

## Record of Screening Process

### Step 1: Assess Project Against List of Projects (Appendix 2)

- Project is listed as Category A or D in Appendix 2 and no further screening is required to determine category.
- Project is listed in Appendix 2 and requires screening to category. (ID # 56(b)).
- Project is not listed in Appendix 2 and requires screening to determine category.

### Step 2: Prepare Project Description

|   |
|---|
| Name of Project<br><b>Catchacoma Narrows Parking and Access Point Upgrades</b>  |
| Provincial Park or Conservation Reserve name and location<br><br>Kawartha Highlands Signature Site Park (KHSSP)<br>106 Monck Street, Box 500<br>Bancroft, ON K0L 1C0  |
| Purpose and rationale (problem or opportunity)<br><br><p>The purpose of this project is to provide a designated, primary access point for the Cold Lake area of Kawartha Highlands Signature Site Park, located east of the community of Catchacoma. The access point will consist of a new parking area, improved ingress and egress to an existing boat ramp and a potential composting toilet.</p> <p>At present, there is a small, informal parking area located immediately south of Beaver Lake Road that serves this area in an effort to prevent on-road parking. However, this parking area does not contain enough capacity as it was not designed for current demand, often resulting in problematic roadside parking. The new parking area will provide adequate parking for the six existing designated interior camping sites on Cold Lake that are accessed via Gold Lake. The parking area would also provide parking for local cottage owners and day users, who make up the majority of current users.</p> <p>A new, formalized parking area and access point will help eliminate safety concerns along Beaver Lake Road and will improve access to the lakes in the southwest of the park. The new parking area will also prevent vehicles from parking closer to the water and boat launch, reducing contamination, compaction and erosion risks.</p> <p>An access point at Catchacoma Narrows was identified in the Kawartha Highlands Signature Site Background Information Document and the development of access points is enabled in the Kawartha Highlands Signature Site Park Management Plan.</p> |
| Project description, scale, duration<br><br><p>The project is illustrated in the attached site map. Approximately 27 parking spaces including eight extended spaces for trailers will be developed. In 2003 there was substantial wind damage to the west of the existing access point. This damage created a natural opening that will be utilized for the construction of the new parking area. All dead trees will be removed, creating a space approximately 150' by 150' (2090 m<sup>2</sup>). The total parking lot area will be gravel only and will be designed to minimize the removal of larger trees. A turn-around area will be widened at the</p>  |

existing boat launch area. The project will require the removal of approximately 17 trees, including: eastern hemlock, balsam fir, red maple, yellow birch and cedar all smaller than 10" DBH (diameter at breast height) and one oak 14" DBH.

In addition, a composting toilet will be installed as per a previously approved screening.

All work will be completed over the winter to minimize any potential rutting, nesting birds, and reptile nests.

Under the Class Environmental Assessment for Provincial Parks and Conservation Reserves, the following project type will be required to undertake this project:

- ID # 56(b) Major maintenance of parking area. Including increase of capacity.

#### Study area that may be affected

The access point and parking area will be developed on an area of Crown land that was recognized as an existing access point under an Environmental Study Report (2007), which identified Beaver Lake Road as the best option for western access to KHSSP. There are no known species at risk concerns and nothing in the project area has been deemed to be critical habitat. Cultural heritage potential at this site has been rated as low through a screening using the Cultural Heritage Technical guidelines for the Class Environmental Assessment for Provincial Parks and Conservation Reserves.

Standard mitigation measures for this type of construction project will be used in order to minimize any run-off into Catchacoma Lake. Sediment and erosion controls will be used to prevent sedimentation in the lake.

An upland area has been chosen for the parking lot expansion to avoid wet and sensitive areas. Also, minimal tree removal will be needed as the area was hit by a significant wind occurrence causing a substantial blowdown on the site. A gravel surface will be used and this permeable surface will help to minimize run-off from the site. The parking lot is also setback at a minimum distance of greater than 30 meters from Catchacoma Lake. Aesthetics will be improved with the removal of dead trees, which also provides a safety advantage as these dead trees pose a risk for forest fire.

#### Applicable MNR policies, procedures, manuals, guidelines

- 1) Technical Guidelines for Erosion and Sediment Control.
- 2) MNR Trail Planning Guidelines.
- 3) Public Involvement Guidelines.
- 4) Design and Construction Guidelines for Work Under the Drainage Act.
- 5) MNR Sign Design Manual
- 6) Applicable Park Operations and Development Policies (below)

#### Other required approvals or permits

Alternatives to the project and alternative methods of carrying out the project (explain if no alternatives)

1 – Do Nothing - Parking Lot remains status quo:

- Cottagers have complained to local MPP regarding parking for water access cottages.
- Currently there is not sufficient parking available to accommodate all users. This results in poor service provision to park users
- The existing safety hazard of roadside parking will not be addressed and may worsen over time.
- Overcrowding may result in environmental damage (encroachment into adjacent vegetation).

## 2 – Gold Lake Narrows

- Currently used to access campsites on the Cold / Stoplog canoe route
- Used by water access cottagers on Catchacoma and Mississagua Lakes
- Used by fishermen, etc. for day use on Catchacoma and Mississagua Lakes
- Not a feasible location for parking area construction due to topographic constraints
- Would result in a greater environmental impact: less setback from water, more vegetation removal required

## Preliminary evaluation (cost, feasibility, effectiveness, potential effects)

**Cost** – Initial costs of enlarging parking lot will be funded by Ontario Parks through the park’s capital project allocation. Potential in-kind support may be provided by the local municipality pending further discussions.

**Feasibility** – This project can easily be carried out and will involve approximately three days work.

**Effectiveness** – This project will ensure that safety is a top priority for park users at this access point and address concerns from local citizens. The parking lot will provide enough capacity so that there is no need for overflow onto Beaver Lake Road. By setting the parking area back from the road and maintaining a visual buffer of natural vegetation, aesthetic concerns from local residents and cottagers will be addressed. As well, park users will no longer need to use municipal land for parking (i.e. on the side of the road).

**Potential Effects** – A formal parking area may increase some day use to the area, but there will be no increase in existing campsites. Some disturbance and habitat loss will occur – likely for small mammals and nesting birds. Overall negative impact on ecological integrity resulting from construction activities and increased intensity of use is expected to be very minor. Long-term improvements may result from creation of a permanent parking area (reduction in disturbance to surrounding vegetation and wildlife).

Applicable policies, procedures, manuals and guidelines, and other permits or approvals required to undertake the project (see Appendices 3 and 7)

Pol. 7.01 Construction of Park Facilities and Structures

Pol. 9.17 Spill of Pollutants in Provincial Parks

Pol. 11.03.02 Protection of Species at Risk in Provincial Parks

## Mitigation features that will apply to the design of the project

The parking lot would be at least 30m from Catchacoma Lake and the proposed privy would be located at least 70 metres from Catchacoma Lake to avoid any contamination through construction and use of the access area.

Sediment and erosion controls (e.g. sediment cloth) will be used during the widening of the turn-around.

The parking area will be constructed with gravel instead of pavement to optimize permeability.

Monitoring will take place during post-construction to ensure that invasive species are not introduced to the area. If any signs of new invasives occur, removal measures will be undertaken quickly to eliminate and/or prevent their spread. See Project Monitoring Report.

### Step 3: Assess Against Screening Criteria (per Table 4.1)

Main potential net environmental effects (attach screening table)

Many of the environmental effects are anticipated to be nil. A small number of potentially low negative effects were identified. These include effects on: ecological integrity, terrestrial wildlife, soils and sediment quality and release of contaminants into soils/sediment. These effects are expected to all be minor, resulting from disturbance caused during the construction of the new parking area and from the potential increase in intensity of use at this site (e.g. more vehicles within a single location)

Mitigation measures and monitoring will help reduce and/or avoid negative environmental effects. Effects on ecological integrity should not include any negative impact on species at risk or critical habitat.

The potential for long-term environmental improvement also exists due to the shift from the use of informal, roadside parking to a permanent, designated parking area with the possibility of a composting toilet in the future.

There are a number of potential positive effects on land use and resource management values as well as social/cultural considerations. Safety and traffic patterns are both expected to have a significant positive effect resulting from this project.

Additional investigation and analysis required to confirm environmental effects

None recommended at this time.

### Step 4: Assign Project to Appropriate Category

Anticipated level of public or agency concern

The anticipated level of both public and agency concern is low. There are varying levels of support from the local cottage community and the local municipality has demonstrated strong support for this project. Access point upgrades were outlined in the park management plan and significant consultation on access to the park also occurred through the Category C Access Road Study project.

**Category (B)** – Major Maintenance – Enlarging the capacity of an existing parking facility (ID# 56b)

Category B is recommended because the potential negative environmental effects are considered low, the project is enabled in the 2008 park management plan and prior consultation on access also occurred through a Category C project under the Class EA-PPCR which investigated potential access roads into the park, and was undertaken concurrent with park management planning. This project will implement direction in the park management plan and Environmental Study Report for the park Access Road Study

Original Signed by Michael Dakin, Project Planner, Southeast Zone  
Signature and Position (staff member who conducted the screening)

December 13, 2011  
Date:

**Step 5: MNR Manager Confirms or Modifies Category**

Category confirmed     Category modified and brief rationale     Category not confirmed

Original Signed by Sandy White, A/ Zone Manager  
Signature and Position (responsible manager)

December 13, 2011  
Date:

Additional notes/direction for project evaluation (e.g., further studies or assessment required to confirm category, further investigation of alternatives required, etc.)



**Table 4.1: Screening Criteria**

**Date:** November 7, 2011 **Completed by:** Travis Cameron, Park Biologist KHSSP, Brent Stewart, Asst. Superintendent, KHSSP, Michael Dakin, Project Planner, Ontario Parks SEZ.

| Screening Criteria<br><i>"This project may affect ..."</i>  | Rating of Potential Net Effect |    |    |     |     |    |    |    | Comments, Rationale  |
|---|--------------------------------|----|----|-----|-----|----|----|----|--|
|   | -H                             | -M | -L | Nil | Unk | +L | +M | +H |  |
| <ul style="list-style-type: none"> <li>■ Values for which the provincial park or conservation reserve was established</li> </ul>  |                                |    |    |     |     | X  |    |    | Will provide park users with adequate parking and facilities in order to access existing camping and day use. Will improve safety and provide for long-term protection of park values by formalizing a new parking area.   |
| <b>Natural Environment Considerations</b>   |                                |    |    |     |     |    |    |    |  |
| <ul style="list-style-type: none"> <li>■ Air quality</li> </ul>   |                                |    |    | X   |     |    |    |    |  |
| <ul style="list-style-type: none"> <li>■ Water quality or quantity (ground or surface)</li> </ul>   |                                |    |    | X   |     |    |    |    | The proposed installation of a composting toilet would ensure ground and surface water are not contaminated from human waste.  |
| <ul style="list-style-type: none"> <li>■ Species at risk or their habitat</li> </ul>  |                                |    |    | X   |     |    |    |    | No known SAR concerns. Nothing in the project area deemed to be critical habitat. District SAR Biologist consulted.  |
| <ul style="list-style-type: none"> <li>■ Significant earth or life science features</li> </ul>  |                                |    |    | X   |     |    |    |    |  |
| <ul style="list-style-type: none"> <li>■ Fish or other aquatic species, communities, or their habitat (including numbers, diversity and movement of resident or migratory species)</li> </ul> |                                |    |    | X   |     |    |    |    | No concerns. Parking area will be set back a sufficient distance to prevent impacts. Mitigation measures will be used to prevent sedimentation. No shoreline or in-water work involved in this project.  |
| <ul style="list-style-type: none"> <li>■ Land subject to natural or human-made hazards</li> </ul>   |                                |    |    | X   |     |    |    |    |  |
| <ul style="list-style-type: none"> <li>■ Recovery of a species under a special management program (e.g. elk restoration)</li> </ul>   |                                |    |    | X   |     |    |    |    |  |
| <ul style="list-style-type: none"> <li>■ Ecological integrity</li> </ul>  |                                |    | X  |     |     |    |    |    | The area has been pre-disturbed due to the previous construction of the existing smaller parking area and by a large blowdown. Similar habitat is found throughout the area. Therefore habitat is not being completely eliminated and the section being removed is likely lower quality than surrounding area.<br>Overall, minor disturbance resulting from construction activities and minor increase in intensity of use are anticipated. However, disturbance will be limited to project area footprint and new parking area will likely reduce pressure on roadside and adjacent vegetation. Mitigation measures will be used during construction. |
| <ul style="list-style-type: none"> <li>■ Terrestrial wildlife (including numbers, diversity and movement of resident or migratory species)</li> </ul>   |                                |    | X  |     |     |    |    |    | Small mammals likely use the area year-round. Birds likely use the area during the summer. Similar habitat is in the general area however, and populations are not threatened.   |
| <ul style="list-style-type: none"> <li>■ Natural vegetation and terrestrial habitat linkages or corridors through fragmentation, alteration and/or critical loss</li> </ul>                   |                                |    |    | X   |     |    |    |    | This development will not fragment habitat or result in critical loss.   |
| <ul style="list-style-type: none"> <li>■ Permafrost</li> </ul>  |                                |    |    | X   |     |    |    |    |  |
| <ul style="list-style-type: none"> <li>■ Soils and sediment quality</li> </ul>  |                                |    | X  |     |     |    |    |    | Localized compaction of soils from construction of new parking area. Surrounding soils will not be affected  |

| Screening Criteria<br>"This project may affect ..."  | Rating of Potential Net Effect |    |    |     |     |    |    |    | Comments, Rationale   |
|--|--------------------------------|----|----|-----|-----|----|----|----|---|
|  | -H                             | -M | -L | Nil | Unk | +L | +M | +H |   |
| ▪ Drainage or flooding   |                                |    |    | X   |     |    |    |    | New parking area may increase amount of run-off from site. However, setback from water will allow for necessary infiltration. Site will be graded properly to avoid flooding.   |
| ▪ Sedimentation or erosion   |                                |    |    | X   |     |    |    |    | Anticipated to be minimal as sedimentation and erosion controls will be used during construction.   |
| ▪ Release of contaminants in soils, sediments  |                                |    | X  |     |     |    |    |    | Minor leakage of fuel / oil from vehicles in parking area.  |
| ▪ Natural heritage features and areas (e.g. areas of natural and scientific interest, provincially significant wetlands) |                                |    |    | X   |     |    |    |    |   |
| ▪ Other (specify)  |                                |    |    |     |     |    |    |    |   |
| <b>Land Use, Resource Management Considerations</b>  |                                |    |    |     |     |    |    |    |   |
| ▪ Remoteness (access inaccessible areas)   |                                |    |    | X   |     |    |    |    | Access already exists.  |
| ▪ Navigation   |                                |    |    | X   |     | X  |    |    | A designated, well designed access area will allow park visitors to navigate more easily.   |
| ▪ Other projects within a park or reserve  |                                |    |    | X   |     |    |    |    |   |
| ▪ Other projects outside a park or reserve   |                                |    |    | X   |     |    |    |    |   |
| ▪ Traffic patterns or traffic infrastructure   |                                |    |    |     |     |    | X  |    | Increase in parking capacity will allow park visitors and cottagers to access the area more easily and safely.  |
| ▪ Public or private recreation   |                                |    |    |     |     | X  |    |    | Public recreation will improve as adequate parking will be provided to park visitors in order to access the Cold Lake area of KHSSP. Private recreation will also improve as increased capacity for local cottagers will also be provided.  |
| ▪ Or create excessive waste materials  |                                |    |    | X   |     |    |    |    |   |
| ▪ Or commit a significant amount of a non-renewable resource (e.g. aggregates, agricultural land)                        |                                |    |    | X   |     |    |    |    | Relatively minor amount of aggregate to be used.  |
| ▪ Noise levels   |                                |    | X  |     |     |    |    |    | Increase in noise during grading, gravelling. However, construction noise will be limited to a few days. Work to be completed outside of busy summer season. Increased intensity of use at the site may result in minor increase in noise but no significant impacts as a result. |
| ▪ Views or aesthetics  |                                |    |    |     |     | X  |    |    | Design of project will result in fewer vehicles along Beaver Lake Road. Vegetative buffer to be maintained between parking area and lake.   |
| ▪ Another project or be a precondition or justification for implementing another project                                 |                                |    |    | X   |     |    |    |    |   |
| ▪ Uses, persons or property outside a park or reserve  |                                |    |    |     |     | X  |    |    | Will improve access to existing private cottages and to Crown land outside of KHSSP.  |

| Screening Criteria<br>"This project may affect ..."  | Rating of Potential Net Effect |    |    |     |     |    |    |    | Comments, Rationale   |
|--|--------------------------------|----|----|-----|-----|----|----|----|---|
|  | -H                             | -M | -L | Nil | Unk | +L | +M | +H |   |
| <ul style="list-style-type: none"> <li>▪ Other (specify)</li> </ul>  |                                |    |    |     |     |    |    |    |   |
| <b>Social, Cultural<sup>1</sup>, and Economic Considerations</b>   |                                |    |    |     |     |    |    |    |   |
| <ul style="list-style-type: none"> <li>▪ Archaeology</li> </ul>  |                                |    |    | X   |     |    |    |    |   |
| <ul style="list-style-type: none"> <li>▪ Built heritage</li> </ul>   |                                |    |    | X   |     |    |    |    |   |
| <ul style="list-style-type: none"> <li>▪ Cultural heritage landscapes</li> </ul>                                       |                                |    |    | X   |     |    |    |    |   |
| <ul style="list-style-type: none"> <li>▪ Sacred or traditional use sites</li> </ul>                                    |                                |    |    | X   | X   |    |    |    | No known uses of the project area for these purposes  |
| <ul style="list-style-type: none"> <li>▪ Or displace people, businesses, institutions, or public facilities</li> </ul> |                                |    |    | X   |     |    |    |    |   |
| <ul style="list-style-type: none"> <li>▪ Community character, enjoyment of property, or local amenities</li> </ul>     |                                |    |    | X   |     |    |    |    | No changes to community character. Project will not affect the enjoyment of private property or local amenities.  |
| <ul style="list-style-type: none"> <li>▪ Demands on government services or infrastructure</li> </ul>                   |                                |    | X  | X   |     |    |    |    | Initial costs for construction of parking area and maintenance but will benefit the park and local cottage community in long-term.  |
| <ul style="list-style-type: none"> <li>▪ Public health and/or safety</li> </ul>  |                                |    |    |     |     |    | X  |    | New parking area will help eliminate roadside parking which will improve safety for park visitors, local cottagers and for through traffic.   |
| <ul style="list-style-type: none"> <li>▪ Local, regional or provincial economies or businesses</li> </ul>              |                                |    |    | X   |     |    |    |    | May result in increase in park visitors and Crown land users but no significant affect on local or regional economy anticipated.  |
| <ul style="list-style-type: none"> <li>▪ Tourism values (e.g. resource-based tourist lodge)</li> </ul>                 |                                |    |    |     |     | X  |    |    | Improvements to parking and access may benefit local tourism. Given the importance of the park in the greater area, infrastructure upgrades to the park will create positive cumulative effects for tourism in Kawartha Highlands region. |
| <ul style="list-style-type: none"> <li>▪ Other (specify)</li> </ul>  |                                |    |    |     |     |    |    |    |   |
| <b>Aboriginal Considerations</b>   |                                |    |    |     |     |    |    |    |   |
| <ul style="list-style-type: none"> <li>▪ First Nation reserves or communities</li> </ul>                               |                                |    |    | X   |     |    |    |    |   |
| <ul style="list-style-type: none"> <li>▪ Spiritual, ceremonial, or cultural sites</li> </ul>                           |                                |    |    | X   | X   |    |    |    | No known uses in the project area for these purposes  |
| <ul style="list-style-type: none"> <li>▪ Traditional land or resources uses, or affect economic activities</li> </ul>  |                                |    |    | X   |     |    |    |    |   |
| <ul style="list-style-type: none"> <li>▪ Aboriginal values</li> </ul>  |                                |    |    | X   |     |    |    |    |   |
| <ul style="list-style-type: none"> <li>▪ Lands subject to land claims</li> </ul>                                       |                                |    |    | X   |     |    |    |    |   |
| <ul style="list-style-type: none"> <li>▪ Other (specify)</li> </ul>  |                                |    |    |     |     |    |    |    |   |

<sup>1</sup> Where projects may affect a known or suspected cultural resource, further technical heritage studies may be warranted. Technical studies that may be required include items such as archaeological assessments by licensed archaeologists and built heritage studies by qualified heritage consultants if a significant built heritage structural feature is being affected. MNR shall develop a technical guideline, in consultation with the Ministry of Culture, to address how cultural heritage resources should be identified, and how to assess their significance and develop mitigation techniques.