



NOTICE OF PUBLIC MEETING
APRIL 6, 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 MARCH 16, 2026 MINUTES

V. CITIZEN COMMENTS

VI. RESOLUTIONS

R12-26 A RESOLUTION OF THE CITY OF GLENDALE, MISSOURI, APPROVING A CONTRACT WITH M&C LANDSCAPING FOR 2026 LAWN CARE SERVICES AT THE CITY HALL/FIRE DEPARTMENT/POLICE DEPARTMENT FACILITY AND KIRKHAM AVENUE

R13-26 A RESOLUTION AUTHORIZING A CONTRACT WITH HORNER & SHIFRIN FOR PROFESSIONAL ENGINEERING AND CONSTRUCTION MANAGEMENT SERVICES PERTAINING TO THE 2027 PROPOSITION S STREET, STORMWATER, AND SIDEWALK PROJECTS

VII. ORDINANCES FOR SECOND READING AND FINAL APPROVAL

B04-26 AN ORDINANCE AMENDING CHAPTER 375 OF THE CODE OF ORDINANCES OF THE CITY OF GLENDALE, MISSOURI, PERTAINING TO BICYCLE, ELECTRIC BICYCLE AND ALTERNATIVE VEHICLE REGULATIONS IN THE CITY OF GLENDALE

VIII. ORDINANCES FOR FIRST READING, SECOND READING AND FINAL APPROVAL

B05-26 AN ORDINANCE AMENDING AN AGREEMENT WITH THE CITY OF WARSON WOODS, MISSOURI, FOR THE PROVISION OF CERTAIN FIRE PROTECTION AND LAW ENFORCEMENT SERVICES BY THE CITY OF GLENDALE, MISSOURI

IX. DISCUSSION ITEMS

- a. Architectural Review Board Application Fees

X. REPORTS

XI. ADJOURNMENT

XII. 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; (ii) Section 610.021(2) for the purpose of dealing with matters

relating to the leasing, purchase or sale of real estate by a public governmental body where public knowledge of the transaction might adversely affect the legal consideration therefor; and (iii) Section 610.021(12) for the purpose of dealing with matters relating to sealed bids and related documents, until the bids are opened; and sealed proposals and related documents or any documents related to a negotiated contract until a contract is executed, or all proposals are rejected.

Frank Johnson
City Administrator

Updated 11:00 A.M. April 3, 2026



MINUTES
BOARD OF ALDERMEN MEETING
MARCH 16, 2026 –7:00 p.m.

CALL TO ORDER A meeting of the Board of Aldermen of the City of Glendale was held on Monday, March 16, 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

Aldermen Present

Aldermen Absent

Alderwoman Capshaw Cushing
Alderwoman Lane
Alderwoman Fiordelisi
Alderman Stewart

Alderman Nauman
Alderwoman Volk

Also present were: City Administrator, Frank Johnson; Public Works Superintendent, Terry Jones; City Attorney, Brian Malone; Police Chief, Jeff Beaton; and Community Engagement Officer, Gabby Wesche

APPROVAL OF AGENDA Moved by Alderman Stewart, seconded by Alderwoman Capshaw Cushing, 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 March 2, 2026.

CITIZEN COMMENTS There was no public comment.

TREASURER’S REPORT Mr. Johnson reported that the City’s cash position remains stable through the end of February. He noted that property tax revenues are coming in; however, the surplus is lower than in March 2025. He explained that this is due to budgeted increases in salaries and workers’ compensation expenses.

RESOLUTIONS

R11-26 – Contract for Roadway, Sidewalk, and Stormwater Improvements Mayor Wilcox introduced Resolution 11-26, a resolution authorizing a contract with Jokerst Paving and Contracting for roadway, sidewalk, and stormwater improvements on Devon Road, Algonquin Estates Road, Greenview Drive, Hill Drive, Armstrong Drive, Northarm Drive, Southarm Drive, Halcyon Drive, Glenvista Place and Alexandra Avenue in Glendale, Missouri.

Mr. Johnson explained that this resolution would authorize the contract with Jokerst Paving for the 2026 Prop S construction work. He noted that

this is the same contractor that recently completed the E. Essex project and that the bid is lower than the engineer's estimate.

Moved by Alderman Stewart, seconded by Alderwoman Capshaw Cushing and unanimously carried by the members present to approve Resolution 11-26.

ORDINANCES FOR FIRST READING

Bill 04-26 – Bicycle, Electric Bicycle and Alternative Vehicle Regulations (Assigned Ord. No. 04-26)

Mayor Wilcox introduced Bill 04-26, an ordinance amending Chapter 375 of the Code of Ordinances of the City of Glendale, Missouri, pertaining to bicycle, electric bicycle and alternative vehicle regulations in the City of Glendale.

Moved by Alderwoman Lane, seconded by Alderwoman Capshaw Cushing and unanimously carried by the aldermen in attendance, to approve the first reading of Bill 04-26 by title only.

Mr. Johnson noted that the ordinance incorporates the review and recommendations from the newly established traffic safety committee, as well as incorporating some suggestions from City Attorney Jim Hetlage, who has been working on similar ordinances with the cities of Brentwood and Wentzville, Missouri.

DISCUSSION – Bee-Keeping Regulations

Chief Beaton explained that the City has received several concerns and complaints over the past couple of years regarding bees. Most of these complaints are based on nearby residents maintaining hives. Based on his research of municipal ordinances regulating honeybee keepers, he determined that regulating the distance of hive/colony locations from property lines and/or residential structures is the most common approach.

The Board of Aldermen suggested having a professional beekeeper or expert, as well as the Missouri Department of Conservation, review a draft ordinance prior to consideration for adoption to ensure it reflects best practices, reduces risk to the public, and supports a healthy bee environment.

Staff indicated they would pursue this course of action and will consult the City Attorney to determine the best policy for addressing existing colonies and hives.

REPORTS

Mr. Malone provided a legislative update.

Mr. Johnson provided an update on City activities. He noted that the City's new website will go live on March 18 and that he expects to receive the final draft of the Comprehensive Plan this week.

Ms. Wesche provided an update on the Glendale Firehouse Run.

ALDERMEN COMMENTS

Aldermwoman Lane thanked staff for their work in establishing the Traffic Safety Committee and the website redesign.

Aldermwoman Capshaw Cushing and Alderman Stewart also complimented staff on their work on the new website.

ADJOURN

Moved by Alderman Stewart, seconded by Aldermwoman Lane to adjourn to the Board of Aldermen meeting at 7:35 p.m.

The vote thereon was as follows:

Alderman Nauman	Absent
Aldermwoman Volk	Absent
Aldermwoman Capshaw Cushing	"Aye"
Aldermwoman Lane	"Aye"
Aldermwoman Fiordelisi	"Aye"
Alderman Stewart	"Aye"



Internal Memorandum

TO: Frank Johnson, City Administrator
FROM: Terry Jones, Public Works Superintendent ^{TJ}
DATE: March 19, 2026
RE: Contractor Selection – 2026 Lawn Care Services

Frank,

For several years, the city has utilized M&C Landscaping for lawn care services at the city Hall/FD/PD facility, as well as for the landscaped strip along the north side of Kirkham Ave just west of N. Berry Rd. The scope of services has included the following items at an annual cost of approximately \$14,270:

- Spring cleanup (removal of leaves, sticks, gumballs, etc.)
- Five-step lawn care chemical treatment program
- Pre-emergent treatment of landscaping beds
- Weekly mowing and trimming (approximately 35 weeks)
- Decorative mulch installation
- As-needed bed weeding
- Turf grass renovation (aeration, fertilization, lime, overseeding)
- Two rounds of fall cleanup

To ensure the city is not overpaying, and to evaluate pricing for a revised scope of work, I recently solicited bids from local landscaping contractors for 2026 landscaping services.

The scope of work for the City Hall/FD/PD facility remains largely unchanged and continues to include seasonal cleanups, turf treatments, mulch installation, bed maintenance, and weekly mowing. However, due to increased capacity within the Public Works Department, staff will now perform most of the maintenance along Kirkham Ave. Contracted services for that area will be limited to turf grass treatments requiring state licensing or specialized equipment (e.g., aeration).

I met with four local contractors and received three proposals:

2026 LAWN CARE SERVICES BID RESULTS			
Bidder	City Hall	Kirkham Ave	Total \$
Timberline Landscapes	\$9,870.00	\$2,950.00	\$12,820.00
Lawn Masters	\$7,250.00	\$2,561.00	\$9,811.00
M&C Landscaping	\$8,695.00	\$1,025.00	\$9,720.00
TruGreen	No Bid	No Bid	No Bid

M&C Landscaping submitted the lowest total bid at \$9,720. In addition to being the most cost-effective option, M&C is already familiar with city properties, and no departments have reported concerns regarding service quality.

Based on these factors, I recommend the city enter a contract with M&C Landscaping for 2026 lawn care services, as outlined in the attached proposal.

These costs will be charged against the “Maintenance to Buildings and Grounds” line items within the Public Works, Police, Fire, and Administration general fund budgets.

At your request, I obtained a cost estimate from M&C Landscaping for mowing and trimming services within the road medians along Lockwood Avenue. This estimate was requested so the city can arrange for the work to be completed and issue an invoice for reimbursement if St. Louis County does not maintain the area and the city receives a significant number of complaints.

M&C Landscaping has provided an estimated cost of \$750–\$850 per occurrence to perform this work. They understand that these services may not be needed on a regular basis and would be performed only as necessary.

Copies of the Landscape Maintenance Proposal and the Miscellaneous Mowing (Lockwood Ave) Proposal are attached.

Please let me know if you have any questions or would like to discuss further.

A RESOLUTION OF THE CITY OF GLENDALE, MISSOURI, APPROVING A CONTRACT WITH M&C LANDSCAPING FOR 2026 LAWN CARE SERVICES AT THE CITY HALL/FIRE DEPARTMENT/POLICE DEPARTMENT FACILITY AND KIRKHAM AVENUE

WHEREAS, the City of Glendale, Missouri (the “City”) requires lawn care and landscape maintenance services at the City Hall/Fire Department/Police Department facility located at 424 North Sappington Road, Glendale, Missouri 63122, as well as limited turf grass treatments along the landscaped strip on the north side of Kirkham Avenue, west of N. Berry Road; and

WHEREAS, the Public Works Superintendent solicited competitive bids from local landscaping contractors for 2026 lawn care services in conformance with Section 130.050 of the City Code, and proposals were received from four (4) contractors as follows:

Bidder	City Hall/FD/PD	Kirkham Ave	Total
Timberline Landscapes	\$9,870.00	\$2,950.00	\$12,820.00
Lawn Masters	\$7,250.00	\$2,561.00	\$9,811.00
M&C Landscaping	\$8,695.00	\$1,025.00	\$9,720.00
TruGreen	No Bid	No Bid	No Bid

WHEREAS, M&C Landscaping also provided a cost estimate for as-needed mowing and trimming services within the road medians along Lockwood Ave; and

WHEREAS, M&C Landscaping is the lowest total bid and has previously provided satisfactory lawn care services for City properties; and

WHEREAS, the Public Works Superintendent has reviewed the bids and recommends award of the contract to M&C Landscaping as the lowest, most qualified bidder; and

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

SECTION ONE: The Board of Aldermen hereby approves the contract with M&C Landscaping for 2026 lawn care and landscape maintenance services at the City Hall/Fire Department/Police Department facilities and along Kirkham Avenue, in an amount not to exceed Nine Thousand Seven Hundred Twenty Dollars (\$9,720.00), substantially in the form of the proposal attached hereto as Exhibit A (the “Agreement”).

SECTION TWO: The Board of Aldermen further approves the contract with M&C Landscaping for as-needed mowing and trimming services along road medians on Lockwood Avenue at an estimate cost of 2026 of Seven Hundred Fifty to Eight Hundred Fifty (\$750.00-\$850.00) per occurrence, to be authorized and performed only as necessary.

SECTION TWO: The Mayor and other appropriate officers, agents and employees of the City are authorized to execute the Agreement with M&C Landscaping and to take 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: The costs of the contract shall be charged against the “Maintenance to Buildings and Grounds” line items within the Public Works, Police, Fire, and Administration general fund budgets for fiscal year 2026.

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

This Resolution Passed and Approved this 6th day of April, 2026.

Michael A. Wilcox
Mayor

ATTEST:

Frank Johnson
City Administrator/City Clerk



Glendale City Hall
ATTN: Terry Jones
424 North Sappington Rd
Glendale, MO 63122

March 13, 2026

LANDSCAPE MAINTENANCE PROPOSAL 2026

LAWN CARE PROGRAM:

Our five-application program consists of premium quality fertilizers specially formulated for lawns in the St. Louis area. Our spring application includes a pre-emergent for crabgrass control to help eliminate crabgrass before it germinates. Weed controls will be applied to control monocot (grass) and dicot (broadleaf) weeds. All applications shall be made by competent, licensed personnel. Our technicians know common turf pests and will inform you of any insect/ disease infestation.

- 1st Treatment - Pre-emergent granular fertilizer
- 2nd Treatment - Granular fertilizer and liquid broadleaf weed control
- 3rd Treatment - Granular fertilizer and liquid broadleaf weed control
- 4th Treatment - Granular fertilizer and liquid broadleaf weed control
- 5th Treatment - Winterizer/ granular fertilizer

CITY HALL & FIRE STATION

Cost - \$ 125.00 per visit

COMMON GROUND

Cost - \$110.00 per visit

BED PRE-EMERGENT:

■ *To Be Completed Before Mulch Installation

■

CITY HALL & FIRE STATION

Cost- \$ 200.00 (one occurrence)

TURF MOWING, TRIMMING, AND BLOWING:

- o Turf will be cut at a standard height of 3 1/2"; and will be performed weekly to remove 1/3 of the grass leaf or less per mowing, barring inclement weather.
- o Mower blades on all equipment shall be kept sharp to prevent the tearing of grass blades.
- o All grass areas adjacent to buildings, sidewalks, stairways, driveways, trees, bushes, and other stationary objects shall be trimmed with push mowers and nylon string trimmers to the same height as lawn areas. Grass clippings and debris shall be blown from all hard surfaces. Weekly mowing generally begins the last week of March and continues until the second week in November. Mowing will be performed every week unless otherwise notified at least 24 hours before the scheduled mowing day.

CITY HALL & FIRE STATION

Cost - \$ 98.00 per visit

SPRING CLEAN-UP:

- o Spring clean-up consists of removing all unwanted leaves, sticks, gumballs, and debris from the lawn & landscape.
- o All debris will be hauled to the curb for removal.
- o Planting beds & tree rings will be spade-edged to create a defined border between the planting bed or pathway and the lawn

CITY HALL & FIRE STATION

Cost- \$650.00

DECORATIVE MULCH:

- o Spread decorative Oak mulch over existing planting beds and tree rings.

CITY HALL & FIRE STATION

Cost- \$ 1,280.00 per occurrence

FALL CLEAN-UP:

- o Fall clean-up consists of removing all unwanted leaves, sticks, gumballs, and debris from the yard with a crew using rakes, tarps, backpack, and push blowers. Fall leaf removal is generally provided twice unless weather conditions or the client dictates otherwise. All leaves, sticks, and debris will be hauled to the curb & removed with a leaf vacuum.

CITY HALL & FIRE STATION

Cost- \$ 750.00 per occurrence

LAWN RENOVATION (Sept-Oct):

- o Core aeration provides passages for air, water, and nutrients to reach the root zone of the grass plants. It also brings soil cores to the surface, increasing microbial activity and reducing the thatch layer.
 - Core Aeration
 - Starter Fertilizer
 - Lime
 - Overseed (Fescue)

CITY HALL & FIRE STATION

Cost- \$ 480.00

COMMON GROUND

Cost- \$ 475.00

Any alteration or deviation from the above specification must be submitted as a separate proposal and will include any additional labor and material costs, over and above the estimate. All agreements are contingent upon: accidents, inclement weather, or delays beyond our control. M&C Landscaping is not responsible for damage done to unmarked subsurface objects or any unforeseen underground objects (i.e. bedrock, concrete, etc.) that may require additional materials, tools, or labor. These conditions will be submitted on a separate proposal, which will be an additional charge over and above the original estimate. M&C Landscaping has Comprehensive Liability Insurance, as well as Worker's Compensation Insurance for all employees.

Authorized Signature: Michael Wickenhauser Date: 3/13/2026

NOTE: This proposal may be withdrawn if it is not accepted within 30 days.

.....
 Please sign, date, and return a copy of this proposal if you would like to proceed with the services listed.

Signature: _____ Date: _____

Name (Please Print) : _____

Glendale City Hall
ATTN: Terry Jones
424 North Sappington Rd
Glendale, MO 63122



March 19, 2026

MISCELLANEOUS MOWING

- Unscheduled mowing of the islands located on Adams/Lockwood.
- Mowing would be completed by a two-man crew and would not include the removal of any trash or debris
***Trash & debris removal would be an additional cost.**

Estimated Cost- \$750.00- \$850.00 per occurrence

Any alteration or deviation from the above specification must be submitted as a separate proposal and will include any additional labor and material costs, over and above the estimate. All agreements are contingent upon: accidents, inclement weather, or delays beyond our control. M&C Landscaping is not responsible for damage done to unmarked subsurface objects or any unforeseen underground objects (i.e. bedrock, concrete, etc.) that may require additional materials, tools, or labor. These conditions will be submitted on a separate proposal, which will be an additional charge over and above the original estimate. M&C Landscaping has Comprehensive Liability Insurance, as well as Worker's Compensation Insurance for all employees.

Authorized Signature: Michael Wickenhauser Date: 3/19/2026

NOTE: This proposal may be withdrawn if it is not accepted within 30 days.

.....
Please sign, date, and return a copy of this proposal if you would like to proceed with the services listed.

Signature: _____ Date: _____

Name (Please Print) : _____



Internal Memorandum

TO: Frank Johnson, City Administrator
FROM: Terry Jones, Public Works Superintendent *TJ*
DATE: April 1, 2026
RE: 2027 Proposition S – Consultant Selection Recommendation

Frank,

Work on the 2027 Proposition S improvements begins with selecting an engineering consultant to design the project. Making this selection now allows sufficient time to develop a complete, buildable set of plans and bidding documents by January or February 2027.

The 2027 Proposition S improvements have a total estimated project cost of \$2,535,152, with 20% (\$507,030) allocated for preliminary engineering (PE) and construction engineering (CE) services.

Project components include:

Street Reconstructions

- Park Ave (Hill Dr to Lockwood Ave)
- Hawbrook Rd (N. Sappington Rd to Kirkwood)
- Oakway Pl (N. Sappington Rd to Park Ave)
- Luther Lane (Lockwood Ave to cul-de-sac)
- Beverly Ave (N. Sappington Rd to dead end)

Pavement Maintenance

- Kirkham Ave (N. Sappington Rd to Webster Groves)

Concrete Slab Replacement

- Flynn Forrest Dr
- Glendale Gardens Dr

Stormwater Improvements

- Elmwood Ave culvert enlargement

On January 13, 2026, the city issued a Request for Qualifications (RFQ) for engineering design and construction engineering services. Letters of Interest were due February 17, 2026, and seven firms responded:

- Casco Civil
- Great River Engineering
- Cochran
- BFA
- Farnsworth Group
- Goetz Group
- Horner Shifrin

Submissions were reviewed and scored in accordance with the Brooks Act by the City Engineer, you, and me. Based on average scores, Horner Shifrin ranked first (92.7).

2027 PROP S CONSULTANT RATING SUMMARY

	Casco	Great River	Cochran	BFA	Farnsworth	Goetz	Horner
Frank Johnson	70	85	100	70	80	70	100
Kori Neely	36	61	62	74	64	72	78
Terry Jones	98	96	92	96	99	97	100
Average Score	68	80.7	54.3	80	81	79.7	92.7
Ranking	6	3	7	4	2	5	1

Following standard procedure, the city initiated a scope and fee negotiation with the top-ranked firm. A scoping meeting was held with Horner Shifrin on March 3 to review project goals and identify potential challenges.

A key discussion topic was the 700–800 block of Hawbrook Road. This segment currently includes roadside ditches with asphalt curbing. The city’s goal is to install rolled curb and gutter with an asphalt overlay to match adjacent streets. Achieving this may require new stormwater inlets and piping to replace the existing ditch system.

On March 10, Horner Shifrin conducted a field review of all project streets to further assess site conditions and identify additional considerations.

Horner Shifrin submitted an Engineering Services Contract (ESC) proposal on March 24. At the city’s request, the proposal included a drainage investigation for Hawbrook Road, which was not part of the original RFQ scope.

The initial proposal totaled \$497,506.50, which is within the city’s budget of \$507,030. The City Engineer reviewed the proposal and, on March 31, indicated no concern with proceeding.

A portion of Luther Lane extends into the City of Kirkwood. At the city's request, Horner Shifrin provided estimated PE, CE, and construction costs for that segment totaling \$120,328. This information was shared with Kirkwood; however, on March 31, Kirkwood declined participation due to budget constraints.

Subsequently, the city requested a revised proposal excluding the Kirkwood portion. The updated proposal, received April 1, reflects a reduced contract amount of \$476,131.50, with no other changes.

Funding is available within the 2027 Capital Improvement Program under line items 90-070-44030, 44070, 44032, and 44090, which collectively allocate \$3,747,194 for completion of 2026 improvements, 2027 engineering services, and a portion of 2027 construction.

Because of the reasons outlined above, and given that Horner Shifrin has performed the services included in the 2026 Prop S ESC in a professional, timely, and cost-effective manner, I recommend that the Mayor and Board of Aldermen approve an Engineering Services Contract with Horner Shifrin for design and construction administration services for the 2027 Proposition S improvements in the amount of \$476,131.50.

The ESC is attached for your review.

Please let me know if you have any questions.

A RESOLUTION AUTHORIZING A CONTRACT WITH HORNER & SHIFRIN FOR PROFESSIONAL ENGINEERING AND CONSTRUCTION MANAGEMENT SERVICES PERTAINING TO THE 2027 PROPOSITION S STREET, STORMWATER, AND SIDEWALK PROJECTS

WHEREAS, the residents of the City of Glendale, Missouri, approved the Proposition S bond issue on April 8, 2025, to fund streets, sidewalk, and stormwater improvements over a five-year period; and

WHEREAS, the City issued a Request for Qualifications on January 13, 2026, with proposals due on February 17, 2026, for engineering consultant services for the grouping of street, sidewalk, and stormwater projects from Proposition S identified for construction in 2027; and

WHEREAS, in accordance with procedures established by Brooks Act for Consultant Selection, the City followed a specified process for the selection of an engineering consultant for the 2027 Proposition S projects; and

WHEREAS, the City has selected Horner & Shifrin as the engineering consultant for the 2027 Proposition S street, stormwater, and sidewalk projects based upon their competency, qualifications, and experience, and an engineering services contract has been prepared by Horner & Shifrin.

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 and construction management services agreement with Horner & Shifrin for the grouping of street, sidewalk and stormwater projects from Proposition S identified for construction in 2027 at an estimated cost of \$497,506.50 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 #95070-44030 of the Prop S Fund.

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

This Resolution Passed and Approved this 6th day of April, 2026.

Michael A. Wilcox
Mayor

ATTEST:

Frank Johnson
City Administrator/City Clerk

Exhibit A



**Proposition S-2027
City of Glendale, MO**

Summary Sheet

Scope	Firm	Fee
Survey	Horner & Shifrin	\$ 52,338.00
Design Engineering	Horner & Shifrin	\$ 255,117.50
Construction Engineering	Horner & Shifrin	\$ 167,176.00
Total H&S Contract		\$ 474,631.50
Pavement Cores (Estimated)	St. Louis County	\$ 1,500.00
Estimated Total City Cost		\$ 476,131.50



EXHIBIT I - SURVEY SCOPE AND FEE

Subject:	Proposition S-2027	
Job No.:	Prop S -2027	
Client:	City of Glendale, MO	
By:	MAS	Date: March 31, 2026



**Proposition S-2027
City of Glendale, MO**

SCOPE OF SERVICES - SURVEY

TASK	PLS	Survey Technician	Survey Field Crew	Survey QC		Hours	Cost
Hourly Rate =	\$208	\$139	\$185	\$139		Total	Total
TOPOGRAPHIC SURVEY & PROPERTIES/ROW							
COMPONENT #1 (BEVERLY, OAKWAY, HAWBROOK, PARK, LUTHER)							
Utility locates and maps where available		2				2	\$278
Horiz. & Vert. control & BM (State Plane) +/- 12 for these streets			5			5	\$925
Deed/Plat research (Hawbrook, Luther-Park & Park to Sappington)		4				4	\$556
Corner search in field for the above two locations			10			10	\$1,850
Field topo all above streets incl. sewers as listed, corridor width per notes			68	4		72	\$13,136
Office resolve ROW on the two sections of Hawbrook	2	8				10	\$1,528
Process and draft topo for all above streets		38		4		42	\$5,838
PLS/Proj. management	3					3	\$624
<i>(total length of all streets combined 5,200 lin. Feet)</i>							
COMPONENT #2 (KIRKHAM AVE SIDEWALK AND CURB RAMPS)							
Utility locates and map if available		2				2	\$278
Horiz. & Vert. control (State Plane)			2			2	\$370
Deed/ Plat research for sidewalk section		2				2	\$278
Corner search in field			2			2	\$370
Field topo south side for walk 10' S of exist. Walk & 9 ramps			24	2		26	\$4,718
Office resolve ROW and props south side, plot title com. Info	1	12				13	\$1,876
Process and draft topo for walk and ramps (show joints)		12		2		14	\$1,946
PLS/Proj. management	3					3	\$624
COMPONENT #4 (ELMWOOD STORM SEWER CULVERT)							
Utility locates and maps if available		1				1	\$139
Horiz. & Vert. control (State Plane)			2			2	\$370
Corner search north of Clif-Side			2			2	\$370
Deed/Plat research north side of Clif-Side		2				2	\$278
Field topo per notes, sewers, low sill adj. house, get at least 5' N of chan			24	2		26	\$4,718
Office resolve ROW and prop N. side of Clif-Side	1	4				5	\$764
Process and draft topo		12		2		14	\$1,946
PLS/Proj. management	2					2	\$416
PICK-UP SURVEY							
field topo additional areas as needed (3 days)			24			24	\$4,440
Process and draft topo		12		2		14	\$1,946
PLS/Project management	2					2	\$416
REVIEW EASEMENT EXHIBITS (1 permanent, 5 Temp)							
PLS check exhibits	3					3	\$624
PLS prepare description if required	1					1	\$208
						310	\$51,830
TOTAL HOURS/FEE	18	111	163	18		310	\$51,830
REIMBURSABLES							
Travel (700 miles @ \$0.725/mile) approx. 11 trips							\$508
							\$508
TOTAL TOPOGRAPHIC SURVEY							\$52,338

Subject:	Proposition S-2027	
Job No.:	Prop S -2027	
Client:	City of Glendale, MO	
By:	MAS	Date: March 31, 2026



**Proposition S-2027
City of Glendale, MO**

SCOPE OF SERVICES - SURVEY

TASK	PLS	Survey Technician	Survey Field Crew	Survey QC			Hours	Cost
<p>Notes: Topographic survey along Everly, Oakway, Hawbrook, Park, and Luther - Approximately 5,500 LF of roadway. Topographic survey for other locations as listed in above scope. MicroStation, MoDOT codes, Mo. State Plane, NGVD Vert datum, Legal tie to at least one witnessed land corner Trees 2" or bigger will be surveyed Concrete joints at curb ramps and entrances will be surveyed</p>								



EXHIBIT II - DESIGN ENGINEERING FEE

Subject:	Proposition S-2027		
Job No.:	Prop S -2027		
Client:	City of Glendale, MO		
By:	DRR/BSJ	Date:	March 31, 2026



**Proposition S-2027
City of Glendale, MO**

SCOPE OF SERVICES - DESIGN ENGINEERING

TASK	Project Principal	Project Manager	Sr. Principal Engineer	Project Engineer	Design Engineer	Hours	Cost	
	Hourly Rate =	\$242	\$221	\$210	\$168			\$147
PROJECT MANAGEMENT								
Project Management	12	36				48	\$10,860	
Project Administration/Invoicing		12				12	\$2,652	
Meetings with City (4)	4	4		4		12	\$2,524	
						72	\$16,036	
PRELIMINARY PLANS								
SITE VISITS:								
Initial Field Check	2	6		6		14	\$2,818	
Investigate Roadway Pavement For Repair Locations			6		6	12	\$2,142	
PRELIMINARY DESIGN - GLOBAL (ALL COMPONENTS):								
Kickoff Meeting	2	2		2		6	\$1,262	
Incorporate Survey		0.5	2		4	6.5	\$1,119	
TIN Review		1	4			5	\$1,061	
Review Available Plans			1	2		3	\$546	
Import GIS Data and Aerials		0.5	1		4	5.5	\$909	
Temporary Easement Delineation		0.5	2		4	6.5	\$1,119	
Preliminary Plan Quantity Takeoff		1	2	4	16	23	\$3,665	
Preliminary Plan Construction Cost Estimate	0.5	1	3			4.5	\$972	
COMPONENT #1 - PRELIMINARY DESIGN (BEVERLY, OAKWAY, HAWBROOK, PARK, LUTHER):								
Roadway horizontal alignment/layout		0.5	2		8	10.5	\$1,707	
Roadway vertical alignment/layout		0.5	4		8	12.5	\$2,127	
Mill and Overlay Limit Delineation			1		2	3	\$504	
Corridor Modeling		2	4	24	10	40	\$6,784	
Retaining Wall Layout		0.5	2		4	6.5	\$1,119	
Preliminary Entrance Profiles (Approx. 84 Entrances)		2	4	8	84	98	\$14,974	
Construction Limit Delineation			1		2	3	\$504	
St. Louis County Coordination (Pavement Cores)		2		2		4	\$778	
Pavement Core Evaluation	0.5	1	2			3.5	\$762	
Pavement Improvement Recommendations		2	2			4	\$862	
Restoration Details		0.5	2	4		6.5	\$1,203	
HAWBROOK ROAD - CONCEPTUAL DRAINAGE DESIGN:								
Drainage Analysis (Drainage Area Delineation)	1		2		8	11	\$1,838	
Hydrology (Runoff Calculations)		0.5	1		4	5.5	\$909	
Utility Coordination		0.5	2		4	6.5	\$1,119	
Disturbed Area Delineation		2	2		4	6	\$1,008	
Storm Sewer Layout/Design	0.5	1	4	12	6	23.5	\$4,080	
COMPONENT #2 - PRELIMINARY DESIGN (KIRKHAM AVE):								
Roadway horizontal alignment/layout		0.5	1		4	5.5	\$909	
Corridor Modeling		1	2	8	4	15	\$2,573	
Preliminary Curb Ramp Layout/Design (9 locations)		1	4		9	14	\$2,384	
COMPONENT #3 - PRELIMINARY DESIGN (CONCRETE SLAB REPLACEMENTS):								
Site Visit to Identify Slabs for Replacement			4			4	\$840	
COMPONENT #4 - PRELIMINARY DESIGN (STORM WATER IMPROVEMENT PROJECT #P017):								

Subject:	Proposition S-2027		
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Client:	City of Glendale, MO		
By:	DRR/BSJ	Date:	March 31, 2026



**Proposition S-2027
City of Glendale, MO**

SCOPE OF SERVICES - DESIGN ENGINEERING

TASK	Project Principal	Project Manager	Sr. Principal Engineer	Project Engineer	Design Engineer	Hours	Cost
Drainage Analysis (Drainage Area Delineation)	2		4	12		18	\$3,340
Hydrology (Runoff Calculations)	0.5	1	2		8	11.5	\$1,938
Utility Coordination		0.5	2		4	6.5	\$1,119
Disturbed Area Delineation			2		4	6	\$1,008
Storm Sewer Layout/Design	1	2	8	16	8	35	\$6,228
PRELIMINARY PLAN PRODUCTION - ALL COMPONENTS:							
Title Sheet		0.5	1		6	7.5	\$1,203
Typical Sections		2	4		8	14	\$2,458
General Notes		0.5	1		3	4.5	\$762
Plan and Profile Sheets (20 Scale)(Approx. 16 sheets)		4	8	24	64	100	\$16,004
Plan/Plan Sheets (20 Scale)(Approx. 5 sheets)		2	4	8	20	34	\$5,566
Culvert Plan Sheet (20 Scale)		0.5	1	2	4	7.5	\$1,245
Storm Sewer Profile Sheets		2	4	8	24	38	\$6,154
Drainage Area Sheets			1		4	5	\$798
Curb Ramp Detail Sheets (Approx. 4 sheets)		2	4	8	16	30	\$4,978
Detail Sheets	0.5	2	4		8	14.5	\$2,579
Entrance Profile Sheets (Approx. 84 Entrances)		2	4	8	40	54	\$8,506
Cross Section Sheets		2	4	8	24	38	\$6,154
Temporary Easement Plats (No Legal Description) (5 parcels)		0.5	1		10	11.5	\$1,791
PRELIMINARY PLAN SUBMITTALS:							
Initial MSD Submittal		0.5	1		3	4.5	\$762
Address MSD Comments		1	4		8	13	\$2,237
Preliminary Plan Submittal (City)		0.5	1		3	4.5	\$762
Address City Comments		1	2		4	7	\$1,229
QC/QA:							
Internal Design Review	2	4	8			14	\$3,048
Plan Revisions				8	20	28	\$4,284
PUBLIC MEETING (2 Meetings):							
Meeting Exhibit Preparation	1	2			16	19	\$3,036
Attend Meeting(s)	6	6			6	18	\$3,660
						912	\$153,438
FINAL PLANS AND SPECIFICATIONS							
SITE VISITS:							
Final Site Visit	2	4		4		10	\$2,040
FINAL DESIGN - GLOBAL (ALL COMPONENTS):							
Final Plan Quantity Takeoff		1	2	4	10	17	\$2,783
Final Plan Construction Cost Estimate	0.5	1	3			4.5	\$972
COMPONENT #1 - FINAL DESIGN (BEVERLY, OAKWAY, HAWBROOK, PARK, LUTHER):							
Finalize Pavement and Curb Improvement Locations		1	2		4	7	\$1,229
Finalize Entrance Improvement Design		1	4		10	15	\$2,531
Erosion Control Plan			1		3	4	\$651
Finalize Retaining Walls			1	3	2	6	\$1,008
Finalize Corridor Model		0.5	2		8	10.5	\$1,707

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**Proposition S-2027
City of Glendale, MO**

SCOPE OF SERVICES - DESIGN ENGINEERING

TASK	Project Principal	Project Manager	Sr. Principal Engineer	Project Engineer	Design Engineer	Hours	Cost
HAWBROOK ROAD - FINAL DRAINAGE DESIGN:							
Utility Coordination		0.5	2		4	6.5	\$1,119
Storm Sewer Layout/Design		0.5	1	8	4	13.5	\$2,253
COMPONENT #2 - FINAL DESIGN (KIRKHAM AVE):							
Corridor Modeling		0.5	1	4	2	7.5	\$1,287
Final Curb Ramp Layout/Design (9 locations)		0.5	2		6	8.5	\$1,413
COMPONENT #4 - FINAL DESIGN (STORM WATER IMPROVEMENT PROJECT #P017):							
Utility Coordination		0.5	2		4	6.5	\$1,119
Finalize Storm Sewer Layout/Design	1	2	4	12	4	23	\$4,128
FINAL PLAN PRODUCTION - ALL LOCATIONS:							
Title Sheet			0.5		1	1.5	\$252
Summary and Schedule of Quantities		1	2		6	9	\$1,523
Typical Sections		0.5	1		2	3.5	\$615
Special Details		2	4		8	14	\$2,458
Alignment Sheet			1		4	5	\$798
General Notes			0.5		1	1.5	\$252
Plan and Profile Sheets (20 Scale)(Approx. 16 sheets)		2	4	8	32	46	\$7,330
Plan/Plan Sheets (20 Scale)(Approx. 5 sheets)		1	2	4	8	15	\$2,489
Culvert Plan Sheet (20 Scale)		0.5	1	2	4	7.5	\$1,245
Culvert Grading Plan Sheet (20 Scale)		0.5	1	2	4	7.5	\$1,245
Storm Sewer Profile Sheets		1	2	4	16	23	\$3,665
Drainage Area Sheets			0.5		2	2.5	\$399
Curb Ramp Detail Sheets (Approx. 4 sheets)		1	2	4	8	15	\$2,489
Detail Sheets		1	2		4	7	\$1,229
Entrance Profile Sheets (Approx. 84 Entrances)		1	2	4	22	29	\$4,547
Erosion Control Plans		1	2		8	11	\$1,817
Traffic Control Typical Applications		1	2		4	7	\$1,229
Cross Section Sheets		1	2	4	14	21	\$3,371
SPECIFICATIONS:							
Front End Specifications	1	2	8			11	\$2,364
Job Special Provisions and Technical Specifications	1	2	8			11	\$2,364
FINAL PLAN SUBMITTALS:							
MSD Coordination & Submittals		2	4		8	14	\$2,458
Submit 90% Pre-Final Plans for Review (City)		0.5	1		3	4.5	\$762
Address City Review Comments	0.5	1	2		4	7.5	\$1,350
Submit Final PS&E to City		1	2		4	7	\$1,229
Electronic Deliverables		0.5			2	2.5	\$405
QC/QA:							
Internal Design Review	1	4	6			11	\$2,386
Plan Revisions				4	8	12	\$1,848
PUBLIC MEETING (1 Meeting):							
Meeting Exhibit Preparation		1			4	5	\$809
Attend Meeting	3	3			3	9	\$1,830

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**Proposition S-2027
City of Glendale, MO**

SCOPE OF SERVICES - DESIGN ENGINEERING

TASK	Project Principal	Project Manager	Sr. Principal Engineer	Project Engineer	Design Engineer		Hours	Cost
							460.0	\$78,993
BIDDING AND CONSTRUCTION SUPPORT								
Respond to Bidder Questions		2	4		2		8	\$1,576
Requests for Informations (RFI's)		2	4		2		8	\$1,576
Shop Drawings		2	4				6	\$1,282
							22.0	\$4,434
TOTAL HOURS/FEE	45.5	169	243.5	249	759		1466	\$252,900
REIMBURSABLES								
Travel for Engineering (300 miles @ \$0.725/mile)								\$218
Informational Title Reports (4 x \$500/report)								\$2,000
								\$2,218
DESIGN ENGINEERING TOTAL								\$255,118
Notes:								
<i>General traffic control plans will be developed; detailed plans are not included.</i>								
<i>Utility coordination will include contacting local utility companies to determine location of existing facilities. Relocation of utilities is not included in the design.</i>								
<i>Utility coordination meetings will not be conducted for the project.</i>								
<i>MSD water quality and detention are not anticipated for this project and is not included in the scope of services</i>								
<i>Landscaping disturbed during construction will be replaced by the Contractor; landscaping design is not included in the engineering scope of services.</i>								
<i>Street lighting revisions are not included.</i>								
<i>NEPA (Environmental) submittals are not included.</i>								
<i>Attendance at council meetings are not included.</i>								
<i>Property acquisition to be conducted by the City.</i>								
<i>St. Louis County Core costs will run through a municipal program and invoices will need to be sent directly to the City. Estimate around \$1500 for the project.</i>								
<i>Luther Lane, within the City Limits of Kirkwood, is not included within this scope.</i>								
<i>Deliverables to the City, including bid documents, will be in PDF format.</i>								



EXHIBIT III - CONSTRUCTION ENGINEERING FEE

Subject:	Proposition S-2027		
Job No.:	Prop S -2027		
Client:	City of Glendale, MO		
By:	MCH	Date:	March 31, 2026



**Proposition S-2027
City of Glendale, MO**

SCOPE OF SERVICES - CONSTRUCTION ENGINEERING

TASK	Construction Manager	Construction Engineer						Hours	Cost
PROJECT MANAGEMENT									
Administration/Invoicing/Project Management	15							15	\$3,390
Correspondance/Communication/Coordination	15							15	\$3,390
								30	\$6,780
PRECONSTRUCTION PHASE									
Bid, Concurrence and Award, Project Start up	2	35						37	\$6,752
Pre-Construction Meeting	3	3						6	\$1,218
								43	\$7,970
PRECONSTRUCTION PHASE									
On Site Construction Inspection		660						660	\$118,800
Progress Payments		8						8	\$1,440
Project Meetings	2							2	\$452
Testing Coordination	5	12						17	\$3,290
Shop Drawings	2							2	\$452
Material Submittals Review	2							2	\$452
Invoicing	9							9	\$2,034
Monthly Progress Reports		9						9	\$1,620
Construction Change Orders	2							2	\$452
Coordination with Stakeholders	2							2	\$452
Coordination with Client/Design Team	5							5	\$1,130
Coordination with Utilities		3						3	\$540
								721	\$131,114
PRECONSTRUCTION PHASE									
Pre-Final Inspection/Punch List		3						3	\$540
Final Inspection		3						3	\$540
Project Close Out	2	35						37	\$6,752
								43	\$7,832
TOTAL HOURS/FEE	66	771						837	\$153,696
REIMBURSABLES									
Travel (4,800 miles @ \$0.725/mile) - 120 trips at 40 miles per trip									\$3,480
Materials Testing (Tsi)									\$10,000
									\$13,480
CONSTRUCTION ENGINEERING TOTAL									\$167,176

Notes:

****Construction services are based on 4 months of construction requiring full time on site construction inspection.
Assuming H&S staff on site full time for 16 Weeks (5 days/wk at 8 hr/day) and 1 month part time for project set up & close out.**

****Construction Assumptions: 1 month project start up and closeout is approx 20 hr/wk for 4 week. 4 months of full time on site inspection totaling 86 full working days
All estimates dependent on contractor schedule and labor force allocated to the project.**

****Construction expected to begin spring of 2027 (April - September)**

****Mileage to/from site each day and drive around site for inspection estimated 40 miles/trip**

AN ORDINANCE AMENDING CHAPTER 375 OF THE CODE OF ORDINANCES OF THE CITY OF GLENDALE, MISSOURI, PERTAINING TO BICYCLE, ELECTRIC BICYCLE AND ALTERNATIVE VEHICLE REGULATIONS IN THE CITY OF GLENDALE

WHEREAS, Chapter 375 of the Code of Ordinances of the City of Glendale, Missouri, regulates the use of certain alternative vehicles, including bicycles, electric bicycles, and scooters, within the City; and

WHEREAS, with the increased popularity of additional motorized alternative vehicles within the City and the region, including the frequent use of electric scooters and electric bicycles, it is necessary for the City to amend its ordinances to properly regulate the use of such alternative vehicles and to ensure that the City's regulations promote the safe operation of such alternative vehicles throughout the City; and

WHEREAS, the Board of Aldermen of the City of Glendale, Missouri, has determined that the amendments to Chapter 375 as 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: Chapter 375 of the Municipal Code of the City of Glendale, pertaining to bicycles and motorized bicycles, is hereby deleted in its entirety and replaced with a new Chapter 375 of the Municipal Code of the City of Glendale to read as follows:

Section 375.010 Bicycles, Electric Bicycles (E-bikes) and Alternative Vehicles – Defined.

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

BICYCLE

Every vehicle propelled solely by human power upon which any person may ride, having two (2) tandem wheels, or two (2) parallel wheels and one (1) or two (2) forward or rear wheels, all of which are more than fourteen (14) inches in diameter, except scooters and similar devices.

ELECTRIC BICYCLE

A bicycle equipped with fully operable pedals, a saddle or seat for the rider, and an electric motor of less than seven hundred fifty (750) watts that meets the requirements of one (1) of the following three (3) classes:

A. The term "Class 1 Electric Bicycle" means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of twenty (20) miles per hour.

- B. The term "Class 2 Electric Bicycle" means an electric bicycle equipped with a motor that may be used exclusively to propel the bicycle and that is not capable of providing assistance when the bicycle reaches the speed of twenty (20) miles per hour.
- C. The term "Class 3 Electric Bicycle" means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of twenty-eight (28) miles per hour.

ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE

A self-balancing, two (2) non-tandem wheeled device, designed to transport only one (1) person, with an electric propulsion system with an average power of seven hundred fifty (750) watts (one (1) horsepower), whose maximum speed on a paved level surface, when powered solely by such a propulsion system while ridden by an operator who weighs one hundred seventy (170) pounds, is less than twenty (20) miles per hour.

ELECTRIC SCOOTER

Any two- or three-wheeled device upon which the rider usually stands that has an electric motor with a power output of not more than 250 watts and is capable of propelling the device at a maximum speed of not more than twelve (12) miles per hour on level ground.

MAJOR ROADS

For purposes of this Chapter, Major Roads consist of Manchester Road, Sappington Road, Lockwood Avenue, Kirkham Avenue and Berry Road.

MOTORIZED ALTERNATIVE VEHICLE

A coaster, bicycle, scooter, play vehicle or other similar vehicle, including one-wheeled skateboards, mini-motorcycles or pocket bikes, or motorized minibikes having an electric motor or a gas-powered engine and a cylinder capacity of not more than fifty (50) cubic centimeters, which produces less than three (3) gross brake horsepower and is capable of propelling the device at a minimum speed of five (5) miles per hour; provided however, that this term shall not include motorized wheelchairs or other similar motorized devices designed for and used by a person with physical disabilities.

MOTORIZED BICYCLE

Any two (2) or three (3) wheeled device having an electric motor or a gas-powered engine and a cylinder capacity of not more than fifty (50) cubic centimeters, which produces less than three (3) gross brake horsepower and is capable of propelling the device at a maximum speed of not more than thirty (30) miles per hour on level ground. A motorized bicycle shall be considered a motor vehicle for the purposes of any homeowners' or renters' insurance policy.

NON-MOTORIZED ALTERNATIVE VEHICLE

Any device or mechanism with wheels and designed for transportation or recreation that is not motorized, such as roller skates, roller blades, skateboards, scooters, play vehicles or any similar devices but shall not include bicycles.

OPERATOR

Every person who is in actual physical control of a motor vehicle, bicycle, electric bicycle, alternative vehicle, or electric scooter upon a street, roadway or a highway.

PASSENGER

Any person who travels on a bicycle, electric bicycle, or alternative vehicle in a manner except as the operator.

PROTECTIVE HEADGEAR (AKA: BICYCLE HELMET)

A piece of headgear which meets or exceeds the impact standard for protective bicycle helmets set by the U.S. Consumer Products Safety Commission Federal safety standards, those developed by the American National Standards Institute (ANSI), the Snell Memorial Foundation or the American Society of Testing and Materials (ASTM).

PUBLIC RIGHT-OF-WAY

Any road, street or highway that is designed primarily for the use of motor vehicles, exclusive of sidewalks and parks.

SIDEWALK

Any sidewalk, trail or path (paved or unpaved) that is designed for the use of pedestrians.

Section 375.020 Brakes Required.

Every bicycle and electric bicycle shall be equipped with a brake or brakes which will enable its driver, rider or operator to stop the bicycle or electric bicycle within twenty-five (25) feet from a speed of ten (10) miles per hour on dry, level, clean pavement.

Section 375.030 Lights and Reflectors – When required – Standards to Be Met.

A. Every bicycle and electric bicycle when in use on a street, roadway or highway during the period from one-half ($\frac{1}{2}$) hour after sunset to one-half ($\frac{1}{2}$) hour before sunrise shall be equipped with the following:

1. A front-facing lamp on the front or carried by the rider which shall emit a white light visible at night under normal atmospheric conditions on a straight, level, unlighted roadway at five hundred (500) feet;
2. A rear-facing red reflector, at least two (2) square inches in reflective surface area, or a rear-facing red lamp on the rear which shall be visible at night under normal atmospheric conditions on a straight, level, unlighted roadway when

viewed by a vehicle driver under the lower beams of vehicle headlights at six hundred (600) feet

3. Reflective material and/or lights on any part of the bicyclist's pedals, crank arms, shoes or lower leg visible from the front and the rear at night under normal atmospheric conditions on a straight, level, unlighted roadway when viewed by a vehicle driver under the lawful lower beams of vehicle headlights at two hundred (200) feet; and
4. Reflective material and/or lights visible on each side of the bicycle or bicyclist and visible at night under normal atmospheric conditions on a straight, level, unlighted roadway when viewed by a vehicle driver under the lawful lower beams of vehicle headlights at three hundred (300) feet. The provisions of this Subsection shall not apply to motorized bicycles which comply with National Highway Traffic and Safety Administration regulations relating to reflectors on motorized bicycles.

Section 375.035 Protective Headgear Required

- A. Every person under sixteen (16) years of age operating or being a passenger on a bicycle, electric bicycle, motorized alternative vehicle, electric scooter or using in-line skates, roller skates, skateboard or an electric personal assistive mobility device on a public roadway, public bicycle path or other public right-of-way, shall wear protective headgear of good fit, fastened securely upon the head with the straps of the helmet.
- B. No parent, custodian or legal guardian of a person under sixteen (16) years of age shall knowingly permit said person to operate or be a passenger on a bicycle, electric bicycle, motorized alternative vehicle, or to use in-line skates, roller skates, skateboards or an electric personal assistive mobility device without wearing protective headgear as defined in this Section.
- C. No person operating a bicycle, electric bicycle or motorized alternative vehicle on a public roadway, public bicycle path or other public right-of-way shall allow anyone who is either four (4) years old or younger, weighing forty (40) pounds or less, to ride as a passenger on the bicycle; other than in a seat which shall adequately retain the passenger in place and protect the passenger from the bicycle's moving parts.
- D. Any operator or passenger as defined in this Section found to be in violation of this Section might be issued an equipment violation notice as prescribed on a Missouri Uniform Complaint and Summons. The person responsible for payment of the violation may have the violation dismissed, if the person submits a receipt for a proof of purchase of protective headgear, along with the helmet, to the Glendale Police Department within five (5) calendar days of the date of the violation notice.
- E. Fines assessed to juvenile violators under the age of sixteen (16) will be the legal responsibility of the violator's parent, custodian or legal guardian; and therefore any summons issued as a result of a violation committed by such a juvenile shall be issued to said violator's parent, custodian or legal guardian.

- F. This Section shall only apply to bicycles, electric bicycles, motorized alternative vehicles, electric scooters or electric personal assistive mobility devices operated on public access and not on private residential property.

Section 375.040 Rights and Duties of Bicycle, Electric Bicycle and Motorized Alternative Vehicle Riders or Operators

Every person riding or operating a bicycle, electric bicycle, motorized alternative vehicle, electric scooter or electric personal assistive mobility device upon a street, roadway or highway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle as provided by Chapter 304, RSMo., and this Title, except as to special regulations in this Chapter, and except as to those provisions of Chapter 304, RSMo., and this Title, which by their nature can have no application.

Section 375.045 Parental Responsibility

- A. It shall be unlawful for any parent or guardian to knowingly permit or allow a child under the age of seventeen (17) to operate or use a bicycle, electric bicycle, motorized alternative vehicle or non-motorized alternative vehicle in violation of this Section
- B. Any Police Officer finding a child under the age of seventeen (17) violating the provisions of this Section may issue a written warning to the parent or guardian of such child giving notice of the violation and advising the parent or guardian of his or her responsibility under this Section. A record of any such warning shall be kept by the Police Department.
- C. A written notice provided pursuant to this Section shall be prima facie evidence of a presumption of knowledge on the part of the parent or guardian of the child's propensity to operate or use a bicycle, electric bicycle, alternative motorized vehicle or non-motorized device in violation of this Section.

Section 375.050 Riding to Right – Required for Bicycles, Motorized Bicycles, Electric Bicycles, and Alternative Motorized Vehicles – Mandatory Use of Bicycle Path by Bicycles.

Every person operating a bicycle, motorized bicycle, electric bicycle, or motorized alternative vehicle at less than the posted speed or slower than the flow of traffic upon a street, roadway or highway shall ride as near to the right side of the roadway as safe, exercising due care when passing a standing vehicle or one proceeding in the same direction, except when making a left turn, when avoiding hazardous conditions, when the lane is too narrow to share with another vehicle, or when on a one-way street. Bicyclists may ride abreast when not impeding other vehicles.

Section 375.055 Bicycle, Electric Bicycle, and Alternative Motorized Vehicles – Use of Right-Of-Way

- A. Any person operating a bicycle, electric bicycle, electric scooter or motorized alternative vehicle on any public right-of-way shall:

1. Not operate the vehicle on any public right-of-way designated as part of the Federal interstate highway system;
 2. Travel as near to the right side of the public right-of-way as practicable and shall exercise due care when passing;
 3. Travel not more than two (2) abreast, except when riding on paths or parts of roads set aside for and capable of such use of such devices;
 4. Travel at a speed which is:
 - a. Reasonable and prudent under the existing conditions, and
 - b. Not in excess of the speed limit applicable for motor vehicles.
 5. Not carry any package, bundle or article which prevents the rider from keeping at least one (1) hand on the device's steering mechanism; and
 6. Not park a bicycle or motorized alternative vehicle on a street, public right-of-way or sidewalk in such a manner as to obstruct vehicular or pedestrian traffic.
- B. Any Police Officer finding a child under the age of seventeen (17) violating the provisions of this Section may issue a written warning to the parent or guardian of such child giving notice of the violation and advising the parent or guardian of his or her responsibility under this Section. A record of any such warning shall be kept by the Police Department.
- C. A written notice provided pursuant to this Section shall be prima facie evidence of a presumption of knowledge on the part of the parent or guardian of the child's propensity to operate or use a bicycle, electric bicycle, alternative motorized vehicle or non-motorized device in violation of this Section.

Section 375.060 Bicycle, Electric Bicycle, and Motorized Alternative Vehicles to Operate on the Shoulder Adjacent to Roadway, When – Roadway Defined.

- A. A person operating a bicycle, electric bicycle, or motorized alternative vehicle at less than the posted speed or slower than the flow of traffic upon a street or highway may operate as described in Section 375.050 of this Chapter or may operate on the shoulder adjacent to the roadway.
- B. A bicycle, electric bicycle, or motorized alternative vehicle operated on a roadway, or the shoulder adjacent to a roadway, shall be operated in the same direction as vehicles are required to be driven upon the roadway.
- C. For purposes of this Section and Section 375.050, "roadway" means that portion of a street or highway ordinarily used for vehicular travel, exclusive of the berm or shoulder.

**Section 375.065 Electric Scooters, Electric Bicycles, Alternative Vehicles and EPAMDS
– Limitations**

- A. The permitted and prohibited operation of the various types of Alternative Vehicles is set forth in this chapter and in Table 1 as appended hereto and incorporated herein by reference.
- B. No person shall operate a motorized bicycle with a cylinder capacity of more than forty-nine (49) cubic centimeters or a Class 3 electric bicycle upon any sidewalk within the City.
- C. No person shall operate or use an electric scooter or motorized or non-motorized alternative vehicle on a street or a highway with a posted speed limit greater than twenty (20) miles per hour, except while crossing a street on a crosswalk, and when so crossing such person shall be subject to all laws applicable to pedestrians.
- D. Persons under sixteen (16) years of age shall not operate an electric personal assistive mobility device, except for an operator with a mobility-related disability.

Section 375.070 Bicycle and Electric Bicycle to Give Hand or Mechanical Signals

The operator of any bicycle or electric bicycle shall signal as required in Section 340.190 of this Title, except that a signal by the hand and arm need not be given continuously if the hand is needed to control or operate the bicycle. An operator of a bicycle intending to turn the bicycle to the right shall signal as indicated in Section 340.190 of this Title or by extending such operator's right arm in a horizontal position so that the same may be seen in front and in rear of the vehicle.

Section 375.075 Other Regulations

- A. Any person operating or using a bicycle, electric bicycle, electric scooter, motorized alternative vehicle, or non-motorized alternative vehicle shall:
 - 1. Have it under control at all times and shall use it in a manner which will in no way endanger any person or property;
 - 2. Not ride other than on a permanent and regularly attached seat or platform;
 - 3. Use the vehicle to carry more persons at one time than the number for which it is designed and equipped;
 - 4. Latch onto a motor vehicle with the intent to secure a tow or ride;
 - 5. When lawfully riding upon sidewalks, yield to any pedestrian and shall give audible signal before overtaking and passing such pedestrian; or
 - 6. When emerging from an alley, private road, driveway or building:
 - a. Upon approaching a sidewalk or the sidewalk area, yield the right-of-way to all pedestrians approaching on the sidewalk or sidewalk area, and

- b. Upon entering a public right-of-way, yield to all vehicles approaching on the public right-of-way.
- B. The operator of a bicycle or electric bicycle shall ride only astride the permanent and regular seat attached thereto and shall not permit more than one (1) person to ride thereon at the same time, unless the bicycle is designed to carry more than one (1) person. Any electric bicycle designed to carry more than one (1) person must be equipped with a passenger seat and footrests for the use of a passenger.

Section 375.080 Penalty for Violation

Any person seventeen (17) years of age or older who violates any provision of this Chapter is guilty of an ordinance violation and, upon conviction thereof, shall be punished pursuant to the terms of Section 100.070. If any person under seventeen (17) years of age violates any provision of this Chapter in the presence of a Police Officer, said officer may impound the bicycle, electric bicycle or alternative vehicle involved for a period not to exceed five (5) days upon issuance of a receipt to the child riding it or to its owner.

Section 375.090 Motorized Bicycles and Electric Bicycles – License Required

- A. No person shall operate a motorized bicycle, a sit-on motorized scooter, or a Class 3 electric bicycle on any street, roadway or highway in this City unless the person has a valid license to operate a motor vehicle.
- B. No motorized or electric bicycles may be operated on any public thoroughfare located within this City which has been designated as part of the Federal interstate highway system.
- C. When operating or using a motorized or electric bicycle, the operator shall be subject to all laws applicable to the driver of a motor vehicle, except as otherwise provided in this Section and except further as to any laws which by their nature can have no application.
- D. Violation of this Section shall be deemed an ordinance violation.

Section 375.100 Equipment Required

No person shall operate a moped or gas-powered scooter on any street, roadway or highway in this City unless it is equipped in accordance with the minimum requirements for construction and equipment of MOPEDS, Regulation VESC-17, approved July, 1977, as promulgated by the Vehicle Equipment Safety Commission.

Table 1

In accordance with Chapter 375 of this Title, the use of bicycles, electric bicycles, electric scooters, EPAMDs, and various alternative vehicles on the streets and sidewalks of the city shall be permitted (✓) and prohibited (X) as set forth in Table 1 as follows:

LOCATION				
	Major Roads*	Residential Streets	Sidewalks	Private Property
Bicycle	✓	✓	✓	✓
E-Bike (Class I and II)	✓	✓	✓	✓
E-Bike (Class III – 16 or older required)	✓	✓	X	✓
Motorized Bicycle	✓	✓	X	✓
Stand-on Electric Scooter	X	✓	✓	✓
Motorized Alternative Vehicles	X	✓	✓	✓
Non-motorized Alternative Vehicles	X	✓	✓	✓
EPAMD	X	✓	✓	✓

* For purposes of this Chapter, Major Roads consist of Manchester Road, Sappington Road, Lockwood Avenue, Kirkham Avenue and Berry Road.

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 AN AGREEMENT WITH THE CITY OF WARSON WOODS, MISSOURI, FOR THE PROVISION OF CERTAIN FIRE PROTECTION AND LAW ENFORCEMENT SERVICES BY THE CITY OF GLENDALE, MISSOURI

WHEREAS, by the provisions of Section 70.210 to 70.320 of the Revised Statutes of Missouri, RSMo, municipalities may contract and cooperate with each other for a common service, and by provisions of Section 71.370 to 71.390, they may contract for fire protection; and

WHEREAS, the City of Glendale, Missouri (“Glendale”), has an organized and fully equipped Fire Department manned by a force of full-time paid firefighters; an organized and fully equipped Police Department manned by a force of full-time paid police officers; recently renovated jail and holding cell facilities; and is served for dispatching and long-term prisoner holding services by a contract with the City of Kirkwood; and

WHEREAS, the City of Warson Woods previously entered into an agreement with the City of Glendale to receive the services of the Fire Department of the City of Glendale for fighting, controlling, and preventing fires within the corporate limits of the City of Warson Woods and providing emergency medical service (EMS) within the corporate limits of Warson Woods, to receive certain law enforcement services from the City of Glendale Police Department, and to receive emergency dispatch services for police and fire services within the corporate limits of Warson Woods via Ordinance B04-22.

WHEREAS, the City of Glendale entered into a new agreement with the City of Kirkwood for certain ambulance services via Ordinance B28-25, which said ordinance provided for the charging of non-resident fees for ambulance services; and

WHEREAS, it is now necessary to revise the agreement between the City of Glendale and the City of Warson Woods to reflect the non-resident fee charge for ambulance services.

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

SECTION ONE: The Board of Aldermen of the City of Glendale hereby approves the First Amendment to Fire Protection and Certain Law Enforcement Services Agreement (the “Amendment”) between the Cities of Glendale and Warson Woods in substantially the form of the attached Exhibit A for the purpose of allowing the City of Kirkwood to charge a non-resident ambulance service fee to residents of the City of Warson Woods.

SECTION TWO: The Mayor and other appropriate officers, agents, and employees of the City are hereby authorized to sign the Amendment in substantially the form attached hereto as Exhibit A, and to take such further actions, and to 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 Ordinance.

SECTION FOUR: In the event any word, words, phrase, phrases, sentence, sentences, paragraph, paragraphs, section, sections contained and appearing in this ordinance, shall be held or declared invalid, unlawful or unconstitutional for any cause or reason, then it is hereby declared that the remaining such portions and provisions of this ordinance shall be and remain unaffected thereby and shall remain in full force and effect.

SECTION FIVE: This ordinance shall not be effective until it has been approved by the Mayor and a majority of the Board of Aldermen of the City of Glendale in a duly called meeting and a similar ordinance has been approved by the Mayor and majority of the Board of Aldermen of the City of Warson Woods in a duly called meeting.

This Ordinance Read Twice and Approved this 6th day of April 2026.

Michael A. Wilcox
Mayor

ATTEST:

Frank Johnson
City Administrator/City Clerk

Exhibit A

**FIRST AMENDMENT TO FIRE PROTECTION AND CERTAIN LAW
ENFORCEMENT SERVICES AGREEMENT**

This First Amendment to Fire Protection and Certain Law Enforcement Services Agreement (the “Amendment”) is entered into by and between the City of Glendale, Missouri (“Glendale”), and the City of Warson Woods, Missouri (“Warson Woods”) (collectively, the “Cities”), as of this ___ day of April, 2026.

WHEREAS, pursuant to a Fire Protection and Law Enforcement Services Agreement, dated _____, 2022 (the “Agreement”), Glendale is providing to Warson Woods the services of the Fire Department of the City of Glendale for fighting, controlling and preventing fires and providing emergency medical service (EMS) within the corporate limits of Warson Woods, certain law enforcement services during over-night hours within the corporate limits of Warson Woods, and emergency dispatch services for police and fire services within the corporate limits of Warson Woods; and

WHEREAS, due to a change in the manner in which the City of Kirkwood, who provides EMS service to the City of Glendale on a contractual basis, and therefore also provides EMS service to the City of Warson Woods pursuant to the terms of the Agreement, charges for EMS/ambulance services to non-residents, it is necessary to amend the Agreement; and

WHEREAS, this Amendment has been approved by the Mayor and a majority of the Board of Aldermen of Warson Woods by Ordinance No. _____ and by the Mayor and a majority of the Board of Aldermen of Glendale by Ordinance No. _____.

NOW, THEREFORE, FOR THE CONSIDERATION SET FORTH HEREIN, WARSON WOODS AND GLENDALE AGREE AS FOLLOWS:

1. Section 3(c) of the Agreement is amended to read as follows:
 - c. The Cities recognize that pursuant to the Kirkwood Agreement, Kirkwood shall have the right to the funds it receives for service billings and collections resulting from the ambulance services Kirkwood renders, including but not limited to, billings to insurance companies, GEMT Program, Medicare, Medicaid and individuals who receive services pursuant to this Agreement. Kirkwood shall be responsible for assessing, billing and collecting all costs and payments associated with ambulance services provided pursuant to this Agreement and may charge the nonresident rate set forth in the Ambulance Service Fee Schedule for the City of Kirkwood, as such schedule may be amended from time to time at Kirkwood’s sole discretion.
2. All other terms and provisions of the Agreement shall remain unchanged.

DATED THIS ___ DAY OF APRIL, 2026.

Michael A. Wilcox
Mayor, City of Glendale

ATTEST:

Frank Johnson
City Administrator/City Clerk

Sean M. Fitzgerald
Mayor, City of Warson Woods

ATTEST:

Dalton Mertens
City Clerk



Internal Memorandum

TO: Mayor and Board of Aldermen
FROM: Frank Johnson, City Administrator
DATE: March 31, 2026
RE: Architectural Review Board Fees

BACKGROUND

In November of 2024, the City of Glendale adopted updates to its Architectural Review Board Guidelines that substantially increased the level of detail required in the submitted plans. This was particularly true for the civil and stormwater mitigation plans and for new homes, where there are 14 different items that must be submitted, and each of these items have various components that must be included.

These detailed requirements have helped raise the quality of development that comes to Glendale, but they bring with them a higher cost in outside review and administrative coordination. For this reason, staff is proposing to increase the base application fee and add an additional “plan review” fee to help cover the cost of professional engineering services.

ENGINEERING REVIEW PROCESS

While the ARB has a very competent civil engineer as part of its memberships in John Falk, several issues emerged following the adoption of the guidelines:

1. Staff increasingly struggled to properly evaluate the submitted plans for compliance with the application requirements ahead of the meetings as we lack in-house expertise for that level of engineering review.
2. Mr. Falk is not always able to attend the ARB meetings. If he was not present, then the rest of the members along with myself and the City Attorney had to do our best to review the civil and stormwater plans in his absence.
3. Applications were often submitted with incomplete information that could cause confusion and delays during the ARB meetings, prompting the applicant to either be tabled to another meeting or receive lengthy conditional approvals.

Given that stormwater control and mitigation is a high priority for residents, I made the decision starting in the fall of 2025 to incorporate HR Green as the newly appointed City Engineer into the review and meeting process for the ARB:

- The plans are now submitted to HR Green, and their staff runs through a custom checklist they have developed based on our ARB Guidelines and zoning code.
- The marked-up plans are sent back to the applicants for revision before the project can be

placed on the ARB agenda for review.

- City Engineer Kori Neely then attends the ARB meetings in case there are any questions about their review and as a back-up if Mr. Falk is unable to attend.

The addition of HR Green to the process has proven to be very successful, and it has helped increase the quality of the applications we receive. They have been able to flag numerous issues for applicants, resulting in higher quality designs and a smoother approval process. However, the costs incurred by adding HR Green to this process have been significant.

Since October of 2025, HR Green has reviewed 10 ARB applications. Factoring an initial “setup” cost to review the city’s guidelines, develop review checklists, and to attend the meetings, the City has **incurred \$22,311 in engineering review and meeting attendance fees**, compared against a total of only **\$1,800 in application fees**.

ADMINISTRATIVE REVIEW

Due to the complex nature of the requirements, there are various review and coordination tasks that must be performed for each application:

- I will often initially spend time corresponding with applicants to answer various questions and explain the process. This can be over the phone, by email or with in-person meetings.
- Then, once an application is received, I will review the architectural and landscape plans for compliance. I have developed my own set of checklists for each application. We have no separate planning department or staff, so this must be done in conjunction with my other duties.
- The comments and requested revisions must be then sent to the applicant, and there can be a lot of coordination involved in tracking the various revisions as they come in, reviewing them, and organizing them into packets for the ARB members. Gabby assists with this process as well.
- Finally, applications are often approved with conditions, which then requires another round of plan review and coordination with applicants to ensure all the conditions imposed by the ARB are met.

NEW FEE STRUCTURE

Given the high cost of the engineering review and the increased staff time, it is necessary to substantially increase the ARB fees, re-evaluate the role of the City Engineer in the process, or some mix of both.

Staff is proposing raising the baseline level of the fees and then introducing an additional plan review charge that increases with the cost of the project:

	New Home	Addition
Current Base Fee	\$200	\$150
Proposed Base Fee	\$500	\$300
Proposed Plan Review Fee	%0.1 of const. costs	%0.1 of const. costs

For a new home project with an estimated construction cost of \$800,000, this would amount to a total fee of \$1,300. Given the staff time and level of review involved, we believe this is a reasonable fee, especially when viewed as a portion of the overall cost. The plan review fee could also be structured as a deposit, and applicants would be refunded if the actual cost of review is less. This would add some administrative burden, but it would encourage applicants to be diligent in preparing their plans since they could potentially save cost if there are minimal revisions.

Alternatively, the City could discontinue using HR Green as a standard part of the ARB process. In this case, staff would still propose increasing the base fee to cover admin overhead but would eliminate the additional plan review fee.

SURROUNDING CITIES

A survey of our surrounding cities shows that we charge less than other smaller cities while having higher ARB standards:

Municipality	New Home	Addition	Notes
Oakland	\$500	\$250	
Rock Hill	\$200 +\$500 deposit	\$200 +\$500 deposit	Costs over \$500 billed to applicant for addtl. charge.
Kirkwood	\$150	\$100	Employs in-house engineering and planning staff.
Webster Groves	\$40	\$40	Employs in-house engineering and planning staff.
Crestwood	\$650 (Major site plan)	\$540 (minor site plan)	Only for new commercial construction, no residential