



**JOINT PARK CITY AND SUMMIT COUNTY COUNCIL MEETING MINUTES
1885 UTE BOULEVARD
PARK CITY, UTAH 84098**

March 14, 2025

The Councils of Park City and Summit County, Utah, met in open meeting on March 14, 2025, at 9:00 a.m. in the Richins Building.

SPECIAL MEETING

JOINT CITY COUNCIL AND COUNTY COUNCIL MEETING

I. ROLL CALL

Park City Council Attendee Name	Status
Mayor Nann Worel Council Member Bill Ciraco Council Member Ryan Dickey Council Member Ed Parigian Council Member Tana Toly Sarah Pearce, Deputy City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	Present
Council Member Jeremy Rubell	Excused

Summit County Council Attendee Name	Status
Chair Tonja Hanson Vice Chair Canice Harte Council Member Megan McKenna Council Member Chris Robinson (via Zoom) Shane Scott, County Manager Eve Furse, County Clerk	Present
Council Member Roger Armstrong	Excused

II. DISCUSSION ITEMS AND PRESENTATIONS

Discuss Current Recycling Efforts:

John Angell, Summit County Public Works Director, Tim Loveday, Summit County Solid Waste Superintendent, and Luke Cartin, Park City Environmental Sustainability Manager, were present for this item. Loveday stated they had a build capacity at the landfill to 2026 but they were working on getting a new cell set up. They needed to extend the landfill's life as long as possible. The main way to divert waste was through recycle curbside collection. They also had programs for cardboard, metal, mattresses, tires, batteries, refrigerants, electronics, and household hazardous waste. Park City's food waste pilot program started in July 2024. It had already diverted 532 tons of food waste. Loveday discussed the diversion rate and stated he didn't have a real number since he only had residential diversions, which equated to 26.3%.

Cartin indicated Park City did a waste characterization study to determine what the commercial and residential waste streams looked like. They wanted to make sure the haulers had the infrastructure on both reporting weights as well as bins. They also needed to think of how it interacted with the planning code. He noted the current residential drop-off site was tight and they wanted to find a new place for that site. He stated they found four acres for a new site and there would be a land swap with Recycle Utah. He felt the new facility would benefit both entities and it would drive the diversion rate up. He asserted it was time to move forward and take waste seriously.

Mayor Worel asked how the public knew to bring batteries and mattresses to the landfill, to which Loveday indicated it was publicized on their website and people generally knew about the programs. He added lightbulbs were considered household hazardous waste and Recycle Utah collected those. Vice Chair Harte asked what it would take to increase diversion rates. He indicated recycled goods were picked up bi-weekly and asked if a weekly pickup would increase the diversion. Loveday stated a weekly pickup would help with that. He was looking at increasing the frequency of pick up. Vice Chair Harte asked about food waste pickup and thought the partnership with the Community Foundation was great. Loveday asserted this was still a pilot program and the County was looking at putting more funding into that. He felt that it would eventually be a curbside pickup. Cartin stated food waste was the main divertible waste, and they worked to get 1,000 people diverting it in this pilot. He thought this was a resource and it should stay in this area. He was looking at composting. They wanted to make sure businesses were onboard and that could happen through the business license process. Vice Chair Harte asked if there was a way to add glass to the pickup. Loveday stated glass couldn't go in recycle bins so that was a problem. Recycle Utah had dumpsters placed in different locations to make recycling glass more convenient. Hopefully in the future, they could include it in the curbside pickup contract.

Council Member Parigian asked how much of the recycle pick up was recyclable. Loveday stated 15%-30% was not recyclable, meaning those items were not bought by recycling companies. Council Member Parigian asked about Styrofoam and Loveday stated it had no turnaround. Council Member Parigian asked about the recycling plan for Styrofoam. Loveday stated they were looking at ways to divert waste from the landfill

and the main focus would be food waste and green waste, which was 40% of the tonnage going into the landfill. Styrofoam just went to the landfill.

Council Member Toly related a “pay as you throw” program done by Jackson Hole, Wyoming, meaning people would pay for what they threw away, and asked if that was something Summit County would consider. Loveday stated that was an expensive program and they were a small landfill. It would take specialized equipment and they didn’t think it was feasible. Council Member Toly asked about clothing and furniture waste. Loveday looked at that during their 2019 audit. It was not as significant now as it was during COVID. Carpet and carpet backing were other things that were thrown away in abundance as people remodeled their homes.

Council Member McKenna stated the landfill capacity was estimated at 2053 and asked if that was at the same diversion rate. Loveday stated they accounted for a 2% increase per year for growth. Council Member McKenna asked what a reasonable goal would be for diversion, to which Loveday stated other facilities had 32%-50% diversion goals. Chair Hanson stated rumors spread that Republic picked up recycling and took it to the landfill. Loveday stated that was a false rumor and explained the collection process.

Regional Park and Ride Study Follow-Up:

Alex Roy and Tim Sanderson, Park City Transportation Department, and Carl Miller, Summit County Transportation Planning Department, presented this item. Miller reviewed that the study determined why people used the park and rides. Most indicated there was no parking at final destinations or there was time and money savings. It was found park and ride users didn’t want to wait long for transit and they wanted signage to know when buses would arrive and restroom facilities. He noted there was strong participation in this study with 1,200 respondents. They also met with stakeholders to gain their perspectives.

Miller noted the takeaways from the study included park and rides are a strategy to reduce the peak season maximum drive time, and to access ski resorts. Recreation locations and Main Street were the primary destinations by park and ride users, entry corridors were the preferred location for park and rides, and parking reductions at resorts, in-town, or accommodating future large events would require increases to park and ride capacity. Miller noted that most park and rides had capacity, but Kimball Junction was at capacity. He stated increasing park and ride capacity at gateway corridors was key to capturing trips.

Roy stated there were alternatives for park and rides. The Distributed System consisted of many small park and ride lots along the entry corridor. The Consolidated System consisted of fewer but larger park and ride lots at key gateway locations and/or along corridors. Since Park City had two entry points, they came up with a hybrid system – bigger lots at gateway locations and then smaller lots for neighborhoods.

Miller stated there were things that could be done with the current park and ride lots to make them more appealing, including the addition of signage, restrooms, art, and other

things. Next steps would include improving the amenities, marketing, and functionality of existing park and ride lots. They would continue to monitor the lots to determine future demand, improve efficiency at Kimball Junction and Quinn's Junction, and work with Wasatch, Salt Lake, and Utah Counties to capture trips at the origin. Roy reiterated frequent and reliable transit made park and ride lots most successful.

Council Member Ciraco stated the Canyons Resort was building a parking garage and they were also anticipating more growth at that resort. He asked what the plan was for that. Miller stated the parking garage would replace the surface parking, and the quantity would not change much. They had a master plan with Canyons Village and they were coordinating with them. Peter Barnes, Summit County Community Development Director, stated the Canyons project was a two-year project. The first three levels would be completed in the summer.

Mayor Worel indicated she spoke with people from a few different neighborhoods who wanted park and ride lots in their neighborhoods, and asked what they should do to request those. Roy stated they would look at a strategy to add some small neighborhood park and rides.

Council Member Toly asked about Wasatch County demand. Roy stated there was some benefit to having people ride transit from their origin. A big park and ride was not needed in Wasatch County, but a little lot would work great. Council Member Toly felt a lot of workforce lived in Wasatch County. Roy stated they identified a need but couldn't prescribe since it was out of their jurisdiction.

Chair Hanson asked them to consider a park and ride in the northeast part of the county so cars would stay out of Kimball Junction. She noted there were big developments planned for that area. Miller stated this plan was a living document and they would continue to monitor trips and growth in the county and it could be added to the long range transportation plan.

Council Member Toly felt a park and ride was needed at Quinn's Junction. Council Member Dickey agreed and felt they were behind and he wanted to get that project moving forward. Sanderson agreed and he saw this park and ride going along with the Recreate SR248 project. Council Member Toly felt there were solutions that could be looked at this summer, such as temporary lots, and asserted the community wanted to see some parking solutions.

Discuss DABS Retail Liquor Store:

Peter Barnes, Summit County Community Development Director, presented this item and displayed a map with the requested location for the county liquor store, which was at the northwest corner of Old Highway 40. This parcel straddled Summit County and Park City. It had no zoning and there was a state law that dictated zoning could not be imposed on state land. He noted this was UDOT surplus land. He wanted to know if the state would annex this parcel into Park City and hoped to know about height and

setback requirements as well as snow storage and lighting. He asserted going through the county code would be a difficult exercise. He knew there would be a traffic problem in this location. He thought a more logical location for a liquor store would be Silver Summit or Silver Creek. He noted they had no jurisdiction, but they could express their opinion to the state, and he had done so.

Chair Hanson thought the proposed location was strange, but it could serve the new development along Highway 40. Mayor Worel asked if the building size would be comparable to Park City's liquor store. Council Member Dickey stated they met with DABS and a new facility would draw from the Park City Snow Creek location. He felt the location didn't fit, but another store was needed since the Park City store had problems maintaining inventory.

Council Member Robinson asked if the map showed the improved Old Hwy 40 road, to which it was affirmed. Council Member Robinson asked if the inquiry from DABS took the road alignment into account, to which Council Member Harte affirmed. Council Member Robinson indicated the state owned a lot of land between US 40 and this proposed parking lot, but other locations were not proposed. Barnes indicated this parcel was UDOT surplus land and it was being given to the state. Council Member Robinson stated a Maverik Gas Station would be on the east side of SR 248 at this location and asked for the status of that project. Barnes indicated they were permitted and construction would begin in the spring.

Chris Eggleton, Park City Economic Development Manager, stated Park City had a lease and a construction and maintenance agreement to build a park and ride on that site. That area ended up being rejected for a park and ride, but they didn't have a conditional use to accept there. It was also out of the City's jurisdiction. He noted Park City had not provided a formal opinion or response to their request.

Council Member Ciraco agreed the store should be located at Silver Summit or Silver Creek and asked if the county had any land in that area that they could swap with UDOT. Barnes stated the Gilmor property was nearby, but this site was free land.

Wrap Up and Schedule Next Joint Meeting:

It was decided the Council's would next meet on June 27th.

III. ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder

***Summit County
Solid Waste
Management Program***

Recycle and Diversion Efforts



Solid Waste Management

- 3-Mile Landfill (MSW)
 - Reach Capacity: 2053 based upon estimated disposal rate (2023 Permit Renewal).
 - Reach Current Built Capacity: 2026 (estimated) utilizing Cell 1 and part of original fill area.
 - Extending life by diverting materials



County Curbside Collection Program

Waste and Recycle Collection

- 17,595 households
- Waste tonnage – 13,091
- Recycle tonnage – 2729
 - *Diversion – 17%*



PC Mainstreet Curbside Collection Program

Waste and Recycle Collection

- Waste tonnage – 1029
- Recycle tonnage – 175
 - *Diversion – 14%*



Recycle Utah

Recycle Collection

- Glass – 637 tons
- Metals – 255 tons
- Fiber – 654 tons
- Plastic/EPS – 130 tons
- ***Total – 1677 tons***



OCC Pilot Program

- Installed vertical bailer at 3Mile
- *Dirty MRF* and OCC drop-off
 - ***OCC diverted – 10 tons***



Metal Recycling

- *Free Drop-off at 3Mile and Henefer LFs*
- *Bulk metal, appliances, equipment, etc.*
- ***Diversion – 700 tons***



Food Waste PCCF Pilot Program

- ***Opt-in Food Waste Collection***
 - *Restaurants*
 - *Residential*
- ***Initiated by PCCF***
 - Roll-out July 2024
 - Contracted Momentum Recycling
 - Currently delivered to anaerobic digester
 - Working on composting opportunities
- ***Impacts on Landfill***
 - 23% by weight is food waste
 - 50% of landfill air space
 - GHG Emissions Reduction
- ***Diversion – 532 tons***



Mattresses Collection Program

- Drop-offs at 3Mile and Henefer
- Henefer Pilot Program
 - Diverted additional 274 mattresses
- *Total Mattresses – 1,405 ea.*
- ***Diversion – 92 tons***



Tires Collection Program

- Drop-offs at 3Mile and Henefer
- Tires collected and delivered to Liberty Tire – Salt Lake
- ***Diversion – 21 tons***



Electronics Collection Program

- Drop-offs at 3Mile and Henefer
- Mountain Consulting Services
- Transported to California for dismantlement, recycling and metals recovery
- ***Diversion – 14 tons***



Batteries Collection Program

- Drop-offs at 3Mile and Henefer
- 12v lead-acid and AGM
- Interstate Battery
- Lead recovered to manufacture new batteries
- ***Diversion – 2 tons***



Refrigerant Collection Program

- Drop-offs at 3Mile and Henefer
- Freon Recovered by Total Recovery
- Refrigerator recycled with metal after freon removed
- ***Freon Recovery – 581 units***



HHW Collection Program

- Drop-offs at 3Mile and Henefer
- Annual Collection Days
- ***Financial Expenditure – \$55,729***



Diversion Rate

- Simple Calculation, complicated numbers!
- Residential Recycle calculated against total waste disposed.
- Commercial collection numbers not available.
- Business sector numbers unknown – Walmart, Home Depot, etc.



Diversion Rate

- 3 Mile Disposal, not including soil – 45,899 tons
- Total residential recycle – 6,599 tons.
- Estimated Commercial recycle – 2,654 tons
- ***Diversion Rate 3 Mile Landfill 2024***
 - *Residential Program – 26.3%*
 - *Commercial – Unknown*
 - *Combined – 16.7%*



Questions & Comments

