

Frequently Asked Questions:

MacKinley-Clark Paving Lease Agreement at the Summerland Sanitary Landfill

District Staff have prepared this document to provide additional information to the public regarding the lease agreement with MacKinley-Clark Paving at the Summerland Sanitary Landfill.

1. Will this project increase truck traffic or do damage to our road system?

- a. No. We don't anticipate any noticeable increases or decreases to truck traffic. Currently, MacKinley-Clark purchases crushed gravel and sand from the gravel pit at the District of Summerland landfill which is then being trucked to their asphalt plant in Penticton. Now, outbound trucks containing gravel will be replaced with outbound trucks containing asphalt. In fact, for projects within the District of Summerland, asphalt would only require one trip, therefore reducing overall traffic.

2. How big is this plant and will it run day and night, all year?

- a. The asphalt plant will only be used on days that MacKinley-Clark is paving. Expected hours are 7am-4pm Monday-Friday. Paving is weather dependent and paving season typically lasts April-November.
- b. The asphalt plant is considered a "mobile asphalt plant" and consists of several pieces of heavy equipment. Here is a picture of MacKinley-Clark's asphalt plant, which will be relocated to the landfill:



3. Are there impacts to the environment?

- a. This operator is a well-known local business with a solid environmental track record without any warnings, infractions or failed test results from regulating bodies, and with operations exceeding 15 years.
- b. Asphalt production is highly regulated through the Ministry of Environment & Climate Change Strategy via the [Asphalt Plant Regulation](#).
- c. The asphalt plant will be powered by electricity.

- d. Asphalt is inert and does not leach materials. The operator uses baghouse filters to capture airborne particles, dust, and other matter. A pad will be paved at the lease area to host the equipment.
- e. What appears to be smoke at an operating asphalt plant is in fact water vapor, given the high heat and moisture conditions of production.
- f. With an asphalt plant at the landfill, we will have greater opportunities to use recycled asphalt content for municipal paving projects.
- g. For more information on the environmental considerations of asphalt, see:
 - <https://www.rethinkasphalt.com/controlled-emissions/>
 - <http://www.onasphalt.org/asphalt101/whypavewithasphalt/asphalt-is-the-green-sustainable-choice.html>

4. Is this an appropriate site? Will there be an objectionable odour or noise in the area?

- a. The location is at the Summerland landfill, which is zoned for resource industrial purposes and is already home to a gravel pit, solid waste storage and the production of compost. The location is sited on land outside of environmentally sensitive areas.
- b. Asphalt production is highly regulated through the Ministry of Environment & Climate Change Strategy via the Asphalt Plant Regulation.
- c. Asphalt Plant Regulation prescribes limitations on emissions which serves to limit odours.
- d. MacKinley-Clark has not had any complaints regarding odour or noise. Their asphalt plant is currently located 400m from the Wiltse neighbourhood in Penticton. Plant noise can be expected to be consistent with noise from existing activities already at the landfill.

5. Why wasn't consultation done on this project?

- a. The District does not routinely consult with the public about new businesses in the community that are compliant with our bylaws and zoning. The land is already zoned for the use, and the operator is compliant with District bylaws, and provincial regulations.
- b. As with any public land lease, a notice was provided in two editions of the Summerland Review in accordance with our legislative requirements and standard procedures.
- c. We also post notices of this kind in our public notice posting places: a bulletin board at Municipal Hall and on "Public Notices" section of our website.

6. Are we getting a fair rent for public property?

- a. The lease rate was established by an AACI accredited property appraiser, an objective third party hired by the District. The appraiser considered two approaches to determine the market rate and reviewed 9-10 comparable properties for each approach. Both methodologies resulted in similar rates and the appraiser recommended a mid-range rate in between the two values. It is important to note the facility is at vacant land within a landfill.
- b. In addition to paying the lease rate, MacKinley-Clark will be providing the District of Summerland with additional revenue through property taxes and electrical utility fees.
- c. Rates remain competitive when local companies can bid on projects. If the operator must relocate to another community further away (e.g. OK Falls or West Kelowna), we expect our paving costs would increase with fewer paving companies in the Summerland/Penticton vicinity or to accommodate increased travel for the product. Conversely, if the operator is able to relocate to our community, directly adjacent to the

gravel pit that supplies the crushed gravel and sand for their asphalt, we expect to receive more competitive rates due to their reduced costs to supply asphalt to our community.