

## **4.0 IDENTIFIED ARCHAEOLOGICAL SITES AND POTENTIAL**

### **4.1 Identified Archaeological Sites**

Surprisingly given the large number of archaeological sites registered in the city core there are no registered archaeological sites within the study area. There have been a number of archaeological investigations around the perimeter of the study area including at Queens (Stouffer Library and Biosciences Building), at the J.K Tett Centre on King Street and in Portsmouth Village.

### **4.1 Archaeological Potential**

A number of variables area used to determine archaeological site potential. In the case of precontact (prehistoric) sites criteria are focused on topographical features such as the distance from the nearest source of water, height above the nearest source of water and the nature of the nearest source of water (e.g. creek, river or lake). Distinguishing elements in the landscape including ridges, knolls and eskers as well as soil type are also influences of site location. Another considered is the proximity of known precontact sites.

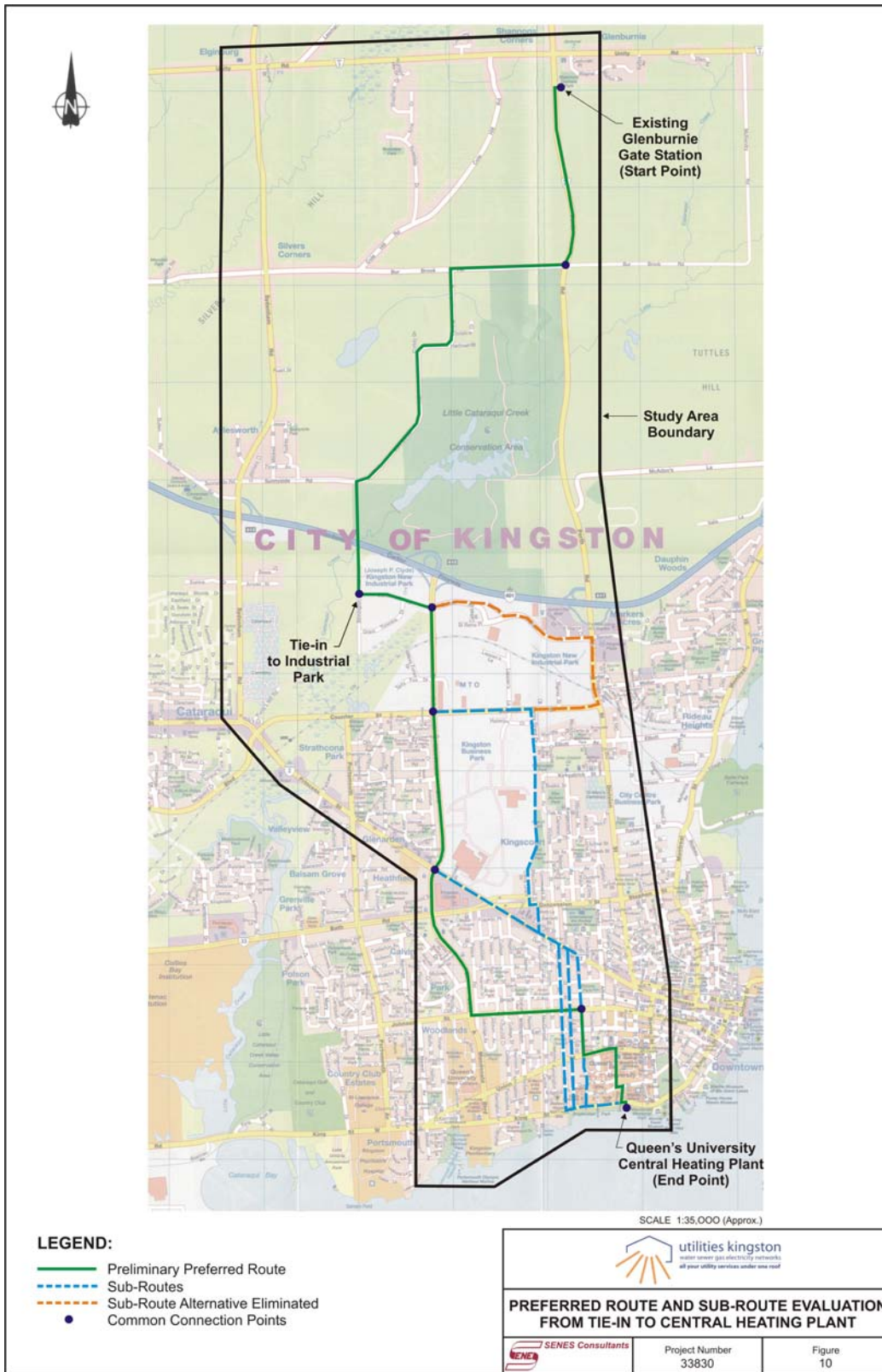
With regard to historic sites the assessment of archaeological site potential is reliant on historical research (e.g. land registry records, census and assessment rolls), cartographic and aerial photographic evidence and the inspection of the study area for possible above ground remains or other evidence of demolished structure(s).

The Ontario Ministry of Culture has outlined some of these variables in their guideline for non specialists (1997).

At the mid point of the environmental assessment review a preferred route and a number of sub-routes (alternates) were proposed for the new gas pipeline (see Figure 2). These routes have since been reduced to a single preferred route (Figure 5) which is the focus of the following discussion. The route was divided into segments with most of the route walked as part of this assessment (see Figure 5).

#### **1A Perth Road** (Glenburnie to Bur Brook Road) (Figure 6, Plates 3 & 4).

This is an historic corridor established in 1852 to promote settlement in more remote areas of Frontenac, Leeds and Lanark Counties. The segment in this study cuts through a level to undulating topography with shallow soils. Two nineteenth century homes one each on either side of the road were noted in the field reconnaissance. The surrounding lands consisted of a mixture of cultivated fields, pasture and woodlot. The road drops down the limestone escarpment formed by the fault line that extends diagonally through the study area. An abandoned quarry (Cruichshank Construction) was noted on the west side of the road near the escarpment edge (Plate 3). Also noted was an earlier alignment of the road along the east side as it ascends the limestone escarpment (see Plate 4).



**Figure 5. Preferred gas pipeline corridor.**

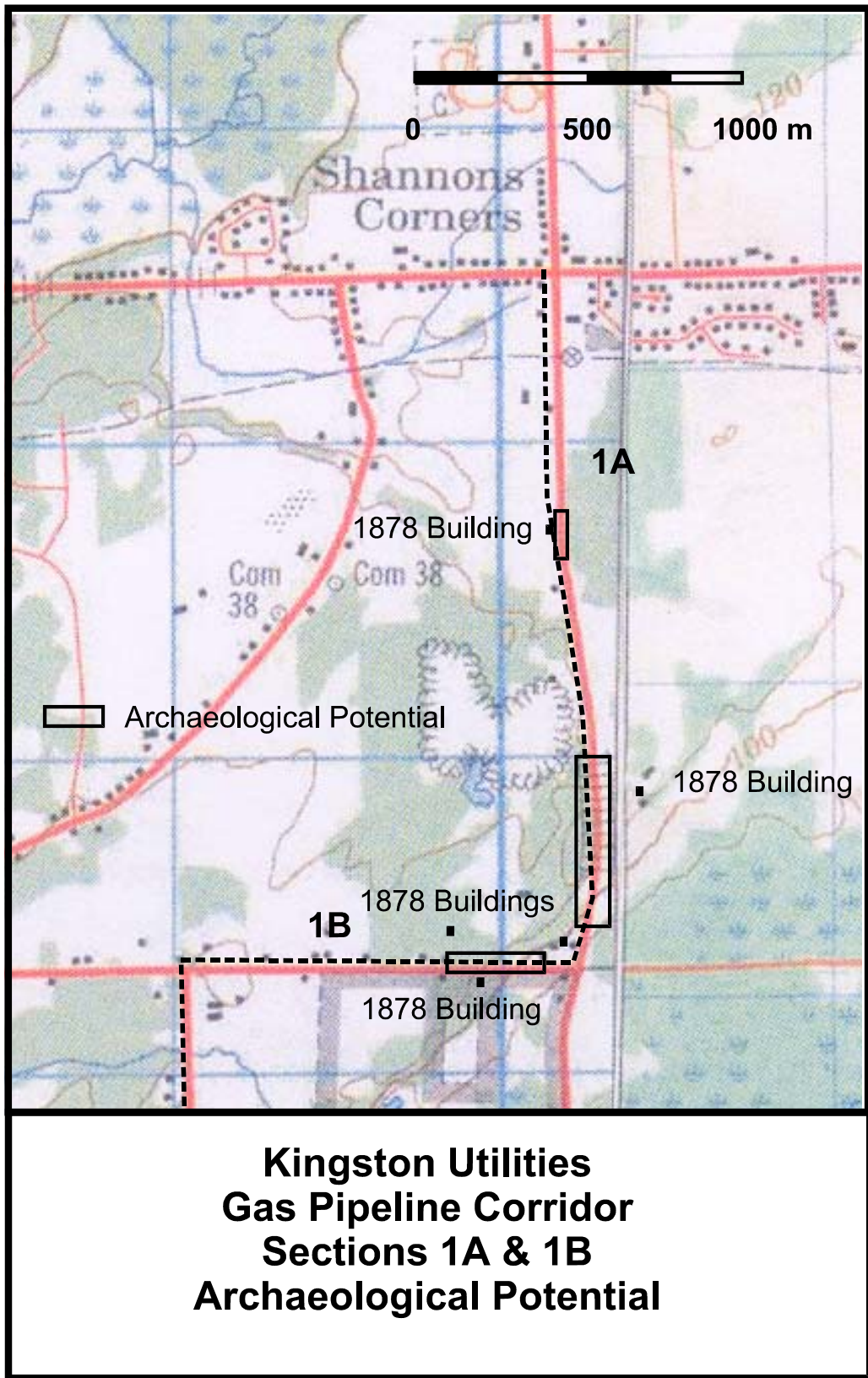


Figure 6. Gas pipeline corridor sections 1A and 1B.



**Plate 3. 1A: abandoned quarry along west side of Perth Road, looking west.**



**Plate 4. 1A: former alignment of Perth Road along east side of present road.**

Areas of archaeological potential along this corridor include the areas within 200 meters of the ridge and an area associated with the 19<sup>th</sup> century home noted on the west side of the road (see Figure 6).

### **1B Bur Brook Road (Perth Road to Sunnyside)**

Bur Brook Road was established in the mid nineteenth between the fourth and fifth concessions, geographic township of Kingston. From the Perth Road, the Bur Brook Road segment extends up the limestone escarpment (see Plate 5) where it traverses a level to undulating topography. There are mid to late twentieth century residences on both sides of the road with agricultural land at the western end. The south side of the road marks the north end of the Little Catarqui Creek Conservation area. Two possible 19<sup>th</sup> century homes were identified along the corridor, the first on the north side near the crest of the escarpment (see Plate 6) and the second a one and half story home with outbuildings at the corner of Bur Brook and Sunnyside Roads. Recent ditching along the north side of the road revealed soil depths that range from .01 to 1.0 meter in depth.

Those areas within 200 meters of the escarpment edge are regarded as having moderate potential for precontact and historic archaeological resources.

### **1C Sunnyside Road – North Half (Bur Brook Road to Escarpment Edge)**

Sunnyside Road was also a nineteenth century route. This segment of the route extended south from Bur Brook Road to the edge of the escarpment (see Figure 7). The route extends through a level to slightly undulating topography with shallow soils. A creek cuts through the north end of the route (see Plate 7). Although three nineteenth century buildings were noted on the 1878 Historical Atlas along this segment of the route, none were noted in the field reconnaissance. With the exception of the north end, at Bur Brook Road, most of this corridor consisted of residences and some pasture and woodlots (see Plate 8). The construction date of most of the residences is onward from the 1970's.

The areas within 150 meters of either side of the creek crossing has moderate to high potential for precontact resources. Areas within 200 meters of the escarpment edge has moderate potential for resources.

### **1D Sunnyside Road – South Half (Escarpment Edge)**

The segment of Sunnyside Road along which the gas pipeline route is to follow extends along the escarpment edge to the western boundary of the Little Catarqui Creek Conservation Area. The topography along this route is somewhat more dramatic with a 10 to 15 meter drop along the south side of the roadway and a rolling landscape on the north side. Four nineteenth century buildings were noted in the 1878 Historical Atlas, two of these, the Johnson and Fairbanks residences were noted along the corridor. The south side of the corridor consists of the Little Catarqui Creek Conservation Area while the north side includes a mixture of residences, farmland and woodlots. An abandoned quarry was noted on the north side of the route.



**Plate 5. Bur Brook Road looking east towards Perth Road.**



**Plate 6. North side Bur Brook Road and possible 19<sup>th</sup> century home.**

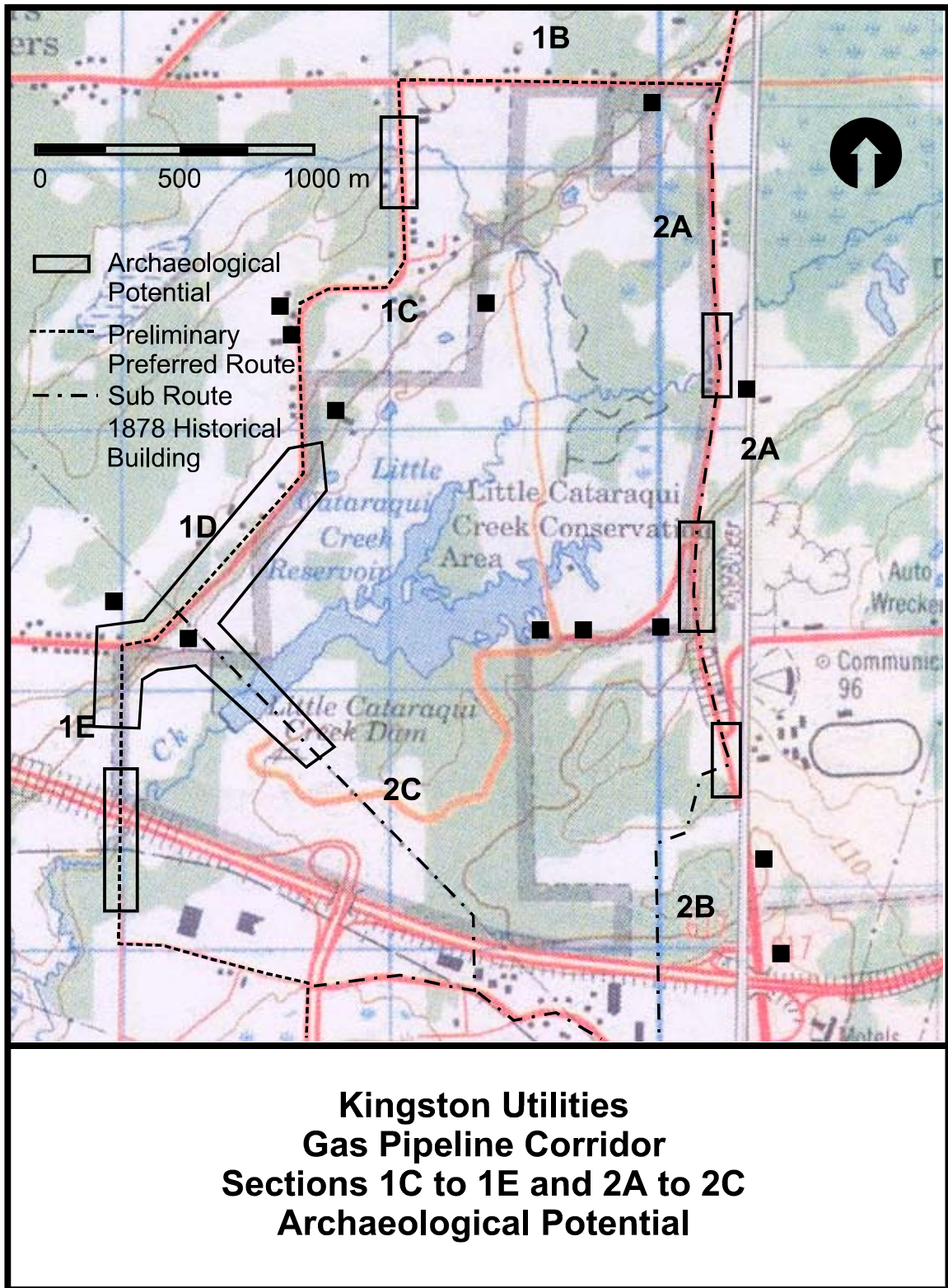


Figure 7. Kingston utility gas pipeline corridor sections 1C to 1E.



**Plate 7. 1C: Creek crossing of Sunny Side Road.**



**Plate 8. 1C: Sunnyside Road, east side south of creek crossing looking south.**



**Plate 9. 1D: west side of Sunnyside Road looking north.**



**Plate 10. 1D: south side of Sunnyside Road along escarpment edge.**

The area along the edge of the escarpment is regarded as having moderate to high potential for both historic and precontact archeological resources.

### **1E Sunnyside Road to Highway 401**

1E lies along the western boundary of the Little Cataraqui Creek Conservation Area. A portion of the corridor extends down the slope of the escarpment with the remainder along the a laneway along the lot line (see Figure 7). The soils are thin to non existent on the slope and thicker at the base and on to Highway 401. All of this segment of the pipeline rests within the Conservation Area. There is an open field to the west and the north end of the line crosses an earlier alignment of the road between Concessions 3 and 4.

Those areas within 150 to 200 meters of the Little Cataraqui Creek have moderate potential for precontact archaeological resources.

### **1F Highway 401 to Binnington Court**

This segment of the pipeline corridor lies between the 401 and the north end of Binnington Court. Although this area was not accessed in the field investigation it appeared from the north end of Binnington Court that fill including asphalt, concrete and soil has been dumped in this area. The area is presently open with some young trees.

The sections of this segment within 200 meters of the Little Cataraqui Creek is regarded as having high to moderate potential for precontact archaeological resources.

### **1F Binnington Court to Dalton Ave**

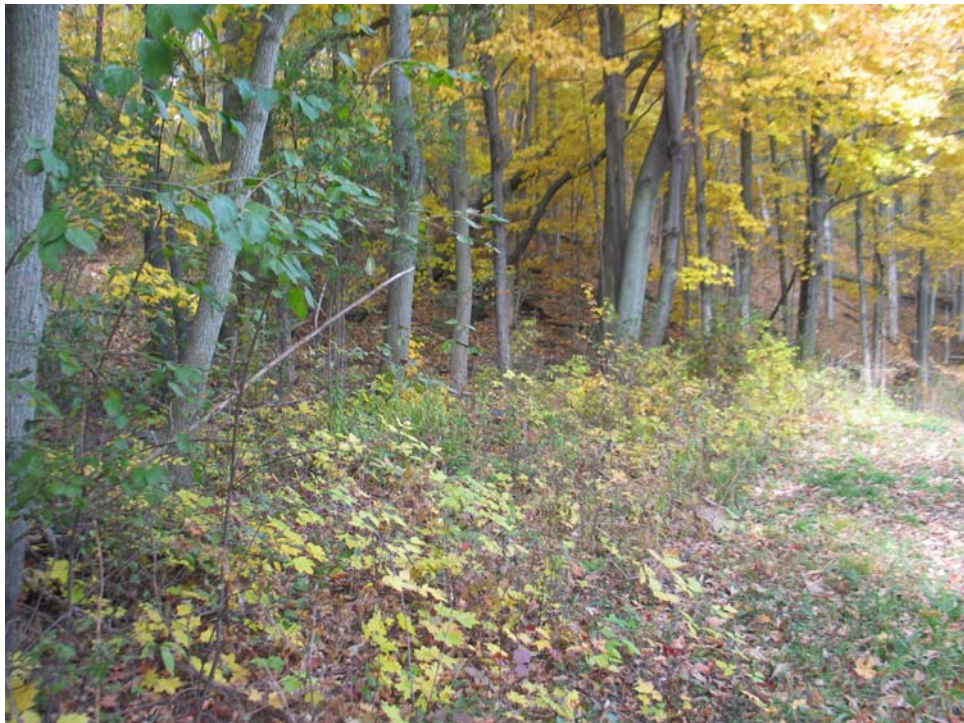
This segment of the proposed pipeline corridor lies within the Joseph Clyde Industrial Park (see Figure 8). The Binnington Court right of way appears to have been significantly impacted by the addition of fill and landscaping. There are no known historic structures in the area and this segment of the corridor is beyond the 200 meters of the nearest body of water, Little Cataraqui Creek. As a consequence this area has low potential for archaeological resources.

### **1G Dalton Ave (Binnington Court to Sir J.A. MacDonald Blvd.)**

This corridor extends through the Joseph Clyde Industrial Park which formally consisted low lying, poorly drained landscape. There appear to have been some areas on either side of the road that must have been once cultivated fields. Like Binnington Court, there are no known historic structures in the area and the corridor is beyond 200 meters of the nearest body of water. The possibility that portions of the corridor may have been part of a wet land suggests that there is some potential for archaeological resources on the higher grounds associated with the marsh. The landscape has been so significantly altered however that it is regarded as having low potential for archaeological resources.



**Plate 11. 1E: laneway along western end of LCCCA looking south.**



**Plate 12. Base of escarpment slope looking northeast.**

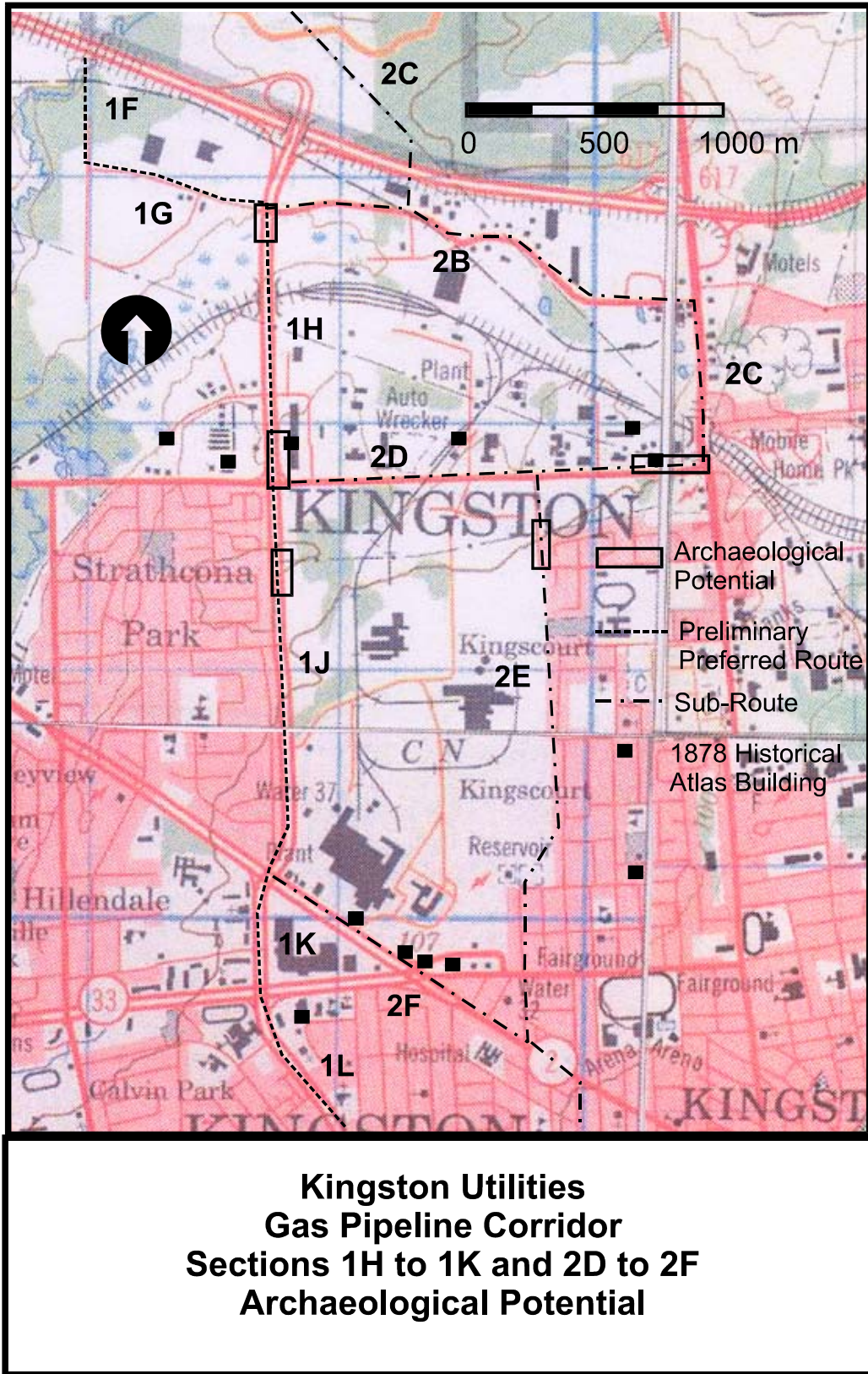


Figure 8. Kingston utility gas pipeline corridor sections 1H to 1K.

### **1H Sir John A MacDonald Blvd. (Dalton Ave to Counter St.)**

This segment of the corridor cuts through to the south boundary of the Joseph Clyde Industrial Park. The area is generally low lying and poorly drained with wetland areas at the northern end. There is a drainage channel that crosses under Sir J.A. MacDonald Blvd. near its intersection with Dalton Avenue. The corridor includes an overpass of the CNN railway lines with most of the surrounding lands to the south of the overpass developed. Inspection of the corridor noted that most of the developed west side had been raised with fill. The topography along the east side of the corridor appears to be more natural. Along the east side there is, set back from Sir J.A. MacDonald Blvd., and industrial “strip mall”. It is in this area, near the corner of Sir J.A. MacDonald Blvd and Counter Street that the Ederginton Rees farm buildings (see Figure 4) are believed to have been located. As a result this area is regarded as having moderate to high potential for historic archaeological resources. The areas associated with the drainage at the north has been assessed as having high to moderate archaeological potential for precontact archaeological resources.

### **1J Sir John A. MacDonald Blvd. (Counter St. to Princess St.)**

Sir John A. MacDonald Blvd. along the section between Counter and Princess Streets, traverses a undulating landscape with some low ridges of limestone. Most of the east side of the corridor is part of the Alcan property and has remained largely undeveloped save for the retail outlets along Princess Street. There was noted in the field investigation and excavated area, possibly a quarry or maybe remains of an historic structure not identified in the background research. Alcan first developed this property in 1939. The west side of the corridor marks the eastern boundary of Strathcona Park a subdivision dating from the 1960’s through to the 80’s.

The area of the possible historic structures on the east side of Sir John A. MacDonald Blvd is regarded as having moderate potential for historic archaeological resources.

### **1K Sir John A. MacDonald Blvd. (Princess St to Bath Road)**

This short segment between two of the oldest transportation corridors through the study area has been extensively developed especially on the east side occupied by the Loblaws Super Store and the Kingston Centre. The Kingston Centre was opened in 1957. Land use on the west side is high density residential with most of the buildings dating from the mid twentieth century. Given the degree of disturbance along this section of the corridor no areas of archaeological potential were identified.

### **1L Sir John A. MacDonald Blvd. (Bath Road to Johnson Street)**

The south end of the Sir John A. MacDonald Blvd portion of the route extends through an area that is level to slightly undulating. The most prominent historic feature of this area was the Crystal Palace located near the present site of the YMCA, built in 1856 it was removed in 1888. Land use along this corridor includes Institutional, LCVI

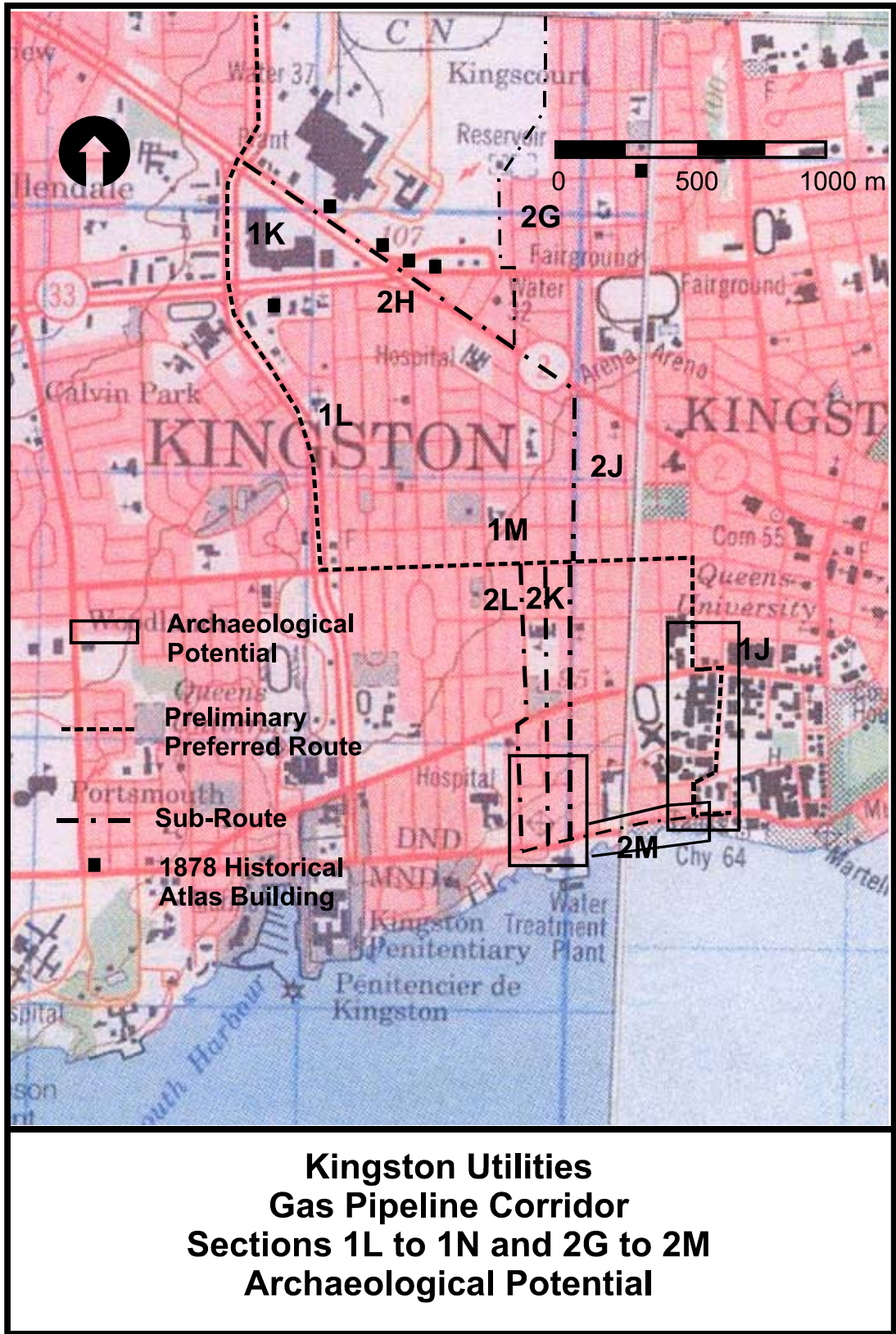


Figure 9. Kingston utility gas pipeline corridor sections 1L to 1N.



**Plate 13. 1H: Sir John A. MacDonald Blvd south of overpass.**



**Plate 14. 1H: view of area west of Sir John A. MacDonald Blvd. looking northwest.**



**Plate 15. 1J: east side looking north towards Counter Street.**



**Plate 16. 1J: west side looking south from Glengarry Street.**



**Plate 17. 1K, west side looking north from Bath Road.**



**Plate 18. 1L: east side of Sir John A. MacDonald looking south.**

Secondary School, Adventist Church and St. Joseph Roman Catholic Church along with the Fire Hall and Ambulance station between Brock and Johnson Streets, and residential dating from the mid 1960's.

There is no drainage channel or other topographic feature that would suggest any potential for precontact archaeological resources. As a result no areas of archaeological potential were noted along this section of the corridor.

### **1M Johnson Street** (Sir John A. MacDonald Blvd to University Ave)

Johnson Street was one of the streets established in the early development of Kingston dating at the end of the eighteenth century. Development of the portion along which the gas pipeline corridor is to follow did not occur until mid to late nineteenth century with the western most "inner suburbs" not built until after the Second World War. It is from this point until the pipeline's termination at Queens University power generation station that the pipelines are to be constructed under the existing roadway. As a consequence it is not anticipated that any of the residences and other buildings along the corridor are to be affected by the gas line installation.

The archaeological potential of Johnson Street is regarded as low given the comparatively recent historic development of the area and the absence of any topographical features that might of drawn use of the area by precontact First Nation populations.

### **1L University Ave.** (Johnson Street to King Street)

The southern most segment of the pipeline corridor extends along Alfred Street, eastward on Union to University Avenue where it continues via Lower University Street to King Street. Most of this corridor was not developed until the mid nineteenth century, following the establishment of Queens University in 1844. This route is regarded as having moderate to high potential for historic and prehistoric archaeological resources in the southern half.

### **Sub Routes 2A to 2M**

Initially in the planning process for selection of the gas pipeline route a series of alternate routes or sub-routes were proposed (see Figure 2, and Figures 6 through 8). Ultimately none of these were chosen. However, as part of this exercise these have been located on the various route maps included as part of this assessment. A more detailed discussion of the sub-routes was regarded as unnecessary.

Some salient points about the routes include the high potential of the corridor that ran along the Hydro easement from Sunnyside Road to the Dalton Avenue (2C). This route extended cross the Little Cataraqui Creek and the lowland area which it drained. This area was considered to have moderate and high potential for precontact archaeological resources. Another sub route that ran along Toronto Street (2K) appeared to extend through Sir Winston Churchill Public School and Bellevue House a National Historic

Site. It would have been recommended that this route be avoided given the potential disturbance of property on Bellevue House.

## 5.0 SUMMARY AND RECOMMENDATIONS

Heritage Quest Inc. undertook, on behalf of Senes Consultants Limited, a Stage 1 archaeological assessment of the proposed gas utilities gas pipeline route from Glenburnie sub station to the Queen's University generating station on King Street West. The objective of the investigation was to determine if there are known archaeological sites within the study area, totaling approximately 34 km<sup>2</sup>, and to assess the archaeological potential of the proposed route(s).

The study area consists of a topography characterized by level to undulating and in some areas rolling topography. The most prominent topographic feature is a low limestone escarpment that extends along an northeast southwest axis through the northern portion of the study area. Soils are generally thin consisting of rocky loams in higher elevations and various clays in the lower and more level areas. The Little Cataraqui Creek drains most of the northern half of the study area, with the southern portion serviced directly by Lake Ontario.

Precontact First Nation people's use of the region dates over 10,000 years with the first concentrated activity in the area dating to 7,000 B.P. (Before Present). Permanent Euro Canadian occupation of the region dates to the establishment of Fort Frotenac in 1673. Permanent occupation of the study did not occur, however, until the end of the eighteenth century with the establishment of Kingston by the United Empire Loyalists and settlement of the hinterland in the beginning of the nineteenth century. Through most of the nineteenth and much of the twentieth centuries the study area consisted of agricultural lands. Bath Road and Princess Street (York Road) were established by the early nineteenth century with the Perth Road and most of the other pipeline corridor routes active by the mid nineteenth century. Residential development of most of the study area did not occur until after the Second World War.

Despite the identification of a large number of archaeological sites both to the east and west of the study area, no sites have been recorded within the proposed pipeline corridor. There remain, however, areas of potential for both precontact and historic archaeological resources along the pipeline routes as illustrated in Figures 6 through 9.

This investigation has provided the basis for the following recommendations:

- 1) That a Stage 2 archaeological assessment be undertaken of those areas of archaeological potential identified in figures 6 through 9 where the gas pipeline is to be constructed outside of the present road bed.
- 2) That construction of the gas line in areas of archaeological potential below existing street levels be monitored by a licenced archaeologist.
- 3) That for remaining portions of the corridor deeply buried archaeological remains be found during construction, the ministry of Culture (416) 314-7148 should be notified immediately.

4) That in the event human remains are encountered during construction activities, both the Ministry of Culture (416) 314-7148, and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Commercial Relations (416) 326-8392, be notified immediately.

## 6.0 REFERENCES

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## **APPENDIX 1: Photography Catalogue**

Camera: Canon Power Shot G3

Cat. No.	Description	Date	Phot.	Dir.
HQ04-27D001	1ANorth end, west side, looking towards Glenburnie.	25-Oct-04	HJD	N
HQ04-27D002	1ANorth end, west side, looking from just south of Glenburnie.	25-Oct-04	HJD	S
HQ04-27D003	1ANorth end, west side, looking from just south of Glenburnie.	25-Oct-04	HJD	SW
HQ04-27D004	1ACentral section, west side.	25-Oct-04	HJD	S
HQ04-27D005	1ACentral section, west side, just north of Cruikshank Construction Quarry.	25-Oct-04	HJD	S
HQ04-27D006	1AAbandoned quarry along west side of road.	25-Oct-04	HJD	S
HQ04-27D007	1AAbandoned quarry along west side of road.	25-Oct-04	HJD	W
HQ04-27D008	1AEdge of ridge, west side.	25-Oct-04	HJD	S
HQ04-27D009	1APerth Road cut through limestone escarpment.	25-Oct-04	HJD	S
HQ04-27D010	1ASlope from limestone escarpment on west side.	25-Oct-04	HJD	S
HQ04-27D011	1ASlope towards Bur Brook Road, west side of road.	25-Oct-04	HJD	S
HQ04-27D012	1AEast side of road at south end.	25-Oct-04	HJD	N
HQ04-27D013	1AEast side of road at south end.	25-Oct-04	HJD	S
HQ04-27D014	1AAbandoned road alignment up the escarpment face.	25-Oct-04	HJD	N
HQ04-27D015	1AEast side of Perth Road, above escarpment.	25-Oct-04	HJD	N
HQ04-27D016	1AEast side of Perth Road, above escarpment.	25-Oct-04	HJD	S
HQ04-27D017	1AEast side of Perth Road central section.	25-Oct-04	HJD	S
HQ04-27D018	1BNorth side Bur Brook Road at the west end.	25-Oct-04	HJD	E
HQ04-27D019	1BNorth side Bur Brook Road west end.	25-Oct-04	HJD	E
HQ04-27D020	1BCentral section of Bur Brook Road.	25-Oct-04	HJD	E
HQ04-27D021	1BNorth side of Bur Brook Road at the crest of the limestone escarpment.	25-Oct-04	HJD	E
HQ04-27D022	1BNorth side of Bur Brook Road showing slope down the limestone escarpment.	25-Oct-04	HJD	E
HQ04-27D023	1BDitching along north side of Bur Brook Road along slope.	25-Oct-04	HJD	E
HQ04-27D024	1BDitching along north side of Bur Brook Road along slope.	25-Oct-04	HJD	E
HQ04-27D025	1BSouth side of Bur Brook Road looking up slope.	25-Oct-04	HJD	W
HQ04-27D026	1BSouth side of Bur Brook Road east end looking towards Perth Rd.	25-Oct-04	HJD	E
HQ04-27D027	1BSouth side of Bur Brook Road at crest of slope.	25-Oct-04	HJD	W
HQ04-27D028	1BSouth side of Bur Brook Road central portion north end of LCCA.	25-Oct-04	HJD	W
HQ04-27D029	1BSouth side of Bur Brook Road, west end.	25-Oct-04	HJD	W
HQ04-27D030	1CWest side of Sunnyside Road, south end.	25-Oct-04	HJD	N
HQ04-27D031	1CWest side of Sunnyside Road, south central end.	25-Oct-04	HJD	N
HQ04-27D032	1CWest side of Sunnyside Road, at bend.	25-Oct-04	HJD	N
HQ04-27D033	1CWest side of Sunnyside Road central region.	25-Oct-04	HJD	N
HQ04-27D034	1CWest side of Sunnyside Road, north end.	25-Oct-04	HJD	N
HQ04-27D035	1CFarm at southeast corner of Sunnyside and Bur Brook Road.	25-Oct-04	HJD	NW
HQ04-27D036	1CCreek on west side of Sunnyside Road.	25-Oct-04	HJD	W
HQ04-27D037	1CCreek on east side of Sunnyside Road.	25-Oct-04	HJD	E
HQ04-27D038	1CWest side of Sunnyside Road, north end.	25-Oct-04	HJD	N
HQ04-27D039	1CWest side of Sunnyside Road, low ridge near north end, south of creek crossing.	25-Oct-04	HJD	S
HQ04-27D040	1CWest side of Sunnyside Road, from ridge to Christine Cres.	25-Oct-04	HJD	S
HQ04-27D041	1CWest side of Sunnyside Road at Hartmen Road.	25-Oct-04	HJD	N
HQ04-27D042	1CWest side of Sunnyside Road from Hartmen Road.	25-Oct-04	HJD	S
HQ04-27D043	1CWest side of Sunnyside Road, south end, south of bend.	25-Oct-04	HJD	S
HQ04-27D044	1CWest side of Sunnyside Road, south end.	25-Oct-04	HJD	S
HQ04-27D045	1DWest side of Sunnyside Road, south end.	26-Oct-04	HJD	W
HQ04-27D046	1DWest side of Sunnyside Road, south end.	26-Oct-04	HJD	NE
HQ04-27D047	1DAbandoned quarry, west side of Sunnyside Road.	26-Oct-04	HJD	N
HQ04-27D048	1DWest side of Sunnyside Road from abandoned quarry.	26-Oct-04	HJD	E

Cat. No.	Description	Date	Phot.	Dir.
HQ04-27D049	1DWest side of Sunnyside Road, east of quarry.	26-Oct-04	HJD	E
HQ04-27D050	1DNorth end of west side of Sunnyside Road.	26-Oct-04	HJD	E
HQ04-27D051	1DNorth end of east side of Sunnyside Road.	26-Oct-04	HJD	E
HQ04-27D052	1DNorth end of east side of Sunnyside Road, edge of escarpment.	26-Oct-04	HJD	W
HQ04-27D053	1DEast side of Sunnyside Road - escarpment edge.	26-Oct-04	HJD	SE
HQ04-27D054	1DEast side of Sunnyside Road slope of escarpment.	26-Oct-04	HJD	S
HQ04-27D055	1DEast side of Sunnyside Road across from 1455.	26-Oct-04	HJD	W
HQ04-27D056	2CHydro easement (1941) sub route location.	26-Oct-04	HJD	SE
HQ04-27D057	2CHydro easement (1941) sub route location.	26-Oct-04	HJD	S
HQ04-27D058	1DSouth end of east side of Sunnyside Road.	26-Oct-04	HJD	E
HQ04-27D059	1ELaneway along west end of LCCCA from base of slope.	26-Oct-04	HJD	S
HQ04-27D060	1EBase of slope at west end of LCCA.	26-Oct-04	HJD	N
HQ04-27D061	1EView of Little Catarqui Creek just north of Hwy 401.	26-Oct-04	HJD	E
HQ04-27D062	1ESouth end at Hwy 401.	26-Oct-04	HJD	S
HQ04-27D063	1FNorth end, from north end of Binington Cres.	26-Oct-04	HJD	N
HQ04-27D064	1FSouth end, of Binington Cres.	26-Oct-04	HJD	S
HQ04-27D065	1GNorth side, Dalton Ave from Binington Cres.	26-Oct-04	HJD	E
HQ04-27D066	1GNorth side, Dalton Ave. by Marie-Rivier Secondary School.	26-Oct-04	HJD	E
HQ04-27D067	1GNorth side, east end, Dalton Ave. by Marie-Rivier Secondary School.	26-Oct-04	HJD	E
HQ04-27D068	1GSouth side, east end, Dalton Ave.	26-Oct-04	HJD	W
HQ04-27D069	1GSouth side, east end, Dalton Ave.	26-Oct-04	HJD	E
HQ04-27D070	1GSouth side, north half, Dalton Ave.	26-Oct-04	HJD	W
HQ04-27D071	1HWest side, south end, Sir J.A. MacDonald Blvd.	04-Nov-04	HJD	S
HQ04-27D072	1HWest side, south end, Sir J.A. MacDonald Blvd.	04-Nov-04	HJD	N
HQ04-27D073	1HWest side, south end, Sir J.A. MacDonald Blvd.	04-Nov-04	HJD	S
HQ04-27D074	1HWest side, south half, Sir J.A. MacDonald Blvd. approach to overpass	04-Nov-04	HJD	N
HQ04-27D075	1HSir J.A. MacDonald Blvd. from overpass.	04-Nov-04	HJD	S
HQ04-27D076	1HView of Little Catarqui Creek wetland area from overpass.	04-Nov-04	HJD	W
HQ04-27D077	1HView of Little Catarqui Creek wetland area from overpass.	04-Nov-04	HJD	NW
HQ04-27D078	1HWest side, north half of Sir J.A. MacDonald Blvd.	04-Nov-04	HJD	N
HQ04-27D079	1HEast side, north half of Sir J.A. MacDonald Blvd.	04-Nov-04	HJD	S
HQ04-27D080	1HEast side, Sir J.A. MacDonald Blvd. south of overpass.	04-Nov-04	HJD	S
HQ04-27D081	1HEast side, CN tracks under overpass.	04-Nov-04	HJD	N
HQ04-27D082	1HEast side, south of Terry Fox Drive.	04-Nov-04	HJD	S
HQ04-27D083	1HEast side, Sir J.A. MacDonald Blvd., intersection with Terry Fox Drive.	04-Nov-04	HJD	N
HQ04-27D084	1GEast side, Sir J.A. MacDonald Blvd., from Counter Street.	04-Nov-04	HJD	S
HQ04-27D085	1GEast side, north end, Sir J.A. MacDonald Blvd.	04-Nov-04	HJD	N
HQ04-27D086	1GEast side, Sir J.A. MacDonald, cut into low limestone ridge.	04-Nov-04	HJD	S
HQ04-27D087	1GEast side, Sir J.A. MacDonald Blvd. towards south bend.	04-Nov-04	HJD	S
HQ04-27D088	1GEast side, Sir J.A. MacDonald Blvd. from south ridge.	04-Nov-04	HJD	N
HQ04-27D089	1GEast side, south end, Sir J.A. MacDonald Blvd., cut in bedrock.	04-Nov-04	HJD	N
HQ04-27D090	1GEast side, south end, Sir J.A. MacDonald Blvd., cut in bedrock.	04-Nov-04	HJD	S
HQ04-27D091	1GEast side, south end, Sir J.A. MacDonald Blvd., towards Princess St.	04-Nov-04	HJD	S
HQ04-27D092	1GWest side, south end, Sir J.A. MacDonald Blvd., towards Princess St.	04-Nov-04	HJD	SW
HQ04-27D093	1GWest side, south end, Sir J.A. MacDonald Blvd. from near Princess St.	04-Nov-04	HJD	NW
HQ04-27D094	1GWest side, south end, Sir J.A. MacDonald Blvd. from near Princess St.	04-Nov-04	HJD	SW
HQ04-27D095	1GWest side, Sir J.A. MacDonald Blvd. from Glengarry Cres.	04-Nov-04	HJD	N
HQ04-27D096	1GWest side, Sir J.A. MacDonald Blvd north end towards Glengarry Cres.	04-Nov-04	HJD	S
HQ04-27D097	1GWest side, Sir J.A. MacDonald Blvd north end towards Glengarry Cres.	04-Nov-04	HJD	N
HQ04-27D098	1GWest side, Sir J.A. MacDonald Blvd. north end from Counter St.	04-Nov-04	HJD	S
HQ04-27D099	1LWest side, Sir J.A. MacDonald Blvd. north from MacPherson St.	07-Nov-04	HJD	N
HQ04-27D100	1LWest side, Sir J.A. MacDonald Blvd. south from MacPherson St.	07-Nov-04	HJD	S

<b>Cat. No.</b>	<b>Description</b>	<b>Date</b>	<b>Phot.</b>	<b>Dir.</b>
HQ04-27D101	1LWest side, north end, Sir J.A. MacDonald Blvd. towards LCVI.	07-Nov-04	HJD	N
HQ04-27D102	1LWest side, north end, Sir J.A. MacDonald Blvd. from Bath Road.	07-Nov-04	HJD	N
HQ04-27D103	1KWest side, south end Sir J.A. MacDonald Blvd. from Princess St..	07-Nov-04	HJD	N
HQ04-27D104	1KWest side, north end Sir J.A. MacDonald Blvd. from Millwood St..	07-Nov-04	HJD	N
HQ04-27D105	1KWest side, north end Sir J.A. MacDonald Blvd. from Princess St.	07-Nov-04	HJD	S
HQ04-27D106	1KEast side, north end Sir J.A. MacDonald Blvd.	07-Nov-04	HJD	N
HQ04-27D107	1KEast side, south end Sir J.A. MacDonald Blvd.	07-Nov-04	HJD	S
HQ04-27D108	1LEast side, north end, Sir J.A. MacDonald Blvd.	07-Nov-04	HJD	N
HQ04-27D109	1LEast side, Sir J.A. MacDonald Blvd. by Kinsemen Seniors Residence.	07-Nov-04	HJD	S
HQ04-27D110	1LEast side, south end, Sir J.A. MacDonald Blvd. across from Brock St.	07-Nov-04	HJD	S
1HQ04-27D111	1LEast side, south end, Sir J.A. MacDonald Blvd. across from Brock St.	07-Nov-04	HJD	S
1HQ04-27D112	1LWest side, south end Sir J.A. MacDonald Blvd. looking towards Johnson St.	07-Nov-04	HJD	S
1HQ04-27D113	1LWest side, south end Sir J.A. MacDonald Blvd. looking towards Van Order Dr.	07-Nov-04	HJD	N
1HQ04-27D114	1MWest end of Johnson Street, south side from Palace Road.	07-Nov-04	HJD	E
1HQ04-27D115	1MJohnson Street ad Willingdon Street.	07-Nov-04	HJD	E
1HQ04-27D116	2KMcDonnell St. from Johnson Street.	07-Nov-04	HJD	S
1HQ04-27D117	1MEast end of Johnson Street from McDonnell St.	07-Nov-04	HJD	E
1HQ04-27D118	2LToronto Street from Johnson Street.	07-Nov-04	HJD	S
1HQ04-27D119	1MJohnson Street from Victoria Street	07-Nov-04	HJD	W
1HQ04-27D120	1MJohnson Street from Regent Street.	07-Nov-04	HJD	W
1HQ04-27D121	1MJohnson Street from Palace Road.	07-Nov-04	HJD	E