



Regular City Council Meeting Minutes
City Hall Council Chambers, 2660 Civic Center Drive
Monday, June 8, 2026

1. Roll Call

Mayor Roe called the meeting to order at approximately 6:00 p.m. Voting and Seating Order: Strahan, Schroeder, Groff, Bauer, and Roe. City Manager Patrick Trudgeon and City Attorney Rachel Tierney were also present.

2. Pledge of Allegiance

3. Approve Agenda

Schroeder moved, Groff seconded, approval of the agenda as presented.

Roll Call

Ayes: Strahan, Schroeder, Groff, Bauer, and Roe.

Nays: None.

4. Public Comment

Mayor Roe called for public comment by audience members on non-agenda items.

Mr. Kedar Deshpande, a representative for District Three of the Minneapolis Park and Recreation Board, addressed the council regarding the Minnesota Department of Transportation's proposal to remove the westbound left turn lane from Highway 280 onto Broadway Street Northeast.

Mr. Deshpande explained that although the turn lane is technically located in Lauderdale, its northern portion extends into Roseville, and the proposed change could affect residents, nearby businesses, and regional transportation access.

Mr. Deshpande noted that the Minneapolis Park and Recreation Board recently sent a letter to the council expressing its concerns. He encouraged the council to engage with MnDOT to better understand the reasoning and supporting data behind the proposal and to determine whether the city agrees with the planned changes. He also urged councilmembers to discuss the issue with their constituents to better understand how removing the turn lane could affect daily travel patterns.

Speaking on behalf of constituents who have raised the issue since he took office in January, Mr. Deshpande explained that the proposed change could also impact completion of the Minneapolis Grand Rounds, a project the Minneapolis Park and Recreation Board has pursued for 143 years. He stressed the importance of ensuring the project is completed thoughtfully and that MnDOT fully considers public concerns.

Mr. Deshpande concluded by highlighting the regional significance of the Minneapolis park system, noting that the Chain of Lakes attracts approximately 23 million visitors annually, exceeding the combined visitation to all Minnesota state parks. He expressed hope that Roseville residents would continue to have access to the Grand Rounds as the long-planned project nears completion. He thanked the council for its consideration and service.

5. Recognitions, Donations, and Communications

6. Items Removed from the Consent Agenda

7. Business Items

- a. **Approve Willow Pond Environmental Assessment Worksheet (EAW) Project**
Public Works Director Jesse Freihammer briefly highlighted this item as detailed in the Request for Council Action and related attachments dated June 8, 2026.

Mr. Freihammer introduced the Environmental Assessment Worksheet (EAW) for the Willow Pond dredging project. He explained that an EAW was required for the project and that the city retained Kimley-Horn to assist with the environmental review. He then invited Ms. Leila Bunge of Kimley-Horn to present an overview of the work completed to date and to outline the next steps.

Ms. Bunge provided an overview of the Environmental Assessment Worksheet (EAW) process and the findings for the proposed Willow Pond maintenance project.

Councilmember Groff asked about the dredged material and whether it undergoes testing before removal. He also asked whether the test results determine, based on its composition and classification, which landfill the material is ultimately disposed of in.

Mr. Freihammer stated that sediment testing had already been completed and that the city is operating under the assumption that the material qualifies as Level 2. He explained that, under that classification, the dredged material must be transported to a certified landfill and is not considered reusable.

Mayor Roe noted that comments during the Environmental Assessment Worksheet review indicated that some sediment samples appeared to qualify as Level 1, while others were classified as Level 2. He asked whether the assumption that all 20,000 cubic yards would be treated as Level 2 represented a worst-case scenario, acknowledging that Level 1 material is subject to less stringent disposal requirements.

Mr. Freihammer confirmed that the city is using a conservative approach in planning, assuming that all dredged material is Level 2. He explained that additional testing will occur during the project because disposal costs vary significantly by classification. Still, the Environmental Assessment Worksheet was prepared using the worst-case assumption that all material would require Level 2 disposal.

Mayor Roe observed that most sediment samples fell within the Level 2 classification and noted that this addressed Councilmember Groff's earlier question about disposal requirements. He also asked about potential wildlife impacts from dredging a stormwater pond in either winter or summer. He specifically referenced concerns about Blanding's turtles and inquired whether other species or environmental effects must also be considered during project planning.

Mr. Freihammer responded that Blanding's turtles were the primary species identified in the Environmental Assessment Worksheet as requiring special consideration. He explained that no other specific protected species had been identified for the project. However, waterfowl may be temporarily displaced during construction and can generally relocate on their own. He added that during a previous dredging project at Villa Park, staff relocated as many turtles as possible and documented the species encountered, finding only a small number of Blanding's turtles alongside many painted turtles. He stated that similar protective measures would be taken during the Willow Pond project.

Mr. Freihammer explained that discussions with contractors indicate the project will likely be completed in the summer, although the city intends to solicit bids for both summer and winter construction. He noted that contractors are concerned the pond may not freeze sufficiently to support traditional winter dredging methods due to its size.

Mayor Roe then requested clarification on the distinction between Level 1 and Level 2 sediment classifications and asked which materials or contaminants result in a higher classification.

Mr. Freihammer explained that the classifications are generally based on the level of contaminants in the sediment. He noted that many of the contaminants originate from petroleum-based products, including materials associated with driveway sealants and roadway runoff.

Councilmember Strahan asked whether the Willow Pond dredging project would affect the flooding issues that adjacent homeowners have experienced over the years.

Mr. Freihammer responded that the project is not expected to affect flooding. He explained that the dredging is intended to restore the pond's sediment storage

capacity and that the outlet structure and water level will not be modified. He added that the project should improve the pond's overall function by increasing sediment storage capacity and water volume, while maintaining the same amount of stormwater storage available between rain events.

Public Comment

Mayor Roe offered an opportunity for public comment, but no one came forward.

Strahan moved, Schroeder seconded to approve the Willow Pond EAW and adoption of Resolution No. 12249 (Attachment 1) entitled, "Resolution Approving Willow Pond Environmental Assessment Worksheet (EAW) Project."

Council Discussion

Councilmember Strahan thanked staff for the thorough presentation and expressed appreciation for the effort to evaluate both winter and summer construction options. She stated that exploring both approaches would help determine what works best for the area while supporting the overall success of the dredging project.

Councilmember Schroeder expressed support for moving the Willow Pond dredging project forward. She noted that the project has been under consideration for some time and that approval would allow staff to continue scheduling the work. She added that the dredging is necessary and was pleased to see it advancing.

Roll Call

Ayes: Strahan, Schroeder, Groff, Bauer, and Roe.

Nays: None.

b. Hold a Public Hearing and Consider a Request for a Minor Plat of an Unaddressed Property Located at the SW Corner of Cleveland Avenue & Centre Pointe Drive North

City Planner Thomas Paschke briefly highlighted this item as detailed in the Request for Council Action and related attachments dated June 8, 2026.

Mayor Roe reviewed public hearing protocol and opened and closed the public hearing at approximately 6:25 p.m. to receive public input on the above-referenced minor plat, with no one appearing for or against.

Groff moved, Bauer seconded, adoption of Resolution No. 12250 (Attachment 5) entitled, "Resolution Approving the Proposed Centre Pointe Business Park Fourth Addition Plat (PF26-007)," based on the content of the RCA and attachments, public input, and City Council deliberation.

Councilmember Groff stated that the proposed minor plat meets all applicable city requirements. He added that the request is reasonable and would provide a more usable configuration for the property owner.

Mayor Roe noted that the proposed minor plat is a straightforward adjustment to the property's previous configuration. He expressed hope that the change would facilitate future development and encourage progress on the site.

Roll Call

Ayes: Strahan, Schroeder, Groff, Bauer, and Roe.

Nays: None.

c. Receive Aldine Street Right-of-Way Natural Trail Feasibility Study

Mayor Roe briefly highlighted this item as detailed in the Request for Council Action and related attachments dated June 8, 2026.

Mayor Roe introduced the next two business items, noting that they were likely of significant public interest. He explained that the council would address the feasibility report and the petition to vacate the right-of-way as separate agenda items, but would provide a single opportunity for public comment to avoid duplicating the process.

Mayor Roe outlined that the council would first receive the feasibility report and allow members to ask questions about its contents. The council would then consider the petition to vacate the right-of-way, at which time members of the public could comment on the feasibility study or the proposed right-of-way vacation and ask questions about either matter. He stated that the process was intended to ensure everyone wishing to speak would have an opportunity to do so.

Parks & Recreation Director Matt Johnson opened the discussion on the Aldine Street right-of-way between Ryan Avenue and Roselawn Avenue, explaining that the matter is part of an ongoing council conversation. He noted that the council previously directed the Parks and Recreation Commission to review the issue in relation to the Parks and Recreation System Master Plan and to evaluate the potential for a nontraditional park feature similar to those found in other city parks, including Cottontail Park.

Mr. Johnson explained that the Parks and Recreation Commission conducted a site visit and held two meetings to discuss the proposal, both of which featured significant public participation and extensive commission deliberations. As a result of those discussions, the commission forwarded two recommendations to the council: first, that the proposal is relevant to the Parks and Recreation System Master Plan, and second, that a feasibility study be completed to evaluate the environmental and aesthetic impacts of a potential trail.

Mr. Johnson stated that following the commission's recommendations, the council authorized a feasibility study on January 26 and retained TKDA, a consulting firm experienced in nature-based pathways and conceptual design. He added that, at residents' request, the city also engaged an independent, certified arborist unaffiliated with either TKDA or city staff. He explained that Jason Johnson of Three Trees Horticulture prepared the tree and arboricultural analysis included in the study.

Mr. Johnson concluded by introducing Dana Schumacher, senior landscape architect at TKDA.

Ms. Schumacher explained that TKDA was retained to conduct a feasibility study to evaluate whether an accessible trail could be constructed within the approximately 30-foot-wide, 600-foot-long Aldine Street right-of-way while preserving the mature oak trees on the site. She stated that the study's objective was to determine whether such a trail was feasible and to develop one or two conceptual options for consideration.

Ms. Schumacher described the study process, which began with a site visit by city staff and an independent certified arborist. During the visit, the team observed evidence of wildlife and native vegetation, as well as encroachments within the right-of-way, and identified opportunities to create a trail connection. She explained that survey data, tree inventories, and topographic data were analyzed to identify a route that would preserve as many significant oak trees as possible while meeting accessibility standards.

Ms. Schumacher noted that the northern portion of the site has an elevation rise, while the southern portion is relatively flat. She explained that the proposed design was developed to maintain an accessible grade of no more than five percent, as required for ADA compliance. Historical soil information also confirmed that the area had supported oak openings, helping explain the presence of the existing mature oak canopy.

Ms. Schumacher stated that, after evaluating the site, the design team determined that a conventional gravel trail throughout the corridor would not adequately protect the trees. Instead, the preferred concept incorporated raised boardwalk sections through areas with critical root zones. She explained that the elevated boardwalk would rest above the existing ground surface without excavation, reducing impacts on tree roots. At the same time, other portions of the trail would consist of stabilized gravel to meet ADA accessibility requirements.

Ms. Schumacher reported that the right-of-way contains 14 oak trees and that the proposed alignment was designed to minimize impacts to them. Under the preferred concept, only two trees would experience substantial impacts, while the remaining trees would be affected minimally or moderately. She emphasized that careful

construction methods, including pre- and post-construction tree treatments and arborist oversight, would further protect the existing canopy.

Ms. Schumacher explained that the proposed trail would provide a public connection between Ryan Avenue and Roselawn Avenue while remaining entirely within the public right-of-way. In addition to serving as a transportation link, she described the trail as an opportunity to create a nature-oriented experience in which visitors could appreciate the mature trees and the surrounding environment.

Ms. Schumacher reviewed the project's conceptual profile, explaining that boardwalk segments would be used through areas with critical root zones, while stabilized gravel would connect sections where tree impacts would be less significant. She noted that two oak trees near the northern rise would experience the greatest impacts due to the need to maintain ADA-compliant slopes and connect to the existing street elevation.

Ms. Schumacher compared the two concepts evaluated in the study, explaining that Option 1 combines raised boardwalks with stabilized gravel trails and offers the best balance between accessibility and tree preservation. In contrast, Option 2 relies solely on stabilized gravel and would likely cause greater impacts to the mature oak trees. She concluded that establishing a designated trail could encourage users to stay on the intended pathway, reducing soil compaction elsewhere on the site and supporting the long-term preservation and regeneration of the oak woodland.

Mayor Roe noted that some council questions might concern tree health and longevity and asked whether the project arborist would be available to address those topics at the meeting.

Mr. Johnson responded that the arborist's scope of work did not include appearing before the council, as that service was omitted to keep project costs within budget. He added, however, that staff had extensive discussions with the arborist during the study and would do their best to answer questions based on those conversations and the information in the report.

Mayor Roe then asked for clarification on the projected impacts to Oak Trees 12 and 13. He inquired whether the anticipated effects were primarily due to the excavation and grading required in that area to maintain an ADA-compliant trail slope, which made it impractical to extend the raised boardwalk through that portion of the tree canopy.

Ms. Schumacher confirmed that the impacts on Oak Trees 12 and 13 are driven by the need to maintain an accessible trail grade. She explained that extending the boardwalk through that section would require a steeper structure, making it more difficult to meet the 5 percent maximum slope required for ADA compliance.

Mayor Roe acknowledged the explanation and noted that it clarified why a boardwalk could not be used in that portion of the alignment.

Ms. Schumacher added that the design team had previously evaluated a higher ramp system for the area but determined that it would have comparable impacts on the trees. She explained that such a design would require handrails and additional structural footings, increasing both construction impacts and project costs, making it a less desirable alternative.

Councilmember Strahan asked how many trees, including both oak trees and trees in general, would be recommended for removal under the proposed trail concepts.

Ms. Schumacher responded that she would not recommend immediately removing Oak Trees 12 and 13 despite the anticipated impacts to those specimens. Instead, she stated that she would prefer to preserve them and monitor their condition following construction. She noted that some maintenance would be advisable, including trimming low-hanging branches and addressing potentially hazardous vegetation such as buckthorn and leaning box elder trees. She also mentioned a dead oak tree, noting that while hazardous limbs should likely be removed, retaining the trunk could continue to provide habitat for wildlife.

Councilmember Strahan referred to the tree inventory and observed that Tree 13 was already rated in fair condition and was projected to decline to poor or very poor if construction proceeded. She asked whether removing that tree would materially affect the overall project, given the goal of preserving as many trees as possible.

Ms. Schumacher replied that she would still favor retaining the tree because it remains alive. She explained that oak trees can sometimes withstand significant impacts and recover, adding that she would prefer to observe their postconstruction condition rather than remove them preemptively. She also clarified that Tree 31, which had been identified as dead or in very poor condition, was not included in the evaluation because it was already dead and therefore did not factor into the before-and-after analysis.

Councilmember Strahan then asked whether the feasibility study considered the corridor's history of regular public use or whether it assumed the area was currently unused.

Ms. Schumacher responded that she observed remnants of an existing informal path approximately two feet wide on the western side of the corridor during the site visit. She explained that the proposed alignment intentionally incorporated portions of that historic path that remained within the public right-of-way to minimize disturbance to previously undisturbed areas.

Councilmember Strahan commented that portions of the right-of-way currently appear to be occupied by adjacent property owners and asked whether those conditions were considered during the study.

Ms. Schumacher confirmed that several encroachments were identified during the site analysis. She noted fencing and a certified wildlife habitat area extending into the right-of-way at the north end, along with native plantings that appeared well-maintained. She also observed additional fencing, sheds, stormwater infrastructure, and a chain-link fence near the southern end of the corridor that extends into the public right-of-way.

Councilmember Strahan asked whether staff had evaluated how to address the existing encroachments within the right-of-way and whether those conditions affected the feasibility analysis.

Mr. Johnson responded that the project team was granted access to the entire corridor for purposes of the study. He explained that decisions regarding the treatment or removal of encroachments would ultimately be policy matters for the council to determine. He noted that certain features within the right-of-way would need to be relocated to accommodate construction of the proposed trail. Still, the extent to which all encroachments would be removed remains to be discussed. He added that the property owners had cooperated by providing access to the full site during the feasibility evaluation.

Ms. Schumacher noted that portions of the proposed trail alignment do not run immediately adjacent to some of the existing fences that encroach into the right of way. She suggested that, in certain locations, it might be possible to retain those fences temporarily or allow them to remain under a grandfathered arrangement rather than requiring immediate relocation.

Councilmember Strahan responded that, from a fairness perspective, any decision regarding encroachments should likely be applied consistently to all affected properties rather than selectively. She remarked that treating some encroachments differently from others would not be equitable.

Ms. Schumacher acknowledged the concern and reiterated that the corridor is only 30 feet wide. She explained that the design team's primary objective was to preserve as many mature oak trees as possible while still creating a feasible and accessible trail connection within the limited available space.

Mayor Roe asked whether the feasibility analysis considered oak trees located outside the public right-of-way and whether potential impacts on their root zones were evaluated.

Ms. Schumacher responded that during the site visit, she and the consulting arborist observed adjacent trees outside the right-of-way and qualitatively considered them. She explained that those trees were not included in the formal survey or rated individually, but they were noted during the field review.

Mayor Roe then asked whether the preferred Option 1 design, particularly the gravel trail segments, would adversely affect the root zones of trees outside the right-of-way.

Ms. Schumacher replied that she had specifically asked the arborist to evaluate that issue and did not receive any indication that the proposed design would create significant impacts to those off-site trees.

Mayor Roe sought additional clarification regarding the boardwalk design, noting that construction materials would be transported across the completed boardwalk during installation. He asked whether the structure was designed to withstand that temporary use without compromising its integrity or service life.

Ms. Schumacher confirmed that she consulted with the boardwalk manufacturer regarding load capacity and verified that the proposed system could safely support construction equipment weighing up to approximately 60 pounds per square foot, including the machinery identified in the report. She explained that heavier equipment, such as cranes used for tree maintenance, would not be appropriate for the structure, but that most maintenance activities could be accommodated by other means.

Mayor Roe also inquired about the anticipated lifespan of the boardwalk components, including the galvanized support system.

Ms. Schumacher stated that the manufacturer's information indicated an expected service life of approximately 25 years for the boardwalk decking when properly maintained, including periodic treatments every several years. She added that the galvanized posts and footings have an expected lifespan of over 50 years and have been successfully reused on multiple projects. Because the system would not be installed in standing water, she indicated that its longevity could be substantial.

Mayor Roe then turned to existing encroachments within the right-of-way, including fencing and a gravel driveway extending into the southwestern portion of the corridor. He asked whether the consulting arborist had assessed the effects of those existing conditions on nearby tree root systems.

Ms. Schumacher replied that the arborist commented specifically on Trees 51 and 52, observing that they likely share a common root system and that the existing gravel driveway may already be affecting both trees. She added that routine

activities, such as mowing within the corridor, could also affect the root zones over time.

Mayor Roe asked whether existing fence post installations and similar encroachments within the right-of-way may already be affecting tree root zones, noting the project's effort to avoid excavation for boardwalk footings.

Mr. Johnson responded that those conditions had been identified during the site tour and discussed with the consulting arborist. He explained that while existing encroachments may already be affecting root systems, it is difficult to determine the extent of past effects because these conditions are longstanding. He added that predicting future outcomes based on scientific analysis is generally more feasible than reconstructing historical impacts with certainty.

Mayor Roe then referenced the paved trail through Reservoir Woods Park east of Victoria Street, observing that portions of that path appear to pass through the root zones of mature oak trees. He asked whether the city had evaluated the long-term effects of similar trail construction on tree health.

Mr. Johnson replied that he could not comment specifically on Reservoir Woods. Still, he noted that many older park pathways were constructed through wooded areas, where root zones were affected, and that numerous trees have survived those impacts. At the same time, he cautioned that outcomes are unpredictable, citing an example at Cedarholm Golf Course where staff took significant measures to protect a prominent tree that nevertheless failed several years later. He emphasized that arboriculture is not an exact science and that while analyses can estimate likely impacts, no guarantees can be made regarding individual tree survival.

Mayor Roe observed that the feasibility study also discussed mitigation measures, including treatments intended to improve tree health before and after construction, and asked whether those efforts were part of the proposed approach.

Mr. Johnson confirmed that the study contemplates proactive measures such as tree care and inoculation treatments to improve the likelihood of long-term survival. He also pointed to examples at Autumn Grove Park where mature oak trees have generally remained healthy despite construction activities occurring within or near portions of their root zones. He concluded that providing extensive care and protection can improve a tree's chances of survival, although outcomes can never be guaranteed.

Councilmember Bauer asked whether Oak Trees 12 and 13 would need to be removed for safety reasons if they were to decline or fail following construction of the proposed trail.

Mr. Johnson responded that, if either tree were to fail and pose a safety hazard adjacent to the trail, removal would be necessary. He noted that one of the affected trees is particularly large and would require removal under those circumstances.

Councilmember Bauer then asked whether the cost of removing those trees, if needed in the future, was included in the estimated cost for Option 1.

Mr. Johnson confirmed that those potential removal costs were not included in the estimate because the project assumes the trees would remain in place and be monitored rather than removed immediately. He explained that the intent is to preserve the trees and assess their condition over time before determining whether removal becomes necessary.

Councilmember Strahan questioned whether Oak Trees 12 or 13, particularly Tree 13 with its existing fair condition rating, might fail within the next several years, regardless of whether the trail is constructed. She noted that there is already a dead tree within the right-of-way. She asked how much remaining lifespan the mature trees in the corridor could reasonably be expected to have, noting that it may be difficult to attribute any future decline solely to the proposed project.

Mr. Johnson responded that the arborist's rating system was intended to provide the best professional estimate of each tree's current condition and expected health. He emphasized, however, that tree assessments are inherently inexact because trees are living organisms and are subject to unpredictable events and natural decline. He noted that unforeseen factors, including weather events such as lightning strikes, can also affect tree health independent of any construction activity.

d. Consider Approval of Aldine ROW Vacation

Mayor Roe briefly highlighted this item as detailed in the Request For Council Action and related attachments dated June 8, 2026.

Mayor Roe explained that the council would consider a petition submitted by residents requesting the vacation of the Aldine Street right-of-way, as discussed during the feasibility study presentation. He noted that the city is required to take formal action on the petition in some manner because it has been properly submitted for council consideration. He then turned the presentation over to Public Works Director Jesse Freihammer to introduce the right-of-way vacation process and the matter before the council.

Mr. Freihammer introduced the petition requesting the vacation of the Aldine Street right-of-way and provided background on the matter. He explained that the city first considered vacating the right-of-way as a city-initiated action during the June 16, 2025, council meeting and later considered it a resident petition at the July 21, 2025, meeting.

Mr. Freihammer stated that the petition concerns a 30-foot-wide public right-of-way dedicated as part of the Mid Oaks Plat. He explained that, if vacated, ownership of the property would revert to the adjoining property owners within the Mid Oaks Plat. He also noted that utility infrastructure, including overhead and underground facilities, exists within or adjacent to the corridor and that the city would retain a utility easement to preserve access to those facilities.

Mr. Freihammer reviewed the existing conditions survey, explaining that the highlighted area represents the portion of the right-of-way proposed for vacation. He also summarized findings from the previously discussed feasibility study, noting that a trail through the corridor would provide an approximately quarter-mile connection between neighborhoods. Without that connection, pedestrians would be required to travel approximately 1,900 additional feet using Fairview Avenue or approximately 2,700 additional feet using Snelling Avenue.

Mr. Freihammer explained that while the corridor is not specifically identified as a segment within the city's Pathway Master Plan, it is shown as a connection on the Parks and Trails Constellation Map and therefore received a score under the pathway evaluation process.

Mr. Freihammer outlined the council's options for action. He explained that the council could open the required public hearing and consider approving the petition to vacate the right-of-way, which would require a three-fifths majority vote because the request originated as a petition. He noted that, if approved, a utility easement would be retained and construction of a public pathway would no longer be possible.

Mr. Freihammer further explained that the council could instead choose to retain the public right-of-way and designate it as a public pathway while updating the Pathway Master Plan, or pursue another alternative. He concluded by noting that if the petition to vacate is not approved and no other action is taken, the right-of-way would remain in its current status, and invited questions regarding the vacation process.

Councilmember Strahan asked whether, if the Aldine Street right-of-way were vacated and transferred to the adjoining property owners, the city would be able to impose restrictions on the removal of trees or other natural features within the corridor.

Mr. Freihammer responded that the city would no longer have authority to regulate such activities once the property was vacated, except to the extent necessary to protect city utilities retained within the utility easement. He explained that the city's involvement would generally be limited to situations where access to infrastructure, such as storm sewer facilities, was required.

Councilmember Strahan then sought clarification, asking whether approval of the vacation would mean that the adjacent property owners could remove any or all of the trees without city protection.

Mr. Freihammer confirmed the outcome but added that because the corridor is currently an unimproved right-of-way, adjacent residents are generally responsible for maintaining those areas, even under existing conditions.

Councilmember Strahan also asked whether, if the petition to vacate were denied, the city could require neighboring property owners to remove fences, driveways, or other improvements that encroach on the public right-of-way.

Mr. Freihammer responded that, should the city decide to retain the right-of-way, it could evaluate and potentially pursue the removal of existing encroachments within the public corridor.

Councilmember Groff asked for clarification regarding references to the property being “given back” to adjacent owners. He questioned whether the right of way had ever actually been privately owned, noting that it appeared to have been platted as a public right of way in 1938.

Mr. Freihammer explained that the corridor was dedicated to the city as part of the subdivision platting process rather than purchased by the city. He stated that if the city determines that the right-of-way is no longer needed for public purposes and vacates it, the underlying property rights would revert to the adjacent property owners identified on the original plat.

Councilmember Groff then asked whether dedication of the right-of-way had been a requirement of the platting process.

Mr. Freihammer confirmed that it had. He explained that the original intent was to extend Aldine Street through the area. Still, for reasons unknown, the western portion of the roadway was never completed, and the city ultimately pursued an alternate street configuration, similar to circumstances that have led to other right-of-way vacation requests in the past.

Mayor Roe clarified that ownership of the underlying property may have changed since the original platting of the right-of-way and confirmed that any reversion of ownership following a vacation would pass to the current property owners rather than the original owners.

Councilmember Schroeder asked about information in the meeting materials indicating that adjacent property owners had prepared a legal document intended to protect the trees within the corridor. She inquired whether the city attorney had reviewed that document.

City Attorney Tierney responded that she had not reviewed the document in detail. Still, she explained that discussions had taken place about using a conservation easement or a similar legal mechanism to protect the property. She stated that the city cannot simply vacate the right-of-way and impose a conservation easement on itself. Rather, any such protection would require a voluntary legal agreement between the property owners and the city. She noted that conservation easements are complex legal instruments and that while the city is eligible to hold one, property owners cannot be compelled to grant one as part of the vacation process.

Mayor Roe followed up, noting that the materials before the council did not appear to constitute a final legal agreement. He asked whether any tree protection arrangement would instead need to be accomplished through a conservation easement or another negotiated agreement.

City Attorney Tierney confirmed that any enforceable arrangement would require a formal legal agreement executed between the city and the property owners. She reiterated that although property owners could voluntarily grant a conservation easement to the city, the council could not require such an agreement as a condition for approving the right-of-way vacation.

Mayor Roe then asked whether the council could postpone action on the vacation petition to allow time for the parties to negotiate a potential conservation easement or similar agreement and later return with either a finalized proposal or an update indicating that no agreement could be reached. He specifically questioned whether delaying action for that purpose could be viewed as improperly pressuring property owners into granting an easement.

City Attorney Tierney responded that such a situation could be subject to differing interpretations and could depend on the perspective of those involved. She acknowledged the mayor's concern that the city should avoid creating the appearance of coercion if discussions about a voluntary agreement were allowed to proceed while the petition remained pending.

Mayor Roe concluded by noting that no agreement was currently before the council for approval and that additional time might be necessary if the parties wished to explore that possibility. He emphasized that he was not suggesting any particular course of action for the council but was instead seeking to understand the available legal and procedural options.

Councilmember Strahan posed a hypothetical question about the proposed use of a conservation easement, asking what would happen if one of the adjacent property owners chose not to participate in the agreement.

City Attorney Tierney responded that the city lacks authority to compel a property owner to grant a conservation easement and that participation would be entirely voluntary.

Councilmember Strahan then asked whether, once recorded, a conservation easement would continue to bind future owners of the affected property.

City Attorney Tierney explained that a conservation easement is recorded against the property and would therefore remain in effect regardless of future ownership changes.

Councilmember Strahan followed up by asking whether the arrangement would effectively require participation by all affected property owners, or whether some could choose not to participate. In contrast, others agreed to the easement and questioned whether the concept was essentially an all-or-nothing proposition.

Mayor Roe asked whether a conservation easement would apply only to the specific properties whose owners voluntarily agreed to grant one.

City Attorney Tierney confirmed that a conservation easement would be effective only on the properties whose owners chose to grant such an interest and that the city agreed to accept.

Councilmember Strahan sought clarification on whether placing the property under a conservation easement would preclude its future use as a public thoroughfare.

City Attorney Tierney responded that conservation easements are highly detailed legal instruments that define permitted and prohibited activities within the protected area. She cautioned that her experience with such agreements was limited and advised against drawing broad conclusions without reviewing the specific terms of a proposed easement.

Mayor Roe remarked that, based on previous discussions with staff before the meeting, he understood that a conservation easement might not be an appropriate mechanism if the city intended to preserve the option of constructing a public trail in the future. He suggested that retaining the property as a public right-of-way or designating it specifically for trail purposes might be more compatible with that objective.

City Attorney Tierney replied that the question involved several legal issues and stated that she could not definitively say whether a conservation easement could coexist with a public trail. She acknowledged that such an arrangement might be possible depending on the terms of the document. Still, she indicated that the issue extended beyond the scope of her expertise and declined to provide a more conclusive opinion.

Councilmember Strahan commented that, based on the written materials, testimony, and significant public involvement regarding the issue, she believed there had been substantial effort to prevent the development of a public trail through the corridor. She stated that, in her view, the information received did not suggest there was interest in establishing a public thoroughfare within a conservation easement and noted that considerable testimony and financial resources had been devoted to opposing that outcome.

Councilmember Groff asked for clarification on the city's authority over the trees within the unimproved right-of-way. He observed that there appeared to be general agreement that preserving the mature trees was desirable, but questioned whether the city currently has any ability to prevent adjacent property owners from removing them.

Mr. Freihammer explained that the city does not actively manage trees within unimproved rights-of-way in the same manner as trees in parks or along maintained streets. He stated that requests to remove hazardous trees are typically referred back to the adjoining property owners because they hold the underlying property interest. At the same time, the city generally becomes involved only when removal is necessary for public purposes.

Mr. Freihammer further explained that the city does not maintain an inventory of trees within unimproved rights-of-way and typically addresses tree issues only when they affect utilities or other municipal infrastructure. He noted that if a property owner requested permission to remove a tree for reasons unrelated to public necessity, the city would generally decline to remove it but would defer to the adjoining owner's responsibility for maintenance of the unimproved corridor.

Councilmember Groff sought additional clarification, noting that his question concerned voluntary removal rather than hazardous trees.

Mr. Freihammer responded that the city has rarely received requests from property owners seeking to remove healthy trees within unimproved rights-of-way. He reiterated that city involvement is generally limited to circumstances where a tree interferes with municipal infrastructure, such as access to sanitary sewer or drainage systems, or otherwise affects the city's utility operations.

Mayor Roe recalled a previous situation in another part of the city, where a resident removed trees from city-owned stormwater pond property to improve the view of the pond and was subsequently required to make restitution. He asked whether that situation was comparable to the current discussion.

Mr. Freihammer responded that the prior incident involved trees on city-owned property rather than in an unimproved public right-of-way. He explained that the

circumstances were clearer in that case because it was evident the trees had been removed for reasons unrelated to public necessity. The city required restitution as a result.

Mayor Roe then sought clarification regarding the utility easement that would remain if the Aldine Street right-of-way were vacated. He observed that overhead power poles are generally located along the eastern edge of the corridor, while much of the city's underground infrastructure lies near the western edge. He asked whether future access would still be necessary.

Mr. Freihammer confirmed that utility access would remain important. He explained that both a sanitary sewer line and a storm sewer line run west of the corridor, and that the city already holds one easement while continuing to secure another, because staff had previously believed the public right-of-way was wider. He noted that if major work, such as the replacement of the approximately 48-inch storm sewer, became necessary in the future, the retained utility easement would provide the space needed for excavation and access to the infrastructure.

Mayor Roe acknowledged that underground utility work requires a substantial excavation area and then asked whether other councilmembers had additional questions.

Mayor Roe also noted that City Manager Trudgeon had previously prepared responses to several questions submitted by a resident via email. He suggested that it might be beneficial to summarize those responses for the public because they addressed maintenance issues and other topics related to the discussion. He then invited Mr. Trudgeon to review that information.

City Manager Trudgeon summarized responses to a series of written questions submitted by a resident regarding the proposed Aldine Street pathway, noting that the complete written responses had been distributed to the council and were available to the public.

Mr. Trudgeon explained that, if constructed, the proposed pathway would not be restricted to pedestrians and would also be available for bicycle use. He noted that while the city could install signage prohibiting bicycles if such a restriction were adopted, enforcement would be impractical and unlikely to occur proactively.

Mr. Trudgeon stated that the pathway would remain open during the winter but would not be plowed or otherwise maintained for snow and ice removal, consistent with the city's approach to other natural surface trails.

Mr. Trudgeon reported that installation of a crosswalk and ADA-compliant ramp at the Roselawn Avenue connection would be expected to cost approximately \$5,500, including signage and pavement markings. He noted that a similar crossing

currently exists on Roselawn Avenue near Simpson Street with comparable traffic conditions.

Mr. Trudgeon advised that staff believes the conceptual cost estimates prepared by TKDA are reasonable for the current stage of design, while acknowledging that final costs could vary depending on scope changes, material prices, construction conditions, and other factors.

Mr. Trudgeon addressed questions about utility maintenance, explaining that all trees near utility easements pose some risk of disturbance during future maintenance activities. He stated that access for overhead utility work would remain necessary regardless of whether a pathway is built. He suggested that the proposed pathway could actually improve access for maintenance crews and reduce incidental damage to surrounding vegetation.

Mr. Trudgeon explained that the installation of the pathway would not significantly complicate maintenance of the sanitary and storm sewer infrastructure serving the area. He noted that the city already accommodates improvements such as fences, retaining walls, and pathways within other easements, and that the proposed trail could provide improved access for future maintenance operations.

Mr. Trudgeon summarized anticipated maintenance costs by noting that the boardwalk components are expected to have an approximate service life of 20 years, with replacement costs estimated at around \$50,000 at that time. Annual maintenance activities, including natural resource management and replenishment of the stabilized gravel surface, were estimated to cost between approximately \$3,000 and \$7,000.

Mr. Trudgeon also discussed long-term tree maintenance, explaining that preconstruction growth regulator treatments are included within the project's estimated costs through tree inoculation measures of roughly \$3,000, with additional postconstruction insect treatments estimated at approximately \$200 to \$350 per tree. He stated that the tree care industry routinely performs work in constrained environments and that cranes could be used to remove large trees if necessary. Routine inspections, treatments, and pruning can generally be performed after construction, although limited access within the corridor may increase the cost of certain maintenance activities.

Public Comment

Mayor Roe offered an opportunity for public comment.

Ms. Mindy Erickson, Mid Oaks Lane

Ms. Erickson addressed the council in support of vacating the Aldine Street right of way. She explained that after the city presented its initial accessible path

feasibility study in June 2025, the adjacent property owners became concerned about the potential environmental impacts and subsequently filed a resident-initiated petition to vacate the easement.

Ms. Erickson stated that the neighboring property owners have cared for the mature oak trees within the corridor for many years and believe they would bear the greatest loss if the pathway were constructed. She argued that the removal or decline of the trees would negatively affect wildlife habitat, neighborhood aesthetics, shade, and surrounding property values.

Ms. Erickson expressed concern that the updated 2026 feasibility study understated the potential impacts on the trees. While acknowledging that the consultant concluded the majority of heritage trees could be preserved, she contended that the arborist's analysis indicated every oak tree would experience reduced health following construction. She questioned whether any of the century-old trees would survive in the long term. She warned that construction activities could contribute to the introduction or spread of oak wilt within the neighborhood.

Ms. Erickson also described residents' efforts to gather public support for vacating the easement. She reported that the campaign had grown from several dozen supporters to more than 740 individuals representing approximately 600 Roseville households, including more than 90 supporters from the surrounding neighborhood. She stated that many supporters believed preservation of the mature trees outweighed the convenience of a pathway connection.

Ms. Erickson further stated that residents had submitted numerous emails urging the city to avoid unnecessary spending on additional pathways, prevent environmental damage, prioritize projects through citywide planning processes, and focus resources on maintaining existing infrastructure and green spaces. She noted that many correspondents believed it was reasonable for pedestrians and bicyclists to travel an additional quarter mile to use existing routes.

Ms. Erickson concluded by urging the council to prioritize preserving the mature oak trees and to approve the petition to vacate the right-of-way, emphasizing that once the trees are lost, they cannot be replaced.

Mr. Thomas Fitzsimmons, 1205 Burke Avenue

Mr. Fitzsimmons addressed the council regarding the proposed pathway through the Aldine Street right-of-way. He asked whether councilmembers had personally visited the site and observed its characteristics, noting that the wooded corridor is substantially wider than it might appear in presentations.

Mr. Fitzsimmons expressed concern that constructing a pathway could pose safety issues, particularly if children riding bicycles entered or exited the trail onto Roselawn Avenue. He also observed that nearby streets already provide routes for

bicyclists and questioned the need to create an additional pathway through the wooded area.

Mr. Fitzsimmons argued that the corridor functions primarily as a stand of mature trees rather than as a traditional park. He stated that neighboring residents have taken responsibility for caring for the area and disagreed with suggestions that they could remove trees at will. As an example, he explained that one resident incurred personal expenses to remove a dying tree after the city declined to do so.

Mr. Fitzsimmons further commented that the existing informal path is narrow and enclosed by trees on both sides, offering a very different experience from that of a large urban park. He concluded by urging the council not to commit additional taxpayer funds to the project and asked that no further money be spent pursuing the proposed pathway.

Mr. Kevin Watson, 2001 Aldine Street

Mr. Watson thanked the council for providing an opportunity for public input and for dedicating resources to studying the issue. He stated that the matter was important to him and many of his neighbors, and urged the council to retain the public right-of-way to preserve the option of constructing a trail connection between Aldine Street and Roselawn Avenue.

Mr. Watson acknowledged that adjacent property owners have expressed legitimate concerns regarding project costs and potential impacts to the mature oak trees. However, he pointed to the city's feasibility analysis, noting that Option 1 concluded that a trail could be constructed with minimal impact on the trees. He also observed that previous city councils and the Parks and Recreation Commission had recognized the corridor's value as part of the city's parks and trail system.

Mr. Watson argued that the council's responsibility is to make decisions that benefit the broader community rather than only neighboring property owners. He stated that he supports city investments that strengthen connectivity throughout Roseville, even when they do not directly benefit him personally.

Mr. Watson emphasized that vacating the right-of-way would permanently eliminate the opportunity to create a public trail connection and convert the land from a public asset to private property. He urged the council to consider the long-term implications of that decision, noting that future councils and residents would not be able to recover the opportunity once it was lost.

Mr. Watson further suggested that future development of nearby farmland and other surrounding properties could increase the need for neighborhood connections. He stated that the proposed trail could provide a safer, more convenient route for children traveling to and from Brimhall Elementary School and serve existing and future residents alike. He concluded by encouraging the council to think beyond

current circumstances and to preserve the right-of-way for the benefit of future generations by retaining the corridor and maintaining the option to construct a trail.

Ms. Karen Schaffer, 2100 Fairview Avenue

Ms. Schaffer stated that she has lived in Roseville since 1975 and previously served on the city's original nonmotorized pathways committee during the early development of the pathway system. She expressed appreciation for the opportunity to comment on the proposed vacation of the Aldine Street right-of-way and recommended that the council approve the petition to vacate it.

Ms. Schaffer argued that the corridor no longer serves the public purpose for which it was originally dedicated. She explained that the right-of-way appears to have been created for a roadway that was never constructed and contended that there is no current roadway or park purpose for retaining it. She further asserted that the proposed seasonal pathway does not meet the criteria set forth in the city's pathway planning documents and therefore does not justify the expenditure of public funds.

Ms. Schaffer also questioned the cost-effectiveness of constructing the pathway, stating that a simple calculation based on the consultant's estimates and anticipated usage would result in a high cost per user before accounting for additional design, maintenance, safety improvements, or ongoing tree preservation measures. She maintained that the pathway would primarily serve a private convenience rather than a broader public purpose.

Ms. Schaffer concluded by stating that vacating the right of way is an ordinary action authorized under Minnesota law and commonly undertaken by municipalities when public use is no longer needed. She argued that retaining the corridor provides little public benefit while exposing the city to potential liability and asserted that approving the vacation would better preserve the existing tree canopy and reduce municipal responsibilities associated with the property.

Ms. Anne Lottie, 90 Mid Oaks Lane

Ms. Lottie thanked the mayor, council, and city staff for the opportunity to speak and expressed support for preserving the public pathway connection. She explained that she and her family have greatly missed using the path since it was closed and shared that walking to and from Brimhall Elementary School had once been an important part of their daily routine.

Ms. Lottie stated that after the closure, her family attempted to use an alternate route along Fairview Avenue but found that it did not provide the same experience or convenience. She noted that her children subsequently lost interest in walking to school, which she viewed as a loss of an important neighborhood activity rather than merely the loss of a shortcut.

Ms. Lottie emphasized that the pathway serves as a safe and familiar connection that encourages children and families to walk, interact with neighbors, and remain engaged with their community. She described how the closure has affected visits between her daughter and a close friend who lives only a short distance away, explaining that the family now chooses to drive rather than use a longer route.

Ms. Lottie acknowledged concerns about preserving the mature oak trees and stated that she values them as well. However, she urged the council to consider the needs of residents who use the corridor and argued that both environmental preservation and public access can be accommodated. For that reason, she expressed support for Option 1 of the feasibility study, believing it offers a reasonable balance between protecting the trees and maintaining an important community connection.

Ms. Lottie concluded by reflecting on the value of neighborhood relationships and the sense of security that comes from children being seen and recognized by nearby residents as they walk through the community. She stated that preserving the pathway would strengthen those connections and benefit families for years to come.

Ms. Eleanor Johnson, 2009 Aldine Street

Ms. Johnson thanked the council for the opportunity to comment. She argued that transferring the right-of-way to adjacent property owners would not necessarily ensure the long-term preservation of the trees. She stated that some neighbors have suggested incorporating the corridor into private yards to protect the tree canopy. Still, she contended that there is no guarantee future owners would retain the trees if they gained control of the property.

Ms. Johnson referenced historical street-view imagery from 2007 and 2025, asserting that trees had already been removed over time and suggesting that additional removals could occur if the land were to become private property. She argued that this possibility undermined claims that vacating the right-of-way would best protect the existing trees.

Ms. Johnson also stated that, in her view, the primary issue extends beyond tree preservation and concerns the future of the public right-of-way itself. She explained that, as a student at the University of Minnesota, she regularly used the path to commute and found it faster, more convenient, and more enjoyable than alternative routes.

Ms. Johnson estimated that the time savings from the pathway would amount to several hours over the course of a semester. She added that she believed the connection would offer similar benefits to students at Brimhall Elementary School. She concluded by emphasizing the pathway's importance to mobility and thanking the council for its consideration.

Ms. Linda Lange, 1366 Burke Avenue

Ms. Lange stated that she had submitted written comments and wished to supplement them with additional remarks. She referenced the work of arborist Peter Wohlleben and his book *The Hidden Life of Trees*, explaining that it describes how trees of the same species communicate and support one another through interconnected root systems. She argued that the mature oak trees within the corridor function as part of a larger ecological community that includes trees on neighboring properties and expressed concern that damage to even a few trees could have broader consequences for the health of the surrounding canopy.

Ms. Lange questioned assumptions regarding the protection of tree roots during construction, specifically discussing the proposed boardwalk system and its stated load capacity. She expressed skepticism that construction equipment such as loaded wheelbarrows could be used without creating concentrated weight that might affect underlying root systems. She also suggested that, regardless of the designated alignment, people may choose to walk outside the path for convenience or due to conditions, potentially increasing impacts on surrounding vegetation. In addition, she raised concerns about interactions between pedestrians and electric bicycle users in the corridor.

Ms. Lange shared her personal experience maintaining mature trees on her own property, explaining that she and her family invested significant effort over several decades to preserve them after losing other trees to disease. She stated that, in her experience, damage to mature trees may not become apparent immediately and argued that protecting them requires long-term commitment and care.

Ms. Lange also suggested that, if discussions continue between the city and adjacent property owners, a neutral third-party mediator could assist in resolving differences. She noted that the Minnesota Bureau of Mediation Services offers professional mediation resources that may be available for such purposes.

Ms. Lange concluded by emphasizing the environmental value of preserving the existing mature tree canopy. She cautioned that development within the corridor could have long-term consequences for the health of the wooded area. She stated that encouraging people to spend time outdoors is important, but expressed the opinion that constructing the proposed pathway would not represent an appropriate long-term solution.

Ms. Cindy Gallaher, 2009 Herschel

Ms. Gallaher stated that she has walked through the corridor for 36 years and has observed the changes in the mature oak trees and the surrounding landscape over that time. She noted that natural environments are dynamic and expressed appreciation for the efforts discussed to preserve the existing trees.

Ms. Gallaher explained that, while she is not an arborist, she has academic training in horticulture and plant physiology, and she wanted to raise an issue she believed

had received little attention during the discussion: the role of understory vegetation. She commended the maintenance efforts near the southern end of the corridor, particularly the establishment of pollinator habitat and the care provided to the trees, including watering.

Ms. Gallaher stated that the northern portion of the corridor contains a dense understory. She argued that competition from understory vegetation for water and nutrients may pose a greater threat to mature trees than foot traffic or bicycle use. She explained that invasive species such as buckthorn can develop extensive root systems that compete for surface moisture and nutrients, potentially reducing resources available to larger trees, particularly during periods of drought.

Ms. Gallaher further noted that recurring drought conditions and changing weather patterns can weaken large trees by affecting feeder roots and overall stability. She stated that when trees lose their fine roots and the surrounding soil becomes saturated, they may become more susceptible to failure. She expressed concern that the dense understory in portions of the corridor has not been actively managed and suggested that this issue warrants attention in any discussion of long-term tree health.

Ms. Gallaher concluded by expressing hope that the pathway would ultimately be constructed, stating that she believes it would strengthen connections between neighborhoods and serve future community needs.

Mr. Mike Perniel, 1015 Shryer Avenue West

Mr. Perniel stated that although he does not live near the proposed pathway corridor, he wanted to comment because he believes the issue involves the broader public interest. He observed that parks such as Reservoir Woods, Villa Park, and Central Park benefit the community as a whole.

Mr. Perniel expressed concern about the estimated cost of constructing the proposed pathway, arguing that the expenditure would primarily benefit a relatively small number of users seeking a shortcut rather than serving a broader public need. He stated that, in his view, the project has not been identified through any city planning process as a necessary or desired improvement.

Mr. Perniel urged the council to exercise fiscal restraint and noted that the city had previously considered vacating the right-of-way. He indicated his belief that vacating the corridor would be the appropriate course of action because, in his opinion, the city no longer has a public use for the property. He concluded by thanking the council for the opportunity to comment.

Ms. Linda Strahan, 1988 Wheeler Street

Ms. Strahan stated that she has lived near the Aldine pathway for many years and that her family, including her children and grandchildren, has regularly used the

path throughout all four seasons. She described the pathway as a small but vital connection within the neighborhood and emphasized that it has become an integral part of the community's identity.

Ms. Strahan argued that the path serves more than a handful of people seeking a shortcut. She stated that children and families in the Mid Oaks neighborhood use it as a safer and more direct route to Brimhall Elementary School and that it helps connect neighboring areas in a meaningful way.

Ms. Strahan expressed concern that vacating the right-of-way would eliminate a long-standing public amenity and shift its benefits to a limited number of adjacent property owners. While acknowledging and praising the efforts of nearby residents to care for the mature oak grove, she stated that preserving the trees while closing public access would mean that only a few individuals could enjoy the space rather than the broader community.

Ms. Strahan observed that natural landscapes evolve and that tree species and forest conditions inevitably change. Drawing on her own experiences, she referenced the loss of mature elm trees to Dutch elm disease and the widespread impacts of emerald ash borer on ash trees, noting that some environmental changes cannot be prevented despite careful stewardship.

Ms. Strahan concluded by urging the council to consider how vacating the right-of-way aligns with the city's stated values of community, equity, and safety. She argued that maintaining public access supports neighborhood connectivity, provides equitable opportunities for residents to enjoy the wooded corridor, and offers a safer route for children and families. She added that early neighborhood outreach had demonstrated support for preserving the pathway as a public resource.

Ms. Sherri Middendorf, 87 Mid Oaks Lane

Ms. Middendorf argued that the council's decision should be guided by the broader public interest and the community's priorities. She stated that the city has held the Aldine Street easement for approximately 80 years without identifying a clear public purpose beyond a roadway that is no longer expected to be constructed. She asserted that no prioritized public use has been established to justify retaining it.

Ms. Middendorf also referenced the city's stated commitment to environmental conservation and sustainability, contending that construction of a pathway through the corridor would be inconsistent with those values. Citing language from the trail feasibility study, she noted that construction within the critical root zones of the existing oak trees could compromise their health, regardless of the construction method used, and adversely affect their long-term preservation.

Ms. Middendorf concluded by thanking the council for considering her comments and urged members to weigh the environmental implications of the proposed pathway when making their decision.

Ms. Olivia Gault, 2021 Herschel Street

Ms. Gault thanked the mayor, councilmembers, city staff, and city attorney for their time and consideration throughout the extended discussion regarding the Aldine Street right-of-way. She explained that she and her husband have lived in the Woodside neighborhood since 1993 and chose Roseville for its public schools and the sense of community they found there.

Ms. Gault stated that she has regularly walked the Aldine pathway for many years until public access was restricted the previous spring. She urged the council to support the construction of an accessible pathway consistent with Option 1 of the TKDA feasibility study and to reject the proposal to vacate the public right-of-way.

Ms. Gault expressed appreciation for the council's decision to commission a professional feasibility study and to consider recommendations from residents and the Parks and Recreation Commission. She stated that she was persuaded by the expert analysis presented in the study, noting that Option 1 was designed to minimize impacts on the mature oak trees by using raised boardwalk sections over critical root zones. She observed that the study identified substantially fewer significant impacts to oak trees under Option 1 than under Option 2 and encouraged the council to rely on that professional guidance.

Ms. Gault also argued that the city should retain ownership of the right-of-way because, once vacated, the land could not be recovered for future public use. She described the corridor as both an important neighborhood connection and a valuable urban forest, stating that it serves not only as a pedestrian route but also as a link that fosters interaction among residents and connects neighborhoods.

Ms. Gault further remarked that community connections became especially meaningful during the city's recent challenges, emphasizing the importance of maintaining opportunities for residents to remain engaged with one another. Finally, she contended that retaining public ownership of the corridor offers the strongest assurance that the mature oak trees will remain protected over the long term, whereas transferring the property to private ownership would leave future decisions regarding the trees to individual landowners. She concluded by thanking the council for providing residents with an opportunity to participate in the discussion.

Mr. Donald Gault, 2021 Herschel Street

Mr. Gault addressed the council and reflected on the city's original 2025 proposal to vacate several public rights-of-way. He observed that while many of those parcels consisted of small strips of land along sidewalks, the Aldine pathway

generated far greater public interest and discussion because of its unique character and significance to residents.

Mr. Gault stated that despite differences in appearance, both sidewalks and pathways serve a common purpose: connecting people, neighborhoods, and the broader community. He encouraged the council to consider not only how to preserve the mature trees within the corridor but also how to maintain opportunities for community connection through public access.

Mr. Gault explained that he values trees and has worked to preserve those on his own property, emphasizing that he avoids removing them whenever possible. However, he urged the council to balance environmental preservation with the need to maintain neighborhood connectivity and public access to spaces that have served residents for many years. He noted that he and his family have walked the Aldine pathway thousands of times and have observed many others using it for the same purpose.

Mr. Gault also referenced a recent event at Brimhall Elementary School recognizing volunteers who assisted during Operation Metro Surge. He shared that the school principal reported that children most appreciated knowing that community members cared about their safety and well-being. Mr. Gault suggested that preserving opportunities for children and families to move through and connect within the neighborhood safely reflects that same sense of community care.

Mr. Gault concluded by expressing his belief that protecting the mature trees, respecting the interests of adjacent property owners, and maintaining a public pathway need not be mutually exclusive goals. He encouraged the council to seek a solution that preserves both the natural environment and the longstanding community connection provided by the corridor.

Ms. Sara Quinn, 89 Mid Oaks Lane

Ms. Quinn stated that she is one of the underlying property owners adjoining the Aldine right-of-way. She noted that she is a Master Gardener through the University of Minnesota Extension Program and has volunteered with Ramsey County for several years. She explained that the preservation of the mature trees has always been the primary motivation behind the petition to vacate the right-of-way.

Ms. Quinn argued that the feasibility study understates the potential impacts of constructing a pathway through the corridor. Although the study recommends Option 1 as the alternative that best preserves the majority of the heritage oak trees, she pointed out that the accompanying tree inventory indicates that nearly every tree would experience some decline in health under that option. She stated that only one tree, a witch hazel, would show no decline and contended that this information is not clearly summarized within the report itself.

Ms. Quinn further asserted that numerous smaller trees not specifically evaluated in the inventory would also be lost during construction because they lie within the proposed pathway alignment. She added that she did not include ash trees in her count because of their vulnerabilities, but maintained that additional vegetation would nonetheless be removed.

Ms. Quinn referenced language in the feasibility study discussing construction within critical root zones, emphasizing statements that any path construction in those areas could compromise tree health and that even a single pass by heavy equipment could initiate long-term decline. She argued that these conclusions demonstrate the likelihood of adverse effects on the mature oak canopy. She questioned why the study recommended proceeding with Option 1 rather than considering a no-build alternative.

Ms. Quinn also noted that the study recommends post-construction arborist monitoring but acknowledges that maintenance activities such as pruning, watering, and treatments could become more difficult due to restricted equipment access resulting from the proposed boardwalk.

Ms. Quinn stated that she and the other property owners of the underlying property have committed to protecting the mature trees through a tree conservation agreement if the right-of-way is vacated. She concluded by emphasizing the ecological value of the urban forest within the corridor. She noted that more than 740 individuals, representing approximately 600 Roseville households, had signed a petition supporting the vacation of the right-of-way. She urged the council to approve the petition and preserve the wooded area.

Ms. Janet Risinger, 1797 Shryer Avenue W

Ms. Reisinger stated that she has lived in the neighborhood since 1991 and clarified that she was not speaking either in favor of or against the proposed pathway.

Ms. Reisinger requested that, if the pathway is ultimately constructed, the city install signage similar to that used in parks indicating that the trail is closed after dusk. She explained that such measures would encourage users to be respectful of nearby residents and help preserve the character of the surrounding neighborhood.

Ms. Clara Tallon Ruen, 20 Mid Oaks Lane

Ms. Tallon Ruen stated that she supports both preservation of the mature trees and retention of the public pathway. She expressed appreciation to the city for commissioning the TKDA feasibility study. She noted that Option 1 proposes a meandering boardwalk designed to preserve the heritage oak trees while formalizing the existing path.

Ms. Tallon Ruen explained that supporters of the pathway have not sought extensive upgrades but wish to maintain public access through the wooded corridor.

She stated that learning a design that could potentially accommodate both access and tree preservation was encouraging.

Ms. Tallon Ruen also expressed concern that some residents may have received incomplete information about the feasibility study. She referenced a flyer she received that, in her view, emphasized only the option with greater impacts to the trees and did not adequately explain the alternative designed to minimize those effects.

Ms. Tallon Ruen emphasized that those who support preserving the pathway also value the wooded environment and are motivated by the area's quiet atmosphere, mature shade trees, and natural beauty. She stated that maintaining the corridor under public ownership would help safeguard the long-term health of the trees while allowing members of the broader community to continue enjoying the space. She concluded by expressing hope that the pathway would remain available as a public resource.

Mr. Tim Brown, 93 Mid Oaks Lane

Mr. Brown stated that he is one of the underlying property owners adjoining the Aldine right-of-way and praised the forestry portion of the feasibility study as thorough and informative. He argued that the study demonstrates the sensitivity of the mature oak trees and indicates that any construction activity within the corridor would result in some level of damage or degradation despite efforts to minimize impacts.

Mr. Brown expressed concern that construction-related damage could increase the risk of oak wilt being introduced into the corridor. He noted that the study did not evaluate oak trees on adjacent private properties whose root systems may extend into or overlap the right-of-way. In his view, interconnected root systems could allow oak wilt to spread beyond the project area and threaten mature trees throughout the Mid Oaks neighborhood.

Mr. Brown stated that he believes adjacent property owners have a significant stake in the outcome because the neighborhood's mature oak canopy contributes to property values, neighborhood character, and residents' enjoyment of their homes. He emphasized that preserving those trees is a priority for many homeowners and warned that widespread disease could have lasting consequences for the area.

Mr. Brown recalled that one of the original questions posed in commissioning the feasibility study was whether an ADA-compliant pathway could be constructed without harming the trees. He contended that the study effectively answered that question in the negative by acknowledging that construction would adversely affect tree health to some degree.

Mr. Brown also cited the city's stated rationale that vacating unused rights-of-way can clarify ownership responsibilities and reduce disputes over maintenance. He observed that differing views regarding management of the corridor have contributed to ongoing disagreement and noted that the proposed pathway does not appear in the city's pathway master plan. In his opinion, constructing an ADA-compliant trail would require a much larger footprint than the existing informal path.

Mr. Brown concluded by urging the council to consider that alternative routes and other wooded areas already exist within the city while weighing the potential risks associated with construction in the corridor, including the possibility of spreading oak wilt. He asked the council to approve the petition to vacate the right-of-way and thanked members for their work on the issue.

Mr. Dan Gallagher, 2009 Herschel Street

Mr. Gallagher thanked the council for its attention to the issue and acknowledged the lengthy process surrounding the proposed Aldine right-of-way vacation. He stated that he opposed vacating the corridor and urged the council to preserve it for the construction of a public pathway.

Mr. Gallagher disagreed with assertions that the pathway serves no public purpose, stating that it is used frequently throughout the year and provides an important connection between different parts of the neighborhood. He argued that the corridor strengthens community ties by allowing residents to move conveniently between neighborhoods, rather than merely serving as a shortcut.

Mr. Gallagher also addressed concerns about the mature trees within the corridor, expressing the view that the potential impacts of pathway construction had been overstated. He stated that, based on his reading of the feasibility study, Option 1 was designed to minimize effects on the trees and would significantly affect only a limited number of them. In his opinion, public ownership would enable ongoing monitoring by arborists and future tree planting, ensuring long-term stewardship of the area.

Mr. Gallagher concluded by stating that he believes retaining the corridor under city ownership and constructing the pathway would provide the best means of protecting both the wooded environment and public access. He urged the council not to vacate the right-of-way and thanked the members for their consideration.

Ms. Rachel Brown, 1705 Rose Lawn Avenue West

Ms. Brown stated that she supports the petition to vacate the Aldine Street right-of-way and return the property to the six underlying property owners. She urged the council to conclude the matter by approving the vacation request.

Ms. Brown argued that the proposed boardwalk pathway outlined in Option 1 is neither fiscally responsible nor consistent with protecting the mature trees. She questioned whether spending significant public funds on construction, ongoing maintenance, and eventual replacement of the boardwalk was justified, particularly for a facility that would not be maintained during the winter months. She also expressed concern that the pathway would not fully satisfy mixed-use expectations for pedestrians and bicyclists.

Ms. Brown further contended that the feasibility study indicates declining health for many of the trees within the corridor and questioned whether those projected impacts were acceptable. She contrasted what she characterized as support from a relatively small number of pathway proponents with the broader public support for vacating the right-of-way.

Ms. Brown also addressed the possibility of retaining the corridor without constructing a formal pathway. She cited prior statements regarding the city's policy of holding property only when it serves a public purpose. She argued that retaining the right-of-way without a defined public use would be inconsistent with that principle. In her view, allowing continued informal use without improvements would result in unmanaged impacts to the area while failing to provide an accessible facility.

Ms. Brown concluded by asserting that approving the vacation petition represents the most fiscally responsible and practical course of action. She urged the council to return the property rights to the underlying owners and to vote to vacate the right-of-way.

Mr. Joe Pribyl, 1738 Skillman Avenue West

Mr. Pribyl thanked the mayor and council for the time and attention devoted to the Aldine right-of-way issue, noting that what initially appeared to be a routine vacation request had evolved into a broader discussion encompassing public land use, neighborhood connectivity, accessibility, environmental stewardship, and the community's long-term interests. He expressed appreciation for the council's careful consideration of the matter.

Mr. Pribyl urged the council not to vacate the Aldine right-of-way and instead to proceed with Path Option 1, as recommended in the feasibility study. He argued that the corridor is not unused land but rather a long-established pedestrian connection that has served neighborhood residents for many years and continues to provide public value.

Mr. Pribyl noted that the Parks and Recreation Commission recognized the corridor's importance by concluding that it provides access to parks and recreational spaces or serves as a recreational amenity itself, leading to a recommendation for a feasibility study. He stated that the resulting study identified

Option 1 as the preferred alternative because it would preserve the majority of the heritage oak trees while providing an accessible route through the site.

Mr. Pribyl emphasized that the debate should not be viewed as a conflict between those who value trees and those who do not. Instead, he characterized the issue as one of balancing multiple public interests and argued that Option 1 offers an appropriate compromise by minimizing impacts to the trees while preserving public access. He also observed that the mature trees have coexisted with nearby utility infrastructure for many years and have demonstrated resilience.

Mr. Pribyl described the Aldine right-of-way as an important component of the neighborhood's network of pedestrian connections. He stated that eliminating it would create a gap in that system. He suggested that the corridor could become even more valuable in the future as surrounding areas develop and as connections between Roseville and neighboring communities increase in importance.

Mr. Pribyl acknowledged concerns expressed by adjacent property owners regarding privacy, noise, safety, costs, and the health of the trees, stating that those issues deserve consideration. However, he expressed confidence that the feasibility study identifies an approach that addresses many of those concerns while preserving the corridor's public benefits. He also indicated his willingness to volunteer to maintain and enhance public spaces, drawing a comparison to his previous volunteer work at Midland Gardens Park.

Mr. Pribyl concluded by stating that the Aldine right-of-way has demonstrated public value, that a feasible and environmentally conscious pathway alternative exists, and that retaining the corridor preserves opportunities for future generations that would be difficult or impossible to restore if the property is vacated. He encouraged the council to retain the right-of-way and proceed with Option 1.

Mr. Daniel Ruen, 20 Mid Oaks Lane

Mr. Ruen stated that he and his wife live adjacent to the Aldine right-of-way and explained that throughout the council's consideration of the issue, he has encouraged neighbors with differing viewpoints to seek common ground and engage respectfully with one another. Although a consensus has not been reached, he expressed appreciation that discussions have remained civil throughout the process.

Mr. Ruen thanked the city council, city staff, and members of the Parks and Recreation Commission for their careful consideration of the matter. He noted his appreciation for the commission's determination that the Aldine right-of-way has value as part of the city's network of connecting paths and for its recommendation that a professional feasibility study be conducted.

Mr. Ruen stated that, after reviewing the study, he believes Option 1 represents a reasonable compromise. In his view, the proposal balances multiple community priorities, including protection of trees and vegetation, accessibility, child safety, neighborhood connectivity, and responsible long-term stewardship of public land.

Mr. Ruen acknowledged that any decision is unlikely to satisfy all interested parties fully, but expressed hope that the community could continue working together despite differing opinions. He also reflected on the importance of neighborhood relationships demonstrated during Operation Metro Surge and stated that those experiences reinforced the value of maintaining strong community connections.

Mr. Ruen concluded by thanking the council for its efforts to identify a compromise solution and for providing residents with an opportunity to be heard throughout the decision-making process.

Ms. Kathleen Bart, 1860 Skillman Avenue West

Ms. Bart stated that although she has never personally used the Aldine pathway, she was recently shown the area and found it to be a beautiful natural space. She acknowledged that many people have used the path for years, but questioned the need to spend public funds constructing an upgraded trail through the corridor.

Ms. Bart suggested that the existing issues surrounding access may stem from disagreements involving adjacent property owners. She expressed hope that those differences could be resolved without requiring significant public expenditures. In her view, allowing continued use of the existing path would be preferable to investing substantial taxpayer money in constructing a new facility.

Ms. Bart also expressed concern about the overall tax burden on residents and argued that the proposed project would represent an unnecessary expense. She stated that she would rather see those funds remain with taxpayers than be used for pathway construction and encouraged the parties involved to find a practical solution that would preserve access without imposing additional costs on the public. She concluded by thanking the council and expressing hope that the matter could be resolved without further taxpayer expense.

Ms. Stef Ashenbrenner, 2016 Hershel Street

Ms. Ashenbrenner stated that she lives near the Aldine right-of-way and reflected on how much the community has learned throughout the public discussion. She explained that she participated in the neighborhood effort that gathered the initial petition supporting preservation of the pathway and noted that, at the time, participants were unaware that a portion of the land was not city-owned.

Ms. Ashenbrenner observed that additional information has emerged throughout the process, including the findings of the TKDA feasibility study. Based on that information, she expressed the view that Option 1 represents a reasonable

compromise, acknowledging that while it may not satisfy everyone and may still affect some trees, it attempts to balance competing interests.

Ms. Ashenbrenner argued that preserving the pathway would provide meaningful benefits to the neighborhood by improving walkability and connectivity. She stated that the route offers a much shorter and more pleasant walking experience than alternative routes along Fairview Avenue or Snelling Avenue, making neighborhood travel more convenient for residents.

Ms. Ashenbrenner concluded by thanking the council for its careful consideration of the issue and acknowledged the difficulty of the decision before them.

Ms. Michelle Pribyl, 1738 Skillman Avenue West

Ms. Pribyl began by reflecting on the COVID-19 pandemic and shared photographs illustrating how neighborhood pathways served as places for residents to encourage and support one another during a period of isolation. She explained that these pedestrian connections became important community spaces where neighbors could safely interact and display messages of hope and solidarity.

Ms. Pribyl stated that the Aldine right-of-way is part of a broader network of neighborhood shortcut paths that provide tree-covered, traffic-free connections for pedestrians. She described these routes as valuable amenities that residents use to walk to school, walk dogs, visit neighbors, exercise, and travel with children in strollers. In her view, these seemingly small pathways play an important role in strengthening the neighborhood's character and sense of connectedness.

Ms. Pribyl addressed comments suggesting that relatively few people use the Aldine corridor, arguing that its level of use is comparable to other pedestrian shortcuts in the neighborhood that the city has already improved. She suggested that the Aldine pathway serves similar functions and benefits for residents traveling to destinations such as Brimhall Elementary School.

Ms. Pribyl thanked the city council for taking the time to explore alternatives for the corridor. She cited city guidance stating that rights-of-way should generally be vacated only when they have no current or future public use. She maintained that the Aldine corridor has served as a public pedestrian connection for decades and continues to provide meaningful value to the community.

Ms. Pribyl concluded by expressing support for Option 1 from the feasibility study, stating that it offers an opportunity to preserve the mature oak trees while creating an accessible pedestrian route between Aldine Street and Roselawn Avenue. She urged the council to view the proposal as a means of maintaining both environmental stewardship and neighborhood connectivity for future generations.

Ms. Katie Walker, 2766 Cohansey Circle

Ms. Walker stated that although she lives some distance from the proposed development, she believes all Roseville residents have an interest in the issue because public funds and community resources are involved. She explained that she had listened to the various perspectives presented and understood the reasoning on both sides of the debate.

Ms. Walker expressed concern that construction of a pathway could damage the existing natural environment, including an area she described as a certified wildlife habitat. In her view, development could adversely affect not only the mature trees but also the wildlife that depends on the corridor.

Ms. Walker emphasized the ecological benefits provided by urban wildlife and green spaces, noting that they contribute to pollination, seed dispersal, air quality, stormwater management, neighborhood aesthetics, and property values. She argued that preserving these natural features provides value to the broader community even though wildlife itself does not contribute financially.

Ms. Walker remarked that residents living near the corridor are fortunate to have access to such a unique natural area and encouraged preserving it for future generations. She questioned whether a pathway would offer the same experience if mature trees were damaged or wildlife populations diminished, and suggested that children benefit from observing nature in its current form. She concluded by urging residents to appreciate and protect the space while it remains intact.

Mr. Frank Strahan, Shryver Avenue

Mr. Strahan stated that he had not planned to speak and apologized if his remarks were somewhat unstructured. Using humor to make a point, he compared concerns about potential degradation of tree health to his doctor's advice on everyday activities that could affect personal health, suggesting that risks alone should not necessarily determine the outcome of a decision.

Mr. Strahan argued that vacating the right-of-way would also entail costs that received little attention during the discussion. Although he acknowledged that those costs would differ from the expense of constructing a pathway, he noted that the city would still incur expenses. At the same time, adjacent property owners would receive the primary benefit.

Mr. Strahan also referenced the city's broader review of easements and rights-of-way, noting that not all residents have favored vacating unused public property. He recalled that, in at least one instance, neighbors opposed the removal of an easement because they valued its continued public purpose. In his view, easements are important tools that allow the city to manage public infrastructure and connectivity.

Mr. Strahan stated that the Aldine right-of-way has functioned as a public pathway for many decades and argued that it now serves an established public purpose. He

expressed support for retaining the corridor and indicated that, while discussion of constructing a pathway could occur separately, he personally favored Option 1. He concluded by urging the council not to vacate the right-of-way and thanked members for their consideration.

Mr. Roe thanked all members of the public who participated in the discussion, both at the current meeting and at previous meetings and outreach efforts related to the Aldine right-of-way. He expressed appreciation for the community's engagement, noting that the input provided valuable perspectives and helped inform the council's decision-making process rather than requiring members to deliberate in isolation.

Mr. Roe observed that most of the public testimony consisted of comments and opinions both in support of and in opposition to the proposal, rather than direct questions requiring responses from staff or the council. He invited fellow councilmembers to identify any outstanding questions that might need to be addressed, but indicated that none had stood out to him during the public comment period.

Mr. Roe then formally closed the public comment portion of the hearing and stated that the council would proceed with consideration of the petition before it regarding the Aldine right-of-way.

Mr. Trudgeon noted that, before proceeding further, the record needed to reflect compliance with the public hearing notice requirements. He stated that legal notices for the hearing had been published in the city's official newspaper, the Pioneer Press, on May 25 and June 1, 2026, that mailed notices were sent on May 28, 2026, and that affidavits documenting both the publication and mailing were available in the Office of the City Engineer.

Mayor Roe acknowledged the clarification and added that the city had also received numerous written and email communications regarding the matter. He stated that most of those submissions were included in the meeting materials and that any received too late to be included would nevertheless become part of the official record after the meeting.

Mayor Roe then reviewed the agenda materials and confirmed that the packet included a draft resolution to vacate the Aldine right-of-way. He explained that adopting the resolution would approve the vacation request, while rejecting it would retain the right of way, subject to any additional action the council might choose to take.

Mayor Roe asked staff for clarification on whether any funding source had previously been identified for the construction of the proposed pathway. He stated that he did not recall any specific funding allocation from prior discussions and wanted to confirm that point before proceeding.

Mr. Freihammer responded that the city has not discussed a specific funding source for the construction of the proposed pathway. He explained that the pathway fund currently receives only about \$50,000 annually, which would likely require accumulating funds over multiple years before a project of this size could be undertaken. He added that if the project were pursued as a parks initiative, funding could come from the parks budget or a combination of sources.

Mayor Roe commented that possible sources might include park dedication funds, park capital funds, or a combination of available resources.

Mr. Johnson reiterated that no funding source has been identified for the project at this stage. He stated that park dedication funds might be considered but would first require a legal review to determine whether they could be used for this purpose, given the specific restrictions governing those funds. He also noted that the city's capital improvement plan includes funding designated for park pathways that could potentially be accumulated over time and used for such a project.

Mayor Roe thanked staff for the clarification and then asked whether any councilmembers had additional questions.

Councilmember Strahan asked Mr. Johnson about equity considerations in park and public works spending, noting that the discussion surrounding the Aldine right-of-way had attracted interest beyond the immediate neighborhood. She wondered how decisions are typically made regarding investments in parks or amenities that primarily affect one area of the city and whether residents or the broader community generally drives those decisions.

Mr. Johnson responded that the issue is complex because all taxpayers have an opportunity to provide feedback on city projects. He explained that the extent of public outreach generally depends on how a park fits within the city's master plan. For neighborhood parks, outreach typically focuses on nearby residents, who are the most likely users, although they are not the only stakeholders whose opinions are considered. For larger community assets, such as a comprehensive redesign of Central Park, the city would seek input from residents across Roseville. He acknowledged that there is no direct comparison for the Aldine right-of-way situation and emphasized that his answer reflected the complexity of the question rather than an attempt to avoid it.

Councilmember Strahan observed that the matter would ordinarily be more localized but had expanded beyond its original scope during the course of the public discussion.

Mr. Johnson replied that he would hesitate to characterize the appropriate level of public involvement in this case because the city has not previously identified the

corridor for a specific project or established a predetermined framework for addressing it.

Councilmember Strahan asked for clarification regarding the concept of a conservation easement and how such an arrangement might function if applied to the Aldine right of way. She posed a hypothetical scenario in which adjacent property owners might grant some type of conservation interest to the city and questioned whether that would affect ownership responsibilities, taxes, or public access.

City Attorney Tierney responded that a detailed discussion of conservation easements would be better suited for another time. She explained that, while the topic had arisen in connection with the current matter, conservation easements are not straightforward legal instruments and can take a variety of forms. City Attorney Tierney stated that numerous options may exist, but she was not prepared to describe the specific legal mechanisms or implications during the meeting. Councilmember Strahan acknowledged the explanation.

Mayor Roe sought to clarify the general nature of rights of way and easements. He explained that public rights of way are typically dedicated to the city and that adjacent property owners do not own them or pay property taxes on those portions of land. He offered the example that part of the public right of way often extends into the area in front of a residence, even though the homeowner does not own that land or pay taxes on it.

Mr. Freihammer confirmed that this was generally correct. He added that, when a right of way is vacated, but the city retains a utility easement, the underlying property owner typically assumes ownership of the land and pays property taxes on it, although he was uncertain how a conservation easement might affect that arrangement.

Mayor Roe elaborated that, in situations involving utility easements retained after a vacation, the property owner holds title to the land while the city maintains legal rights to access it for utility maintenance and related purposes. He noted that the property owner would generally be responsible for taxes on the land, with valuation determined through the normal assessment process.

City Attorney Tierney confirmed that easements do not necessarily transfer ownership of property to the city.

Mayor Roe acknowledged that distinction and stated that, while the council did not have detailed answers regarding conservation easements at the meeting, the general concept of an easement is that it grants certain rights without necessarily conveying ownership of the underlying property. He expressed hope that the explanation helped address Councilmember Strahan's question.

Schroeder moved, Bauer seconded, adoption of a Resolution (Attachment 1) entitled, "Resolution Approving the Vacation of a Certain Portion of Aldine Street."

Council Discussion

Councilmember Schroeder stated that, as the maker of the motion, protection of the trees had been one of her primary concerns throughout the process. After reviewing the feasibility study, she concluded that construction of a pathway would negatively affect the trees, reinforcing her position on the issue.

Councilmember Schroeder also expressed concern about the project's financial impact, noting an estimated construction cost of \$120,000, along with ongoing maintenance and related expenses. She questioned whether it was appropriate to obligate taxpayers to fund a project that would primarily benefit a relatively small group of users.

Councilmember Schroeder observed that more than 700 residents had expressed opposition to the proposal and questioned at what point the city should give weight to that level of public input. In her view, such significant community feedback warranted careful consideration.

Councilmember Schroeder further stated that the city's budget is already constrained and that funding a project not previously planned or budgeted would be inconsistent with responsible financial management. She remarked that the council is actively seeking ways to reduce expenses and avoid increasing the tax burden on residents. She did not believe this project was a necessary expenditure.

Councilmember Schroeder added that many residents would use the pathway only seasonally, as it would not be maintained during the winter months, and that alternative routes already exist for traveling through the neighborhood. She also raised safety concerns about the existing connection, noting the lack of a crosswalk or other pedestrian improvements at one end of the corridor. Based on those considerations, she stated that she supported the motion.

Councilmember Bauer stated that he shared many of the concerns previously expressed by Councilmember Schroeder. He emphasized that the preservation of the mature trees had been one of his primary considerations throughout the discussion and noted that the arborist reports indicated that the proposed pathway would degrade the trees and result in the removal of some of them. He also expressed concern about testimony suggesting that construction activities could increase the risk of damage to surrounding trees.

Councilmember Bauer highlighted the financial implications of the project, noting that the city is already facing budget pressures and is evaluating potential spending

reductions. In his view, committing significant funds to the proposed pathway would be difficult to justify given those fiscal constraints.

Councilmember Bauer stated that it was important for the council to consider input from all residents, including those living adjacent to the right-of-way, those in the surrounding neighborhood, and residents throughout Roseville. He noted that more than 740 individuals, in addition to those who submitted subsequent emails, had expressed opposition to the proposal and believed this reflected a significant level of public sentiment.

Councilmember Bauer concluded by requesting that the matter be decided through a roll call vote.

Councilmember Strahan stated that she believed it was important to acknowledge that vacating the right-of-way could increase the value of the adjacent properties. She observed that several underlying property owners had argued that losing the mature trees would reduce their property values. She suggested that acquiring the right-of-way itself would likely increase the value of those homes. As an illustration, she estimated that a modest increase in assessed value could translate into tens of thousands of dollars in gains for the adjacent property owners.

Councilmember Strahan emphasized that deciding whether to retain or vacate the right-of-way was separate from deciding whether or when to construct a pathway, or how such a project would be funded. In her view, retaining the right-of-way would preserve future options, whereas vacating it would permanently eliminate the city's ability to use the land for public purposes.

Councilmember Strahan remarked that she had heard conflicting claims during the public process, with some speakers asserting that almost no one uses the corridor. In contrast, others expressed concern that large numbers of pedestrians would pass near their homes if a pathway were maintained. She suggested that some opposition appeared to stem from concerns about having public activity near adjacent properties rather than from environmental issues alone.

Councilmember Strahan stated that the council's responsibility is to serve residents' interests and make decisions on their behalf. She noted that neighborhoods evolve and argued that the community should retain the ability to adapt public assets as needs change.

Councilmember Strahan also expressed skepticism regarding some of the information circulated during the public campaign surrounding the issue. She recounted speaking with an acquaintance whose name appeared on a petition opposing the pathway, and that the individual later indicated they had been misled about the matter. Councilmember Strahan contended that some messaging presented to residents had been inaccurate.

Finally, Councilmember Strahan reiterated her concern that if the right-of-way were vacated, the city would lose its ability to regulate future actions involving the property. She noted that staff had indicated adjacent owners could then exercise broad control over the land, including decisions regarding the trees, leaving the city with no further authority over those choices.

Councilmember Groff acknowledged that the issue placed the council in a difficult position and thanked everyone who had participated in the discussion. He remarked that the public comments on both sides had been heartfelt and demonstrated a high level of passion and engagement.

Councilmember Groff stated that his primary concern was the permanence of the right-of-way's vacating. In his view, approving the vacation would permanently transfer the land and eliminate any future opportunity for the city to establish a public pathway or preserve the corridor for neighborhood connectivity.

Councilmember Groff observed that the council has long emphasized the importance of connecting neighborhoods and promoting walkability throughout the city. He noted that rights-of-way exist for transportation purposes and that pedestrian travel is an important mode of transportation that should also be considered in planning decisions.

Councilmember Groff also commented on the petitions circulated during the public process, noting that petitions may not necessarily provide statistically representative results, particularly if the information presented to signatories reflects only one perspective on an issue. While he appreciated the effort residents had invested in gathering signatures and advocating for their positions, he stated that he would not support vacating the right-of-way.

Mayor Roe thanked everyone who had participated in the process and remarked that the extensive public engagement had helped inform the council's deliberations. He stated that, as a decision-maker, he had learned a great deal throughout the discussion, including realizing that the Aldine right-of-way was actively used by residents, something he had not previously appreciated despite his long involvement in local government and familiarity with the community.

Mayor Roe noted that the initial public response to the proposed vacation included a petition signed by 98 individuals representing 62 households, demonstrating that many residents valued the connection. He observed that while master plans and planning documents are important tools, they should not be viewed as the sole measure of a project's worth. In his opinion, the fact that the pathway was not prominently identified in a master plan did not mean it lacked public value or should be dismissed from consideration.

Mayor Roe stated that he understood the concerns raised about the mature oak trees and acknowledged that he had gone back and forth on the issue throughout the process. He explained that hearing testimony from residents and asking questions of staff and consultants had helped him better understand the competing interests and potential consequences of the decision.

Mayor Roe remarked that he could not conclude with certainty that constructing a pathway would avoid impacts on the trees, but he also could not conclude that vacating the right-of-way would ensure their long-term preservation. He pointed out that existing activities by adjacent property owners already affect portions of the corridor and stated that he did not believe those actions were undertaken with malicious intent, but rather reflected the realities of maintaining and using property around the trees.

Mayor Roe concluded that preserving the long-standing public connection outweighed the arguments for vacating the right-of-way. He described the proposal represented by Option 1 as a reasonable compromise. He expressed his expectation that, if the city ultimately pursued construction of a pathway, it would do so with careful attention to minimizing impacts on the surrounding trees and natural environment.

Mayor Roe also observed that, unlike some other neighborhood pathways, the Aldine corridor contains a significant natural area that contributes to its unique character and provides benefits to the community beyond simple pedestrian access. For those reasons, he stated that he would oppose the resolution to vacate the right-of-way.

Roll Call

Ayes: Schroeder and Groff.

Nays: Strahan, Groff, and Roe.

Mayor Roe announced that the motion failed by a vote of 3–2, with Mayor Roe, Councilmember Strahan, and Councilmember Groff voting in opposition.

Mayor Roe then stated that it would be appropriate for the council to consider a follow-up motion to direct staff on the future of the Aldine right-of-way. He noted that staff had requested guidance on whether to designate the corridor as a pathway and begin incorporating it into the city's planning process, including any actions necessary to advance that designation.

Strahan moved, Groff seconded, directing staff to begin the process of incorporating the Aldine corridor into the city's pathway planning process.

Councilmember Strahan asked whether the motion could also include direction to address existing encroachments or impediments along the current pathway, including fences that might interfere with public access.

Mayor Roe responded that he was not prepared to include that issue in the action under consideration that evening. He explained that, from his perspective, the city has historically worked cooperatively with residents on encroachments into public rights-of-way and easements, through agreements and mutual understandings rather than immediate enforcement actions.

Mayor Roe further stated that he was not inclined at this time to require the removal of existing fences or other improvements, particularly given the efforts some residents had made to establish natural habitat and landscaping along the corridor. He expressed the view that those issues could be addressed separately and that the immediate focus should remain on directing staff to begin planning for the pathway.

Mayor Roe then confirmed that the motion before the council was limited to directing staff to initiate the planning process for the pathway and asked whether staff were comfortable proceeding on that basis.

Mr. Trudgeon confirmed that the council's direction would represent only the beginning of the process. He noted that substantial additional work would be required before any pathway project could move forward.

Mayor Roe acknowledged that understanding and stated that the council's action was intended to provide direction for staff to begin the planning effort. He further commented that the council's preference should be made explicit by indicating support for pursuing Option 1 from the feasibility study rather than Option 2. Mayor Roe then asked the maker and seconder of the motion whether they agreed with clarifying the motion to reflect that preference.

Council Discussion

Councilmember Groff acknowledged that the council's action would not satisfy everyone involved and recognized that some residents would be disappointed while others would support the outcome. He reiterated his belief in the importance of maintaining connectivity between neighborhoods and viewed the decision as consistent with that principle.

Councilmember Groff emphasized that the action represented only the beginning of a longer process and not a final determination regarding the pathway itself. He encouraged continued public participation and urged residents not to disengage simply because the matter was moving forward in this direction. In his view, ongoing input and cooperation from the community would be essential to

developing a successful outcome. He concluded by thanking those involved for their participation.

Councilmember Schroeder reiterated her concern that proceeding with the proposed pathway would require the city to spend a significant amount of money at a time when doing so would not be financially prudent. She stated that, although councilmembers had expressed a desire to hear from the community, the council had in fact received extensive public input and that some residents might become discouraged if they felt their views were not reflected in the outcome.

Councilmember Schroeder emphasized that adding another costly project to the city's obligations would further strain the budget and contribute to ongoing expenditures. In her opinion, committing additional funds for the pathway at this time would not represent sound fiscal management, and she therefore opposed moving forward with planning that could lead to those future costs.

Councilmember Bauer thanked everyone who participated in the public process and encouraged residents to remain engaged as the city develops its future budgets. He noted that budget decisions directly affect taxpayers and expressed hope that community members would continue to provide input on how city funds should be allocated.

Councilmember Bauer stated that, if the planning process ultimately advances Option 1 for the pathway, the city will need to identify a funding source to pay for the project. He emphasized that, based on the information presented to the council, no such funding has currently been identified and remarked that the necessary resources are not presently available.

Mayor Roe addressed the discussion regarding community input and the financial implications of the proposed pathway. He observed that Roseville contains approximately 12,000 households and noted that, while the council had received substantial public comment, it had not heard from a majority of the community. He stated that he could not determine whether the responses submitted represented a statistically significant sample of residents or assess how individuals who signed petitions or submitted comments had learned about the issue or formed their opinions.

Mayor Roe acknowledged the petitions and other public engagement but cautioned against assigning them disproportionate weight. He suggested that a scientifically designed community survey would be a more reliable method of gauging citywide opinion on the matter.

Mayor Roe stated that cities routinely undertake projects with localized impacts that nevertheless contribute to the broader public infrastructure. As an example, he referenced another planned pedestrian connection in Roseville that would serve a

relatively small number of nearby homes while incurring substantial construction costs. In his view, creating neighborhood connections is a common municipal function that ultimately benefits the community as part of a larger network.

Mayor Roe expressed concern about using budget considerations alone to reject the project, noting that the city regularly invests in infrastructure improvements that require significant expenditures. He estimated that the proposed pathway's cost, when spread across the city's households, would amount to only a relatively modest amount per household. He concluded by stating that the city would continue working through the planning and budgeting process to determine an appropriate path forward and identify how the project might ultimately be funded.

Roll Call

Ayes: Strahan, Groff, and Roe.

Nays: Bauer and Schroeder.

Recess

Mayor Roe recessed the meeting at approximately 9:13 p.m., and reconvened at approximately 9:18 p.m.

e. Consider Approval of Purchase Agreement with Roseville VFW Post #7555 for a Portion of Their Property

City Manager Patrick Trudgeon briefly highlighted this item as detailed in the Request for Council Action and related attachments dated June 8, 2026.

Councilmember Schroeder asked about the estimated cost of reconstructing the parking lot.

Mr. Freihammer explained that he did not have the precise figure available at the meeting, but estimated that reconstruction of the entire parking lot would cost roughly \$1 million. He noted that a more detailed cost breakdown would be presented to the council at the following week's meeting, including how the expenses would be allocated among the various project components.

Councilmember Schroeder then confirmed that, under the proposed agreement, the city would pay the full cost of reconstructing the parking lot. Mr. Freihammer affirmed that this was correct.

Councilmember Schroeder asked about the anticipated construction schedule,

Mr. Freihammer stated that the parking lot work would likely begin the following summer and would probably be completed in phases. He explained that the VFW uses the parking lot daily, so temporary parking arrangements and coordination

with construction activities would need to be addressed through the shared-use agreement. He added that while a substantial portion of the parking lot would likely be reconstructed during the upcoming construction season, some work could extend into a subsequent phase depending on project sequencing.

Mayor Roe asked for clarification regarding whether the previously discussed parking lot reconstruction estimate included costs associated with the stormwater improvements.

Mr. Freihammer explained that the parking lot estimate did not include stormwater expenses. He stated that stormwater improvements remain in the schematic design phase and have a separate budget allocation. Those improvements are intended to serve both the License and Passport Center project and the Maintenance Operations Center, with portions of the stormwater infrastructure expected to be located underground beneath the park.

Mayor Roe acknowledged the explanation and stated that he wanted to confirm exactly what was included in the reconstruction estimate.

Mr. Freihammer reiterated that the parking lot reconstruction is accounted for as a separate line item and advised that councilmembers would receive a more detailed cost breakdown at the following week's presentation.

Public Comment

Mayor Roe offered an opportunity for public comment, but no one came forward.

Groff moved, Bauer seconded, adoption of Resolution No. 12251 (Attachment 5) entitled, "Resolution Approving the Purchase Agreement Between the City of Roseville and the Roseville/Anderson-Nelson VFW Post #7555 for a Portion of the Parking Lot at 1145 Woodhill Drive, Roseville, Minnesota."

Council Discussion

Councilmember Groff remarked that reviewing the agreement reminded him of his day job, but stated that he found the document to be well written. He expressed satisfaction that the agreement addressed the questions he had regarding responsibilities for costs, easements, and the overall process, and concluded that it represented a valuable opportunity for the city.

Councilmember Bauer thanked city staff for the extensive work involved in negotiating the proposed acquisition and agreement. He acknowledged that obtaining property as part of a larger project can be challenging and expressed appreciation for staff's efforts in reaching an arrangement. Councilmember Bauer

also thanked the VFW for its willingness to work with the city and for providing the opportunity to advance the Maintenance Operations Center project.

Councilmember Schroeder echoed the appreciation expressed by her colleagues and recognized the considerable time and effort required to bring the proposed agreement to its current stage. She thanked the City Manager, the city's attorneys, and staff for their work throughout the negotiation process.

Councilmember Schroeder also expressed satisfaction that the acquisition and related costs could be funded through local sales tax revenues. She noted that confirming the availability of that funding source had been one of her questions during the discussions and stated that she was pleased to receive clarification that sales tax proceeds could be used for the project. She concluded by thanking those involved for their efforts.

Roll Call

Ayes: Strahan, Schroeder, Groff, Bauer, and Roe.

Nays: None.

8. Council Direction on Councilmember Initiated Agenda Items

9. Approve Minutes

The City Council submitted comments and corrections to the draft minutes prior to tonight's meeting, and those revisions were incorporated into the draft presented in the Council packet.

a. Approve May 11, 2026, EDA and City Council Meeting Minutes

Schroeder moved, Strahan seconded, approval of the May 11, 2026, EDA and City Council Meeting Minutes as amended.

Roll Call

Ayes: Strahan, Schroeder, Groff, Bauer, and Roe.

Nays: None.

b. Approve May 18, 2026, City Council Meeting Minutes

Groff moved, Bauer seconded, approval of the May 18, 2026, City Council Meeting Minutes as amended.

Roll Call

Ayes: Schroeder, Groff, Bauer, and Roe.

Nays: None.

Abstain: Strahan.

10. Approve Consent Agenda

At Mayor Roe's request, City Manager Trudgeon briefly reviewed the items being considered under the Consent Agenda, as detailed in specific Requests for Council Action dated June 8, 2026, and related attachments.

Groff moved, Bauer seconded, approval of the Consent Agenda including claims and payments as presented and detailed.

Roll Call

Ayes: Strahan, Schroeder, Groff, Bauer, and Roe.

Nays: None.

a. Approve Payments

ACH Payments	\$967,453.53
115623-115802	1,186,244.33
TOTAL	\$2,153,697.86

b. Approve General Purchases or Sale of Surplus Items Exceeding \$10,000

c. Approve 2026-2027 Business License Renewals

d. Approve the Transfer of the Massage Establishment License for Yun Wellness LLC dba Yun Massage from Xiaoyun Tian to Ryan Marston

e. Approve Agreement with the Minnesota Department of Public Safety for 2026 Pathways to Policing Grant Funds

f. Approve Agreement with Department of Public Safety for Funding through the 2027-2029 Auto Theft Prevention Program

g. Approve the Renewal of a Short-Term Rental License for 1885 Shady Beach Avenue

h. Approve the Short-Term Rental License for 2809 Arona Street

11. Future Agenda Review, Communications, Reports, and Announcements – Council and City Manager

City Manager Patrick Trudgeon reviewed the June 15, 2026, City Council meeting, July 6, 2026, City Council meeting, and June events and July meetings.

12. Adjourn

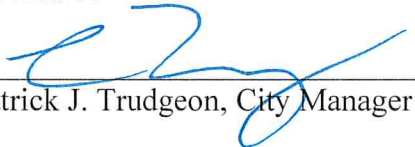
Schroeder moved, Strahan seconded, adjournment of the meeting at approximately 9:33 p.m.

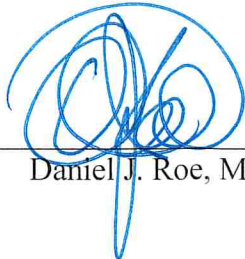
Roll Call

Ayes: Strahan, Schroeder, Groff, Bauer, and Roe.

Nays: None.

ATTEST:


Patrick J. Trudgeon, City Manager


Daniel J. Roe, Mayor