

Sample commuter lot

Toronto, Ontario · Demo Property Trust (fictional)

Desktop screening from aerial imagery, not an ASTM D6433 PCI

Screening Condition Rating  SCR 4 – Good	Survey priority Low	Last repaving detected None	Net paved area 4.44 acres 17,984 m ² · 1.80 ha · 193,574 ft ²
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Screening result

SCR 4 – Good. Light surface ageing or a few small patches. No potholes or alligator areas are visible. Striping is mostly clear.

Survey priority: Low. Survey in the next annual cycle, or re-screen when new imagery is published.

Analyst's notes. Automated readings (sitekeeper-surface-readings 1.3.1): SCR 4 proposed. 2023: 5.1 m of crack-like lines per 100 m² of visible pavement (49% of the paved area visible). Surface tone light (weathered); markings faded. Line density 5.0 (2018) and 5.1 (2023) m per 100 m²: no resurfacing seen.

Screened 27 October 2026 by Demo Analyst.

Surface readings

Automated surface readings from aerial imagery: screening only, not an ASTM D6433 PCI

Software readings of the 2023 imagery, compared with 2018, made 27 October 2026 on outline version 1. The software proposed SCR 4 – Good; the analyst confirmed it.

Reading	2023	2018
Imagery (ground size of a pixel; washed-out pavement shows no cracks)	16 cm	16 cm; washed out (46% at full brightness)
Pavement visible (not hidden by cars, shadows, paint or planting)	49%	37%
Crack-like lines per 100 m ² of visible pavement	5.1 m	5.0 m
Line length traced	456 m	333 m
Surface tone	light (weathered)	light (weathered)
Markings	faded (contrast 25)	not found
Fine texture (higher is rougher)	3.2	3.0

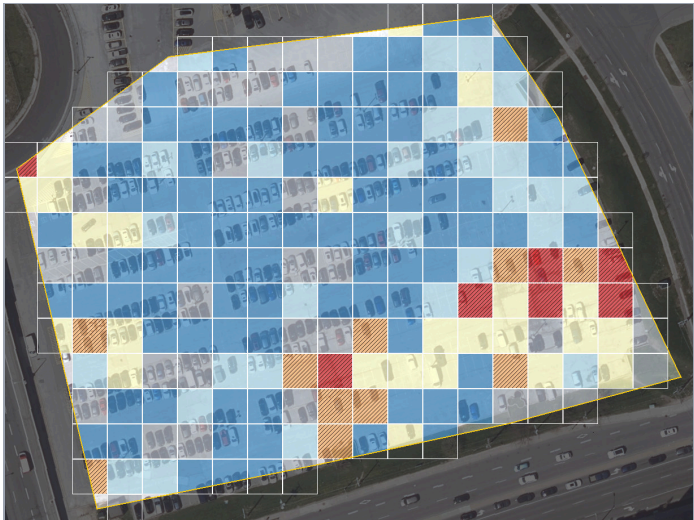
Change since 2018: Line density 5.0 (2018) and 5.1 (2023) m per 100 m²: no resurfacing seen.

Why the software proposes SCR 4 – Good (medium confidence):

- Crack-like lines: 5.1 m per 100 m² of visible pavement (few lines); rating bands at 3.0, 6.5, 15.0 and 22.0 m per 100 m².
- 49% of the paved area was visible (medium confidence).



Crack-like lines traced on the 2023 imagery (red); paved outline in yellow; areas outside it dimmed.

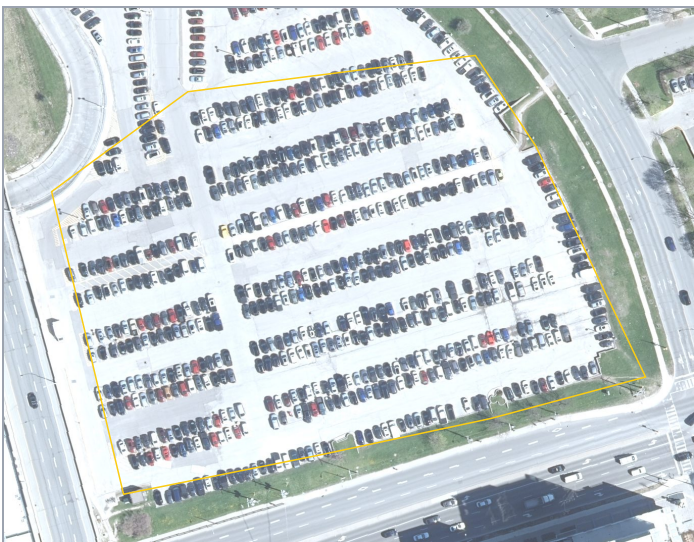


Line density in 10 m cells.

very few lines (88 cells) few lines (28 cells) moderate lines (24 cells) many lines (11 cells) very many lines (7 cells)
not readable (37 cells)

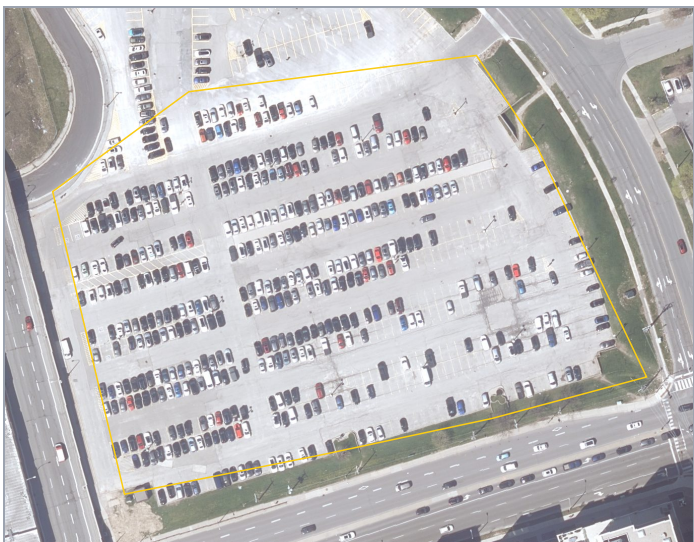
sitekeeper-surface-readings 1.3.1; ground resolution 16 cm. 7 m of light-pole shadows left out.

Imagery and marks



South Central Ontario Orthophotography Project (SCOOP) 2018, captured 22 March 2018 to 27 May 2019, about 16 cm per pixel. Contains information licensed under the Open Government Licence – Ontario.

Paved outline Exclusion (dashed)



South Central Ontario Orthophotography Project (SCOOP) 2023, captured 8 April 2023 to 24 April 2024, about 16 cm per pixel. Contains information licensed under the Open Government Licence – Ontario.

Marks by class

No features were marked.

Paved area

Gross paved area	17,984 m ²	4.44 acres
Exclusions (islands, buildings and other)	0 m ²	0.00 acres
Net paved area	17,984 m²	4.44 acres

Areas are geodesic (WGS 84 ellipsoid), from outline version 1.

Method

An analyst outlined the paved area and its exclusions, then compared the open aerial imagery epochs listed below side by side. Visible features were marked by class with a confidence level. The analyst assigned a Screening Condition Rating from 1 (very poor) to 5 (very good) against written criteria, and a survey priority. Repaving between epochs is recorded with the year by which it appears.

Surface readings.

- The paved outline, less exclusions, is laid over the open imagery of every year that covers the site: Ontario's provincial imagery (16 or 20 cm per pixel) and, in the United States, state programmes (7.5 to 30 cm; imagery finer than 12 cm is averaged to about 15 cm before it is read) and NAIP (30 cm to 1 m). Planting is found from the near-infrared band (or from colour where there is none), and cars, shadows and other objects from their size and contrast with the asphalt; they are left out, with a margin, together with painted lines and an 80 cm strip along kerbs.
- On the pavement left visible, thin dark lines at least 1 m long are traced and measured. Ruler-straight lines that all point the same way but not along the parking layout are the shadows of light poles and are left out.
- The line density (metres of line per 100 m² of visible pavement) of the newest year gives the proposed rating: bands at 3, 6.5, 15 and 22 m per 100 m². A weathered surface is not rated 5, and a density that grew markedly since the comparison year (the newest at least three years older) lowers the rating one step, unless the older imagery is coarser or washed out.
- Cracks do not close by themselves: when the newest year shows markedly fewer lines and the surface is not darker (no sign of resurfacing), the comparison year sets the rating. Imagery where at least 15% of the visible pavement is at full brightness is washed out, and lines there are undercounted. Either lowers the confidence.
- An Avok analyst reviews the readings with the imagery and confirms or changes the rating.

Limitations

- This is a desktop screening from aerial imagery. It is not a Pavement Condition Index and does not follow ASTM D6433 field procedures.
- At 7.5 to 20 cm per pixel, cracks and features smaller than about 0.5 m are not reliably visible (at 30 cm to 1 m, as with NAIP, cracks are not visible at all). Potholes are marked only when about 0.5 m across or larger.
- Parked vehicles, shadows, snow, water and trees hide parts of the surface. Conditions may have changed since the imagery was captured.
- Ratings are analyst judgements. A field or drone survey is needed before planning or tendering repairs.
- Cracks are traced only on imagery of 25 cm per pixel or finer. NAIP (United States, 30 cm to 1 m) gives the share visible, the tone and the markings, not cracks.
- Cracks narrower than about one pixel (15 to 20 cm as read) are only seen when they show as a dark line; hairline cracks, ravelling and rutting are not measured. Coarser or washed-out imagery shows fewer cracks.

- A darker surface is read as resurfacing only between flights of the same source, only if the cracks largely went, and not when many lines (15 m per 100 m² or more) show within three years after it: that is more likely a seal coat or a difference between flights. Tones from different sources (seasons, cameras) are not compared.
- Pavement under cars, trees and shadows is not read; the share visible is stated.
- Sealed cracks, paving joints and tyre marks read as lines; light-pole shadows that run along the layout are counted as lines.
- The rating bands were set on five lots in York Region in October 2026 and will be checked against field surveys.

Data sources and attributions

- South Central Ontario Orthophotography Project (SCOOP) 2018 (captured 22 March 2018 to 27 May 2019). Contains information licensed under the Open Government Licence – Ontario. Licence: Open Government Licence – Ontario, <https://www.ontario.ca/page/open-government-licence-ontario>.
- South Central Ontario Orthophotography Project (SCOOP) 2023 (captured 8 April 2023 to 24 April 2024). Contains information licensed under the Open Government Licence – Ontario. Licence: Open Government Licence – Ontario, <https://www.ontario.ca/page/open-government-licence-ontario>.
- No Google Maps content is used in this report.

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