

Major CZM Permit - Land Development Permit Application for Gallows Point Resort

P.O. Box 58 3AAAA CRUZ BAY CRUZ BAY QTRSt. John, VI 00831



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Table of Contents

I ENVIRONMENTAL ASSESSMENT REPORT

1.00	Name and Address of Applicant	1.00
2.00	Location of Project	2.00
2.01	Location Review Map	2.01
2.02	Vicinity Map	2.02
3.00	Abstract	3.00
4.00	Statement of Objectives Sought by the Proposed Project	4.00
5.00	Description of Project	5.00
	5.01 Summary of Proposed Activity	5.01
	5.02 Exhibits and Drawings	5.02
6.00	Setting and Probable Project Impact on the Natural Environment	6.00
6.01	Climate and Weather	6.01
6.02	Landform Geology and Soils	6.02
6.03	Erosion Control	6.03
6.04	FreshWater Resources	6.04
6.05	Oceanography	6.05
6.06	Marine Resources and Habitat Assessment	6.06
6.07	Terrestrial Resources	6.07
6.08	Wetlands	6.08
6.09	Rare and Endangered Species	6.09
6.10	Air Quality	6.10
7.00	Impact of the Proposed Project on the Human Environment	7.00
7.01	The Land and Water Use Plans	7.01
7.02	Visual Impacts	7.02
7.03	Impacts on Public Service Utilities	7.03

7.04	Social Impacts	7.04
7.05	Economic Impacts	7.05
7.06	Impacts on Historical and Archeological Resources	7.06
7.07	Recreational Use	7.07
7.08	Waste Disposal	7.08
7.09	Accidental Spills	7.09
7.10	Potential Adverse Effects Which Cannot Be Avoided	7.10
8.00	Mitigation Plans	8.00
9.00	Alternatives to Proposed Action	9.00
10.00	Relationship between Short and Long Term Uses of Man's Environment	10.00
11.00	References	11.00

II OTHER REQUIRED SUBMITTALS

- a. Approved Road and Driveway Permit (site entry is from deeded ROW)
- b. Permit Application Form (Form L&WD-2)
- c. Zoning Requirements Table (Form L&WD-3)
- d. Major Project Summary Data (L&WD-4)
- e. Proof of Legal Interest Letter (Form L&WD-5)
- f. Income Tax Clearance Letter (Form L&WD-6)
- g. Corporate Application Form (Form L&WD-7)
- h. Certificate of Corporate Good Standing
- i. Copy of the Deed/Lease/Purchase Agreement/Easement Rights
- j. Property tax clearance letter (from the Department of Finance)
- k. Application Fee(s)
- l. A certified list of all property owners within a 150 foot radius of the property boundaries, including current mailing addresses as exist at the assessor's office.
- m. Letter from the Historic Preservation Officer - SHPO approving the Phase IB Archeological Resource Survey Proposal.
- n. Qualifications and background of designers, engineers, and other professionals involved with the project
- o. Market Study, analysis and feasibility of the project (non-profit, no market study)
- p. NFIP Flood Zone Designation (Form L&WD-8)

I ENVIRONMENTAL ASSESSMENT REPORT

1.00 NAME AND ADDRESS OF APPLICANTS

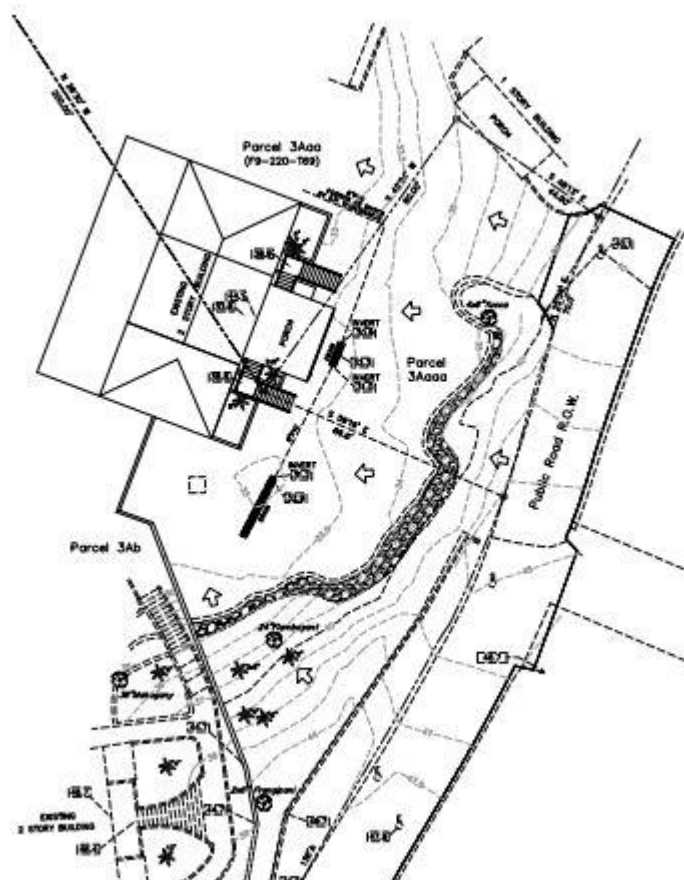
Gallows Point Resort
P.O. Box 58
St. John, VI 00831

2.00 LOCATION OF PROJECT

The proposed project is located at:
PARCEL 3Aaa 3AB 3Aaaa 3Aab;
ESTATE CRUZ BAY CRUZ BAY
QUARTER ST. JOHN, USVI

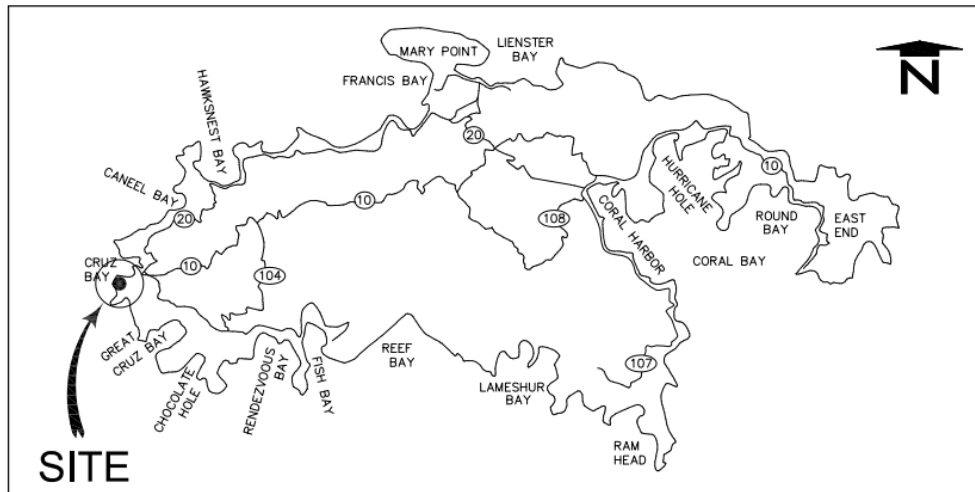
2.01 LOCATION REVIEW MAP

See the Cover sheet and Sheet C1 for more information.



2.02 VICINITY MAP

See the Cover sheet and Sheet C1 for more information.



3.00 ABSTRACT

The Gallows Point Parking Structure project represents a strategic initiative to address the pressing need for additional parking space at the Gallows Point Resort. Designed to blend seamlessly with the natural beauty of St. John, this parking facility aims to enhance accessibility for guests and employees alike, while prioritizing sustainability and minimal environmental impact. Featuring innovative green construction methods and materials, the structure will include solar panels for energy, rainwater harvesting for irrigation, and electric vehicle charging stations.

4.00 STATEMENT OF OBJECTIVES SOUGHT BY THE PROPOSED PROJECT

The primary objective is to establish a two-level parking structure that optimally utilizes the available space without compromising the area's aesthetic appeal. The project seeks to address current parking shortages, improve traffic flow, and support the overall development plan of Cruz Bay.

5.00 DESCRIPTION OF PROPOSED PROJECT

The proposed parking structure will feature two levels, offering a total of 21 parking spaces, along with one storage room and stair access. The design prioritizes structural efficiency, safety, and environmental sensitivity, aiming to create a facility that meets the community's needs while respecting the natural beauty of St. John.

5.01 SUMMARY OF PROJECT

a. Purpose of project.

The purpose of this project is to build a much-needed two-level parking structure with provision of 21 parking spaces, including of storage and stair access

b. Critical areas and possible trouble spots.

The project area is largely free of major environmental critical areas. However, due to its proximity to existing structures and the natural habitat, careful planning is required to ensure minimal disturbance. Potential trouble spots include the proximity to the coastal area, which necessitates rigorous stormwater management strategies, and the need to preserve local flora during the construction process.

c. Proposed method of land clearing.

Land clearing will be conducted with precision and restraint, using hand tools and small machinery to minimize disturbance. Only the area necessary for construction will be cleared, with special attention given to preserving native vegetation and preventing unnecessary soil disturbance.

d. Provisions to preserve topsoil and limit site disturbance.

All topsoil shall be stockpiled and protected by geo-textile fabric for later use. Site disturbance shall be kept at a minimum as well as required by compliance to the 1995 Virgin Island Environmental Protection Handbook and the recommendations of the Cooperative Extension Services.

e. Erosion and sedimentation control devices to be implemented.

All measures outlined by the 1995 Virgin Island Environmental Protection Handbook of the Cooperative Extension Services shall be followed, as well as those outlined in the Environmental Guidelines. A silt fence is shown encompassing the site on the downhill side of the property. In addition, drains have been placed to collect rain runoff.

f. Schedule for earth changing activities and implementation of erosion and sediment control measures.

Site preparation and installation of erosion and sedimentation control devices will commence immediately following CZM permit approval. Earth changing activities for foundation work are scheduled to start the second month after permit is issued, with continuous monitoring and maintenance of sediment control measures.

Upon completion of major earthworks, focus will shift towards constructing the structure itself while maintaining all erosion control measures until the project's completion and stabilization of disturbed areas.

g. Maintenance of erosion and sediment control devices.

The maintenance of all erosion and sediment control measures shall fully comply with Virgin Island Environmental Protection Handbook 1995 and the Cooperative Extension Services. The drawings indicate that the mitigation measures shall be inspected weekly and addressed as needed.

h. Method of stormwater management.

Given the size of the property and the mitigation measures that encompass the site, drains with invert locations are placed strategically on the property. Leaving very little stormwater to accumulate or leave the property. With the use of selected vegetation, most of the storm water will be absorbed from the ground.

i. Maintenance of the stormwater facilities.

The maintenance of the stormwater facilities shall fully comply with 1995 Virgin Island Environmental Protection Handbook and the Cooperative Extension Services.

j. Method of sewage disposal.

All sewage treatment shall be handled by aerated treatment units (ATUs), model #A5500 5+75 TRIO with an EZ top. This model is proven and has been an accepted method of sensitive wastewater management for many years, this system is also accepted by the EPA, U.S. Coast Guard, and Virgin Islands DPNR.

5.02 SITE PLANS, EXHIBITS, & DRAWINGS

See Drawings Index located on the submitted Cover Sheet:

Cover Sheet

C3	Proposed Site Plan & Details
C4	First floor parking Plan & Details
C8	Basement Floor Parking Plan & Details
C9	First Floor Parking Plan & Details
C10	Foundation Plan & Details
C11	Project Building Elevations
C12	Project Building Sections
C13	Project Building Sections

5.03 PROJECT WORK PLAN

a. Identification of subprojects and activities:

- a. **Site Preparation** - Prior to any and all earth work, the location of the parking structure that the architect set on sheet C3 shall be located by the surveyor. Then all sediment control devices will be installed. At the same time the property shall be hand cleared of weeds and overgrowth that may make visibility difficult.

- b. **Demolition of Existing** - A portion of an existing wall shall be demolished, as noted on sheet C3.
- c. **Septic Area** -The work area for the septic system will be excavated, footings and slabs formed, and concrete placed.
- d. **Foundation Level** - The work area will be excavated, lower work backfilled, footings and columns formed, and concrete poured for both the footing and columns.
- e. **Basement Level** - The process will involve excavating the work area, backfilling lower work, forming footings and slabs, and columns, pouring concrete.
- f. **First Level** - Structural beams and floor Slab will be formed and concrete poured for the first level.

b. Phasing of Subprojects and Activities:

- a. **Site Preparation:** Expected duration is 3 week.
- b. **Septic Area:** N/A
- c. **Foundation :** Expected duration is 8 weeks.
- d. **Lower Level:** Expected duration is 8 weeks.
- e. **Second Level:** Expected duration is 10 weeks.

6.00 SETTING AND PROBABLE PROJECT IMPACTS ON THE NATURAL ENVIRONMENT

The information contained herein speaks of the existing site conditions, the relationship of the proposed project to the site, the potential effects on the natural and man-made environments, and mitigation plans to be instituted to reduce and/or prevent impacts to those environments.

6.01 CLIMATE AND WEATHER

Prevailing Winds

The Virgin Islands lie in the "Easterlies" or "Trade Winds" which traverse the southern part of the "Bermuda High" pressure area, thus the predominant winds are usually from the east north-east and east (IRF, 1977). These trade winds vary seasonally and are broadly divided into 4 seasonal modes: 1) December to February; 2) March to May; 3) June to August; and 4) September to November. Below are the characteristics of these modes as taken from Marine Environments of the Virgin Islands Technical Supplement No. 1 (IRF, 1977).

December - February

During the winter the trade winds reach a maximum and blow with great regularity from the east north-east. Wind speeds range from eleven to twenty-one knots about sixty percent of the time in January. This is a period when the Bermuda High is intensified with only nominal compensation pressure changes in the Equatorial

Trough. The trade winds during this period are interrupted by "Northerners" or "Christmas Winds" which blow more than twenty knots from a northerly direction in gust from one to three days. Such outbreaks average about thirty each year. They are created by strengthening of high pressure cells over the North American continent which, in turn, allows weak cold fronts to move southeastward over the entire Caribbean region. These storms are accompanied by intermittent rains and by clouds and low visibility for mariners.

March - May

During the spring, the trade winds are reduced in speed and blow mainly from the east. Winds exceed twenty knots only thirteen percent of the time in April. The change in speed and direction is the result of a decrease of the Equatorial Trough.

June - August

Trade winds reach a secondary maximum during this period and blow predominantly from the east to east south-east. Speeds exceed twenty knots twenty-three percent of the time during July. The trend for increasing winds results from the strengthening of the Bermuda High and a concurrent lowering of the pressure in the Equatorial Trough. Trade winds during this period are interrupted by occasional hurricanes.

September - November

During the fall, winds blow mainly from the east or southeast and speeds reach an annual minimum. Only seven percent of the winds exceed twenty knots in October. The low speeds result from a decrease in the Equatorial Trough. During this period, especially during late August through mid-October, the normal trade wind regime is often broken down by easterly waves, tropical storms and hurricanes.

Storm and Hurricanes

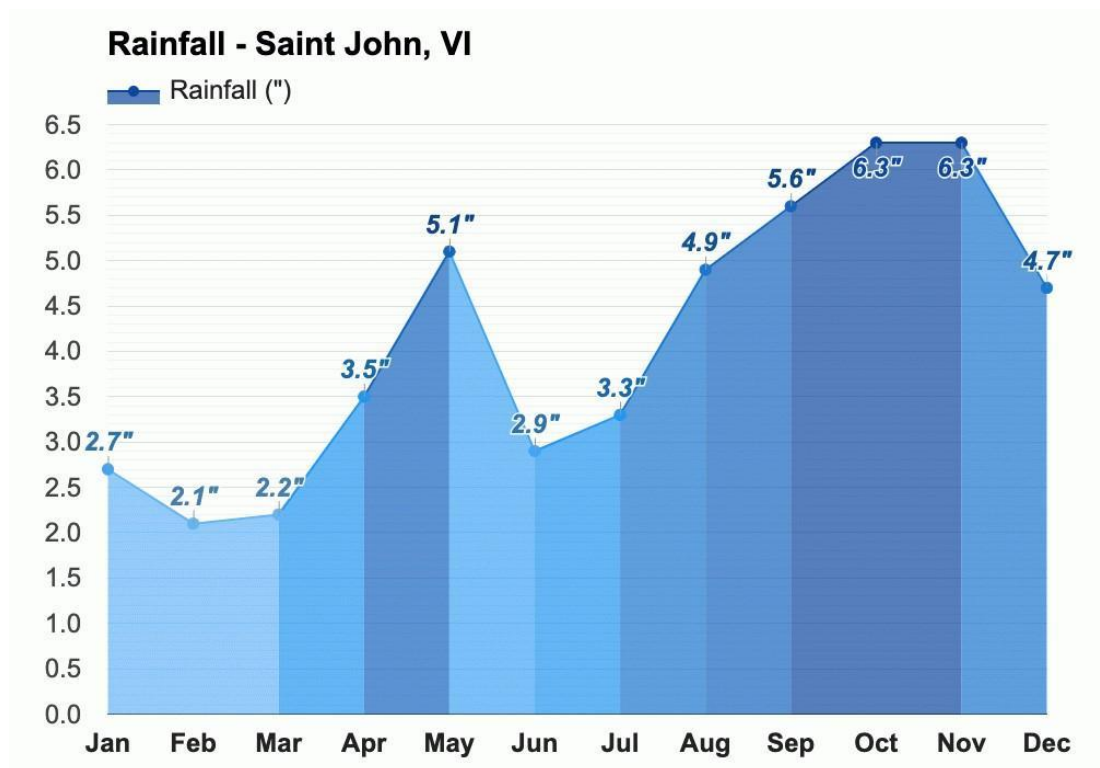
There are numerous disturbances during the year, especially squalls and thunderstorms. These occur most frequently during the summer, lasting only a few hours and causing no pronounced change in the trade winds.

A tropical cyclone whose winds exceed 74 miles per hour is termed a hurricane in the northern hemisphere, and significantly affects the area. These hurricanes occur most frequently between August and mid-October (Figure 6.01.2) with their peak activity occurring in September. The annual probability of a cyclone is one in sixteen years (Bowden, 1974). Hurricanes passing within a 125 statute mile circle centering on Charlotte Amalie, U.S., Virgin Islands (18.3 N, 64.9 W) from 1886 through 1990 are listed in Figure 6.01.3. The tracks of these hurricanes are depicted in Figure 6.01.4 through 6.01.8. (Storm Surge Group, 1992). Since 1990, the

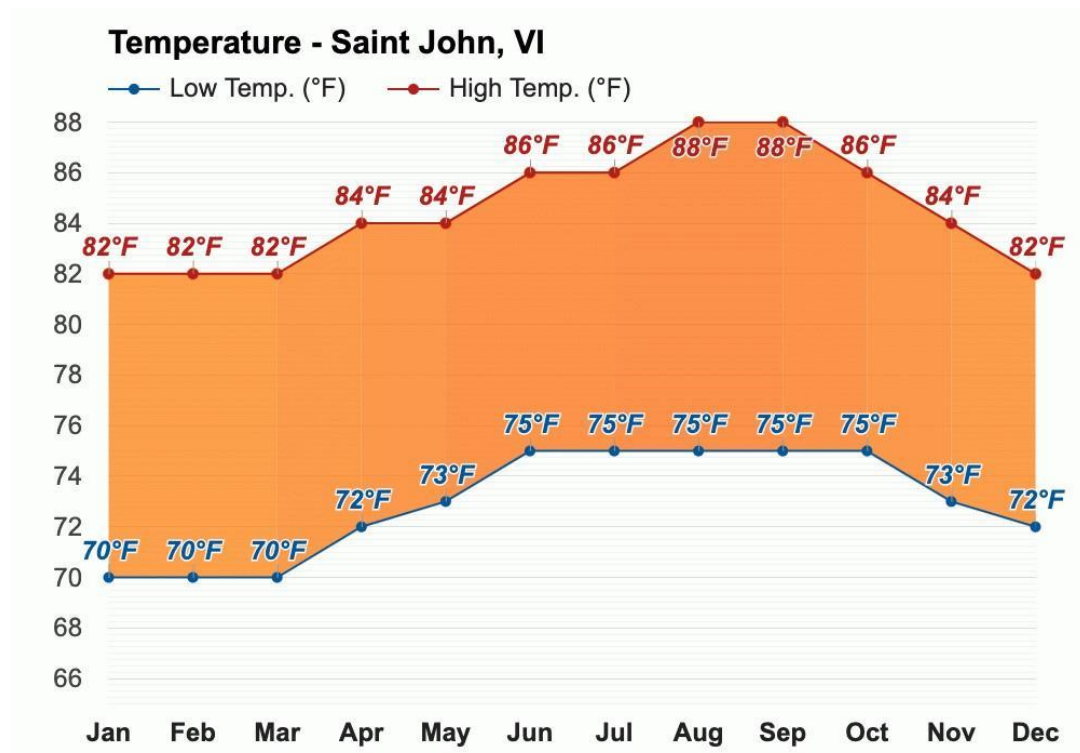
Virgin Islands have been impacted by a number of hurricanes with Irma and Maria in 2017 being the most severe.

Climate

The average annual rainfall on St. Thomas and St. John is approximately 45 inches, ranging from 35 inches toward the eastern end of the islands to more than 55 inches at the higher elevation to the west. It can be assumed that rainfall on the island would range between 35 and 45 inches annually. The rainfall usually occurs in brief, intense showers of less than a few tenths of an inch (Jordan, 1975). February and March are the driest months, and September is the wettest, with nearly half the annual rainfall occurring between August and November (Jordan, 1975).



Annual temperatures average 79 degrees Fahrenheit (F), with the winter low averaging 76 degrees F and the summer high reaching an average of 84 degrees F. Occasionally, maximum daily temperatures will exceed 90 degrees F and minimum temperatures will drop below 70 degrees F (Jordan, 1975).



6.02

LANDFORMS, GEOLOGY, SOILS, AND HISTORIC USE Landforms

The island of St. John is a steep island that has weathered to its current shape, similar to the surrounding islands of the area. The hill sides are typically rocky with thin soils and in the flat areas along the shore, where runoff has collected, rich soil supports thick plant life. The north shore of the island is bordered with cliffs with the exception of the small sandy north shore beach of this proposed project. The south shore is more accessible, being composed of a cobble stone beach, and relatively gentle slopes.

Geology of St. John the Surrounding Cays

The Virgin Islands are near the northeastern corner of the present Caribbean Plate, a relatively small trapezoidal-shaped plate which is moving eastward relative to the North and South American continents carried on the American plate. The arc of the Lesser Antilles is an active volcanic arc above a subduction zone in the Atlantic oceanic crust of the American Plate is carried downward under the Caribbean Plate. The closest volcano to the Virgin Islands which is still active is Saba, about 160 km to the east. St. Thomas and St. John, are composed of stratified volcanic and volcanoclastic rocks with minor limestone of the Early Cretaceous (Albain) to

possibly the late Cretaceous age (Donnelly 1966). These rocks are granite composition, some of which may be as young as Tertiary (Kesler and Sutter, 1979).

The oldest rocks on St. John are submarine lavas (keratophyre and spilite), beds of volcanic debris and chert and associated intrusive rocks of the Water Island

Formation. Fossils in cherts of the Water Island Formation indicate that the unit is of Early Cretaceous (Albain) age. The Water Island Formation is overlain by andesitic volcanic and volcanoclastic rocks of the Louisenhoj Formation which underlies the island of St. Thomas to the east and much of the northwestern portion of St. John. Donnelly (1966) suggested that the Louisenhoj Formation was deposited unconformably on the Water Island Formation after a period of emergence, tilting and erosion, on the slopes and environs of a subaerial volcanic island located roughly between St. Thomas and St. John, an area now occupied by Pillsbury sound. The youngest layered deposits on St. Thomas are volcanoclastic rocks of the Tutu Formation. Fossils contained in the Tutu Formation suggest that those deposits are of the Early Cretaceous (Albain) age (Donnelly et al. 1971). It appears that all of the volcanoclastic rocks of St. Thomas were deposited in a relatively short period of time spanning 10 to 15 million years approximately 100 million years ago (D. Rankin, 1988).

St. John is characterized by an irregular coastline, numerous bays, steep slopes, and small drainage areas. For the most part the topography is very mountainous, and coastal plains are almost completely absent.

Geology of Estate Carolina

St. John is located east of St. Thomas and comprises an area of roughly 19.61 square miles. The property is located within Estate Cruz Bay, a waterfront located on the western part of St. John in Cruz Bay. The maximum elevation of 38 feet. The subject parcel is located at 170 feet and has an average slope of 2.5%.

Soils

Soils maps illustrate that the property comprises SrF 20 to 40% and FsE 40 to 60%

Historic Use

The site has been used by Gallow Point resort for over 45 years.

6.03 DRAINAGE, FLOODING AND EROSION CONTROL

a. Drainage information.

The project site naturally drains from east to west towards the Atlantic Ocean

b. Alterations to drainage pattern.

The project shall not affect existing natural drainage patterns around the perimeter of the site while runoff on all proposed surfaces shall be collected and directed to drains located in an area specified by the architect.

c. The relationship of the project to the coastal floodplain.

The proposed building is located 176 feet away from the nearest shore and 47.5 feet above sea level. The building is sited in Flood Zone type X. As shown on drawing C3, the parking structure is sited so that the habitable area is above the flood zone plane.

d. Peak stormwater flow calculations.

The project site is 3.95 acres and stormwater impact is not expected to change based on the use of drains, local trees and shrubs around the site. Peak stormwater flow calculations were prepared given the size of the property and the limited excavation area.

e. Existing Stormwater disposal structures.

There are no existing storm water control facilities. All disturbed areas will be stabilized with the use of erosion control practices as set forth in the 1995 Virgin Islands Environmental Protection Handbook. A drainage system of curbs, guttering, and catchment cisterns is integral to the design. The greywater cisterns will be regularly inspected and maintained with graywater will be used to re-vegetate and maintain existing vegetation.

f. Stormwater control facilities.

There are no existing storm water control facilities. All disturbed areas will be stabilized with the use of erosion control practices as set forth in the 1995 Virgin Islands Environmental Protection Handbook. A drainage system of curbs, guttering, and catchment cisterns is integral to the design. The greywater cisterns will be regularly inspected and maintained with graywater will be used to re-vegetate and maintain existing vegetation.

g. Schedule of maintenance of stormwater control features.

All catch basins and catchment cisterns will be inspected and cleaned every 12 months and immediately after large storm events. The oil/water separator will be inspected twice monthly, and if oil is present it will be removed with appropriate absorbent material.

h. Method of land clearing.

No tree of over 5 inches in diameter at breast height shall be removed without prior review and all preliminary clearing shall be done by hand. A majority of the site has been previously cleared so no large trees are expected to be impacted by this project.

i. Provision to preserve topsoil and limit site disturbance.

Prior to any and all earth work, erosion control devices and practices will be installed and utilized as set forth in the 1995 Virgin Islands Environmental Protection Handbook. Such practices will include but not be limited to erosion control matting, mulching and planting to prevent erosion of soils disturbed on the site as a result of construction. These will be routinely and regularly inspected and maintained in proper working order. If at any time these devices become worn or damaged or cease to function properly they will be immediately repaired or replaced before construction will continue.

Earth disturbance will be limited to that required to prepare the building site. All disturbed areas will be stabilized with the use of erosion control practices. All excavated soil shall be stockpiled, surrounded with silt fences, and be covered with an appropriate erosion control blanket or matting.

j. Potential critical areas and trouble spots.

No major grading of the site will occur. The natural existing flow of water will not be disturbed.

k. Erosion and sediment control devices to be implemented.

Erosion control devices and practices will be installed and utilized as set forth in the 1995 Virgin Islands Environmental Protection Handbook. Such practices will include but not be limited to: erosion control matting, mulching and planting to prevent erosion of soils disturbed on the site as a result of construction, properly sited and installed silt fencing to intercept and filter overland flow; the use of silt fences to intercept and filter overland flow; and the use of porous materials and infiltration practices to reduce storm water volumes and velocities.

l. Maintenance of erosion and sediment control devices.

The erosion and sediment control devices will be routinely and regularly inspected and maintained in proper working order. If at any time these devices become worn or damaged or cease to function properly they will be immediately repaired or replaced.

m. Impact on terrestrial and shoreline erosion.

The proposed building is 175 feet from the closest shoreline with an existing building and a road in between. The proposed project shall have no impact on terrestrial and shoreline erosion.

6.04 FRESHWATER RESOURCES

Not required

6.05 OCEANOGRAPHY

a. Seabed alteration.

The proposed building is 175 feet from the closest shoreline at an average elevation of 36.5 feet with a number of existing buildings and roads in between. The project shall have no direct impact on the seabed and nothing is proposed that would affect the seabed.

b. Tides and currents.

The proposed building is 175 feet from the closest shoreline at an average elevation of 36.5 feet with a number of existing buildings and roads in between. The tides and currents shall have no direct impact on the project and nothing is proposed that would affect tides or currents.

c. Wave and wind impacts.

The proposed building is 175 feet from the closest shoreline at an average elevation of 36.5 feet with a number of existing buildings and roads in between. The wave and wind shall have no direct impact on the project and nothing is proposed that would affect waves and wind.

d. Marine water quality.

The proposed building is 175 feet from the closest shoreline at an average elevation of 36.5 feet with a number of existing buildings and roads in between. The marine water quality shall have no direct impact on the project and nothing is proposed that would affect marine water quality.

6.06 MARINE RESOURCES AND HABITAT ASSESSMENT

The proposed building is 175 feet from the closest shoreline at an average elevation of 36.5 feet with a number of existing buildings and roads in between. The marine water quality shall have no direct impact on the project and nothing is proposed that would affect marine water quality.

6.07 TERRESTRIAL RESOURCES

The property will be partially cleared and excavated. All trees over 5" diameter will be preserved.

6.08 WETLANDS

The U.S. Army Corps of Engineers defines wetlands as "those areas that are periodically inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and under normal circumstances do support, a prevalence of vegetation typically adapted for the in saturated soft conditions. Wetlands generally include swamps, bogs, marshes and similar areas." (U.S. Army Corps of Engineers, 1986). There are no wetlands within the building footprint.

6.09 RARE AND ENDANGERED SPECIES

There is no evidence of rare and endangered species on the property. As a result development of this project shall not displace any rare or endangered or threatened species from its natural niche or habitat.

6.10 AIR QUALITY

All of St. John is designated Class II by the Environmental Protection Agency 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).

During the excavation some dust and exhaust fumes from heavy machinery will be created. This is unavoidable but is intended to be limited by designing the project to follow the slope of the site. To further limit dust the site shall be wetted as needed during work. However, this disturbance will only last until the construction activity is complete. Once the construction is completed air quality on site will quickly return to normal.

7.00 IMPACT OF THE PROPOSED PROJECT ON THE HUMAN ENVIRONMENT

The impact of the proposed project on the human environment shall be minimal except for those people for which they will serve; mainly residents and visitors of Coral Bay. The subject property and the adjoining parcels have a restaurant, pottery studio, and community center.

7.01 LAND AND WATER USE PLANS

The property is zoned W-1 the project is in keeping with the goals of CZM to create high quality projects with low environmental impact.

7.02 VISUAL IMPACT

The project is sited so the parking will, allow for landscaping and curb appeal.

7.03 IMPACT ON PUBLIC SERVICES AND UTILITIES

a. Water.

The proposed parking structure will not impact on public services and utilities.

b. Sewage Treatment and Disposal.

No sewage treatment and disposal is necessary.

c. Solid waste disposal.

Solid waste and trash are deposited into an onsite dumpster and removed by a private company as required.

d. Roads, traffic, and parking.

As with most structures in St. John and in many parts of the Virgin Islands, access to the public roads is by a ROW running along the east side of the property. Loading areas and staff parking are separated from client and public parking areas. See Site Plan on C-3 for more information.

e. Electricity.

As with all existing structures on St. John and in many parts of the Virgin Islands, WAPA shall provide primary electrical utility. In addition the project shall include a back-up generator provided by Gallows Point Hotel

f. Schools.

The project will have no impact on the school population.

g. Fire and police protection.

As with all existing structures on St. John and in many parts of the Virgin Islands, the Cruz Bay Fire Service and the Cruz Bay Police Command shall provide fire and police protection. To reduce that need the proposed parking structure will be constructed with 2 hour rated walls and slabs between to reduce fire risks and shall include security systems to reduce crime.

h. Health.

As with all new construction on St. John and in many parts of the Virgin Islands, illnesses and health emergencies would be addressed by the clinic in Cruz Bay and/or the clinic on Centerline Road.

7.04 SOCIAL IMPACTS

The new parking structure will reduce the road side parking allowing traffic to flow adequately, throughout the area.

7.05 ECONOMIC IMPACT

During construction the project shall provide numerous jobs to various trade and businesses.

7.06 IMPACT ON HISTORICAL AND ARCHAEOLOGICAL RESOURCES

No known archaeological resources are located on the property.

7.07 RECREATIONAL USE

St. John is an island based upon recreational use with access to the VI and federal land and water resources. This project will not interfere with recreational areas.

7.08 WASTE DISPOSAL

There will be no hazardous waste handled during the construction of the project or after construction.

7.09 ACCIDENTAL SPILLS

In the event of a accidental spill we have, a staging area set to receive all construction material being delivered on site along with proper storage to store all materials pertaining to the construction of the parking structure.

7.10 POTENTIAL ADVERSE EFFECTS WHICH CANNOT BE AVOIDED

As with all construction, it is unavoidable that a limited amount of existing vegetation will be lost through the construction of roads and homes. The completed site, however, will be landscaped to stabilize soil, soften the visual impact, and to improve the aesthetic appeal of the property.

The potential for sedimentation and erosion will exist during construction but the risk

shall be mitigated as described. The applicant will abate this potential impact to the environment through the implementation of both temporary, during construction, and permanent sedimentation and erosion control plans. Through the use of plantings and stabilization measures, stormwater facilities, and stormwater catchment systems the potential impacts are greatly reduced and, in fact, will improve on the current conditions of the undeveloped site.

8.00 MITIGATION PLANS

In the development of any site where earthwork is executed or soil is disturbed, the potential for sedimentation and erosion can exist. Because the proposed structures are on a relatively flat site, the entire site can be monitored and mitigation measures inspected and quickly repaired, as needed. In order to protect water quality and prevent erosion of soils into the water, all measures recommended by the 1995 Virgin Island Environmental Protection Handbook, the Extension Cooperative Services, and VI Marine Advisors, Inc. shall be fully implemented. No measures beyond what has already been proposed and designed shall be needed.

9.00 ALTERNATIVES TO PROPOSED ACTION

Pursuant to the VI Building Code there are, of course, a large number of different ways the site could be developed as allowed by zoning however none that would better meet the owner's goals or better fit within the site and context of the neighborhood. Additionally all other options that satisfy the project objective would have similar, if not greater, environmental and human impacts.

NO BUILD ALTERNATIVE

The site would remain in its present state. The human environment would not be impacted at all however no new construction would reduce property values, reduce valuable charitable resources for the community, and no new dwellings or jobs would be created. A potential for responsible and sensitive development would be lost.

CONCLUSION

The conclusion reached was that the proposed project design met all the goals of the property owners as well as was the most complementary to the existing site and the neighborhood context.

10.00 RELATIONSHIP BETWEEN SHORT AND LONG TERM USES OF MAN'S ENVIRONMENT

The proposed project brings with it a low intensity land conversion, and is in keeping with the character of Cruz Bay. It is our belief that the proposed project is the best short and long term use for the property, human impact, and environment.

11.00 REFERENCES

LITERATURE CITED

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U.S. Department of Agriculture Soil Conservation Service, 1970. Soil Survey Virgin Islands of the United States. U.S. Government Printing Office, Wash., D. C.

LIST OF PERSONS CONSULTED

The professional and expert resources consulted for the preparation of the permit application for land, pier and, boat ramp permit include, but are not limited to, the following:

- a. James Sturgess, Construction Advisor; Majestic Construction, Inc., St. John.
- b. St. John Police Department, Consultant; St. John.
- c. Virgin Island Fire Services, Consultant; St. John and St. Thomas.

LIST OF TEXTS CONSULTED

The written references used in preparation of the land, pier, and boat ramp permit application include, but are not limited to, the following:

- a. Virgin Island Environmental Protection Handbook, 1995.
- b. A Natural History Atlas to the Cays of the U.S. Virgin islands, Arthur E. Dammann and David W. Nellis, 1992.

II OTHER REQUIRED SUBMITTALS

Please find the following submittals attached as requested:

- a. A road and driveway permit is not needed as the driveway intersections a private ROW.
- b. Permit Application Form (Form L&WD-2) is attached.
- c. The Zoning Requirements Table (Form L&WD-3) is attached.
- d. The Major Project Summary Data (L&WD-4) is attached.
- e. The Proof of Legal Interest Letter (Form L&WD-5) is attached.
- f. The Income Tax Clearance Letter (Form L&WD-6) is attached.
- g. The Corporate Application Form (Form L&WD-7) is attached.
- h. A certificate of Corporate Good Standing is attached.
- i. A copy of the deed is attached.
- j. The Property tax clearance letter, from The Department of Finance, is attached.
- k. The Application Fee(s) has been paid and a copy of the check is attached.
- l. A certified list of all property owners within a 150 foot radius of the property boundaries is attached.
- m. The letter from the Historic Preservation Officer - SHPO approving the Phase I Archeological Resource Survey for this site has been approved.
- n. A list of qualifications and background of designers, engineers, and other professionals involved with the project is as follows:

Habibah Bell, P.E. , Harnel Engineering & Construction, LLC; V.I. Registered Engineer, 901294

- o. The market study, analysis, or feasibility of the project is not for a non-profit organization.
- p. NFIP Flood Zone Designation (Form L&WD-8) is attached.