

PIER GUIDELINES

PIER CONSTRUCTION GUIDELINES

These guidelines are to ensure systematic and consistent pier construction throughout the Jonathan's Landing development.

1. **DEFINITIONS**

The following definitions apply to these guidelines:

- a. **Bent:** A pile unit, structurally connected, consisting of two or more piles and a bent cap which supports the pier deck.
- b. **Bent Cap:** The poured reinforced concrete or wood unit which structurally connects the two pilings and upon which the pier deck rests.
- c. **Mooring Pile:** A wood or reinforced concrete pile located such that the docked boat is between the mooring pile and the pier.
- d. **Pier:** Pile supported structure extending into the waterways for docking boats or other recreational or personal watercraft.
- e. **Pier Easement:** Identifies the boundaries within which a pier may be constructed and must be maintained. Pier Easements are granted by the POA and recorded in the public records of Palm Beach County, Florida.
- f. **Gangway:** The pile supported structure providing access to the pier.
- g. **Sleepers:** Longitudinal wood or concrete members, constructed parallel to the centerline of the pier and securely fastened to the bent cap to which the topmost traverse decking is fastened.
- h. **Bulkhead:** A wall built of wood, concrete or other fabricated material, along the shoreline to mitigate wave and current erosion of the uplands, and as a retaining wall to keep uplands from becoming submerged lands.

- i. Floating Dock: A dock that floats on the water or that can be partially submerged to permit entry of a ship or personal watercraft or vessel and may be raised again to floating position, to keep the personal watercraft or vessel dry.
- j. Personal Water Craft: Personal watercraft shall be defined in accordance with Section 327.02(30), Florida Statutes, as amended from time to time. As of the publication of this definition, a Personal Watercraft is defined as: A vessel less than 16 feet in length which uses an inboard motor, powering a water jet pump as its primary source of motive power, and which is designed to be operated by a person sitting, standing or kneeling on the vessel, rather than in the conventional manner of sitting or standing inside the vessel.

2. **PIER EASEMENTS & LOCATION**

Given the important considerations of safe navigation and channel widths as determined by JL POA, the use of the waterways for private piers and the docking of vessels is subject to Pier Easements. Upon receipt of all requisite application forms, JL POA will review and grant homeowners specific Pier Easements which will allow for the limited use of this property solely for the construction and maintenance of a pier and the mooring of a vessel. In turn, this pier must be maintained in good repair and appearance.

All Pier Easements granted by the JL POA are recorded in the public records of Palm Beach County. Importantly, all vessels, piers, mooring piles, boat lifts, etc., serving a lot, must remain within the outer limits of the lot's Pier Easement as granted by the JL POA.

No portion of any single pier including any mooring piles, boat lifts, etc., shall be constructed closer than six (6) feet from the outer limits of the Pier Easement of the lot served.

In addition, in the interest of safe navigation and docking maneuverability, vessels docked parallel to the shoreline may not extend closer than six (6) feet from the side limits of the Pier Easement of the lot served. Piers, mooring piles, boatlifts, vessels, etc., approved prior to the effective date of these guidelines, which do not strictly comply with the same shall be deemed “grandfathered” and shall be permitted to remain. However, any replacement piers, mooring piles, boat lifts, vessels, etc., shall be required to comply with these guidelines.

To allow solely for perpendicular docking, “Joint Piers” shall be constructed such that the joint or common Pier Easement line is coincident with the centerline of the proposed joint pier and is processed as a “special exception” requiring approval by the Village or Condominium HOA and then by the DCB.

“Common Piers” which are piers which serve multiple lots, shall be constructed such that the gangway connecting the pier to the shore is best located within the common area associated with the lots for which the pier is constructed.

Gangways for all piers shall be constructed such that the gangway is located wherever possible to prevent shoreline vegetation disruption. Location of the dock through the mangroves will be only as approved by Palm Beach County and any other governing entity requiring its’ approval.

All piers, mooring piles, boat lifts, etc. shall require written prior approval of COA or HOA. After approval by the COA or HOA, DCB approval must be sought and obtained.

3. **CONSTRUCTION STANDARDS**

- a. **Piles:** The piles for all piers shall be 10” or 12” square pre-stressed concrete piles or 8” to 12” diameter pressure treated wood piles. Longitudinal pile spacing shall be not less than ten (10) feet on centers nor more than fifteen (15) feet on centers. Each bent shall

contain a minimum of two piles, spaced no more than 5' apart, unless prior written approval is granted by the CA or HOA and the DCB.

- b. **Bent Caps:** The bent caps may be constructed of either pressure treated wood, wood substitute or equal, or concrete. If of wood, wood substitute or equal construction, the wood members shall be securely bolted to the piles to form a secure structural unit.
- c. **Decking:** The decking for all piers shall be constructed in one of the following methods:
 1. For use with piers having either wood, wood substitute or equal, or concrete bent caps, structural wood stringers shall span longitudinally from bent cap to bent cap. The size and number of stringers are to be determined by the contractor. Stringers are to be structurally attached to bent caps. The wood, wood substitute or equal decking shall be securely attached to the stringers. The wood, wood substitute or equal decking shall not exceed eight (8) feet in width when measured perpendicular to the centerline of the pier centerline.
 2. For use with piers having concrete bent caps only: The pier decking is composed of two parts. The lower part shall be constructed of pre-stressed concrete decking. Concrete deck units shall not exceed six (6) feet in width and shall be of sufficient length to span from bent cap to bent cap. Thickness and shape of the pre-stressed concrete deck slabs shall be determined by the contractor. Pre-stressed concrete deck slabs shall be structurally connected to the bent caps.
 3. The topmost transverse decking shall be constructed of wood planking, wood substitute or equal, securely connected to sleepers. The sleepers shall be constructed parallel to the

centerline of the pier and securely fastened to the concrete deck. The decking shall be perpendicular to the sleepers and securely fastened to the sleepers. The decking shall not exceed eight (8) feet in width, when measured perpendicular to the pier centerline.

- d. **Lighting:** Lighting shall be provided by the owner. Approved UL fixtures shall be mounted such that the highest point of the fixture is two (2) feet above the wood decking, unless otherwise approved in writing by the DCB.

The conduit for providing the electrical service shall not be exposed or visible. Pier head electrical receptacles and shore power boxes shall be U.L. approved for marine application. For security purposes, it is recommended that a sensor light be installed on the pier.

- e. **Gangway:** Gangways shall be of the same type construction as the piers. Handrails shall be constructed of wood, wood substitute or equal posts with horizontal wood, wood substitute or equal. The handrail system shall be structurally connected to the gangway.

4. **PIER RESTRICTIONS:**

Written approval of the pier plan must first be obtained from the DCB. Additionally, it is the lot owner's responsibility to obtain or comply with all necessary federal, state and local permits and ordinances prior to construction.

- a. No shoreline vegetation root system shall be removed and no pruning of mangroves shall be done except in accordance with the Palm Beach County Department of Environmental Regulation guidelines.

- b. No dredging or excavation will be permitted, except with the prior written approval of JL POA and all federal, state and local permitting agencies.
- c. All wood, wood substitute or equal utilized in pier construction shall be treated with a preservative or pressure treated such that it is suitable for use in a marine environment.
- d. Floating docks are not permitted in the saltwater or freshwater areas of Jonathan's Landing. However, floating docks that can be partially submerged to permit entry or launching of a personal watercraft (PWC) (see Definition "j") or boat, and used only to store such vessels, may be permitted. Given the many varieties of such floating facilities, each proposed installation will be reviewed separately for its suitability and approved by the DCB if so determined.
- e. Observation piers (piers constructed parallel to the shoreline just waterward of the vegetation lines with the gangway connecting the pier to the uplands) and railing along the water side can be constructed, although their function is not for the docking of boats.
- f. The permanent docking of boats to observation piers or piers in areas without pier headlines is prohibited.

BULKHEADS & SEAWALLS

Construction of bulkheads and seawalls require Palm Beach County permits and must comply with all necessary federal, state and local permits and ordinances. Materials shall be of pressure treated wood or wood substitute, concrete, steel or vinyl panels supported with steel rod tiebacks when appropriate. Panels shall be gray or any muted color. All bulkheads and seawalls must be capped with comparable materials.