



March 18, 2015

Jeffrey Epstein
Owner
Nautilus, Inc.
6100 Red Hook Quarter, Suite B3
St. Thomas, U. S. Virgin Islands 00802

Via E-mail: [REDACTED]

RE: SUBMISSION NO. 2/DESIGN DRAWINGS FOR THE MAINTENANCE WORKSHOPS ON LITTLE ST. JAMES CAY, ST. JOHN, U. S. VIRGIN ISLANDS

Dear Mr. Epstein,

Attached, herewith is our second submission regarding **the MAINTENANCE WORKSHOPS ON LITTLE ST. JAMES CAY, ST. JOHN, U. S. VIRGIN ISLANDS**. Included from our first submission were Measured Drawings of the "Tunnel" Building and the existing Garage Building. The Topographic Survey of the maintenance yard by Marvin Berning was also included with that submission. The last drawing in the submission was a proposed Floor Plan to construct the Maintenance Workshops on the roof of the larger Mechanical Building. The size of the new Workshop Building was based upon measurements of the existing layout of the "Tunnel" Building. The "Tunnel" Building contains a large parking area, wood and metal workshops, and storage facilities. It is approximately 6,000 square feet in size, all of which can be accommodated on the roof of the larger Mechanical Building. Based upon our telephone conversations, it was apparent that your intent for the roof tops for those two Mechanical Buildings is to construct new buildings that would serve only as parking for vehicles and storage of the garbage containers. We then removed the vehicular storage from the Workshop Building, resulting in a proposed footprint of 4,000 square feet. We developed a new preliminary layout for that building, which is included with this submission. Again, the size of the spaces in the building are based upon the same spaces located in the "Tunnel" Building. We then proceeded to locate this structure on the Site Plan. It became apparent right away that such a large structure made the potential site locations limited. Once we established the 50-foot CZM setback from the line shown on the survey as the existing shoreline, we saw right away the difficulty of locating this 4,000-square-foot building in the area north of what is referred to as "Buckfield" Building. Unless the size of the building is reduced, it cannot be located in that area without substantial modifications to existing pathways and driveways on the north that lead to the Main House.

It should be pointed out, though, that one of the spaces we measured in the "Tunnel" Building described as a Storage Room did not appear to have much use other than that of a microwave in it. This is a significant area, as the existing space is approximately 1,200 square feet. I understand that this space may or may not need to be relocated along with the workshops. If this is so, then obviously the replacement building can be made significantly smaller with the potential of being able to fit where the Coconut Grove is. I have confirmed with the surveyor that the existing shoreline shown on his drawing is in fact the Mean High-Water Line. You can see from the attached Site Plan how constricted the buildable area is. I am also concerned that the "Buckfield" Building appears to be partially located in that setback. This may prove to give us some difficulty locating a new structure next to it as it is my understanding there is no approved permit associated with this structure.

The approach we have taken with the attached Site Plan is to locate the new Workshop Building behind the existing Mechanical Buildings. This building will be primarily shielded from visibility by the new roof structures constructed on top of the Mechanical Buildings. It will require excavation of some of the area behind the Mechanical Buildings in order to site this structure. It does result in a much more usable and protected service yard than presently exists by the buildings located along the shore. This site was chosen as the most viable area to locate a structure as large as 4,000 square feet.

In conclusion, the next step is to validate the program for the replacement building to determine it should be as large as 4,000 square feet. That is the most important factor in pinning down the potential areas for constructing the replacement building. We also should recognize that while we may be able through this process to "grandfather" some of the maintenance area of construction near the shore, it is likely we'll be unable to construct any new slabs or buildings within the CZM setback.

Please contact me at your earliest convenience at [REDACTED]

Very truly yours,

JAREDIAN DESIGN GROUP



John P. Woods, AIA, NCARB
Principal

Enclosed Drawings

Cc: Cecile deJongh, Business Manager, Southern Financial Trust
LeRoy V. Smith, Jr., PE, Principal, Jaredian Design Group