

DRAFT 2 /28/05

STATE ENVIRONMENTAL QUALITY REVIEW ACT DRAFT SCOPING DOCUMENT

FOR

DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

Project Name:

Wal-Mart Supercenter
Store No. 2370-02

Location:

NYS Route 7 and Betts Road
Town of Brunswick, Rensselaer County, NY

Lead Agency:

Town of Brunswick, Town Board
Town of Brunswick
308 Town Office Road
Troy, New York 12180-8809

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Dated:

March 10, 2005

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1.0 INTRODUCTION

Wal-Mart Stores, Inc. is proposing a Planned Development District (“PDD”) on approximately 33.7± acre project site in the Town of Brunswick, Rensselaer County, New York. The project to be constructed in the PDD is a Wal-Mart Supercenter with gasoline sales facility (the “Action”).

The Action is a Type 1 Action pursuant to 6 NYCCR 617 and Article 8 of the State Environmental Quality Review Act (“SEQRA”).

The Town of Brunswick Town Board has proposed to establish itself as “Lead Agency” pursuant to the requirements of SEQRA, and has indicated its intent to issue a Positive Declaration requiring Wal-Mart to prepare a Draft Environmental Impact Statement (“DEIS”) for the Action. Once the Town Board is confirmed as Lead Agency it will also initiate a public scoping process. Wal-Mart has prepared this scoping document for the DEIS and the Town Board will request comments on it.

This document is the Draft Scope to be used in the scoping process. As such, this Draft Scope includes all elements required by the SEQRA regulations including: (1) a brief description of the proposed action; (2) potentially significant adverse impacts, including an identification of those particular aspects of the environmental setting that may be impacted; (3) the extent and quality of information needed for the preparer to adequately address each impact, including identification of relevant existing information, and required new information, including the required methodologies for obtaining new information; (4) initial identification of mitigation measures; (5) reasonable alternatives to be considered in light of the sponsor’s objectives (alternate sites will be limited to sites owned by or under option to the sponsor).

2.0 THE STATE ENVIRONMENTAL QUALITY REVIEW ACT PROCESS

2.1 Draft Environmental Impact Statement (DEIS)

The Town of Brunswick Town Board (hereinafter the “Lead Agency”) has initiated the SEQRA process for the review of the Action. The Lead Agency passed a resolution declaring its intent to be Lead Agency and to issue a Positive Declaration requiring the preparation of a DEIS for the Action.

The DEIS will discuss potential significant adverse impacts associated with the Action and its reasonable alternatives; identify and consider mitigation measures to reduce or eliminate potential adverse impacts; and develop and analyze alternatives if there are potential unmitigated effects.

After its publication, the DEIS will be available for public and involved and interested agency review and comment for a minimum 30-day period. Comments may be provided to the Lead Agency in writing during the DEIS comment period, and a public hearing will also be held to receive comments on the DEIS.

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For further information on this process, please contact the Lead Agency.

Lead Agency: Town of Brunswick Town Board, Rensselaer County, New York
Address: 308 Town Office Road, Troy, New York 12180-8809
Contact Person: Hon. Philip H. Herrington, Supervisor
Telephone: (518) 279-3461

2.2 Potentially Significant Adverse Impacts

The following potentially significant areas of impact have been identified for evaluation in the DEIS and are included in this Draft Scoping document:

- Land Use, Zoning and Community Character (including impact on the adjacent Brunswick Little League Field)
- Soil and Topography
- Vegetation and Wildlife (including wetlands)
- Traffic
- Drainage
- Cultural Resources
- Air Quality
- Noise
- Visual Resources

3.0 PROJECT OVERVIEW

3.1 Project Description

The proposed Action is the construction and operation of an approximately 203,826 square foot Wal-Mart Supercenter retail facility and separate gasoline sales facility to be developed on an approximately 33 acre site (the "Project"). The Project site is located on the northwest corner of the intersection of NYUS Route 7 and Betts Road, in the Town of Brunswick, Rensselaer County. The Project includes access improvements under the jurisdiction of NYSDOT and Town Highway Superintendent, extension of public potable water and sewage disposal facilities, stormwater management facilities, lighting and landscaping to support the proposed uses.

3.2 Project Location

The Project is located at the following intersection and consists of a total of 33.698 ± Acres made up of the following tax parcel numbers:

- Intersection of NYS Route 7 and Betts Road, northwest of Route 7 and southwest of Betts Road
- 091.00-2-25.21 - 4.196 ± Acres
- 091.00-2-24 - 1.667 ± Acres

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- 091.00-2-26.1 - 25.603 ± Acres
- 091.00-2-14 - 2.007 ± Acres
- 091.00-2-25.22 - 0.225 ± Acres

A figure showing the Project location is attached hereto.

3.3 Description and Current Use of the Project Site

The site consists of approximately 11.63 acres of vacant meadow and brushland, approximately 13.39 acres of new growth forest area and approximately 6.63 acres of wetlands. One small portion of the project site is used as a parking area for the Brunswick Little League's playing field. Two (2) houses with associated out buildings and a wooden barn are also located on the subject property. The project site is bounded by Betts Road on the north; the Brunswick Little League's playing field at the southeast corner; NYS Route 7 and commercial establishments on the south / southeast; agricultural and residential developments (Herrington Heights) on the north; and agricultural land to the west. The lands to the west are also know as the future / proposed Hudson Hills Apartment Complex.

3.4 Existing Zoning

The western portion of the site is zoned Agricultural (A-40). The eastern portion of the site is zoned Commercial (B-15).

3.5 Project Layout

The DEIS will include site plans detailing the layout of all of the different elements of the proposed Wal-Mart Supercenter, including the buildings, parking, access points, utility easements, and stormwater management facilities. A figure showing the initial concept plan for the Project is attached hereto. [Note- latest plan to be attached].

3.5.1 Subdivision Configuration

The proposed Project is located on five (5) separate parcels of land, that are being brought together to form a single parcel of approximately 33.7± acres. A re-subdivision is required to create a single parcel out of the five (5) existing parcels.

3.5.2 Building and Parking

Two separate structures will be built as part of the Project. The Wal-Mart Supercenter will be in a building measuring approximately 203,826 square feet. This structure will have the approximate dimensions of 35 feet in height, 417 feet in width, and 594 feet in length. The Supercenter structure includes space to be used for the tire and lubrication service center ("TLE"). An outdoor garden center, the dimensions of which are not included in building dimensions, will also be located on the Project site. The building

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housing the Supercenter will be located on the West / Northwest portion of the Project site, with the front of the building oriented toward the southeast, facing NYS Route 7.

A Wal-Mart gasoline sales facility will be operated out of a separate structure. This structure will measure approximately 1,300 square feet. The gasoline facility will have six dispensers, with a total of 12 fueling positions. The gasoline sales facility is proposed to be located on the east end of the Project site.

The Project includes the creation of 1,016 off-street parking spaces. The lot containing these parking spaces will be located in front of the Wal-Mart Supercenter building.

3.5.3 Site Access

There will be two access points into and out of the Project site. An access point will be constructed off of Betts Road, west of Max BMW Motorcycles. A second access point is proposed to be constructed from NYS Route 7, on the southeastern portion of the Project site. Improvements will be made to the existing roadways as part of the Project.

3.5.4 Utilities and Drainage

The Project site is served by public utilities – gas, electric and sewer – with adequate capacity to allow connection of the Project to those utilities.

Drainage of the site will be facilitated and controlled through the use of stormwater management facilities located on the Project site. The storm water management facilities will provide storm water quantity and quality mitigation. The proposed site will include two (2) stormwater retention ponds. Additionally, the proposed site will include a private storm sewer system to direct most of the storm water runoff from the subject site toward the proposed ponds.

The existing and proposed conditions will be evaluated for the 2-, 10-, 25-, and 100-year, 24-hour storm events using SCS TR-55 methodologies, consistent with State regulations. This will include addressing impacts on the 100-year flood plain, if any.

A Storm Water Pollution Protect Plan (SWPPP) will be developed prior to start of any work on the site in accordance with NYSDEC and Federal EPA requirements to mitigate potential impacts both during construction and as a result of increased impervious surfaces associated with development. Mitigation measures will include construction of detention and/or retention basins to limit peak runoff from the project to pre-development rates; and construction of wet ponds, grasslined ditches or other water quality protection measures to mitigate impacts on the quality of stormwater runoff.

Mitigation measures to minimize potential impacts on wetlands would first include an emphasis on avoidance of the wetland(s), then minimization of impact(s), and, if necessary, compensatory mitigation.

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The DEIS will discuss the improvements necessary to connect to the existing utilities. The DEIS will also contain detailed information about the impact the Project will have on the drainage of the site and measures taken to control and enhance site drainage.

3.6 Purpose and Need

The Project is being proposed to facilitate the expansion of retail services Wal-Mart can provide to the residents of the Town of Brunswick and the surrounding community. Wal-Mart cannot expand its operations on its current site because of the physical constraints present at that site. The additional services to be provided at the proposed Supercenter will enhance the retail service offerings available to area consumers thereby increasing consumer choices.

The Project site provides adequate acreage for Wal-Mart to relocate and expand the services that it offers. Wal-Mart requires a parcel as large as the Project site to provide adequate parking and stormwater management facilities for the proposed Supercenter.

3.7 Required Approvals

Wal-Mart may need the following approvals to proceed with the Project:

- Town Board approval of rezoning of the project site to a PDD;
- Town Planning Board approval of the site plan, re-subdivision and special use permits, as required;
- Town Zoning Board approval of area variances;
- Town of Brunswick Code Enforcement Officer issuance of required Building Permits;
- County Health Department approvals of the re-subdivision and water main extension; and
- Various approvals from the NYSDEC, NYSDOT, NYSDOH, County Highway Department, and Army Corps of Engineers.

4.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

4.1 Land Use, Zoning and Community Character

4.1.1 Zoning and Planning Compliance

The parcels that are being re-subdivided to create the Project site are zoned B-15 Commercial and A-40 Agricultural. Current zoning would not allow construction of the Project as proposed. Rezoning the Project site to PPD would permit the proposed uses.

The proposed use of the Project site for a Wal-Mart Supercenter with gasoline sales facility is consistent with the Town of Brunswick's Comprehensive Plan, dated 2001 (the "Plan"). The Plan calls for development of the kind proposed by Wal-Mart to occur

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along the NYS Route 7 corridor. The Plan recommends that the NYS Route 7 corridor be used to provide the shopping centers and stores, including large retail stores, necessary to serve the Town. Construction of the Supercenter on the Project site will enhance the NYS Route 7 corridor as the primary commercial district of the Town.

4.1.2 Compatibility with Existing Area Land Uses

The Project is consistent with existing area land uses. The character of the NYS Route 7 corridor has changed from agricultural to commercial in nature. Several commercial establishments are already in place along the adjacent stretch of NYS Route 7. Commercial establishments, including Max BMW Motorcycle, occupy the parcels that abut the Project site. The Project will integrate well with the commercial development already in place along the NYS Route 7 corridor.

4.1.3 Community Character

The Project will not have any significant adverse impact on the community character. As noted in section above, the Project site is located in the part of Town specifically identified as most appropriate for commercial development of the kind proposed by Wal-Mart.

The Project will positively impact the community, in that it will lead to the creation of both short-term construction jobs and the addition of jobs to support Wal-Mart's expanded retail operations in the proposed Supercenter. The Project will create approximately 150 short-term jobs during its 18 month construction phase. The Supercenter's ongoing operations will add approximately 185 jobs to the 300 jobs associated with Wal-Mart's current operation. The increased consumer choices, increased consumer convenience, the increased jobs and income and the additional sales and real estate taxes generated by the expanded Wal-Mart operation will have a positive impact on the community.

The Project site is located next to the Brunswick Little League playing field. In fact, a portion of the parking area used for the playing field is located on the Project site. Wal-Mart proposes deeding or leasing (at a rate of \$1.00 per year) that portion of the Project site currently used for Little League parking to the Brunswick Little League, so that it may maintain the playing field as it currently exists. In addition, Wal-Mart is proposing to enhance the current Little League parking area to allow for smoother vehicle movement, with identifiable parking spaces. Wal-Mart is actively discussing possible concerns about the Project with Brunswick Little League representatives.

The fact that Wal-Mart will be vacating its current store to relocate to the Project site also will have minimal impact on the Town's character. Even if the storefront is temporarily "dark", Wal-Mart will ensure that the property is properly maintained. It is very important to Wal-Mart, its shareholders and the community that these assets be put to productive use as soon as possible. Wal-Mart has a team of real estate professionals dedicated to finding high quality tenants for its properties. Wal-Mart has experience and

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proven success in filling stores that it has outgrown. On average Wal-Mart sells or leases approximately 10 million square feet annually. The present store is an important real estate asset for Wal-Mart and Wal-Mart will ensure that the store retains its maximum value as an asset.

Another party has prepared a PDD application for construction of a large apartment complex on lands adjacent to the Project site ("Hudson Hills"). The Wal-Mart DEIS (and the Hudson Hills DEIS) will discuss the potential combined impacts of the two projects on Betts Road, NYS Route 7, and Town water and sewer systems.

4.2 Soils and Topography

Information from the Soil Survey of Rensselaer County, New York, published by the USDA Natural Resources Conservation Service, and a Subsurface Exploration and Geotechnical Investigation for the Proposed Wal-Mart Supercenter, Store No. 2370-02 performed by Tierney Geotechnical Engineering, have been utilized to make an initial determination of the soil types on the site.

Review of soil survey data for Rensselaer County, New York (USDA/SCS 1988, USDA/NRCS 2004), indicated that seven (7) soil types underlie the Project area: Alden Silt Loam, 0-3% slopes; Bernardston-Nassua Complex, 5-16% slopes; Carlisle Much, 0-1% slopes; Nassau-Manlius Complex, Undulating, 1-8% slopes; Nassua-Manlius Complex, Rolling, 5-16% slopes; Nassua-Rock Outcrop Complex, Hilly, 16-50% slopes; and Scriba Silt Loam, 3-8% slopes.

The subsurface exploration performed at the Project site for this investigation consisted of a total of 83 test borings and 9 test pits, performed from October 5 to November 17, 2004. Furthermore, 4 test borings were performed on May 3 and 4, 2004.

The subsurface conditions disclosed by the test borings and test pits performed for this investigation are generally consistent throughout the Project site. A typical soil profile generally consists of 3 to 10 inches of topsoil at the ground surface, underlain by natural deposits of silt and sand (in varying proportions) containing varying amounts of gravel and/or shale fragment, and trace to little clay. The deposits are generally brown to grayish-brown in color, moist to wet and loose to very compact in density. At several locations soils may represent glacial till material. Occasionally, cobbles and boulders were encountered within the overburden deposits.

The DEIS will address the specific soil conditions and the locations of the soils found on the Project site. Wal-Mart does not anticipate removal of any soils from the Project site. Disturbed areas will be reclaimed and the topsoil and upper subsoil stockpiles for reclamation and reuse on the Project site.

The existing ground surface within the proposed Wal-Mart Supercenter store footprint varies from approximately Elev. 524 feet to approximately Elev. 500 feet. Based upon the existing and proposed grades, it is anticipated that substantial cut and fill operations

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will be required within the building footprint and parking areas to attain the proposed design finished floor elevation. To attain the proposed grades, it is estimated that up to approximately 20 feet of “cut” will be required along the northern and western portions of the building footprint.

The DEIS will address changes to the topography of the Project site.

4.3 Vegetation and Wildlife

4.3.1 Existing Vegetative Cover and Wildlife Habitats

The DEIS will address the existing vegetative cover and wildlife habitats in detail. Per a preliminary report prepared by NEA, Inc., the Project is located in the USDA Humid Temperate Domain, Warm Continental Division, Mixed Deciduous-Coniferous Forest Province ecoregion (Bailey 1994). The majority of the site is undeveloped. Approximately 45 percent of the site is actively be used for agricultural purposes, 45 percent is non-agricultural wetland and upland communities, and 10 percent is being used for commercial, recreation, and residential purposes. In general, areas of higher elevation surround the center of the proposed site, where both undeveloped wetland and upland communities occur. Areas to the east, southeast, and south of the site are slightly higher in elevation than the center of the proposed site, but changes in elevation are relatively gradual when compared to the north, northwest, and western portion of the site.

A preliminary study conducted by NEA, Inc. indicates that the project site does not contain any species of plant or animal that is identified as endangered or threatened. Further information that detail NEA, Inc.’s findings will be provided with the DEIS.

4.3.2 Existing Wetlands and Waterways

The site is bounded by the NYS Route 7 to the south / southeast and by Betts Road to the north and east. Commercial, residential, and agricultural areas border the site on all sides with commercial development located primarily to the south. A 23 acre pond / wetland area is located approximately 150 feet to the northeast of the site and is hydrologically connected to the wetlands on site, via a channel / culvert that traverses Betts Road. Topographic maps for the Brunswick area identify a perennial stream flowing into and out of the site and the pond / wetland area.

The NYSDEC Freshwater Wetland Map identifies that there are no NYSDEC Freshwater Wetlands located in the Project area. However, NYSDEC Freshwater Wetland TN-106 occurs just outside of the Project area boundaries, across Betts Road. All NYSDEC wetlands and their adjacent 100 foot buffer zones are protected under Article 24 (Freshwater Wetlands) of the New York State Environmental Conservation Law. Although a portion of the Project area is located within the 100 foot buffer zone of TN-106, it is unknown at this time whether the proposed Project alignment would directly impact a portion of the 100 foot buffer zone of TN-106 located on the Project area side of Betts Road. Details of Project-related impacts to wetlands and the NYSDEC-protected

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100 foot buffer zone of TN-106 will be evaluated once avoidance and minimization measures are implemented and the Project footprint is finalized.

The USFWS NWI Map identifies that portions of two (2) mapped, federally designated wetlands are located within the Project area: a temporarily flooded, persistent, palustrine emergent (PEM1A) wetland occurs along the southwest border, and a small portion of a semi-permanently flooded, persistent, palustrine emergent wetland that has been created or modified by beavers (PEM1Fb) occurs along the northeast border of the Project area. This PEM1Fb wetland is consistent in size and location with NYSDEC Freshwater Wetland TN-106.

Four (4) well defined wetlands that total 6.55 areas and four (4) unnamed channels were identified as occurring within the Project area boundaries. A more detailed description of each of these wetlands and water bodies will be provided in the DEIS.

4.3.3 Impacts and Mitigation Measures

The DEIS will contain detailed information on the impact that the Project will have on soil, topography, wildlife and wetlands. The DEIS will also include a detailed mitigation plan.

4.4 Traffic

4.4.1 Impacts and Mitigation Measures

The Project will make use of the existing roadways, NYS Route 7 and Betts Road to handle traffic that is accessing the site. Wal-Mart anticipates that the traffic on Betts Road will increase significantly. The existing road network will have to be improved to adequately handle the increase in traffic once the Project is completed.

All improvements needed to mitigate Wal-Mart's impact will be paid for by Wal-Mart. The DEIS will include details of proposed mitigation measures.

Wal-Mart recognizes that the proposed development of an apartment complex, Hudson Hills Apartments, would also increase the traffic along Betts Road and NYS Route 7. Wal-Mart recognizes that the combined impact of its Project and the proposed Hudson Hills project must be taken into account in the DEIS. To the extent that the Hudson Hills project (or other projects in the vicinity also has impacts requiring improvements to the same roads or intersections, then a process will be developed for equitable sharing of necessary improvements.

4.4.2 Project Trip Generation

To be detailed in the DEIS.

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4.4.3 Post-Development Operating Conditions

To be detailed in the DEIS.

4.4.4 Conclusions and Recommendations Regarding Traffic Impacts

To be detailed in the DEIS.

4.5 Drainage

4.5.1 Existing Conditions

The DEIS will address the existing drainage conditions in detail. The DEIS will take into account the existing topography, ground cover and soil conditions found on the Project site. The existing conditions will be evaluated for the 2-, 10-, 25-, and 100-year, 24-hour storm events using SCS TR-55 methodologies, consistent with State regulations. This section will include addressing impacts on the 100-year flood plain, if any. The aforementioned information will be used to compare the existing and proposed storm water run-off model.

4.5.2 Proposed Storm Water Management System

The DEIS will address the proposed drainage conditions in detail. It is known that the construction of the Project will increase the amount of impervious surface area. Stormwater management facilities are being included in the Project to mitigate the anticipated increase in run-off. The mitigation will be designed to address both water quality and quantity concerns such that post development rates of discharge shall be equal to or less than the pre- development condition.

Drainage of the site will be facilitated and controlled through the use of stormwater management facilities located on the Project site. The stormwater management facilities will be designed pursuant to current NYSDEC guidelines to address water quality and run-off quantity concerns. The peak run-off rate after development will be the same or less than the existing conditions. The Project site will include two (2) stormwater retention ponds. Additionally, the Project site will include a private storm sewer system to direct most of the storm water run-off from the subject site toward the proposed ponds.

The proposed conditions will be evaluated for the 2-, 10-, 25-, and 100-year, 24-hour storm events using SCS TR-55 methodologies, consistent with State regulations. This will include addressing impacts on the 100-year flood plain, if any.

4.5.3 Post Development Run-Off Rates

To be detailed in the DEIS.

4.5.4 Storm Water Quality

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The DEIS will address the Storm Water Quality conditions in detail. A Storm Water Pollution Protection Plan (SWPPP) will be developed prior to start of any work on the site in accordance with NYSDEC and Federal EPA requirements to mitigate potential impacts both during construction and as a result of increased impervious surfaces associated with development. Mitigation measures will include construction of detention and/or retention basins to limit peak runoff from the project to pre-development rates; and construction of wet ponds, grass lined ditches or other water quality protection measures to mitigate impacts on the quality of stormwater runoff.

Mitigation measures to minimize potential impacts on wetlands would first include an emphasis on avoidance of the wetland(s), then minimization of impact(s), and, if necessary, compensatory mitigation.

4.5.5 Conclusions Regarding Drainage

The DEIS will detail the conclusions regarding the drainage conditions for the Project site and the immediate surrounding area. It is known that the construction of the Project will increase the amount of impervious surface area. Stormwater management facilities are being included to the Project to address the anticipated increase in run-off.

The existing and proposed conditions will be evaluated for the 2-, 10-, 25-, and 100-year, 24-hour storm events using SCS TR-55 methodologies, consistent with State regulations. This will include addressing impacts on the 100-year flood plain, if any.

4.6 Cultural Resources

The DEIS will detail the conclusion regarding the Stage 1 Archaeological Survey performed by Timothy J. Abel, PhD. The initial site survey and a review of site files maintained by the NYS OPRHP reveal that six archaeological sites have been identified within 2 miles of the Project area. Of these, two (2) are unsubstantiated prehistoric sites documented by Arthur Parker (Parker 1920). They are characterized as unidentified “traces of occupation” or “camps”. Their general locations are upland situations along the small tributaries of the Upper Hudson River. The remaining sites are historic residential deposits dating predominately from the 19th century. Two (2) of the site are located within Oakwood Cemetery in Troy, and are associated with residences razed to allow for cemetery expansion in the 20th century. They were documented by a survey for the Oakwood Business Park development. The other two (2) sites are located along NYS Route 7, to the immediate east of the Project area. They are characterized as 19th century farmsteads, documented during a NYSDOT corridor improvement survey.

A walkover survey of the Project area was conducted on October 4, 2004 to document site conditions and inventory historic structures that may be visually impacted by the proposed undertaking. At the time of the survey, the Project area proved to be abandoned farmland, overgrown, but otherwise generally cleared of forest. A wooded area in the center of the Project area has not been farmed in recent times, and conforms generally to a map-documented wetland. Significant earthmoving disturbances were observed at the

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corner of Betts Road and NYS Route 7, where a modern commercial structure has replaced one of the 19th century map-documented farmsteads.

Positive results came from eight (8) shovel test pits (STP) and surface contexts, in the form of historic artifacts. The distribution of this material was scattered, while its density was light, usually consisting of only one piece per STP. The exception to this generality came in proximity to ruins and a standing structure associated with the N.R. Betts Farmstead Site. Four (4) STPs adjacent to Betts Road, excavated at 25 foot intervals, revealed a dense concentration of late 19th to early 20th century domestic refuse including kitchenware, container and window glass, lighting artifacts, structural hardware, and faunal material. The deposit is approximately 50 feet long and 33 feet wide, extending to a depth of 8 inches. The deposit is probably refuse associated with the N.R. Betts Farmstead.

The Project may adversely impact the aforementioned deposit. If the Project cannot avoid the deposit, the sponsor will consult with OPRHP to determine how to mitigate any impacts.

4.7 Air Quality

After completion of construction, the Supercenter will have negligible impact on the air quality in the Town. The Project does not involve any activity that will routinely produce odors affecting neighboring properties.

Potential air quality impacts include the generation of dust and increased Carbon Monoxide (“CO”) and/or other emission levels during construction activities and occupation of the development.

Dust from construction activities will be prevented from reaching nuisance conditions by applying standard mitigation practices, including but not limited to water or other commercial dust suppressants. While there is a potential for an increase in CO and/or other emission levels during construction activities and occupation of the development, it is anticipated that increases will be minimal and isolated to the Project site. All equipment used for the Project will meet state and federal requirements for exhaust and pollution control.

4.8 Noise

The DEIS will address potential noise impacts during and post construction.

4.9 Visual Impacts

The DEIS will address potential visual impacts for full development of the proposed Project. The Project site does not include any scenic views known to be important to the community. The Project site plans will include a detailed landscaping plan that will mitigate visual impacts through the use of natural landscaping and fencing.

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If requested, Wal-Mart will prepare a visual impact map identifying locations within an approximately 2 mile radius of the Project site from which the Project would be visible. Wal-Mart will also provide line of site analyses from five (5) viewpoints identified by the Lead Agency.

5.0 REASONABLE ALTERNATIVES TO BE CONSIDERED

Reasonable alternatives to the proposed action to be considered in the DEIS include:

- Alternative sites for the development. Under SEQR, a private applicant is required to discuss only sites that it controls. Here, Wal-Mart controls the existing store site and the proposed site. These alternatives will be evaluated in the context of the Project sponsor's objectives.
- Alternative configurations of the proposed development at the proposed location
- The "no-action" alternative.

All underlying technical reports prepared by project team consultants with respect to the issues identified for inclusion in the DEIS will be included in the appendices to the DEIS. The methodologies and results of all technical studies will be summarized and explained in the main body of the DEIS.