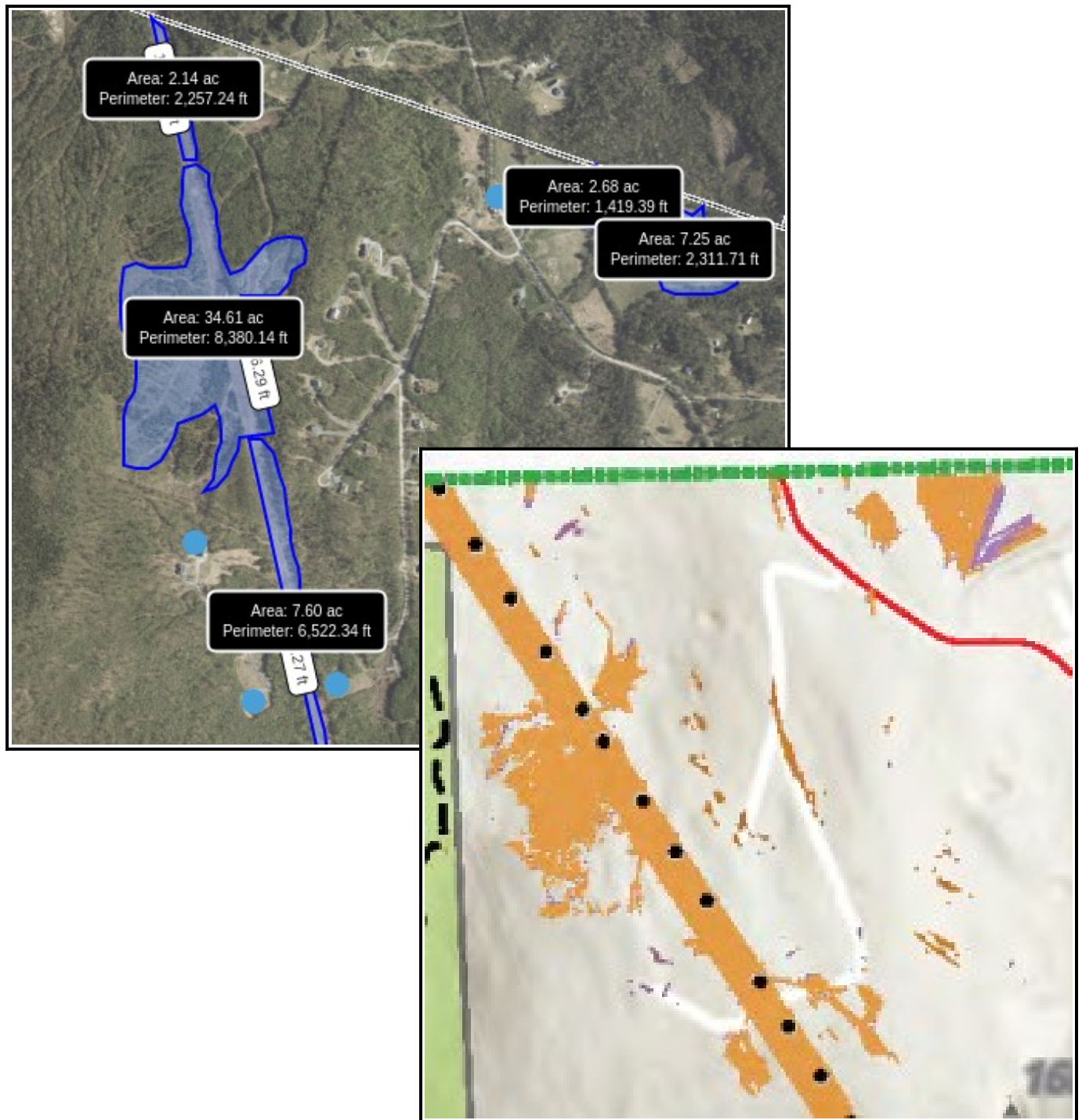
Below: 36 acres of proposed visual degradation, Route 116 south of the Franconia border: .5 acres viewshed degradation unmarked around the first house south of the Franconia line.



Below: 28 acres of proposed viewshed degradation; Whitcomb Farm area.



Below: 60 acres of proposed viewshed degradation; Cole Hill and Cooley Farm area. The two southernmost houses would have 1.9 and 4.45 acres of viewshed degradation around them.



[illegible]

Existing structure and proposed Project structure area of visibility (indicates top of existing structure is visible)

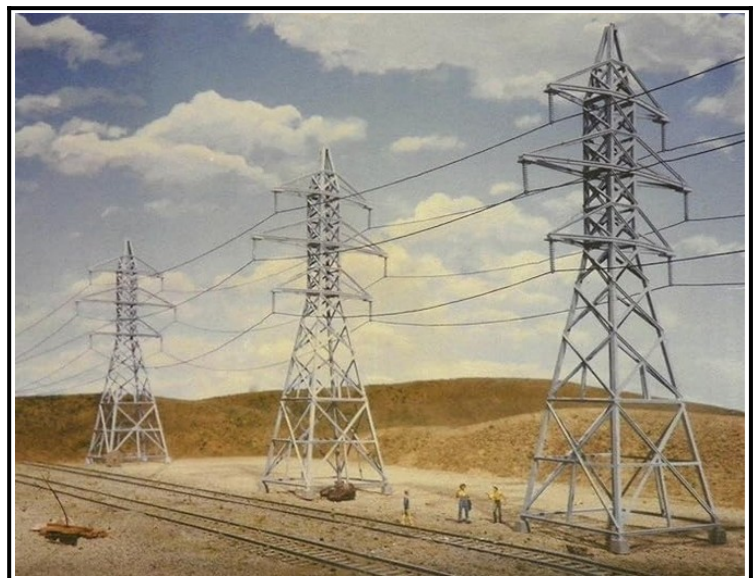
Project structure area of visibility, where there is no visibility of existing structures (indicates top of Proposed structure is visible)

Below, Northern Pass “Zone of Visual Influence” map section for Gibson Road area, part of Whitcomb Farm, Gingerbread Village and north to the height of land. I believe the brown zone indicates 40 or more structures visible. It appears to be a leaf-off map.



And as in Northern Pass, Eversource appears to have asked its consultant to produce simulations of the proposed new structures that look so unreal that one’s brain simply passes over them.

Model train hobbyists do more realistic work.





Above: existing structures

Left: simulations of proposed structures.

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