

# PLANNING RATIONALE

1050 Klondike Road

Zoning and Site Plan Application

May 20, 2021

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## 1.0 Introduction

This Planning Rationale has been prepared in support of a Zoning and Site Plan Control application to construct a single residential stacked dwelling block composed of 9 dwelling units. This report will demonstrate the appropriateness of the proposed development and how it conforms to the City of Ottawa Official Plan.

## 2.0 Site Location and Surrounding Neighbourhood

### *Property Location and Description:*

The property at 1050 Klondike Road is located at the southwest intersection of Klondike and Sandhill Roads in the northern part of Kanata. The property is roughly rectangular in shape with approximately 57 metres of frontage on Klondike Road and approximately 18 metres of frontage on Sandhill. It is 1568 square metres in size and is legally described as Part of Lot 10 Concession 4 (MarchTownship), now the City of Ottawa and designated as PIN 04517-0005.

The property currently contains a single detached home located in the middle of the lot as shown in Figure 1. The home faces Klondike Road and is accessed via a circular gravel driveway. A deck is located at the rear of the home and a concrete pathway and planter box is located in the front yard. The existing septic system is located to the east of the house. The property slopes from the west to the east towards Sandhill Road. Cedar hedges are along the west and southern lot line.

**Figure 1**



*The surrounding neighbourhood:*

To the northwest, on the north side of Klondike Road at 1055 Klondike Road, is a vacant parcel of land. A development application for rezoning and subdivision approval has been submitted for this property. The intent is to develop a residential subdivision with 58 dwelling units in a mix of townhouse and semi-detached dwelling units as part of Phase 1 of the development. The proposed Phase 2 of the development will include a low-rise residential apartment building with 56 units.

To the north east along Klondike Road are low rise residential properties and Brookshire Park.

To the immediate east is the South March Public School, at the southeast intersection of Sandhill and Klondike Road, and low rise residential development is further east along Klondike Road as shown in Figure 2.

**Figure 2**



To the west of the subject property is low rise residential and the Greenwoods Academy Montessori school

To the immediate south of the subject property is vacant land owned by the Kanata Muslim Association, as shown in Figure 3. This land is proposed to be an area for future parking for the Mosque and community centre located at 351 Sandhill Road. The boundary of the subject property is the cedar hedge on the right hand side of Figure 3. Across Sandhill Road, to the south of the subject site, is the Juanita Snelgrove Park and additional low rise residential development.

**Figure 3**



### **3. Proposed Development**

*Overview:*

The Owners are proposing to develop the site with a single 9 unit stacked residential building composed of seven 3 storey townhomes and a 2 storey stacked dwelling. The 2 storey stacked dwelling is located at the eastern end of the building adjacent to Sandhill Road. The ground level of the stacked dwelling is designed to be an accessible dwelling unit. The upper level will be a one story residential unit. All the units have been designed to front on to Klondike Road. The front doors will face Klondike Road with stairs and walkways leading to the existing 2 lane

pedestrian/bike path along the south side of Klondike Road. Each townhome and the lower level accessible unit will have a single car garage located on the southern side of the building which will be accessed via a shared driveway from Sandhill Road. The upper level stacked dwelling will have an exterior parking space along the southern edge of the driveway. Visitor parking spaces are also provided along the southern edge of the property. Each dwelling unit will have a balcony extending over their garage. A recycling and garbage area has been provided at the edge of the driveway adjacent to Sandhill Road. Additional bicycle parking will be provided at the western edge of the parking/driveway area.

#### *Site Plan and site design:*

The site has been designed to accommodate a single residential block composed of 9 dwelling units fronting on to Klondike Road. As shown on the elevation plans, each unit will have a front door and stairs leading to a shared east west pathway which links to the existing pedestrian/cycling route along the south side of Klondike Road. A ramp will be provided from the accessible dwelling unit to access the shared east west pathway. The building will be set a minimum of 3 metres from the lot line along Klondike Road and Sandhill Road and will frame the edge of the street. Landscaping is provided along the front and side of the building. The use of the various ornamental shrubs, perennials and lilac trees has been chosen due to the nature of the soil and clay on the property. A 3 metre setback along the western property line is proposed and will be a grassed open space.

Garages and visitor parking is provided on the south side of the building. There will be a single driveway access from Sandhill Road which will lead to a driving aisle and exterior parking area. Eight garages have been provided on the south side of the building along with a rear entry door to each unit. The upper stacked dwelling will have an exterior parking space parallel to the southern edge of the parking area. An additional resident parking spot, two visitor parking spaces and a turn around area have been provided along the southern edge of the parking area. A 1.5 metre wide grassed buffer has been provided along the southern and western edge of the parking area. A bicycle pad has been provided at the western end of the driving aisle. A recycling and garbage pad has been provided on the north side of the driveway adjacent to Sandhill Road. Municipal addressing signage and landscaped garden is provided on the north side of the driveway adjacent to the end unit.

#### *Design Brief:*

The building includes 9 units in a stacked dwelling configuration. One of the units is designed to be fully barrier-free. The building exterior features three main materials: Wood siding, white cement board siding, and silver/vertical metal siding. These materials have been applied in a rhythm that emphasizes the vertical separation of the suites. Each material projects from the building structure at a different depth to provide interest and texture on the façade and to break up the rectangular form. Windows, trim, and doors will be charcoal grey. The roof will be a low-slope roof with high albedo white roofing to reduce heat island effect.

Each suite has a main pedestrian entrance directly to Klondike Road and a secondary entrance from the rear parking/driveway area. The main entrances will have canopies for weather protection. Planted landscaping beds including shrubs, grasses, and perennials will be provided at the front of the building facing Klondike Road. These beds will span the entire front of the building between entrances. Similar landscaping will wrap around the building adjacent Sandhill Road. New lilac trees will flank the entrance to the driveway.

The driveway enters from Sandhill Road and running in behind the building. Parking is provided in private interior garages for 8 of the residential units. Parking for one residential unit and visitors is provided in parallel format divided from the East side of the site by a landscaped buffer.

A small sign indicating the building's address will be placed to the right (West) side of the driveway and be just large enough to provide visibility to drivers and pedestrians approaching.

Exterior lighting on the building will be located in the canopies at the unit entrances facing the street and as wall sconces at the entrances without canopies.

#### *Servicing and Storm Water Management:*

A Servicing and Stormwater Report has been submitted with the application. It provides information on the proposed extension of the watermain along Klondike Road from Sandhill Road. Sanitary services will be provided to the individual dwelling units from Klondike Road. The sanitary sewer will also be extended from Sandhill Road. Stormwater from the site will flow to an extension of the storm sewer in Sandhill Road

#### *Phase 1 and 2 Environmental Site Assessment*

A Phase 1 and 2 ESA was completed. The Phase 1 ESA indicated that fill of unknown origin was present on the site as was an oil heating tank in the basemen of the existing home. The report recommended a Phase 2 ESA be conducted to examine potential impacts to soil and water quality in the vicinity. The results of the Phase 2 ESA indicated the laboratory analysis of the results met the Provincial requirements and no further actions were required.

## **4.0 Policy and Regulatory Framework**

### *4.1 Provincial Policy Statement 2020*

The Ontario Provincial Policy Statement (PPS) provides policy direction on planning matters within the Province of Ontario. Decisions regarding planning matters at the local level shall be consistent with the policies within the PPS.

The policies in Section 1 of the PPS provide direction to build strong, healthy communities as follows:

Section 1.1. states healthy, liable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and

long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns

e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;

Section 1.1.3.2 states:

Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

a) efficiently use land and resources;

b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

e) support active transportation;

f) are transit-supportive, where transit is planned, exists or may be developed;

Section 1.1.3.4 states:

Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Section 1.4.1 provides policies for Housing

Section 1.4.1 states:

To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and

b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans

## 4.2 Proposed development and conformity with PPS

The policies in the Provincial Policy Statement are based on the vision for Ontario's development. It states:

“The Provincial Policy Statement focuses growth and development within urban and rural settlement areas while supporting the viability of rural areas. It recognizes that the wise management of land use change may involve directing, promoting or sustaining development. Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose a risk to public health and safety. Planning authorities are encouraged to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs.”

The proposed development is a compatible residential intensification, close to public service amenities such as existing schools, parks, roads, bike paths, employment areas and future bus rapid transit at the corner of March and Klondike Road, less than 400 metres away. The use of existing services is an efficient use of existing resources. Increased density within easy walking distance to parks, schools, transit is appropriate community planning. The provision of an accessible residential unit adds to the variety of housing available in the community. The two and three storey low rise design of the building is appropriate for this neighbourhood.

The proposed development is consistent with the policies and vision contained in the Provincial Policy Statement.

## 4.3 City of Ottawa Official Plan (OPA 150)

The site is designated on Schedule B to the Official Plan as “General Urban Area. Schedule D identifies a bus rapid transit station within 400 metres of the subject site at the corner of Klondike and March Roads. Schedule E identifies Klondike and Sandhill Roads as existing collector roads.

Section 2 of the Official Plan contains policies to manage growth, infill and intensification in the city. Section 2.2.2 provides policies for intensification within the Urban Area. It states:

### Definition of Intensification

1. Residential intensification means the development of a property, building or area that results in a net increase in residential units or accommodation and includes:

- a. Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of brownfield sites;
- b. The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification ;



- c. Infill development;
- d. The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and
- e. The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.[Amendment #76, OMB File # PL100206, September 07, 2011]

### Section 2.2.2.19 Intensification Outside of Target Areas

The City also supports compatible intensification within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1. Intensification that is compatible with the surrounding context will also be supported on:

- brownfield sites that have been remediated;
- on underdeveloped sites such as current or former parking lots;
- in extensive areas previously used for outside storage;
- sites that are no longer viable for the purpose for which they were originally used or intended; and
- on sites of exhausted pits and quarries in the urban area where the urban design and compatibility policies of Section 4.11 are met.

The Subject property is designated as “General Urban” on Schedule B of the Official Plan. The policies for these lands are as follows:

#### 3.6.1 – General Urban Area

The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. This will facilitate the development of complete and sustainable communities. A broad scale of uses is found within this designation, from ground-oriented single-purpose buildings to mid-rise buildings with a mix of uses along Mainstreets or Transit Priority Corridors; from a dwelling or corner store to a shopping centre or office.

#### Policies

1. General Urban Area areas are designated on Schedule B. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.

3. Except as provided by policy 4 below, or by policy 12 in Section 2.2.2, the maximum building height in the General Urban Area will continue to be low-rise, being four storeys

or less, and within this range changes in height will be evaluated based on compatibility with the existing context and the planned function of the area. The design and compatibility policies in this Plan also apply.

5. The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a. Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;
- b. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.

#### 4.11 – Urban Design and Compatible Development

At the city-wide scale, issues of compatibility are addressed in the Official Plan through the appropriate designation of land and associated policies that direct where and how certain categories of land use.

At the scale of neighbourhoods or individual properties, issues such as noise, spillover of light, accommodation of parking and access, shadowing, and micro-climatic conditions are prominent considerations when assessing the relationships between new and existing development. Often, to arrive at compatibility of scale and use will demand a careful design response, one that appropriately addresses the impact generated by infill or intensification. Consequently, the issue of 'context' is a dominant theme of this Plan where it speaks to compatibility and design.

5. Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:

- a. Setbacks, heights and transition;
- b. Façade and roofline articulation;
- c. Colours and materials;
- d. Architectural elements, including windows, doors and projections;
- e. Pre- and post-construction grades on site; and
- f. Incorporating elements and details of common characteristics of the area

6. The City will require that all applications for new development:

- a. Orient the principal façade and entrance(s) of main building(s) to the street. Where a building abuts more than one street, the building façade and entrances will be oriented in order of priority to the arterial, collector and local street;
- b. Include windows on the building elevations that are visible from public spaces;
- c. Use architectural elements, massing, and landscaping to accentuate main building entrances.

#### *4.4 Proposed Development Conformity with Ottawa Official Plan Policies*

The proposed rezoning and site plan conforms with the Official Plan policies

1. Land use: The proposed residential building is a permitted use in the General Urban Area. It is an appropriate form of residential intensification for this developing part of Kanata. This residential use is proposed at the edge of the existing communities on the corner of 2 collector roads. Townhomes and low rise apartments are proposed to the north at 1055 Klondike, and the property is surrounded to the west, south and east by institutional uses, namely schools and parking for the mosque.
2. Building Height: The General Urban policies limits building heights to 4 storeys. The proposed development will be 2 and 3 storeys in height.
3. Building Type: The General Urban policies indicate the predominant form of intensification should be semi detached and ground oriented multiple unit housing. The proposed stacked dwelling is a ground oriented multiple unit housing and conforms with this policy.
4. Intensification and Infill is to be evaluated on the maintenance and achievement of a balance of housing. The proposed development conforms with this policy as the dwelling units will be for residential rental purposes and will include one fully accessible housing unit
5. Urban Design and Compatible Development: Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm.
  - The proposed structure was sited and designed to enhance the streetscape along Klondike and Sandhill Roads. The building is setback 3 metres from the corner side and front property line to frame and animate the street.
  - The building has been setback 3 metres from the adjacent Montessori school to the west to provide visual separation.
  - The building height will transition from 3 storeys on the west end to 2 stories on the east end adjacent to Sandhill Road.
  - The façade of the building will be constructed with 3 different materials and colours which will provide articulation and differentiation between the individual units.
  - The front doors and stairs face Klondike Road and lead to a pathway with direct access to the cycling/pedestrian lane on the south side of Klondike Road. Landscape beds will extend across the building between each set of stairs.

- A substantial garden bed along the base of the Sandhill building elevation is provided which will wrap around the building.
- The southern side of the driveway has been treated with perennial garden beds and lialc trees will be planted on either side of the driveway. A small addressing sign is provided adjacent to the south side of the building facing Sandhill Road with garden beds placed in front. The remainder of the Sandhill street frontage will be grassed and landscaped with shrubs and perennials.
- Vehicular access to the site has been provided by a single access from Sandhill Road to access the garages and exterior visitor and resident parking. Garages will be placed on the south side of the building and will appear recessed as the second floor balconies extend beyond the garage door.

## **5.0 City of Ottawa Zoning Bylaw 2008-250**

### *5.1 Current Zoning*

The subject property is zoned DR-Development Reserve” under the city of Ottawa’s Zoning Bylaw 2008-250. This zone applies to urban and suburban future growth areas. The zone limits development to the existing uses and therefore requires a rezoning for new development plans.

*The purpose of the DR-Development Reserve Zone is to:*

- (1) recognize lands intended for future urban development in areas designated as General Urban Area and Developing Communities in the Official Plan, and future village development in areas designated as Village in the Official Plan;
- (2) limit the range of permitted uses to those which will not preclude future development options; and
- (3) impose regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land uses.

### *5.2 Proposed Rezoning*

An application to rezone the property to an R4T exception zone has been submitted to implement the accompanying site plan application.

The purpose of the R4 zone is to:

- (1) allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;
- (2) allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
- (3) permit ancillary uses to the principal residential use to allow residents to work at home;

(4) regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced

The R4T zone permits residential uses including but not limited to low rise apartment dwellings, stacked dwellings, townhomes, three-unit dwellings, duplexes, semidetached dwellings and single detached dwellings.

The zone provisions and the proposed exceptions are listed in the table below. The requested exceptions are shown in bold type.

<b>Zone Provision</b>	<b>R4T</b>	<b>Requested Exceptions</b>
Land use	singles, semis, duplexes, 3 unit dwelling, townhomes, stacked dwellings, low rise apartment	No exception requested – proposed Stacked dwelling is a permitted use
Building Height	11 m maximum for townhome 14.5 m maximum for stacked dwellings	No exception requested - proposed height is 6.9 metres & 8.7 metres.
Lot width	Townhomes - 4.5 m Stacked dwellings/low rise apartment- 15 m	No exception requested - Lot width along Sandhill Road is 17 metres and individual Towns/stacked towns is a minimum of 4.6 m
Lot area	Townhomes - 110 sq.m. Low rise apartment /stacked dwellings - 450 sq.m.	No exception requested – entire lot area is 1568 sq.m.
Front yard setback	3 m measured from Sandhill Rd	No exception requested - 3 m setback from Sandhill Road is provided
<b>Rear yard setback</b>	<b>Varies - end note 3 &amp; 4</b>	<b>Exception requested to allow 3 metre setback along west property line and End note 3 &amp; 4 do not apply.</b>
Corner side yard setback	3 m measured from Klondike Rd	No exception requested - 3 metre setback from Klondike Rd provided
Interior side yard setback	Varies - End note 3 Stacked dwelling 1.5 m Townhomes – 1.2 m	No exception requested. Minimum southern interior side yard setback is 9.8 metres.
<b>Parking rates</b>	<b>Area C Suburban</b>  <b>Stacked dwelling - 1.2 spaces per dwelling unit and 0.2 per unit visitor parking</b>	<b>Exception requested for resident parking at rate of 1.1 spaces per unit is requested. 10 parking spaces provided.</b>  No change to visitor parking - 2 visitor spaces provided
Driveway width	Section 107 (1) aa requires maximum width of 3.6 metres for low rise apartment or stacked townhomes leading to parking lot with less than 20 parking spaces	No change requested. 3.6 metre driveway from Sandhill Road is provided
Driveway area	Section 107 3(b)ii the area of the driveway does not exceed	No exception requested – driveway area is less than 50% of the front yard area.

	the greater of: 1. 50 per cent of the area of the yard in which it is located, or 2. 2.6 metres times the depth of the yard in which it is located. (Subject to By-law 2020-289)	
Parking & walkway location Section 109	No parking in required & provided front yard Walkways permitted in all yards - maximum 1.8 metres wide	No exception requested for parking location or walkway width. Parking provided in side yard & maximum walkway width is 1.8 m
Bike Parking	None required if the unit has a garage. 0.5 spaces if no garage	No exception requested - 2 spaces provided as shown on site plan
Landscape width abutting parking lot	Table 110 – none required	No exception requested - 1.5 m provided
Section 137 Amenity areas	Stacked dwelling 9 or more dwelling units Total amenity area- 6m <sup>2</sup> per dwelling unit, and 10% of the gross floor area of each rooming unit Communal Amenity Area -A minimum of 50% of the required total amenity area  Layout of Amenity area- Aggregated into areas up to 54 m <sup>2</sup> , and where more than one aggregated area is provided, at least one must be a minimum of 54 m <sup>2</sup>	No exception requested. The required total amenity area and communal area is met
Permitted encroachments	As per Section	No exceptions requested
<b>Section 140</b>	Front yard patterns, parking patterns and entrance way patterns	<b>Exception from Section 140 to allow a single 3.6 metre wide driveway leading from Sandhill to extend across the front yard to the interior side yard. A mix of soft and hard landscaping and walkways permitted in front yard and principal entranceway faces Klondike Road</b>
Section 143 Waste Management	1.2m clear pathway	1.2m wide clear path along driveway provided

## 6.0 Pre-application Consultation Meeting

A virtual pre-consultation meeting was held on May 21, 2020 attended by the owners Israr Akhtar and Junaid Israr, their architect Jessie Simith of CSV Architects, civil engineer, Curtis Melanson of McIntosh Perry and planning consultant, Deborah Belfie. Also in attendance from the City were the City Planner, Laurel McCreight, Urban Designer, Randolph Wang, Infrastructure Approvals Gabrielle Schaeffer and Transportation Department Mike Giampa.

The following studies were requested by the City as part of the submission package for the Rezoning and Site plan control application:

- Planning Rationale including Public Consultation Strategy and Design Brief
- Site plan, landscape plan, Grade Control and Drainage plan, Site Servicing Plan and Study Brief
- Stormwater Management Report
- Tree Conservation Report
- Geotechnical Study
- Phase 1 ESA
- Architectural Building Elevation Drawings
- Lighting plan and Certification Letter

These plans and reports have been submitted as part of the application.

## **7.0 Public Consultation**

The initial concept for the property was a 4 storey low rise apartment building facing Klondike Road and vehicular access from Sandhill Road. This concept plan was discussed virtually with Councillor Sudds. Since that time the building form was revised to a stacked dwelling with a maximum of 3 storeys, but the site layout has remained the same. This revised plan has been sent to the Councillor. As part of the public consultation a large white sign is placed on site notifying the public of the rezoning and site plan application and will provide the contact information of the city planner handling the application. Based on the comments received the applicant will either respond to the questions directly or if there is sufficient interest hold a meeting to discuss.

## **8.0 Conclusions**

Based on the analysis conducted, it can be concluded that the proposed rezoning and site plan is consistent with the General Urban Area policies of the City of Ottawa Official Plan. The site has been designed to be compatible with the community. The reports and plans submitted with the application illustrate how the site will be developed to mitigate potential impacts. The proposed development is an appropriate land use in this location.

Submitted by:

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