

**Prepared Statement of Tom Leonard, LtCol, USMC(ret.)
Alderman, Town of North Topsail Beach, North Carolina**

**Before the House Natural Resources Committee
Subcommittee on Water, Wildlife, and Fisheries**

“Legislative Hearing on H.R. 2437, H.R. 3415, H.R. 4385, and H.R. 4590”

September 28, 2023

Chairman Bentz, Ranking Member Huffman, and Members of the Subcommittee, thank you for the opportunity to provide testimony today on H.R. 2437, a bill to revise the boundaries of Coastal Barrier Resources System (CBRS) Unit L06 in North Topsail Beach, North Carolina. The legislation will correct a mapping error made by the U.S. Fish and Wildlife Service over 40 years ago when it incorrectly designated the northern end of Topsail Island, now the Town of North Topsail Beach, as a Coastal Barrier Resources Act (CBRA) zone.

North Topsail Beach is one of three small towns located on Topsail Island, a 26-mile-long barrier island between Jacksonville and Wilmington, North Carolina, and adjacent to Marine Corps Base Camp Lejeune. With a year-round population of just 1,005, North Topsail Beach is a quiet, rural beach town. Due to our proximity to Camp Lejeune, many of our residents and visitors have a military connection, including myself, a retired United States Marine Corps officer with 30 years of service.

Like you, North Topsail Beach is passionate about protecting coastal barrier islands and their significant resources. We have a great responsibility in the collective federal-state-local effort to preserve and maintain these important natural resources. We will always remain committed to carrying out the purposes and objectives of the CBRA as an active partner with the federal government. As the primary law that protects barrier islands, it is a law that we hold in the highest regard. As the CBRA law rightly states, “coastal barriers contain resources of extraordinary scenic, scientific, recreational, natural, historic, archeological, cultural, and economic importance.” The CBRA is a testament to the shared interest that the nation has in protecting coastal barrier islands and their “extraordinary” resources.

As effective as the CBRA has been collectively for the federal government, the taxpayers, and the environment, the application of the law in North Topsail Beach has not been wholly positive or successful. In fact, both North Topsail Beach and the U.S. Fish and Wildlife Service (Service) recognize that CBRS Unit L06 is one of the most developed CBRS units in the United States. The CBRA has been overwhelmingly successful at deterring development, so the question must be asked, “Why did the CBRA not deter development in North Topsail Beach?” Development continued in North Topsail Beach after the passage of the CBRA because the Town already had a “full complement of infrastructure” in place before the enactment of the CBRA in 1982. Having a full complement of infrastructure is one of two primary criteria the Service uses to determine if an area is developed and thus not eligible for inclusion in the CBRS, the other being the density of development. For this reason, the proposed mapping change will not set a new precedent for

CBRS mapping changes. North Topsail Beach is a unique situation, and few (if any) other CBRS units have received the same level of analysis and attention as Unit L06.

The legislation does not intend or aim to remove Unit L06 from the CBRS. We understand the purposes of the CBRA and support its overarching goals and objectives. The legislation will remove only approximately 590 acres of the total 5,865 acres from the Unit. The approximately 590 acres that will be removed will only include areas served by a “full complement of infrastructure” before the mapping and designation of CBRS Unit L06 in 1982.

Evidence of a Full Complement of Infrastructure

North Topsail Beach has done extensive research to document development at the north end of Topsail Island before 1982. North Topsail Beach submitted this research, totaling 199 pages, to the Service during a 2009 request for comment on its “Draft Report to Congress: John H. Chafee Coastal Barrier Resources System Digital Mapping Pilot Project.” The results of this analysis are summarized herein.

As you know, in 1981, the Department of the Interior (DOI) was directed by the Omnibus Budget Reconciliation Act of 1981 (OBRA, P.L. 97-35) to map undeveloped coastal barriers for Congressional consideration. In response, DOI published a notice of proposed action in the *Federal Register* on August 16, 1982, titled “Federal Flood Insurance Prohibition for Undeveloped Coastal Barriers; Proposed Identification and Submission of Report to Congress” (Proposed Criteria or 47 FR 35696). The Proposed Criteria provided the definitions and delineation standards of undeveloped coastal barriers that guided DOI mapping efforts and is still used to guide the Service’s mapping and CBRS unit review efforts today.

In 1982, Congress designated relatively undeveloped coastal barriers along the Atlantic and Gulf Coasts—later including parts of Puerto Rico, the U.S. Virgin Islands, the Great Lakes, and the Florida Keys during the 1990 reauthorization—as part of the CBRS in order to remove the incentive to develop coastal barriers by limiting federal expenditures and financial assistance to designated CBRS units.

Congress later codified some of the definitions outlined by the Service in the Proposed Criteria in Section 2 of the Coastal Barrier Resources Reauthorization Act of 2000 (CBRRA) to provide additional clarification and guidance on what should be considered an undeveloped coastal barrier. Section 2 of the CBRRA specifies that, at the time of the inclusion of a System unit within the System, a coastal barrier area is considered developed if the density of development is more than one structure per five acres of land above mean high tide and if there is a full complement of infrastructure in place. A full complement of infrastructure is defined in the law as:

- (i) a road, with a reinforced roadbed, to each lot or building site in the area;
- (ii) a wastewater disposal system sufficient to serve each lot or building site in the area;
- (iii) electric service for each lot or building site in the area; and
- (iv) a fresh water supply for each lot or building site in the area.

The corresponding report language (Senate Report 106-252) states:

“Section 2(1) amends the Coastal Barrier Resources Act by establishing a set of criteria to serve as a guide to the Congress, the U.S. Fish and Wildlife Service, and the public to determine whether a coastal barrier should be considered developed, and therefore excluded from the CBRS. The criteria are based on a rule that was proposed by the Department of the Interior in August of 1982, but was never finalized (47 FR 35696). Despite never being finalized, the proposed rule has long served as a guideline for Congress and the Fish and Wildlife Service when they review suggested changes to the CBRS. In accordance with the proposed rule, this section would consider an area developed if it has more than 1-structure per 5-acres, or a full complement of infrastructure--which is defined to include water supply, wastewater disposal, electricity, and paved roads.”

The original 1982 mapping and subsequent 1990 additions to the CBRS designated sections of North Topsail Beach as CBRS Unit L06. However, the Service should not have been mapped North Topsail Beach into the CBRS because the area had a full complement of infrastructure in place prior to the mapping and subsequent designation of the Unit on October 18, 1982. According to the criteria described in the CBRRA, Senate Report 106-252, and the following guidance from the Proposed Criteria, the area meets the conditions for having a full complement of infrastructure:

“All or part of a coastal barrier will be considered developed, even when there is less than one structure per five acres of fastland, if there is a full complement of infrastructure in place. This is consistent with the clear intent of Congress on this point (Congressional Record, July 31, 1981, p. H5793). A full complement of infrastructure requires that there be vehicle access (i.e., improved roads or docks) to each lot or building site plus reasonable availability of a water supply, a wastewater disposal system, and electrical service to each lot or building site. Ability to use on-site wells and/or septic systems on each later building site in a development, when legally authorized and the normal practice in the vicinity, will constitute water supply and sewage infrastructure since they can be drilled and/or installed concurrently with the construction of the structure (House Report 97-158, Vol. 1, June 19, 198, p. 100; and Congressional Record, July 31, 1981, p. H5793.)”

The Service made an important distinction here that cannot be overlooked. The Service stated that a coastal barrier will be considered developed even when there is less than one structure per five acres of fastland if there is a full complement of infrastructure in place and said that these criteria are “consistent with the clear intent of Congress.” The reference the Service made to the Congressional Record on July 31, 1981, is critical because, on that day, the U.S. House of Representatives passed by unanimous consent the OBRA conference report, which, as you know, directed DOI to create the maps that would become the CBRS one year later. And on that day,

Representative Thomas B. Evans of Delaware—an original author of the aforementioned OBRA language and later the CBRA itself—spoke to the House on the record “to firmly establish the legislative intent of the sponsors of the provision.” Included in Representative Evans’ remarks is a discussion of what the sponsors consider an undeveloped coastal barrier:

“Regarding the determination of which coastal barriers are undeveloped, the House adopted, and the Senate agreed to, section 1321(b)(2) which requires that an undeveloped coastal barrier shall be treated as such only if there are few people-made structures on the barrier, or portion of a barrier, so that these structures and human activities on the barrier do not significantly impede geomorphic and ecological processes. In interpreting the first aspect of this standard, the authors intend that the Department use the same standard which they have used in their ongoing inventory of coastal barriers. That is, an area which averages less than one structure per 5 acres should be considered undeveloped. We also expect, and this was noted in the report from the Banking Committee, that the Department will take into account the level of infrastructure—roads, water, sewers, electric lines, jetties, and so forth—in place in making this determination. For example, the presence of scattered structures with no associated infrastructure suggests that an area is not developed. On the other hand, an area which has a full complement of infrastructure; that is, some combination of the above-mentioned items, but no structures, should be considered as being already developed” (Congressional Record, July 31, 1981, p. H18935-H18936).

Representative Evans clearly stated that the sponsors intended for coastal barriers with a full complement of infrastructure (some combination of roads, water, sewer, electric lines, jetties, etc.) to be considered developed, *even if there are no structures*. Some areas of North Topsail Beach met both criteria and were not included in CBRS Unit L06. Those pockets are clearly visible on the current maps for the Unit. However, other areas of North Topsail Beach seemingly needed more structures to meet the density of development criteria despite the significant growth occurring on the north end of Topsail Island. Nevertheless, the significant infrastructure on the island, which supported the existing structures and later development, was in place before the passage of the CBRA in 1982.

In 1981-1982, when the Service was mapping coastal barriers per Congress’ directive in the OBRA, development status was determined primarily on the density of visible structure as seen from aerial photography. This method is understandable given the immense amount of mapping the Service needed to complete within a short period. According to a July 28, 1982, memo from the Coastal Barrier Task Force to the Secretary of the Interior on the Interim Proposed Undeveloped Coastal Barrier Designation for Topsail Unit L06, the Task Force stated, “Aerial photography taken April 30, 1982, verifies the existence of the components including a linear beach feature, sand dunes, and landward aquatic habitat within the area proposed for designation as an undeveloped coastal barrier. In addition, those aerial photographs confirm the lack of sufficient structure and other facilities or visible impacts to consider the area proposed for designation developed as defined by statute.”

However, this aerial examination method did not reveal the significant infrastructure development already on the ground. A thorough examination of records and documentation shows that the north end of Topsail Island had a full complement of infrastructure that meets the requirements outlined in the Proposed Criteria and the CBRRA.

Roads

Roadways have existed along the entire length of Topsail Island since the 1940s. State records indicate a fully paved road in 1953, which became part of the state highway system in 1968. A 1982 Onslow County Zoning Map shows that all lots on the northern end of Topsail Island had direct access to a road with a reinforced roadbed.

In addition, North Topsail Beach is accessible from the mainland by NC Highway 210 and the Larry Walton Memorial Bridge, which was built in 1968. The bridge provides direct and convenient access to North Topsail Beach and is responsible, in part, for the significant growth on Topsail Island in the 1970s and 1980s. Bridge access to the island has also been available through Surf City, the town just to our south, since 1955.

Electricity

Jones-Onslow Electric Membership Corporation (EMC) has provided electrical service to Topsail Island since the 1940s. Easement records show that Jones-Onslow EMC aggressively expanded electrical service throughout Topsail Island in 1977 and 1978. Maps supplied by Jones-Onslow EMC show that even the most northern reaches of Topsail Island had electrical service by 1980. Electrical lines suspended on telephone poles were installed well before 1982 along NC Highway 210 and New River Inlet Road, allowing every lot in the area direct access to power.

Water and Sewer

North Topsail Water and Sewer was established in 1979 to provide water and sewer services to North Topsail. The North Carolina Department of Transportation granted the company easements to extend its utility lines along New River Inlet Road in 1980. A pump station at the center of New River Inlet Road was also operational by 1980. That same year, Onslow County began to construct its own water system. The County's system gained utility easement rights along Island Drive while North Topsail Water and Sewer still serviced the New River Inlet Road area. In 1981, North Topsail Water and Sewer transferred ownership of its water system to Onslow County. Records establish the location of North Topsail Water and Sewer's utility lines as running from NC Highway 210 to the New River Inlet. Onslow County completed its water pipelines along Island Drive by the end of 1981.

Initial sewer permits were issued in 1979 to service the northern section of Topsail Island. A 53,000-foot extension of sewer lines was installed in 1982, and a pump station was located near the bridge (now the Larry Walton Memorial Bridge). Most significantly, an expanded 33.4-acre treatment facility and a 268-acre irrigation area were constructed at this time, which still supports North Topsail Beach's wastewater needs today.

Groundwater sources for water wells were also readily available to supplement the water supply, and the installation of septic systems was available to lots where sewer lines were not already installed.

As a result of the significant infrastructure investments by private and public entities, there were approximately 490 existing housing units in North Topsail Beach by the end of 1981, and 100 additional units were constructed in 1982. Zoning authority records indicate that 179 more housing units were built in 1983, 232 more in 1984, 250 more in 1985, and so on. There was so much growth in the area in the late 1970s and early 1980s that in 1980, West Onslow Beach (now North Topsail Beach) was nominated as a statewide “growth center” (1980 Onslow County Resolution).

According to 1982 zoning maps, approximately 796 lots were on the main road. As was the case for the existing structures, each lot could connect directly to electrical, sewer, and water services. The adequacy of infrastructure is shown clearly by the fact that the Service excluded from the CBRS two housing developments at the extreme north end of New River Inlet. These developments were made possible because of the existing roadways, electric and water infrastructure, and the ability to install private drives, septic systems, and wells.

In summary, before the passage of the CBRA, the north end of Topsail Island had in place infrastructure consisting of:

1. a road with a reinforced roadbed (NC Highway 210 and New River Inlet Road);
2. a wastewater disposal system sufficient to serve each lot or building site in the area (North Topsail Water and Sewer Corporation, Onslow County, and availability of septic);
3. electric service for each lot or building site in the area (Jones-Onslow EMC); and
4. a fresh water supply for each lot or building site in the area (North Topsail Water and Sewer Corporation, Onslow County, and availability of groundwater sources for wells).

(North Topsail Beach’s Infrastructure Analysis totals 199 pages and therefore exceeds the testimony attachment limitations allowed by the Subcommittee. North Topsail Beach can provide the Subcommittee with the Infrastructure Analysis at a later date at the Subcommittee’s request.)

We must also address the single highway corridor provision outlined in the Proposed Criteria. While the Service generally identifies vehicle access, water supply, wastewater disposal, and electrical service as the infrastructure necessary for an area to be considered developed, the Service also qualifies that “[t]he presence on a coastal barrier of a single road, or even a through highway, plus associated electric transmission and water and sewer lines in this highway corridor does not constitute the necessary full complement of infrastructure necessary to support development.” The terms “through highway” and “highway corridor” suggest a highway with limited direct access from private lots. We must emphasize that NC Highway 210 and New River Inlet Road are the primary local roadways in North Topsail Beach. Due to the island’s narrow configuration, the main water, wastewater, and electrical infrastructure lines were placed down these roads, with most lots directly bordering the roads, as you would see on a typical neighborhood street. There was no restricted access to these roads from lots or building sites, as would be the case if NC Highway 210 and State Route 1568/New River Inlet Road were through highways or highway corridors.

In its “Draft Report to Congress: John H. Chafee Coastal Barrier Resources System Digital Mapping Project” (2009), the Service “affirmed that sewer and water lines were installed along the main roads and primary electric service was available” in North Topsail Beach but said that “secondary services were not constructed until the lots were developed” (p. D-14).

There are no references to “secondary services” in the OBRA, CBRA, CBRRA, Proposed Criteria, or related documents. The term seems to reference infrastructure installed from a primary utility line onto a building site. Without a structure, there is no need for “secondary services” to a lot or building site. We again reference Representative Evans’ comments: “...the presence of scattered structures with no associated infrastructure suggests that an area is not developed. On the other hand, an area which has a full complement of infrastructure; that is, some combination of the above-mentioned items, but no structures, should be considered as being already developed” (Congressional Record, July 31, 1981, p. H18935-H18936). The Service refrained from including any reference to “secondary services” in its final report to Congress (2016).

Further, this same infrastructure provided service to lots in the southern half of North Topsail Beach, which were not included in the CBRS, and two developments in the northern half, which were excluded from the CBRS. In the case of the southern half of the Town, NC Highway 210 was not considered a single road, through highway, or highway corridor, even though the same infrastructure that served the southern half of the Town also served the northern half. We must also note that the other communities on Topsail Island, Surf City and Topsail Beach, were not included in the CBRS.

Federal Flood Insurance and Other Impacts

In removing certain areas of North Topsail Beach from the CBRS, H.R. 2437 will allow the Town and its residents to qualify for federal financial assistance, just like any other community not in the CBRS.

For example, H.R. 2437 will enable property owners to obtain federal flood insurance. These structures are currently covered by private flood insurance, which is generally only provided at full risk rates. If the legislation is approved, these homeowners can remain on their current private plans or move to the NFIP. If a homeowner switches to the NFIP, that property would not be eligible for any special status (i.e., grandfathering) and would therefore be expected to pay full risk rates.

Although several hundred housing units within CBRS Unit L06 were built between 1982 (the year CBRA was authorized) and when the 1987 flood standard went into effect, most structures built in this area are post-FIRM and therefore built to at least the 1987 flood standard. Due to Town ordinances, property owners within CBRS Unit L06 must meet the same flood policy dwelling standards adhered to by the non-CBRS residents, who must meet NFIP standards. In addition, due to the Town’s successful floodplain management policies and Community Rating System standing, eligible properties in North Topsail Beach receive substantial premium discounts through the NFIP.

Regarding previous CBRA legislation, it is our understanding that the Congressional Budget Office (CBO) historically has not provided estimated costs to the federal government regarding future flood events, stating that there is no basis for predicting such events and thus no basis for providing an estimated cost to the federal government. However, some suggest that taking areas out of the CBRS puts the federal government at risk.

North Topsail Beach completed an analysis of flood insurance claims filed from 1987, the year North Topsail Beach began participating in the NFIP, through 2015. This analysis shows that North Topsail Beach is a donor community, meaning it contributes more to the NFIP than it receives (refer to the tables below). Between 1987 and 2015, average yearly NFIP claims in North Topsail Beach totaled \$524,235, while annual NFIP premiums totaled \$1,725,329. (Approximately 56 percent of policies are for pre-FIRM structures and 44 percent are for post-FIRM structures.) Based on this analysis, North Topsail Beach property owners pay 329 percent more in annual NFIP premiums than they claim. Therefore, it can be assumed that North Topsail Beach will not only continue to be a donor community to the NFIP but will also likely contribute more to the NFIP (in terms of both percentages and annual surplus contributions) because a greater share of structures will be post-FIRM.

The CBRS designation has also prohibited property owners and homebuyers from access to federally-backed mortgage products. This is especially challenging given North Topsail Beach's proximity to Camp Lejeune, one of the largest military installations in the nation. Many of our residents currently serve in the military or are military veterans, and due to the Town's CBRS designation, these residents cannot access V.A. loans.

Of course, the CBRS designation has prevented the Town itself from applying for federal financial assistance, including FEMA Public Assistance after storm events, and most other federal grants, loans, and technical support.

Conclusion

H.R. 2437 will only remove from the CBRS areas of North Topsail Beach that were served by a full complement of infrastructure before the mapping and designation of CBRS Unit L06 in 1982. As is clear from our review of the law, the Proposed Criteria, House and Senate Reports, and the Congressional Record, coastal barrier areas served by a full complement of infrastructure must be deemed developed and thus not designated as part of the CBRS. It is clear that Congress did not intend to include areas in the CBRS with such significant on-the-ground infrastructure investment by local governments and private entities. As a practical matter, undeveloped areas do not have such substantial public and private infrastructure investment, particularly areas where there is a clear intention that the infrastructure is meant to support residential structures. Undeveloped areas do not have sewer lines, water lines, wastewater treatment facilities, electricity, and paved roads that serve no purpose. We agree with Congress that "...an area which has a full complement of infrastructure (i.e., some combination of roads, waters, sewers, electrical lines, etc.) but not structures, suggests that the area is, as a practical matter, already developed" (House Report 97-158, Volume 1, page 100).

We want to express to you our serious commitment to preserving the CBRA. We do not take this request lightly, and we know how important it is to you that we all continue to protect and further the integrity and goals of the CBRA. In the spirit of the CBRA, the Town has placed 60 percent of its total land acreage in conservation zoning and restricted development to 30 percent of residentially zoned properties. In accordance with the Town's adopted Land Use Plan, conservation zones can never be rezoned for development, protecting this land from future development incursions. H.R. 2437 is about equal treatment under the law and is in no way an attempt to subvert the CBRA. We fully understand the importance of preserving the integrity of barrier islands. A barrier island is our home, and preserving our home is our highest priority.

On behalf of the Town of North Topsail Beach, I urge you to support and approve H.R. 2437.

Thank you for your time and attention.

**Attachments to Accompany Prepared Statement by Tom Leonard, LtCol, USMC(ret.)
Alderman, Town of North Topsail Beach, North Carolina**

**Before the House Natural Resources Committee
Subcommittee on Water, Wildlife, and Fisheries**

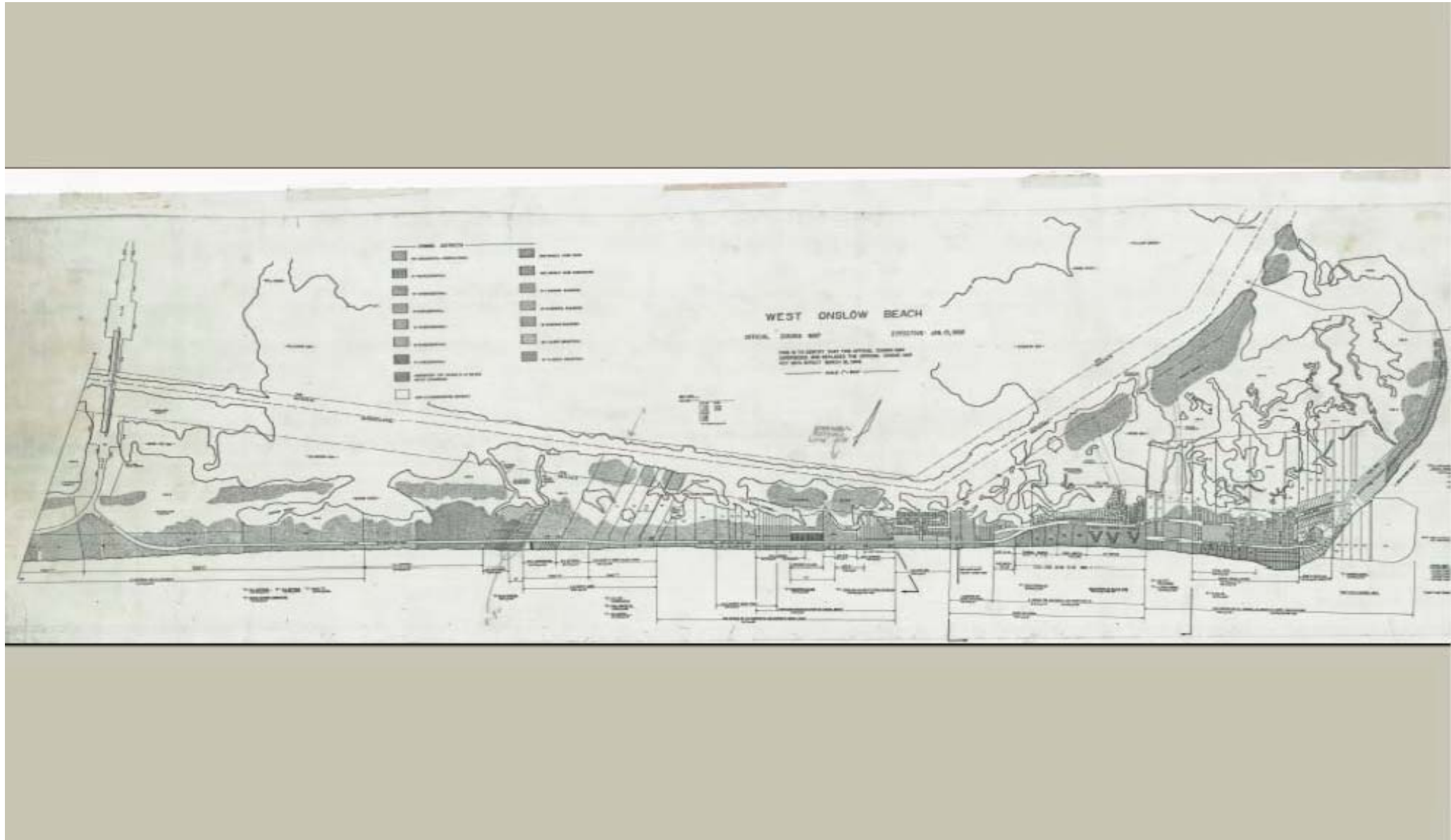
“Legislative Hearing on H.R. 2437, H.R. 3415, H.R. 4385, and H.R. 4590”

September 28, 2023

1. North Topsail Beach: 1982 Onslow County Zoning Maps – Documenting Lots’ Road Access
2. North Topsail Beach: 1982 Onslow County Zoning Maps – Detailed Excerpt
3. Onslow County Letter Confirming Development in North Topsail Beach Before CBRA Enactment
4. Jones-Onslow Electric Membership Corporation Letter Confirming Electrical Service in North Topsail Beach Before CBRA Enactment
5. Pluris Letter Confirming Wastewater Service in North Topsail Beach Before CBRA Enactment
6. Onslow Water and Sewer Authority Letter Confirming Water Service in North Topsail Beach Before CBRA Enactment
7. Current Map for Unit L06 (1 of 2): Onslow Beach Complex L05 (2 of 2) Topsail Unit L06 (1 of 2)
8. Current Map for Unit L06 (2 of 2): Topsail Unit L06 (2 of 2)
9. Map of Approximate Areas Removed from CBRS Unit L06 Under H.R. 2437

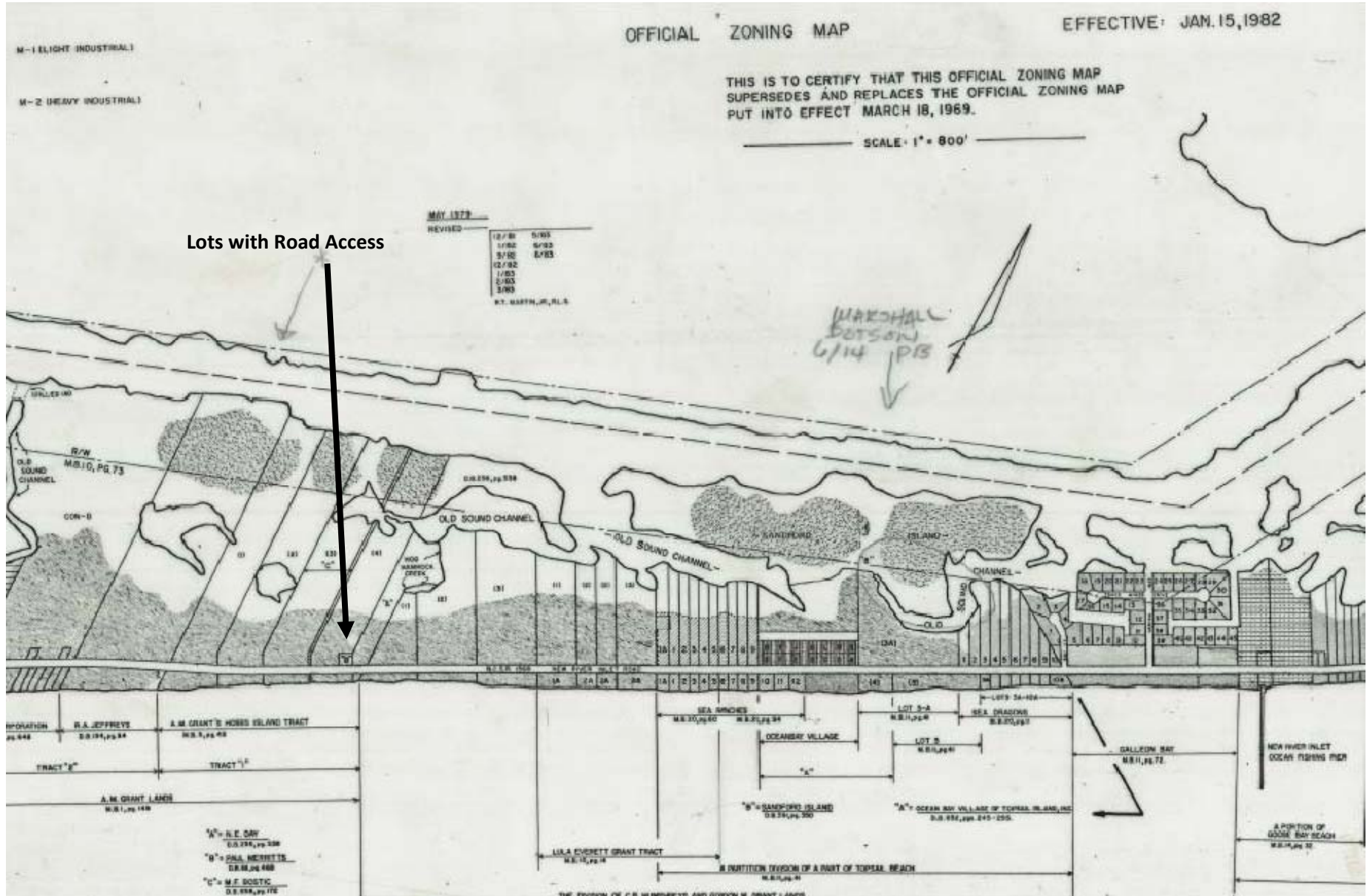
North Topsail Beach

1982 Onslow County Zoning Maps - Documenting Lots' Road Access Prior to 1982



North Topsail Beach

1982 Onslow County Zoning Maps – Detailed Excerpt





COUNTY OF ONSLOW

June 12, 2014

Mr. Stuart Turille, Town Manager
North Topsail Beach
2008 Loggerhead Court
North Topsail Beach, North Carolina 28460

RE: North Topsail Beach Construction Activity

Dear Mr. Turille:

Onslow County was the primary authority responsible for issuing development permits in the area formerly known as West Onslow Beach, now the Town of North Topsail Beach, leading up to and including the year 1982. This includes both the NC Hwy 210 and New River Inlet Road (SR-1568) corridors. Based upon historical records, the County approved approximately 590 structures in this area prior to January 1, 1982. Direct access to water and sewer was required at the time the permits were approved.

Specifically, prior to the U.S. Fish and Wildlife's Service's 1982 mapping, each lot or building site included in the CBRS unit L06 had direct access to water and sewer. The systems providing these services were constructed prior to 1982 and anyone requiring service could, on demand, be connected.

If you have further questions, please do not hesitate to contact our office.

Sincerely

Jeffrey L. Hudson
County Manager

CC: Mr. Benjamin Warren, Planning and Development Director

June 16, 2014

Stuart Turille
Town Manager
Town of North Topsail Beach
2008 Loggerhead Court
North Topsail Beach, NC 28460

Dear Mr. Turille,

Jones-Onslow Electric Membership Corporation provides electric distribution services to the Town of North Topsail Beach.

Electrical distribution services have been available to this area, after World War II, when the Department of the Navy sold the existing electrical system to Jones-Onslow EMC. The citizens of the island north end had "direct access" to electrical service if they so choose from the end of World War II to current day.

Electrical distribution services were available to each lot or building site, included in the CBRS unit L06, prior to the 1982 mapping by US Fish and Wildlife Service. The main distribution system was in place prior to the 1982 date and electrical services, including metering, were provided upon construction on lots and sites.

Jones Onslow will provide additional information as needed.

Sincerely,



J. Ronald McElheney
Chief Executive Officer



June 16, 2014

Stuart Turille
Town Manager
Town of North Topsail Beach
2008 Loggerhead Court
North Topsail Beach, NC 28460

Re: Coastal Barrier Resources Act ("CBRA")

Dear Mr. Turille,

Pluris, LLC ("Pluris") is providing this correspondence in accordance with your request of June 12, 2014. As the Town is aware, Pluris manages the sewer infrastructure in the CBRA, Unit LO6. Pluris staff has researched its historical records and can confirm that prior to the U.S. Fish and Wildlife Service's 1982 mapping of each lot or building site included in the CBRA, Unit LO6; that all lots had direct access to sewer services since the beginning of the utility in the year, 1979.

Regarding the process for service; upon notification of residential and/or commercial construction, and after fees are paid, access to sewer is then permitted and service lines to the new residential and/or commercial structure completed.

Pluris staff are prepared to provide an affidavit and or testify to the aforementioned should the Town need additional assistance on the matter.

If you have any questions, please feel free to contact me directly, at any time at (910) 327-2880.

Sincerely

A handwritten signature in blue ink, appearing to read "Randy Hoffer".

Randy Hoffer

Regional Manager

Member Governments

Holly Ridge
Jacksonville
North Topsail Beach
Onslow County
Richlands
Swansboro



Administrative Division

Billy Joe Farmer
Executive Director
bfarmer@onwasa.com

910.937.7532 Tel
910.347.0793 Fax

June 11, 2014

Stuart Turille
Town Manager
Town of North Topsail Beach
2008 Loggerhead Court
North Topsail Beach, North Carolina 28460

Dear Town Manager Turille,

The Onslow Water and Sewer Authority, ONWASA, Public Water System ID #NC0467035, provides potable drinking water to the Town of North Topsail Beach meeting all NCDENR & EPA standards for safe drinking.

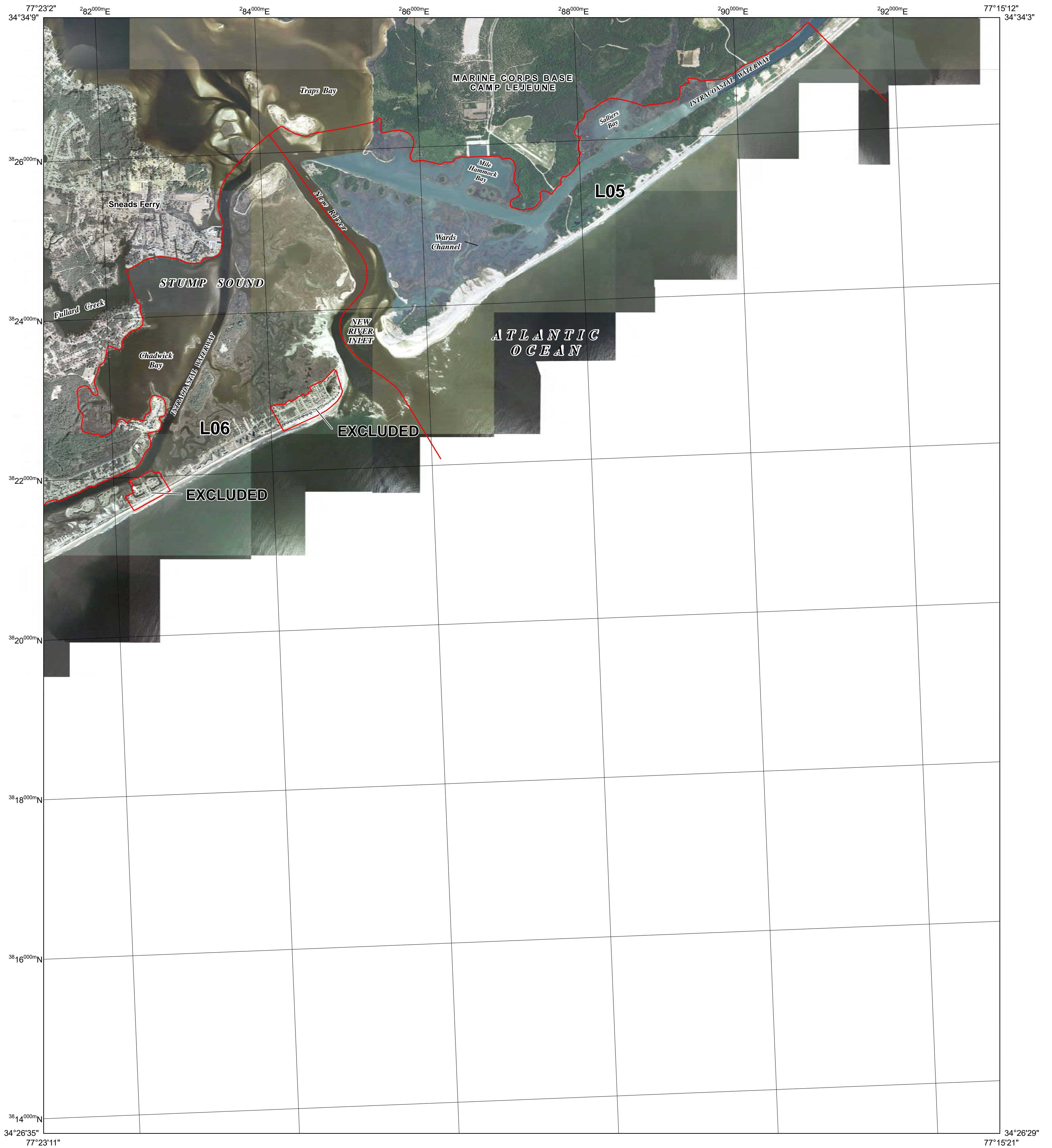
Prior to the U.S. Fish and Wildlife's Service's 1982 mapping, each lot or building site included in the CBRS unit L06 had direct access to water services since the water system's construction prior to 1982. The normal building process is that, upon notification of construction, access into the line is permitted and meters and service lines to the new structure are then allowed.

I will provide any additional information if needed.

Sincerely,

A handwritten signature in blue ink, appearing to read "B. Farmer", with a long horizontal flourish extending to the right.

Billy Farmer
Executive Director



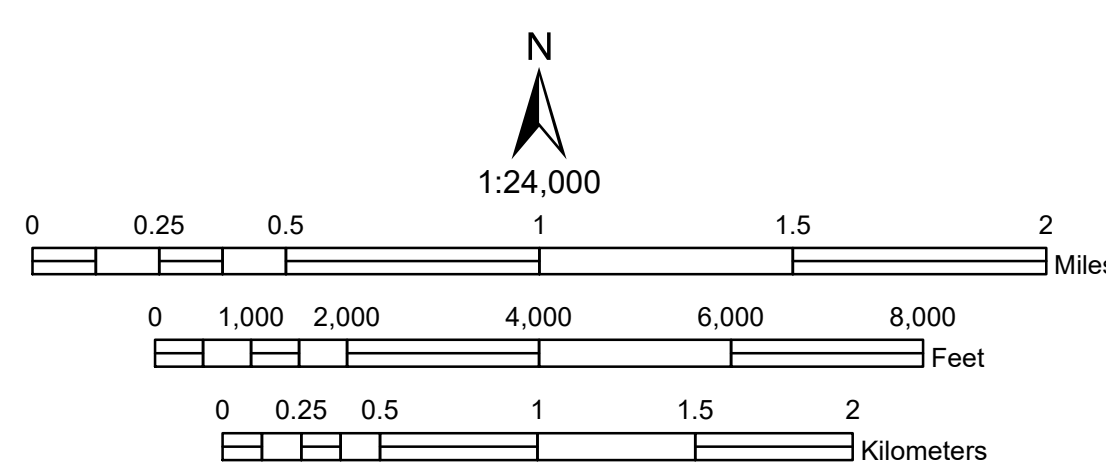
JOHN H. CHAFEE COASTAL BARRIER RESOURCES SYSTEM

**Onslow Beach Complex L05 (2 of 2)
Topsail Unit L06 (1 of 2)**

This map was produced by the U.S. Fish and Wildlife Service from a map dated November 20, 2013, and was made effective on December 21, 2018, via Public Law 115-358. The boundaries of the John H. Chafee Coastal Barrier Resources System (CBRS) on this map are identical to the boundaries on the map adopted by Public Law 115-358. This map supersedes all prior maps depicting the CBRS boundaries in this location.

The seaward side of the CBRS unit includes the entire sand-sharing system, including the beach and nearshore area. The sand-sharing system of CBRS units is normally defined by the 30-ft bathymetric contour. In large coastal embayments and the Great Lakes, the sand-sharing system is defined by the 20-ft bathymetric contour or a line approximately one mile seaward of the shoreline, whichever is nearer the coastal barrier.

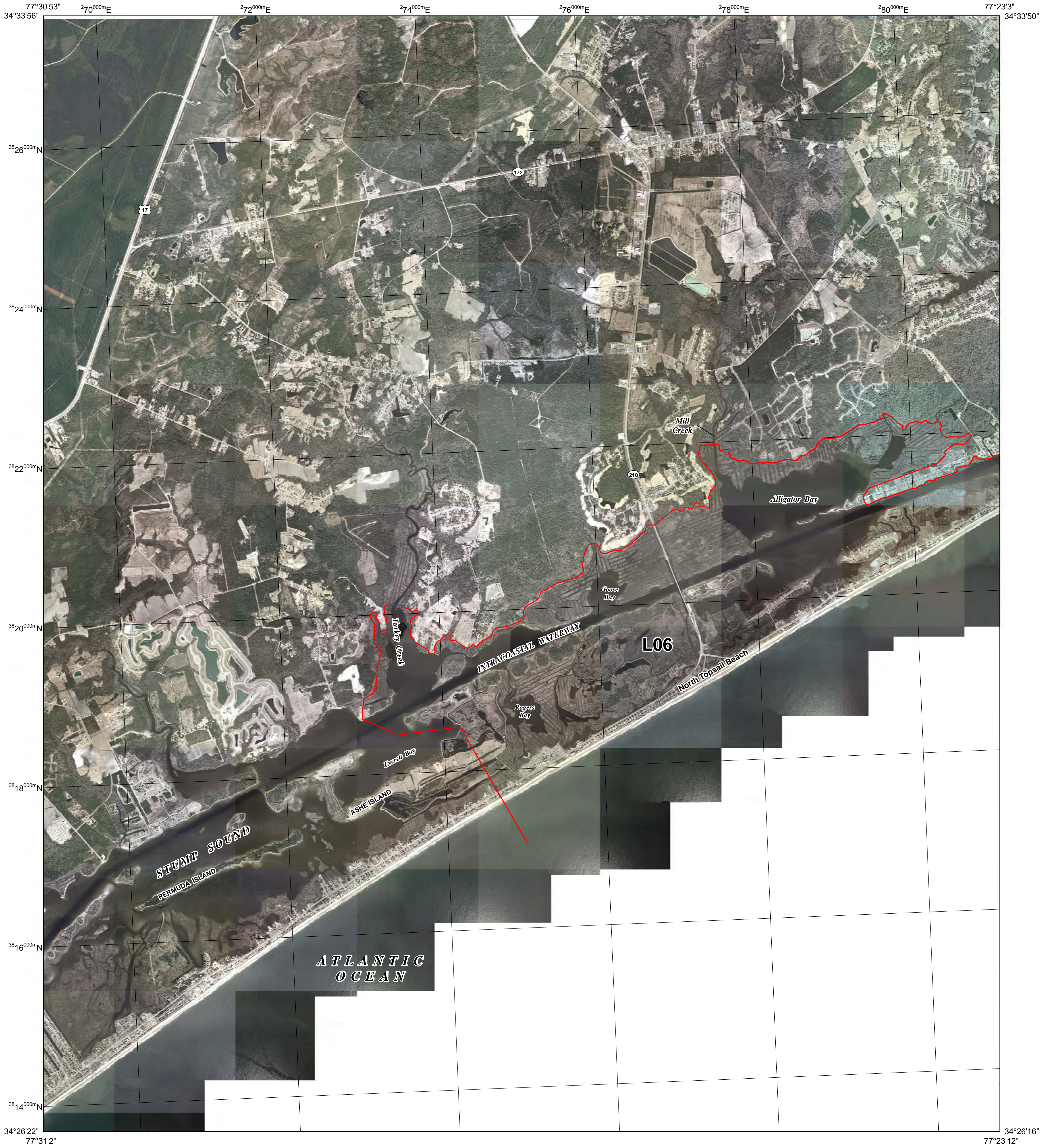
For additional information about the Coastal Barrier Resources Act or CBRS, please visit www.fws.gov/cbra.



- System Unit Boundary
- Otherwise Protected Area (OPA) Boundary; OPAs are identified on the map by the letter "P" following the unit number
- - - - Approximate State Boundary
- $36^{\circ}54'00''N$ 2000-meter Universal Transverse Mercator grid values

Imagery Date(s): 2010 and 2012
 Imagery Source(s): State of North Carolina and United States Department of Agriculture National Agriculture Imagery Program
 Coordinate System: North American Datum 1983 North Carolina Statewide Mapping System Lambert Conformal Conic Projection

Map 37-023B December 21, 2018



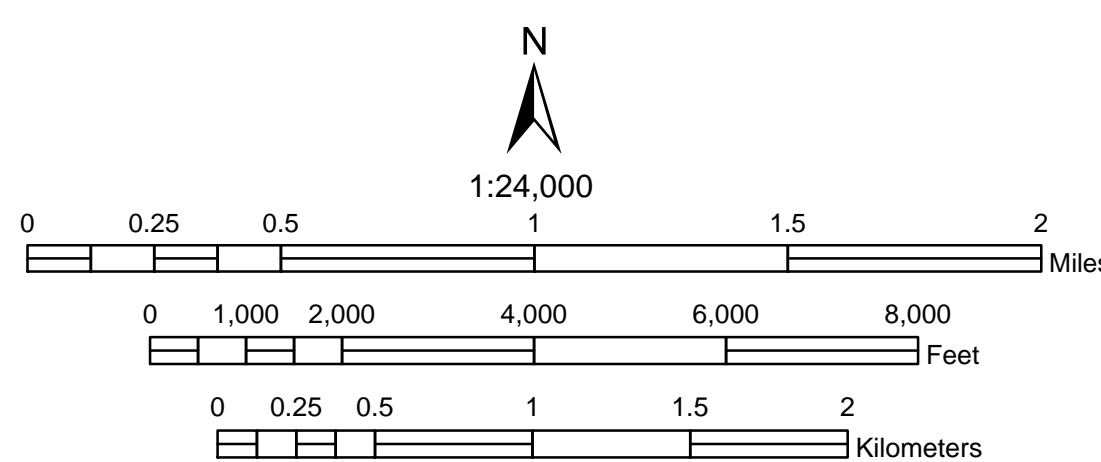
JOHN H. CHAFEE COASTAL BARRIER RESOURCES SYSTEM

Topsail Unit L06 (2 of 2)

This map was produced by the U.S. Fish and Wildlife Service from a map dated November 20, 2013, and was made effective on December 21, 2018, via Public Law 115-358. The boundaries of the John H. Chafee Coastal Barrier Resources System (CBRS) on this map are identical to the boundaries on the map adopted by Public Law 115-358. This map supersedes all prior maps depicting the CBRS boundaries in this location.

The seaward side of the CBRS unit includes the entire sand-sharing system, including the beach and nearshore area. The sand-sharing system of CBRS units is normally defined by the 30-ft bathymetric contour. In large coastal embayments and the Great Lakes, the sand-sharing system is defined by the 20-ft bathymetric contour or a line approximately one mile seaward of the shoreline, whichever is nearer the coastal barrier.

For additional information about the Coastal Barrier Resources Act or CBRS, please visit www.fws.gov/cbra.



- System Unit Boundary
- - - Otherwise Protected Area (OPA) Boundary; OPAs are identified on the map by the letter "P" following the unit number
- - - - - Approximate State Boundary
- $36^{\circ}54^{\prime}00^{\prime\prime}$ N 2000-meter Universal Transverse Mercator grid values

Imagery Date(s): 2010 and 2012
 Imagery Source(s): State of North Carolina and United States Department of Agriculture National Agriculture Imagery Program
 Coordinate System: North American Datum 1983 North Carolina Statewide Mapping System Lambert Conformal Conic Projection

Map 37-024B December 21, 2018



Approximate Areas Removed from CBRS Unit L06 Under H.R. 2437



Approximate Existing L06 Unit Boundary

THIS MAP IS INTENDED FOR REFERENCE PURPOSES ONLY. ALL DIMENSIONS ARE APPROXIMATE.