

2710 SCENIC DRIVE
AUSTIN, TX 78703

Case # C15-2019-0029

**Variance to reduce side yard setback from 9' 5" to 0.0'
for completion of cut-in slip dock**

LDC 25-2-1176

2710 SCENIC (SUBJECT SITE)



2710 SCENIC DR. (SUBJECT SITE)



2710 SCENIC DR. (SUBJECT SITE)



2710 SCENIC DR. (SUBJECT SITE)



2710 SCENIC DR. (SUBJECT SITE)



2710 SCENIC DR. (SUBJECT SITE)



2710 SCENIC DR. (SUBJECT SITE)



2710 SCENIC AERIAL



REASONABLE USE

- A boat dock use is a reasonable in that it is allowed in LA zoning.
- This accessory use is allowed by right per code.
- A dock is a common use among properties with lake frontage.
- The subject lot has 122.86' frontage on channel taking access from Lake Austin.
- The City Land Development Code allows 20% dock width. That equates to 24'6" on this site.
- We assert fully functioning dock is a reasonable use.
- A reasonable use is achieved via expansion of the existing 16' wide cut-in slip.

HARDSHIPS

- The expansion of the proposed dock is necessary towards the side setback due to 23" Cypress tree located on the north side of the dock.
- Existing slip currently encroaches approximately 8' into the full CRZ; however, the dock and cut-in bulkhead are located just outside the tree's ½ CRZ
- The new dock structure does not increase CRZ encroachment and closer to the protected tree.
- On the far north side of the property exists a 44" Cypress tree. There is only 10' 6" between the CRZ of each tree. The environmental regulations will not allow the placement of a cut-in between a 23" Cypress and 44" Cypress.
- The 44" Cypress tree is located on or very near the north property line.
- Thus there exists no practical location for a cut-in slip anywhere else on the lot given the applicable tree and related regulations.

HARDSHIPS CONTINUED – ALTERNATIVE LOCATIONS & DESIGNS

1. Cut-in slip between trees is not feasible:

- COA regulations do not allow a cut-in slip within the CRZs of protected and heritage trees
- Relocation of a cut-in slip of any size would require dredging and pylons within both tree's CRZs.

2. Bump out dock is not feasible:

- The lot backs up to a channel. A navigational hazard is created by a bump out dock.
- The channel allows a ~ 14' limited dock length, which is not functional
- An island exists behind this property. This created the channel. The channel between the property and the island is approximately 70'. LDC allows 20% of a channel's width when calculating the maximum dock length. This would reduce the normal 30' dock length allowed by code to a maximum length of 14' ($70' \text{ channel} \times 20\% = 14' \text{ dock length}$).
- The protected tree and the channel are independent of each other. Each one presents a distinct hardship to this property.
- The only reasonable option is to widen the existing cut-in slip and construct the proposed dock structured.

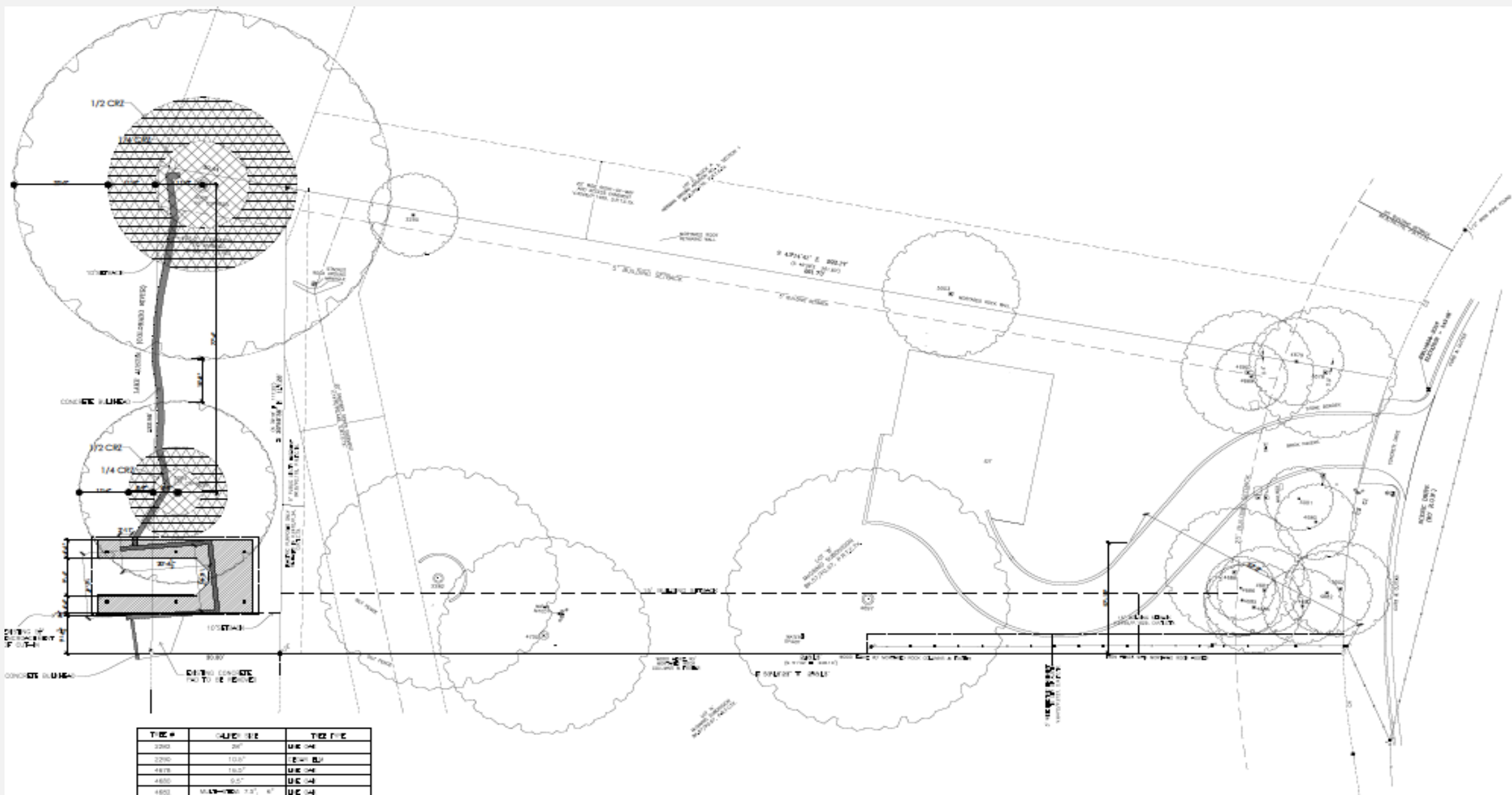
NOT GENERAL TO THE AREA

- There are no other lots along this stretch of Scenic Drive or surrounding area that:
 - 1) Have a channel due to the island directly across the rear of this lot, and
 - 2) Have 1 protected tree and 1 heritage tree located along the shoreline.

AREA OF CHARACTER

- The proposed dock is consistent with dock locations in or near the side setback found throughout Lake Austin. The adjacent dock at 2708 Scenic Drive is located within its 10' side setback. Several docks in the area are a mixture of cut-in and bump out docks due to age and character of design as well as site conditions specific to those properties. Many of those docks are legal non-compliant. There is heavy vegetation along the southern property line which shields the dock from the southern neighbors view. The property owner is open to increasing vegetative screening as needed to accommodate any concerns voiced by the neighbor or the Commission.
- The positive outcome of the Board 's approval will be:
 1. An increased floodplain rating along the shoreline per site plan requirements
 2. Increased vegetative plantings along the shoreline per site plan requirements
 3. A stabilized volumetric flow via the cut-in slip area.
 4. A cut-in slip poses no navigational hazard typically found with a bump out docks
 5. A cut-in slip poses no navigational hazard in this channelized area of Lake Austin.
 6. No further encroachment into the 23" Cypress CRZ.
 7. The 44" Cypress remains unencumbered

EXISTING DOCK CONDITIONS

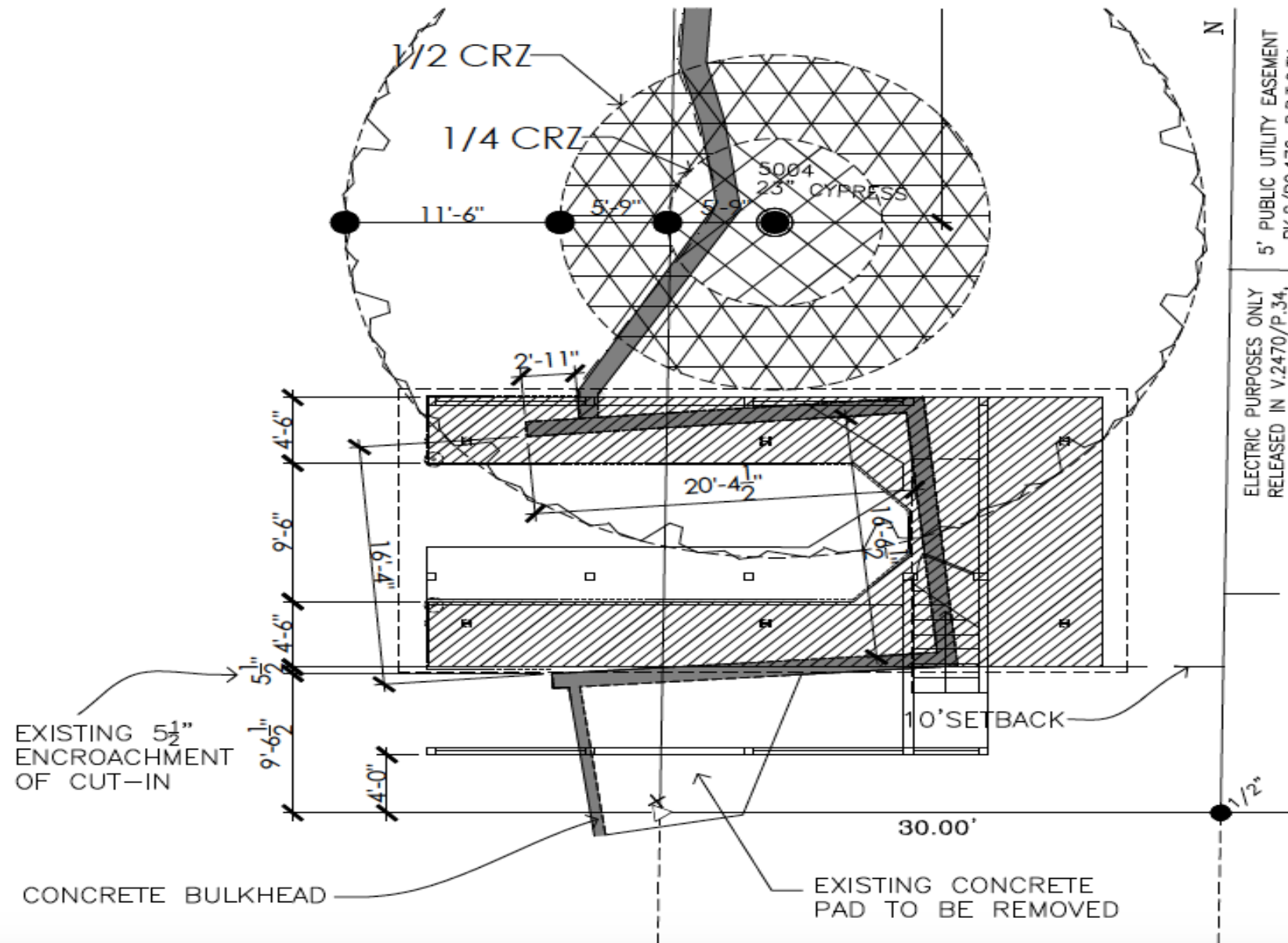


TYNBERG DOCK
2710 SCENIC DRIVE
AUSTIN, TEXAS 78703

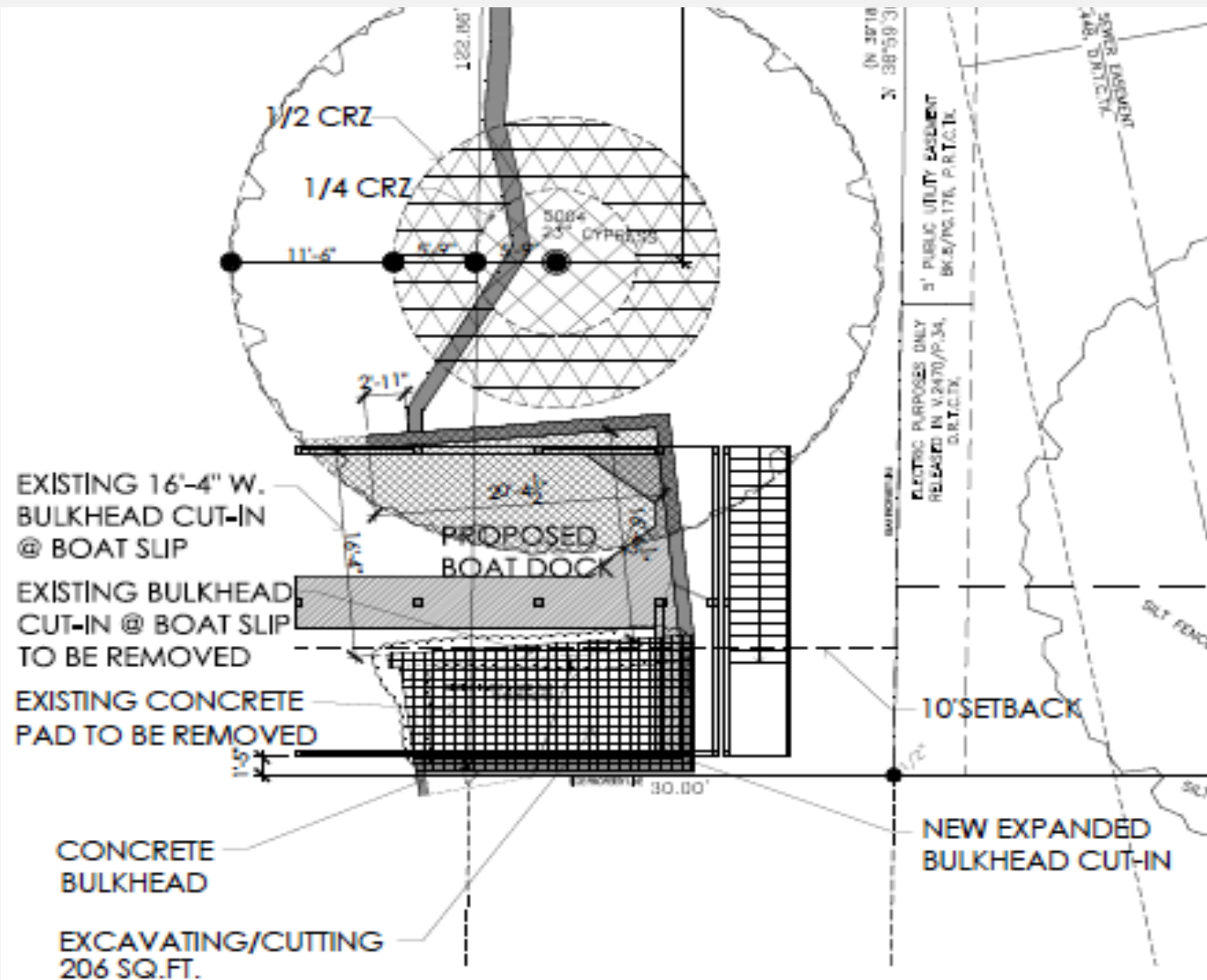


MICHAEL T. LANDRUM, INC.
1800 MAIN STREET
AUSTIN, TEXAS 78701
WWW.MTLCORP.COM

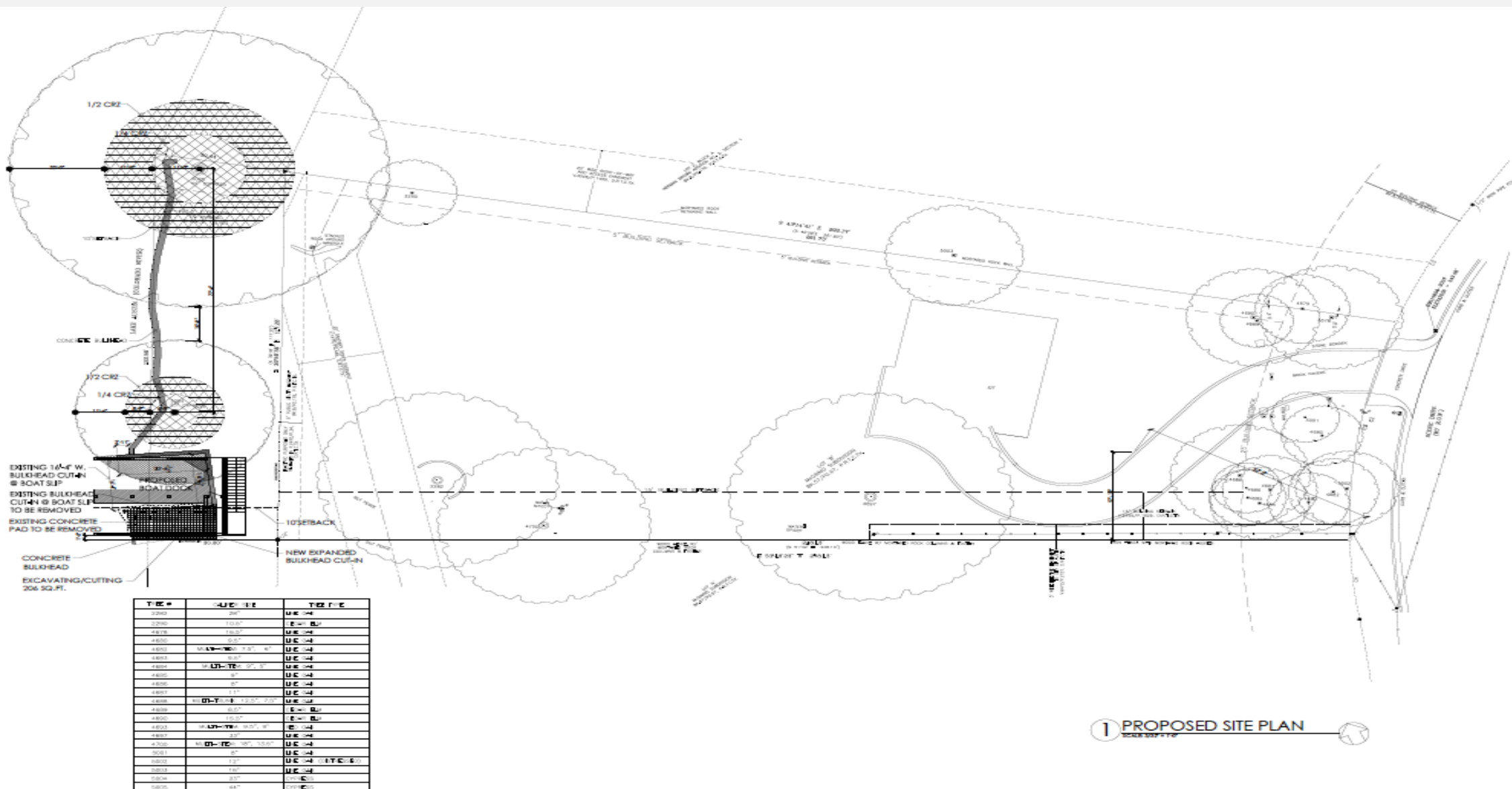
EXISTING DOCK CONDITIONS



PROPOSED DOCK CONDITIONS



PROPOSED DOCK CONDITIONS



TYNBERG DOCK

...the ...

MICHAEL T. LANDRUM, INC.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	52
--	---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	----

NAME
ADDRESS
CITY/STATE/ZIP

A0.02