

From:

Subject:

Date:

Further Strong Objections to Variance Request; Case No. C15-2025-0026; 1750 Channel Road  
Friday, September 5, 2025 4:30:55 PM

External Email - Exercise Caution

Re: Further Strong Objections to Variance Request; Case No. C15-2025-0026; 1750 Channel Road

Dear Members of the Board of Adjustments,

We, Bruce and Niloofar Slayden, representing the SLAYDEN BRUCE & NELLIE REVOCABLE TRUST at 1744 Channel Road, respectfully submit this letter to again express our strong and unequivocal opposition to the variance request submitted by Red Bud Partners LP for the property located at 1750 Channel Road. The request seeks approval to construct a new multi-story dock extending 37 feet and 3 inches from the shoreline into a busy public waterway—substantially exceeding the 30-foot maximum length permitted under the Land Development Code (LDC 25-2-1176).

***We urge the Board to deny this request.*** This request is not only excessive and unjustified but also poses a threat to the Public’s navigation safety and freedom. Critically, this variance request is inconsistent with both the letter and the intent of the applicable Code and regulations, namely, to ensure the Public’s navigation safety and freedom on a Public waterway.

**1. Undermining Code’s Intent**

The variance request proposes a dock length that is 124% of the maximum allowable by code—exceeding the 30-foot limit by a more than 7 feet. The applicant has not provided evidence demonstrating that this increased length is necessary for navigation safety, as required under LDC 25-2-1176. In fact, the extended length decreases the Public’s navigation safety by extending out farther into a busy and narrow navigable Public waterway than existing Code-compliant docks in the same immediate area. In the absence of such justification, approval would set a troubling precedent and undermine the intent and the integrity of the Code, i.e., to ensure the Public’s navigation safety and freedom on a congested and narrow Public waterway.

**2. Navigation Hazard and Community Consistency**

The proposed 37+ feet, multi-level dock would constitute a significant Public navigational hazard. ***Notably, this dock is one of the first docks encountered by a new user of this Public waterway accessing the lake from the 360 Bridge Public launch.*** The proposed dock would be the only residential multi-level dock in the area extending nearly 125% of the standard shoreline distance. This outlier configuration deviates dramatically from the existing and surrounding Code-compliant docks on this regulated busy Public waterway. A new multi-level dock of up to a 30’ height and 37+’ length would create a blind curve increasing the risk of

boating accidents, i.e., decreasing the Public's navigation safety, especially the safety of new and inexperienced users of this Public waterway. The Board should not approve any new structure that compromises the Public's safety on this congested and narrow Public waterway resource.

### 3. Lack of Justification

The applicant has not provided adequate justification for a variance of this magnitude. This is not a request for repair or modest modification of an existing registered Code-compliant dock—it is an attempt to construct an oversized, new multi-level dock with an excessive footprint that blatantly exceeds code limitations by nearly 25%. The applicant has failed to demonstrate any legitimate or compelling need for such an expansion. The Board should find no reasonable basis to approve a variance of this magnitude.

*The owner asserts they will have to dredge to obtain navigation safety (notably only for itself) if limited to the Code's 30 ft. length. That is a false statement. There are multiple boats that can be docked at the current location at the 30 ft length limit. As evidenced by the two new Code-compliant docks just built on neighboring properties at 1756 & 1758 Channel Road directly upstream of this proposed dock --- notably they house "modern boats".* While the owners may dream of docking an even bigger modern boat than their neighbors, that is hardly a compelling reason to grant a variance from the Code. Moreover, if the owner desires to dock an even bigger modern boat, then the owner can always apply for a dredging permit for a 30ft Code-compliant dock. And note, with the constant weed harvesting on the lake, dredging is a minor further disturbance of an already disturbed lake bottom. Simply put, arguing that one must dredge at the 30 ft Code limit to dock a *not yet purchased big modern boat* is not a justification to exceed the Code by 7 ft for a new dock. It is hard to comprehend how the owner's demand, "we want a bigger boat" should override the Public's navigation safety and freedom interests as protected and codified by the Code.

### 4. No Posted Notice for September 8<sup>th</sup> Meeting

Unlike the last meeting, there has been no public posting giving notice of a September 8<sup>th</sup> meeting. Multiple neighbors may or may not know of the meeting. In fact, we were confused by the lack of posting and are submitting new objections to the request assuming a September 8<sup>th</sup> meeting is set. We do note that the September 8<sup>th</sup> Meeting, if held, will not be Code compliant and we thus, object to the non-noticed meeting in its entirety.

Approval of such a variance would not only contradict the purpose of the Code but would create a potential navigation hazard reducing the navigation safety and freedom of the Public while trying to enjoy this Public waterway resource. For the reasons outlined above, we respectfully *request that the Board deny this variance* application in its entirety.

Thank you for your attention to this matter.

Sincerely,

**Bruce and Niloofar Slayden**  
BRUCE & NELLIE SLAYDEN REVOCABLE TRUST  
1744 Channel Road, Austin, TX 78746



# ITEM04/3-LATE BACKUP

From:



photos and email to supplement objections filed by Slayden to Case No. C15-2025-0026; 1750 Channel Road. AND Case No. 2025-0027; 1752 Channel Road. Thank you  
Date: Sunday, September 7, 2025 8:19:38 PM

External Email - Exercise Caution

Please add this email and these photos to objections filed by Slayden, 1744 channel Rd to Variance Case No. C15-2025-0026; 1750 Channel Road. AND variance Case No. 2025-0027; 1752 Channel Road. Thank you

Applicants submission is misleading. Watercraft's returning to the 360 bridge public boat ramp routinely do NOT adhere to the traffic flow shown on applicants diagrams.

The below pictures show the sensitive location of proposed docks at 1750 and 1752 Channel Rd. These Docks are very close to the beginning/end of the no wake zone line and should NOT exceed 30 feet + or - 10 % from the shoreline as required by the code.

If the applicants' variances are granted, new noncompliant docks will continue to compromise site lines around this congested bend, creating a blind curve and unnecessary navigation hazards. Boats suddenly accelerate at the end of the no wake zone. Meanwhile we routinely and frequently witness watercrafts and jet skis returning at high speeds to the 360 Bridge public dock on this same side of the lake as the speeding traffic leaving the 360 Bridge no wake zone near the proposed docks.

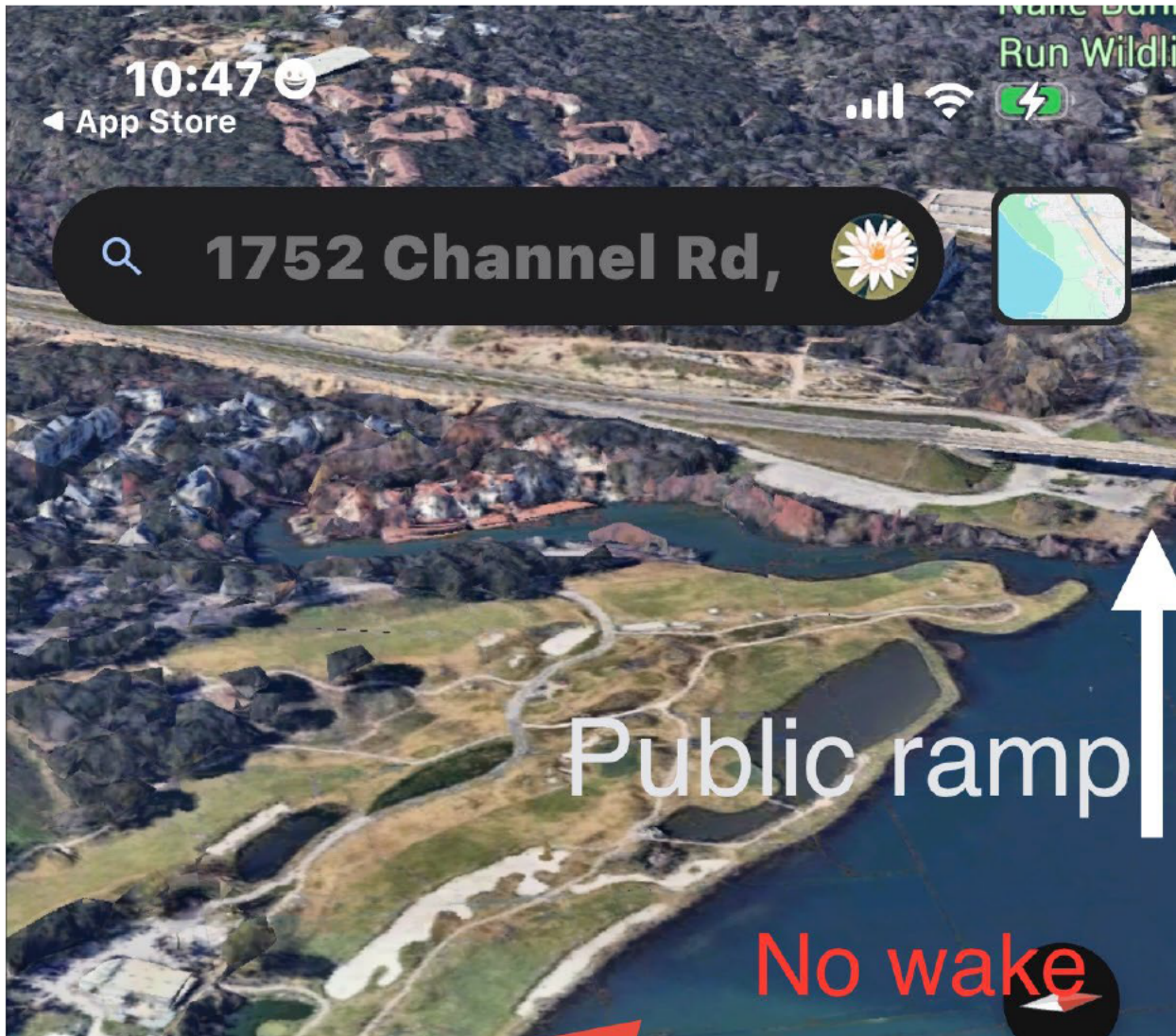
WE HAVE WITNESSED numerous near misses of head on collisions because non-compliant docks extending further than 35 feet at this location create a blind curve. Granting the requested variances will cause unnecessary navigation hazards that compromises the safety of the public lake users and is particularly concerning when speeding boats do not see downed surfer or wakeboarders which happens routinely in this particular area.

A Board Member familiar with this particular area of the lake confirmed the compromise site lines and the blind curve created by the non compliant docks extending into the navigation area near and at 1752 channel rd at the August 2025 meeting. This is problem that impacts every users of the public boat ramp.

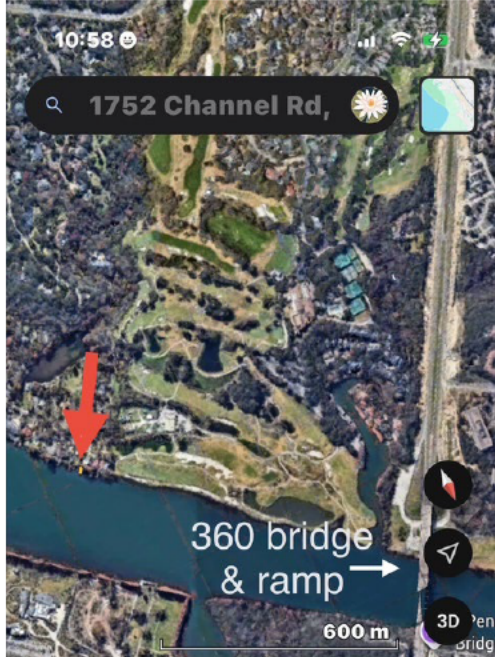


Allowing docks to extend more than 36 feet or more, creates an unnecessary blind curve and causes a navigation hazard that impacts the safety of so many people using a congested area around the most used public Boat ramp on lake austin.

The Board can easily avoid creating unnecessary navigation hazards in this highly sensitive area by requiring docks comply with the code requiring docks to be limited to 30 feet + or -10% of the shoreline.



# ITEM04/4-LATE BACKUP



Sincerely  
Nellie Slayden  
1744 channel rd.