



Parks & Recreation Commission Agenda

Thursday, February 5, 2026

6:30 PM

City Council Chambers

Commission Members: Lindsay Matts-Benson (Chair), Karen Beckman (Vice-Chair), Audrey Arneson (Youth), Luci Botzek, Nick Boulton, Bryan Donaldson, Jayne Harris, Chris Her, Mia Huntley (Youth), Chad Kooistra, Jamison Penny.

In accordance with [Minnesota Statutes §13D.02](#) and City policy, Council and Commission members may attend meetings remotely up to three times per calendar year.

(Times listed are approximate – please note that items may be earlier or later than listed on the agenda)

1. **Roll Call**
2. **Approve Agenda**
3. **Receive Public Comment**
4. **Approval of Meeting Minutes**
 - a. Approval of the January 6, 2026 Meeting Minutes
5. **Business Items**
 - a. Park Dedication Recommendation - 0 Lot at Brenner Ave. and Chatsworth St. N.
 - b. Proposed Keya Park Pathway Layout
 - c. Community Gardens Overview (Commissioner-Initiated Item)
 - d. Discuss Planning for Possible Nature Play Addition at the Harriet Alexander Nature Center
 - e. Maintenance and Operations Center Update (Standing Agenda Item)
6. **Commission Direction on Member Initiated Agenda Items**
 - a. List of Member-Initiated Items
7. **Other Business**
 - a. Departmental Updates
 - b. Other New or Relevant Communication Items
8. **Adjourn**

Roseville Parks & Recreation Commission Agenda Item

DATE: February 5, 2026

ITEM: 4.a.

ITEM DESCRIPTION: Approval of the January 6, 2026 Meeting Minutes

Background

Enclosed is a draft of the minutes of January 6, 2026. Please be prepared to approve or amend.

Recommendation

Approve/amend meeting minutes of January 6, 2026.

Attachments

1. 1. Minutes - January 6, 2026

1 **ROSEVILLE PARKS AND RECREATION COMMISSION**
2 **MEETING MINUTES FOR**
3 **JANUARY 6, 2026 6:30 p.m.**
4

5 **PRESENT:** Arneson, Beckman, Botzek, Donaldson, Harris, Her, Huntley, Penny.
6 **ABSENT:** Boulton, Kooistra, Matts-Benson.
7 **STAFF:** Anderson, Elm, Johnson, Matthews.
8

9 **1. ROLL CALL**
10

11 **Roll Call Commissioners:** Arneson, Beckman, Botzek, Donaldson, Harris, Her, Huntley,
12 Penny.
13

14 Vice-Chair Beckman noted that she would be presiding over the meeting in Chair Matts-Benson's
15 absence.
16

17 **2. APPROVE AGENDA**
18

19 Commissioner Botzek moved to approve the agenda as presented. Commissioner Harris
20 seconded.
21

22 **Roll Call**

23 **Ayes:** Arneson, Beckman, Botzek, Donaldson, Harris, Her, Huntley, Penny.

24 **Nays:** None.

25 **Abstain:** None.
26

27 **3. RECEIVE PUBLIC COMMENT**
28

29 No public in attendance.
30

31 **4. APPROVAL OF MINUTES**
32

33 Commissioner Penny moved to approve the December 2, 2025 meeting minutes.
34 Commissioner Donaldson seconded.
35

36 **Roll Call**

37 **Ayes:** Arneson, Beckman, Botzek, Donaldson, Harris, Huntley, Penny.

38 **Nays:** None.

39 **Abstain:** Her.
40

41 **5. BUSINESS ITEMS**

42 a) **ROSEVILLE SKATING CENTER OPERATIONAL REVIEW**

43 Staff introduced Roseville Skating Center Superintendent Kevin Elm and Recreation Supervisor
44 Jessica Matthews. Elm and Matthews then provided the following presentation to the
45 Commission:

46
47 **Roseville Skating Center Arena Overview (Established 1969):**

- 48 • **Home to Key User Groups:**
 - 49 ○ Roseville Area High School boys and girls hockey
 - 50 ○ Roseville Figure Skating Club
 - 51 ○ Roseville Area Youth Hockey Association
- 52 • **Programs Offered:**
 - 53 ○ **Open Hockey:**
 - 54 ▪ Approximately 8,500 participants annually
 - 55 ○ **Skatercise:**
 - 56 ▪ A fitness-based skating class blending aerobic exercise, dance, and skating
 - 57 skills set to music
 - 58 ▪ Drop-in participation available
 - 59 ▪ Fridays from 1:00 to 2:00 p.m.
 - 60 ▪ Approximately 130 participants annually
 - 61 ○ **Learn to Skate:**
 - 62 ▪ Three sessions offered each year
 - 63 ▪ Programs available for ages 3–18, with additional adult classes
 - 64 ▪ New offering: Synchronized Skating Competition Team
 - 65 ▪ Registration totals:
 - 66 ▪ 2024: 1,020 participants
 - 67 ▪ 2025: 1,125 participants
 - 68 ○ **Public Skate:**
 - 69 ▪ Approximately 5,000 public skating participants annually

70
71 **John Rose Minnesota OVAL:**

- 72 • A unique outdoor recreation facility featuring approximately 110,000 square feet of
73 refrigerated ice from November through March. From May through September, the OVAL
74 converts to an aggressive skate park and inline skating facility.
- 75 • **Home to Key User Groups:**
 - 76 ○ Roseville Area Youth Hockey Association
 - 77 ○ Midway Speedskating
 - 78 ○ Bandy, including the U.S. Men’s and Women’s National Bandy Teams
- 79 • **Programs Offered at the OVAL – Winter:**
 - 80 ○ Recreational Bandy and Try Bandy programs

- 81 ○ Learn to Speed Skate
 - 82 ▪ An entry-level speed skating program offered in partnership with the Midway
 - 83 Speedskating Club for participants ages 8 through adult
- 84 ○ Public skating
 - 85 ▪ Offered daily from November through early March
 - 86 ▪ Approximately 26,000 public skaters participate each season
- 87 • **Programs Offered at the OVAL – Summer:**
 - 88 ○ The OVAL transitions from an ice facility to a full skate park during the spring,
 - 89 summer, and fall seasons
 - 90 ○ Skateboard Camp
 - 91 ▪ Offered in partnership with the 3rd Lair Demo Team, providing professional
 - 92 instruction and demonstrations
 - 93 ▪ Offered for four weeks during the summer
 - 94 ○ Inline Skate Camp
 - 95 ▪ Offered in collaboration with the Greater Minnesota Speedskating Association
 - 96 ▪ Offered for one week during the summer
 - 97 ○ Summer Inline Series
 - 98 ▪ Hosted by the Greater Minnesota Speedskating Association

100 **Roseville Skating Center – Facility Offerings:**

- 101 • **Banquet and Meeting Rooms:**
 - 102 ○ Fireside, Rose, Olympic, and Raider Rooms
- 103 • **Walking Track:**
 - 104 ○ Free and open to the public
- 105 • **Fitness/Weight Room:**
 - 106 ○ Primarily used for off-ice training and practice

107 **Special Events:**

- 109 • **Roll in Movies (Summer):**
 - 110 ○ 2025 attendance: 700; free to the public
- 111 • **Free Family Skate (Summer):**
 - 112 ○ 2025 participation: 120; free event
- 113 • **Run for the Roses and Kids Fun Run (Summer):**
 - 114 ○ 2025 participation: 408; registration fees range from \$8 to \$30
- 115 • **Ice Show (Spring):**
 - 116 ○ 2025 attendance: 2,080; pricing varies
- 117 • **New Year’s Eve on Ice (Winter):**
 - 118 ○ 2025 participation: 2,000; \$10 per participant
 - 119 ○ Includes both indoor and outdoor skating options
- 120 • **Sweetheart Dance (Winter):**

- 121 ○ 2025 participation: 56 couples; \$30 per couple
- 122 • **Hockey Without Limits (Winter):**
- 123 ○ Partnership with the Minnesota Wild
- 124 ○ 2025 participation: 200
- 125 ○ Minnesota Wild provided \$1,500 for ice rental

126

127 **Recent Projects:**

- 128 • Installation of a new OVAL scoreboard
- 129 • Arena lighting upgrades
- 130 • Purchase of a new Zamboni
- 131 ○ The City entered into an advertising partnership with Genisys Credit Union, which
- 132 was selected through a competitive bid process to design the exterior wrap for the
- 133 new Zamboni
- 134 • Upgraded fire alarm panel
- 135 • Installation of a new dehumidification system
- 136 • Raider Room heat pump upgrade

137

138 **Partnerships:**

- 139 • **Friends of the OVAL:** Staff expressed special thanks for the significant contributions and
- 140 ongoing support provided to the Roseville Skating Center and the John Rose Minnesota
- 141 OVAL.
- 142 • **Roseville Area Youth Hockey Association (RAYHA):** 745 hours of ice usage
- 143 • **Figure Skating Club:** 601 hours of ice usage
- 144 • **Midway Speed Skating Club:** 140 hours of ice usage
- 145 • **Bandy:** 165 hours of ice usage

146

147 **Roseville Skating Center and John Rose Minnesota OVAL – Strengths:**

- 148 • Program participation continues to grow.
- 149 • Facilities are being maximized through ice rentals and banquet rentals.
- 150 • The venues function as regional facilities with unique amenities that:
- 151 ○ Serve multiple user groups
- 152 ○ Accommodate a wide variety of uses and events
- 153 • Staff were recognized as a key strength of both facilities.

154

155 **Roseville Skating Center and John Rose Minnesota OVAL – Current and Future**

156 **Challenges:**

- 157 • Managing ice availability as programs continue to grow
- 158 • Maintaining consistent cleanliness in a high-traffic facility
- 159 • OVAL bonding needs, including:
- 160 ○ Lighting upgrades

- 161 ○ Arena restroom improvements
- 162 ○ Roof replacement
- 163 ○ HVAC unit replacements for banquet rooms
- 164 • Facility Age and Infrastructure Considerations:
 - 165 • The arena was originally constructed in 1969.
 - 166 • Hockey program updates:
 - 167 ○ The Marauders youth hockey program has merged with Mahtomedi Youth
 - 168 Hockey and at the high school level to help maintain program strength.
 - 169 ○ The Boys Hockey (Raiders) youth program has experienced declining
 - 170 participation in recent years, while high school participation remains strong.
 - 171 • Existing bleachers are original to the facility and in need of replacement.
 - 172 • Locker room space is limited; expansion on the east side of the building may be needed.
 - 173 • The arena ceiling requires repainting due to visible rust and peeling paint.

174

175 Staff and the Commission discussed the unique nature of the work performed by seasonal
176 employees and noted the strong rate of return from year to year. Staff shared that only two
177 seasonal employees chose not to return for the winter season this year, highlighting the overall
178 stability and retention within those seasonal jobs.

179

180 Commissioner Penny asked about the breakdown of resident versus non-resident visitors to the
181 Roseville Skating Center and the John Rose Minnesota OVAL and inquired about comparable
182 facilities. Staff responded that cell phone data indicates approximately 65% of visitors are non-
183 residents. Staff also noted that the most comparable facilities are located in Milwaukee,
184 Wisconsin; Salt Lake City, Utah; and Lake Placid, New York. However, staff emphasized that
185 those facilities are not connected to an indoor ice rink or banquet facilities, making Roseville's
186 amenities unique.

187

188 Vice-Chair Beckman asked whether the upgraded scoreboard could create opportunities to host
189 larger competitions. Staff responded that the OVAL is currently a finalist to host two major
190 events, with announcements anticipated in the near future. Staff added that even if the OVAL is
191 not selected for these events, similar hosting opportunities are expected in coming years. They
192 also noted that the enhanced scoreboard has elevated the OVAL's profile with international
193 speedskating and bandy organizations.

194

195 b) ROSEFEST 2026 OVERVIEW

196 Assistant Director Carrie Anderson joined the Commission to provide a brief overview of planning
197 efforts for Rosefest 2026, scheduled for **Monday, June 22 through Sunday, June 28, 2026.**

198 Planning efforts are focused on fostering creativity, reviewing event objectives, evaluating current
199 trends, and identifying targeted demographics.

200

201 **Rosefest Recap:**

202 • **2024 – Noteworthy Modifications:**

- 203 ○ Change to the Party in the Park and fireworks date
- 204 ○ Introduction of Disc Golf and Pickleball Tournaments, and Music on the Patio
- 205 ○ Elimination of the 10K race and expansion of Kids Run opportunities

206 • **2025 – Program Adjustments:**

- 207 ○ Event offerings were largely consistent with 2024 due to prior success
- 208 ○ Some events experienced decreased participation
- 209 ○ Significant weather challenges occurred throughout the week
- 210 ○ The pickleball tournament was canceled due to low registration

211

212 **2026 – Events Moving or Being Removed:**

- 213 • Touch-a-Truck/Kids Garage Sale:
 - 214 ○ Proposed move from Tuesday during Rosefest to **Wednesday, August 19**
- 215 • Pickleball Tournament:
 - 216 ○ Low registration and a regional decline in tournament participation

217

218 **2026 – Event Replacements:**

- 219 • Nine and Dine will be replaced with a new Junior Golf Tournament

220

221 **2026 – New Additions:**

- 222 • Natural Resources Volunteer Event
- 223 • Skateboard Competition hosted by 3rd Lair
- 224 • Grass Volleyball Tournament

225

226 **2026 – Additional Items of Note:**

- 227 • New headline band planned for Party in the Park
- 228 • Superhero Carnival to be rescheduled at Langton Lake Park following a rainout in 2025
- 229 • Fireworks scheduled for **Saturday, June 27**
- 230 • Improvements planned for bike-to-event logistics
- 231 • The full schedule is still under development, and additional events or adjustments may be
- 232 made

233

234 Vice-Chair Beckman expressed appreciation that staff incorporated feedback regarding the Touch-a-

235 Truck event, noting that back-to-back youth activities during Rosefest can make participation

236 challenging for families.

237

238 Commissioner Donaldson asked about the Rosefest parade and whether its format has been reviewed

239 recently. Staff responded that two years ago, the Parade Committee reduced the number of bands

240 from 12 to 9 and shortened the parade duration to approximately two hours. Staff noted that specific
241 feedback on the parade format is always welcome.

242
243 Commissioner Penny asked whether the parade route has been evaluated. Staff explained that the
244 route was reviewed in recent years due to construction projects near the high school. However,
245 options were limited because few locations offer sufficiently large parking areas at both the start and
246 end of the route. Staff also emphasized that safety remains a primary consideration when evaluating
247 potential routes.

248
249 Staff encouraged Commissioners to consider any additional ideas or opportunities that could
250 enhance Rosefest, including ways to engage new or different demographics, expand third-party
251 vendor participation, or address potential gaps in event offerings.

252 253 c) **ELECTRIC VEHICLE CHARGING IN PARKS AND RECREATION**

254 Staff noted that this item was placed on the agenda at the request of the Commission but also
255 emphasized that it has been on the department's radar. Staff shared the following to inform the
256 Commission of the department's current status and progress on the matter:

257 258 **Growth in Electric Vehicles**

- 259 • Electric vehicle (EV) adoption continues to increase nationally, statewide, and regionally
- 260 • Growth is driven by:
 - 261 ○ Lower vehicle costs over time
 - 262 ○ Expanded charging networks
 - 263 ○ State and utility incentives
- 264 • Public agencies are increasingly being asked about:
 - 265 ○ Charging availability
 - 266 ○ Role of public facilities and parks

267 268 **Electric Vehicle Charging – General Overview:**

- 269 • Common charger types include:
 - 270 ○ Level 1
 - 271 ▪ Standard electrical outlet
 - 272 ▪ Very slow charging (often overnight or longer)
 - 273 ○ Level 2
 - 274 ▪ Most common public charger
 - 275 ▪ Typically takes 3-8 hours (depending on vehicle)
 - 276 ○ DC Fast Charging
 - 277 ▪ 30-60 minutes

280 **Electric Vehicle Charging – User Experience and Cost:**

- 281
- Common pricing models include:
 - Charging by time
 - Charging by energy (kWh)
 - Flat-rate or session-based fees
 - Free charging is becoming less common and is typically:
 - Subsidized by grants or utilities
 - Used as a limited incentive rather than a revenue source
 - Longer stay destinations are generally best suited for Level 2 chargers
- 282
- 283
- 284
- 285
- 286
- 287
- 288
- 289

290 **Electric Vehicle Charging in Roseville:**

- 291
- Roseville is one of nine “EV-ready” cities in Minnesota
 - Roseville zoning requirements include:
 - EV—ready infrastructure for certain new or expanded parking lots
 - At this time, the city does not own or operate any public EV charging stations
- 292
- 293
- 294
- 295

296 **Electric Vehicle Charging in Parks in Other Communities**

- 297
- Staff spoke with two communities that installed EV chargers at park facilities in Plymouth and New Brighton
 - Lessons learned:
 - Park charges significantly under-performed expectations
 - Active facilities are the highest use
 - Not financially sustainable for the vendor
 - More effective at locations with street parking/parking scarcity
- 298
- 299
- 300
- 301
- 302
- 303
- 304

305 **Considerations for Roseville:**

- 306
- Roseville would own/operate
 - Preliminary cost estimates: approximately \$50,000 per site (order-of-magnitude estimate)
 - Fee structure/cost consideration
 - Possible locations:
 - Roseville Skating Center
 - Roseville City Hall
 - Cedarholm Golf Course and Community Building (however, parking is already limited)
 - Parks with amenities that encourage longer stays
- 307
- 308
- 309
- 310
- 311
- 312
- 313
- 314
- 315

316 **Next Steps and Current Highlights:**

- 317
- The city will continue to:
 - Monitor grant opportunities
 - Explore partnerships and coordination with future facilities
- 318
- 319

- 320 ○ Consider EV charging in conjunction with the new Maintenance and Operations
321 Center
- 322 ● Fleet leadership highlights:
 - 323 ○ Roseville operates the state’s second electric fire truck
 - 324 ○ Sever City “get-around” vehicles are electric or hybrid
 - 325 ○ Pickup trucks are currently not viable due to winter plowing needs
 - 326 ○ EV options will continue to be evaluated as fleet vehicles are replaced

327

328 Vice-Chair Beckman asked about the break-even point for fee-based charging stations. Staff
329 responded that the specific costs are not yet known, but noted that fees required to cover expenses
330 may exceed what users are willing to pay and could require subsidy.

331

332 Commissioner Penny asked whether staff had contacted the City of Shoreview for information on
333 the charging stations at the Shoreview Community Center. Staff indicated that they have not yet
334 done so but committed to reaching out for additional information.

335

336 6. COMMISSION DIRECTION ON MEMBER INITIATED AGENDA ITEMS

337 a) LIST OF COMMISSIONERS SUGGESTED TOPICS

338 The Commission reviewed the list of previously suggested topics and chose not to add any
339 additional items at this time.

340

341 7. OTHER BUSINESS

342 a) DEPARTMENTAL UPDATES

- 343 ● A total of 63 sets of cross-country skis have been rented this year, along with multiple
344 snowshoe rentals. Staff noted that these activities are not intended to generate profit, but
345 rather to introduce residents to new recreational opportunities and encourage park use during
346 the winter months.
- 347 ● The new online registration system, Dash, was recently used for gymnastics registrations and
348 performed well. Some challenges were noted with picnic shelter reservations; however, staff
349 indicated that the fixes are straightforward and will be addressed with Dash programmers.
350 These early issues are expected to help troubleshoot potential challenges ahead of the larger
351 spring/summer registration periods.
- 352 ● Approximately 2,000 skaters attended the New Year’s Eve on Ice event at the Roseville
353 Skating Center and the John Rose Minnesota OVAL.
- 354 ● The Holiday Craft Fair was a successful event, drawing approximately 2,200 attendees over
355 two days. Proceeds from the event support the Harriet Alexander Nature Center.
- 356 ● The Natural Resources Volunteer Event held in observance of Martin Luther King Jr. Day
357 will include winter seeding of native grasses, followed by brunch. Pre-registration is required
358 for this event.
- 359 ● Candlelight Snowshoeing is scheduled for January 23 at the Cedarholm Community
360 Building.

361
362
363
364
365
366

- Tax-Aide appointments for senior citizens, offered in partnership with AARP, have opened. Appointments begin in February and run through Tax Day.
- The next Parks and Recreation Commission meeting is anticipated to include agenda items such as a park dedication, discussion of a potential new pathway at Keya Park, a review of Commission goals, and potential Nature Center expansions in collaboration with Roseville friends groups.

367
368
369

b) OTHER NEW OR RELEVANT COMMUNICATION ITEMS

370
371

8. ADJOURN

372
373

Meeting adjourned at approximately 8:09 p.m.

374
375

Respectfully Submitted,
Danielle Christensen, Parks and Recreation Department Assistant

DRAFT

Roseville Parks & Recreation Commission

Agenda Item

DATE: February 5, 2026

ITEM: 5.a.

ITEM DESCRIPTION: Park Dedication Recommendation - 0 Lot at Brenner Ave. and Chatsworth St. N.

Background

The City has received preliminary documents for a proposed subdivision at the corner of Brenner Avenue and Chatsworth Street North. The proposal would subdivide a currently unoccupied parcel into two lots to allow for the potential development of two residential homes. The project qualifies for Park Dedication. The cash amount for the two additional units would be \$8,500. The required land amount would be 10% of 0.50 acres or 0.05 of an acre. The proposed development is located in Constellation M of the Parks and Recreation system. There are no specific plans identified for parkland in this area. For reference and guidance, your packet includes:

- Park Dedication Ordinance
- City Parks and Facilities map
- Parcel site map
- Preliminary plat map
- Relevant Goals from the Parks and Recreation System Master Plan

The role of the Parks and Recreation Commission is to review the proposed development in relation to the parks and recreation system plans and goals; and to make a recommendation on whether the City should accept land, cash, or a combination to satisfy the Park Dedication requirement.

Recommendation

Due to the small size of the potential land dedication, and its location, staff recommends the acceptance of cash to satisfy the park dedication requirement.

The Commission shall make a motion to confirm their recommendation of cash, land, or a combination of both, based on the needs and goals of the parks and recreation system.

Attachments

1. 0 Brenner Park Dedication Attachments

The City Ordinances as it pertains to Park Dedication is as follows:

1103.06: PARK DEDICATION:

A. Authority: Minnesota Statutes 462.358, subdivisions 2b and 2c permits the City to require dedication of park land, or cash in lieu of land, as part of the subdivision process in order to fulfill its plans for recreational facilities and open spaces. The City Council, at its discretion, will determine whether park dedication is required in the form of land, cash contribution, or a combination of cash and land. To properly use this authority, the City will base its determination on existing development, the need created by the proposed development, and the plans and policies of the City embodied by the Parks and Recreation System Master Plan, Pathways Master Plan, and Comprehensive Plan.

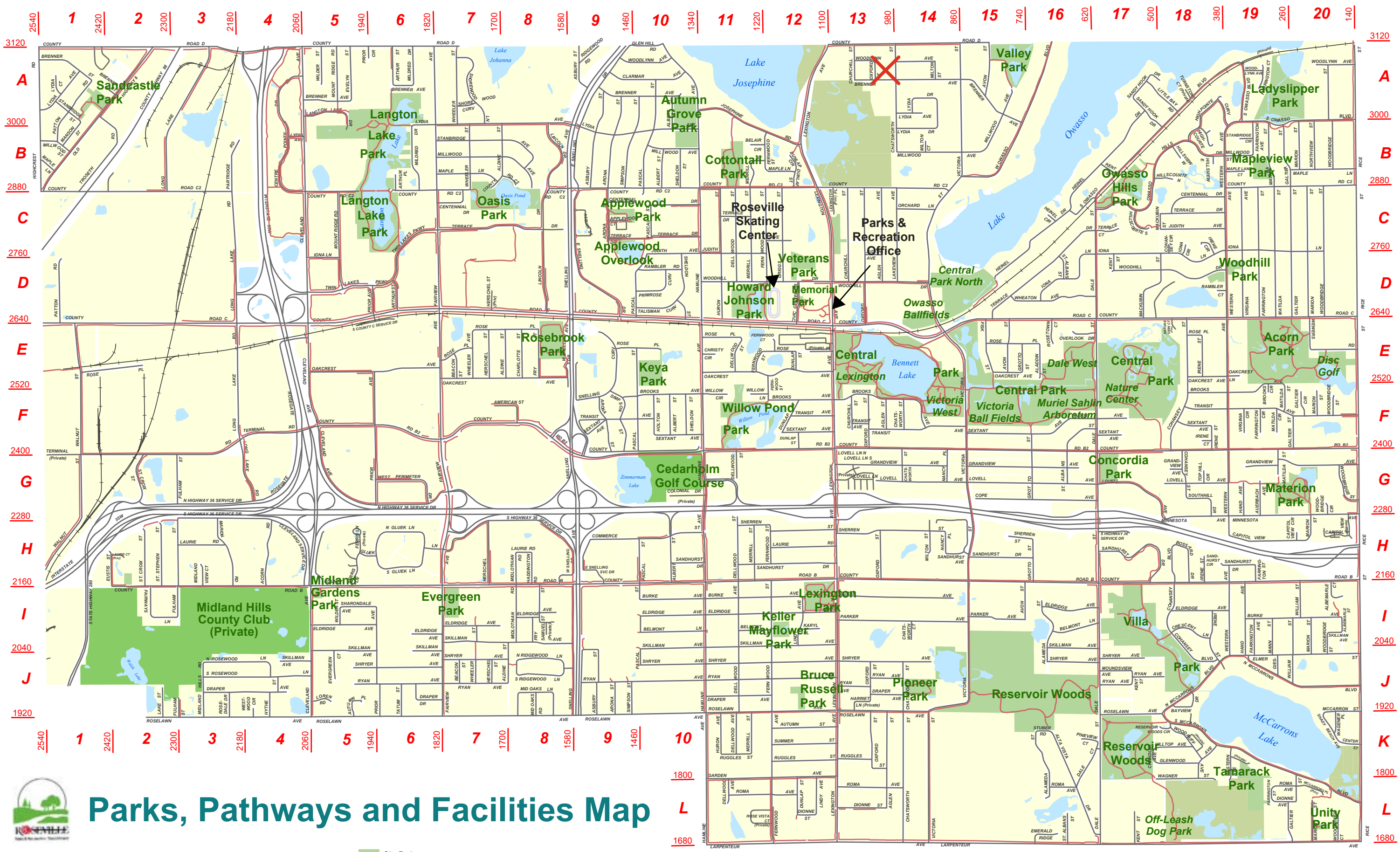
B. Condition to Approval: Park dedication will be required as a condition to the approval of any subdivision, plat, replat or lot split. The Parks and Recreation Commission shall recommend, in accordance with Statute and after consulting the approved plans and policies noted herein, either a portion of land to be dedicated to the public, or in lieu thereof, a cash deposit given to the City to be used for park purposes, or a combination of land and cash deposit.

C. Park Dedication Amount: The portion of land to be dedicated in all areas shall be 10%. Park dedication fees shall be reviewed and determined annually by City Council resolution and established in the fee schedule in Chapter 314 of this Code, and the fee shall be paid as part of the Development Agreement required in Section 1102.05 of this Title.

D. Utility Dedications Not Qualified: Land dedicated for required pathways, street right-of-way or utilities, including drainage, does not qualify as park dedication.(Ord. 1530, 7/10/2017)

FEES

Park Dedication fees are set annually by resolution of the City Council as part of the fee schedule. Currently, the amount is set at \$4,250 per unit. For non-residential, the fee is calculated as 10% of the fair market value of the property.



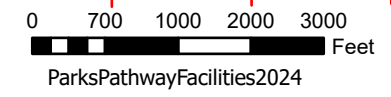
Parks, Pathways and Facilities Map



■ City Parks
— Pathways (85.3 miles)

Data Sources
 * Ramsey County GIS (1/4/2024)
 * City of Roseville Community Development
 * City of Roseville Finance Department

DISCLAIMER: This map is neither a legally recorded map nor a survey and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigation, tracking or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. If errors or discrepancies are found please contact 651-792-7075. The preceding disclaimer is provided pursuant to Minnesota Statutes §466.03, Subd. 21 (2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend, indemnify, and hold harmless the City from any and all claims brought by User, its employees or agents, or third parties which arise out of the user's access or use of data provided.





3131

3130

3131

1055

1047

1037

1017

1009

999

989

3123

1125

County Road B West

3114

1080

3107

3101

3092

3090 3090 3090

3090 3090 3090

3090

3090 3090

3076

3076

3076

3076

3079

3070

3076

3076

3076

3076

3071

3114

998

988

1045

1023

3100

3099

3092

3089

3088

1026

3086

3081

3080

3080

3073

3072

1037

1027

1011

0

974

966

948

930

3100

965

959

949

931

941

921

Woodlynn Avenue West

3078

966

958

948

938

928

3066

959

947

939

931

Brenner Avenue West

3027

1036

1016

998

988

1026

3055

3053

3021

3011

3001

2997

Chatsworth Street North

3060

966

950

940

930

922

3030

960

949

951

955

9

3020

947

3010

945

946

948

952

977

943

965

959

953

980

974

968

962

956

950

991

989

987

985

983

981

992

990

988

986

984

982

2968

963

2971

2965

2

Little Lake Josephine

Lake Josephine County Park

51

0

0

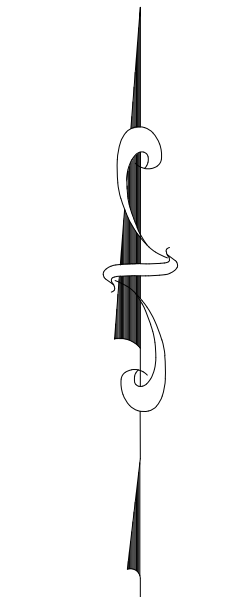


PRELIMINARY PLAT

~for~ BRENNER VILLAS
~of~ XXX BRENNER AVENUE

OWNER:

Cara Builders LLC
1475 18th Avenue NW
Mounds View, MN 55112



NORTH

GRAPHIC SCALE IN FEET



1 INCH = 20 FEET

NOTES:

- Field survey was completed by E.G. Rud and Sons, Inc. on 9/26/2025.
- Total parcel area = 21,738 sq. ft./0.50 acres.
- Bearings shown are on Ramsey County datum.
- Parcel ID Number: 02-29-23-22-0001.
- Curb shots are taken at the top and back of curb.
- This survey is based upon information found in the commitment for title insurance prepared by STEWART TITLE GUARANTY COMPANY, File No. L25080036, dated effective August 21, 2025 at 08:00 AM.
- Surveyed premises shown on this survey map is in Flood Zone X (Areas determined to be outside the 0.2% annual chance floodplain.), according to Flood Insurance Rate Map Community No. 270599 Panel No. 0020 Suffix G by the Federal Emergency Management Agency, effective date June 4, 2010.
- Proposed ponding, building, pads, and improvements shown per plans by Plowe Engineering.

LEGEND

- DENOTES IRON MONUMENT FOUND AS LABELED
- DENOTES IRON MONUMENT SET, MARKED RLS# 41578
- DENOTES CATCH BASIN
- DENOTES EXISTING SPOT ELEVATION
- DENOTES GAS METER
- DENOTES HYDRANT
- DENOTES WATER VALVE
- DENOTES MAILBOX
- DENOTES SANITARY SEWER MANHOLE
- DENOTES POWER POLE
- DENOTES FENCE
- DENOTES EXISTING CONTOURS
- DENOTES TREE LINE
- DENOTES EXISTING SANITARY SEWER
- DENOTES EXISTING WATER MAIN
- DENOTES OVERHEAD UTILITY
- DENOTES BITUMINOUS SURFACE
- DENOTES CONCRETE SURFACE
- DENOTES ADJACENT PARCEL OWNER INFORMATION (PER RAMSEY COUNTY TAX INFORMATION)

TREE DETAIL

- DENOTES ELEVATION
- DENOTES TREE QUANTITY
- DENOTES TREE SIZE IN INCHES
- DENOTES TREE TYPE

EXISTING LEGAL DESCRIPTION:

Lot 5, Block 2, ANDERSON-ERICKSON ADDITION, Ramsey County, Minnesota.

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

JASON E. RUD

Date: 12/4/2025 License No. 41578

EXISTING ZONING

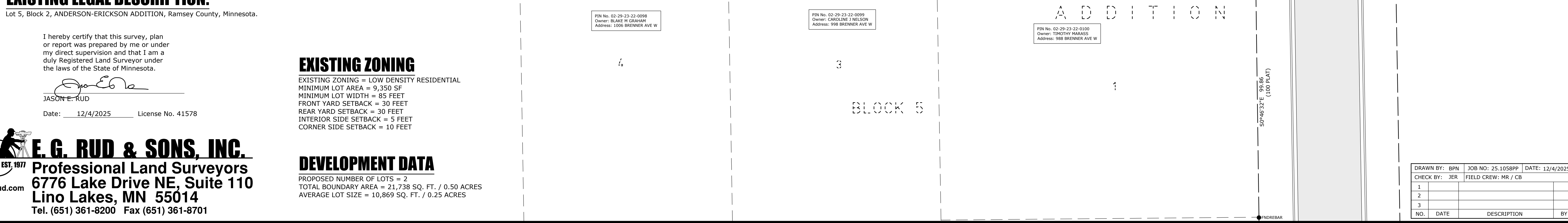
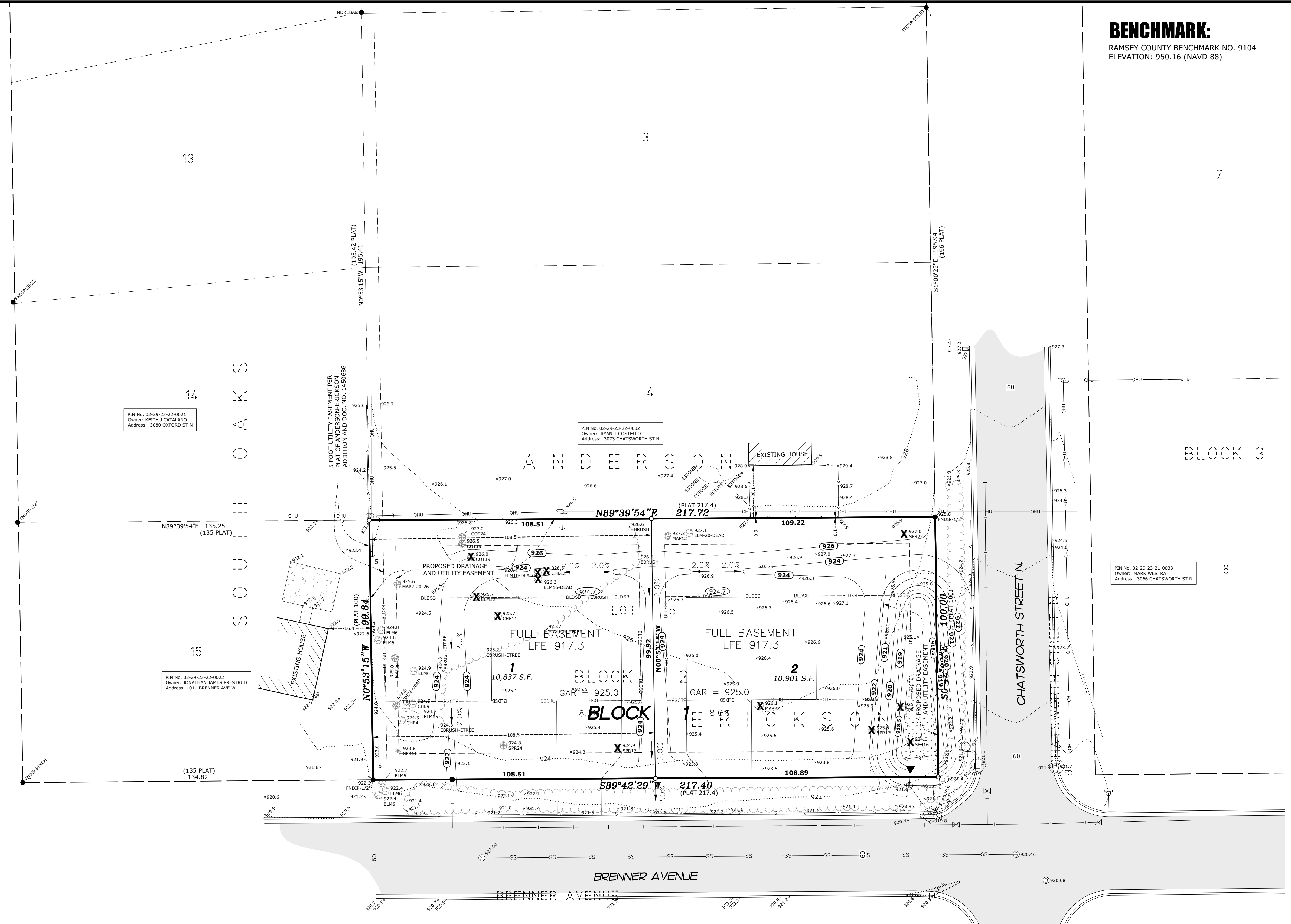
EXISTING ZONING = LOW DENSITY RESIDENTIAL
MINIMUM LOT AREA = 9,350 SF
MINIMUM LOT WIDTH = 85 FEET
FRONT YARD SETBACK = 30 FEET
REAR YARD SETBACK = 30 FEET
INTERIOR SIDE SETBACK = 5 FEET
CORNER SIDE SETBACK = 10 FEET

DEVELOPMENT DATA

PROPOSED NUMBER OF LOTS = 2
TOTAL BOUNDARY AREA = 21,738 SQ. FT. / 0.50 ACRES
AVERAGE LOT SIZE = 10,869 SQ. FT. / 0.25 ACRES

BENCHMARK:

RAMSEY COUNTY BENCHMARK NO. 9104
ELEVATION: 950.16 (NAVD 88)



E. G. RUD & SONS, INC.
Professional Land Surveyors
6776 Lake Drive NE, Suite 110
Lino Lakes, MN 55014
Tel. (651) 361-8200 Fax (651) 361-8701

DRAWN BY: BPN	JOB NO: 25.1058PP	DATE: 12/4/2025	
CHECK BY: JER	FIELD CREW: MR / CB		
1			
2			
3			
NO.	DATE	DESCRIPTION	BY

Goal 2

Parks Development, Redevelopment, and Rehabilitation

Provide a high-quality, financially sound system of parks, open spaces, trails, and waterways that meets the recreation needs of all city residents, offers a visual/physical diversion from the hard surfacing of urban development, enhances our quality of life, and forms an essential part of our community's identity and character.

Policy 2.1: Evaluate and refurbish parks, as needed, to reflect changes in population, age, and diversity of residents, recreational activities preferred, amount of leisure time available, and best practice designs and technologies, and asset management strategies.

Policy 2.2: Orient parks and programs equally to youth activities that focus on community building activities teaching them life-long skills, and exposing them to a variety of recreation experiences, and to adult activities which accommodate adults' needs for wellness and provide a range of social interaction opportunities.

Policy 2.3: Focus parks on passive and active recreational activities and activities that take advantage of the unique natural features. Pursue opportunities for incorporating art and cultural programs, which enrich citizens' mental and emotional well-being, as a complement to primary

physical focus of parks and recreation programs. Policy 2.4: Organize all parks and facilities so that a component is provided for informal, non-programmed activities—those open to anyone in the community, at any time.

Policy 2.5: Maintain parks and open space according to the standards outlined in the Park Maintenance Manual which recognizes that levels of service must be provided based on the intensity of use and purpose of the site.

Policy 2.6: Use innovative methods for park and facility improvements that offer lower lifecycle costs, even if the initial cost is higher. Develop park and recreation facilities that minimize the maintenance demands on the City by emphasizing the development of well-planned parks, high-quality materials and labor-saving maintenance devices and practices.

Policy 2.7: Promote and support volunteerism to encourage people to actively support Roseville's parks and open spaces.

Policy 2.8: Encourage the preservation of features in parks considered to be of historic or cultural value, especially those features that do not conflict with other park uses and activities. Consider the potential of historic landscapes in parks, including agricultural landscapes or features. Work to perpetuate those landscapes and other features of historic or cultural significance when they are identified through recognized investigations.

Goal 3

Parks and Open Space Acquisition

Add new parks and facilities to achieve equitable access in all neighborhoods, accommodate the needs of redeveloping areas, and meet residents' desires for a range of recreation opportunities serving all ages, abilities, and cultures.

Policy 3.1: Ensure that no net loss of parkland or open space occurs during alterations or displacement of existing parkland and open space. If adverse impacts to parkland or open space take place, ensure that mitigation measures include the acquisition of replacement parkland of equal or greater size and value.

Policy 3.2: As areas of Roseville evolve, and properties undergo a change of use and/or density, land should be dedicated to the community for park purposes to ensure adequate park facilities for those new uses.

Policy 3.3: Determine potential locations and acquire additional park land in neighborhoods and constellations that are lacking adequate parks and recreation facilities.

Policy 3.4: Determine locations for new park and recreation facilities in redevelopment areas as part of the redevelopment process and use the park dedication process to acquire appropriate land.

Policy 3.5: Make continued effective use of the Park Dedication Ordinance. Park land dedication will be required when land is developed or redeveloped for residential, commercial, or industrial purposes. Review annually park dedication requirements in order to ensure that dedication regulations meet statutory requirements and the needs of Roseville.

Policy 3.6: Use park dedication funds to acquire and develop new land in addition to other funding sources.

Policy 3.7: Acquire properties necessary to implement adopted park concept plans and in Roseville’s Comprehensive Land Use Plan, and consider other additions based on needs identified in the sector or constellation concept. Acquire land on a “willing seller” basis unless otherwise determined by the City Council.

Goal 4 Trails, Pathways, and Community Connections

Create a well-connected and easily accessible system of parks, open spaces, trails, pathways, community connections, and facilities that links neighborhoods and provides opportunities for residents and others to gather and interact.

Policy 4.1: Develop, adopt, and implement a comprehensive and integrated trails, pathways, and community connections system plan for recreation and transportation uses, including separate facilities for pedestrians, and bicyclists (including off-road unpaved trails for bikers and hikers that offer new challenges while protecting resources).

Policy 4.2: Develop, adopt, and implement a Trails Management Program (TMP).

Policy 4.3: Advocate the implementation of community parkways on the County Road C and Lexington Avenue corridors to accommodate pedestrian and bicyclist movement and inclusion of community character and identity features.

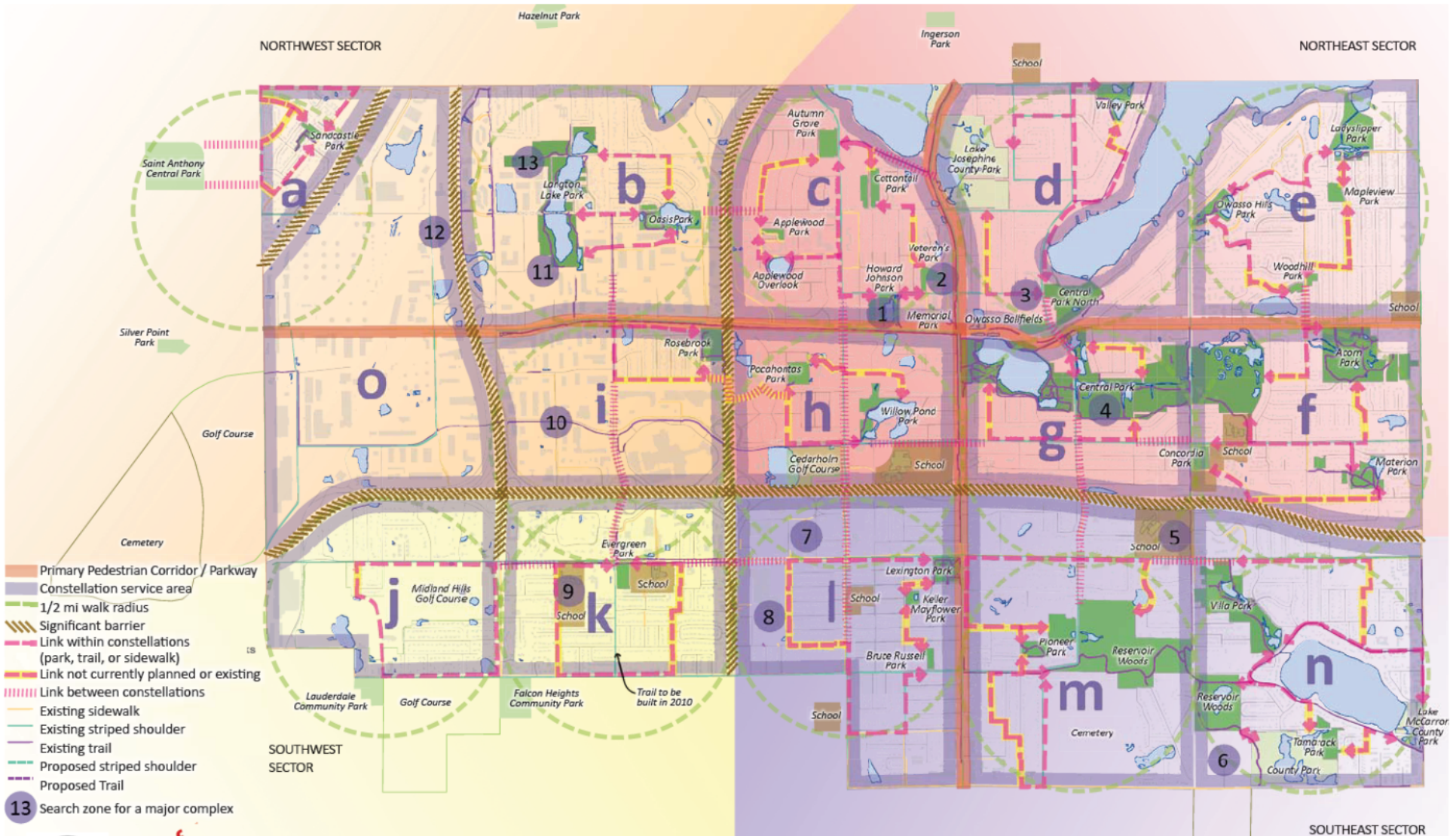
Policy 4.4: Maintain the trail and pathway system through all seasons.

Policy 4.5: Make the park system accessible to people of all abilities.

Policy 4.6: Align development and expansion of non-motorized trails, pathways, community parkways, and other routes with the need to provide connections to and within parks, to open spaces, recreation facilities, and key destinations, as well as between neighborhoods, constellations, and sectors.

Policy 4.7: Educate the public on the advantages and safe use of non-motorized trails, pathways, and community parkway connections.

Policy 4.8: Develop clear and communicative signage and kiosks for wayfinding.



The master plan organizes Roseville's parks and recreation system on a pattern of constellations and sectors as a way of delivering parks and recreation services and opportunities more directly to neighborhoods. This pattern suggests that parks within walking distance of a resident's home will serve the majority of their parks and recreation needs, while they may also serve some key needs for the whole of the Roseville community.

parks, including agricultural landscapes or features. Work to perpetuate those landscapes and other features of historic or cultural significance when they are identified through recognized investigations.

Goal - Parks and Open Space Acquisition

Add new parks and facilities to achieve equitable access in all neighborhoods, accommodate the needs of redeveloping areas, and meet residents' desires for a range of recreation opportunities serving all ages, abilities, and cultures.

Strategies:

- Ensure that no net loss of park land or open space occurs during alterations or displacement of existing park land and open space. If adverse impacts to park land or open space take place, ensure that mitigation measures include the acquisition of replacement park land of equal or greater size and value.
- As areas of Roseville evolve, and properties undergo a change of use and/or density, land should be dedicated to the community for park purposes to ensure adequate park facilities for those new uses.
- Determine potential locations and acquire additional park land in neighborhoods and constellations that are lacking adequate parks and recreation facilities.
- *Determine locations for new park and recreation facilities in redevelopment areas as part of the redevelopment process, and use the park dedication process to acquire appropriate land, prioritizing the purchase of properties adjacent to current park land.
- Make continued effective use of the Park Dedication Ordinance. Park land dedication will be required when land is developed or redeveloped for residential, commercial, or industrial purposes. Review annually park dedication requirements in order to ensure that dedication regulations meet statutory requirements and the needs of Roseville.
- Use park dedication funds to acquire and develop new land, in addition to other funding sources.
- Acquire properties necessary to implement adopted park concept plans and in Roseville's Comprehensive Land Use Plan, and consider other additions based on needs identified in the sector or constellation concept. Acquire land on a "willing seller" basis unless otherwise determined by the City Council.

Roseville Parks & Recreation Commission

Agenda Item

DATE: February 5, 2026

ITEM: 5.b.

ITEM DESCRIPTION: Proposed Keya Park Pathway Layout

Background

The City of Roseville is considering modifications to Pascal Street near Keya Park to improve safety for people walking, biking, and driving. Residents and City staff have identified safety concerns related to limited visibility and speeding near Keya Park.

In fall 2025, City staff conducted a pilot/demonstration project for six weeks to look at potential changes. The pilot tested how a narrower roadway could influence vehicle speeds, improve stopping sight distances, and increase comfort for pedestrians walking to and from the park before any permanent changes were considered. The pilot project used short plastic posts (delineators) to illustrate where future curbs could be placed if the roadway was narrowed. Narrowing the street can help encourage safer driving speeds and make it easier for everyone to see one another near the park as the pedestrians have their own dedicated space. If the road was permanently narrowed in the future, a sidewalk would be added behind the curb from Brooks Street into Keya Park to provide dedicated pedestrian access.

The City received both positive and negative feedback related to the pilot project (Attachment 3). Based on the feedback received and the concerns about safety that are still unresolved, staff is recommending the roadway be modified, and a pathway be constructed between Brooks Street and into Keya Park (Attachment 2).

A public open house was held on Tuesday, January 13, 2026, to receive community feedback on the updated layout. Based on the comments received during the pilot project and at the open house (Attachments 3 and 4), the City of Roseville will review three possible Pascal Street designs (Attachment 2) with the Public Works, Environment and Transportation Commission (PWETC) and the Parks and Recreation Commission (PRC). The Commissions will make recommendations to the City Council, which will make the final decision.

The public was invited to both commission meetings and the City Council meeting on February 9, at which time it is anticipated council would approve a layout. If the project is approved, it would be included with the 2026 Pavement Management Project and be constructed in the summer of 2026.

Recommendation

Receive the presentation and provide feedback to staff.

Provide a recommended layout to the Roseville City Council.

Attachments

1. 26_0127_4b.1_KeyaParkRecomendation
2. 26_0127_4b.2_KeyaParkRecomendation
3. 26_0127_4b.3_KeyaParkRecomendation
4. 26_0127_4b.4_KeyaParkRecomendation



Pascal St & Keya Park Proposed Pathway

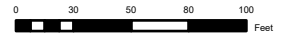


Prepared by: Engineering Department
1/21/2026

Proposed Pathway

DISCLAIMER:
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This map is a compilation of GIS data and is not a substitute for a survey. The City does not warrant that the Geographic Information System (GIS) data used to prepare this map are accurate. The City does not represent that the GIS data can be used for legal purposes, including any other purpose requiring accurate measurement of distance or direction or precision in the location of geographic features. Errors or omissions are those stated on the GIS data. The planning department is not responsible for any errors or omissions. The City does not assume any liability for any damage, and employees accept all claims, and agrees to defend, indemnify, and hold harmless the City from any and all claims brought by third parties which arise out of the use of the map or any use of data provided.

Data Sources
* Ramsey County GIS (1/09/2026)
* City of Roseville Community Development
* City of Roseville Finance Department



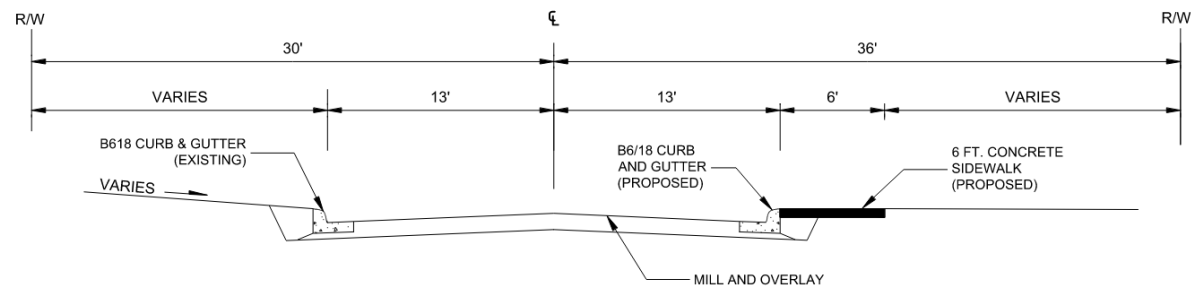
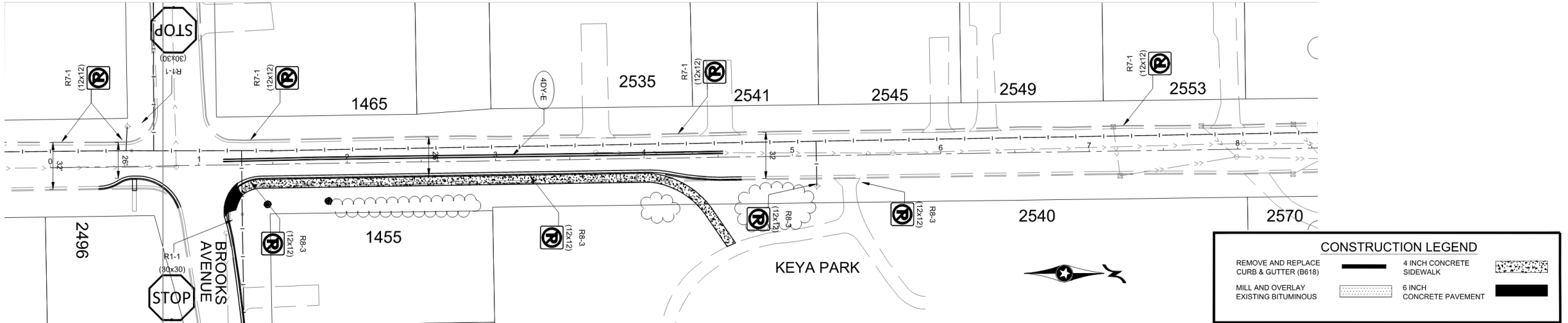
KeyaParkPathway



Pascal Street Pilot Project



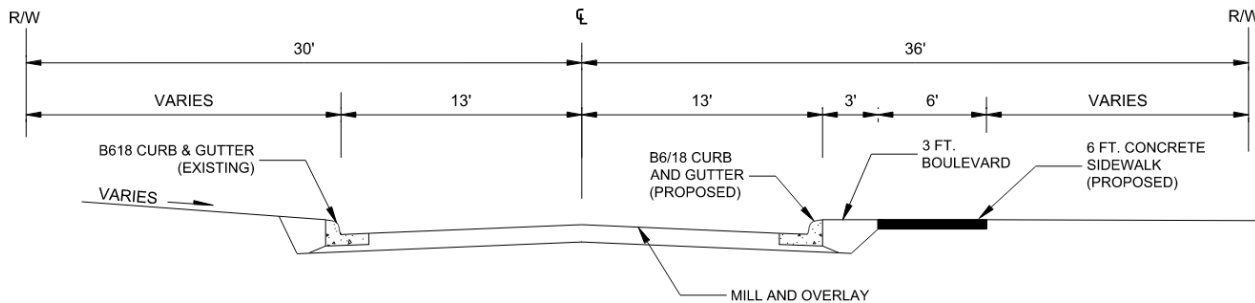
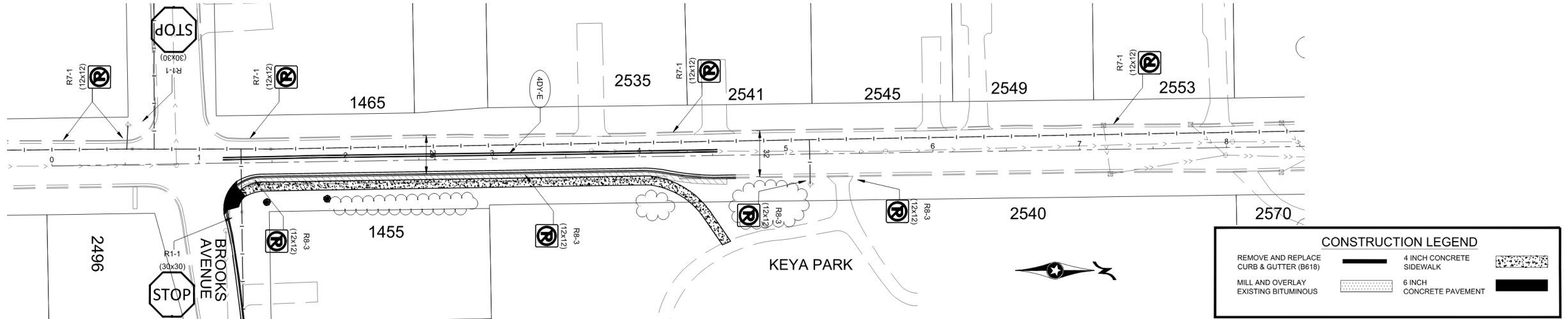
Pascal Street Construction – Option 1



TYPICAL SECTION - SIDEWALK CONSTRUCTION

PASCAL STREET-KEYA PARK SIDEWALK
STA 1+36 - STA 4+05

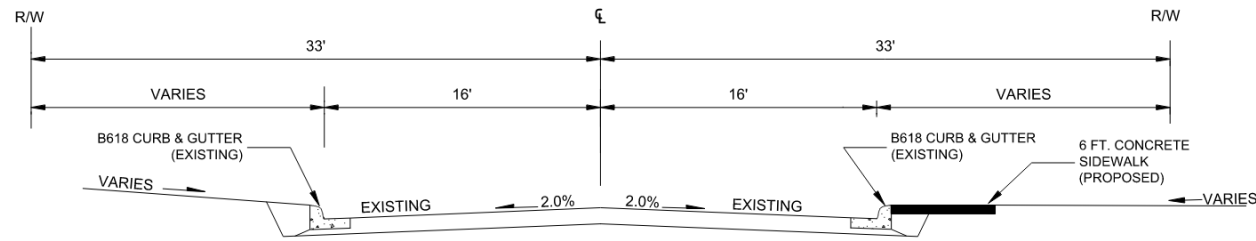
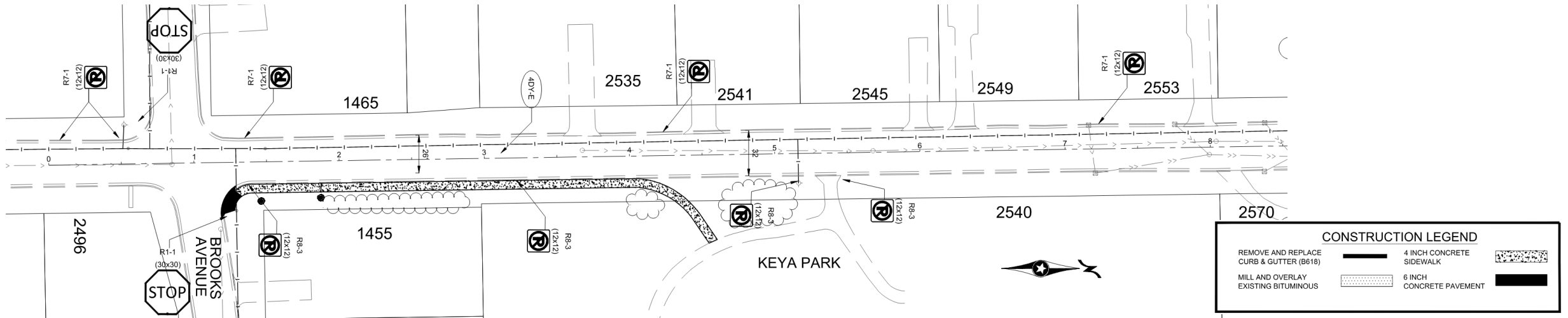
Pascal Street Construction – Option 2



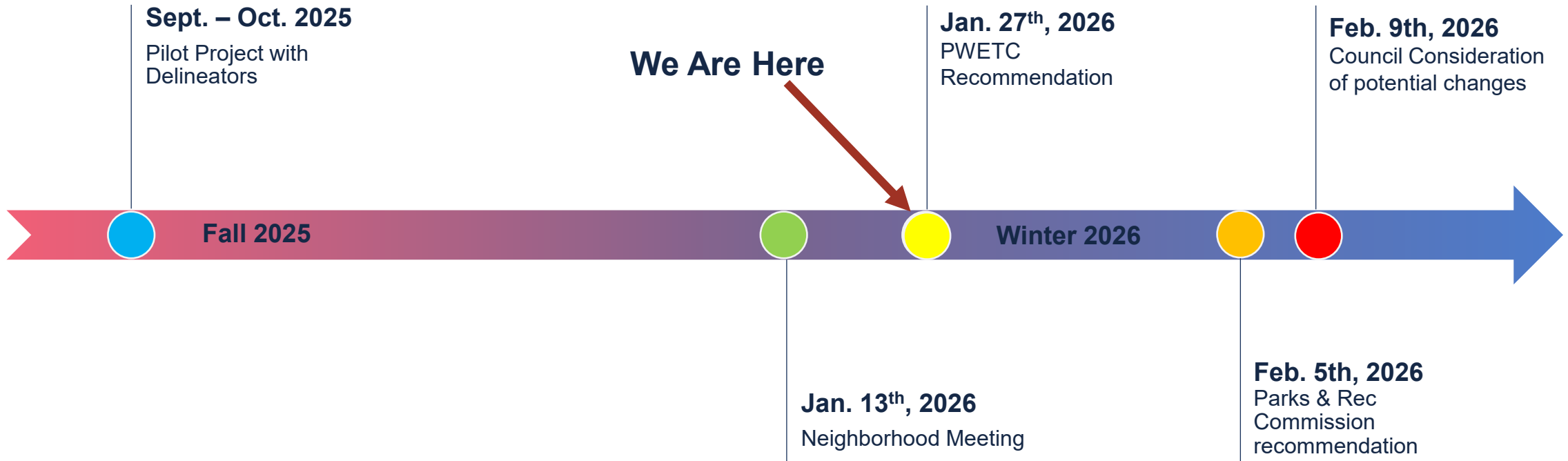
TYPICAL SECTION - SIDEWALK CONSTRUCTION

PASCAL STREET-KEYA PARK SIDEWALK
STA 1+36 - STA 4+05

Pascal Street Construction – Option 3



Pascal Street Project Schedule



PILOT PROJECT COMMENTS

1. I wondered what the delineators were for when installed at the corner of Pascal St/Brooks, then received a postcard stating a pilot project to understand walking access to the park, formerly known as Pocahontas Park. This makes no sense. How does this create a safer path to the park when these are on two of the four corners of the intersection. People walk outside of these delineators, not within them. Not everyone walks to the park from the same direction. How do these slow traffic? I live one house from the corner of Pascal/Brooks, and have for 26 years. I see no issue with walking to the park, and do NOT want any type of sidewalk installed. One of the beauties of the neighborhood is that there are no sidewalks. Residents of the area enjoy walking in the streets, with their dogs and neighbors, without sidewalks. The study that should be implemented is in regards to the speeding traffic on Pascal Street. The residents of the apartment complex at the deadend of Snelling Curve continue to speed up and down the street, flying over the hill by the park, racing through this intersection without regard for safety. And yes the majority of these vehicles come from that apartment complex, as confirmed by them parked in the apartment parking lot and adjacent street. This is more of a safety concern. For as long as I have been in my home here, there has been controversy about the speed on Pascal. Neighbors have said they tried to get speed bumps installed, the City declined. They tried to get four-way stop signs installed, the City declined. The speed has increased, the volume of cars has increased up and down Pascal and nothing has been done to curb that. There are a number of families with young children right at this corner, at least 15 to count. They as well as anyone walking in this area are at risk of a confrontation with a speeding vehicle. Will it take an incident, accident or worse for something to be done about the speed traffic on Pascal? I think you are wasting time on an unnecessary study of a corner and should concentrate on a longer standing more problematic issue.
2. My name is [REDACTED] and I am a resident of Pascal Street. My spouse and I have lived across from the park for 6 years, and the hill approaching the park has always felt nerve wracking, as a driver and as a pedestrian. There are a lot of children in the neighborhood who like to bike and play in the park, so the new barrier feels like a natural and beneficial addition! Our family appreciates the new safety measures!
3. I am against these white markers that you put on the street on Pascal. You've made it an obstacle course, and difficult to turn onto Brooks. I think the people in this area and their children have enough common sense and that these white markers are causing nothing but trouble. I feel the same way about the markers that you put up on Hamline by the Cedarholm Golf course. It seems like you're removing valuable roadway.
4. Hi - I just wanted to offer some feedback on the Pascal St project. I don't understand and don't like the proposed curbs on the southside. Two, really 4 of the temporary markers are insanely far out in the road, forcing traffic out into the center of Pascal. A permanent curb there on the south side of the intersection would constantly be getting hit and clipped no matter how well it is marked, it's just way to far out. I also don't know how school buses are expected to make that right turn from northbound Pascal onto Brooks. It would be impossible to do if there was a vehicle westbound on

Brooks, stopped at the stop sign, it's almost impossible in a normal vehicle. There's just no good reason for a curb like that on the south side of the intersection that sticks out like that, I think normal signage would be more appropriate. I don't know if there have been complaints about speeding in the neighborhood, I'm not aware of any pedestrian accidents near Keya. I live at Brooks and Hamline, a couple houses in, I work from home quite a bit, I walk and skate and ride bikes with my young daughter on the streets of this neighborhood, and I've never had anything near a close call or other traffic incident which makes me think that anything outlined on the south side of the intersection of Pascal and Brooks is necessary or would keep us safer. A sidewalk or some safe zone on the north side of the intersection to Keya is fine, but please do not modify the southeast corner of Pascal and Brooks. Even if the curb on the south side of Pascal bumped out half as far as the markers are now, it would be too far.

5. Good morning- I am writing to provide feedback on the Pascal Street pilot project. I walk, run, and bicycle through this neighborhood (where I also live) quite frequently and I do not feel that narrowing the roadway here is necessary. There is not much traffic on Pascal Street and it usually is concentrated during the rush hour with people driving to and from their homes to work. I have never felt unsafe walking along this stretch of road.
6. I do walk along that street, and I've never seen a need for more protection from cars. When I walk I'm often with my wife, and always with one or two dogs, so it's not like I'm a single person that can easily stay tight against the curb. But even so I've never felt like there was a close call with traffic. Cars always seem to give enough room that it's easy to avoid each other. About half the time that I've seen pedestrians along that stretch of road since the temporary sidewalk went in they have not been using it. Sometimes they are on the opposite side of the road, sometimes two or more people are walking side-by-side with one in the sidewalk and the other in the driving lanes, and other times people are just walking in what used to be the middle of the street. So cars losing the use of part of the road frequently forces them closer to pedestrians than they would have been before. And while the sections of the temporary sidewalk on Brooks and on the southeast corner of Brooks and Pascal aren't really large enough to be helpful to pedestrians, they do significantly impede traffic. Even though the posts on the northeast corner are quite close to the curb, cars coming west on Brooks tend to move closer to the center of the road as they come to the stop sign at Pascal. Then when a vehicle is coming north on Pascal and turning east on Brooks the posts there force them well toward the center of the road. I've had a few times since the temporary sidewalk went in that I had to drive uncomfortably close to another car in this location. So I see the temporary sidewalk as unnecessary, unattractive and probably less safe than the wider road. I would like it to be removed soon.
7. Thanks for your effort to make this part of street safer. I often bike with my grand children passing through this part of the street. I often think this is potentially an area of accidents: the over-path hump is simply too high to bike over and bikers mostly do it by zig-zagging. That is dangerous since the incoming cars will not notice the bikers unless getting too close. Seeing the signs you placed, I would offer two inputs as feedback: 1)the south east corner signs may not be necessary. It makes the street look weird ...I understand you are preparing the north bound drivers, but is really not

necessary since nearly all the drivers are local and they will be accustomed whatever sign you set permanent. 2) extend the north end to cover the entrance of the Keya park. That would provide a full dedicated safe pass to park goers - either walkers and bikers transitioning through this over-path area. Thanks for listening let me know if you wish more detailed thoughts!

8. Hello! Thank you for trying out a sidewalk in our neighborhood: increased safety measures are definitely appreciated, especially with the limited visibility when cars come over the hill. I do have a couple of questions: -Is there a reason why the sidewalk doesn't extend all the way down to the park's entrance path? I'm guessing there may be restrictions with the fire hydrant, but it would be nice if the sidewalk connected all the way there. -I can't quite tell what the proposed change is at Brooks & Pascal: would there be a pedestrian crosswalk?
9. This is the most ridiculous waste of taxpayer money that I have seen in a loooong time! Absolutely ridiculous! Have you actually attempted to walk in this fake sidewalk on Pascal Street? I highly doubt it! As is the bike lane on Hamline. I say this as an avid biker with 1200 miles pedaled since May. I will not bike in your silly two block bike lane. You've made the car lanes narrower and now cars are far more likely to hit a bike. You've removed the turn lanes which causes a back up as well. Spend our tax money on something that really matters like reducing crime in Roseville. Get the beggars off the corners at Snelling and Cty B, which is far more dangerous.
10. Stopped by the counter with concerns about the pilot project. -blocking their mailbox and feel they won't get mail -liming parking access to their property, lost parking spaces – questioning how it will get plowed -did not get prior notice.
11. She is not happy with it. Areas are blocked off. It is narrow. Doesn't seem safe.You can't see coming up hill.
12. Hi there, I love the focus on safety in our neighborhood, thank you. One concern I have: Much of the pedestrian traffic in this area is dog walking and groups of residents walking year round. It's rare to go for an evening walk at any time in the year without passing other pedestrians. So-how would these bollards or this new traffic pattern be cleared when there is snow? I'm concerned that it won't get cleared or won't be adequately cleared for the groups and dogs who walk all winter, pushing them into walking in a now narrower driving lane whenever there is snow cover, which is also when it is dark longer and so already more dangerous. I might also recommend Pascal and Brooks becoming a 4 way stop with the little flashers around the outside of the stop sign, as another idea for how to calm traffic in the area.
13. Hi, And while the intent for the addition of a pedestrian corridor along the hill in question is admirable, I believe--as a daily walker in that area--that the current experiment is appallingly poor! The pedestrian corridor proposed on the east side of the street is MUCH too wide. I'm sure it's an attempt to make that short slope in the road safer for pedestrians. And-Yes--many of the south-bound cars coming over that hill are going much too fast. Unsurprisingly, south-bound drivers are often NOT at the very far western edge of their lane. That is, they are already a bit closer to the center of the road. And, of course, given the steep slope, those drivers can not see the north-coming cars coming up the hill. Forcing the north-bound cars into a narrower space seems a

recipe for disaster, given an already tight situation. While a pedestrian corridor might be a good idea, its width should be MUCH narrower than the current demarcations.

14. Thanks for the mailer about the pilot project. I live adjacent on Brooks to Keya Park. Very happy with the renovations to the playground last couple years! My only complaint would be put a basketball hoop back up at the tennis courts!! Seriously, about the sidewalk markers, I get they're temporary, but a sidewalk on Pascal would be excellent near the park. Are the markers on Hamline, south of B2, temporary as well? If not, how does the city plan to plow the Hamline? I'm about to retire, I love Roseville and I think RPW rocks.
15. As a resident of the Hamline/B2 neighborhood, putting a sidewalk in this kind of neighborhood would be actually diabolical and drive people out of this neighborhood. The theory of it actually be useful, safe, practical and helpful, is politically a left leaning ideology that is not realistic in this environment. Most of the neighborhood residents that do walk, walk on the edge of the grass or the curb during daylight hours. You are correct that there are cars that will drive by quick in this neighborhood, and that usually people that are not a resident of this neighborhood, and are looking to instigate some kind of problem and cause commotion. I firmly believe that changing this particular neighborhood to make it look more of a St. Paul neighborhood. Putting in sidewalks would be a more of a detriment to the city of Roseville than any positive impact. Thank you for trying to do better and making a difference, but start with neighborhoods that are actually in need of a sidewalk.
16. I would like to provide my feedback on the proposed Pascal Street sidewalk project. I have lived in the Pocahontas/Keya Park neighborhood much of my life beginning in 1972. I was raised here, as were my children, which is to say I have walked and driven through the neighborhood for many years. I agree that the hill on Pascal is short, steep and not visually clear for drivers, however I do not feel the sidewalk is necessary nor a good safety strategy. For years I have walked through that intersection, including with a stroller and with kids on bikes, and have felt safe by walking near the curb. The width of the proposed sidewalk causes cars to drive into the oncoming traffic lane, both on Brooks and Pascal. There isn't enough space for the sidewalk and two lanes of traffic. I appreciate your allowing the opportunity for feedback on this project.
17. I am thrilled by the new reflective pylons making a walking lane over the blind hill. Now that people are used to it, I see lots of people walking in that lane. Even better- nobody is parking in the No Parking Zone because it is very clear with the pylons!! I have lived on Rose Place since 2013, and it has been very frustrating to see how many cars park in the No Parking zone because they either ignore the signs or just do not understand them. Cars even park right in front of the fire hydrant! I am amazed that there are not constant accidents on the blind hill! I worry that narrowing the street with curbs and a sidewalk may be beneficial to walkers, but make the blind hill very prone to car or bike accidents, especially when cars start parking in the No Parking zone again. May I suggest leaving the pylons in place, and adding a stop sign on Pascal at the Intersection with Brooks - only on the side that is going on and up over the hill. That would force cars to slow down before the hill. As a former Safety Committee member at my work, I was trained to look for the accident waiting to happen. The blind hill on Pascal at Keya Park has definitely been a worry for me!

18. This project severely negatively impacts my property. Cars cannot park on the street in front of our home. Delivery trucks, service trucks (window cleaners, lawn service, leaf service, etc.) cannot park conveniently. I understand that cars speed in the neighborhood. The cars are pretty much us -- the residents -- as there is no through route to another major street. My biggest speeding concern is cars whizzing south on Pascal from Rose Place, going right past Keya Park and entering the intersection of Brooks and Pascal. From my corner I cannot see the cars until they are in the intersection as the hill near the park blocks the view of the upper street. I frequently see kids playing in the street around the intersection and riding their bikes in the middle of the street. This project doesn't seem to be slowing traffic. Stop signs on Pascal at Brooks, making it a 4-way stop, would more effectively slow traffic. Please, please, please remove these horrible white sticks which are an eyesore and hazard. Find another solution rather than what has been done -- creating a new problem.
19. Hello, As a long time resident of Roseville (growing up on Rose Place where my parents still live) I noticed today the white markers on the curve from Brooks on to Pascal! I almost ran over them and I am a careful driver. My elderly parents drive this every day and people drive over the hill in the center of the road, they DONT drive the speed limit, little kids are riding their bikes to and from the park etc, people are walking their dogs etc It is dangerous even the idea of narrowing that road as it does not allow the driver going up the hill (at any speed) to move around obstructions walking or biking down the hill. Please, please consider that this is not a good idea to change based on the distance etc for any driver of any age or skill level. Thank you and I will follow up in a couple of weeks
20. Hi Eric, thank you for the time you spent visiting with me regarding that Pasco Street project with the delineators that are temporarily there right now I wanted to point out one more arguments in narrowing that road and how ridiculous that is for so many reasons At the top of the hill, there is a home where they have some In wheelchairs and different needs and a lot of times people will park on the street right outside their home, so when we are leaving from my parents on Rose place we've already got to kind of go around those cars which automatically puts us into the center of the hill heading down, and if someone is coming up the hill, there is no time to react or to move I don't think even this is much about speed limit because you know as well as I do, people don't follow speed limits I can be driving 10 miles an hour up the hill and having to go around the delineators and someone coming the opposite direction at 35 miles an hour is still going to hit me and do damage to my vehicle or my person This project makes zero sense and it's like we're trying to make something out of nothing Perhaps putting a pathway on the grass from the park, heading down the hill rather than narrowing the street to put a pathway? Unless you live there and drive it at different times of the day, it is hard to understand, but I spent 25 years there full-time and I'm still driving back-and-forth many times a week and have family that live there, so we know what we are talking about It is just an absolutely impractical project or study and one that honestly should just be left alone Perhaps bigger no parking signs on either side of the street would be helpful because not many people adhere to those signs either Thank you again for your time!

21. Hello, I reached out to you about two weeks ago regarding the Pacal Street project and a possibility of narrowing the road on the hill going up and down Pascal. I literally just about hit a school bus head-on two minutes ago going over the hill as a school bus had to make a wide turn coming up the hill. There was barely any room for either of us to pass each other with the temporary markers that are positioned on that hill for your study we are pleading with you to not mess with that street and to not change the width of it. It is already something that people navigating and being careful of and making it any smaller than it already is is not smart for the residence who live there. Thank you again for your time.
22. Hello — I received the postcard of the Pilot Project by Keya Park on Pascal Street. I have lived in Roseville next to Keya Park (where Rose Pl and Pascal Street intersect) since October, 1998. I've raised two daughters during this time. I'm very aware of how potentially dangerous this area can be. Heading north on Pascal Street (just beyond Brooks Avenue where the hill begins) is where it becomes the most dangerous. As I've approached the top of the hill in my car (going north), I've encountered kids and adults who are in the middle of the road in and around the area of the park. Likewise, as you head south on Pascal Street, there are kids biking or playing around the Brooks/Pascal area and you can't see anyone until you reach the top of the hill. I think the idea of a sidewalk where you have it currently delineated along Pascal Street is fabulous and long overdue. You have my endorsement and support of this project. If you want to contact me either by email or phone (call or text), here is my information: [REDACTED] Thank you for helping to make our neighborhood safer.
23. Hi! We don't like the sidewalk by Keya park or the little bit on the corner before it. What we've noticed is kids on bikes and scooters using the posts as an obstacle course weaving through them. We've also notice cars still going fast in that area and swerving wider due to the posts – therefore swerving into the on coming traffic. And that traffic barely fits 2 cars now so when another car swerves into the middle, or if there is a parked car by someone's yard... it's all just too congested and possibly dangerous. If the traffic speed by the park is a problem, why not just turn that corner into a 4 way stop sign? This would slow traffic down and make it safer for people walking. Lots of parks in neighborhoods have 4 way stops by them. Then cars wouldn't be swerving all over and kids wouldn't be using the posts in a dangerous way. I've talked to a few neighbors and no one that I've talked with has seemed thrilled with the sidewalk. I'm hoping a 4 way stop might be a better solution. Thanks for listening.
24. Hello Erik and Jesse, I wanted to share my appreciation for the Pascal Street pilot project near Keya Park. As a resident of the neighborhood, I've long had concerns about visibility on that hill and the potential for accidents. It's great to see the City taking proactive steps to address this issue. I think the current approach is excellent—it provides a much safer and more comfortable space for pedestrians, and it's clear that a lot of thought went into testing the concept before committing to any permanent changes. I also want to applaud the City's willingness to try out this kind of pilot project; it's a great model for how to approach neighborhood safety improvements. The only minor concern I'd like to note is related to winter maintenance. With the narrowed roadway, I'm curious how snow removal will be handled and whether piled snow might force

pedestrians back into the street, potentially reintroducing some of the safety risks the project is helping to solve. Overall, though, I think this is a very positive change. I've already used the area several times since the project began, and the improvement feels noticeable and beneficial.

Thank you for all the work that went into making it happen! Best regards,

25. Couple of comments on the test, which I'm assuming are the white pylons. Love the idea of having a designated space for walking and kids biking away from traffic. Just not sure this is the solve. I imagine the pylons will be driven over like the ones on Fairview are. And what about wintertime? The placement also seems off. Why don't the pylons go all the way to the access point for the park? It's a small area that's protected. Could the road be repainted to allow for a designated walking/biking lane on one side? The bigger issue is the speed at which people drive and come flying up and over that blind hill by the park.
26. Hello, My name is [REDACTED]. I live on Sextant Ave W in the same development as Keya Park. I walk the neighborhood often. I walked and drove by the park to see the temporary delineators. Compared to the Hamline Bike Lane delineators (which I don't like), the Keya Park delineators make more sense and may accomplish the city's goal of improving safety for park users. The disregard for the parking restrictions along the park up to the new path/fire hydrant has been a concern since the park was renovated and reopened. I did notice there seem to be more No Parking signs than there had been so that could help, I also think shorter poles would be more visible to drivers. I think the temporary barriers are sufficient to create space between drivers and the curbing. I don't think adding a permanent curb and a sidewalk (we don't have sidewalks in Roseville only 'paths'). will be a good fit. Will the city actually bring the snow removal machine into the neighborhood to clean that small strip or will it go unplowed under snow? Would a permanent curb be painted with reflective paint to prevent drivers from hitting it in the dark? There's not much street lighting in that area. I think the height of the delineators is more attention getting than a curb/sidewalk would be. What is prompting this project now? Why wasn't it thought of or addressed when the park was renovated? The path was moved due to safety concerns then. Has there actually been a safety incident or just thoughtless people NOT reading no parking signs or abiding posted speed limits and park/playground signs? I pointed out the no parking signs to park staff when the new playground equipment was installed after they parked there unthinkingly. I also don't understand why the END NO PARKING sign is right in front of a fire hydrant. Why not just post the No Parking zone all the way to the path entrance?
27. Greetings, I have comments and questions regarding the delineation of bike lanes on Hamline from County Road B-2 south to Commerce Street and the "temporary sidewalk" on Pascal near Brooks Ave. and Keya Park. Both areas are marked using white marking poles.
28. Bike Lane on Hamline: Relatively speaking, the bike lane on Hamline is proportionately wider than the traffic lane and forces vehicles traveling in opposite directions closer to each other. The pavement in the traffic lane for the south bound traffic also is uneven/has grooves which make it somewhat difficult to navigate, pulling tires toward the lane of oncoming traffic. I frequently drive on this section of Hamline and have seen very few bikes in the bike lanes. At the very least, those lanes should be narrowed to allow more room in the traffic lanes. Vehicles now stack up behind

those trying to make right turns because those vehicles now block the traffic lanes instead of having an extended turn lane (especially at Commerce Street, the entrance ramp to 36 West and County Road B-2).

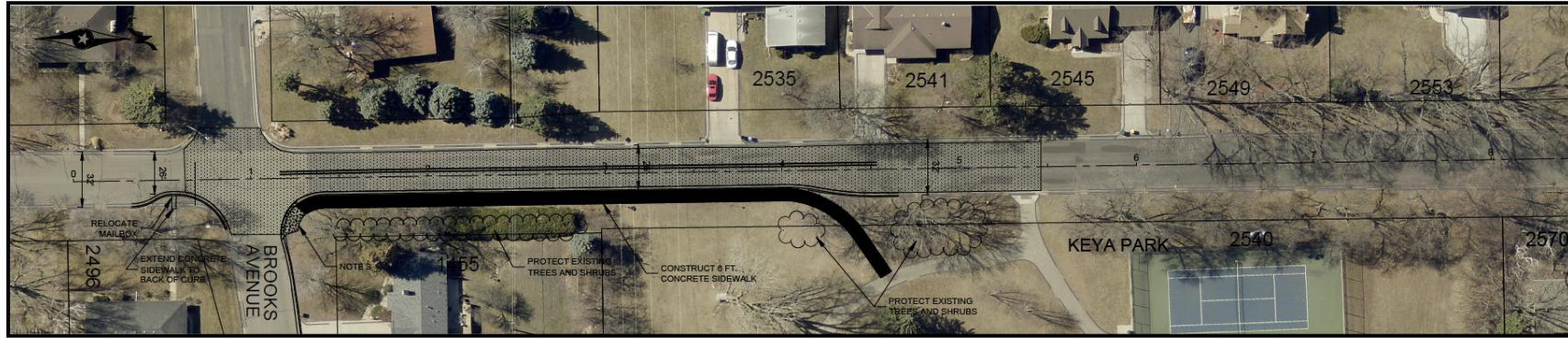
29. "Temporary Sidewalk" on Pascal near Brooks: The poles marking this area jut into the traffic lane and force vehicles traveling north into the opposing traffic lane. Anyone making a right turn onto Brooks from Pascal is forced to make a wide turn there—also forcing them into the lane for oncoming traffic. I have lived at the corner of Hamline and Brooks for over 45 years and have never heard of a pedestrian/vehicle accident at that intersection. In my opinion, these poles will cause more vehicle accidents because traffic is forced into the oncoming traffic lane to avoid the poles. There is a fair amount of traffic on these streets, since the only way in or out of this neighborhood is on Pascal (to County Road B-2) or Brooks (to Hamline). There is not enough foot traffic across this intersection to warrant this demarcation.
30. Questions/Comments Relative to Both Areas: What is the plan for these area for the winter? If the poles are left in place, how will snow plows operate and where will the snow be stacked? On the bridge over Highway 36 there is no snow storage. What did it cost to install these poles and how many have been damaged? Will those be replaced? If they are to be removed for the winter, will they be replaced in the spring? At what cost? Did the high school administration request this on Hamline and feel it was a safety issue for bike riding students? Did residents in the neighborhood of Pascal and Brooks request the "temporary sidewalk"? Do you keep any statistics on who uses the respective marked lanes? I welcome your answers to my questions and any feedback you have. If you have any questions or want further information from me, please feel free to contact me by email or phone.
31. Voicemail: He is very thankful for the City doing the pilot project. He has been very concerned for pedestrian safety for a long time and supports this project.

OPEN HOUSE COMMENTS

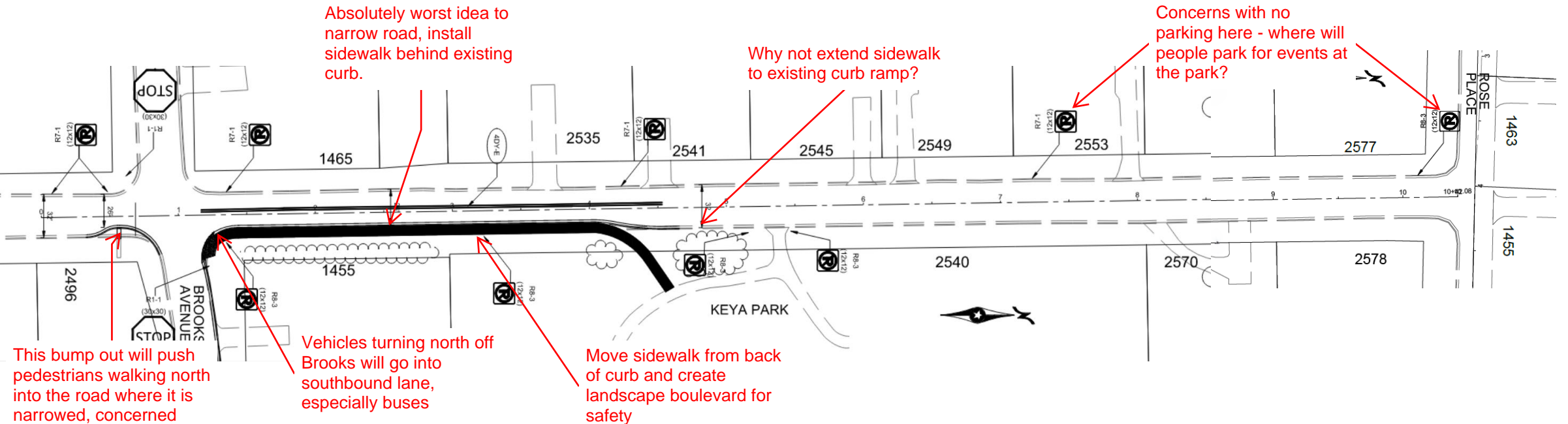
1. Concerned that the bump out on the SEC will push pedestrians walking north into the road where it is narrowed
2. Vehicles turning north off Brooks Ave will go into southbound lane, especially buses
3. Absolutely worst idea to narrow road, install sidewalk behind existing curb
4. Move sidewalk from back of curb where narrowing and create a landscape boulevard instead separating sidewalk further from road
5. Why not extend the sidewalk to the existing curb ramp?
6. Concerns with no parking past the existing curb ramp since no parking is proposed on the entire west side of road from Brooks Ave to Rose Place, where will people park for events at the park?
7. Looks good to me. I still would like a stop sign on the County B2 side of Pascal - right below the hill. Most speeders are from the apartment.
8. I don't believe the proposed changes are needed. Thank you for the opportunity to provide feedback.
9. I don't think its needed.

10. I am sorry I could not make it to the neighborhood meeting. Although the postcard was postmarked December 30, it just showed up in our mailbox today -- one day late to make the meeting. Clearly that was a USPS failure, not yours. This issue is particularly important to us. We live at [REDACTED] Pascal Street and lost use of all parking spots in front of our house due to the placement of ballards. I don't think that was a successful solution, and it was a major impediment to visitors and contractors working on our property. I would suggest big striped pedestrian crossing marks at Pascal and Brooks. If speeding and kids playing in the street are a safety issue speed bumps or stop signs on Pascal at Brooks (making it a 4-way stop intersection) would be more effective. Don't penalize us for speeding drivers and parents who let their kids play in the street. Please feel free to contact us if you have questions or would like to discuss this. The solution should not be a homeowner losing access to parking in front of their property.

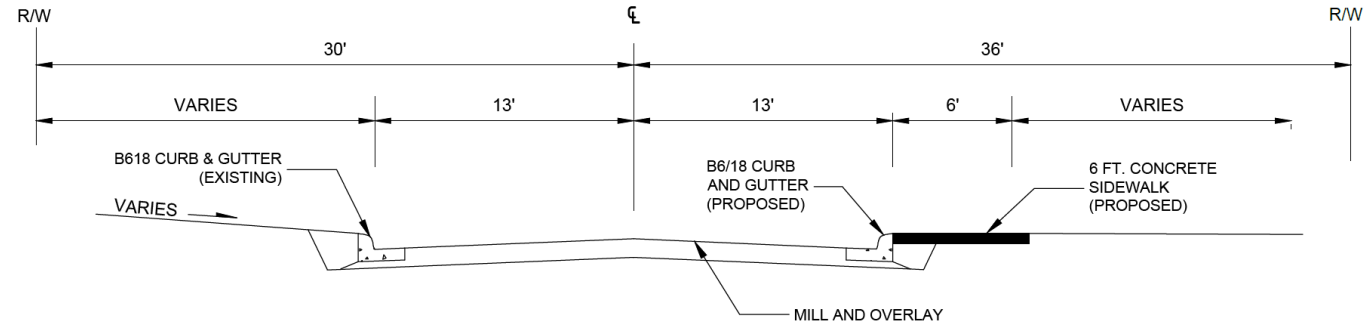
Pascal Street – Proposed Sidewalk to Keya Park



CONSTRUCTION LEGEND		
REMOVE AND REPLACE CURB & GUTTER (B618)		4 INCH CONCRETE SIDEWALK
MILL AND OVERLAY EXISTING BITUMINOUS		

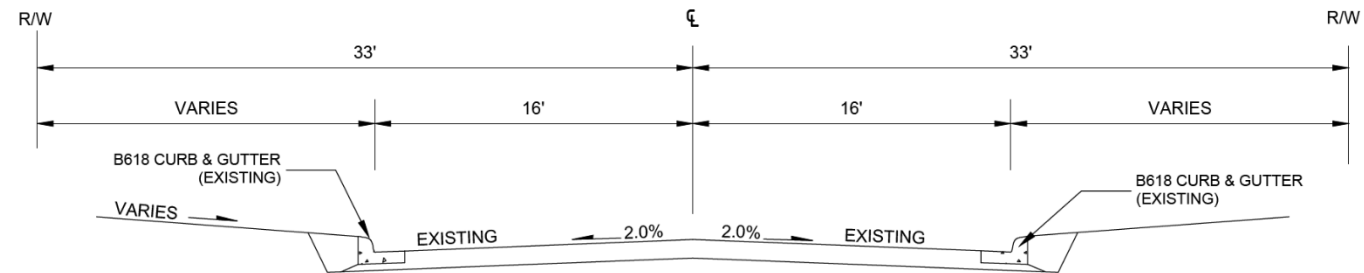


Sidewalk Cross Sections



PROPOSED TYPICAL SECTION

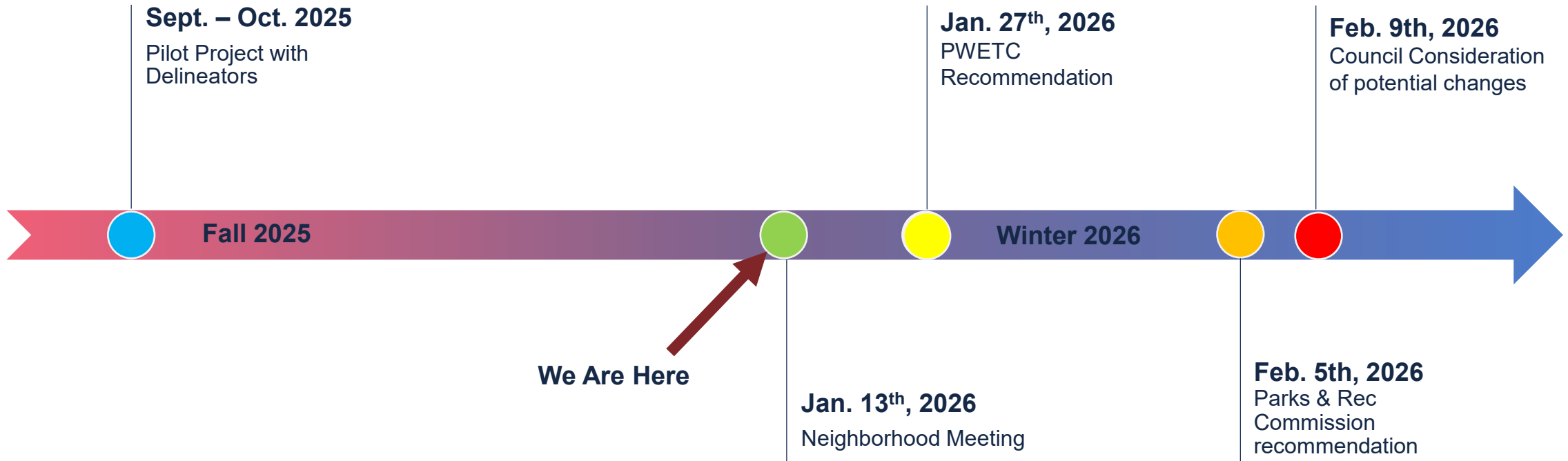
PASCAL STREET – KEYA PARK SIDEWALK
 STA 1+36 – STA 4+05



EXISTING TYPICAL SECTION

PASCAL STREET – KEYA PARK SIDEWALK
 STA 0+00 – STA 1+36
 STA 4+05 – STA 5+47

Pascal Sidewalk Project Schedule



Roseville Parks & Recreation Commission

Agenda Item

DATE: February 5, 2026

ITEM: 5.c.

ITEM DESCRIPTION: Community Gardens Overview (Commissioner-Initiated Item)

Background

The City of Roseville's Community Garden Program supports local food production, outdoor recreation, and community connection by providing seasonal garden plots for residents and non-residents. The program currently includes a total of 140 garden plots located primarily at Oasis Park.

In 2025, the program was expanded to include a pilot project that offered 20 new raised bed plots located on Ramsey County-owned property near Patton Road and Highway 88. These raised beds are offered in coordination with Every Meal Roseville and help advance shared goals related to food access and community partnerships.

The Community Garden Program offers two plot sizes. A standard single plot measures 15 feet by 20 feet and is available for \$22 for Roseville residents and \$24 for non-residents. Double plots, measuring 15 feet by 40 feet, are available for \$35 for Roseville residents and \$39 for non-residents. Fees are intended to help offset operational and maintenance costs while remaining affordable and accessible to the community.

Garden plots are typically available for use from May through October, depending on weather conditions and site readiness. Returning gardeners are given the opportunity to renew their plots each year before registration is opened more broadly. Any plots that are not renewed are then made available to new participants on a first-come, first-served basis.

Parks and Recreation staff oversee all aspects of program operations, including plot assignments, site maintenance, coordination with partners, and participant communication.

This is an informational item, based upon the Commission's request. Staff welcomes Commission questions and feedback related to the Community Garden Program and potential future enhancement.

Recommendation

Receive presentation, ask questions, and provide feedback.

Attachments

None

Roseville Parks & Recreation Commission

Agenda Item

DATE: February 5, 2026

ITEM: 5.d.

ITEM DESCRIPTION: Discuss Planning for Possible Nature Play Addition at the Harriet Alexander Nature Center

Background

The Harriet Alexander Nature Center (HANC) is a unique environmental and educational asset nestled within Central Park. Serving as an oasis in the heart of the city, HANC offers residents and visitors access to 52 acres of marsh and forest habitat, connected by a system of woodland trails and boardwalks that invite exploration and quiet observation. Visitors regularly encounter migrating songbirds, painted turtles, red squirrels, and other wildlife that highlight the ecological richness of the site.

At the heart of the property is the Interpretive Center, which is open to the public free of charge six days a week. The Nature Center serves as a hub for environmental learning and community engagement, offering a wide variety of nature-based programs for all ages, school and group field trips, special events, building rentals, and self-guided exploration opportunities.

Over the past several years, the City of Roseville has made significant investments in the HANC to enhance the visitor experience, improve facilities, and strengthen its role as a community destination for nature learning and stewardship. These investments include:

- **Mosaic Cairns:** Three custom mosaic cairns commissioned and installed throughout the site, each depicting plants and animals native to Minnesota's forest, marsh, and prairie habitats—reflecting the diverse ecosystems found within HANC's 52 acres. This project was fully funded through a private donation.
- **New Interpretive Signage:** Updated signage was installed throughout the site to improve wayfinding, interpretation, and accessibility, also funded through donations.
- **New Building Siding and Exterior Signage:** Replacement of exterior siding and installation of updated building signage at the Interpretive Center, completed as part of the City's Capital Improvement Program (CIP), extending the life of the facility and improving visibility and first impressions.

In addition to drop-in use, HANC offers a wide array of programs and special events and has become one of the fastest-growing assets in the Parks and Recreation system.

While the HANC grounds offer a wide array of experiences, one amenity that is frequently requested by visitors and families is a nature playground.

A nature playground is a play space designed around natural elements such as rocks, trees, and plants. While designs can vary, nature playgrounds typically encourage creative play, exploration, and appropriate risk-taking through a blend of natural and manufactured features. Well-known regional examples include Tamarack Nature Center and Springbrook Nature Center.

In 2025, staff toured other nature playground sites, spoke with playground vendors, and met with industry experts. Ultimately, staff have determined that the most appropriate next step is to engage a consultant to

develop a site plan that evaluates location, scale, environmental impacts, accessibility, and cost.

As part of this exploration, staff discussed the concept of a nature playground with the Roseville Central Park Foundation and the Friends of Roseville Parks, both of whom expressed interest in the idea and a willingness to participate. In addition, a private donor has come forward and expressed interest in making a significant cash donation toward the project.

The Minnesota Department of Natural Resources offers an Outdoor Recreation Grant Program, for which this project appears to be a strong candidate.

While the project is currently in an exploratory phase, staff believe that both planning and installation of a nature playground could be completed using entirely third-party funding sources.

As with any addition to the Parks and Recreation system, the City would assume responsibility for ongoing operations and maintenance costs, as well as eventual asset replacement.

Staff is seeking the Commission's feedback on this possible project.

Recommendation

Receive the presentation, and provide feedback. If consensus is reached, consider a formal motion that can be provided to the City Council.

Attachments

None

Roseville Parks & Recreation Commission Agenda Item

DATE: February 5, 2026

ITEM: 5.e.

ITEM DESCRIPTION: Maintenance and Operations Center Update (Standing Agenda Item)

Background

At each meeting throughout the planning and construction process, staff will provide updates on the progress of the Maintenance and Operations Center.

Recommendation

Receive update, ask questions, and provide feedback.

Attachments

None

Commissioner Requested Items			
Subject	Commissioner	Tentative Date	
EV Charging	(Penny)	1/6/2026	x
Autumn Grove South	(Her)	Following Engagement (Jan 2026)	
Permanent Skate Park	(Boulton)		
Forestry Update	(Donaldson)	Tentative - March 2026	
Climate Change	(Harris)		
Community Gardens	Joint Meeting/Penny	2/5/2026	
Budget	Joint Meeting	11/5/2025	x
Bike Racks/Infrastructure	Joint Meeting/Boulton		
Pickleball Courts	Joint Meeting	12/2/2025	Ongoing

Roseville Parks & Recreation Commission Agenda Item

DATE: February 5, 2026

ITEM: 7.a.

ITEM DESCRIPTION: Departmental Updates

Background

At each Commission meeting, city staff provides updates on Parks and Recreation activities and projects.

Recommendation

Receive report and provide feedback.

Attachments

1. 2.5.26 - Dept. Updates

HARRIET ALEXANDER NATURE CENTER

WINTER OPEN HOUSE

FREE



**Saturday February 7
10:00am-4:00pm**

Indoor and outdoor fun for all ages!



**MORE DETAILS:
CITYOFROSEVILLE.COM/HANC**



OPEN MIC NIGHT



EVERY 3RD THURSDAY OF THE MONTH

7PM October 16 ● November 20 ● December 18 7PM
January 15 ● February 19 ● March 19

Cedarholm
Community
Building
2323 Hamline
Ave N

Free Event
Open to all
ages and
abilites
Beverages for
sale

Call to sign up
the Monday
before the
event
651-792-7154



SWEETHEART DANCE

FEBRUARY 20TH - 6:15-8:15pm

Twirl the night away with your sweetheart at this delightful, kid-approved dance event! Groove to the beats, dive into fun activities and enjoy tasty treats in a welcoming environment perfect for kiddos and their favorite adults.

**Skating Center – Olympic Room
2661 Civic Center Dr, Roseville**



651-792-7006 | bit.ly/RosevilleDance



ROSEVILLE PARKS AND RECREATION

Arts @ the Oval

Annual Festival of Fine Arts & Fine Crafts

MARCH 14, 2026
10 AM - 4 PM
ROSEVILLE SKATING CENTER

Call for Artists: 12/11/25 - 1/19/26

For additional information, please visit
cityofroseville.com/1152/ArtstheOVAL



2661 Civic Center Drive | Roseville, MN 55113
651-792-7006 | cityofroseville.com/parks



Roseville Parks & Recreation Commission Agenda Item

DATE: February 5, 2026

ITEM: 7.b.

ITEM DESCRIPTION: Other New or Relevant Communication Items

Background

At each commission meeting, city staff provides updates on city activities and projects ongoing within the city that pertain to Parks and Recreation activities.

Recommendation

Receive report and provide feedback.

Attachments

None