

Exhibit 4 , Attachment A

Avoidance and Minimization

St. John Marina

Avoidance and Minimization

Suggested Modifications

- 1) Redesigned layout to provide only one main walkway from shore and shifted docks and slips further out into deeper water to avoid potential damage and shading to seagrass and inshore habitat.
- 2) Changed dock construction from floating concrete (originally proposed) to raised fixed docks. Allows for greater light penetration into the water and reduces shading impacts.
- 3) Synthetic graded dock decking material over heavy aluminum framed dock sections rather than solid concrete allows for maximum light penetration and a faster dock and utility installation.
- 4) Adjustments of piling locations for avoidance of impacts to coral.
- 5) Reduction of pilings from 1,333 to 960, reduction of 28%.
- 6) Based on the recently completed Geotechnical Study of the dock location area results show that the use of a vibratory hammer will greatly increase the piling installation speed and reduce the days required for driving pilings.
- 7) Removed from the original design of inclusion of two one-story buildings out on the docks, a reduction of vertical shading potential.
- 8) Removed from development two non-shoreline upland parcels reducing overall potential construction impacts.
- 9) Development of a comprehensive Hurricane Preparedness Plan for Coral Harbor, helping to maximize public safety and environmental protection.
- 10) Customs and Border Protection office on site to help prevent illegal entry, drug trafficking and overall law enforcement presence.

Mitigation and improvements to Coral Bay and Harbor long term water quality and safety for vessels visiting Coral Harbor.

- 1) Installation and management of up to 75 public moorings, designed for various sized vessels, professionally installed and maintained coupled with a Harbor Management Plan to help enhance environmental protection and public safety. Placement of the moorings will be determined in coordination with USVI DPNR.
- 2) Marina to provide fixed and portable remote sewerage pump-out, for both docks, and moorings.
- 3) Installation of regulatory buoys marking shallow water and habitat.
- 4) Installation of channel markers to provide navigational safety.
- 5) Provide vessel fueling that complies with EPA regulations.
- 6) Provide an information center for environmental pamphlets that educate visiting boaters and the public.

- 7) As part of the St. John Marina mobile app, provide information on the marina and moorings, as well as links to St John's National Park and Coral Reef National Monument rules regarding use of them, and preservation of the local environment.
- 8) Develop within the app instructions to boaters general information on securing their vessel in hurricane events, where to haul out etc.