Mountain Valley Pipeline Boost Project

Docket No. CP26-__-000

Resource Report 8 – Land Use, Recreation, and Aesthetics

October 2025

Mountain Valley Pipeline Boost Project
Resource Report 8 – Land Use, Recreation, and Aesthetics

Resource Report 8 Filing Requirements per 18 CFR § 380.12	
Information	**Location in Resource Report**
Minimum Filing Requirements	
1. Describe the width and acreage requirements of all construction and permanent rights-of-way and the acreage required for each proposed plant and operational site, including injection or withdrawal wells. (i) List, by milepost, locations where the proposed right-of-way would be adjacent to existing rights-of-way of any kind. (ii) (ii) Identify, preferably by diagrams, existing rights-of-way that would be used for a portion of the construction or operational right-of-way, the overlap and how much additional width would be required. (iii) (iii) Identify the total amount of land to be purchased or leased for each aboveground facility, the amount of land that would be disturbed for construction and operation of the facility, and the use of the remaining land not required for project operation. (iv) (iv) Identify the size of typical staging areas and expanded work areas, such as those at railroad, road, and waterbody crossings, and the size and location of all pipe storage yards and access roads. (§ 380.12((j)(1))	Section 8.1
2. Identify, by milepost, the existing use of lands crossed by the proposed pipeline, or on or adjacent to each proposed plant and operational site. (§ 380.12(j)(2))	Section 8.1.2
3. Describe planned development on land crossed or within 0.25 mile of proposed facilities, the time frame (if available) for such development, and proposed coordination to minimize impacts on land use. Planned development means development which is included in a master plan or is on file with the local planning board or the county. (§ 380.12(j)(3))	Section 8.2
4. Identify, by milepost and length of crossing, the area of direct effect of each proposed facility and operational site on sugar maple stands, orchards and nurseries, landfills, operating mines, hazardous waste sites, state wild and scenic rivers, state or local designated trails, nature preserves, game management areas, remnant prairie, old-growth forest, national or state forests, parks, golf courses, designated natural, recreational or scenic areas, or registered natural landmarks, Native American religious sites and traditional cultural properties to the extent they are known to the public at large, and reservations, lands identified under the Special Area Management Plan of the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration, and lands owned or controlled by Federal or state agencies or private preservation groups. Also identify if any of those areas are located within 0.25 mile of any proposed facility. (§ 380.12(j)(4))	Sections 8.1.2.7 and 8.3
5. Identify, by milepost, all residences and buildings within 50 feet of the proposed pipeline construction right-of-way and the distance of the residence or building from the right-of-way. Provide survey drawings or alignment sheets to illustrate the location of the facilities in relation to the buildings. (§ 380.12(j)(5))	Section 8.2
6. Describe any areas crossed by or within 0.25 mile of the proposed pipeline or plant and operational sites which are included in, or are designated for study for inclusion in: The National Wild and Scenic Rivers System (16 U.S.C. 1271); The National Trails System (16 U.S.C. 1241); or a wilderness area designated under the Wilderness Act (16 U.S.C. 1132). (§ 380.12(j)(6))	Section 8.3

Resource Report 8 Filing Requirements per 18 CFR § 380.12	
Information	**Location in Resource Report**
7. For facilities within a designated coastal zone management area, provide a consistency determination or evidence that the applicant has requested a consistency determination from the state's coastal zone management program. (§ 380.12(j)(7))	Not Applicable (no facilities within a designated coastal zone management area)
8. Describe the impact the project will have on present uses of the affected area as identified above, including commercial uses, mineral resources, recreational areas, public health and safety, and the aesthetic value of the land and its features. Describe any temporary or permanent restrictions on land use resulting from the project. (§ 380.12(j)(8))	Sections 8.1.2, 8.3 and 8.4.2
9. Describe mitigation measures intended for all special use areas identified under paragraphs (j) (2) through (6) of this section. (§ 380.12(j)(9))	Section 8.3
10. Describe proposed typical mitigation measures for each residence that is within 50 feet of the edge of the pipeline construction right-of-way, as well as any proposed residence-specific mitigation. Describe how residential property, including for example, fences, driveways, stone walls, sidewalks, water supply, and septic systems, would be restored. Describe compensation plans for temporary and permanent rights-of-way and the eminent domain process for the affected areas. (§ 380.12(j)(10))	Section 8.2
11. Describe measures proposed to mitigate the aesthetic impact of the facilities especially for aboveground facilities such as compressor or meter stations. (§ 380.12(j)(11))	Section 8.4
12. Demonstrate that applications for rights-of-way or other proposed land use have been or soon will be filed with Federal land-management agencies with jurisdiction over land that would be affected by the project. (§ 380.12(j)(12))	Section 8.3
Minimum Filing Requirements – Appendix A to Part 380 [Note: May overlap with requirements above.]	
1. Classify and quantify land use affected by: (§ 380.12(j)(1)). a. Pipeline construction and permanent rights-of-way (§ 380.12(j)(1)); b. Extra work/staging areas (§ 380.12(j)(1)); c. Access roads (§ 380.12(j)(1)); d. Pipe and contractor yards (§ 380.12(j)(1)); and e. Aboveground facilities (§ 380.12(j)(1)).	Section 8.1
2. Identify by milepost all locations where the pipeline right-of-way would at least partially coincide with existing right-of-way, where it would be adjacent to existing rights-of-way, and where it would be outside of existing right-of-way. (§ 380.12(j)(1))	Section 8.1.1
3. Provide detailed typical construction right-of-way cross-section diagrams showing information such as widths and relative locations of existing rights-of-way, new permanent right-of-way, and temporary construction right-of-way. (§ 380.12(j)(1))	Resource Report 1
4. Summarize the total acreage of land affected by construction and operation of the project. (§380.12(j)(1))	Section 8.1
5. Identify by milepost all planned residential or commercial/business development and the time frame for construction. (§ 380.12(j)(3))	Section 8.2.1
6. Identify by milepost special land uses (e.g., sugar maple stands, specialty crops, natural areas, national and state forests, conservation land, etc.). (§ 380.12(j)(4))	Sections 8.1.2.7 and 8.3

Resource Report 8 Filing Requirements per 18 CFR § 380.12	
Information	**Location in Resource Report**
7. Identify by beginning milepost and length of crossing all land administered by Federal, state, or local agencies, or private conservation organizations. (§ 380.12(j)(4))	Section 8.3
8. Identify by milepost all natural, recreational, or scenic areas, and all registered natural landmarks crossed by the project. (§ 380.12(j)(4 & 6))	Section 8.3
9. Identify all facilities that would be within designated coastal zone management areas. Provide a consistency determination or evidence that a request for a consistency determination has been filed with the appropriate state agency. ((§ 380.12(j)(4 & 7))	Section 8.3.4
10. Identify by milepost all residences that would be within 50 feet of the construction right-of-way or extra work area. (§ 380.12(j)(5))	Section 8.2
11. Identify all designated or proposed candidate National or State Wild and Scenic Rivers crossed by the project. (§ 380.12(j)(6))	Section 8.3
12. Describe any measures to visually screen aboveground facilities, such as compressor stations. (§380.12(j)(11))	Section 8.4
13. Demonstrate that applications for rights-of-way or other proposed land use have been or soon will be filed with Federal land-managing agencies with jurisdiction over land that would be affected by the project. (§380.12(j)(12))	Section 8.3

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LIST OF ACRONYMS AND ABBREVIATIONS

ACEP	Agricultural Conservation Easement Program
BRLC	Blue Ridge Land Conservancy Easement
CFR	Code of Federal Regulations
CREP	Conservation Reserve Enhancement Program
CR	County route
CRP	Conservation Reserve Program
DSM	Digital Surface Model
FERC	Federal Energy Regulatory Commission
FRPP	Farm and Ranchland Protection Program
FSA	Farm Service Agency
GIS	geographical information systems
GRP	Grassland Reserve Program
HFRP	Healthy Forests Reserve Program
MP	milepost
MVP	Mountain Valley Pipeline, LLC
MVP Mainline	existing Mountain Valley Pipeline mainline
NLCD	National Land Cover Database
NRCS	Natural Resources Conservation Service
PAD-US	Protected Areas Database of the United States
Project	Mountain Valley Pipeline Boost Project
TNC	The Nature Conservancy
USDA	U.S. Department of Agriculture
USGS	U.S. Geological Survey
VDOT	Virginia Department of Transportation
WRP	Wetlands Reserve Program
WVDOT	West Virginia Department of Transportation

RESOURCE REPORT 8
LAND USE, RECREATION, AND AESTHETICS

Introduction

Mountain Valley Pipeline, LLC (MVP) is seeking a Certificate of Public Convenience and Necessity from the Federal Energy Regulatory Commission (FERC) pursuant to Section 7(c) of the Natural Gas Act authorizing MVP to construct and operate the proposed Mountain Valley Pipeline Boost Project (Project) located in Wetzel, Braxton and Fayette Counties, West Virginia and Montgomery County, Virginia. MVP plans to expand three existing compressor stations and construct one new compressor station to provide timely and cost-effective access to the growing demand for natural gas for use by local distribution companies, industrial users, and power generation in the Mid-Atlantic and Southeastern markets, as well as potential markets in the Appalachian region.

The Project will include a total addition of approximately 265,750 horsepower of compression at isometric conditions from the proposed modifications and operation at the existing Bradshaw, Harris, and Stallworth Compressor Stations, and the construction of the new Swann Compressor Station, including ancillary facilities required for safe and reliable operations. The Project will create approximately 600,000 dekatherms per day of incremental natural gas capacity on the existing Mountain Valley Pipeline mainline (MVP Mainline).

Resource Report 1 provides a complete summary of the Project facilities (Table 1.2-1) and a general location map of the Project facilities (Figure 1.2-1). For purposes of this Resource Report, the Project area is defined to be the limits of disturbance for construction at the Bradshaw, Harris, Stallworth, and proposed Swann Compressor Station sites, including ancillary facilities and offsite laydown yards.

Environmental Resource Report Organization

Resource Report 8 is prepared and organized according to the FERC *Guidance Manual for Environmental Report Preparation* (FERC 2017). This report is organized into four major sections and a separate section listing the sources used to prepare this report. Section 8.1 describes existing land uses in the Project area, the potential impacts from the Project, and mitigation measures. Residential and commercial areas in the vicinity of the Project, including planned development, are described in Section 8.2. Public and recreational areas in the vicinity of the Project are described in Section 8.3. Visual resources are discussed in Section 8.4.

8.1 LAND USE

Land use classification in the Project area was completed using information gathered and observations made from field surveys, discussions with landowners, through interpretation of recent high quality aerial photographs and U.S. Geological Survey (USGS) quadrangle maps, and from various geographical information systems (GIS) data, primarily the USGS National Land Cover Database[1] (NLCD; USGS 2023). Land use types in the Project area are herein classified into the following five classifications based on predominant land uses (special land uses discussed below in Section 8.1.2.7 are subsets of these classifications):

[1] The annual update of the National Land Cover Database for 2024 was released in September 2024; however, the data product is not currently downloadable.

- Agricultural: cultivated land or land used for the purpose of raising livestock;
- Open land: utility rights-of-way, open field, vacant land, herbaceous and scrub uplands, non-forested lands, emergent wetland, scrub-shrub wetland, golf courses, and municipal land;
- Forest/woodland: upland and wetland forest and pine plantation;
- Developed lands, including:
    - Industrial/commercial: manufacturing or industrial plants, paved areas, landfills, mines, quarries electric power or natural gas utility facilities; developed areas, roads, railroads and railroad yards, and commercial or retail facilities;
    - Residential: existing developed residential areas and planned residential developments. This may include large developments, low-, medium-, and high-density residential neighborhoods, urban/suburban residential, multi-family residences, ethnic villages, and residentially zoned areas that have been developed; and
- Open water: waterbodies greater than 100 feet wide and streams visible on aerial photography but less than 100 feet in width.

A summary of the Project's overall land impacts is provided in Resource Report 1. Table 8.1-1, below, provides descriptions and coverage calculations for land uses within the Project site. Table 8.1-2 identifies the acreages of those land uses identified in Table 8.1-1 that are proposed to be affected during construction and operation of the Project. Land use data in Table 8.1-1 and Table 8.1-2 is based on the NLD (USGS 2023); however, it has been modified to reflect recent land use changes since the mapping was published, based on aerial photography and field investigation.

8.1.1 Aboveground and Ancillary Facilities

The Project includes upgrades to three existing compressor stations and the construction and operation of one proposed new compressor station, designed to boost the MVP Mainline pressure to allow for the increased capacity. MVP has designed the compressor stations in accordance with 49 Code of Federal Regulations (CFR) Part 192 and other applicable federal regulations. The facilities will be located within fenced-in property to provide security and prevent uncontrolled entry.

The existing Bradshaw Compressor Station is located at milepost (MP) 2.8 along the MVP Mainline in Wetzel County, West Virginia. The Bradshaw Compressor Station is located in a remote, heavily wooded area.

The existing Harris Compressor Station is located at MP 77.5 along the existing MVP Mainline in Braxton County, West Virginia. The Harris Compressor Station is located in a remote, heavily wooded area.

The existing Stallworth Compressor Station is located at MP 154.2 along the MVP Mainline in Fayette County, West Virginia. The Stallworth Compressor Station is located in a remote, heavily wooded area.

Table 8.1-1

Land Uses Within the Project Area a/

Facility	County, State	Open Land b/		Agricultural c/		Forest/ Woodland d/		Developed Lands e/		Open Water f/		Total g/
		Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres
Compressor Stations												
Bradshaw Compressor Station	Wetzel, WV	0.0	0.0	0.0	0.0	0.0	0.0	6.3	100.0	0.0	0.0	6.3 h/
Harris Compressor Station	Braxton, WV	<0.1	0.7	0.0	0.0	0.0	0.0	5.6	99.3	0.0	0.0	5.6 h/
Stallworth Compressor Station	Fayette, WV	0.5	7.8	0.0	0.0	0.0	0.0	5.9	92.2	0.0	0.0	6.4 h/
Swann Compressor Station	Montgomery, VA	5.8	22.7	3.9	15.3	13.8	54.5	1.9	7.5	0.0	0.0	25.4
Compressor Stations Subtotal		**6.3**	**14.4**	**3.9**	**8.9**	**13.8**	**31.6**	**19.7**	**45.1**	**0.0**	**0.0**	**43.7**
Laydown Yards												
MVP-LY-001 (Bradshaw)	Wetzel, WV	0.0	0.0	0.0	0.0	0.0	0.0	2.7	100.0	0.0	0.0	2.7
MVP-CY-002 (Harris)	Braxton, WV	1.2	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2
MVP-CY-002A (Harris)	Braxton, WV	0.3	92.7	0.0	0.0	0.0	0.0	<0.1	8.3	0.0	0.0	0.3
Swann Laydown Yard	Montgomery, VA	0.0	0.0	13.2	76.0	0.0	0.0	4.2	24.0	0.0	0.0	17.4
Laydown Yards Subtotal		**1.5**	**6.9**	**13.2**	**61.1**	**0.0**	**0.0**	**6.9**	**32.0**	**0.0**	**0.0**	**21.6**
TOTAL g/		**7.8**	**11.9**	**17.1**	**26.2**	**13.8**	**21.1**	**26.6**	**40.8**	**0.0**	**0.0**	**65.3**

Table 8.1-1

Land Uses Within the Project Area a/

Facility	County, State	Open Land b/		Agricultural c/		Forest/ Woodland d/		Developed Lands e/		Open Water f/		Total g/
		Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres

Source: USGS NLCD data (USGS 2023)
Notes:

a/ Based on the National Land Cover Database (USGS 2023) with modification to reflect land use changes since the mapping was published based on aerial photography and field investigations.

b/ "Non-forested lands and scrub-shrub wetlands used for open space or pasture" (FERC 2017), such as utility rights-of-way, open fields, vacant land, herbaceous and scrub uplands, non-forested lands, emergent wetland, scrub-shrub wetland, golf courses, and undeveloped municipal land. This category also includes barren lands.

c/ "Cultivated or rotated cropland, orchards, vineyards, or hay fields" (FERC 2017).

d/ "Wooded lands not being used for specific commercial purposes, consisting of deciduous and coniferous types, including but not limited to forested wetland areas and state forest lands" (FERC 2017), such as upland and wetland forest and pine plantation. Forested land use is further broken out by forest type in discussion of vegetation in Resource Report 3.

e/ Developed lands include industrial lands such as manufacturing or industrial plants, paved areas, landfills, mines, quarries, electric power or natural gas utility facilities; developed areas, roads, railroads and railroad yards, and commercial or retail facilities; and residential areas and planned residential developments. This may include large developments, low, medium, and high density residential neighborhoods, urban/suburban residential, multi-family residences, ethnic villages and residentially zoned areas that have been developed with uses other than residential.

f/ Waters greater than 100 feet wide and streams visible on aerial photography but less than 100 feet in width.

g/ Minor discrepancies in subtotals/totals are due to rounding.

h/ Most of the land within the Bradshaw, Harris, and Stallworth Compressor Stations are within the area of existing operation, as certificated for the MVP Mainline in Docket No. CP16-10-000. No acres at the Bradshaw Compressor Station, less than 0.1 acre at the Harris Compressor Station, 0.5 acre at the Stallworth Compressor Station are outside of the area of existing operation.

Table 8.1-2

Land Use Acreage Affected by Construction and Operation of the Proposed Project a/

Facility County, State	Open Land b/		Agricultural c/		Forest/ Woodland d/		Developed lands e/		Open Water f/		Total g/	
	Construction h/	Operation h/	Construction h/	Operation	Construction h/	Operation h/	Construction h/	Operation h/	Construction h/	Operation h/	Construction h/	Operation h/
Compressor Stations												
Bradshaw Compressor Station, Wetzel, WV g/	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	0.0	6.3
Harris Compressor Station, Braxton, WV g/	0.0	<0.1	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0	5.6
Stallworth Compressor Station, Fayette, WV g/	0.0	0.5	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	0.0	6.4
Swann Compressor Station, Montgomery, VA	0.0	5.8	0.3	3.6	0.0	13.8	<0.1	1.8	0.0	0.0	0.4	25.0
Compressor Stations Subtotal	**0.0**	**6.3**	**0.3**	**3.6**	**0.0**	**13.8**	**<0.1**	**19.6**	**0.0**	**0.0**	**0.4**	**43.3 i/**
Laydown Yards												
Wetzel, WV	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.0	2.7	0.0
Braxton, WV	1.5	0.0	0.0	0.0	0.0	0.0	<0.1	0.0	0.0	0.0	1.5	0.0
Montgomery, VA	0.0	0.0	13.2	0.0	0.0	0.0	4.2	0.0	0.0	0.0	17.4	0.0
Laydown Yards Subtotal	**1.5**	**0.0**	**13.2**	**0.0**	**0.0**	**0.0**	**6.9**	**0.0**	**0.0**	**0.0**	**21.6**	**0.0**
Project Total	**1.5**	**6.3**	**13.5**	**3.6**	**0.0**	**13.8**	**7.0**	**19.6**	**0.0**	**0.0**	**22.0**	**43.3 i/**

Source: USGS NLCD data (USGS 2023)

Notes:

a/ Based on the National Land Cover Database (USGS 2023) with modification to reflect land use changes since the mapping was published based on aerial photography and field investigations.

b/ “Non-forested lands and scrub-shrub wetlands used for open space or pasture” (FERC 2017), such as utility rights-of-way, open fields, vacant land, herbaceous and scrub uplands, non-forested lands, emergent wetland, scrub-shrub wetland, golf courses, and undeveloped municipal land.

c/ “Cultivated or rotated cropland, orchards, vineyards, or hay fields” (FERC 2017).

Table 8.1-2

Land Use Acreage Affected by Construction and Operation of the Proposed Project a/

Facility County, State	Open Land b/		Agricultural c/		Forest/ Woodland d/		Developed lands e/		Open Water f/		Total g/	
	Construction h/	Operation h/	Construction h/	Operation	Construction h/	Operation h/	Construction h/	Operation h/	Construction h/	Operation h/	Construction h/	Operation h/

d/ "Wooded lands not being used for specific commercial purposes, consisting of deciduous and coniferous types, including but not limited to forested wetland areas and state forest lands" (FERC 2017), such as upland and wetland forest and pine plantation. Forested land use is further broken out by forest type in discussion of vegetation in Resource Report 3.

e/ Developed lands include industrial lands such as manufacturing or industrial plants, paved areas, landfills, mines, quarries, electric power or natural gas utility facilities; developed areas, roads, railroads and railroad yards, and commercial or retail facilities; and residential areas and planned residential developments. This may include large developments, low, medium, and high density residential neighborhoods, urban/suburban residential, multi-family residences, ethnic villages and residentially zoned areas that have been developed with uses other than residential.

f/ Waters greater than 100 feet wide and streams visible on aerial photography but less than 100 feet in width.

g/ Minor discrepancies in subtotals/totals are due to rounding. The acreages reflected here are the cumulative totals for the land use acreage affected by construction and operation of the Project. These numbers only include the Project area; areas not proposed for improvement within the larger, parent tax parcels are excluded.

h/ Land required for operation will also be used during construction of the Project. Acreage totals for land required for construction reflect only land that will not be used during operation.

i/ Of this total, 17.8 acres are within the existing operation of the Bradshaw, Harris, and Stallworth Compressor Stations, as certificated for the MVP Mainline in Docket No. CP16-10-000, and an additional 0.3 acre of this total is within the existing operation of the MVP Mainline permanent right-of-way.

The Swann Compressor Station is proposed to be constructed at MP 236 along the MVP Mainline in Montgomery County, Virginia. The parcel is located adjacent to the MVP Mainline right-of-way, south of U.S. Route 460/11 (Roanoke Road) and east of the South Fork Roanoke River in Elliston, Montgomery County, Virginia. The Swann Compressor Station will be located in an area of low- to high-density development along U.S. Route 460/11. The parcel is predominantly wooded, but a more open area in the central and northern portion of the site was formerly used as a surface/strip mine for shale and/or clay in support of brick manufacturing by the Old Virginia Brick Company in Salem, Virgina. The site was used from about the 1950s until the property was sold in June 2015 after Old Virginia Brick Company ceased operations (Schnabel Engineering 2019).

The Swann Compressor Station parcel is zoned as A1 - Agriculture (Montgomery County 2023). In Montgomery County, this zoning is compatible with industrial and commercial use, including adjacent designations such as General Business (GB) and Industrial (M1, ML, RM1), providing regulatory consistency.

North of the proposed Swann Compressor Station parcel is the Norfolk Southern Railway and U.S. Route 460/11. To the north of U.S. Route 460/11 is an industrial park (zoned PIN - Planned Industrial) that contains the Elliston Lafayette Industrial Park. Areas to the east and west of the Swann Compressor Station parcel are primarily agricultural uses (A1 – Agriculture zoning) and varying elevations. The South Fork Roanoke River is to the west adjacent of the subject parcel, with agricultural and residential uses further to the west. The area south of the subject parcel is also zoned as A1 – Agriculture, and is predominantly wooded, traversed by the existing MVP Mainline.

8.1.1.1 Existing Rights-of-Way

MVP has sited the Project to minimize disturbance to land use and undisturbed lands to the extent practicable. As discussed in Resource Report 1, the Project is sited entirely within the existing right-of-way, construction corridor, and/or additional temporary workspaces that were approved for the construction of the MVP Mainline (Docket No. CP16-10-000), except for land that is required for the Swann Compressor Station site. The Swann Compressor Station site is located immediately adjacent to the MVP Mainline right-of-way. The 42-inch suction and discharge facilities associated with the Swann Compressor Station will be located within the existing MVP Mainline right-of-way upon exiting the Swann Compressor Station parcel. Therefore, the Project has been co-located with existing pipeline facilities and rights-of-way to the extent possible.

At the three existing compressor station sites, facilities and work activities are located within or immediately adjacent to the existing fenced compressor station sites. Proposed temporary laydown yards are also located in areas that were approved for use on the MVP Mainline.

8.1.1.2 Access Roads

No new access roads or points of ingress/egress are proposed. The three existing compressor station sites in West Virginia (Bradshaw, Harris, and Stallworth) have existing permanent access roads that will be utilized during the construction of the proposed compressor station upgrades. MVP is not anticipating any modifications of these existing access roads to be necessary for construction or operation of the Project.

At the Swann Compressor Station, MVP plans to use an existing permanent access road (MVP-MLV-AR-28) with modifications that will include widening, grading, and stabilization; and will modify a previously

temporary access road (MVP-MLV-AR-28.01) to be permanent, including widening, grading, stabilization, and a modification to adjust the alignment to the entrance of the proposed compressor station site.

Existing permanent access road (MVP-MLV-AR-28) extends for approximately 0.3 mile from the entrance off of U.S. Route 460/11 to the compressor station site. The existing, permanent access road and driveway may require maintenance in this area to accommodate construction traffic. Within the compressor station parcel, the existing MVP-MLV-AR-28 turns to the south. Construction access will continue to use the existing permanent access road within the Swann Compressor Station site until it meets the existing temporary access road MVP-MLV-AR-28.01. MVP-MLV-AR-28.01 will be used during construction and will be converted to a permanent access road for use during operation of the compressor station.

Generally, the existing access roads, including any proposed maintenance or improvements, are up to 25 feet wide to accommodate vegetation clearing setbacks, pull offs, and road shoulder/stormwater management features. A complete list of the access roads identified for use during construction and operation of the Project is included in Resource Report 1.

8.1.1.3 Laydown Yards

MVP will use laydown yards during construction to stage construction operations, store materials, park equipment, and set up temporary construction offices. MVP has selected yards that were approved for the construction of the MVP Mainline. Laydown yards are located within previously disturbed commercial/industrial land, or upland open land (see Resource Report 1) where practicable. Upon completion of the Project, yards will be restored as necessary and allowed to revert to pre-construction land uses. The location of laydown yards and land use that will be affected by each are included in Table 8.1-2.

8.1.2 Land Use Impact and Mitigation

The primary Project-related impacts on existing land uses will be associated with the permanent site for the Swann Compressor Station. Impacts to land use for upgrades at the three existing compressor station sites will be negligible, since these sites will retain their current uses. Tables 1.3-1 and 1.3-2 in Resource Report 1 detail the land requirements for this Project; this information is briefly summarized here.

There are no land requirements for the Project at the Bradshaw Compressor Station outside of the existing compressor station operations; therefore, no land use impacts are expected, since the site is already an existing industrial land use. The modifications at the Bradshaw Compressor Station will be located entirely within the existing, permanent 6.3-acre compressor station site.

At the Harris Compressor Station, modifications will require expansion of the existing 5.6-acre permanent compressor station by less than 0.1 acres; the Harris Compressor Station site will still encompass approximately 5.6 acres upon completion of the Project. The expansion is located immediately adjacent to the existing compressor station and is within the limits of disturbance of the MVP Mainline. Therefore, the Project will result in the conversion of less than 0.1 acres of previously disturbed and cleared land adjacent to the Harris Compressor Station to industrial land use. The fence line at the Harris Compressor Station will also be expanded to include the new facilities.

At the Stallworth Compressor Station, modifications will require expansion of the existing 5.9-acre permanent compressor station site by approximately 0.5 acres; the Stallworth Compressor Station site will encompass a total of 6.4 acres upon completion of the Project. The expansion is located immediately adjacent to the compressor station and is within the limits of disturbance of the MVP Mainline. Therefore,

the Project will result in the conversion of approximately 0.5 acres of previously disturbed and cleared land adjacent to the Stallworth Compressor Station to industrial land use. The fence line at the Stallworth Compressor Station will also be expanded to include the new facilities.

At the Swann Compressor Station site, approximately 25 acres will be used for the operation of the compressor station; within this area other land uses will be converted to industrial land during operation. The predominant land use in this area is forested (13.8 acres, approximately 55 percent), and the remainder is mapped as cleared, agricultural, and developed land use. Cleared/developed land use in the center of the site reflects the past use of the site for a surface/strip mine in support of brick manufacturing (see Section 8.1.1).

Offsite temporary laydown yards will support construction of the modifications at the Bradshaw and Harris Compressor Stations and the construction of the new Swann Compressor Station. Temporary laydown yard MVP-LY-001 for construction at the Bradshaw Compressor Station is an approximately 2.7-acre existing gravel yard. Laydown yards MVP-CY-002 and MVP-CY-002A for construction at the Harris Compressor Station are contiguous areas totaling a combined 1.5 acres; although previously used as laydown for the MVP Mainline construction, both were previously vegetated and have been restored. Therefore, vegetation clearing and placement of stone will be required for use of the laydown yards for the Harris Compressor Station. The Swann Laydown Yard consists of approximately 17.4 acres, which were previously used for construction of the MVP Mainline, and which have been restored to open, herbaceous fields; therefore, vegetation clearing and placement of stone will also be required for use of the Swann Laydown Yard during construction of the Project. Additional description of each of the laydown yards and their existing uses is provided in Resource Report 1. These laydown yards will be restored and allowed to revert to pre-construction conditions following construction activities. Most existing land uses within the areas that are temporarily impacted by construction activities will be able to continue.

The following sections provide a discussion of the impacts associated with the Project and mitigation measures that will be implemented to reduce those impacts for the various land use types to be affected by the Project. The amount of each land use type affected by the Project was determined through review of aerial photographs and publicly available West Virginia and Virginia GIS shapefiles and the NLCD (USGS 2023).

8.1.2.1 Agricultural Land

Table 8.1-1 and Table 8.1-2 list the land use acreages within the Project areas, including each of the compressor station sites, based on NLCD data and information from surveys and field investigations, as well as the acreage of lands that will be impacted during construction and operation of the facilities, respectively. It is important to note that for existing compressor station sites, the NLCD data may reflect the land use condition prior to the construction of the MVP Mainline. Though some agricultural land was identified by the NLCD data as being present within the Project area for the Swann Compressor Station (hay/pasture), these areas are not currently utilized for agricultural purposes but is open land that is within the MVP Mainline existing right-of-way.

On July 31, 2025, MVP initiated consultation with the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) West Virginia and Virginia state offices regarding agricultural resources and restoration measures, if applicable to the Project area (see copies of correspondence included with Resource Report 1).

Due to the nature of the Project, minimal impacts to agricultural lands are anticipated, and where they are present, are located within the existing permanent right-of-way for the MVP Mainline and other temporary construction laydown areas that were previously approved for use as part of the MVP Mainline. To the extent areas temporarily used during Project construction overlap agricultural lands, MVP will maintain landowner access to fields, storage areas, structures, and other agricultural facilities during construction and will maintain irrigation and drainage systems within temporary construction workspaces to the extent practicable. If needed, MVP will protect active pastureland during construction through the installation of temporary fencing, the use of alternative locations for livestock to cross the construction area, and/or alternate feeding arrangements, as negotiated with the landowner.

Following construction, in the event any agricultural land is temporarily impacted, it will be restored to pre-construction conditions in accordance with the FERC Plan, and any specific requirements identified by landowners, or state or federal agencies with regulatory jurisdiction over or interest in agricultural land. Agricultural lands affected temporarily during construction will be allowed to revert to prior use. MVP anticipates that agricultural uses within the existing MVP Mainline right-of-way will continue as they currently exist and MVP will work with any landowners to understand post-construction land use activity as needed.

Landowners will be compensated for crop losses and other damages caused by construction activities. MVP will negotiate with and reimburse landowners/producers of products for damages or loss to their product as a result of the construction of the Project. The reimbursement to these landowners/producers will be based on the market prices for the specific products at the time of easement negotiations with each affected landowner.

8.1.2.1.1 Farmland Preservation Programs

A review of the USGS Protected Areas Database of the United States (PAD-US; USGS 2024) did not identify any local, state, or private farmland preservation or agricultural easements within the vicinity of the Project. MVP will continue to identify farmland preservation easements during discussions with affected landowners, as necessary. MVP will identify special farming designations, such as the Virginia Century Farm Program, through discussions with affected landowners. The Virginia Century Farm Program honors farms that have been in operation for at least 100 consecutive years. If any easements are later determined to be within the Project areas, the Project is not expected to invalidate this designation, as it would not preclude the continuation of ongoing farming practices. MVP will work with affected landowners to mitigate and/or compensate for agricultural loss attributed to Project construction, as needed.

8.1.2.1.2 Agricultural Drainage and Irrigation System

There is potential to encounter drain tiles within the Swann Laydown Yard. To avoid or minimize impacts to surface or subsurface drainage systems, MVP will review information from the MVP Mainline and, if necessary, will work with the landowner regarding the potential presence of drain tiles and irrigation systems in any affected agricultural fields. In addition, observations will be made before and during construction for evidence of the presence of drain tiles and irrigation systems. As drain tiles are discovered, MVP will flag the known locations of drain tiles.

Should drain tiles or irrigation piping be damaged during construction, MVP will repair/restore their function. MVP will carefully mark the location and tiles used for replacement shall be of the same size and quality as the original tile encountered on site. If original tile is not available, replacement tiles will be of appropriate size and materials to connect with the existing line without loss of function. MVP will

coordinate the permanent repairs with the landowner to ensure satisfaction of the repairs being completed by local tile experts.

8.1.2.1.3 Certified Organic Farms

MVP reviewed the National Organic Program listing of USDA Certified Organic Farms in West Virginia and Virginia (USDA 2025) to identify whether any USDA Certified Organic Farms in West Virginia or Virginia (USDA 2025) will be impacted by the Project; no certified organic farms have been identified.

MVP will operate and maintain the proposed facilities in compliance with Pipeline and Hazardous Materials Safety Administration regulations provided at 49 CFR Part 192, FERC regulations at 18 CFR § 380.15, and maintenance provisions of the FERC Plan and Procedures. Unless requested by a land management agency, it is MVP policy not to use herbicides or pesticides for maintenance except within MVP-owned properties, regardless of Organic Farm certification.

8.1.2.2 Open Land

Open land is defined as utility rights-of-way, open fields, vacant land, herbaceous and scrub uplands, non-forested lands, emergent wetland, scrub-shrub wetland, golf courses, and municipal land. Table 8.1-1 and Table 8.1-2 list the acreage of open land within the Project area and acreage impacted during construction and operation of the Project, respectively. Impacts on open land from construction will be temporary except within the permanent aboveground facility sites, and temporarily disturbed areas will be restored and allowed to revert to pre-construction conditions.

8.1.2.3 Forest/Woodland

Table 8.1-1 and Table 8.1-2 list the acreage of forest/woodland areas within the Project sites and acreage impacted during construction and operation of the Project, respectively.

All of the proposed clearing of forested land will be located within the Swann Compressor Station site, where it will be permanently impacted by the footprint of the proposed aboveground facilities. Following construction, the majority of the Project permanent facilities will be maintained in a gravel or other hard surface with no vegetation, and any areas that are vegetated will be maintained in an herbaceous state without trees to facilitate operation of the Project facilities.

8.1.2.4 Developed Commercial/Industrial Land

Table 8.1-1 and Table 8.1-2 list the acreage of developed lands, which includes commercial/industrial land within the Project area and acreage impacted during construction and operation of the Project respectively. Construction activities are not proposed in any commercial areas. Commercial/industrial areas are located to the northwest of the Swann Compressor Station site, on the opposite side of U.S. Route 460/11 (Roanoke Road). However, to the extent relevant, measures that MVP will use to avoid or minimize impact on commercial/industrial areas and businesses will include maintaining access to businesses at all times. Additionally, MVP will utilize safety fence, jersey barriers, and flashing light barricades as required at roadways to ensure the safety of the general public and MVP personnel throughout active construction areas.

The Swann Compressor Station site is located immediately adjacent to U.S. Route 460/11 and the adjacent Norfolk Southern Railway. MVP does not anticipate any activities within the U.S. Route 460/11 or railroad easements but will coordinate with the Virginia Department of Transportation (VDOT) and Norfolk Southern Railway as necessary. U.S. Route 460/11 and the railroad tracks will also be crossed by the electric

transmission facility to provide electric service to the Swann Compressor Station; this electric transmission line will be permitted and constructed by AEP (see Resource Report 1). Coordination with VDOT and Norfolk Southern Railway for that project will be the responsibility of AEP.

Construction activities in the Project area could result in a slight increase in traffic on local roadways. MVP will incorporate measures to maintain safety and minimize traffic disruption and ensure that construction activities will not prevent the passage of emergency vehicles. MVP will obtain all necessary permits for construction vehicle usage and permits from the West Virginia Department of Transportation (WVDOT) and VDOT, to the extent required. MVP will work with the governing agency and facilitate repair of any significant damage caused by construction activities.

8.1.2.5 Developed Residential Land

Table 8.1-1 and Table 8.1-2 list the acreage of developed lands, which includes residential land within the Project area based on USGS NLCD data (USGS 2023) and acreage impacted during construction and operation of the Project, respectively. Section 8.2.1 below provides additional detail on existing and planned residences within the Project area.

8.1.2.6 Open Water

There are no identified waterbodies large enough to be classified as open water (as defined by USGS NLCD data and FERC 2017) within the Project area.

8.1.2.7 Special Land Uses

Special land uses include areas such as land associated with schools, parks, places of worship, cemeteries, sports facilities, campgrounds, golf courses, and recreational fields. Special land uses may also be included within other land use cover types as classified by the NLCD (e.g., golf courses are included within Open Land). Public lands and designated recreational areas are discussed in detail in Section 8.3 below.

MVP identified one local park in the vicinity of the Project. Eastern Montgomery Park (Section 8.3.1), managed by Montgomery County, is located across U.S. Route 460/11 and the Norfolk Southern Railway, approximately 0.1 mile to the northwest of the proposed Swann Compressor Station. Because the park is separated from the proposed compressor station by both U.S. Route 460/11 and the Norfolk Southern Railway, impacts to the park are not anticipated during construction or operation of the Project.

There are no schools identified within 0.5 mile of the Project area. Places of worship in the vicinity of the Swann Compressor Station site include Moores Chapel Baptist Church, located approximately 0.1 mile to the northeast of the construction area. At the existing Harris Compressor Station, the Hickory Knob Cemetery is located approximately 0.4 mile east of the Project area. No direct impacts to these sites are anticipated during construction or operation of the Project.

No special land uses have been identified within the Project area.

8.2 RESIDENTIAL AND COMMERCIAL AREAS

8.2.1 Planned Residential and Commercial Areas

Planned development is defined as any development that is included in a master plan or is on file with the local planning board or county. MVP has initiated consultation with county planning agencies in the vicinity of the Project to request information regarding proposed future development in the vicinity of the Project

facilities. Additionally, information on planned residential and commercial development was obtained through research of publicly available online databases.

MVP has not identified any planned residential or commercial areas located within 0.25 mile of the Project. If MVP identifies planned residential or commercial developments that would potentially be impacted by the Project, MVP is committed to working with individuals affected to minimize impacts on the developments to the extent practicable.

In addition, MVP reviewed projects proposed and/or currently under construction by West Virginia Division of Highways (WVDOT 2025) and VDOT (VDOT 2025) within 1.0 mile of the Project. The scope of the majority of these projects includes repairs or replacement of existing structures, such as bridges and roadways. The exact locations of many of these transportation projects are not known or are proposed to occur at multiple locations. Thus, it is difficult to determine the exact proximity of transportation projects to the Project. Based on review of WVDOT's online database, the Project is in the vicinity of three ongoing WVDOT projects:

- Stabilization: County Route (CR) 26/1, Laurel Patch, Long Fork – WVDOT is working to stabilize Long Fork Road from where it connects to Vernon Road approximately 0.8 mile south of the existing Harris Compressor Station. While the Project is not anticipated to have direct physical impacts on Long Fork Road, the route may be used to transport Project components. This project is proposed to be active in the construction phase through winter 2025 (WVDOT 2025); therefore, the work is unlikely to overlap with the timing of Project construction activities.
- Ditching & Patching: CR 80, Schuman Hill – Ditching and patching work is currently ongoing along Schuman Hill, approximately 0.5 mile northwest of the Bradshaw Compressor Station, through October 2025 (WVDOT 2025). While the Project is not anticipated to have direct physical impacts on Schuman Hill, the route may be used to transport Project components; however, based on construction schedule the work is unlikely to overlap with the timing of Project construction activities.
- Patching: CR 78, Fallen Timber – WVDOT is patching Fallen Timber Road, approximately 0.5 mile west of the Bradshaw Compressor Station, in its entirety (approximately 0.61 linear mile) through October 2025 (WVDOT 2025). Based on construction schedule the work is unlikely to overlap with the timing of Project construction activities.

One VDOT project was identified in proximity to the Project:

- I-81 Corridor Improvement Program (Project ID: 32) – One task of this project is to widen I-81 to three lanes between exits 128 and 137 in Montgomery and Roanoke Counties (MPs 128.4 and 137.1). The Swann Compressor Station is proposed to be sited approximately one mile south of I-81. While the Project is not anticipated to have direct physical impacts on I-81, the route may be used to transport Project components and the road widening work could impact delivery times. This project is scheduled to enter the construction phase in winter 2025 (VDOT 2025).

8.2.2 Residential Areas and Commercial Areas Impact and Mitigation

The Project in West Virginia is proposed within existing compressor station sites and laydown yards located in remote and heavily wooded areas that were approved for the construction of the MVP Mainline and therefore is not anticipated to impact residential or commercial areas.

The Swann Compressor Station is proposed to be located on undeveloped land, which is located southeast of an industrially-developed area, east of the South Fork Roanoke River. There are clustered residential developments to the west of the site on the west side of the river.

MVP identified residential or commercial structures within 50 feet of the proposed construction area based on aerial photography, site visits, and discussions with landowners. There are no residential or commercial structures within 50 feet of the existing or proposed compressor station sites. However, two structures were identified in proximity to laydown yards:

- At the MVP-LY-001 laydown yard for the Bradshaw Compressor Station in Wetzel County, West Virginia, a shed structure (assumed pole barn) is located at the edge of the proposed laydown yard immediately to the northeast.
- At the MVP-CY-002 laydown yard for the Harris Compressor Station in Braxton County, West Virginia, an abandoned residence is located to the east on the opposite side of Milroy Road, approximately 50 feet from the proposed laydown yard.

There are no residences within 25 feet of any construction workspace. MVP does not anticipate removing any existing structures for the construction of the Project.

Based on the location and nature of these structures identified near laydown yards, MVP does not anticipate that Site-Specific Residential Construction and Mitigation Plans will be needed for the Project. However, MVP intends to implement the following general practices, as applicable, where construction activities occur in proximity to residences:

- To the extent applicable to the laydown yards, MVP will install and maintain safety fence along the edge of the construction work area adjacent to the shed for a distance of 100 feet on either side of the shed to ensure that construction equipment and materials, including the spoil pile, remain within the construction work area;
- MVP will strive to accommodate special concerns regarding private landscaping, and other potential conflicts with the construction and operation of the Project; and
- MVP's contractor will control dust during construction by applying water to the disturbed construction work areas as necessary.

MVP does not anticipate any septic systems will be affected by the Project. However, if any septic systems are identified that may be affected by construction, MVP will work with the individual landowner to coordinate relocation and/or replacement of the septic system prior to construction to minimize impacts on the landowner. As discussed in Resource Report 2, MVP will identify drinking water wells within 150 feet of the construction area and work with landowners to establish baseline data and pre-construction water quality if necessary.

During construction, impacts on nearby existing residences would potentially include noise and dust from construction equipment, temporary visual impacts from construction equipment, and temporary and/or permanent visual impacts from removal of vegetation at the Swann Compressor Station (see Section 8.4).

Affected landowners will be notified of planned construction activities a minimum of seven days prior to the scheduled construction. The standard work schedule will typically be six days per week during daylight hours. Completion of some critical tasks may be required outside of normal working hours. Traffic will be

managed as described in Section 8.1.2.4., and speed limits will be strictly controlled for construction equipment and associated vehicles.

8.3 PUBLIC LAND, RECREATION, AND OTHER DESIGNATED AREAS

Table 8.3-1 lists public lands, recreational lands, and other designated areas, including ownership of those lands, that are located in the Project area or within 0.25 mile. The USGS PAD-US (USGS 2024), USGS topographic maps, aerial photographs, internet searches, and field reconnaissance were used to identify parks, recreation areas, scenic areas, and other specially designated areas at the federal, state, and local level in the vicinity of the Project facilities.

Table 8.3-1

Federal, State, Recreation, and Conservation Lands Located within 0.25 mile of the Proposed Project

County, State	Nearest Facility	Name of Area	Land Ownership/ Management	Land Use	Area Affected (Acres)		Distance and Direction from Project (feet)	Special Construction Measures a/
					Cont.	Oper.		
Montgomery, VA	Swann Compressor Station	Eastern Montgomery Park	Montgomery County Parks and Recreation	Forest; Open Space	0.0	0.0	740; Northwest	NA

Notes:
a/ NA indicates the feature is not within the Project area.

8.3.1 Public or Conservation Land

The following includes a discussion of impact and mitigation for public or conservation lands potentially impacted by the Project. There are no federal or state lands identified within 0.25 mile of the Project.

One local Montgomery County Parks and Recreation area was identified in the vicinity of the proposed Swann Compressor Station (Eastern Montgomery Park). Eastern Montgomery Park is owned by Montgomery County and operated by Montgomery County Parks and Recreation. It is located adjacent to the Elliston Fire Department, along the South Fork of the Roanoke River. The park has a picnic shelter, playground, volleyball net, open space, canoe and kayak launch and 0.5-mile trail along the river, as well as an airfield for the Montgomery County Model Airplane Club (Montgomery County 2025). According to Montgomery County Parks and Recreation, Eastern Montgomery Park is open to the public seven months out of the year and the picnic shelter and facilities can be reserved April 1st through October 31st. The park sees public use daily, and the shelter and facilities are rented for events on an average of approximately four times per month.

The proposed compressor station is separated from the Eastern Montgomery Park by U.S. Route 460/11 and the Norfolk and Southern Railway. Viewshed analysis did not indicate potential Project visibility from the park (Section 8.4). No impacts to Eastern Mongomery Park are anticipated to result from construction and operation of the Project. Additional discussion of potential indirect impacts related to noise and air quality is provided in Resource Report 9.

No conservation lands owned by non-governmental organizations were identified within 0.25 mile of the Project. No other public or conservation lands were identified in proximity to the Project area in Virginia and none were identified in West Virginia.

There are no scenic byways within 0.25 mile of the Project.

8.3.2 Natural, Recreational, or Scenic Areas

No registered natural landmarks or wilderness areas designated under the Wilderness Act will be crossed or located within 0.25 mile of the Project.

8.3.2.1 Private Recreational and Special Use Areas

MVP reviewed the Project areas using publicly available databases, field surveys where access was obtained, and aerial photography to identify any private recreational and other designated special use areas located within 0.25 mile of the Project. These areas could include campgrounds, golf courses, racetracks, quarries, churches, and other private recreational areas. There is one place of worship (Moores Chapel Baptist Church), located approximately 600 feet to the northeast of the Project area. Based on a review of the USGS PAD-US (USGS 2024), there are no other privately owned or managed recreational or special use areas within 0.25 mile of the Project area (see also Section 8.1.2.7 regarding special uses).

There is potential for construction to occur during various animal hunting seasons in West Virginia and Virginia. Safety concerns related to the overlap of construction activities and hunting seasons in the Project area are universal, and safety awareness is the responsibility of both the construction workers and the hunters. MVP's job site safety practices will be put in place to protect both workers and recreational hunters from any unsafe interaction. These practices include, but are not limited to, the use of high visibility vests and hard hats; daily pre-construction safety briefings to review conditions potentially affecting worker safety; instructing construction personnel to stay within marked authorized areas and field layout;

contacting local land owners or agents to identify areas that should not be entered due to hunting activities; and requiring contractors and visitors to stay clear of heavily wooded or brushy areas that could conceal their identity and visibility.

8.3.2.2 Natural Resources Conservation Service and Farm Service Agency Programs

Agricultural landowners may be enrolled in USDA programs managed through the NRCS and the Farm Service Agency (FSA). The NRCS negotiates easements with landowners for a variety of land and habitat conservation priorities. The Agricultural Act of 2014 established the Agricultural Conservation Easement Program (ACEP). It repealed the Farm and Ranchland Protection Program (FRPP), the Grassland Reserve Program (GRP), and the Wetlands Reserve Program (WRP) but does not affect the validity or terms of any FRPP, GRP, or WRP contract, agreement or easement entered into prior to the date of enactment on February 7, 2014, or any associated payments required to be made in connection with an existing FRPP, GRP, or WRP contract, agreement or easement. NRCS offers easement programs to landowners who want to maintain or enhance their land in a way beneficial to agriculture and/or the environment. All NRCS easement programs are voluntary and NRCS provides technical help and financial assistance to participating landowners (USDA NRCS 2025).

The ACEP provides financial and technical assistance to help conserve agricultural lands and wetlands and their related benefits. Under the Agricultural Land Easements component, NRCS helps Native American tribes, state and local governments and non-governmental organizations protect working agricultural lands and limit non-agricultural uses of the land. Under the Wetlands Reserve Easements component, NRCS helps to restore, protect and enhance enrolled wetlands. The Healthy Forests Reserve Program (HFRP) helps landowners restore, enhance and protect forestland resources on private lands through easements and financial assistance. Through HFRP, landowners promote the recovery of endangered or threatened species, improve plant and animal biodiversity and enhance carbon sequestration (USDA NRCS 2025).

The Conservation Reserve Program (CRP) is a land conservation program administered by the FSA and is the country's largest private-land conservation program. In exchange for a yearly rental payment, farmers enrolled in the program agree to remove environmentally sensitive land from agricultural production and plant species that will improve environmental health and quality. Contracts for land enrolled in CRP are 10 to 15 years in length. The long-term goal of the program is to re-establish valuable land cover to help improve water quality, prevent soil erosion, and reduce loss of wildlife habitat. The Conservation Reserve Enhancement Program (CREP) is an offshoot of the CRP. Also administered by the FSA, CREP targets high-priority conservation issues identified by local, state, or tribal governments or non-governmental organizations (FSA 2025).

Review of the USGS PAD-US (USGS 2024) did not identify any USDA NRCS agricultural easements that would be impacted by the proposed Project. If NRCS easements are identified in the future through ongoing landowner discussions and/or consultation with NRCS West Virginia and Virginia state offices, MVP will work with landowners and local FSA and NRCS officials to develop restoration programs that will ensure that affected enrolled CRP/CREP acreage will be eligible to continue participation in the program.

8.3.3 Hazardous Waste Sites

Contaminated soils are discussed in Resource Report 7, and documented contamination sites identified within 0.5 mile of the Project are listed in Resource Report 2. In the unlikely event that unexpected contamination is present in areas of Project construction, MVP's Environmental Inspectors will be trained

to detect direct and indirect evidence of soil and/or groundwater contamination. If contaminated soil or groundwater is encountered during construction, MVP will notify the affected landowner and will coordinate with the appropriate federal and state agencies in accordance with applicable notification requirements.

8.3.4 Coastal Zone Management Areas

The Project is not located within a Coastal Zone Management Area.

8.3.5 Agency and Landowner Consultation

Resource Report 1 provides an overview of the agency and public participation process for the Project. MVP's Public Participation Plan is provided in Appendix 1-E of Resource Report 1. A list of agencies contacted for information, consultation, or technical assistance during preparation of this Resource Report and copies of correspondence received to date are also provided in Resource Report 1.

8.4 VISUAL RESOURCES

Visual resources and visually sensitive areas are generally defined as publicly accessible places including, but not limited to: parks, open space, conserved lands, trails, scenic byways and roads, recreational sites and areas, waterbodies, and cultural resources that are visited and enjoyed, in part, for the appreciation of visual and scenic character. The Project includes upgrades to three existing compressor stations in West Virginia and the construction of one new compressor station in Virginia. Potential impact on visual resources from the existing stations and proposed new station are described below.

8.4.1 Existing Compressor Station Facilities

The existing Bradshaw Compressor Station upgrades will occur within the current footprint of the site and will not result in an expansion of the limits of disturbance and vegetation clearing nor exceed equipment heights that were approved for the original construction of the station as part of the MVP Mainline. The compressor station site and the surrounding area are rural and sparsely populated, with extensive forests covering deeply segmented hills and mountainous terrain. These landscape characteristics limit the potential for views into the site, and Project upgrades at the Bradshaw Compressor Station are expected to have no measurable visual impacts.

MVP is proposing to use a temporary laydown yard approximately five miles west of Bradshaw Compressor Station along Route 20 in Jacksonburg. The site has been used as a laydown yard for previous projects and will be visible to motorists while traveling in northbound and southbound directions. A residence is located immediately east and may experience filtered views through foreground vegetation. Visibility of the laydown yard will be temporary and only possible during the construction phase.

The existing Harris Compressor Station upgrades will result in an expansion of the station at the southwest corner of the site. No vegetation clearing is anticipated and equipment heights will not exceed that approved for the original construction of the station as part of the MVP Mainline. The rural forested landscape surrounding the compressor station is likely to reduce potential views of the Project upgrades. One residential structure is located approximately 0.3 mile southwest of the Project on a ridge slightly above the site of the compressor station; however, views of the Project are likely to be screened or heavily filtered by intervening vegetation. MVP proposes to use two adjacent temporary laydown yards that were previously used during the construction of the MVP Mainline, located approximately 0.25 mile northwest of the compressor station. These laydown yards have been used for previous projects and will be visible to

motorists traveling on Milroy Road during construction phase. Visual impacts from Project upgrades at the Harris Compressor Station are expected to be negligible or none.

The existing Stallworth Compressor Station upgrades will result in an expansion of the site to the west. No vegetation clearing is anticipated and equipment heights will not exceed that approved for the original construction of the station as part of the MVP Mainline. The Project and existing compressor station are located on the top of a wooded hill that rises above a narrow agricultural valley. Project upgrades are not expected to be visible due to the effects of intervening vegetation and landform.

8.4.2 Proposed Swann Compressor Station

The proposed Swann Compressor Station will include four buildings (two electrical control buildings, an office building, and an air compressor building) along with gas driven turbine structures and associated equipment. The tallest components will consist of three turbine stacks, at 55 feet in height.

The proposed site is located within the Valley and Ridge physiographic province of Virginia which, as its name suggests, is characterized by medium to broad valleys situated between the linear, wave-like Blue Ridge Mountain formations that run generally north-south within the greater Appalachian Mountain range.

In order to better understand the geographic extent of potential visibility of the compressor station when built and determine a Visual Study Area in which to conduct analysis, a viewshed mapping analysis was completed. The viewshed analysis used geospatial mapping to identify areas where the tallest structures at the proposed station would be visible. The analysis used publicly available USGS 10-meter Digital Elevation Model and Digital Surface Model (DSM) which accounts for the screening effects of intervening vegetation. The DSM surface features were accessed from Landfire.gov, a landcover database jointly managed by federal land management agencies. Viewshed analysis was completed within a preliminary five-mile Visual Study Area around the Swann Compressor Station, accounting for potential visibility of the tallest proposed structures, which include the 55-foot turbine stacks. Results indicated limited/negligible visibility from public areas beyond three miles away. Based on these results, the Visual Study Area was set to three miles. Figure 8.4-1 displays a map of the viewshed analysis results and visual resources that were inventoried.

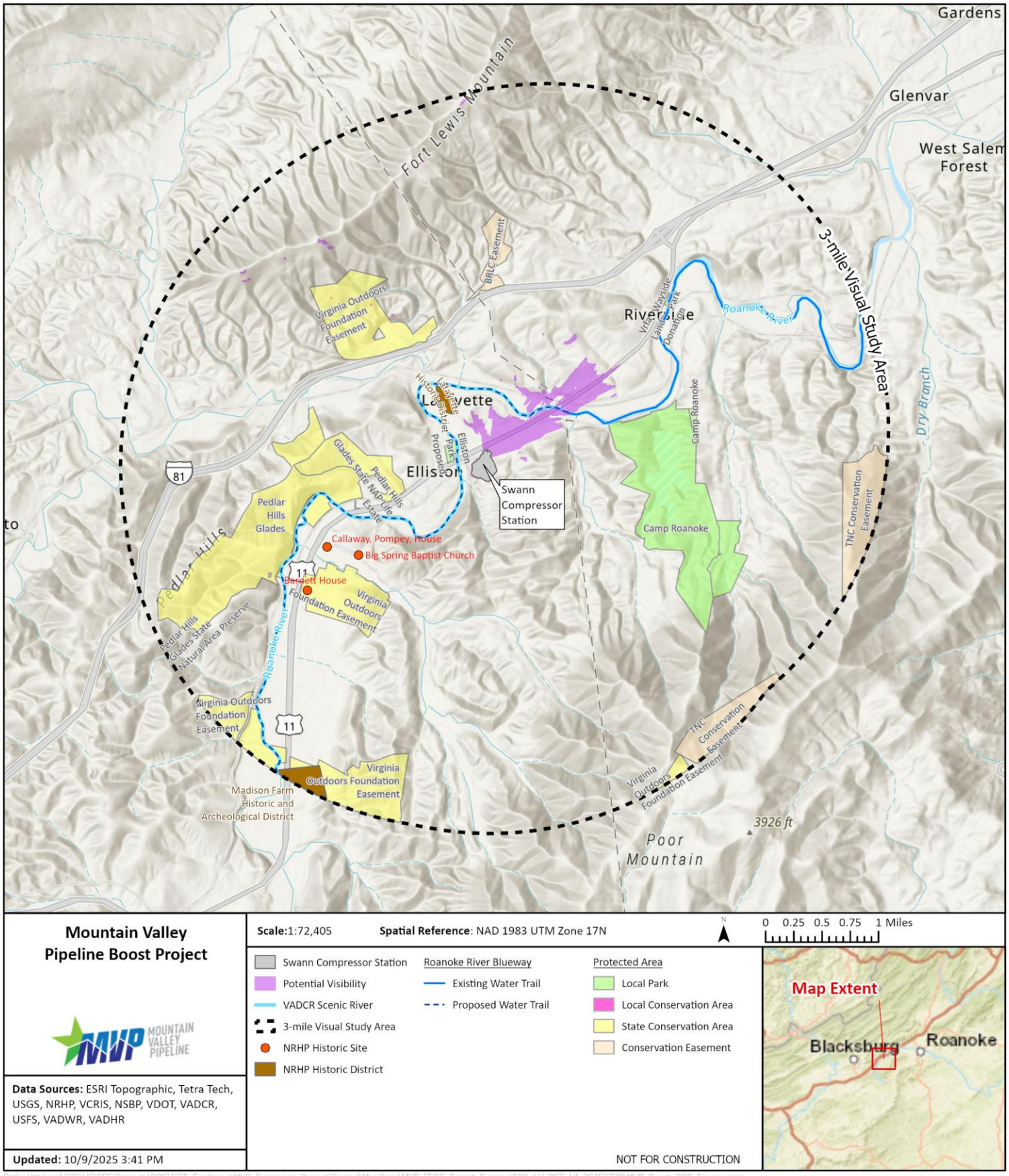

Figure 8.4-1 Potential Visibility of Swann Compressor Station

Within the three-mile Visual Study Area, the viewshed analysis indicated potential visibility from publicly accessible roads, neighborhoods, and private lands mostly within 1.5 miles of the proposed compressor station. To the northeast of the station, visibility would primarily be possible along U.S. Route 460/11 and Campbell Drive, approximately 0.1 to 1.5 miles away from the station. Approximately 0.2 to 0.5 mile north-northeast, potential Project visibility was identified from homes/neighborhoods in the vicinity of Gardiner Street, Green Hill Lane, and Sunny Lane. Further northeast, approximately 0.1 to 0.7 miles away, the Project would be visible from fields and low density homes near Cove Hollow Road and Howard Drive.

8.4.2.1 Natural, Recreational, and Scenic Areas Impact and Mitigation

Visual resources and other publicly accessible places with aesthetic/scenic and/or cultural values were identified within the three-mile Visual Study Area of the proposed Swann Compressor Station and are presented in Figure 8.4-1. Preliminary analysis of identified visual resources is provided below and is based on the viewshed analysis results and desktop-level review and research.

Eastern Montgomery Park – This local community park is situated between Enterprise Drive to the west and the South Fork Roanoke River to the east, approximately 0.1 mile northwest of the proposed Swann Compressor Station. The park includes riverwalk trails, a playground, shade structures, and a large mixed-use open lawn space. Viewshed analysis did not indicate potential Project visibility from the park. Visibility of the compressor station from location would likely be heavily obscured due to the presence of existing intervening vegetation. Visual impacts on the park are expected to be negligible or none and no mitigation measures are anticipated.

Lafayette Historic District – The Lafayette Historic District is listed on the National Register of Historic Places and is unique in Montgomery County as one of the first planned communities dating back to the early to mid-nineteenth century (DHR 1991). The district's significance is further described in Resource Report 4. Located approximately 0.6 mile northwest of the proposed Swann Compressor Station, viewshed analysis did not indicate potential visibility, likely due to screening from intervening vegetation, landform, and built structures. Visual impacts to the Lafayette Historic District are expected to be negligible or none. Potential visual impacts on the Lafayette Historic District are also addressed in the Cultural Resources Survey Report (Appendix 4-D of Resource Report 4).

Roanoke River System – The north and south forks of the Roanoke River meander through the valley to their confluence with the mainstem of the Roanoke River near Elliston-Lafayette, north of the proposed Swann Compressor Station site. The river is part of current and planned sections of the Roanoke River Blueway, a water trail managed by local, state, and private entities alongside the Roanoke Valley Alleghany Regional Commission (Roanoke River Blueway 2025). The river is also rated as a scenic river by the Virginia Department of Conservation and Recreation. Viewshed analysis did not indicate potential visibility from any section of the river within the three-mile Visual Study Area. The closest portion of the river to the Swann Compressor Station is the south fork, approximately 500 feet to the west. Intervening riparian vegetation and the steep hillside east of the river are likely to screen or heavily filter views of the compressor station. Visual impacts to the Roanoke River are expected to be negligible or none.

U.S. Route 460/11 – U.S. Route 460/11 does not have any formal designation tied to scenery or visual quality but is one of two primary high-speed travel corridors (the other being I-81) between Roanoke and Christiansburg utilized by both locals and commuters. The route abuts the northern edge of the compressor station site as it traverses in northeasterly and southwesterly directions. Viewshed analysis identified visibility along an approximately 1.4-mile stretch of roadway between 0.1 to 1.5 miles from the Swann

Compressor Station. Visibility would be primarily experienced by motorists heading southwest where the compressor station would be present within their direction of travel. Speeds along U.S. Route 460/11 in this area are 55 miles per hour, and motorists would experience varying degrees of visibility as they approach the compressor station site for approximately 90 seconds, with the vertical turbine stacks being the most visible feature. Vegetation and built features along the roadside are likely to periodically screen the compressor station from view. Visual impacts to U.S. Route 460/11 are expected to be low.

Pedlar Hills Glades – This State-managed conservation easement and natural preserve is located west of the proposed Swann Compressor Station and was established primary to protected unique/rare ecosystems. Viewshed analysis did not indicate potential visibility of the Swann Compressor Station from the preserve. There are no facilities supporting public access to the preserve, and access can be periodically restricted due to resource protection and prescribed burning activities (VADRC 2025). Due to the periodic and restrictive nature of public access and lack of formal recreation facilities, visual impacts to the Pedlar Hills Glades are expected to be negligible or none.

Blue Ridge Land Conservancy Easement (BRLC) – This conservation easement is located 1.6 miles north of the proposed Swann Compressor Station, and is managed by the BRLC, a private nonprofit conservancy. The Swann Compressor Station will not be visible from this easement due to screening by intervening vegetation and landform.

Camp Roanoke – Camp Roanoke is located 1.6 miles east of the proposed Swann Compressor Station and is owned and operated by Roanoke County Parks, Recreation, and Tourism, and serves as a recreational and education camp for children, youth, and families (Roanoke County 2025). The Project will not be visible from the Camp, primarily due to screening from foreground hills and landform.

The Nature Conservancy (TNC) Easements – Two TNC easements were identified 2.8 miles to the east and southeast of the proposed Swann Compressor Station. There is no public access to these privately managed easements. The Swann Compressor Station will not be visible from these easements due to screening by intervening vegetation and landform.

Structures on the National Register of Historic Places – There are three structures listed on the National Register of Historic Places identified approximately 1.4 to 1.8 miles southwest of the proposed Swann Compressor Station. These include the Barnett House, Pompey Callaway House, and the Big Spring Baptist Church. There will be no visibility from any of these structures due to screening from intervening vegetation and landform.

Madison Farm Historic and Archaeological District – This district is listed on the National Register of Historic Places and is located 2.9 miles southwest of the proposed Swann Compressor Station. There will be no visibility from the district due to the screening effects of intervening vegetation and landform.

Virginia Outdoors Foundation Easements – Five Virgina Outdoors Foundation easements were identified at distances ranging from 1.5 to 2.9 miles north, southwest, and southeast of the proposed Swann Compressor Station. The Virginia Outdoors Foundation is a state nonprofit organization that was established to preserve open space and natural resources in Virginia (VOF 2025). None of the easements allow for public access and some are located on private lands (USGS 2024). There will be no visibility of the Swann Compressor Station from any of these easements due to the screening effects of intervening vegetation and landform.

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