

July 19, 2024

City of Aurora Planning & Development Services

15151 E. Alameda Parkway, Suite 2300
Aurora, CO. 80012

RE: Aurora Fire Station Fencing Projects- Variance Letter Memo

On behalf of the City of Aurora Public Works Department, a variance is being requested for meeting the required setback as it pertains to new gates (to be installed for better security and access) for the following City of Aurora Fire Stations:

- Fire Station #2, located at 12600 Hoffman Blvd.
- Fire Station #3, located at 3172 Peoria Street
- Fire Station #7, located at 2290 S. Blackhawk Street
- Fire Station #8, located at 250 S. Chambers Rd.
- Fire Station #12, located at 19491 E. 34th Drive

The Standard as defined in The City of Aurora Roadway Design & Construction Specifications Manual, Section 4.07.7.02.6 states that *"If a gating system is proposed to be installed at a site access point, the gate access shall be set back from the flow line of the street at least 35 feet or one design vehicle length, whichever is greater."* In the case of each of the five (5) properties, the design vehicle (fire truck apparatus) is 41.5' in length, which would be the required standard. However, the setback distances measured from the street flowline to the proposed gates varies at each location but are between 25.5' and 35' which do not meet this standard. Therefore, a variance is requested to allow the lesser provided setback distance.

There are many site related reasons that prevent the full 41.5' setback distance from being possible at the various locations. Additional parking would be lost and/or the gate location would be pushed too far into the site to allow for enclosing the existing parking lots - among other factors. However, the gates will all be automated and the drivers of the apparatus trucks will have remote openers to the gate. This will allow them to open the gates as they pull near the Fire Station and they can simple drive through the gate without stopping.

The proposed variance will not result in undue or unnecessary burdens on existing infrastructure and public or private improvements. As previously mentioned, the gates are not manually opened and therefore the design vehicle will not need to stop to open the gate, which would otherwise result in the apparatus truck extending out into the public street. With the use of the remote gate opener, the apparatus truck will not need to stop in the street and impede traffic. This variance will consequently not result in any detrimental impact on public health, welfare, safety, traffic, or convenience.

Respectfully submitted,

Cameron Knapp, P.E.

DREXEL, BARRELL & CO.