

THE HIVE CONDOMINIUM, THE QUEENSWAY, TORONTO

At the conclusion of a one-day hearing held in October 2011, the **Ontario Municipal Board** granted the appeal of **Symmetry Developments Inc.** against the refusal of its application for minor variances by the **City of Toronto** (Etobicoke and East York) Committee of Adjustment (PI110604). The site plan application was also approved.

Symmetry's 0.045 ha site is located at the northeast corner of The Queensway and Lady Bank Road (east of Islington Avenue). The appeals related to the owner's proposed six-storey, 19-unit mixed-use building. The proposed density is 3.75 F.S.I.

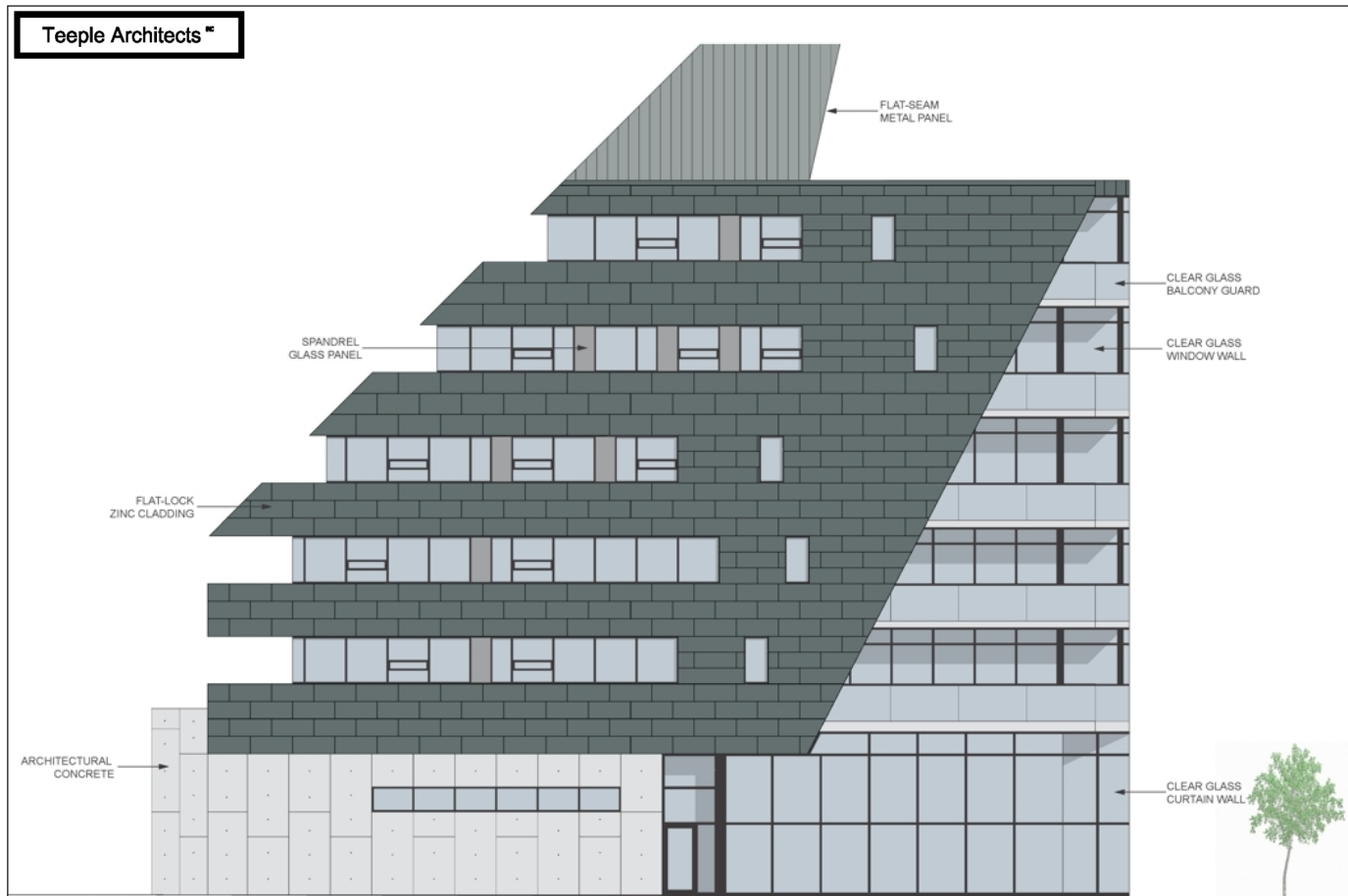


VIEW FROM SOUTH WEST CORNER

Planning evidence in support of the proposal was presented by **Alan Young**, Weston Consulting, assisted by **Jane McFarlane**. Architectural evidence was presented by **Stephen Teeple** and traffic/parking evidence was provided by **Kenneth Chan**, LEA Consulting. The owner's case was led and argued by **Michael Bowman**, Osler Hoskin & Harcourt LLP, assisted by **Jay Nathwani**.

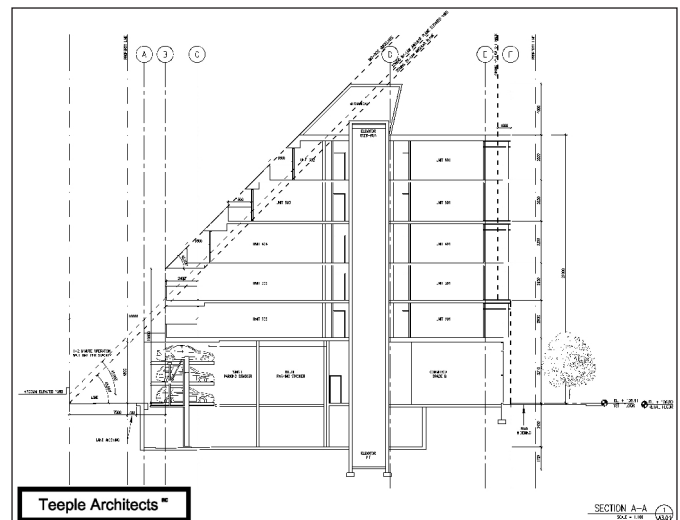
The project was opposed by several local residents. The City's lawyer was present at the hearing, not to oppose, but to ensure that the City's conditions of site plan approval were incorporated into the decision. The City planner provided evidence in support, under summons.

Designed by **Teeple Architects** and known as “**The Hive**”, the project is at the top of the list of Toronto's ten Best Condos in Toronto Life Real Estate 2012. The striking contemporary design was also commended by the Ontario Municipal Board in its decision.



Given the small size of the site, underground parking is not feasible. Eighteen parking spaces for the building's residents will be provided in six parking stackers on the ground floor of the building. These will be the first parking stackers in the former Etobicoke.

The site had already been rezoned to permit six-storey mixed-use developments at a density of 3.0 F.S.I., as a result of one of the City's first Avenue Studies (2003). The approved variances eliminate the front step-back requirement and modify the 45-degree angular plane requirement, consistent with new guidelines in the City's award-winning “Avenues and Mid-Rise Buildings Study” (2010). Variances were also approved for parking, loading and density.



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