

Todd Blakaitis and Joelle Blakaitis (the “**Applicant’s**”) propose to construct a private residential pier at their waterfront home, 372 Forest Beach Rd, Annapolis, Maryland 21409 (the “**Property**”), which has approximately ± 225 linear feet of frontage on Mill Creek. The Applicant’s Property is approximately ± 5.3 AC and is zoned R1. Pursuant to the Anne Arundel County Code (the “**Code**”), §18-4-106, “Piers, private residential, if accessory to a dwelling unit” is permitted by right in the R5 zoning district.

The Applicants are proposing a 192-foot pier with a 10-foot by 6-foot platform, 2 boat lift piles, 1 boat lift, 1 mooring pile, and 3-foot wide access steps. Due to the unique shape of the cove, shallow water depths, and the converging property lines of the Applicant’s Property, the proposed pier, platform, and pilings would require variances to the required Quarter Channel Line and the property line extension. The Applicant’s proposed pier configuration is the minimum necessary to allow the Applicant reasonable access to navigable water at a depth ranging from -2.0 feet up to -5.0 feet at mean low water (0.0 feet).

The location, setbacks, and length requirements for piers and mooring pilings are spelled out in Code, §18-2-404, “Piers and mooring pilings.” Subsection (b) of said Code provision reads, in pertinent part, as follows:

“(b) **Setbacks.** A pier or mooring piling shall be located at least 15 feet from a lot line extended for a private pier [...]. The Office of Planning and Zoning determines the method of the lot line extension in accordance with one or more of the following methods:

- (1) From the side lot line at a 90 – degree angle to the shoreline;
- (2) From the extension of the last course of the lot line into the waterway;
- (3) From the side lot lines to the center of cove; or
- (4) From the side lot lines generally parallel with existing piers located on adjacent lots.

In the Applicant's case, method (3) is being utilized for the eastern property line extension, and a modified method (4) is being utilized on the western property line extension because of the historic "L" shaped pier located at 1635 Orchard Beach Rd. The Applicants are proposing a setback solution that combines several provisions. The proposed pier will extend approximately parallel with the adjacent "L" pier off the northeast corner property corner. Given that the historic "L" is non-conforming to modern riparian rights regulations, the modified property line extension is the only feasible solution. Strict compliance with the provisions of the Code results in practical difficulties for the Applicant due to the unique physical conditions of the Applicant's Property. Accordingly, the Applicant is requesting three (3) variances to Code, **§18-2-404(b)**. The variances requested are:

1. 8 feet to the Quarter Channel Line and 120 feet to the eastern property line extension to allow the construction of a 6' x 192' pier. (Referenced as V1 on the Admin Sheet)
2. 16 feet to the Quarter Channel Line Extension and 115 feet to the eastern property line to allow the installation of 1 boat lift pile. (Referenced as V2 on the Admin Sheet)
3. 10 feet to the Quarter Channel Line Extension and 100 feet to the eastern property line extension to allow the installation of 1 boat lift pile. (Referenced as V3 on the Admin Sheet)
4. 10 feet to the Quarter Channel Line Extension and 90 feet to the eastern property line extension to allow the installation of 1 mooring pile. (Referenced as V4 on the Admin Sheet)

The requested variances satisfy the general variance requirements of Code, §18-6-305(a) and (c). The Applicants could not construct the functioning pier without the requested variances, which are the minimum variance necessary to afford the Applicant's relief.

The requested variances will not substantially impair the appropriate use or development of adjacent properties. Several of the surrounding properties have existing piers, boat lifts, and platforms. Access to and from the neighboring piers will remain unaffected by the construction and use of the Applicant's proposed pier modification.

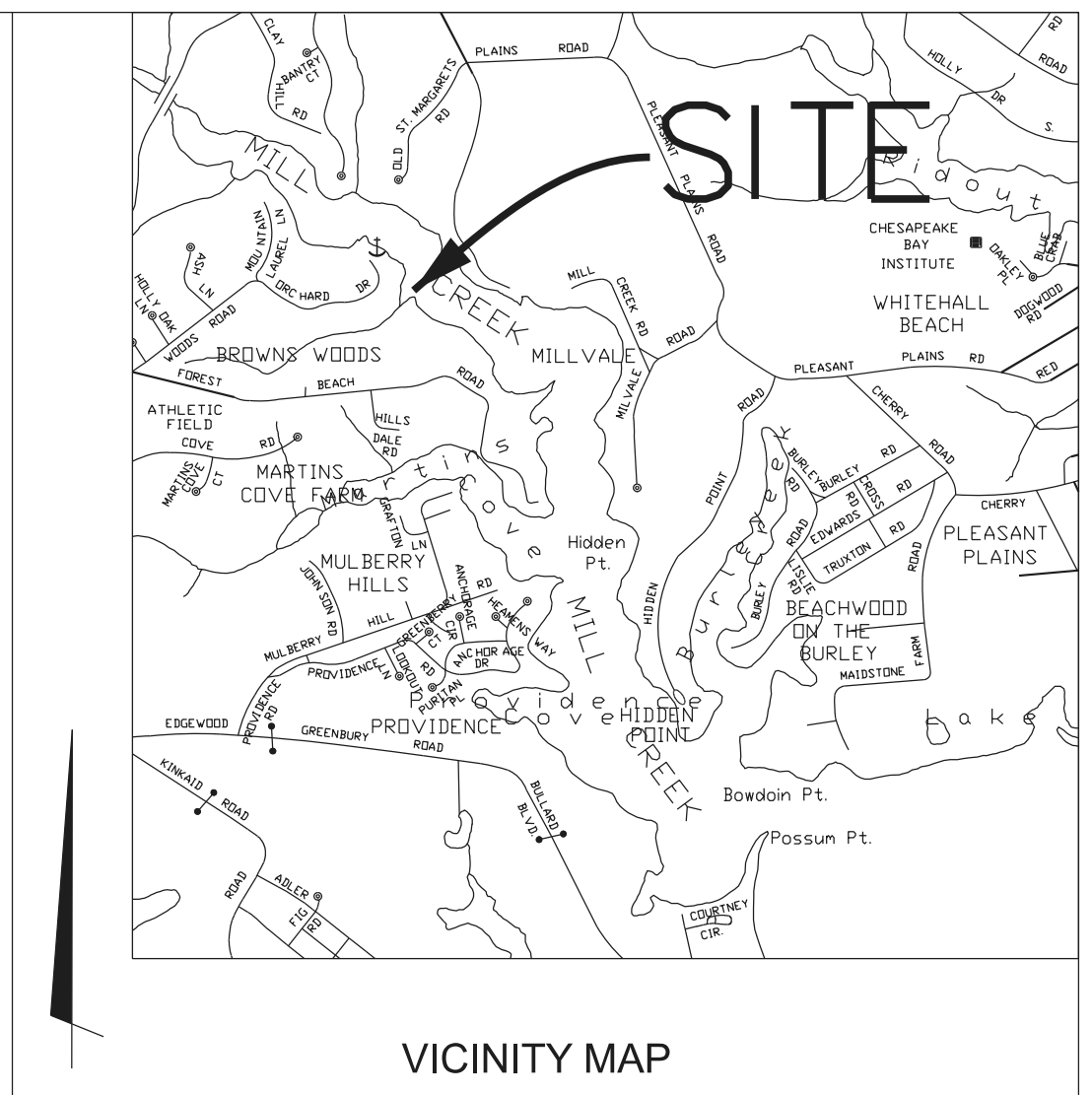
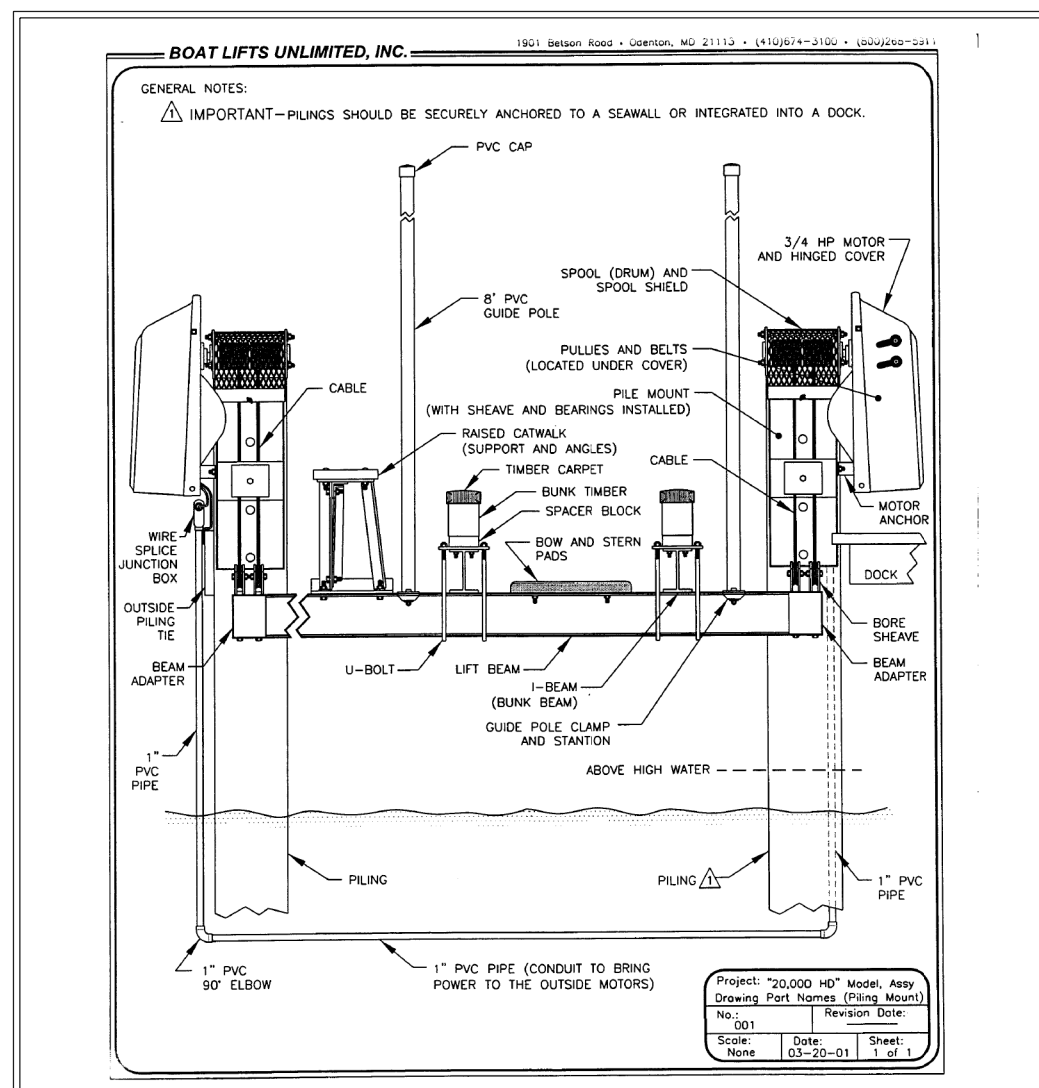
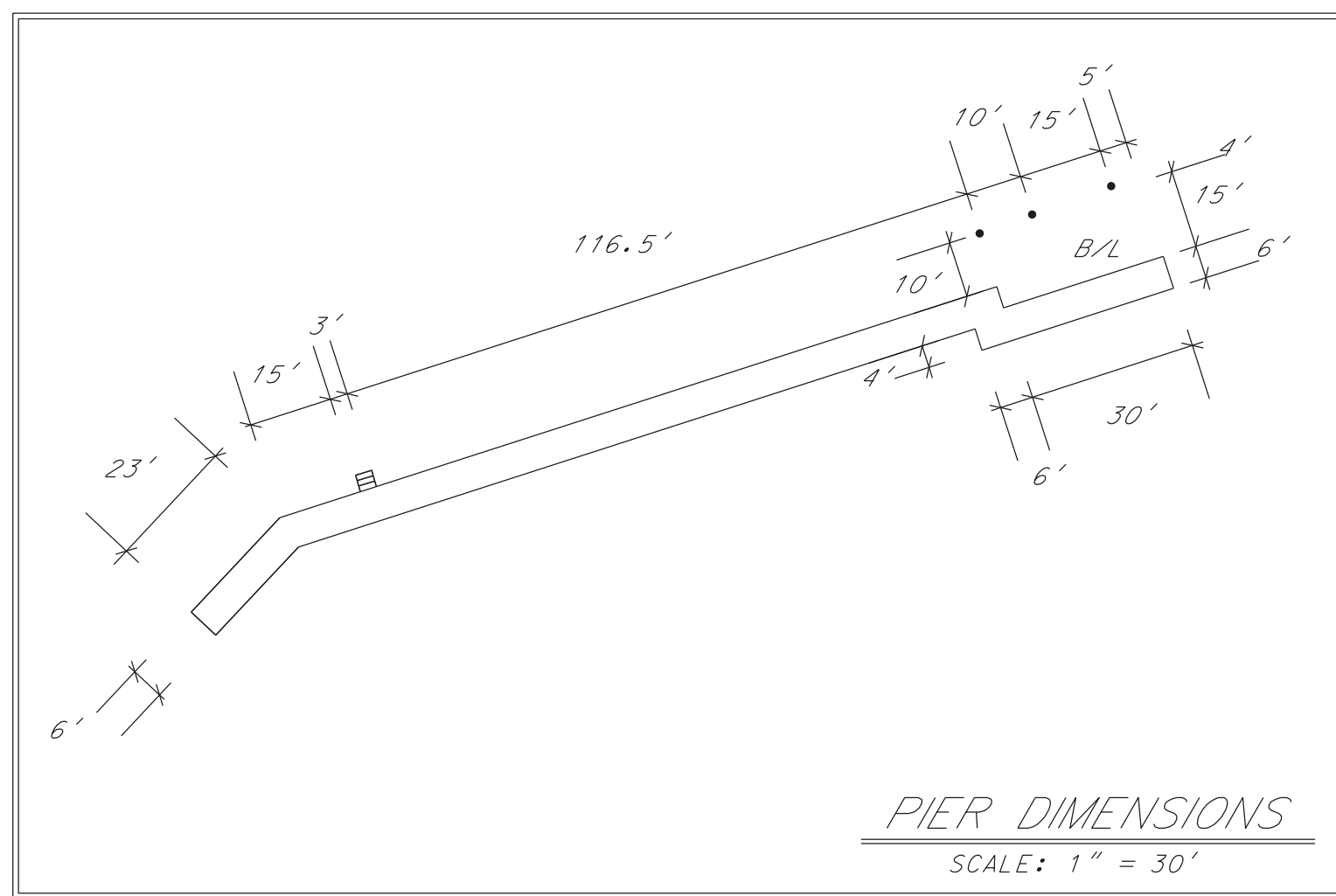
The variances requested by the Applicants will have no impact on the forest cover in the Critical Area, and there will not be any clearing or replanting in the Critical Area or bog protection area. The Applicants specifically designed the pier modification in a way to avoid any intrusion into the Critical Area to preserve the natural marsh area along the Applicant's shoreline. The proposed pier configuration ensures waterway functionality while limiting the impacts to shallow water habitats within the cove.

The requested variances will help ensure safe boating practices to and from the Applicant's replacement pier and will not be detrimental to the public welfare.

For all the foregoing reasons, the variances requested by the Applicants are necessary to avoid practical difficulties. Granting the variances maintains the intent and spirit of the law, secures public safety, and ensures that substantial justice is done.

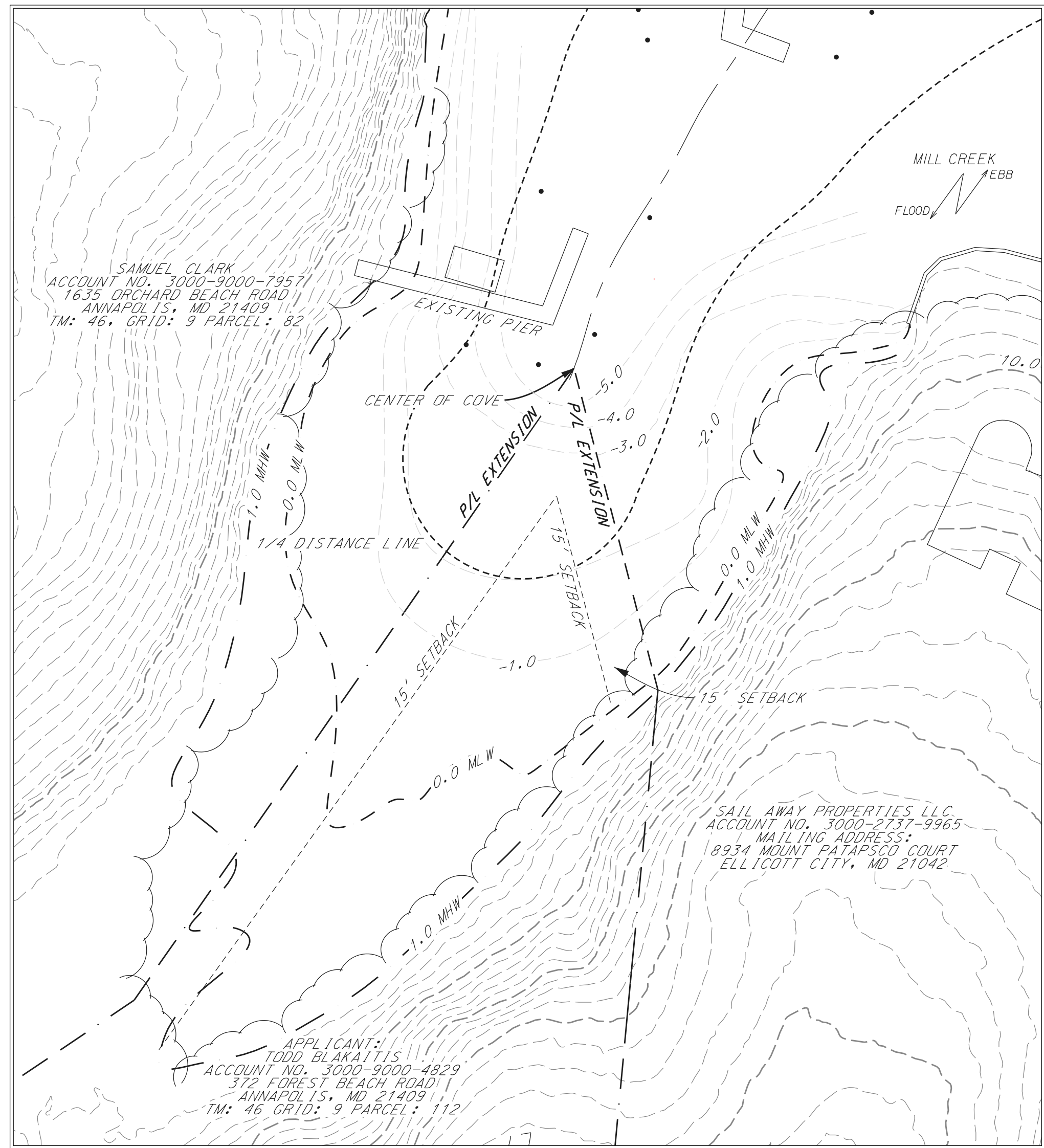
REQUESTED VARIANCES:

1. A VARIANCE OF 8' TO THE 1/4 CHANNEL LINE AND 120' TO THE EASTERN PROPERTY LINE EXTENSION TO ALLOW THE CONSTRUCTION OF A 6' X 192' PIER. (REFERENCED AS V1)
2. A VARIANCE OF 16' TO THE 1/4 CHANNEL LINE EXTENSION AND 115' TO THE EASTERN PROPERTY LINE TO ALLOW THE INSTALLATION OF 1 BOAT LIFT PILE. (REFERENCED AS V2)
3. A VARIANCE OF 10' TO THE 1/4 CHANNEL LINE EXTENSION AND 100' TO THE EASTERN PROPERTY LINE EXTENSION TO ALLOW THE INSTALLATION OF 1 BOAT LIFT PILE. (REFERENCED AS V3)
4. A VARIANCE OF 10.0' TO THE 1/4 CHANNEL LINE EXTENSION AND 90' TO THE EASTERN PROPERTY LINE EXTENSION TO ALLOW THE INSTALLATION OF 1 MOORING PILE. (REFERENCED AS V4)

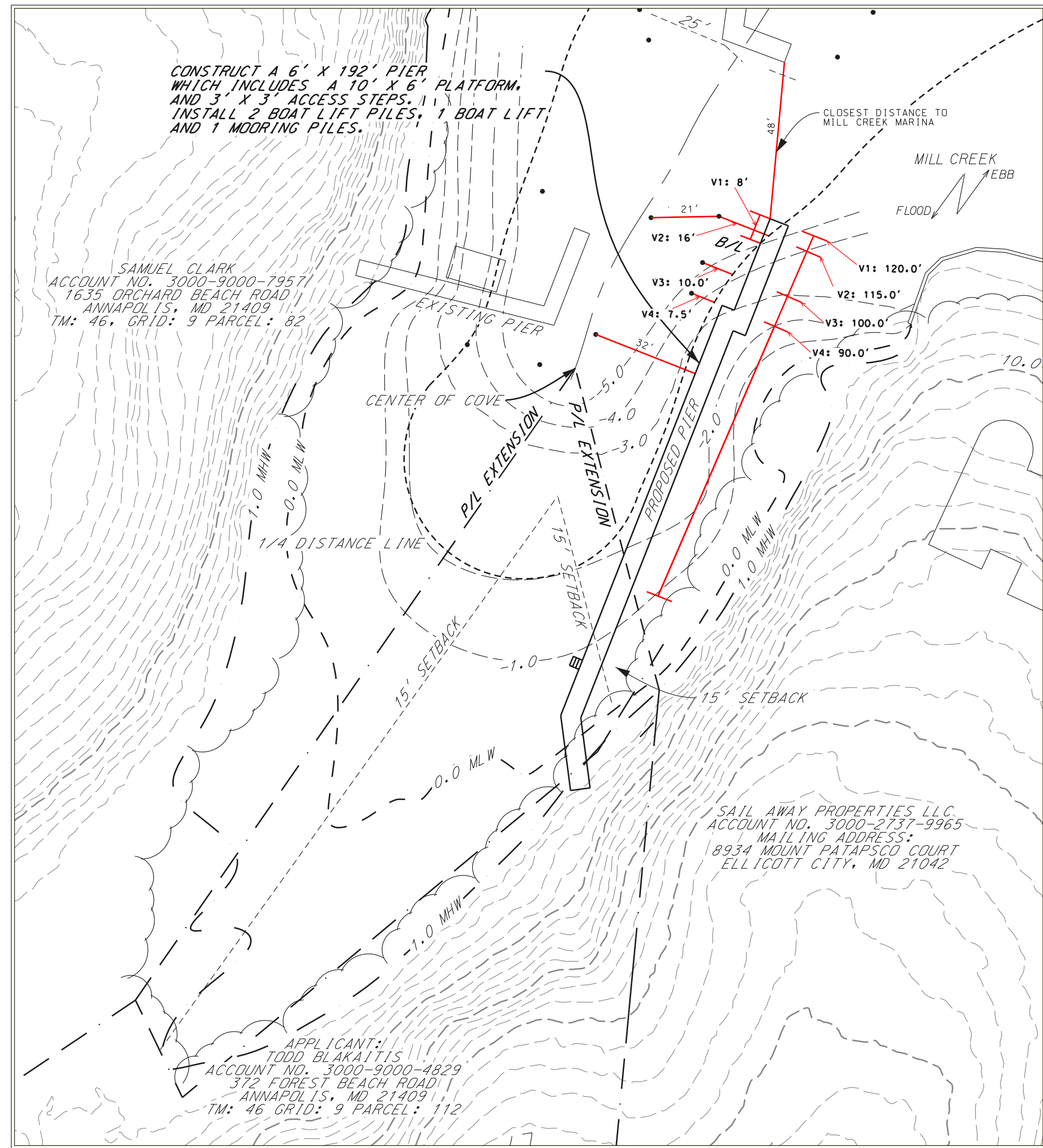


NOTE:

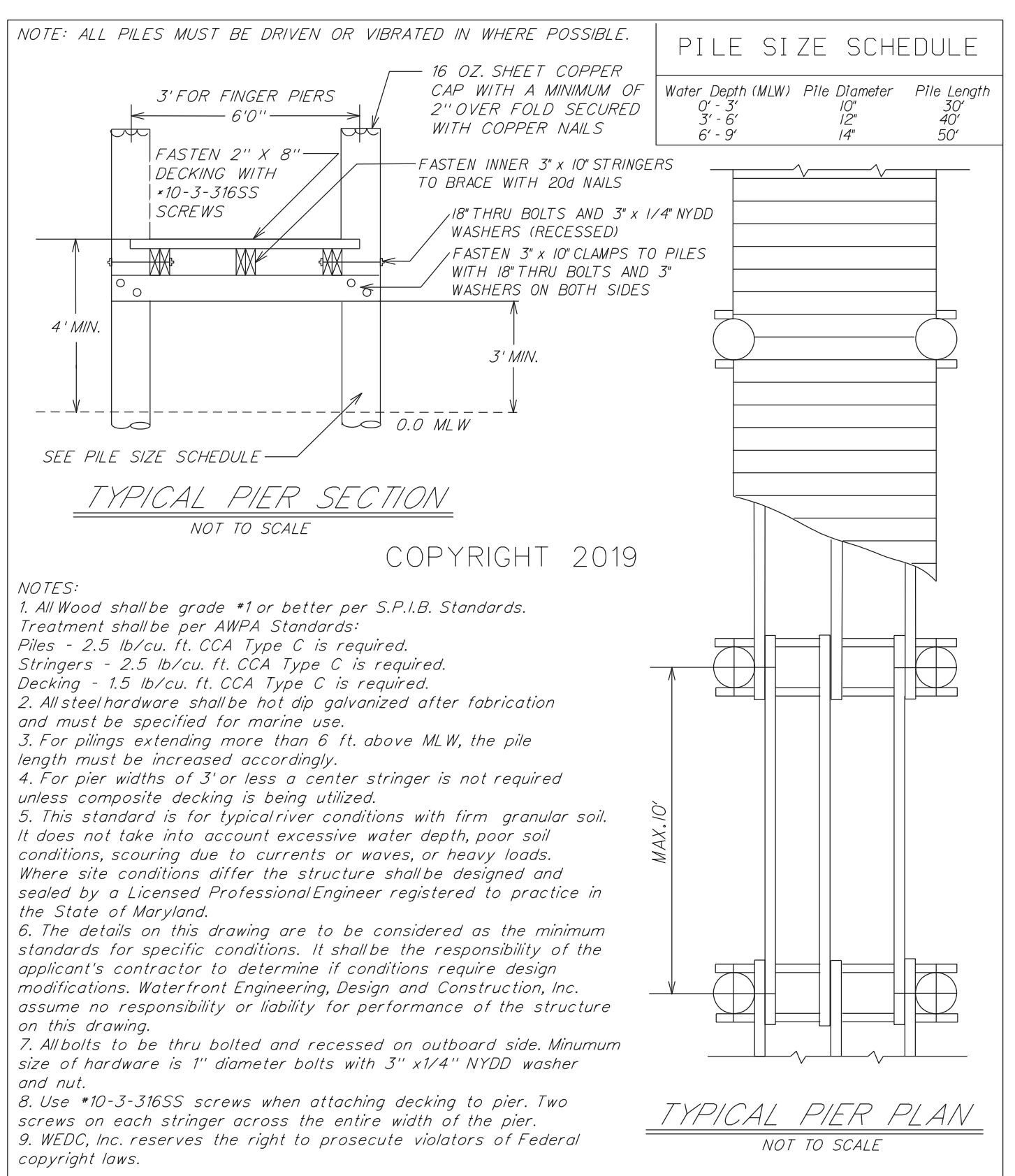
- Entire site lies within R1 zoning
- Entire site lies within the Chesapeake Bay Critical Area (LDA)
- Entire site lies within a Private Service Area with a private septic system
- Entire site lies within a Public Service Area with public water service
- Entire site lies within the Chesapeake Bay Watershed



EXISTING CONDITIONS SITE PLAN
SCALE: 1"=30'



PROPOSED SITE PLAN
SCALE: 1"=30'



- NOTES:**
1. All Wood shall be grade #1 or better per S.P.I.B. Standards. Treatment shall be per AWP/A Standards.
 2. Piles - 2.5 lb/cu. ft. CCA Type C is required.
 3. Stringers - 2.5 lb/cu. ft. CCA Type C is required.
 4. Decking - 1.5 lb/cu. ft. CCA Type C is required.
 5. All steel hardware shall be hot dip galvanized after fabrication and must be specified for marine use.
 6. For piles extending more than 6 ft. above MLW, the pile length must be increased accordingly.
 7. For pier widths of 3' or less a center stringer is not required unless composite decking is being utilized.
 8. This standard is for typical river conditions with firm granular soil. It does not take into account excessive water depth, poor soil conditions, scouring due to currents or waves, or heavy loads. Where site conditions differ the structure shall be designed and sealed by a Licensed Professional Engineer registered to practice in the State of Maryland.
 9. The details on this drawing are to be considered as the minimum standards for specific conditions. It shall be the responsibility of the applicant's contractor to determine if conditions require design modifications. Waterfront Engineering, Design and Construction, Inc. assume no responsibility or liability for performance of the structure on this drawing.
 10. All bolts to be thru bolted and recessed on outboard side. Minimum size of hardware is 1" diameter bolts with 3" x 1/4" NYDD washer and nut.
 11. Use #10-3-316SS screws when attaching decking to pier. Two screws on each stringer across the entire width of the pier.
 12. WEDC, Inc. reserves the right to prosecute violators of Federal copyright laws.

LEGEND

- Existing Contour
- Existing Property Line
- Existing/Proposed Improvements
- Property Line Setback
- 100' Buffer to Tidal Waters
- Existing Site Tree Canopy
- Centerline of Waterway
- Limit of Disturbance

DESIGNED: SCM	DRAWN: CRS
ORIG. DATE: 10/19/2023	
MODIFIED BY/DATE:	
CAD DWG # Blakaitis, Todd - Final REV.dgn	
WEDC PROJECT # 2023-10-19	

REVISIONS TO APPROVED PLANS			
No.	DATE	BY	DESCRIPTION

Waterfront Engineering, Design and Construction, Inc.
8348 Ritchie Highway
Pasadena, Maryland 21122
Phone: (410) 798-1494
Email: Waterfrontdesign@verizon.net
www.waterfrontedc.com

'Shoreline Surveys, Engineering and Construction Management'

PROPERTY OWNER(S):

TODD BLAKAITIS
372 FOREST BEACH ROAD
ANNAPOLIS, MD 21409
301-529-6511
toddjb123@yahoo.com

**ADMINISTRATIVE SITE PLAN
PROPOSED PIER IMPROVEMENTS
BROWNS POINT**

372 FOREST BEACH ROAD, ANNAPOLIS, MARYLAND, 21409
TAX ACCT. NO. 3000-9000-4829

TAX MAP: 46 GRID: 0009 PARCEL: 112 DISTRICT: 5TH
ANNE ARUNDEL COUNTY, MARYLAND

SCALE: 1"=30' DATE: April 18, 2024 PROJ. NO: 2023-10-19 SHEET 1 OF 1

June 27, 2023

Anne Arundel County
Office of Administration Hearings
PO Box 2700
Annapolis, MD 21404

Dear Mr. Douglas Clark Hollman,

As the owners of the Orchard Beach Marina which sits at the mouth of the 372 Forest Beach Road cove, we fully endorse the variance approvals requested of the Blakaitis' plan to construct a private residential pier from their waterfront home. The plan variances for boat lift pile and platform beyond the quarter distance line and two piles inside the 15' setback are not concerning for environmental nor aesthetic reasons. Most importantly to our business at 1643 Orchard Beach road, the proposed pier does not represent any interference to riparian right of way for watercraft. We recommend this project should proceed as planned.

Approving this variance will allow them to build a standard and common pier found on any other waterfront property as the state and County codes do not fully address their specific waterfront geometry allowing them to reach navigable water. The Blakaitis' design has made several concessions to move as far as possible from adjoining properties while still allowing for right of way to the historic "L" pier at 1635 Orchard Beach Road and our marina. This plan will provide the Blakaitis family boat access from their property at all tide levels.

Thank you for your time and consideration and we look forward to the approval of these variances.

Sincerely,



Nick and Angie Combs
Owners, Orchard Beach Marina
1643 Orchard Beach Rd
Annapolis, MD 21409

June 2, 2023

Anne Arundel County
Office of Administration Hearings
PO Box 2700
Annapolis, MD 21404

Dear Mr. Douglas Clark Hollman,

We fully endorse the variance approvals requested of the Blakaitis' plan to construct a private residential pier from their waterfront home at 372 Forest Beach Rd. The plan variances for boat lift pile and platform beyond the quarter distance line and two piles inside the 15' setback are not concerning for environmental, riparian right of way, interference nor aesthetic reasons. We recommend this project should proceed as planned.

Approving this variance will allow them to build a standard and common pier found on any other waterfront property as the state and County codes do not fully address their specific waterfront geometry allowing them to reach navigable water. The Blakaitis' design has made several concessions to move as far as possible from our property edge at 378 Forest Beach Road while still allowing for right of way to the historic "L" pier at 1635 Orchard Beach Road. The construction of this pier also respects right of ways of the neighboring Mill Creek and Orchard Beach marinas while allowing the Blakaitis family of four boat access from their property at all tide levels.

Thank you for your time and consideration and we look forward to the approval of these variances.

Sincerely,



Ed and Tina Owens
Sail Away Properties
378 Forest Beach Road,
Annapolis, MD 21409

