



MAYFLOWER WIND

## Appendix T.1. Onshore Visual Impact Assessment – Brayton Point

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# Acronyms and Abbreviations

## Abbreviation or Acronym    Definition

APVI	Area of Potential Visual Impact
AVEHP	Analysis of Visual Effects to Historic Properties
BOEM	Bureau of Ocean Energy Management
COP	Construction and Operations Plan
EJ	environmental justice
ft	foot
ha	hectare
HDD	horizontal directional drilling
HVDC	high-voltage direct-current
km	kilometer
KOP	Key Observation Point
kV	kilovolt
LCA	landscape character area
Lease Area	BOEM Renewable Energy Lease Area OCS-A 0521
m	meter
Mayflower Wind	Mayflower Wind Energy LLC
mi	mile
NHL	National Historic Landmark
NHPA	National Historic Preservation Act
OCS	outer continental shelf
OSP	offshore substation platform
POI	point of interconnection
Project	Mayflower Wind Offshore Wind Project
Project site	onshore converter station
Tetra Tech	Tetra Tech, Inc.
VIA	Visual Impact Assessment
WTG	wind turbine generator

# 1.0 Introduction

In 2021, Tetra Tech, Inc. (Tetra Tech) was retained by Mayflower Wind Energy LLC (Mayflower Wind) to prepare a Visual Impact Assessment (VIA) Addendum for the proposed onshore facilities at Brayton Point in Somerset, Massachusetts associated with the Mayflower Wind Project (Project). The Project is a wind-powered electric generating facility to be located in federal waters in the outer continental shelf (OCS), in Bureau of Ocean Energy Management (BOEM) Renewable Energy Lease Area OCS-A 0521 (Lease Area). The proposed Project is composed of up to 149 positions in the Lease Area to be occupied by wind turbine generators (WTGs) and offshore substation platforms (OSPs), inter-array cables connecting the WTGs and OSPs, and submarine export cables connecting the OSPs to onshore facilities.

In February 2021, Mayflower Wind submitted a Construction and Operations Plan (COP) to BOEM. Appendix T of the COP included a VIA addressing impacts to visual resources for the offshore components of the Project and onshore components in Falmouth, Massachusetts, where one point of interconnection (POI) for the Project will be located. This Addendum to the VIA (Appendix T of the COP) addresses the onshore Project facility to be located at the Brayton Point POI in Somerset, Massachusetts. The onshore facility at Brayton Point, a high-voltage direct current (HVDC) converter station (converter station), is the subject of this assessment. Specific onshore Project details are described in Section 1.1 and Table 1-1.

The purpose of this VIA Addendum is to:

- Establish and define the visual character of the Area of Potential Visual Impact (APVI) surrounding the converter station at Brayton Point,
- Identify visually sensitive resources within the APVI and evaluate potential views of the onshore Project components at Brayton Point (referred to as the Brayton Point Onshore Project Area) from those resources, and
- Assess potential impacts to visually sensitive resources, and viewers experiencing those resources, and describe recommendations for mitigation, if required.

## 1.1 Project Overview

The Project includes a Lease Area located in federal waters south of Martha's Vineyard and Nantucket (Figure 1-1). WTGs constructed within the Lease Area will deliver power via inter-array cables to the OSPs. Submarine offshore export cables will be installed within offshore export cable corridors to carry the electricity from the OSPs within the Lease Area to the onshore transmission systems via two different export cable corridors. One export cable corridor will make landfall in Falmouth, Massachusetts and the other will make landfall at Brayton Point, in Somerset, Massachusetts. The offshore export cables will make landfall via horizontal directional drilling (HDD). The proposed Falmouth export cable corridor will extend from the Lease Area through Muskeget Channel into Nantucket Sound to three potential landing location(s) in Falmouth including Worcester Avenue (preferred), Central Park, or Shore Street. The proposed Brayton Point export cable corridor will run north and west from the Lease Area through Rhode Island Sound to the Sakonnet River. It will then run north up the Sakonnet River, cross land at Aquidneck Island to Mount Hope Bay, and then north into Massachusetts state waters to Brayton Point. Landfall will be made via HDD at one of two potential landing locations in Somerset, Massachusetts, on the western side of Brayton Point from the Lee River (preferred) or the eastern side via the Taunton River (alternate).

At Brayton Point, the onshore underground export cables will traverse the site from the landing to the location of a new converter station. Underground transmission cables will be constructed from the converter station to the Brayton Point POI, the adjacent existing National Grid substation.

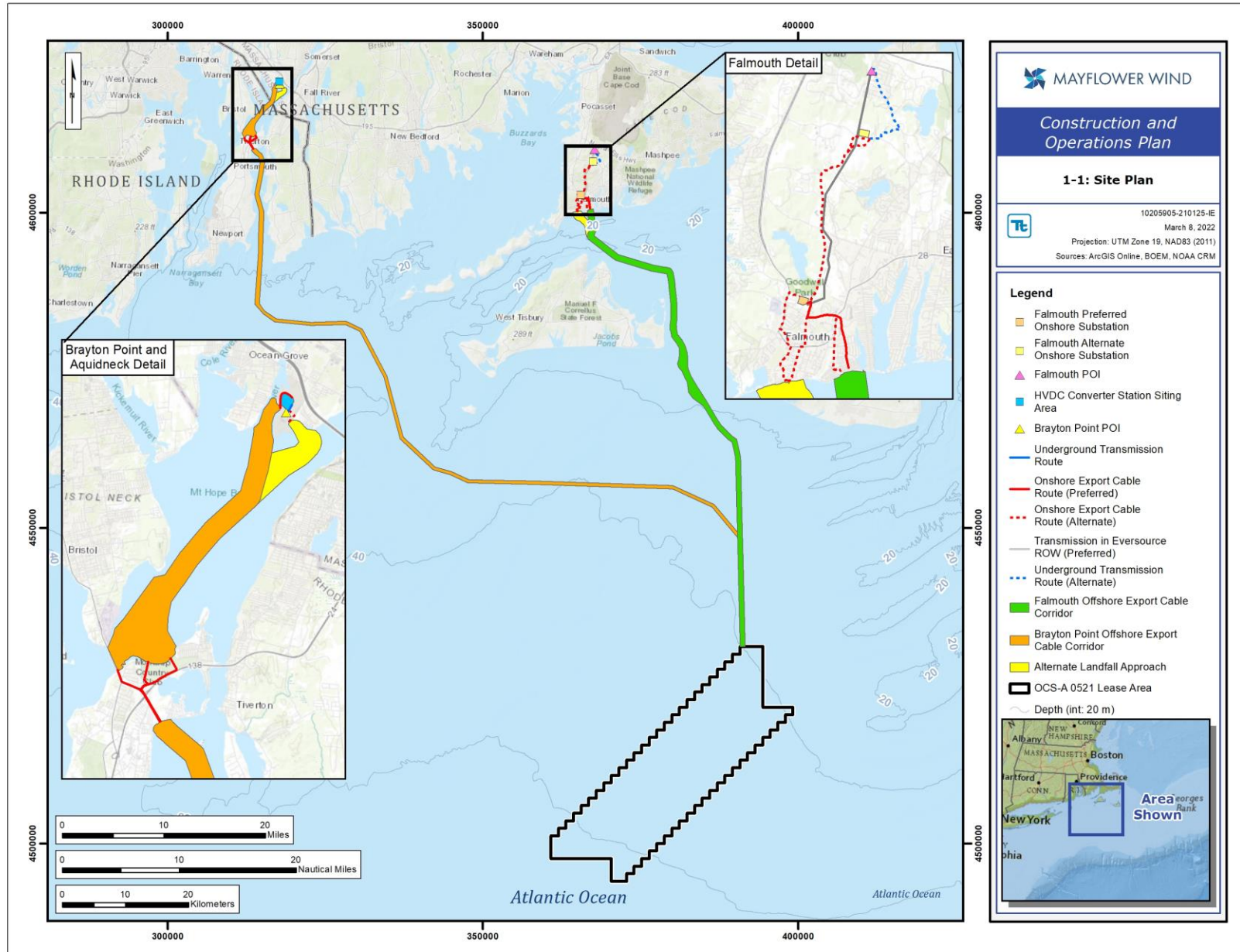


Figure 1-1. Overview of the Mayflower Wind Project Area

## 1.2 Onshore Facility Details

The Brayton Point Onshore Project Area is briefly described below in Table 1-1. Additional details may be found in the COP Section 3 – Description of Proposed Activities.

**Table 1-1. Key Project Details**

Project Attribute	Description
Landfall Location(s)	Brayton Point, Somerset, MA Two locations under consideration: the western (preferred) and eastern (alternate) shorelines of Brayton Point Installation methodology: HDD Aquidneck Island, Portsmouth, RI Several locations under consideration for the intermediate landfall across the island Installation methodology: HDD
Onshore Export Cables	Brayton Point, Somerset, MA HVDC; Nominal underground onshore export cable voltage: $\pm 320$ kilovolts (kV) Up to 4 export power cables and up to 2 communication cables Length: Up to 0.6 miles (mi, 1.0 kilometer [km]) per cable on Brayton Point
HVDC Converter Station	Brayton Point, Somerset, MA Location: On the Brayton Point property area under consideration Area: Up to 7.5 acres (3.0 hectares)
Transmission from HVDC Converter Station to POI	Brayton Point, Somerset, MA New 345-kV underground transmission route to National Grid substation HVAC; nominal underground transmission cable voltage: up to 345 kV Up 0.5 mi (0.8 km) on Brayton Point property
Point of Interconnection	Brayton Point, Somerset, MA Existing National Grid substation

## 1.3 Onshore Facility Location and Description

The converter station is located in Somerset, Massachusetts in Bristol County, on Brayton Point. It is the former site of the Brayton Point Power Generation Station, which included two 500-foot (152-meter[m])-tall concrete cooling towers. That facility was decommissioned in 2017 (Finucane, 2017) and demolished in 2019. Much of the Brayton Point peninsula has been used for industrial activities since the mid twentieth century. Currently, the site is bordered to the west by the Lee River; to the north by undeveloped industrial lands, a large emergent wetland connected to the Lee River, and a commercial radio facility; to the east by another industrial site and a large earthen berm and residential development; and to the south by Mount Hope Bay (see Figure 1-2).



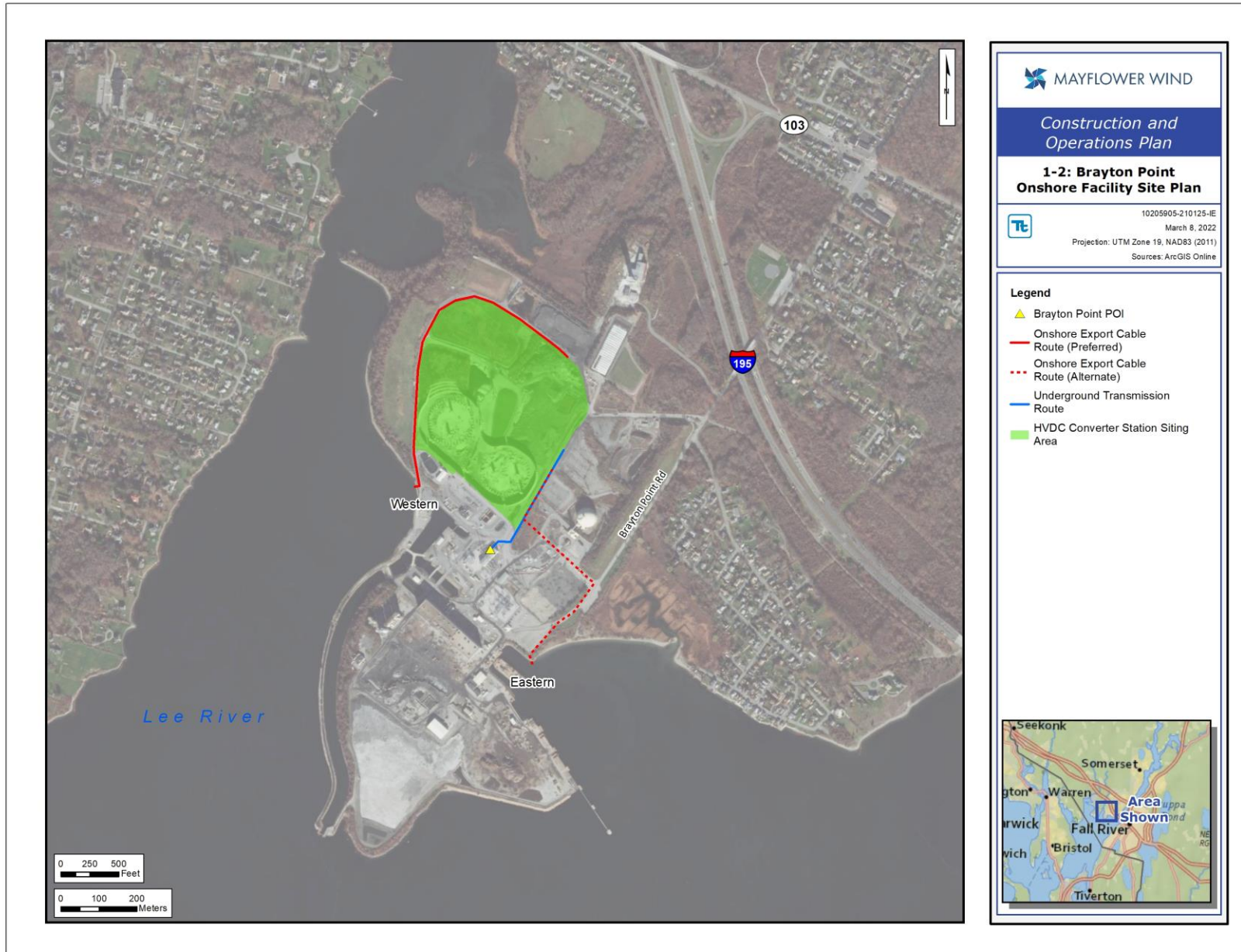


Figure 1-2. Brayton Point Onshore Facility Site Plan

## 2.0 Regulatory Setting

Assessments of visual resources are required to support BOEM's National Environmental Policy Act review process for an offshore wind energy project. BOEM's Information Guidelines for a Renewable Energy Construction and Operations Plan (2020) indicate that the visual resource assessment should apply appropriate viewshed mapping, photographic simulations, and field inventory techniques to determine, with reasonable accuracy, the visibility of the proposed Project to sensitive and scenic viewpoints. BOEM's latest methodology for the assessment of coastal character impacts, the Assessment of Seascape, Landscape, and Visual Impacts for the Outer Continental Shelf of the United States (Sullivan, 2021), was also applied insofar as the Project could affect landscape areas surrounding it.

Activities proposed under the COP and all potential future phases of development have the potential to affect historic properties—those properties included in or eligible for inclusion in National Register of Historic Places—under Section 106 of the National Historic Preservation Act (NHPA; 54 United States Code § 306108) and the implementing regulations at 36 Code of Federal Regulations Part 800. Additionally, the Project has the potential to affect properties designated as National Historic Landmarks (NHLs), which requires compliance with Section 110(f) of the NHPA.

An Analysis of Visual Effects to Historic Properties (AVEHP) for the COP (Appendix S) provides a delineation of an Area of Potential Effects for visual effects and analysis and recommendations of visual effects to historic properties to assist BOEM with meeting its compliance requirements under Sections 106 and 110 of the NHPA. An addendum to the AVEHP addresses visual effects to historic properties specific to the onshore Project facility at Brayton Point (Appendix S.1).

### 2.1 Local Land Use Plans and Guidance

Development of the onshore facilities will be guided by applicable land use plans from local jurisdictions within which the converter station will be located. Land use plans reviewed for relevant guidelines and policies include the Somerset Master Plan and the Somerset Conservation, Recreation, and Open Space Plan.

#### 2.1.1 Somerset Master Plan

The Somerset Master Plan (Town of Somerset, 2007) is a policy guide and a framework for future land use and development that includes guidance applicable to scenic resources and unique environments. The Somerset Master Plan provides comprehensive goals and policies that are intended to enhance future development while managing the town's natural and cultural resources:

- Continue to provide high quality services, facilities and infrastructure while balancing this with efficient resource management.
- Protect the town's natural resources and provide access to them.

#### 2.1.2 Somerset Conservation, Recreation, and Open Space Plan

The Town of Somerset Conservation, Recreation, and Open Space Plan (Town of Somerset, 2017) was developed to provide guidance by which various town boards and departments and the appropriate local, state, and federal organizations and agencies might work together with the citizens of Somerset to meet the current and future conservation, recreation, and open space needs of the town.

Somerset has identified scenic assets, which largely correspond with its tidal coastline along the Taunton River and its points of access to views of Mount Hope Bay. The following community goals and objectives are included:

Goal: *Protect the quality and quantity of Somerset's natural and water resources*

Objective: *Support natural resource conservation and protection in important water resource, wetland, coastal land, and watershed areas, including the proposed Taunton River Wild & Scenic River Study Corridor.*

Goal: *Prevent the loss of rural, cultural and historical qualities of the town*

Objective: *Support the preservation of open space through various traditional, innovative and creative means.*

### 2.1.3 City of Fall River Master Plan

This Master Plan summarizes the vision and goals for the future of Fall River and presents an implementation plan describing actionable steps (City of Fall River, 2009). The following goals apply to this assessment:

Goal: *Develop and enhance Fall River as a tourist destination with an emphasis on the arts, culture, and history.*

Goal: *Continue to improve the physical appearance of Fall River, particularly visitors' first impressions including its entrances, historic downtown and Government Center area.*

Goal: *Protect and restore the natural resources, riverways, and greenways in urban Fall River and enhance the ecological, scenic, and passive recreation opportunities they provide.*

Goal: *Recognize the importance of vistas, especially to the water, in development planning and site design.*

## 2.2 Area of Potential Visual Impact

To define the area of potential visual impact associated with the components of the Brayton Point Onshore Project Area, the APVI was set as the area within three miles (mi) (4.8 kilometer [km]) of the converter station (see Figure 2-1). The 3-mile (4.8-km) APVI is a conservative study area for converter station facilities, based on human visual acuity thresholds, and encompasses the area in which the Brayton Point Onshore Project Area could potentially affect visual resources. This APVI covers 26.2 square miles (67.9 square kilometers) within Bristol County Massachusetts and 5.2 square miles (13.5 square kilometers) of Warren, Rhode Island. Within the APVI, the landscape was characterized; visually sensitive resources of national, regional, state, and local significance identified; and potential Brayton Point Onshore Project Area components visibility assessed. It should be noted that the APVI represents an inventory area established for the purpose of identifying all potentially affected visual resources. Analyses of potential visual effect will focus on resources within the APVI indicated as potentially visible based on the viewshed analysis discussed in Section 3.1.

### 2.2.1 Existing Landscape Character

In order to assess potential impacts to visually sensitive resources and visual receptors (i.e., viewers) that may be affected by visual change, it is important to first understand and characterize the existing landscape setting in which the Brayton Point Onshore Project Area is proposed.

The overall landscape within the APVI can be categorized as low-elevation (200 feet [60 m] and lower), fairly level terrain characterized by its irregular coastline of bays, islands, and peninsulas. Much of the APVI is residential of varying types, from rural areas to dense historic urban centers. According to the United States Geological Survey, the APVI is part of the Narragansett/Bristol Lowland, which occupies the largest estuary system in New England, and also maintains some of the most diverse forest types in New England (Griffith et al., 2009).

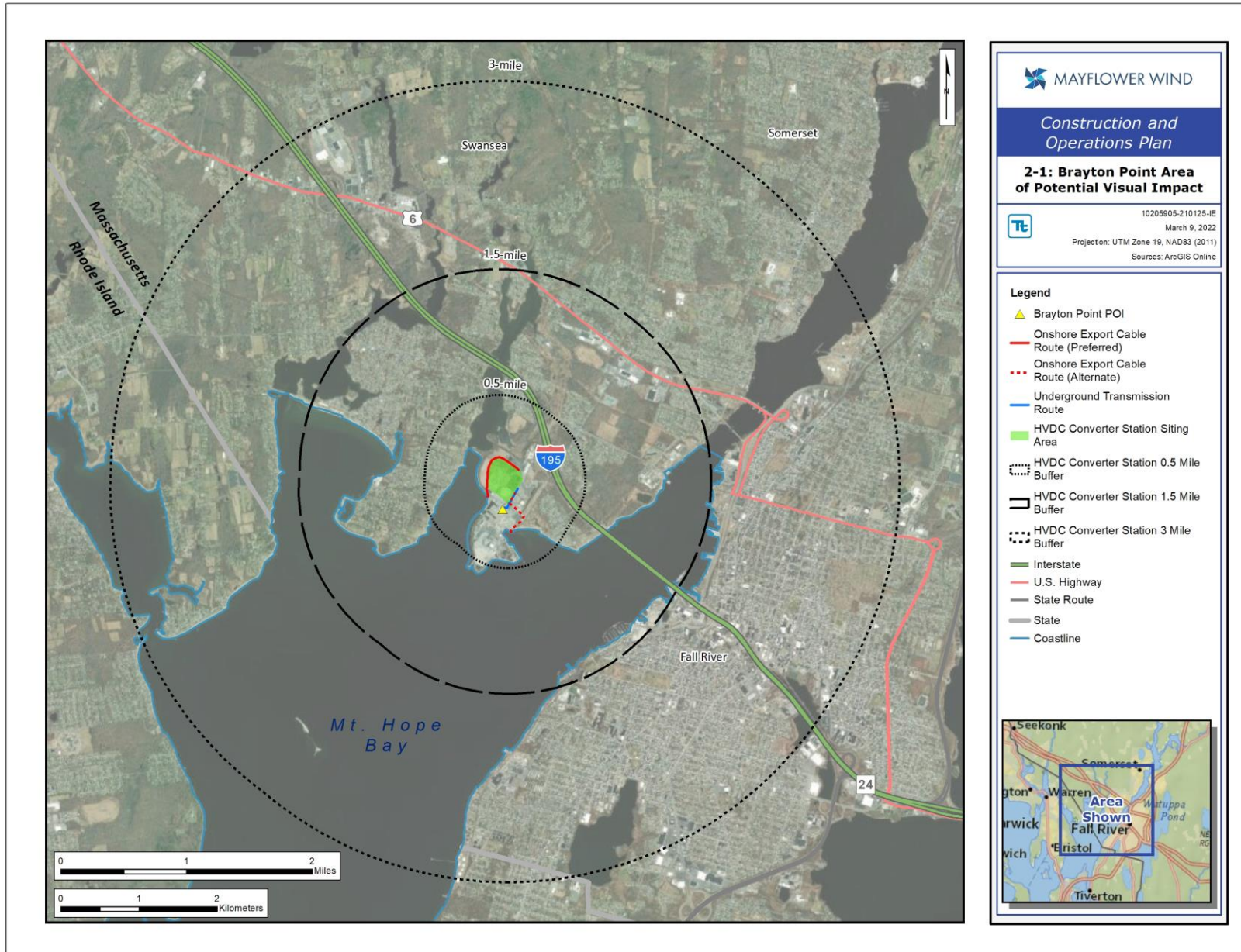


Figure 2-1. Brayton Point Onshore Facility Visual Study Area

### 2.2.1.1 Landscape Character Areas

Landscape character areas (LCAs) within the APVI were defined based on the similarity of various features, including land cover type, vegetation, water, and/or land use patterns, in accordance with established visual resource assessment methodologies. This data and Figure 2-2 were derived from MassGIS (2016) and RIGIS (2011). Table 2-1 shows the LCAs by percentage of land use or land cover as they occur within the APVI.

#### Low and Medium Density Residential

This LCA occurs in large swaths on the peninsula west of Brayton Point known as Gardners Neck, across the Lee River from the Onshore Project, and to the east across Mount Hope Bay in the City of Fall River, Massachusetts. Single family residential development is also present in smaller pockets directly east of the Onshore Project site, south of I-195 off Oneil Road, and north of I-195 off Brayton Point Road. Within Gardners Neck, the development pattern is low density, having large format lots with one- or two-story colonial style homes set among large trees and lawn. Residential fencing is not commonly present in the neighborhood on Garners Neck. In Fall River, across the Taunton River from the Onshore Project site, residential development nearest the Onshore Project site is of medium density: often three stories and tightly spaced on small lots, the homes appear to serve multiple families. In both settings, low density and medium density residential neighborhoods, views are most often very limited to the immediate foreground by buildings or mature vegetation.

#### High Density Residential

The high density residential LCA is concentrated in central Fall River north and south of I-195, where three- and four-story houses, most of which appear to be used for multiple families, are tightly organized along the gridded streets. Some buildings include a small outdoor space or patio, but many do not, with the building footprint filling the property. Based on the visual resource inventory conducted for this assessment, many of the homes and buildings in this LCA are designated historic by Massachusetts Historic Commission. However, views out from this LCA are limited to the immediate foreground of the viewer by the dense building patterns.

#### Forest

Forest and woodlands are present in undeveloped, non-water areas throughout the APVI and are most prevalent in the northern and western portions of the APVI. Forests within the APVI were found to be mostly privately owned. The predominant forest type is deciduous mixed species, occurring in fragmented patches and larger swathes north and west of I-195. While some roads and highways pass through the forest patches, in general this LCA is not accessible to the public, and views outward from it are very limited by mature trees.

#### Inland Open Water

Mount Hope Bay is the eastern-most arm of the Narragansett Bay complex and joins the mouths of the Taunton, Lee, and Cole Rivers. Comprising 31 percent of the total APVI, open water dominates the southern portion of the landscape. Where they are present, views of the water dominate the foreground and afford broad views across the open water toward the landscape beyond. In addition to dozens of private docks to the water attached to residential properties, many publicly accessible marinas and docks provide access to water-based recreation like fishing and boating. In addition, a shipping channel and ferry route operates in Mount Hope Bay between Fall River Line State Pier south to Newport, Rhode Island.

#### Industrial

The industrial LCA is concentrated on the banks of the Taunton River, and includes Brayton Point, the former site of Brayton Point Power Generation Station, now demolished. Industrial development dominates the riverfront along the western edge of Fall River and the eastern edge of Somerset, Massachusetts. Industrial enterprises include water-based and other manufacturing, fabrication, water treatment, and energy infrastructure sites. These sites are predominantly large, paved parcels (five acres or larger) with clustered structures, whether large buildings or other industrial infrastructure.

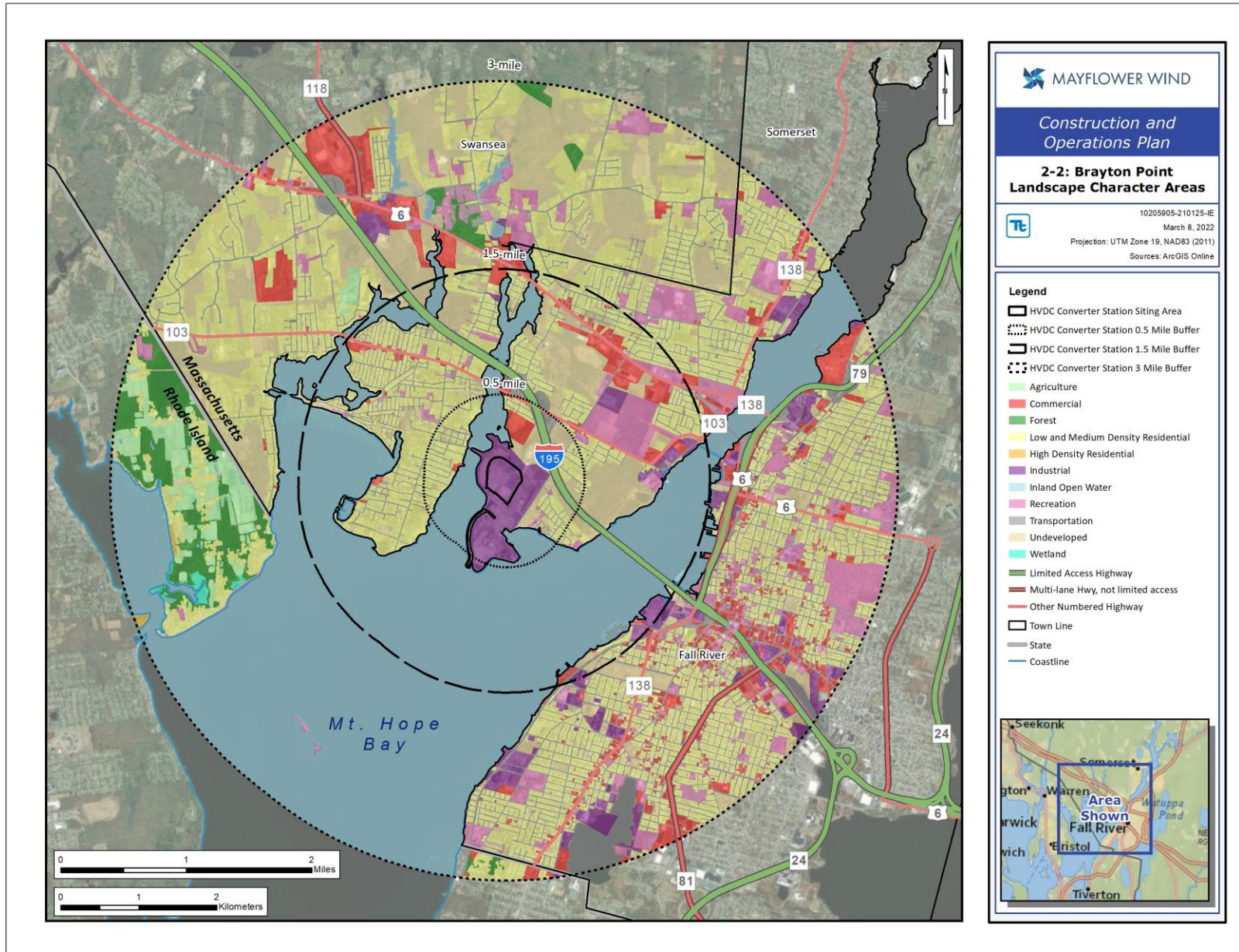


Figure 2-2. Landscape Character Areas

### Agriculture

Agricultural lands are scattered across the APVI but are most concentrated on the Mattapoissett peninsula in Rhode Island, located 1.5 to 2 miles (2.4 to 3.2 km) west of the Brayton Point Onshore Project Area. Based on the 2011 RIGIS and 2016 MassGIS data, these areas are classified as general agriculture, pasture, or orchards. The landscapes are generally flat or have very gentle topography, and open fields are commonly surrounded with rows of mature trees or hedgerows. Large-format rural residential developments are interspersed among the open fields. While the open fields afford some long views, the low-lying landscape and prevalence of mature vegetation screen most views to the foreground (within 1.5 miles [2.4 km]).

### Recreation

Land-based recreation areas are scattered throughout the APVI and include city parks, cemeteries, and conservation areas. Public park facilities vary in size and program, but many include areas of open lawn, large landscape trees, walking paths, playgrounds and sports fields. Likewise, cemeteries within the APVI are also bordered by screening vegetation, limiting views to the immediate foreground. Water-oriented recreation includes marinas, docks, and public waterfront development and beaches.

### Wetlands

This LCA is comprised of different ecological types of wetland areas as identified by 2016 MassGIS and 2011 RIGIS data classifications including palustrine emergent wetlands and aquatic beds, estuarine emergent wetlands, scrub shrub, and others. Most of these areas are small, isolated, low-lying drainage ways located adjacent to the Cole, Lee, or Taunton Rivers or in upland areas. Wetland areas are typically covered by fine textured grasses, fingers of shallow water, and scattered shrubs. Wetland areas within the APVI are not readily accessible to viewers and are often bordered by tall trees that limit both access and views.

### Transportation

Major transportation corridors within the APVI include Interstate 195 (I-195), which runs northwest from Providence, Rhode Island to Fall River and cities to the east. For the portion of I-195 within the APVI, the interstate is a divided six-lane freeway, and it passes within 0.6 mile (1 km) of the Project site at Brayton Point. However, views from I-195 closest to the Project are predominantly limited by dense deciduous woodlands. Further north from the Project site, Grand Army of the Republic Highway (US Route 6) is also oriented northwest-southeast through the APVI. Varying in width and treatment, US Route 6 passes through urban centers and commercial areas. Lastly, Wilbur Avenue (Route 103) also passes through the APVI from west to east, generally from Warren, Rhode Island to the Taunton River. Route 103 is a two-lane highway, and crosses the Lee River at the Anthony Bridge, which is the nearest publicly accessible, relatively elevated location from which to potentially view the converter station. Key Observation Point (KOP) 4, in Attachment 1, illustrates the potential view from the Anthony Bridge.

### Commercial

Commercial areas within the APVI are concentrated along Grand Army of the Republic Highway (US Route 6) and Swansea Mall Drive (Massachusetts State Route 118), each located more than 1 mile (1.6 km) north of the Brayton Point Onshore Project Area. These commercial areas are typical in appearance for the land use: large-format parcels fronting the highway with large, flat areas for parking with big-box stores beyond. A denser, more urban commercial center is located in central Fall River along Main Street, 2 miles (3.2 km) southeast of the Brayton Point Onshore Project Area. This commercial area is characterized by two- and three-story buildings densely oriented along the two-lane street. In both types of commercial areas, views are limited to the immediate foreground by buildings and sometimes landscaping trees.

## 2.2.2 Environmental Justice Areas

Following BOEM's *Information Guidelines for a Renewable Energy COP (2020)* and the requirements of 30 Code of Federal Regulations § 585.627 (a)(7), applicants must consider potential effects to certain social and economic resources, particularly those related to environmental justice considerations, to assess potential negative impacts, including visual impacts. For this analysis, environmental justice (EJ) areas were identified by 2020 MassGIS datasets and consider low-income populations and minority and/or historically underserved communities (Figure 2-3). Because EJ areas are characterized by social and economic factors, and they can be located in different types of physical landscape settings, they are considered separately from LCAs.





Based on the 2020 MassGIS data, EJ areas identified within the APVI fall predominantly in Fall River, with another area identified in Swansea, and encompass the following populations:

- Minority
- Low Income
- English Isolation
- Varying combinations of the above considerations

### 2.2.3 Distance Zones

Viewer distance from a project is an important factor in determining the level of visual effect, with perceived effects generally diminishing as distance between the viewer and the affected area increases (BOEM, 2007). Distance zones are useful in VIA analyses to identify zones in the landscape based on viewers’ ability to distinguish details in objects in the landscape. For this assessment, specific distance zones were applied based on the environmental characteristics of the landscape surrounding the Project site: a developed urban and suburban area in a low-lying landscape having direct inland bay access, in addition to consideration of the scale of the proposed components at the Brayton Point Onshore Project Area (Figure 2-1).

- **Immediate Foreground–0.0 to 0.5 mile (0.0 to 0.8 km):** At this distance, viewers can clearly perceive details of an object. Surface textures, small features, and the full intensity and value of color can be seen on close proximity objects.
- **Foreground–0.5 to 1.5 miles (0.8 to 2.4 km):** At this distance, features in the landscape tend to retain visual prominence, but detailed textures become less distinct. Larger scale landscape elements remain as a series of recognizable and distinguishable landscape patterns, colors, and textures.
- **Middleground–1.5 to 3.0 miles (2.4 to 4.8 km):** The middleground is usually the predominant distance at which landscapes are seen. Between 1.5 and 3.0 miles (2.4 to 4.8 km), a viewer can perceive individual structures and trees but not in great detail. This is the zone where the parts of the landscape start to join together; individual hills become a range, individual trees merge into a forest, and buildings appear as simple geometric forms. Colors will be distinguishable but subdued by a bluish cast and softer tones than those in the foreground. Contrast in texture between landscape elements will also be reduced (EDR, 2021).

For the purposes of this assessment, ‘background’ is the portion of the landscape seen beyond 3 miles (4.8 km).

Table 2-1 merges LCAs with the identified distance zones to describe the makeup of the APVI, relative to the areas surrounding the converter station facility. As shown, the predominant LCAs within the APVI are open water, low to medium residential, and non-conservation open space (i.e., private undeveloped property).

**Table 2-1. Landscape Character Area by Distance Zone**

Landscape Character Area	Percent of LCA Within the Immediate Foreground	Percent of LCA Within the Foreground	Percent of LCA Within the Middleground
Low and Medium Density Residential	18%	19%	22%
High Density Residential	1%	2%	8%
Forest	<1%	<1%	3%
Inland Open Water	27%	50%	25%
Agriculture	0%	<1%	2%
Recreation	2%	4%	6%
Non-Conservation Open Space	11%	12%	14%

Landscape Character Area	Percent of LCA Within the Immediate Foreground	Percent of LCA Within the Foreground	Percent of LCA Within the Middleground
Transportation	11%	8%	11%
Industrial	26%	2%	3%
Commercial	3%	3%	6%
Wetland	<1%	<1%	<1%
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>

Note: data is based on acreage by occurrence from land use/landcover data from 2016 MassGIS and 2011 RIGIS.

## 2.3 Onshore Receptors/Viewers

Viewers are the people who will see the Project at Brayton Point and experience its effects. The viewer groups and context associated with the Onshore Project are described in the sections that follow. Viewer groups are identified for each KOP, summarized in Table 3-1.

### 2.3.1 Viewer Groups and Context

Viewers within the viewshed of the converter station include residents, workers and visitors in Somerset, Swansea, and Fall River, Massachusetts. These communities comprise a diverse set of year-round and seasonal residents, recreational users, tourists, passersby, and workers. Viewers likely engage in many forms of passive and active recreation, including:

- Walking/Jogging,
- Fishing,
- Boating,
- Cycling,
- Swimming,
- Wildlife viewing, and
- Beach recreation.

The following groups represent the anticipated receptors/viewers to interface within the onshore Project components at Brayton Point:

- Residents of the local communities (year-round residents and seasonal residents),
- Tourists and Tourist-related businesses
- Commuters/Through Travelers
- Recreational Users.

It is the combination of setting (LCA) and receptor activity and associated tolerance for visual change and expectations (determined by establishing viewer groups) that inform visual impacts.

It is also notable that viewer groups are not mutually exclusive. For example, residents and tourists may at times participate in recreational activities, in which case their expectations and tolerance for certain changed views would shift in accordance with their activities.

#### 2.3.1.1 Residents of Local Communities

Local communities consist of year-round and seasonal residents. The APVI includes designated historic districts, traditional neighborhoods, industrial sites, parks, beaches, and cemeteries. In addition to conserved historic sites, these communities have protected natural areas for public use.

The year-round population of Somerset, Massachusetts is 18,303 (U.S. Census Bureau, 2020). It is assumed that all or nearly all residents, year-round and seasonal, are concerned about visual quality and resources. It should be noted, however, that the Brayton Point Onshore Project Area was formerly the site of a coal fired power plant that included two 500-foot (150-m) concrete cooling towers, which were dominant visual features in the landscape for decades, until their demolition in 2019.

Residents within local communities predominantly experience the landscape according to their typical routine: moving through their neighborhood and communities to and from work, school, for socializing, shopping, etc. Residents will also visit and experience diverse culture, history, and settings such as the waterfront scenery, historic buildings and sites, active recreation, or nature. Residents view the environment from the main highways (e.g., I-195, US Route 6) but also local and neighborhood streets. Because residents experience the landscape repeatedly over time, they may be more sensitive to visual changes to scenery with which they are familiar, compared to visitors experiencing a landscape for the first time.

### 2.3.1.2 Tourists and Tourist-Related Businesses

Visitors may come to the communities within the APVI for many reasons: waterfront and rural scenery, historic sites, active recreation, nature, or an escape from summer heat. June, July, and August are by far the most common period for tourism in Somerset, Massachusetts (championtraveler.com, n.d.). Tourists will also likely use the main highways and roadways during their travel. Depending on their intentions, it can be presumed that tourists also expect and value scenery within the APVI, especially regarding waterfront areas and historic sites.

### 2.3.1.3 Commuters/Through Travelers

Commuters and through travelers are people who pass through an area regularly on their way to work or other activities. Commuters are distinguished from tourists because their expectations for scenery are comparatively lower, because their focus is on safely and efficiently traveling to their destination, not necessarily experiencing scenic views.

### 2.3.1.4 Recreational Users

People who live, work in, and visit the area take advantage of the setting to engage in specific recreational activities. Active recreational users, such as bikers, runners, boaters, water skiers, kayakers, paddle boarders, and swimmers, may be less likely to view scenery while they are recreating, but the setting may contribute to what they are doing and why they are drawn to the area.

## 2.3.2 Historical Importance

As described above, the APVI includes portions of Somerset, Swansea, and Fall River, Massachusetts and a small portion of Warren, Rhode Island, all of which have rich historical significance. Many designated historic resources, including buildings, sites, and districts were identified during the resources inventory stage of this VIA (Figure 2-4).

Historically valued properties for the offshore and Falmouth Project components were identified in the AVEHP (COP Appendix S) and researched in order to understand the value that these properties hold and the role they play in defining the area. An addendum to the COP AVEHP has been developed to assess potential impacts to sites of historical importance in the vicinity of the converter station at Brayton Point (Appendix S.1).

## 2.4 Visually Sensitive Resources

Visually sensitive resources are those sites or areas that are valued by a population such that they are particularly sensitive to visual change. They are frequently, but not always identified by federal, state, or local agencies or organizations or tribal communities as having visual or scenic values that warrant protection or special management. Visually sensitive resources are summarized by occurrence in Table 2-2.

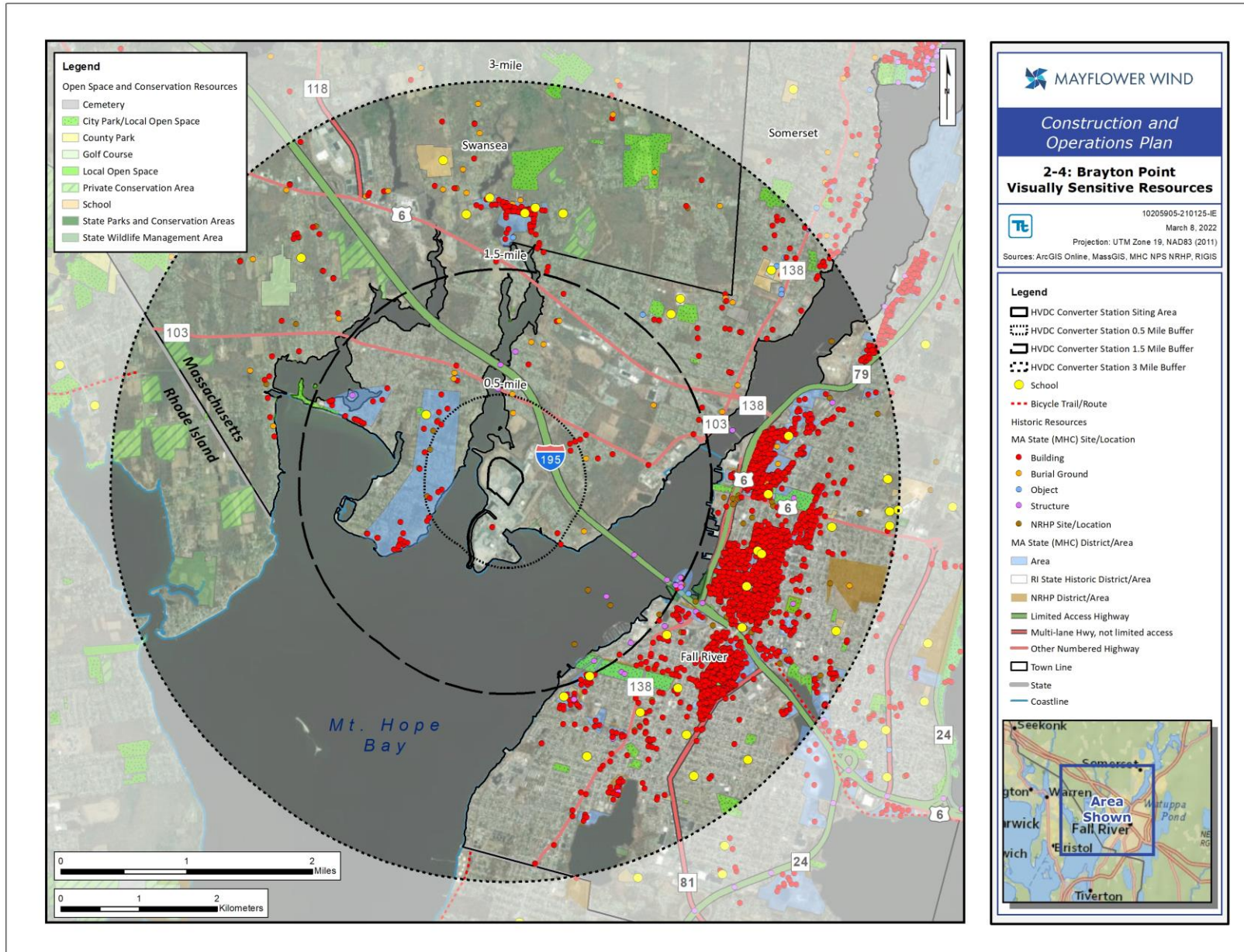


Figure 2-4. Visually Sensitive Resources

**Table 2-2. Visually Sensitive Resources by Occurrence**

Visually Sensitive Resources	In the APVI	In the Viewshed
<b>Public Open Space and Recreational Resources</b>	114	4
State Parks	4	1
Wildlife Refuge, Wildlife Management Area	3	0
Named City Parks and City-Owned Lands	97	1
Cemeteries	6	0
Publicly Accessible Beaches	3	2
Golf Course	1	0
<b>Historic Resources<sup>1</sup></b>	2,433	168
National Register of Historic Places: Listed Points	73	5
State Designated Historic Districts	16	4
State Designated Site: Massachusetts Historic Commission	2,344	159
State Designated Site: Rhode Island	0	0
<b>Designated Scenic Resources</b>	0	0
<b>Public High Use Areas</b>	1	1
Interstate Highways	1	1
<b>Total:</b>	<b>2,548</b>	<b>173</b>

Note: The APVI, defined in Section 2.2, is the total area within a 3-mile radius surrounding the Brayton Point Onshore Project Area assessed for this VIA Addendum. The viewshed, as described in Section 3.1, is the analyzed and theoretical 'seen area' within the APVI from where the Brayton Point Onshore Project Area may be visible.

<sup>1</sup> Historic resources are included in this assessment to identify publicly accessible sites or locations with valued visual quality aspects which could be affected by the Project. A full analysis of historic sites and areas for the Brayton Point Onshore Project Area is covered under an addendum to the COP AVEHP (Appendix S.1).

## 3.0 Visual Impact Analysis

This VIA Addendum follows the methodology established by the COP Appendix T: Visual Impact Assessment, which used a modified version of the VIA methodology established by the *Guidelines for Landscape and Visual Assessment (GLVIA3)* (LI and IMEA, 2013), which was discussed with and acceptable to BOEM for the COP. In addition, to the extent it could be applied to the Brayton Point Onshore Project Area, the BOEM document *Methodology for Assessment of Seascape, Landscape, and Visual Impacts of Offshore Wind Energy Developments on the Outer Continental Shelf of the United States* (Sullivan, 2021) was also referenced. Key steps in the methodology used for this VIA Addendum include:

- Describing the proposed project and establishing a visual study area (the APVI),
- Inventorying visual resources and landscape character areas in the visual study area,
- Conducting a GIS-based viewshed analysis,
- Identifying sensitive viewing locations, viewers, and KOPs as informed by the viewshed,
- Conducting field work to assess the existing visual character of the landscape, and to inventory KOPs,
- Creating visual photo simulations, and
- Assessing visual impacts and mitigation.

### 3.1 Viewshed Analysis

Viewshed analyses were conducted in esri's ArcMap software to assess the potential visibility of the Brayton Point Onshore Project Area within the APVI. In addition to topography, the viewshed analyses for this study also utilized publicly available light detection and ranging data from the United States Geological Survey to account for effects on visibility from structures and development. The results of the viewshed analyses were used to determine the extent to which the Brayton Point Onshore Project Area would potentially be visible from visually sensitive resources or other areas identified within the APVI. Field visits were then conducted to verify visibility of the Project from the sensitive viewpoints located in areas identified within the resulting viewshed.

As Figure 3-1 illustrates, visibility of the Project components at Brayton Point from the surrounding landscape is constrained by multiple factors. Its isolated location on the Brayton Point peninsula physically separates the Brayton Point Onshore Project Area from other land uses and viewpoints. Topographic features also constrain visibility (a tall earthen berm stretches some 500 feet (150 m) along the eastern edge of the Brayton Point Onshore Project Area, and screening vegetation exists between the Brayton Point Onshore Project Area and nearby development).

After assessing the results of the viewshed analyses, seven KOPs were selected from among the visually sensitive resources and other selected areas, such as residential neighborhoods, with potential visibility of the Brayton Point Onshore Project Area (Figure 3-2 and Figure 3-3, Table 3-1). KOP locations were visited to capture technical photography in January 2022 (Attachment 2).

### 3.2 Photographic Simulations

Following the assessment of visibility conducted in the field, three KOPs were selected for further study and development into photo simulations. Photographic simulations were created to depict the proposed components of the Brayton Point Onshore Project Area and their potential changes to the existing landscape. The simulations were used to determine the visibility of these components and level of contrast between the existing landscape and the expected landscape after the proposed Project is constructed. Photographic simulations are included in Attachment 1.

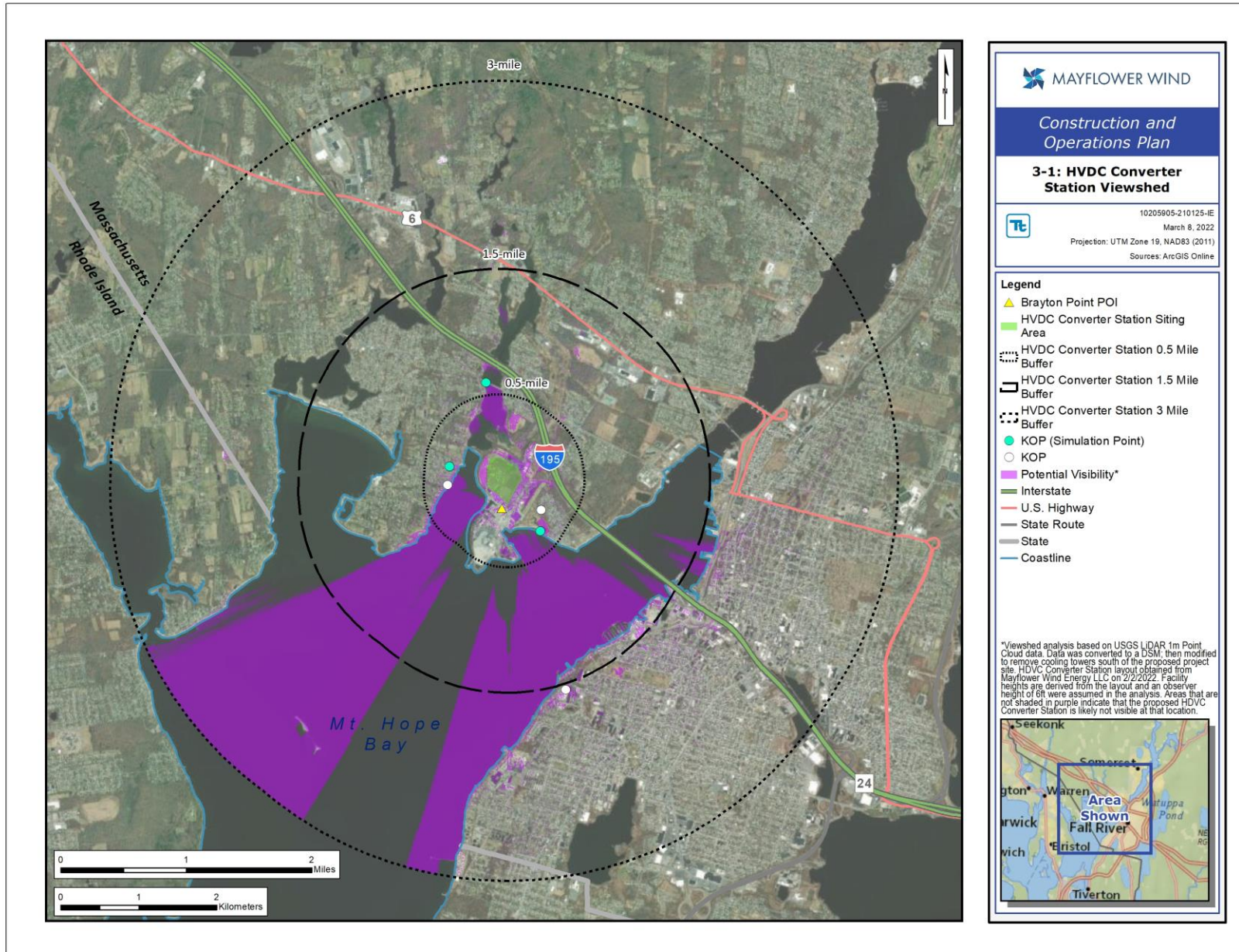


Figure 3-1. Project Viewshed Analysis

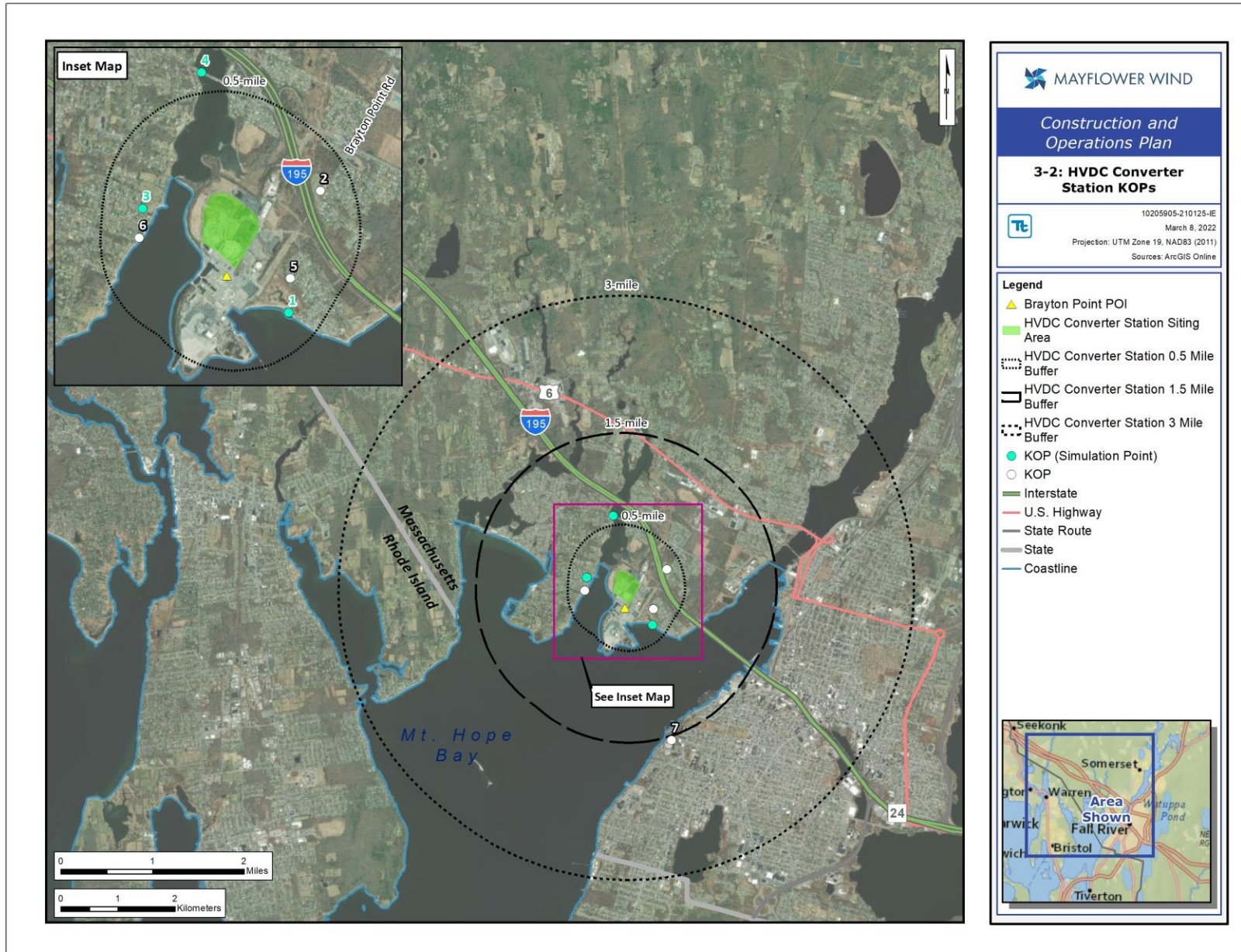


Figure 3-2. Key Observation Points



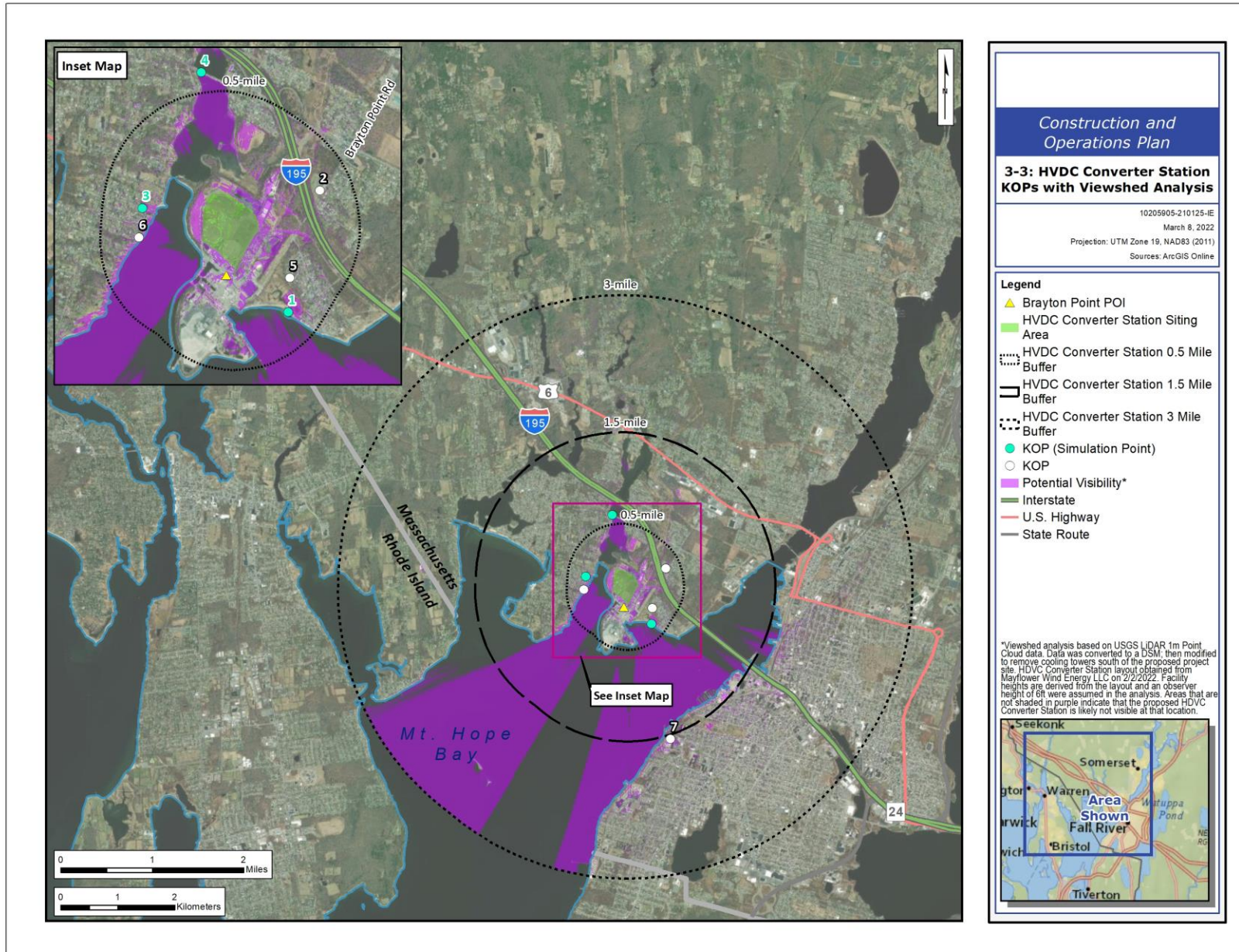


Figure 3-3. Key Observation Points with Viewshed

**Table 3-1. Selected Key Observation Points**

KOP No.	Name	Municipality	Resource Type	Distance to Facility	Landscape Character Area	Viewer Groups	Visibility
<b>Field Reviewed – With Potential Visibility to Facility</b>							
1	Brayton Point Beach	Somerset, MA	Public Recreation (undeveloped)	0.44 mi [0.71 km]	Recreation	Residents, Tourists, Recreational Users	Partial
3	Sycamore Street	Swansea, MA	Public Road, Recreation	0.50 mi [0.80 km]	Low and Medium Density Residential	Residents, Recreational Users	Partial
4	Route 103 at Anthony Bridge	Swansea, MA	Public Road, Highway	0.82 mi [1.32 km]	Transportation	Residents, Tourists	Partial
7	Club Street at Kennedy Park	Fall River, MA	Public Road	1.54 mi [2.48 km]	Recreation	Residents, Tourists, Recreational Users	Partial
<b>Field Reviewed – No Visibility to Facility</b>							
2	Edward O'Neill Memorial Park	Somerset, MA	Public Park	0.39 mi [0.63 km]	Recreation	Residents, Recreational Users	No: Screened by dense vegetation
5	Carey Street	Somerset, MA	Public Road, Residential	0.30 mi [0.48 km]	Low and Medium Density Residential	Residents	No: Screened by dense vegetation and earthen berm
6	Bayside Avenue	Swansea, MA	Public Road, Residential	0.55 mi [0.89 km]	Low and Medium Density Residential	Residents	No: Screened by dense vegetation

The simulations were created using ArcMap GIS software, Autodesk 3D Studio Max®, and rendering software. To create the simulations, the location data captured by a global positioning system device in the field were transferred to ArcMap, where it was combined with geographic information system data of the preliminary layouts of project components and facilities. A map showing the data was exported at true scale and imported into 3D Studio Max®. Using this scaled map as a base, 3D models of the Brayton Point Onshore Project Area were created to scale. These 3D models of the Project features, previously modeled to scale in 3D Studio Max®, were added in their appropriate locations and elevations. The views from the existing photographs were then matched in the 3D model using virtual cameras with the same focal length and field of view as the Nikon Z6 camera used during fieldwork. After date- and time-specific lighting was added to the 3D model, renderings from the virtual cameras were created. These renderings were then blended into the existing conditions photographs in Adobe Photoshop software. Any necessary modifications to the existing landscape were completed in Photoshop as well. This process of creating a 3D model at true scale and rendering images using the same specifications used by the camera ensures that the spatial relationships of the landscape, Brayton Point Onshore Project Area features, and viewer perspective are accurate and match the existing site photographs.

### 3.3 Visibility and Potential Impacts to Visual Resources

As demonstrated by the viewshed analysis, and borne out by the photo simulations, the Brayton Point Onshore Project Area would not be visible from most of the surrounding landscape. The viewshed analysis demonstrates that the Brayton Point Onshore Project Area features would be screened from view for 83.96 percent of the APVI (Figure 3-4), and the vast majority of the visible portion is from the open water of Mount Hope Bay. In addition, of seven field-reviewed KOP locations, the three selected as having potential views demonstrate that the Brayton Point Onshore Project Area features would be screened to such a degree it would be practically indiscernible to even highly engaged viewers. Based on the photo simulations, topography, dense woodland, and existing development screen views of the Brayton Point Onshore Project Area features from the east, and riparian vegetation and distance screen the Brayton Point Onshore Project Area features from the west. As the photo simulations indicate, only the tallest portions of the Brayton Point Onshore Project Area features would be seen: the lightning protection masts (80 feet [24 m] tall) rise above screening topography or vegetation from some viewpoints. However, the small portion of mast that is visible is seen from a distance—varying from 0.44 to 0.82 mile (0.7 to 1.3 km)—alongside existing industrial infrastructure on Brayton Point, including a large concrete storage tank and an existing tower.

Notably, fieldwork and KOP photography was conducted in January 2022 during clear sky conditions, resulting in photo simulations depicting the Project during winter/leaf off conditions, and visibility of the converter station is still extremely limited. Where vegetation is the key screening element, visibility from the selected KOPs would be screened even more during spring, summer and fall when foliage is present. In addition, visibility would be reduced or eliminated during overcast or foggy weather conditions.

#### 3.3.1 Onshore Visual Change

The following findings are based on the objective methodology described in Appendix T: Visual Impact Assessment. Specific explanations for the methodology and rating terminology used can be found in Section 4.3 of Appendix T.

The analysis of KOPs determined that the Brayton Point Onshore Project Area features are minimally visible from four KOPs within the immediate foreground and foreground distance zones (within 0.5 and 1.5 miles [0.8 to 2.4 km]). Not all KOPs that are mapped within the viewshed have visibility to the Brayton Point Onshore Project Area features because the locations are either enclosed within existing vegetation, screened by buildings or other structures, or the viewer position is set low in the topography.

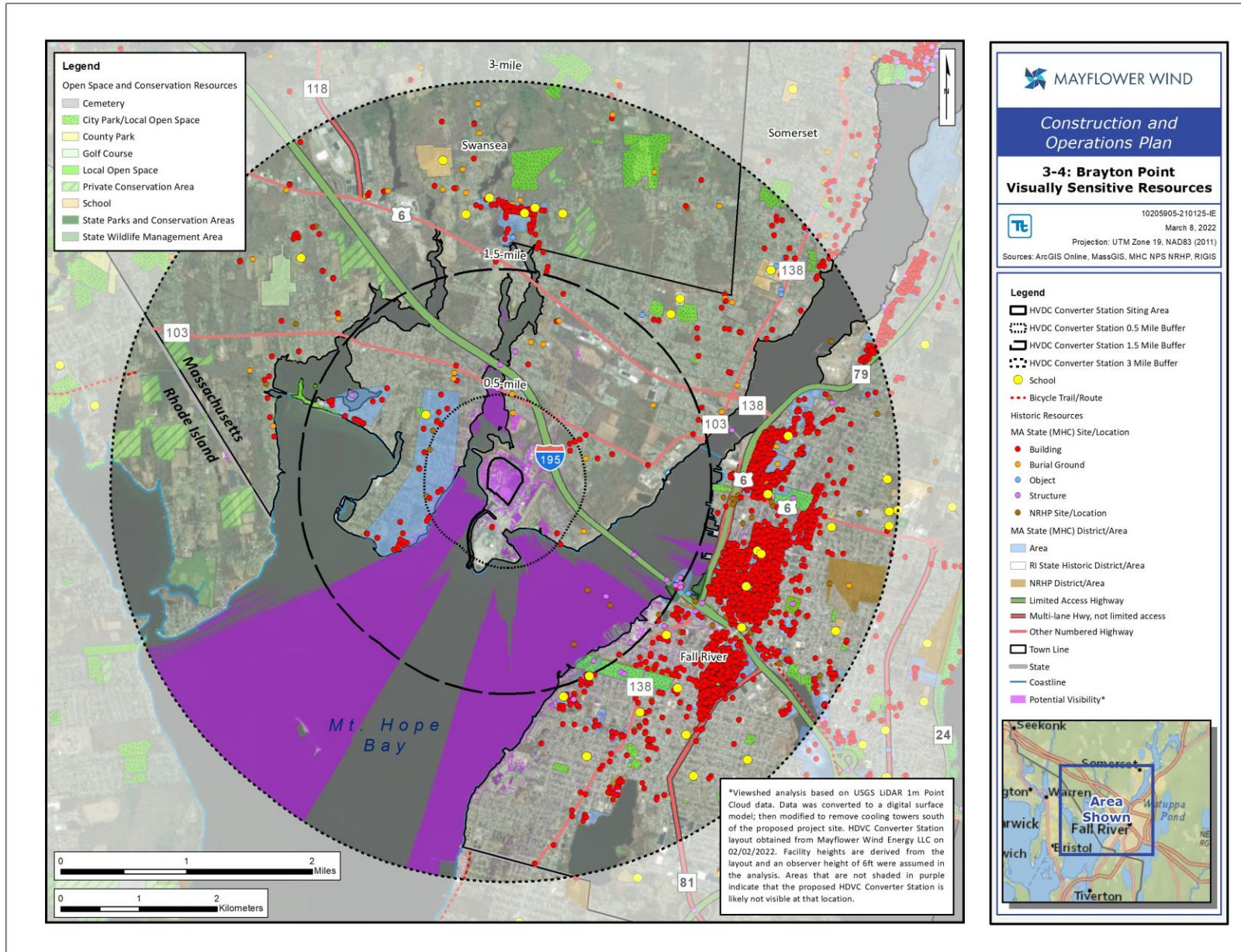


Figure 3-4. Viewshed Compared with Visually Sensitive Resources

Visual Change, as measured by the reported Visibility Levels accounts for both visual compatibility (e.g., type, intactness, unity) and visual contrast (e.g., vividness, scale, and movement). The goal of applying the visual contrast method is to create an objective measure of visual change as would be perceived by sensitive viewers. Within the contrast rating scale, Visibility Levels 5 and 6 indicate **Strong** visual change, Visibility Levels 3 and 4 **Moderate** visual change, and Visibility Levels 1 or 2 **Weak** visual change. However, because this Project was demonstrated by photo simulations to be almost fully to fully screened from view, visual change was found to be negligible.

Simulations were developed for three of seven selected KOPs. Photo simulations for the three KOPs are presented in Attachment 1. A summary of results is found in Table 3-2.

**Table 3-2. Effects to KOPs**

KOP No.	Name	Distance to Facility	Contrast Rating
1	Brayton Point Beach	0.44 mi (0.71 km)	Negligible
3	Sycamore Street	0.50 mi (0.80 km)	Negligible
4	Route 103 at Anthony Bridge	0.82 mi (1.32 km)	Negligible

### 3.3.2 Onshore Effects to Environmental Justice Areas

As shown by the Viewshed Analysis (Figure 3-5) isolated and ‘speckled’ data points returned potential visibility from EJ areas in Fall River and Swansea. Investigating these results, Tetra Tech determined these points are likely building rooftop points that, when combined with the ground elevation, rise above the height of the Project lightning protection masts (80 feet [24 m] above ground level) and thus indicate a line of sight in the viewshed. However, fieldwork and further analysis using Google Maps Street View in these areas shows extremely few lines of sight to the converter station site from locations away from the urban waterfront edge.

Furthermore, while it remains feasible that upper-story views from inside buildings in portions of Fall River designated as EJ areas could include the uppermost portion of the lightning protection masts, these views would be seen from a distance of 1.5 to 2 miles (2.4 to 3.2 km), and therefore such narrow objects would be minimally discernable, if they were noticed at all in the context of the broader urban landscape view.

### 3.3.3 Onshore Visual Sensitivity

Visual sensitivity describes the extent to which viewers relate to the visual characteristics of an area and express their levels of concern about changes that may affect the cultural and scenic integrity on those characteristics and impact the viewer experience. Therefore, Visual Sensitivity is determined by first characterizing Viewer Sensitivity and Visual Resource Sensitivity. Somerset, Swansea, and Fall River, Massachusetts are each populated areas and there is evidence that people are drawn by the maritime setting and historic features. Viewer concern for the scenic condition of landscapes depends on a range of factors, including types of users, amount of use, demonstrated public interest, and protective designations (i.e., conservation or historic sites). These factors suggest that many if not most people who could view the Project from the identified viewshed (permanent residents, seasonal residents, commuters, tourists, recreational users) fall into a **Moderate** to **High** Viewer Sensitivity category. This means viewers value the setting, are aware of the surroundings, and are expected to notice changes in the visual environment.

Visual Resource Sensitivity ranges are assumed to be from **Moderate** to **High**, depending on the viewer and their activities.

For the purposes of this assessment, Visual Sensitivity is rated as **Moderate** to **High**.

### 3.3.4 Onshore Visual Impact Characterization

As described in Section 4.3.3 of the Appendix T to the COP, the combination of Visual Change and Visual Sensitivity characterizes the potential for impact associated with the Project; the potential for impact is characterized as **Neutral**, **Low**, **Medium**, or **High**.

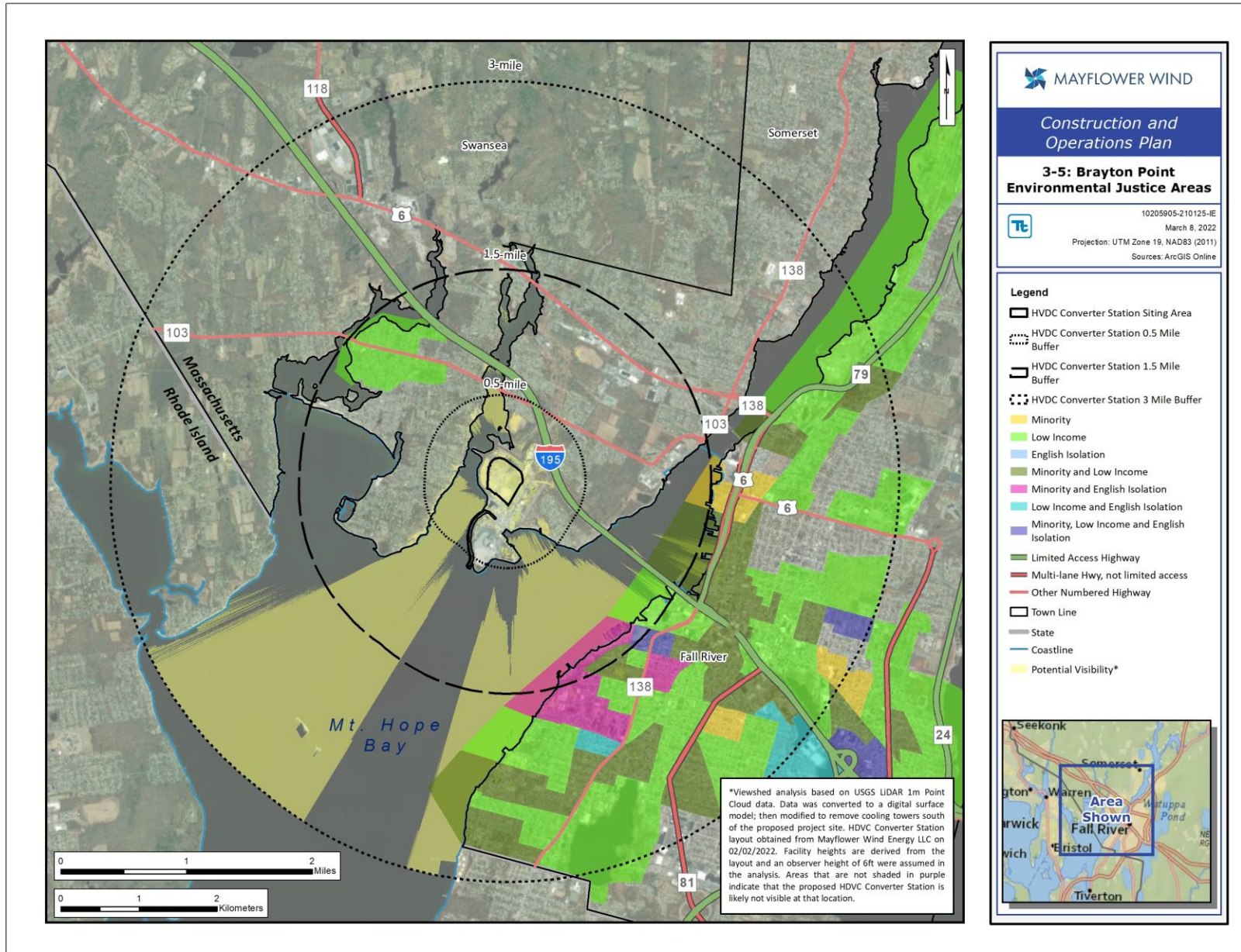


Figure 3-5. Viewshed Compared with Environmental Justice Areas

Based on the results of the viewshed analysis and photo simulations prepared for this VIA addendum, the potential for visual impact of the Brayton Point Onshore Project Area is characterized as **Neutral**, based on the following factors:

- Negligible Onshore Project Visibility: extensive screening of the Brayton Point Onshore Project Area by physical isolation, existing vegetation, and topography;
- Moderate to High Visual Sensitivity;
- Change in views of Brayton Point compared to the site's past use as a coal-fired power plant, including two 500-foot [152-m]-tall cooling towers, which previously dominated local scenery; and
- Small Project extent (single isolated site).

The above characterization does not account for potential mitigation actions, if elected.

### 3.3.5 Visual Impacts During Onshore Construction

Short-term visual effects will occur during construction of the converter station at Brayton Point and will result from construction activities and the presence of construction equipment and work crews. Construction activities associated with the converter station will include surveying; excavation, stockpiling topsoil; grading, forming, compacting and construction of converter station equipment foundations, buried conduit and cables; placement and erection of equipment and buildings; including steelwork in switchyard, placement of perimeter fencing; and restoration and landscaping installation (if required).

It is anticipated that visual contrast will be introduced during Project construction primarily for motorists and cyclists on the westerly intersection of Oneil Road and Brayton Point Road—associated with the residential areas directly east of the proposed Project—where the presence of construction equipment, materials, and crews will be briefly visible to passing travelers on Brayton Point Road (the anticipated construction access point). However, these visual effects will be short term because construction equipment and crews will be removed once construction is complete. Views of Brayton Point Onshore Project construction from other areas, not immediately adjacent to the construction access, will be predominantly screened by vegetation and/or topography. Visual impacts to these viewers will be mostly limited to construction traffic on local roads, likely predominantly on Brayton Point Road, where construction traffic is likely to be concentrated.

### 3.3.6 Nighttime Lighting

Nighttime lighting of the converter station site will be limited to only that required for safety and security, such as at vehicle entry points. Low-intensity safety lighting may be affixed at these vehicle entry points and building entry points and will be motion-activated and shielded downward. No lighting is proposed for the tallest features, including the lightning protection masts, which will be seen above vegetation from limited viewpoints.

## 4.0 Mitigation

This assessment found an impact characterization of **Neutral**. Therefore, mitigation measures to reduce visual impacts are not strictly required. However, Mayflower Wind plans to take the following actions to further diminish the small portion of the Brayton Point Onshore Project Area that will be visible:

- Use hot dipped galvanized exterior steelwork, which oxidizes to a neutral color/takes on the color of the sky. This is common for utility substations.
- Design buildings to blend in and consider local aesthetic; minimal elements. Select a single, non-reflective color/surface coating to reduce contrast.
- Locate several converter station components inside the building(s) to minimize outdoor features and reduce the quantity of lightning masts.
- Minimize yard features and parking area, as it is an unmanned facility.
- Prioritize storage of spares within an indoor area or at a separate site.
- Construct the Project facility lightning protection masts at the minimum height and diameter required for safety and function.
- Utilize non-reflective materials and colors on Project features, including the tallest elements, converter station lightning masts.



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## ATTACHMENT 1 – Photo Simulations for the Onshore Facility at Brayton Point

# Simulation Location 1: Brayton Point Beach



Existing View

View from Brayton Point Beach toward Brayton Point Onshore Project Area



## Locator Map

Viewpoint Location:	Brayton Point Beach
Date of Photograph:	January 12, 2022
Time of Photograph:	1:52PM (EDT)
Latitude:	41.711618° N
Longitude:	-71.184672° W
Viewing Direction:	N / NW
Ground Elevation + Camera Height:	5.5 feet

## ENVIRONMENTAL

Temperature:	42° F
Humidity:	57%
Wind Direction:	SW to NE
Wind Speed:	18 mph
Weather Condition:	Partly Sunny

## Image Data

# Simulation Location 1: Brayton Point Beach



**Print Guide / Image Notes:**  
This sheet should be printed at 11 by 17 inches; full size with no scaling; and viewed at arm's length (18 inches). If viewed on a computer monitor, the document should be scaled to 100 percent and viewed at arm's length (18 inches).

**Simulated Condition**

# Simulation Location 1: Brayton Point Beach



**Print Guide / Image Notes:**  
This sheet should be printed at 11 by 17 inches; full size with no scaling; and viewed at arm's length (18 inches). If viewed on a computer monitor, the document should be scaled to 100 percent and viewed at arm's length (18 inches).

## Simulated Condition

The visible elements of the proposed converter station are highlighted here for visual reference only.

# Simulation Location 1: Brayton Point Beach



**Print Guide / Image Notes:**  
This sheet should be printed at 11 by 17 inches; full size with no scaling; and viewed at arm's length (18 inches). If viewed on a computer monitor, the document should be scaled to 100 percent and viewed at arm's length (18 inches).

## Simulated Condition

The proposed converter station that is obscured by topography and existing structures is highlighted in yellow for visual reference only.

# Simulation Location 2: Sycamore Street



**Existing View**

View from Sycamore Street toward Brayton Point Onshore Project Area



## Locator Map

Viewpoint Location:	Sycamore Street
Date of Photograph:	January 18, 2022
Time of Photograph:	12:37PM (EDT)
Latitude:	41.718808° N
Longitude:	-71.198907° W
Viewing Direction:	E
Ground Elevation + Camera Height:	5.5 feet

### ENVIRONMENTAL

Temperature:	34° F
Humidity:	37%
Wind Direction:	W to E
Wind Speed:	20 mph
Weather Condition:	Sunny

## Image Data



# Simulation Location 2: Sycamore Street



**Print Guide / Image Notes:**  
This sheet should be printed at 11 by 17 inches; full size with no scaling; and viewed at arm's length (18 inches). If viewed on a computer monitor, the document should be scaled to 100 percent and viewed at arm's length (18 inches).

**Simulated Condition**

# Simulation Location 2: Sycamore Street



**Print Guide / Image Notes:**  
This sheet should be printed at 11 by 17 inches; full size with no scaling; and viewed at arm's length (18 inches). If viewed on a computer monitor, the document should be scaled to 100 percent and viewed at arm's length (18 inches).

## Simulated Condition

The visible elements of the proposed converter station are highlighted here for visual reference only.

# Simulation Location 2: Sycamore Street

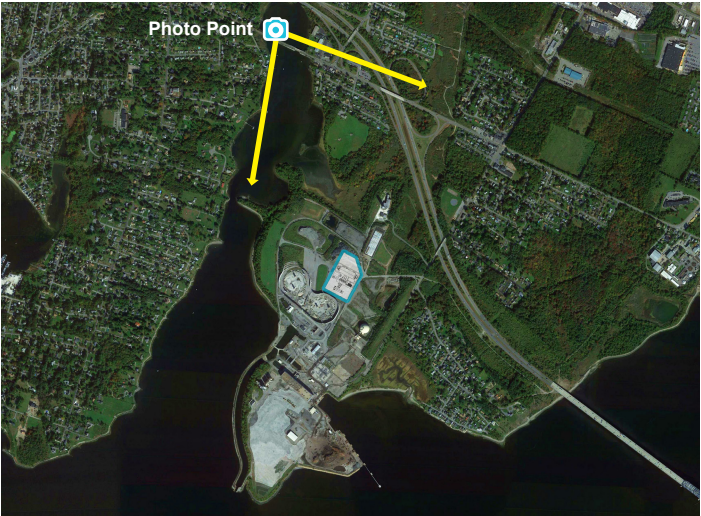


**Print Guide / Image Notes:**  
This sheet should be printed at 11 by 17 inches; full size with no scaling; and viewed at arm's length (18 inches). If viewed on a computer monitor, the document should be scaled to 100 percent and viewed at arm's length (18 inches).

## Simulated Condition

The proposed converter station that is obscured by topography and existing structures is highlighted in yellow for visual reference only.

# Simulation Location 3: David Anthony Bridge



## Locator Map

Viewpoint Location:	David Anthony Bridge
Date of Photograph:	January 18, 2022
Time of Photograph:	1:22PM (EDT)
Latitude:	41.728643° N
Longitude:	-71.193582° W
Viewing Direction:	SE
Ground Elevation + Camera Height:	5.5 feet

## ENVIRONMENTAL

Temperature:	34° F
Humidity:	37%
Wind Direction:	W to E
Wind Speed:	17 mph
Weather Condition:	Sunny

## Existing View

View from David Anthony Bridge looking southeast toward Brayton Point Onshore Project Area

## Image Data

# Simulation Location 3: David Anthony Bridge



**Print Guide / Image Notes:**  
This sheet should be printed at 11 by 17 inches; full size with no scaling; and viewed at arm's length (18 inches). If viewed on a computer monitor, the document should be scaled to 100 percent and viewed at arm's length (18 inches).

**Simulated Condition**

# Simulation Location 3: David Anthony Bridge



**Print Guide / Image Notes:**  
This sheet should be printed at 11 by 17 inches; full size with no scaling; and viewed at arm's length (18 inches). If viewed on a computer monitor, the document should be scaled to 100 percent and viewed at arm's length (18 inches).

## Simulated Condition

The visible elements of the proposed converter station are highlighted here for visual reference only.

# Simulation Location 3: David Anthony Bridge



**Print Guide / Image Notes:**  
This sheet should be printed at 11 by 17 inches; full size with no scaling; and viewed at arm's length (18 inches). If viewed on a computer monitor, the document should be scaled to 100 percent and viewed at arm's length (18 inches).

## Simulated Condition

The proposed converter station that is obscured by topography and existing structures is highlighted in yellow for visual reference only.

## **ATTACHMENT 2 – Selected Key Observation Points Photo Log for the Onshore Facility at Brayton Point**



# KOP 1 Brayton Point Beach



View 1

Latitude 41.711618°, Longitude -71.184672°

Viewing Direction

NW

Views from Brayton Point Beach area looking toward Brayton Point Onshore Project Area. Wetland area is seen in the immediate foreground, and an earthen berm beyond.



View 2

Latitude 41.711618°, Longitude -71.184672°

Viewing Direction

W

Views from the same point as above, facing west. The wetland area is visible, with existing industrial and transmission equipment beyond.

# KOP 2 Edward O'Neill Memorial Park



View 1

Latitude 41.720410°, Longitude -71.181983°

Viewing Direction

W

Developed park includes open lawn area, baseball field, basketball courts, playground and parking. Existing radio broadcasting building located near the Brayton Point Onshore Project Area is seen.



View 2

Latitude 41.720410°, Longitude -71.181983°

Viewing Direction

W

Another view of baseball field and vegetation beyond. I-195 is located behind the trees.

# KOP 3 Sycamore Street



View 1

Latitude 41.718808°, Longitude -71.198907°

Viewing Direction

**E**

Overlooking Lee River, toward Brayton Point Onshore Project Area. Riparian vegetation and topography on Brayton Point can be seen, in addition to the existing radio building.



View 2

Latitude 41.718808°, Longitude -71.198907°

Viewing Direction

**SE**

View of southern portion of Brayton Point, where existing industrial development is seen.

# KOP 4

## Route 103 at David Anthony Bridge



View 1

Latitude 41.728643°, Longitude -71.193582°

Viewing Direction

SE

Viewer is positioned on the roadside along Route 103, on the Anthony Bridge. Lee River is in the immediate foreground, with Brayton Point beyond.



View 2

Latitude 41.728643°, Longitude -71.193582°

Viewing Direction

SE

# KOP 5 Residential Carey Street



View 1

Latitude 41.714075°, Longitude -71.184617°

Viewing Direction

NW

Looking toward the Brayton Point Onshore Project Area from the western end of Carey Street, part of the small neighborhood on Brayton Point located east of the converter station. Dense vegetation and structures limit views.



View 2

Latitude 41.714075°, Longitude -71.184617°

Viewing Direction

W

Another view from Carey Street, looking west toward the Brayton Point Onshore Project Area.

# KOP 6 Bayside Avenue



View 1

Latitude 41.716708°, Longitude -71.199168°

Viewing Direction

S

Waterfront view from informal open space overlooking the Lee River, with existing industrial development on Brayton Point seen in the middleground.



View 2

Latitude 41.716708°, Longitude -71.199168°

Viewing Direction

E

View shows Lee River, with screening vegetation, and Brayton Point Onshore Project Area. Existing radio building is seen on Brayton Point.

# KOP 7 Club Street at Kennedy Park



View 1

Latitude 41.697253°, Longitude -71.176365°

Viewing Direction

NW

Undeveloped waterfront roadside pull-off at Club Street, overlooking Taunton River. Brayton Point and its industrial lands are seen on the far bank.



View 2

Latitude 41.697253°, Longitude -71.176365°

Viewing Direction

NW

Another view from the undeveloped roadside pull-off at Club Street overlooking Taunton River, toward Brayton Point.