

**STAGE 1 ARCHAEOLOGICAL ASSESSMENT  
NEW WATERMAIN SOUTH OF WILLIAMS PARKWAY  
SCHEDULE 'B' MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT  
PART OF LOTS 5-9, CONCESSION 1 WCR  
AND PART OF LOTS 5-9, CONCESSION 1 ECR  
(FORMER TOWNSHIP OF CHINGUACOUSY, COUNTY OF PEEL)  
CITY OF BRAMPTON  
REGIONAL MUNICIPALITY OF PEEL**

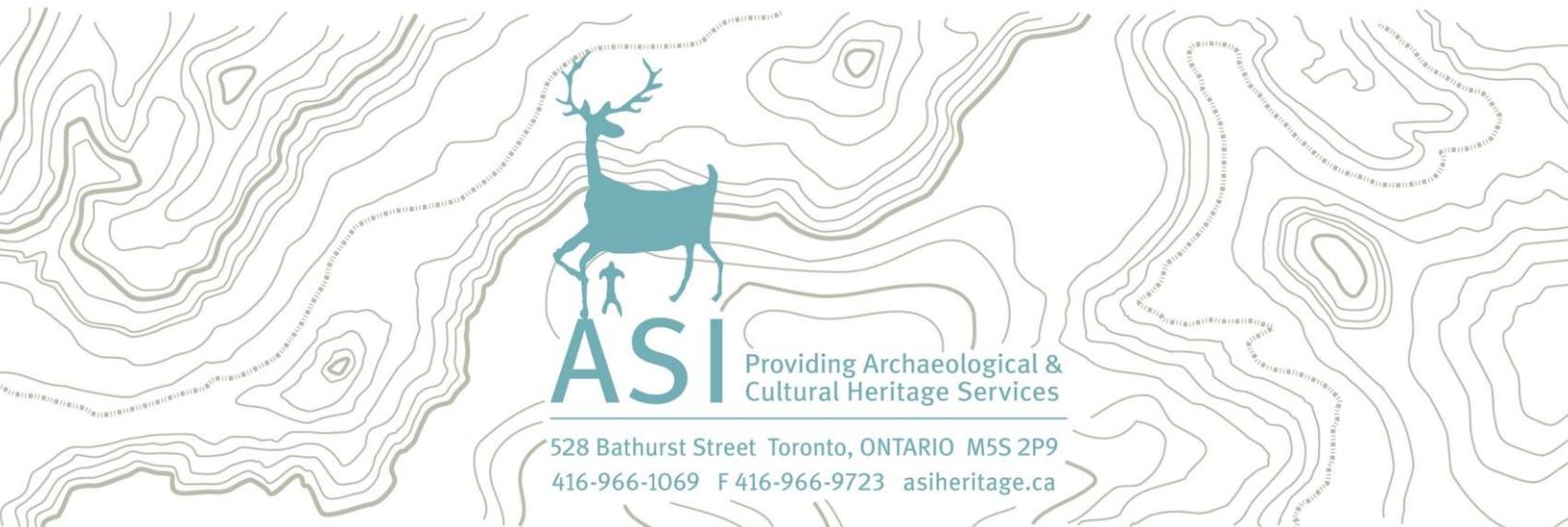
**ORIGINAL REPORT**

Prepared for:

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**Stage 1 Archaeological Assessment  
New Watermain South of Williams Parkway  
Schedule 'B' Municipal Class Environmental Assessment Part of Lots 5-9, Concession 1 WCR  
Part of Lots 5-9, Concession 1 ECR  
(Former Township of Chinguacousy, County of Peel)  
City of Brampton  
Regional Municipality of Peel**

**EXECUTIVE SUMMARY**

Archaeological Services Inc. was contracted by Jacobs to conduct a Stage 1 Archaeological Assessment (Background Research and Property Inspection) as part of the New Watermain South of Williams Parkway Schedule 'B' Municipal Class Environmental Assessment in the Region of Peel. The scope of work includes a new 750 mm feedermain from Wellington/John Street in the south to Williams Parkway in the north to meet additional water demand due to growth in the Downtown Brampton area. The feedermain will be built in phases and is proposed to be constructed as either open cut or trenchless construction, depending on the chosen alternative. Access shafts and other temporary work areas are conceptual in nature and will be confirmed and assessed in detail upon selection of the preferred alternative. The Stage 1 Study Area includes assessment six proposed Route Alternatives.

The Stage 1 background study determined that four previously registered archaeological sites are located within one kilometre of the Study Area, none of which are within 50 metre of the Route Alternatives. The Study Area is adjacent to the Main Street North Cemetery and the Brampton Cemetery. The property inspection determined that parts of the Study Area exhibit archaeological potential.

In light of these results, the following recommendations are made:

1. Part of Shaft 1 on Route Alternative 4D and Shaft 1 on Route Alternative 4B exhibit archaeological potential. These lands require Stage 2 archaeological assessment by test pit survey at five metre intervals, if impacted, prior to any proposed construction activities;
2. Route Alternatives 2B, 4B and 4C are located adjacent to the Main Street North Cemetery and the Brampton Cemetery. All cemetery lands will be avoided by project designs. No cemetery investigation is required outside of the cemetery property limits within the Study Area;
  - If the determination is made that the lands within the legal boundaries of these cemeteries will be impacted, consultation with the MHSTCI, the Bereavement Authority of Ontario, and a Cemetery Investigation Authorization issued by the Bereavement Authority of Ontario will be required prior to any Stage 2 or Stage 3 fieldwork.



3. The remainder of the Study Area do not retain archaeological potential on account of deep and extensive land disturbance or being previously assessed. These lands do not require further archaeological assessment; and,
4. Should the proposed work extend beyond the current Study Area, further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.



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## 1.0 PROJECT CONTEXT

Archaeological Services Inc. (ASI) was contracted by Jacobs to conduct a Stage 1 Archaeological Assessment (Background Research and Property Inspection) as part of the New Watermain South of Williams Parkway Schedule 'B' Municipal Class Environmental Assessment in the Region of Peel. The scope of work includes a new 750 mm feedermain from Wellington/John Street in the south to Williams Parkway in the north to meet additional water demand due to growth in the Downtown Brampton area. The feedermain will be built in phases and is proposed to be constructed as either open cut or trenchless construction, depending on the chosen alternative. Access shafts and other temporary work areas are conceptual in nature and will be confirmed and assessed in detail upon selection of the preferred alternative.

The Stage 1 Study Area includes assessment six proposed Route Alternatives (Figure 1):

- 2A – along Centre Street North at Williams Parkway to Centre Street South and John Street;
- 2B - along Centre Street North at Williams Parkway, along Beech Street, Queen Street East, and Trueman Street to John Street;
- 4B - along Main Street North at Williams Parkway, along Vodden Street East and Centre Street North to John Street.
- 4C – along Main Street North at Williams Parkway, along Vodden Street West, Isabella Street, Rosedale Avenue West, Mill Street North, and Queen Street West to Mill Street South;
- 4D – along Main Street North at Williams Parkway, along Church Street East and Centre Street North to John Street; and
- 5 – along Murray Street at Williams Parkway, along Garden Avenue, Bagshot Gate, Archibald Street, Murray Street, English Street Isabella Street, Rosedale Avenue West, Mill Street North, and Queen Street to Mill Street South

Proposed Shaft Options for Route Alternative segments which may involve trenchless construction are located along Vodden Street East, Centre Street, Church Street, Williams Parkway East, McCaul Street, and John Street.

All activities carried out during this assessment were completed in accordance with the *Ontario Heritage Act* (1990, as amended in 2018) and the 2011 *Standards and Guidelines for Consultant Archaeologists* (S & G), administered by the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI 2011).

## 1.1 Development Context

All work has been undertaken as required by the *Environmental Assessment Act*, RSO (Ministry of the Environment 1990 as amended 2010) and regulations made under the Act, and are therefore subject to all associated legislation. This project is being conducted in accordance with the Municipal Engineers' Association document *Municipal Class Environmental Assessment* (2000 as amended in 2007, 2011 and 2015).

Authorization to carry out the activities necessary for the completion of the Stage 1 archaeological assessment was granted by Associated Engineering on Jacobs on November 6, 2019.



## 1.2 Historical Context

The purpose of this section, according to the S & G, Section 7.5.7, Standard 1, is to describe the past and present land use and the settlement history and any other relevant historical information pertaining to the Study Area. A summary is first presented of the current understanding of the Indigenous land use of the Study Area. This is followed by a review of the historical Euro-Canadian settlement history.

### 1.2.1 Indigenous Land Use and Settlement

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years before present (BP) (Ferris 2013). Populations at this time would have been highly mobile, inhabiting a boreal-parkland similar to the modern sub-arctic. By approximately 10,000 BP, the environment had progressively warmed (Edwards and Fritz 1988) and populations now occupied less extensive territories (Ellis and Deller 1990).

Between approximately 10,000-5,500 BP, the Great Lakes basins experienced low-water levels, and many sites which would have been located on those former shorelines are now submerged. This period produces the earliest evidence of heavy wood working tools, an indication of greater investment of labour in felling trees for fuel, to build shelter, and watercraft production. These activities suggest prolonged seasonal residency at occupation sites. Polished stone and native copper implements were being produced by approximately 8,000 BP; the latter was acquired from the north shore of Lake Superior, evidence of extensive exchange networks throughout the Great Lakes region. The earliest evidence for cemeteries dates to approximately 4,500-3,000 BP and is indicative of increased social organization, investment of labour into social infrastructure, and the establishment of socially prescribed territories (Ellis et al. 1990; Ellis et al. 2009; Brown 1995:13).

Between 3,000-2,500 BP, populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. The Woodland period begins around 2,500 BP and exchange and interaction networks broaden at this time (Spence et al. 1990:136, 138) and by approximately 2,000 BP, evidence exists for small community camps, focusing on the seasonal harvesting of resources (Spence et al. 1990:155, 164). By 1,500 BP there is macro botanical evidence for maize in southern Ontario, and it is thought that maize only supplemented people's diet. There is earlier phytolith evidence for maize in central New York State by 2,300 BP - it is likely that once similar analyses are conducted on Ontario ceramic vessels of the same period, the same evidence will be found (Birch and Williamson 2013:13-15). As is evident in detailed Anishinaabek ethnographies, winter was a period during which some families would depart from the larger group as it was easier to sustain smaller populations (Rogers 1962). It is generally understood that these populations were Algonquian-speakers during these millennia of settlement and land use.

From the beginning of the Late Woodland period at approximately 1,000 BP, lifeways became more similar to that described in early historical documents. Between approximately 1000-1300 Common Era (CE), the communal site is replaced by the village focused on horticulture. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson 1990:317). By 1300-1450 CE, this episodic community disintegration was no longer practised and populations now communally occupied sites throughout the year (Dodd et al. 1990:343). From 1450-1649 CE this process continued with the coalescence of these small villages into larger communities (Birch and Williamson 2013). Through this process, the socio-political organization of the



First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed.

By 1600 CE, the communities within Simcoe County had formed the Confederation of Nations encountered by the first European explorers and missionaries. In the 1640s, the traditional enmity between the Haudenosaunee and the Huron-Wendat (and their Algonquian allies such as the Nipissing and Odawa) led to the dispersal of the Huron-Wendat. Shortly afterwards, the Haudenosaunee established a series of settlements at strategic locations along the trade routes inland from the north shore of Lake Ontario. By the 1690s however, the Anishinaabeg were the only communities with a permanent presence in southern Ontario. From the beginning of the eighteenth century to the assertion of British sovereignty in 1763, there was no interruption to Anishinaabeg control and use of southern Ontario.

The Humber River watershed exhibits two well documented ancestral Huron-Wendat settlement sequences, one in the middle Humber River area spanning the fifteenth century (eg. Black Creek site, Emerson 1954; and Parsons Site, Robertson and Williamson 1998) and one in the area of the Humber River headwaters spanning the late-fifteenth century (eg. Damiani Site, ASI 2012a) to late sixteenth century (eg. Skandatut Site, ASI 2012b). By the turn of the seventeenth century, the north shore of Lake Ontario was devoid of permanent settlement and the Humber River populations are believed to have relocated to join either the Huron-Wendat Nation or perhaps the Tionontaté (Petun) Nation (Williamson 2014).

### **1.2.2 Treaties**

The Study Area is within Treaty 19, the Ajetance Purchase, signed in 1818 between the Crown and the Mississaugas (Aboriginal Affairs and Northern Development Canada 2013). This treaty, however, excluded lands within one mile on either side of the Credit River, Twelve Mile Creek, and Sixteen Mile Creeks. In 1820, Treaties 22 and 23 were signed which acquired these remaining lands, except a 200 acre parcel along the Credit River (Heritage Mississauga 2012:18).

### **1.2.3 Euro-Canadian Land Use: Township Survey and Settlement**

Historically, the Study Area is located in the Former Chinguacousy Township, County of Peel, in part of Lots 5-9, Concession 1 West of Centre Road (WCR) and Lots 5-9, Concession 1 East of Centre Road (ECR).

The S & G stipulates that areas of early Euro-Canadian settlement (pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches, and early cemeteries are considered to have archaeological potential. Early historical transportation routes (trails, passes, roads, railways, portage routes), properties listed on a municipal register or designated under the *Ontario Heritage Act* or a federal, provincial, or municipal historic landmark or site are also considered to have archaeological potential.

For the Euro-Canadian period, the majority of early nineteenth century farmsteads (i.e., those that are arguably the most potentially significant resources and whose locations are rarely recorded on nineteenth century maps) are likely to be located in proximity to water. The development of the network of concession roads and railroads through the course of the nineteenth century frequently influenced the



siting of farmsteads and businesses. Accordingly, undisturbed lands within 100 m of an early settlement road are also considered to have potential for the presence of Euro-Canadian archaeological sites.

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Indigenous pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls and convenient access, by means of the various waterways and overland trails, into the hinterlands. Early transportation routes followed existing Indigenous trails, both along the lakeshore and adjacent to various creeks and rivers (ASI 2006a).

### *Chinguacousy Township*

The township is said to have been named by Sir Peregrine Maitland after the Mississauga word for the Credit River meaning “young pine.” Other scholars assert that it was named in honour of the Ottawa Chief Shinguacose, which was corrupted to the present spelling of ‘Chinguacousy,’ “under whose leadership Fort Michilimacinac was captured from the Americans in the War of 1812” (Mika and Mika 1977:146; Rayburn 1997:68). The township was formally surveyed in 1818, and the first legal settlers took up their lands later in that same year. The extant Survey Diaries indicate that the original timber stands within the township included oak, ash, maple, beech, elm, basswood, hemlock, and pine. It was recorded that the first landowners in Chinguacousy included settlers from New Brunswick, the United States, and also United Empire Loyalists and their children (Pope 1877:65; Mika and Mika 1977:417; Armstrong 1985:142).

Due to the small population of the newly acquired tract, Chinguacousy was initially amalgamated with the Gore of Toronto Township for political and administrative purposes. In 1821, the population of the united townships numbered just 412. By 1837, the population of the township had reached an estimated 1,921. The numbers grew from 3,721 in 1842 to 7,469 in 1851. Thereafter the figures declined to 6,897 in 1861, and to 6,129 by 1871 (Walton 1837:71; Pope 1877:59). Chinguacousy Township was the largest in Peel County and was described as one of the best settled townships in the Home District. It contained excellent, rolling land which was timbered mainly in hardwood with some pine intermixed. Excellent wheat was grown here. The township contained one grist mill and seven saw mills. By 1851, this number had increased to two grist mills and eight sawmills (Smith 1846:32; Smith 1851:279). The principal crops grown in Chinguacousy included wheat, oats, peas, potatoes, and turnips. It was estimated that the only township in the province which rivaled Chinguacousy in wheat production at that time was Whitby. Other farm products included maple sugar, wool, cheese, and butter (Smith 1851:279).

Chinguacousy was originally included within the limits of the Home District until 1849, when the old Upper Canadian Districts were abolished. It formed part of the United Counties of York, Ontario and Peel until 1851, when Peel was elevated to independent county status under the Provisions 14 & 15. A provisional council for Peel was not established until 1865, and the first official meeting of the Peel County council occurred in January 1867.

In 1974, part of the township was amalgamated with the City of Brampton, and the remainder was annexed to the Town of Caledon (Pope 1877:59; Mika and Mika 1977:417–418; Armstrong 1985:152; Rayburn 1997:68).



### *Brampton*

The land of Brampton was originally owned by Samuel Kenny. Kenny sold this land to John Elliot who cleared the land, laid it out into village lots, and named it Brampton. By 1822 Brampton began to be populated but in 1845 the settlement gained a large influx of Irish immigrants leading to its incorporation as a village in 1852. At this point Brampton had spread across Etobicoke Creek with three bridges spanning it, had seven churches, five schools, a distillery, a cooperage, and a potashery. In 1858 Brampton was connected with the Grand Trunk Railway. This allowed the founding of two major industries in Brampton, the Haggert Foundry and the Dale Estate Nurseries; Dale Estate Nurseries remained the largest employer in the city until the 1940's. By the 1860s, Brampton had a population of 1627 and became the County Town. In 1867 a courthouse was constructed. In 1873 Brampton was incorporated as a town and the population remained fairly static until the 1940's. In the late 1940s and into the 1950s rapid urban growth in Toronto helped to change the landscape as population rose steadily. New subdivisions developed during this time and in the 1950s Bramalea was created. Called "Canada's first satellite city", Bramalea was a planned community built to accommodate 50,000 people by integrating houses, shopping centres, parks, commercial business, and industry. In 1974 the City of Brampton was formed as a result of the amalgamation of Chinguacousy Township, Toronto Gore Township, the Town of Brampton, and part of the Town of Mississauga. In the 1980s and 1990s development spread further with large subdivisions developed on lands formerly used for farming (City of Brampton 2017; Mika and Mika 1977:250–251).

### *Main Street North Cemetery*

The following descriptions of the Main Street North Cemetery (Old Brampton Cemetery, Brampton Pioneer Cemetery) and Brampton Cemetery were compiled with information gathered from previous detailed archaeological assessments of the property (ASI 2006b; ASI 2012c).

The Main Street North Cemetery is located on the west half of Lot 8, Concession 1 East, now 350 Main Street North. The earliest extant stones in the cemetery date to the 1840s and 1850s, but the cemetery was established in the early 1830s. The Brampton inset in the 1859 *Map of the County of Peel* indicates a Baptist Church in Lot 8 and a "grave yard" straddling the border between Lots 8 and 7 (see Figure 2). The Main Street North Cemetery is not depicted on the maps of either Chinguacousy Township or the Consolidated Plan of Brampton provided in the 1877 *Historical Atlas of Peel County* (Walker and Miles 1877). The cemetery records list 153 burials. A 1924 fire insurance plan for Brampton shows a blank space for the area that would have contained the cemetery (see Image 1). The Main Street North Cemetery is described as four rods in front on Lot 7 and four rods in front on Lot 8 and ten rods in depth on each of the said Lots; or, approximately 20 metres in each direction from the line dividing Lots 7 and 8, and approximately 50 metres in depth from Main Street (ASI 2012c).

As people settled in the area "it became necessary to build a schoolhouse and a little frame building was erected on the land where the old burying ground is now situated." The old burying ground was located on the west side of Main Street, but it was decided that a new graveyard was to be established, so Pickard and Johnson (Lot 7 and 8, Concession 1 East) deeded half an acre (0.2 ha) each for a term of 999 years and what became known as the old burying ground was opened "and the dead removed to their new resting place in 1831" (Perkins Bull n.d.). The abstract index shows that Robert Lowes was granted the patent for the east half of Lot 7 on the west side of Hurontario Street in 1831. It is likely that pre-1831 burials were made on that lot.



Main Street North remained a two-lane road with sidewalks into the late-twentieth century (see Image 3). It is likely that Main Street was widened to its current four lanes when sections of the former Highway 10 were transferred to the Cities of Mississauga and Brampton (Bevers 2020). A proposed redesign of the cemetery entrance in 2006 resulted in a cemetery investigation (ASI 2006), which did not result in the identification of any grave shafts along the cemetery frontage on Main Street North (see Image 5). Appendix A Figures 12-18 demonstrate the property boundaries over time, including the modern property limits as provided by the cemetery operator, the City of Brampton.

#### *Brampton Cemetery*

By the 1870s the village of Brampton had been pressured from residents to take over management of the Main Street North Cemetery, since the land had been originally deeded as part of a school. There were fewer burials in the 1870s and 1880s as most people began to use the newer Brampton Cemetery established in 1874, located on the west half of Lot 6, Concession 1 EHS, now 10 Wilson Avenue. The newer Brampton Cemetery was located behind the houses fronting on Centre Street between Church Street and Wilson Avenue, bounded to the northeast by the former Wellington Avenue, as depicted in a 1924 fire insurance plan (see Image 2), now the central road within the cemetery. The cemetery expanded across this road towards Beech Street through the twentieth century (see Image 4). Appendix A Figures 19-22 demonstrate the property boundaries over time, including the modern property limits as provided by the cemetery operator, the City of Brampton.

#### *Grand Trunk Railway*

The Grand Trunk Railway Company of Canada was incorporated by the Canadian government in 1852 and was planned to connect Toronto to Montreal. It began in 1853 by purchasing five existing railways: the St. Lawrence and Atlantic Railroad Company, the Quebec and Richmond Railroad Company, the Toronto and Guelph Railroad Company, the Grand Junction Railroad Company, and the Grand Trunk Railway Company of Canada East. By 1853, the Toronto and Guelph Railroad Company had already begun construction of its line. After its merge with the Grand Trunk Railway Company, the line was redirected from its original route and extended to Sarnia to be a hub for Chicago bound traffic. By 1856 the line had been built from Montreal to Sarnia via Toronto. The company fell into great debt in 1861 and while it was saved from bankruptcy by the Canadian government, in 1919 the company was bankrupt following its expansion west in an attempt to compete with the Canadian Pacific and Canadian Northern Railways (Library and Archives Canada 2005).

#### *Credit Valley Railway*

The Credit Valley Railway (CVR) was constructed between 1877 and 1879 to improve trade opportunities in southern Ontario. The project was backed by George Laidlaw and was intended to connect Toronto with Orangeville via Streetsville. Construction began in 1874 and over subsequent years several branches were added to the proposed line. The first section of track from Parkdale (Toronto) to Milton was opened in 1877. In 1873, survey work was completed and track was first laid in 1876. Construction on the railway reached the Forks of the Credit by 1879 with a station at the northern end of the longest curved timber trestle of the time, which spanned 1,146 feet through the river valley at a height of 85 feet (Town of Caledon 2009:7.30). The line was completed in 1881 but nearly bankrupted the company. It was established in direct competition with the Toronto, Grey and Bruce Railway in the hopes of stimulating trade and economic opportunities in the outlying areas. In 1883 the line was taken over by the Canadian Pacific Railway (Town of Caledon 2009; Heritage Mississauga 2009).



#### **1.2.4 Historical Map Review**

The 1859 *Map of the County of Peel* Brampton insert (Tremaine 1859) and the 1877 *Illustrated Historical Atlas of the County of Peel* (Walker and Miles 1877) were examined to determine the presence of historic features within the Study Area during the nineteenth century (Figures 2-3).

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases.

In addition, the use of historical map sources to reconstruct/predict the location of former features within the modern landscape generally proceeds by using common reference points between the various sources. These sources are then geo-referenced in order to provide the most accurate determination of the location of any property on historic mapping sources. The results of such exercises are often imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including the vagaries of map production (both past and present), the need to resolve differences of scale and resolution, and distortions introduced by reproduction of the sources. To a large degree, the significance of such margins of error is dependent on the size of the feature one is attempting to plot, the constancy of reference points, the distances between them, and the consistency with which both they and the target feature are depicted on the period mapping.

The 1859 map indicates that within the Study Area lies the developed area of historic Brampton, through which the Grand Trunk Railway runs. A depot depicted is depicted in Brampton bordering the railway and historic Main Street. Queen Street is located perpendicular to Main Street, south of the railway. Etobicoke Creek is shown within the Study Area in its historic alignment. Brampton has expanded by 1877. The Credit Valley Railway now runs almost parallel Main Street to meet the Grand Trunk railway before continuing southeast.

#### **1.2.5 Twentieth-Century Mapping Review**

The 1909, 1933, 1979 and 1994 National Topographic System Brampton sheets (Department of Militia and Defence 1909; Department of National Defence 1933; Department of Energy, Mines and Resources, Canada 1979, 1994), as well as the 1954 aerial photography of Brampton (Hunting Survey Corporation Limited 1954) were examined to determine the extent and nature of development and land uses within the Study Area (Figures 4-8).

The 1909 map indicates the largest area of buildings clusters along Main Street and Queen Street, with smaller roads built adjoining. The Credit Valley Railway, now the Canadian Pacific Railway, is shown to have tracks branching off from the main rail to the northeast to meet Vodden Street. Within the Study Area, there are four hotels, three schools, three blacksmith shops, three cemeteries, and one post office. An athletics ground and two conservatories are also included. The Etobicoke Creek and its tributaries run through the Study Area. Bridges are shown where the roads cross the creek. The 1933 map shows Main Street and Queen Street are paved roads, and the other roads in Brampton remain dirt roads. The Grand Trunk Railway is now the Canadian National Railway. The 1954 aerial photography shows that Main Street was formerly called Highway Number Ten, and Queen Street was formerly Highway Number Seven. Agricultural fields can be seen in the northwest portion of the Study Area. The Etobicoke Creek appears to have been realigned to be straightened and no longer detours through the downtown core. The



1979 map shows subdivisions have been developed in the north and western portions of the Study Area. By 1994, the Williams Parkway runs through the now largely developed west end of the Study Area.

### **1.3 Archaeological Context**

This section provides background research pertaining to previous archaeological fieldwork conducted within and in the vicinity of the Study Area, its environmental characteristics (including drainage, soils or surficial geology and topography, etc.), and current land use and field conditions. Three sources of information were consulted to provide information about previous archaeological research: the site record forms for registered sites available online from the MHSTCI through “Ontario’s Past Portal”; published and unpublished documentary sources; and the files of ASI.

#### **1.3.1 Current Land Use and Field Conditions**

A review of available Google satellite imagery since 2004 shows that the Study Area remains relatively unchanged. Earth moving activities occurred at Centennial Park in 2004. In 2013, construction began for the William Osler Health System – Peel Memorial Centre for Integrated Health and Wellness. The area was previously a series of large parking lots and smaller commercial buildings. The grassy land north of the building is landscaped, previously being where a parking lot lay. The Agnes Taylor Public School began construction in 2004. The proposed shaft location near Locustwood Court is shown to have been part of a former structure or play area within the residential subdivision and the Centre Street ROW until 2005, after which time it is shown as an empty lot with residual asphalt pad within the fences property limits and utility boxes (see Plate 17).

A Stage 1 property inspection was conducted on August 7 and 18, 2020. It noted that proposed Route Alternative 2A is located along Centre Street North at Williams Parkway to Centre Street and John Street. Route Alternative 2B is located along Centre Street North at Williams Parkway, along Beech Street, Queen Street East, and Trueman Street to John Street. Route Alternative 4B is located along Main Street North at Williams Parkway, along Vodden Street East and Centre Street North to John Street. Route Alternative 4C is located along Main Street North at Williams Parkway, along Vodden Street West, Isabella Street, Rosedale Avenue West, Mill Street North, and Queen Street West to Mill Street South. Route Alternative 4D is located along Main Street North at Williams Parkway, along Church Street East and Centre Street North to John Street. Route Alternative 5 is located along Murray Street at Williams Parkway, along Garden Avenue, Bagshot Gate, Archibald Street, Murray Street, English Street Isabella Street, Rosedale Avenue West, Mill Street North, and Queen Street to Mill Street South.

Route Alternatives 2A, 2B, 4B, 4C, 4D and 5 include the road, right-of-ways (ROWs) and parking lots, and are adjacent to residential and commercial buildings. Route Alternatives 4B, 4C and 4D pass the Main Street North Cemetery, and Route Alternative 2B passes the Brampton Cemetery. Route Alternatives 4B and 4D pass through areas of the Etobicoke Creek Trail at Vodden Street East and Church Street East.

Proposed Access Shafts are mainly located within the roads ROWs however three are partially located within grassy parklands along Etobicoke Creek, and one is located at Locustwood Court partially within the residential subdivisions lands.



### **1.3.2 Geography**

In addition to the known archaeological sites, the state of the natural environment is a helpful indicator of archaeological potential. Accordingly, a description of the physiography and soils are briefly discussed for the Study Area.

The S & G stipulates that primary water sources (lakes, rivers, streams, creeks, etc.), secondary water sources (intermittent streams and creeks, springs, marshes, swamps, etc.), ancient water sources (glacial lake shorelines indicated by the presence of raised sand or gravel beach ridges, relic river or stream channels indicated by clear dip or swale in the topography, shorelines of drained lakes or marshes, cobble beaches, etc.), as well as accessible or inaccessible shorelines (high bluffs, swamp or marsh fields by the edge of a lake, sandbars stretching into marsh, etc.) are characteristics that indicate archaeological potential.

Water has been identified as the major determinant of site selection and the presence of potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in Ontario since 5,000 BP (Karrow and Warner 1990:Figure 2.16), proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most commonly used variables for predictive modeling of site location.

Other geographic characteristics that can indicate archaeological potential include: elevated topography (eskers, drumlins, large knolls, and plateaux), pockets of well-drained sandy soil, especially near areas of heavy soil or rocky ground, distinctive land formations that might have been special or spiritual places, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases. There may be physical indicators of their use, such as burials, structures, offerings, rock paintings or carvings. Resource areas, including; food or medicinal plants (migratory routes, spawning areas) are also considered characteristics that indicate archaeological potential (S & G, Section 1.3.1).

The Study Area is within the bevelled till plains of the Peel Plain region. The Peel Plain is a level-to-undulating area of clay soil which covers an area of approximately 77,700 hectares across the central portions of the Regional Municipalities of York, Peel, and Halton. The Peel Plain has a general elevation of between 500 and 750 feet above sea level with a gradual uniform slope towards Lake Ontario. The Peel Plain is sectioned by the Credit, Humber, Don, and Rouge Rivers with deep valleys as well as a number of other streams such as the Bronte, Oakville, and Etobicoke Creeks. These valleys are in places bordered by trains of sandy alluvium. The region is devoid of large undrained depressions, swamps, and bogs though nevertheless the dominant soil possesses imperfect drainage.

The Peel Plain overlies shale and limestone till which in many places is veneered by occasionally varved clay. This clay is heavy in texture and more calcareous than the underlying till and was presumably deposited by meltwater from limestone regions and deposited in a temporary lake impounded by higher ground and the ice lobe of the Lake Ontario basin. The Peel Plain straddles across the contact of the grey and red shales of the Georgian Bay and Queenston Formations, respectively, which consequently gives the clay southwest of the Credit River a more reddish hue and lower lime content than the clay in the eastern part of the plain. Additionally the region exhibits exceptional isolated tracts of sandy soil specifically in Trafalgar Township, near Unionville, and north of Brampton where in the latter location there is a partly buried esker. The region does not possess any good aquifers and the high level of evaporation from the clay's now deforested surface is a disabling factor in ground-water recharge.



Further, deep groundwater accessed by boring is often found to be saline (Chapman and Putnam 1984:174–175).

Figure 9 depicts surficial geology for the Study Area. The surficial geology mapping demonstrates that the Study Area is underlain by clay to silt-textured till derived from glaciolacustrine deposits or shale, and modern alluvial deposits of clay, silt, sand, gravel, and organic remains (Ontario Geological Survey 2010). Soils in the Study Area consist of Bottom Land, an alluvial with variable drainage and Chinguacousy clay loam, a grey-brown podzolic with imperfect drainage (Figure 10).

The Study Area is within West Etobicoke Creek subwatershed of the Etobicoke Creek. The Etobicoke Creek watershed, derived from the Algonkian word “*Wah-do-be kaug*” meaning “place where the alders grow” includes the major tributaries Spring Creek, Little Etobicoke Creek, and West Etobicoke Creek, and drains an area of approximately 211 square kilometres within the cities of Brampton, Mississauga, Toronto, and the Town of Caledon. The creeks flow south from its headwaters in Caledon into Lake Ontario through 68% urban, 27% rural and 5% urbanizing land (TRCA 2018).

### 1.3.3 Previous Archaeological Research

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (OASD) maintained by the MHSTCI. This database contains archaeological sites registered within the Borden system. Under the Borden system, Canada has been divided into grid blocks based on latitude and longitude. A Borden block is approximately 13 km east to west, and approximately 18.5 km north to south. Each Borden block is referenced by a four-letter designator, and sites within a block are numbered sequentially as they are found. The Study Area under review is located in Borden block AkGw.

According to the OASD, four previously registered archaeological sites are located within one kilometre of the Study Area, none of which are within 50 metre of the Route Alternatives (MHSTCI 2019). A summary of the sites is provided below.

Table 1: List of previously registered sites within one kilometre of the Study Area

Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AkGw-55	Robert Smith	Euro-Canadian	Homestead	ASI 1992
AkGw-56	n/a	Pre-contact Indigenous	Findspot	ASI 1992
AkGw-64	n/a	Pre-contact Indigenous	Findspot	ASI 1992
AkGw-456	Alderlea House	Euro-Canadian	Midden	Knight 2012

ASI has identified the following previous assessments within 50 metres of the Route Alternatives:

- (Archeoworks Inc. 2016) *Stage 2 Archaeological Assessment for Proposed Improvements to Williams Parkway From McLaughlin Road to North Park Drive/Howden Boulevard In the Geographic Township of Chinguacousy (South) Former County of Peel City of Brampton Regional Municipality of Peel Ontario*. P334-0269-2016
- (ASI 1989) *An Archaeological Resource Assessment of Proposed Extension of Ken Whillans Drive, City of Brampton, Ontario* 89-130B



- (ASI 2006b) *Archaeological Investigation for the Proposed Entrance Feature Main Street North Cemetery, 350 Main Street North, City of Brampton, Regional Municipality of Peel, Ontario.* P049-146-2006  
The area impacted was adjacent to Main Street to ensure no internments would be impacted by upgrades to the cemetery, including commemorative features and a fence and entrance, the location of which was to be determined on the basis of the archaeological investigations (see Image 5). In 2006 the soil overburden was carefully removed by a backhoe to reveal the subsoil throughout the site area to a depth between 80-95 cm in the trench measuring 15 metres in length and two metres in width along the cemetery frontage on Main Street. No grave shafts were present either in the floor of the trench or in the wall profiles, nor were any significant remains of any type encountered.
- (ASI 2012c) *Stage 1 and 2 Archaeological Assessment of 344, 346 and 350 Main Street North Lots 5, 6 and Part of 4, Registered Plan B12 Part of Lot 7, concession 1 EHS Former Township of Chinguacousy, Peel County Now in the city of Brampton, Regional Municipality of Peel.* P047-320-2012  
The assessment was completed as part of an application for pre-development approval requirements of a proposed car wash and rental location. Buried utilities were identified within the areas fronting Main Street North, and therefore avoided during survey. In order to confirm that the historic cemetery did not extend beyond its fenced limit, mechanical topsoil stripping took place along the length of the subject property immediately adjacent to the southern fence line. The trench measured 37 metres in length, and five metres in width. During the course of the Stage 2 assessment, two grave shafts were documented at the northern limits of the subject property, though no human remains were encountered.
- (ASI 2017) *Stage 1 Archaeological Assessment Main Street and Queen Street Streetscaping Improvements Part of Lots 5 and 6, Concessions 1 East and 1 West of Hurontario Street (Former Township of Chinguacousy) City of Brampton Region of Peel, Ontario.* P094-0210-2016
- (ASI 2019) *Stage 1 Archaeological Assessment Denison Avenue Extension Part of Lot 6, Concession 1 WCR (Former Township of Chinguacousy, County of Peel) City of Brampton Regional Municipality of Peel.* P094-0293-2019
- (D.R. Poulton & Associates Inc. 2008) *The Stage 1 Archaeological Component of the Environmental Assessment of the Queen Street Corridor, Centre Street East to Highway 410, City of Brampton, Ontario.* P053-114-2008

## 2.0 FIELD METHODS: PROPERTY INSPECTION

A Stage 1 property inspection must adhere to the S & G, Section 1.2, Standards 1-6, which are discussed below. The entire property and its periphery must be inspected. The inspection may be either systematic or random. Coverage must be sufficient to identify the presence or absence of any features of archaeological potential. The inspection must be conducted when weather conditions permit good visibility of land features. Natural landforms and watercourses are to be confirmed if previously identified. Additional features such as elevated topography, relic water channels, glacial shorelines, well-drained soils within heavy soils and slightly elevated areas within low and wet areas should be identified and documented, if present. Features affecting assessment strategies should be identified and documented such as woodlots, bogs or other permanently wet areas, areas of steeper grade than indicated on



topographic mapping, areas of overgrown vegetation, areas of heavy soil, and recent land disturbance such as grading, fill deposits and vegetation clearing. The inspection should also identify and document structures and built features that will affect assessment strategies, such as heritage structures or landscapes, cairns, monuments or plaques, and cemeteries.

The Stage 1 archaeological assessment property inspection was conducted under the field direction of Martin Cooper (P380) of ASI, on August 7 and 18, 2020, in order to gain first-hand knowledge of the geography, topography, and current conditions and to evaluate and map archaeological potential of the Study Area. It was a visual inspection only and did not include excavation or collection of archaeological resources. Only those lands not subject to previous assessment were assessed from publicly accessible right-of-ways (ROWs). Fieldwork was conducted when weather conditions were clear and permitted good visibility, per S & G Section 1.2., Standard 2. Field observations are compiled onto the existing conditions of the Study Area in Section 7.0 (Figure 11) and associated photographic plates are presented in Section 8.0 (Plates 1-18).

### **3.0 ANALYSIS AND CONCLUSIONS**

The historical and archaeological contexts have been analyzed to help determine the archaeological potential of the Study Area. Results of the analysis of the Study Area property inspection and background research are presented in Section 3.1.

#### **3.1 Analysis of Archaeological Potential**

The S & G, Section 1.3.1, lists criteria that are indicative of archaeological potential. The Study Area meets the following criteria indicative of archaeological potential:

- Previously identified archaeological sites (See Table 2);
- Water sources: primary, secondary, or past water source (Etobicoke Creek);
- Early historic transportation routes (Main Street, Queen Street, Grand Trunk Railway, Credit Valley Railway); and
- Proximity to early settlements (historic Brampton, Main Street North Cemetery, Brampton Cemetery).

These criteria are indicative of potential for the identification of Indigenous and Euro-Canadian archaeological resources, depending on soil conditions and the degree to which soils have been subject to deep disturbance.

According to the S & G, Section 1.4 Standard 1e, areas within a property containing locations with the status of 'listed' or 'designated' by a municipality cannot be recommended for exemption from further assessment unless the area can be documented as disturbed. The City of Brampton's Heritage Register was consulted and no properties within the Study Area are Listed or Designated under the Ontario Heritage Act.

Two cemeteries are noted adjacent to the Route Alternatives 2B, 4B and 4C (Figure 11: properties in purple):

- 350 Main St. N., Main Street North / Brampton Pioneer / Old Brampton Cemetery



- 10 Wilson Ave., Brampton Cemetery

Main Street North Cemetery at 350 Main Street North is an inactive and well defined cemetery (see Appendix A Figures 18; Plate 4), as indicated in mapping provided by the cemetery operator (City of Brampton). A metal fence delineates the property line. The project impacts are proposed approximately four metres outside of the cemetery property within the existing paved roadway along Main Street. All legal cemetery lands will be avoided by project design. Due to the findings of previous assessments along the frontage resulting in no identified burials (P049-146-2006; see Figures 15-16), and the presence of buried utilities within the Main Street North ROW, there is low potential for unmarked graves in the roadway, and no Stage 3 is recommended within the current Study Area.

The Brampton Cemetery at 10 Wilson Avenue is an active and well defined cemetery (see Appendix A; Plate 16), as indicated in mapping provided by the cemetery operator (City of Brampton). A metal fence delineates the property line. The project impacts are proposed approximately five metres outside of the cemetery property within the existing paved roadway along Beech Street. All legal cemetery lands will be avoided by project design. Since the cemetery expanded in the twentieth century from its historical limits at Wilson Avenue towards Beech Street, there is low potential for unmarked graves in the roadway, and no Stage 3 is recommended within the current Study Area.

The property inspection determined that part of Shaft 1 on Route Alternative 4D and Shaft 1 on Route Alternative 4B exhibit archaeological potential due to their location within an area of high archaeological based on proximity to Etobicoke Creek (Plates 7, 13-14; Figure 11: areas highlighted in green). Background research was not conclusive in demonstrating these lands were disturbed as part of the channelization of Etobicoke Creek and should be subject to Stage 2 archaeological assessment prior to any development. According to the S & G Section 2.1.2, test pit survey is required on terrain where ploughing is not viable, such as wooded areas, properties where existing landscaping or infrastructure would be damaged, overgrown farmland with heavy brush or rocky pasture, and narrow linear corridors up to 10 metres wide.

Part of the Study Area has been previously assessed and does not require further assessment (Figure 11).

The remainder of the Study Area has been subjected to deep soil disturbance events associated with road construction, buried existing utilities, channelization of Etobicoke Creek, the historical railway ROW, Brampton GO Station development, and according to the S & G Section 1.3.2 do not retain archaeological potential (Plates 1-18; Figure 11: areas highlighted in yellow). These areas do not require further survey.

### **3.2 Conclusions**

The Stage 1 background study determined that four previously registered archaeological sites are located within one kilometre of the Study Area, none of which are within 50 metre of the Route Alternatives. The Study Area is adjacent to the Main Street North Cemetery and the Brampton Cemetery. The property inspection determined that parts of the Study Area exhibit archaeological potential.



## 4.0 RECOMMENDATIONS

In light of these results, the following recommendations are made:

1. Part of Shaft 1 on Route Alternative 4D and Shaft 1 on Route Alternative 4B exhibit archaeological potential (Figure 11: areas highlighted in green). These lands require Stage 2 archaeological assessment by test pit survey at five metre intervals, if impacted, prior to any proposed construction activities;
2. Route Alternatives 2B, 4B and 4C are located adjacent to the Main Street North Cemetery and the Brampton Cemetery (Figure 11: properties in purple). All cemetery lands will be avoided by project designs. No cemetery investigation is required outside of the cemetery property limits within the Study Area;
  - If the determination is made that the lands within the legal boundaries of these cemeteries will be impacted, consultation with the MHSTCI, the Bereavement Authority of Ontario, and a Cemetery Investigation Authorization issued by the Bereavement Authority of Ontario<sup>1</sup> will be required prior to any Stage 2 or Stage 3 fieldwork.
3. The remainder of the Study Area do not retain archaeological potential on account of deep and extensive land disturbance or being previously assessed. These lands do not require further archaeological assessment; and,
4. Should the proposed work extend beyond the current Study Area, further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

NOTWITHSTANDING the results and recommendations presented in this study, ASI notes that no archaeological assessment, no matter how thorough or carefully completed, can necessarily predict, account for, or identify every form of isolated or deeply buried archaeological deposit. In the event that archaeological remains are found during subsequent construction activities, the consultant archaeologist, approval authority, and the Cultural Programs Unit of the MHSTCI should be immediately notified.

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<sup>1</sup> An Investigation Authorization is required whenever archaeological investigations are contemplated to verify and/or determine the boundaries of a cemetery or any similar situation where the records, maps and plans of the cemetery cannot confirm the existence and exact locations of burials within that cemetery.



## 5.0 ADVICE ON COMPLIANCE WITH LEGISLATION

ASI also advises compliance with the following legislation:

- This report is submitted to the Minister of Heritage, Sport, Tourism and Culture Industries as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, RSO 1990, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological field work and report recommendations ensure the conservation, preservation and protection of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.
- It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological field work on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.
- Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the *Ontario Heritage Act*.
- The *Cemeteries Act*, R.S.O. 1990 c. C.4 and the *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (when proclaimed in force) require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.
- Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48(1) of the Ontario Heritage Act and may not be altered, nor may artifacts be removed from them, except by a person holding an archaeological license.

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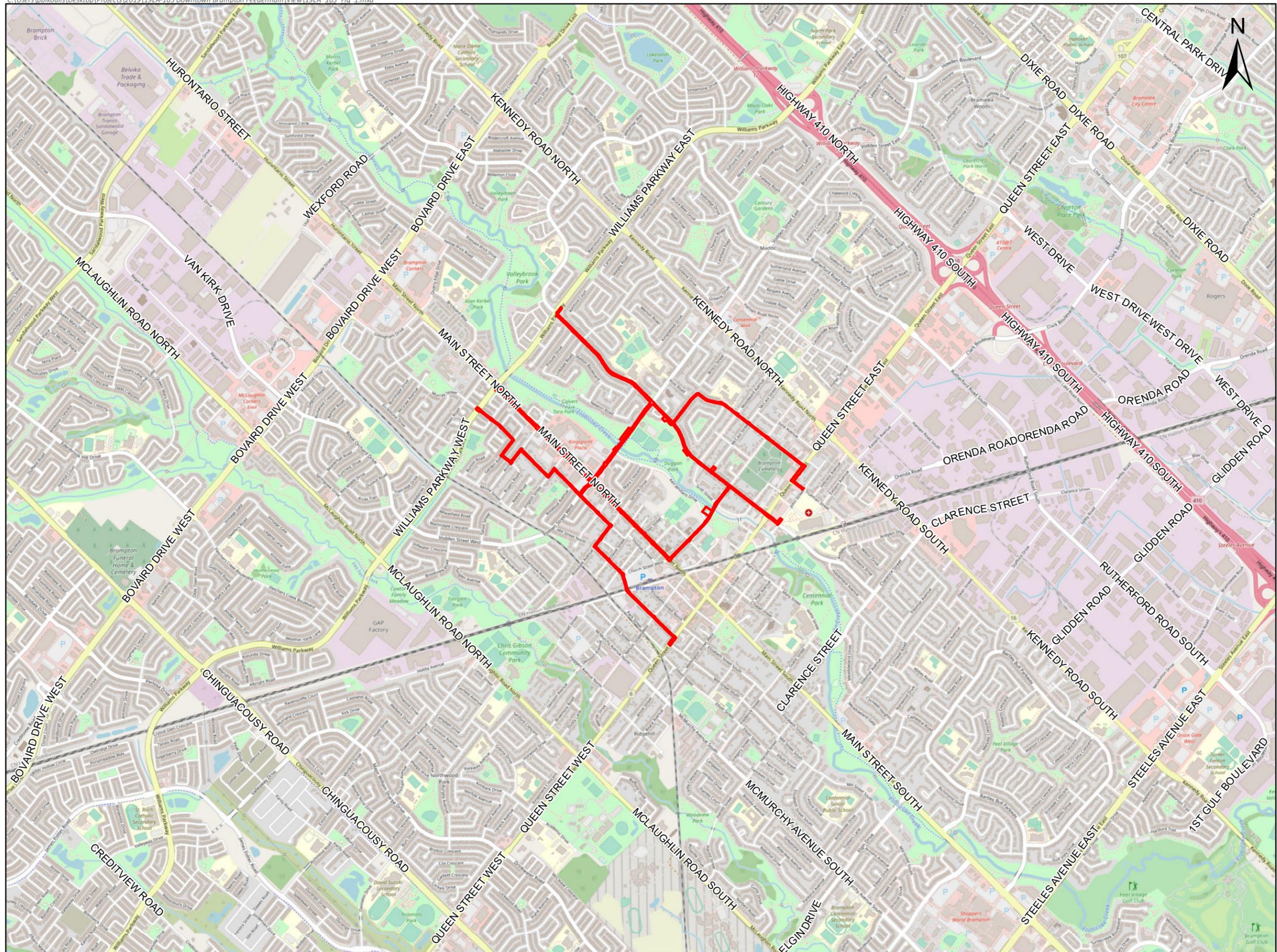


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## 7.0 MAPS





 PROPOSED ROUTE OPTIONS

© OpenStreetMap (and contributors, CC-BY-SA) Projection: NAD 1983 UTM Zone 17N  
 Scale: 1:25,000  
 Page Size: 11 x 17



ASI PROJECT NO.: 19EA\_105 DATE: 1/15/2021 DRAWN BY: ESB FILE: 19EA\_105\_Fig\_1



**Providing Archaeological & Cultural Heritage Services**  
 528 Bathurst Street Toronto, ONTARIO M5S 2P9  
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Figure 1: Downtown Brampton Feedermain Study Area

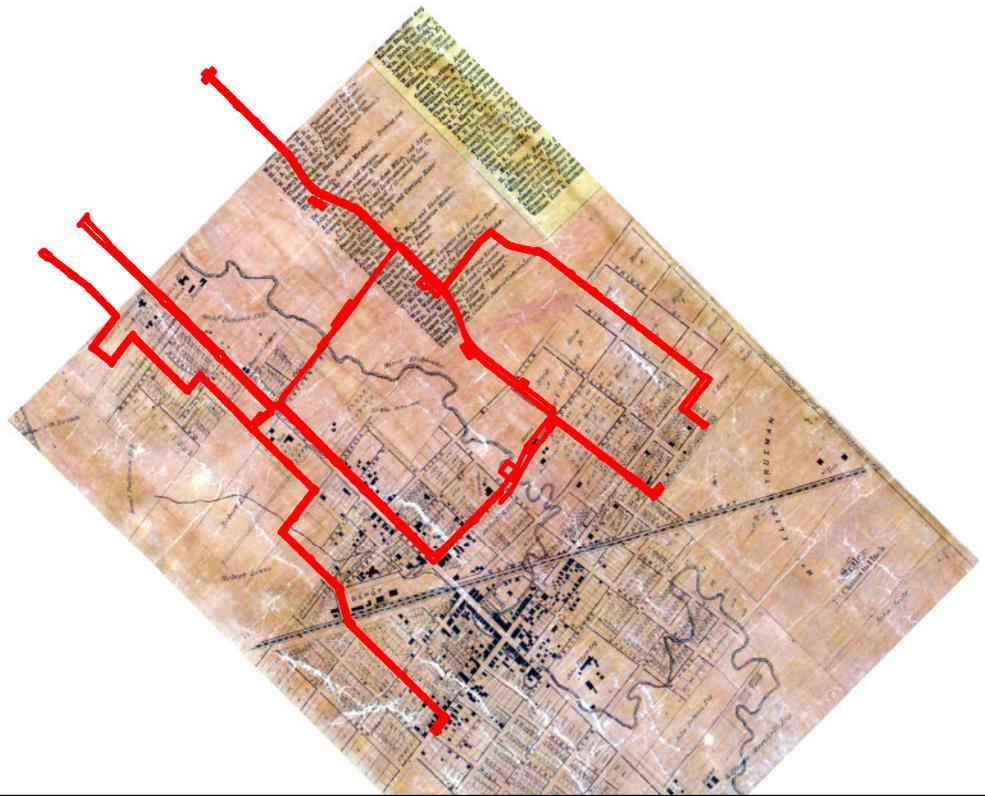


Figure 2: Study Area (Approximate Location) Overlaid on the 1859 Tremain's Map of the County of Peel

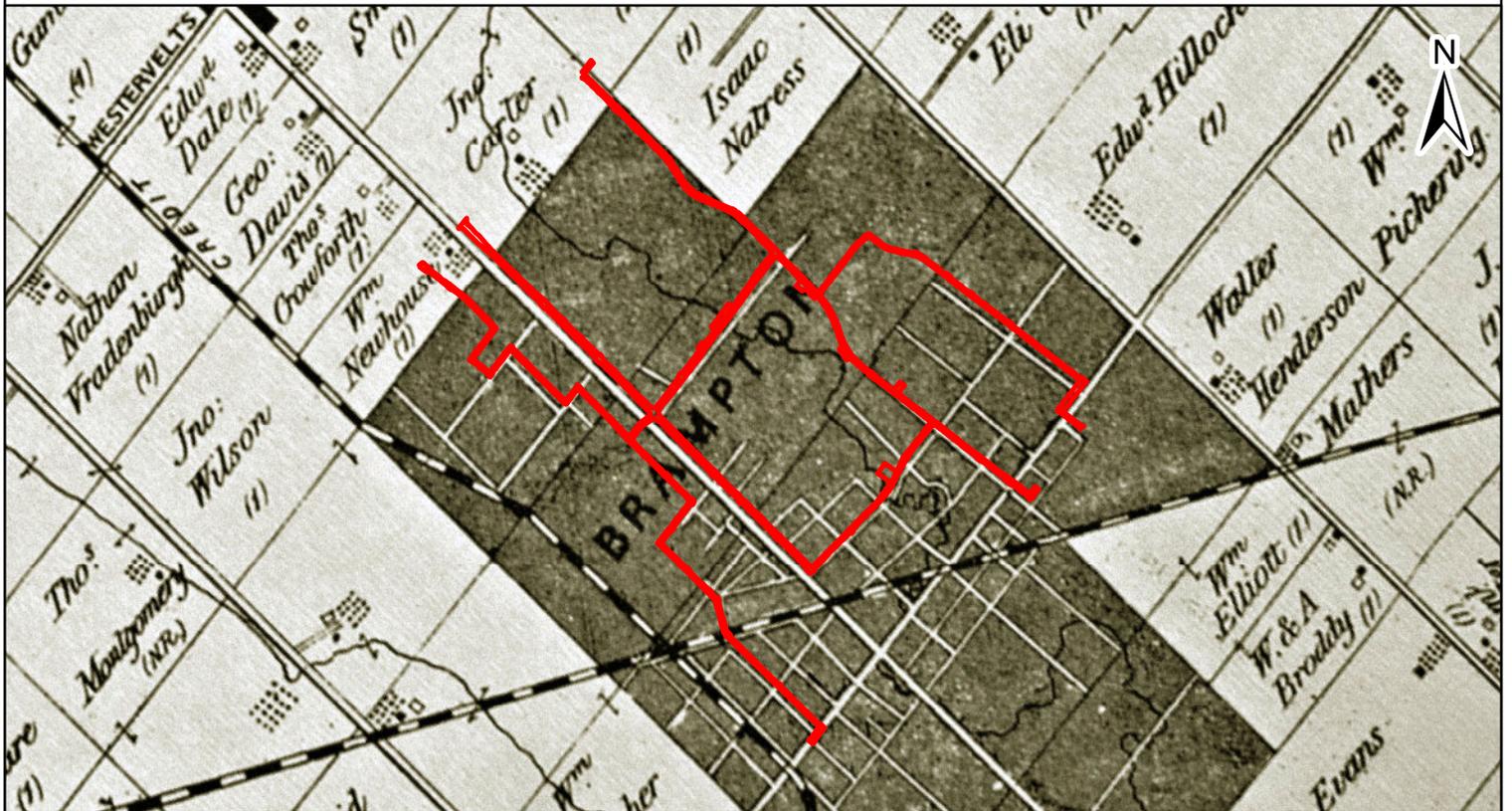


Figure 3: Study Area (Approximate Location) Overlaid on the 1877 Illustrated Historical Atlas of the County of Peel



 STUDY AREA

Sources: Fig 2: Tremain's Map of the County of Peel, 1859; Fig. 3: Illustrated Historical Atlas, County of Peel, 1877

Projection: NAD 1983 UTM Zone 17N  
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Page Size: 8.5 x 11



ASI PROJECT NO.: 19EA\_105 DRAWN BY: ESB  
DATE: 1/15/2021 FILE: 19EA\_105\_Historic

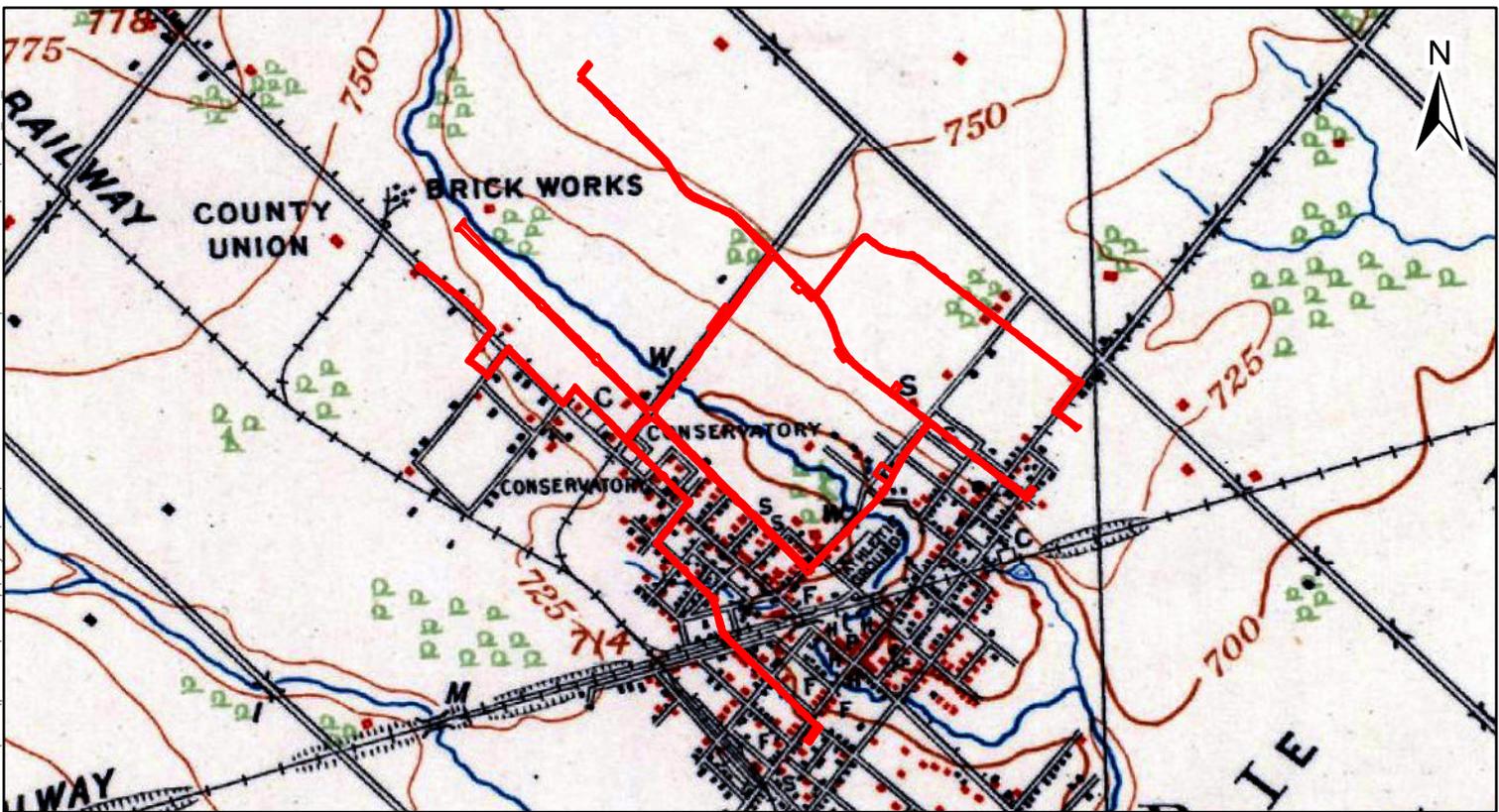


Figure 4: Study Area (Approximate Location) Overlaid on the 1909 National Topographic System Brampton Sheet

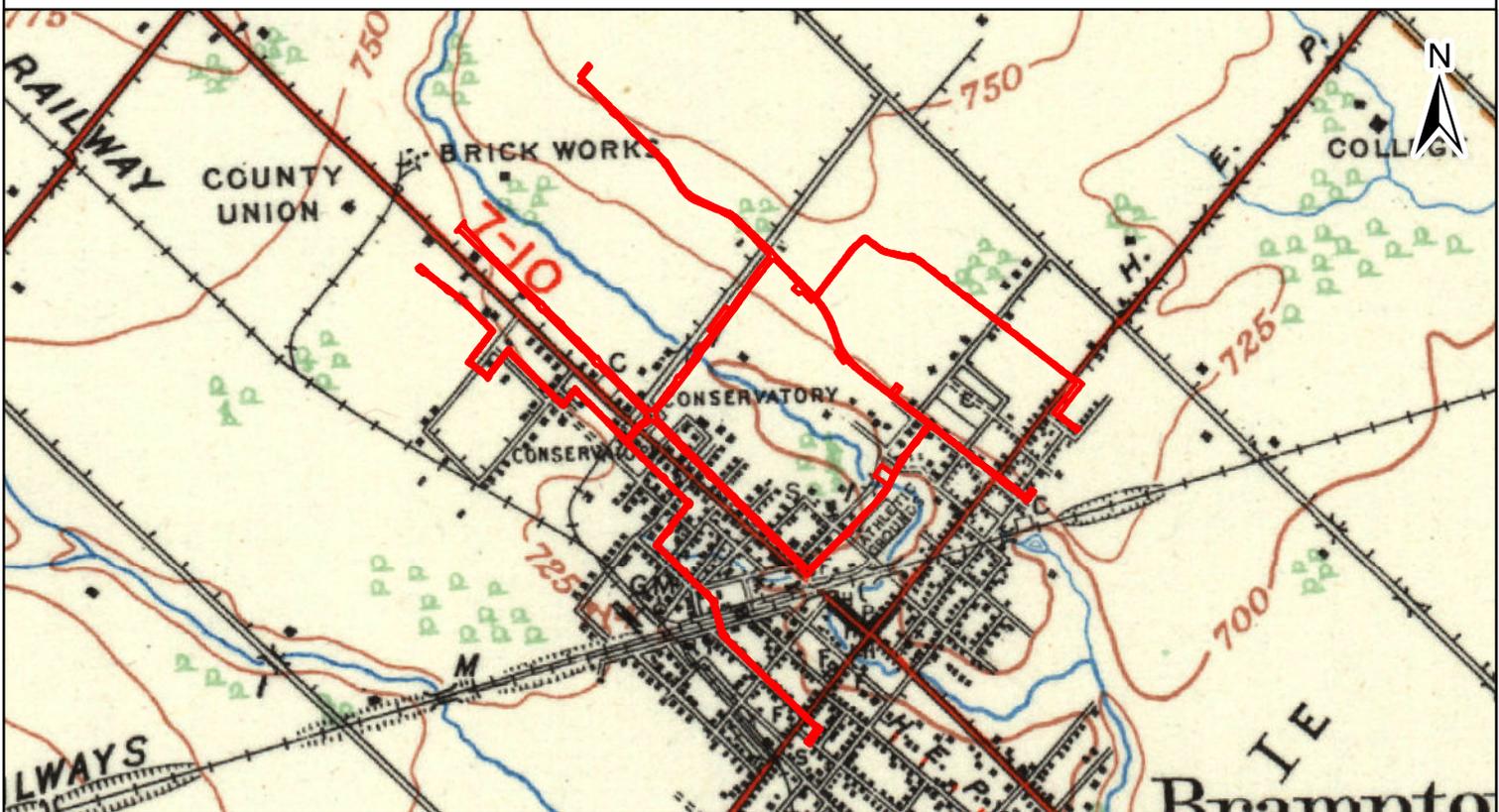


Figure 5: Study Area (Approximate Location) Overlaid on the 1933 National Topographic System Brampton Sheet

	 STUDY AREA	Sources: Fig. 4: National Topographic System, Brampton Sheet. 1909; Fig. 5: National Topographic System, Brampton	0  1 Kilometers
		Projection: NAD 1983 UTM Zone 17N Scale: 1:25,000 Page Size: 8.5 x 11	ASI PROJECT NO.: 19EA_105 DRAWN BY: ESB DATE: 1/15/2021 FILE: 19EA_105_Historic

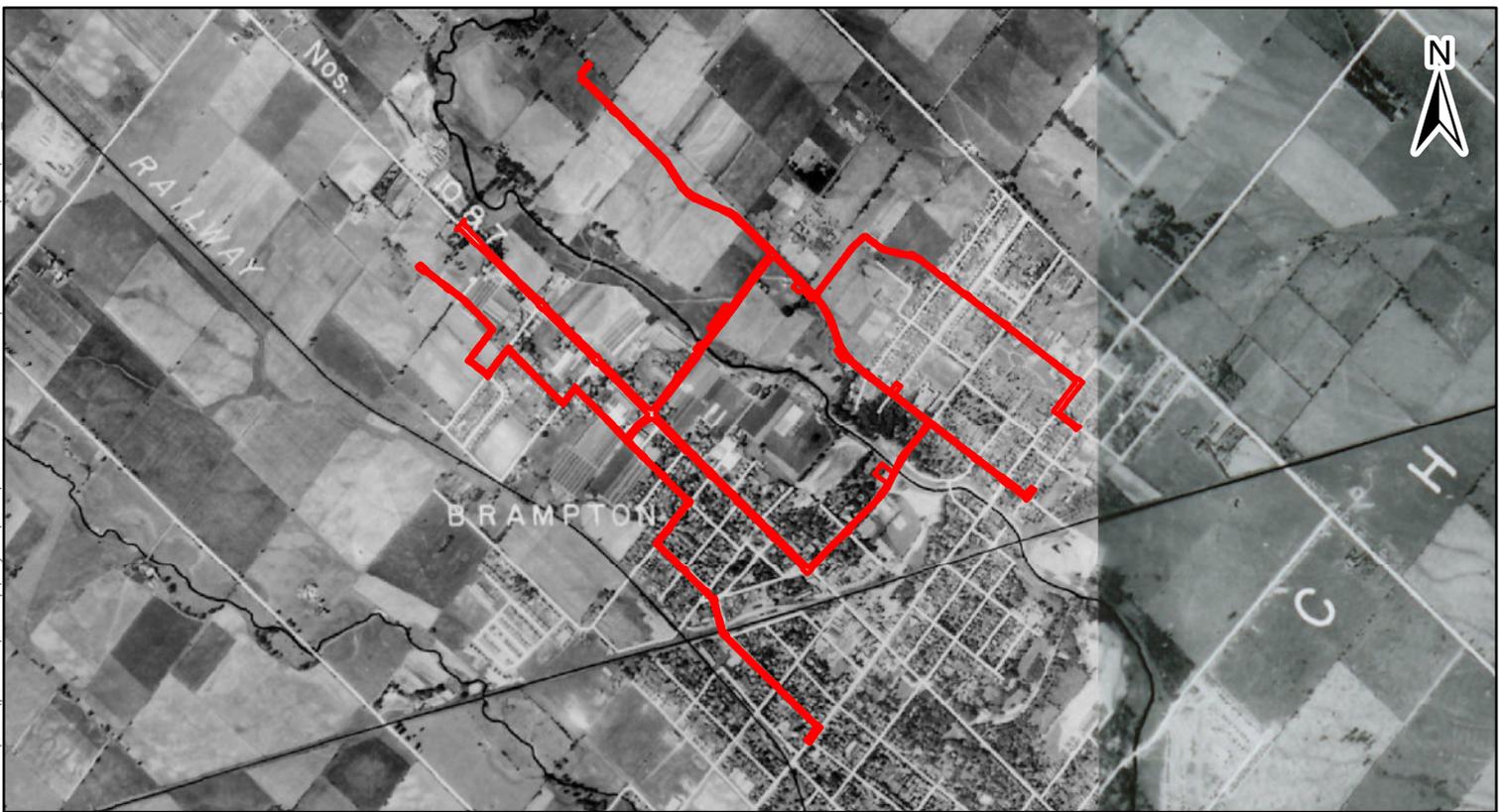


Figure 6: Study Area (Approximate Location) Overlaid on the 1954 aerial photography

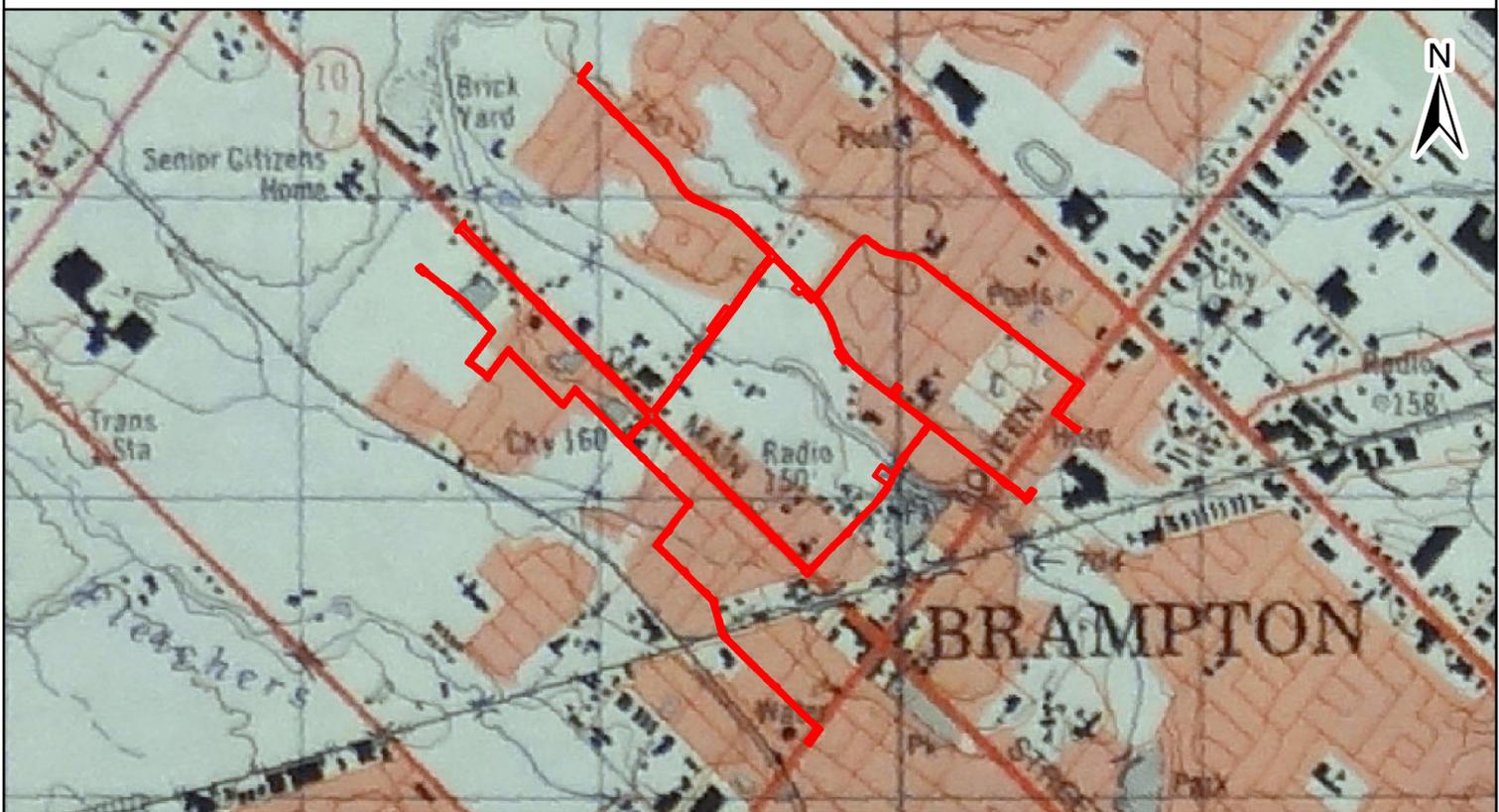
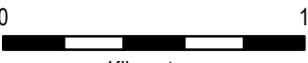
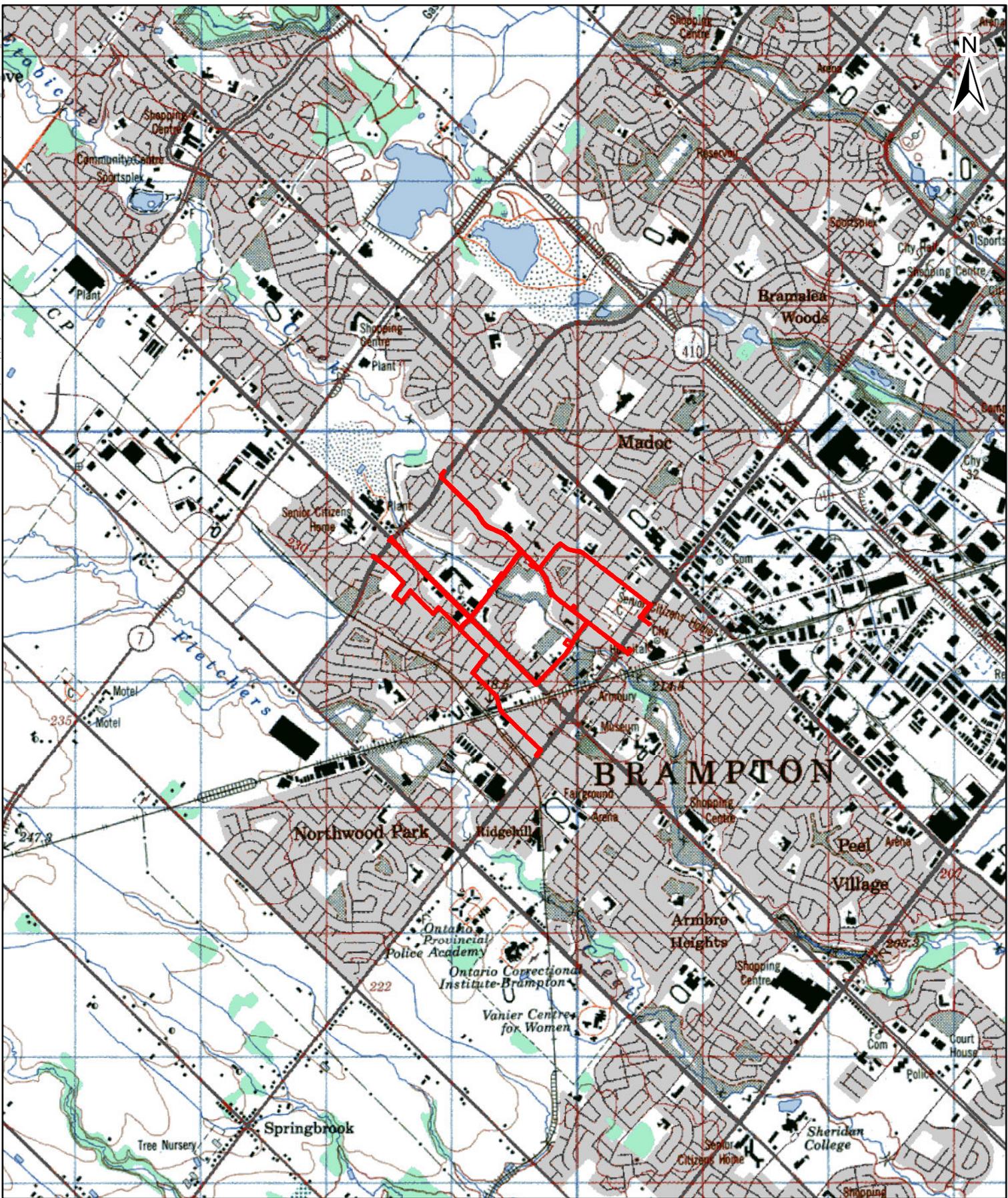


Figure 7: Study Area (Approximate Location) Overlaid on the 1976 National Topographic System Brampton Sheet

	 STUDY AREA	Sources: Fig. 6: Toronto Map and Data Library. Fig. 7: National Topographic System, Brampton Sheet. 1979.	
		Projection: NAD 1983 UTM Zone 17N Scale: 1:25,000 Page Size: 8.5 x 11	ASI PROJECT NO.: 19EA_105 DRAWN BY: ESB DATE: 1/15/2021 FILE: 19EA_105_Historic

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 STUDY AREA

Sources: National Topographic Survey, Brampton Sheet, 1994



Projection: NAD 1983 UTM Zone 17N  
 Scale: 1:40,000  
 Page Size: 8.5 x 11

ASI PROJECT NO.: 19EA\_105  
 DATE: 1/15/2021  
 DRAWN BY: ESB  
 FILE: 19EA\_105\_Historic\_Single

Figure 8: Study Area (Approximate Location) Overlaid on the 1994 National Topographic System Brampton Sheet

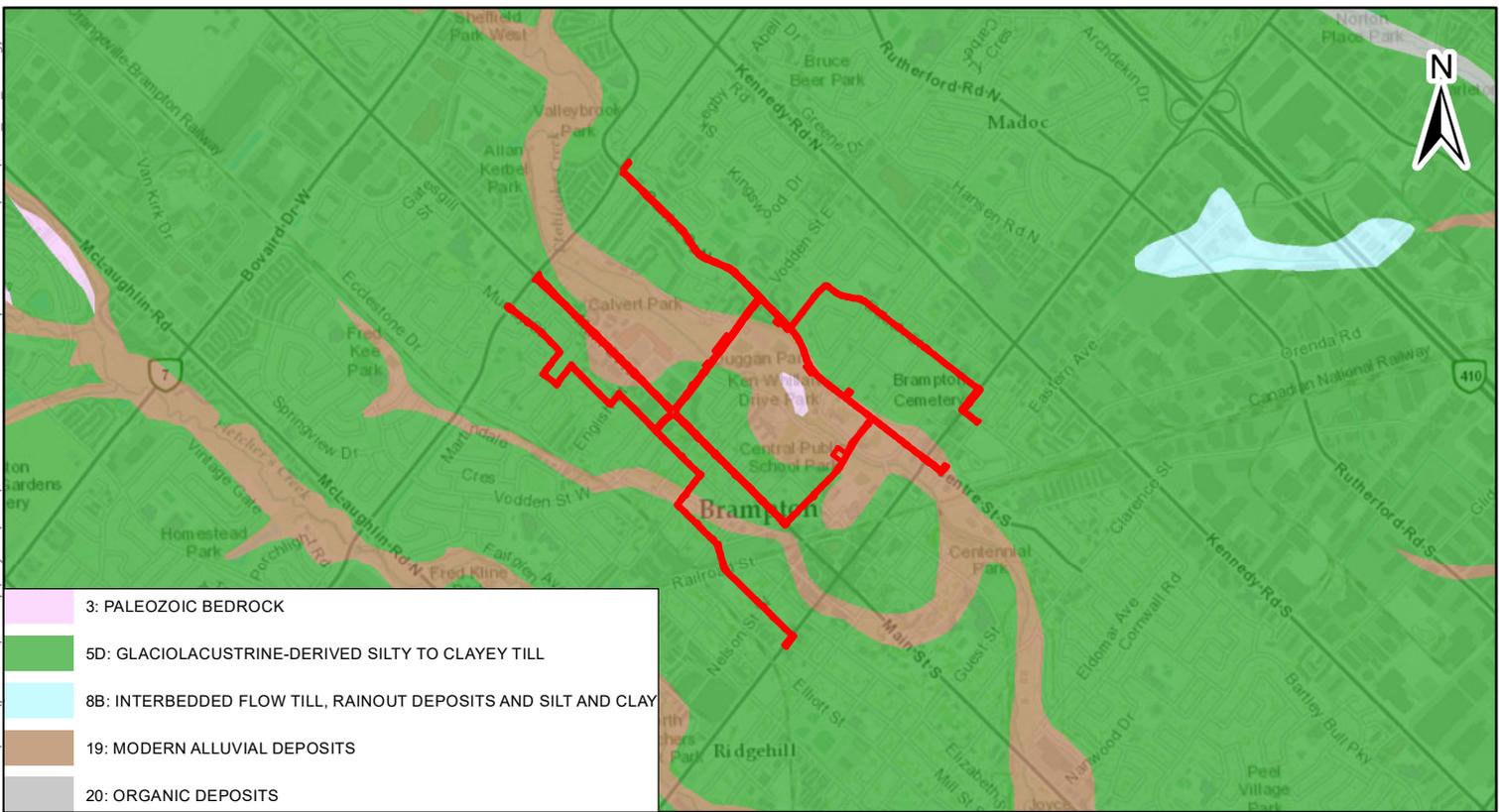


Figure 9: Study Area - Surficial Geology

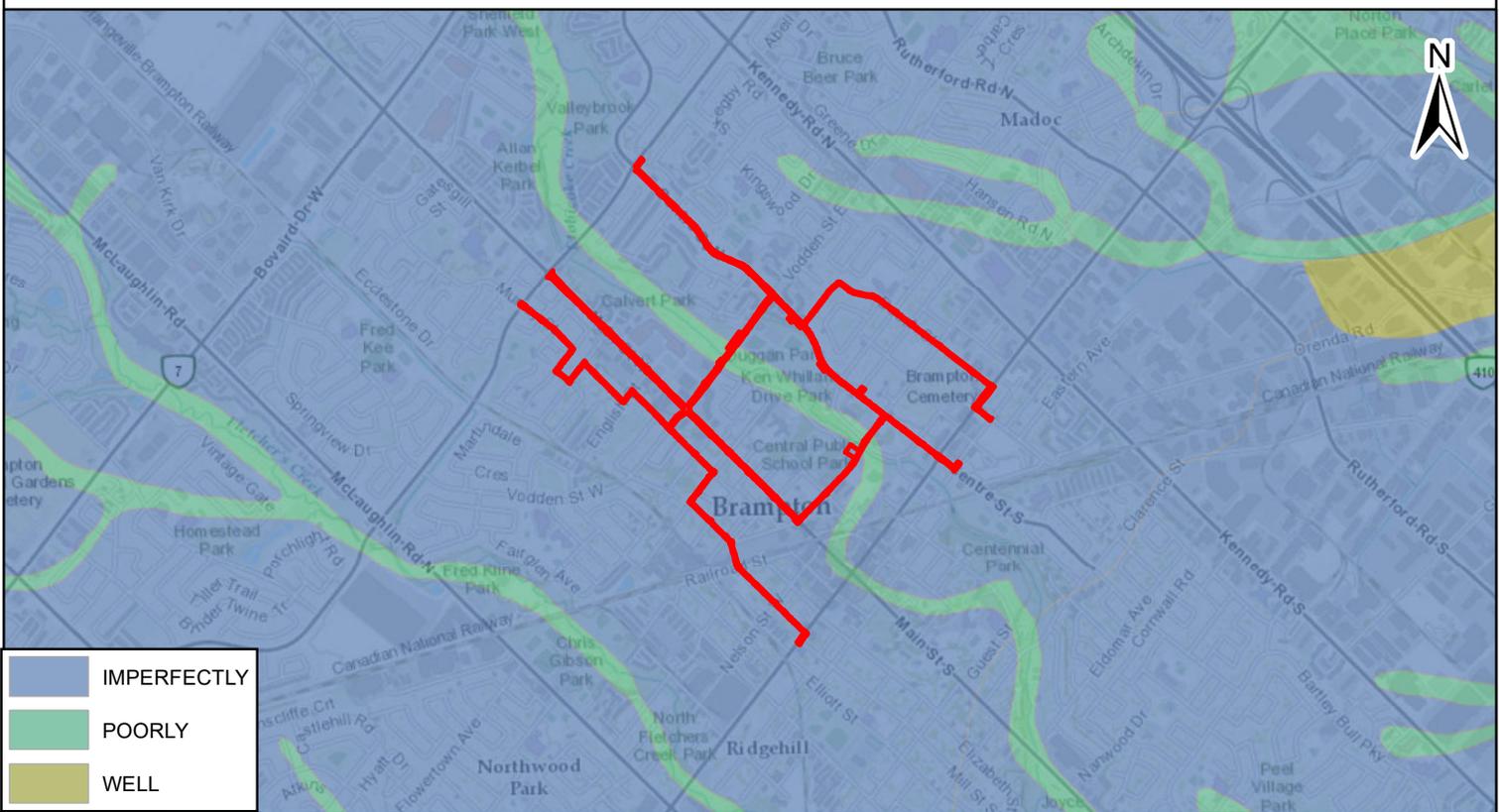


Figure 10: Study Area - Soil Drainage

	STUDY AREA	Basemap: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster  Projection: NAD 1983 UTM Zone 17N Scale: 35,000 Page Size: 8.5 x 11	  ASI PROJECT NO.: 18EA_105 DRAWN BY: ESB DATE: 1/15/2021 FILE: 19EA_105_Geology
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Figure 11: Downtown Brampton Feedermain - Results of Stage 1

8.0 IMAGES



Plate 1: View of Centre St N towards Linkdale Rd; Area is disturbed, no potential



Plate 2: View of Centre St N towards Tolton Dr; Area is disturbed, no potential



Plate 3: View of Archibald St from Murray St; Area is disturbed, no potential



Plate 4: View of Main St N Main Street North Cemetery; Study Area is within the disturbed roadway, no potential



Plate 5: View of Vodden St E towards Ken Williams Dr; Area is disturbed, no potential



Plate 6: View of Vodden St E from Ken Williams Dr; Area is disturbed, no potential



Plate 7: View of Vodden St E from Etobicoke Creek Trail; Park lands beyond disturbed raised ROW requires Stage 2



Plate 8: View of Isabella St from Vodden St W; Area is disturbed, no potential



Plate 9: View of Rosedale Ave W from Isabella St; Area is disturbed, no potential



Plate 10: View of Brampton GO parking lot; Area is disturbed, no potential



Plate 11: View of Mill St N from Railroad St; Area is disturbed, no potential



Plate 12: View of Main St N towards Market St; Area is disturbed, no potential



Plate 13: View of Church St E towards Ken Williams Dr; Park land beyond disturbed ROW requires Stage 2



Plate 14: View of Church St E towards Scott St; Park land beyond disturbed ROW requires Stage 2



Plate 15: View of Beech St towards Centre St N; Area is disturbed, no potential



Plate 16: View of Beech St towards Brampton Cemetery; Study Area is within the disturbed roadway, no potential



Plate 17: 2012 Google StreetView Locustwood Court showing utility boxes and asphalt pad from former structure; Study Area is disturbed, no potential



Plate 18: Centre Street at Locustwood Court; Study Area is disturbed, no potential

9.0 CEMETERY MAPPING

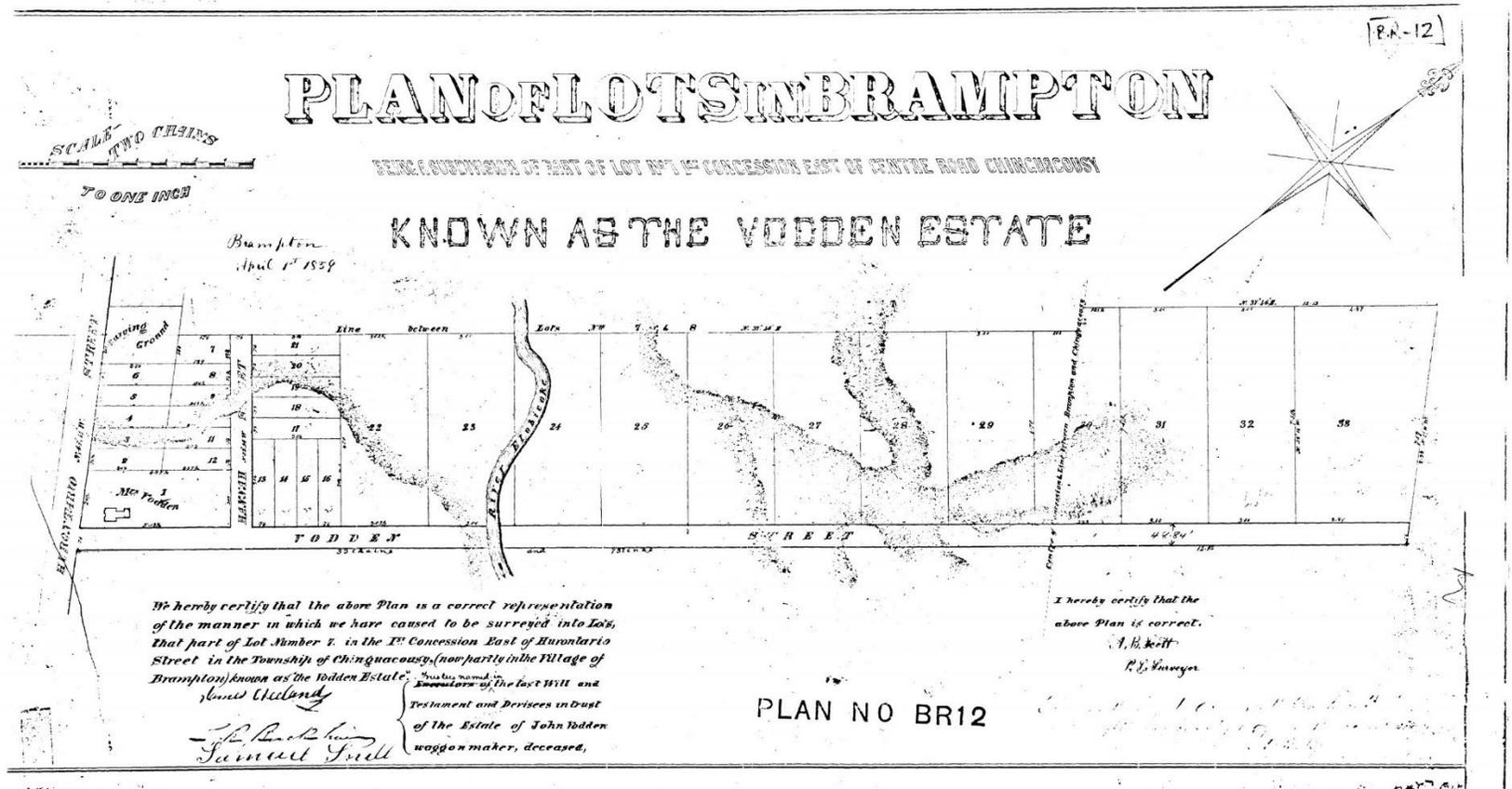


Figure 12: 1859 Plan showing Burying Ground property boundaries on Hurontario Street (Main Street North) provided by the City of Brampton.

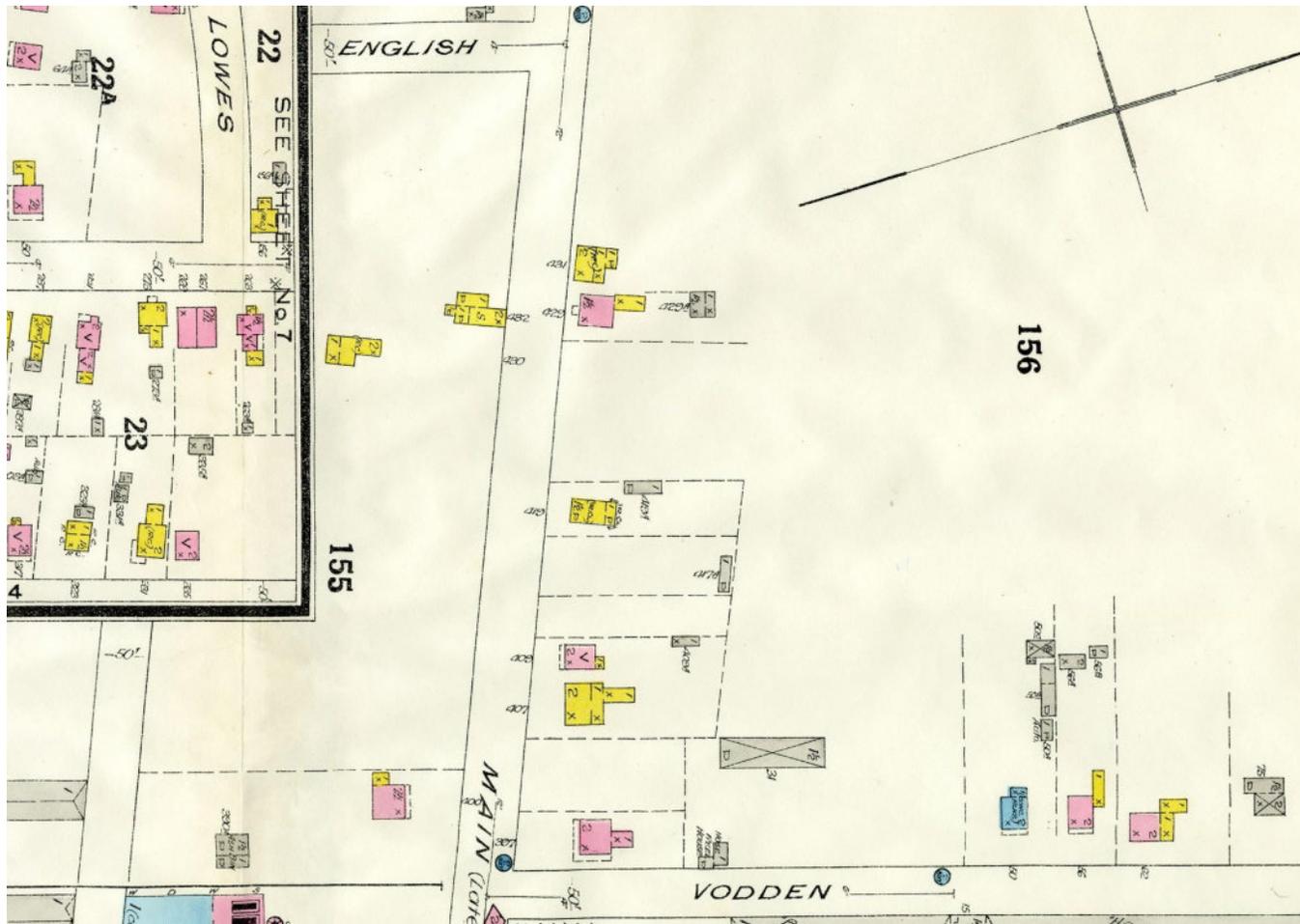


Figure 13: 1924 plan of Brampton showing no structure within the Main Street North Cemetery property between two residential lots (Underwriters' Survey Ltd. 1924).



Figure 14: 1968 aerial imagery of Main Street North Cemetery, showing Main Street North as a two lane road with sidewalk, north of Vodden Street, between two residential properties (City of Toronto Archives 1969: 289).

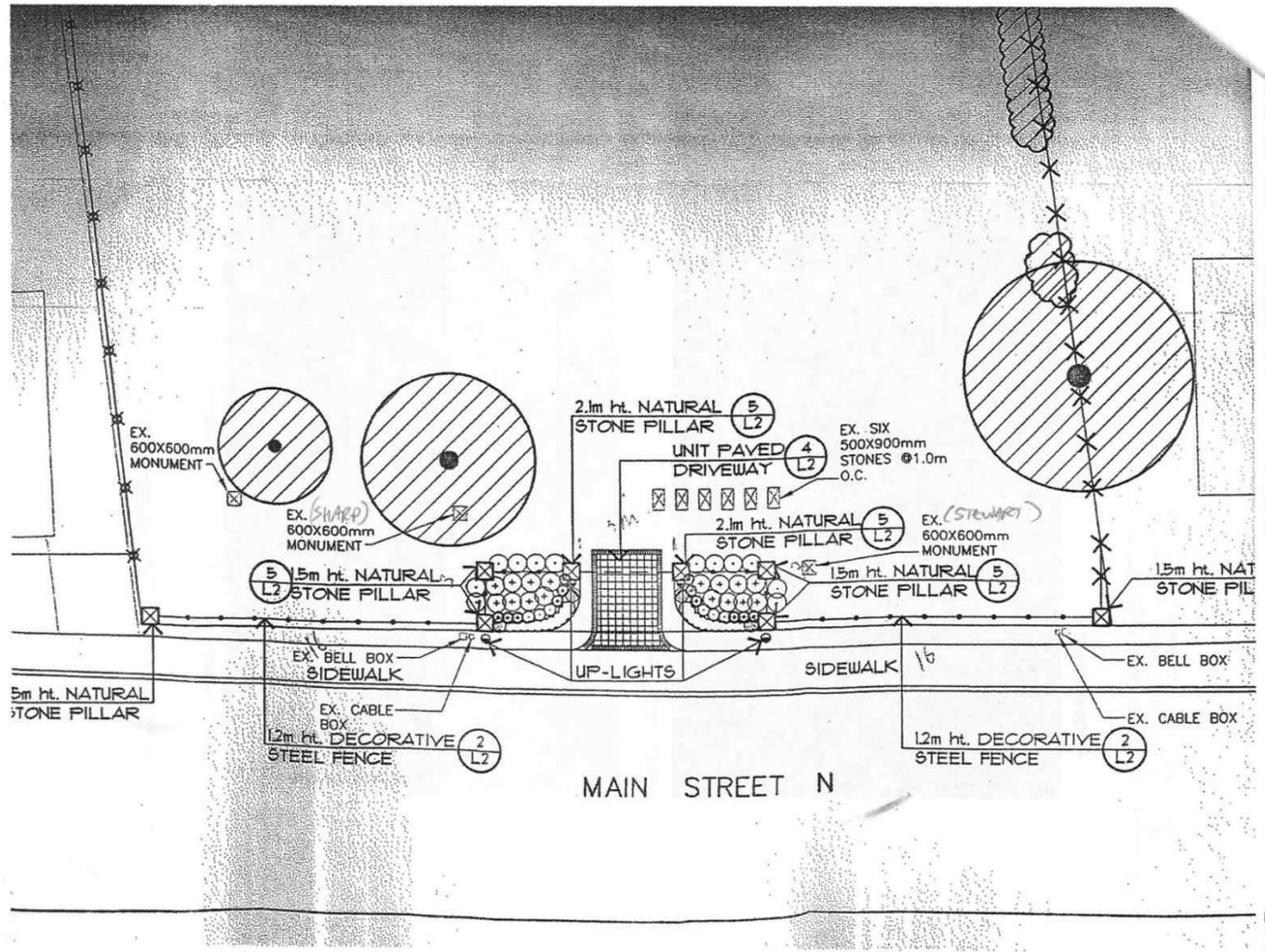


Figure 15: Main Street North Cemetery entrance re-design plan circa 2006 adjacent to Main Street North, showing the property fence line, sidewalks, monuments, and grave markers (ASI 2006b).

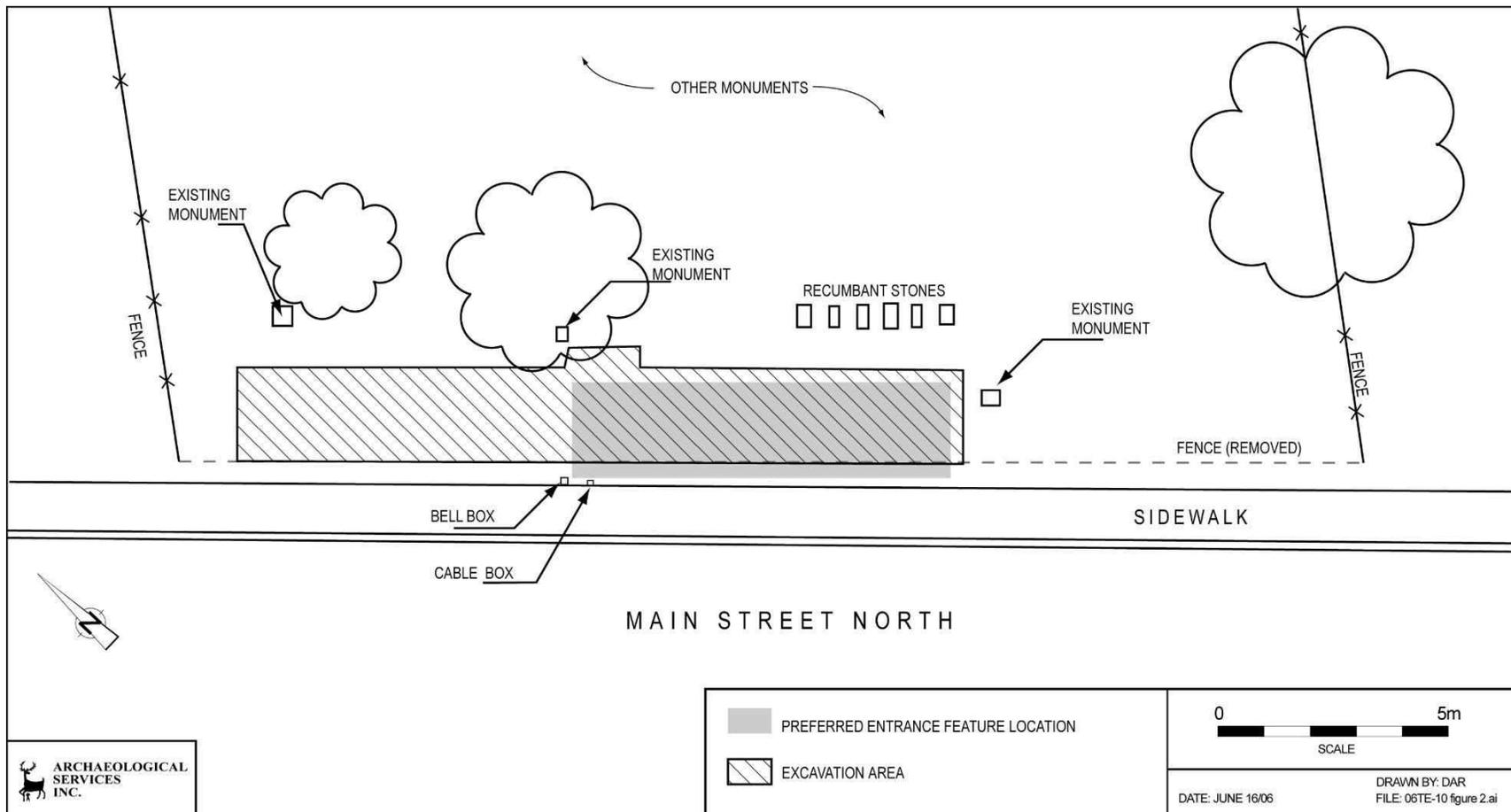


Figure 16: Main Street North Cemetery 2006 archaeological assessment excavation within the cemetery (ASI 2006b).

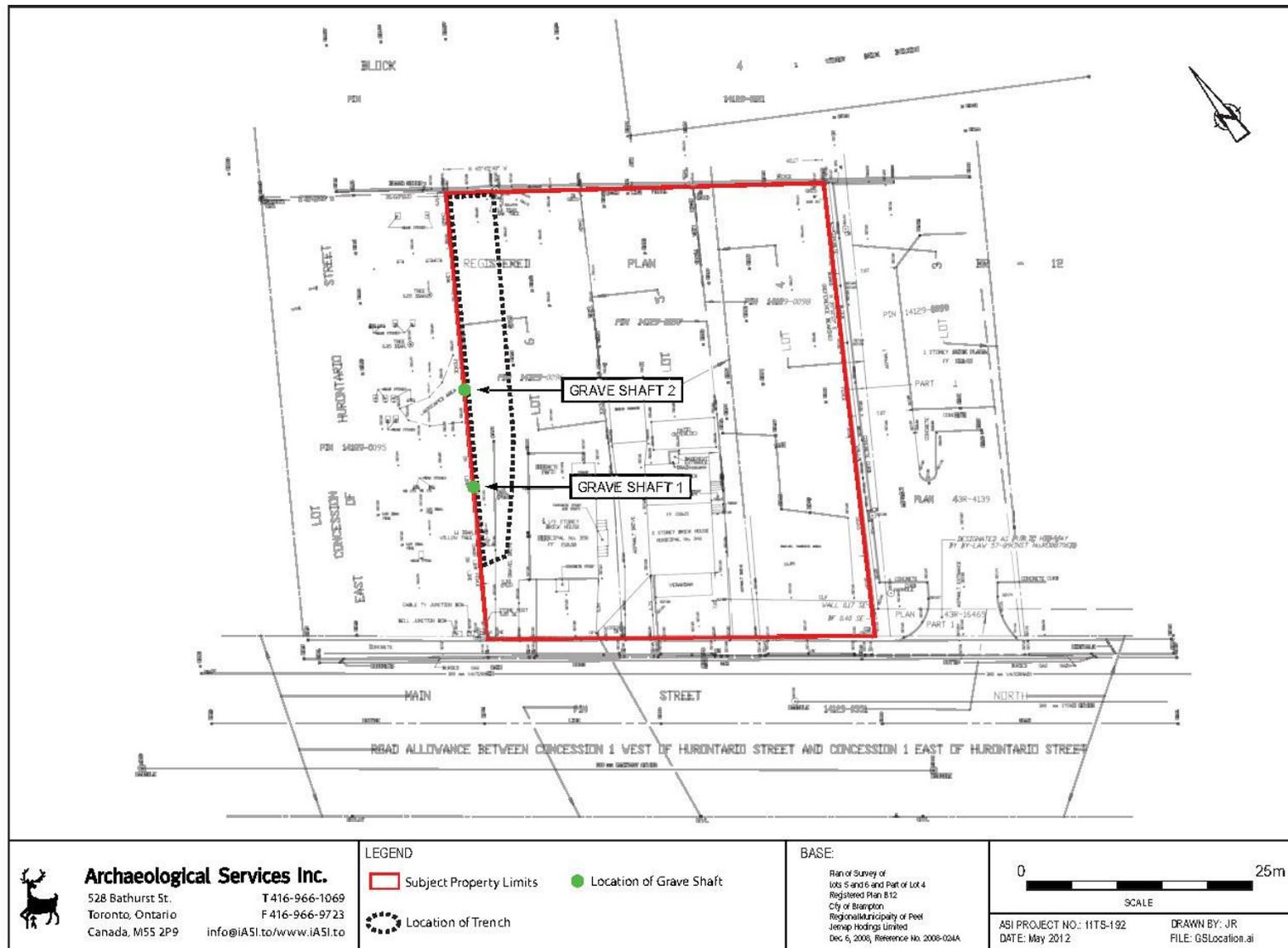




Figure 18: 350 Main Street North Cemetery property boundaries provided by the City of Brampton.

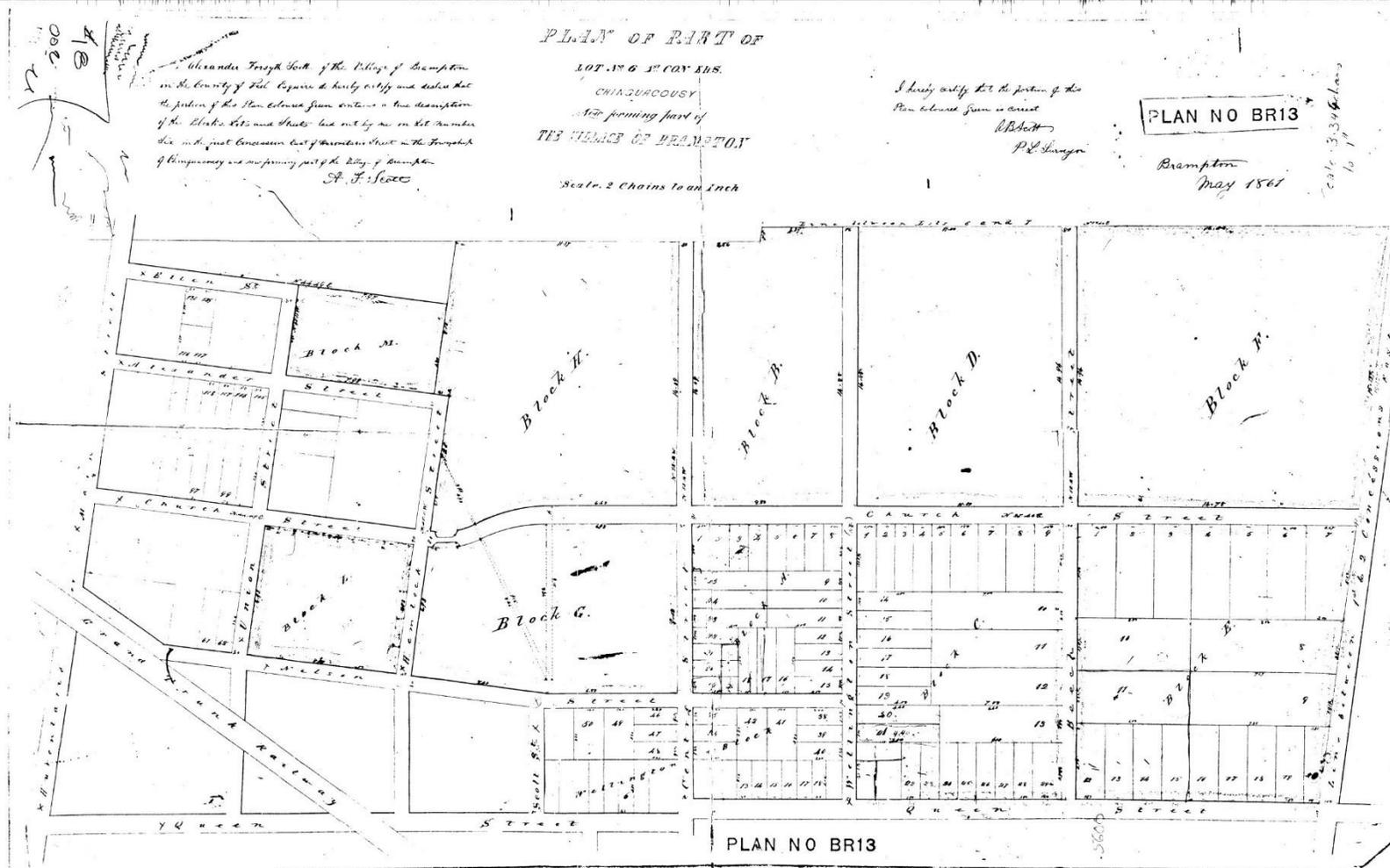


Figure 19: 1861 Plan town lots in the location of the future Brampton Cemetery in Block F, provided by the City of Brampton.

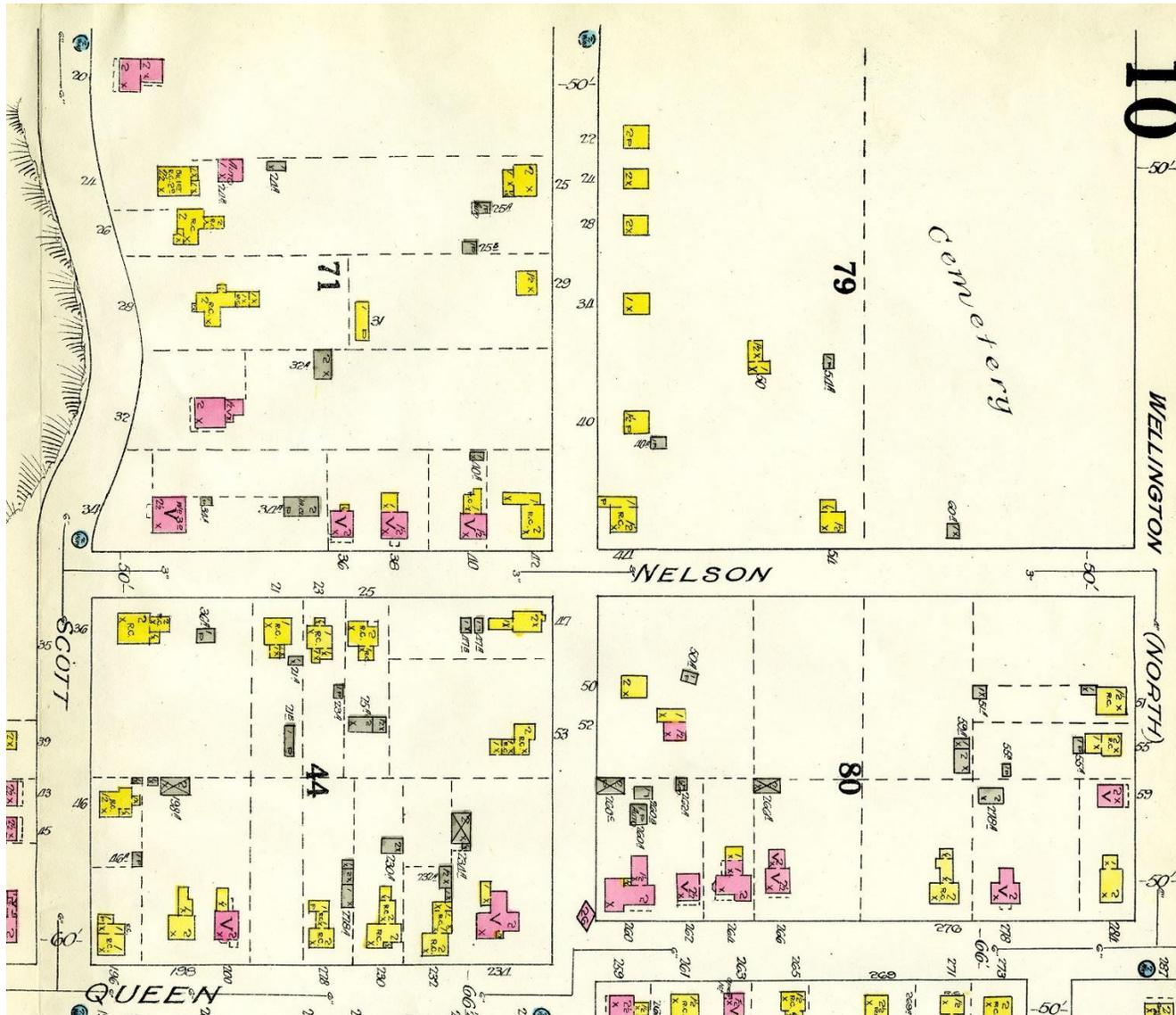


Figure 20: 1924 plan of Brampton town lots showing the historical Brampton Cemetery limits on Nelson Street, now Wilson Avenue.



Figure 21: 1968 aerial imagery of Brampton Cemetery, between Centre Street North, Church Street East, and Beech Street (City of Toronto Archives 1969: 289).



Figure 22: Northwestern part of Brampton Cemetery property boundaries provided by the City of Brampton.