

THE KING'S HIGHWAY NO. 401  
 DESIGNATED AS CONTROLLED ACCESS HIGHWAY AND DESCRIBED IN  
 SCHEDULE 15, REGULATION 400, R.R.O. 1970, PLAN (P. 3170-6)

**MINOR VARIANCE :**  
 1. LANDSCAPE BUFFER ABUTTING THE PROVINCIAL HIGHWAY IS 3.0m WITHIN THE MTO SETBACK.  
 2. SIX PARKING SPACES HAVE A SETBACK OF 0m FROM A BUILDING FACE.  
 3. MINIMUM QUEUING LANE SETBACK OF 0.85 FROM INTERIOR LOT LINE.  
 4. SIX PARKING SPACES HAVE A REDUCED LENGTH OF 5.5m.  
 5. SIX LOADING SPACES HAVE A REDUCED LENGTH OF 5.8m.  
 6. ONE WAY TRAFFIC AISLE WIDTH OF 3.5m AND 4.88m.

**ZONING BY-LAW 016-2014**  
 LOT FRONTAGE (MINIMUM) = 40m  
 LOT AREA (MINIMUM) = 2000m<sup>2</sup>  
 LOT AREA (MAXIMUM) = 3000m<sup>2</sup>  
 LOT COVERAGE (MAXIMUM) = 50%  
 FRONT YARD SETBACK (MINIMUM) = 3.0m  
 INTERIOR SIDE YARD SETBACK (MINIMUM) = AS PER C6-72  
 EXTERIOR SIDE YARD SETBACK (MINIMUM) = 3.0m  
 REAR YARD SETBACK (MINIMUM) = 6.0m  
 GROSS FLOOR AREA = AS PER C6-72  
 BUILDING HEIGHT (MAXIMUM) = 11m  
 LANDSCAPED OPEN SPACE (MINIMUM) = 15%  
 MINIMUM LANDSCAPE BUFFER ABUTTING STREET LINE = 3m  
 MINIMUM LANDSCAPE BUFFER ABUTTING A PROVINCIAL HIGHWAY = 7.5m  
 LANDSCAPE BUFFER MUST BE OUTSIDE OF MTO REQUIRED SETBACKS

**RESTAURANT PATIOS**  
 PERMITTED IN ANY YARD  
 LOCATED A MINIMUM OF 1m FROM ANY STREET LINE AND 1.5m FROM ANY OTHER PROPERTY LINE  
 LOCATED A MINIMUM OF 1.2m FROM ANY PARKING AREA  
 PERMITTED TO ENCRUST INTO A LANDSCAPE BUFFER

**ZONING C6-72**  
 TOTAL COMBINED GROSS FLOOR AREA = 10,332m<sup>2</sup>  
 LOT AREA = 3,177 ha (51,696,76sq ft)  
 INTERIOR SIDE YARD SETBACK (MIN.) = 0m  
 MAXIMUM GROSS FLOOR AREA (FOR INDIVIDUAL BUILDINGS) = 5,000m<sup>2</sup>  
 PARKING AREAS ARE PERMITTED TO BE SETBACK 0m FROM THE INTERIOR SIDE LOT LINE  
 LOADING AREAS ARE PERMITTED TO BE SETBACK 0m FROM THE INTERIOR SIDE LOT LINE

**PHASE III AREA**  
 LOT AREA = 0.85 ha

**PARKING**  
 CALCULATE REQUIRED PARKING BASED ON GFA MINUS 10%  
 PARALLEL PARKING SPACE = 2.75m X 6.5m  
 PERPENDICULAR PARKING SPACE = 2.75m X 5.8m  
 ACCESSIBLE PARKING SPACE - TYPE A = 3.4m X 5.8m; TYPE B = 2.75m X 5.8m  
 LOADING AREA = 3.5m X 12m  
 QUEUING SPACE = 3m X 6m  
 C6 - 1 PARKING SPACE PER 20m<sup>2</sup> OF GFA  
 ACCESSIBLE PARKING (201-1000 REQUIRED SPACES) = 2 ACCESSIBLE SPACES PLUS 2%  
 BICYCLE PARKING = 3% OF REQUIRED PARKING  
 LOADING AREA REQUIREMENTS = (GFA) - (3000m<sup>2</sup>) = 1 LOADING AREA  
 LOADING AREA SETBACK FROM STREET LINE = 0.9m  
 LOADING AREA SETBACK FROM BUILDING = 2.2m (MIN); 1.5m (MAX)  
 PARKING NOT PERMITTED WITHIN LANDSCAPE BUFFER  
 PARKING SETBACK FROM BUILDING = 2.2m; FROM STREET LINE = 0.9m; FROM OTHER LOT LINES = 1.5m

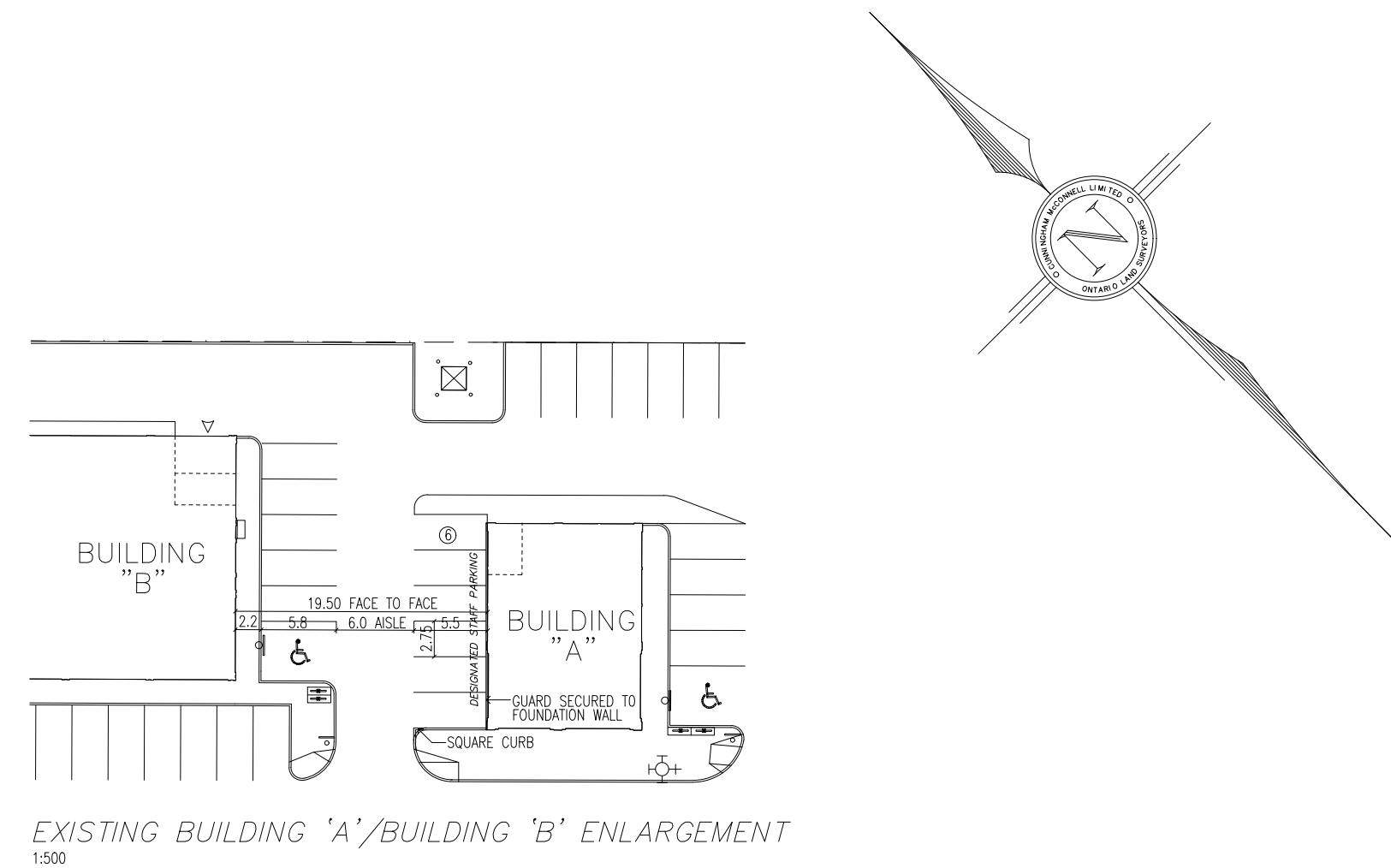
**DRIVE-THROUGH**  
 RESTAURANT - MIN. INGRESS SPACES = 10; MINIMUM EGRESS SPACES = 2  
 QUEUING SPACE - 6m IN LENGTH AND 3m IN WIDTH  
 QUEUING LINE SETBACK - 7.5m FROM ANY STREET LINE; 4.5m FROM ANY OTHER LOT LINE

**ADDITIONAL OVERALL SITE STATISTICS**  
 SITE AREA = 3,616 ha  
 PAVED AREA = 1,212 ha (28%)  
 BUILDING FOOTPRINTS = 0,745 ha (20.6%)  
 LANDSCAPE = 1,858 ha (51.4%)

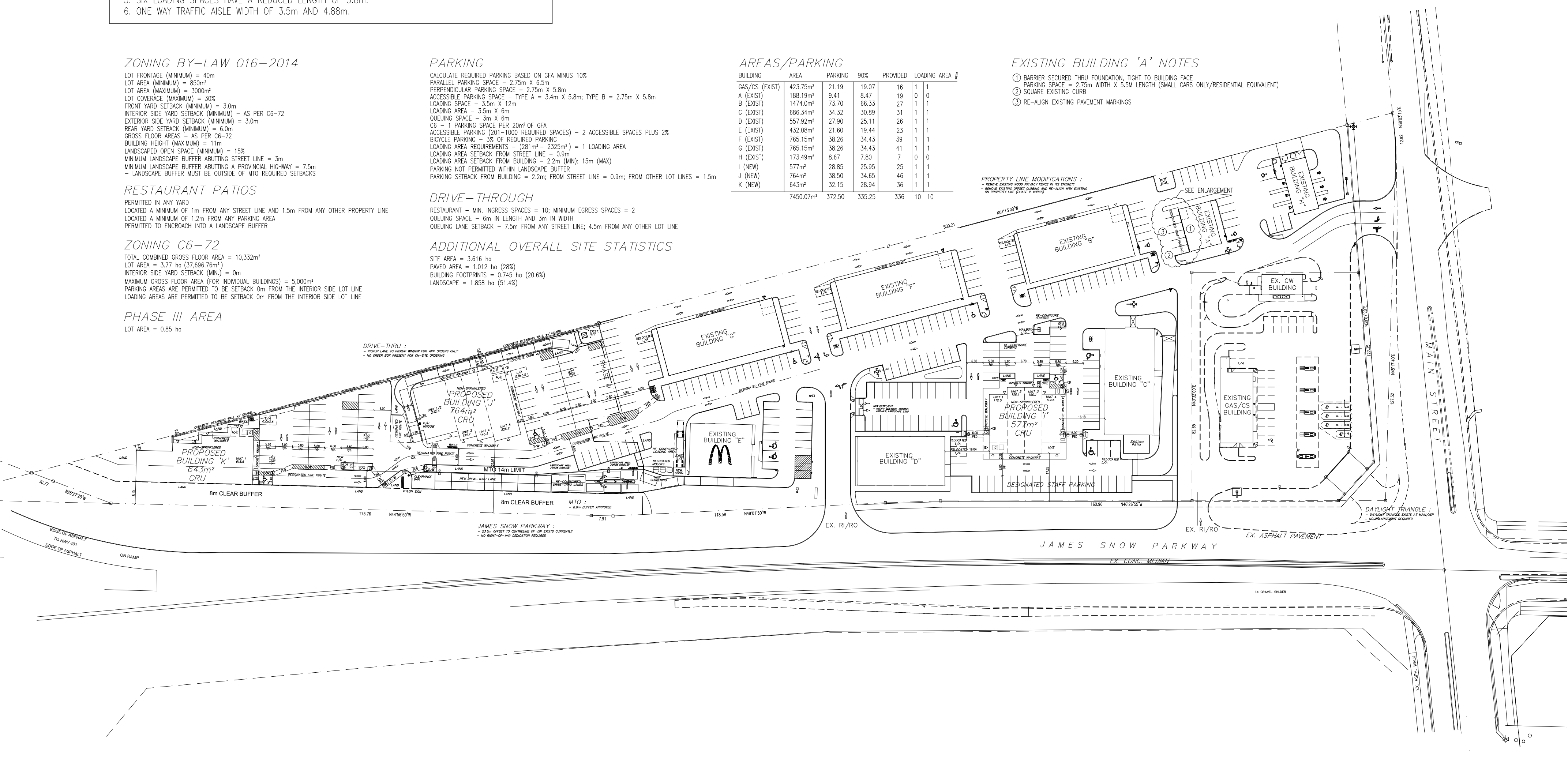
**AREAS/PARKING**

BUILDING	AREA	PARKING	90%	PROVIDED	LOADING AREA #
GAS/CS (EXIST)	423.75m <sup>2</sup>	21.19	19.07	16	1
A (EXIST)	188.15m <sup>2</sup>	9.41	8.47	19	0
B (EXIST)	1474.0m <sup>2</sup>	73.70	66.33	27	1
C (EXIST)	686.34m <sup>2</sup>	34.32	30.89	31	1
D (EXIST)	557.50m <sup>2</sup>	27.80	25.11	26	1
E (EXIST)	432.09m <sup>2</sup>	21.60	19.44	23	1
F (EXIST)	765.15m <sup>2</sup>	38.26	34.43	39	1
G (EXIST)	765.15m <sup>2</sup>	38.26	34.43	41	1
H (EXIST)	173.49m <sup>2</sup>	8.67	7.80	7	0
I (NEW)	577m <sup>2</sup>	28.85	25.95	25	1
J (NEW)	764m <sup>2</sup>	38.20	34.65	46	1
K (NEW)	645m <sup>2</sup>	32.15	28.94	36	1
	7450.07m <sup>2</sup>	372.50	335.25	336	10

**EXISTING BUILDING 'A' NOTES**  
 ① BARRIER SECURED THRU FOUNDATION, TIGHT TO BUILDING FACE  
 PARKING SPACE = 2.75m WIDTH X 5.5m LENGTH (SMALL CARS ONLY/RESIDENTIAL EQUIVALENT)  
 ② SQUARE EXISTING CURB  
 ③ RE-ALIGN EXISTING PAVEMENT MARKINGS



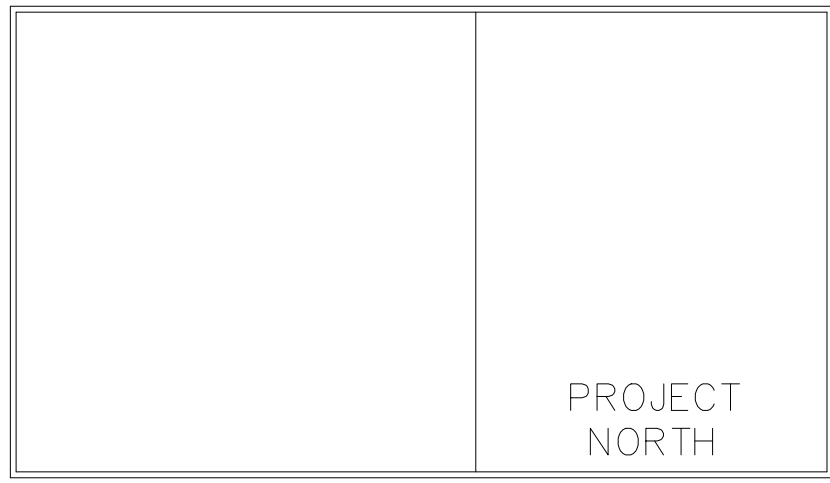
EXISTING BUILDING 'A'/BUILDING 'B' ENLARGEMENT  
 1:500



Contractors must verify all dimensions and report any discrepancies or omissions to the designer before commencing the work.  
 Prints are not to be scaled.

GENERAL NOTES :

No.	DATE	REVISION
15.	SEP. 13/24	REVISED AS PER TOWN MY COMMENTS
14.	AUG. 13/24	ISSUED FOR SECOND FORMAL SUBMISSION
13.	MAY 22/24	ISSUED FOR FIRST FORMAL SUBMISSION
12.	MAR. 14/24	RE-ISSUE INTERNAL
11.	DEC. 5/23	ISSUED FOR PRE-SUBMISSION
10.	NOV. 17/23	MODIFIED LENGTH OF RETAINING WALL
9.	OCT. 25/23	ADD RETAINING WALL/MODIFY BUILDING 'K' AND PARKING
8.	AUG. 3/23	MODIFIED BUILDING 'I'
7.	JULY 21/23	MTO BUFFER REVISED TO 8m
6.	NOV. 25/22	ADDED CENTRELINE SETBACK
5.	OCT. 31/22	ISSUED TO CONSULTANTS
4.	JUNE 28/22	ISSUED FOR PRE-CONSULTATION
3.	FEB. 23/22	IDENTIFY PROPOSED ROAD WIDENING
2.	FEB. 9/22	REVISED AS PER TOWN'S COMMENTS
1.	JAN. 26/22	ISSUED FOR REVIEW



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PROJECT  
 PROPOSED DEVELOPMENT - PHASE III :  
 MAINGATE PLAZA  
 JAMES SNOW PARKWAY/MAIN STREET - MILTON

CLIENT  
 M. DURANTE ENTERPRISES LTD.

DRAWING  
 PROPOSED SITE PLAN

DRAWN	S.A.M.	CFN
CHECKED		
DATE	JAN. 2022	DRAWING No.
SCALE	1:1000	SPI
PROJECT No.	11819	