

OAKDALE POLICE STATION

Documentation of Regional Significance



1584 Hadley Avenue N.
Oakdale, MN 55128

Regional Significance for Police Facility

The City of Oakdale, located in Washington County, is a second-ring suburb of Saint Paul and bordered by the cities of Maplewood, North Saint Paul, White Bear Lake, Pine Springs, Lake Elmo, Woodbury, and Landfall. The City of Oakdale is home to approximately 29,000 residents, 12,000 households, and 12,000 jobs. Due to Oakdale’s size and shape – generally two miles east-to-west and six miles north-to-south – many non-residents visit destinations in or travel through the City. These persons cause additional and significant demands on the City’s public facilities and services whose costs are borne by the owners of property in Oakdale.

Regional significance as addressed in this document relates to the providing higher levels of services and facilities arising from demands for employment, commercial activity, transportation, leisure/recreation, and inter-jurisdictional activities.

Employment; Total Population

U.S. Census data for 2017 (the latest available) show that there were 12,104 jobs in Oakdale. Of this number, 10,869 (or 89.8%) were not residents of Oakdale. These data show that Oakdale is an employment center, and that the City serves approximately 40,000 persons when combining daytime and nighttime populations.

Retail Sales; Demands from Business Sector

Data for 2018 in a 2019 report by Environics Analysis indicates that retail sales in Oakdale for seven categories of common consumer good totaled over \$222 million. In its model, Environics shows that overall sales were greater than what Oakdale residents spent on these goods (whether in Oakdale or other cities), and thus Oakdale is a regional shopping destination. Non-residents generate significant retail activity for groceries and food items; automotive fuels; hardware and home improvement items; electronics and major household appliances; and adult beverages. Consumers coming from outside Oakdale are another population that need to be served by City resources.

Transportation

A significant portion of traffic in Oakdale originates from outside its boundaries. The following are the current traffic volumes and those forecasted for 2040:

	2019 ADT	2040 ADT	Increase	ADT = Average Daily Traffic
I-94	113,000	126,000	13,000	11.5%
TH 120 (Century Avenue)	14,300	18,300	4,000	28.0%
CSAH 13 (Inwood/Ideal Avenues)	16,100	19,100	3,000	18.6%
TH 36	26,000	36,000	10,000	38.5%
CSAH 35 (50th Street)	8,600	9,100	500	5.8%
CSAH 14 (34th Street)	11,500	21,000	9,500	82.6%
CSAH 6 (Stillwater Blvd.)	5,200	8,300	3,100	59.6%
CSAH 10 (10th Street)	12,600	16,700	4,100	32.5%
I-694/494 (major regional highway that bisects Oakdale along its seven-mile route through the City)	85,000	96,000	11,000	13.0%

While the City does not have primary jurisdiction along these 27 miles of roadways, the Police Department performs traffic enforcement and emergency response (often the first to arrive) on these regional facilities. In 2019, on the State Highway system (I-94, I-694/494, MN 36, MN 120), Oakdale police was involved in some level of response to 265 incidents occurring on these routes upon which the Minnesota State Patrol has primary jurisdiction. These incidents involved a wide variety of response activities primarily including, but not limited to, traffic accidents, medical events, criminal offenses, and motorist assists.

These regional highways also provide access to business locations in neighboring communities, particularly for persons destined for retail and commercial nodes in Woodbury and Maplewood.

As currently scheduled, the Gold Line BRT route will be in operation in 2024. Two major transit stations on the line will be built in Oakdale: the Helmo Station and the Greenway Station. An average of 250 riders per station per day are anticipated to access the Gold Line in Oakdale. While Metro Transit will have law enforcement responsibilities for the site, Oakdale Police will also be primary responders there and in the immediate area of the City.

Inter-jurisdictional Activities

The Oakdale Police Department is a key participant and provides facilities in regional organizations whose activities cut across jurisdictional boundaries. They include:

- DEA Task Force
- East Metro Sex Trafficking Task Force
- Washington County Mobile Field Force
- Washington County SWAT Team
- Tartan High School, school resource officers (SRO)

Leisure/Recreation

Oakdale is home to a 478-acre park system. Within its 29 community parks are several which serve the regional setting: the 220-acre Oakdale Nature Preserve and educational Discovery Center, the Oakdale Bark Park, Richard Walton Park, skate park, and many other amenities.

At the Discovery Center, non-residents made 32% of the rentals of the facility in 2018 and 2019. Non-residents made 41% of the rentals for picnic shelters in 2018 and 2019. Non-residents paid for 44% of the recreation program registrations in 2019. These data show that residents of surrounding communities in the Oakdale region rely on the City's facilities and programming for their recreational activities.

Future Growth

According to the City's recently adopted 2040 Comprehensive Plan, the following growth is projected:

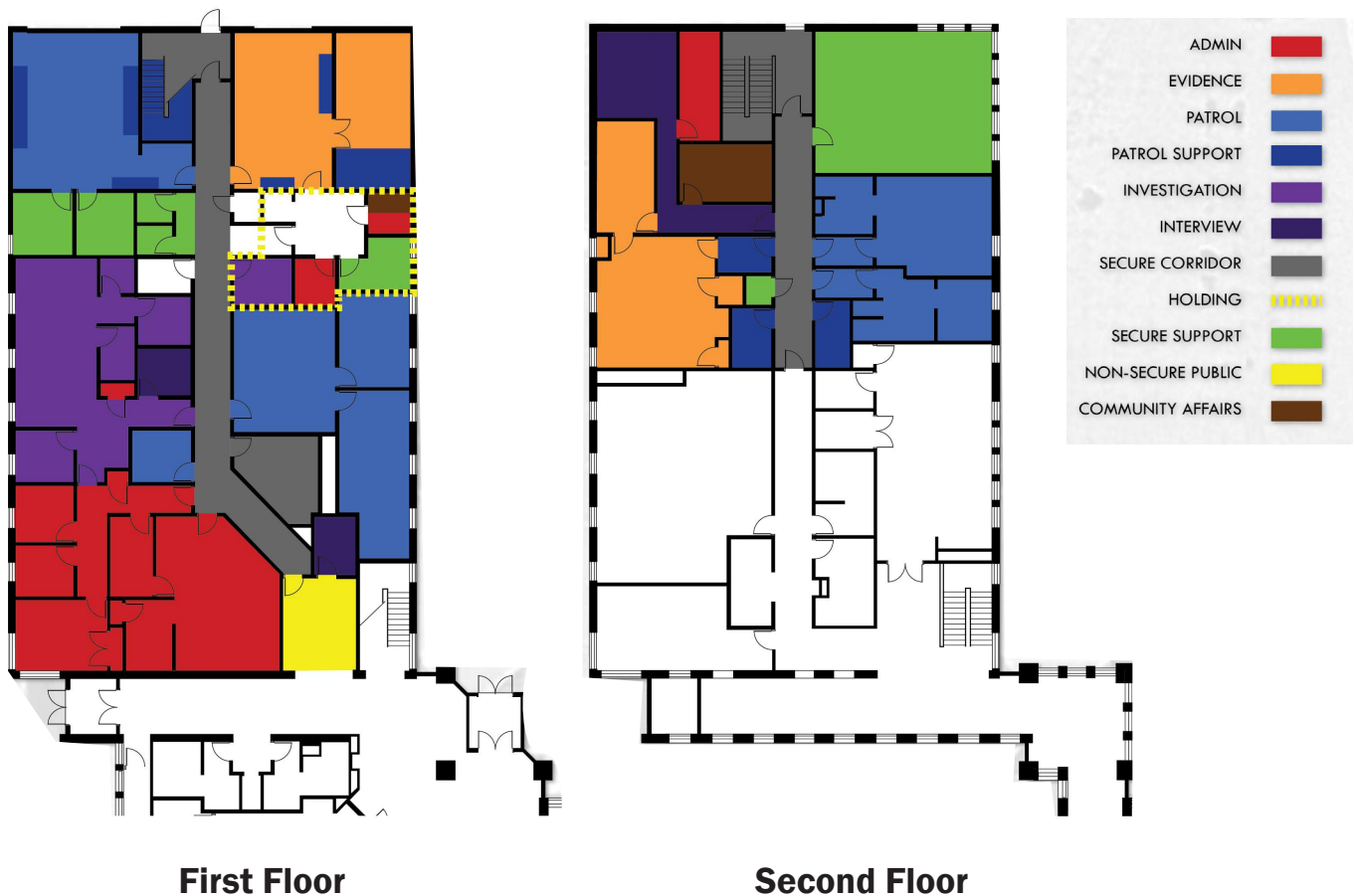
	2020	2040	Change
Population	29,600	36,000	6,400; 21.6%
Households	12,000	14,900	2,900; 24.2%
Employment	11,600	12,100	500; 4.3%

Need for Police Facility

The Police Department has occupied its current facility since 1992, and during that time its sworn officer staff has increased 60% while responding to the growth in service needs and demands discussed on the previous pages. The police station is beyond the capacity of the Department's current operational needs, and its inefficiencies hinder the ability to meet the increasing needs in Oakdale and its immediate region. The urgently-needed facility improvements are necessary to continue to provide services to non-residents and businesses at current levels as well as increased demands for services as the East metro develops in the future. Financing the expanded and re-programmed police station through a City sales tax is an equitable method to reflect the benefits of the region surrounding Oakdale that relies on its need to provide police services to them.

Existing Layout and Inefficiencies

The graphic below shows the existing police facility layout. The layout is color coded by function, and demonstrates how function areas are separated, even between floors. The photographs on the following pages further detail the inefficiencies in both space and function.





Gear, including weapons, AED's, radios/pagers, and equipment bags, are located in separate locations throughout the facility, which eats up time at the beginning and end of each shift.



Vehicles are parked outside at all times. This causes significant inefficiencies during snow events as officers spend their time warming, clearing, and moving vehicles.

Records and evidence are stored in four separate locations; only two of which are in the current police station. Additional records storage is located off-site at the public works facility and a rented storage locker in the city.



Restroom and break spaces do not adequately serve staffing levels. There are two restroom stalls each for men and women (one on each floor). Additionally, the storage closet that has been re-purposed into a lunch/break room holds 2-3 people at a time.

Office space is scarce as many have been converted to fit other needs including the addition of a health room, charging room for tasers and radios, a weapon cleaning and maintenance space, and for general equipment storage.





Officers are each allotted one very small cubby to store paperwork, reference books, or any other work-related materials in, which often is not adequate.



The sole meeting space available seats six people, which is inadequate in the event of a large-scale investigation. Additionally, the space is not secured and is located in a heavy traffic area.



Locker room facilities are at maximum capacity, and do not provide officers with the space needed to sufficiently store personal effects. Additionally, equipment lockers are often shared as there is not space to add more.



Evidence enters the facility on the ground floor, where it is brought into a small locker area to be cataloged and secured until it is transferred to the evidence tech, whose work space is on the second floor. If evidence is unsafe to carry upstairs, it must be transported through the only elevator in the building, which is located in unsecured, public space.



The evidence tech's work space adjoins a small room where evidence is stored. As a result the evidence tech is often breathing fumes from dirty materials, drugs and/or paraphernalia, etc.

OAKDALE PUBLIC WORKS

Documentation of Regional Significance



1584 Hadley Avenue N.
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Regional Significance for Public Works Facility

The City of Oakdale, located in Washington County, is a second-ring suburb of Saint Paul and bordered by the cities of Maplewood, North Saint Paul, White Bear Lake, Pine Springs, Lake Elmo, Woodbury, and Landfall. The City of Oakdale is home to approximately 29,000 residents, 12,000 households, and 12,000 jobs. Due to Oakdale's size and shape – generally two miles east-to-west and six miles north-to-south – many non-residents visit destinations in or travel through the City. These persons cause additional and significant demands on the City's public facilities and services whose costs are borne by the owners of property in Oakdale.

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Retail Sales; Demands from Business Sector

Data for 2018 in a 2019 report by Environics Analysis indicates that retail sales in Oakdale for seven categories of common consumer good totaled over \$222 million. In its model, Environics shows that overall sales were greater than what Oakdale residents spent on these goods (whether in Oakdale or other cities), and thus Oakdale is a regional shopping destination. Consequently, the City needs to provide infrastructure services (e.g., streets, traffic control, utilities) for businesses serving the consumer populations coming from outside Oakdale who need to be served by City resources.

Transportation

A significant portion of traffic in Oakdale originates from outside its boundaries. The following are the current traffic volumes and those forecasted for 2040:

	2019 ADT	2040 ADT	Increase	ADT = Average Daily Traffic
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I-694/494 (major regional highway that bisects Oakdale along its seven-mile route through the City)	85,000	96,000	11,000	13.0%

While the City does not have primary jurisdiction along these 27 miles of roadways, it needs to provide safe access onto these regional facilities for residents and non-residents alike who use the more than 90 miles of the City’s local streets.

Leisure/Recreation

Oakdale’s public works department is responsible for capital facilities and maintenance in its 478-acre park system. Within its 29 community parks are several which serve the regional setting: the 220-acre Oakdale Nature Preserve and educational Discovery Center, the Oakdale Bark Park, Richard Walton Park, skate park, and many other amenities.

At the Discovery Center, non-residents made 32% of the rentals of the facility in 2018 and 2019. Non-residents made 41% of the rentals for picnic shelters in 2018 and 2019. Non-residents paid for 44% of the recreation program registrations in 2019. These data show that residents of surrounding communities in the Oakdale region rely on the City’s facilities and programming for their recreational activities.

Inter-jurisdictional Activities

- The site for the current facility has outgrown its capacity to serve the operational needs for public works and the water treatment facility there. The water plant is treating the PFAS-contaminated groundwater affecting not only Oakdale but the cities in the downstream plume in central and southern Washington County. Relocating public works will provide additional on-site capability to treat and protect this vital regional water source for public health.
- As currently scheduled, the Gold Line BRT route will be in operation in 2024. Two major transit stations on the line will be built in Oakdale: the Helmo Station and the Greenway Station. An average of 250 riders per station per day are anticipated to access the Gold Line in Oakdale. The new public works facility could be available to assist the needs of other agencies that need to be proximate to the service the station. Additionally, the City of Oakdale will be responsible for the maintenance of 1.5 miles of the approximately 2.4 miles of the BRT route on City streets through Oakdale.
- Oakdale also services ten ball fields and five soccer/lacrosse fields at four schools of ISD 622 (Maplewood-Oakdale-North St. Paul School District) are used for organized athletics. Ball fields are prepared (mowing, dragging, and chalking) over 1000 times per year. Soccer fields are prepared (mowing and chalking) for 200 times per year. These facilities are serviced by Oakdale for its residents and those of surrounding communities.

Future Growth

According to the City’s recently adopted 2040 Comprehensive Plan, the following growth is projected:

	2020	2040	Change
Population	29,600	36,000	6,400; 21.6%
Households	12,000	14,900	2,900; 24.2%
Employment	11,600	12,100	500; 4.3%

Need for Public Works Facility

The Public Works Department occupied its current facility beginning in 1985, and had three subsequent additions through 2009. It is crowded, inefficient, and prone to structural and health concerns due to its location next to a wetland. The urgently-needed facility improvements are necessary to continue to provide services to non-residents and businesses at current levels as well as increased demands for services as the East metro develops in the future. Financing the a new public works facility through a City sales tax is an equitable method to reflect the benefits of the region surrounding Oakdale that relies on its need to provide public works services to them.

The following photographs detail the issues at the existing public works facility.



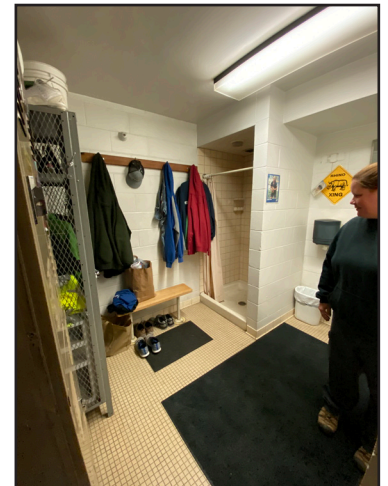
Trailers, plows, generators, dumpsters, streetlights, and other equipment is stored outside as there is not enough space inside. Constant exposure to the elements greatly shortens the useful life of equipment. Additionally, equipment is stored at other city facilities because the current site cannot hold everything in a way that safe and efficient.



Building is too small to effectively accommodate vehicles and modern equipment. Equipment is congested and there is no room to expand the building.



Lunch room doubles as training space, which hardly accommodates full-time staff. The room far exceeds capacity in summer months with seasonal staff.



The men's locker room is on the second floor (no elevator), which is not ADA compliant. Staff barely fits into existing space. The women's locker room has only enough space for four lockers; no gender equity.



Mold is present on the exterior of the building due to moisture and drainage issues.



Exhaust fumes, caused by diesel particulate matter and carbon monoxide, exist in the building from the indoor mechanics' bay and indoor vehicle storage.



Due to lack of main floor storage, vehicle parts are stored on the second floor. As there is no elevator access, mechanics have to carry parts, which are often bulky and heavy, up and down stairs, causing safety concerns.



The computer systems that run SCADA are replaced at a higher rate than the rest of the city – causing both an increased cost to the city and potential for failure in a situation where we are connected to another city's water supply.



Heating and ventilation systems have reached their useful life, causing air quality and health concerns. The vents that do run are constantly cleaned and full of debris within a matter of days. Items have been removed from the walls and black outlines of the frames remain.



Additional issues not pictured: There is no treatment of runoff from open dumpsters, vehicle washing, and fuel island canopy; personal vehicles are parked in operational areas due to lack of adequate employee parking space; roofing is nearing age for replacement; and wall blocks are crumbling at the ground level where paving or sidewalks are adjacent to the building.