



WHERE COMMUNITY AND SPIRIT MEET®

**City of Kirkwood  
City Council Work Session  
Thursday, December 1, 2022**

**5:30 p.m.**

**City Hall, Main Level Conference Room  
139 S. Kirkwood Rd.  
Kirkwood, MO 63122  
(Posted November 29, 2022)**

*(Please note that work sessions are for council discussion only and there will be no public comment portion of the meeting. The time for each of the topics are estimates. When a topic is completed the council will immediately move on to the next item on the agenda.)*

- I. Approval of the November 17, 2022 work session minutes**
- II. Update on Kirkwood Road Parking – North of Adams**
- III. Lindeman Road Improvements Presentation**
- IV. Motion to close the meeting pursuant to RSMo Chapter 610.021 (2 – Real Estate)**
- V. Motion to open the meeting**
- VI. Meeting Adjournment**

**Kirkwood City Council:** Mayor Tim Griffin; Council Members Maggie Duwe, Liz Gibbons, Nancy Luetzow, Bob Sears, Wallace Ward, and Mark Zimmer

**Contact Information:** For full City Council contact information visit [www.kirkwoodmo.org/council](http://www.kirkwoodmo.org/council). To contact the City Clerk call 314-822-5802. To contact the Chief Administrative Officer call 314-822-5803.

**Accommodation:** The City of Kirkwood is interested in effective communication for all persons. Persons requiring an accommodation to attend and participate in the meeting should contact the City Clerk at 314-822-5802 at least 48 hours before the meeting. With advance notice of seven calendar days, the City of Kirkwood will provide interpreter services at public meetings for languages other than English and for the hearing impaired. Upon request, the minutes from this meeting can be made available in an alternate format, such as CD by calling 314-822-5802.



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## **DRAFT WORK SESSION MINUTES**

A work session of the Kirkwood City Council was held on November 17, 2022 at 5:30 p.m. at Kirkwood City Hall, 139 S. Kirkwood Road, Kirkwood, Missouri. Present were Mayor Griffin, Council Members Duwe, Gibbons, Luetzow, Sears, Ward and Zimmer. Also in attendance were Chief Administrative Officer Russell Hawes, Assistant Chief Administrative Officer David Weidler, City Clerk Laurie Asche, Deputy City Clerk Kim Sansegraw, Planning and Development Services Director Jonathan Raiche and City Attorney John Hessel.

### **APPROVAL OF THE NOVEMBER 10<sup>th</sup> WORK SESSION MINUTES**

Motion was made by Council Member Duwe and seconded by Council Member Ward to approve the November 10<sup>th</sup>, 2022 Work Session minutes. The motion was unanimously approved.

### **ALCOHOL LICENSE DISCUSSION**

Chief Administrative Officer Russell Hawes and Planning and Development Services Director Jonathan Raiche reported the City has been approached by various businesses interested in supplementing their offerings by selling wine, beer and/or alcohol by the drink. The different categories of businesses include a coffee shop (restaurant by zoning code), specialty shops (retail business) and craft brewery/distillery. There are several different types of liquor permits by state statute available to be issued. Currently, the City prohibits bar/taverns that sell liquor by the drink.

Staff is looking for direction from council regarding changing the zoning code regarding issuance of alcohol licenses in restaurants. A discussion took place.

- It was the consensus of council to continue to prohibit bar/tavern establishments selling liquor by the drink without food
- Mention was made there was room for expansion from the change which started during the pandemic
- Question was raised if the proposed revision is going to improve the quality of life for residents and what the positive impact might be
- Mention was made these businesses are expanding their offerings to drive sales and is in favor of amending the zoning code to accommodate for them

It was the consensus for staff to draft legislation for council consideration with proposed zoning code changes for restaurants selling alcohol.

A discussion took place regarding craft breweries.

- Suggestion was made for no food requirement regarding breweries
- Concern was raised that a craft brewery is considered a bar environment
- Suggestion was made requiring 10% food sales for breweries would be a compromise
- Mention was made that food should be required at craft breweries

Staff will draft legislation for council consideration regarding craft breweries and retail (specialty store) businesses including consumables.

### **AMENDMENT 3 TAX DISCUSSION**

Chief Administrative Officer Hawes and City Attorney Hessel presented information regarding the state legalization of recreational marijuana sales which goes into effect December 8, 2022 with product sales beginning February 2023. Taxing is permitted in recreational marijuana with the state having a 6% tax and the City having a 3% tax, if

authorized by the voters. It is unclear exactly what sales the 3% tax would cover. Some cities are putting the proposition on the April 2023 ballot. City Clerk Asche stated the deadline to file the certified ballot language to St. Louis County is January 24, 2023. The Missouri Municipal League is producing language for cities to use on the ballot and is expected to be available within the next two weeks. Recreational marijuana sales can be prohibited in the City by voter approval. This topic will be placed on a future work session agenda.

There being no further matters to come before the council, the meeting was adjourned.

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Laurie Asche  
City Clerk



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## MEMORANDUM

DATE: DECEMBER 1, 2022

TO: HONORABLE MAYOR AND CITY COUNCIL

FROM: CHRIS KRUEGER, P.E., CITY ENGINEER

SUBJECT: STP-5502(611) NORTH KIRKWOOD IMPROVEMENT PROJECT ROAD NARROWING

CC: RUSS HAWES, CHIEF ADMINISTRATIVE OFFICER

At the November 3, 2022 City Council Work Session, City Staff presented the subject project. After consultation with the City's Traffic Consultant, Lochmueller Group, the concerns and responses are as follows.

1. Concerns were raised of vehicles trying to make a left into Walgreens/Global Foods Entrance. As the northbound lane is already blocked off for the James development, is a backup anticipated for NB left turns, when there will only one south bound lane of traffic?
  - a. Regarding northbound left turns into Walgreens/Global Foods, the section of the memo titled "Operation of Unsignalized Driveways" discusses the method and findings of field observations that were conducted at these driveways on three separate occasions in late August 2022.
  - b. From the report, the observations by the following: Most northbound left turns completed this movement with little to no delay or queueing. If northbound lefts could not make an immediate turn, the resulting queue was typically 1 to 5 vehicles in length and dissipated immediately; there were no residual effects from the left turns sharing the lane with the through movement. Queues from the driveways was typically 0 to 1 vehicle. Delays for existing vehicles were minimal.
  - c. The coordinated signal timing plans on Kirkwood Road are designed to provide time on the mainline where there are no northbound or southbound platoons, therefore exiting vehicles only needed to wait for the platoons to pass to make their turns out. They did not have to wait another cycle to get an acceptable gap.
  - d. Most southbound platoons heavily utilized the left lane due to the downstream lane drop at Adams Avenue. Therefore, the gaps observed in the field would be similar to those after the road diet.
  - e. From extensive field observations, it was concluded the lane reduction would allow for acceptable operations at unsignalized driveways during the peak hours, and that non-peak hours would be accommodated well.

2. Concerns were raised on how this road narrowing could affect traffic on Clay Avenue and Taylor Avenue.
  - a. From the report, changes to the LOS/delay for all movements and intersections on Kirkwood Road overall is about 5 seconds/vehicle or less, a relatively minor increase. Still within Forecasted Conditions, all intersections operate at LOS C or better and all movements LOS D or better, which is favorable for an urban environment.
  - b. The original analysis was revisited to incorporate the known developments and the traffic volumes were slightly adjusted based on these resources. Those changes are documented in the email. To answer the Council's questions, Existing and Forecasted Conditions were closely reviewed again in these updated scenarios and it was found that all movements at the intersections of Washington and Adams Avenues operate at very similar levels of delay (less than 5 sec/veh difference again). Queues were reviewed too, and the only increase found was at Washington Avenue. During the PM peak and in the southbound direction, maximum queues increased from 45 feet to 95 feet. In other terms, from about 2-3 cars to 4-5 cars.
  - c. Based on this information, it is not expected that many more vehicles will avoid or divert to Clay or Taylor from Kirkwood Road due to the lane reduction. Any diversions would likely only happen in the southbound direction since the cross-section is effectively the same in the northbound direction leaving the Downtown area into the study segment. Again, these additional diversions are not expected to have a significant impact on Clay Avenue or Taylor Avenue.
  
3. Concerns were raised in regards to Bus Stop placement, specifically the northbound bus stop north of Adams. Does Metro have a best practice to place bus stops near an intersection, or place the Bus Stops Mid-Block, so that stopping of the bus doesn't back up traffic at an intersection?
  - a. Within the project, there are existing bus stops at the proposed PHB (near Alpine Shop and Walgreens, a mid-block location) and on the north and south side of Adams Avenue at the intersection. Given the proximity of the stops, it is assumed that both would stay in their mid-block or at-intersection locations.
  - b. The proposed road narrowing plan keeps the Bus Stop south of Adams functionally the same. The bus will have a second lane to pull into after the bump out in the southwest quadrant.
  - c. The proposed road narrowing plan puts the Bus Stop north of Adams in the only northbound lane with no other lane for the bus stop to pull off. Metro has preferred this layout as the driver does not need to make a sweeping movement to the existing curb line. Traffic interruptions due to bus stops are relatively short and their impacts dissipate quickly once the bus leaves.
  - d. There is an option to open up the second lane to the bus stop. This would result in a reduction of parking spots and the proposed bump out at Adams, as it is existing on the south side of Adams.
  - e. At an intersection, it is generally preferred by Metro and the National Association of City Transportation Officials (NACTO) to provide a bus stop on the far-side of an intersection. With the crosswalks located at the intersection, this allows a pedestrian to cross the street safely behind the bus and in better view to those waiting at the signal. Although, not preferred, Mid-Block Bus Stops are placed mid-block to serve higher ridership areas between intersections.



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4. Concerns were raised in regards to back up of traffic while vehicles are parallel parking.
    - a. Queues that develop while someone is parallel parking are not expected to be different than those that occur in the segment south of the study area. Parking maneuvers do not take much time and the queue would dissipate quickly.