



SURFSIDE BEACH TOWN COUNCIL REGULAR MEETING
Tuesday, October 24, 2017

Administrator's Report

1. *Updates*
 - A. Our legislators are discussing the pier situation with both SCEMD and regional FEMA personnel. As of this date I have no new information to report.
 - B. I have been in touch with Dr. Padua from Clemson and the new documentation should be coming within the next few weeks.
2. *There are no consensus items tonight.*
3. *Public comment responses*
 - A. A resident stated regarding the employee handbook that, and I quote, "The administrator says in her report that the Municipal Association reviewed it." They go on to say and I quote, "It's my understanding that she did not follow the recommendations given by them." The response is the MASC did not review it and I never said they did. Attorney Strum reviewed it and we followed his recommendations.
 - B. A resident stated regarding the parking on Surfside Drive and I quote, "but those parking things; if you knew that those weren't done after the hard work they did, because it wasn't voted on, I think that you owed it to the town and the people to let them know that they didn't vote on it, and to bring it back, and vote on it and get it done..." The response is that the Public Works Director asked me on the Thursday before the last meeting if end times should appear on the signs. I said I remembered significant discussion on that and asked him to have the clerk cue up those sections and listen to them. He listened on Thursday and informed me that no vote was taken. I said I wanted to listen to the audio which I did the following day. It appeared clear that the intent was to specify an ending time but since there was no vote I said I would put it on the next meeting as the council packets were already printed and in envelopes for delivery.
 - C. A resident asked about the weight limit allowed on the bridges on Surfside Drive. Specifically, they wanted to know how much weight is allowed on the bridges on Ocean Boulevard and other bridges in town and if signage with a gross weight limit allowable is required. They felt this could open the town up to a lawsuit. Director Adair spoke to SCDOT, who built and formerly owned the Ocean Blvd bridges. He was told that generally, since it was never signed with a weight limit, it could carry any legal load (approximately 20 tons per axle). Overweight vehicles are required to obtain an overweight permit, and specify their route to avoid restricted roads. A true bearing capacity can only be determined through an engineering study.

- D. The same resident wanted to know if costs were mentioned at the four public meetings held regarding the pier restoration. The response is that at the fourth meeting three options with approximate costs were laid out and financing options for each was discussed.
- E. The same resident asked if it was announced at the meetings that a local businessman said his group would buy the pier and rebuild it. The response is I am unaware of any offer to buy the pier by a local businessman.
- F. The same resident wanted to know why we were allowing people to walk out on the pier and felt it was a potential lawsuit. The response is that the structural engineers said that spectators could safely be allowed to the point where it is blocked off.
- G. The same resident said we are making no money on the pier. The response is that while fishing and spectator fees are no longer viable, the two leases on the pier yield approximately \$107K annually to the town; the town also receives a substantial sum from parking revenue in the pier lot.