



**CITY OF OPELIKA
ZONING BOARD OF ADJUSTMENT
REGULAR MEETING AGENDA**

300 Martin Luther King Blvd.

August 9, 2022

TIME: 9:00 AM

A. APPROVAL OF MINUTES

B. VARIANCE

1. Jeremy Clark, Compass Construction, 710 Avenue E, Requesting a 10-foot front yard setback variance from the 25-foot front yard setback requirements in a C-2 zoning district.
2. Jeremy Clark, Compass Construction, 512 South 8th Street, Requesting a 15-foot front yard setback variance from the 30-foot front yard setback requirement in a C-2 zoning district.
3. Jeremy Clark, Compass Construction, 512 South 8th Street, Requesting a 6 parking space variance from the 15 parking space requirement for a two story mixed use commercial & residential structure in a C-2 zoning district.
4. RaceTrac Petroleum, Inc., 1107 Columbus Parkway, Requesting a 40 foot height variance from the maximum 20-foot sign height requirement for a freestanding sign.
(Tabled at the July 12th meeting)

“In compliance with the Americans with Disabilities Act, the City of Opelika will make reasonable arrangements to ensure accessibility to this meeting. If you need special assistance to participate in this meeting, please contact the ADA Coordinator 72 hours prior to the meeting at (334)705-5130.”



ZONING BOARD OF ADJUSTMENT MINUTES

300 Martin Luther King Blvd.

July 12, 2022

TIME: 9:00 AM

A. APPROVAL OF MINUTES

The City of Opelika Zoning Board of Adjustments held the regular meeting July 12, 2022 in the Meeting Chambers located at the Opelika Municipal Court, 300 MLK Boulevard. Certified letters were mailed out to all adjacent property owners for related issues for meeting dates.

MEMBERS PRESENT: Mr. Chris Anthony, Chairman Wilbert Payne, Mrs. Angela George, and Mr. Jay Walters.

MEMBERS ABSENT: Mr. Chris Nunn, Mrs. Tipi Miller, and Mrs. Raven Harvis.

STAFF PRESENT: Mr. Matt Mosley, Planning Director
Mr. Marty Ogren, Planning Assistant Director
Mrs. Rachel Dennis, Planner
Mrs. Claire Barber, Planning and Zoning Technician

CALL TO ORDER: Chairman Payne called the meeting to order at 9:02 a.m.

ROLL CALL: Anthony, Chairman Payne, George, and Walters.

Approval of Zoning Board of Adjustment Minutes June 14, 2022

RESULT:	Passed
MOVER:	Jay Walters
SECONDER:	Chris Anthony
AYES:	Walters, George, Payne, Anthony
NAYS:	None
ABSTAIN:	None

B. VARIANCE

1. RaceTrac Petroleum, Inc., 1107 Columbus Parkway, Requesting a 40 foot height variance from the maximum 20-foot sign height requirement for a freestanding sign.

Mr. Mosley reported at the May 2021 meeting, the Planning Commission granted RaceTrac Petroleum conditional use approval for a convenience store, gas station and truck stop (15 truck parking spaces). The 6.2-acre RaceTrac property is located on Columbus Parkway about 900 feet east of Exit 62 on I-85. The applicant is requesting a 40-foot variance to allow for a 60-foot-tall sign to be placed on the site. The applicant notes that the variance is needed to attract customers and allow them to change lanes safely. They also note that they submitted an application in November 2021, but the application was “terminated because a permit was not

issued within 30 days.”

On November 9th, 2021, the ZBA heard a request for a 100 ft tall interstate sign for the site. This variance request was denied by the ZBA. Planning staff had let RaceTrac know that the zoning ordinance would likely be changing on November 18th, 2021, and if they wanted a 60 foot tall sign as was allowed at that time they would need to submit an application prior to that date. On November 11, 2021, a sign contractor for RaceTrac submitted an application to the City of Opelika for approval. (Applicable sign drawings attached) This application included a full sign package for the site including two freestanding signs, one 60 feet in height, and wall signage. The submission did not include required information regarding lighting and included signage for the canopy that was too large under the ordinance in place at that time, but that is now allowable. Under section 9.10(10)(a)(iii) of the City’s former Sign Regulations: “In the event that no decision is rendered within thirty (30) calendar days following submission, not counting the day of receipt the application shall be deemed denied and the denial shall be a final decision of the City if the applicant chooses not to seek reconsideration at that time.” As approval of the application was not granted within the 30-day time period, the request was denied by operation of this provision. As the ordinance changed prior to the end of the 30-day period, any signage would have needed to meet the new regulations.

At the previous ZBA meeting, it was noted that there are taller signs on Columbus Parkway. Many of the signs in this area are between 30-40 feet. The McDonald’s sign and Economy Inn sign are taller at 95 feet and 60 feet, respectively. These signs are non-conforming. This means that the signage can remain so long as it is not modified, removed, or destroyed. The signs can be maintained. Signs can also have changes to the copy provided they do not change the sign’s height, size, location, or structure. If the nonconforming signs are destroyed or new signage is necessary, that signage would be held to the same ordinance and standards of this site.

Staff also has some concerns that the 60-foot-tall sign will accomplish the applicant's stated goal of increased visibility. At the November 9th, 2021 ZBA meeting, when they were seeking a 100-foot-tall sign, the applicant’s representatives argued that the then allowed 60-foot-tall interstate sign would not provide the needed visibility for Interstate traffic. The applicant’s representative further stated at that meeting that the 20-foot-tall sign would be sufficient for visibility on Columbus Parkway.

Since the previous ZBA meeting, the applicant has begun construction on this site. The applicant submitted a revised application that did not include the 60-foot-tall signage, but did include other lower free-standing signage, wall signage, and canopy signage. The canopy signage that was too large under the previous sign regulations is now compliant due to the adoption of the new ordinance on November 18, 2021, which increased that standard. This signage was approved by the Planning Department.

Recommendation

Staff understands the applicant’s request for greater visibility considering the surrounding signage and their use. However, as redevelopment occurs, or the existing signs deteriorate; new signs will be required to meet the same ordinance.

Staff recommends denial of the variance request. There are no hardships unique to the applicant’s property that is not shared by adjacent or nearby properties.

Chairman Payne opened the public hearing.

Bert Boykin, representative, stated as Mr. Mosley stated, when RaceTrac filed its initial application for a 60 foot sign, that was the allowable height. Following the request for the 100 foot sign which was denied, staff recommended that we go ahead and get this application in and warned us that City Council was going to consider an update to the ordinance that could pass that would bring the allowable height of a freestanding sign down to 20 feet. RaceTrac deliberately filed their application on November 11, 2021 ahead of the City Council's vote in an effort to achieve approval for a 60 foot sign. The next time that RaceTrac heard from the City was on December 13, 2021. An email was sent to RaceTrac sign vendor that simply stated "I'm missing a brightness certificate, can you please get that to me?". Two days later, December 15, an email was sent by staff to RaceTrac sign vendor that said "also, you are going to have to amend your application to show the freestanding sign at 20 feet because 60 feet is no longer allowed. Confusion ensued. There has been a lot of conversation between us and the City that has led up to today where we are. So, the part of the ordinance that's being used for the initial denial of our application is that a permit was not issued within 30 days. I feel that that brings about an unduly harsh consequence on the applicant, which is exactly why variances exist. I think that RaceTrac is a textbook example of an applicant that should receive strong consideration for a variance. The strict application of the ordinance, the 30-day deadline, is harsh because RaceTrac didn't receive any comments on its application within the 30 days. Unless it was just granted outright which I will tell you in today's world is unusual; these sign ordinances have become more and more complicated, and I know there's good reason for that, but when you compare that to the 30 day deadline it creates a very difficult situation for everyone involved. The City and its staff members are very busy. This is not the only thing that they have to look at, and when an application is filed usually they have other things that they're working on immediately that need attention and they have to get to it. Then, more times than not, an application is sent back where there's comments on the drawings, where they want things addressed, they want additional information, and maybe phone calls or meetings have to take place. When an applicant gets those comments, then they also have to take the time to get to it and speak with the appropriate people within their organization or those that they're working with and come up with a plan to put on paper what the City is wanting to see, what do we have to do here. Then, you have a resubmittal and hopefully you've addressed everything and you get your permit, but sometimes that doesn't even happen. So, when you look at that 30-day deadline, it's hard to imagine when ordinances drill down to font, to brightness, to copy area, you have to apply the unique characteristics of a given piece of property, meeting that 30-day deadline is difficult, but you cannot do it when you don't have comments within 30 days. So, we're coming to the Board and simply asking for a sign for the allowable height when we filed our original application. We are a unique situation. That's another element that the ordinance speaks to. The general public can't also be aggrieved in the same way, and when you look here, I would be extremely surprised if you're going to hear from anyone saying they have the same situation. That there was an administrative termination due to a permit not being issued within 30 days and the zoning ordinance changed during that time period and you totally lost the ability to build the sign that you submitted for. I just don't see how the Board would create a precedent where there's going to be other applicants saying, "Hey, RaceTrac got this, we should too". I mean, that would be easily addressed by explaining the nuance of our situation. Lastly, when considering the variance you think, "Are there any negative consequences to the public as a result of us granting this?" and I'll say no. We have a neighbor, McDonald's, that has a 100-foot sign. There are other signs that are 60 feet and above in the general area. We got a conditional use approval for a gas station convenience store. The zoning ordinance contemplates that this type of use would be in this area. Building a 60-foot sign is not in any way uncommon for a gas station convenience store. Quite frankly, there are real world safety concerns, and I'm going to allow others to speak about that a little bit more, but basically it's visibility and allowing a driver enough time to make safe lane changes and turn into our site.

The difference between 60 feet and 20 feet is significant in that regard. It's also significant in marketing. We would be at a competitive disadvantage trying to operate a gas station convenience store with a 20-foot sign. I'll wrap up with just saying that this situation warrants relief from the ordinance. We're here to answer any questions you might have. I do appreciate your time and consideration of our application. Thank you very much.

Mr. Walters asked just so I'm clear, y'all submitted the application originally for a 100-foot sign with a 40 foot variance, if I'm not mistaken. Is that right?

Mr. Mosley stated that was what you heard at the November 9th, 2021 meeting.

Mr. Walters stated correct. So, was there another application?

Mr. Mosley stated yes sir. Following the denial of the 40-foot variance for the 100-foot sign, they submitted an application for a 60-foot-tall sign which was allowed still by the ordinance for about another week after they applied. The following day after that variance was denied, on the 10th or 11th, they submitted the follow-up application for the 60-foot-tall sign.

Bert Boykin stated this was a very tight timeframe. We had the variance hearing for the 100-foot sign that was denied. I think two days later we filed the application for the 60-foot sign. The ordinance was voted on maybe a week after that and updated and here we are. That's basically what happened.

Mr. Walters stated so the application was submitted prior to the change. Was there just not a permit issued and that's the reason it timed out?

Mr. Mosley stated yes sir. So, there was not a permit issued. There was miscommunication on our staff about the application coming in and when that was. Additionally, there were some issues with the sign permit as far as missing the lighting information and some of the signage in that package not being allowed under the current sign code. Not the 60-foot-tall sign, but canopy signage on the lower gas tank canopies.

Mrs. George stated on the application, you're saying to attract customers and to safely change lanes to turn on the site. Are you saying because of where it's located? Can you go into that a little bit?

Bert Boykin stated the height of the sign allows the driver to identify. So, a 60-foot sign is going to be visible before a 20-foot sign and that allows the driver in the left-hand lane to merge, get over in the deceleration lane and turn. What you don't want are abrupt turns. That's essentially what I'm describing.

Mrs. George asked because these are trucks that are mainly going to be your customer?

Bert Boykin stated commercial vehicles and travel vehicles will be serviced here. The 60-foot sign will allow visibility at a greater distance and prices are displayed on these signs. Travelers look at that and they need a moment to see what the price is and decide whether they want to pull in. I think that's also easier to identify at 60 feet than 20 feet.

Mr. Walters stated I want to try to understand the timing of everything. So, when you submitted the application it was within the deadline.

Mr. Mosley stated yes sir. It was about a week before the deadline.

Mr. Walters asked was there no feedback or communication from the City as to what the deficiencies were in the application?

Mr. Mosley stated no, sir. We sent an email to their sign contractor on the eighth, a couple of days before they submitted, saying fill out the application and also we need this lighting information. Once they submitted it, there was no feedback from the staff back to the applicant about the deficiencies.

Mrs. George asked and then the vote happened after that?

Mr. Mosley stated the vote happened about a week after they submitted and then the 30 days ran out on December 10th or 11th.

Mrs. George asked but nobody said anything about this needs to be changed within those 30 days to let them know?

Mr. Mosley stated no. The staff did not respond back to them saying this needed to be modified again.

Mr. Walters asked so was the application for the 60-foot sign done before the vote on the 40-foot variance originally?

Mr. Mosley stated no. It was done right after.

Mr. Walters stated so once the vote was turned down for the 100-foot sign, you re-applied for a 60-foot sign. That was a week before the ordinance changed. Correct?

Mr. Mosley stated yes. So, the ZBA denied the 100-foot sign on November 9. I believe they applied for the new sign on November 11. The ordinance changed the following Tuesday by Council vote. It wasn't published until Thursday which means it takes effect on that Thursday which was, I believe the 18th.

Mr. Walters stated ok, and so the application was done in time, but the ordinance changed and there were still deficiencies in the application due to the lighting and all of that. Right?

Mr. Mosley stated yes.

Mr. Walters stated but, on that application there was never any feedback from the staff that that was deficient. So, you didn't hear anything and it just ran out.

Mr. Mosley stated that's correct.

Mr. Walters stated this almost seems more of an administrative issue of the process. It seems like it's coming before us to kind of fix a problem that was an administrative problem within this process.

Mr. Mosley stated that to some degree this is about process. I think that's what the applicants are referencing. They are also referencing the need for a taller sign due to their use and type of activity.

Mr. Walters stated right. I guess I feel like we've already ruled on that piece of it. We've already

ruled that for a 100-foot sign, but it's still the same reasoning for the 60-foot sign that they had for the 100-foot sign. So, we've kind of ruled on that already, and so now it's really not about that anymore. It's about the issue of the delay in the permit and it running out.

Bert Boykin stated but, I believe the ordinance gives this Board an opportunity to grant a variance where the strict application does bring about a harsh consequence that should be avoided. Now, I gave you those same issues for the 60-foot sign as the 100, but I still believe this application presents a request for relief that the ordinance says the Board can give us.

Mr. Walters stated well, unfortunately I don't have the ordinance in front of me, but is the ordinance for a hardship on the property, or a hardship on the process, or is it just in general? What's the language of the ordinance?

Bert Boykin stated it's the strict application of the ordinance requesting relief given the factual characteristics of the application.

Mr. Walters stated right. That's what I'm trying to determine. Within the ordinance, is the hardship a reflection of the hardship of the property, location, geography, shape of lot, and that sort of thing versus a hardship in the actual application process?

Bert Boykin stated I believe it does.

Mr. Walters stated I believe that you believe that.

Mr. Mosley stated generally the variances do kind of lean towards the physical nature of the property, lot, width, size, or topography. But I think it does also talk about a strict application of regulation. So, I don't think you're completely limited to just the physical nature of that.

Bert Boykin stated I'll mention one other thing that we explored ahead of coming to you today. We did attempt to file an appeal to that administrative decision but given that that all transpired at the end of 2021, I asked for it in spring and we were told, "well, you have to appeal the decision of the Director within 15 or 30 days after that decision is issued." So, we initially approached this while filing both of those but at the end of the day, I think the ordinance allows the Board to consider a request such as ours where we're trying to get relief based on the process, not just a physical characteristic of the property.

Mr. Walters asked Mr. Mosley can you elaborate any more on the staff recommendation of denial given the situation of the seeming delay of response of the staff on the application?

Mr. Mosley stated we would rather always be proactive and provide quicker feedback, but generally we do still look at this as how this fits within the zoning ordinance at the time the variance was requested. So, in that regard, we were looking at this from the standpoint of the application as it is today which is that a 20-foot sign is what's allowed. We feel that the variance is not necessary based on the specific conditions here. In one regard it's looking at it as, if approved currently, the applicant would receive both the best of the signage allowed under the old ordinance plus better signage allowed under the new ordinance. You'd be looking at a general change to our sign regulations and what we're trying to accomplish with that. So, we don't feel that the 60-foot ordinance under today's guidelines is a margin. I do understand the applicant's concerns there, but in that regard, we feel that that previous application was ruled on by the ordinance's 30-day block.

Mr. Anthony asked when they submitted this under the previous sign regulations, the 60 foot

was allowable. There was missing information. When they got that information back to you, did it adhere to the previous sign regulations?

Mr. Mosley stated no. When they resubmitted, they later included the lighting requirements and then the issue that was not previously correct is what we call canopy signage. So, this is the canopy signage you see here which would sit on the front of the front rear canopy. I believe under the existing ordinance in place at the time, that it was allowed to be up to ten square feet. We modified the ordinance to be more flexible to allow this to be a percentage of the building signage and so that allowed them to increase this signage from ten square feet to 55 square feet. So, this is from the initial submittal and up here, it actually says variance required.

Chairman Payne stated Mr. Mosley, I think the problem here is, they filed in a timely manner. At that time when they filed, they didn't get any response on the file saying that they should have done this or that. So, now that the time has run out, that's what we are stuck against here. The Board is going to have to make a decision on what to do about this case because this falls into a different situation regarding hardship. As the Board, they come here for us to ask for relief. I want to let the Board know that we have got to come up with a common ground here for these people today.

Samantha Jones, authorized representative, stated I am representing RaceTrac as the owner/applicant of the site under construction on Columbus Parkway. I certainly want to thank you all for your time and your process. Working with the City has been overall a good partnership. This is our second site in Opelika. We have a RaceWay on Marvyn Parkway. Alabama in general is a new RaceTrac market that we're certainly excited to grow and expand in, including this site which is our very new large format travel center. We only have nine open throughout the entire southeast in our regions. I definitely don't want to repeat all of what Mr. Boykin said. I think he did a good job along with Mr. Mosley of describing the timing and kind of the unusual situation, also considering the Thanksgiving holidays and everything that fell within that 30-day window. But I would like to emphasize the fact that at the time of our previous variance being denied, the application was code compliant at the 60 feet and is in line with all of our competition including the Circle K on the north side of Columbus Parkway. I really want to stress the safety factor of trucks changing lanes and the fact that we're catering to that larger commercial vehicle and I'm sure I'm not giving you any new information that it's tough to make a left in and out on Columbus Parkway and to navigate. It's a very busy corridor, which obviously plays into why we chose that for this development. With that being said, if there are no objections from staff, if Commissioner Rauch is able to make a couple of comments I would appreciate him coming up here.

Councilman Todd Rauch stated I serve as the City Councilman for Ward 5 here in Opelika which is the area where this gas station is going to be. I was reached out to by the RaceTrac fuel company because of this issue, so I talked with the City. The most cumbersome piece of legislation of ordinance that we have in the City of Opelika is our sign ordinance. I've read it four times front to back and I still don't understand it. However, as the City grows in municipalities, and people are suing the City, and freedom of speech, from time to time we have to look at this. Oftentimes, mistakes are made, but that's a good thing because decisions are getting made along the way. As a Council, we try to work cohesively. I work a lot with George Allen since he's been on the Planning Commission and learning about that process and becoming more involved with it and understanding the wants of the Planning Commission and the needs of the Council whenever we make our decisions. This comes down to two big issues for me. The very first thing is the intent. There was an intent by RaceTrac to file for this sign ordinance within a timely manner. There wasn't any extra guidance on the back end to get this done ahead of time. I do think that's important because they did follow through with that. The

second thing is safety. So, with this corridor being in Ward 5, safety is a big problem. I'm the type of person who's a visual learner, so I've been out there for the last three days from 5 to 6, and I've sat and tried to watch as many trucks go down that road and seen how many are making that left-hand turn into the Circle K or just going straight on through. When trucks are going straight on through, they're not stopping in our community, they're not buying gas, they're not buying soda, they're not buying snacks, they're not buying phone accessories for their trucks, and they're not using the scales. They're going down to Smith Station and they're spending money at that Love's truck stop because they can't make that left-hand turn as they're coming into Opelika. The other part of my Ward is up near the Sportsplex area and that's where the trucks go to offload all their products. That intersection right there doesn't allow them to stop at that Circle K on that corner and then go through. The same reason they're not stopping into the Circle K is the same reason why they're not stopping at the Circle K up there by the Sportsplex, because it's not accessible and they don't have a really good way to get in there and they've got times to meet. So as a safety issue, whenever trucks are coming in, the sign is really important because there are trees, there are canopies, there are signs, and there are buildings. That allows trucks to know that this gas station is on the right-hand side of the road and you might as well get in that right-hand side now, because there are also vehicles coming in from off the interstate that are in that right-hand lane. So, it's important for these trucks to know that ahead of time so there's not even more congestion, because there is congestion the other way while they're waiting to get on the interstate. I've experienced that numerous times. Whenever it's rainy or cloudy and visibility is low, it becomes a big problem. I think building, land, and everything, this is about a \$13 million investment in the City of Opelika. That's big for us and it's big for that area because that's our last chance to catch customers and truckers as they're going out of town to spend their last dollar in Opelika. I'm very much for this. RaceTrac had this whole process while we were doing this ordinance and I can promise you this. If they would have come to me and said this is an issue, we're up on a timeline, I probably would have talked to President Eddie Smith and Councilman George Allen and I would have said, "is there a way that we can table this to allow this to work out?" Sometimes there are companies and people that get stuck in the folds of the legislation that we legislate. I think this is one of those instances. I would also like to ask, if you are considering possibly voting against this with it needing four votes to go forward, I would humbly ask that you table it so that we may get a full scope or feedback from the Zoning Board of Adjustments to come back possibly next month. Thank you so much for your time and everything that you do.

Chairman Payne closed the public hearing.

Mr. Anthony asked Mr. Mosley it says in the staff report under the former sign regulations "in the event that no decision is rendered within the 30 calendar days." Is that still the day count in the new regulations as well?

Mr. Mosley stated that is still in our regulations and what that's intended to do is ensure that applications don't just sit out there forever, and people are given timely responses on their application. So, for the safety of the City, it automatically denies those applications after a 30 day period.

Mr. Anthony asked have other applicants had this same issue?

Mr. Mosley stated no. Occasionally, people do go longer than 30 days or don't get us the information we need within 30 days. In most of those cases there's not an ordinance change in the middle of that so they can come back in and reapply with basically the same application changing whatever they need so that they could be approved.

Mr. Walters asked Mr. Mosley given what we've read in the ordinance, is it the staff position in their recommendations to no hardships unique to the applicant's property still that there was no hardship in the application process due to the lack of response?

Mr. Mosley stated yes. I would have preferred us to have responded more timely. It is a uniqueness, but I don't know that I would say it's a hardship in my opinion. Of course, the Board is more than welcome to disagree.

Mr. Walters stated I understand, it's a staff recommendation.

Mr. Anthony stated with the initial application there was a variance required for the canopy part. The variance requested today is only for height. What has changed between the initial application? Did they fix the canopy part?

Mr. Mosley stated no. The I-1 and I-2 labeled signs are canopy signage here. The sign reads "RaceTrac" that runs along the front of the canopy here. Just the sign, not the stripe. You'll see here it's 3 x 15 1/2 to 3 1/2 x 15 1/2, 55 square feet. Under the previous ordinance, canopy signage could not exceed ten square feet for the sign on the canopy itself. What we did with the new ordinance is we don't quite regulate that the same. We basically say that this can be part of your overall building signage because from a fueling station standpoint, typically the canopy is out in front of the building and so it gets better visibility than the building itself. Many of them would prefer to have a larger sign on the canopy itself than on the building. So, we modified that so that this could be larger under the new ordinance, not because of RaceTrac but just because our consultant suggested that we look at that and we took that under effect. So, they didn't have to change this under the new application. It just became legal under the new application.

Mr. Anthony stated he understood.

Bert Boykin stated given the opportunity within the 30 days, we would have modified that, dropped it, and not sought a variance and accomplished the major goal which is getting a 60-foot sign. All we've done to this point changes along with the ordinance, we're having to live with the new ordinance and request a variance here, so obviously we want to take advantage of that modification. From that standpoint, we would have liked the opportunity if that was a hang-up to address it within the 30 days.

Chairman Payne stated we as the Board are down to the decision here. We can either table this to the next meeting, or we can go ahead and make a decision now. I'm recommending tabling this to the next meeting until we get more people on the Board. At least five.

Mr. Mosley stated that would need to be a motion that it is tabled if that's the desire. Just as a procedural standpoint, a motion to put something on the table supersedes any other motion on the agenda. So, you can make a motion and before the vote someone can ask it to be tabled or you can go ahead and table it. Either is your choice.

Motion to table the item to the August 9, 2022 Zoning Board of Adjustment meeting

RESULT:	Passed
MOVER:	Jay Walters
SECONDER:	Chris Anthony
DISCUSSION:	Mrs. George asked if we table this, how would that affect their process of being able to go forward with putting up a sign regardless of whichever way

it goes?

Mr. Mosley stated they would not be able to put up this sign until a variance is granted. I'll leave that to them, to their timeline and they can describe that to you. It's my understanding they're under construction right now, so they are actively working on the site.

Bert Boykin stated we can follow the Board's recommendation. We have time to allow for that.

AYES: Walters, George, Payne, Anthony
NAYS: None
ABSTAIN: None

Mr. Anthony stated in the staff report, there are a couple of dates that say 2022 that should be 2021.

Mr. Mosley stated I apologize. I'll make sure those are corrected.

Mr. Anthony asked is there any way the staff could look at this 30 day requirement across other municipalities and see if that's pretty common? I know you said it hasn't been an issue with other applicants, but I do feel like here it has been challenging and I don't know if maybe we could look at if it's more commonplace for 45 or 60 days. I feel like it'd be a good thing to look at how other municipalities are handling that and if we could give more leeway there.

Mr. Mosley stated ok.

C. ADJOURN

Motion to adjourn at 9:47 p.m.

RESULT: Passed
MOVER: Angela George
SECONDER: Jay Walters
AYES: Walters, George, Payne, Anthony
NAYS: None
ABSTAIN: None

Wilbert Payne, Chairman

Matt Mosley, Secretary

CITY OF OPELIKA - BZA
STAFF REPORT
August 9, 2022

Applicant: Jeremy Clark, Compass Construction

Property: 710 Ave E

Existing Zone: C-2

Request: Requesting a 10-foot front yard variance from the 25 foot front yard setback requirement

Proposal

The applicant is requesting a 10-foot front yard variance to allow a residence to be up to 15 feet from the front property line. The subject property is located on the corner of Avenue E and S. 8th Street. The property previously had a home on the corner that faced S. 8th Street.

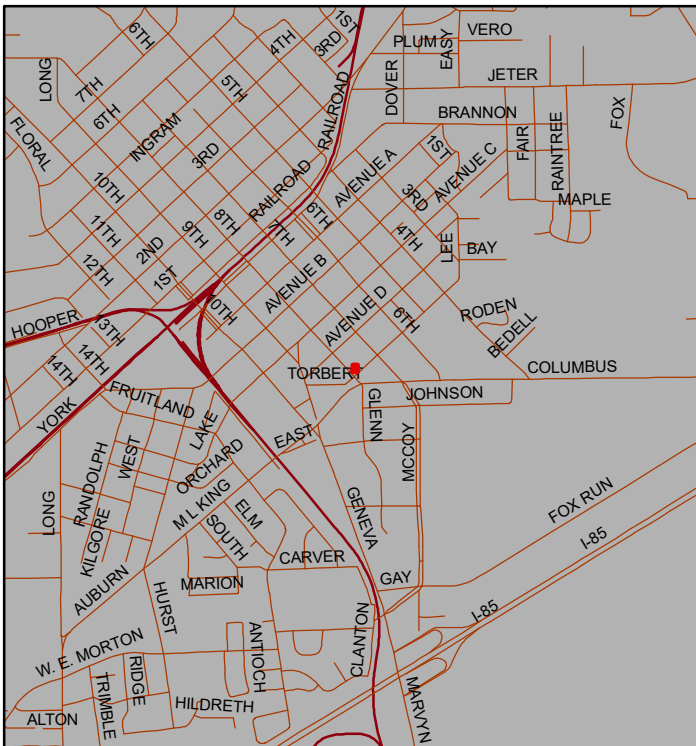
The subject property is located in the Geneva Street (Southside) Historic District. While there are not lots on the immediately adjoining lots, most lots in this area do not meet the setbacks for C-2. The homes across the street range from 0-10 feet off of the property line. The previous home at this location was approximately 15 feet from S. 8th Street and 8 feet from Avenue E. While the lot is large enough to meet a deeper setback, if the house was reduced in size, the deeper setback would be out of character for the historic district.

Recommendation

Staff believes that this request would allow the development to be more in character to the existing neighborhood. Staff recommends approval of the proposed variance based on the site plan presented. If granted by the ZBA, the use would still require Historic Preservation Commission approval for the structures.

The map displays the study area with the following features:

- Streets:** AVENUE D (top left), S 8TH ST (middle left), AVENUE E (middle right), S 7TH ST (top right), TORBERT BLVD (bottom left), and COLUMBUS PKWY (bottom right).
- Land Use:** The area is divided into pink and red zones. The pink zones are labeled 'C2' and the red zones are labeled 'C3'.
- Proposed Development:** A rectangular area in the pink 'C2' zone is outlined with a black and white dashed line, indicating the proposed development site.
- Buildings:** Various grey shapes represent existing buildings throughout the map.



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3066

**APPLICATION FOR
VARIANCE (Section 4.2A)**
PLANNING DEPARTMENT
700 FOX TRAIL
OPELIKA, AL 36801



DATE: 07/19/22	Zoning Board of Adjustment Meeting Date: 8/9/22
Case Number:	Meeting Deadline: 07/19/22

PART I. OWNER / APPLICANT INFORMATION

Phil Moody/Shree Summerlinn	803 Ave D, Opelika, AL	(337)581-5647
<i>Owner Name</i>	<i>Address</i>	<i>Phone</i>
Jeremy Clark, Compass Construction	PO Box 1911, Auburn, AL 36831	(334)-332-9331
<i>Agent Name (if applicable)</i>	<i>Address</i>	<i>Phone</i>

PART II. PARCEL INFORMATION

Street Address: 710 Ave E, Opelika, AL 36801

Current Zoning: C-2

Current Land Use: Vacant

Type of Variance Sought: _____ Sign _____ Parking ☒ Setback _____ Other _____

PART III. Provide a Brief Description and Reason for the Variance (attach a zoning map or site plan)

Variance requested for reduced front setback from 25 ft to 15 ft for single family residential structure.

The current setback requirements would push the building further back from street than the current pattern of the neighborhood.

The requested reduction to brings the building face more in line with the general neighborhood.

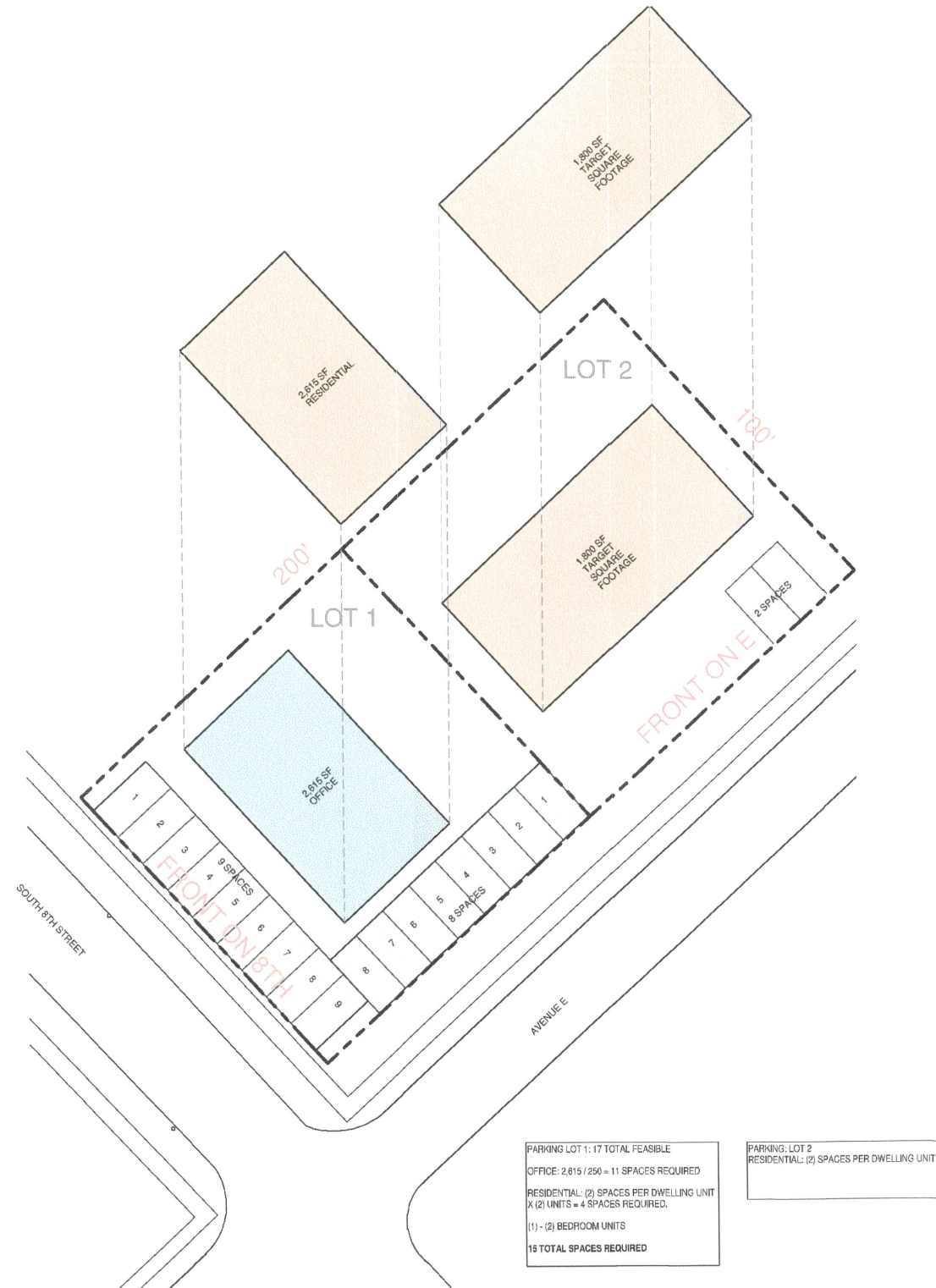
Setback	Required	Proposed	Amount of Variance
Front	25	15	10
Side	10		
Side	10		
Rear	20		

PART IV.

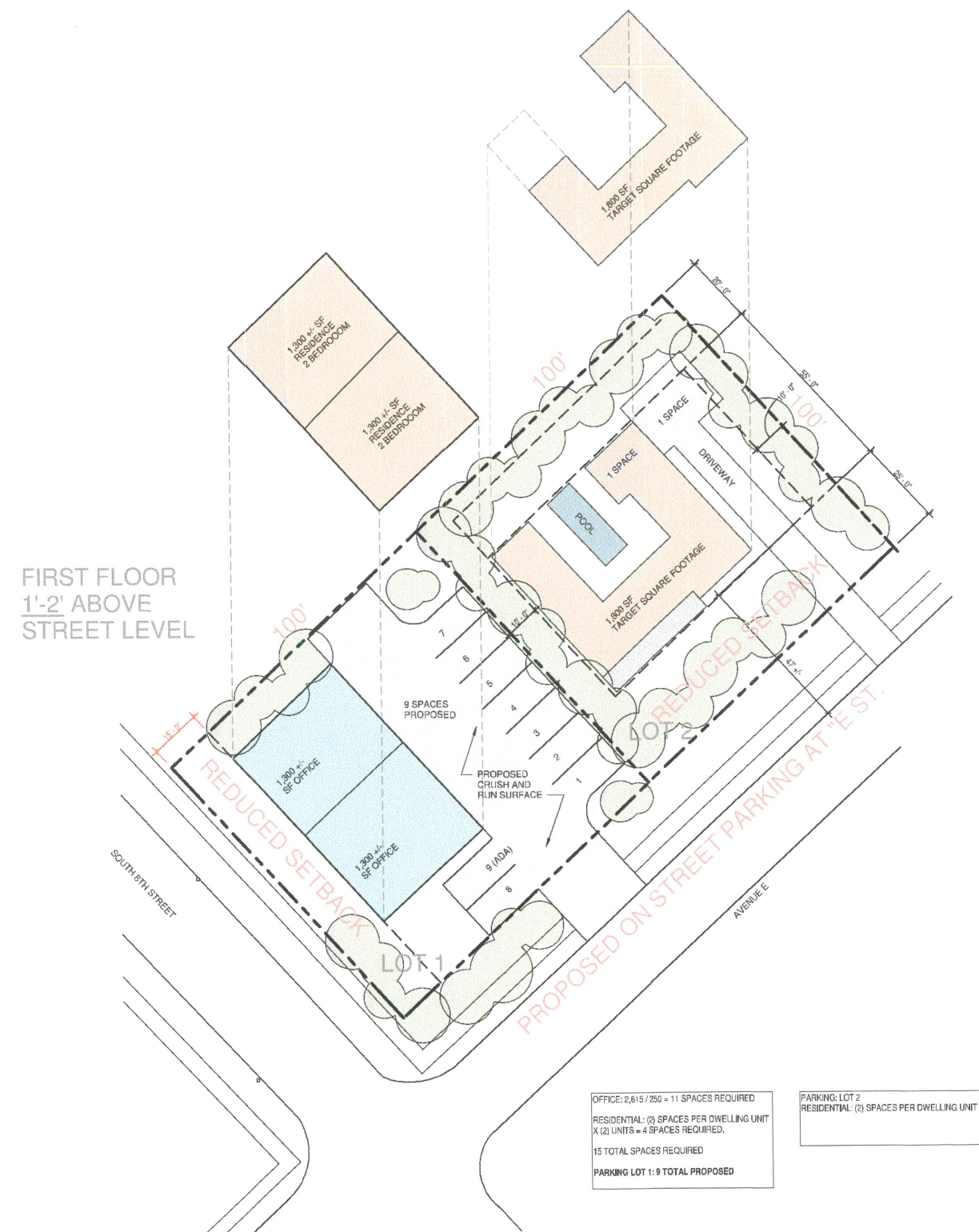
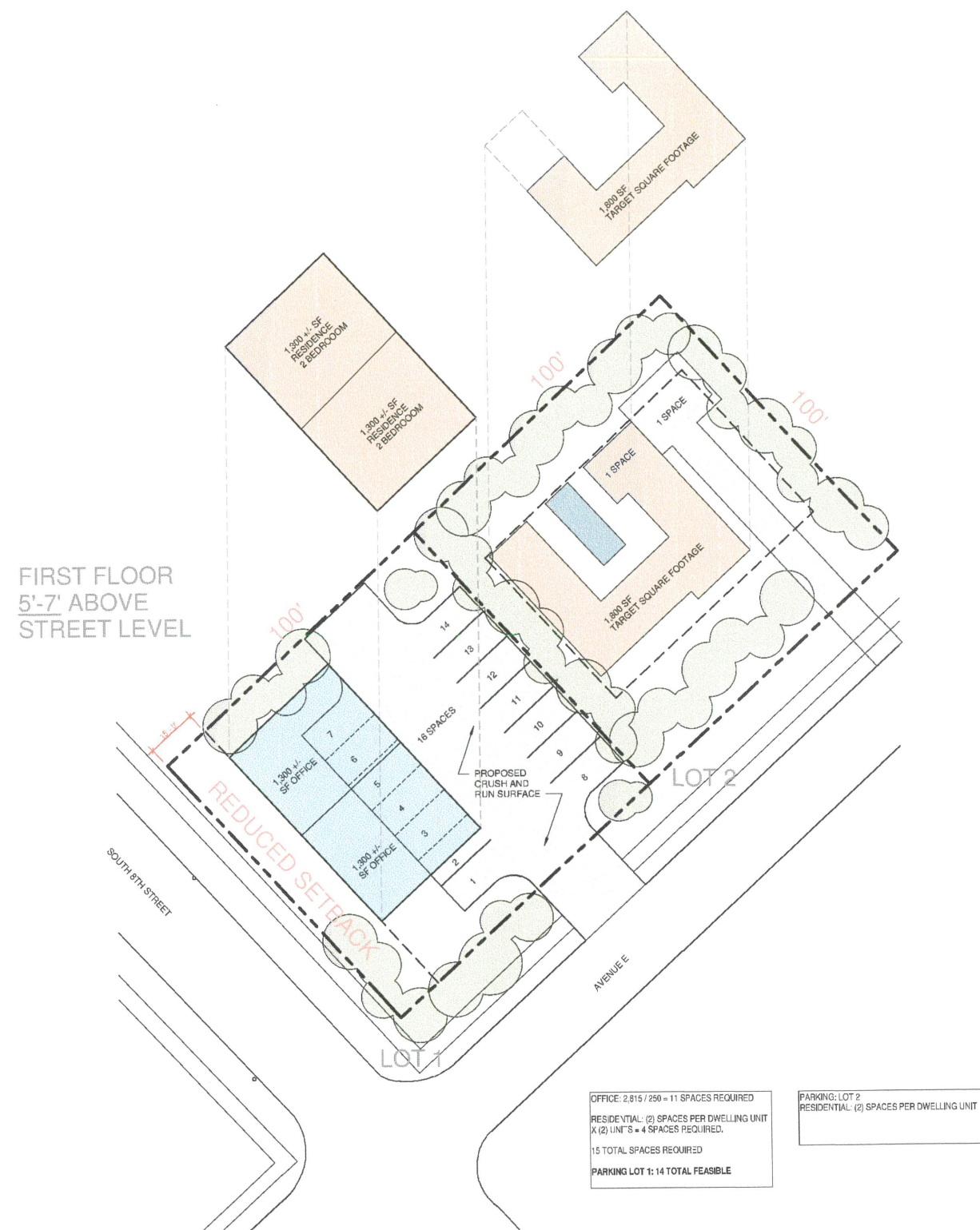
1) Are there extraordinary and/or exceptional conditions to the particular property, which make a variance necessary? NO

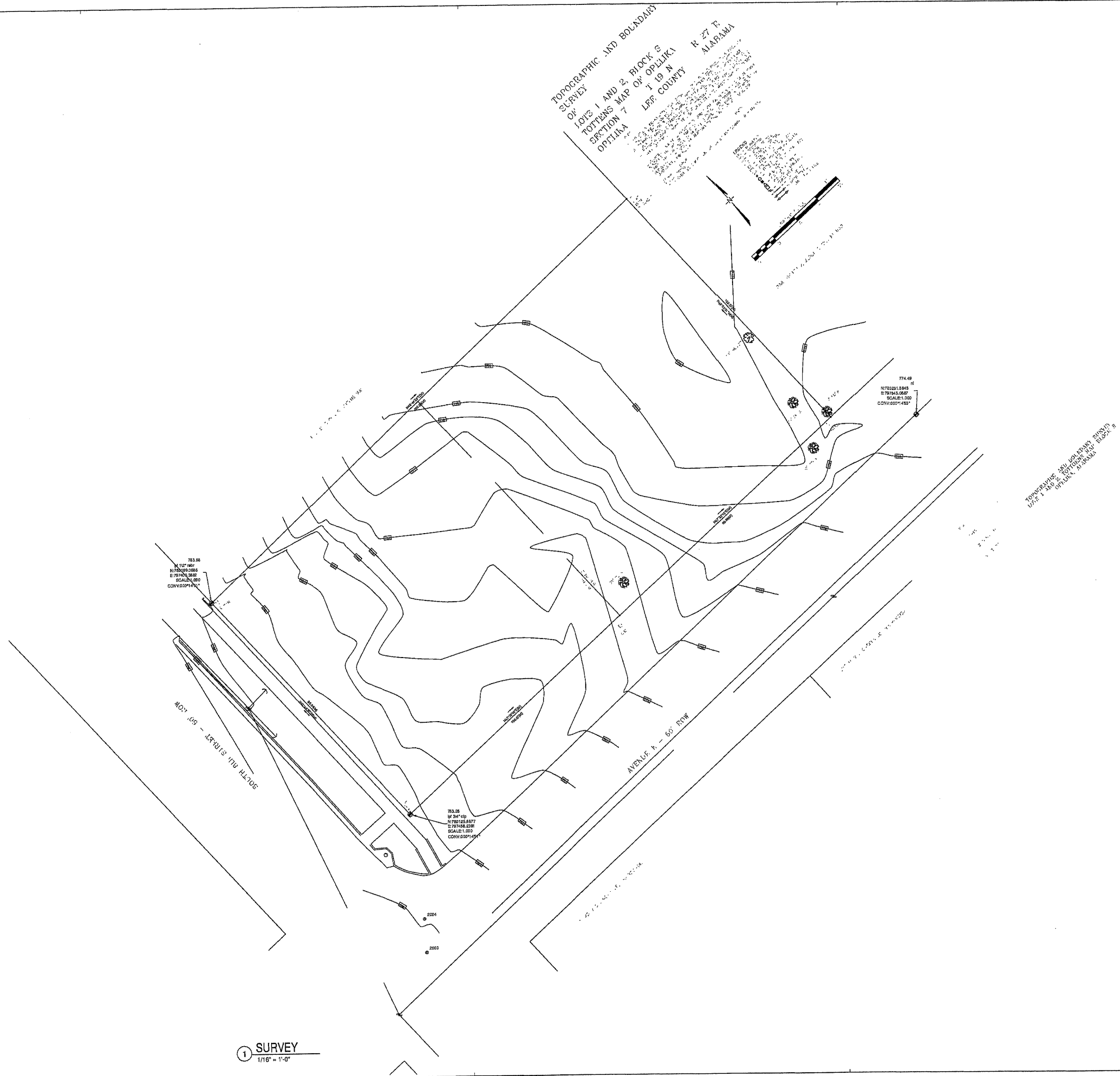


1 SUBDIVIDED, MAX BUILDABLE
1" = 20'-0"



2 SUBDIVIDED PARKING CALCS RES+OFFICE
1" = 20'-0"





1 SURVEY
1/16" = 1'-0"

TOPOGRAPHIC AND BOUNDARY
SURVEY
OF
LOTS 1 AND 2, BLOCK 8
TOWNSHIP 7
SECTION 7
OPELIKA
LEF. COUNTY
ALABAMA
R 27 T.
MADAMA

SUPERUNISON

550 BRYANT AVE / AUBURN, AL 36820
MAT@SUPERUNISON.COM / SHANE@SUPERUNISON.COM

SUMMERLIN MOODY DEVELOPMENT
SOUTH 8TH ST
OPELIKA, AL
8TH & E ST

SURVEY

DRAWING TITLE:

JOB # 22002
DRAWN BY SAE
DATE 05/11/22
PHASE CONCEPT

REVISIONS:

SHEET:
1.0

CITY OF OPELIKA - BZA
STAFF REPORT
August 9, 2022

Applicant: Jeremy Clark, Compass Construction

Property: 512 S. 8th Street

Existing Zone: C-2

Request: Requesting a 15-foot front yard variance from the 30 foot front yard setback requirement

Proposal

The applicant is requesting a 15-foot front yard variance to allow a residence to be up to 15 feet from the front property line. The subject property is located on the corner of Avenue E and S. 8th Street. The property previously had a home on the corner that faced S. 8th Street.

The subject property is located in the Geneva Street (Southside) Historic District. While there are not lots on the immediately adjoining lots, most lots in this area do not meet the setbacks for C-2. The homes across the street range from 0-10 feet off of the property line. The previous home at this location was approximately 15 feet from S. 8th Street and 8 feet from Avenue E. While the lot is large enough to meet a deeper setback, if the house was reduced in size, the deeper setback would be out of character for the historic district.

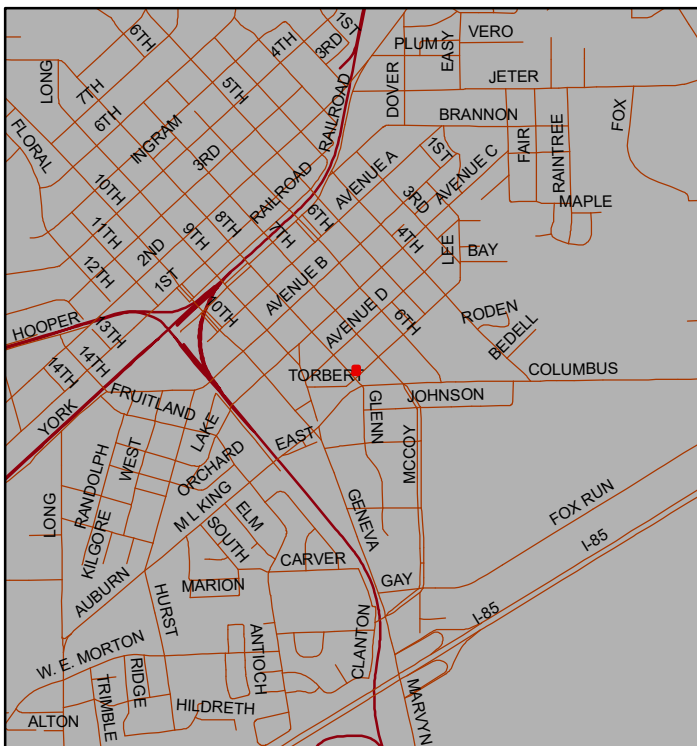
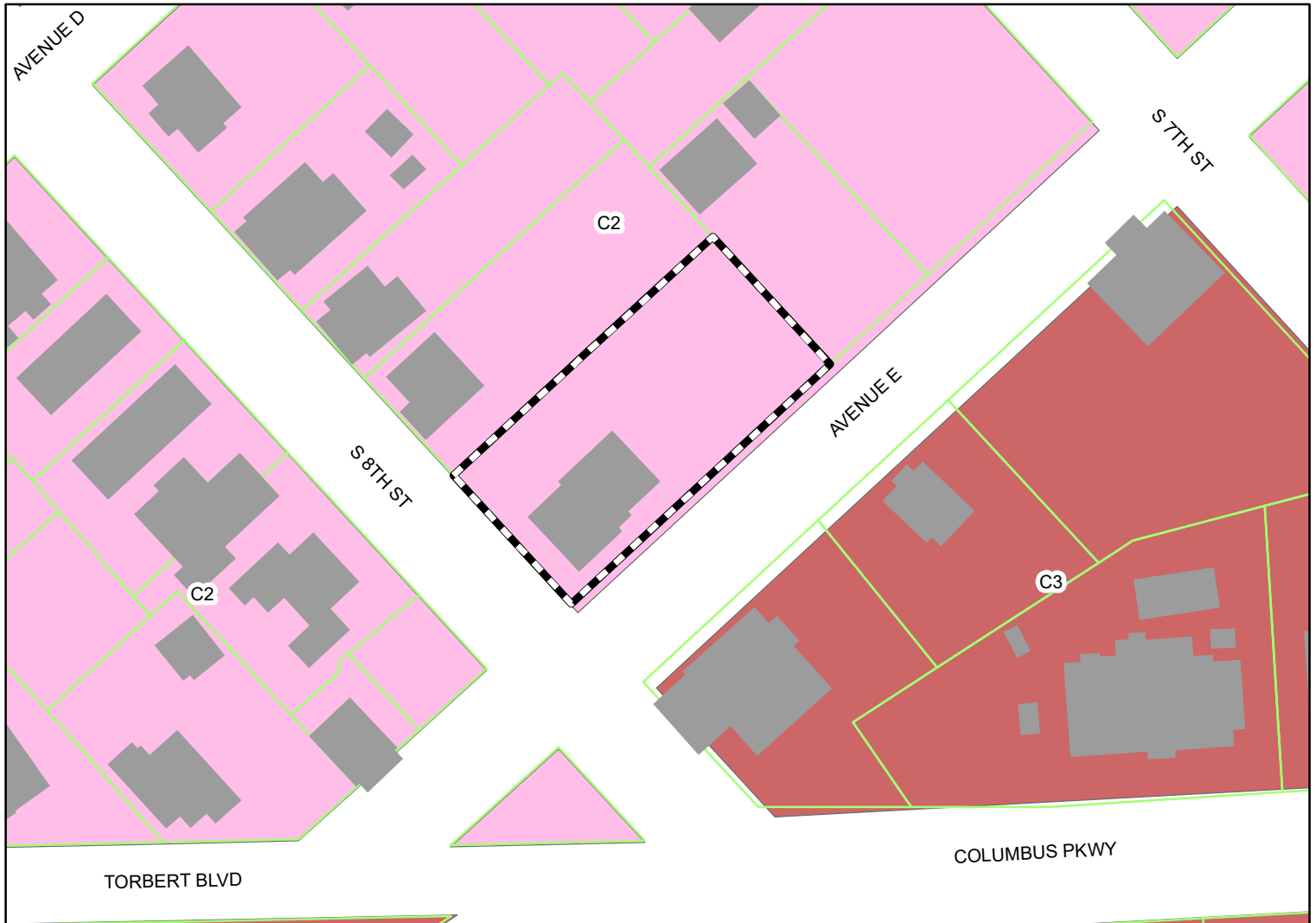
Recommendation

Staff believes that this request would allow the development to be more in character to the existing neighborhood. Staff recommends approval of the proposed variance based on the site plan presented. If granted by the ZBA, the use would still require Historic Preservation Commission approval for the structures.

JEREMY CLARK VARIANCE REQUEST

710 AVENUE E AND 512 SOUTH 8TH STREET

BUILDING SETBACKS AND PARKING VARIANCE



The applicant requesting a front yard setback variance for two structures and a variance from 15 parking spaces to 9 parking spaces. The property is in the Historic District and the C-2 zoning district.



Subject Property

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3007

**APPLICATION FOR
VARIANCE (Section 4.2A)**
PLANNING DEPARTMENT
700 FOX TRAIL
OPELIKA, AL 36801



DATE: 07/19/22	Zoning Board of Adjustment Meeting Date: 8/9/22
Case Number:	Meeting Deadline: 07/19/22

PART I. OWNER / APPLICANT INFORMATION

Phil Moody/Shree Summerlinn 803 Ave D, Opelika, AL (337)581-5647
Owner Name Address Phone

Jeremy Clark, Compass Construction, 234 Dogwood Dr, Auburn, AL 36830 (334)-332-9331
Agent Name (if applicable) Address Phone

PART II. PARCEL INFORMATION

Street Address: 512 S 8th St, Opelika, AL 36801

Current Zoning: C-2

Current Land Use: Vacant

Type of Variance Sought: _____ Sign _____ Parking ☒ _____ Setback _____ Other

PART III. Provide a Brief Description and Reason for the Variance (attach a zoning map or site plan) Variance requested for reduced front setback From 30 ft to 15 ft for two story commercial/residential structure.

The current setback requirements would push the building further back from street than the current pattern of the neighborhood.

The requested reduction to brings the building face more in line with adjoining properties and the general neighborhood.

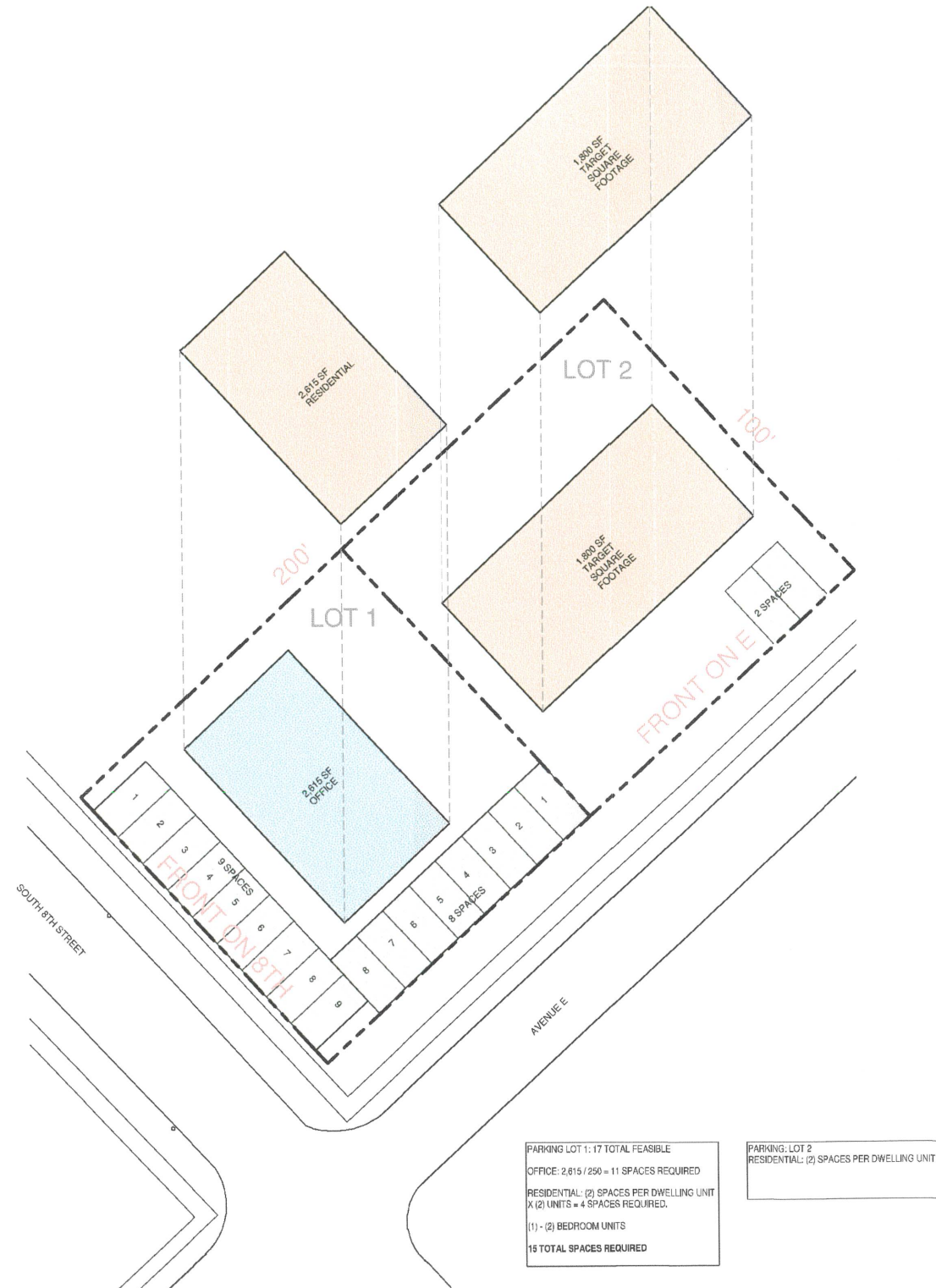
Setback	Required	Proposed	Amount of Variance
Front	30'	15'	15'
Side	25'		
Side	10'		
Rear	30'		

PART IV.

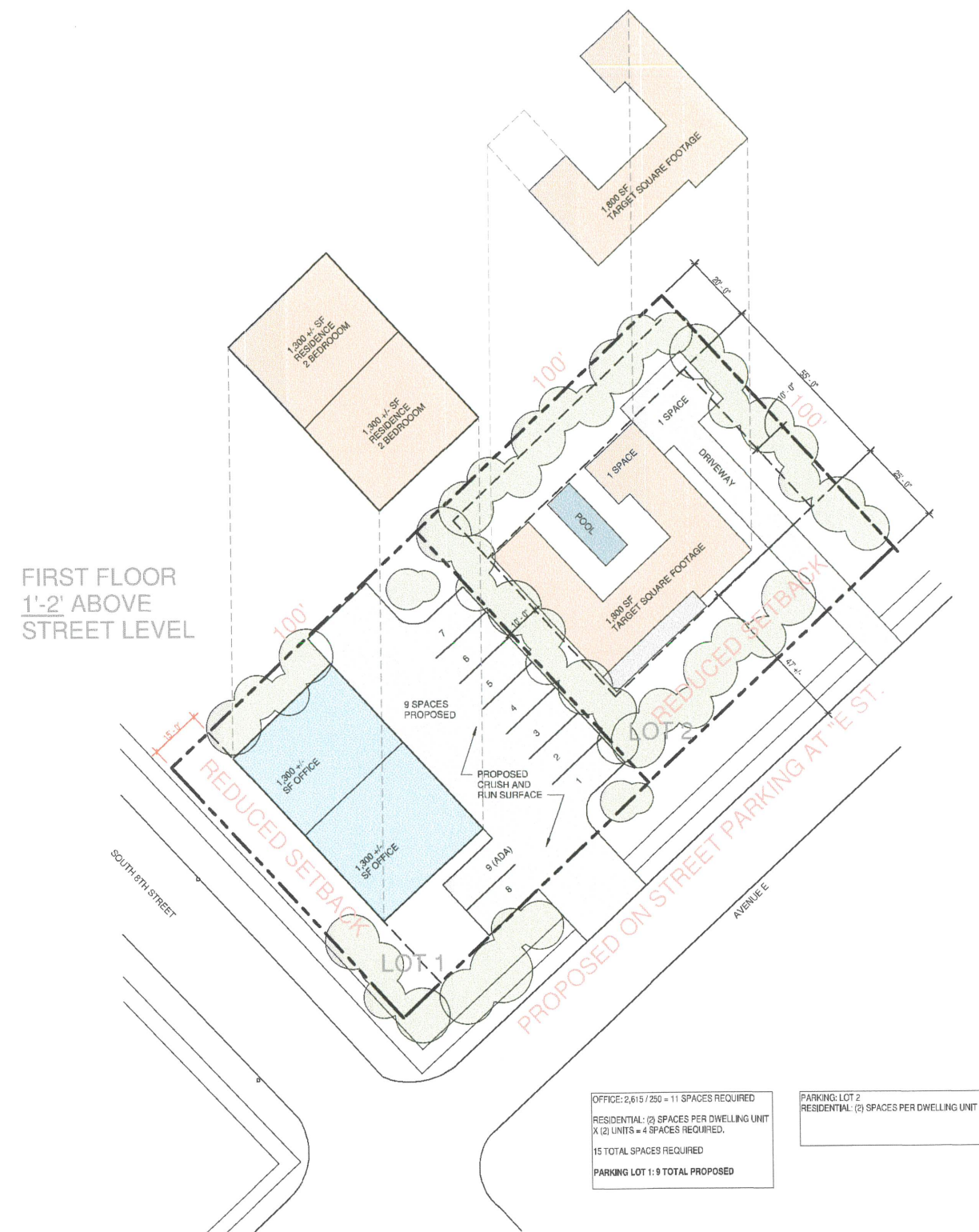
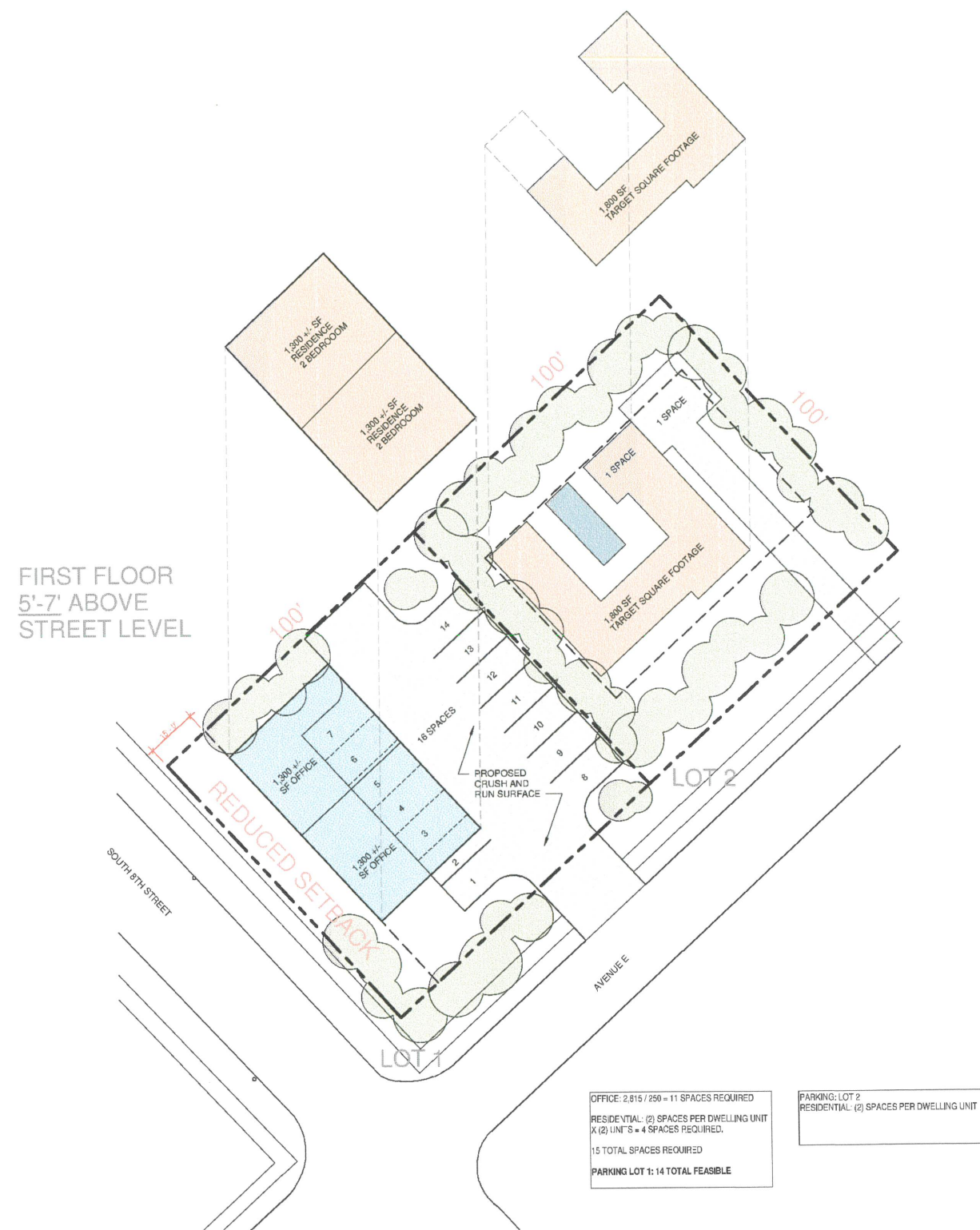
1) Are there extraordinary and/or exceptional conditions to the particular property, which make a variance necessary? NO



1 SUBDIVIDED, MAX BUILDABLE
1" = 20'-0"



2 SUBDIVIDED PARKING CALCS RES+OFFICE
1" = 20'-0"



CITY OF OPELIKA - BZA
STAFF REPORT
August 9, 2022

Applicant: Jeremy Clark, Compass Construction

Property: 710 Ave E

Existing Zone: C-2

Request: Requesting a six (6) parking space variance from the required 15 parking space requirement for a mixed use commercial and residential building.

Proposal

The applicant is requesting a variance of six (6) parking spaces to allow a mixed use development to only have nine (9) parking spaces. The applicant is proposing to build a two story building with two residences over a commercial use on the bottom. Each residence by ordinance requires 2 parking spaces (4 total) and the commercial space would require 11 spaces.

The subject property is located in the Geneva Street (Southside) Historic District. Most of the commercial uses through this area do not have as many parking spaces as are proposed here. Additionally, many homes in this area use on street parking to supplement on-site parking. The applicant has stated that it is likely that these units will be designed as live-work units where the resident will work in the commercial space below reducing the needed parking. Additionally, in the historic district, most parking is gravel and unmarked.

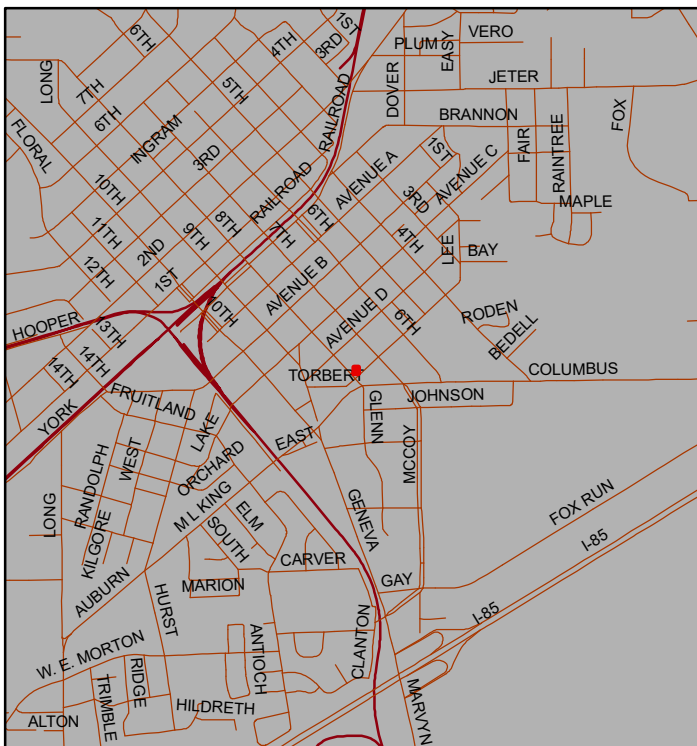
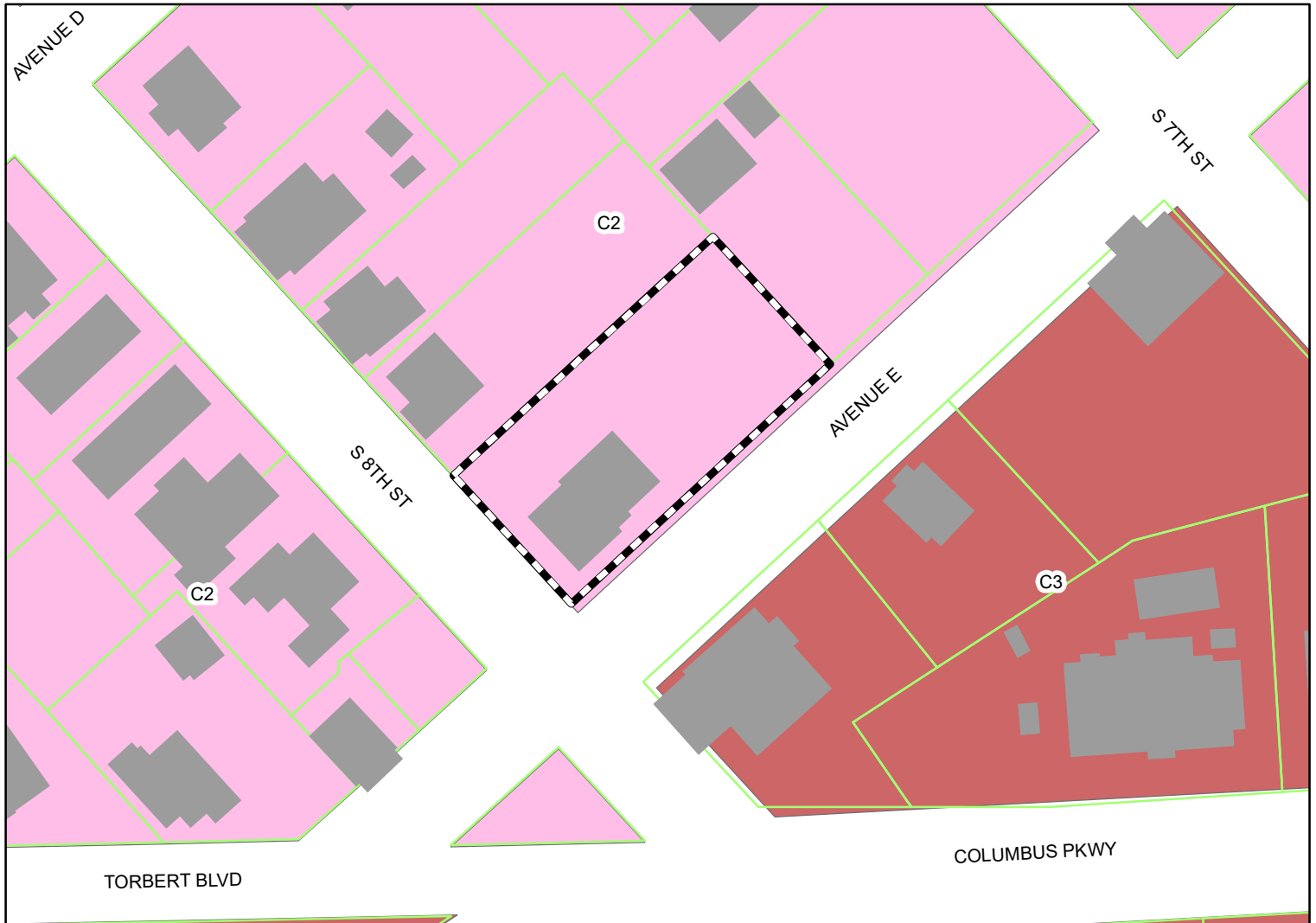
Recommendation

Staff believes that this request would allow the development to be more in character to the existing neighborhood. Staff recommends approval of the variance. If granted by the ZBA, the use would still require Historic Preservation Commission approval for the structures.

JEREMY CLARK VARIANCE REQUEST

710 AVENUE E AND 512 SOUTH 8TH STREET

BUILDING SETBACKS AND PARKING VARIANCE



The applicant requesting a front yard setback variance for two structures and a variance from 15 parking spaces to 9 parking spaces. The property is in the Historic District and the C-2 zoning district.



Subject Property

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**APPLICATION FOR
VARIANCE (Section 4.2A)**
PLANNING DEPARTMENT
700 FOX TRAIL
OPELIKA, AL 36801

3008



DATE: 07/19/22	Zoning Board of Adjustment Meeting Date: 8/9/22
Case Number:	Meeting Deadline: 07/19/22

PART I. OWNER / APPLICANT INFORMATION

Phil Moody/Shree Summerlin	803 Ave D, Opelika, AL 36801	(337)581-5647
<i>Owner Name</i>	<i>Address</i>	<i>Phone</i>
Jeremy Clark, Compass Construction	PO Box 1911, Auburn, AL 36831	(334)-332-9331
<i>Agent Name (if applicable)</i>	<i>Address</i>	<i>Phone</i>

PART II. PARCEL INFORMATION

Street Address: 512 S 8th St, Opelika, AL 36801

Current Zoning: C-2

Current Land Use: Vacant

Type of Variance Sought: _____ Sign ☒ _____ Parking _____ Setback _____ Other

PART III. Provide a Brief Description and Reason for the Variance (attach a zoning map or site plan)

Parking reduction requested from 15 to 9 spaces for two story mixed-used commercial/residential structure.
(See Site Plans) The nature of the intended use as a live-work space would be geared to more office/ professional tenancy,
which would have a low parking impact than retail which the parking requirements also encompass.

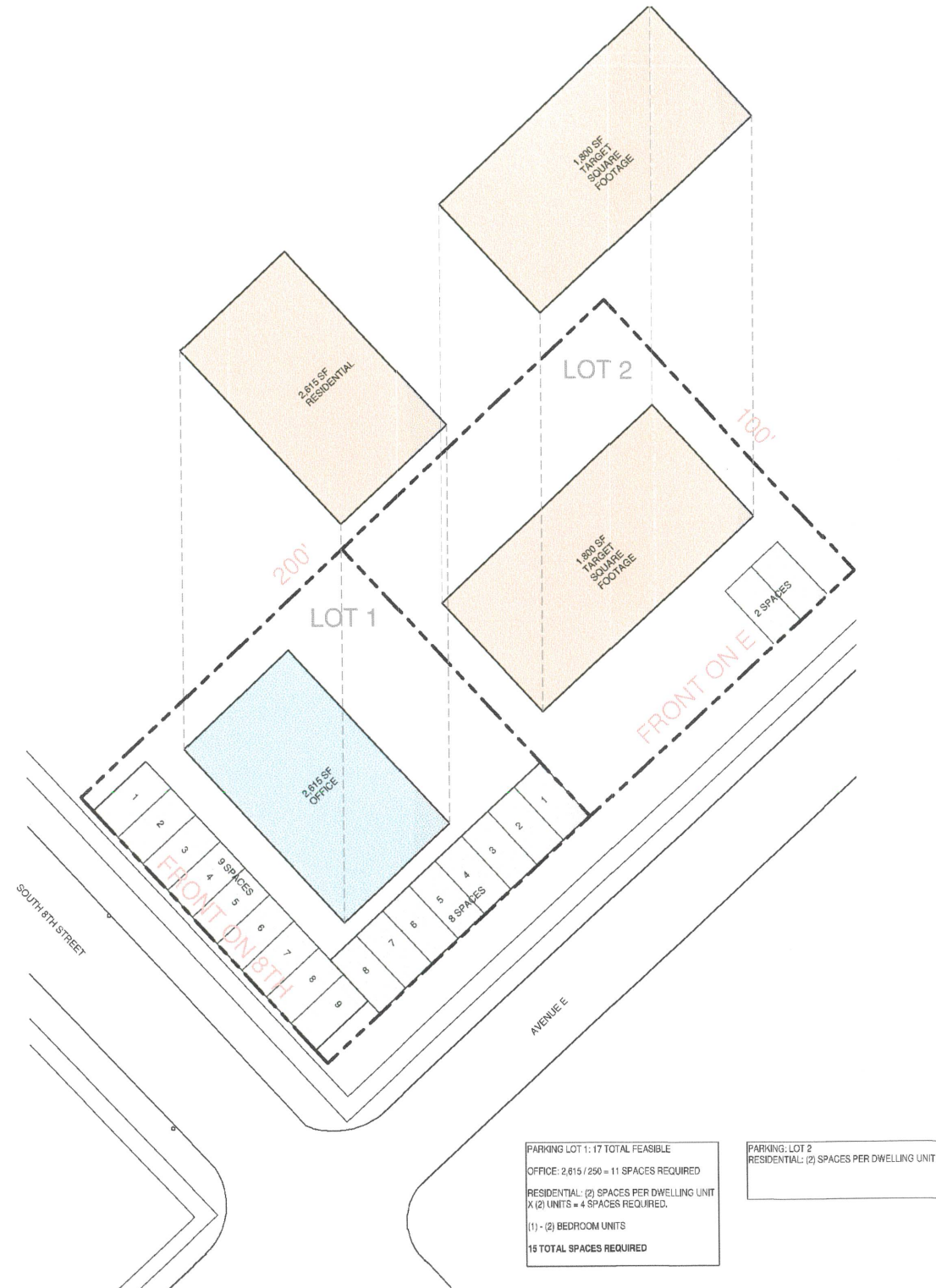
Setback	Required	Proposed	Amount of Variance
Front	30'		
Side	25'		
Side	10'		
Rear	30'		

PART IV.

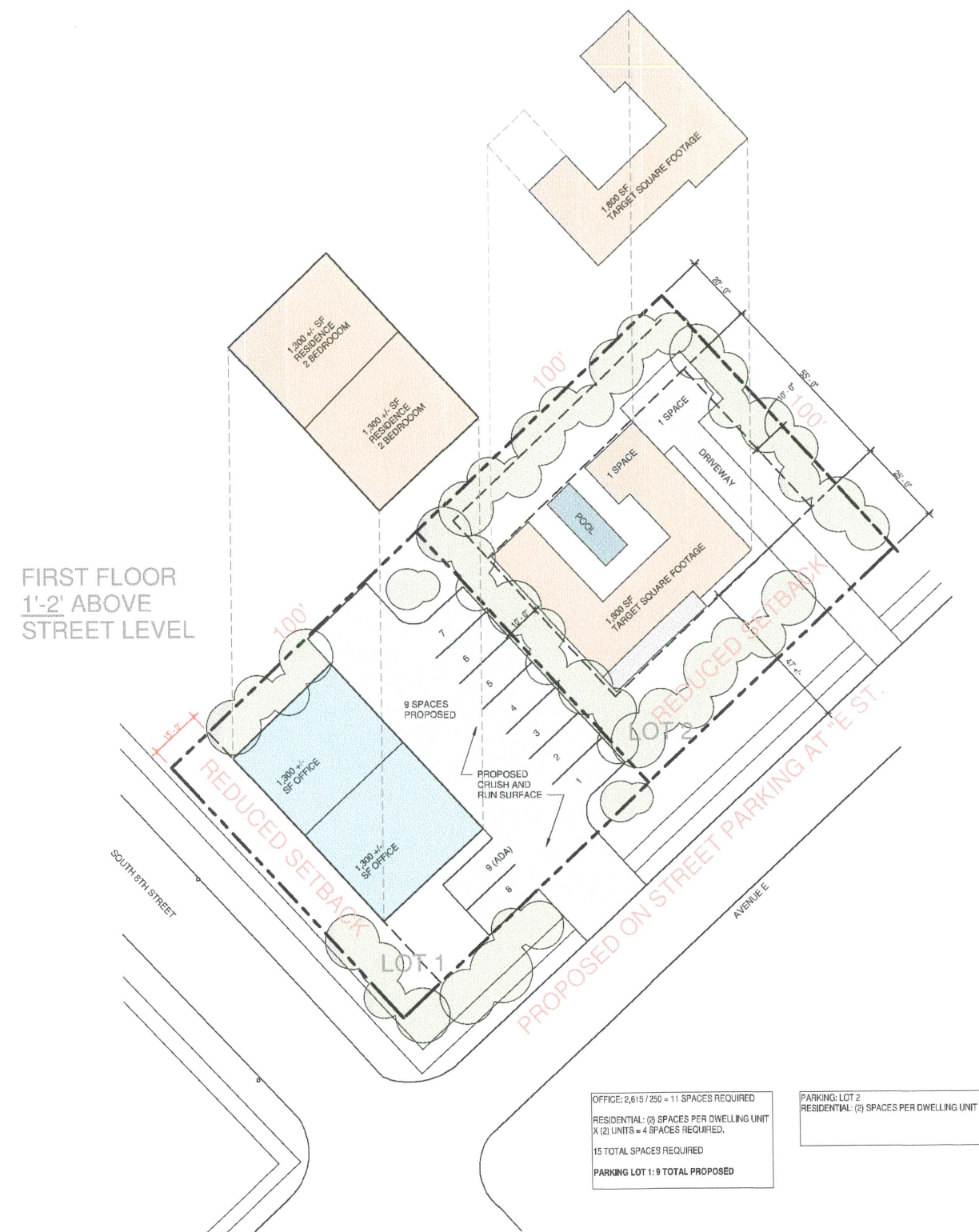
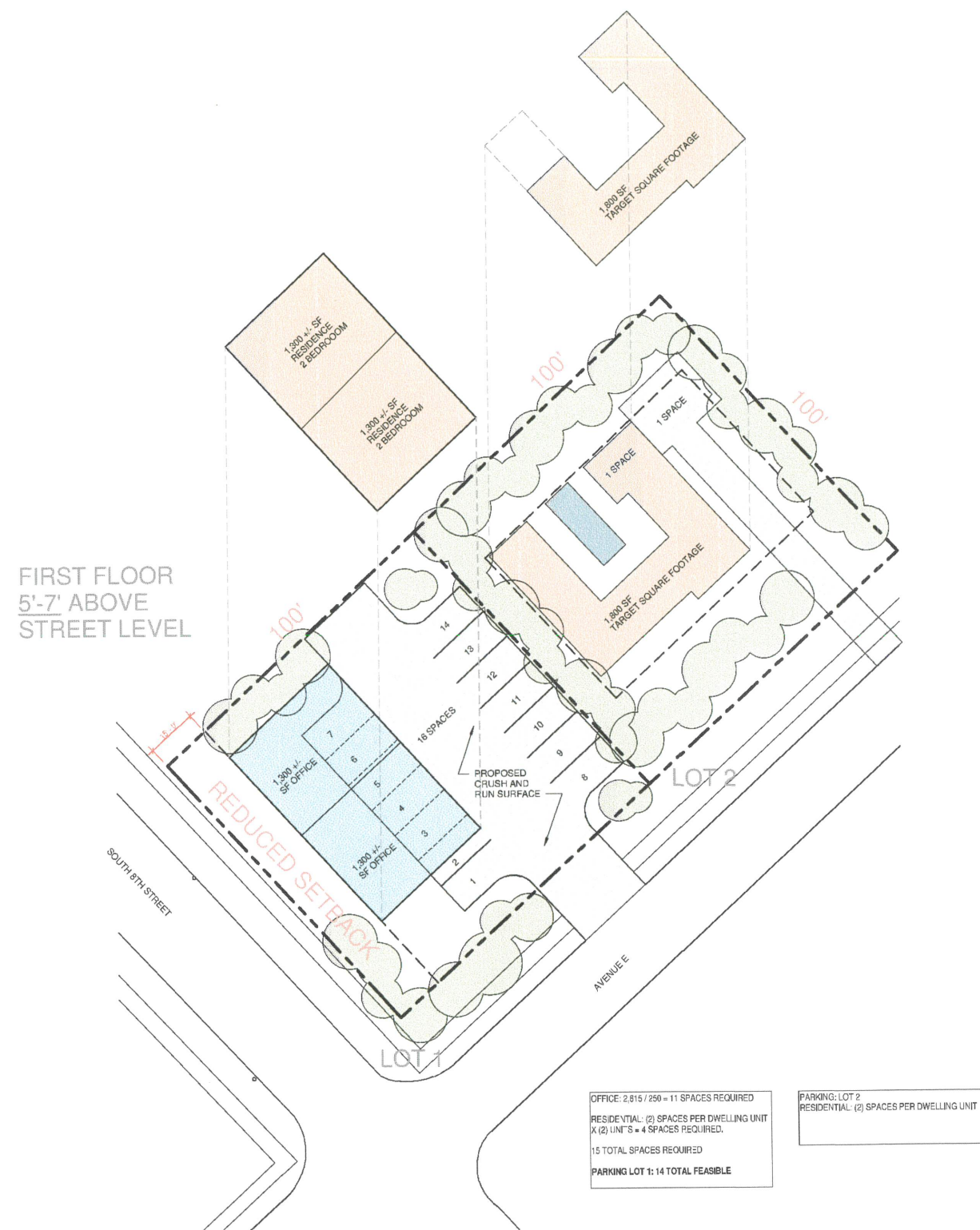
1) Are there extraordinary and/or exceptional conditions to the particular property, which make a variance necessary? NO

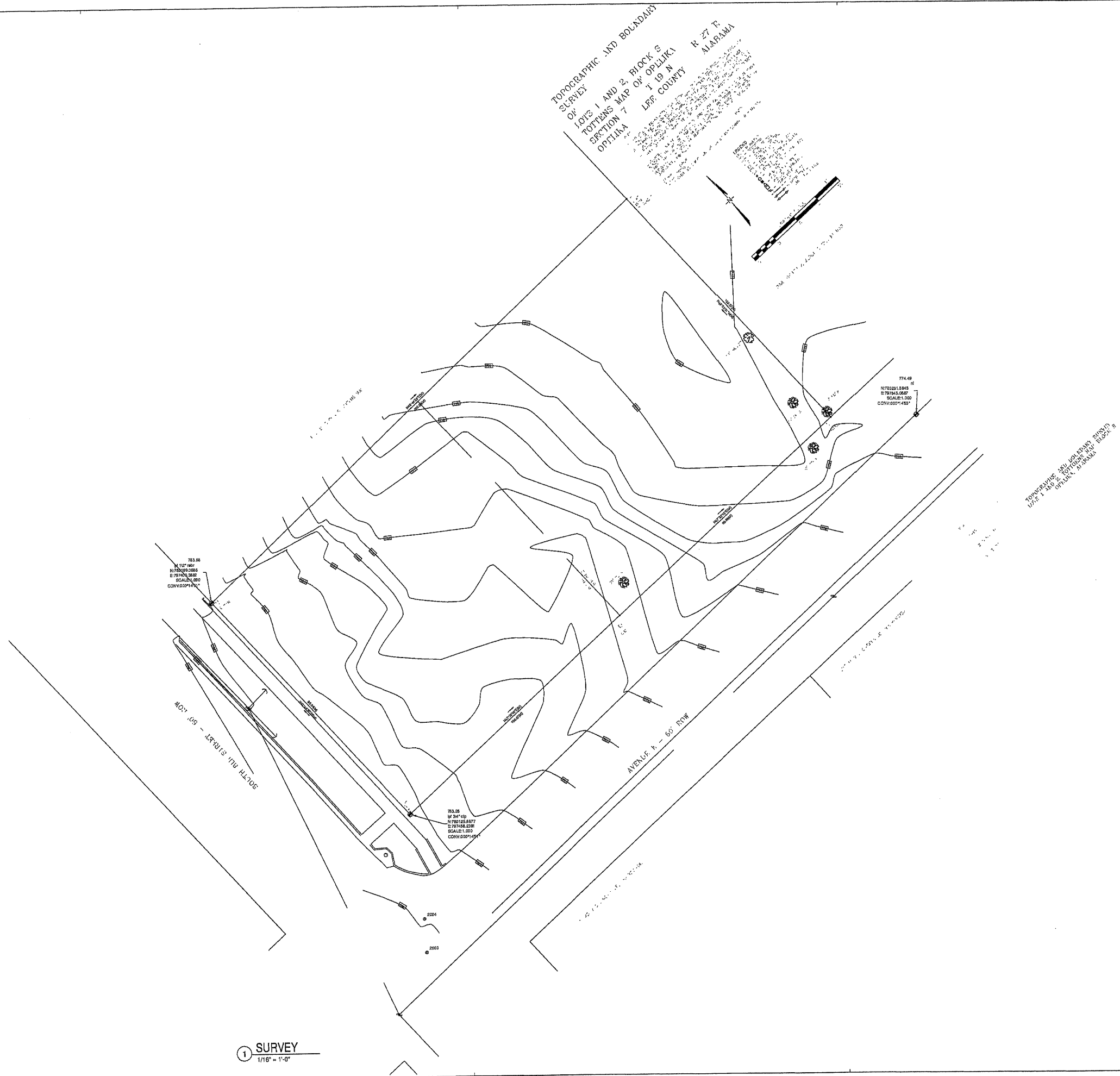


1 SUBDIVIDED, MAX BUILDABLE
1" = 20'-0"



2 SUBDIVIDED PARKING CALCS RES+OFFICE
1" = 20'-0"





① SURVEY
1/16" = 1'-0"

TOPOGRAPHIC AND BOUNDARY
SURVEY
OF
LOTS 1 AND 2, BLOCK 8
TOWNSHIP 7
SECTION 7
OPELIKA
LEFLO COUNTY
ALABAMA

SUPERUNISON

550 BRYANT AVE / AUBURN, AL 36820
MAT@SUPERUNISON.COM / SHANE@SUPERUNISON.COM

SUMMERLIN MOODY DEVELOPMENT
SOUTH 8TH ST
OPELIKA, AL
8TH & E ST

SURVEY

DRAWING TITLE:

JOB # 22002
DRAWN BY SAE
DATE 05/11/22
PHASE CONCEPT

REVISION:

SHEET:
1.0

CITY OF OPELIKA - BZA
STAFF REPORT
August 9, 2022

Applicant: RaceTrac Petroleum, Inc.
Brett Boykin, representative

Property: 1107 Columbus Parkway

Existing Zone: C-3, GC-P

Variance Request: Requesting a 40-foot sign height variance from the maximum 20 foot sign height requirement for a freestanding sign; proposed sign height is 60 feet. *(This item tabled at the July 12th ZBA meeting. No changes to the report below.)*

Proposal:

At the May 2021 meeting, the Planning Commission granted RaceTrac Petroleum conditional use approval for a convenience store, gas station and truck stop (15 truck parking spaces). The 6.2-acre RaceTrac property is located on Columbus Parkway about 900 feet east of Exit 62 on I-85. The applicant is requesting a 40-foot variance to allow for a 60-foot-tall sign to be placed on the site. The applicant notes that the variance is needed to attract customers and allow them to change lanes safely. They also note that they submitted an application in November 2022, but the application was “terminated because a permit was not issued within 30 days.”

On November 9th, 2022, the ZBA heard a request for a 100 ft tall interstate sign for the site. This variance request was denied by the ZBA. Planning staff had let RaceTrac know that the zoning ordinance would likely be changing on November 18th, 2022, and if they wanted a 60 foot tall sign as was allowed at that time they would need to submit an application prior to that date. On November 11, 2022, a sign contractor for RaceTrac submitted an application to the City of Opelika for approval. (Applicable sign drawings attached) This application included a full sign package for the site including two freestanding signs, one 60 feet in height, and wall signage. The submission did not include required information regarding lighting and included signage for the canopy that was too large under the ordinance in place at that time, but that is now allowable. Under section 9.10(10)(a)(iii) of the City’s former Sign Regulations: “In the event that no decision is rendered within thirty (30) calendar days following submission, not counting the day of receipt the application shall be deemed denied and the denial shall be a final decision of the City if the applicant chooses not to seek reconsideration at that time.” As approval of the application was not granted within the 30-day time period, the request was denied by operation of this provision. As the ordinance changed prior to the end of the 30-day period, any signage would have needed to meet the new regulations.

At the previous ZBA meeting, there are much taller signs on Columbus Parkway. Many of the signs in this area are between 30-40 feet. The McDonald’s sign and Economy Inn sign are taller at 95 feet and 60 feet, respectively. These signs are non-conforming. This means that the signage can remain so long as it is not modified, removed, or destroyed. The signs can be maintained. Signs can also have changes to the copy provided they do not change the sign’s height, size, location, or

structure. If the nonconforming signs are destroyed or new signage is necessary, that signage would be held to the same ordinance and standards of this site.

Staff also has some concerns that the 60-foot-tall sign will accomplish the applicant's stated goal of increased visibility. At the November 9th ZBA meeting, when they were seeking a 100-foot-tall sign, the applicant's representatives argued that the then allowed 60-foot-tall interstate sign would not provide the needed visibility for Interstate traffic. The applicant's representative further stated at that meeting that the 20-foot-tall sign would be sufficient for visibility on Columbus Parkway.

Since the previous ZBA meeting, the applicant has begun construction on this site. The applicant submitted a revised application that did not include the 60-foot-tall signage, but did include other lower free-standing signage, wall signage, and canopy signage. The canopy signage that was too large under the previous sign regulations is now compliant due to the adoption of the new ordinance on November 18, 2022, which increased that standard. This signage was approved by the Planning Department.

Recommendation

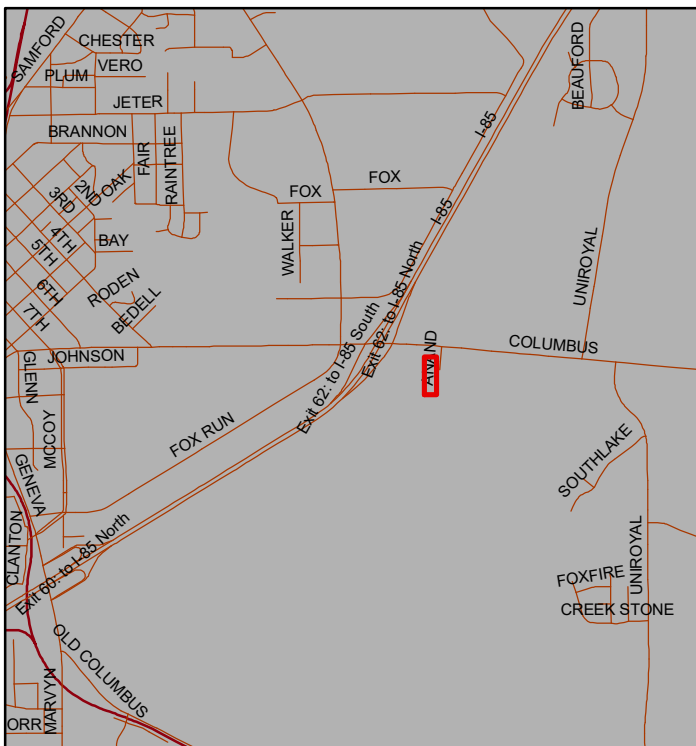
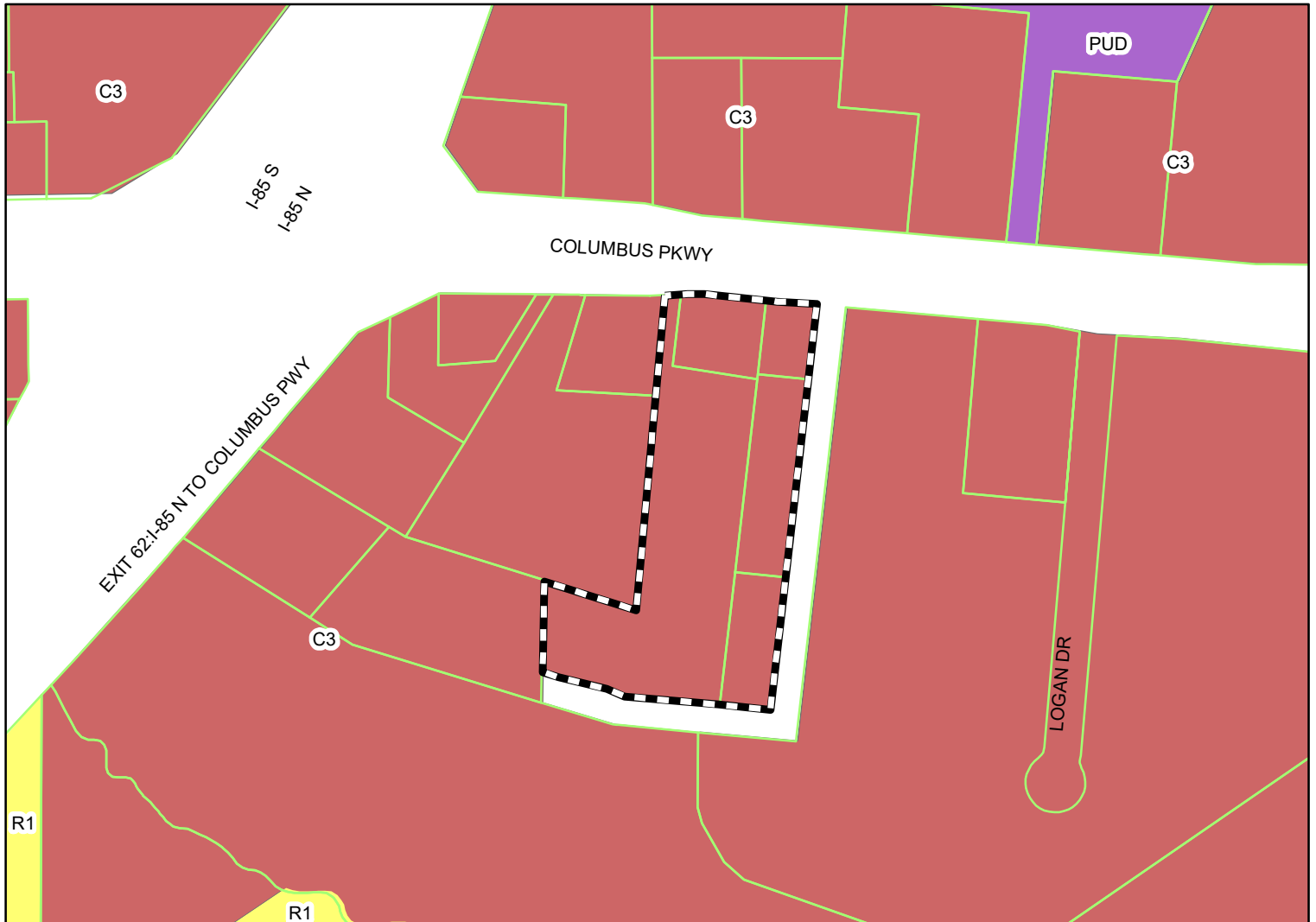
Staff understands the applicant's request for greater visibility considering the surrounding signage and their use. However, as redevelopment occurs, or the existing signs deteriorate; new signs will be required to meet the same ordinance.

Staff recommends denial of the variance request. There are no hardships unique to the applicant's property that is not shared by adjacent or nearby properties.

RACETRAC SIGN VARIANCE REQUEST

1107 COLUMBUS PARKWAY

SIGN HEIGHT VARIANCE



RaceTrac is requesting a 40 foot variance from the 20 foot maximum sign height requirement. The proposed sign is 60 feet high.



Subject Property

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**APPLICATION FOR
VARIANCE (Section 4.2A)
PLANNING DEPARTMENT**

700 Fox Trail, Opelika, AL 36801
(334) 705-5156 Fax (334) 705-5159

DATE:	Zoning Board of Adjustment Meeting Date:
Case Number:	Meeting Deadline:

PART I. OWNER / APPLICANT INFORMATION

RaceTrac Petroleum, Inc.

c/o EVANS & EVANS LAWYERS

Owner Name

Address

Phone

c/o EVANS & EVANS,

2001 PARK PL. N., STE. 540, BIRMINGHAM, AL

(205) 545-8085

Agent Name (if applicable)

Address

Phone

PART II. PARCEL INFORMATION

Street Address: 1107 Columbus Parkway

Current Zoning: C-3

Current Land Use: _____

Type of Variance Sought: X Sign _____ Parking _____ Setback _____ Other _____

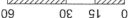
PART III. Provide a Brief Description and Reason for the Variance (attach a zoning map or site plan) The zoning ordinance requires that freestanding signs not exceed 20 ft. in height. Compliance with the height requirement will not provide adequate visibility of RaceTrac's sign. The applicant is seeking a variance to allow a sign that is 60 ft. in height.

Setback	Required	Proposed	Amount of Variance
Front			
Side			
Side			
Rear			

PART IV.

1) Are there extraordinary and/or exceptional conditions to the particular property, which make a variance necessary? Yes. The nature of the applicant's business requires sign visibility to attract customers and to allow drivers to have enough time to safely change lanes and turn in to site.

NC.



SITE DESIGN NOTES:

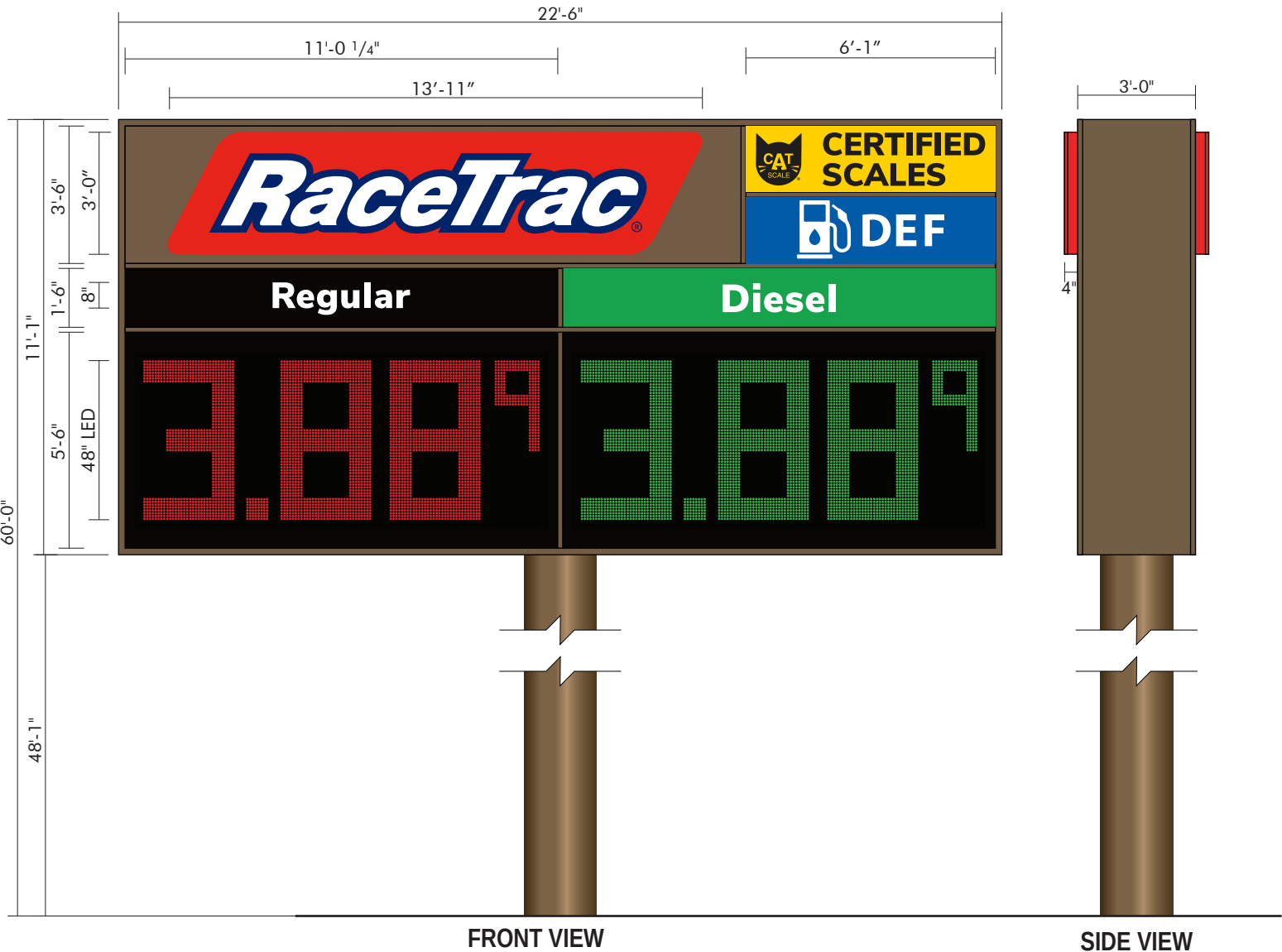
Enter Site Design Notes Here



Devo Teo

DATE _____

*All sign components to be UL listed. All wiring to conform to UL specifications. Installations to be per NEC requirements. All signs to bear UL labels.
STAMPED, SEALED ENGINEERING REQUIRED
FOUNDATION INFORMATION PROVIDED BY RACETRAC. MANUFACTURER RESPONSIBLE FOR HAVING A LICENSED ENGINEER VALIDATE FOUNDATION DESIGN PRIOR TO INSTALL
DOUBLE FACED
QUANTITY 1
ALL FUEL GRADE PANELS TO BE ACCESSIBLE FROM TOP OF SIGN



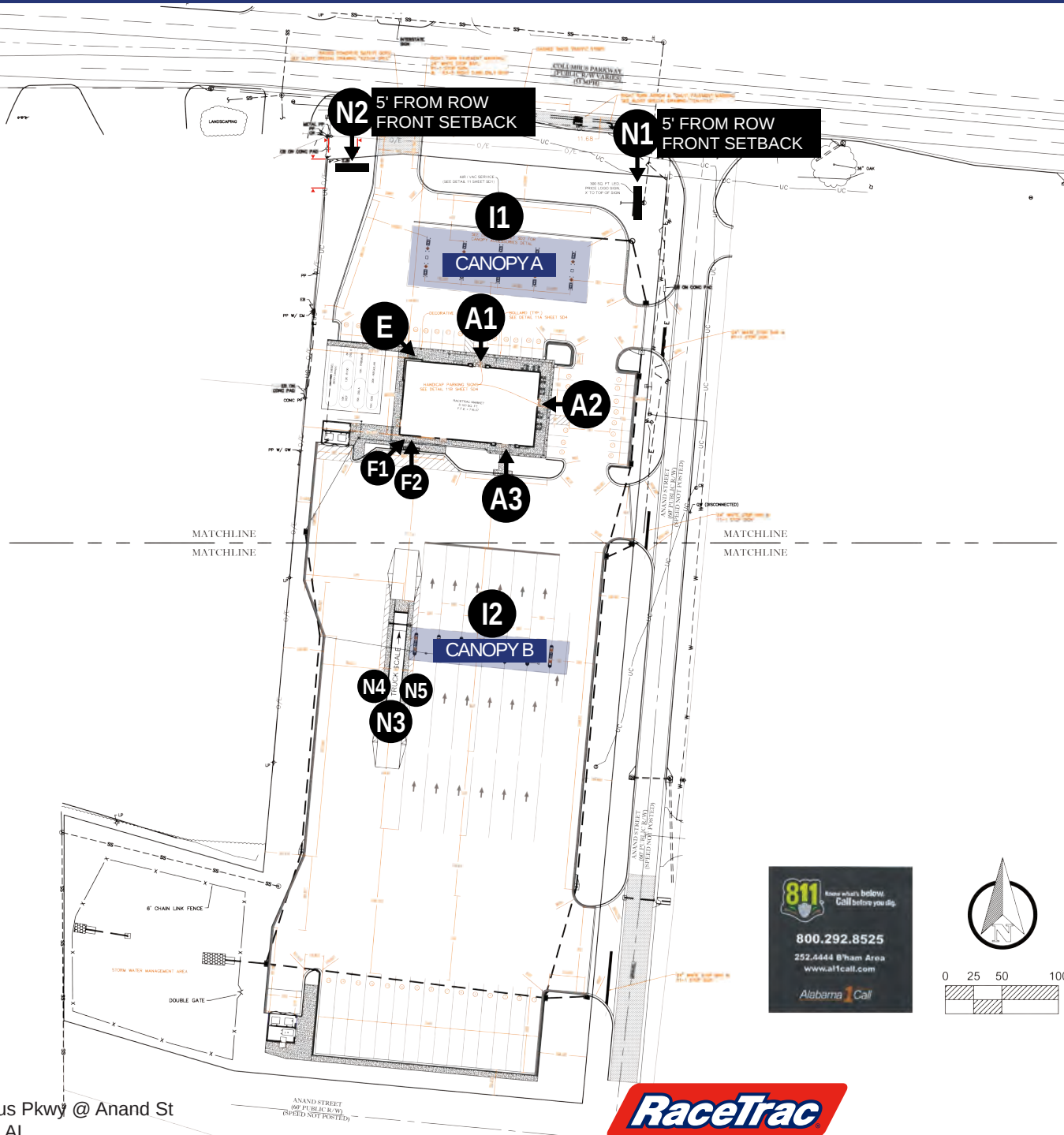
Sloan Sign Box 3
LED Interior Illumination

**Specifications:
Sign Faces:**

- Logo panel: Aluminum panel painted Bronze C3 with parallelogram mounted to the surface. Parallelogram to be channel letter-type construction with .177" thick Polycarbonate face panels with 2nd surface applied translucent vinyl graphics. Parallelogram copy to be digital print provided by Miratec. Systems with red background and with blue area of logo graphic also printed. Cabinet and trim cap to be painted Red C1.
- Regular Unleaded Product Panel: Solar Grade Polycarbonate; Background to be 1st surface applied opaque vinyl Black C6; "Regular" to be show-through white.
- Diesel Product Panel: Solar Grade Polycarbonate; Background to be 1st surface applied translucent vinyl Green C7; "Diesel" to be show-through white.
- Unleaded 88 Product Panel: Solar Grade Polycarbonate; Background to be 1st surface applied opaque vinyl Black C6; "Unleaded 88" to be show-through white.

Interior Illumination: Sloan Sign Box 3 LED Interior Illumination powered by low voltage power supplies. This is behind fuel grade panels only.
Sign Frame: 2" x 2" x .25" steel tube with .063" aluminum cladding painted Bronze C3. Extruded aluminum 1-1/2" wide Divider Bars installed to retain sign panels. Face dividers and retainer to be painted Bronze C3.
Sign Support: Internal steel pipe support to be welded to steel saddle bracket at top and bottom of sign frame. External steel sign support to meet building and local sign codes. Size of steel and footing as required per site requirements.

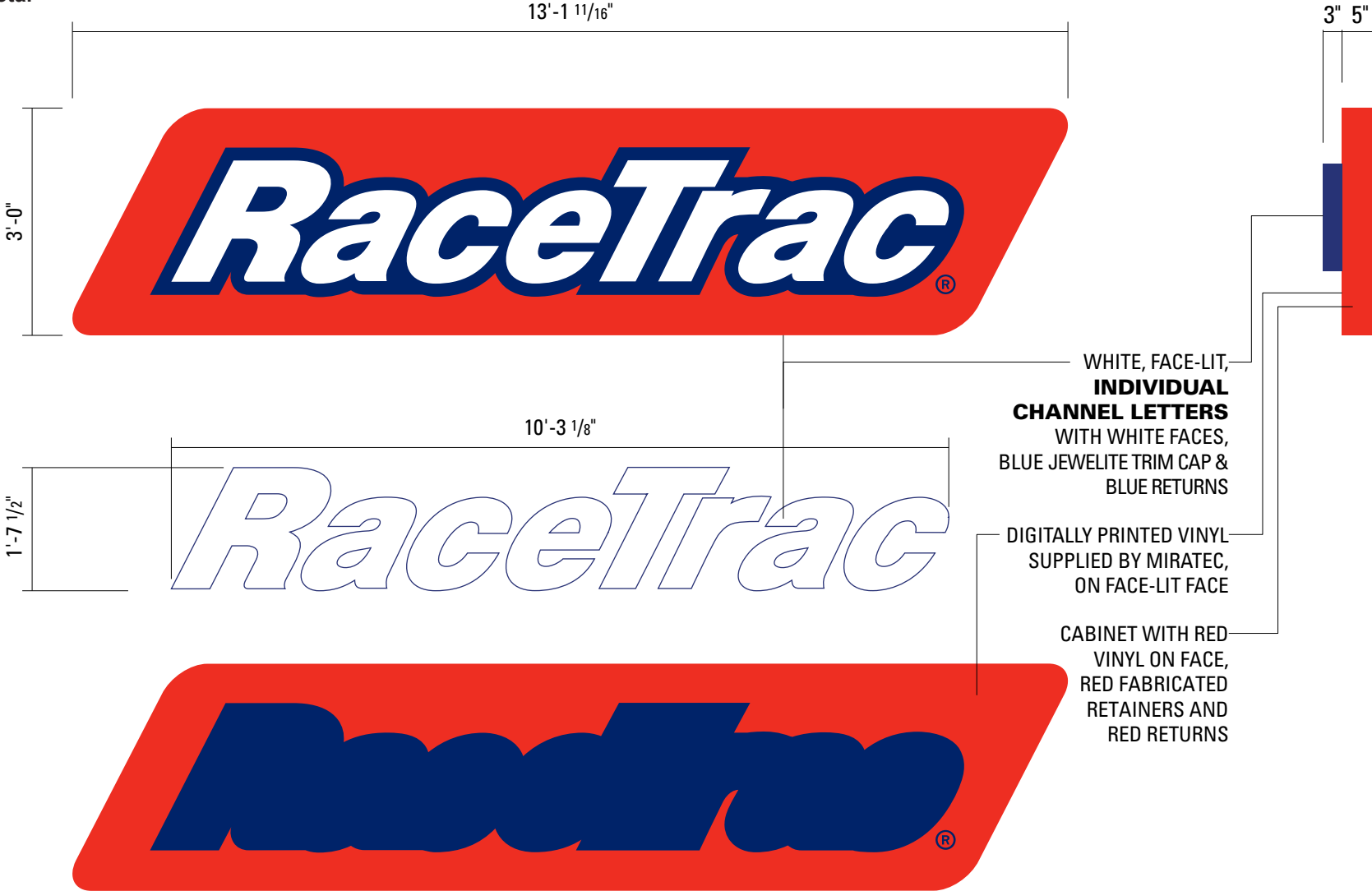




Sign Legend	
A1	Main Identification Sign
A2	Secondary Identification Sign
A3	Secondary Identification Sign
E	Illuminated Cabinet
F1	Promotional Sign
F2	Promotional Sign
I1	Canopy Cloud Sign
I2	Canopy Cloud Sign
N1	Price Sign
N2	Interstate Price Sign
N3	CAT Scales
N4	Warning Sign
N5	Warning Sign

40 SqFt Main Identification Sign - A1, A2, A3

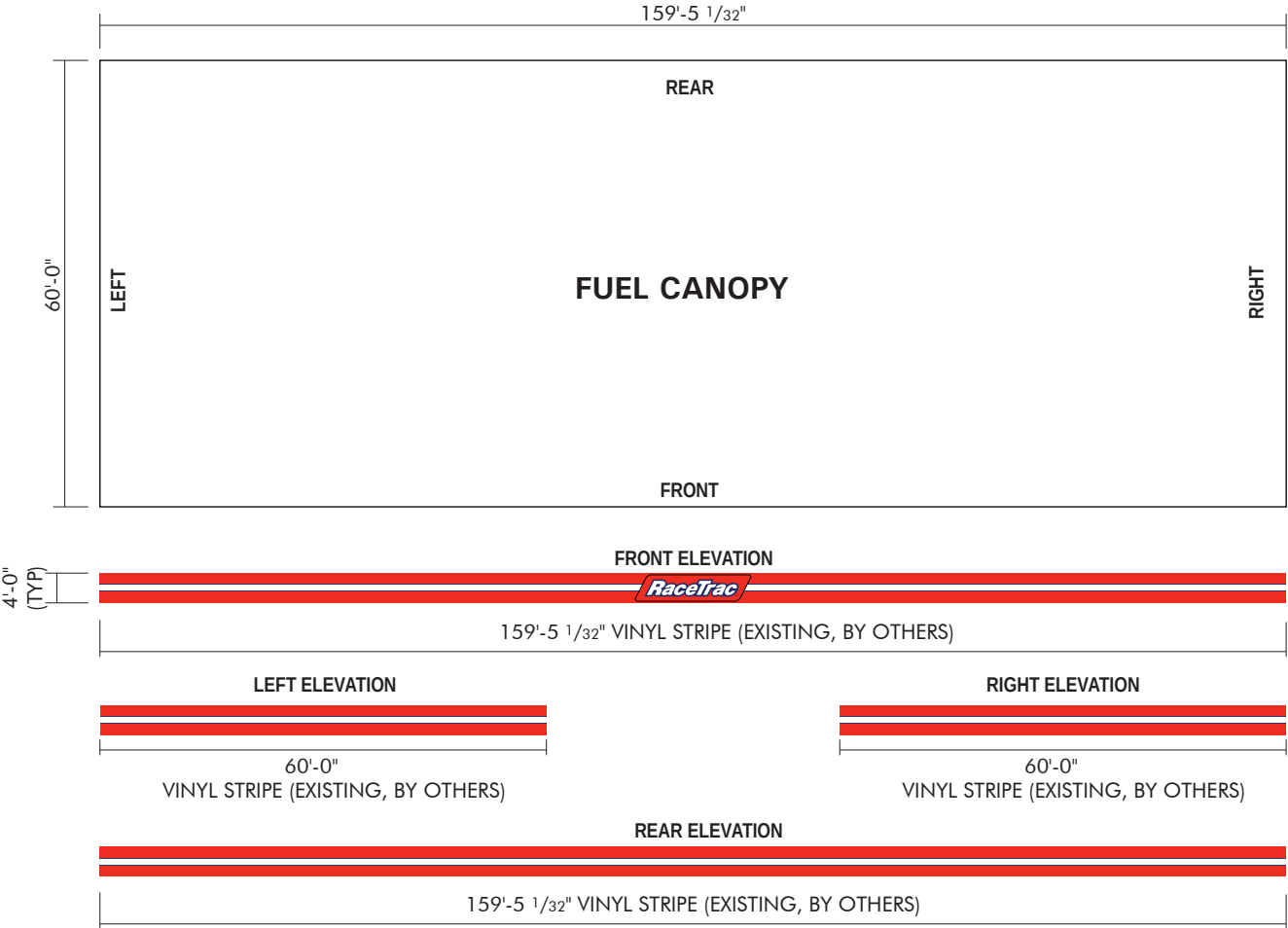
SINGLE FACED
QUANTITY 3
40 SqFt Each
120 SqFt Total



CANOPY FRONT	ITEM	SQ. FT.	LIN. FT.
	CLOUD SIGN	55	15.4
TOTAL FRONT		55	15.4

ENTIRE CANOPY		SQ. FT.	LIN. FT.
		55	15.4

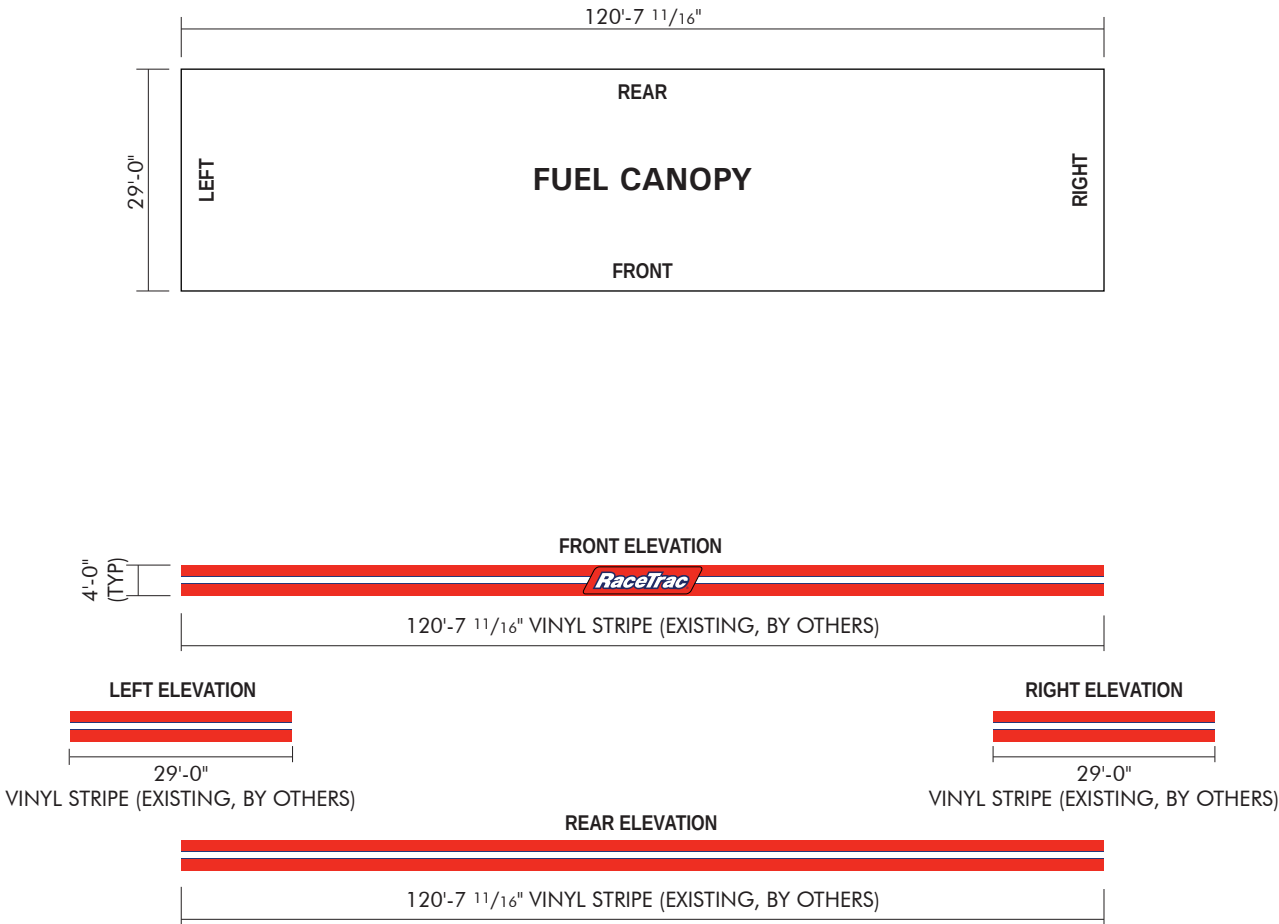
ACM COLORS:
Program Red
Larson Program Red



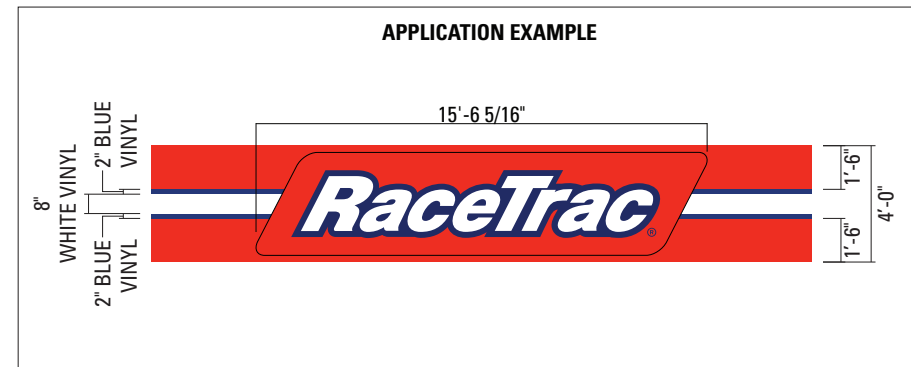
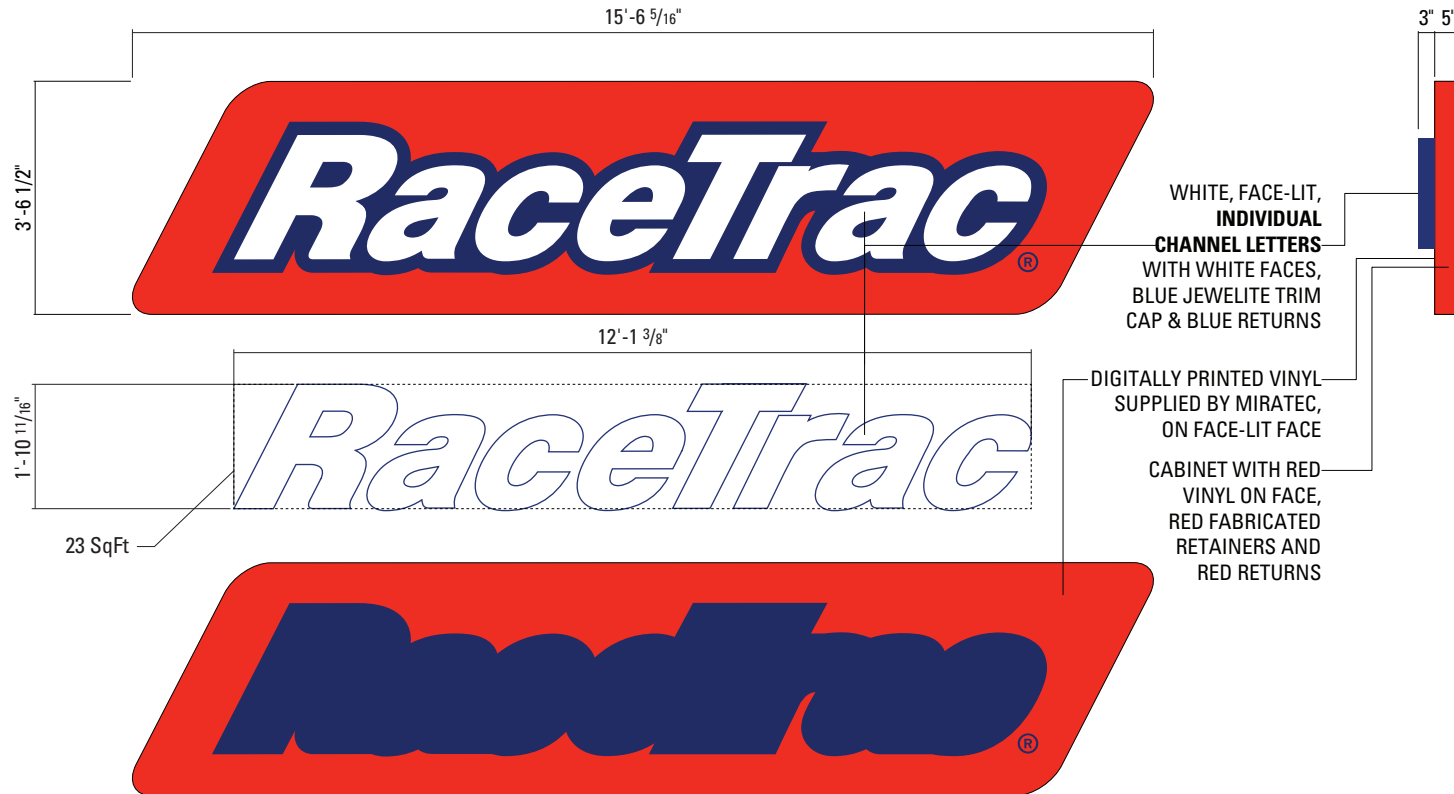
CANOPY FRONT	ITEM	SQ. FT.	LIN. FT.
	CLOUD SIGN	55	15.4
TOTAL FRONT		55	15.4

ENTIRE CANOPY		SQ. FT.	LIN. FT.
		55	15.4

ACM COLORS:
Program Red
Larson Program Red



SINGLE FACED
QUANTITY 2
55 SqFt Each
110 SqFt Total



100 SqFt Price Sign- 28" LED- N1

*All sign components to be UL listed. All wiring to conform to UL specifications. Installations to be per NEC requirements. All signs to bear UL labels.

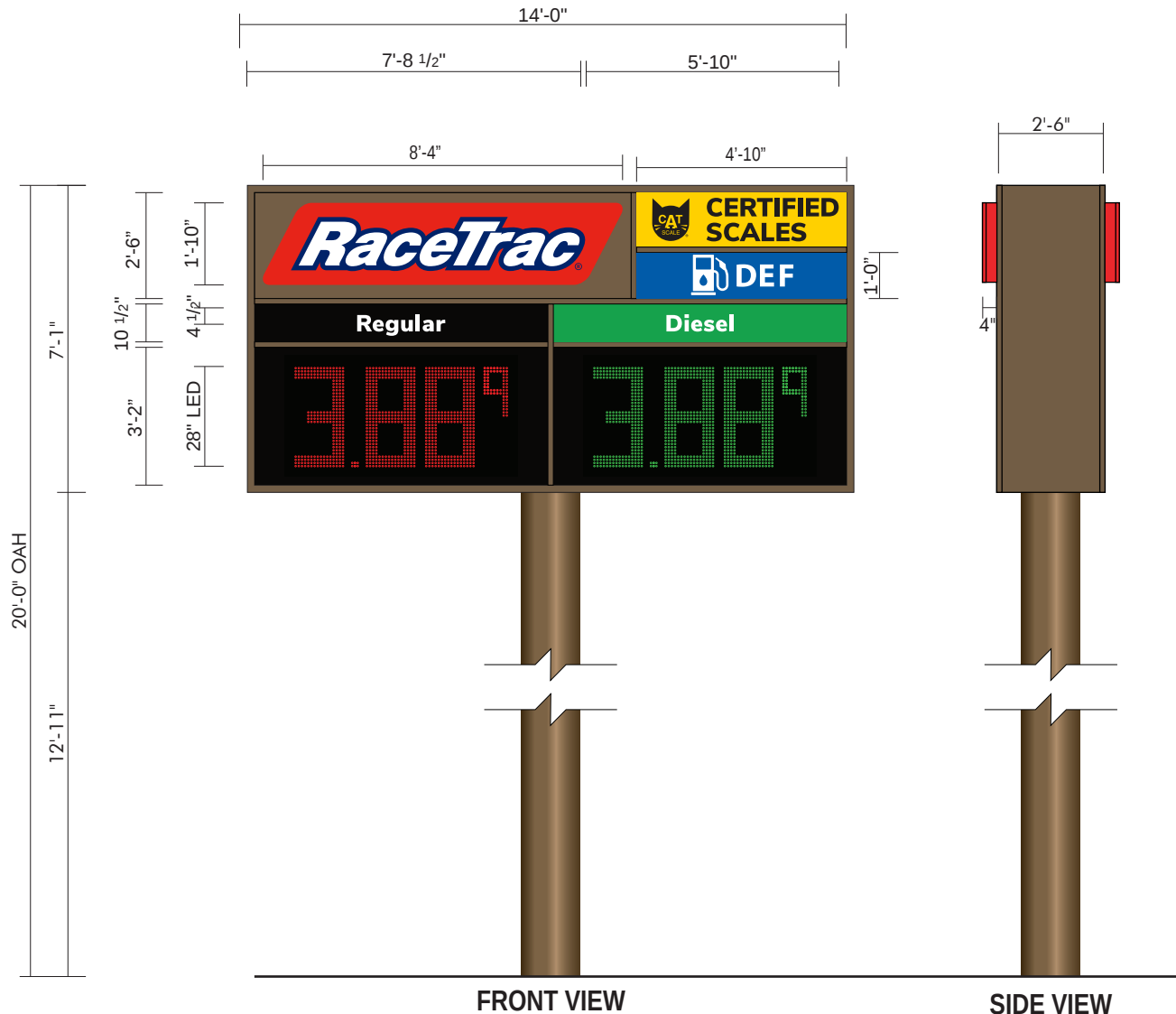
STAMPED, SEALED ENGINEERING REQUIRED

FOUNDATION INFORMATION PROVIDED BY RACETRAC. MANUFACTURER RESPONSIBLE FOR HAVING A LICENSED ENGINEER VALIDATE FOUNDATION DESIGN PRIOR TO INSTALL

DOUBLE FACED

QUANTITY 1

ALL FUEL GRADE PANELS TO BE ACCESSIBLE FROM TOP OF SIGN



**Sloan Sign Box 3
LED Interior Illumination**

Specifications: Sign Faces:

- Logo panel: Aluminum panel painted Bronze C3 with parallelogram mounted to the surface. Parallelogram to be channel letter-type construction with .177" thick Polycarbonate face panels with 2nd surface applied translucent vinyl graphics. Parallelogram copy to be digital print provided by Miratec. Systems with red background and with blue area of logo graphic also printed. Cabinet and trim cap to be painted Red C1.
- Regular Unleaded Product Panel: Solar Grade Polycarbonate; Background to be 1st surface applied opaque vinyl Black C6; "Regular" to be show-through white.
- Diesel Product Panel: Solar Grade Polycarbonate; Background to be 1st surface applied translucent vinyl Green C7; "Diesel" to be show-through white.
- Unleaded 88 Product Panel: Solar Grade Polycarbonate; Background to be 1st surface applied opaque vinyl Black C6; "Unleaded 88" to be show-through white.

Interior Illumination: Sloan Sign Box 3 LED Interior Illumination powered by low voltage power supplies. This is behind fuel grade panels only.

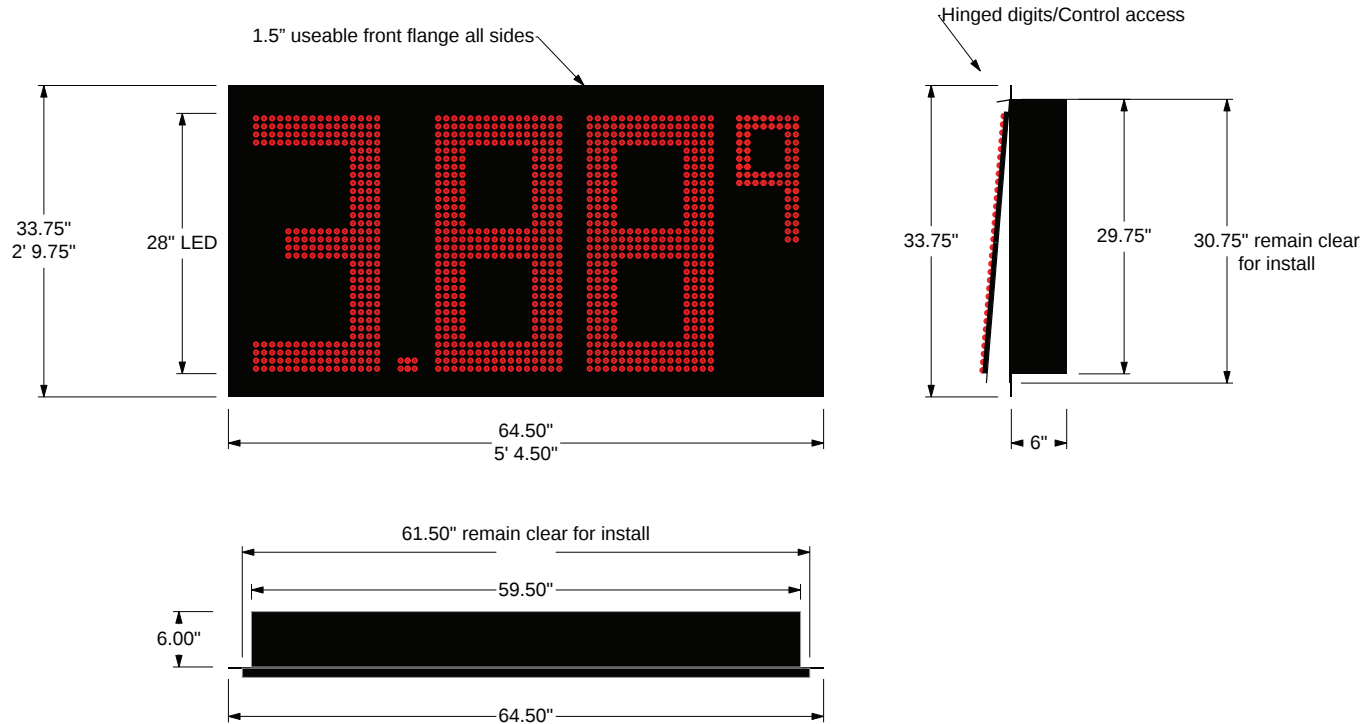
Sign Frame: 2" x 2" x .25" steel tube with .063" aluminum cladding painted Bronze C3. Extruded aluminum 1-1/2" wide Divider Bars installed to retain sign panels. Face dividers and retainer to be painted Bronze C3.

Sign Support: Internal steel pipe support to be welded to steel saddle bracket at top and bottom of sign frame. External steel sign support to meet building and local sign codes. Size of steel and footing as required per site requirements.

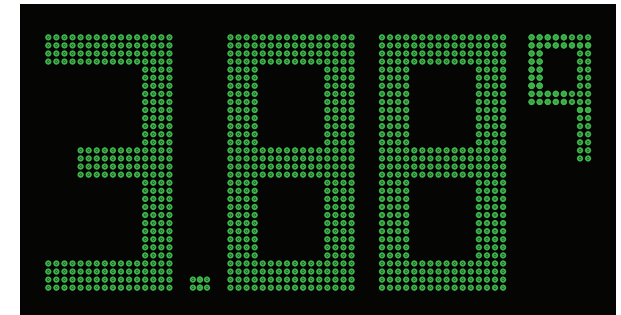
100 SqFt Price Sign- 28" LED- N1

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 316 S. 6th Street St. Joseph, MO 64501 800. 821. 9013	Client	Install Location	Sales	Date: Oct 2020	Job #:
	RaceTrac	TBA		Revisions:	Date:
		Client Approval:	Date:		



* All units same build specs



Cabinet Specs		Label Specs	Other
Digit Size & Style:	28" LED		* Minimum digit spacing
Digit Color:	Red/Green		* 15.1 sq ft per unit
Overall Cabinet Size:	2'9.75"h x 5'4.5"w x 6"d		* 6.53 total AC amps including both cabinets and sides
Cabinet Color:	Black		* Cabinet(s) will have lifting/install eyebolt(s)
Single or Double Face:	Double		* Electrical to be knocked out and ran at installer's preference
Build type:	Drop-in		

This original drawing is provided as part of a planned project and is not to be exhibited, copied or reproduced without the written permission of Sunshine Electronic Display Corporation or its authorized agent. All installation details are suggested only. All signs must be installed in accordance with NATIONAL, STATE, ELECTRICAL AND BUILDING CODES. Sunshine Electronic Display Corporation has no responsibility for wind loads, installations or electrical circuits. These are the sole responsibility of the Buyer/user.

* Actual LED size and configuration may vary



UL LISTED
UL File Number: E340294
CCN: UXY7



ETL LISTED
CONFORMS TO
UL STD 48
UL STD 1433
102482
CERTIFIED TO
CAN/CSA STD C22.2 NO. 207

Columbus Pkwy @ Anand St
Opelika, AL



GENERAL NOTE: ALL WORK SHALL BE IN COMPLIANCE WITH RECOGNIZED INDUSTRY STANDARDS, MANUFACTURER'S RECOMMENDATIONS AND ALL APPLICABLE STATE AND LOCAL CODES. NO SUBSTITUTIONS ALLOWED.

*All sign components to be UL listed. All wiring to conform to UL specifications. Installations to be per NEC requirements. All signs to bear UL labels.

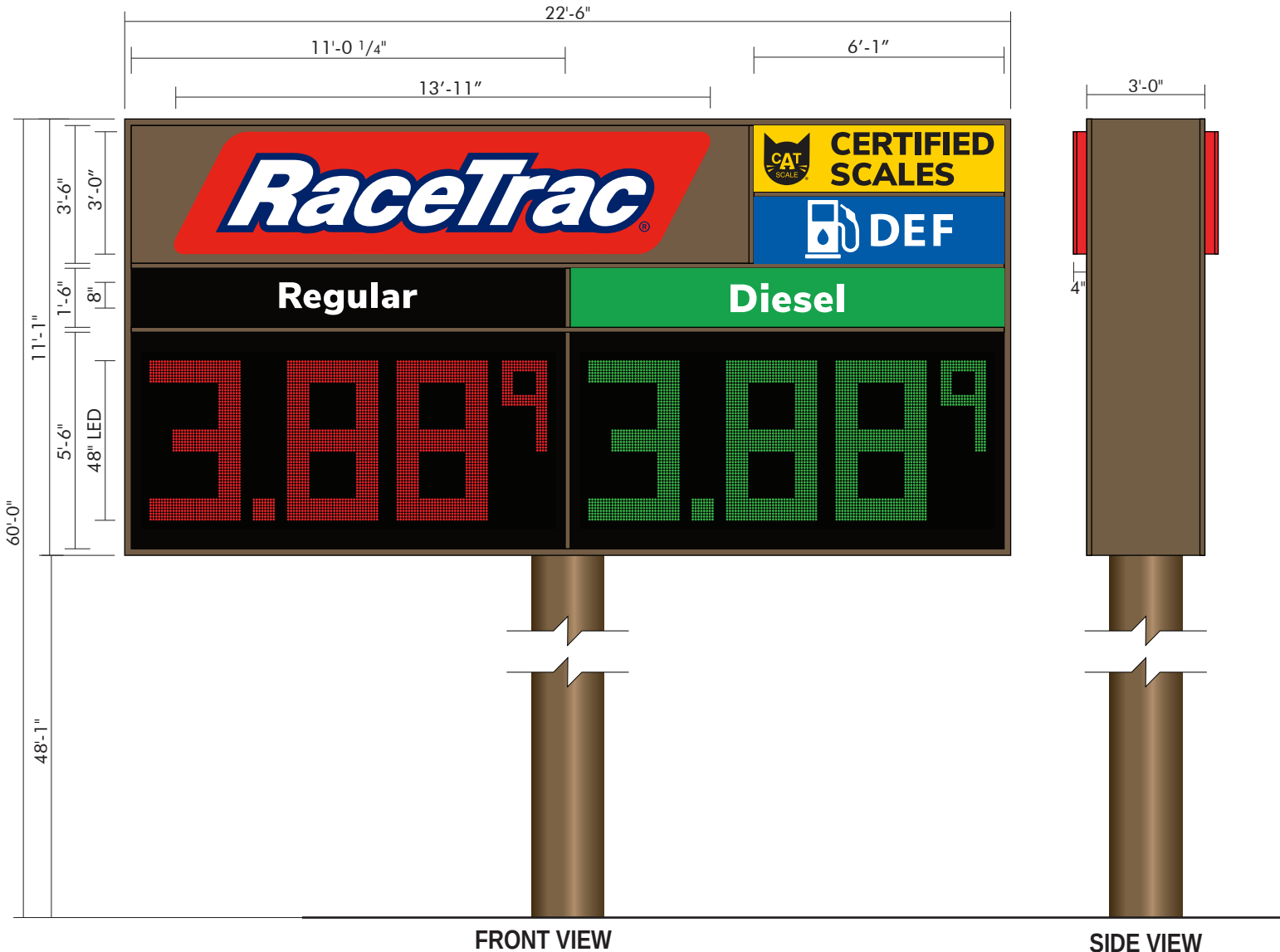
STAMPED, SEALED ENGINEERING REQUIRED

FOUNDATION INFORMATION PROVIDED BY RACETRAC. MANUFACTURER RESPONSIBLE FOR HAVING A LICENSED ENGINEER VALIDATE FOUNDATION DESIGN PRIOR TO INSTALL

DOUBLE FACED

QUANTITY 1

ALL FUEL GRADE PANELS TO BE ACCESSIBLE FROM TOP OF SIGN



**Sloan Sign Box 3
LED Interior Illumination**

Specifications: Sign Faces:

- Logo panel: Aluminum panel painted Bronze C3 with parallelogram mounted to the surface. Parallelogram to be channel letter-type construction with .177" thick Polycarbonate face panels with 2nd surface applied translucent vinyl graphics. Parallelogram copy to be digital print provided by Miratec. Systems with red background and with blue area of logo graphic also printed. Cabinet and trim cap to be painted Red C1.
- Regular Unleaded Product Panel: Solar Grade Polycarbonate; Background to be 1st surface applied opaque vinyl Black C6; "Regular" to be show-through white.
- Diesel Product Panel: Solar Grade Polycarbonate; Background to be 1st surface applied translucent vinyl Green C7; "Diesel" to be show-through white.
- Unleaded 88 Product Panel: Solar Grade Polycarbonate; Background to be 1st surface applied opaque vinyl Black C6; "Unleaded 88" to be show-through white.

Interior Illumination: Sloan Sign Box 3 LED Interior Illumination powered by low voltage power supplies. This is behind fuel grade panels only.

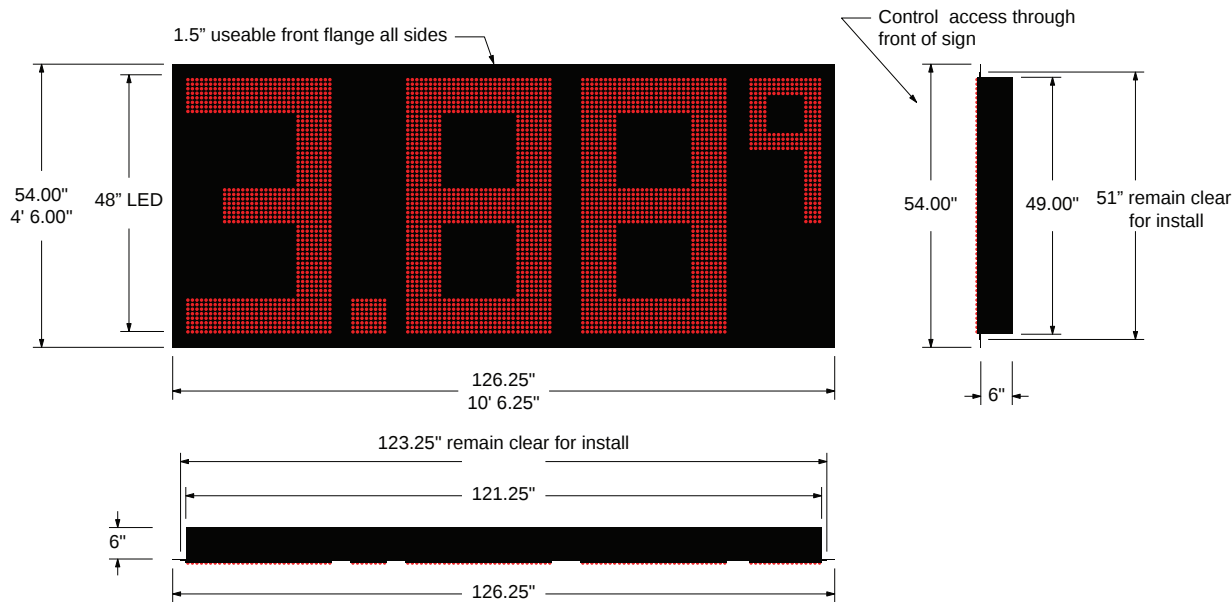
Sign Frame: 2" x 2" x .25" steel tube with .063" aluminum cladding painted Bronze C3. Extruded aluminum 1-1/2" wide Divider Bars installed to retain sign panels. Face dividers and retainer to be painted Bronze C3.

Sign Support: Internal steel pipe support to be welded to steel saddle bracket at top and bottom of sign frame. External steel sign support to meet building and local sign codes. Size of steel and footing as required per site requirements.

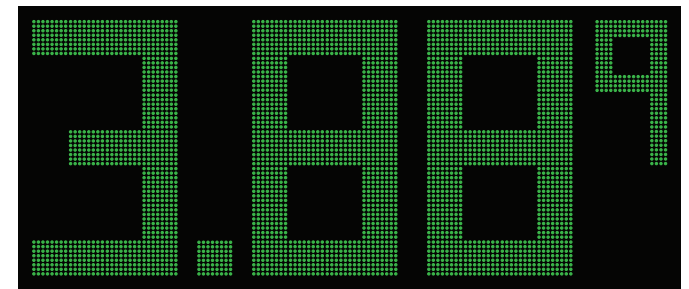
250 SqFt Price Sign- 48" LED- N2 - INTERSTATE

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 316 S 6th Street St. Joseph, MO 64501 800.821.9013	Client	Install Location	Sales	Date: Oct 2020	Job #:
	RaceTrac	TBA		Revisions:	Date:
Client Approval: _____			Date: _____		



* All units same build specs



Cabinet Specs		Label Specs	Other
Digit Size & Style:	48" LED		* Minimum digit spacing
Digit Color:	Red/Green		* 47.3 sq ft per unit
Overall Cabinet Size:	4'6"h x 10'6.25"w x 6"d		* 21.58 total AC amps including both cabinets and sides
Cabinet Color:	Black		* Cabinet(s) will have lifting/install eyebolt(s)
Single or Double Face:	Double		* Electrical to be knocked out and ran at installer's preference
Build type:	Drop-in		

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* Actual LED size and configuration may vary



UL LISTED
UL File Number: E340294
CCN: UXYT



ETL LISTED
CONFORMS TO
UL STD 48
UL STD 1433
102482
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Columbus Pkwy @ Anand St
Opelika, AL



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