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TRANSPORTATION SOLUTIONS LIMITED

130 Cornwall Road
Town of Oakville
Transportation Impact Brief & Parking Justification Study

Paradigm Transportation Solutions Limited

May 2021
200432

ptsl.com

Project Summary

Project Number
200432

May 2021

Client
Support House
165 Cross Avenue
Oakville, ON L6J 0A9

Client Contact
Aaron Welch
Tim Welch Consulting Inc

Consultant Project Team
Stew Elkins, B.E.S.
Scott Catton, C.E.T.
Creighton Chartier, O.C.A.D.
Erica Bayley, P.Eng.

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Town of Oakville
Transportation Impact Brief & Parking Justification Study

Signing Licencee/Engineer, P.Eng.

Disclaimer

Paradigm Transportation Solutions Limited
5A-150 Pinebush Road
Cambridge ON N1R 8J8
p: 519.896.3163
905.381.2229
416.479.9684
www.ptsl.com

Version 1.0.0

Executive Summary

Content

Support House has retained Paradigm Transportation Solutions Limited (Paradigm) to conduct this Transportation Impact Brief and Parking Justification Study for the proposed affordable housing development located at 130 Cornwall Road in the Town of Oakville.

This study forecasts the site's vehicle trip and parking generation.

Development Concept

The property owner is proposing to develop a five-storey, 37-unit affordable housing site. Based on information provided by the client eligible residents are anticipated to have fixed incomes, and likely receiving government related support benefits.

Three employees are expected on site.

Vehicle access is proposed by a mutual driveway connection to 456 Trafalgar Road (Sunrise of Oakville retirement community). The neighbouring retirement home has access to Cornwall Road via the signalized Oakville GO Station Parkade intersection.

The proposed parking supply is 12 spaces (0.30 spaces per unit), including one barrier free space. The supply does not meet the Town of Oakville zoning requirements as currently planned.

The main findings and conclusions of this study are as follows:

- **Trip Generation** – The subject site is estimated to generate approximately 18 AM and 14 PM peak hour trips.

  The addition of less than 20 new peak hour vehicle trips is not expected to result in any significant transportation impacts on the adjacent road network. 18 peak hour vehicle trips equates to an average of 1 vehicle trip every ~3.5 minutes during the peak hour. The daily variation in peak hour traffic volumes along the two adjacent arterial roadways is expected to be greater than what the site would generate.
- **Transportation Demand Management** – The addition of short-term and long-term bicycle parking into the site plan can help manage the site's transportation impacts.
- **Parking Generation** – The site's parking demand is estimated to be fully contained on site. The site's parking demand is

forecast to range from 7 spaces to 23 spaces, depending upon the methodology used to forecast the demand.

The methodologies used to estimate the site's parking demand include:

- City of Mississauga Non-Profit Housing Parking Guidelines Deep Subsidy – 8 spaces
- City of Toronto Zoning By-law – 12 spaces
- ITE Parking Generation Data – 10 spaces; and
- Proxy Site Survey Data (average rate) – 11 spaces

Recommendations

Based on the following, it is recommended that:

- On-site bicycle parking be provided. 30 bicycle parking spaces (22 long-term and 8 short-term) should be included in the site plan.
- A site-specific parking rate of 0.30 spaces per unit (12 spaces) is suitable for this site.

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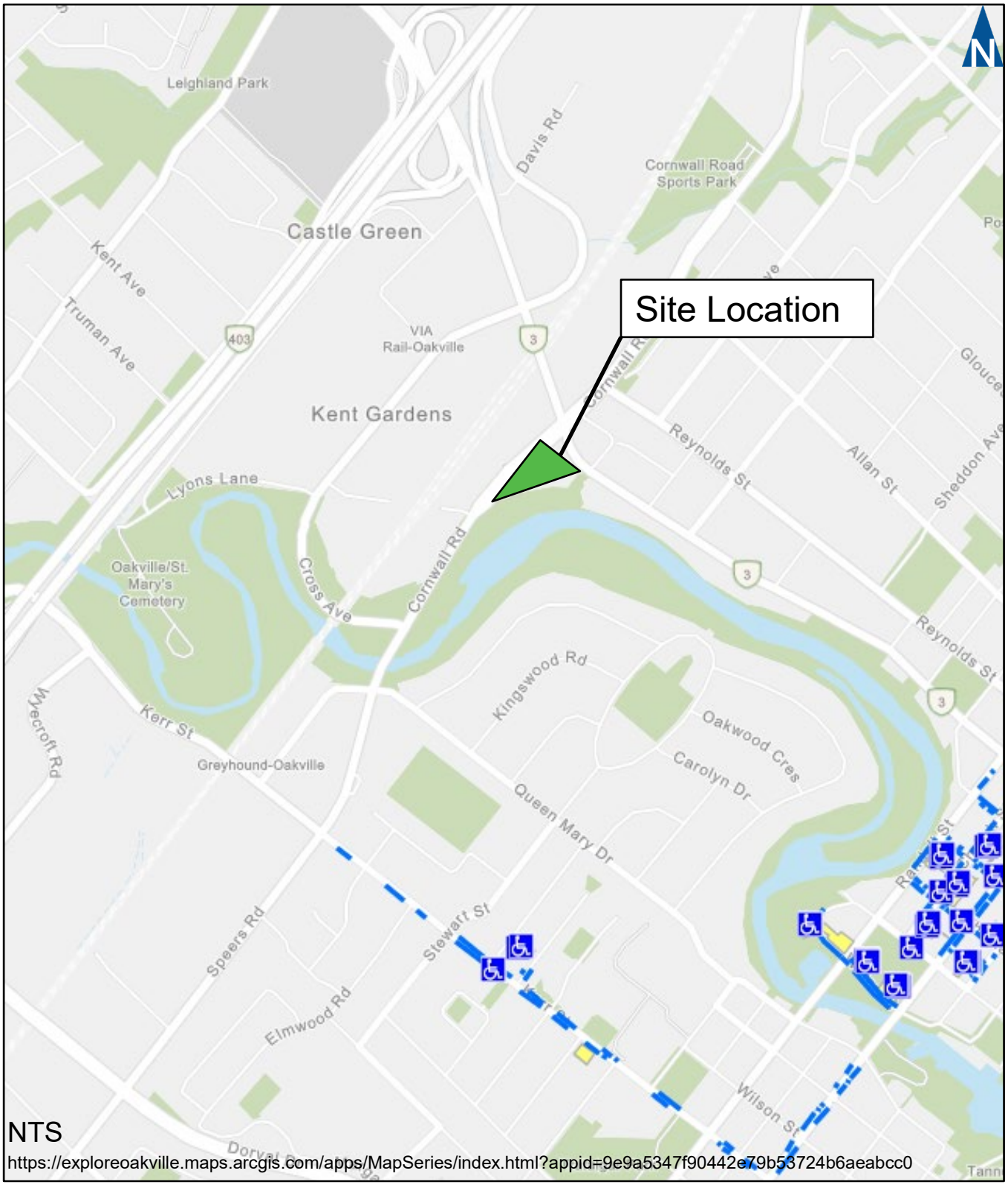
1 Introduction

1.1 Overview

Support House has retained Paradigm Transportation Solutions Limited (Paradigm) to conduct this Transportation Impact Brief and Parking Justification Study for the proposed affordable housing development located at 130 Cornwall Road in the Town of Oakville. **Figure 1.1** illustrates the location of the subject site. The subject site is located across the street from the Oakville GO Station.

The scope of the study includes:

- Forecast the additional traffic generated by the proposed development;
- Estimate the parking demand; and
- Recommend any necessary remedial measures to mitigate the sites transportation and parking impacts.



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Location of Subject Site

130 Cornwall Road
200432

Figure 1.1

2 Existing Conditions

2.1 Pedestrian Network

Sidewalks are provided along both sides of Cornwall Road and Trafalgar Road in the area.

The signalized GO Station Driveway intersection with Cornwall Road provides a crosswalk with pedestrian signal heads on the west leg. The signalized Trafalgar Road intersection with Cornwall Road has crosswalks and pedestrian signal heads on all approaches. The channelized right-turn movements at this intersection have Pedestrian Crossovers (PXO).

Trailheads to the Sixteen Mile Creek Heritage Trail connect to both Cornwall Road and Trafalgar Road. The Trail is accessible to walkers, joggers and cyclists and has a mix of different surface treatments.

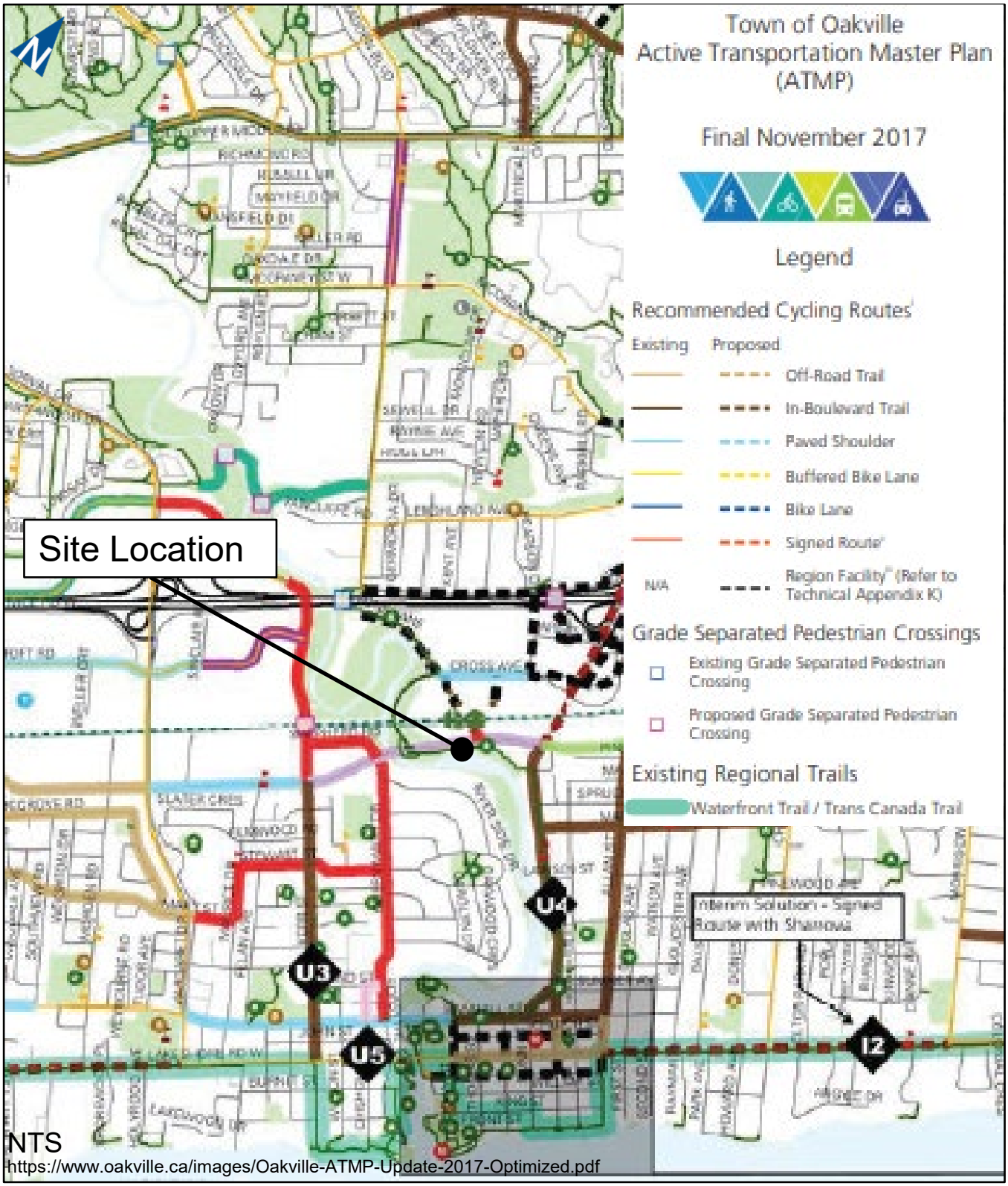
The subject site has a Walk Score[1] of 66 and is considered “Somewhat Walkable,” which means that some daily errands can be accomplished by walking. Walk Score is an online tool that assigns a numerical walkability score between 0 and 100. Walk Score ranks communities nationwide based on how many businesses, parks, theaters, schools, and other common destinations are within walking distance of an address.

2.2 Cycling Network

No identified cycling facilities are present along Cornwall Road or Trafalgar Road in the study area. **Figure 2.1** illustrates the existing and future cycling infrastructure in the town of Oakville.

The Town of Oakville Active Transportation Master Plan[2] identifies future on-street bicycle lanes on Trafalgar Road and Cornwall Road which will provide opportunities for local area residents to travel by bicycle.

[1] https://www.walkscore.com/score/130-cornwall-rd-oakville-on-canada
[2] Town of Oakville Active Transportation Master Plan, Final Report, WSP/GLPi, November 2017



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https://www.oakville.ca/images/Oakville-ATMP-Update-2017-Optimized.pdf

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Cycling Network

130 Cornwall Road
200432

Figure 2.1

2.3 Transit Network

The site provides access to many transit options at the Oakville GO station which is approximately 185 metres (2-minute walk) from the subject site.

The Government of Ontario (Metrolinx/GO Transit) provides daily interregional public transport in the form of bus and rail transit to communities across the Greater Golden Horseshoe. Weekday headways for GO transit range from 30-60 minutes. **Figure 2.2** illustrates the GO Transit network.

Oakville Transit provides municipal transit service in the Town of Oakville. Oakville Transit operates 22 regular routes. Nearly 80 percent (17 of 22 routes) of all Oakville Transit Routes turn around or provide service to the Oakville GO station across the street from the subject site. **Figure 2.3** illustrates the existing Oakville Transit Network. **Figure 2.4** illustrates the existing transit stops within 500 metres (5-minute walk) of the subject site.

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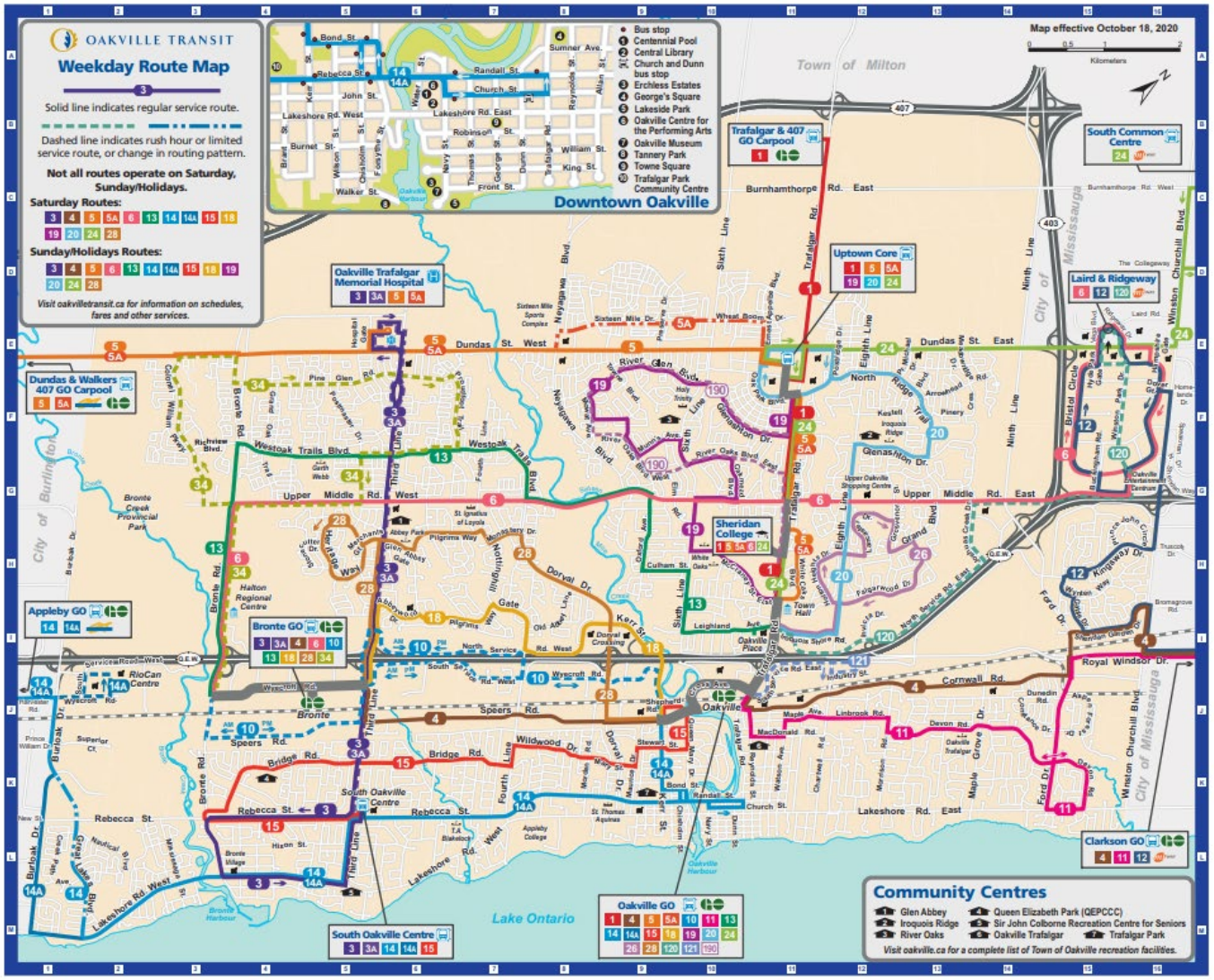
GO Transit Network

130 Cornwall Road
200432

Figure 2.2



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Oakville Transit Network

130 Cornwall Road
200432

Figure 2.3

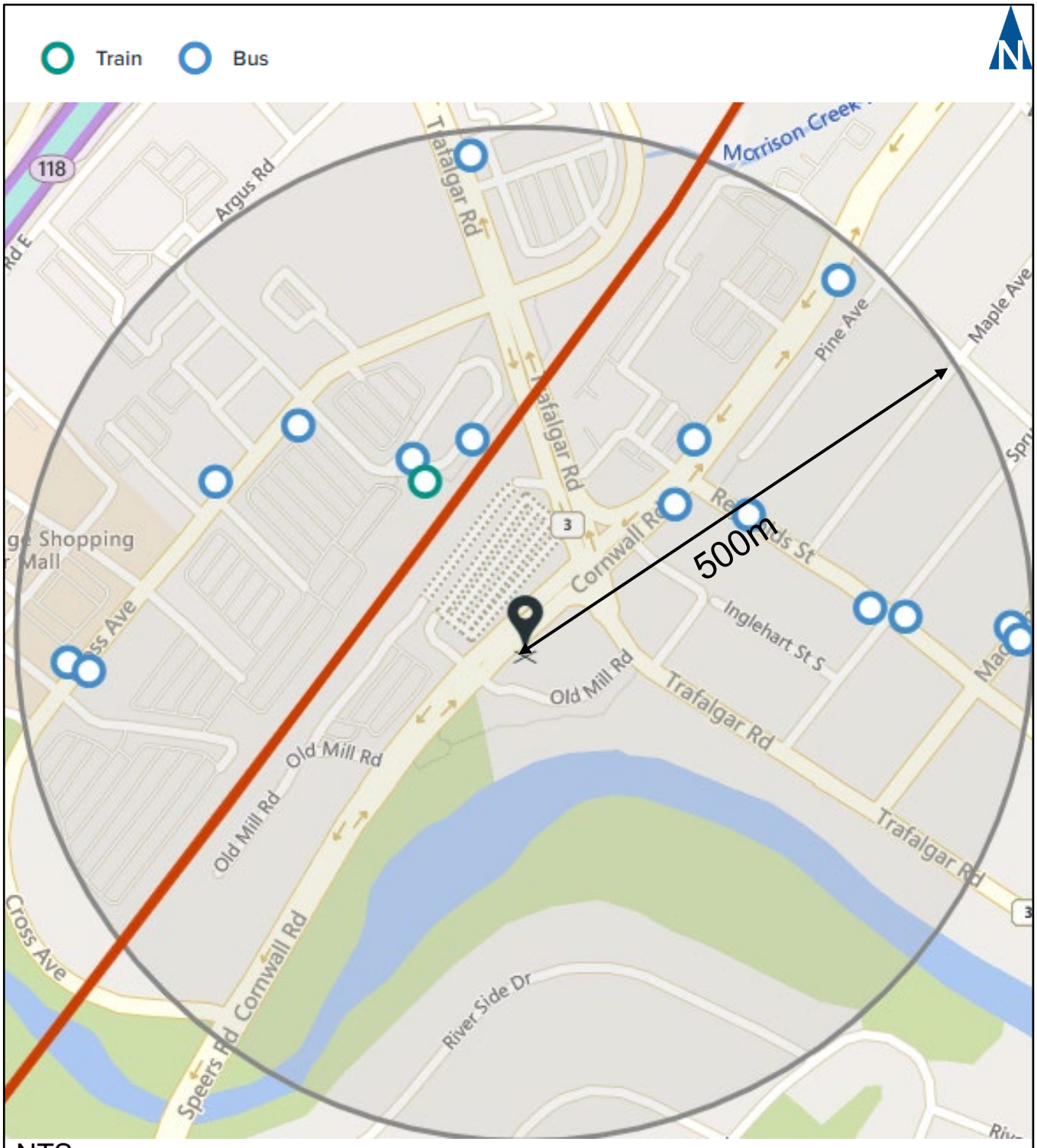

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Image Source: https://www.triplinx.ca

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Existing Public Transit Stops

130 Cornwall Road
200432

Figure 2.4

2.4 Road Network

The main roadways near the subject site include:

- **Cornwall Road**, an east-west multi-purpose arterial roadway[3] with a four-lane urban cross-section and posted speed limit of 60 km/h. No visible cycling facilities are present along this roadway. Sidewalks are provided on both sides of this roadway. The intersection with Trafalgar Road is signalized. On-street parking is not permitted along this roadway in the study area.
- **Trafalgar Road**, a north-south major arterial road with a four-lane urban cross-section and posted speed limit of 50 km/h. No visible cycling facilities are present along this roadway. Sidewalks are provided on both sides of this roadway. The sidewalk on the west side of Trafalgar Road terminates at the Inglehart Street North intersection. On-street parking is not permitted along this roadway in the study area.

[3] Town of Oakville, 2015 Road System Report, 2015

3 Development Concept

3.1 Site Description

The property owner is proposing to develop a five-storey, 37-unit affordable housing site. Based on information provided by the client eligible residents are anticipated to have fixed incomes, likely receiving government related support benefits, and are unlikely to own personal automobiles.

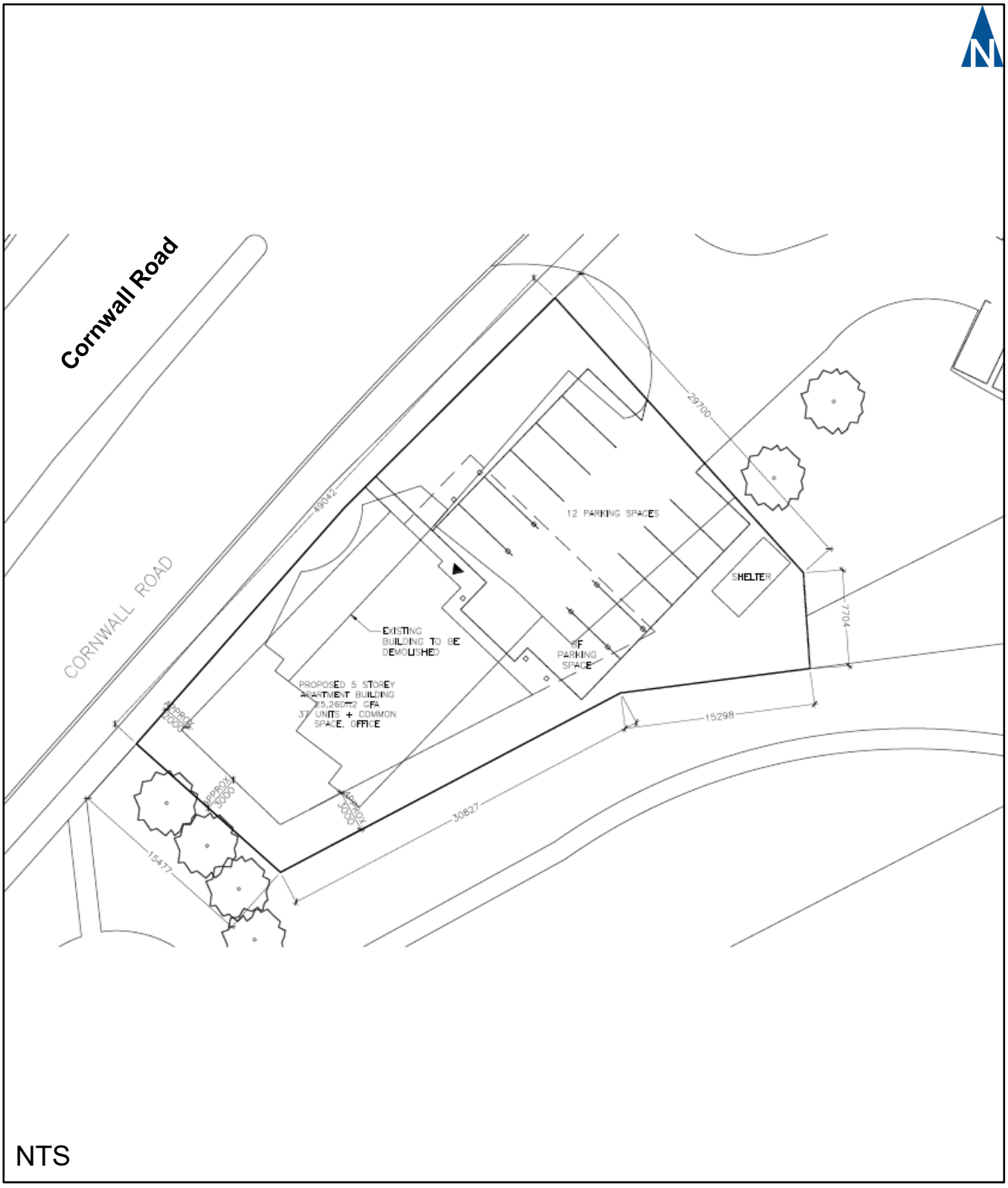
All units are one-bedroom units that measure less than 50 m^2. A common room and office are proposed on the ground floor. Three employees are expected on site.

The building's principal entrance is located on the east side of the building facing the parking area. A sidewalk connection is proposed between the principal entrance and Cornwall Road.

Vehicle access is proposed by a mutual driveway connection to 456 Trafalgar Road (Sunrise of Oakville retirement community). The neighbouring retirement home has access to Cornwall Road via the signalized Oakville GO Station Parkade intersection. The existing site driveway measures approximately 9 metres in width.

The proposed parking supply is 12 spaces (0.30 spaces per unit), including one barrier free space. The supply does not meet the Town of Oakville zoning requirements as currently planned.

Figure 3.1 illustrates the proposed site concept plan.



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Site Concept Plan

130 Cornwall Road
200432

Figure 3.1

3.2 Trip Generation Estimate

The Institute of Transportation Engineers (ITE) Trip Generation[4] methods predict the site trip generation. The ITE Land Use Code (LUC) 223 (Affordable Housing) was used to estimate the number of trips generated by the site. LUC 223 is described as:

- Affordable housing includes all multifamily housing that is rented at below market rate to households that include at least one employed member. Eligibility to live in affordable housing can be a function of limited household income and resident age.

Average rates and the regression equation rates (where available) were used to calculate the site's trip generation. **Table 3.1** summarizes the estimated trip generation for the site.

The subject site is estimated to generate approximately 18 vehicle trips during the AM peak hour and 14 vehicle trips during the PM peak hour.

There is no directional distribution information available for the affordable housing land use code. The directional distribution is likely similar to the LUC 221 (Multifamily Housing (Mid-Rise).

The addition of 18 new peak hour vehicle trips is not expected to result in any significant transportation impacts on the adjacent road network. 18 peak hour vehicle trips equates to an average of 1 vehicle trip every ~3.5 minutes during the peak hour. The daily variation in peak hour traffic volumes along the two adjacent arterial roadways is expected to be greater than what the site would generate.

TABLE 3.1: ESTIMATED TRIP GENERATION

ITE Land Use Code	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
223 – Affordable Housing (Average Rate) – 37 Units	11	7	**18**	7	7	**14**

[4] *Trip Generation Tenth Edition*, Institute of Transportation Engineers, Washington D.C., 2017

To help manage the site's transportation impacts, the site's landscaping plans, and site plan should incorporate both short-term and long-term bicycle parking.

The Town of Oakville's zoning by-law requires a bicycle parking rate of 1.00 spaces per dwelling unit with 0.25 of the spaces dedicated to visitor parking. While the total minimum bicycle parking requirements cannot exceed 30 spaces. As per the by-law the site requires a total of 30 spaces which results in 22 long-term and 8 short-term bicycle parking spaces.

4 Parking Justification

4.1 Proposed Parking Supply

The proposed parking supply is 12 spaces, including one barrier free space. Parking is located at grade to the east of the building. Four of the parking spaces are covered by a portion of the building.

4.2 Zoning By-Law Requirements

The Town of Oakville's zoning by-law does not include any specific parking rates for affordable housing units. The rates for apartment dwelling units would apply to the site.

The Town of Oakville zoning by-law[5] requires a minimum rate of 1.00 parking spaces per unit of which 0.25 spaces are to be allocated to visitors. The parking rate is reflective of typical market apartments and not affordable housing units.

The Zoning By-law parking requirements for the subject site is 37 spaces. With 12 spaces provided, the site's parking supply is considered deficient.

4.3 Parking Requirements in Other Municipalities

Other municipalities have zoning by-laws with parking standards geared towards affordable housing units. Details of the City of Mississauga and City of Toronto zoning by-laws are provided below.

4.3.1 City of Mississauga Non-Profit Housing Parking Guidelines

In 2005, the City of Mississauga released the Mississauga Parking Guidelines for Public and Private Non-Profit Housing Report[6]. This study provides information on parking demand for public and private non-profit housing developments. The study concluded that fewer parking spaces were needed for residents and visitors and their Zoning By-law required for certain non-profit housing providers and specific built forms.

Based on these findings, Mississauga City Council approved reduced parking rates for selected types of public and private non-profit housing developments. The parking rates depends on the level of subsidy and

[5] Town of Oakville Zoning By-Law 2014-014, Table 5.2.2 Ratios of Minimum Number of Parking Spaces for Mixed Use Zones

[6] City of Mississauga. Parking Guidelines for Public and Private Non-Profit Housing – Report on Comments. 11 October 2005.

number of bedrooms. For a shallow subsidy development, one bedroom and two-bedroom units have a parking rate of 0.37 and 0.83 spaces per unit, respectively. For a deep subsidy development, one bedroom and two-bedroom units have a parking rate of 0.21 and 0.63 spaces per unit, respectively.

With a deep subsidy the parking demand is forecast to be 8 spaces. With 12 spaces proposed, the site's parking demand is forecast to be less than the supply.

4.3.2 City of Toronto Zoning By-law

The City of Toronto Zoning By-law[7] provides parking requirements for an Assisted Housing land use which is described as "a dwelling unit operated by a non-profit organization or private sector organization in cooperation with the City of Toronto". Depending on the location of the development (proximity to Downtown or transit nodes, etc.) within the City, the following parking rates apply:

- 0.12 - 0.16 spaces per bachelor unit up to 45 m^2;
- 0.18 - 0.30 spaces per one-bedroom unit;
- 0.30 - 0.50 spaces per two-bedroom unit; and
- 0.50 - 0.90 spaces per three-bedroom unit.

The parking requirement for the development concept ranges from 7 to 12 spaces. With 12 spaces proposed, the site's parking demand is forecast to be contained on site.

4.4 ITE Parking Demand

The Institute of Transportation Engineers (ITE) Parking Generation (5th Edition[8]) provides data on surveys across the USA and Canada of peak parking demand for different land uses.

ITE specifically notes that Parking Generation is not to be considered a standard, rather it is simply a compilation of available parking data, some more accurate than others, to be used as one resource in evaluation of parking requirements. These are maximum parking ratios that are to be adjusted downward for local mode splits and for complementary parking utilization patterns.

ITE Land Use Code 223 (Affordable Housing) has been used for the purpose of estimating the parking demand for the subject site.

[7] City of Toronto Zoning By-law 569-2013
[8] The Institute of Transportation Engineers Parking Generation Manual 5th Edition, 2020.

Considering the sites readily accessible transit system and pedestrian network the dense multi-use urban average rate was selected based on the number of dwelling units.

The site's parking demand is forecast to be 10 spaces for the weekday time period.

With a parking supply of 12 spaces, the site's parking demand is estimated to be less than the proposed supply.

4.5 Proxy Sites

Paradigm has a collection of surveyed parking demands at affordable and assisted living sites across Southern Ontario. Site surveyed range from 9 units to 115 units. These sites are in built out urban areas with municipal transit options. **Appendix A** contains the proxy site parking survey data.

4.5.1 City of St. Catharines

The development at 160 Ontario Street in the City of St. Catharines consists of a 9-unit assisted living complex with 1 parking space (0.11 spaces per unit).

A parking utilization survey was conducted on one weekday and one day during the weekend in April 2015 from 6:00 PM to 12:00 AM. The observed peak parking demand was 0.11 spaces per unit.

4.5.2 City of Welland

The development at 175 King Street in the City of Welland consists of a 28-unit assisted living complex with 26 parking spaces (0.92 spaces per unit)

A parking utilization survey was conducted on one weekday and one day during the weekend in April 2015 from 6:00 PM to 12:00 AM. The observed peak parking demand was 0.25 spaces per unit.

4.5.3 City of Barrie

The development at 14 Worsley Street in the City of Barrie consists of a 115-unit apartment building with approximately 80 affordable units and 35 market rental units. The parking supply consists of 116 spaces within an underground garage (1.00 space per unit).

A parking utilization survey was conducted on a weekday in February 2018 from 9:00 AM to 1:00 AM. The observed peak parking demand was 0.45 spaces per unit.

4.5.4 City of Cambridge

The development at 175 Hespeler Road in the City of Cambridge is a five-storey affordable housing apartment building consisting of 34 units with floor plans ranging from 1 bedroom to 2 bedrooms. This site has good access to transit and walking facilities. The parking supply consists of 19 spaces (0.56 spaces per unit).

A vehicle ownership survey was conducted, and It was found that 30% of tenants required a parking space. This equates to 10 spaces required or a rate of 0.30 spaces per unit.

4.5.5 Town of Ajax

The development at 50 Station Street in the Town of Ajax is an affordable housing building located in Ajax with 84 units and 22 parking spaces (0.26 spaces per unit). This site has good access to transit and walking facilities.

A parking utilization survey was conducted in May 2014 between 8:00 AM and 7:00 PM. The observed peak parking demand was 0.14 spaces per unit.

4.5.6 Proxy Survey Summary

Table 4.3 summarizes the proxy site data and calculates the site's parking demand. The observed proxy site data indicates a parking demand range of 0.11 and 0.56 spaces per unit. The site's parking demand is forecast to be between 4 and 21 spaces. The average rate for all proxy sites estimates the site's parking demand to be approximately 11 spaces or 0.30 spaces per unit.

With 12 spaces proposed, the site's parking demand is forecast to be contained on site.

TABLE 4.3: OBSERVED PARKING DEMAND

Location	Parking Demand	Calculation
160 Ontario Street, St. Catharines	0.11 spaces/unit	4 spaces
175 King Street, Welland	0.25 spaces/unit	9 spaces
14 Worsley Street, Barrie	0.45 spaces/unit	17 spaces
175 Hespeler Road, Cambridge	0.56 spaces/unit	21 spaces
50 Station Street, Ajax	0.14 spaces/unit	5 spaces
Average	**0.30 spaces/unit**	**11 spaces**

4.6 Summary

The subject site is estimated to have a parking demand in the order of 7 to 23 spaces, depending upon the methodology used. **Table 4.4** summarizes the parking demand estimates.

The Town of Oakville's Zoning By-law parking requirements are reflective of typical market apartments and not affordable housing units. Based on information provided by the client, eligible residents will have fixed incomes, are likely to receive government support and are unlikely to own personal automobiles.

The proposed parking supply of 12 spaces is expected to accommodate the site's forecast parking demand. Proxy site survey data for affordable and assisted living sites across Southern Ontario suggest an average parking demand of 0.30 spaces per unit.

A site-specific parking rate of 0.30 spaces per unit (12 spaces) is suitable for this site.

TABLE 4.4: SUMMARY OF PARKING DEMAND ESTIMATES

Methodology	Parking Demand
Other Municipalities (Mississauga) Deep Subsidy	8 spaces
Other Municipalities (Toronto)	12 spaces
ITE LUC 223 – Affordable Housing	10 spaces
Proxy Site Survey Data (Average Rate)	11 spaces

5 Conclusions and Recommendations

5.1 Conclusions

The main findings and conclusions of this study are as follows:

- **Development Concept** – The property owner is proposing to develop a five-storey, 37-unit affordable housing site. Based on information provided by the client, eligible residents will have fixed incomes, are likely to receive government support and are unlikely to own personal automobiles.

  The proposed parking supply is 12 spaces or 0.30 spaces per unit.

- **Trip Generation** – The subject site is estimated to generate approximately 18 AM and 14 PM peak hour trips.

  The addition of less than 20 new peak hour vehicle trips is not expected to result in any significant transportation impacts on the adjacent road network. 18 peak hour vehicle trips equates to an average of 1 vehicle trip every ~3.5 minutes during the peak hour. The daily variation in peak hour traffic volumes along the two adjacent arterial roadways is expected to be greater than what the site would generate.

- **Transportation Demand Management** – The addition of short-term and long-term bicycle parking into the site plan can help manage the site's transportation impacts.

- **Parking Generation** – The site's parking demand is estimated to be fully contained on site. The site's parking demand is forecast to range from 7 spaces to 23 spaces, depending upon the methodology used to forecast the demand.

  The methodologies used to estimate the site's parking demand include:

  - City of Mississauga Non-Profit Housing Parking Guidelines Deep Subsidy – 8 spaces
  - City of Toronto Zoning By-law – 12 spaces
  - ITE Parking Generation Data – 10 spaces; and
  - Proxy Site Survey Data (average rate) – 11 spaces

5.2 Recommendations

Based on the following, it is recommended that:

- On-site bicycle parking be provided. 30 bicycle parking spaces (22 long-term and 8 short-term) should be included in the site plan.
- A site-specific parking rate of 0.30 spaces per unit (12 spaces) is suitable for this site.

Appendix A

Proxy Survey Data

Time		St. Catharines			Welland		
		Day 1	Day 2	Average	Day 1	Day 2	Average
PM	6:00	0	0	0	7	5	6
	6:10	0	0	0	6	5	6
	6:20	0	0	0	5	5	5
	6:30	0	0	0	5	4	5
	6:40	0	0	0	5	4	5
	6:50	0	0	0	6	5	6
	7:00	0	0	0	6	5	6
	7:10	0	0	0	5	5	5
	7:20	0	0	0	5	5	5
	7:30	0	0	0	5	5	5
	7:40	0	0	0	6	5	6
	7:50	0	1	1	6	5	6
	8:00	0	1	1	6	5	6
	8:10	0	1	1	5	5	5
	8:20	0	1	1	6	5	6
	8:30	0	1	1	5	5	5
	8:40	0	1	1	5	5	5
	8:50	0	1	1	5	5	5
	9:00	0	1	1	5	5	5
	9:10	0	1	1	5	5	5
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	11:00	0	1	1	5	5	5
	11:10	0	1	1	5	5	5
	11:20	0	1	1	5	5	5
	11:30	0	1	1	5	5	5
	11:40	0	1	1	5	5	5
	11:50	0	1	1	5	5	5
	12:00	0	1	1	5	5	5
Max		0	1	1	7	5	6
Units			9			28	
Rate / Unit		0.00	0.11	0.06	0.25	0.18	0.21

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170257 - 113 Bayfield Street TIS & PJS
Proxy Site Survey - February 1, 2018
14 Worsley Street
115 units

Time	P1	P2	Visitor	Total	Comments
9:00 AM	3	31	4	**38**	P1 – 60 Spaces / 5 Accessible Spaces P2 – 56 Spaces / 7 Accessible Spaces Visitor – 22 Spaces / 1 Accessible Space 1 in Accessible without permit
10:00 AM	5	26	5	**36**	1 in Accessible without permit
11:00 AM	5	24	4	**33**	1 in Accessible without permit
12:00 PM	5	24	3	**32**	2 in Accessible without permit
1:00 PM	6	26	2	**34**	2 in Accessible without permit
2:00 PM	6	28	2	**36**	2 in Accessible without permit
3:00 PM	4	26	2	**32**	2 in Accessible without permit
4:00 PM	5	28	3	**36**	2 in Accessible without permit
5:00 PM	5	36	3	**44**	3 in Accessible without permit
6:00 PM	4	37	5	**46**	3 in Accessible without permit
7:00 PM	4	37	7	**48**	3 in Accessible without permit
8:00 PM	4	34	7	**45**	3 in Accessible without permit
12:00 AM	5	36	7	**48**	3 in Accessible without permit
1:00 AM	6	39	7	**52**	3 in Accessible without permit

Parking Utilizaton Survey

Time	Number of Vehicles Parked		Half Hour Notes
	Visitor	Tenant	
8:00 AM - 8:30 AM	3	5	
8:30 AM - 9:00 AM	3	5	
9:00 AM - 9:30 AM	4	5	
9:30 AM - 10:00 AM	2	4	
10:00 AM - 10:30 AM	4	5	
10:30 AM - 11:00 AM	8	4	
11:00 AM - 11:30 AM	8	3	
11:30 AM - 12:00 PM	5	4	
12:00 PM - 12:30 PM	4	4	
12:30 PM - 1:00 PM	5	4	
1:00 PM - 1:30 PM	3	4	
1:30 PM - 2:00 PM	2	4	
2:00 PM - 2:30 PM	1	4	
2:30 PM - 3:00 PM	2	4	
3:00 PM - 3:30 PM	2	4	
3:30 PM - 4:00 PM	2	2	
4:00 PM - 4:30 PM	4	4	
4:30 PM - 5:00 PM	4	4	
5:00 PM - 5:30 PM	3	6	
5:30 PM - 6:00 PM	3	6	
6:00 PM - 6:30 PM	4	6	

Location: 50 Station Street, Ajax

Date: April 30th 2014

Surveyor: AG

Weather: Fair

Overall Notes: