



**NOTICE OF PUBLIC MEETING
JANUARY 20, 2026 – 7:00 P.M.
BOARD OF ALDERMEN MEETING
TENTATIVE AGENDA**

- I. MEETING CALLED TO ORDER
- II. ROLL CALL
- III. APPROVAL OF AGENDA
- IV. APPROVAL OF JANUARY 5, 2026 MINUTES
- V. CITIZEN COMMENTS
- VI. TREASURER’S REPORT
- VII. PRESENTATIONS – Chris Graville, Municipal Judge
- VIII. APPOINTMENTS
 - a. John Falk – Plan Commission/ARB
 - b. Brad Weitekamp – Plan Commission/ARB
 - c. Robert Weaver – Tree Board
 - d. Michelle Faust – Tree Board
 - e. John Bugee – Board of Adjustment
 - f. Danny Ramirez – Board of Adjustment, alternate
 - g. Marilyn Vollet – Board of Adjustment, alternate
- IX. RESOLUTIONS
 - R01-26 A RESOLUTION HONORING ROBERT A. CATLETT, JR. FOR 40 YEARS OF SERVICE TO THE CITY OF GLENDALE
 - R02-26 A RESOLUTION AUTHORIZING THE PAYMENT OF THE SURFACE TRANSPORTATION PROGRAM GRANT APPLICATION FEE FOR PHASE 2 OF THE E. ESSEX AVE. IMPROVEMENT PROJECT
 - R03-26 A RESOLUTION APPROVING AN ENGINEERING TASK ORDER FOR A CITYWIDE PARKING ASSESSMENT AND AUTHORIZING THE CITY ADMINISTRATOR TO EXECUTE THE SAME ON BEHALF OF THE CITY OF GLENDALE, MISSOURI
 - R04-26 A RESOLUTION AUTHORIZING A CONTRACT FOR THE PURCHASE OF ONE 2026 DODGE DURANGO POLICE VEHICLE FROM LANDMARK DODGE-CHRYSLER-JEEP
- X. ORDINANCES FOR FIRST READING
 - B02-26 AN ORDINANCE ESTABLISHING A TRAFFIC SAFETY COMMITTEE FOR THE CITY OF GLENDALE, MISSOURI

XI. ORDINANCES FOR SECOND READING

B01-26 AN ORDINANCE AMENDING SECTION 400.805 OF THE CODE OF ORDINANCES OF THE CITY OF GLENDALE, MISSOURI, PERTAINING TO FENCE REGULATIONS IN THE CITY OF GLENDALE

XII. REPORTS

XIII. ADJOURNMENT

XIV. EXECUTIVE SESSION

Notice is hereby given that, subject to a motion duly made and adopted, the Board of Aldermen will hold a closed meeting pursuant to (i) RSMo Section 610.021(1) for the purpose of dealing with matters relating to privileged communications between the City's representatives and its attorney.

Frank Johnson
City Administrator

Updated 4:30 P.M. January 16, 2026



MINUTES
BOARD OF ALDERMEN MEETING
JANUARY 5, 2026 –7:00 p.m.

CALL TO ORDER	A meeting of the Board of Aldermen of the City of Glendale was held on Monday, January 5, 2026. Mayor Wilcox presided and called the meeting to order at 7:00 p.m.				
PLEDGE OF ALLEGIANCE	Mayor Wilcox led the Pledge of Allegiance.				
ROLL CALL	<table><thead><tr><th><u>Aldermen Present</u></th><th><u>Aldermen Absent</u></th></tr></thead><tbody><tr><td>Alderman Nauman Alderwoman Capshaw Cushing Alderwoman Lane Alderwoman Fiordelisi Alderman Stewart Alderwoman Volk</td><td></td></tr></tbody></table> <p>Also present were: Frank Johnson, City Administrator; Terry Jones, Public Works Superintendent; City Attorney, Brian Malone; Fire Chief, Jim Silvernail; Fire Lieutenant Neil Ayres; and Police Chief, Jeff Beaton.</p>	<u>Aldermen Present</u>	<u>Aldermen Absent</u>	Alderman Nauman Alderwoman Capshaw Cushing Alderwoman Lane Alderwoman Fiordelisi Alderman Stewart Alderwoman Volk	
<u>Aldermen Present</u>	<u>Aldermen Absent</u>				
Alderman Nauman Alderwoman Capshaw Cushing Alderwoman Lane Alderwoman Fiordelisi Alderman Stewart Alderwoman Volk					
APPROVAL OF AGENDA	Moved by Alderman Nauman, seconded by Alderwoman Volk, and unanimously carried, to approve the agenda as submitted.				
APPROVAL OF MINUTES	Moved by Alderwoman Lane, seconded by Alderman Stewart and unanimously carried, to approve the regular meeting minutes of December 1, 2025.				
CITIZEN COMMENTS	Local Boy Scouts, Jack Riley, Charlie Kelly, and Patrick Kelly, introduced themselves and explained that they were attending the meeting as part of earning their communications merit badge.				
PRESENTATIONS – National Fire Prevention Week Poster Contest Winners	Fire Lieutenant Neil Ayres and Fire Chief Jim Silvernail recognized Bear Bogart as the winner of the department’s Fire Safety Poster Contest with North Glendale Elementary’s third graders.				
Vial of Life Initiative	Fire Lieutenant Neil Ayres presented the newly launched Vial of Life initiative through which the department provides kits to community members including a medical information form and two decals. The purpose of the initiative is to ensure that first responders have immediate access to vital medical information during emergencies.				

ORDINANCES FOR FIRST READING

Public Hearing – Ordinance B01-26 Amending Fence Regulations

The public hearing opened at 7:15 p.m. There was no public comment and the hearing closed at 7:15 p.m.

Bill 01-26 – Fence Regulations Amendment (Assigned Ord. No. 01-26)

Mayor Wilcox introduced Bill 01-26, an ordinance amending section 400.805 of the code of ordinances of the City of Glendale, Missouri, pertaining to fence regulations in the City of Glendale.

Mr. Johnson reminded the Board that back in October they expressed interest in updating the code. The matter was referred to the City's Plan Commission, which reviewed the proposed changes at their meeting on Nov. 12 and recommended to the Board of Aldermen the adoption of the changes outlined in B01-26.

The Board discussed the changes to the fence regulations, specifically the acceptable fence materials, the definition of fences and the treatment of screens/partitions.

Alderman Stewart moved to table Bill 01-26 until the next Board of Aldermen meeting. The motion was seconded by Alderwoman Capshaw Cushing and unanimously carried.

DISCUSSION – Electric Bicycle and Scooter Regulations

Chief Beaton presented proposed updates to the City's bicycle ordinances to address safety concerns related to electric bicycles and scooters. The updates include clarified definitions, a helmet requirement, parental responsibility provisions, and new regulations for using the right-of-way. The Board and staff emphasized the need for a public education campaign so parents and children understand the new rules and their importance, noting that children under 16 cannot be cited in municipal court. Boy Scouts attending the meeting supported the regulations and suggested a safety course for youth. The Board supported the ordinance updates.

Traffic Safety Committee Proposal

Mr. Johnson noted that the purpose of the Traffic Safety Committee (TSC) is to have a process for handling requests from residents regarding traffic safety concerns. He proposed that the TSC concentrate specifically on reviewing, vetting, and making recommendations on traffic calming requests. He also proposed that the TSC be comprised of the following members:

- City Administrator (Chair)
- Public Works Director (or their designee)
- Police Chief (or their designee)
- Fire Chief (or their designee)
- Mayor
- Two appointees from the Board of Aldermen

The Board agreed with the proposed TSC structure. An ordinance establishing the TSC will go before the Board at the next meeting.

Electric/Invisible Pet
Containment Fences

Mr. Johnson explained that the item was added to the agenda at the request of Alderwoman Fiordelisi and shared that nearby cities, including Kirkwood and Webster Groves, do not have specific regulations on this type of fencing, while Crestwood requires a two-foot setback. The Board discussed safety concerns, including aggressive dogs and fence failures, and considered whether a permit should be required. The Board directed staff to contact invisible fence companies to learn what regulations are commonly required in other jurisdictions.

REPORTS

Mr. Johnson provided an update on city activities to the Board. He announced that registration for the Glendale Firehouse Run opened on January 1, 2026.

ALDERMEN COMMENTS

Alderwoman Lane and Alderwoman Volk noted that they had received an email from a resident concerned about rental properties. Staff noted that the City requires occupancy permits, which can only be granted if a property passes a home safety/property maintenance inspection performed by St. Louis County. They asked that the matter be discussed again at a future meeting.

**EXECUTIVE SESSION
(CLOSED)**

Moved by Alderwoman Lane, seconded by Alderwoman Volk to adjourn to Executive Session pursuant to (i) RSMo Section 610.021(1) for the purpose of dealing with matters relating to privileged communications between the City’s representatives and its attorney; (3) hiring, firing, disciplining of particular employees; and (13) individually identifiable personnel records/performance ratings

The vote thereon was as follows:

Alderman Nauman	“Aye”
Alderwoman Volk	“Aye”
Alderwoman Capshaw Cushing	“Aye”
Alderwoman Lane	“Aye”
Alderwoman Fiordelisi	“Aye”
Alderman Stewart	“Aye”

ADJOURN

Moved by Alderman Nauman, seconded by Alderman Stewart to adjourn to the Board of Aldermen public meeting at 9:04 p.m.



Internal Memorandum

Office of the City Administrator

**To: Honorable Mayor Mike Wilcox
 Members of the Board of Aldermen**

**From: Frank Johnson, City Administrator
 Steve Chamberlin, City Treasurer & Dan Lawrence, Finance Officer**

Subject: December Treasurer's Report

Date: January 15, 2026

Cash and Investment Balances:

The City's cash position remains stable through the end of December with a cash and investment balance as of December 31, 2025, of \$4,756,249. Of this figure, \$4,336,548 is available for operations of the city. A month ago, the figure was \$4,445,948 with a comparable number on December 31, 2024, of \$5,133,028.

Normally the cash balance increases tremendously during December. That did not occur during December 2025 as STL County changed accounting systems causing them to not process tax receipts as quickly. Therefore, the large tax receipt deposits normally received in December will now be received in January 2026. For example, \$1,280,265 was received during December 2024 in property tax receipts vs. only \$556,463 during December 2025.

The City's cash and investment position increases in December and January and generally declines from February through November as a normal occurrence until property tax collections start back up again in December.

General Fund Revenues and Expenditures:

During the month of December, the General Fund received \$588,084 in revenues and had \$653,731 in expenditures causing a monthly deficit of \$65,647. A year ago, the figures were \$1,020,242 in revenues and \$598,670 in expenses for a surplus of \$421,572. Please see below for further details as well as the enclosed all funds totals document.

REVENUES

<u>General Fund</u>	December-25		Year to Date	
	2025	2024	2025	2024
Property Taxes	166,399	524,968	173,540	532,578
Sales Tax	98,763	104,888	635,760	627,397
Gross Receipts-Electric	25,012	20,763	303,718	266,152
Gross Receipts-Telephone	5,134	5,373	36,720	38,143
Gross Receipts-Gas	24,092	20,630	71,207	105,055
Gross Receipts-Water	18,422	17,505	161,856	137,601
Local Option Use Tax	26,000	20,168	166,424	146,537
Court Revenues	4,295	4,924	22,096	32,748

EXPENDITURES

<u>General Fund</u>	December-25		Year to Date	
	2025	2024	2025	2024
Administration	67,337	65,116	377,199	321,999
Court	9,808	9,727	56,703	55,576
Police Department	239,412	217,151	1,130,751	975,672
Fire Department	272,577	258,864	1,128,967	1,056,987
Public Works	64,597	47,811	393,912	316,681

Notes:

- See Cash Balance comments above regarding the property tax receipts. Also, over \$503 thousand was received early January from STL County that will be designated to the General Fund with more receipts later in the month and they should be substantial.
- Sales tax revenue from the 1% pool through December of \$635,760 is approximately \$8,000 more than the same comparable figure a year ago.
- September 2024 includes Gas revenue receipt of \$31,584 from Spire that should have been recorded the previous fiscal year due to accounting error by Spire.
- Police overtime for the Police Department through October for the Senator Schmitt security detail is approximately \$80,000 and was reimbursed by the Capital Police on January 13, 2026.
- General liability, vehicle, and property insurance expense across all four departments has increased by approximately \$20,000 compared to previous fiscal year.
- Year-to-date expenditures across Administration, Police, and Fire Departments are higher by approximately \$202,000 compared to previous due to budgeted increases in salaries and worker's compensation expense. The figure has been adjusted for Police overtime.
- Expenses are higher in Public Works year-to-date compared to FY 2024 by approximately \$77,000 mostly due to extra full-time employee, vehicle repairs, street maintenance and general insurance.

Pension Fund Revenues and Expenditures:

The City’s contribution to the Fire and Police Pension Fund is funded by property tax, which for FY 2025 is budgeted to generate \$580,000. This is substantially greater than FY 2020 and earlier year figures of approximately \$135,000 as the passage of Prop E during the June 2020 election will greatly increase the property tax revenues available to the Pension Plan. All full-time employees have been enrolled in the MO Lagers plan as of January 1, 2021. The employee (4% of salary) and City contributions (various rate depending on department) are paid monthly to MO Lagers. For December, the employee withholding was \$15,661 with a City contribution of \$49,669. On April 1, 2021, MO Lagers took over the legacy portion of the Glendale retirement plan for retirees as well. The underfunded balance in the legacy portion of the plan is paid through semi-annual payments of \$118,728 beginning May 1, 2021. Also beginning January of 2021, transfers to the General Fund from the Pension Fund are recorded for the Police and Fire portion of the City Lagers expense.

The Pension Fund’s assets held at PNC of \$5,540,348 was transferred to MO LAGERS on March 9, 2021.

Park and Stormwater Revenues and Expenditures:

The ½ cent Park and Stormwater sales tax (collected on a point-of-sale basis) typically generates approximately \$175,000 a year. Of this amount, \$120,000 is budgeted to pay for the annual maintenance expense for Glendale’s portion of the Aquatic Center for 2023 (\$76,533) and 2026 as well as additional costs of \$14,500 for an expanded parks and recreational agreement with the City of Kirkwood and Webster Groves. The annual transfer budgeted for FY 2026 of \$60,000 to the Capital Improvement Fund for the stormwater portion of street projects in the CIP Fund will occur in June. Sales tax revenue through six months of the 2026 fiscal year is \$97,363 compared to \$99,007 for the previous fiscal year.

Capital Improvement Fund Revenues and Expenditures:

The Capital Improvement Fund has four sources of funding – a ½ cent sales (collection based on population) as well as a portion of the Fire Safety sales tax, transfers from the Park and Stormwater Fund, occasional sales of surplus equipment, and grant revenue from STP street projects. Through six months of the fiscal year sales tax revenue is \$278,972 compared to \$271,168 for the prior year. There were four significant Capital Improvement Fund expenditures during December and they are listed below.

- Comprehensive Zoning Plan study partial payment-\$18,195
- Stormwater engineering-\$11,150
- Phone system-\$12,226
- E. Essex engineering-\$13,892.

\$1,000 to \$5,000 Purchases:

There were 3 items that fell into this category during December 2025, and they are listed below.

- Westborough Country Club-\$4,727 Boards & Commission holiday party.
- Swinter Group-\$1,392 Calcium chloride for snow salt.

- Profess. Truck Driving Inst.-\$1,500 CDL training for PW employee.

If you have any questions regarding this report, please let me know. Thank you.

Cash and Investments	Balance			
	31-Dec-25	30-Nov-25	Change	
General Fund	4,336,548.00	4,445,948.00	(109,400.00)	
General Fund	December-25		Year to Date	
	2025	2024	2025	2024
Revenues	588,084.04	1,020,241.97	2,648,673.72	3,001,384.12
Expenses	653,731.48	598,669.81	3,087,532.94	2,726,915.07
Surplus(Deficit)	(65,647.44)	421,572.16	(438,859.22)	274,469.05
Sewer Lateral Fund	December-25		Year to Date	
	2025	2024	2025	2024
Revenues	9,549.02	9,546.23	57,246.05	57,082.47
Expenses	10,050.00	4,783.00	58,535.00	15,413.00
Surplus(Deficit)	(500.98)	4,763.23	(1,288.95)	41,669.47
Sanitation Fund	December-25		Year to Date	
	2025	2024	2025	2024
Revenues	75,256.02	55,931.55	451,914.99	336,365.98
Expenses	74,136.68	53,571.49	446,196.23	328,452.92
Surplus(Deficit)	1,119.34	2,360.06	5,718.76	7,913.06
Pension Fund	December-25		Year to Date	
	2025	2024	2025	2024
Revenues	111,115.09	349,809.39	115,877.49	354,885.45
Expenses	69,456.48	63,743.35	307,660.48	273,515.86
Surplus(Deficit)	41,658.61	286,066.04	(191,782.99)	81,369.59
Prop P Fund	December-25		Year to Date	
	2025	2024	2025	2024
Revenues	30,016.47	32,480.74	206,957.20	202,490.25
Expenses	33,333.33	34,166.66	199,999.98	204,999.96
Surplus(Deficit)	(3,316.86)	(1,685.92)	6,957.22	(2,509.71)
Parks and Stormwater Fund	December-25		Year to Date	
	2025	2024	2025	2024
Revenues	14,196.30	14,506.81	97,362.60	99,007.29
Expenses	0.00	611.50	77,702.15	49,058.03
Surplus(Deficit)	14,196.30	13,895.31	19,660.45	49,949.26
Capital Improvement Fund	December-25		Year to Date	
	2025	2024	2025	2024
Revenues	40,919.86	168,551.30	577,990.60	497,913.23
Expenses	53,561.40	39,220.04	785,982.69	643,026.12
Surplus(Deficit)	(12,641.54)	129,331.26	(207,992.09)	(145,112.89)
Debt Services Fund	December-25		Year to Date	
	2025	2024	2025	2024
Revenues	270,528.51	393,567.91	278,318.99	399,306.15
Expenses	0.00	0.00	74,250.00	79,500.00
Surplus(Deficit)	270,528.51	393,567.91	204,068.99	319,806.15
Prop S Fund	December-25		Year to Date	
	2025	2024	2025	2024
Revenues	39,564.38	0.00	10,255,624.31	0.00
Expenses	68,499.40	0.00	270,982.78	0.00
Surplus(Deficit)	(28,935.02)	0.00	9,984,641.53	0.00

**A RESOLUTION HONORING ROBERT A. CATLETT, JR.
FOR 40 YEARS OF SERVICE TO THE CITY OF GLENDALE**

WHEREAS, Robert Catlett was hired by the City of Glendale on January 22, 1986 as a Part Time Dispatcher and was subsequently hired as a Full Time Dispatcher on June 4, 1987; and

WHEREAS, Robert Catlett was hired by the City of Glendale on January 4, 1988 as a Full Time Police Officer; and

WHEREAS, Robert Catlett was promoted to the rank of Corporal on July 1, 2003 and subsequently promoted to rank of Sergeant on January 23, 2006; and

WHEREAS, Robert Catlett was ultimately promoted to the rank of Captain on January 1, 2013 and has served admirably on numerous occasions as Acting Chief of Police in Chief Jeffrey Beaton's absence; and

WHEREAS, Robert Catlett received a Bachelor of Arts Degree in Philosophy and Theology from Cardinal Glennon College in 1987, and a Master of Arts in Business from Washington University in 1991, and a Masters Degree in Divinity in 2002 and a Doctors Degree of Ministry in Pastoral Administration in 2015 both from Vilatte Theological Seminary; and

WHEREAS, Robert Catlett was also ordained as a Priest in 2003 and subsequently ordained as a Bishop in 2016 in the Ecumenical Catholic Church USA; and

WHEREAS, on June 7, 2017 Robert Catlett graduated from the 268th Session of the Federal Bureau of Investigation's National Academy; and

WHEREAS, Robert Catlett has played an active role in professional organizations such as the Law Enforcement Officials of Greater St. Louis, the International Association of Arson Investigators, the Missouri Crime Prevention Association, the FBI National Academy Associates, the SLAPCA Technology Committee, and has served on the Board of Directors for the Women in Transition organization; and

NOW, THEREFORE, Be It Resolved By the Board of Aldermen of the City of Glendale, Missouri as follows:

SECTION ONE: That the Board of Aldermen, on behalf of the citizens of Glendale, join in honoring and expressing their grateful appreciation to Robert A. Catlett, Jr. for 40 years of dedicated service to the City of Glendale and to his community in general and look forward to his continued success as part of our City family for years to come.

This Resolution Passed and Duly Adopted on the 20th Day of January, 2026.

Michael Wilcox
Mayor

ATTEST:

Frank Johnson
City Administrator/City Clerk



Internal Memorandum

TO: Frank Johnson, City Administrator
FROM: Terry Jones, Public Works Superintendent
DATE: January 16, 2026
RE: 2026 E. Essex Ave Phase 2 STBG Application

Frank,

On November 3, 2025, the city entered a contract with City Engineer Kori Neely of HR Green to develop and apply on the city’s behalf to the East-West Gateway Council of Governments (EWG) on or before February 6, 2026, application deadline. The application requests federal aid funding through the Surface Transportation Block Grant (STBG) Program to improve E. Essex Avenue between N. Sappington Road and Devon Road. This project is titled “E. Essex Ave Improvements – Phase 2.”

This application represents the city’s third consecutive attempt to secure STBG funding for this project. In calendar years 2024 and 2025, the city entered contracts with former City Engineer Scott Smith of the Lochmueller Group for development and submitting the same application. Neither prior application was successful in securing funding.

The STBG program is competitive. EWG considers applications from five county agencies and all municipalities located within those counties, including the City of St. Louis. Projects are selected based on a points-based scoring system that considers the amount of federal funding requested relative to total project cost and the inclusion of specific improvement elements. EWG establishes a funding cutoff score each year based on the collective federal funding requested by all applicants versus the total federal funding available. As a result, the cutoff score fluctuates annually and is unknown to applicants at the time of submittal.

Summary of Prior Applications

The 2024 application developed by Lochmueller proposed a total project cost of \$1,747,600 using an 80/20 cost-share. The city requested \$1,398,080 in federal funding and committed \$349,520 in city funds. The proposed improvements included construction of new ADA-compliant sidewalks along one side of the street, new concrete curb and gutter, correction of the street profile (specifically at the intersection of E. Essex Ave and Edwin Ave), pavement milling, and placement of an asphalt overlay. This application received an overall score of 92.74. The funding cutoff score that year was 94.59, and the project was not selected.

The 2025 application proposed a total project cost of \$2,422,200 using a 70/30 cost-share. The City requested \$1,710,073 in federal funding and committed \$712,127 in city funds. The application retained all elements from the 2024 submittal and added construction of new stormwater inlets and storm sewer piping. This application received an overall score of 89.24. The funding cutoff score for 2025 was 92.56, and the project was again not selected.

Preparation for the 2026 Application

In preparation for the 2026 STBG application, Kori Neely reviewed the 2024 and 2025 submissions and conducted a project site walkthrough with me. The purpose of this walkthrough was to familiarize herself with existing conditions, desired roadway, sidewalk, and stormwater configurations, and to better understand the city's potential financial commitment.

Based on this review, Kori recommended that the city conduct a public engagement meeting to present a conceptual design strip map and solicit resident feedback prior to application development and submittal. The intent was to ensure that the application reflected design elements that would achieve the City's desired outcomes while also incorporating resident priorities.

In advance of the meeting, invitations were mailed to residents along the project corridor, public meeting notices were posted along E. Essex Avenue, and the meeting was advertised on the city's website and social media platforms. The public engagement meeting was held from 6:00 to 8:00 p.m. on Thursday, December 11, 2025.

In addition to this, city staff sought written support for the project from local businesses and residents. Letters of support were received from Vitale's Deli, Westwood Catering, Glendale Grind, Utterback Chiropractic, and N. Glendale Elementary School. These letters are attached to this memo for review.

Finally, on January 8, 2026, Kori and I attended a meeting with EWG staff at their downtown St. Louis location to present the project and receive feedback in effort to enhance the project application.

Conceptual Design Elements Presented to the Public

The strip map presented at the meeting (attached to this memo) illustrates the following proposed improvements:

- Construction of new ADA-compliant sidewalks on both sides of E. Essex Avenue between N. Sappington Road and Moreland Avenue, and along the south side of E. Essex Avenue between Moreland Avenue and Devon Road.
 - Sidewalks are not proposed along the north side of E. Essex Avenue between Moreland Avenue and Devon Road due to the topography of the land, which would necessitate construction of multiple lengthy retaining walls and acquisition of a significant amount of additional right-of-way. These factors would substantially increase total project cost, increase the city's share, reduce the application score, and decrease the probability of funding approval.

- Construction of new concrete curb and gutter along both the north and south sides of the street for the full project length.
- Construction of multiple stormwater inlets and installation of underground storm sewer piping.
 - There is currently no stormwater collection system along E. Essex Avenue between N. Sappington Road and Devon Road. As a result, a large quantity of stormwater runoff flows south along Edwin Avenue, Elm Avenue, and Parkland Avenue, and further east along Devon Road and into Algonquin Estates, exacerbating known stormwater issues along these streets.
- Correction of street profiles at select locations, particularly at the intersection of E. Essex Avenue and Edwin Avenue.
 - Profile corrections improve stormwater capture and enhance long-term roadway stability.
- Construction of two speed humps:
 - One located just east of the intersection with the 700 block of Edwin Avenue
 - One located just west of the intersection with the 200 block of Parkland Avenue
 - The intersection with Moreland Avenue is centrally located along the corridor, and these speed humps are positioned to provide balanced traffic calming between N. Sappington Road and Moreland Avenue, and again between Moreland Avenue and Devon Road. An example speed hump is attached.
- Construction of a mini traffic circle at the intersection with Devon Road (example attached).
- Construction of a raised crosswalk at the intersection with Moreland Avenue.
 - Raised crosswalks enhance pedestrian safety by increasing driver awareness, reducing vehicle speeds, improving pedestrian visibility, and improving ADA accessibility. An example is attached.
- Installation of a pedestrian-activated Rectangular Rapid Flashing Beacon (RRFB), commonly referred to as a “wigwag,” at the Moreland Avenue crosswalk.
 - The city recently installed similar systems at three mid-block crossings along Kirkham Avenue. An example is attached.

Residents were asked to complete comment cards ranking the importance of project elements on a 1–5 scale. The city received overwhelming written and verbal support for all traffic calming features included in the conceptual design. The completed comment cards are attached for review.

Funding Commitment Considerations

It is important for city staff and elected officials to understand that if EWG approves funding for the proposed improvements, the city is obligated to construct all improvements included in the application. This includes all traffic calming elements. If the city accepts federal aid funding and subsequently elects not to construct these elements, EWG may withdraw funding from the project.

For consideration by the Mayor and Board of Aldermen, we’ve prepared 4 optional construction configurations. Each option includes the construction of concrete curb and gutter, sidewalks and ADA ramps, stormwater improvements, street profile corrections, and application of an asphalt

overlay. The variables contained in the optional configurations focus solely on consideration of the proposed traffic calming aspects. Each configuration is calculated based on a 70/30 cost-share.

Option 1. Construction of all proposed traffic calming aspects. (2 speed humps, 1 raised crosswalk, and 1 traffic circle)

- **70/30 Cost Share**
 - Federal share: \$1,632,140
 - City share: \$699,488
 - Overall application score: 94.80

Option 2. Construction of 2 speed humps and raised crosswalk, eliminating traffic circle.

- **70/30 Cost Share**
 - Federal share: \$1,624,093
 - City share: \$696,040
 - Overall application score: 94.88

Option 3. Construction of traffic circle, eliminating speed humps and raised crosswalk

- **70/30 Cost Share**
 - Federal share: \$1,609,040
 - City share: \$689,588
 - Overall application score: 93.03

Option 4. Elimination of all traffic calming (no traffic circle, speed humps, or raised crosswalk)

- **70/30 Cost Share**
 - Federal share: \$1,600,993
 - City share: \$686,140
 - Overall application score: 93.12

Cost-Share Consideration

Given that the average funding cutoff score for the 2024 and 2025 application cycles was 93.58 and recognizing that the cutoff score for 2026 is unknown, city staff, after consultation with the city's Finance Director, directed Kori to develop the application using a 70/30 cost-share to increase the application score and maximize the likelihood of approval.

The city is in an advantageous position to subsidize stormwater-related engineering and construction costs using OMCI and MSD Prop S funding, from which the city receives approximately \$110,000 annually. Kori estimates stormwater-related design and construction costs at approximately \$285,000. MSD reimbursements would reduce the city's net out-of-pocket cost.

Recommendation

I recommend that the Mayor and Board of Aldermen approve submission of the 2026 STBG application to the East-West Gateway Council of Governments for construction of the desired configuration of proposed improvements to E. Essex Avenue Phase 2 between N. Sappington Road and Devon Road, requesting federal aid funding in a range of \$1,632,140 - \$1,600,993 and committing \$699,488 - \$686,140 in city funds over fiscal years 2027–2031, with city costs then subsidized using OMCI and MSD Prop S reimbursements.

A check equal to one-half of one percent (0.5%) of the requested federal aid must accompany the application. For this application, the required amount would be in the range of \$8,160.70 - \$8,004.97. If the project is not selected, the check will be returned to the city. If funding is approved, the amount will be applied to the project. The check will be charged to the city's CIP, line item 90-060-44033, "E. Essex STP Project."

Please let me know if you have any questions.



424 N. Sappington Road - Glendale, Missouri 63122 (314) 965-3600 Fax (314) 965-4772

Mr. James M. Wild
Executive Director
East-West Gateway Council of Governments
1 Memorial Drive, Suite 1600
St. Louis, MO 63102

Subject: Request for Funds for the East Essex Avenue Improvements – Phase 2 Project

Dear Mr. Wild,

I am writing to express my strong support for the City of Glendale's application for Surface Transportation Program Sub-allocated (STP-S) funds for the proposed East Essex Avenue Improvements – Phase 2 project from North Sappington Road to Devon Road. East Essex Avenue provides access to Glendale City Hall, North Glendale Elementary School, and various Glendale businesses along Sappington Road.

The proposed improvements include resurfacing of the roadway, stormwater management, and the addition of ADA-compliant sidewalks and curb ramps where none exist today. The safety and mobility that this project will bring is vital to the health and walkability of the City of Glendale.

I hope you favorably consider Glendale's application for STP-S funds for the East Essex Avenue – Phase 2 project.

Thank you,

Brett Westerbeck
Printed Name


Signature

12/14/25
Date

190 N. Sappington
Address



424 N. Sappington Road | Glendale, Missouri 63122 | (314) 965-3600 | fax (314) 965-4772

Mr. James M. Wild
Executive Director
East-West Gateway Council of Governments
1 Memorial Drive, Suite 1600
St. Louis, MO 63102

Subject: Request for Funds for the East Essex Avenue Improvements – Phase 2 Project

Dear Mr. Wild,

I am writing to express my strong support for the City of Glendale's application for Surface Transportation Program Sub-allocated (STP-S) funds for the proposed East Essex Avenue Improvements – Phase 2 project from North Sappington Road to Devon Road. East Essex Avenue provides access to Glendale City Hall, North Glendale Elementary School, and various Glendale businesses along Sappington Road.

The proposed improvements include resurfacing of the roadway, stormwater management, and the addition of ADA-compliant sidewalks and curb ramps where none exist today. The safety and mobility that this project will bring is vital to the health and walkability of the City of Glendale.

I hope you favorably consider Glendale's application for STP-S funds for the East Essex Avenue – Phase 2 project.

Thank you,

Jacob H. Vitzthum

Printed Name

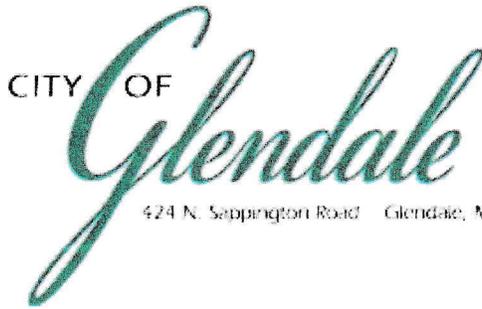
Signature

Date

12-16-25

423 N. Sappington Rd. 63122

Address



424 N. Sappington Road Glendale, Missouri 63122 (314) 965-3600 fax (314) 965-4772

Mr. James M. Wild
Executive Director
East-West Gateway Council of Governments
1 Memorial Drive, Suite 1600
St. Louis, MO 63102

Subject: Request for Funds for the East Essex Avenue Improvements – Phase 2 Project

Dear Mr. Wild,

I am writing to express my strong support for the City of Glendale’s application for Surface Transportation Program Sub-allocated (STP-S) funds for the proposed East Essex Avenue Improvements – Phase 2 project from North Sappington Road to Devon Road. East Essex Avenue provides access to Glendale City Hall, North Glendale Elementary School, and various Glendale businesses along Sappington Road.

The proposed improvements include resurfacing of the roadway, stormwater management, and the addition of ADA-compliant sidewalks and curb ramps where none exist today. The safety and mobility that this project will bring is vital to the health and walkability of the City of Glendale.

I hope you favorably consider Glendale’s application for STP-S funds for the East Essex Avenue – Phase 2 project.

Thank you,

DR. STEFANIE LIMPERT

Printed Name

PRINCIPAL

NORTH GLENDALE ELEMENTARY SCHOOL

765 N. SAPPINGTON ROAD, GLENDALE, MO 63122

Address

A handwritten signature in blue ink that reads "Stefanie Limpert". The signature is written in a cursive style and is positioned above a horizontal line.

Signature

12/15/2025

Date



424 N. Sappington Road Glendale, Missouri 63122 (314) 965-3600 fax (314) 965-4777

Mr. James M. Wild
Executive Director
East-West Gateway Council of Governments
1 Memorial Drive, Suite 1600
St. Louis, MO 63102

Subject: Request for Funds for the East Essex Avenue Improvements – Phase 2 Project

Dear Mr. Wild,

I am writing to express my strong support for the City of Glendale's application for Surface Transportation Program Sub-allocated (STP-S) funds for the proposed East Essex Avenue Improvements – Phase 2 project from North Sappington Road to Devon Road. East Essex Avenue provides access to Glendale City Hall, North Glendale Elementary School, and various Glendale businesses along Sappington Road.

The proposed improvements include resurfacing of the roadway, stormwater management, and the addition of ADA-compliant sidewalks and curb ramps where none exist today. The safety and mobility that this project will bring is vital to the health and walkability of the City of Glendale.

I hope you favorably consider Glendale's application for STP-S funds for the East Essex Avenue – Phase 2 project.

Thank you,

DIANA ALLEN  12-15-20
Printed Name Signature Date

421 N. SAPPINGTON
Address



424 N. Sappington Road Glendale, Missouri 63122 (314) 965-3600 fax (314) 965-4772

Mr. James M. Wild
Executive Director
East-West Gateway Council of Governments
1 Memorial Drive, Suite 1600
St. Louis, MO 63102

Subject: Request for Funds for the East Essex Avenue Improvements – Phase 2 Project

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The proposed improvements include resurfacing of the roadway, stormwater management, and the addition of ADA-compliant sidewalks and curb ramps where none exist today. The safety and mobility that this project will bring is vital to the health and walkability of the City of Glendale.

I hope you favorably consider Glendale’s application for STP-S funds for the East Essex Avenue – Phase 2 project.

Thank you,

ANN P. CRADOCK

Printed Name

Ann P. Cradock

Signature

12-14-2025

Date

401 ELM, GLENDALE MO 63122

Address



424 N. Sappington Road Glendale, Missouri 63122 (314) 965-3600 Fax (314) 965-4772

Mr. James M. Wild
Executive Director
East-West Gateway Council of Governments
1 Memorial Drive, Suite 1600
St. Louis, MO 63102

Subject: Request for Funds for the East Essex Avenue Improvements – Phase 2 Project

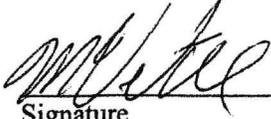
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The proposed improvements include resurfacing of the roadway, stormwater management, and the addition of ADA-compliant sidewalks and curb ramps where none exist today. The safety and mobility that this project will bring is vital to the health and walkability of the City of Glendale.

I hope you favorably consider Glendale's application for STP-S funds for the East Essex Avenue – Phase 2 project.

Thank you,

Michael Vitale  12-19-25
Printed Name Signature Date

425 NORTH Sappington
Address

East Essex Avenue Improvements - Phase 2 Sign-In Sheet

(N. Sappington Road to Devon Road)
December 11, 2025
Glendale City Hall



FIRST & LAST NAME	ADDRESS	PHONE NUMBER AND/OR EMAIL ADDRESS
Andrew Stewart	12 Waverly Pl	314 324-4116
TERRY & JEANIE HEUSER	299 PARKLAND AVE	314-822-4572
Tom Golding	273 Parkland Ave	314-610-3099
Mae Mallinckrodt	432 Parkland Ave	314-616-6117
Joe Capshaw	140 TREVILLIAN	314 706 0366
ANN CRADOCK	401 ELM	314-394-1355
Donna Hill	110 Edwin	314-465-4641
Kevin Arce	289 Edwin	314 753 3993
BOB DIERKER	955 E. ESSEX	314-640-8044
Sarah George	453 ELM	314-435-0508
Cindy Muro	289 Edwin	
VICTOR HERNANDEZ	414 N. SAPPINGTON	314-740-1298

Ⓢ

11

East Essex Avenue Improvements - Phase 2 Open House Comment Form



(N. Sappington Road to Devon Road)
December 11, 2025
Glendale City Hall

Please share your thoughts, ideas, or concerns in the spaces below. Your feedback will help shape the success of this project. We appreciate your input.

First and Last Name Tom Goldin Email Address tgoldin@AOC.com
Phone Number 314-660-2041

1) How did you hear about this public meeting? (please circle)

- Mailed Letter Social Media Yard Sign Word of Mouth
City Website Other (Please specify): _____

2) How do you typically travel along East Essex Avenue? (check all that apply)

- Drive Other (please specify) walk dog
 Walk
 Bike

3) How would you prioritize the following project goals, 1 being most important?

- 3 Road Resurfacing 1 Pedestrian Safety
4 Slowing Vehicular Traffic 2 Stormwater Management

4) How would you rate the importance of the following safety improvements?

Lighting
Not important at all – 1 2 3 4 5 – Very important

Grass Buffer (separation between sidewalk and curb)
Not important at all – 1 2 3 4 5 – Very important

Raised Crosswalk
Not important at all – 1 2 3 4 5 – Very important

Speed Humps
Not important at all – 1 2 3 4 5 – Very important

Mini-Circle / Neighborhood Traffic Circle
Not important at all – 1 2 3 4 5 – very important

Turn Over →

5) What do you like about the project?

6) What do you dislike about the project?

7) Please provide any additional comments/feedback about the project.

Thank you!

East Essex Avenue Improvements - Phase 2 Open House Comment Form

(N. Sappington Road to Devon Road)
December 11, 2025
Glendale City Hall



Please share your thoughts, ideas, or concerns in the spaces below. Your feedback will help shape the success of this project. We appreciate your input.

First and Last Name Donna Hall Email Address dchull@dmr.com

Phone Number 314.402.41614

1) How did you hear about this public meeting? (please circle)

- Mailed Letter Social Media Yard Sign Word of Mouth
 City Website Other (Please specify): _____

2) How do you typically travel along East Essex Avenue? (check all that apply)

- Drive Other (please specify) _____
 Walk
 Bike

3) How would you prioritize the following project goals, 1 being most important?

- Road Resurfacing Pedestrian Safety
 Slowing Vehicular Traffic Stormwater Management

4) How would you rate the importance of the following safety improvements?

Lighting

Not important at all – 1 2 3 4 5 – Very important

Grass Buffer (separation between sidewalk and curb)

Not important at all – 1 2 3 4 5 – Very important

Raised Crosswalk

Not important at all – 1 2 3 4 5 – Very important

Speed Humps

Not important at all – 1 2 3 4 5 – Very important

Mini-Circle / Neighborhood Traffic Circle

Not important at all – 1 2 3 4 5 – very important

Turn Over →

5) What do you **like** about the project?

Sidewalks, hump, ~~the~~ wall

6) What do you **dislike** about the project?

7) Please provide any additional comments/feedback about the project.

Thank you!

East Essex Avenue Improvements - Phase 2 Open House Comment Form

(N. Sappington Road to Devon Road)
December 11, 2025
Glendale City Hall



Please share your thoughts, ideas, or concerns in the spaces below. Your feedback will help shape the success of this project. We appreciate your input.

First and Last Name KEVIN ARROS Email Address 289 Edwin Ave

Phone Number 314 753 3993

1) How did you hear about this public meeting? (please circle)

- Mailed Letter Social Media Yard Sign Word of Mouth
 City Website Other (Please specify): _____

2) How do you typically travel along East Essex Avenue? (check all that apply)

- Drive Other (please specify)
 Walk Dog Walk
 Bike

3) How would you prioritize the following project goals, 1 being most important?

- 4 Road Resurfacing 1 Pedestrian Safety
3 Slowing Vehicular Traffic 2 Stormwater Management

4) How would you rate the importance of the following safety improvements?

Lighting
Not important at all – 1 2 3 4 5 – Very important

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Not important at all – 1 2 3 4 5 – Very important

Speed Humps
Not important at all – 1 2 3 4 5 – Very important

Mini-Circle / Neighborhood Traffic Circle
Not important at all – 1 2 3 4 5 – very important

Turn Over →

5) What do you like about the project?

How well it is thought out. The fact that it addresses safety & water run off

6) What do you dislike about the project?

That we would lose property but it is a good trade-off.

7) Please provide any additional comments/feedback about the project.

I believe this is an important project which addresses multiple key improvements

Thank you!

East Essex Avenue Improvements - Phase 2 Open House Comment Form

(N. Sappington Road to Devon Road)
December 11, 2025
Glendale City Hall



Please share your thoughts, ideas, or concerns in the spaces below. Your feedback will help shape the success of this project. We appreciate your input.

(Cynthia)
First and Last Name Cindy Gless Email Address 289 Edwin Ave

Phone Number 314 954 1366

1) How did you hear about this public meeting? (please circle)

- Mailed Letter Social Media Yard Sign Word of Mouth
 City Website Other (Please specify): _____

2) How do you typically travel along East Essex Avenue? (check all that apply)

- Drive Other (please specify) _____
 Walk
 Bike

3) How would you prioritize the following project goals, 1 being most important?

- 2 Road Resurfacing 3 Pedestrian Safety
1 Slowing Vehicular Traffic 4 Stormwater Management

4) How would you rate the importance of the following safety improvements?

Lighting
Not important at all – 1 ~~2~~ 3 4 5 – Very important

Grass Buffer (separation between sidewalk and curb)
Not important at all – 1 2 3 4 5 – Very important

Raised Crosswalk
Not important at all – 1 2 3 4 5 – Very important

Speed Humps
Not important at all – 1 2 3 4 5 – Very important

Mini-Circle / Neighborhood Traffic Circle
Not important at all – 1 2 3 4 5 – very important

Turn Over →

5) What do you **like** about the project?

Like open forum, good question & answer &
pictures

6) What do you **dislike** about the project?

Concerned about change to our property &
landscape

7) Please provide any additional comments/feedback about the project.

Thank you!

East Essex Avenue Improvements - Phase 2 Open House Comment Form



(N. Sappington Road to Devon Road)
December 11, 2025
Glendale City Hall

Please share your thoughts, ideas, or concerns in the spaces below. Your feedback will help shape the success of this project. We appreciate your input.

First and Last Name ANN P. CRADOCK Email Address cradockap@gmail.com
Phone Number 314-394-1355

1) How did you hear about this public meeting? (please circle)

- Mailed Letter Social Media Yard Sign Word of Mouth
 City Website Other (Please specify): _____

2) How do you typically travel along East Essex Avenue? (check all that apply)

- Drive Other (please specify) _____
 Walk
 Bike

3) How would you prioritize the following project goals, 1 being most important?

- 1 Road Resurfacing 4 Pedestrian Safety
3 Slowing Vehicular Traffic 2 Stormwater Management

4) How would you rate the importance of the following safety improvements?

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- Speed Humps
Not important at all – 1 2 3 4 5 – Very important
- Mini-Circle / Neighborhood Traffic Circle
Not important at all – 1 2 3 4 5 – very important

Turn Over →

5) What do you **like** about the project?

EFFORTS SUCH AS SPEED HUMPS TO CONTROL
SPEEDERS & CIRCLE AT DEVON TO IMPROVE
SIGHT LINE.

6) What do you **dislike** about the project?

I AM NOT SURE SIDEWALKS EAST OF
SHAPINGTON ARE NECESSARY.

7) Please provide any additional comments/feedback about the project.

THANK YOU TO OUR GLENDALE POLICE AND
GLENDALE CITY WORKS. OUR CITY CONTINUES
TO BE A WONDERFUL PLACE TO LIVE.

Thank you!

A RESOLUTION AUTHORIZING THE PAYMENT OF THE SURFACE
TRANSPORTATION PROGRAM GRANT APPLICATION FEE FOR PHASE 2
OF THE E. ESSEX AVE. IMPROVEMENT PROJECT

WHEREAS, the City of Glendale, Missouri (“City”), is desirous of performing major repairs to East Essex Avenue between North Sappington Road and Devon Road; and

WHEREAS, the City approved Resolution 48-25 authorizing HR Green to provide assistance in applying for Federal funding from the East-West Gateway Council of Governments Surface Transportation Program; and

WHEREAS, the City applied for federal aid funding through the program in the 2024 and 2025 cycles and the E. Essex Ave. Phase 2 project was not selected due to its score in relation to competing projects throughout the St. Louis metro region; and

WHEREAS, the City and HR Green have met with representatives of East-West Gateway to discuss ways to make the application more competitive for the upcoming 2026 grant cycle, including the possible addition of several safety aspects to the project; and

WHEREAS, City staff and HR Green believe that the guidance offered by representatives of East-West Gateway will make the application for this project more competitive and therefore recommend that such application be resubmitted to East-West Gateway for funding consideration through the 2026 Surface Transportation Program Call for Projects with an application fee not to exceed Eight-Thousand One-Hundred Sixty dollars and Seventy Cents (\$8,160.70); and

WHEREAS, the City has determined it is in the best interest of the City to resubmit the surface transportation program grant application to East-West Gateway to seek federal funding through the 2026 Surface Transportation Program and to pay the application fee in an amount not to exceed Eight-Thousand One-Hundred Sixty dollars and Seventy Cents (\$8,160.70).

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF GLENDALE, MISSOURI, AS FOLLOWS:

SECTION ONE: The Board of Alderman of the City of Glendale, Missouri, hereby approves submitting the surface transportation program grant application to East-West Gateway to seek federal funding through the 2026 Surface Transportation Program for the City’s E. Essex Ave. Phase 2 project and approves payment of the application fee to East-West Gateway Council of Governments for the Surface Transportation Program at a price not to exceed Eight-Thousand One-Hundred Sixty dollars and Seventy Cents (\$8,160.70).

SECTION TWO: The City shall and the Mayor, City Administrator and other appropriate officers, agents and employees of the City are authorized to execute said grant application and to take such further actions and execute and deliver such other documents, certificates, and instruments as may be necessary or desirable to carry out and comply with the intent of this Resolution.

SECTION THREE: This project will be budgeted and charged to line item 90060-44033.

SECTION FOUR: This resolution shall be in full force and effect from and after its passage and approval.

This Resolution Passed and Approved on the 20th day of January, 2026.

Michael A. Wilcox
Mayor

ATTEST:

Frank Johnson
City Administrator/City Clerk



Internal Memorandum

TO: Frank Johnson, City Administrator

FROM: Terry Jones, Public Works Superintendent *TJ*

DATE: December 19, 2025

RE: Contact Approval Recommendation - HR Green Task Order #3 – City Wide Parking Assessment

Frank,

The city receives a high number of citizen complaints regarding the current configuration of permissible on-street parking and its impact on the ability of residents, delivery drivers, contractors, and others to efficiently travel on Glendale streets due to opposing and offset parking. The Glendale Fire Department has also expressed concerns regarding delays in fire and EMS response times resulting from the existing parking configuration.

At the City's request, City Engineer Kori Neely of HR Green has prepared the attached proposal (Task Order #3) to study parking patterns and driver behavior and to assess the characteristics and configurations of Class A (23 feet or greater in width) and Class B (16–23 feet in width) public streets in Glendale. This assessment will be compared to the current on-street parking restriction tables in the City Code to develop a Parking Restrictions Recommendations Report aimed at improving traffic flow.

The proposal evaluates four tables, with particular emphasis on Tables III B and III C:

- **Table III A – No Parking Zones:** Streets less than 16 feet wide with parking restricted on both sides.
- **Table III B – Limited Parking:** Streets 16–23 feet wide with parking permitted on one side only.
- **Table III C – Unlimited Parking:** Streets 23 feet or wider where parking is permitted on both sides.
- **Table III D – Stopping, Standing, and Parking:** Targeted restrictions near intersections with N. Sappington Road to maintain two-way traffic flow.

As you know, the city is in the process of establishing a Traffic Safety Task Force to evaluate resident-requested traffic calming and parking changes. This parking assessment would serve as a valuable resource for the Task Force by providing data-driven guidance. A Parking Restrictions

Recommendations Report would allow the city to consider parking modifications on a street-by-street basis using specific data and roadway characteristics, rather than relying solely on street width as a blanket policy.

The cost to complete the data collection and develop the Parking Restrictions Recommendations Report is \$25,600. If approved, HR Green estimates the work will be completed within three months of the executed Task Order.

This study was not included in the adopted 2025–26 Capital Improvement Plan. If the Board approves Task Order #3 prior to the end of FY26, a budget adjustment will be required. Alternatively, the study could be included in the 2026–27 CIP if the Board wishes to defer approval to avoid a current-year budget adjustment.

Please let me know if you have any questions.

A RESOLUTION APPROVING AN ENGINEERING TASK ORDER FOR A CITYWIDE PARKING ASSESSMENT AND AUTHORIZING THE CITY ADMINISTRATOR TO EXECUTE THE SAME ON BEHALF OF THE CITY OF GLENDALE, MISSOURI

WHEREAS, the City of Glendale, Missouri (“City”) is responsible for maintaining safe and efficient traffic operations on public streets within the City; and

WHEREAS, City residents, elected officials, and other stakeholders have expressed concerns related to traffic flow, safety, emergency access and response times affected by existing traffic and parking conditions; and

WHEREAS, the City has determined that a comprehensive, data-driven parking assessment is necessary to evaluate existing conditions, identify operational and safety issues, and provide recommendations to improve traffic circulation and safety throughout the City; and

WHEREAS, HR Green as the City Engineer has submitted Task Order No. 3 for a Citywide Parking Assessment outlining the scope of services, schedule, and cost; and

WHEREAS, the proposed task order provides for professional engineering services to collect traffic-related data, analyze existing roadway and traffic conditions, and develop findings and recommendations to assist the City and the Board of Aldermen in future policy and infrastructure decisions; and

WHEREAS, the total cost of the Citywide Parking Assessment under the proposed task order is \$25,600, and funding is available or will be made available through the appropriate budgetary process; and

WHEREAS, the Board of Aldermen finds that approval of the task order is in the best interest of the City of Glendale and its residents.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF GLENDALE, MISSOURI, AS FOLLOWS:

SECTION ONE: The Board of Alderman hereby approves the engineering work order agreement with HR Green for its assistance in conducting a citywide parking assessment at a price not to exceed Twenty-Five Thousand Six Hundred dollars (\$25,600) in substantially the form attached hereto as Exhibit A.

SECTION TWO: The City shall and the Mayor and other appropriate officers, agents and employees of the City are authorized to execute the Agreement in substantially the form attached hereto as Exhibit A, and to take such further actions and execute and deliver such other documents, certificates, and instruments as may be necessary or desirable to carry out and comply with the intent of this Resolution.

SECTION THREE: This project will be budgeted and charged to line item #90060-44030 of the Capital Improvement Fund.

SECTION FOUR: This resolution shall become effective upon its passage.

This Resolution Passed and Approved this 20th day of January, 2026.

Michael A. Wilcox
Mayor

ATTEST:

Frank Johnson
City Administrator/City Clerk

Exhibit A

ATTACHMENT A

SCOPE OF SERVICES, SCHEDULE, AND COST

Citywide Parking Assessment
Task Order #3

PROJECT SUMMARY AND LOCATION

It is the understanding of HR GREEN, INC. (CONSULTANT) that the CITY OF GLENDALE, MISSOURI (CITY) has received numerous complaints concerning the safety and logistics of street parking on residential city streets. The CITY has requested a detailed assessment of on-street parking and recommendations on the CITY's Parking Restrictions ordinance, as follows:

SCOPE OF SERVICES

EXISTING DATA COLLECTION

The CONSULTANT will collect existing parking data on all Class A and B streets (see Attachment B – Tables III-B and III-C), which shall include:

- GIS Mapping of existing parking restrictions as identified in the CITY's Parking Restrictions Ordinance (Attachment B) and existing street widths as provided by the CITY
- Observe number and location of parked vehicles on each side of the street (segments assumed to be no longer than 600') by driving each corridor as follows:
 - Two (2) observations on weekday evenings (after 9pm)
 - Two (2) observations on weekend midafternoons (between 12pm and 2pm)
- Observation and documentation of driver behavior with respect to speeds, parking, pedestrians, and adjacent land uses.

DEVELOP RECOMMENDATIONS

The CONSULTANT will provide:

- Existing Data Analysis. Tabular results of the data collected will be provided in report format, including: street segment, side of street, # cars parked, estimated # of existing parking spots, parking/driving behavior notes, and street attributes pertinent to on-street parking. This analysis will also include benefits and drawbacks to implementing any changes to on-street parking for each segment.
- Parking Restrictions Recommendations Report. This report will provide recommendations in tabular format on the future of parking for each of the city's streets.
- Recommendations Map (.kmz file)

SCHEDULE

It is anticipated this task order will be completed three (3) months from the executed task order date.

COST

This task order will be performed and billed on a lump sum basis for a fee of **\$25,600**.

EXCLUSIONS

- No Topographic or Right of Way Surveys will be completed for this study



Jeffrey Beaton, Chief of Police
424 North Sappington Road
Glendale, Missouri 63122
314-965-0000 • Fax 314-965-2912

TO: Mayor Mike Wilcox
Members of the Board of Aldermen
City Administrator Frank Johnson

FROM: Jeffrey Beaton, Chief of Police

DATE: January 13, 2026

RE: Recommendation to Purchase a New Police Vehicle

As you are aware, the current fiscal Capital Improvement Budget calls for \$46,000 to purchase a new police vehicle to replace one (1) of our older police vehicles. We usually trade in the oldest vehicle in the fleet, or the vehicle with the most miles on it. One of our unmarked police vehicles (the 2013 Chevrolet Tahoe) is the oldest vehicle in the fleet and has the most miles (139, 211) on it. This request is being made to keep our police vehicle fleet in good and safe working conditions.

The State of Missouri does not issue a "State Contract" for police vehicle purchases anymore however, they do issue a "preferred dealer list" for competitive bidding. We sent price requests for a police vehicle purchase to a handful of these dealers on the list.

The police vehicle market has changed drastically over the last several years, causing prices to rise significantly. The bids come in much closer to market value since there is no official state contract.

The vehicle purchase bids came in as follows:

Landmark Dodge-Chrysler-Jeep:	<u>\$40,468.00</u> for a 2026 Dodge Police Durango (In-Stock)
Joe Machens Ford Lincoln:	<u>\$46,184.00</u> for a Ford Explorer Police Interceptor
Don Brown Chevrolet:	<u>\$55,346.00</u> for a 2026 Chevrolet Tahoe
Behlman Automotive Group:	Declined to Bid on a 2026 Dodge Police Durango

Landmark Dodge-Chrysler-Jeep also offered a \$2,750.00 trade in price for the 2013 Chevrolet Tahoe we currently have however, I believe we could get more for it if we sold it on the GovDeals.com online auction platform.

I respectfully request that we purchase a 2026 Dodge Durango from Landmark Dodge-Chrysler-Jeep since we currently have a fleet mostly consisting of Dodge Durango's and they were the lowest bid. Also, just as important, the vehicle is in stock so we would not have to wait for it to be manufactured.

Respectfully submitted,

A handwritten signature in black ink that reads "Jeffrey Beaton". The signature is written in a cursive style with a horizontal line at the end.

Jeffrey Beaton, Chief of Police
Glendale Police Department

B9-1

F3966

FCA US LLC INVOICE

2594-A

PLANT	ZONE	DEALER	VEHICLE ID NUMBER	INVOICE NO.	INVOICE DT.
JEFFERSON	63	44378	1C4RDJFG9TC153727	T-WDE-62035824	08/06/25
SHIP LANDMARK DODGE CHRYSLER JEEP			SHP DLR 63 44378		
TO: 1900 S NOLAND RD			IGN KEY		
INDEPENDENCE			MO 64055-	TRK KEY	
SOLD LANDMARK DODGE CHRYSLER JEEP			ACC KEY		
TO: 1900 S NOLAND RD			4012-01-8T06		
INDEPENDENCE			MO 64055-	SHIPPING WT. 4787	
PAID FOR BY: ALLY			SAE HP 34.3		
CREDIT SALE XX CASH SALE			631-072404-30		

BODY & EQUIP.	DESCRIPTION	FACTORY WHOLESALE PRICE
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WDEE75	DODGE DURANGO PURSUIT VEHICLE AWD
PW7	White Knuckle Clear Coat
A7X9	Cloth Bucket Seats W/Rear Vinyl
ADL	Skid Plate Group
DFT	8-Spd Auto 850RE Trans (Make)
ERC	3.6L V6 24V VVT Engine Upg I w/ESS
LNF	Black Left LED Spot Lamp
YG1	7.5 Additional Gallons of Gas
2BZ	Customer Preferred Package 2BZ
2SQ	FCA Fleet Powertrain Care
2TZ	Customer Preferred Package 2TZ
3AH	Price Protection - Code H
4DH	Prepaid Holdback
4EA	Sold Vehicle
4ES	Delivery Allowance Credit
4FA	Special Bid-Ineligible For Incentive
4FM	Fleet Option Editor
4FT	Fleet Sales Order
4KA	Special Bid Handling
	TB6073 NN
	ADV PAYMENT OF YEAREND ALLOWANCE
217	DESTINATION CHARGE
	BUSINESS CITY OF SUGAR CREEK
	PO BOX 231
	CITY OF SUGAR CREEK MO 64054
	PO NUMBER MDH # 073007
	USE DEALERCONNECT TO OBTAIN KEY INFORMATION

*YOUR COST
\$40,468.00
THANKS*

MSRP RETAIL TOTAL	48,099.00	TOTAL
		ORIGINAL INVOICE

THIS VEHICLE IS MANUFACTURED TO MEET SPECIFIC UNITED STATES REQUIREMENTS. THIS VEHICLE IS NOT MANUFACTURED FOR SALE OR REGISTRATION OUTSIDE THE UNITED STATES.

Customer Trade-In Summary | Monday, January 12, 2026

VIN: 1gnsk2e00dr282804

Mileage: 139,211

Description: 2013 Chevrolet Tahoe 4WD 4dr 1500 Commercial

Valuation Period: January 2026

Competitiveness Summary

MMR Auction Wholesale Average **\$2,350**



Kelley Blue Book
KBB.COM
The Trusted Resource

Kelley Blue Book Trade-In Good **\$2,685**

Kelley Blue Book Trade-In Very Good **\$2,860**

Dealer Adjustments **\$0**

* Prices include adjustments. See Kelley Blue Book summary for adjustment details.

Kelley Blue Book® Trade-in Value

This is the amount you can expect to receive when you trade in your car to a dealer. This value is determined based on the style, condition, mileage and options indicated.

Good

"Good" condition means that the vehicle has some cosmetic repairable defects and is free of major mechanical problems. The paint and bodywork may require minor touch-ups. The engine compartment may have minor leaks. This vehicle has only minor cosmetic or no rust. The body may have minor scratches or dings and the interior has minor blemishes characteristic of normal wear. The tires match and have at least 50% of tread remaining. Though it may need some reconditioning, it has a clean title history and will pass safety and smog inspection. Some service records are available.

Very Good

"Very Good" condition means that the vehicle has minor cosmetic defects and is in excellent mechanical condition. This vehicle has had minor or no paint or bodywork, and requires minimal reconditioning. The engine compartment is clean and free of fluid leaks. This vehicle is free of rust. The body and interior have minimal signs of wear or visible defects. The tires all match and have 75% or more of tread remaining. This vehicle has a clean title history and will pass a safety and smog inspection. Most service records are available.

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A RESOLUTION AUTHORIZING A CONTRACT FOR THE PURCHASE OF
ONE 2026 DODGE DURANGO POLICE VEHICLE FROM LANDMARK DODGE-
CHRYSLER-JEE

WHEREAS, the City of Glendale's Annual 2025-2026 Budget provides an appropriation of \$46,000 for the purchase of one police SUV; and

WHEREAS, pursuant to the new process for state bidding, bids were sought from the State of Missouri's list of approved vendors utilizing forms provided by the State; and

WHEREAS, Landmark Dodge-Chrysler-Jeep has submitted a bid for a 2026 Dodge Durango AWD Utility Vehicles with police pursuit package for forty-thousand, four-hundred and sixty-eight dollars (\$40,468.00); and

WHEREAS, the City has determined it will receive the best value for the current 2013 Chevrolet Tahoe the 2026 Dodge Durango is replacing by putting it up for online auction using the GovDeals.com online auction platform instead of trading the vehicle into the dealership.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF GLENDALE, MISSOURI AS FOLLOWS:

SECTION ONE: That the City Administrator is hereby authorized and directed to enter into a contract with Landmark Dodge-Chrysler-Jeep for the purchase of one (1) 2026 Dodge Durango AWD Utility Police Vehicle at a cost of forty-thousand, four-hundred and sixty-eight dollars (\$40,468.00).

SECTION TWO: The Board of Aldermen hereby declares as surplus property a Police Department 2013 Chevrolet Tahoe with approximately 139,000 miles. The City Administrator is hereby authorized to dispose of the 2013 surplus vehicle by listing it for online auction using the GovDeals.com online auction platform.

SECTION THREE: Said contract cost of forty-thousand, four-hundred and sixty-eight dollars (\$40,468.00) shall be charged against the City's Capital Improvement Fund Account #90030-44020.

SECTION FOUR: This resolution shall become effective upon its passage.

This Resolution Passed and Approved this 20th day of January, 2026.

Michael A. Wilcox
Mayor

ATTEST:

Frank Johnson
City Administrator/City Clerk

AN ORDINANCE CREATING A NEW CHAPTER 390 OF THE CODE OF ORDINANCES OF THE CITY OF GLENDALE, MISSOURI, ESTABLISHING A TRAFFIC SAFETY COMMITTEE IN THE CITY OF GLENDALE

WHEREAS, The City of Glendale, Missouri has experienced an increase in resident requests regarding traffic safety in the City, including speeding concerns, cut-through traffic, pedestrian safety, and other transportation-related challenges; and

WHEREAS, the Board of Aldermen recognizes and values citizen input on traffic safety; and

WHEREAS, the Board of Aldermen wishes to establish a Traffic Safety Committee to be tasked with establishing a traffic calming policy, evaluating traffic calming requests, developing traffic calming project options, coordinating community engagement, and recommending projects to the Board of Aldermen, among other things; and

WHEREAS, the Board of Aldermen of the City of Glendale, Missouri, has determined that the creation of Chapter 390 is appropriate and in the best interest of the City.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF GLENDALE, MISSOURI, AS FOLLOWS:

SECTION ONE: A new Chapter 390 of the Glendale Municipal Code is hereby enacted to read as follows:

Chapter 390 Traffic Calming

Section 390.010 Establishment of a Traffic Safety Committee

- A. A Traffic Safety Committee is hereby established.
- B. *Membership.* The Traffic Safety Committee will be composed of the City Administrator, the Public Works Director, or their designee, the Police Chief, or their designee, the Fire Chief, or their designee, the Mayor, and two appointees from the Board of Aldermen. The City Administrator shall be the Chair of the committee.
- C. *Meetings.* Meetings of the Traffic Safety Committee shall be held quarterly or at the call of the Chair, and at such other times as the Committee may determine. All meetings of the Committee except, executive sessions, shall be open to the public. The Committee shall keep minutes of its proceedings in accordance with Chapter 610. RSMo.

Section 390.020 Duties and Procedure

- A. *Duties and Authority.* The Traffic Safety Committee shall act in an advisory capacity to the Board of Aldermen on matters pertaining to traffic safety and calming within the City, and shall perform such other duties and render such other services as may be directed by the Board of Aldermen.

- B. *Rules and Procedures.* The Traffic Safety Committee shall provide for the adoption of rules and procedures for the holding of regular and special meetings as the Committee shall deem advisable and necessary in order to perform the duties set forth herein.

- C. *Policy.* The Traffic Safety Committee shall establish and implement a Traffic Safety Policy, establishing a review process to review traffic calming requests. The policy shall be approved by the Board of Aldermen. The policy shall contain, at a minimum, the following components:
 - 1. Traffic calming definitions and policy goals;
 - 2. Overview of the criteria and process for reviewing and implementing traffic calming requests; and
 - 3. A toolbox or examples of traffic calming infrastructure.

SECTION TWO: This Ordinance shall be in full force and effect from and after its passage and approval.

This Ordinance, after being read two times, is passed and approved this ___ day of _____, 2026.

Michael A. Wilcox
Mayor

ATTEST:

Frank Johnson
City Administrator/City Clerk

AN ORDINANCE AMENDING SECTION 400.805 OF THE CODE OF ORDINANCES OF THE CITY OF GLENDALE, MISSOURI, PERTAINING TO FENCE REGULATIONS IN THE CITY OF GLENDALE

WHEREAS, Chapter 400 of the Code of Ordinances of the City of Glendale, Missouri, imposes certain rules and regulations to the permitted uses of buildings and premises in the various zoning districts within the City of Glendale, Missouri (the “City”); and

WHEREAS, City staff has proposed that Section 400.805 of the Glendale City Code be amended with regard to the permitted materials used for fences, and to designate certain non-standard fencing materials as impermissible; and

WHEREAS, the City Plan Commission reviewed the proposed amendment at its meeting on November 12, 2025, and has recommended that the Board of Alderman approve such amendment; and

WHEREAS, a public hearing was held before the Board of Aldermen on the 5th day of January, 2026 regarding the proposed amendment, with notice published in a newspaper of general circulation within the City at least fifteen (15) days prior to such public hearing, as required by Section 89.060, RSMo and Section 400.100 of the Glendale City Code;

WHEREAS, the Board of Aldermen of the City of Glendale, Missouri, has determined that the amendments to Section 400.805 are appropriate and in the best interest of the City.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF GLENDALE, MISSOURI, AS FOLLOWS:

SECTION ONE: Section 400.805 of the Glendale Municipal Code shall be amended to read as follows (with new text in bold and deletions struck through):

Section 400.805 Fences.

A. Definitions. For the purposes of this Section, the following words and phrases shall have the meanings respectively ascribed to them by this Section:

FENCE

Any permanent partition, structure, or gate erected as a dividing marker, barrier, or enclosure encircling either wholly or any portion of any area.

FRONT YARD

Includes the ground between the front building line of a lot and the property line if the lot is not built on, or if built on between the front line of the constructed primary structure extended to both side property lines of such lot, and the front property line of the lot. If such lot is a corner lot then, in addition to the front yard described above, the front yard, if such corner lot is not built on, shall also include the ground between the front building line and the side property line on the side of such lot, or if built on, between the side line of the constructed primary structure and the side property line extended to both the front and rear yard lot lines. Provided, however,

that if there is a constructed primary structure to the rear of such corner lot in an adjacent lot that is closer to said side street than the constructed primary structure on the corner lot, then the front line of such adjacent building may be used to determine the front yard of the corner lot. In either event, however, the fence cannot extend beyond the rear line of the constructed primary structure on the corner lot. So that corner lots shall have a double front yard as defined herein. A “double frontage lot,” having frontage on two (2) streets that do not intersect at such lot, shall be deemed as having two (2) front yards, one (1) on each street. This definition of a “double frontage lot” shall not apply, however, to any frontages zoned residential which abut a State-maintained road.

MASONRY WALL

Any solid wall of brick, stone, ~~concrete~~ or ceramic construction above the grade level of such property.

SOLID FENCE

Any fence whose total area shall be fifty percent (50%) or more of solid material, whether of wood, metal, plastic, stone, brick, concrete or other material, and fifty percent (50%) or less of whose area shall be open space.

- B. Application To Building Commissioner Required. No person shall erect or cause to be erected a fence of any kind whatsoever without first filing an application for a fence permit with the Building Commissioner (or his/her designee) of the City. Such application shall contain information concerning the proposed dimensions and location of such fence, and the materials from which it is to be constructed. If the proposed fence appears to conform to the provisions of this Section, the Building Commissioner shall issue a permit. Each application for a fence permit shall be accompanied with payment of a permit fee of twenty-five dollars (\$25.00). Upon completion of the fence, the property owner shall be required to schedule an inspection of the fence by the Building Commissioner. Payment of a separate fence inspection fee of twenty-five dollars (\$25.00) shall be paid to the City in advance of the inspection.
- C. Restrictions And Prohibitions.
1. It shall be unlawful to erect any fence in violation of the following provisions:
 - a. No masonry wall, solid fence, chain link fence, snow fence or fence over ~~forty-eight two (482)~~ inches in height shall be constructed in any front yard of any residentially zoned property in the City.
 - b. No fence, regardless of material or location, shall exceed six (6) feet in height.
 - c. No fence composed in whole or in part of barbed wire or electrified in any manner may be erected or maintained in the City along or adjacent to any public street, avenue, alley, park, lane or other public grounds or along or adjacent to any front, side or rear yard of any abutting residential or commercial property in the City; provided, that the Plan Commission may consider an appeal to grant a special permit to do so in the event such barbed wire is a minimum of six (6) feet above grade level.
 - d. Every fence constructed in the City shall have its decorative side facing outward from the lot and the area to be enclosed, and shall have its posts, framing and other structural support within or facing toward the interior of the lot and the area to be enclosed.

- e. No fence of any kind shall be used for advertising purposes.
 - f. All fences shall be kept in good repair and, if of a type other than chain link or similar non-rusting material, shall be properly painted or preserved.
 - g. Fences shall not be located within fifteen (15) feet of the intersection of the right-of-way lines of two (2) intersecting streets.
 - h. No fence shall be located on public right-of-way.
 - i. **All fences shall be comprised of standard residential or commercial fencing materials, which include:**
 - (i) **Lumber, timber or composite wood products;**
 - (ii) **Unit masonry;**
 - (iii) **Wrought iron;**
 - (iv) **Decorative aluminum or steel;**
 - (v) **Vinyl ; or**
 - (vi) **Chain link, in accordance with subdivision (1)(a) of this Subsection.**
 - j. **Any fence that would be comprised of any material other than those listed in subdivision (i) of this Subsection shall not be erected unless an exception has been granted in accordance with Subsection (D) of this Section.**
 - k. **Fences shall be constructed in a workmanlike manner in adherence with construction industry standards, such as those established by American Society for Testing and Materials (ASTM).**
2. It shall be the duty of the Building Commissioner to enforce the provisions of this Section. Whenever the Building Commissioner determines that a person is violating the provisions of this Section, he/she shall give notice of such alleged violation which shall:
- a. Be in writing;
 - b. Be served upon the person, his/her agent, or a member of his/her immediate family personally, or delivered by registered or certified mail to his/her last known address;
 - c. Contain a statement of the reason why it is being issued;
 - d. Contain a statement concerning what action should be taken to effect compliance with this Section; and
 - e. Allow a reasonable time for the performance of any act necessary to effect compliance.
3. Any person who violates the provisions of this Section shall be deemed guilty of a misdemeanor and, upon conviction thereof, shall be punished by a fine of not more than five hundred dollars (\$500.00) or by imprisonment for not more than ninety (90) days, or by both such fine and imprisonment. Each separate day that a fence remains in violation of the provisions of this Section after proper notice of such violation and failure of the property owner to effect compliance shall constitute a separate violation.
- D. Exceptions.
- 1. There shall be no appeal from a decision of the Building Commissioner pertaining to fences under this Section under the provisions of Section 400.930 or Section 500.050 of the Municipal Code.

2. When a person subject to the provisions of this Section can show that the strict application of the terms hereof will substantially impair the reasonable use and enjoyment of property, such person may apply for an exception to the provisions of this Section by filing a written application with the Plan Commission. The Plan Commission, or a standing committee thereof if one (1) is established for that purpose by the commission, shall conduct a hearing on said application after written notice is sent to the owners of all property abutting the property upon which the fence is sought to be erected and the owner of property directly across the street from the property upon which the fence is sought to be erected by First Class Mail.
3. The Plan Commission, or the designated committee thereof, may consider and allow exceptions from the strict application of this Section if such exceptions are in harmony with the purpose and intent of this Section, and if they will not be injurious to the surrounding property or otherwise detrimental to the public welfare, taking into account the location of the property, the permitted uses of the property and nearby properties, the prevailing traffic conditions on adjoining roadways and in the vicinity, and the configuration of the property and improvements thereon.
4. In granting an exception, the commission or the designated committee may attach such conditions as they deem necessary relating to location, design and landscaping to mitigate the impact of the fence variance on the adjoining property or general neighborhood.
5. All petitions for exceptions to the provisions of this Section of the Municipal Code relating to fences shall be accompanied by a payment of a fee of fifty dollars (\$50.00) payable at the time such appeal is submitted.
6. If a person has sought an exception to the provisions of this Section by filing a written application with the Plan Commission and the Plan Commission denies such application for an exception, such person may appeal the Plan Commission's

SECTION TWO: The remaining provisions of Chapter 400 not amended by this Ordinance shall remain in full force and effect.

SECTION THREE: This Ordinance shall be in full force and effect from and after its passage and approval.

This Ordinance, after being read two times, is passed and approved this ___ day of _____, 2026.

Michael A. Wilcox
Mayor

ATTEST:

Frank Johnson
City Administrator/City Clerk