

A Garage for the Pondorosi

March-April 2018





1999 Toyota
4Runner (aka
El Torito, the
little bull)

2007 Land Rover
Discovery 3

With the addition of
a second 4X4 vehicle
to the fleet, we
wanted to follow the
lead of many Costa
Ricans and build a
structure to keep
them in.





This was the only reasonable place to put it so it would not block our major views. But it would be a tight squeeze to fit two vehicles.



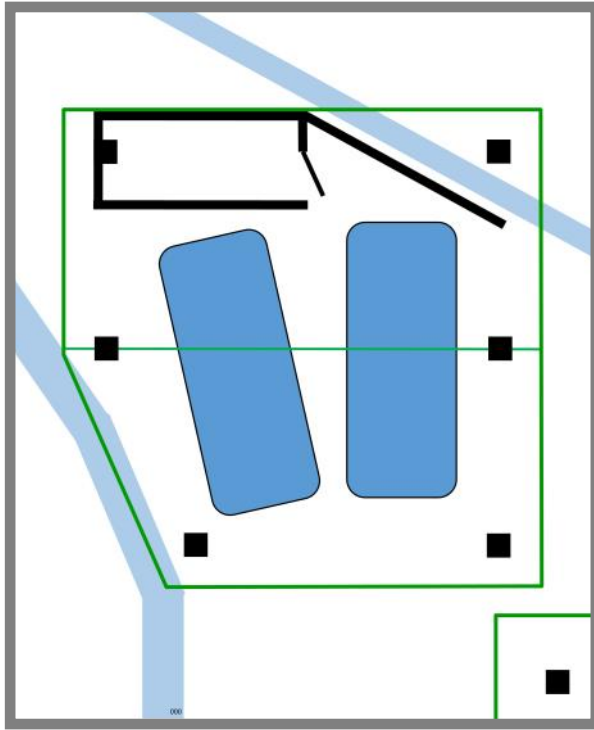
A simple carport seemed adequate at first.

Maybe add some storage to block the prevailing wind



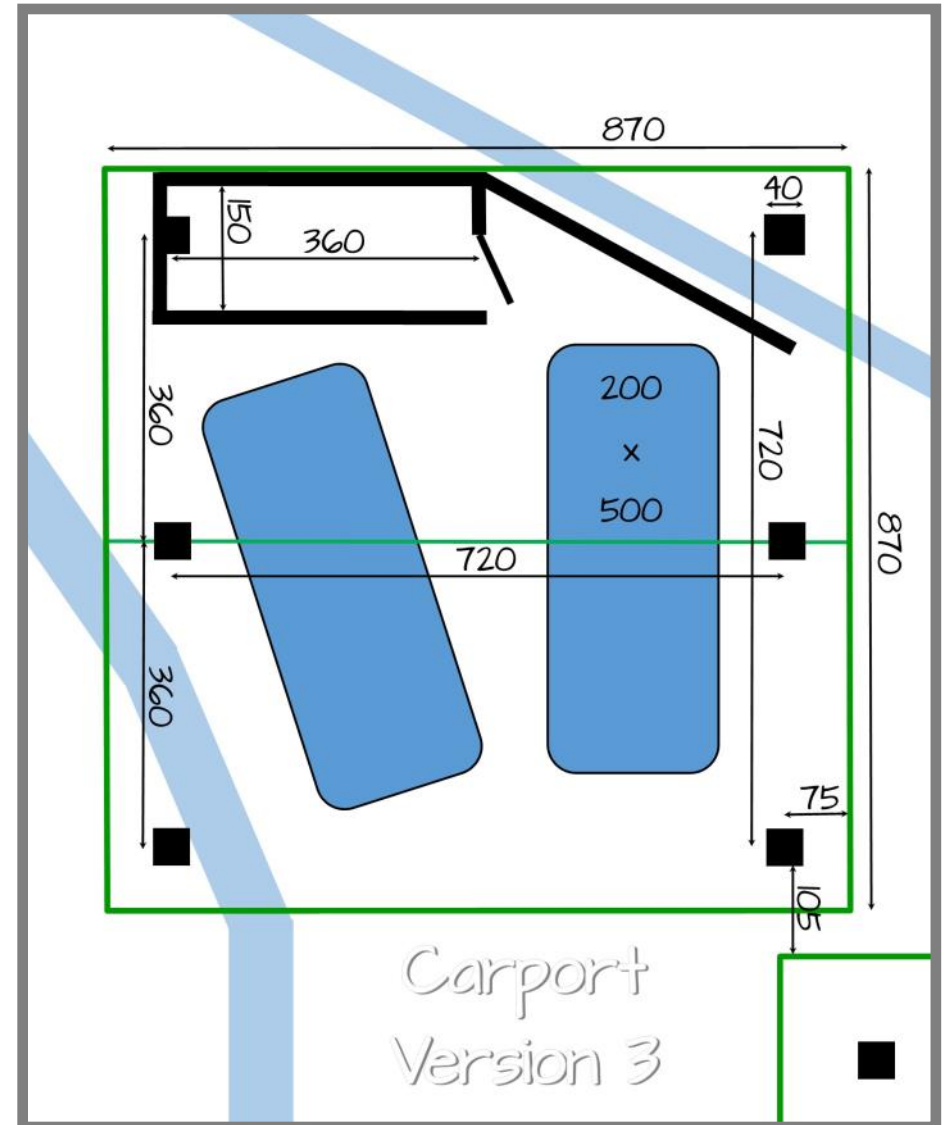


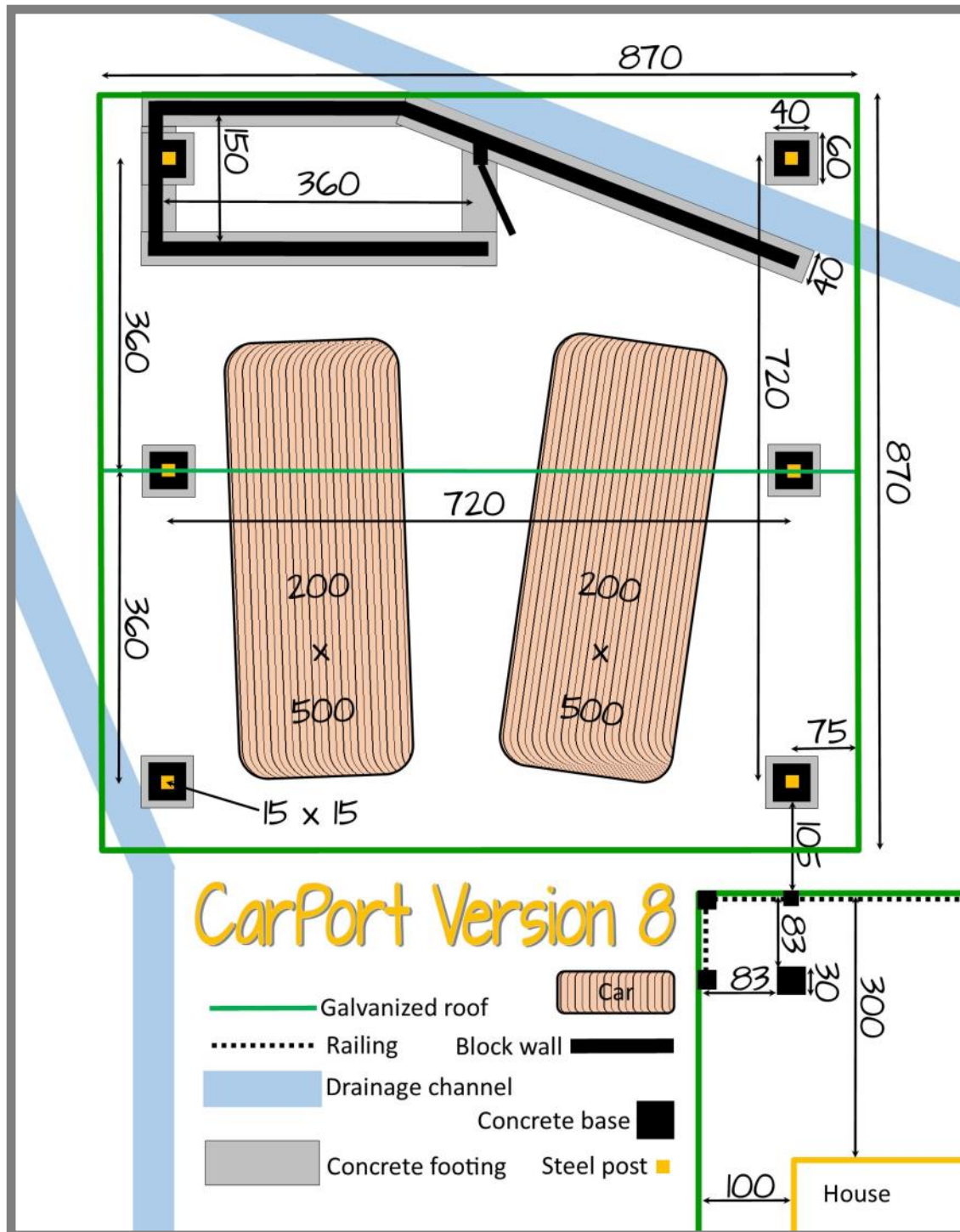
A simple carport like this should protect vehicles from the weather



The carport would need to fit between two drainage channels. Rerouting them was not a good option.

Having the support posts span across the channels would allow the entrance to be widened.





As it turned out, our builder Norlan's idea to move the garage farther behind the house and align the posts of the two structures offered the best solution, visually and structurally.

At this point, the carport was to have a crushed stone floor and no sides or doors, but that all changed as the design matured....

Work begins with the measurement and excavation of six footings for the steel support posts. Steel was chosen for the entire structure after witnessing what ten years of weather does to varnished wood.













The largest of the steel square beams are 6 x 6 inches and there are various smaller sizes that were welded together.





The gold device on the beam is a level to make sure it is perfectly vertical before welding.



Sheets of galvanized steel roofing are screwed into the steel beams.

I was concerned that the pitch and height of the roof and fascia matched the house it abutted exactly.

Like so many projects at the Pondorosi, concrete is a key element. Massive amounts of cement, crushed stone and sand must be delivered, mixed with water and poured. In most cases, rebar is laid first, sometimes requiring elaborate preparation.





Forms, rebar,
blocks.

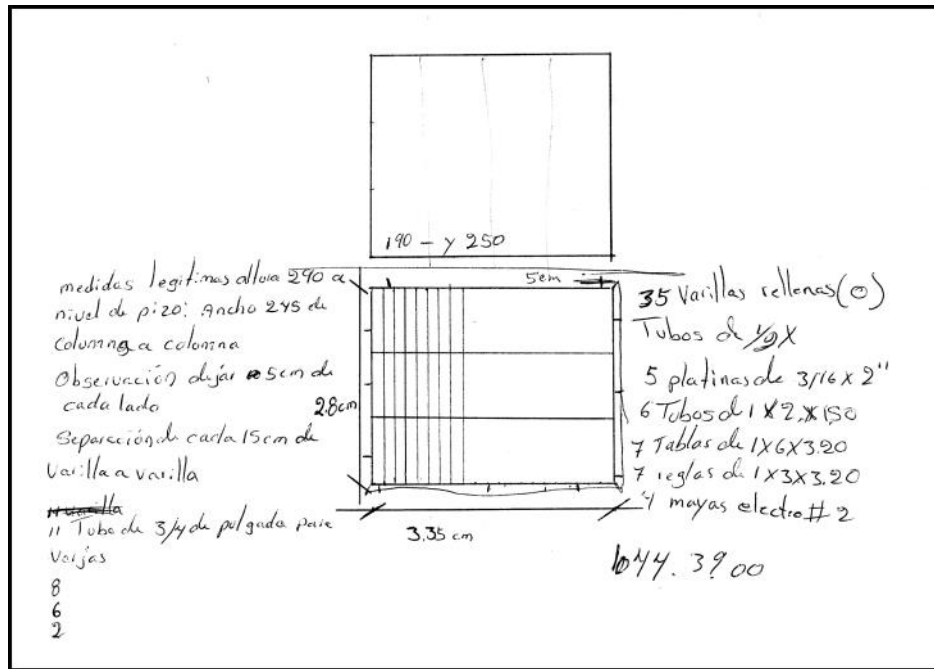


Stucco was applied to concrete block walls for a more polished effect, especially for a carport, but at this point it is morphing into a garage and more, with multi-purpose options.





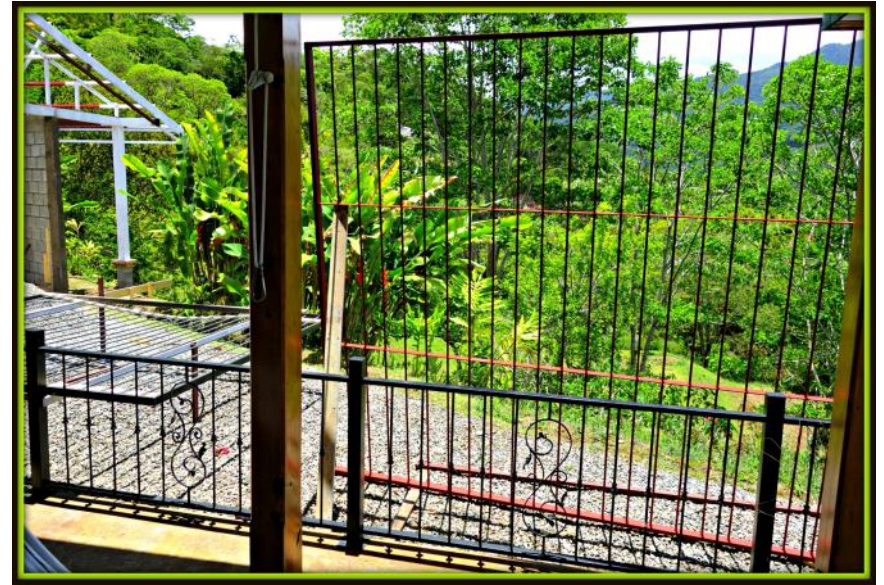
The pre-painted galvanized sheets were too shiny and bluish to match the house exactly, so they would need to be re-painted.



Parilla is the grillwork made out of rebar which provides security without impeding vision or circulation and is commonly used in Costa Rican carports. The spreaders are drilled so the steel tubing goes through the holes and is welded tight.

This technique is also used for doors and windows.

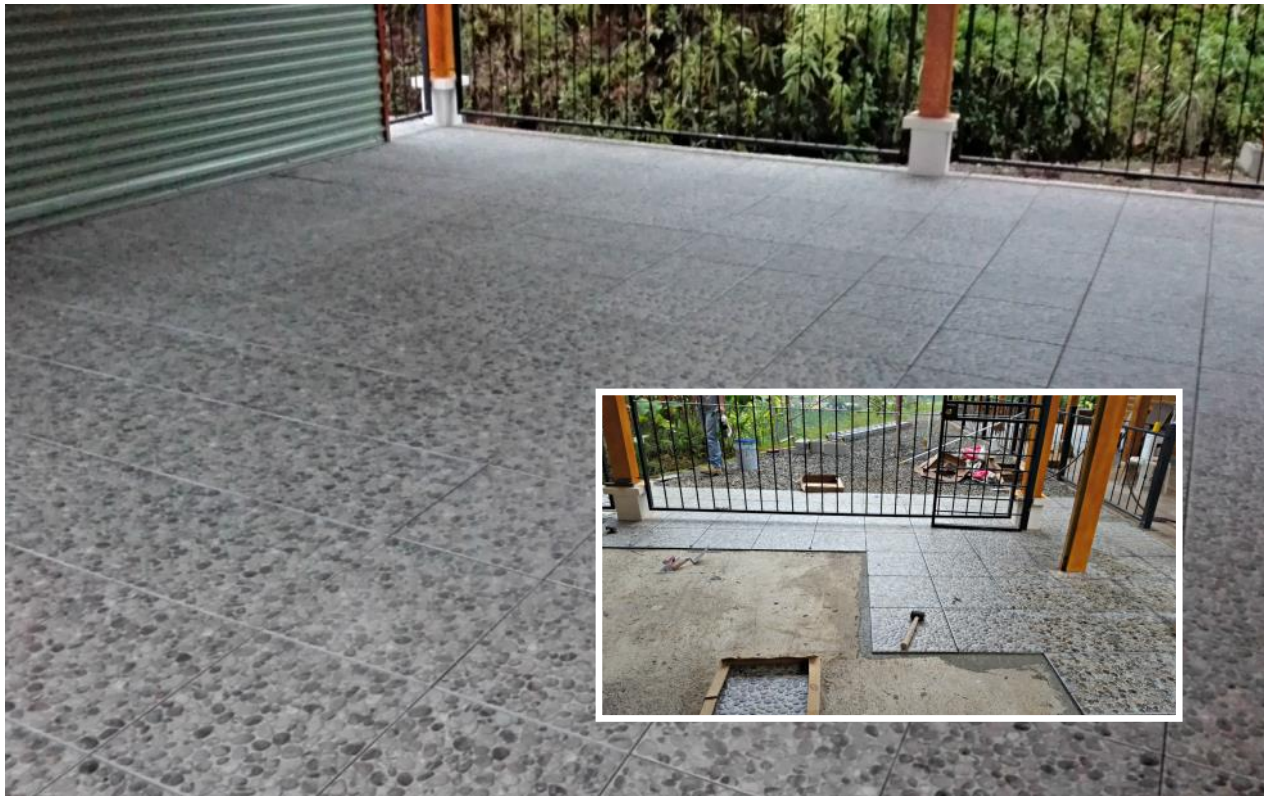




The steel is first painted with rustproofing, then assembled, welded and painted again with black enamel.

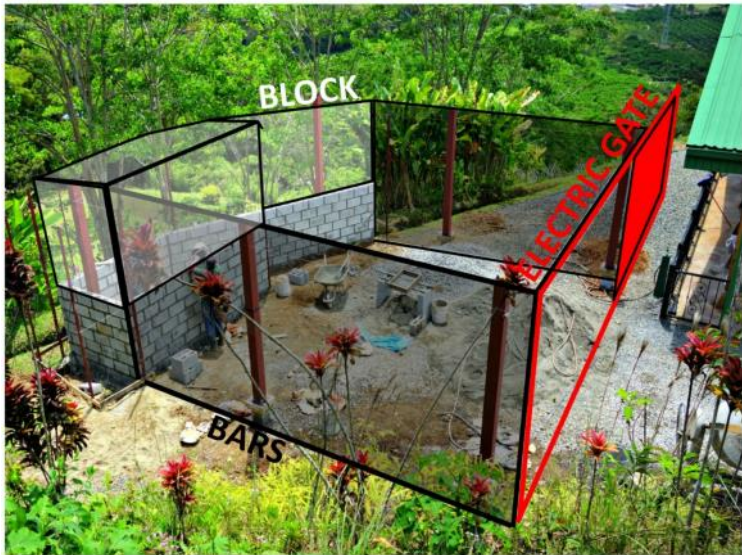


The choice of tile was an easy one, the same as I have used in all other outdoor projects, like the pool patio and the mirador, to improve the crude look of hand-mixed concrete and prolong its life.



A remote control 'rolling curtain' type of garage door was installed. I considered the popular sliding door type, but it would consume too much space. The roller door leaves the overhead area clear, unlike the

sectional panel doors popular in the U.S.

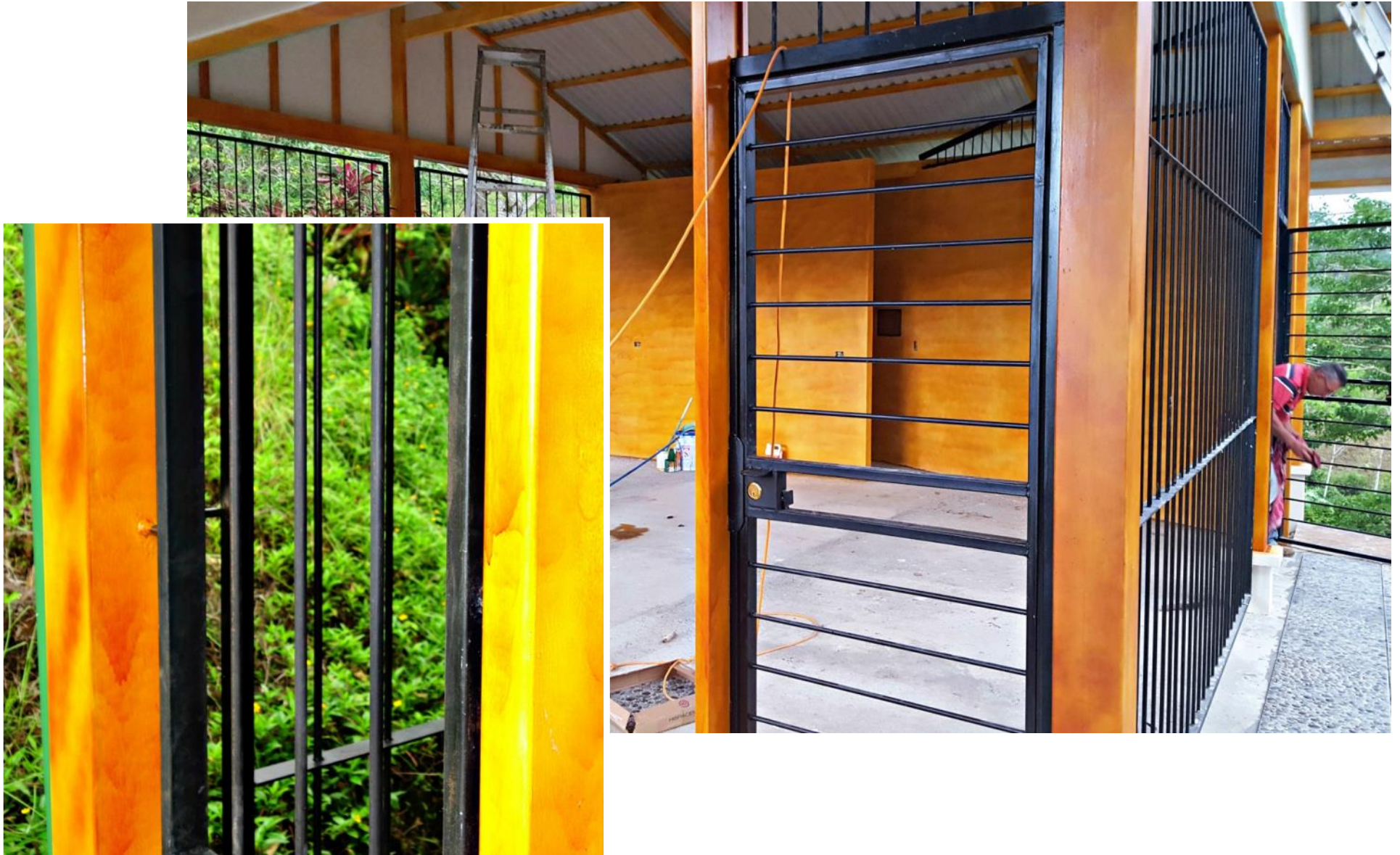


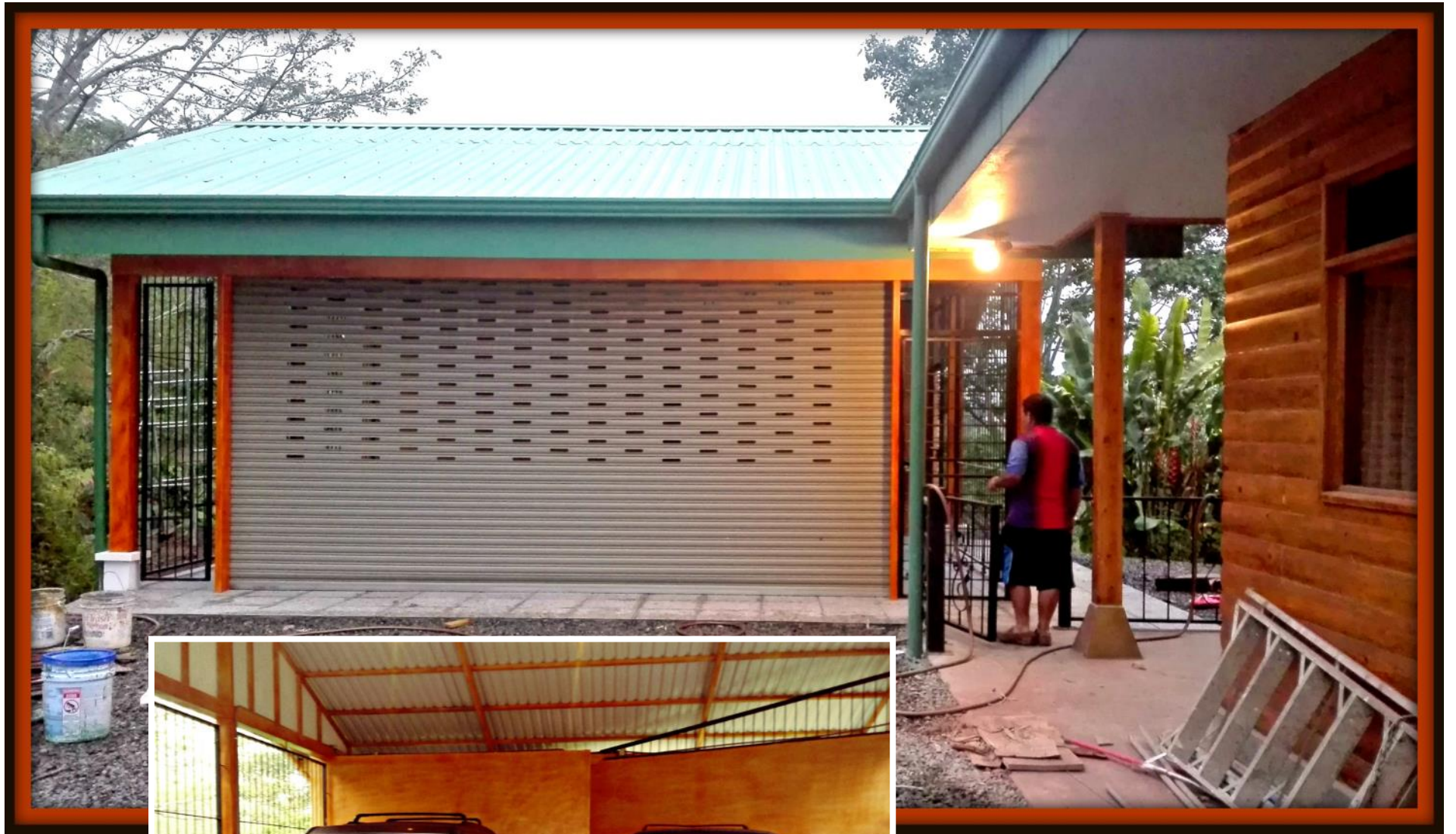


Roof gables and fascia were constructed of a water-durable cement board called DuRock and painted green outside to match the house and white inside to match the ceiling.



The major steel portions of the structure and most of the stucco were laboriously sprayed with a golden varnish mixture, intended to replicate the pine of the house, only using steel instead.





A few images of the rarely seen back sides of the garage.





