

2012-V-040

Project Name: n/a

Applicant and/or Property Owner: Carl T. Ragland, Jr.

Representative: n/a

Request: Variance to reduce the front accessory building setback from 25 feet to 1 foot to accommodate a carport cover.
(LDC 2.10.05.B.1, 6.05.12.E.1.3)

Zoning District: PUD (Planned Unit Development)

Zoning Board Decision: Denied with a vote of 4-3

Appellant: Carl T. Ragland Jr.

STAFF ANALYSIS

Variance 2012-V-040

I. **Applicant:**

Carl T. Ragland, Jr.

II. **Request:**

Variance to reduce the front accessory building setback from 25 feet to 1 foot to accommodate a carport cover

III. **Land Development Code Criteria:**

2.10.05 Accessory Buildings and Structures

B. Encroachment of Yards in lots located in Recorded Subdivisions or lots less than one (1) acre in size - Accessory buildings or structures on lots in recorded subdivisions in residentially zoned districts or less than one (1) acre in size may be located within all yards and must observe the following conditions:

1. Any accessory structure closer than ten (10) feet to the main building shall be construed as part of the main building and shall observe all setbacks required for the main building (refer to Sections 2.10.00, 6.05.00, 6.08.00 and 12.01.02).

6.05.12 PUD - Planned Unit Development District

E. **Procedure For Approval of a Planned Unit Development:** The procedure for obtaining a change in zoning district for the purpose of undertaking a PUD shall be as follows:

1. Preliminary Planned Unit Development and Master Plan Approval: The applicant shall submit to the Planning Director, his application for the PUD zoning classification and shall submit the following exhibits at the same time.
 - a. A statement of objectives describing the general purpose and character of the proposed development including type structures and uses.
 - b. A Vicinity Map showing the location of the proposed development.
 - c. Boundary survey and legal description of the property.
 - d. A Topographic Survey.

STAFF ANALYSIS

- e. A Master Plan. A master plan, drawn at a scale suitable for presentation, showing and/or describing the following:
 - 1) Proposed Land Uses Including Type Structures
 - 2) Lot Sizes
 - 3) Building Setbacks: Proposed building setbacks shall be noted and shall define the distance buildings will be setback from:
 - (a.) Surrounding property lines.
 - (b.) Proposed and existing streets.
 - (c.) Other proposed buildings.
 - (d.) The center line of rivers, streams and canals.
 - (e.) The high water line of lakes.
 - (f.) Other man-made or natural features which would be affected by building encroachment.

IV. Proposed Location:

2341 Mary Anne Circle, Navarre; this property is located north of Navarre Parkway between Crescent Wood Road and Orion Lake Drive, on the north side of Mary Anne Circle in the Orion Lake Subdivision within the Navarre community (Parcel Number 13-2S-26-3005-00200-0840)

V. 2.04.00 SPECIAL EXCEPTIONS AND VARIANCES: The BOA shall have the following duties and powers:

B. **No variances shall be authorized under this provision unless the Board finds that all of the following conditions exist:**

- 1. The special circumstances or conditions applying to the building or land in question are peculiar to such property and do not apply generally to other land or buildings in the vicinity.

Is this criterion met?

NO

Staff Analysis: Staff has determined that there are no special circumstances regarding the land or building in question, and that this parcel does not possess unique qualities with respect to size or exceptional shallowness that are peculiar to

STAFF ANALYSIS

such property and not to other lots within the area.

The applicant is seeking relief from a section of the Ordinance which regulates the placement of accessory buildings.

The applicant wishes to place a carport cover, 18 feet in width and 21 feet in length, in front of his home to protect his vehicles from the environment (sun, wind, and rain).

2. The variance is necessary for the preservation and enjoyment of a substantial property right and not merely to serve as a convenience to the applicant.

Is this criterion met?

NO

Staff Analysis: This Variance request is not necessary for the preservation and enjoyment of a substantial property right and serves merely as a convenience to the property owner.

3. The authorization of the variance will not impair an adequate supply of light and air to adjacent property or unreasonably increase the congestion in public streets, the danger of fire, imperil the public safety, unreasonably diminish or impair established property values within the surrounding area or in any other respect impair the health, safety, comfort, morals or general welfare of the inhabitants of Santa Rosa County.

Is this criterion met?

YES

Staff Analysis: The authorization of this Variance will not impair an adequate supply of light and air to adjacent property, increase congestion to public streets, or impair the public safety. It is unknown whether the authorization of this Variance will unreasonably diminish or impair established property values within the surrounding area.

STAFF ANALYSIS

4. The variance will not impair the intent of the zoning ordinance or zoning district map.

Is this criterion met?

NO

Staff Analysis: If authorized, a Variance without special circumstances would impair the intent of the zoning ordinance.

5. To permit the reduction of parking or loading requirements whenever the character or use of a building is such as to render unnecessary the full provision of parking or loading facilities as specified herein or whenever the strict enforcement of such provision would impose an unreasonable hardship as contrasted with merely granting an advantage or convenience.

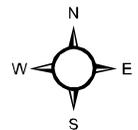
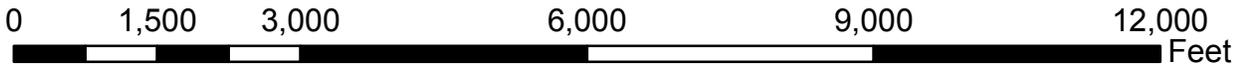
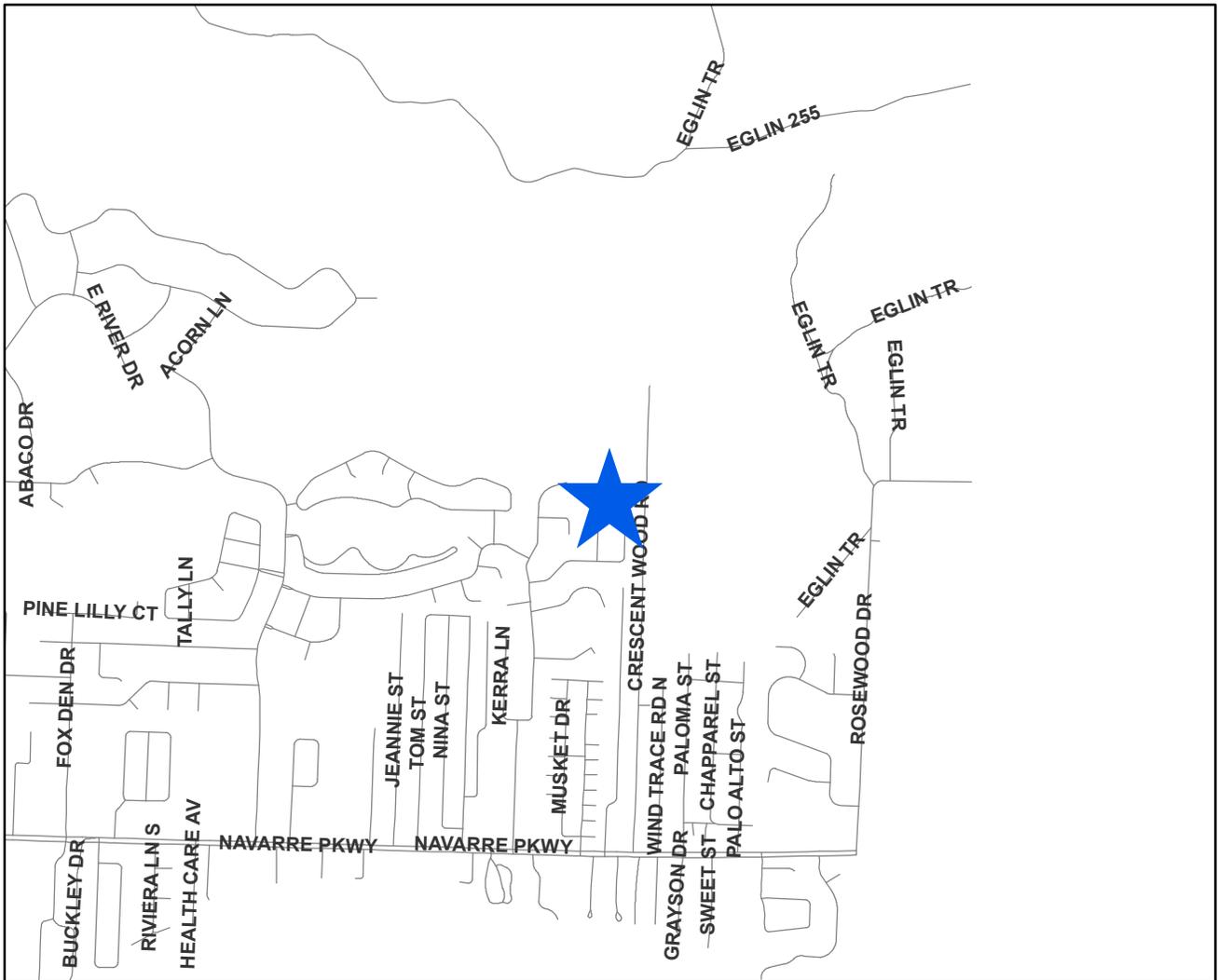
Is this criterion met?

N/A

Staff Analysis: The proposed request does not apply to the reduction of parking or loading requirements nor does it apply to the access management standards which would affect the safety or operation of the roadway.

Additionally, variances from access management connection standards may be granted where the effect of the variance would be to enhance the safety or operation of the roadway.

Location

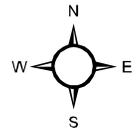
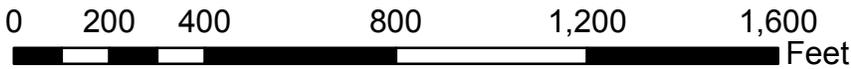
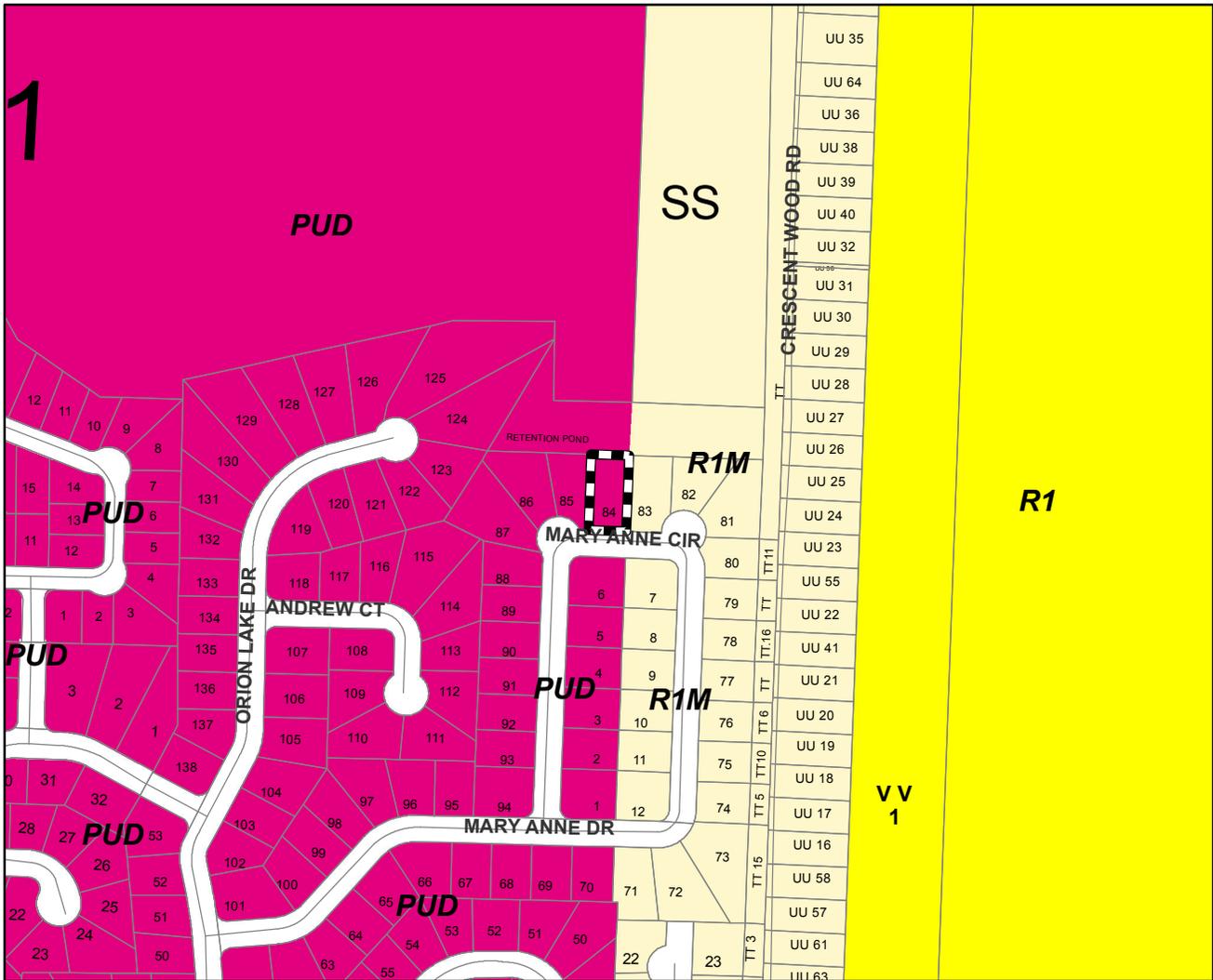


Legend

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2012-V-040 Zoning



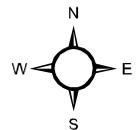
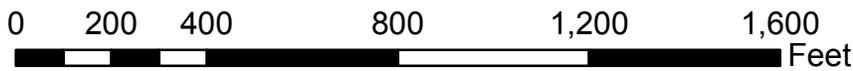
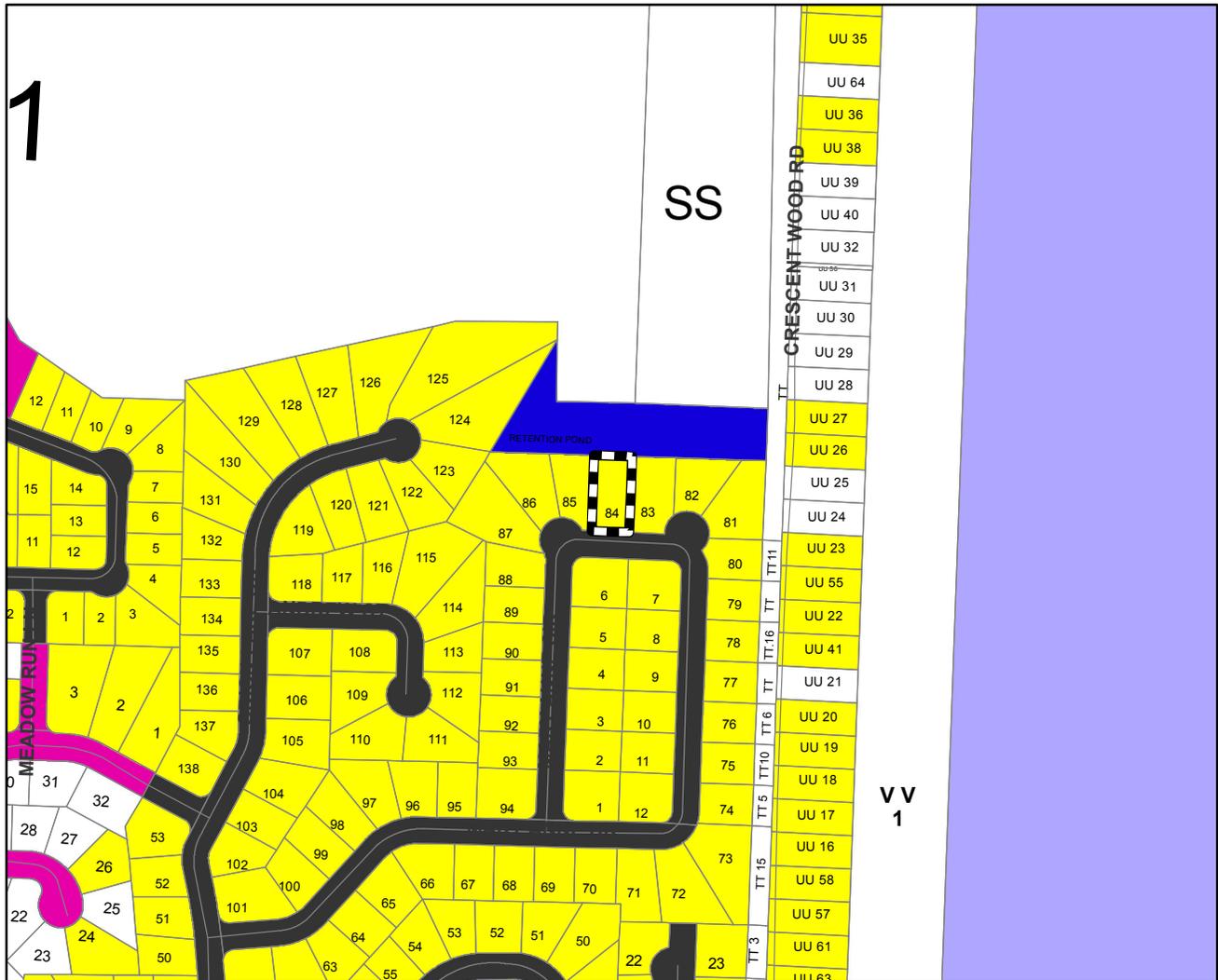
Legend

Agriculture/Rural Residential (AG)	General Industrial (M-2)	Single Family Residential (R-1A)	Hotel - Navarre Beach
AG within an Accident Potential Zone (AG-APZ)	M2 within an Accident Potential Zone (M2-APZ)	Mixed Residential Subdivision (R-1M)	Navarre Beach - High Density
Agriculture (AG2)	Planned Industrial Development (PID)	R1M within an Accident Potential Zone (R1M-APZ)	Navarre Beach - Medium Density
AG2 within an Accident Potential Zone (AG2-APZ)	Neighborhood Commercial (NC)	R1M within the Heart of Navarre (R1M-HON)	Navarre Beach - Planned Mixed Use Development
Marina (C-1M)	NC-APZ	Medium Density Residential (R-2)	Navarre Beach - Conservation/Recreation
Marina and Yacht Club (C-2M)	NC within the Heart of Navarre (NC-HON)	R2 within an Accident Potential Zone (R2-APZ)	Navarre Beach - Single Family
Historical/Commercial (HC-1)	Passive Park (P-1)	R2 within the Heart of Navarre (R2-HON)	Navarre Beach - Medium High Density
Highway Commercial Development (HCD)	P1 within the Heart of Navarre (P1-HON)	Medium Density Mixed Residential (R-2M)	Navarre Beach - Utilities
HCD within an Accident Potential Zone (HCD-APZ)	Active Park (P-2)	R2M within an Accident Potential Zone (R2M-APZ)	State
HCD within the Heart of Navarre (HCD-HON)	P2 within an Accident Potential Zone (P2-APZ)	R2M within the Navarre Town Center (R2M-NTC)	State within an Accident Potential Zone (STATE-APZ)
HCD with the Navarre Town Center (HCD-NTC)	P2 within the Heart of Navarre (P2-HON)	Medium High Density Residential (R-3)	RAIL
Historical/Single Family (HR-1)	Planned Business District (PBD)	Rural Residential Single Family (RR-1)	Right of Ways
Historical/Multiple Family (HR-2)	Planned Unit Development (PUD)	RR1 within an Accident Potential Zone (RR1-APZ)	Military
Restricted Industrial (M-1)	Single Family Residential (R-1)	Navarre Town Center 1 (TC1)	Water
M1 within an Accident Potential Zone (M1-APZ)	R1 within an Accident Potential Zone (R1-APZ)	Navarre Town Center 2 (TC2)	Municipal Boundaries
M1 within the Heart of Navarre (M1-HON)	R1 within the Heart of Navarre (R1-HON)	Navarre Beach - Commercial	

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2012-V-040 Existing Land Use



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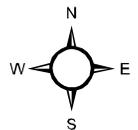
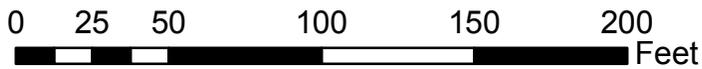
Existing Land Use CATEGORY

- | | | |
|----------------------------------|-------------------------------------|---------------------------------|
| Agriculture (AG) | Institutional (INST) | Recreation/Open Space (REC/OS) |
| Agriculture, Homestead (AH) | Multi-Family Residential <5 (MFR<5) | Right of Way (ROW) |
| Condo's/Townhomes (C/T) | Multi-Family Residential >5 (MFR>5) | Single Family Residential (SFR) |
| City | Military | Silviculture (SILVICUL) |
| Commercial (COMM) | Mixed Residential/Commercial (MRC) | Uncategorized (UNCAT) |
| Industrial | Office | Utilities |
| Public Owned Property (POP) | Rail | Vacant |
| Recreation/Commercial (REC/COMM) | | Water |

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2012-V-040
Aerial



Legend



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Date: September 18, 2012

To: Kelly Hobbs
SRC Development Services

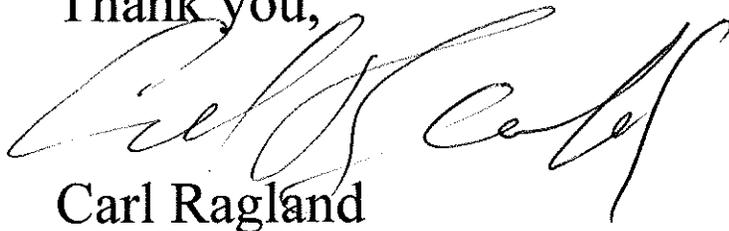
From: Carl Ragland

Re: Appeal to the BOCC for Case No.
2012-V-040

I would like to appeal the Zoning Board's decision made on September 13th for Case No. 2012-V-040 for a variance to reduce the front accessory building setback from 25 feet to 1 foot to accommodate a carport cover.

If you have any questions, please feel free to contact me at 850-939-2382, home or 850-218-9372, cell.

Thank you,



Carl Ragland

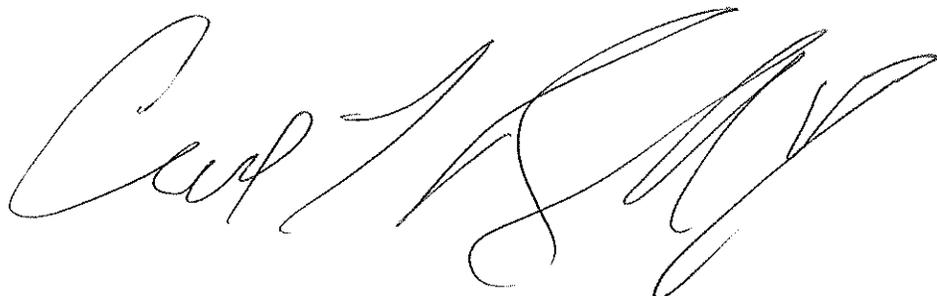
Point Paper for a Variance from zoning to reduce the front accessory building setback from 25 to 1 foot.

1. The main reason for the appeal is no reason was given for the denial of the request.
2. There wasn't any open discussion among the voting members that I could see.
3. My understanding of the reason for my attendance at the board was to answer any questions surrounding the carport that they had.
4. I wasn't asked but one question concerning why I wasn't using the garage. When I replied that the garage was full, I think they took my statement the wrong way. I should of explained further that it already had two cars in there.
5. Since this was the first time during my 20 years as a resident that I have come before the board of this type I thought the board understood what I was requesting from the information given.
6. From the amount of discussion that took place, I see now they didn't have enough information possibly.

7. I didn't want to bore the board with what I perceived they understood.
8. I see now I should of.
9. The purpose of the original request for a variance to install a Carport was in seeking a solution to a two fold problem that I've been having for quite some time now. Damage to items in the garage caused by excessive heat in the garage area and damage to the vehicle left outside in direct sunlight.
10. My driveway faces south, which takes the brunt of the heat from the sun, heating up the concrete driveway and garage door area. This is creating problems for the vehicle left outside and for my other two vehicles and other items, like freezers in the garage. One of my vehicles is a restored classic which I keep covered in the garage.
11. I feel the carport would help reduce the heating in this area by removing the sunlight from the concrete closest to the garage area and garage door during the hottest parts of the day.
12. Although a temporary structure would be a solution, I'd rather deal with a

structure that is stronger and more appealing.

13. The proposed structure is certified for the state of Florida with a 130 mph wind rating and will be anchored to the driveway slab. My intent if approved, is to increase the wind rating of the structure up to 150 mph.
14. After looking at several carport shapes, I chose the one that came the closest to the shape of my garage area and if approved I intend to have the company include a **gable end** on the forward, street facing side, which would help it blend into the way the house looks, including a color scheme like the garage area.
15. The property is **not** located on a main road of the subdivision. It is halfway around on the back side of a circle, with the swamp to the rear of my property.
16. Also noteworthy is that none of my neighbors within the affected 150 foot area complained after being mailed letters informing them of my intent.

A handwritten signature in black ink, appearing to read "Carl S. Myers". The signature is fluid and cursive, with the first name "Carl" being the most prominent and legible part.



Santa Rosa County Development Services



Community Planning, Zoning,
and Development Division
Fax: (850) 983-9874

Santa Rosa County Public Service Complex
6051 Old Bagdad Highway, Suite 202 Milton, Florida 32583
www.santarosa.fl.gov
Office: (850) 981-7000

Building Inspections
Compliance Division
Fax: (850) 623-1208

Variance Application

* Application Instructions begin on Page 5

* Sept. meeting

** For Official Use Only **			
Application No.	2012-V-040	Date Received:	8/31/2012
Review Fee:		Receipt No.:	160
Zoning District:	PUD	FLUM Designation:	PUD MRC

Property Owner Property Owner Name: Carl T. Ragland Jr.
 Address: 2341 Mary Anne Circle
Navarre, FL 32566
 Phone: (850) 939-2382 Fax: cell # 218-9372
 Email: bubblejig@mchsi.com

Applicant Check here and skip this section if the applicant is the Property Owner. Otherwise, complete this section and provide authorization from the Property Owner giving the Applicant the authority to pursue variance approvals.

Company: _____
 Contact Name: _____
 Address: _____
 Phone: _____ Fax: _____
 Email: _____

33 acres

Property Information Parcel ID Number(s): 13-25-26-3005-00200-0840
 -OR-
 Street Address of property for which the Variance is requested: .333

Variance Request

What is the present use of the property? family home

Please describe the requested variance, including exact dimensions and purpose of the variance.

Car Port. Certified (130 mph) 18' x 21' long
all steel cover with 7' anchored legs. Roof color
set to match garage color. See attached sheet for builder and building info!

Please describe the special circumstances or conditions that apply to the building or land in questions which necessitate the variance request.

No shade in front of home, near driveway.
Need a covered port to help protect vehicles
left in driveway.

Are the special conditions or circumstances described above the result of a proposed or prior action of the applicant? Yes X No

Please explain why the literal enforcement of the provisions of the Land Development Code will result in unnecessary hardship.

Sun and weather damage to vehicles left
in driveway

Variance Provisions And Criteria

Do you currently have a Code Enforcement Violation which pertains to this Variance request? Yes No

I understand that all decisions made by the Zoning Board of Adjustment are subject to appeal and that their decision does not become effective until the appeal time has successfully passed. Yes No

I understand that approval by the Zoning Board of Adjustments does not authorize construction and/or land clearing to occur on this site and that additional approvals and Building Permits may be required. Yes No

I understand that determinations by the Zoning Board of Adjustment are valid for 36 months. Yes No

Certification and Authorization

By my signature hereto, I do hereby certify that the information contained in this application and the required supplemental materials is true and correct, and understand that deliberate misrepresentation of such information will be grounds for denial or reversal of this application and/or revocation of any approval based upon this application. I do hereby authorize County staff to enter upon my property at any reasonable time for purposes of site inspection.

Carl T. Ragland Jr
Applicant Name (Type or Print)

Title (if applicable)

[Signature]
Applicant Signature

August 4, 2012
Date

Santa Rosa County Development Services

Attachment 1

Builder : My Building Designs
5581 Hwy 87 East
San Antonio, TX 78222

Phone: 210.648.7200
FAX: 210.648.7204

Email Address: sales@mybuildingdesigns.com

Building: Carport Cover



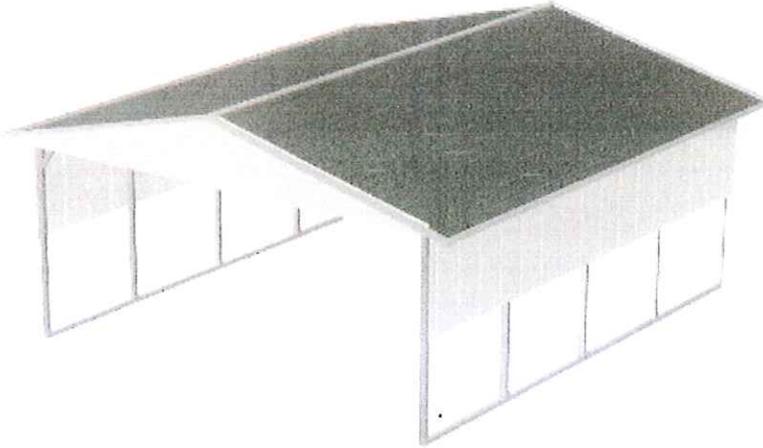
This model is an 18' wide and 21' long Carport Cover and is constructed from a 14 Ga. galvanized steel framing and 29 Ga. Steel panels with a baked-on enamel finish. 13 colors to choose from to aid in matching the surrounding décor. This model is Certified and rated with a 130 mph wind rating. Comes standard with 5' legs which offer 6'6" clearance in the corners and 8' at the roof's peak, plus Braces on every bow at the roof's peak and on all four corners for added support.

(I plan on getting 7' legs which offer roughly 8'6" clearance on the corners and 10' at the roofs peak)

Proposed Carport Design



ELEPHANT STRUCTURES
CARPORT.COM



CARPORT.COM
BUILDID

TOLL FREE: (855) CAR-PORT

	Length	Height	Garages	Windows	Walk-ins
18	20	7	0	0	0

Roof Color:



Trim Color Selection:



Wall Style Selection (Sides):

No Wall
 1/2 (Top)
 1/2 (Bottom)
 Closed

Siding Orientation (Sides):

Horizontal Orientation **Vertical Orientation**

Wall Color Selection (Sides):



End Style Selection:

(Front) No Wall **Gable** Closed

(Back) **No Wall** Gable Closed

Siding Orientation (Ends):

Horizontal Orientation Vertical Orientation

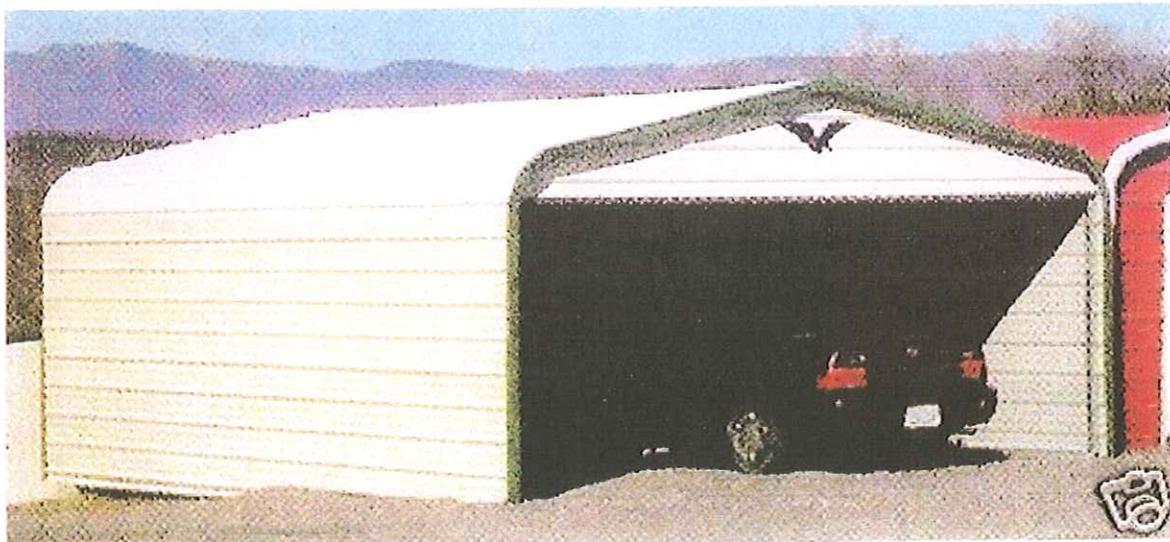
End Color Selection:



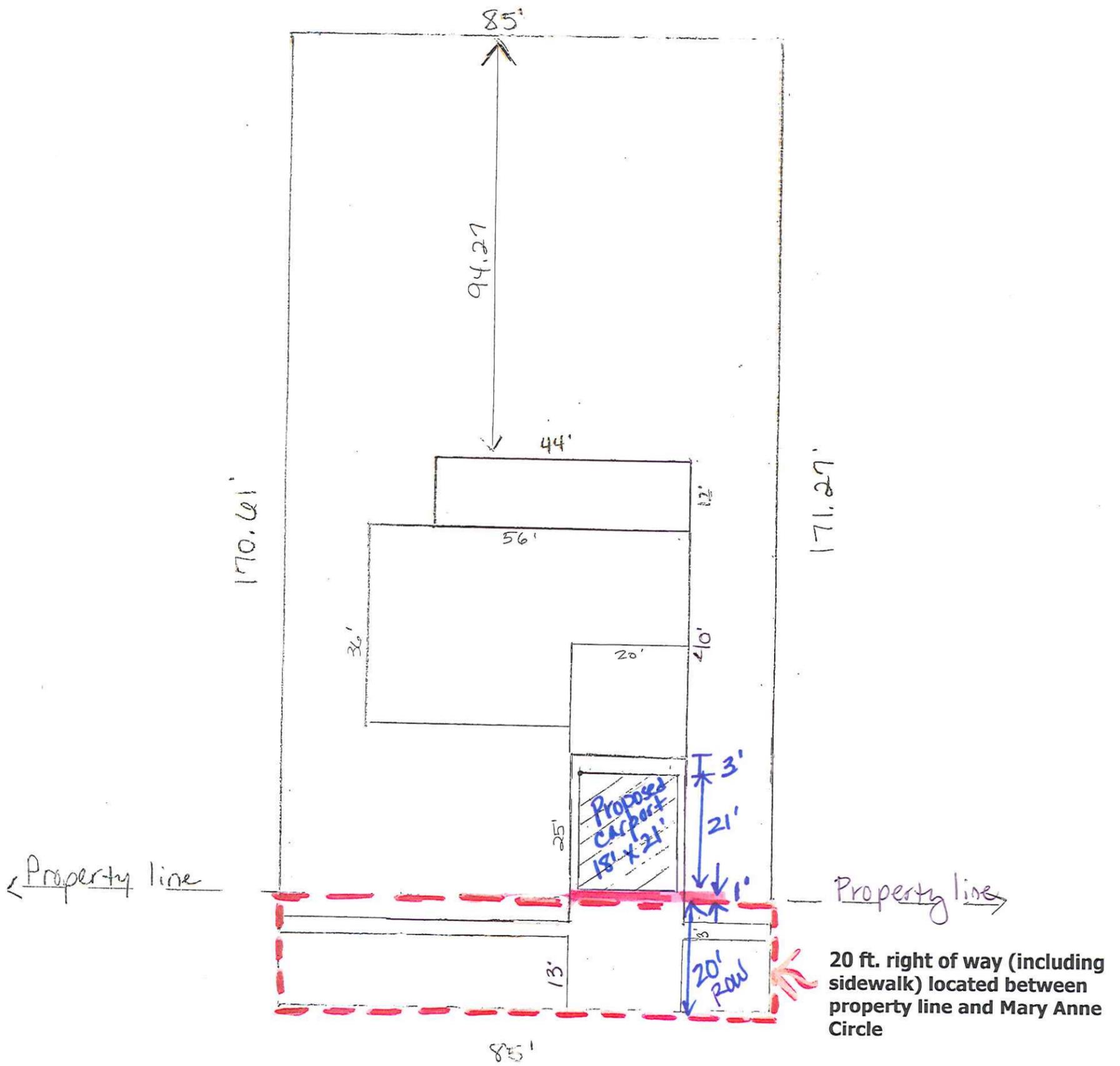
Sample Picture of Certified Carport up to 120 mph winds 18 X 21 FL



Sample Picture of Certified Carport Gable Ends with color Trim Band



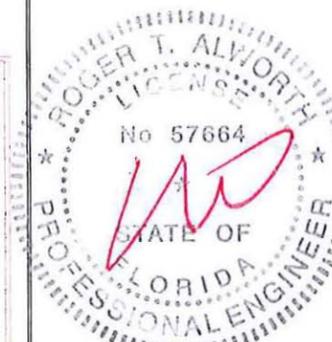
Walls are an option with this model, however they are not needed for my application.



REVISIONS	
DATE	DESCRIPTION

DESIGNED EXCLUSIVELY FOR
USA STEEL BUILDINGS, INC.
16398 FANCY GAP HIGHWAY
CANA, VA 24317
(800) 579-8589

SEP 25 2012



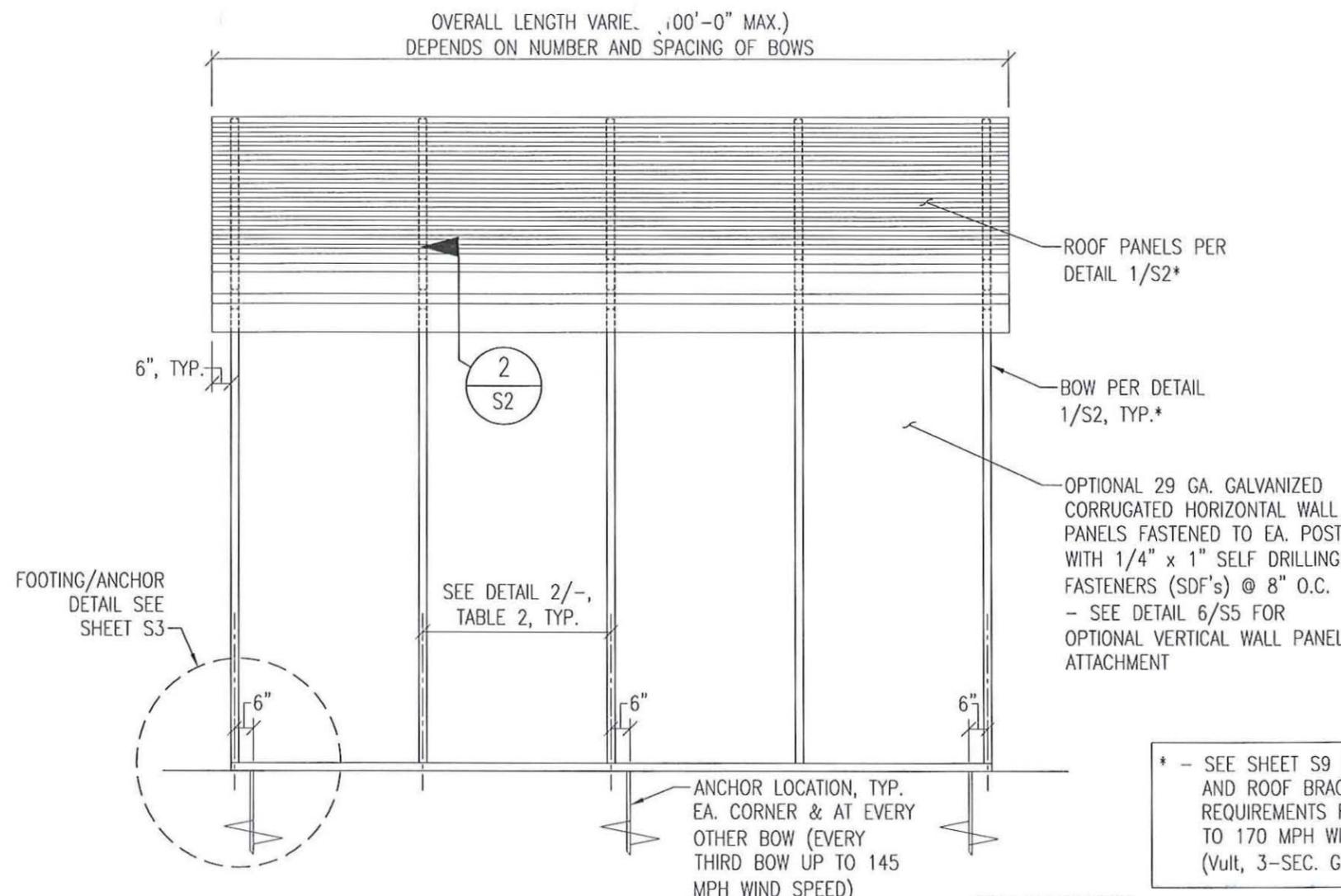
DRAWING INDEX

- S1 ELEVATION VIEW & NOTES
- S2 BOW FRAME DETAILS
- S3 ANCHORAGE DETAILS
- S4 END WALL ELEVATIONS
- S5 DETAILS
- S6 DETAILS
- S7 DETAILS
- S8 DETAILS
- S9 WALL BRACING DETAILS

CLIENT: Carl Ragland

PROJECT LOCATION: Navarre, Florida

THE DRAWINGS PRESENTED IN THIS PACKAGE ARE INTENDED FOR A SINGLE USE FOR THE CLIENT LISTED ABOVE AT THE LOCATION LISTED ABOVE. THESE DRAWINGS SHALL NOT BE REPRODUCED, REUSED, "CARD FILED", SOLD TO A THIRD PARTY, OR ALTERED IN ANY WAY WITHOUT THE WRITTEN AUTHORIZATION OF VECTOR STRUCTURAL ENGINEERS, PC. PLANS ARE ONLY VALID IF THIS STAMP AND SIGNATURE ON ENGINEER'S STAMP APPEAR IN RED.



SIDE ELEVATION

N.T.S. 1

OVERALL LENGTH VARIE (100'-0" MAX.)
DEPENDS ON NUMBER AND SPACING OF BOWS

6", TYP.

2/S2

ROOF PANELS PER
DETAIL 1/S2*

BOW PER DETAIL
1/S2, TYP.*

OPTIONAL 29 GA. GALVANIZED
CORRUGATED HORIZONTAL WALL
PANELS FASTENED TO EA. POST
WITH 1/4" x 1" SELF DRILLING
FASTENERS (SDF's) @ 8" O.C.
- SEE DETAIL 6/S5 FOR
OPTIONAL VERTICAL WALL PANEL
ATTACHMENT

FOOTING/ANCHOR
DETAIL SEE
SHEET S3

SEE DETAIL 2/-,
TABLE 2, TYP.

ANCHOR LOCATION, TYP.
EA. CORNER & AT EVERY
OTHER BOW (EVERY
THIRD BOW UP TO 145
MPH WIND SPEED)

* - SEE SHEET S9 FOR WALL
AND ROOF BRACING
REQUIREMENTS FOR 160
TO 170 MPH WIND SPEED
(Vult, 3-SEC. GUST)

BOW SPAN (SEE DETAIL 1/S2)	BOW SPACING
12'-0" TO 24'-0"	5'-0"
26'-0" TO 30'-0"	3'-6"

POST HEIGHT	POST/BOW GAGE	
	BELOW 145 MPH** MAX. WIND SPEED	145 MPH** TO 170 MPH** MAX. WIND SPEED
12'-0" MAX.	14 GA*	12 GA*

* - 14 GA TS SECTIONS TO BE 2-1/2" SQUARE
12 GA TS SECTIONS TO BE 2-1/4" SQUARE
** - Vult (3-SEC. GUST)

BOW FRAMING TABLES

N.T.S. 2

NOTES:

1. DESIGN IS BASED ON THE 2010 FLORIDA BUILDING CODE WITH AMENDMENTS AND THE ASCE 7-10 STANDARD.
2. LOADS:
ROOF LIVE LOAD = 20 PSF
WIND: Vult = 170 MPH (MAX.), (3-SEC. GUST)
EXPOSURE: C
RISK CATEGORY: I
3. STEEL STRENGTH SHALL BE AS FOLLOWS:
14 GA & ALL OTHER: Fy = 50 KSI, U.N.O.
12 GA: Fy = 64.5 KSI
4. LOCATE ANCHORS AT EACH END OF BOW.
5. FASTEN METAL ROOF PANELS TO BOW FRAME WITH 1/4"x1" SELF DRILLING FASTENERS (SDF) @ 8" O.C. MAX.
6. ALL FIELD CONNECTIONS SHALL BE 1/4"x1" SELF DRILLING SCREWS.
7. ALL SHOP CONNECTIONS SHALL BE WELDED.
8. CONTRACTOR/OWNER TO VERIFY FOOTING REQUIREMENTS WITH LOCAL BUILDING DEPARTMENT PRIOR TO CONSTRUCTION. FOOTING DESIGN IS THE RESPONSIBILITY OF OTHERS.

ELEVATION VIEW & NOTES

STANDARD CARPORT
WITH OPTIONS

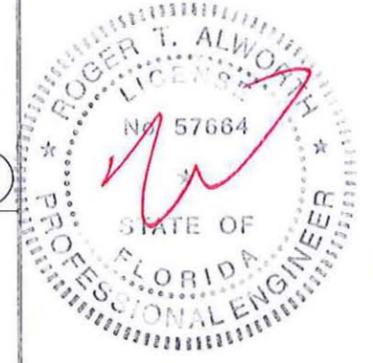
U1332-001-111

S1 REV 0

REVISIONS	
DATE	DESCRIPTION

DESIGNED EXCLUSIVELY FOR
USA STEEL BUILDINGS, INC.
16398 FANCY GAP HIGHWAY
CANA, VA 24317
(800) 579-8589

SEP 25 2012



BOW FRAME DETAILS

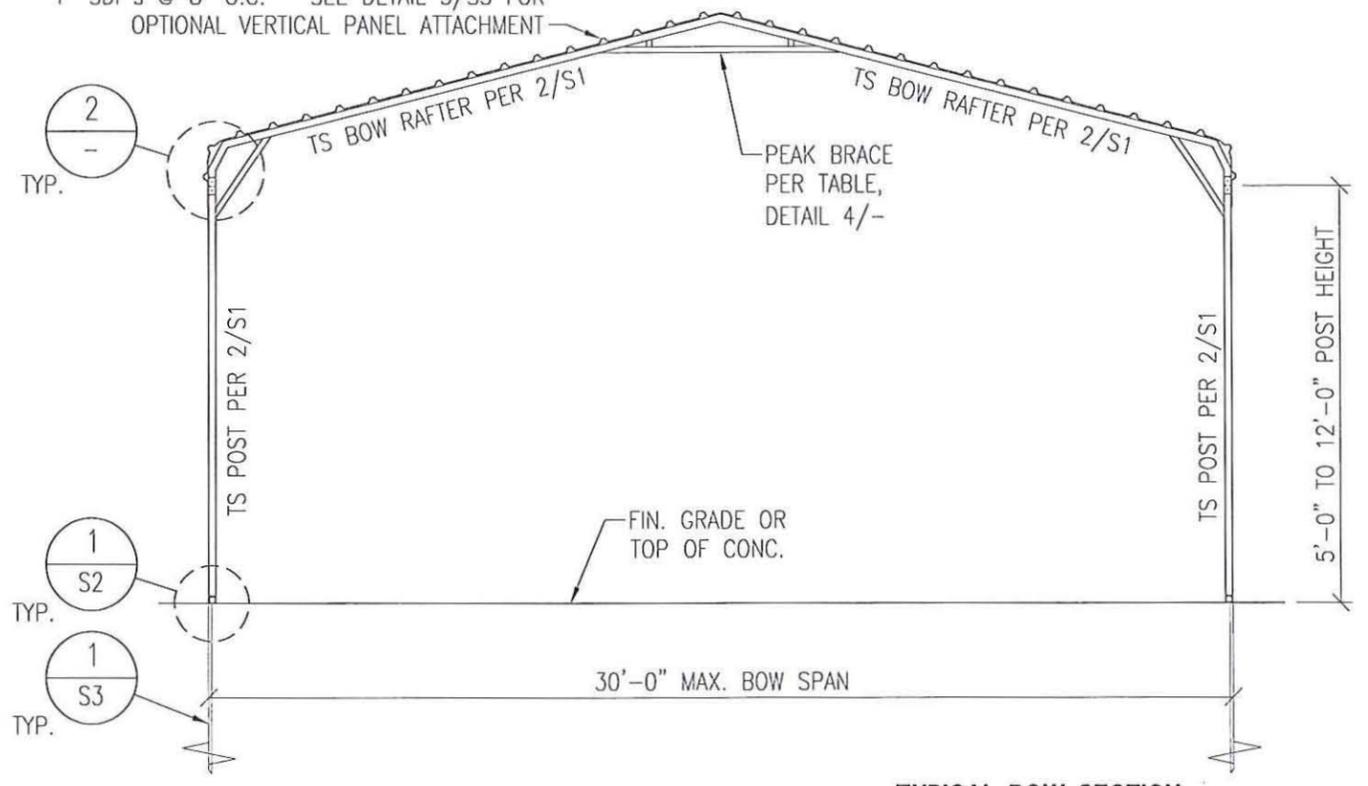
STANDARD CARPORT WITH OPTIONS

U1332-001-111

S2

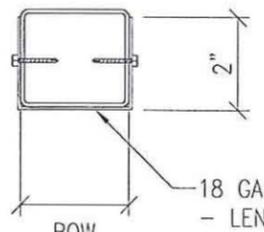
REV 0

29 GA. CORRUGATED GALVANIZED METAL ROOF PANELS FASTENED TO BOW FRAME WITH 1/4" x 1" SDF's @ 8" O.C. - SEE DETAIL 5/S5 FOR OPTIONAL VERTICAL PANEL ATTACHMENT



TYPICAL BOW SECTION

NTS. 1



18 GA. U-CHANNEL BRACE - LENGTH PER TABLE FASTENED TO POST/LEG AND BOW POSITIONED AT 45° w/ (2) 1/4" x 1" SELF DRILLING SCREWS (SDF's) AT EACH END, (4) PER BRACE

BRACE CONNECTION DETAIL

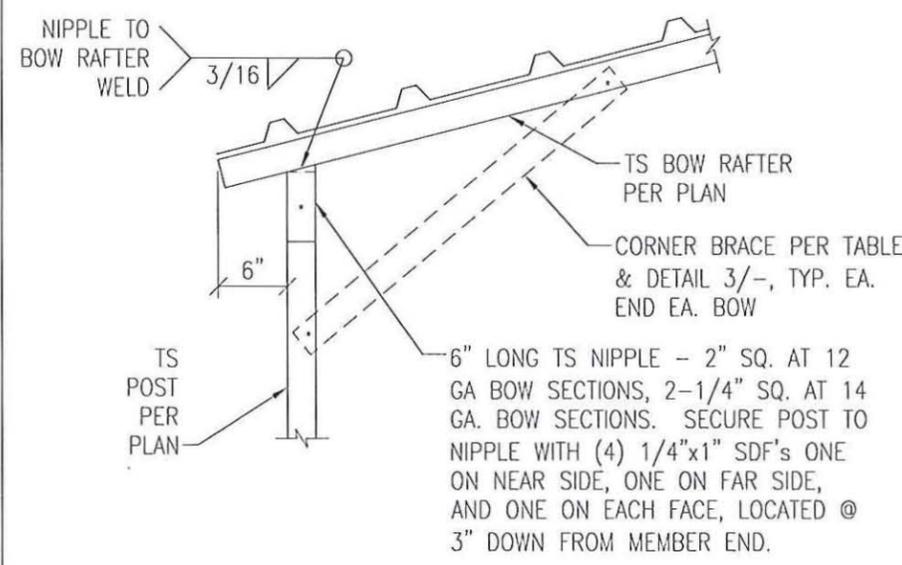
NTS. 3

PEAK BRACE TABLE	
BELOW 145 MPH MAX. WIND SPEED	
BOW SPAN	BRACE
UP TO 24'	2'-0" LONG PER DTL 3/-
OVER 24' TO 26'	6'-0" LONG 2-1/4" SQ. 12 GA. TS*
OVER 26' TO 28'	8'-0" LONG 2-1/4" SQ. 12 GA. TS*
OVER 28' TO 30'	10'-0" LONG 2-1/4" SQ. 12 GA. TS*
145 MPH TO 170 MPH MAX. WIND SPEED	
BOW SPAN	BRACE
UP TO 12'	4'-0" LONG PER DTL 3/-
OVER 12' TO 18'	5'-0" LONG PER DTL 3/-
OVER 18' TO 24'	6'-0" LONG PER DTL 3/-
OVER 24' TO 26'	12'-0" LONG 2-1/4" SQ. 12 GA. TS*
OVER 26' TO 28'	14'-0" LONG 2-1/4" SQ. 12 GA. TS*
OVER 28' TO 30'	16'-0" LONG 2-1/4" SQ. 12 GA. TS*

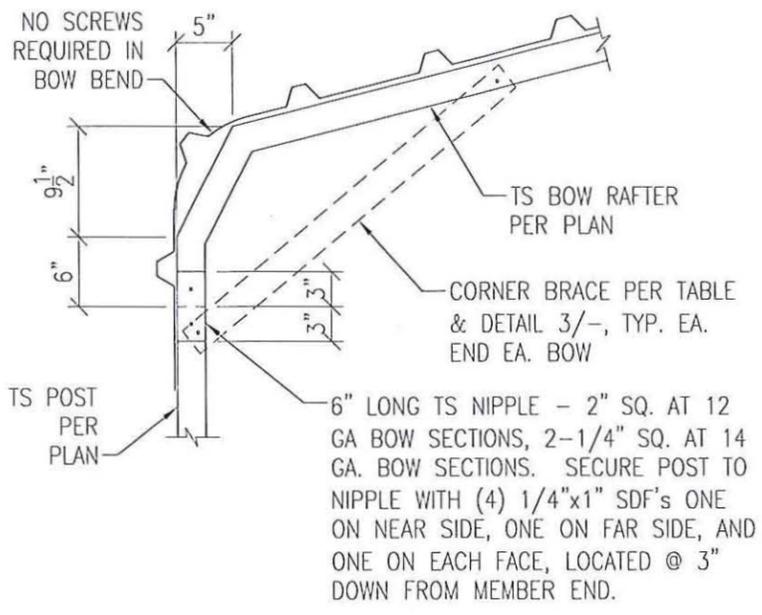
* - PEAK BRACE TO HAVE (2) TS VERTS, EQUALLY SPACED ON HORIZONTAL - BRACE TO BE FULLY WELDED

PEAK BRACE TABLE

NTS. 4



CORNER BRACE TABLE	
POST HEIGHT	BRACE LENGTH
5'-0" TO 8'-6"	2'-0"
9'-0" TO 12'-0"	3'-0"



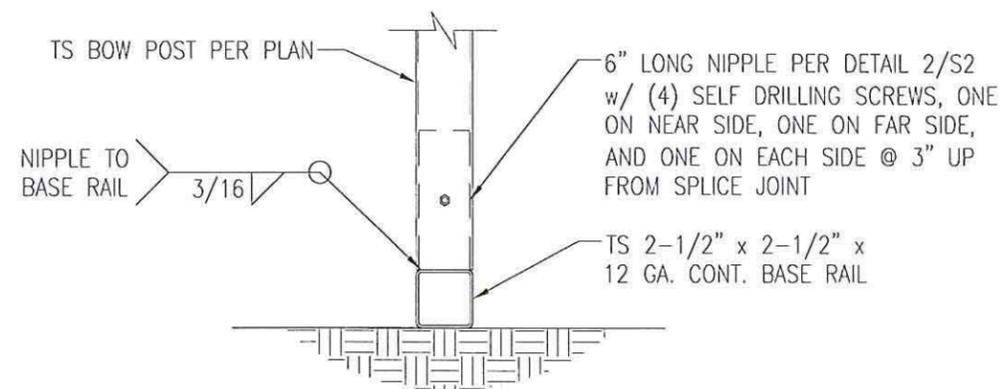
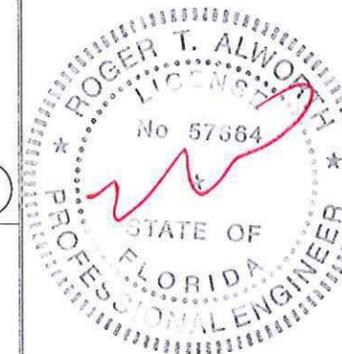
BOW/POST DETAIL

NTS. 2

REVISIONS	
DATE	DESCRIPTION

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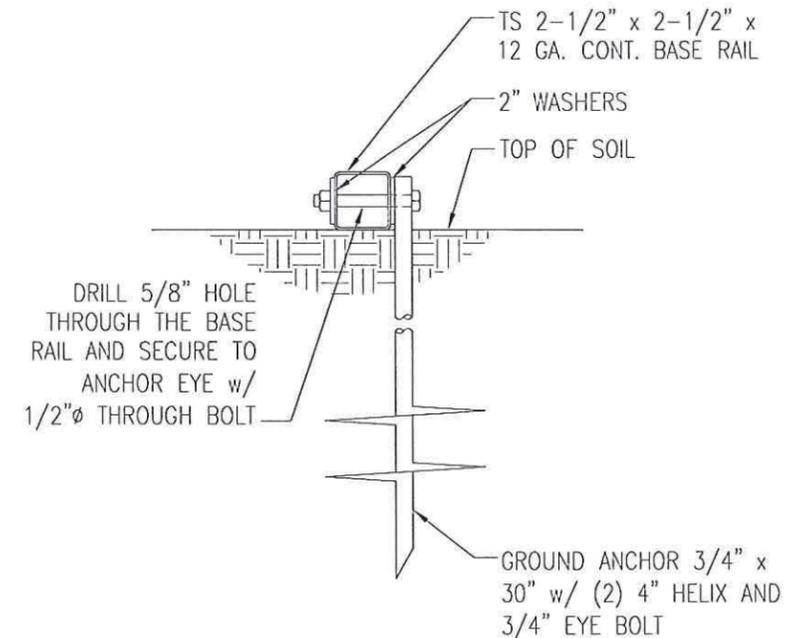
SEP 25 2012



BOW/BASE RAIL CONNECTION DETAIL

NTS.

3



GROUND BASE RAIL ANCHORAGE

NTS.

1

CONCRETE:
CONCRETE SHALL HAVE A MIN. SPECIFIED COMPRESSIVE STRENGTH OF 2500 PSI AT 28 DAYS.

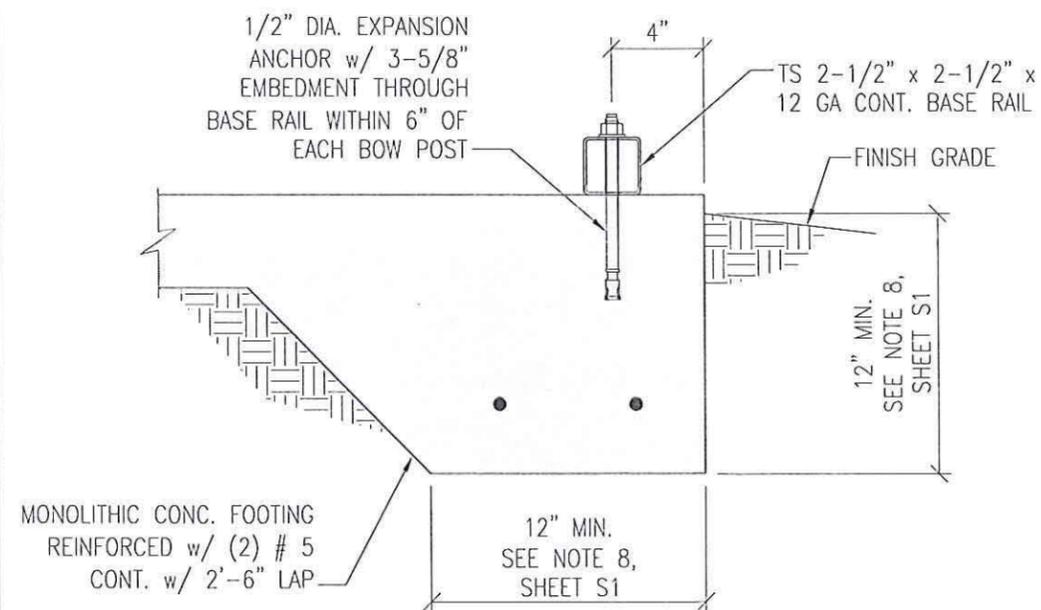
COVER OVER REINFORCING STEEL
FOR FOUNDATIONS, MIN. CONCRETE COVER OVER REINFORCING BARS SHALL BE:
3" IN FOUNDATION WHERE THE CONCRETE IS CAST AGAINST AND PERMANENTLY IN CONTACT WITH THE EARTH OR EXPOSED TO THE EARTH OR WEATHER AND 1-1/2" ELSEWHERE.

REINFORCING STEEL
THE REINFORCING STEEL SHALL BE MIN. GRADE 40

GALVANIZATION
METAL ACCESSORIES FOR USE IN EXTERIOR WALL CONSTRUCTION AND NOT DIRECTLY EXPOSED TO THE WEATHER SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 153, CLASS B-2, METAL PLATE CONNECTORS, SCREWS AND NAILS EXPOSED DIRECTLY TO THE WEATHER SHALL BE STAINLESS STEEL OR HOT DIPPED GALVANIZED.

REINFORCEMENT MAY BE BENT IN THE SHOP OR THE FIELD PROVIDED:

1. ALL REINFORCEMENT IS BENT COLD
2. THE DIAMETER OF THE BEND, MEASURED ON THE INSIDE OF THE BAR, IS NOT LESS THAN SIX BAR DIAMETERS
3. REINFORCEMENT PARTIALLY EMBEDDED IN CONCRETE SHALL NOT BE FIELD BENT. EXCEPTION: WHERE BENDING IS NECESSARY TO ALIGN DOWEL BARS WITH A VERTICAL CELL, BARS PARTIALLY EMBEDDED IN CONCRETE SHALL BE PERMITTED TO BE BENT AT A SLOPE OF NOT MORE THAN 1" OF HORIZONTAL DISPLACEMENT TO 6" OF VERTICAL BAR LENGTH.



CONCRETE BASE RAIL ANCHORAGE

NTS.

2

ANCHORAGE DETAILS

STANDARD CARPORT
WITH OPTIONS

U1332-001-111

S3

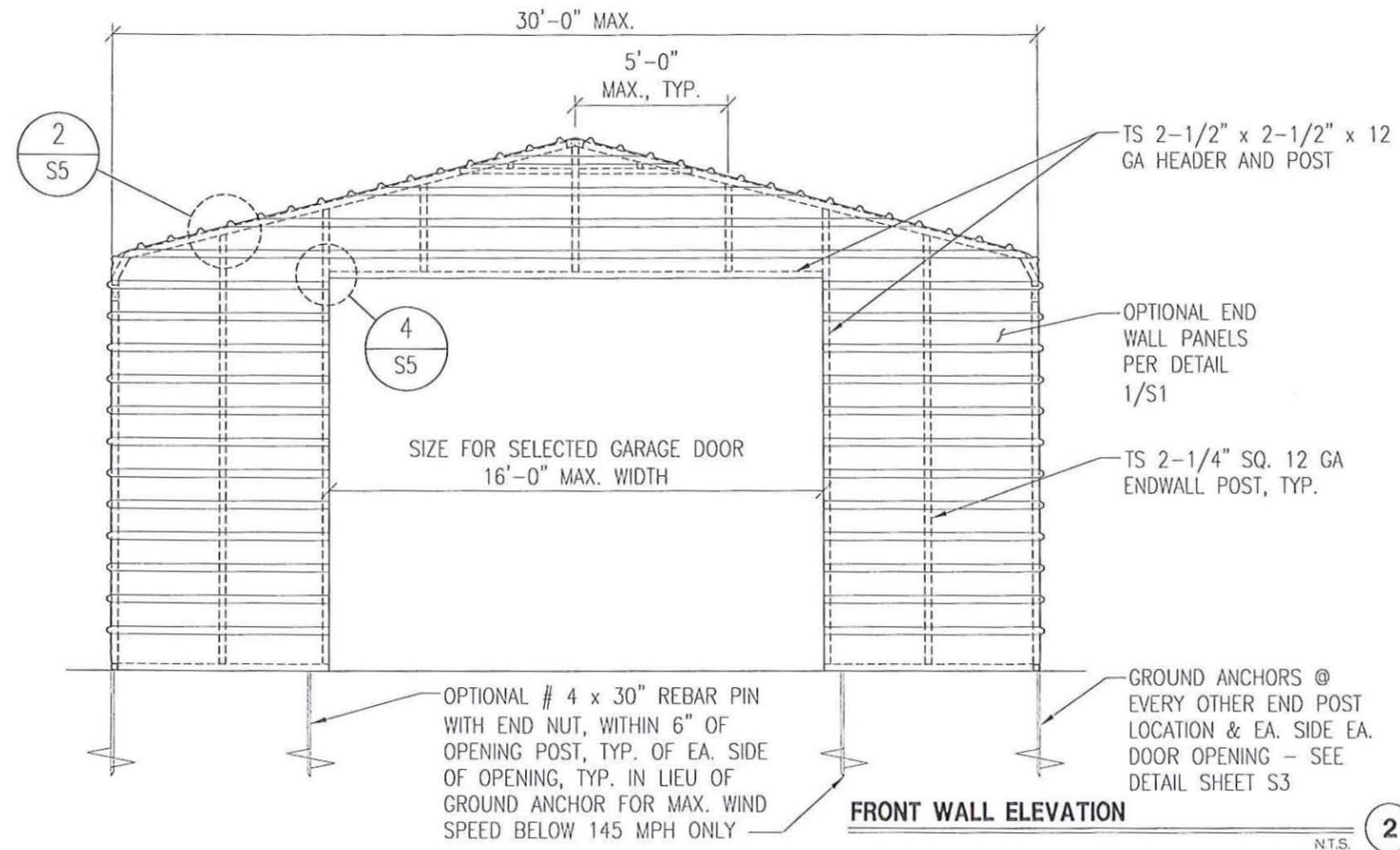
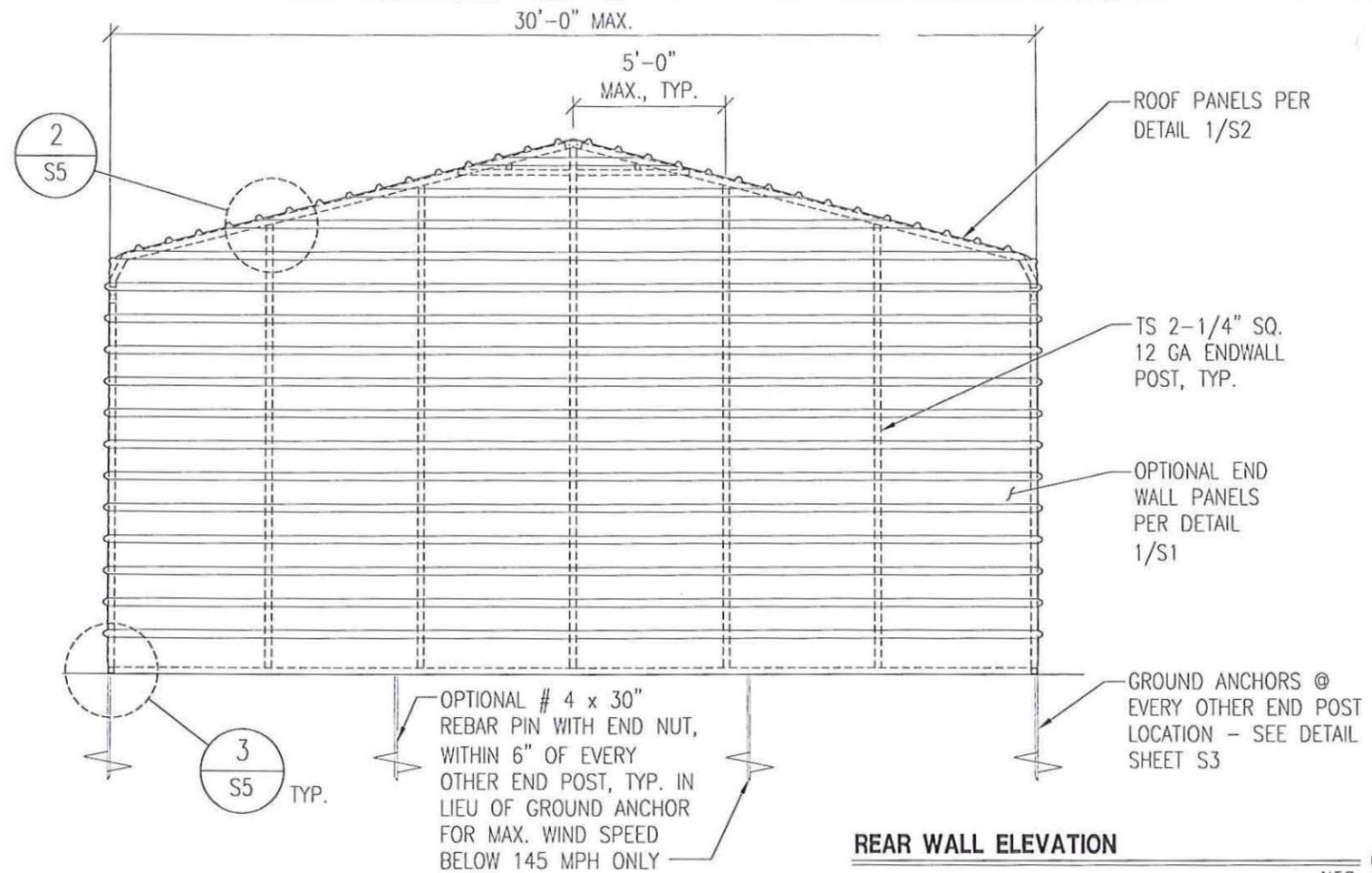
REV
0

NOTE:

EXTERIOR WINDOWS AND GLASS DOORS SHALL BEAR AN APPROVED LABEL IDENTIFYING THE MANUFACTURER, PERFORMANCE CHARACTERISTICS AND APPROVED PRODUCT EVALUATION ENTITY TO INDICATE COMPLIANCE WITH THE FOLLOWING TABLE:

USA STEEL BUILDINGS, INC. - FLORIDA PRODUCT APPROVAL CODES			
MANUFACTURER	PRODUCT	MODEL/SERIES	APPROVAL #
USA STEEL BUILDINGS, INC.	ROOF DECKING	36-R PANEL	FL-13364
JANUS INTERNATIONAL CORP.	ROLL-UP DOOR	750 SERIES	FL-12765
POCAHONTAS ALUMINUM CO., INC.	WALK-IN DOOR	D-100	FL-12903
POCAHONTAS ALUMINUM CO., INC.	WINDOWS	100-VS	FL-12940

DOOR TABLE	
CARPORT WIDTH	MAX. DOOR WIDTH
12'-0" TO 18'-0"	10'-0"
20'-0"	12'-0" OR (2) 8'-0"
22'-0"	12'-0" OR (2) 9'-0"
24'-0" TO 28'-0"	16'-0" OR (2) 10'-0"
30'-0"	16'-0" OR (2) 12'-0"



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END WALL ELEVATIONS

STANDARD CARPORT WITH OPTIONS

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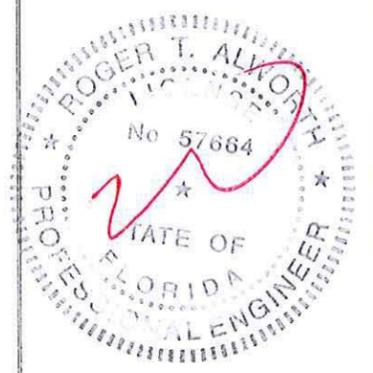
S4

REV 0

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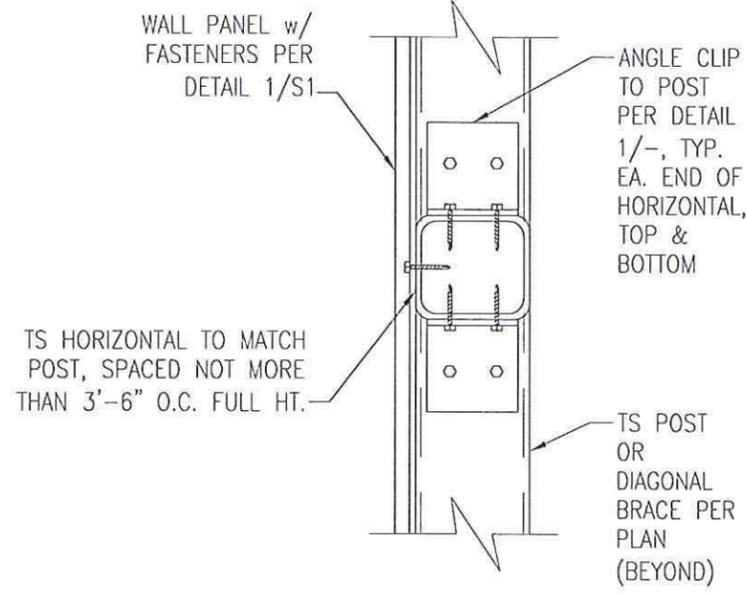
SEP 25 2012



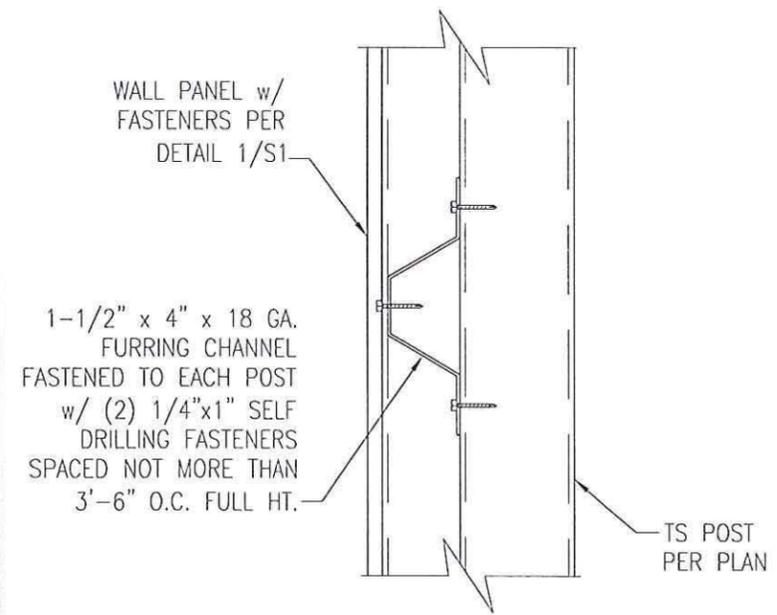
DETAILS
STANDARD CARPORT
WITH OPTIONS

U1332-001-111

S5 REV 0

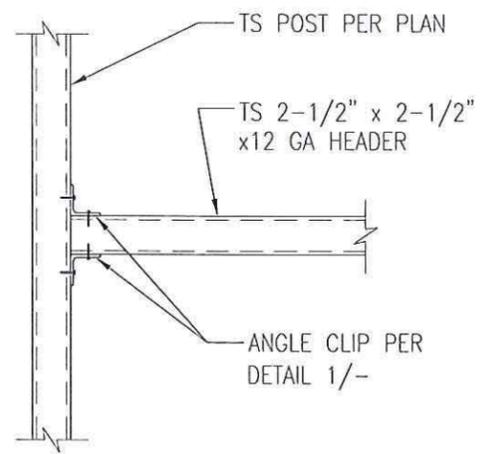


FLUSH TS HORIZONTAL OPTION

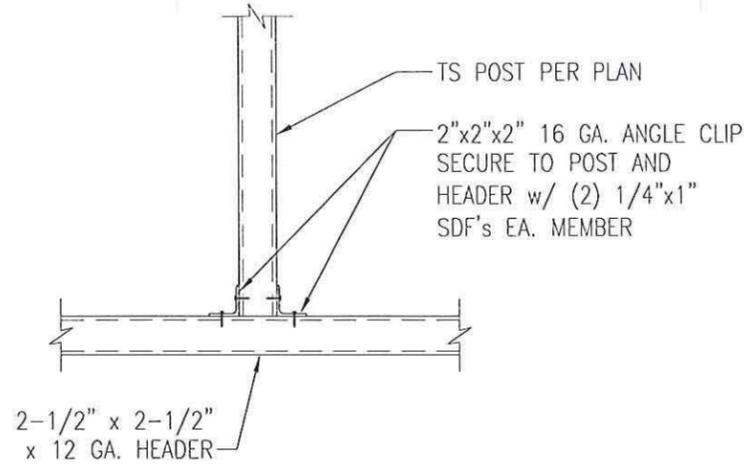


FURRING CHANNEL OPTION

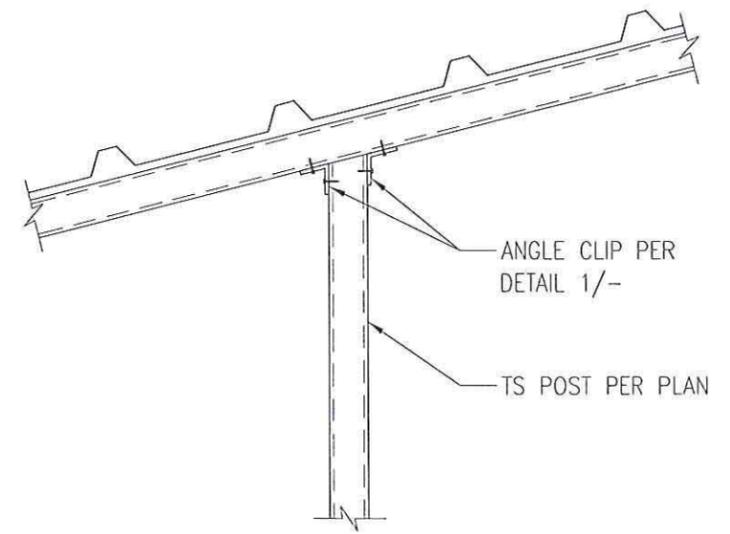
VERTICAL WALL PANEL ATTACHMENT N.T.S. **6**



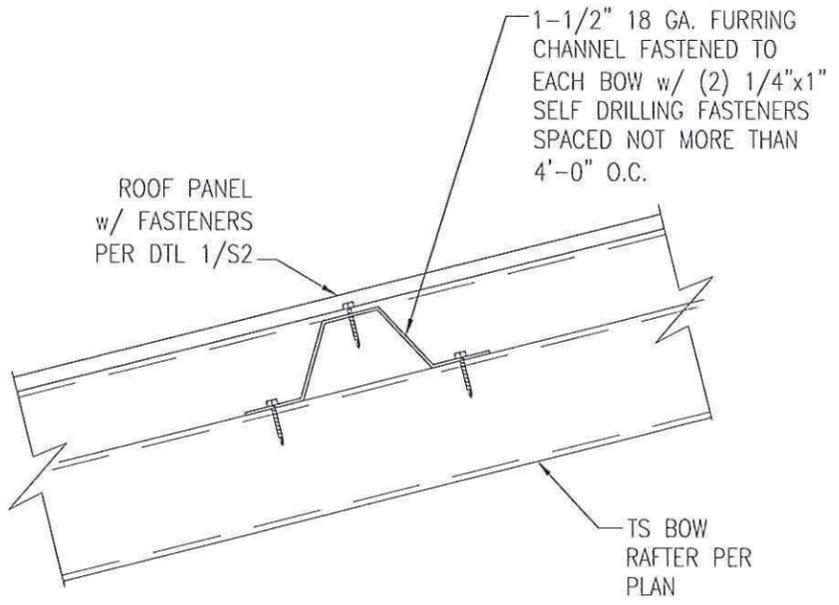
HEADER TO POST CONN. DETAIL N.T.S. **4**



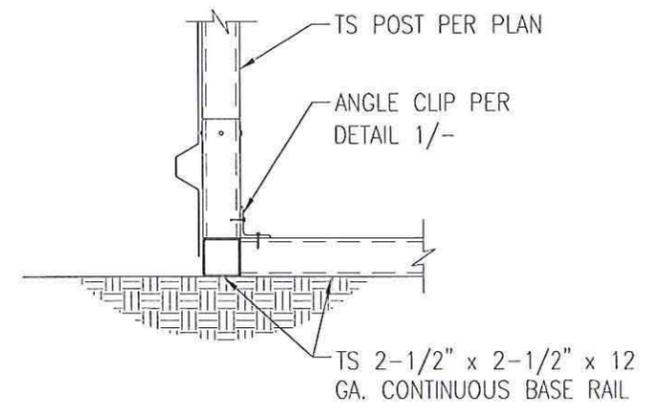
END POST TO HEADER/RAIL CONN. DETAIL N.T.S. **1**



END POST/BOW CONN. DETAIL N.T.S. **2**



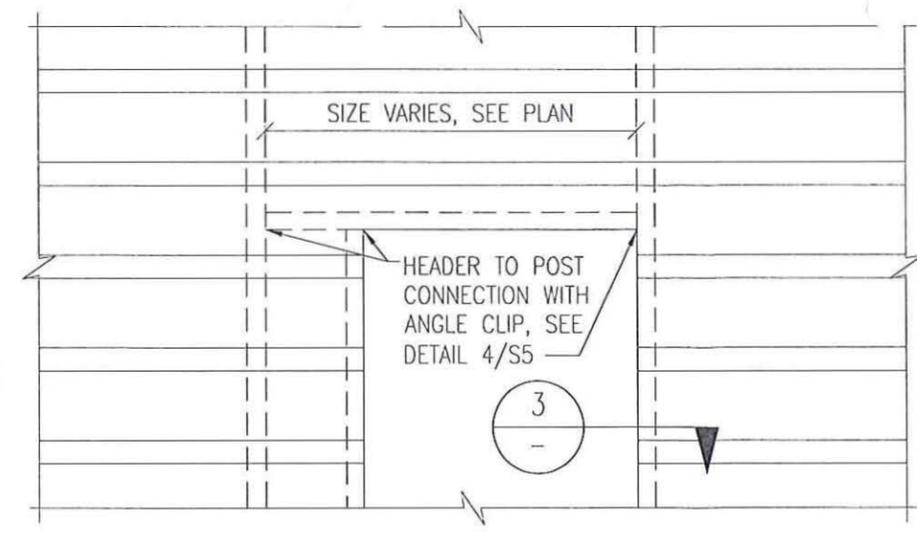
VERTICAL ROOF PANEL ATTACHMENT N.T.S. **5**



END BOW/BASE RAIL CONN. DETAIL N.T.S. **3**

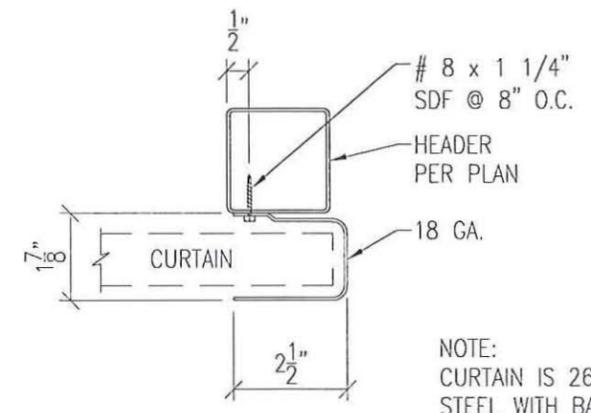
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DOOR FRAME, PLAN VIEW

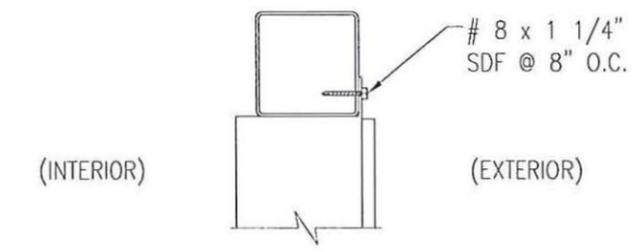
N.T.S. **1**



NOTE:
CURTAIN IS 26 GA. GALVANIZED
STEEL WITH BAKED ON EPOXY
PRIMER & POLYESTER TOP COAT.

SECTION THROUGH ROLL UP DOOR HEADER

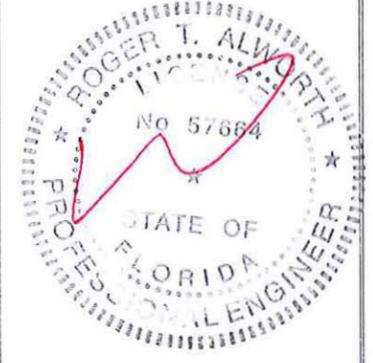
N.T.S. **2**



SECTION

N.T.S. **3**

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DETAILS
STANDARD CARPORT
WITH OPTIONS

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S6

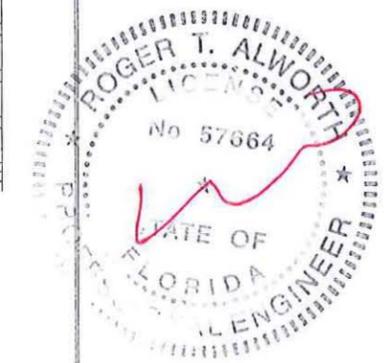
REV
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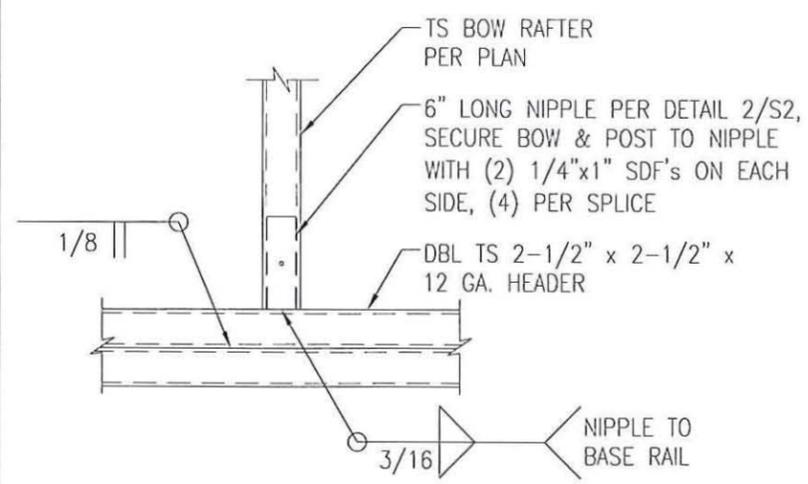


DETAILS

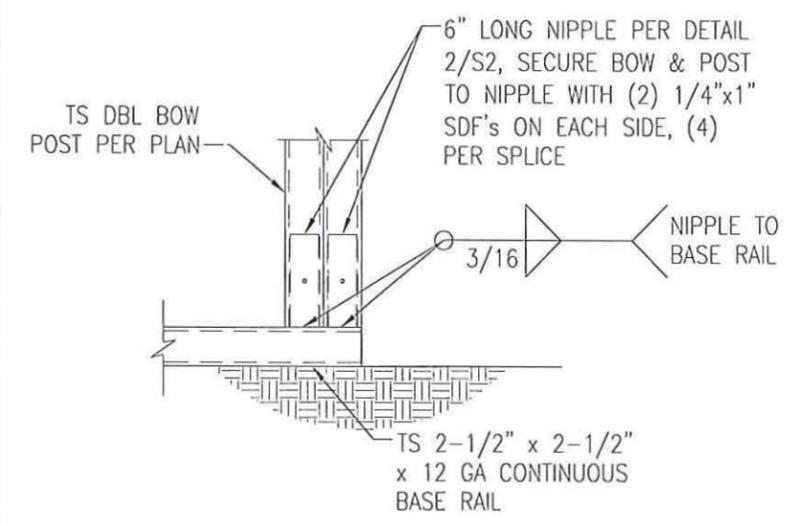
STANDARD CARPORT
WITH OPTIONS

U1332-001-111

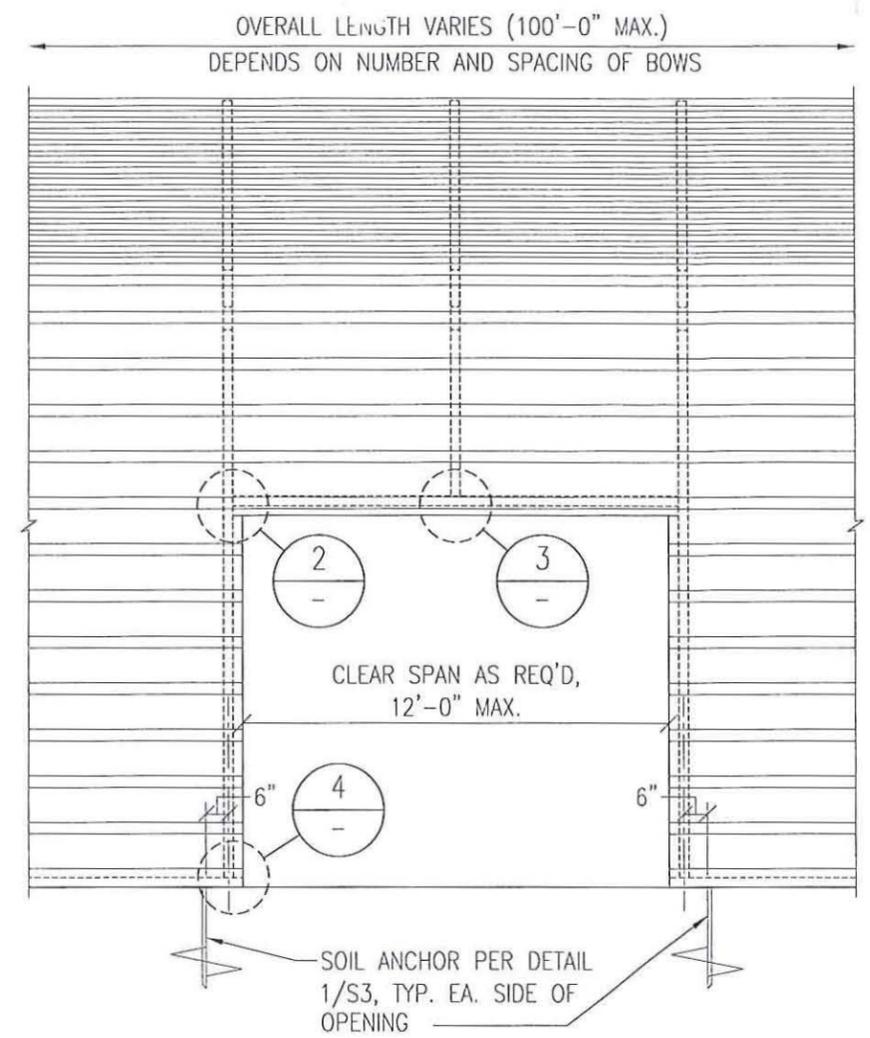
S7 REV 0



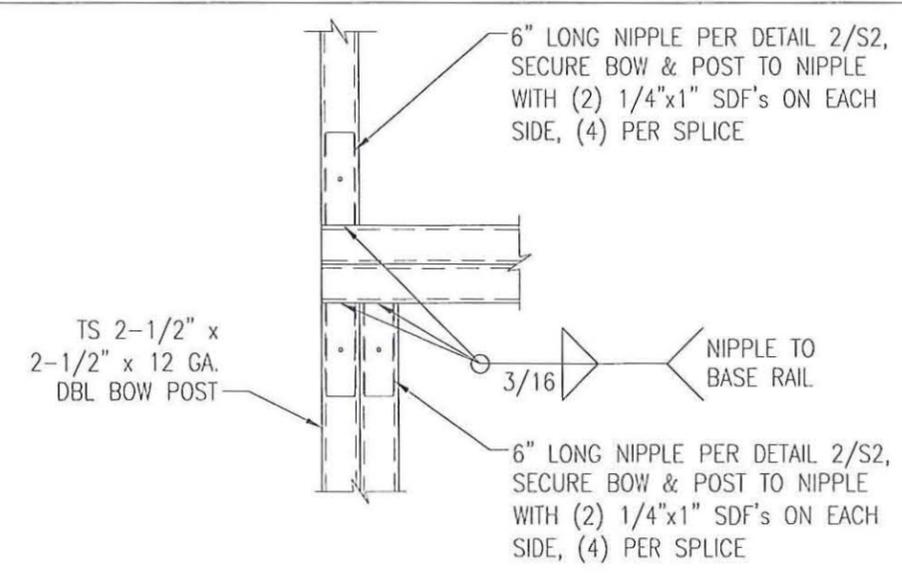
BOW/HEADER DETAIL N.T.S. **3**



BOW/BASE RAIL CONN. DETAIL N.T.S. **4**



SIDE OPENING N.T.S. **1**

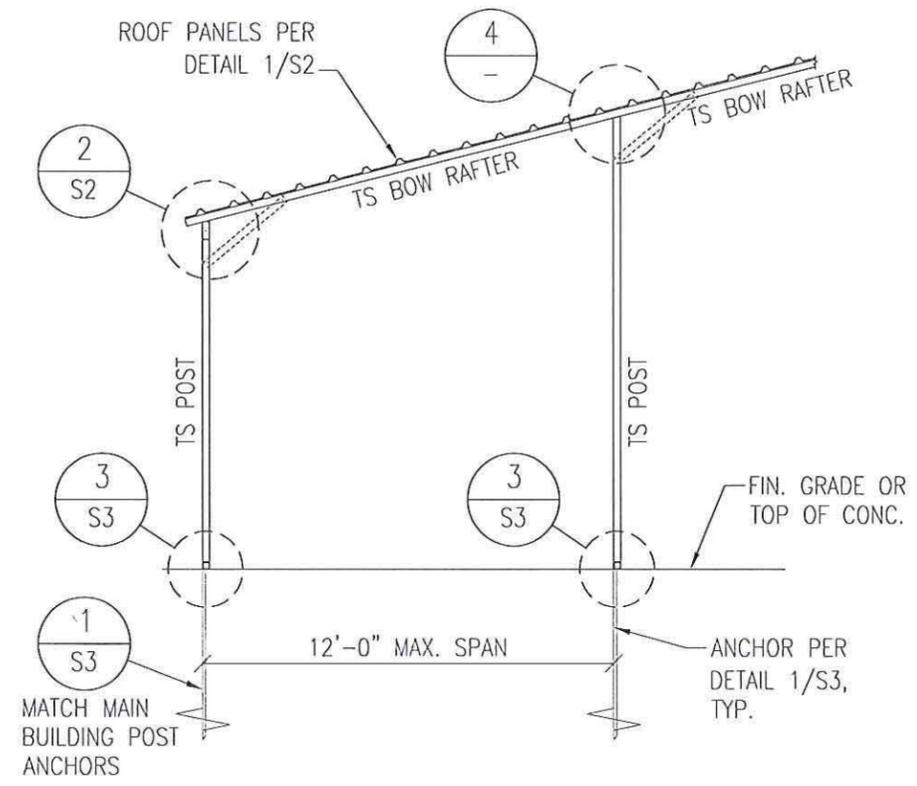
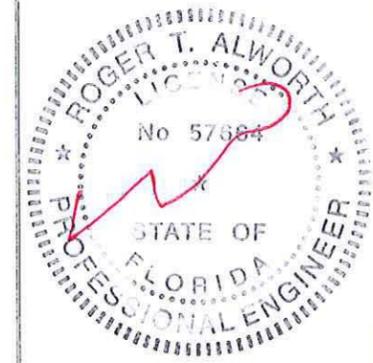


BOW/POST DETAIL N.T.S. **2**

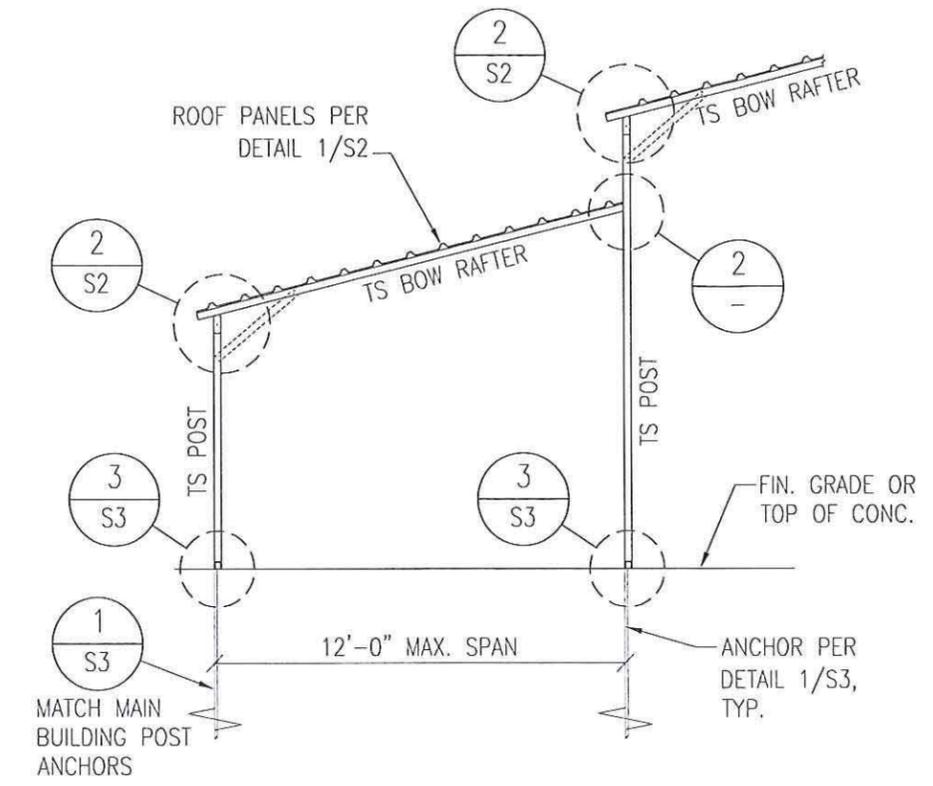
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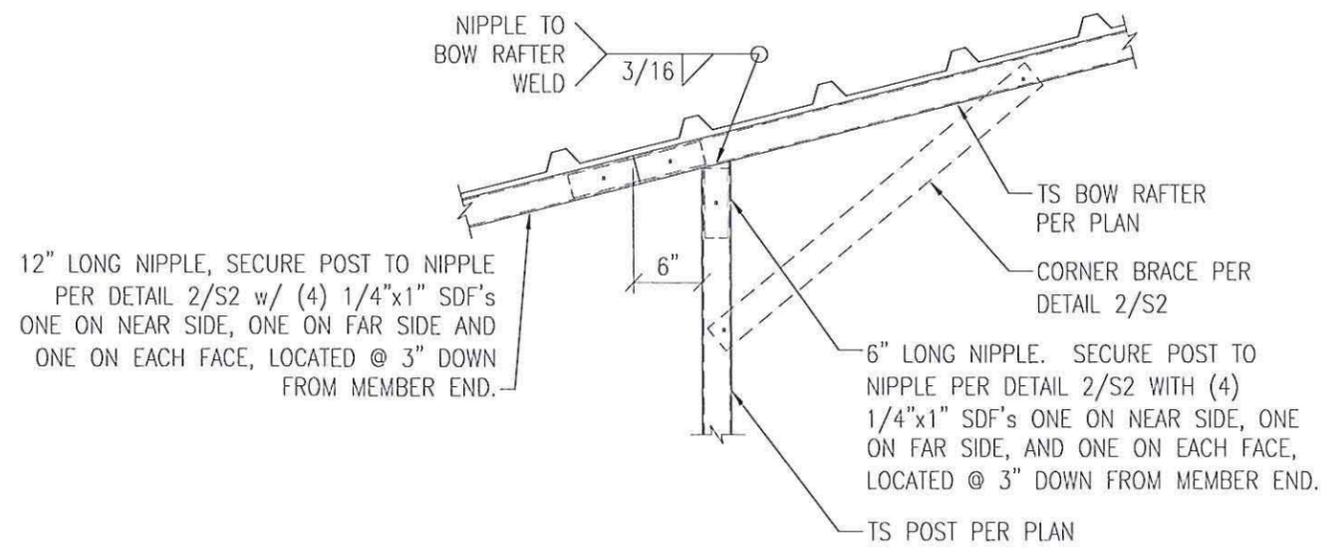
SEP 25 2012



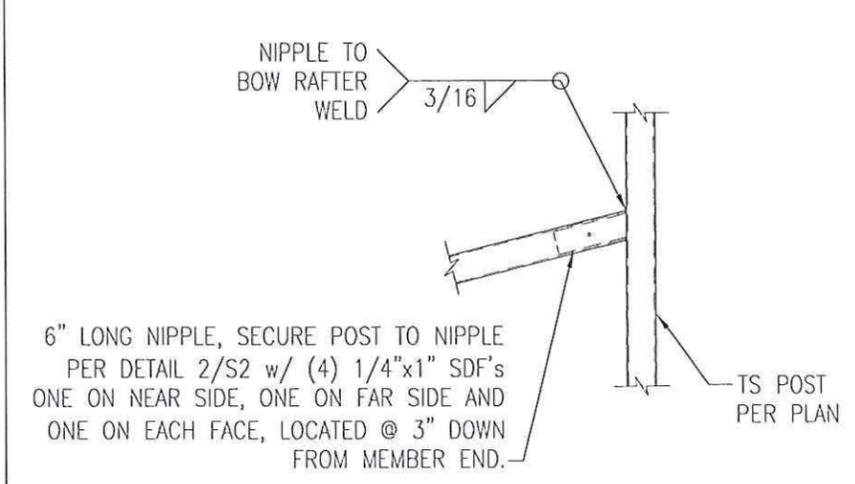
IN-LINE EXTENSION SECTION 3
N.T.S.



STEP-DOWN EXTENSION SECTION 1
N.T.S.



IN-LINE CONNECTION DETAIL 4
N.T.S.



STEP-DOWN CONNECTION DETAIL 2
N.T.S.

DETAILS
STANDARD CARPORT
WITH OPTIONS

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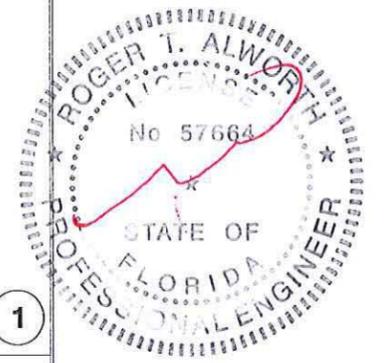
S8 REV 0

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OVERALL LENGTH VARIES (100'-0" MAX.)
 DEPENDS ON NUMBER AND SPACING OF BOWS

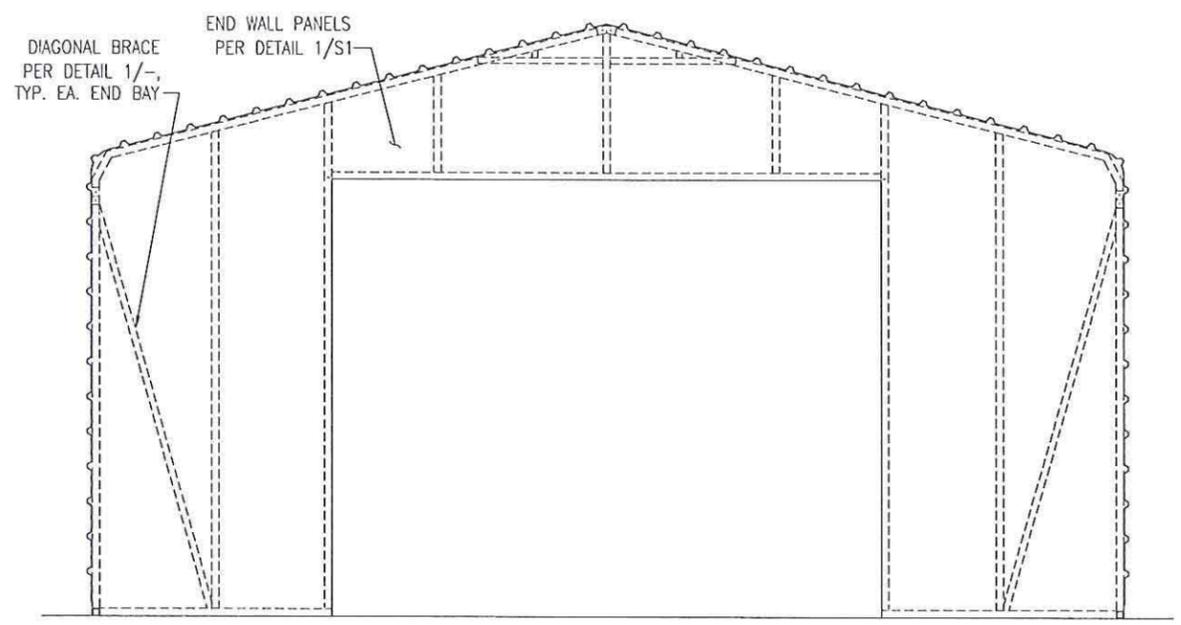
SIMPSON CS16 GALVANIZED 18 GA. COIL STRAP X-BRACING ON ROOF (BENEATH ROOF PANELS & FURRING CHANNELS WHERE OCCUR), CORNER TO OPPOSITE CORNER, FASTENED TO TOP OF EACH BOW RAFTER WITH (2) 1/4"x1" SDF

TS 2-1/4" x 2-1/4" x 14 GA. DIAGONAL BRACE EA. END BAY. ATTACH TO BOW LEGS WITH (2) ANGLE CLIPS PER DETAIL 1/S5, TYP. EA. END

(2) ADDITIONAL DIAGONAL BRACES PER NOTE THIS DETAIL AT CENTER BAYS AND AT 20'-0" O.C. MAX. WHERE OVERALL LENGTH EXCEEDS 20'-0" FOR BUILDING WITH ENCLOSED END (FRONT AND REAR) WALLS AND AT 40'-0" O.C. MAX. WHERE OVERALL LENGTH EXCEEDS 40'-0" FOR BUILDING WITH OPEN END (FRONT AND REAR) WALLS

SIDE ELEVATION - 160 TO 170 MPH WIND

NT.S. 1

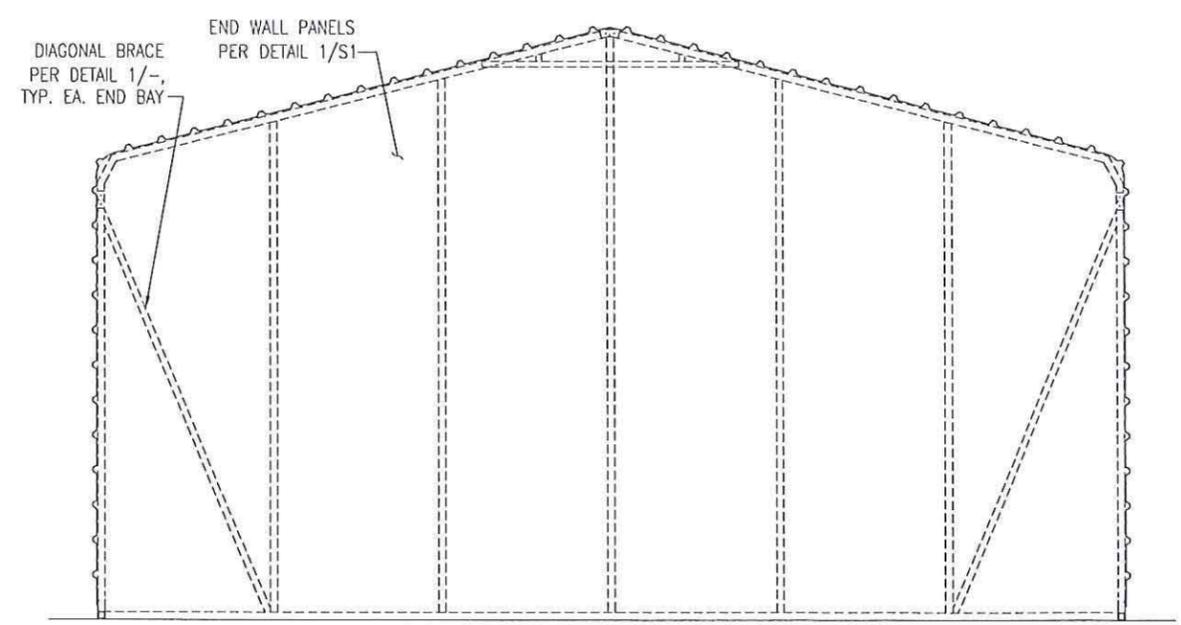


DIAGONAL BRACE PER DETAIL 1/S-, TYP. EA. END BAY

END WALL PANELS PER DETAIL 1/S1

FRONT WALL SECTION - 160 TO 170 MPH WIND

NT.S. 3



DIAGONAL BRACE PER DETAIL 1/S-, TYP. EA. END BAY

END WALL PANELS PER DETAIL 1/S1

REAR WALL SECTION - 160 TO 170 MPH WIND

NT.S. 2

WALL BRACING DETAILS

STANDARD CARPORT WITH OPTIONS

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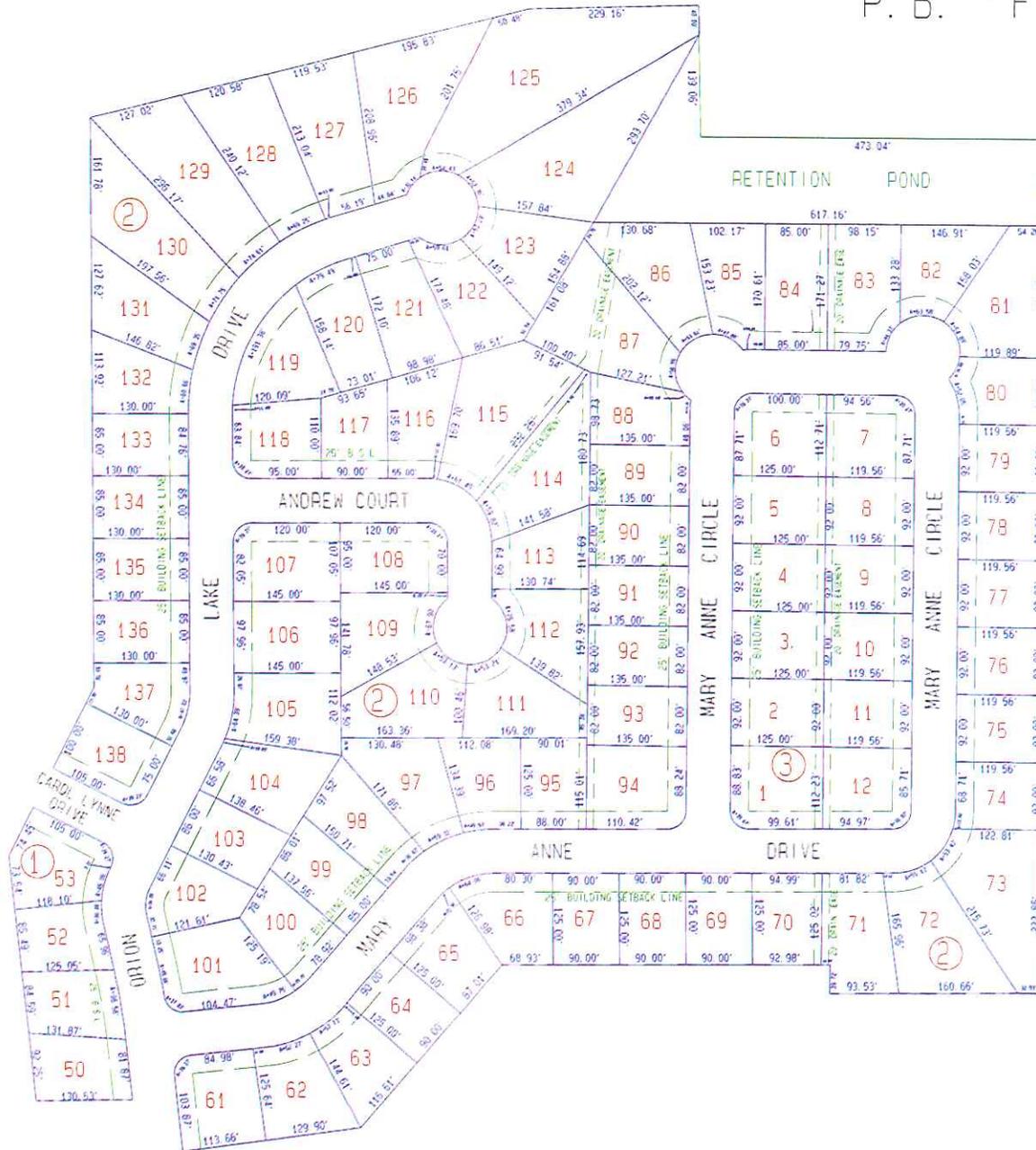
S9

REV 0

ORION LAKE- PHASE III

PLAT #712, SUB. #3005

P. B. "F", PG. 19



* 25 Bldg. setback line

$$\begin{array}{r} 25 \\ - 21 \\ \hline 4 \end{array}$$

- 3 ft off bldg.

1 ft from property line