

Date: August 18, 2025

Zoning Division of the Office of Planning & Zoning  
Anne Arundel County  
Heritage Office Complex  
2664 Riva Road  
Annapolis, Maryland 21401  
Zoning Division - (410) 222-7437

**RE: SPECIAL EXCEPTION REQUEST**

Applicant: Ogleton Property Owners Assoc Inc. (SDAT Name)  
Mailing Address: 3129 A Catrina Lane, Annapolis, MD 21403  
Site Address: 3129 A Catrina Lane, Annapolis, MD 21403  
Tax ID: 200590033450

Dear Zoning Office:

This letter explains the request by Ogleton Property Owners Assoc Inc. for a Special Exception to replace existing wave screens & platform areas at the community parcel located at 3129 A Catrina Lane, Annapolis, MD 21403. The location of the work is at the community marina – also referenced herein as the “Annapolis Cove Marina” and sometimes “marina” or “piers”. These terms include the piers and wave screens and all additional pier related structures at the location.

The Annapolis Cove Marina (the larger configuration of the two piers on the parcel) was originally built (in part) sometime after August of 1985 after. The smaller dinghy pier was constructed sometime around 1984, according to the historical aerial photos from My Anne Arundel GIS. Previous permitting exists for the site. First a Variance approval and Special Exception in 1985 (V-372-84 & S-371-84), later modified in 1989 (S-459-89 & V-460-89) both relating to the marina and allowing for first a total of 44 slips - and later in 1989 a total of 50 slips and a Variance related to sanitary facilities in 1991 (V-58-91). The as-built construction – as in the current configuration of the facility – appears to have been finalized sometime by or before 1995 (according to historic aerials).

The marina is in an R2 Zoning District on a parcel of land consisting of 3.030 acres that was purchased in 1981. The community lots are located mostly in the Critical Area with some parts Limited Resource Development and some small sections Resource Conservation Areas. The community was granted 50 slips in the 1989 Special Exception and in years that progressed, additional slips were needed by community members and 5 slips were created alongside open sections of the pier. Anne Arundel County's Zoning Office confirmed that the vessels that are moored alongside the pier constitute slip areas. The main pier – which is comprised of and internally referenced by four (4) docks, A, B, C & D - contains 55 slips. The dinghy pier contains 13 slips. The dinghy pier also has a floating platform.

The marina underwent two phases of construction to get to its current configuration (history referenced above). It was sometime between 1990 and 1995 – based on the historic aerial mapping that D dock was

built. The site plan exhibits in S-459-89 & V-460-89 do not indicate with specificity the as-built design. This application includes the request to perfect the current design to include a total of 68 slips – 55 slips at the main pier and 13 at the dinghy pier. The as-built adjustments (slips/piers that have been added or adjusted since the last SE approval) encompass the following (note this list may not be comprehensive):

1) The movement of approximately eight (8) westerly mooring piles at C Dock further west by approx. a max. of 14 ft.

2) D Dock and associated piers are angled more parallel with the property line extension versus as depicted in the original SE (which is more south easterly). D Dock measures approx. 6 ft. wide x approx. 105 ft. long with three (3) finger piers, associated approx. nine (9) mooring piles and a 40 ft. long wave screen.

3) Dinghy pier added approx. three (3) mooring piles and a floating platform.

You will note that the proposed pier extension to B Dock in the original SE application and associated plans calls for an extension with six (6) proposed slips at the end. The request was not granted and it could be assumed that instead these six (6) slips were added instead to the extension area proposed at D Dock rather than the three (3) as depicted in that plan.

There are many references in the historic permitting that reflect an enthusiastic boating constituency demonstrating a need and desire for slips at the facility. The current Dockmaster, Mr. Brian Page, has expressed that the current piers are actively used and require repairs due to age and weathering. The current platforms and widescreens are in disrepair and immediate replacement is needed to keep the facility safe for the community. Since the time of construction, the community began immediate use of the marina for vessels and have continued to use the marina until present day. Aerial maps attached in exhibits for reference.

The platforms and associated wave screens to be replaced are located at B & C Docks and are approx. 6 ft. wide x 77 ft. long. There is also a wave screen at D Dock that is to be replaced. It is approx. 40 ft. long. The platform at D Dock is not currently proposed to be replaced. The wave screens are to be replaced in the same footprint and are connected to the footprint of the platforms. These are vital to protect the vessels at the marina since the location is highly exposed to intense wave action from an increased fetch due to its location directly in front of the open part of Lake Ogleton. There are to be no increases to the footprint of the existing structures during replacement. Plans and specifications are included for reference.

The total channelward extent of the pier will not be increased – the max. extent is 227 ft. from MHWL at B Dock. The larger pier (A, B, C & D Docks) is not located over submerged aquatic vegetation (SAV), part of the dinghy dock (not including the platform) is within the 1973-2021 bed density polygon. Maryland Dept. of the Environment will allow for pier areas to be constructed within SAV areas but not platforms. The dinghy dock platform is not in SAV beds.

The community area measures roughly around 1,321 ft. along the shoreline. This is the community's only waterfront parcel and the area is used for recreational activities, social gatherings and boating. The plat record from June 1981 that designates this space as "Recreational Area", indicating use as a community space since around that date, around 44 years of use. During this time, the community has maintained the facilities as they have been constructed as best as possible but due to the natural aging process of water-based facilities, the lifespan of the current structures have run their course. Waterside structures need replacement as they age out and because of rising water levels and tidal fluctuations. Safety of the members of the community and those of this facility is of primary concern.

Based on the provisions of the Code relating to allowed uses in a R2 zoned parcel, specifically § 18-4-106. Permitted, conditional, and special exception uses and for "Piers and launching ramps, community", the applicants must first obtain a Special Exception in order to obtain a building permit.

With regards to the application for this Special Exception, the requirements set forth in § 18-16-304, are either met or do not apply:

- (1) The use will not be detrimental to the public health, safety, or welfare;

The continued use of the marina does not impact public health, safety, or welfare. The marina, piers and related structures shall meet the safety requirements in § 18-11-142 (6)(7), specifically:

*(6) Boarding ladders shall be located along the sides of a pier and along each bulkhead where the water depth at the bulkhead exceeds four feet in depth at mean high water. Ladders along piers shall be 100 feet apart on each side of the pier and staggered so that the ladders alternate sides every 50 feet. Ladders along bulkheads shall be placed no more than 50 feet apart.*

*Approx. locations have been shown on the plan.*

*(7) United States Coast Guard approved personal flotation devices shall be located along each pier or bulkhead at intervals not exceeding 100 feet.*

*Approx. locations have been shown on the plan.*

- (2) The location, nature, and height of each building, wall, and fence, the nature and extent of landscaping on the site, and the location, size, nature, and intensity of each phase of the use and its access roads will be compatible with the appropriate and orderly development of the district in which it is located;

This is a community pier and wave screens which should meet standard marine grade material specifications and otherwise conforms to state and federal regulatory standards (in terms of design standards and material grade). The pier and wave screens look similar to the others approved in AA CO.

- (3) Operations related to the use will be no more objectionable with regard to noise, fumes, vibration, or light to nearby properties than operations in other uses allowed under this article;

Continued use of the pier will not change levels of noise, fumes, vibration, or light.

- (4) The use at the location proposed will not have any adverse effects above and beyond those inherently associated with the use irrespective of its location within the zoning district;

This pier is used by members of the community of Annapolis Cove to access the water. This community area is considered a shared use space for the residents who want to enjoy use of the water. It is vital to provide the residents of the community with continued use of this important facility.

- (5) The proposed use will not conflict with an existing or programmed public facility, public service, school, or road;

This is an existing pier in the water. There is no conflict with other public facilities, services, schools, or roads.

- (6) The proposed use has the written recommendations and comments of the Health Department and the Office of Planning and Zoning;

This to be determined by the respective departments.

(7) The proposed use is consistent with the County General Development Plan;

This to be determined by the respective departments.

(8) The applicant has presented sufficient evidence of public need for the use;

This is the community's only waterfront space. The platforms and wave screens have reached the end of their usable lifespan and are no longer safe for community members to use. It is vital that this facility be upgraded to conform to current standards for the safety of all.

(9) The applicant has presented sufficient evidence that the use will meet and be able to maintain adherence to the criteria for the specific use;

The current use is that of a community marina. The community shall maintain adherence to this type of use.

(10) The application will conform to the critical area criteria for sites located in the critical area; and

This to be determined by the respective departments.

(11) The administrative site plan demonstrates the applicant's ability to comply with the requirements of the Landscape Manual.

This requirement does not appear to apply.

With regards to requirements set forth in § 18-11-141. Piers and launching ramps, community:

(1) The facility shall be located on a lot of at least 30,000 square feet that is owned by a homeowner's association.

The applicant meets the criteria.

(2) Adverse effects on water quality and fish, plant, and wildlife habitat shall be minimized.

The applicant meets the criteria.

(3) Nonwater-dependent structures or operations associated with water-dependent projects or activities shall be located outside the buffer to the extent possible.

The applicant meets the criteria.

(4) Disturbance to the buffer shall be the minimum necessary to provide a single point of access to the facility.

The applicant meets the criteria.

(5) Food, fuel, or other goods and services may not be offered for sale, and adequate and clean sanitary facilities shall be provided.

Food, fuel, or other goods and services are not offered for sale at the site. A portable toilet should be provided on site for use.

(6) Boarding ladders shall be located along the sides of a pier and along each bulkhead where the water depth at the bulkhead exceeds four feet in depth at mean high water. Ladders along piers shall be 100 feet apart on each side of the pier and staggered so that the ladders alternate sides every 50 feet. Ladders along bulkheads shall be placed no more than 50 feet apart. A ladder is shown on the proposed plan.

The applicant meets the criteria. Approx. locations are depicted in the plan.

(7) United States Coast Guard approved personal flotation devices shall be located along each pier or bulkhead at intervals not exceeding 100 feet.

The applicant meets the criteria. Approx. locations are depicted in the plan.

(8) When a community pier with slips is provided as part of a new residential riparian subdivision, private piers in the subdivision are prohibited.

This does not apply.

(9) The number of slips allowed with a community pier shall be the lesser of the following:  
(i) one slip for each 50 feet of shoreline in a subdivision located in an intense or limited development area, and one slip for each 300 feet of shoreline in a subdivision located in a resource conservation area; or (ii) a density of slips to platted lots or dwellings in the critical area in accordance with the following chart:

Platted Lots or Dwellings in the Critical Area	Slips
Up to 15	1 for each lot
16 to 40	15 or 75%, whichever is greater
41 to 100	30 or 50%, whichever is greater
101 to 300	50 or 25%, whichever is greater
More than 300	75 or 15%, whichever is greater

Total approximated lots in the Critical Area = 85

Previous approvals for 50 Slips granted in S-459-89 & V-460-89. The applicant wishes to perfect the current as-built marina configuration and related structures, perform immediate repairs as necessary to provide safety for the community and does not wish to add more slips than what is at the site now.

(10) In the event the parcel or lot has riparian rights and the proposed development is located on a portion of the parcel or lot that is out of the critical area, these rights may be utilized in accordance with permitted use criteria established for the critical area classification through the use of a community facility established in accordance with § 18-10-143, based on the actual length of shoreline or potential density that would have been permitted within the critical area portion of the parcel or lot.

This does not apply.

We look forward to hearing from you upon acceptance of these explanations.

Thank you,

Lauren Heinsohn

Fetch, LLC

326 First Street, Suite 16, Annapolis, MD 21403

PH: 410-756-0885

EM: [lauren@fetchconsultinggroup.com](mailto:lauren@fetchconsultinggroup.com)

[www.fetchconsultinggroup.com](http://www.fetchconsultinggroup.com)

Date: August 18, 2025

Zoning Division of the Office of Planning & Zoning  
Anne Arundel County  
Heritage Office Complex  
2664 Riva Road  
Annapolis, Maryland 21401  
Zoning Division - (410) 222-7437

**RE: VARIANCE REQUEST**

Applicant: Ogleton Property Owners Assoc Inc. (SDAT Name)  
Mailing Address: 3129 A Catrina Lane, Annapolis, MD 21403  
Site Address: 3129 A Catrina Lane, Annapolis, MD 21403  
Tax ID: 200590033450

Dear Zoning Office:

This letter explains the request by Ogleton Property Owners Assoc Inc. for zoning variances for the replacement of existing wave screens & platform areas at the community parcel located at 3129 A Catrina Lane, Annapolis, MD 21403. The location of the work is at the community marina – also referenced herein as the “Annapolis Cove Marina” and sometimes “marina” or “piers”. These terms include the piers and wave screens and all additional pier related structures at the location.

The marina is in an R2 Zoning District on a parcel of land consisting of 3.030 acres that was purchased in 1981. The community lots are located mostly in the Critical Area with some parts Limited Resource Development and some small sections Resource Conservation Areas. The community was granted 50 slips in the 1989 Special Exception (SE) and in years that progressed, additional slips were needed by community members and 5 slips were created alongside open sections of the pier. Anne Arundel County’s Zoning Office confirmed that the vessels that are moored alongside the pier constitute slip areas. The main pier – which is comprised of and internally referenced by four (4) docks, A, B, C & D - contains 55 slips. The dinghy pier contains 13 slips. The dinghy pier also has a floating platform.

The lot is approximately 50 ft. wide at the street and approximately 360 ft. wide at the shoreline. The property currently contains an existing marina with piers, wave screens and piles.

With regards to zoning variances requested as it pertains to the Code criteria in § 18-2-404. Piers and mooring pilings, the as-built pier does fall within the 25 ft. setbacks on each side. Variance requests are for the following:

1. A zoning variance of a max. of 15 ft. for mooring piles on the western side of A Dock that encroach into the 25 ft. setback
2. A zoning variance of 8 ft. for mooring piles on the eastern side of D Dock that encroach into the 25 ft. setback

3. A zoning variance of 9 ft. for a wave screen at D Dock that encroaches into the 25 ft. setback
4. A zoning variance to § 18-11-141(9)

Specifically: The number of slips allowed with a community pier shall be the lesser of the following:

- (i) one slip for each 50 feet of shoreline in a subdivision located in an intense or limited development area, and one slip for each 300 feet of shoreline in a subdivision located in a resource conservation area; or
- (ii) a density of slips to platted lots or dwellings in the critical area in accordance with the following chart:

Platted Lots or Dwellings in the Critical Area	Slips
Up to 15	1 for each lot
16 to 40	15 or 75%, whichever is greater
41 to 100	30 or 50%, whichever is greater
101 to 300	50 or 25%, whichever is greater
More than 300	75 or 15%, whichever is greater

Total approximated lots in the Critical Area (CA) = 85

The method used to determine slips based on the Code shall be (ii) the density of slips to platted lots in the critical area = 30 or 50% whichever is greater.  $85 \text{ lots in the CA} / 2 = 42.5 \text{ slips}$

Previous approvals for 50 Slips granted in S-459-89 & V-460-89. The applicant wishes to perfect the current as-built marina configuration and related structures, perform immediate repairs as necessary to provide safety for the community and does not wish to add more slips than what is at the site now.

Based on the previous SE approval, the applicant was granted 50 slips. The current facility contains 68 slips. There are 5 slips along side the piers that moor vessels for slip holders at the marina. The request is for 18 additional slips. The community has an active boating constituency as evidenced by the continually full use of all slips at the marina. There is a wait list of 5 families on top of the current 68 slip holding families. The enthusiasm for an opportunity to keep a vessel at this marina and the continued use and upkeep of the facilities shows active usership and definite maritime purpose for the members of this waterfront community. The marina and maintenance of the important components such as the platforms and wave screens are vital to keep the facility safe for users. The wave screens are an integral part of protecting the vessels kept at the marina from the increased exposure and fetch at the specific location of the marina piers. You can see from mapping that the site is situated facing the opening of Lake Ogleton to the Chesapeake Bay, causing an increase in exposure compared to other sites.

The replacement platforms and wave screens are in-kind and will be located in the same areas as the current structures. The proposed two (2) platforms and wave screens structures shall be 6 ft. wide x 77 ft. long platforms with associated wave screens. The wave screen that does not contain a proposed platform replacement is 40 ft. long. There are a total of three (3) wave screens to be replaced.

The current pier has been in its existing configuration since possibly 1995 (see exhibit image #5). Therefore, it would not appear that the proposed replacement of the wave screen in setback area (and additionally to perfect any piles that fall within the setbacks) would be in any way a navigational concern



for the adjacent waterfront property owners due to the historic use of the area to ingress and egress the existing piers and associated slips. There has been at least 30 years of use in this same configuration.

**The granting of the variances will not:**

- (a) Alter the essential character of the neighborhood or district in which the lot is located

The marina is similar in design and overall size to many others in Anne Arundel County. Replacement of existing structures will only improve the parcel and surroundings. The pier has been used and maintained for 30+ years so a replacement would not institute a major change.

- (b) Substantially impair the appropriate use or development of adjacent property

The proposed replacement structures will NOT create a navigational issue for the adjacent property owners. Neighbors will be able to continue to utilize their piers in the same manner as now. There are no changes to the footprint of the current as-built design.

- (c) Reduce forest cover in the Limited Development and Resource Conservation areas of the Critical Area

This does not apply to this proposal.

- (d) Be contrary to acceptable clearing and replanting practices required for development in the of the Critical Area or a Bog Protection Area; or be detrimental to the public welfare

This does not apply to this proposal.

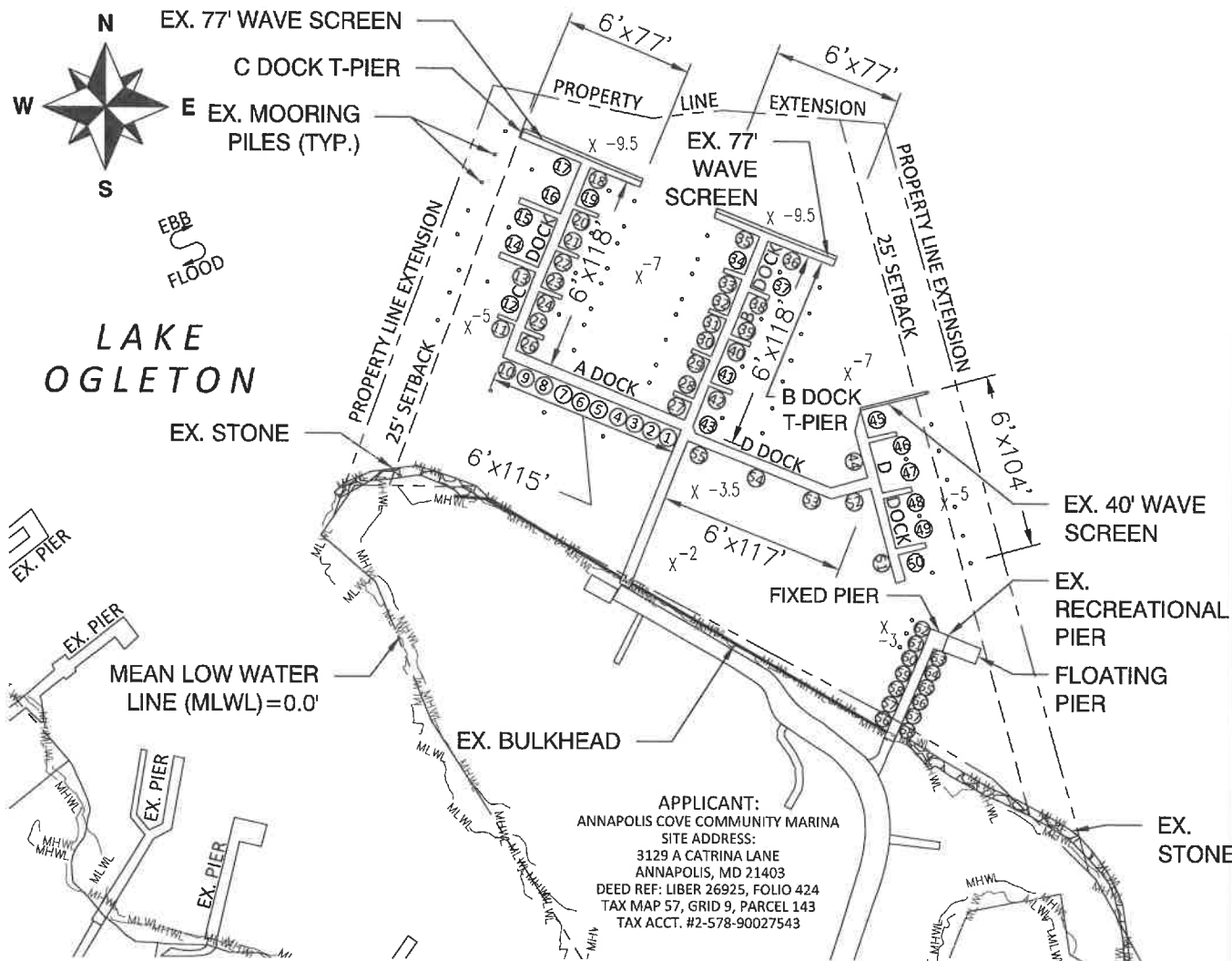
The proposal conforms with Maryland Department of the Environment (COMAR, Title 27) & Army Corp. of Engineers regulations and all appropriate state and federal permitting are under active review.

It is our belief based on the usable property area and historic use and by replacement of the structures in-kind, that the requests are the minimum necessary to afford relief to applicant. We look forward to hearing from you upon acceptance of these explanations.

Thank you,



Lauren Heinsohn, Principal  
Fetch Consulting Group



### LEGEND:

- SLIP NUMBER  
 EX. DEPTH (IN FEET)

### ADJACENT PROPERTY INFORMATION:

#### WEST:

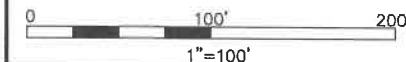
JAMES & DANIELLE FONTANELLA  
 SITE/MAILING ADDRESS:  
 3133 CATRINA LN, ANNAPOLIS, MD 21403  
 DEED REF: LIBER 35462 FOLIO 64  
 TAX MAP 57, GRID 9, PARCEL 164  
 TAX ACCT.# 2-005-90033428

#### EAST:

JAMES & ROSALIND KATCEF  
 SITE/MAILING ADDRESS:  
 3129 CATRINA LN, ANNAPOLIS, MD 21403  
 DEED REF: LIBER 26925 FOLIO 424  
 TAX MAP 57, GRID 9, PARCEL 143  
 TAX ACCT.# 2-578-90027543

### NOTES:

1. WATER DEPTHS ARE APPROXIMATED.
2. ELEVATIONS SHOWN HEREON ARE REFERENCED TO MEAN LOW WATER (MLW).
3. ALL PILE MEASUREMENTS ARE CENTER TO CENTER UNLESS OTHERWISE NOTED.



## EXISTING CONDITIONS PLAN

SCALE:  
 1" = 100'

AGENT:  
 FETCH, LLC  
 326 FIRST STREET, SUITE 16  
 ANNAPOLIS, MD 21403

APPLICANT/OWNER:  
 ANNAPOLIS COVE COMMUNITY MARINA

SITE ADDRESS:  
 3129 A CATRINA LANE  
 ANNAPOLIS, MD 21403

MAILING ADDRESS:  
 3129 A CATRINA LANE  
 ANNAPOLIS, MD 21403

### PROPERTY DETAILS:

ANNE ARUNDEL COUNTY, MD  
 TAX MAP: 57, GRID 9, PARCEL 164  
 TAX ACCOUNT # 200590033450  
 DEED REF.: /03434/ 00110  
 PLAT REF.: 0082/ 0030  
 AREA: 3.030 AC.  
 DATE: 7-15-25  
 SHEET 2 OF 5

### PROPOSED WORK:

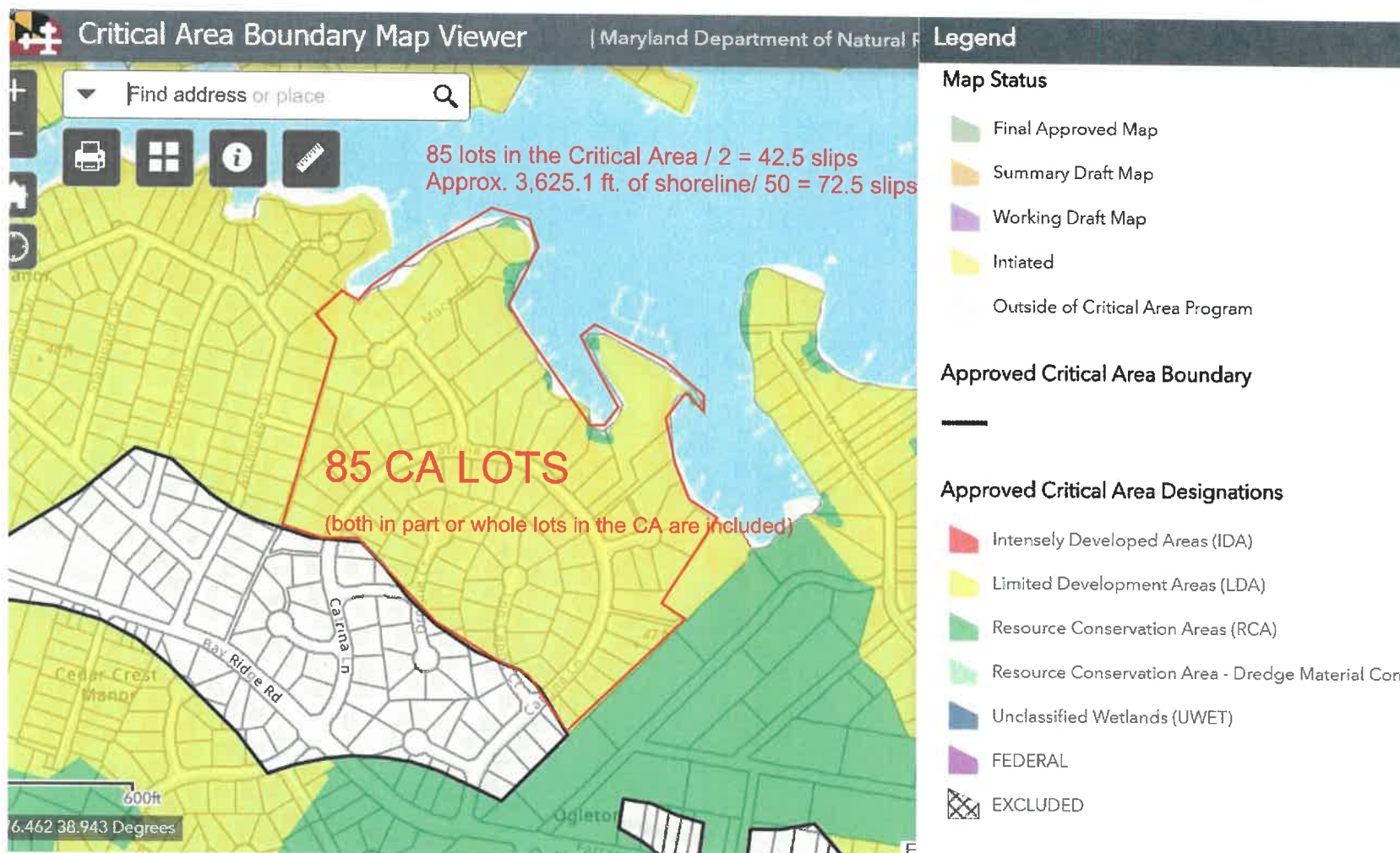
T-PIER AND WAVE SCREEN REPLACEMENT

ALL OF THE INFORMATION INCLUDED IN THIS PLAN IS FROM FIELD NOTES, AVAILABLE PLANS, AND PUBLIC PLATS. DIMENSIONS ARE APPROXIMATE. THIS PLAN IS NOT TO BE CONSIDERED A BOUNDARY SURVEY, AND DOES NOT INCLUDE EXISTING IMPEDIMENTS ON SITE OR NEIGHBORING PROPERTIES. OWNER SHOULD PERFORM PROPERTY BOUNDARY SURVEY FOR CORRECT DELINEATIONS. PROPERTY LINE EXTENSIONS AND SETBACKS ARE APPROXIMATED.

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**RE: VARIANCE & SPECIAL EXCEPTION REQUEST**

Applicant: Ogleton Property Owners Assoc Inc. (SDAT Name)  
Mailing Address: 3129 A Catrina Lane, Annapolis, MD 21403  
Site Address: 3129 A Catrina Lane, Annapolis, MD 21403  
Tax ID: 200590033450

**EXHIBITS**

**#1 – 2024 Aerial Image of Marina**





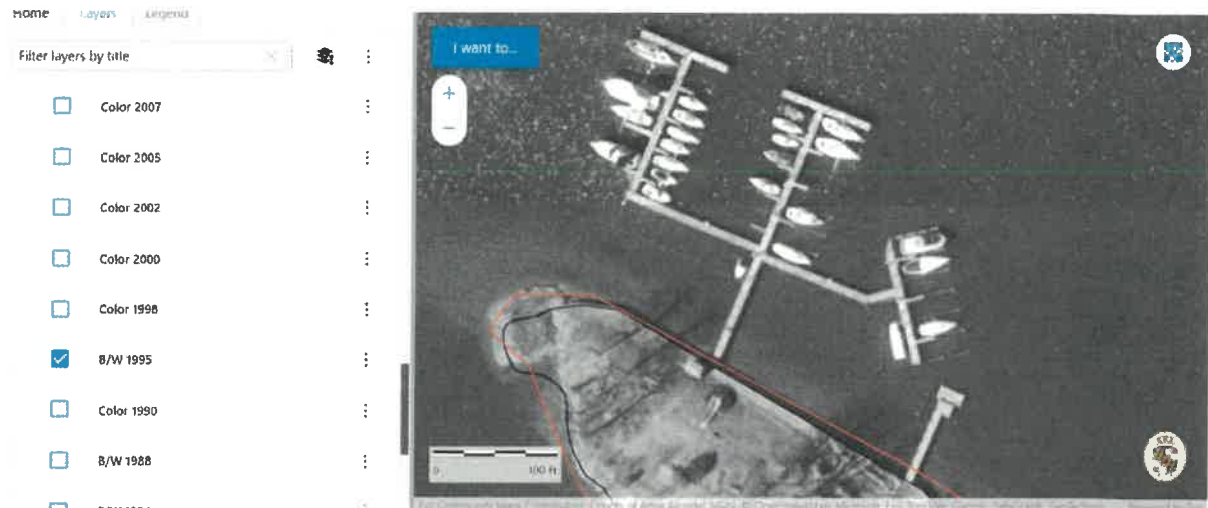
## #2 – 2014 Aerial Image of Marina



## #3 – 2014 Aerial Image of Marina



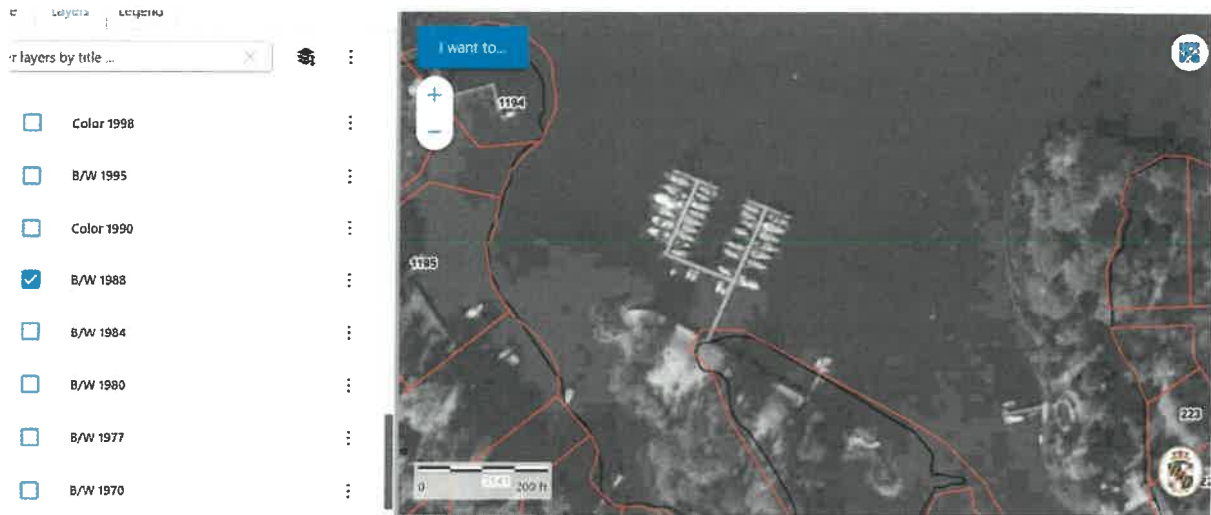
## #4 – 1995 Aerial Image of Marina



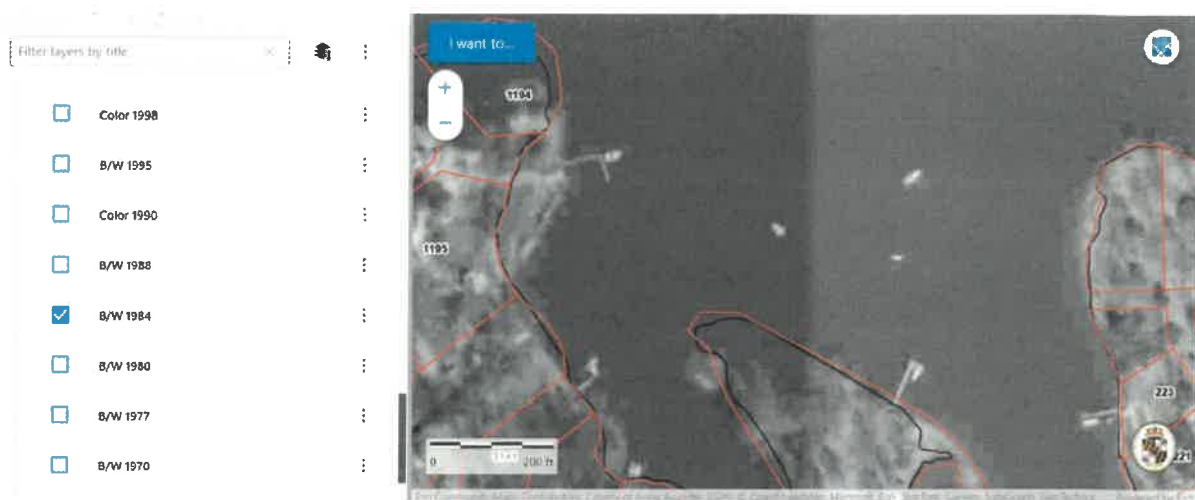
## #5 – 1990 Aerial Image of Marina



## #6 – 1988 Aerial Image of Marina



## #7 – 1988 Aerial Image of Parcel (no marina)







## OFFICE OF PLANNING AND ZONING

### CONFIRMATION OF PRE-FILE (2025-0062-P)

DATE OF MEETING: 06/30/2025

P&Z STAFF: Donnie D., Melanie M.

APPLICANT/REPRESENTATIVE: Lauren Heinsohn EMAIL: lauren@fetchconsultinggroup.com

SITE LOCATION: 3129B Catrina Lane, Annapolis LOT SIZE: 3.03 Acres ZONING: R2

CA DESIGNATION: LDA BMA: N or BUFFER: Y APPLICATION TYPE: Special Exception & Variance

The applicant is proposing to perfect the expansion of the community pier. Also proposed is the replacement of two "T-piers/wave screens". The property had previous special exception approvals for the community pier which recognized 50 slips. The current configuration now has 68 slips which exceeds the number allowed by the SE conditions by 13 per the CA Team Comments. A variance will be required to perfect a community pier with greater slips than allowed. A variance for setbacks may be required for the pilings that are within the setback, if they were constructed after the last SE approval for the community pier.

#### COMMENTS

The **Critical Area Team** commented that the special exception request and associated plans have been reviewed for property line extensions and setbacks as required under 18-2-404 for community piers. The request includes the allowance of additional slips that will exceed the limitations under 18-11-141 for community piers. The critical area section of OPZ has no objection to the request for the 13 additional small vessel docking slips.

**Zoning Administration Section:** The site plan should clearly label and show which slips/piers and pilings have been added since the last SE approval for the community pier. Should setback variances be required, distances to the extended lot lines will be required on the site plan. The justification for the additional slips to exceed the number allowed will need to be provided in the letter of explanation to address the variance criteria.

#### INFORMATION FOR THE APPLICANT

Section 18-16-201 (b) Pre-filing meeting required. Before filing an application for a variance, special exception, or to change a zoning district, to change or remove a critical area classification, or for a variance in the critical area or bog protection area, an applicant shall meet with the Office of Planning and Zoning to review a pre-file concept plan or an administrative site plan. For single lot properties, the owner shall prepare a simple site plan as a basis for determining what can be done under the provisions of this Code to avoid the need for a variance.

\*\*\* A preliminary plan checklist is required for development impacting environmentally sensitive areas and for all new single-family dwellings. A stormwater management plan that satisfies the requirements of the County Procedures Manual is required for development impacting environmentally sensitive areas OR disturbing 5,000 square feet or more. State mandates require a developer of land provide SWM to control new development runoff from the start of the development process.

Section 18-16-301 (c) Burden of Proof. The applicant has the burden of proof, including the burden of going forward with the production of evidence and the burden of persuasion, on all questions of fact. The burden of persuasion is by a preponderance of the evidence.

A variance to the requirements of the County's Critical Area Program may only be granted if the Administrative Hearing Officer makes affirmative findings that the applicant has addressed all the requirements outlined in Article 18-16-305. Comments made on this form are intended to provide guidance and are not intended to represent support or approval of the variance request.