Opposition to Variance

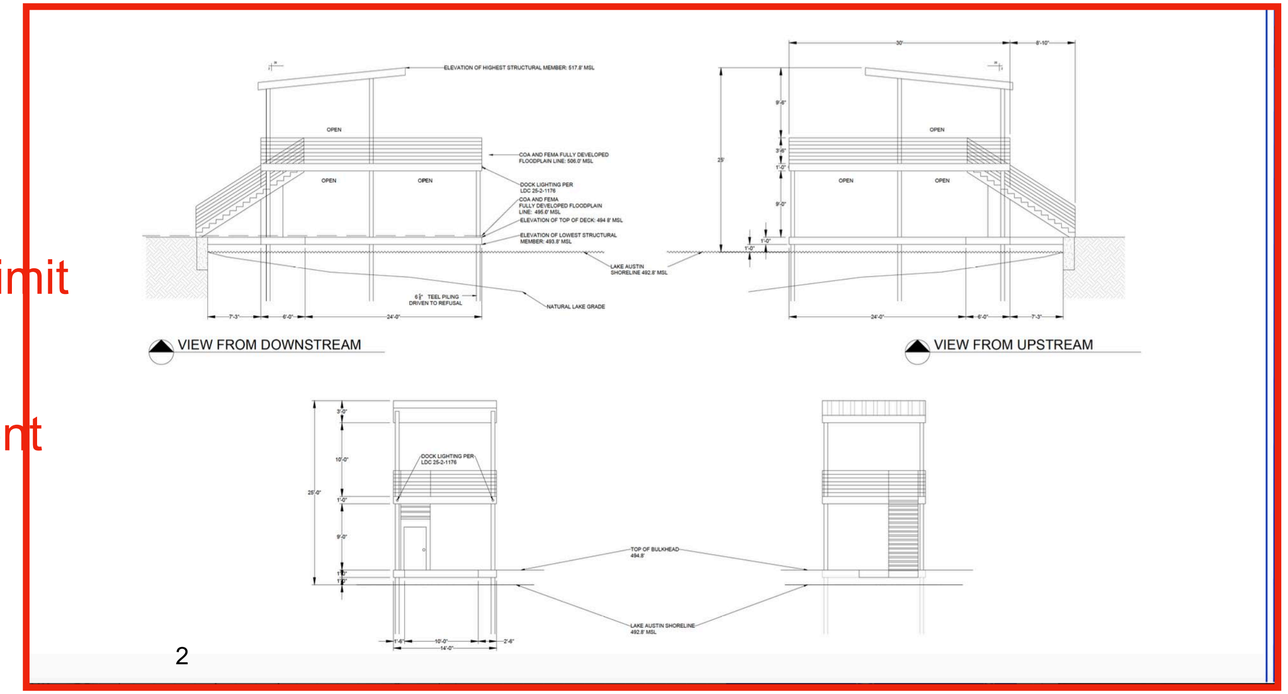
2 CASES C15-2025-0026 and C15-2025-0027
1 Site Plan SP-2025-0119D
1750 Channel Rd. & 1752 Channel Rd.

By: Bruce & Nellie Slayden, Conforming dock at 1744 Channel Rd.

1750 Channel Rd - Nonconforming 37’

Existing nonconforming:
- Never Permitted
- 1 story
- Uncovered fishing pier
- NO watercraft slips

Proposed nonconforming:
- 3 stories
- 1 watercraft slip
- 37’ Shoreline L is 124% of statutory 30’ Limit
- 14’ Wide vs. ~10 existing W
- 2 flights of stairs
- Proposed dimensions and location different than existing



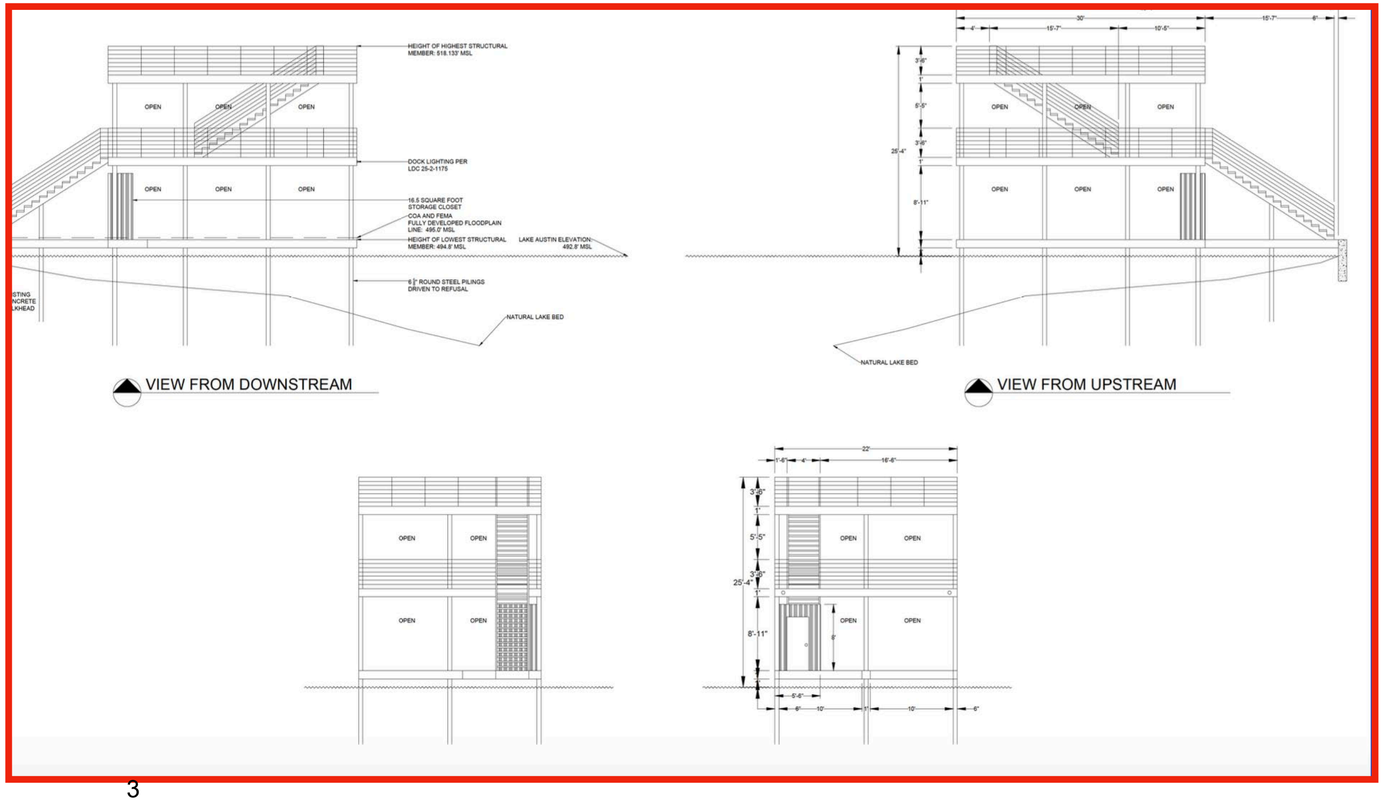
1752 Channel Rd - Nonconforming 47’ or 46’ 1”

Existing nonconforming structure:

- Never permitted
- 1-story
- 1-watercraft slip
- 47’ Length

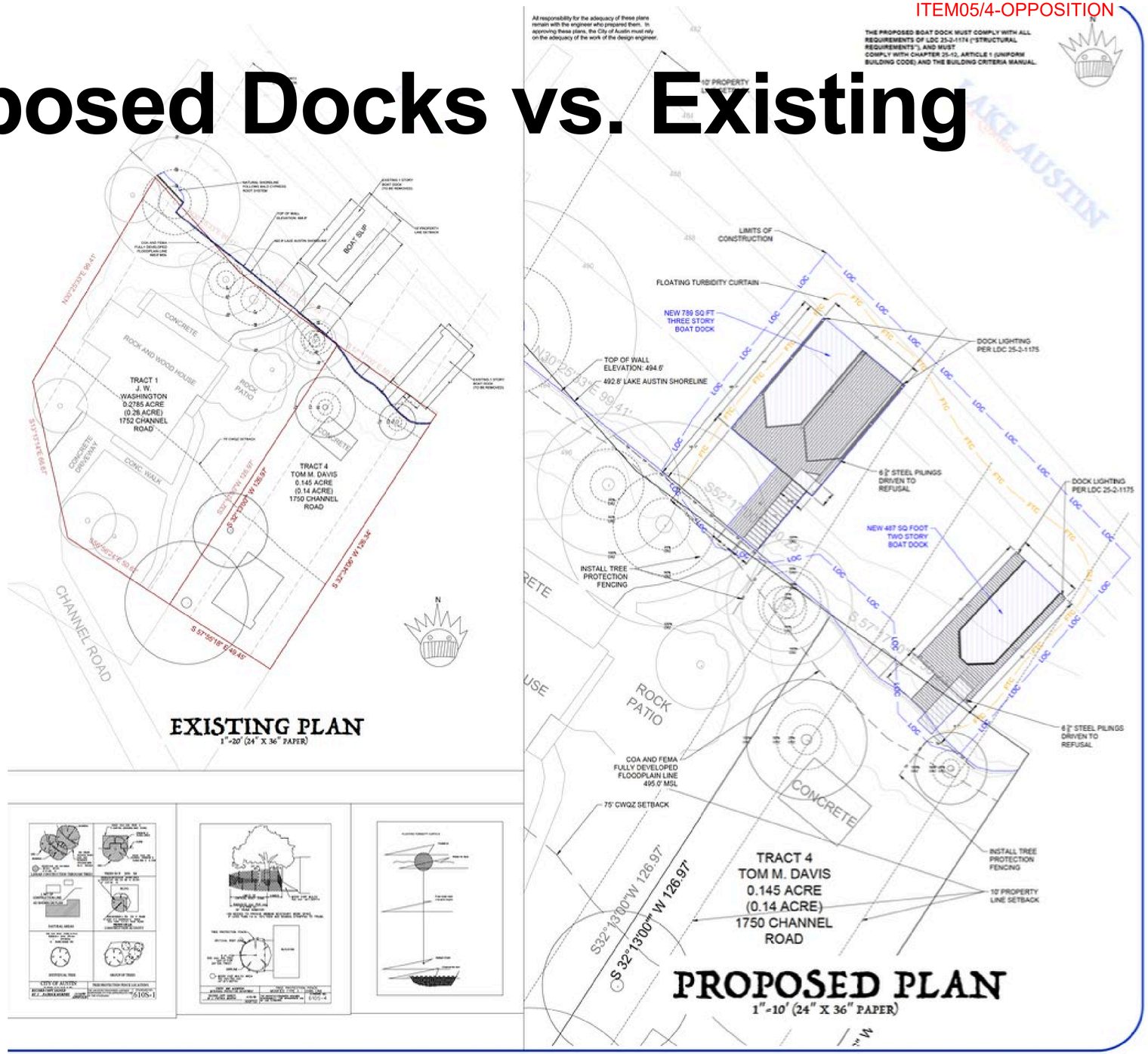
Proposed nonconforming:

- 3 stories across entire structure
- 2 watercraft slips
- 46’1’ shoreline L is 16’1” (154% of) over statutory 30’
- 22’ W vs. 14’W Existing
- 2 flights of stairs
- Proposed dimensions and location different than existing



Applicants Proposed Docks vs. Existing

All dimensions and locations of Proposed nonconforming docks differ from existing allegedly “Grandfathered” footprints



NO HARDSHIP

Applicants False/Misleading Assumptions for Alleged Hardship

Applicant FALSE assumption "'*a modern watercraft'* **requires** water depth of 4 feet"

True: Numerous *modern watercraft* require much less than 4. "*Modern watercraft*" operate in 2.5'depths:

- Inboard/Outboard Watercraft
- Pontoon Watercraft
- Tritoon Watercraft
- Outboard Watercraft
- Jet Watercraft

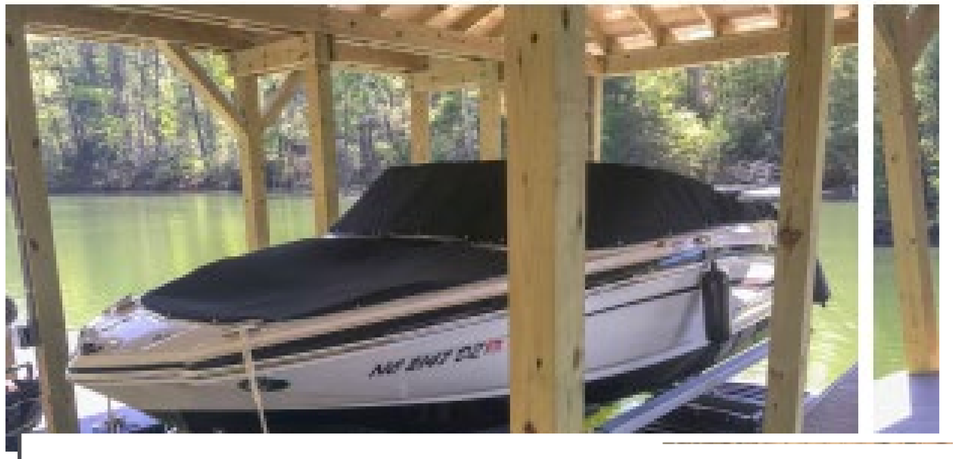
NO HARDSHIP

Applicants False/Misleading Assumptions for Alleged Hardship; Ignores Readily Available Options

Applicants state "'*modern watercraft'* require 4' water depth; See Aqua Permit, Item 05/8 Presentation, p. 8

True: Modern lifts designed specifically to protect "modern watercraft" in shallow waters only need 2.5' depth; no excess dredging

- Cantilever Lifts extend and retract 3' to 6' into lake for launching and docking Modern Watercraft ; e.g. HydroHoist Ultralift for 6500 lbs watercraft, extends 4.5' into lake, min depth 2.5'
- Articulating Lifts
- Extending Lifts



THE PERFECT BOAT LIFT SOLUTION FOR SHALLOW WATER LOCATIONS

The HydroHoist UltraLift Shallow Water boat lift delivers specialized protection for boaters with limited water depth. Designed with innovative low-profile technology, this premium boat hoist provides the same legendary HydroHoist protection while accommodating challenging shallow water scenarios:

- **Shallow Coves:** Perfect for lakefront properties in protected, shallow water areas
- **Fluctuating Water Levels:** Ideal for locations that experience seasonal water level changes
- **Receding Shorelines:** Essential protection for boats in areas with gradually decreasing water depth
- **Canal Properties:** Optimized for narrow waterways with limited depth

The UltraLift Shallow Water boat lift features our revolutionary extended tank design that requires minimal water depth while providing maximum lifting power for your valuable watercraft.

PROTECT YOUR BOAT WITH AMERICA'S #1 SHALLOW WATER BOAT LIFT

Don't compromise on protection for your valuable boat investment just because you have limited water depth. The HydroHoist UltraLift Shallow Water delivers the same legendary quality and reliability that has made HydroHoist America's #1 boat lift manufacturer since 1964.

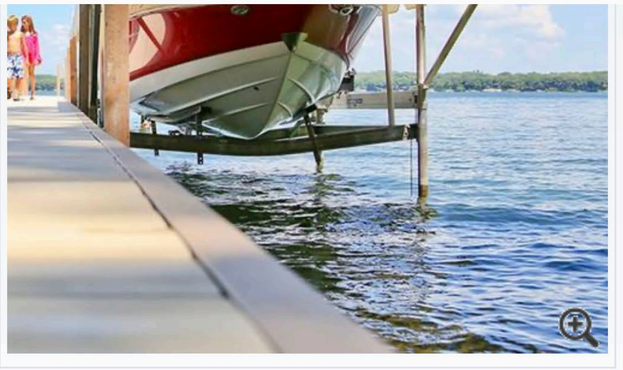
REQUEST A BROCHURE ▸ (/upper-navigation-pages/request-a-brochure/?productOfInterest=D&modelYear=2016&brandCode=SMR)

FIND A DEALER ▸ (/upper-navigation-pages/find-a-dealer/?productOfInterest=D&modelYear=2016&brandCode=SMR)

From $9,642.00 USD

5,200 lb Cantilever Lift – Hydraulic Boat Lift System, 114″ x 127″ – Hewitt by Boat Lift Distributors

BOAT LIFT DISTRIBUTORS



SHORESTATION SS-V60120 HYDRAULIC BOAT LIFT

- Manufacturer: ShoreStation
- Load Capacity: 6,000
- Item Type: Lift - Freestanding
- Series: FlexPower
- Inside Opening: 120" Inside Width
- Lift Cradle Travel: 54"

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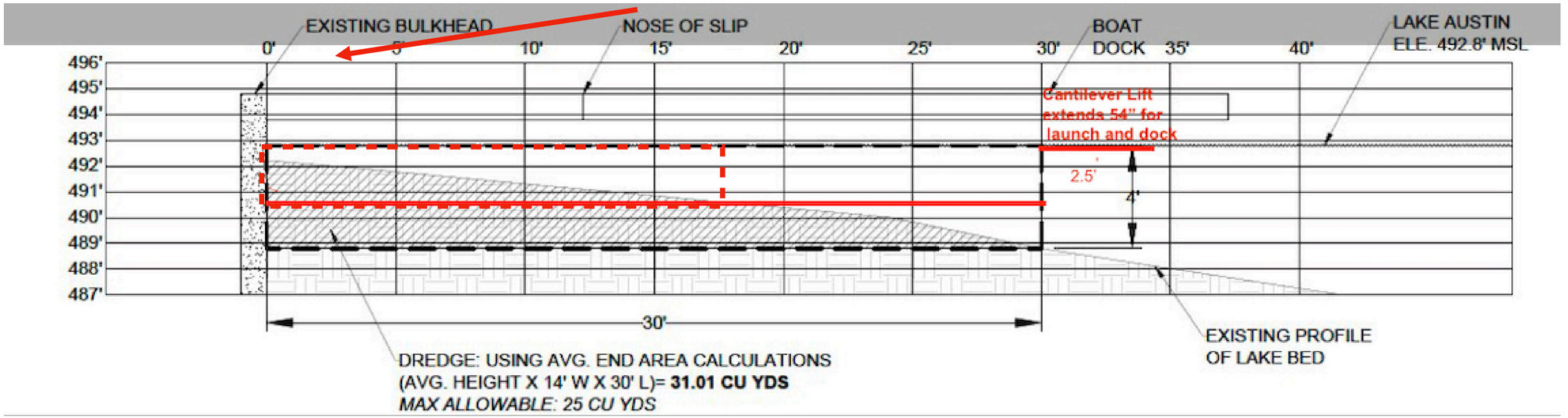
currenhaus.com

boatliftanddock.com

NO HARDSHIP (1750 Channel)
Applicants Alleged Hardship Ignores Facts and Alternatives

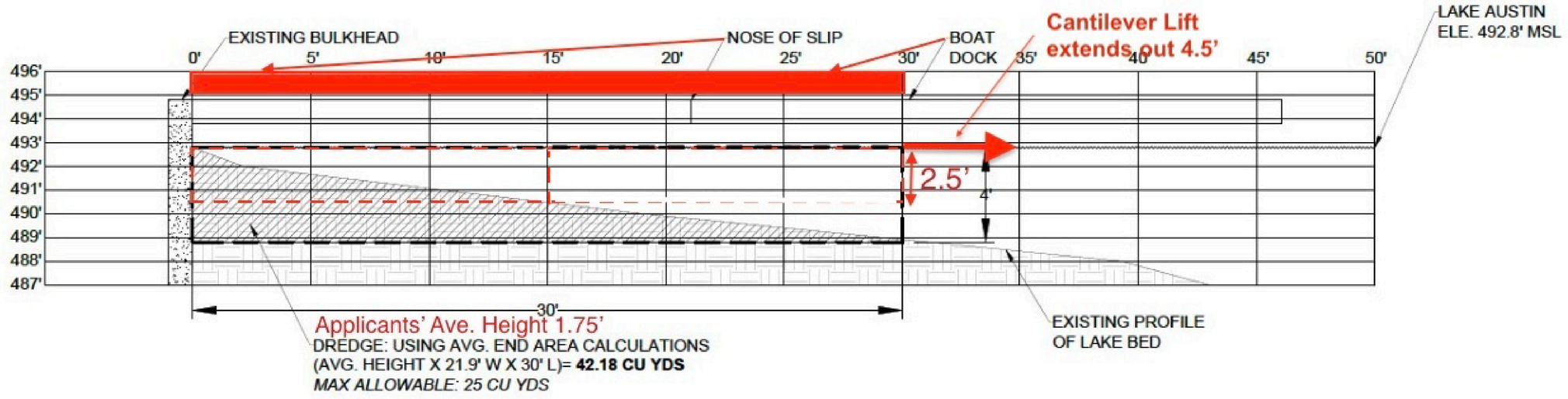
Cantilever Lifts prevalent on Lake Austin
HydroHoist Ultra Cantilever Lift; 6500 lbs watercraft, travels 54”, 2.5’ depth
Only 8.17 Cu Yds Dredge Volume
Less than 25 Cu Yds
No dredging needed past ~17.5’ from shoreline



Methodology:
2.5’ Depth (Red Line at 490.3’) applied to Applicant Data; Intersects “Existing Profile of Lake Bed” at 17.5’ shoreline L, eliminating dredging from 17.5’ to 30’
Using above data for Average End Area Calculation, Dredge Volume = (Ave Height 0.9’ x 14’W x 17.5’ L) = 220.5 Cu Ft = 8.17 Cu Yds
2.5 requires only 8.17 Cu. Yds of dredge across 17.5’ from shoreline

NO HARDSHIP (1752 Channel)
Applicants Alleged Hardship Ignores Facts and Alternatives

Cantilever Lifts prevalent on Lake Austin
HydroHoist Ultra Cantilever Lift; 6500 lbs watercraft, travels 54”, 2.5’ depth
Only **9.72** Cu Yds Dredge Volume
Less than 25 Cu Yds
No dredging needed past ~17.5’ from shoreline



Methodology:
2.5’ Depth (Red Line at 490.3’) applied to Applicant Data; Intersects “Existing Profile of Lake Bed” at 15’ shoreline L, eliminating dredging from 15’ to 30’
Using above data for Average End Area Calculation, Dredge Volume = (Ave Height, Bulkhead & 15’) 1.25’ x 14’W x 15’ L = 9.72 Cu Yds
2.5’ Depth requires only 9.72 Cu. Yds of dredge across 15.0’ from shoreline

NO HARDSHIP (1750)
Applicants Apply False/Misleading Data

FALSE

‘Modern Watercraft’ require water depth of 4 ft”

Forces excessive dredging greater than 25 Cu Yds

Dredge Volume: 31.01 Cu Yds

TRUE

Modern lifts specifically designed to store, launch and dock 6500 lbs modern watercraft in shallow waters; 2.5’ depths ; Cradle travels 4.5’

Cantilever Lift Significantly Reduce Dredging

Dredge Volume: 8.17 Cu Yds

Average End Area Calculation using Applicants’ Data at 2.5’ Depth

NO HARDSHIP (1752)
Applicants Apply False/Misleading Data

FALSE

‘Modern Watercraft’ require water depth of 4 ft”

Forces excessive dredging greater than 25 Cu Yds

Dredge Volume: 42.18 Cu Yds

TRUE

Modern lifts specifically designed to store, launch and dock 6500 lbs modern watercraft in shallow waters; 2.5’ depths ; Cradle travels 4.5’

Cantilever Lift Significantly Reduce Dredging

Dredge Volume: 9.72 Cu Yds

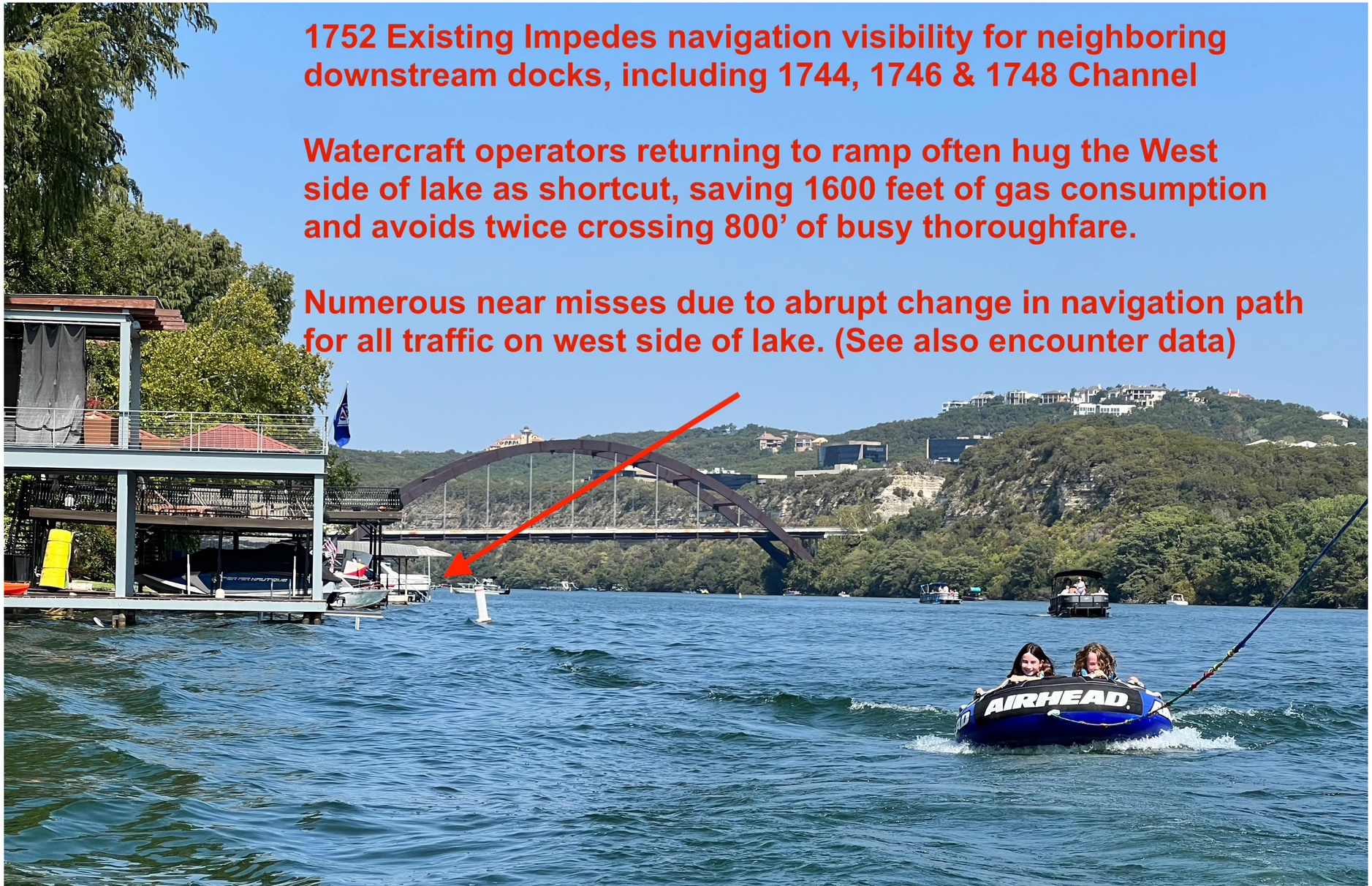
Average End Area Calculation using Applicants’ Data at 2.5’ Depth

NO HARDSHIP

Applicants misapply “Navigation and Safety” to Conjure Alleged Hardship

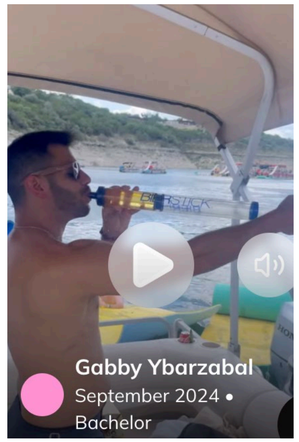
- LDC 25-2-1176(A)(1): "A dock may extend *up to 30 feet* from the shoreline, except that the director may require a dock to extend a lesser or greater distance from the shoreline if deemed ***necessary*** *to ensure navigation safety*"
- *Navigation safety under LDC 25-2-1176(A)(1) includes navigation safety for the public, watercraft operators, and other legal users of “a navigable waterway”*
- Applicants **blatantly ignore “Navigation safety” for the Public and Lawful Users in the most Congested area of a designated public Navigable Waterway**
- Applicants’ nonconforming structure egregiously disrupts the safest lane of travel in the most congested and highest traffic area of a designated “navigable waterway;” *see e.g.* SB 1844
- City of Austin’s Lake Austin Incident Data shows highest responder encounters within 1/2 mile of 360 Bridge Public Watercraft Ramp, including near Applicants’ proposed structures
- **We urge the Board to seek Legal advice in interpreting “NAVIGATION SAFETY” as codified in LDC 25-2-1176(A)(1)**

High Traffic Area of Public Navigable Waterway



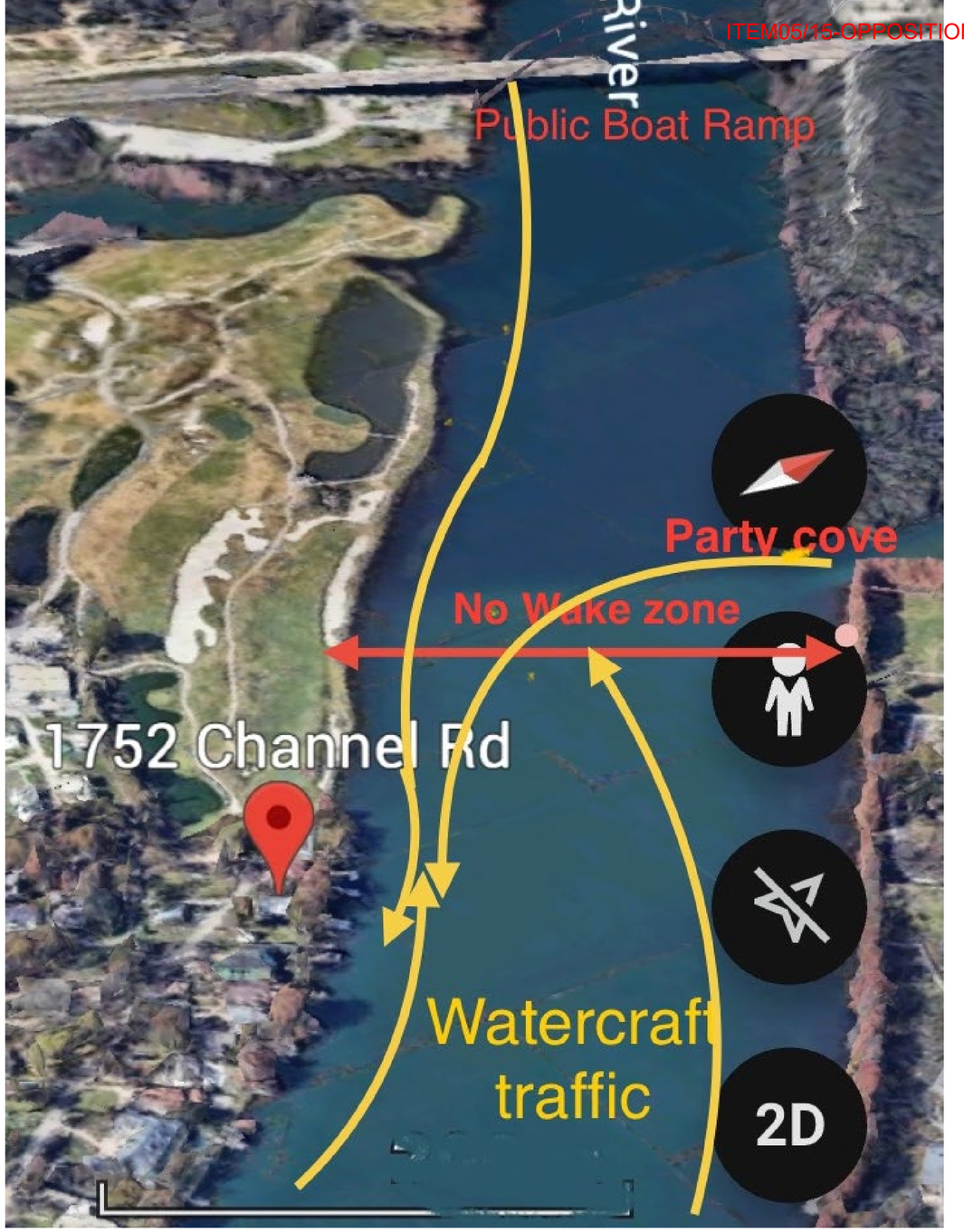
High Traffic Area of Public Navigable Waterway

- Airplanes taking off and landing
- New to Watercraft operators
- Kids on floats
- Jet Skis (rental)
- New surfers and skiers falling
- Multiple watercraft accelerating from Party cove and Boat ramp at no wake buoys near Applicants' properties



Nonconforming 1750 & 1752 Docks Are Navigation Hazards to All Proximate Users

- “Navigation Safety” applies to all lake users; not just Applicant
- Most Watercraft accelerate from idle to high speeds starting at No Wake Zone buoys
- Nonconforming Extending 6’ and 16’ into Lake’s most congested and highest usage thoroughfare
- Creates an artificial blind curve in a critical area
- Disrupts and impedes visibility for all Watercraft, jet skiers, and public users following shoreline and adhering to Lake Laws
- Unnecessary Navigational and Safety Hazard for
  - Watercraft, jet skiers, and public users near 360 Ramp
  - Many Watercraft exiting “Party Cove,” numerous DUI
- Blocks watercraft visibility in congested area, reducing reaction time for watercraft operators
- Blocks visibility and reduces reaction time for downstream neighbors entering or exiting their conforming docks



Nonconforming 1750 & 1752 Docks Are Navigation Hazards for Conforming Neighbors

- Applicants' False statement: "Additionally, this dock's design will not extend further than nor impede access to any of the neighboring docks."
- All newly constructed docks along Channel Rd, including 1704, 1744, 1756 and 1758 Channel Rd., conform with shoreline length requirements of *LDC 25-2-1176(A)(1)*
- Non-Conforming Structures: Disrupts 6' and 16'1" into navigable waterway. Creates artificial blind curve
- Impedes Visibility of watercraft approaching downstream neighbors entering or exiting their docks at slow speeds, leaving minimal reaction opportunities for approaching vessels
- Impedes visibility of downstream neighbors entering or exiting their docks at slow speeds, leaving minimal reaction opportunities for docking vessel
- Removes 16'1" of visibility for watercraft operations in Lake's most congested and highest use thoroughfare
- Navigational and Safety Hazard for the immediate three conforming downstream dock users ~30' of shoreline
- Penalizes conforming new structures