

Road Salt Working Group Report

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Updates - Presentations:

In October, AJ delivered a brief presentation on the impacts of road salt to the Durham Environmental and Climate Advisory Committee (DECAC), which was well-received. DECAC requested to use some of AJ's images to which he agreed.

At the request of a DECAC member who was also a member of the Scugog Environmental and Climate Change Advisory Committee (SECCAC), AJ delivered a presentation to SECCAC in November on the subject of road salt impacts. Note that this presentation was delivered by AJ *as an individual and not representing OEAC*. We nevertheless wanted to include this as an update in our working group report to show that there is interest in this issue. AJ noted that SECCAC was also very receptive to the talk and that he learned that Port Perry doesn't pre-salt its roads. SECCAC members were also concerned with how much salt private contractors use and their inappropriate storage of salt.

Updates - Working Group's Progress:

Our Working Group continues to discuss how road salt damage to infrastructure can be quantified by the City of Oshawa and incorporated into repair budgets and how the City may be able to address road salt storage and usage by private contractors and retailers.

Based on cursory research the group's understanding is that municipal by-laws pertaining to road salt are typically spurred by obligations under municipal Source Protection Plans, which are mandated under the provincial *Clean Water Act* (2006) to protect sources of drinking water. The implementation of salt storage by-laws that apply outside of designated sensitive areas (ie. proximate to drinking water) might be almost without precedent. Further searching did turn up Brantford's Sewer Use By-law, which states, "No person shall store or cause or permit the storage of road salt such that precipitation or snow melt may wash salt into a storm sewer." See here: <https://www.brantford.ca/Modules/Bylaws/Bylaw/Details/f09ceeda-0b90-4283-8381-bb122d87e79a>. Oshawa's by-law does not use similar language:

<https://www.oshawa.ca/en/Document-Feeds/General-By-Laws/StormSewerBy-law46-2013.pdf>.

The 2003 Annual Report for the CTC Source Protection Region (includes Credit Valley, Toronto and Region, and Central Lake Ontario Conservation Authority jurisdictions) mentions that York Region has initiated a sodium and chloride research and mitigation pilot project in Stouffville. Emily passed along the contact information for a York Region staff member to Branden so she can be scheduled to deliver a presentation on the pilot project to OEAC next year. There is also a Town of Whitchurch-Stouffville Official Plan which has language on road salt that we may want to reference in the future. Like other municipal documents, most of their references to road salt are referring back to drinking water and surface water protection. They specify that in areas where threats to drinking water is moderate or low, the Town requires the implementation of a salt management plan. In contrast, Oshawa's Official Plan only references road salt in the context of sensitive headwater and groundwater recharge areas (see page 199):

<https://www.oshawa.ca/en/business-development/resources/Documents/Official-Plan.pdf>.

Budget implications: None

Recommendations: Receive for information.