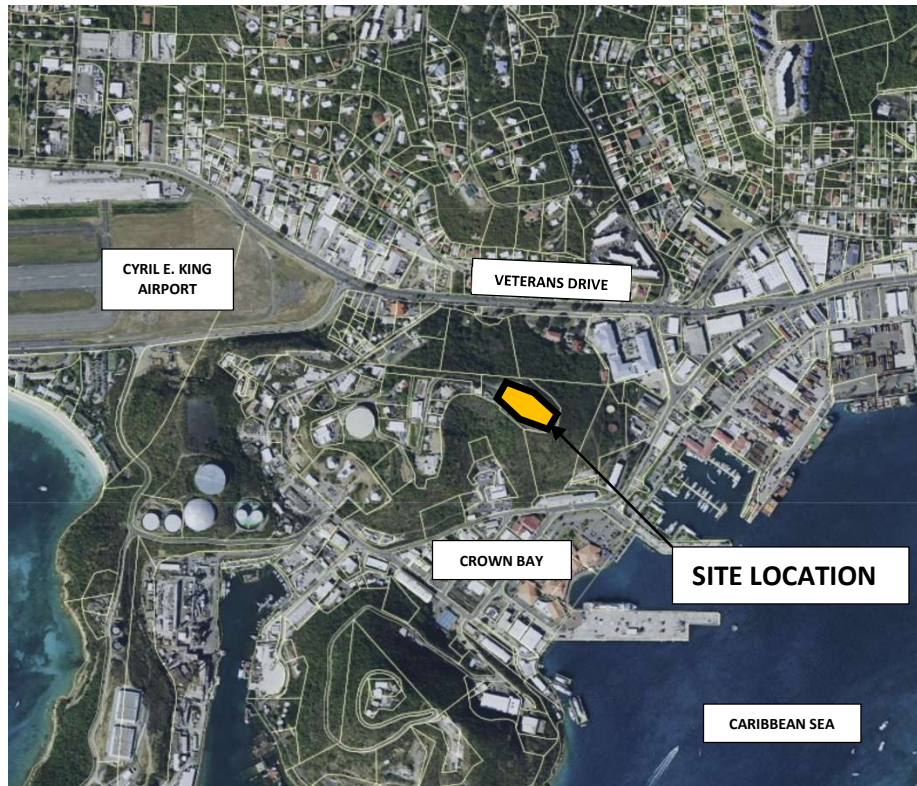


# FEDERAL CONSISTENCY REPORT

**PROJECT:**  
***PHASE 2 ECONOMIC DEVELOPMENT AUTHORITY  
INDUSTRIAL PARK DEVELOPMENT***

PROJECT SITE:  
**NISKY 35 SOUTHSIDE QUARTER  
SUBBASE, CROWN BAY, USVI 00801**



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## INTRODUCTION

The Virgin Islands Economic Development Authority (EDA) intends to construct improvements to its facility located at Nisky 35 Southside Quarter, Subbase, Crown Bay, St. Thomas, USVI 00801.

The existing facility consists of a footprint of approximately 21,270 square feet of commercial space situated on a parcel of approximately 2.9 acres. While the exact date of construction is unknown, research of available historic photography indicates that it was constructed around 2002/2003. The facility did sustain damage during Category 5 hurricanes Irma and Maria in 2017 and has since been repaired to an operational state. The proposed improvements to the facility mostly include partial interior renovations, the addition of a vertical circulation corridor, and miscellaneous minor site improvements to include the addition of 14 parking spaces and sidewalk modifications.

## PROJECT LOCATION

The project site is located at Nisky 35 Southside Quarter, Subbase, Crown Bay, St. Thomas, USVI 00801. It is located on the western side of St. Thomas approximately a half (1/2) miles east of the Cyril E. King Airport (CEKA) and a quarter (1/4) mile north of the Crown Bay Cruise Port Facility.

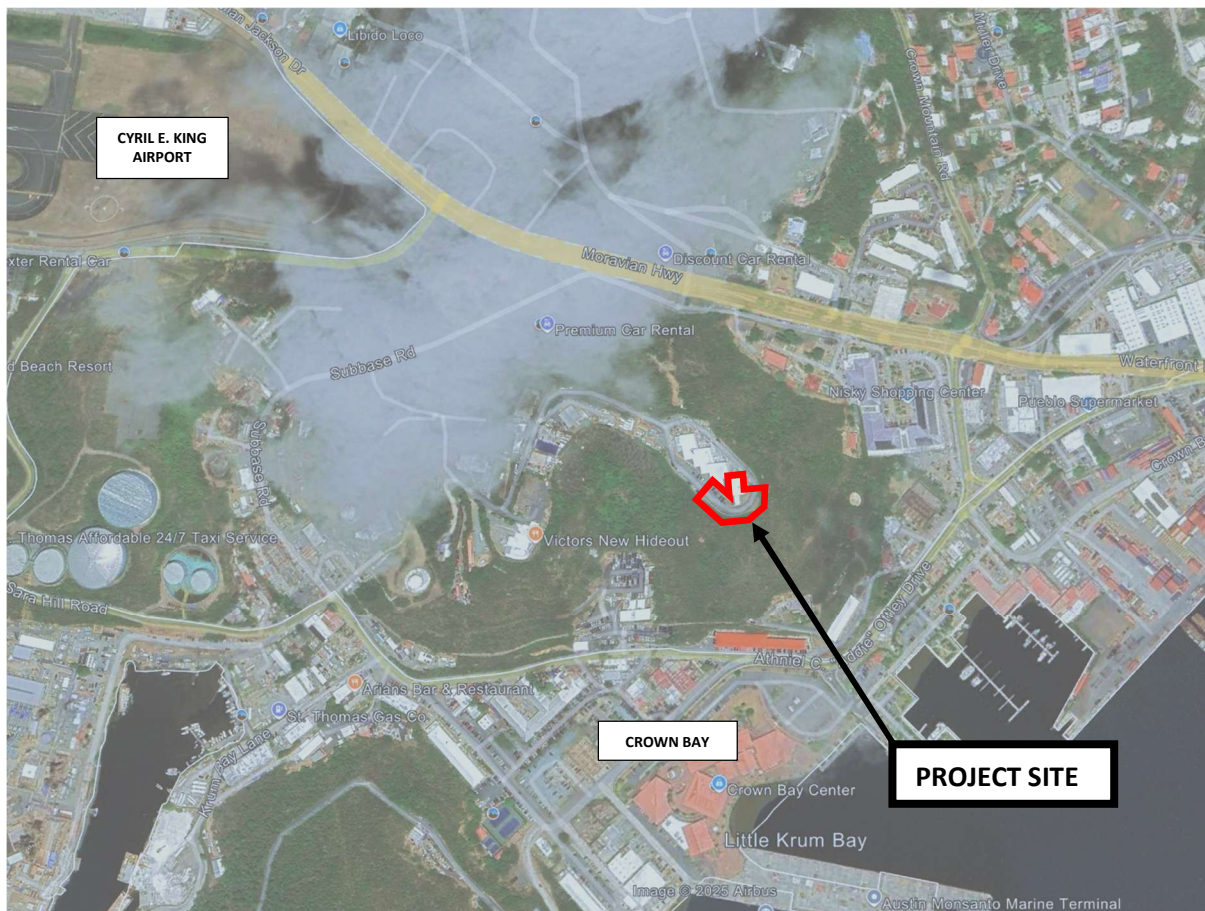


Exhibit 1 – Location Map

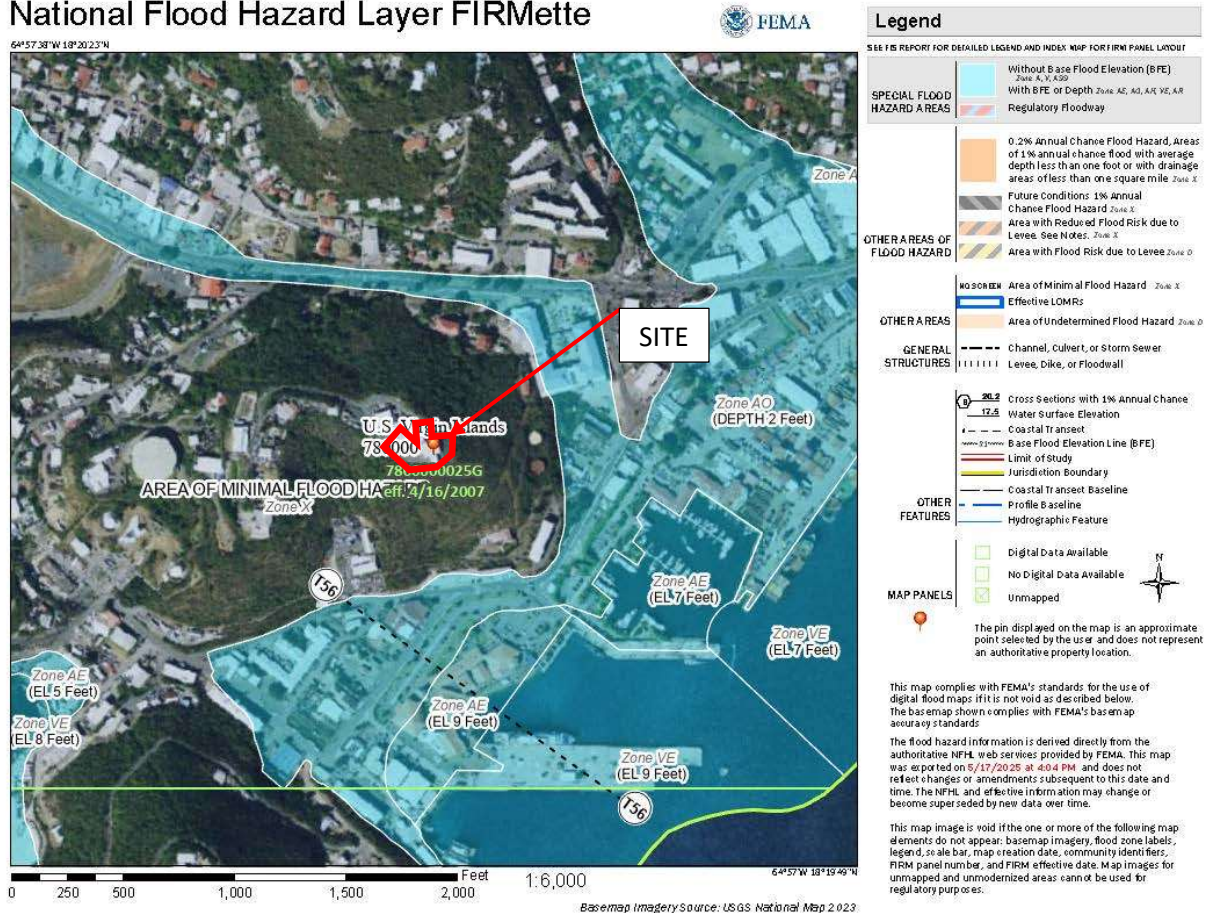


## PROJECT DESCRIPTION

The disturbed project site measures approximately 0.25 acres and is a part of a larger parcel measuring approximately 2.9 acres in total, zoned Residential (R3) and owned by the Government of the Virgin Islands.

The disturbed project site has a knoll at the center and generally slopes away in all directions with the topography ranging from +220.00 ft. MSL to +215.00 ft. MSL. However, most of the existing runoff flows from North to South.

### National Flood Hazard Layer FIRMette



The existing facility consists of a footprint of approximately 21,270 square feet of commercial space situated on a parcel of approximately 2.9 acres. While the exact date of construction is unknown, research of available historic photography indicates that it was constructed around 2002/2003. The facility did sustain damage during Category 5 hurricanes Irma and Maria in 2017 and has since been repaired to an operational state. The proposed improvements to the facility mostly include partial interior renovations, the addition of a vertical circulation corridor, and miscellaneous minor site improvements to include the addition of 14 parking spaces and sidewalk modifications.



**Photo 1 – Main Entrance to Facility**



**Photo 2 – Aerial View of Facility (Looking West)**



Construction Plans prepared by Jaredian Design Group – Architects, Engineers and Construction Managers; detail all the building renovations to include architectural, structural, mechanical, electrical, plumbing, life safety. In addition to the building modifications, site improvements are also detailed on the construction documents such as new asphaltic concrete parking areas, resurfaced drive isles, and miscellaneous sidewalk improvement along with parking stalls restriping.

## ENVIRONMENTAL IMPACTS

### 1.0 Climate & Weather

Best Management Practices (BMPs) implementing sediment and erosion control measures will be utilized to ensure that rainfall runoff does not adversely impact adjacent properties. These measures will include a combination of silt fences, wash down areas, filter fabric, and hay bales as necessary. All new structures will be designed to current IBC 2021 building code requirements meeting the regions high velocity hurricane force wind load requirements and earthquake zone seismic requirements. The new construction will incorporate many hazard mitigation measures to account for climate and weather.

### 2.0 Landform Geology, Soils, and Historic Land Use

The soil type across the project site consists of an equal mixture of Southgate-Rock outcrop (20-40% slope) (SrE).



**The Southgate-Rock outcrop series consist of the following:**

The Southgate series consists of shallow, well drained, moderately permeable soils on summits and side slopes of volcanic hills and mountains. They formed in material weathered from igneous bedrock. Near the type location, the mean annual temperature

is about 80 degrees F., and the mean annual precipitation is about 40 inches. Slopes range from 2 to 90 percent.

**TAXONOMIC CLASS:** Loamy-skeletal, mixed, active, isohyperthermic Lithic Haplustepts

**TYPICAL PEDON:** Southgate gravelly loam. (Colors for moist conditions.)

**A**--0 to 5 inches; brown (7.5YR 4/2) gravelly loam; weak fine and medium granular structure; friable; many fine, medium, and coarse roots; about 25 percent, by volume, pebbles; neutral; gradual smooth boundary. (2 to 8 inches thick)

**Bw**--5 to 10 inches; brown (7.5YR 4/4) very gravelly loam; weak fine and medium subangular blocky structure; friable; common fine and medium roots; about 55 percent, by volume, pebbles; moderately acid; gradual smooth boundary. (3 to 8 inches thick)

**Cr**--10 to 17 inches; brown (7.5YR 4/4) weathered igneous bedrock; few fine roots between fractures; moderately acid; clear wavy boundary. (3 to 10 inches thick)

**R**--17 to 60 inches; brown (7.5YR 4/4) unweathered igneous bedrock.

**TYPE LOCATION:** St. Croix Island, U.S. Virgin Islands. From the intersection of VI-80 (North Shore road) and VI-78; about 1.6 miles west on VI-78 to paved road exiting north and about 75 feet above road on a slope. Frederiksted topographic quadrangle; lat. 17 degrees 46 minutes 51 seconds N., long. 64 degrees 46 minutes 27 seconds W.; PRD 1940.

**RANGE IN CHARACTERISTICS:** Depth to unweathered igneous bedrock ranges from 10 to 20 inches. Reaction ranges from strongly acid to neutral in the upper part, and very strongly acid to slightly acid in the lower part.

The A horizon has hue of 5YR to 10YR, value of 2 to 6, and chroma of 2 to 4. Texture is loam or clay loam in the fine-earth fraction. Content of pebbles and cobbles ranges from 15 to 60 percent, by volume.

The Bw horizon has hue of 5YR to 10YR, value of 3 to 6, and chroma of 3 to 6. Texture is loam or clay loam in the fine-earth fraction. Content of pebbles and cobbles ranges from 35 to 60 percent, by volume.

The Cr horizon is weathered igneous bedrock.

The R horizon is unweathered igneous bedrock.

**COMPETING SERIES:** There are no competing series in the same family.

**GEOGRAPHIC SETTING:** Southgate soils are on summits and side slopes of volcanic hills and mountains. They formed in material weathered from igneous bedrock. Slopes range from 2 to 90 percent. The climate is semiarid. The average annual air temperature ranges from 76 to 82 degrees F., and the mean annual precipitation is about 40 inches.

|                                                   |                   |                            |         |
|---------------------------------------------------|-------------------|----------------------------|---------|
| <b>GEOGRAPHICALLY</b>                             | <b>ASSOCIATED</b> | <b>SOILS:</b> These        | include |
| the Cramer, Dorothea, Fredriksdal, Jealousy, Maho |                   | bay, Parasol, Susannaberg, |         |

and Victory soils. Cramer, Dorothea, Fredriksdal, Jealousy, Maho Bay, Susannaberg, and Victory soils are on similar landscapes. In addition, Cramer soils have more than 35 percent clay in the particle-size control section. Dorothea, Fredriksdal, and Susannaberg soils have vermiculitic mineralogy. Jealousy soils have smectitic mineralogy and are moderately deep to bedrock. Maho bay soils have a mollic epepedon. Parasol soils are on slightly lower positions, are very deep, and have smectitic mineralogy. Victory soils are moderately deep to bedrock.

**DRAINAGE AND PERMEABILITY:** Well drained; moderate permeability.

**USE AND VEGETATION:** Most areas of Southgate soils are in rangeland. Some areas are being converted to commercial and residential development. Vegetation consists of native grasses, Guinea grass, and shrubs.

**DISTRIBUTION AND EXTENT:** U.S. Virgin Islands. The series is not extensive.

**MLRA SOIL SURVEY REGIONAL OFFICE (MO) RESPONSIBLE:** Raleigh, North Carolina

**SERIES ESTABLISHED:** St. Croix Island, U.S. Virgin Islands, 1965.

**REMARKS:** Diagnostic horizons and other features recognized in this pedon include:

Ochric epipedon - the zone from 0 to 5 inches (A horizon).

Cambic horizon - the zone from 5 to 10 inches (Bw horizon).

Skeletal feature - more than 35 percent weighted average rock fragments in the particle-size control section (0 to 17 inches).

Paralithic contact - the contact at 10 inches (Cr horizon).

Lithic contact - the contact at 17 inches (R horizon).

**MLRA:** 271.

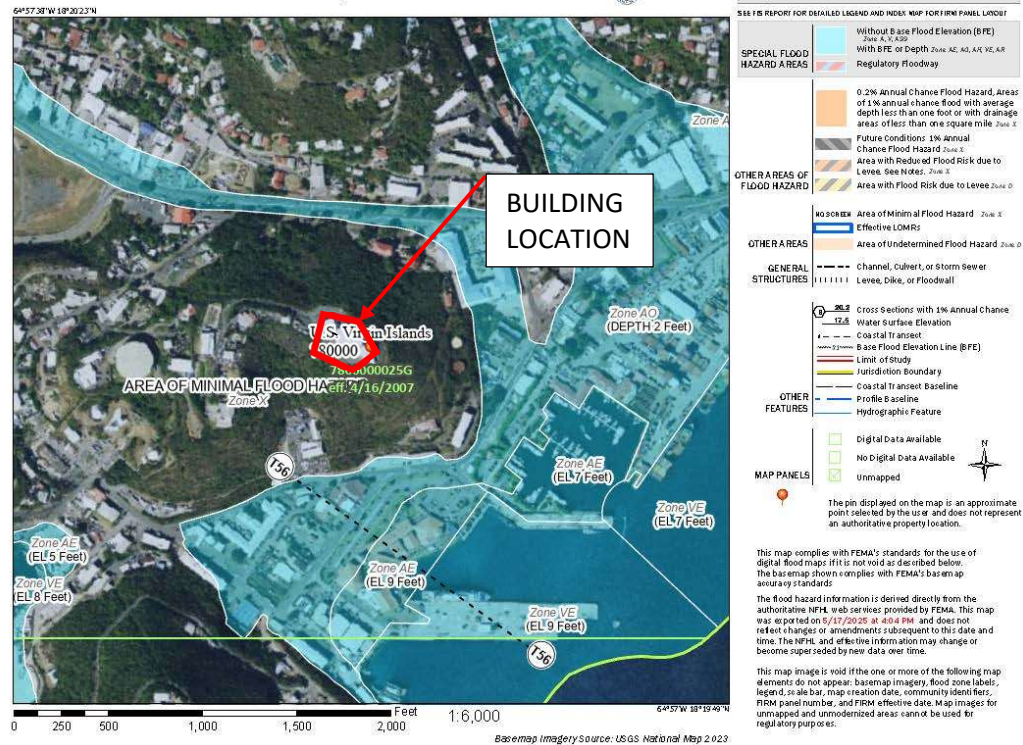
**SIR:** VI0020.

### 3.0 [Drainage, Flooding, and Erosion Control](#)

The actual project site, and more specifically the actual building location, is in FEMA Flood Zone X, an area of minimal flood hazard. To further reduce the chance of flooding, a positive drainage system is being incorporated by grading away from the building structure.



## National Flood Hazard Layer FIRMette



Best Management Practices (BMP's) will be implemented from the onset of construction to manage sediment and erosion control.

### 4.0 Drainage Patterns

The proposed improvements will maintain existing drainage patterns. Increase in impervious area is negligible thereby resulting in little to no increase in runoff when compared to pre-development site conditions.

### 5.0 Coastal Floodplain

The project site is located inland away from the coastal waters of St. Thomas. Existing drainage flow patterns will be maintained thereby eliminating any single point pollution source.

### 6.0 Fresh Water Resources

Best Management Practices (BMP's) will be implemented to manage sediment and erosion control and ensure no adverse impacts on any freshwater resources. All existing site stormwater runoff patterns will be maintained. Furthermore, any existing vegetative buffers surrounding the disturbed area will remain intact to further filter any offsite runoff.

### 7.0 Oceanography

This project is located inland and will not be affected by sea storm surge events.

### 8.0 Marine Resources

This project is located inland and will not have an impact on marine resources.

## 9.0 Terrestrial Resources

The project will occur within the footprint of existing buildings, paved roadways, paved and gravel parking lots, concrete sidewalks etc. There will be no significant impacts to existing terrestrial resources or native vegetation.

## 10.0 Wetlands

The project will have no impact on any wetlands as no wetlands exist within the project footprint or are adjacent to the project site.

## 11.0 Rare and Endangered Species

There are no habitats present onsite for any rare and/or endangered species and as such, no federal, local or threatened endangered species will be impacted by this project.

## 12.0 Air Quality

All of St. Thomas is designated Class II by the Environmental Protection Agency (EPA) in compliance with the National Ambient Air Quality Standards. In Class II air quality regions, the following air pollutants are regulated: open burning, visible air contaminants, particulate matter emissions, volatile petroleum products, sulfur compounds, and internal combustion engine exhaust (Virgin Islands Code Rules and Regulations). Heavy equipment such as excavators, backhoes, dump trucks etc. will be used during construction that will create engine exhaust fumes that will go away upon completion of construction when air quality will be returned to ambient pre-construction conditions.

# IMPACT ON MAN'S ENVIRONMENT

## 13.0 Land and Water Use plans

The project site is located at Nisky 35 Southside Quarter, Subbase, Crown Bay, St. Thomas, USVI 00801. The total parcel area is approximately 2.9 acres and is zoned Residential (R3) and owned by the Government of the Virgin Islands. The disturbed site area is only 0.25 acres. The proposed improvements to the facility mostly include partial interior renovations, the addition of a vertical circulation corridor, and miscellaneous minor site improvements to include the addition of 14 parking spaces and sidewalk modifications.

## 14.0 Visual Impacts

The improvements, while mostly interior, those exterior elements will be aesthetically pleasing and match the architectural vernacular of the existing site.

## 15.0 Social and Economic Impacts

The new improvements and renovations will enhance the functionality of the facility leading to stronger potential demand and higher rates of tenancy.

## 16.0 Historical and Archeological Resources

The project site is previously disturbed land. As such, there is no known historical and archeological resources in the project footprint.

## 17.0 Water Disposal and Accidental Spills

All stormwater runoff will follow existing drainage paths. Equipment and company vehicles will be kept in good operational condition to mitigate any potential leaking of fluids.

## COASTAL CONSISTENCY

The proposed improvements and renovations will have a negligible impact on environmental resources and ambient water quality during construction. Best Management Practices (BMPs) involving sediment and erosion control devices such as silt fences, hay bales, and gravel construction access driveways will be implemented during construction to negate the potential of adverse environmental impacts. The proposed project will only occur within the footprint of previously disturbed/improved areas and as such there is no anticipated impact on any historical and/or cultural resources.

The Coastal Zone Management Act of 1972 requires that federal actions, within and outside the coastal zone, which have reasonably foreseeable effects on any coastal use (land or water), or natural resources of the Coastal Zone be consistent with the enforceable policies of a state's federally approved Coastal Management Program. The Fire Station facility is designed to fall within existing roadways and previously disturbed areas. The project will not impact any natural resources and will improve the visual landscape within the St. Thomas Western Community. As proposed, it will be undertaken in a manner consistent to the maximum extent practicable with the enforceable policies of the U.S. Virgin Islands' CZM Program. This Federal Consistency Determination demonstrates this Project's compliance with the U.S. Virgin Islands' CZM Program.

The project meets each of the basic goals of the USVI for its coastal zone as set forth in the Virgin Islands Code Title 12, Conservation Chapter 21, Virgin Islands Coastal Zone Management [V.I. Code tit. 12, §903(b)]. Additional details are as follows:

### **USVI Code Title Twelve Conservation, Chapter 21 § 903 (b)**

**1. Protect, maintain, preserve and, where feasible, enhance and restore, the overall quality of the environment in the coastal zone, the natural and man-made resources therein, and the scenic and historic resources of the coastal zone for the benefit of residents of and visitors of the United States Virgin Islands.**

The proposed improvements and renovations are designed to fall within existing roadways and previously disturbed areas. The project will not impact any natural resources and will improve the visual landscape within the St. Thomas Western Community.

**2. Promote economic development and growth in the coastal zone and consider the need for development of greater than territorial concern by managing: (1) the impacts of human activity and (2) the use and development of renewable and nonrenewable resources so as to maintain and enhance the long-term productivity of the coastal environment.**

This proposed project promotes economic development and growth in the coastal zone by fulfilling the required mandates of the Economic Development Authority (EDA). The improvements and renovations will enhance the desirability of the property, leading to increased tenancy.

**3. Assure priority for coastal-dependent development over other development in the coastal zone by reserving areas suitable for commercial uses including hotels and related facilities, industrial uses including port and marine facilities, and recreation uses.**

The proposed project does not impact coastal dependent development within the coastal zone area.

**4. Assure the orderly, balanced utilization and conservation of the resources of the coastal zone, taking into account the social and economic needs of the residents of the United States Virgin Islands.**



The proposed project is designed to fall within existing roadways and previously disturbed areas. The project will not impact any natural resources and will improve the visual landscape within the St. Thomas Western Community. The proposed project will provide critical public services and therefore will meet the economic and social needs of the residents of the St. Thomas Western Community.

**5. Preserve, protect and maintain the trust lands and other submerged and filled lands of the United States Virgin Islands so as to promote the general welfare of the people of the United States Virgin Islands.**

The proposed project will not impact trust lands or other submerged or filled lands of the U.S. Virgin Islands.

**6. Preserve what has been a tradition and protect what has become a right of the public by ensuring that the public, individually and collectively, has and shall continue to have the right to use and enjoy the shorelines and to maximize public access to and along the shorelines consistent with constitutionally protected rights of private property owners.**

The proposed project will in no way affect public access to, or use of, the shoreline. The project is located well inland.

**7. Promote and provide affordable and diverse public recreational opportunities in the coastal zone for all residents of the United States Virgin Islands through acquisition, development and restoration of areas consistent with sound resource conservation principles.**

The proposed project will not affect public recreational opportunities in the coastal zone.

**8. Conserve ecologically significant resource areas for their contribution to marine productivity and value as wildlife habitats, and preserve the function and integrity of reefs, marine meadows, salt ponds, mangroves, and other significant natural areas.**

The proposed project is designed so that it impacts only previously disturbed areas like paved and unpaved roadways and parking lots. The project will have no impact on natural resources and will utilize best management practices (BMPs) to minimize areas of disturbance, thereby protecting adjacent habitats.

**9. Maintain or increase coastal water quality through control of erosion, sedimentation, runoff, siltation, and sewage discharge.**

The proposed project will have no long-term change on sedimentation or erosion. All existing drainage flow patterns will be maintained.

The proposed project is designed to fall within existing roadways and previously disturbed areas. The project will not impact any natural resources and will improve the visual landscape within the St. Thomas Western Community. It will maintain coastal water quality through control of erosion, sedimentation, runoff, and siltation. As designed, it protects, maintains, preserves, and enhances the overall quality of the environment in the coastal zone, the natural and man-made resources therein, and the scenic and historic resources of the coastal zone for the benefit of residents of and visitors of the USVI. It is therefore consistent with the policy set forth in the Virgin Islands Code Title 12, Conservation Chapter 21, Virgin Islands Coastal Zone Management [V.I. Code tit. 12, § 903 (b)].

END COASTAL CONSISTENCY DETERMINATION REQUEST