



SM ROCHA, LLC

TRAFFIC & TRANSPORTATION ENGINEERING

December 16, 2025

Clifford Netuschil
Shrewsberry & Associates, LLC
2696 S Colorado Boulevard, Suite 460
Denver, Colorado 80222

**RE: Clock Tower Dental / Traffic Generation Analysis
Castle Rock, Colorado**

Dear Clifford,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled Clock Tower Dental. This development is located near the northwest corner of Founders Parkway (State Highway 86) and E Allen Street in Castle Rock, Colorado.

The intent of this analysis is to present traffic volumes likely generated by the proposed development and consider potential impacts to the adjacent roadway network. This analysis was prepared in accordance to Section 7.2.1 of the Town's Transportation Design Criteria Manual¹.

The following is a summary of analysis results.

Site Description and Access

Land for the development is currently vacant and surrounded by a mix of commercial, medical, and residential land uses.

The proposed development is understood to entail the new construction of a two-story dental office approximately 5,700 square feet in size and supporting a maximum of 16 employees.

Proposed access to the development is provided via one full-movement access onto Maleta Lane (referred to as Site Access) aligning with the existing access drive on the north side of Maleta Lane.

General site and access locations are shown on Figure 1.

A site plan, as prepared by Shrewsberry & Associates, LLC, is shown on Figure 2. This plan is provided for illustrative purposes only.

¹ Town of Castle Rock Transportation Design Criteria Manual, Town of Castle Rock, April 2023.



Not to Scale



CLOCK TOWER DENTAL
Traffic Generation Analysis

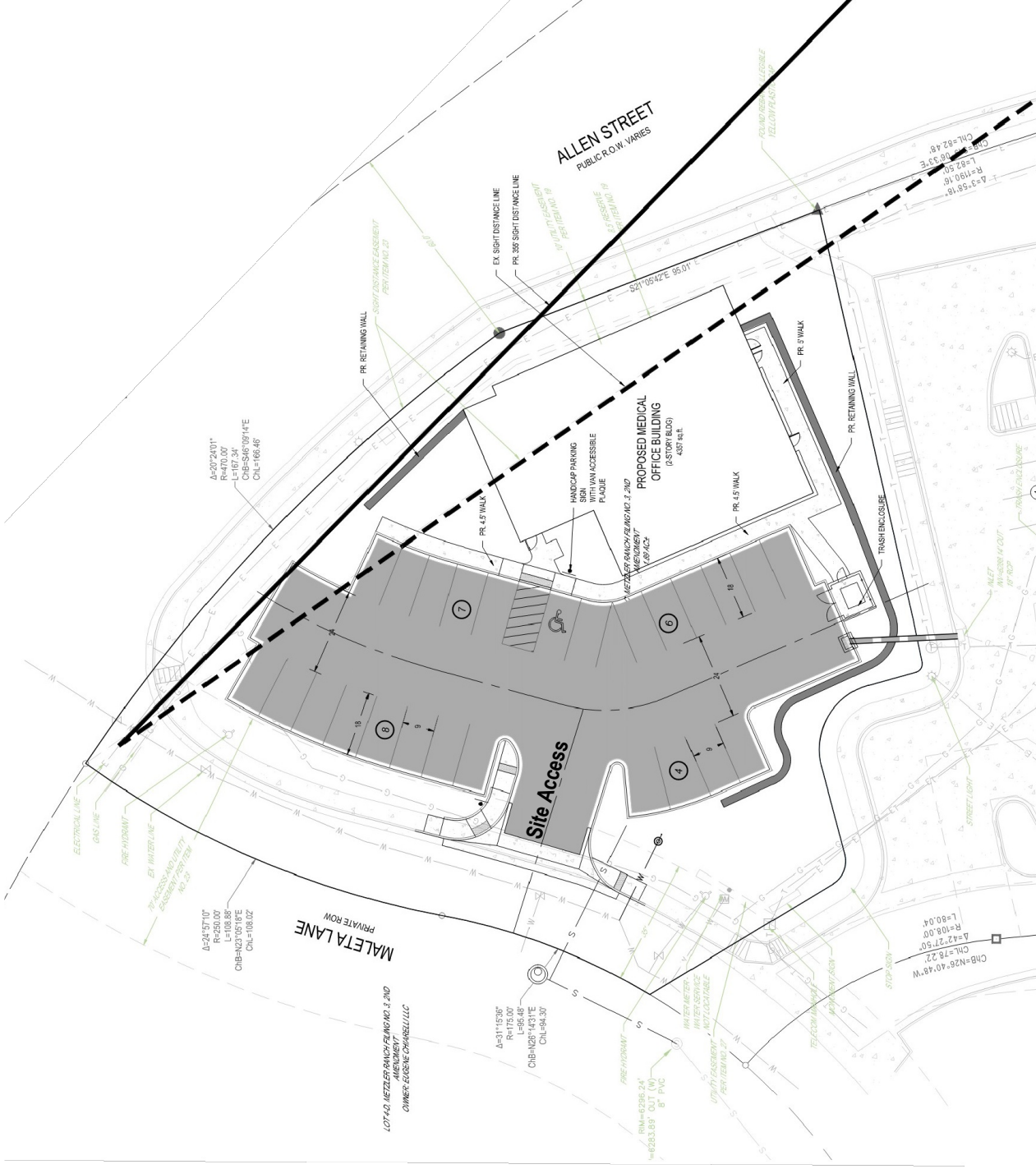
Figure 1
SITE LOCATION

SM ROCHA, LLC
Traffic & Transportation Engineering

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Not to Scale



CLOCK TOWER DENTAL
Traffic Generation Analysis

Figure 2
SITE PLAN

SM ROCHA, LLC

Traffic & Transportation Engineering

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Vehicle Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 12th Edition, were applied to the proposed land use in order to estimate the average daily traffic (ADT) and peak hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from point of origin to point of destination.

Table 1 presents average trip generation rates for the development area proposed. Use of average trip generation rates presents a conservative analysis. ITE land use code 720 (Medical-Dental Office Building) was used for analysis because of its best fit to the proposed land use.

Table 1 – Trip Generation Rates

ITE CODE LAND USE UNIT			TRIP GENERATION RATES						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
720	Medical-Dental Office Building	KSF	34.03	2.50	0.71	3.21	1.03	2.39	3.42

Key: KSF = Thousand Square Feet Gross Floor Area.

Note: All data and calculations above are subject to being rounded to nearest value.

Table 2 summarizes the projected ADT and peak hour traffic volumes likely generated by the land use area proposed.

Table 2 – Trip Generation Summary

ITE CODELAND USESIZE				TOTAL TRIPS GENERATED						
				24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
					ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
720	Medical-Dental Office Building	5.7 KSF	194	14	4	18	6	14	20	
Total:			194	14	4	18	6	14	20	

Key: KSF = Thousand Square Feet Gross Floor Area.

Note: All data and calculations above are subject to being rounded to nearest value.

As Table 2 shows, the development area has the potential to generate approximately 194 daily trips with 18 of those occurring during the morning peak hour and 20 during the afternoon peak hour.

Adjustments to Trip Generation Rates

A development of this type is not likely to attract trips from within area land uses nor pass-by or diverted link trips from the adjacent roadway system, therefore no trip reduction was taken in this analysis.

Trip Generation Distribution and Assignment

The overall directional distribution of site-generated traffic was determined based on the location of development site within the Town, proposed and existing area land uses, allowed turning movements, available roadway network, and in reference to historical traffic count data provided by the Colorado Department of Transportation's (CDOT) Traffic Count Database System (TCDS)².

Site-generated traffic is anticipated to be distributed through the proposed access. Distribution along Founders Parkway is general and assumed to be 40 percent to/from the east and west. Distribution along E Allen Street/Woodlands Boulevard is assumed to be 10 percent to/from the north and south.

Traffic assignment is how the site-generated and distributed trips are expected to be loaded on the roadway network. Applying assumed trip distribution patterns to site-generated traffic provides the peak hour trip volume assignments for the proposed access. These volumes are then divided further upon travel through adjacent roadways serving the overall development area. Table 3 below uses the trip generation volumes from Table 2 and denotes projected traffic volumes at the proposed access and adjacent intersections.

Table 3 – Site Generated Trip Assignment

DEVELOPMENT ACCESS TURNING MOVEMENTS	AM PEAK HOUR		PM PEAK HOUR	
	Inbound Volume	Outbound Volume	Inbound Volume	Outbound Volume
Site Access / Maleta Lane				
Westbound Left	-	2	-	5
Westbound Right	-	2	-	9
Northbound Right	6	-	2	-
Southbound Left	8	-	4	-
E Allen Street / Maleta Lane				
Eastbound Right	1	-	1	-
Westbound Left	7	-	3	-
Northbound Left	-	0	-	2
Northbound Right	-	2	-	7
Founders Parkway / Maleta Lane				
Eastbound Left	6	-	2	-
Southbound Right	-	2	-	5
Founders Parkway / E Allen Street				
Westbound Right	6	-	2	-
Northbound Through	1	-	1	-
Southbound Left	-	2	-	6
Southbound Through	-	0	-	1

Development Impacts

As Tables 2 and 3 show, there is an increase in peak hour traffic volumes anticipated for the proposed development. However, these volumes are considered minor and are not likely to negatively impact operations of Founders Parkway nor other adjacent roadways or intersections.

² Transportation Data Management System, MS2, 2025.

Conclusion

This analysis assessed traffic generation for the Clock Tower Dental development and potential impacts to the adjacent roadway network.

It is our professional opinion that the proposed site-generated traffic resulting from the development is expected to create no negative impact to traffic operations for the surrounding roadway network and proposed site access. Analysis of site-generated traffic concludes that proposed development traffic volumes are minor.

We trust that our findings will assist in the planning and approval of the Clock Tower Dental development. Please contact us should further assistance be needed.

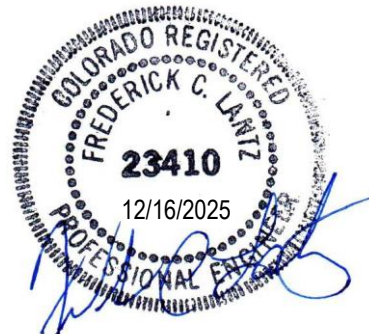
Sincerely,

SM ROCHA, LLC

Traffic & Transportation Engineering



Megan Bock, EIT
Traffic Engineer



Fred Lantz, PE
Traffic Engineer

ATTACHMENT A

Town of Castle Rock TIA Base Assumptions Worksheet

TIA BASE ASSUMPTIONS WORKSHEET

PROJECT INFORMATION

Project Name: Clock Tower Dental
Developer / Applicant: Bud Bernardoni
Consultant Firm: SM ROCHA LLC
Traffic Engineer (PE): Frederick Lantz
Date of Pre-Design Meeting: 9/26/2024

PROJECT DESCRIPTION

Project Type: ☒ New Development ☐ Redevelopment
Land Uses & Densities: Medical Office. Approximately 5,700 SF, Maximum of 16 Employees is expected.
ITE Land Use Codes: 720 - Medical-Dental Office Building (12th Edition)
Site Plan Attached: ☒ Yes ☐ No

Description (include access points, circulation, multimodal elements):

Proposed access is provided via one full-movement access onto Maleta Lane.

PROJECT LOCATION & STUDY AREA

Project Location: Near the northwest corner of Founders Parkway and E Allen Street.

Study Area Boundaries

- **North:** N/A
- **South:** N/A
- **East:** N/A
- **West:** N/A

Study Intersections / Segments (Attach additional list if necessary):

1. _____
2. _____
3. _____
4. _____

Adjacent / Cumulative Developments to Include:

N/A

REQUEST TYPE

- ☐ Full Transportation Impact Analysis
☒ Waiver (ADT < 200 or special variance)
☐ Conformance Letter Only

ANALYSIS YEARS & GROWTH

Study Years:

- Existing Year: N/A
- Year 1 Horizon (Development Completion): N/A
- 20-year Horizon: N/A
- Phasing Years (if applicable): N/A

Background Growth Rate: N/A % per year
Growth Source: ☐ Town ☐ DRCOG ☐ CDOT ☐ Other

ANALYSIS ASSUMPTIONS & METHODOLOGY

Analysis Software:

☐ Synchro ☐ Sidra ☐ HCS ☐ Vistro ☐ Other: N/A

Analysis Methods:

- Intersection LOS/Delay per HCM (latest edition)
- 95th-percentile queue vs. available storage

Peak Hours for Study:

☒ AM ☒ PM ☐ Saturday

Signal Timing Source:

☐ Field Observation ☐ Town Database ☐ Assumed (requires approval)

TRAFFIC DATA & COLLECTION REQUIREMENTS

- ☐ 24-hr Counts (Tue–Thu, non-holiday)
☐ AM/PM Peak Turning Movement Counts
☐ Saturday Counts (if applicable)
☐ Queue Observations

Acceptable Count Date Range: Must be within **6–12 months** of submittal

TRIP GENERATION & ASSIGNMENT

Trip Generation Source:

☒ ITE Trip Generation Manual (Edition 12th)

☐ Local Data Study

☐ Other: _____

Trip Generation Table Attached: ☒ Yes

Trip Adjustment Factors:

- Pass-By (%): 0
- Internal Capture (%): 0
- Multimodal Split (%): 0

Overall Trip Distribution (Graphic Attached): ☐ Yes

PROJECT COMPLETION & PHASING

Anticipated Completion Date: N/A

Phasing Plan (if applicable):

☐ Yes (attach plan)

☐ No

PLANNED IMPROVEMENTS & COORDINATION

Town CIP Projects: N/A

CDOT / Douglas County Projects: N/A

Developer-Funded Improvements: N/A

Requires Coordination With:

☐ CDOT R1

☐ Douglas County

☐ Adjacent Developers

OTHER TRAFFIC STUDIES / REFERENCES

List any existing or prior TIAs for the site or nearby projects that are referenced for this TIA scope:

Please provide the overall traffic study and surrounding compliance letters if available.

SPECIAL CONSIDERATIONS

(Examples: school proximity, Downtown Overlay, constrained access spacing, safety issues, pedestrian generators, etc....)

N/A

DRAFT

CLOCK TOWER DENTAL

METZLER RANCH FILING NO. 3, 2nd AMENDMENT

METZLER RANCH FILING NO. 3 2nd AMENDMENT, LOT 4-C

CITY OF CASTLE ROCK, DOUGLAS COUNTY, COLORADO

1.89 ACRES

SITE PLAN NOTES

- ACCESSIBLE EXTERIOR ROUTES SHALL BE PROVIDED FROM PUBLIC TRANSPORTATION STOPS, ACCESSIBLE PARKING AND ACCESSIBLE PASSENGER LOADING ZONES AND PUBLIC SIDEWALKS TO 60% OF THE ACCESSIBLE BUILDING ENTRANCES THAT THEY SERVICE. THE ACCESSIBLE ROUTE BETWEEN ACCESSIBLE PARKING AND ACCESSIBLE BUILDING ENTRANCES SHALL BE THE MOST PRACTICAL DIRECT ROUTE. THE ACCESSIBLE ROUTE MUST BE LOCATED WITHIN A SIDEWALK, NO SLOPE ALONG THIS ROUTE MAY EXCEED 1:20 WITHOUT PROVIDING A RAMP WITH A MAXIMUM SLOPE OF 1:32 AND HANDRAILS. CROSSWALKS ALONG THIS ROUTE SHALL BE WIDE ENOUGH TO WHOLLY CONTAIN THE CURB RAMP WITH A MINIMUM WIDTH OF 36' AND SHALL BE PAINTED WITH WHITE STRIPES. THE CITY OF AURORA ENFORCES HANDICAPPED ACCESSIBILITY REQUIREMENTS BASED ON THE 2021 INTERNATIONAL BUILDING CODE.
- ALL BUILDING ADDRESS NUMBERS SHALL COMPLY WITH THE AURORA CITY CODE, SECTION 128, ARTICLE VII- NUMBERING OF BUILDINGS.
- THE APPLICANT HAS THE OBLIGATION TO COMPLY WITH ALL APPLICABLE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT.
- EMERGENCY INGRESS AND EGRESS - RIGHT-OF-WAY FOR INGRESS AND EGRESS FOR SERVICE AND EMERGENCY VEHICLES IS GRANTED OVER, ACROSS, ON AND THROUGH ANY AND ALL PRIVATE ROADS AND WAYS NOW OR HEREAFTER ESTABLISHED ON THE DESCRIBED PROPERTY, AND THE SAME ARE HEREBY DESIGNATED AS "SERVICE/EMERGENCY AND UTILITY EASEMENTS" AND SHALL BE POSTED "NO PARKING – FIRE LANE".
- RIGHT-OF-WAY FOR INGRESS AND EGRESS FOR SERVICE AND EMERGENCY VEHICLES IS GRANTED OVER, ACROSS, ON AND THROUGH ANY AND ALL PRIVATE ROADS AND WAYS NOW OR HEREAFTER ESTABLISHED ON THE DESCRIBED PROPERTY, AND THE SAME ARE HEREBY DESIGNATED AS "SERVICE/EMERGENCY AND UTILITY EASEMENTS" AND SHALL BE POSTED "NO PARKING – FIRE LANE".
- UNDERSIGNED DOES HEREBY COVENANT AND AGREE THAT THEY SHALL CONSTRUCT UPON THE FIRE LANE EASEMENTS, AS DEDICATED AND SHOWN HEREIN, ON A HARD SURFACE IN ACCORDANCE WITH THE CITY OF AURORA'S PAVING STANDARDS FOR FIRE LANE EASEMENTS, AND THAT THEY SHALL MAINTAIN THE SAME IN A STATE OF GOOD REPAIR AT ALL TIMES AND KEEP THE SAME FREE AND CLEAR OF ANY STRUCTURES, FENCES, LANDSCAPE MATERIALS, SNOW OR OTHER OBSTRUCTIONS. THE MAINTENANCE OF PAVING ON THE FIRE LANE EASEMENT(S) IS THE RESPONSIBILITY OF THE OWNER, AND THE OWNER SHALL POST AND MAINTAIN APPROPRIATE SIGNS IN CONSPICUOUS PLACES ALONG SUCH FIRE LANE EASEMENTS, STATING "FIRE LANE, NO PARKING." THE LOCAL LAW ENFORCEMENT AGENCY(S) IS HEREBY AUTHORIZED TO ENFORCE PARKING REGULATIONS WITHIN THE FIRE LANE EASEMENTS, AND TO CAUSE SUCH EASEMENTS TO BE MAINTAINED FREE AND UNOBSTRUCTED AT ALL TIMES FOR FIRE DEPARTMENT AND EMERGENCY APPARATUS USE.
- THE UNDERSIGNED, DEVELOPER, AND ASSIGNS, SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL LOSCOPING MATERIALS SHOWN OR INDICATED ON THE APPROVED SITE PLAN OR LANDSCAPE PLAN ON FILE IN THE PLANNING DEPARTMENT. ALL LANDSCAPING WILL BE INSTALLED PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY.
- ALL CROSSINGS OR ENCROACHMENTS INTO EASEMENTS AND RIGHTS-OF-WAY OWNED BY THE CITY OF AURORA ("CITY") IDENTIFIED AS BEING PRIVATELY OWNED AND MAINTAINED HEREIN ARE ACKNOWLEDGED BY THE UNDERSIGNED AS BEING SUBJECT TO CITY'S USE AND OCCUPANCY OF SAID EASEMENTS OR RIGHTS-OF-WAY. THE UNDERSIGNED, ITS SUCCESSORS AND ASSIGNS, FURTHER AGREES TO REMOVE, REPAIR, REPLACE, MODIFY, OR OTHERWISE ADJUST SAID CROSSINGS OR ENCROACHMENTS UPON REQUEST FROM THE CITY AND AT NO EXPENSE TO THE CITY. THE CITY RESERVES THE RIGHT TO MAKE FULL USE OF THE EASEMENTS AND RIGHTS-OF-WAY AS MAY BE NECESSARY OR CONVENIENT AND THE CITY RETAINS ALL RIGHTS TO OPERATE, MAINTAIN, INSTALL, REPAIR, REMOVE OR RELOCATE ANY CITY FACILITIES LOCATED WITHIN SAID EASEMENTS AND RIGHTS-OF-WAY.
- ARCHITECTURAL FEATURES LIKE BAY WINDOWS, FIREPLACES, ROOF OVERHANG, GUTTERS, FAUCES, FOUNDATION, FOOTINGS, CANTILEVERED WALLS, ETC., ARE NOT ALLOWED TO ENCROACH UPON ANY EASEMENT OR FIRE LANE.
- THE DEVELOPER IS RESPONSIBLE FOR SIGNING AND STRIPING ALL PUBLIC STREETS. THE DEVELOPER IS REQUIRED TO PLACE TRAFFIC CONTROL, STREET NAME, AND GUIDE SIGNS ON ALL PUBLIC STREETS AND PRIVATE STREETS APPROACHING AN INTERSECTION WITH A PUBLIC STREET. SIGNS SHALL BE FURNISHED AND INSTALLED PER THE MOST CURRENT EDITIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND CITY STANDARDS AND SHOWN ON THE SIGNING AND STRIPING PLAN FOR THE DEVELOPMENT.
- THE DEVELOPER, HIS SUCCESSORS AND ASSIGNS, INCLUDING THE HOMEOWNERS OR MERCHANTS ASSOCIATION, SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL FIRE LANE SIGNS AS REQUIRED BY THE CITY OF AURORA.
- SITE SIGNS MUST CONFORM TO THE CITY OF AURORA SIGN CODE.
- THE APPROVAL OF THIS DOCUMENT DOES NOT CONSTITUTE FINAL APPROVAL OF GRADING, DRAINAGE, UTILITY, PUBLIC IMPROVEMENTS AND BUILDING PLANS. CONSTRUCTION PLANS MUST BE REVIEWED AND APPROVED BY THE APPROPRIATE AGENCY PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
- ALL ROOFTOP MECHANICAL EQUIPMENT AND VENTS GREATER THAN EIGHT (8) INCHES IN DIAMETER MUST BE SCREENED SCREENING MAY BE DONE EITHER WITH AN EXTENDED PARAPET WALL OR A FREESTANDING SCREEN WALL. SCREENS SHALL BE AT LEAST AS HIGH AS THE EQUIPMENT THEY HIDE. IF EQUIPMENT IS VISIBLE BECAUSE SCREENS DON'T MEET THIS MINIMUM HEIGHT REQUIREMENT, THE DIRECTOR OF PLANNING MAY REQUIRE CONSTRUCTION MODIFICATIONS PRIOR TO THE ISSUANCE OF A PERMANENT CERTIFICATE OF OCCUPANCY.
- CONSTRUCTION PLANS, SO CALLED IMPROVEMENTS, LANDSCAPING, PLANTING OR CHANGES SHOWN IN THESE SITE OR CONSTRUCTION PLANS, SHALL BE FULLY CONSTRUCTED OR PUT IN PLACE. ALL UTILITY EASEMENTS MUST REMAIN UNOBSTRUCTED AND FULLY ACCESSIBLE ALONG THEIR ENTIRE LENGTH TO ALLOW FOR ADEQUATE MAINTENANCE EQUIPMENT. ADDITIONALLY, NO INSTALLATION, PLANTING, CHANGE IN THE SURFACE, ETC., SHALL INTERFERE WITH THE OPERATION OF THE UTILITY LINES PLACED WITHIN THE EASEMENT. BY SUBMITTING THESE SITE OR CONSTRUCTION PLANS FOR APPROVAL, THE LANDOWNER RECOGNIZES AND ACCEPTS THE TERMS, CONDITIONS AND REQUIREMENTS OF THIS NOTE.
- FINAL GRADE SHALL BE AT LEAST SIX (6) INCHES BELOW ANY EXISTING OR PROPOSED WOOD SIDING ON THE PREMISES.
- ALL INTERESTED PARTIES ARE HEREBY ALERTED THAT THIS SITE PLAN IS SUBJECT TO ADMINISTRATIVE CHANGES AND AS SHOWN ON THE ORIGINAL SITE PLAN ON FILE IN THE AURORA CITY PLANNING OFFICE AT THE MUNICIPAL BUILDING. A COPY OF THE OFFICIAL CURRENT PLAN MAY BE PURCHASED THERE. LIKEWISE, SITE PLANS ARE REQUIRED TO AGREE WITH THE APPROVED SUBDIVISION RECORD AT THE TIME OF A BUILDING PERMIT, AND IF NOT, MUST BE AMENDED TO AGREE WITH THE PLAN AS SUBMITTED, OR ELSE THE RECORD WILL BE VOID.
- ERRORS IN APPROVED SITE PLANS RESULTING FROM COMPUTATIONAL OR INCONSISTENCIES IN THE DRAWINGS MADE BY THE APPLICANT ARE THE RESPONSIBILITY OF THE PROPERTY OWNER OF RECORD. WHERE FOUND, THE CURRENT MINIMUM CODE REQUIREMENTS WILL APPLY AT THE TIME OF BUILDING PERMIT. PLEASE BE SURE THAT ALL PLAN COMPUTATIONS ARE CORRECT. ALL REPRESENTATIONS AND COMMITMENTS MADE BY APPLICANTS AND PROPERTY OWNERS AT PUBLIC HEARINGS REGARDING THIS PLAN ARE BINDING UPON THE APPLICANT, PROPERTY OWNER, AND ITS HEIRS, SUCCESSORS, AND ASSIGNS.
- THE VENUE OF ANY FUTURE SALE OF THE REAL PROPERTY SHALL PROVIDE THE REQUIRED NOTICE PER CITY CODE SECTION 146-1587(C) TO BE RECORDED WITH THE COUNTY CLERK AND RECORDER AND SHALL PROVIDE SUCH NOTICE TO EACH PROSPECTIVE PURCHASER OF ANY AND ALL SAID PROPERTY. SEE EXHIBIT C UNDER THE AIRPORT RELATED LAND USE RESTRICTIONS SECTION OF THIS GUIDEDOOK.
- THE UNDERSIGNED WAIVES OF DEVELOPMENT STANDARDS AND THE APPLICABLE TERMS AND CONDITIONS PURSUANT THERETO.
- IN LOCATIONS WHERE UTILITY EASEMENTS OVERLAP DRAINAGE EASEMENTS, ONLY SUBSURFACE UTILITIES SHALL BE PERMITTED WITHIN THE PORTION OF THE UTILITY EASEMENT THAT OVERLAPS THE DRAINAGE EASEMENT. INSTALLATION OF ABOVE GROUND UTILITIES WITHIN A DRAINAGE EASEMENT REQUIRES PRIOR WRITTEN APPROVAL BY CITY ENGINEER.
- THE STREETLIGHT OR PEDESTRIAN LIGHT INSTALLATION WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE DESIGNED, FUNDED, AND CONSTRUCTED BY THE DEVELOP/OOWNER. OWNERSHIP AND MAINTENANCE OF THE STREET/PEDESTRIAN LIGHTS SHALL BE THE RESPONSIBILITY OF THE CITY OF AURORA ONCE THEY HAVE BEEN ACCEPTED. STREET LIGHT AND/OR PEDESTRIAN PHOTOMETRICS PLANS SHALL BE PREPARED AND SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL AND SHALL BECOME A PART OF THE APPROVED CIVIL CONSTRUCTION PLANS FOR THE PROJECT. AN ELECTRICAL PLAN SHOWING THE LOCATION OF LIGHTS, OF THE APPROVED CIVIL CONSTRUCTION PLANS FOR THE PROJECT, SHALL BE SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL.
- THE OWNER IS RESPONSIBLE FOR OBTAINING AN ADDRESS FOR THE METERS FROM THE PLANNING DEPARTMENT. A BUILDING PERMIT FOR THE WATER AND A PUBLIC INSPECTIONS PERMIT FOR THE STREET LIGHTS ARE REQUIRED. CERTIFICATE OF OCCUPANCIES WILL NOT BE ISSUED UNTIL THE STREET AND/OR PEDESTRIAN LIGHTING PLANS ARE APPROVED, CONSTRUCTED, AND INITIALLY ACCEPTED.

SITE PLAN NOTES

1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL MUNICIPAL REGULATIONS AND CODES, WHICHEVER IS MORE STRINGENT.
2. ALL DIMENSIONS AND COORDINATES ARE FROM BACK FLOW LINE OF CURB UNLESS SHOWN OTHERWISE.
3. THE DEVELOPER IS RESPONSIBLE FOR SIGNING AND STRIPING ALL PUBLIC STREETS. THE DEVELOPER IS REQUIRED TO PLACE TRAFFIC CONTROL, STREET NAME, AND GUIDE SIGNS ON ALL PUBLIC STREETS AND PRIVATE STREETS APPROACHING AN INTERSECTION WITH A PUBLIC STREET. SIGNS SHALL BE FURNISHED AND INSTALLED PER THE MOST CURRENT EDITIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND CITY STANDARDS AND SHOWN ON THE SIGNING AND STRIPING PLAN FOR THE DEVELOPMENT.
4. EXISTING UTILITIES SHOWN MAY NOT REPRESENT ALL EXISTING UTILITIES, AND SITE ENCUMBRANCES. CONTRACTOR SHALL FIELD VERIFY EXISTING UTILITIES, SITE ENCUMBRANCES AND EXISTING FIELD CONDITIONS. CONTACT ENGINEER WITH DISCREPANCIES PRIOR TO CONSTRUCTION.
5. ROADWAY AND DRIVEWAY DIMENSIONS ARE FROM FL-FL.
6. SAWCUT OF EXISTING STREETS SHALL BE IN CONFORMANCE WITH CITY OF AURORA STANDARDS. CUTS SHALL BE STRAIGHT WITH CLEAN EDGES. REMOVE EXISTING SIDEWALKS, CURB AND GUTTER TO NEAREST JOINT RETURN ALONG EXISTING LINE AND GRADE.

PARKING SPACES		
	REQUIRED	PROPOSED
DRIVE AISLE WIDTH	24	24
PARKING SPACES	25	25
ADA ACCESSIBLE PARKING	1	1 (1 VAN)
BICYCLE PARKING	N/A	0
EV PARKING	N/A	0

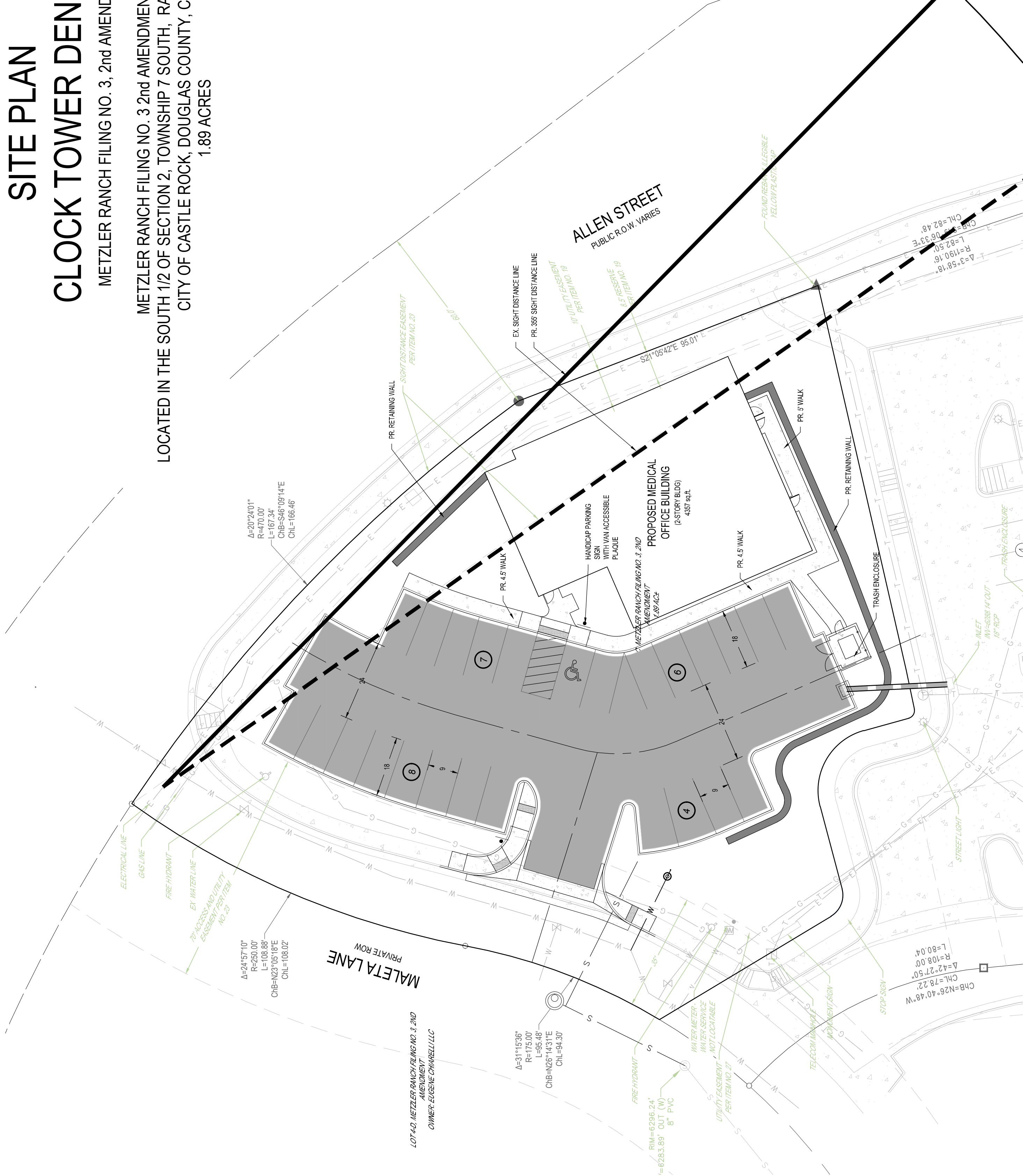
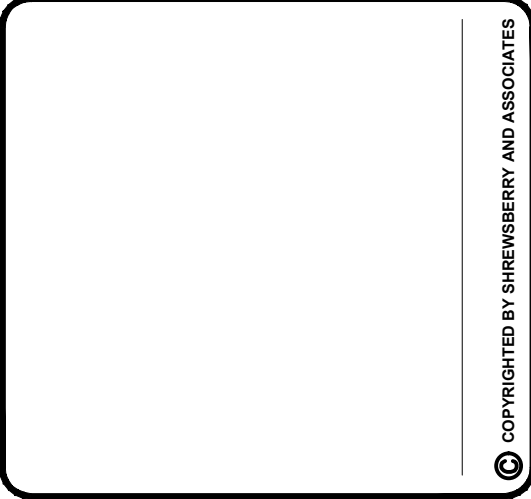
**Know what's below.
Call before you dig.**

1-800-922-1987

BENCHMARK

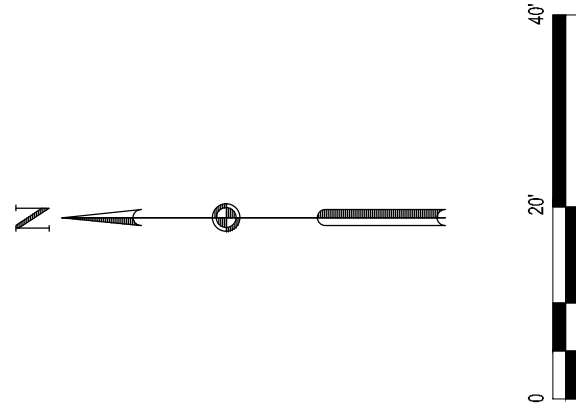
ELEVATIONS AND TOPOGRAPHIC FEATURES SHOWN HEREON ARE BASED ON A GROUND SURVEY. THE RECORD INTERVAL IS 1". BENCHMARK: CDOT CONTROL POINT 555 WAS DESCRIBED IN RIGHT OF WAY PLANS RECORDED JANUARY 7, 2022 AT RECEPTION NO. 10005780, BEING A 1"-5/16" YELLOW PLASTIC CAP ON 5/8" REBAR STAMPED "CONTROL POINT" LOCATED AT THE NORTHWEST CORNER OF THE INTERSECTION BETWEEN ALLEN STREET AND FOUNDERS PARKWAY.

ELEVATION: 6286.45', NAVD88 DATUM.

[illegible]

CLOCK TOWER DENTAL
LOT 4-C, METZLER RANCH FILING NO. 3 2nd AMENDMENT

DATE	9/10/2025	PROJECT NO.	25-0049
DRAWN BY	RDR	CHECKED BY	CN
DRAWING STATUS	PRELIMINARY		
SHEET TITLE:		SITE PLAN	
SHEET NO:		3	
			TOTAL SHEETS



BAR IS ONE INCH ON
ORIGINAL DRAWING.

ITE CODE LAND USE UNIT			TRIP GENERATION RATES						
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