



**CITY OF CHESTERFIELD
PLANNING AND PUBLIC WORKS COMMITTEE**

**THURSDAY, NOVEMBER 6, 2025
5:00 P.M.**

CONFERENCE ROOM 101

I. APPROVAL OF MEETING SUMMARY

A. Approval of the October 23, 2025 Planning and Public Works Meeting Summary

II. NEW BUSINESS

A. Public Street Acceptance – Spirit Valley Business Park (Ward 4)

B. Arbors at Kehrs Mill Traffic Control Request (Ward 4)

III. UNFINISHED BUSINESS

A. Chesterfield Regional TIF – RPA-2 Proposed Redevelopment Agreement

IV. OTHER

V. ADJOURNMENT

Note: The Planning and Public Works Committee will consider and act upon the matters listed above, and such other matters as may be presented at the meeting and determined to be appropriate for discussion at that time.

PERSONS REQUIRING AN ACCOMMODATION TO ATTEND AND PARTICIPATE IN THE PLANNING & PUBLIC WORKS COMMITTEE MEETING SHOULD CONTACT CITY CLERK VICKIE MCGOWND (636)537-6716 AT LEAST TWO (2) WORKDAYS PRIOR TO THE MEETING.



RECORD OF PROCEEDING

**MEETING OF THE
PLANNING AND PUBLIC WORKS COMMITTEE
CHESTERFIELD CITY HALL
690 CHESTERFIELD PARKWAY WEST
CONFERENCE ROOM 101**

October 23, 2025

Chairperson Hansen called the meeting to order at 5:30 p.m.

PRESENT

ABSENT

- Mayor Dan Hurt
- Chairperson Hansen, Ward IV
- Council Committee Member Mary Monachella, Ward I
- Council Committee Member Mary Ann Mastorakos, Ward II
- Council Committee Member Lane Koch, Ward III
- Council Committee Member Gary Budoor, Ward IV
- Justin Wyse, Director of Planning
- James Eckrich, Director of Public Works/City Engineer
- Theresa Barnicle, Executive Assistant
- Zach Wolff, Assistant City Engineer
- Steve Merk, Senior Civil Engineer
- Jeff Tegethoff, CRG
- Natasha Das, CRG
- Chris McKee, CRG
- Michael Staenberg, The Staenberg Group
- Tim Lowe, The Staenberg Group
- Taylor Reich, The Staenberg Group

APPROVAL OF MINUTES

Councilmember Monachella made a motion, seconded by Councilmember Mastorakos, to approve the September 18, 2025 Planning and Public Works Committee Meeting Minutes. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed.

Chesterfield Regional TIF – RPA-2 Proposed Redevelopment Agreement

The Chesterfield regional TIF district's proposed redevelopment agreement for RPA-2 was discussed. Jeff Tegethoff of CRG introduced the request for immediate issuance of notes for certified costs incurred to date (approximately \$8 million), a \$25 million bond issuance to refund the notes and provide disbursements for the garage during construction, an extension of time for project completion to December 2028, and creation of a tax-exempt entity (e.g. Community Improvement District) to maintain the garage. He noted significant design changes, such as the conversion of office buildings into condominiums due to the effects of COVID-19 and rising interest rates, and also discussed ongoing challenges in attracting office tenants, which has ultimately led to a shift toward residential and restaurant uses.

Other representatives from CRG elaborated on the need for a standalone parking garage and discussed the impact of the State Auditor's investigation had on construction of the public parking facility. The development team has reviewed the current parking capacity, as well as the need for additional spaces, and presented two design options, emphasizing the garage's importance for public parking and economic activity.

Chair Hansen expressed concerns about changes to the funding model and maintaining City control over garage ownership and consistency with other similar financing districts. Mayor Hurt raised questions about the garage's location and its effect on retail integration, but it was clarified that the plan still meets and even exceeds retail frontage requirements, serving both the development and nearby amenities like Central Park and the Amphitheater.

As part of exploring alternative solutions, Chris McKee of CRG suggested considering other parking options to reduce the garage's size. It was also proposed downsizing the garage to cut costs and allow for private debt bridging, while Chair Hansen and Mr. Tegethoff discussed the feasibility of using TIF funds for a smaller facility, noting that any changes would require City Council approval.

The Committee proposed conducting further analysis and returning with a revised plan for the garage and parking needs. Mr. Wyse committed to coordinating with the development team to bring back additional concepts for the Committee to consider.

Downtown Chesterfield – Discussion with TSG Representatives

Tim Lowe, representative from The Staenberg Group, presented a quarterly update of the progress and challenges regarding the Downtown Chesterfield development.

An aerial overview of the mall site was provided, showing ongoing demolition and material recycling efforts. A detailed project timeline was provided, including the removal of the private water loop, and next steps involving the

completion of the remaining water line work and material relocation before winter to prevent complications.

Mr. Lowe then discussed the size requirements for the parking garage. He explained the internal process TSG and their consultants have utilized to evaluate parking demand across retail, office, and residential components. This discussion included additional details on uses that would self-park vs those that will utilize public parking. He outlined parking requirements for first-floor retail within multifamily buildings, the redevelopment of the Macy's site, and the consolidation of retail plans, concluding that approximately 620 public parking spaces would be needed.

The new parking garage design was described, including its reduced size, improved sightlines, and better integration with the Macy's building and adjacent park. Mr. Lowe highlighted the need for sufficient parking to support both daytime and nighttime use and raised the issue of lifting restrictions on vertical construction near the grand entry. Chair Hansen supported moving forward with the conveyance of Lot 3A to the City and finalizing the financial contribution. Mr. Lowe stressed the importance of finalizing the agreement to prevent future complications and reaffirmed his commitment to ensuring the grand entry design remains timeless and aligned with the project's vision.

Further updates included challenges with repaving the Dillard's ring road and relocating utilities. Mr. Lowe discussed cost differences between overlaying the ring road and reconstruction, noting Dillard's reluctance to participate in repaving efforts. He suggested a temporary fix until the retailer finalizes its future plans. He also reported on the Clarkson Road widening project, which faces utility relocation issues, and requested city assistance if complications arise.

Turning to the Tristar development, Mr. Lowe explained the plan, which would facilitate dirt removal and improve site balance between the upper mall area and the lower elevation area. He explained that Tristar may seek reimbursement through TIF funds and urged city involvement in related meetings and agreements. Mayor Hurt reiterated that TIF money should be used strictly for public infrastructure, not private developments, and discussed the historical context of infrastructure funding in the Valley. Chair Hansen underscored the need for a comprehensive approach when making infrastructure decisions.

The discussion concluded with transportation and connectivity topics. Mr. Lowe described how the proposed public road would link to Chesterfield Parkway. Councilmember Koch raised community interest in a metro accessibility in the area. Mr. Lowe agreed on the importance of accessible transit options for employees and mentioned that preliminary conversations with the transit authority were underway to determine appropriate bus routes.

Public Street Acceptance – Schaeffer’s Grove (Plats 1 and 2)

James Eckrich, Director of Public Works/City Engineer stated that Public Works staff recently conducted an inspection of Plats 1 and 2 of the Schaeffer’s Grove Subdivision. As part of the inspection, Staff determined the following streets meet the City of Chesterfield’s design and construction standards for acceptance as public streets: Lisa Ridge, Schaeffer’s Grove Court, and Silver Buck Lane.

Councilmember Mastorakos asked for a clarification of the street limits, which was answered by Zachary Wolff to her satisfaction. Chair Hansen asked if there is an annual maintenance cost estimate, which Mr. Eckrich provided as \$38,500 annually.

Councilmember Monachella made a motion, seconded by Councilmember Koch, to recommend approval of Public Street Acceptance – Schaeffer’s Grove (Plats 1 and 2). A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed. This matter will be forwarded to the full City Council for consideration of the ordinance accepting these as public streets.

2026 Snow Removal Reimbursement for Private Streets

Mr. Eckrich presented an overview of the Private Street Snow Removal Reimbursement Program. There are currently 53 subdivisions eligible for reimbursement under the program and requests for reimbursement vary significantly from subdivision to subdivision. Mr. Eckrich stated that funding for this program is considered annually outside the City budget. If approved by City Council a budget amendment is implemented.

Chair Hansen stated that many subdivisions exceed the permissible reimbursement amount. She stated that she hopes Council continues to fund this program. Mr. Eckrich stated that after the next winter season the reimbursement amounts will be adjusted, per policy.

Councilmember Koch made a motion, seconded by Councilmember Mastorakos, to recommend approval of the 2026 Snow Removal Reimbursement for Private Streets. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed. This matter will be forward to the full City Council after passage of the 2026 budget.

Public Works Mutual Aid Agreement

Mr. Eckrich explained the Public Works Mutual Aid Agreement, which was originally implemented as the Lafayette Area Mutual Aid Agreement in 2001. Since that time, it has evolved into the Public Works Mutual Aid Agreement and there are fifteen members. The Agreement requires a biennial review by all members, which recently occurred. At that time the members determined that all agencies should re-adopt the Agreement. Mr. Eckrich stated that this Agreement allows Public Works agencies to help other cities who experience

disasters. He emphasized that participation in any event is voluntary and highlighted its vital role in effective disaster response.

The committee commended Mr. Eckrich on the Agreement. Councilmember Monachella stated that she reviewed the Agreement in detail and was impressed with the thoroughness of the document. Mr. Eckrich explained that the details are necessary to ensure FEMA compliance. The Committee members each indicated that they support the Agreement and its expansion to other cities.

Councilmember Mastorakos made a motion, seconded by Councilmember Monachella, to recommend approval of the Public Works Mutual Aid Agreement. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed. This matter will be forwarded to the full City Council.

Bikeable Walkable Plan

Mr. Eckrich presented the Bikeable Walkable Plan. He highlighted the significant public involvement, which resulted in five prioritized projects: Edison Avenue Trail Crossing, the Ameren Utility Corridor Trail, the Monarch-Chesterfield Levee Trail Extension, the Logan University Trail, and the Riparian Trail/Old Chesterfield Road/Levee Trail connection. The Plan update was a specific goal delineated in the City's Strategic Plan.

Mr. Eckrich explained that the prioritized projects contained in the plan are estimated to cost \$26 million. Mr. Eckrich clarified that there is currently no funding for these projects. If Council approves the Plan the Engineering Staff will begin working to secure funding, similar to what was done with the Levee Trail, Pathway on Parkway, and Riparian Trail. Mr. Eckrich stated that if the City had not planned for these trails they never would have been constructed.

Mr. Eckrich detailed the Disclaimer in the Plan, and that the projects delineated are ideas, with conceptual cost estimates. Prior to any project moving forward it will need significantly more work, including design and a detailed cost estimate. These projects are not funded and will likely not be constructed for many years.

Mr. Eckrich detailed the component of the Plan which includes future projects on State and County roads. Mr. Eckrich clarified that these projects will not be constructed by City Staff, but Staff will advocate for these projects. There is also the possibility that the City could fund a portion of these projects, similar to the sidewalk Woods Mill Road north of Parkway Central High School. Councilmember Monachella asked about that project and whether it should be included in the Plan. Mr. Eckrich stated that it was not a listed project because we are already working toward a solution. However, details of that project are specifically detailed on page 15 of the Plan.

Councilmember Koch stated her support of the Plan and asked about future pedestrian connections to downtown Chesterfield. Mr. Eckrich stated that

additional projects could always be added to the Plan. He stated this Plan will not be “placed on a shelf”. It can and should be updated as priorities change and if additional projects are desired.

Councilmember Mastorakos expressed her support of the Plan and stated that the Plan is creating a roadmap for the City’s next ten years. Councilmember Hansen stated that she also supports the Plan, but has a number of specific questions. Mr. Eckrich offered to meet with her to review all of her questions and concerns.

Mr. Eckrich stated that the final component of the Plan is a recommendation to review City code and policies as they relate to cyclists and pedestrians. Mr. Eckrich stated that the Plan does not implement changes. It makes recommendations which can be acted upon in the future through Code and Policy changes. Councilmember Koch expressed her support of these considerations, specifically removing any prohibition against bicycles on sidewalks. Significant discussion was held regarding motor bikes and E-bikes. Mr. Eckrich clarified that the Plan does not implement any change, it simply states that the City should clarify where motor bikes and E-bikes are allowed and prohibited.

Mr. Eckrich thanked Senior Civil Engineer Steve Merk and Assistant City Engineer Zach Wolff for their work on this project. He clarified that Merk, Wolff, and Eckrich are happy to meet with any Councilmember regarding the Plan and questions they may have.

Chair Hansen stated that while she has questions, she feels it is important to move the Plan forward. The Committee felt it should be clear that the Plan is a planning document for future projects and may be changed as priorities change. The Committee also felt it was important to emphasize that the projects were chosen by the public through the online survey and open house.

Councilmember Koch made a motion, seconded by Councilmember Mastorakos, to recommend approval of the Bikeable Walkable Plan. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed. This matter will be forwarded to the full City Council.

UNFINISHED BUSINESS

There was no new business.

ADJOURNMENT

The meeting was adjourned at 8:57 p.m.

Respectfully submitted:

Justin Wyse
Director of Planning

James A. Eckrich, PE
Director of Public Works / City Engineer

Theresa Barnicle
Executive Assistant

Date Approved: _____

DRAFT



Memorandum

TO: Michael O. Geisel, PE – City Administrator
cc: James A. Eckrich, PE - Director of Public Works / City Engineer
Justin Wyse, AICP, PTP - Director of Planning
FROM: Steven J. Merk, PE - Senior Civil Engineer *Sm*
DATE: October 20, 2025
RE: Public Street Acceptance
Spirit Valley Business Park II

Public Works staff recently conducted an inspection of the Spirit Valley Business Park II subdivision. As part of the inspection, it was determined that the following street meets the City of Chesterfield’s design and construction standards for acceptance as a public street:

Spirit Valley West Drive	Approximately 2,415 feet; from Olive Street Rd. to the existing Spirit Valley West Drive stub street Book 371 Page 371
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A draft ordinance, a map showing the location of the above-referenced street, and the associated record plat exhibit are attached. The street area to be accepted is approximately 11,105 square yards of concrete pavement. This is the only street acceptance required for Spirit Valley Business Park II.

Spirit Valley West Drive connects to public streets at each connection point. The existing Spirit Valley West Drive stub street, located in the Spirit Valley Business Park Plat 1 subdivision, was previously accepted as a City street in 2016 via [Ordinance #2881](#). Olive Street Road is also a public street, maintained by St. Louis County.

Action Recommended

I recommend forwarding the acceptance of the above-referenced street to the Planning and Public Works Committee for its consideration. If the Planning and Public Works Committee recommends approval, the matter should be forwarded to City Council for consideration.

PLEASE FORWARD TO PPW FOR THEIR REVIEW AND RECOMMENDATION.

Michael O. Geisel 2025-10-21

BILL NO. _____

ORDINANCE NO. _____

AN ORDINANCE PERTAINING TO THE ACCEPTANCE OF SPIRIT VALLEY WEST DRIVE AS A PUBLIC STREET IN THE CITY OF CHESTERFIELD

WHEREAS, the City of Chesterfield has approved the construction of Spirit Valley Business Park Plat Two; and,

WHEREAS, the street in Spirit Valley Business Park Plat Two was intended to be a public street and was therefore constructed to the design standards of the Department of Public Works of the City of Chesterfield; and,

WHEREAS, Spirit Valley Development, LLC has completed required street improvements in Spirit Valley Business Park Plat Two.

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI, AS FOLLOWS:

Section 1. The following street is hereby accepted by the City of Chesterfield for future care and maintenance:

Spirit Valley West Drive:	Approximately 2,415 linear feet; from Olive Street Rd. to the existing Spirit Valley West Dr. stub street Book 371, Page 371
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Section 2. This ordinance shall be in full force and effect from and after its passage and approval.

PASSED AND APPROVED THIS _____ DAY OF _____, 2025.

PRESIDING OFFICER

Dan Hurt, MAYOR

ATTEST:

Vickie McGownd, CITY CLERK

FIRST READING HELD: __/__/__

Memorandum

Department of Public Works



TO: Michael O. Geisel, P.E.
City Administrator

FROM: James A. Eckrich, P.E. *[Signature]*
Public Works Dir. / City Engineer

DATE: October 27, 2025

RE: Arbors at Kehrs Mill Traffic Control Request

On October 22, 2025 the City of Chesterfield received the attached request from the Arbors at Kehrs Mill Subdivision. First, the subdivision is requesting that the City consider constructing a gate on Prairie Cord Drive near Church Road, to restrict “cut-through traffic.” Second, the subdivision is requesting that the City construct improvements to the entrance/exit on Bottlebrush Drive near Kehrs Mill Road. This request should be forwarded to the Planning and Public Works Committee of City Council (PPW), in accordance with City Council Policy PW34.

The City of Chesterfield accepted the streets contained within the Arbors at Kehrs Mill in 2020, via ordinance 3087. At that time it was determined that these streets met all requirements for the City to accept them as public streets. It is City Policy that any additional study or analysis of this matter must be directed by PPW. If a study is directed, the City Engineering Staff will review traffic data, accident history, and all other relevant factors regarding traffic in this subdivision. This will include an analysis of the request for a gate on a public street, what modifications would need to be constructed to facilitate a gate, estimated costs, and City policy impacts. Additionally, if approved, the City’s Engineering Staff would study the intersection of Bottlebrush Drive and Kehrs Mill Road to determine if engineering standards are met.

If an engineering study is directed it would be conducted by the City’s Engineering Staff over several weeks. A report with all findings would be generated and presented to PPW at a future date. At that time PPW could determine what (if any) action is recommended and determine whether such action should be forwarded to the full City Council for approval.

Action Recommended

This matter should be forwarded to the Planning and Public Works Committee. Should PPW wish to consider this matter, it should direct that City Engineering Staff conduct an Engineering Study. Alternatively, PPW can direct that no work be completed and the matter will be closed.

Please forward to PPW for their review and direction.

McGeisel 2025-10-28

Jim Eckrich

From: Justin Wyse
Sent: Monday, October 27, 2025 12:41 PM
To: Jim Eckrich
Subject: FW: Arbors at Kehrs Mill Gate Issue

Jim – I've had a few emails back and forth with Mr. Gerber and think the information below is ready to go to Committee. Let me know if you are taking it from here (or not) and we can keep this moving along.

From: Richard D. Gerber <rgerber@evans-dixon.com>
Sent: Wednesday, October 22, 2025 10:25 AM
To: Justin Wyse <JWyse@chesterfield.mo.us>
Cc: Marc Sattovia (msattovia98@hotmail.com) <msattovia98@hotmail.com>; Kevin Clark <kevin@gardius.com>
Subject: RE: Arbors at Kehrs Mill Gate Issue

Justin: When we spoke a few weeks ago about the gate, you wanted me to draft a letter to the planning committee, to formally get the ball rolling to study the feasibility of a gate, but to first send it to you make sure I do it right. After meeting with our HOA, I'm confident the neighborhood will be in favor of gating the Church Rd. entrance, of course depending on what will be required of the HOA. The following is a draft letter - I await your thoughts:

Dear Planning Committee:

As I'm sure you're aware, over the years we have had concerns about "cut through" traffic speeding through our neighborhood, between the neighborhood entrance at Church Rd & Prairie Cord Dr. and the main entrance at Kehrs Mill Road and Bottlebrush Court. Throughout the day, but especially during rush hours, drivers speed through our neighborhood to avoid traffic on Strecker and Kehrs Mill Rd or simply because it's a faster route. Over the years, we've had close calls with children almost being hit and confrontations between parents and drivers (cutting through) trying to get them to slow down. Bottom line, the cut-through traffic on Bottlebrush Court remains an issue and now, we anticipate it will become much worse.

With Westland Acres development soon beginning, it's safe to say that there will be considerably more traffic using the Church Rd. entrance to cut through using Bottlebrush Court to Kehrs Mill Rd, posing even more risk to our children, not to mention the aggravation from the increased traffic. Why would a Westland Acres homeowner, who is heading to the Valley, take Church Rd. to Strecker then to Kehrs Mill northbound when they can simply cut through Arbors at Kehrs Mill?

For these reasons, we are asking the City to consider gating the Church Rd. entrance to our neighborhood to prevent cut through traffic. Depending on the final plans and/or what may be required by the HOA (effect on common areas), the HOA believes the homeowners will likely be in a favor of the gate. Naturally, we would like to be made aware of the plans first. I've been informed by

our councilwomen that Monarch Fire District has no objection to a gate. Please advise if this is feasible and if so, the effect on the common ground area at Prairie Cord and Church.

One final issue regarding Bottlebrush Court that the HOA would like to bring to the attention of the City. As homeowners drive southbound on Kehrs Mill Rd. approaching the entrance to our neighborhood at Bottlebrush Court, as you make a right onto Bottlebrush Court, the turn into the subdivision is extremely tight, requiring the driver to slow down considerably. This in turn causes cars behind the turning driver to get frustrated with the slow speed of the turning car, with near miss rear end accidents. To experience this, simply drive from Wildhorse Creek southbound on Kehrs Mill, make sure there is a car behind you as you drive, and then turn right onto Bottlebrush Ct. Watch how close the car behind you gets to hitting your car as you slow down for the turn. Bottom line, the right hand turn onto Bottlebrush Court is way too tight. Can the turn from southbound Kehrs Mills onto Bottlebrush Ct be widened slightly to allow cars entering to keep their speed appropriate?

Richard D. Gerber

Attorney/Member, Chairman Subrogation Group
Metropolitan Square | 211 N. Broadway, Suite 2500 | St. Louis, MO 63102-2727
Direct (314) 552-4101 | Fax (314) 884-4501

EVANS & DIXON 80th

Missouri | Illinois | Kansas | Iowa

From: Justin Wyse <JWyse@chesterfield.mo.us>
Sent: Thursday, October 2, 2025 3:12 PM
To: Richard D. Gerber <rgerber@evans-dixon.com>
Cc: Merrell Hansen <MHansen@chesterfield.mo.us>; Mike Geisel <mgeisel@chesterfield.mo.us>; Jim Eckrich <JEckrich@chesterfield.mo.us>
Subject: Arbors at

Good Afternoon:

I wanted to follow up on the conversation that was brought up in our recent discussion with Westland Acres and the potential of addressing traffic concerns (existing and future) within your neighborhood. I've had preliminary conversations with our City Engineer Jim Eckrich. I know you mentioned that your HOA would be having these conversations in the near future and wanted to provide preliminary information on the process.

For requests for street enhancements, any proposed modifications should be forwarded from the subdivision trustees impacted by the proposal. The request should be sent to Jim Eckrich (copied on this email). From there, we would review the request and likely look to continue and have a conversation to discuss your proposal and any potential impacts of the proposed change. Once we get through that, staff will work to get the request scheduled for review by the Planning and Public Works Committee who will provide a formal recommendation to City Council for any final action.

Nothing groundbreaking, but just want to make sure we stay on the same page with what is required and who is doing each step along the way. As always, let me know if you have any questions.

Justin Wyse, AICP, PTP
Director of Planning