

Parking Study Ford Pro Service Center

Arlington Heights, Illinois



Prepared For:

Tasca Automotive Group



May 28, 2024

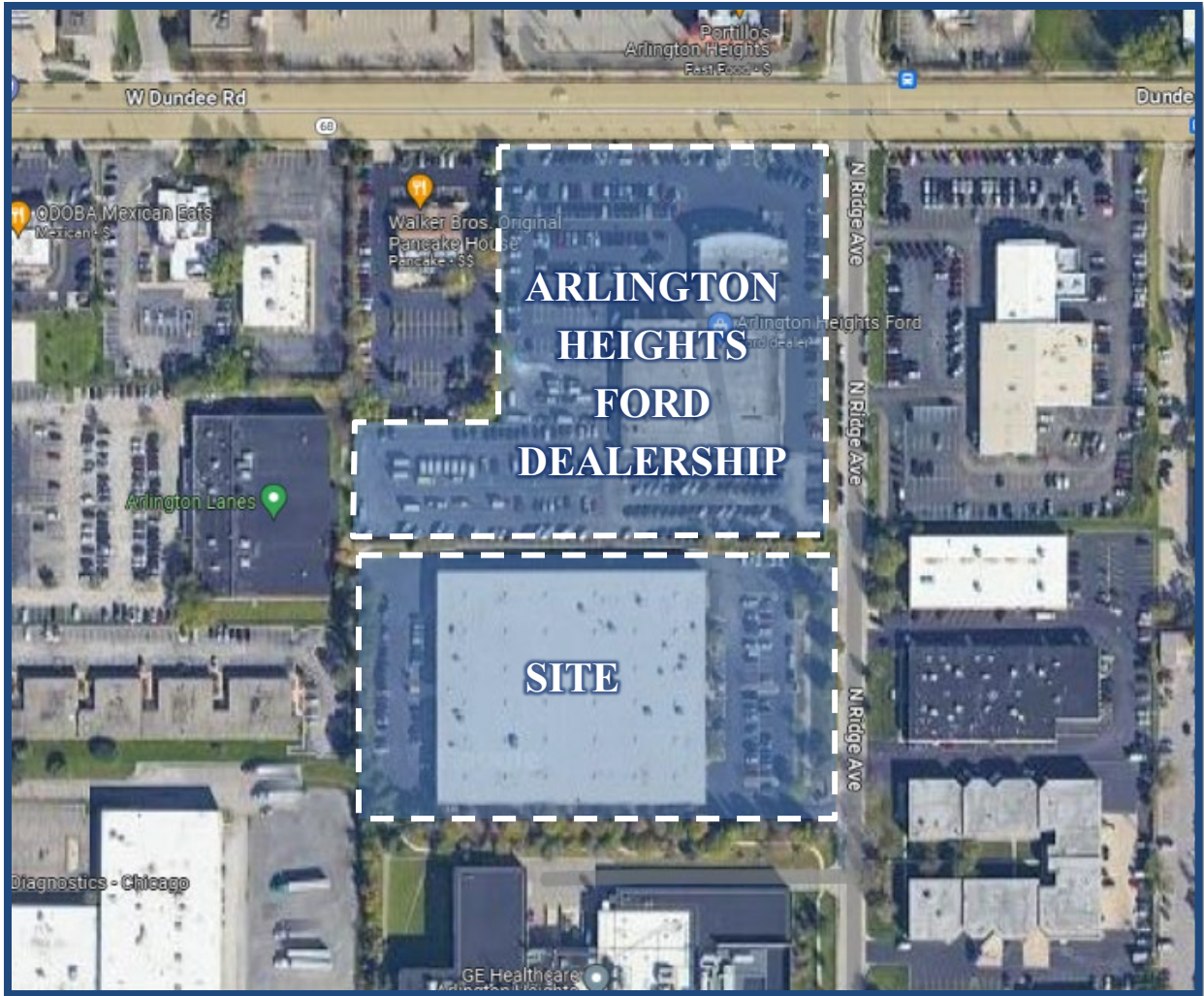
Introduction

This memorandum summarizes the results of a parking study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed Ford Pro Service Center (service center) to be located in Arlington Heights, Illinois. The service center is to occupy approximately 55,000 square feet of the approximately 100,000 square-foot industrial building located at 3456 Ridge Avenue on the west side of Ridge Avenue immediately south of the Arlington Heights Ford Dealership. Currently, the Ridge Avenue building is fully occupied with the following uses:

- Unit 100 and Unit 200 has approximately 55,000 square feet of space and previously contained the Arlington Heights Ford Dealership detailing facility, parts warehouse, and several meeting rooms.
- Unit 300 has approximately 25,000 square feet of space and contains T3L USA, Inc.
- Unit 400 has approximately 20,000 square feet of space and contains Digital Mobile Innovations, LLC.

As proposed, the service center is to occupy both Unit 100 and Unit 200, which are located on the east side of the building and total 55,000 square feet. The service center will provide commercial vehicle repair and maintenance and will be an extension of the Arlington Heights Ford Dealership. Phase 1 of the service center will have 14 service bays and approximately 12 employees and Phases 1 and 2 will have a total of 29 service bays and approximately 22 employees. It should be noted that all commercial vehicles will be parked/stored within the parking lot of the Arlington Heights Ford Dealership or their remote parking lot before and after any service.

This study was conducted to assess the existing parking demand of the Ridge Avenue building, estimate the additional parking to be generated by the proposed service center, and determine if sufficient parking is available to accommodate the peak parking demand of the of the Ridge Avenue building with the service center. **Figure 1** shows an aerial view of the Ridge Avenue building and the Arlington Heights Ford Dealership.



Aerial View of the Building

Figure 1

Existing Conditions

Existing Ridge Avenue Building

The service center is to occupy approximately 55,000 square feet of the approximately 100,000 square-foot industrial building located on the west side of Ridge Avenue immediately south of the Arlington Heights Ford Dealership. Currently, the Ridge Avenue building is fully occupied with the following uses:

- Unit 100 and Unit 200 has approximately 55,000 square feet of space and previously contained the Arlington Heights Ford Dealership detailing facility, parts warehouse, and several meeting rooms.
- Unit 300 has approximately 25,000 square feet of space and contains T3L USA, Inc. which manufactures and distributes polypropylene sleeve holders for the gaming card industry.
- Unit 400 has approximately 20,000 square feet of space and contains Digital Mobile Innovations, LLC which deploys, stores, and manages mobile equipment, laptops, and peripherals and other IT equipment for small, medium, and enterprise clients globally.

Existing Parking Inventory

The Ridge Avenue building has a total of 130 parking spaces, distributed as follows:

- The north side of the building has six (6) non-reserved parking spaces.
- The east side of the building has 68 non-reserved parking spaces and four (4) ADA parking spaces.
- The south side of the building has 13 non-reserved parking spaces.
- The west side of the building has 28 non-reserved parking spaces, one (1) ADA parking space, seven (7) reserved parking spaces for T3L USA, Inc., and three (3) reserved parking spaces for Digital Mobile Innovations, LLC.

Existing Parking Demand

In order to determine the existing parking demand at the Ridge Avenue building, parking occupancy surveys were conducted every ½ hour during the following days:

- Wednesday, January 31, 2024 from 8:00 A.M. to 6:00 P.M.
- Tuesday, May 21, 2024 from 8:00 A.M. to 6:00 P.M.
- Thursday, May 23, 2024 from 8:00 A.M. to 6:00 P.M.
- Saturday, May 17, 2024 from 8:00 A.M. to 5:00 P.M.

It should be noted that when the May parking surveys were completed, both Units 100 and 200 were generally vacant. The parking surveys were broken out by parking lot. **Tables 1** through **4** present the parking inventory and occupancy surveys. The results of the parking surveys showed that the Ridge Avenue building had a peak parking demand of between 69 and 91 vehicles on a weekday and 22 vehicles on a Saturday. With a total of 130 parking spaces, 53 to 70 percent of the parking spaces were occupied during the peak parking demand on a weekday and approximately 17 percent of the spaces were occupied during the peak parking demand on a Saturday. On a weekday, a minimum of 39 to 61 parking spaces were available at any time at the building.

Table 1
 EXISTING PARKING SURVEYS
 3456 RIDGE AVENUE BUILDING
 WEDNESDAY, JANUARY 31, 2024

Time	North Side of Building	East Side of Building	South Side of Building	West Side of Building	Total
Inventory	6	72	13	39	130
8:00 AM	1	9	1	30	41
8:30	1	12	1	32	46
9:00	1	21	1	35	58
9:30	1	24	1	39	65
10:00	1	27	4	39	71
10:30	2	26	4	38	70
11:00	1	31	7	38	77
11:30	4	34	7	38	83
12:00 PM	6	35	7	40	88
12:30	4	37	6	40	87
1:00	4	41	5	40	90
1:30	5	40	5	41	91
2:00	7	38	5	40	90
2:30	8	35	4	40	87
3:00	8	30	5	40	83
3:30	5	30	6	35	76
4:00	2	24	6	27	59
4:30	1	24	6	17	48
5:00	0	22	5	11	38
5:30	1	20	5	8	34
6:00	0	9	3	6	18

Table 2
 EXISTING PARKING SURVEYS
 3456 RIDGE AVENUE BUILDING
 TUESDAY, MAY 21, 2024

Time	North Side of Building	East Side of Building	South Side of Building	West Side of Building	Total
Inventory	6	72	13	39	130
8:00 AM	1	17	1	34	53
8:30	1	25	1	39	66
9:00	1	35	1	36	73
9:30	1	35	1	37	74
10:00	1	37	1	37	76
10:30	2	38	3	37	80
11:00	0	40	4	37	81
11:30	1	41	4	37	83
12:00 PM	1	39	4	36	80
12:30	1	40	4	36	81
1:00	1	39	4	35	79
1:30	1	35	4	36	76
2:00	1	33	4	35	73
2:30	0	31	4	35	70
3:00	0	31	4	38	73
3:30	0	30	3	36	69
4:00	0	29	3	26	58
4:30	0	30	2	19	51
5:00	0	30	1	18	49
5:30	0	27	1	13	41
6:00	0	12	0	8	20

Table 3
 EXISTING PARKING SURVEYS
 3456 RIDGE AVENUE BUILDING
 THURSDAY, MAY 23, 2024

Time	North Side of Building	East Side of Building	South Side of Building	West Side of Building	Total
Inventory	6	72	13	39	130
8:00 AM	1	11	1	31	44
8:30	0	20	1	33	54
9:00	0	24	1	34	59
9:30	0	26	1	36	63
10:00	0	28	1	36	65
10:30	0	28	1	34	63
11:00	0	29	2	36	67
11:30	0	31	3	35	69
12:00 PM	0	30	3	35	68
12:30	0	32	3	33	68
1:00	0	29	3	36	68
1:30	0	29	3	33	65
2:00	0	32	3	33	68
2:30	0	30	3	34	67
3:00	0	30	3	32	65
3:30	0	32	3	33	68
4:00	0	31	3	23	57
4:30	0	30	2	14	46
5:00	0	29	1	13	43
5:30	0	26	0	12	38
6:00	0	13	0	8	21

Table 4
 EXISTING PARKING SURVEYS
 3456 RIDGE AVENUE BUILDING
 SATURDAY, MAY 17, 2024

Time	North Side of Building	East Side of Building	South Side of Building	West Side of Building	Total
Inventory	6	72	13	39	130
8:00 AM	0	12	0	2	14
8:30	0	14	0	2	16
9:00	0	16	0	2	18
9:30	0	18	0	2	20
10:00	0	19	0	2	21
10:30	1	19	0	2	22
11:00	0	18	0	3	21
11:30	0	18	0	2	20
12:00 PM	0	18	0	1	19
12:30	1	16	0	1	18
1:00	1	15	0	1	17
1:30	1	14	0	1	16
2:00	1	13	0	1	15
2:30	1	12	0	1	14
3:00	1	9	0	1	11
3:30	0	7	0	1	8
4:00	0	7	0	1	8
4:30	0	8	0	1	9
5:00	0	8	0	1	9

Projected Parking Demand

Village of Arlington Heights Parking Requirements

Table 5 shows the parking that is required per the Village's zoning ordinance and the existing and proposed uses. From the table it can be seen that the Ridge Avenue building requires a total of 142 parking spaces per the Village's parking requirements. With a total of 130 parking spaces, the Ridge Avenue building will have a deficit of 12 parking spaces per the Village's parking requirements. However, it is important to note that the Village's parking requirements for the proposed service center is very high as it requires three parking spaces per service bay and one parking space per employee. As discussed previously, all the commercial vehicles will be parked/stored within the parking lot of the existing Arlington Heights Ford Dealership or their remote parking lot before and after service. Therefore, the proposed service center will not require three parking spaces per service bay.

Proposed Ford Pro Service Center Characteristics

As proposed, the service center will occupy the east side of the Ridge Avenue building, which consists of Unit 100 and Unit 200 and totals approximately 55,000 square feet. The service center will provide repair and maintenance for commercial vehicles and will be an extension of the existing Arlington Heights Ford Dealership. According to the operator, the service center will be built out in two phases and will have the following operating characteristics:

- Phase 1 of the service center will have 14 service bays and a total of 12 employees.
- Phases 1 and 2 of the service center will have a total of 29 service bays and a total of 22 employees.
- All the commercial vehicles will be parked/stored within the parking lot of the existing Arlington Heights Ford Dealership or their remote parking lot before and after service.
- Some customer parking and vendor deliveries are anticipated at the service center. However, it is important to note that most of the commercial vehicle business will be conducted through the main dealership. The operator anticipates that the service center will have a peak customer and vendor parking demand at the Ridge Avenue building of four to five vehicles.

A copy of the floor plan is included in the Appendix.

Table 5

VILLAGE OF ARLINGTON HEIGHTS PARKING REQUIREMENTS

Tenant Space	Use Code	Square Footage	Number of Bays	Number of Vehicles	Number of Employees	Parking Ratio	Parking Spaces Required
Unit 100 – Ford Repair Facility – Phase 1	Auto Service Station	25,027	14	N/A	12	1 space per employee and 3 spaces per bay	54
Unit 200 – Ford Repair Facility – Phase 2	Auto Service Station	30,030	15	N/A	10	1 space per employee and 3 spaces per bay	55
Unit 300 – T3L USA	Manufacturing/ Processing	22,576	N/A	0	14	1 space per 2 employees and 1 space per vehicle	15
	Office	2,524	N/A	N/A	N/A	1 per 300 sq. ft.	
Unit 400 – Digital Mobile Innovations LLC	Warehouse/ Storage	20,050	N/A	0	35	1 space per 2 employees and 1 space per vehicle	18
Total Parking Required							142*
Total Parking Provided							130**
Surplus/(Deficit)							(12)

Assuming a worst-case analysis that all the employees drive separately and the maximum customer/vendor parking demand, the service center is projected to have a peak parking demand of 26 to 27 vehicles. It is likely that the peak parking demand will be lower given that some employees may carpool, may be dropped off/picked up, and/or may use public transportation. It should be noted that the estimated peak parking demand of the service center was also estimated based on the Automobile Part and Service Center (Land-Use Code 943) parking generation rates published in the Institute of Transportation Engineers (ITE) *Parking General Manual*, 6th Edition. Based on a maximum of 22 employees and the ITE rates, the service center is estimated to have a peak parking demand of 29 parking spaces.

Reduction in the Existing Parking Demand

As indicated previously, when the May parking surveys were completed both Units 100 and 200 were generally vacant. However, both units were occupied and generating parking when the January parking surveys were conducted. As such, the current parking generated by Units 100 and 200 will be eliminated from the January existing parking demand. However, to provide a worst-case analysis, no reductions in the existing parking demand was assumed to account for the removal of the parking generated by Units 100 and 200.

Projected Total Parking Demand

Table 6 shows the total projected weekday parking demand of the Ridge Avenue building assuming the highest existing parking demand which occurred on January 31 and the parking to be generated by the proposed service center. **Table 7** shows the total projected weekday parking demand of the Ridge Avenue building assuming the lowest existing parking demand which occurred on May 23 and the parking to be generated by the proposed service center. With the proposed service center, the Ridge Avenue building is estimated to have a peak parking demand of between 96 and 118 vehicles occurring on a weekday. With a total of 130 parking spaces, approximately 74 to 90 percent of the parking spaces are projected to be occupied during the peak parking demand of the building. A minimum of 12 to 34 parking spaces are projected to be available any time at the building. **It is important to note that the analysis provides a worst-case analysis as no reductions were assumed in the January existing parking demand to account for the removal of the parking generated by Units 100 and 200. As such, the actual projected parking demand is expected to be lower than shown in Table 6 and discussed above.**

Based on the projected parking demand it can be seen that the existing parking supply of the Ridge Avenue building will be sufficient to accommodate the existing parking demand and the estimated Ford Pro Service Center parking demand.

Table 6
 PROJECTED WEEKDAY PARKING DEMAND
 ASSUMING HIGHEST SURVEYED EXISTING PARKING DEMAND
 3456 RIDGE AVENUE BUILDING

Time	Existing Parking Demand	Elimination of Existing Parking Demand	Service Center Parking Demand	Total
Inventory	0	0	0	130
8:00 AM	41	0	27	68
8:30	46	0	27	73
9:00	58	0	27	85
9:30	65	0	27	92
10:00	71	0	27	98
10:30	70	0	27	97
11:00	77	0	27	104
11:30	83	0	27	110
12:00 PM	88	0	27	115
12:30	87	0	27	114
1:00	90	0	27	117
1:30	91	0	27	118
2:00	90	0	27	117
2:30	87	0	27	114
3:00	83	0	27	110
3:30	76	0	27	103
4:00	59	0	27	86
4:30	48	0	27	75
5:00	38	0	27	65
5:30	34	0	27	61
6:00	18	0	27	45

Notes:

- To provide a worst case scenario, no reduction in the current parking demand was assumed to account for the removal of the parking generated by Units 100 and 200.
- The peak parking demand of the service center assumes that all 22 employees drive separately and that peak customer/vendor parking demand occurs the entire day.

Table 7
 PROJECTED WEEKDAY PARKING DEMAND
 ASSUMING LOWEST SURVEYED EXISTING PARKING DEMAND
 3456 RIDGE AVENUE BUILDING

Time	Existing Parking Demand	Elimination of Existing Parking Demand	Service Center Parking Demand	Total
Inventory	0	0	0	130
8:00 AM	44	0	27	71
8:30	54	0	27	81
9:00	59	0	27	86
9:30	63	0	27	90
10:00	65	0	27	92
10:30	63	0	27	90
11:00	67	0	27	94
11:30	69	0	27	96
12:00 PM	68	0	27	95
12:30	68	0	27	95
1:00	68	0	27	95
1:30	65	0	27	92
2:00	68	0	27	95
2:30	67	0	27	94
3:00	65	0	27	92
3:30	68	0	27	95
4:00	57	0	27	84
4:30	46	0	27	73
5:00	43	0	27	70
5:30	38	0	27	71
6:00	21	0	27	81

Notes:

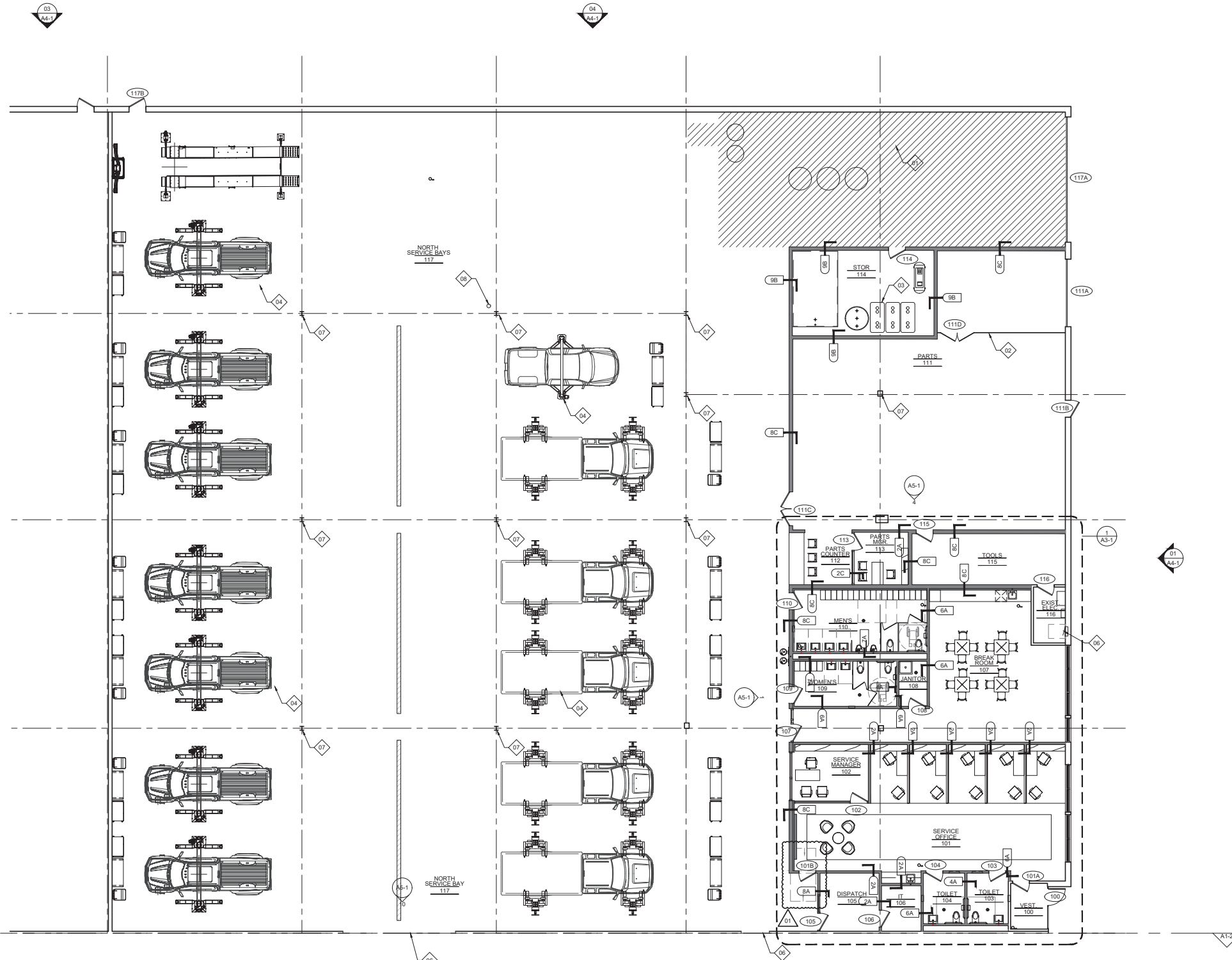
- To provide a worst case scenario, no reduction in the current parking demand was assumed to account for the removal of the two business that currently occupy the portion of the building that will house the service center.
- The peak parking demand of the service center assumes that all 22 employees drive separately and that peak customer/vendor parking demand occurs the entire day.

Conclusions

The following summarizes the findings and results of the parking study:

- The Ridge Avenue building currently has a total of 130 parking spaces.
- The results of the parking surveys showed that the Ridge Avenue building had a peak parking demand of between 69 and 91 vehicles on a weekday and 22 vehicles on a Saturday. With a total of 130 parking spaces, approximately 53 to 70 percent of the parking spaces were occupied during the peak parking demand on a weekday and approximately 17 percent of the spaces were occupied during the peak parking demand on a Saturday. On a weekday, a minimum of 39 to 61 parking spaces were available at any time at the building.
- Assuming a worst-case analysis that all the employees drive separately and the maximum customer/vendor parking demand, the service center is projected to have a peak parking demand of 26 to 27 vehicles. It is likely that the peak parking demand will be lower given that some employees may carpool, may be dropped off/picked up, and/or may use public transportation.
- With the proposed service center, the Ridge Avenue building is estimated to have a peak parking demand of between 96 and 118 vehicles occurring on a weekday. With a total of 130 parking spaces, 74 to 90 percent of the parking spaces are projected to be occupied during the peak parking demand of the building. A minimum of 12 to 34 parking spaces are projected to be available any time at the building. It is important to note that the analysis provides a worst-case analysis as no reductions were assumed in the January existing parking demand to account for the removal of the parking generated by Units 100 and 200. As such, the actual projected parking demand is expected to be lower than shown in Table 6.
- Based on the projected parking demand it can be seen that the existing parking supply of the Ridge Avenue building will be sufficient to accommodate the existing parking demand and the estimated Ford Pro Service Center parking demand.

Appendix



KEYNOTES

- 01 AREA OF NEW CONCRETE
- 02 CHAIN LINK CAGE - VERIFY HEIGHT WITH CLIENT.
- 03 EQUIPMENT - BY OWNER
- 04 TYPICAL SERVICE BAY
- 05 NEW OPENING TO SOUTH SERVICE BAYS
- 06 EXISTING ELECTRICAL EQUIPMENT, REFER TO ELECTRICAL DRAWINGS FOR MORE INFORMATION
- 07 EXISTING COLUMN, TYPICAL
- 08 4" BOLLARD AT COLUMN

LEGEND

- EXISTING PARTITIONS & EXTERIOR WALLS
- NEW PARTITIONS
- EXISTING WALL W/ NEW FURRING

BLOCKING NOTES

- PROVIDE FTWD BLOCKING (UON) AT THE FOLLOWING LOCATIONS:
- ACCESSIBILITY REQUIREMENTS & GRAB BARS AT ALL RESTROOM LOCATIONS
 - RESTROOM ACCESSORIES INCLUDING TOILET STALL PARTITIONS & BABY CHANGING TABLE
 - MILLWORK LOCATIONS - TO BE 6" STRIPS
 - CASEWORK AS REQUIRED BY THE MFR & FOR PROPER SUPPORT
 - MANAGER'S DESK SHELVES
 - LOCKERS

DIMENSION NOTES

- DIMENSIONS ARE TO FACE OF EXISTING STOREFRONT FRAME FINISHED EXTERIOR WALL & FINISHED FACE OF DEMISING WALL
- ALL INTERIOR DIMENSIONS ORIGINATE FROM ESTABLISHED DATUM LINES. ESTABLISH DATUM LINES PRIOR TO LOCATING WALLS, DRAINS, FIXTURES, ETC.

PLAN GENERAL NOTES

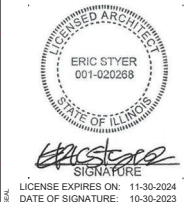
- EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT.
- ALL FIRE RATED DOORS TO BE SELF-CLOSING.
- ALL INTERIOR FINISHES TO BE CLASS A WITH FLAME SPREAD RATING OF 0-25, U.O.N.
- SEE MECHANICAL DRAWINGS FOR LIGHT AND VENT SCHEDULES.
- DO NOT FASTEN STUDS OR GYPSUM BD. TO TOP RUNNER OF NON-BEARING GYP.BD. PARTITIONS. CUT STUDS AND GYP.BD. 1/2" MAX. SHORT TO ALLOW FOR VERTICAL SLAB DEFLECTION.
- ALL DIMENSIONS TO BE FINISHED SURFACE UNDO.
- GO TO COORDINATE ALL CEILING HEIGHTS WITH BUILDING SYSTEMS. OWNER TO APPROVE ALL CEILING HGT'S. BEFORE INSTALLATION
- THE ARCHITECT WILL NEITHER HAVE CONTROL OVER OR CHARGE OF, NOR BE RESPONSIBLE FOR, THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, OR FOR THE SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK, SINCE THESE ARE SOLELY THE CONTRACTOR'S RIGHTS AND RESPONSIBILITIES.
- CONTRACTOR IS REQUIRED TO HANG THE OWNERS INTERIOR SIGN PACKAGE.
- ALL GLAZED DOORS, ANY GLAZED PANEL ADJACENT TO ANY DOOR & ANY GLAZED PANEL WHICH MEETS ALL OF THE FOLLOWING CONDITIONS:
 - EXPOSED AREA OF AN INDIVIDUAL PANE GREATER THAN 9 S.F.
 - EXPOSED BOTTOM EDGE LESS THAN 18" A.F.F.
 - EXPOSED TOP EDGE GREATER THAN 36" A.F.F.
 - ONE OR MORE WALKING SURFACE(S) WITHIN 36" HORIZONTALLY OF THE PLANE OF THE GLAZING, SHALL ALL BE TEMPERED.

GO TO FIELD VERIFY ALL EXISTING DIMENSIONS & COLUMN LOCATIONS AND NOTIFY ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.

NOTE: ALL WOOD BLOCKING TO BE FIRE-RET TREATED.



FORD PRO ARLINGTON HEIGHTS
 FORD PRO ARLINGTON HEIGHTS
 3456 NORTH RIDGE AVENUE
 ARLINGTON HEIGHTS, ILLINOIS 60004



FOR PERMIT	
Project Number: 23-140	Approved By: JW
Drawn By: DAMIRSHIC	Date: 10-30-2023
No. Issue	FOR PERMIT

01 FLOOR PLAN
 1/8" = 1'-0"

FLOOR PLAN NORTH

A1-2A

KEYNOTES

- 01 AREA OF NEW CONCRETE
- 02 CHAIN LINK CAGE - VERIFY HEIGHT WITH CLIENT.
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- 07 EXISTING COLUMN, TYPICAL
- 08 4" BOLLARD AT COLUMN

LEGEND

- EXISTING PARTITIONS & EXTERIOR WALLS
- NEW PARTITIONS
- EXISTING WALL W/ NEW FURRING

BLOCKING NOTES

PROVIDE FTWD BLOCKING (UON) AT THE FOLLOWING LOCATIONS:

1. ACCESSIBILITY REQUIREMENTS & GRAB BARS AT ALL RESTROOM LOCATIONS
2. RESTROOM ACCESSORIES INCLUDING TOILET STALL PARTITIONS & BABY CHANGING TABLE
3. MILLWORK LOCATIONS - TO BE 6" STRIPS
4. CASEWORK AS REQUIRED BY THE MFR & FOR PROPER SUPPORT
5. MANAGER'S DESK SHELVES
6. LOCKERS

DIMENSION NOTES

1. DIMENSIONS ARE TO FACE OF EXISTING STOREFRONT FRAME, FINISHED EXTERIOR WALL & FINISHED FACE OF DEMISING WALL
2. ALL INTERIOR DIMENSIONS ORIGINATE FROM ESTABLISHED DATUM LINES. ESTABLISH DATUM LINES PRIOR TO LOCATING WALLS, DRAINS, FIXTURES, ETC.

PLAN GENERAL NOTES

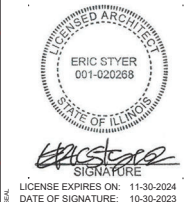
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2. ALL FIRE RATED DOORS TO BE SELF-CLOSING.
3. ALL INTERIOR FINISHES TO BE CLASS A WITH FLAME SPREAD RATING OF 0-25, U.O.N.
4. SEE MECHANICAL DRAWINGS FOR LIGHT AND VENT SCHEDULES.
5. DO NOT FASTEN STUDS OR GYPSUM BD. TO TOP RUNNER OF NON-BEARING GYP.BD. PARTITIONS. CUT STUDS AND GYP.BD. 1/2" MAX. SHORT TO ALLOW FOR VERTICAL SLAB DEFLECTION.
6. ALL DIMENSIONS TO BE FINISHED SURFACE UNO.
7. GC TO COORDINATE ALL CEILING HEIGHTS WITH BUILDING SYSTEMS. OWNER TO APPROVE ALL CEILING HGT'S. BEFORE INSTALLATION.
8. THE ARCHITECT WILL NEITHER HAVE CONTROL OVER OR CHARGE OF, NOR BE RESPONSIBLE FOR, THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, OR FOR THE SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK, SINCE THESE ARE SOLELY THE CONTRACTOR'S RIGHTS AND RESPONSIBILITIES.
9. CONTRACTOR IS REQUIRED TO HANG THE OWNERS INTERIOR SIGN PACKAGE.
10. ALL GLAZED DOORS, ANY GLAZED PANEL ADJACENT TO ANY DOOR & ANY GLAZED PANEL WHICH MEETS ALL OF THE FOLLOWING CONDITIONS:
 1. EXPOSED AREA OF AN INDIVIDUAL PANE GREATER THAN 9 S.F.
 2. EXPOSED BOTTOM EDGE LESS THAN 18" A.F.F.
 3. EXPOSED TOP EDGE GREATER THAN 36" A.F.F.
 4. ONE OR MORE WALKING SURFACE(S) WITHIN 36" HORIZONTALLY OF THE PLANE OF THE GLAZING, SHALL ALL BE TEMPERED.

GC TO FIELD VERIFY ALL EXISTING DIMENSIONS & COLUMN LOCATIONS AND NOTIFY ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.

NOTE: ALL WOOD BLOCKING TO BE FIRE-RET TREATED.



FORD PRO ARLINGTON HEIGHTS
 FORD PRO ARLINGTON HEIGHTS
 3456 NORTH RIDGE AVENUE
 ARLINGTON HEIGHTS, ILLINOIS 60004



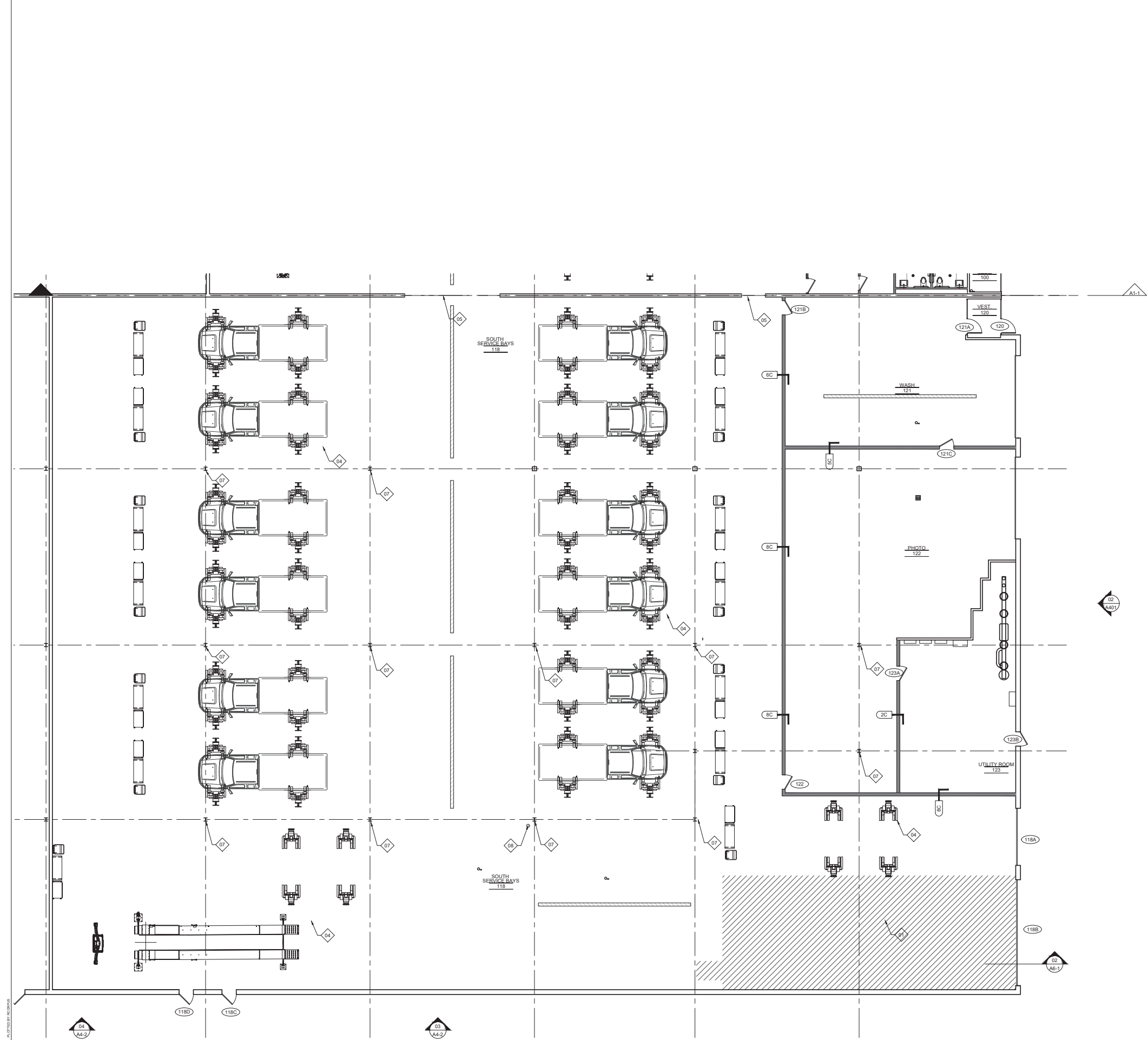
FOR PERMIT	
Project Number: 23-140	Approved By: JW
Drawn By: DAMIAN/RC	Date: 10-30-2023
No. _____	Issue _____
FOR PERMIT	
DATE OF SIGNATURE: 11-30-2024	
DATE OF SIGNATURE: 10-30-2023	

01 FLOOR PLAN
 1/8" = 1'-0"

FLOOR PLAN SOUTH

A1-2B

These documents are confidential and shall be in the possession of authorized individuals only. These documents are the exclusive property of DXU ARCHITECTS and shall not be copied or reproduced without written authorization.



PLOT DATE: 10/30/23 9:14 AM PLOTTED BY: RCF/RCB

ILLINOIS PROFESSIONAL DESIGN REGISTRATION: 184-006688 EXPIRES: 4/30/2024