

ADELPHIA GATEWAY, LLC

RESOURCE REPORT NO. 8

Land Use, Recreation, and Aesthetics

ADELPHIA GATEWAY PROJECT

January 2018

SUMMARY OF FILING INFORMATION

INFORMATION	Data Sources ^a	Found in Section	To be Filed
<p>Minimum Requirements to Avoid Rejection:</p> <p>1. Classify and quantify land use affected by Title 18 CFR § 380.12(j)(1):</p> <ul style="list-style-type: none"> a. Pipeline construction and permanent rights-of-way; b. Extra work/staging areas; c. Access roads; d. Pipe and contractor yards; and e. Aboveground facilities <p>For aboveground facilities provide the acreage affected by construction and operation, acreage leased or purchased, and describe the use of the land not required for operation.</p>	A, L	8.1	N/A
<p>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 – 18 CFR § 380.12 (j) (1).</p>	A, D, L, LL	8.2.2	N/A
<p>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))</p>	D	Appendix 1A	N/A
<p>4. Summarize the total acreage of land affected by construction and operation of the Project. (§ 380.12(j)(1))</p>	D	8.1	N/A
<p>5. Identify by milepost all planned residential or commercial/business development and the time frame for construction. (§ 380.12(j)(3))</p>	I	8.2	N/A
<p>6. Identify by milepost special land uses (e.g., maple sugar stands, specialty crops, natural areas, national and state forests, conservation land, etc.). (§ 380.12(j)(4))</p>	A, B, L, DD, CC	8.3	N/A
<p>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))</p>	B, I, DD, LL	8.3	N/A
<p>8. Identify by milepost all natural, recreational, or scenic areas and all registered natural landmarks crossed by the Project. (§ 380.12(j)(4&6))</p>	A, B, DD, LL	8.3	N/A
<p>9. Identify all facilities that would be within designated coastal zone management areas. (§ 380.12(j)(4))</p>	DD	8.3	N/A

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))	A, L	8.3	N/A
11. Identify all designated or proposed candidate National or State Wild and Scenic Rivers crossed by the Project. (§ 380.12(j)(6))	DD	8.5	N/A
12. Describe any measures to visually screen aboveground facilities, such as compressor stations. (§ 380.12(j)(11))	D	8.5	N/A
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 overland that would be affected by the Project. (§ 380.12(j)(12))	D	8.3, Appendix 1D	N/A
<p>CFR = Code of Federal Regulations N/A = Not applicable ^a A = Aerial Photography B = Agency Consultation D = Applicant I = County/Municipal Agencies L = Field Surveys O = National Wetlands Inventory Maps CC = Soil Authorities, Other than Natural Resources Conservation Service DD = State Agencies LL = U.S. Department of Transportation</p> <p>Source: FERC, 2017</p>			

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ACRONYMS AND ABBREVIATIONS

Adelphia	Adelphia Gateway, LLC
Congoleum Plant	Congoleum Corporation Plant 3
CREP	Conservation Reserve Enhancement Program
CRP	Conservation Reserve Program
Delmarva Station	Delmarva-owned meter station (location of Parkway Lateral interconnect facilities).
EPA	United States Environmental Protection Agency
FRPP	Farm and Ranch Land Protection Program
GRP	Grasslands Reserve Program
M&R	meter and regulator
Marcus Hook CS	Marcus Hook Compressor Station
MLV	mainline valve
MP	milepost
Quakertown CS	Quakertown Compressor Station
Project	Adelphia Gateway Project
RCRA	Resource Conservation and Recovery Act
Tilghman Station	existing interconnect between PECO and TETCO systems at Tilghman Street
TWS	temporary work space
WRP	Wetland Reserve Program

8 LAND USE, RECREATION, AND AESTHETICS

Resource Report 8 identifies the types or uses of land that would be affected by construction and operation of the Adelpia Gateway Project (Project) and includes associated mapping and descriptions for aboveground facilities. It also describes the potential impacts on recreational and special use areas, scenic rivers, public roads, public lands, and other protected areas that would be crossed or would be within proximity to the Project. Additionally, this report addresses the visual impacts of aboveground facilities. The Project consists of the following primary components: the approximately 4.4-mile 20-inch Mainline; the approximately 84-mile 18-inch Mainline consisting of the Southern Segment and the Northern Segment that will both transport solely natural gas; two new compressor stations (the Marcus Hook CS and the Quakertown CS); two laterals, including an approximately 0.25-mile 16-inch pipeline lateral (the Parkway Lateral) and an approximately 4.5-mile 16-inch pipeline lateral (the Tilghman Lateral); four existing meter and regulator (M&R) facilities that do not require any modifications and accordingly do not have any environmental impacts for review in this resource report; eight new M&R facilities at receipt and delivery interconnects located along the 18-inch Mainline and the laterals; eight new blowdown assemblies located at existing mainline valves; one new mainline valve; and use of an existing disturbed site as a wareyard.

8.1 LAND USE

This section identifies the current land use in areas that would be affected by the Project and quantifies land use impacts. Adelpia characterized land use types based on interpretation of aerial photography and information collected during field surveys of the Project area. Land uses within the Project area are classified into the following categories:

- Agricultural Land - active cropland, orchards, vineyards, and/or hay fields;
- Forested Land - upland or wetland forest. Forested land that would be affected by the Project is fragmented and of marginal quality (see Resource Report 3 – *Fish, Wildlife, and Vegetation*). Construction on forested land would require some tree removal. However, Adelpia would limit tree removal to only those areas where it is deemed necessary to safely and effectively construct and operate the Project;
- Open Land – non-forested vegetated uplands (except agricultural land), herbaceous and scrub-shrub wetlands, pasture, and maintained utility right-of-way;

- Residential Land - residential lawns/gardens/yards and residential subdivisions; Residential land crossed by the proposed Project consists of privately owned landscaped and maintained lawns/yards;
- Industrial/Commercial Land - electric power or gas utility stations, manufacturing or industrial plants, landfills, mines, quarries, commercial or retail facilities, railroads, and roads.

Table 8.1-1 identifies the existing land uses types that would be affected by Project facilities. Overview maps and plot plans of the Project facilities are provided in appendices 1A and 1B of Resource Report 1. Impacts to wetlands and waterbodies are identified and discussed in Resource Report 2 – *Water Use and Quality*. In Resource Report 8, wetlands are not given a separate land use category; instead, they are reported as they fit into the land use type definitions provided above (e.g. a forested wetland would be characterized under the forest land use type).

Table 8.1-1

Summary of Land Use Impacts for the Adelphia Gateway Project in Acres

Project Facility	Agricultural Land		Open Land		Industrial/ Commercial		Forested Land		Residential Land		Project Total	
	Const ^a	Op.	Const ^a	Op.	Const ^a	Op.	Const ^a	Op.	Const ^a	Op.	Const ^a	Op.
<i>Pipeline Laterals^{bc}</i>												
Parkway Lateral	0.0	0.0	0.0	0.0	1.6	0.8	0.0	0.0	0.0	0.0	1.6	0.8
Tilghman Lateral	0.0	0.0	0.0	0.0	14.7	2.3	1.5	0.5	6.0	0.0	22.2	2.8
<i>Pipeline Laterals Subtotal</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>16.3</i>	<i>3.1</i>	<i>1.5</i>	<i>0.5</i>	<i>6.0</i>	<i>0.0</i>	<i>23.9</i>	<i>3.6</i>
<i>Aboveground Facilities^{bd}</i>												
Marcus Hook CS	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0
Quakertown CS	0.0	0.0	2.4	0.6	1.2	1.2	0.0	0.0	0.0	0.0	3.6	1.8
Martins Creek Station	0.0	0.0	0.0	0.0	3.5	3.5	0.0	0.0	0.0	0.0	3.5	3.5
Skippack Meter Station	0.0	0.0	0.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.2
MLV and Blowdown Assembly Sites	0.1	0.0	3.3	0.1	0.2	0.2	0.0	0.0	0.0	0.0	3.6	0.3
<i>Aboveground Facility Subtotal</i>	<i>0.1</i>	<i>0.0</i>	<i>6.3</i>	<i>0.9</i>	<i>11.9</i>	<i>4.9</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>18.3</i>	<i>5.8</i>
Project Total	0.1	0.0	6.3	0.9	28.3	8.0	1.5	0.5	6.0	0.0	42.2	9.4
<p>Notes: Totals may not sum correctly due to rounding Impacts less than 0.05 are presented as 0.0 due to rounding Const. = Construction impacts Op. = Operations impacts ^a Operations impacts are included in construction impacts. ^b Impacts include those associated with meter stations. ^c To avoid double counting of impacts, acreages of affected land for the pipeline laterals do not include the portions of the lateral located within the boundaries of the proposed Marcus Hook CS Site. ^d Impacts include those associated with the wareyard at the Marcus Hook CS and access roads, if applicable.</p>												

8.1.1 Pipeline Laterals

Adelphia proposes to construct and operate two new pipeline laterals: the Parkway Lateral; and the Tilghman Lateral. The Parkway Lateral, including associated meter stations, would be constructed and operated entirely on industrial/commercial land. Construction of the Tilghman Lateral, including associated interconnects/meter stations, would primarily affect industrial/commercial land (i.e., roadways and existing gas utility stations), but some impacts would also occur on forested, and residential land. Industrial/commercial land affected by construction of the laterals would be kept as industrial-use land following construction. The majority of forested land affected by construction of the Tilghman Lateral would be allowed to revegetate naturally while the remaining forested land would be maintained in an herbaceous state during operations to allow for access to the pipeline right-of-way and to ensure safe operations.

8.1.2 Aboveground Facilities

Aboveground Project facilities include the Marcus Hook Compressor Station (Marcus Hook CS), wareyard, the Quakertown Compressor Station (Quakertown CS) and associated M&R facilities, the Martins Creek Station, and the Skippack Meter Station.

The Marcus Hook CS, wareyard and modifications to the Martins Creek Station would be installed entirely on existing paved/graveled industrial/commercial land, which would be kept as industrial-use land for operations.

The Quakertown CS and associated M&R facilities would be installed within the boundaries of the existing Quakertown M&R Station, which consists of paved/graveled industrial land and open land (scrub-shrub uplands). The remaining portion of the Quakertown CS would be located on open land (non-agricultural field and maintained pipeline right-of-way) and industrial/commercial land (road) located adjacent to the Quakertown M&R Station property. Industrial/commercial land affected by construction of the Quakertown CS would remain in industrial/commercial use during operations. Open land within the boundaries of the Quakertown M&R Station would be paved and permanently converted to industrial use land. Open land outside of the Quakertown M&R Station boundaries that would be affected by the Project would be returned to pre-construction conditions following construction.

The Skippack Meter Station would be installed on open land (including maintained pipeline right-of-way and pasture). Area used as temporary work space (TWS) would be returned to pre-

existing conditions following construction. A portion of the land affected would be permanently converted to paved/graveled industrial-use land for Project operations.

8.1.3 Mainline Valves and Blowdown Assemblies

Construction of the new MLV and blowdown assemblies at existing MLVs would affect agricultural, open land, and industrial/commercial land. Land used as TWS would be returned to pre-existing conditions following construction completion. Adelphia would use existing access roads to access the sites.

8.2 PLANNED RESIDENTIAL AND COMMERCIAL AREAS

Adelphia consulted with county planning departments and reviewed county planning commission records to identify proposed residential and commercial developments within 0.5 mile of the Project.¹ No proposed new residential developments were identified within 0.5 mile of the Project (New Castle County Land Use Department, 2017; Bucks County Planning Commission, 2017; Lower Chichester Township, 2017; Delaware County Planning Department, 2017). However, several proposed commercial developments were identified in proximity to the Tilghman Lateral and Marcus Hook CS. Table 1.10-1 in Resource Report 1 identifies planned development projects within 0.5 mile of the Project. Due to the proposed commercial developments' distance from the Project and/or the temporary duration of Project construction, the Project would not adversely impact proposed commercial land development in the vicinity of the Project area.

8.2.1 Existing Residences and Buildings

There are no residences or other non-residential buildings located within the Project's construction workspace. A total of 121 residences and 37 non-residential structures would be located within 100 feet of the Project's construction workspace, as identified during field reconnaissance surveys and aerial imagery interpretation. Table 8.2-1 provides the number residences within 100 feet of the Project Area, by Project Site. Table 8.2-2 provides the location by facility, workspace type, and milepost for residences within 50 feet of the Project.

¹ Due to the limited scope and geographical extent of proposed Project activities at the Martins Creek Station and MLV/Blowdown Sites, Adelphia did not evaluate planned residential or commercial areas near these Project Sites.

Table 8.3-2		
Structures within 100 Feet of the Adelphia Gateway Project's Construction Workspace		
Project Site	Number of Structures^a	
	Residences	Non-residential Buildings
Marcus Hook CS ^b	27	4
Parkway Lateral	24	4
Tilghman Lateral	67	22
Quakertown CS ^c	1	0
Martins Creek Station	0	1
Delmarva Meter Station ^d	0	1
Transco Meter Station	0	1
Monroe Meter Station	0	1
Skippack Meter Station	0	1
PECO Meter Station	0	1
Chester Creek Gate Blowdown	0	0
Paoli Pike Gate Blowdown	0	0
Pickering Creek Gate Blowdown	0	0
French Creek Gate Blowdown	1	0
Cromby Gate Blowdown	0	0
Schuylkill River Gate Blowdown	0	0
Perkiomen Creek Gate Blowdown	0	0
East Perkiomen Gate Blowdown	0	0
MLV Option 1	1	1
MLV Option 2	0	0
Total	121	37
^a Counts determined based on Google Earth imagery and includes several multi-unit apartment buildings, which are counted as one residence due to the inability to discern between units on aerial imagery. ^b Includes the proposed wareyard located at the Marcus Hook Pump Station. ^c Includes associated M&R facilities. ^d Includes the TETCO, TCO and Delmarva M&R facilities.		

Table 8.2-2 Residences within 50 Feet of the Adelpia Gateway Project's Construction Workspace ^a		
Project Site	Workspace Type	Nearest Project Milepost
Parkway Lateral	ATWS	PL 0.0
	ATWS	PL 0.0
	ATWS	PL 0.1
	ATWS	PL 0.1
	ATWS	PL 0.1
Tilghman Lateral	ATWS	TL 0.9
	HDD ATWS	TL 1.0
	HDD ATWS	TL 1.1
	HDD ATWS	TL 3.4
	HDD ATWS	TL 3.4
	HDD ATWS	TL 3.4
	HDD ATWS	TL 3.4
	HDD ATWS	TL 3.5
	HDD ATWS	TL 3.5
	HDD ATWS	TL 3.5
	HDD ATWS	TL 3.9
HDD ATWS	TL 4.2	

ATWS = additional temporary workspace
HDD = horizontal directional drill
^a Counts determined based on Google Earth imagery and includes several multi-unit apartment buildings, which are counted as one residence due to the inability to discern between units on aerial imagery.

Construction the Project could result in short-term impacts on nearby residences and other buildings by increasing construction-related traffic on local roads, generating dust, and causing noise during construction. Adelpia would minimize these impacts by adhering to its *Residential Access and Traffic Management Plan* (see Resource Report 5 – *Socioeconomics*), the *FERC Upland Erosion Control, Revegetation, and Maintenance Plan*, (see appendix 1C) and through implementation of mitigation measures that include:

- limiting construction activities to daytime hours, wherever feasible;
- ensuring that utilities are not disrupted during construction, to the extent practicable. If the need to disrupt utilities arises, Adelpia would provide notice to affected land owners as early as possible;

- notifying adjacent landowners no later than two weeks prior to the start of construction; and
- inspecting road surfaces near residences and, if necessary, cleaning roads of soil and debris deposited due to construction activities.

8.2.2 Existing Right-of-Way Colocations

The Parkway and Tilghman Laterals would be collocated within existing road and utility right-of-way for the majority of their proposed routes. Table 8.2-3 provides the locations by milepost where the pipelines would be collocated or adjacent to existing right-of-way.

Table 8.2-3					
Proposed Pipeline Collocations for the Tilghman and Parkway Laterals					
Begin MP	End MP	Collocated With^a	Distance within Existing ROW (feet)	Distance Adjacent to Existing ROW (feet)	Distance Outside Existing ROW (feet)
<i>Parkway Lateral</i>					
PL 0.0	PL 0.1	Ridge Road	167	0	0
PL 0.1	PL 0.2	Parkway Avenue	493	0	0
PL 0.2	PL 0.2	N/A	0	0	607
<i>Tilghman Lateral</i>					
TL 0.0	TL 0.3	Ridge Road, power line, Transco pipeline ROW	1,795	0	0
TL 0.3	TL 2.2	Ridge Road, power lines	10,031	0	0
TL 2.2	TL 2.3	N/A	0	0.0	529
TL 2.3	TL 2.9	Transco	0	3,010	0
TL 2.9	TL 3.7	Highway 291, power line	4,382	0	0
TL 3.7	TL 3.8	Townsend Street	348	0	0
TL 3.8	TL 4.3	Transco pipeline ROW, W. Front Road	2,661	0	0
TL 4.3	TL 4.4	Central Avenue	422	0	0
TL 4.4	TL 4.4	Delaware Avenue	0	158	0

<p align="center">Table 8.2-3</p> <p align="center">Proposed Pipeline Collocations for the Tilghman and Parkway Laterals</p>					
Begin MP	End MP	Collocated With^a	Distance within Existing ROW (feet)	Distance Adjacent to Existing ROW (feet)	Distance Outside Existing ROW (feet)
<p>ROW = right-of-way</p> <p>^a Detailed civil surveys have not yet been performed so a full list of collocated utilities is not yet available. Adelpia is continuing to seek access and will complete field evaluations as access is granted.</p>					

8.3 PUBLIC LAND, RECREATION, AND OTHER DESIGNATED AREAS

Public land, recreational land, and other similarly designated areas within the vicinity of the Project were investigated by reviewing publicly available information such as U.S. Geological Service topographic maps, Google Earth aerial imagery, and both state and federal agency services. Construction of the new MLV and blow-down assembly modifications along the existing 18-inch and 20-inch diameter pipeline would take place within existing previously permitted, and maintained pipeline right-of-way and existing access roads and would therefore not affect public or conservation land, natural, recreational, or scenic areas and are not included in the discussion below.

8.3.1 Public or Conservation Land

None of the Project facilities that would require construction are located within 0.25 mile of any National Park System lands (NPS, 2017). The Project does not cross and is not located within 0.25 mile of any Indian reservations, national wildlife refuges, or National Wilderness Areas (U.S. Fish and Wildlife Service, 2015; NPS, 2017).

The U.S. Department of Agriculture Farm Service Agency manages the Conservation Reserve Program (CRP) and Conservation Reserve Enhancement Program (CREP), which are voluntary programs that aid land owners in preventing topsoil erosion and conserving natural resources. None of the Project facilities would be located within 0.25 mile of areas registered as CRP or CREP (NRCS, 2015).

The Agricultural Act of 2014 created the Agricultural Conservation Easement Program (ACEP) which replaces the Wetlands Reserve Program (WRP), Farm and Ranch Land Protection Program (FRPP), and Grasslands Reserve Program (GRP). New enrollments are no longer being accepted for the WRP, GRP, and WRP programs, but contracts under these programs are still

valid. None of the properties in which the Project would be built were found to be within 0.25 mile of any conservation easements (NRCS, 2015).

8.3.2 Natural, Recreational, or Scenic Areas

The National Scenic Byways Program was established under the Intermodal Surface Transportation Efficiency Act of 1991 in order to preserve and protect the nation's scenic roads (FHA, 2017). Roads designated as National Scenic Byways must meet at least one of the six intrinsic qualities specified by the Federal Highway Administration, including: archaeological, cultural, historic, natural, recreational, and/or scenic qualities. If a road or highway meets more than one of these criteria it is deemed an All-American Road and is recognized for its unique features. No All-American Roads, natural areas, recreational areas, historic areas, hiking trails, or scenic areas were identified within 0.25 mile of the Project (FHA, 2017; PADCNR, 2017a; PADCNR, 2017b; PADCNR 2017c; PASDA, 2017a; PASDA, 2017b). The Martins Creek Station is located along the Delaware River Scenic Byway (FHA, 2017); however, because construction at this Site would be limited to the installation of a chain-link fence and would occur entirely within the boundaries of the existing Martins Creek Terminal, Project-related impacts to the Byway are not anticipated.

The Marcus Hook CS, wareyard, the portion of the Parkway Lateral located in Pennsylvania, and all of the Tilghman Lateral (including and associated M&R facilities) would be located within the Delaware Estuary Coastal Zone (PASDA, 2004). In accordance with the Federal Coastal Zone Management Act (CZMA), Adelphia will request a federal consistency review from the Pennsylvania Department of Environmental Protection's Coastal Resources Management Program for the portion of the Project within the Delaware Estuary Coastal Zone and will file its request with the FERC upon its submittal to the Pennsylvania Department of Environmental Protection. Adelphia will file the agency's response to its request, along with all related correspondence, with the FERC upon its receipt. None of the Project facilities would be within the coastal zone in the state of Delaware (DNREC, 2017).

8.4 CONTAMINATED SITES

According to the U.S. Environmental Protection Agency's (EPA) *Cleanups in My Community* website, two Resource Conservation and Recovery Act (RCRA) Corrective Action sites occur in proximity to the Project (EPA, 2017a). The Congoleum Corporation Plant 3 (Congoleum Plant) is a 51.5-acre site located along Ridge Road and adjacent to the Tilghman Lateral at MP TL-1.5. The Congoleum Plant is an active facility that has manufactured floor

products since 1902. Solvent based inks/paints were historically used in the manufacturing process until the early 1980s, and some heavy metal contaminants remain in the soil and groundwater at the facility above levels appropriate for residential uses. Therefore, the EPA implemented institutional controls to restrict land and groundwater use at the site. In 2016, the EPA determined that the Congoleum Plant completed the requirements of the RCRA Corrective Action, and both human exposures to contaminants and migration of contaminated groundwater are 'under control' (EPA, 2016b). Project activities would not violate any of the implemented land and groundwater use restrictions.

The Monroe Energy, LLC site is a former BP Oil Incorporated-owned oil refinery located on a 350-acre site adjacent to State Route 291 in Trainer, Pennsylvania approximately at approximately MP 2.7 on the Tilghman Lateral. In 1989, while under BP Oil ownership, the EPA initiated a RCRA Facility Assessment at the site. The Assessment identified groundwater, soil, and air contamination at the site. Since 1991, the EPA and the PADEP have been involved in cleanup activities at the site. The main contaminants in the facility are typical hazardous petroleum constituents such as benzene, toluene, ethyl benzene, total xylene, semi-volatile organic compounds, arsenic, chromium and lead. As of 2013, human exposure to contamination and migration of contaminated groundwater are listed by the EPA as being 'under control', and the cleanup is ongoing (EPA, 2016a).

There is also one EPA Superfund Site located in the vicinity of the Project. The Metro Container Corporation Superfund Site is a 10.4-acre site located along Route 291 and adjacent to the Tilghman Lateral at MP TL 2.6. The site has been used for various industrial activities since the late 19th century. Soil and groundwater at the Superfund site are contaminated with polychlorinated biphenyls, inorganic elements, polycyclic aromatic hydrocarbons and volatile organic compounds. Buried containment structures and piping systems used by past owner/operators contain sludges and non-aqueous phase liquids and in many areas remain connected to Stoney Creek. The EPA has conducted several removal response actions to remove contaminants from the site, the most recent of which completed in 2016 (EPA, 2017b). The Metro Container Site is on the EPA's National Priorities List and will be subject to future monitoring and remediation activities by or under the direction of the EPA (Towle, 2017). Adelphia proposes to install the pipeline via horizontal directional drill in this area to avoid potential impacts to the contaminated area.

Adelphia conducted Phase One Environmental Site Assessments for all proposed aboveground facilities. These investigations identified several historic recognized environmental

conditions (NV5, 2017a-d), which are presented in table 8.5-1. No contaminated soils, sediments, or groundwater are expected to be encountered at any of the Project facilities. Prior to the start of construction, Adelphia would draft an *Unanticipated Discovery of Contamination Plan* that outlines the steps that would be followed in the unlikely event that contaminated sediments, soils, or groundwater are identified during Project construction.

Table 8.5-1				
Historic Recognized Environmental Conditions Identified in the Adelphia Gateway Project Area				
Project Facility	Date of Occurrence	Identified Condition	Description	Comment/Status
Marcus Hook CS	2/6/1992	Oil Release	An oil release affected storm water drainage and subsurface.	No evidence of staining or discharge via visual inspection. Soil and gravel were excavated and area cleaned/remediated.
Marcus Hook CS	6/30/1992	Oil release	Release of Therminol 55 heat transfer fluid affected storm water drainage system.	No evidence of staining or discharge via visual inspection. Contaminated soil was addressed.
Marcus Hook CS	4/5/1993	Oil release	Release of No. 2 fuel oil from adjacent site that was transferred to Marcus Hook CS via transfer pipe.	No evidence of staining or discharge via visual inspection. Contaminated soil and gravel were removed, area was remediated.
Marcus Hook CS	8/23/1993	Oil spray release	Surface spray of oil from muffler reported. Exact location unknown.	No evidence of staining or discharge via visual inspection.
Marcus Hook CS	5/28/2015	Monitoring well closure	Several groundwater monitoring wells installed at the site.	N/A
Sources: NV5, 2017a-d				

8.5 VISUAL RESOURCES

The Project would not be located within any federal, state, or locally designated scenic areas, such as National Wild and Scenic Rivers. However, Martins Creek Station would be located approximately 0.5 mile from a portion of the Delaware River listed as a Pennsylvania scenic river (Wild & Scenic Rivers, 2017). Due to the limited extent of Project activities that would occur at the Martins Creek Station and the distance of this site from the listed portion of the Delaware River, impacts to Pennsylvania listed scenic rivers would not occur.

Project construction would result in impacts on visual and/or aesthetic resources due to vegetation clearing and the presence of construction equipment. Impacts to these resources during operations would be caused by the permanent conversion of vegetated land to

industrial/commercial land and the conversion of forested and scrub/shrub vegetation to maintained herbaceous habitat. The creation of new aboveground facilities (i.e., compressor stations and meter stations) would also result in permanent impacts to visual and/or aesthetic resources; however, these sites would at least partially be sited on existing industrial-use lands, and impacts would therefore be minimized. Visual impacts from construction and operation for the remainder of the Project would be minimal and temporary. The need for additional visual screening to further reduce visual impacts would be determined on a site-specific basis through consultation with adjacent landowners.

8.6 REFERENCES

- Delaware Department of Natural Resources and Environmental Control (DNREC). 2017. Environmental/DE_Coastal_Zone (MapServer). Available at: https://firstmap.delaware.gov/arcgis/rest/services/Environmental/DE_Coastal_Zone/MapServer. Accessed August 2017.
- Federal Energy Regulatory Commission (FERC). 2017. Guidance Manual for Environmental Report Preparation for Applications Filed Under the Natural Gas Act. Volume I. February 2017.
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