

OREGON STATE HOSPITAL AND
PENITENTIARY PROPERTIES
AREA PLAN

Adopted by the
Capitol Planning Commission
March 1984

Revised in conjunction with the
Capital Projects Advisory Board
December 2007

ACKNOWLEDGEMENTS – 1984

This plan was prepared under the direction of a policy advisory group made up of representatives of the Governor's office, the Executive Department, the Department of Human Resources, the Department of General Services, the Department of Transportation, the Capitol Planning Commission, the city of Salem, and representatives from the neighborhoods. The policy advisory group operated on a consensus basis and, with considerable work and negotiations, achieved concurrence on the plan elements outlined in this document.

The consultant is especially grateful for the diligent interest and participation of the policy advisory group in the development of this plan. The plan deals with difficult issues. The group's attitude of cooperation and its commitment to resolving differences resulted in development of an effective planning approach.

The 1984 revision of this plan was completed with the assistance of a task force made up of representatives of the Capitol Planning Commission Plan Review Sub-committee, the Corrections Division, the Oregon State Hospital, the Department of General Services, the city of Salem Planning Department, the city of Salem Department of Public Works, and representatives from each of the three neighborhoods which border the state property.

ACKNOWLEDGEMENTS - 2007

The 2007 revision of this plan was completed with the assistance of a plan review subcommittee of the Capital Projects Advisory Board in conjunction with staff from the Department of Corrections, Department of Human Services, and Department of Administrative Services (DAS). The Capital Projects Advisory Board counts among its members the City of Salem Assistant Director of Public Works and Director of Community Development.

The 2007 revision of this plan was presented to and commented on by the adjacent neighborhood associations, and publicly presented at two Capital Projects Advisory Board meetings, before acceptance by the CPAB and approval by the DAS Director.

<List of identified stakeholders to be added.>

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INTRODUCTION

PLAN PURPOSE AND USE

Area Plans are authorized and required by Oregon Revised Statute 276.028, which states:

A special relationship exists between the city of Salem, Oregon's capitol, and state government. State lands and buildings and the functions of state government have a significant impact on the city of Salem. It is declared to be the purpose and policy of the State of Oregon to establish and effectuate a long-range plan of development of the capitol area in the city of Salem and the areas immediately surrounding state buildings situated outside the capitol area within the boundaries of the city of Salem and to coordinate the acquisition and disposition of real property and the construction of buildings by the state, the laying out of streets and the landscaping of grounds in the areas. The purpose of the long-range plan is to enhance and preserve the beauty and dignity of the areas and permanently to secure the areas from commercial and industrial encroachment.

The Capital Projects Advisory Board (CPAB) will review new project proposals for compliance with the Area Plan. Members of the public may submit oral or written testimony regarding projects and plans under consideration when they are being reviewed at CPAB meetings.

DEFINITIONS

Penitentiary

For the purposes of this plan, Penitentiary refers to those facilities located at 2605 State Street, N.E. and includes both the Oregon State Penitentiary Maximum and Minimum security facilities.

Oregon State Hospital

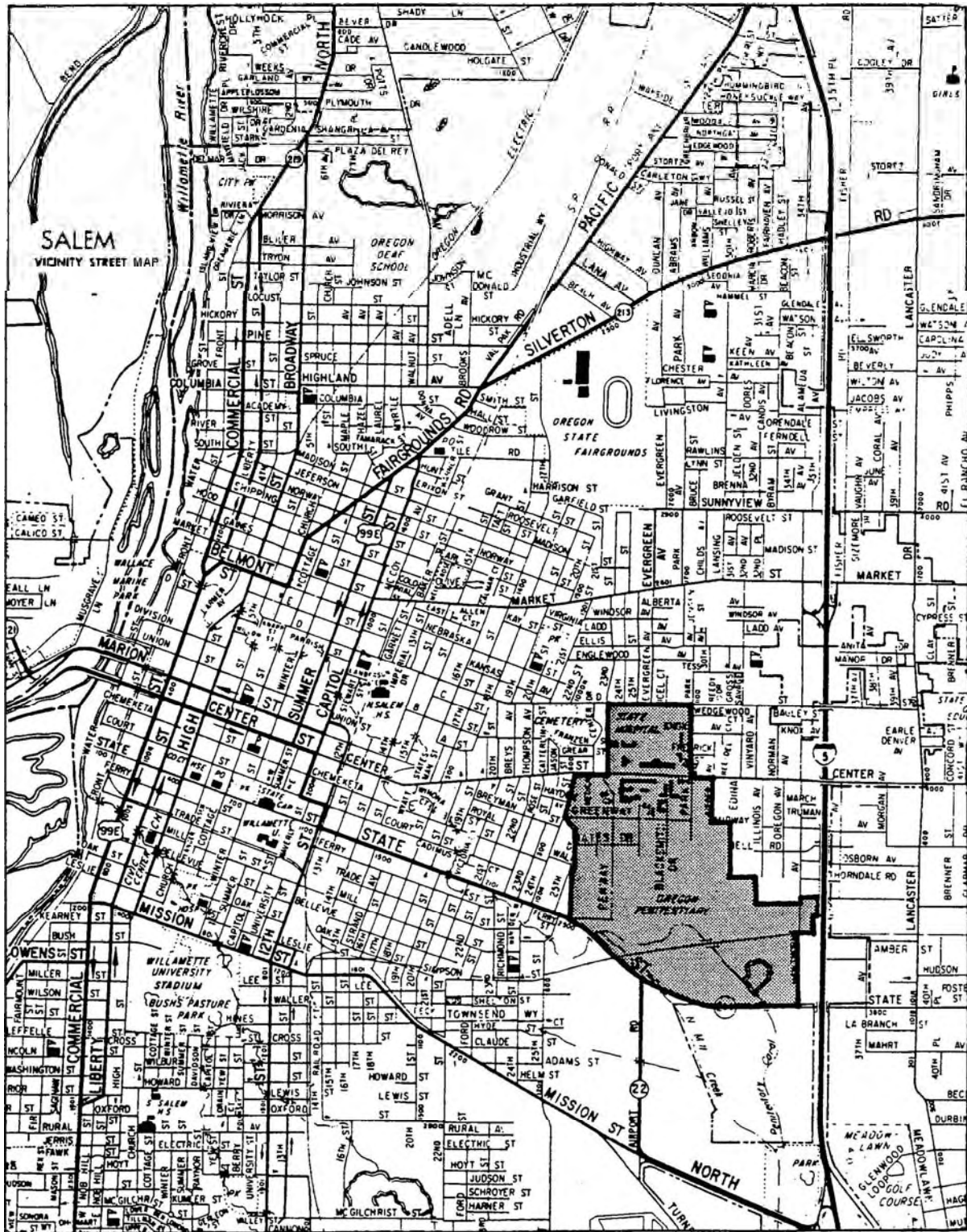
Those buildings and facilities located at 2600 Center Street, N. E., Salem, Oregon. The facility authorized under ORS 426.010 is roughly bordered on the north by D Street, east by Park Avenue N.E., south by Oregon State Penitentiary property and the west, south of Center Street, by 24th Street, N.E. and north of Center Street by 23rd Street, N.E.

Forensic Psychiatric Service

The Forensic Psychiatric Service serves patients from the entire state of Oregon. The objective of this program is to provide comprehensive psychiatric care and treatment for those mentally ill persons who represent a serious menace to the welfare of others. Security is provided to the extent the patient represents a menace.

Patients are received in the Forensic Psychiatric Service for court-ordered examinations, for treatment as "sexually dangerous," for treatment as a mentally ill offender, or as a transfer from other facilities.

The Forensic Psychiatric Service is under the supervision of the Clinical Director, who reports to the Superintendent of the Oregon State Hospital.



VICINITY MAP

NEED FOR A PLAN

The Oregon State Hospital and Penitentiary are situated on 425 acres of urban land in northeast Salem. Certain buildings at Oregon State Hospital are currently underutilized; the existing facilities are not suited for modern mental health care models, and many are in an unsafe condition. Also, the grounds of the hospital and penitentiary seem expansive when compared to the surrounding built-up area.

This plan has been developed to determine which types of uses suit the state-owned property and what improvements and controls would be necessary to ensure minimal impact on the neighborhoods.

OSH/PENITENTIARY GOALS

While much of the site is vacant land, both institutions operating there have required expansive grounds to serve their respective needs. The vacant land has served primarily as a buffer zone, and also as agricultural support and a recreation area. It is currently used as a buffer zone, with some public recreational use on a parcel leased to the City of Salem and operated as a public park.

In the past, the Governor's Task Force on Corrections has indicated that while certain decentralization of detention facilities is planned, the state penitentiary should continue to be located at this site.

The Department of Human Resources reports that it will continue to use the Oregon State Hospital in the foreseeable future in spite of its intention to rely more heavily on community-based programs for treatment of mentally ill persons. The patient population has stabilized at just under 600 persons (down from 3,500) and projections show it remaining at this level into the future.

Both the hospital and the penitentiary require open grounds to adequately serve their respective functions.

USE OF EXISTING BUILDINGS

The Oregon State Hospital is currently located both north and south of Center Street. DHS is working to consolidate operations south of Center Street. Should this consolidation occur, new use options for the property north of Center Street will be explored.

The principal structure within the south campus complex is the J Building, the first unit of which was built around 1883 and the last unit in the 1920s.

Two previous studies have investigated the reuse potential of the existing buildings from the point of view of structural, electrical, mechanical fire safety, and cost feasibility (Allen, McMath, Hawkins, Architects, 1972; and Fletcher/Finon Associates, 1974). These studies consider uses from the standpoint of compatibility with existing hospital /penitentiary functions and community impact. While the structures are assessed in terms of suitability for particular uses, the emphasis is on land use rather than building use.

The 2005 KMD Architects *Phase I Framework Master Plan* provided an overview of the existing Oregon State Hospital. Among other areas of study, this report included an assessment of the existing buildings' current state of repair and adaptability to modern health care protocols.

Occupied buildings totaling 545,775 square feet were surveyed. This includes the occupied 139,346 square feet of the 300,000-plus square foot J Building complex.

All structures were built before seismic code regulations in the state of Oregon. Thus, all structures were determined to require seismic retrofit to meet current safety requirements, ranging in cost from \$10-15 per square foot for more recent, concrete and steel-framed buildings, to \$35 per square foot for older, unreinforced masonry buildings like the J Building complex. This covers only the cost of the seismic retrofit, not any of the other costs of renovation or restoration.

Findings related to the campus condition include:

“Buildings do not comply with current building and energy codes or contemporary design standards for secure psychiatric facilities.

Buildings do not comply with seismic requirements and will experience significant damage or collapse during a seismic event at the level projected for the Salem area.

Patient wards are inefficient in layout, lack appropriate program space and do not comply with Oregon's Psychiatric Patient Care Rules. The layout impacts the hospital staff's ability to administer quality treatment programs and creates a potentially unsafe environment for the patients and staff.” – *Phase I Framework Master Plan*, Executive Summary, Page i

The first core recommendation from the report:

“Replace patient treatment buildings on the OSH Campus with a new State Hospital as soon as is practical given the conditions of the existing facilities. The specific requirements will be determined in the Phase II Master Plan.” – *Phase I Framework Master Plan*, Executive Summary, Page iii

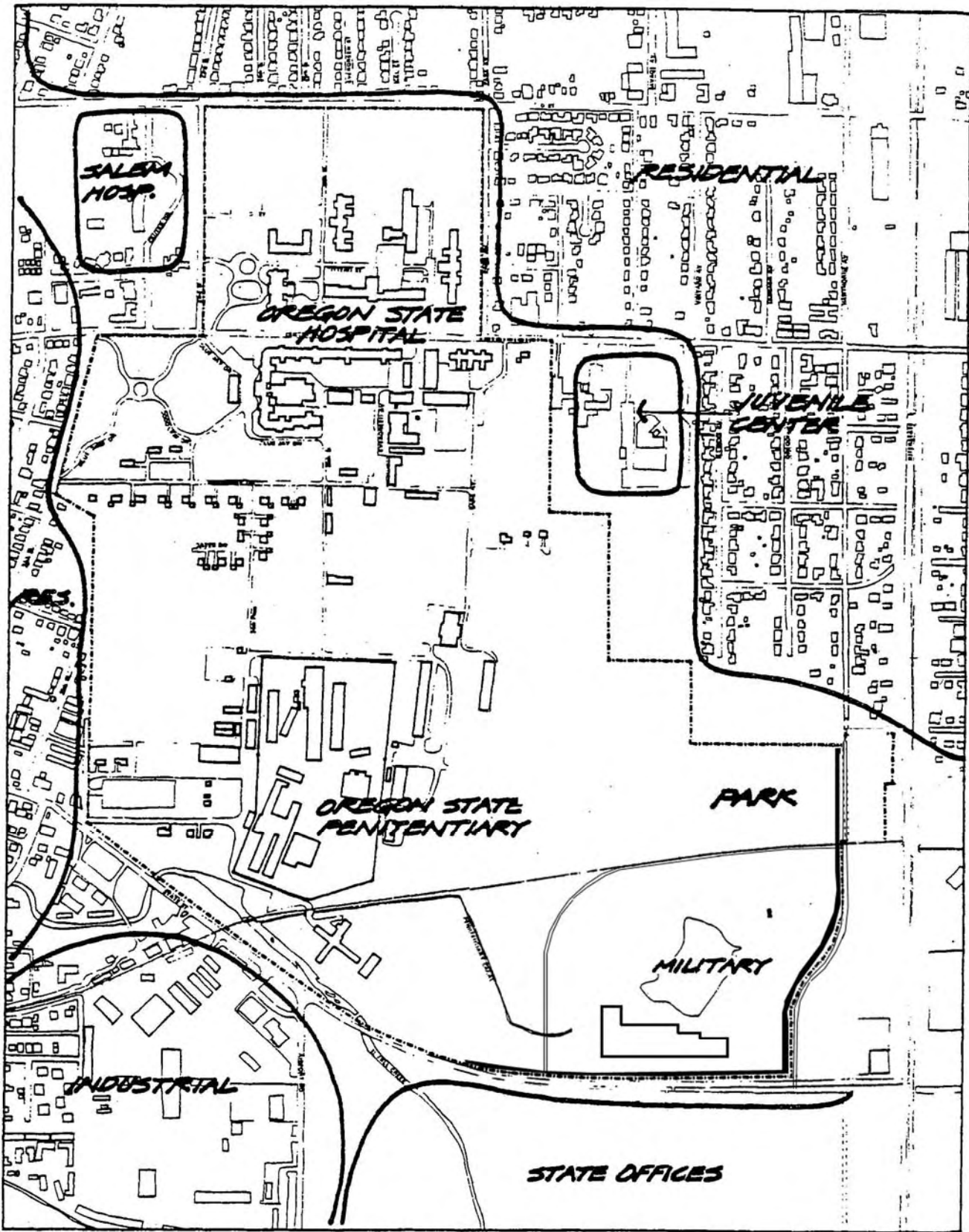
COMMUNITY OBJECTIVES

In 1984, community attitudes toward the current uses of the state-owned properties were positive. The hospital, penitentiary, and neighborhoods have now harmoniously coexisted for over a century. The grounds of the institutions continue to provide an open space resource and a landmark and point of reference for the community.

There is relatively little traffic generated and a virtual absence of noise or air pollution.

The community objective in 1984 was to maintain relatively low-density activities on the state-owned properties so that neighborhoods are not burdened with additional traffic and potentially disruptive land uses. Present-day neighborhood associations have reported similar objectives.

SITE



SURROUNDING LAND USES

LAND USE

Land uses surrounding the state-owned properties are predominantly single family residential. The homes are solidly constructed and well kept, and they are an important part of Salem's inner-city housing stock. The neighborhoods are well established and benefit from the open space and recreation lands of Oregon State Hospital.

Institutional uses also border on the property. These include:

Salem Hospital (west)

Marion County Juvenile Center (east)

Oregon Department of Transportation storage shops and headquarters of the Oregon State Lottery and Oregon Department of Forestry (south and southwest)

Access to State Street and Hawthorne Avenue to the south and east makes possible new access routes into the site.

In 1984, it was noted that commercial uses occur intermittently along Center Street. The principal commercial center in the area is Lancaster Mall, east of the site. It provides shopping convenience but contributes also to local traffic problems. Today, much more commercial development has occurred along Lancaster Drive.

ZONING

Single family residential zoning predominates, except for multifamily residential zoning along portions of Center Street, east of 18th Street, along D Street east of Park Avenue, and along 25th Street north of State Street.

Commercial zoning occurs along State Street, Center Street at 24th Street, and north of Center Street.

Hospital and penitentiary grounds are zoned PH (public and private health services).

State-owned property south of State Street is zoned PS (public service).

CITIZEN INVOLVEMENT

Several opportunities exist for community participation in decisions which affect the properties covered by this plan.

All land uses at this site must conform to the Salem Comprehensive Plan and implementing ordinances. Any request for Salem Comprehensive Plan amendment, zone change, conditional use, variance, etc., will require review through the city of Salem citizen involvement and hearings process.

During the development and revision of this plan, input was solicited from local neighborhood associations and other identified stakeholders.

Proposed modifications to this plan are reviewed and discussed in public meetings by the Capital Projects Advisory Board (CPAB), whose membership includes the city of Salem's Director of Community Development and Assistant Director of Public Works. Representatives of affected agencies collaborate with Department of Administrative Services (DAS) staff on drafting their proposed modifications, and presenting the modifications to the CPAB. Members of the public may comment or submit written testimony at these meetings.

Following acceptance of the proposed modification by the CPAB, the modification must be approved by the DAS Director to take effect.

Each state agency must prepare and submit anticipated capital construction or improvement project proposals to the CPAB. The CPAB reviews these documents, notifies neighborhood groups, holds a public hearing, and then makes recommendations to the DAS Director. Upon the DAS Director's approval of the project, the DAS Director notifies the submitting agency of the successfully completed review. The agency may then include a request for funding for the project in a budget request.

The Oregon State Department of Corrections and the City of Salem have entered into a memorandum of understanding. The agreement establishes a process by which the city of Salem and interested citizens of the city will be informed of any plan developed by the Corrections Division to create additional bed space to house inmates on land or in buildings located in the City of Salem.

TRAFFIC

Traffic is an issue of neighborhood and regional concern. In 1984, the situation was severe. Infrastructure changes since, such as the widening of State Street, have lessened the traffic burden in the immediate area.

In order to prevent a return to severe traffic congestion, any significant construction project or other proposal which substantially increases the number of employees on site will include a Traffic Impact Analysis and consultation with the City of Salem Public Works Department, Transportation Services Division and the Salem-Keizer Transit District.

AREA TRAFFIC CONDITIONS

The following conditions prevail on the principal streets surrounding the state-owned property:

Center Street is a designated arterial street with abutting residential development. In 1984, it carried over 22,300 vehicles per day, an amount considerably in excess of its capacity. The peak traffic period extended from 12:30 p.m. to 5:30 p.m. (compared to 4:45 p.m. to 5:15 p.m. for typical Salem streets).

Today, Center Street carries approximately 17,620 vehicles per day (2004 traffic count).

D Street is a designated collector street with abutting residential development. In 1984, it handled overflow from Center Street, and carried over 8,570 vehicles per day.

Today, D Street carries 8,285 vehicles per day (2007 count).

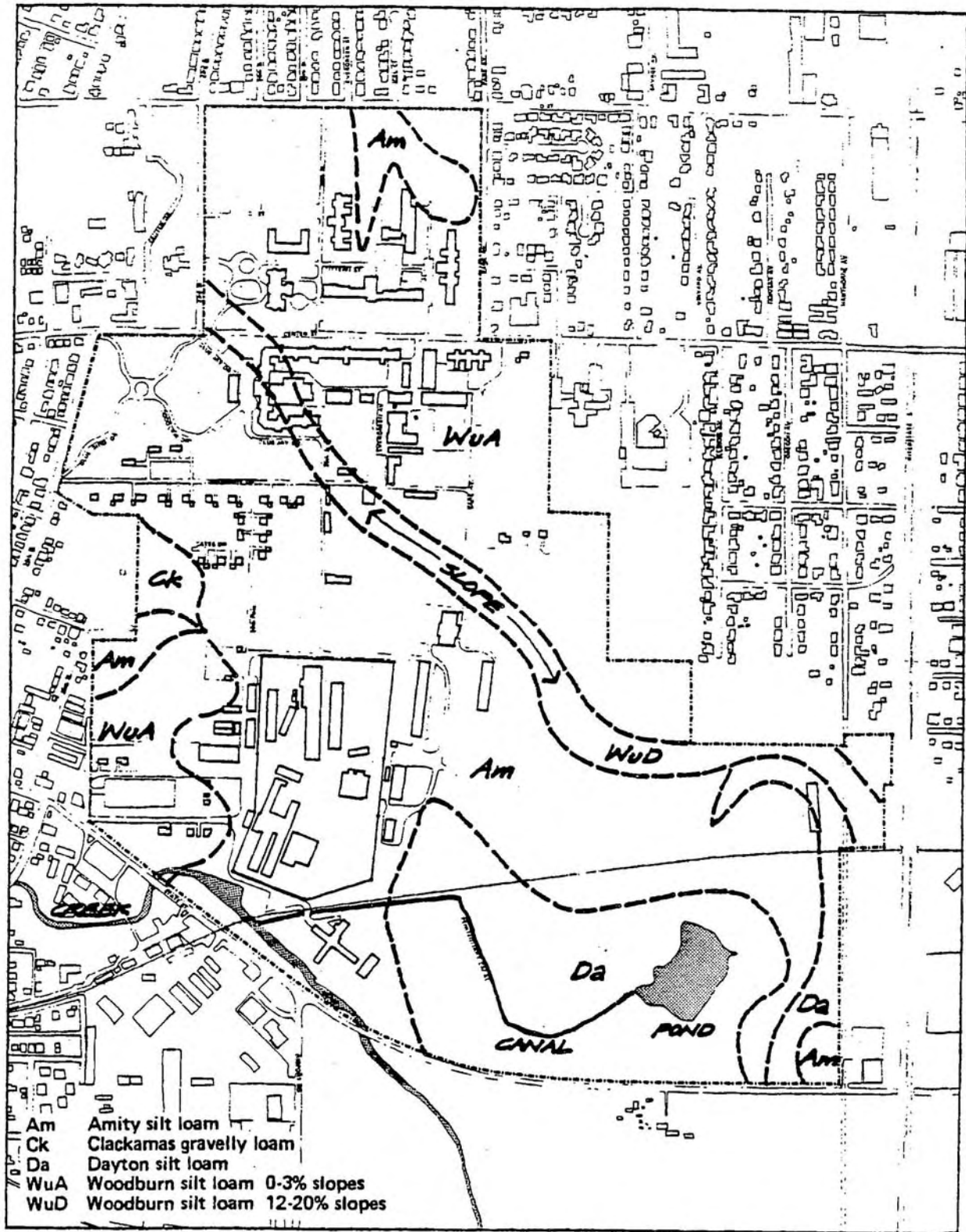
State Street, an arterial street, carried approximately 15,600 vehicles per day in 1984. Its capacity at that time was reduced at 24th Street due to the signal and the reduction of eastbound lanes.

Today, a widened State Street carries roughly 24,500 vehicles per day (2005 counts).

24th Street is a collector which carried over 6,400 vehicles per day in 1984. At that time, it provided the most convenient eastbound connection between State Street and Center Street.

Today, 24th Street carries 4,840 cars per day (2004 count).

In 1984, Hawthorne Avenue did not extend the full distance between Center and State Streets. Today, Hawthorne is an arterial with signalized intersections at both streets. It carries 13,440 vehicles per day (2007 count).



Soils and Topography

SOILS AND TOPOGRAPHY

TOPOGRAPHY

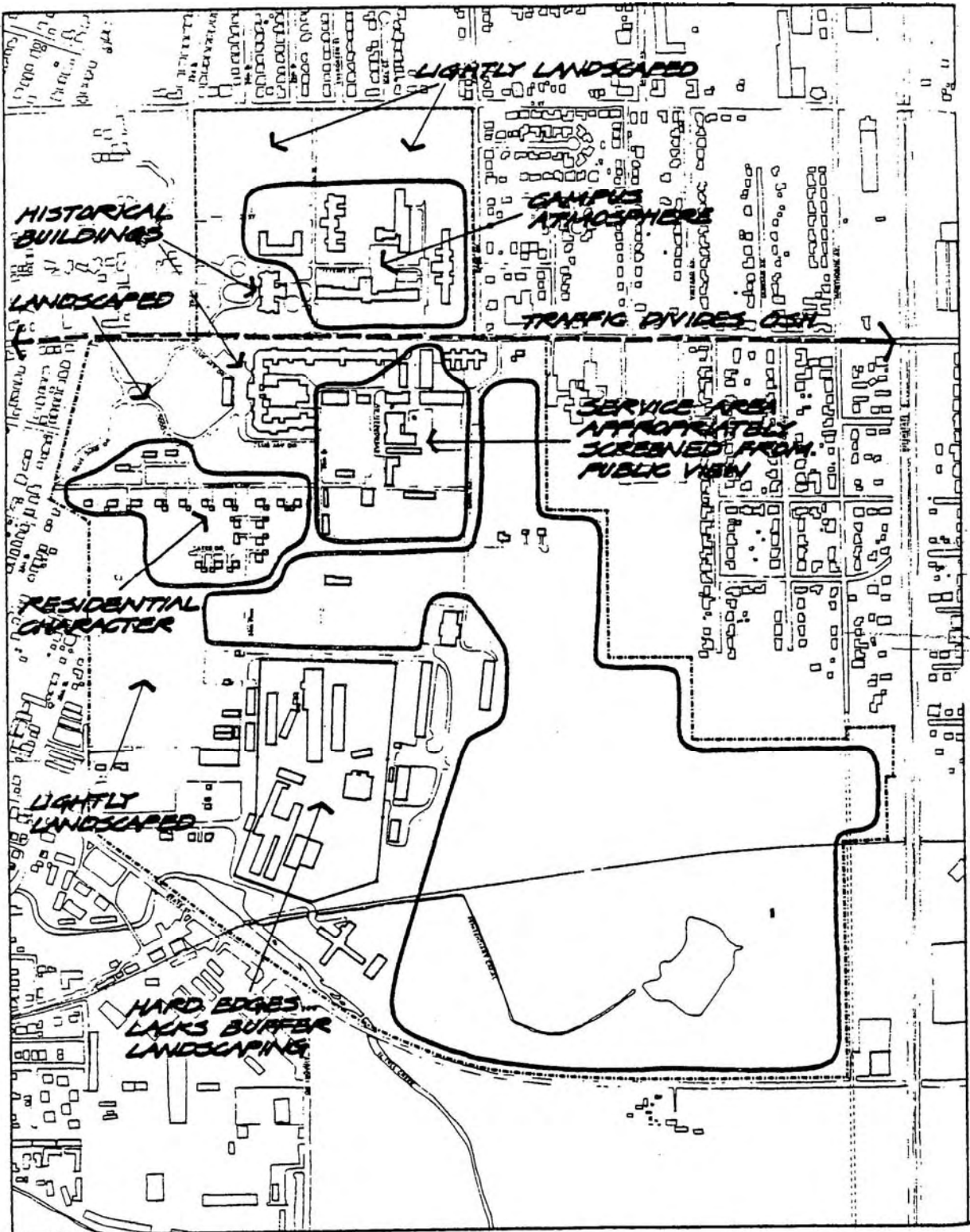
The site is divided into two relatively flat portions by a modest slope running diagonally from the northwest to the southeast.

SOILS

The northern portion of the site is relatively built up with no major soil or foundation problems. The southeastern portion of the site is bottom land consisting largely of Dayton silt loam. In this area, drainage is poor and is very slow. Although it is possible to build on this soil, additional site preparation is required to ensure proper drainage.

The remainder of the site poses no unusual building problems.

Source: USDA Soil Conservation Service Soil Survey of Marion County Area, Oregon (September 1972).



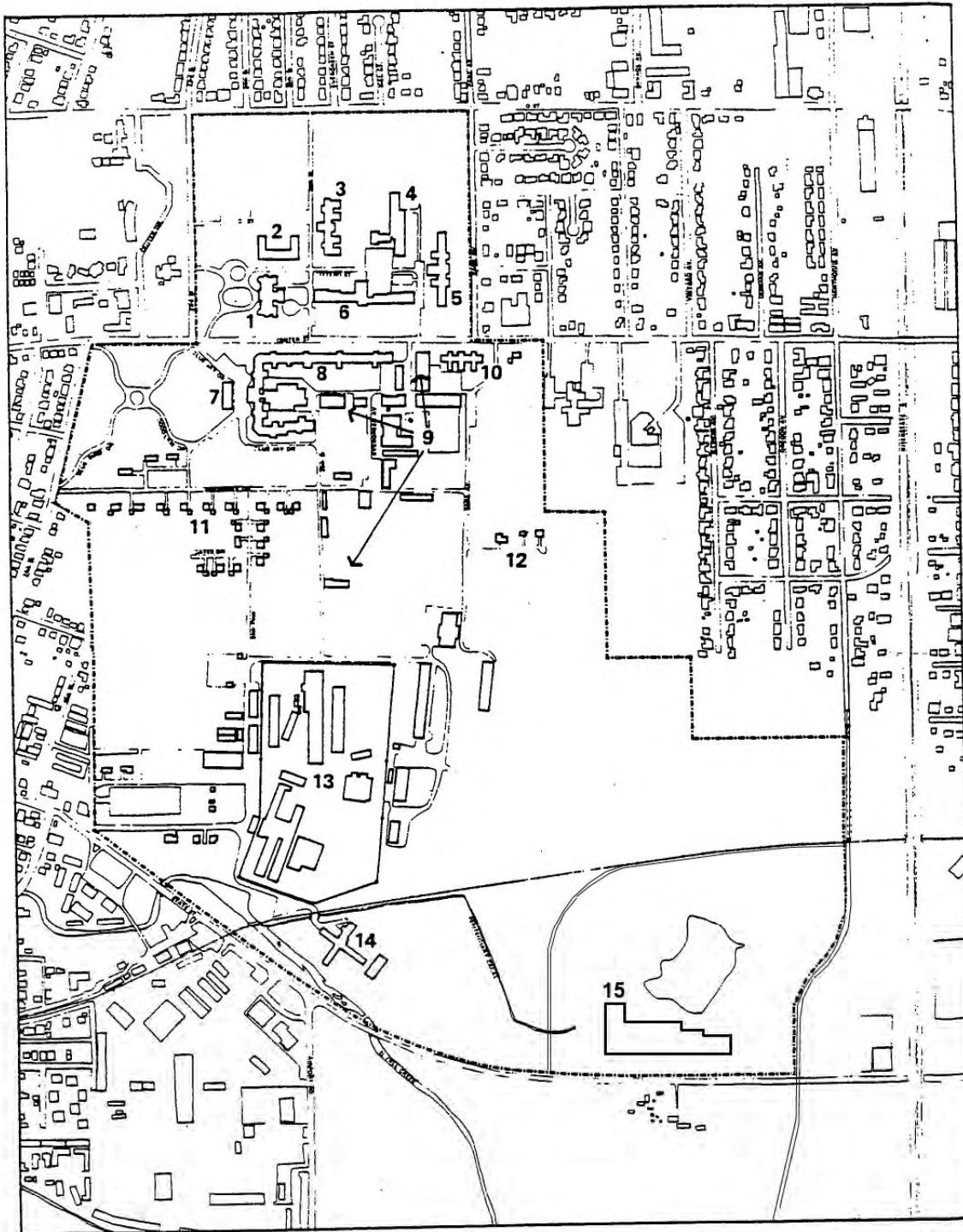
Site Features

LANDSCAPING

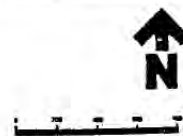
The northern portion of the site has been landscaped. Large trees and expanses of lawn adorn portions of the OSH complex. The southern portion of the site is largely open fields used for buffer space. Some has been leased to the City of Salem for public recreation.

MAN-MADE FEATURES

Principal additions to the site are the street and utility systems and the buildings associated with the hospital and penitentiary. A tunnel system connects the facilities and is used for the electrical and heat distribution piping, delivery of food from the central kitchen to wards, and movement of supplies and materials between buildings.



Existing Buildings



EXISTING BUILDINGS

Based on Current and Projected Uses by the Department of Human Resources:

- 1 Dome Building
- 2 Administration
- 3 Adolescent Care
- 4 Treatment Building
- 5 Medical Facility
- 6 Treatment Building
- 7 OSH Administration
- 8 J Building (vacant except for Forensic Psychiatric Service, a women's correction ward, Food Service and Correctional treatment program)
- 9 Maintenance and Storage Area for OSH
- 10 Salem Rehabilitation Facility
- 11 OSH Residential
- 12 Marion-Polk-Yamhill alcohol and drug detoxification center
- 13 State Penitentiary and Related Buildings
- 14 Men's Minimum Security Correctional Facility
- 15 Anderson Readiness Center

POLICIES

INTRODUCTION

This section outlines policies which shall be followed in the development of the OSH/Penitentiary properties. These policies are based on an evaluation of the following:

- Existing and possible future land uses and needs
- Site and buildings
- Community objectives and needs
- State policies regarding efficient and productive use of state-owned property
- City of Salem Comprehensive Plan policies regarding centralization of certain state office uses on the Capitol Mall
- Transportation

Existing uses of the property are of low density, do not significantly contribute to peak-hour traffic, and are compatible with the neighborhood. It is anticipated that future needs of the Oregon State Hospital and Oregon State Penitentiary could be accommodated on the existing site.

Much of the existing site is not developed, providing a needed buffer and visual open space resource for the institutions as well as for the community. Functions of the OSH complex north of Center Street are to be relocated; the north campus will then be considered for new uses, consistent with criteria for new uses on page 25.

In 1984, the community wanted low density uses on the state-owned property which did not contribute to local traffic problems. Furthermore, they favored uses which did not require support services of the type found along Market or Mission Streets. The surrounding neighborhoods expressed an additional need for meeting rooms and indoor recreational facilities. Today, neighborhood residents expressed similar concerns.

The expansion of state government has created space needs, some of which are being met in leased space in the Salem area. Yet, facilities are being vacated at OSH and could be utilized for various state functions. It is in the public interest to utilize resources efficiently and also to be sensitive to local concerns over possible impacts of state actions on the neighborhood.

Notwithstanding the need to make productive use of state-owned properties at OSH, previously established city policies designate the Capitol Mall as the primary location for certain types of state offices. The *City of Salem Comprehensive Plan* contains the following policy statement, ". . . state-owned buildings which house the executive, legislative, judicial, or state-wide administrative offices of any state agency shall be located on the Capitol Mall, except when an agency can demonstrate the necessity of locating off the mall".

Local traffic problems were severe in 1984, even though the current uses were of low density and not concentrated during the peak traffic period. In order to minimize the traffic impact on the neighborhood, a program of transportation improvements and alternative modes plan was suggested. Today, the traffic situation has improved due to the availability of Hawthorne Avenue

and a widened State Street. As mentioned in the General Policies, any major construction project or other proposal which significantly increases employment populations on the site will be accompanied by an appropriate Traffic Impact Analysis.

CRITERIA FOR NEW USES

The following criteria for evaluating new uses apply to the entire site. They are derived from the conditions outlined above and shall provide a framework for more detailed policies for sub-areas of the site.

Compatibility with Neighborhood:

- Shall not be overly noisy or visually obtrusive.
- Shall not generate extraordinary needs for support services.
- Shall not generate a significant increase in truck traffic which would use neighborhood streets.
- Should, where practical, provide opportunity for public use or participation (such as job opportunities)
- Design of new structures should complement the existing architectural styles and character of the neighborhood.
- Campus atmosphere and visual open spaces shall be preserved to the greatest extent practical.
- The protection of the surrounding neighborhoods shall be considered when reviewing structures at the Oregon State Hospital and Oregon State Penitentiary.
- Structures with historical potential should be preserved when practical.

Compatibility with Oregon State Hospital/Penitentiary:

- Shall not be overly noisy and disruptive to operation of the hospital/penitentiary.
- Shall not usurp street capacity needed for hospital/penitentiary operation.
- Shall, where possible, complement the hospital/penitentiary function.
- Shall maintain an adequate unobstructed area around the walls of the penitentiary.

Transportation:

- Additional auto trips associated with new uses and impacting streets classified as Local in the Salem Transportation System Plan (STSP) should be kept to a minimum and discouraged in compliance with the Transportation section of this plan and the Alternate Modes Goals included therein. Any additional auto trips shall have access from streets

classified as Collector or Arterial in the STSP, such as State Street, Hawthorne Avenue, Center Street, D Street, 24th Street, and 23rd Street.

GENERAL POLICIES

- The policies of this plan apply to the OSH/Penitentiary property, and shall guide its future development.
 - Current employment levels should not be substantially exceeded and capital construction or improvement projects resulting in increased employment levels should not be approved by the Department of Administrative Services (DAS) unless it can be demonstrated to the DAS Director's satisfaction that agencies proposing projects are completing all necessary Traffic Impact Analyses and working with the city of Salem Public Works Department, Transportation Services Division and the Salem-Keizer Transit District to address transportation concerns. All street improvements shall be consistent with the Salem Transportation System Plan.
 - Any major construction project shall include sufficient parking, as determined by City of Salem Revised Code, either on-site or through other means, to minimize the impact on surrounding neighborhoods.
- I. OSH NORTH CAMPUS (north of Center Street.)
- The primary use of this area should be for care of patients, outpatients, or clients. Medical services rendered by the Salem Hospital are an appropriate use.
 - Should OSH consolidate its uses south of Center Street, new use options for the OSH North Campus will be explored.
 - When improvements are made, the landscaping should unify the buildings, form a campus atmosphere, and provide visual screening between the campus and the surrounding neighborhoods.
 - All new parking access should consider possible negative impacts on the surrounding neighborhood.
 - Siting major office buildings in this area would not be consistent with current uses.
- II. OSH SOUTH CAMPUS (south of Center Street and generally north of Walker Street)
- All OSH activities could ultimately be relocated to facilities south of Center Street.
 - All uses proposed for this area should be compatible with existing hospital and/or penitentiary uses and with the character of the neighborhood, and shall be reviewed against the Criteria for New Uses.
 - All new parking access should consider possible negative impacts on the surrounding

neighborhood.

- Siting major office buildings unrelated to the existing use of the site in this area would not be consistent with current uses.

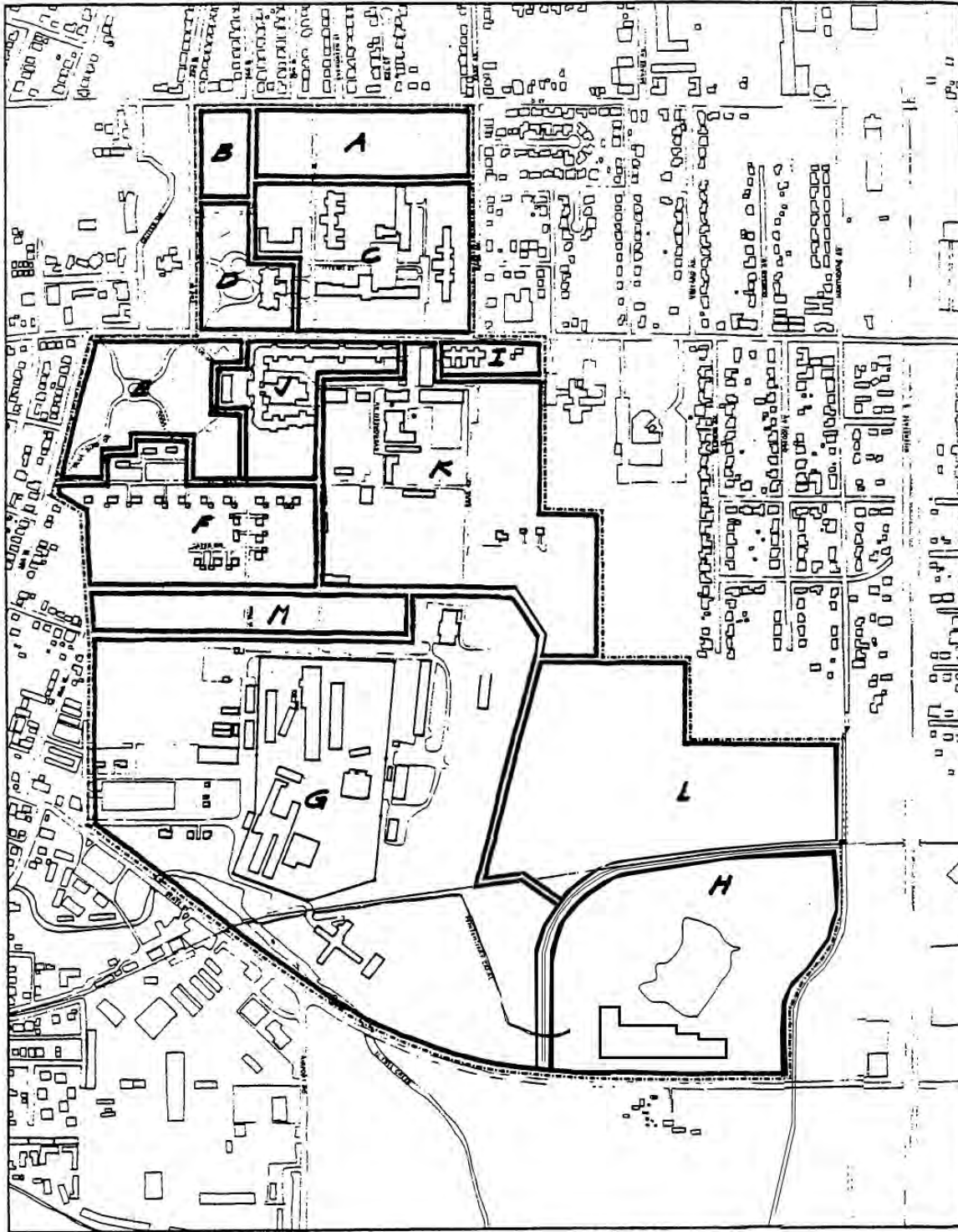
III. PENITENTIARY AREA (north of State Street and generally south of Walker Street.)

- The predominant use for this area should continue to be the State Penitentiary and related correctional facilities.
- Land in excess of the penitentiary's need for buffer zone should be reserved for ultimate consideration for other public or institutional uses.
- Siting major office buildings unrelated to the existing use of the site in this area would not be consistent with current uses.

SUB-AREA POLICIES

The sub-areas are defined by their current or former use:

- A. Land bank (for future state use)
- B. Land bank (for future state use)
- C. OSH north campus
- D. Historic Dome Building and grounds
- E. Landscaped hospital campus green space
- F. Residential /Office area
- G. Penitentiary and buffer zone
- H. Anderson Readiness Center and land bank for future state uses
- I. Former Salem Rehabilitation Center
- J. J Building Complex
- K. Support services for OSH
- L. Geer Community Park
- M. Wetland, flood control, and buffer zone

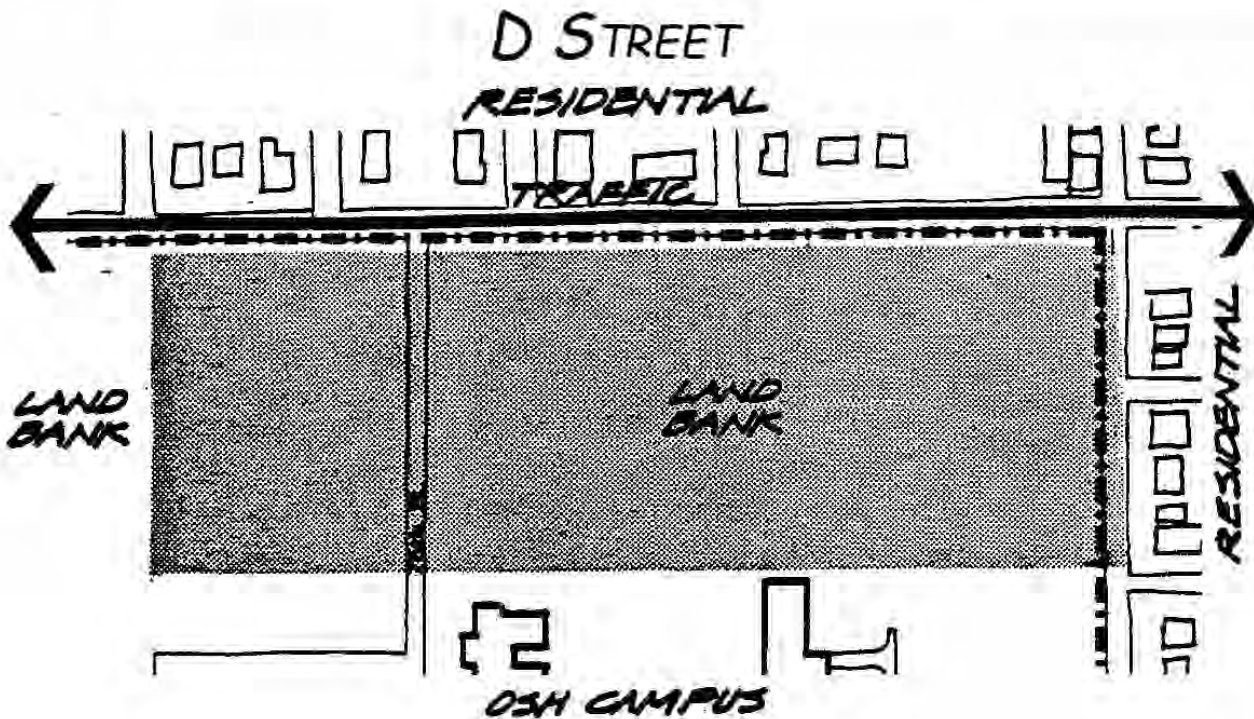


Sub-area analysis and policies



Sub Areas

A

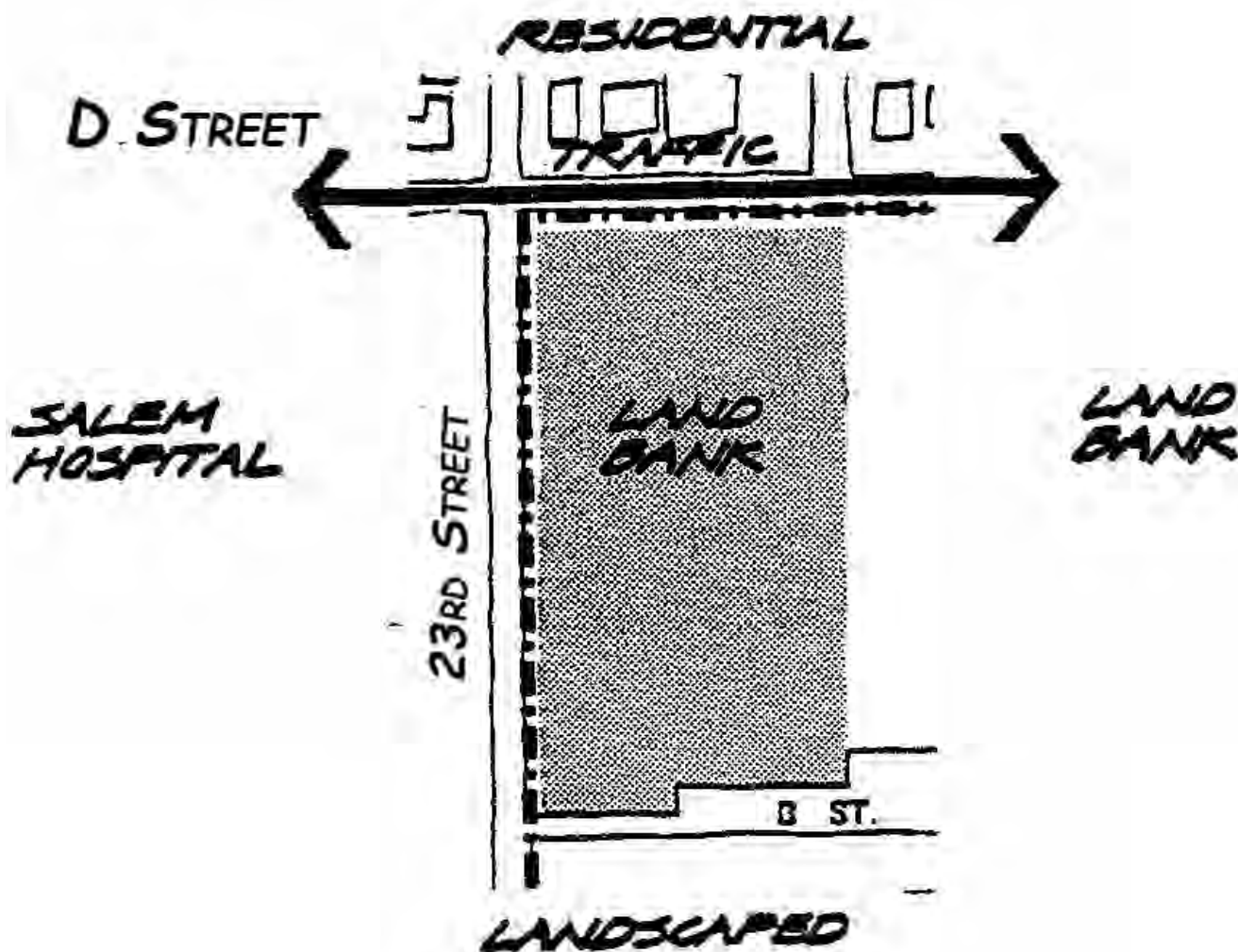


A. LAND BANK

Policies:

- Maintain existing use as hospital campus green space until needed for other uses.
- May be used as a temporary staging area or to temporarily house employees or patients during construction activities elsewhere on OSH property. Such uses shall minimize impacts to adjacent neighborhood.

B

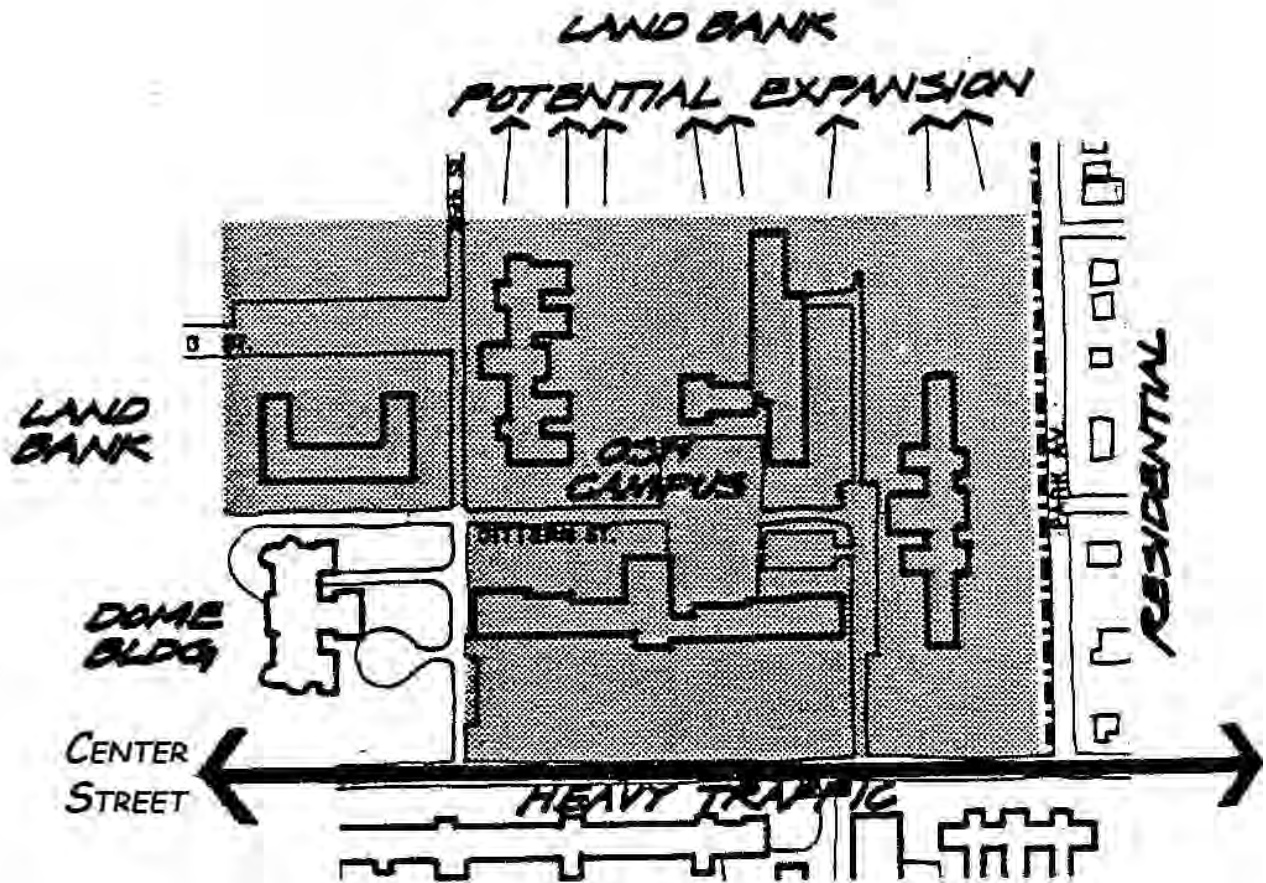


B. LAND BANK

Policies:

- Existing hospital campus open space should be maintained until the area is needed for other state uses.
- May be used as a temporary staging area or to temporarily house employees or patients during construction activities elsewhere on OSH property. Such uses shall minimize impacts to adjacent neighborhood.

C

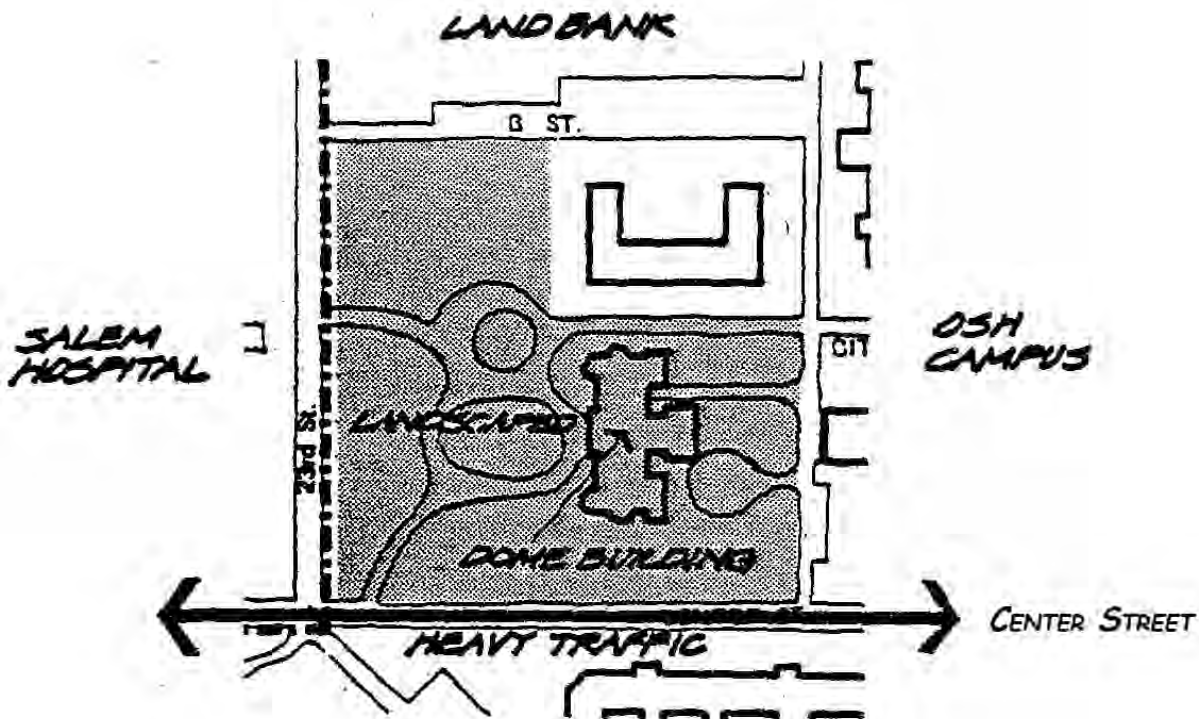


C. OSH NORTH CAMPUS

Policies:

- Maintain existing uses for OSH until transferred to other suitable locations.
- Landscape to screen all permanent parking areas when renovating or when constructing new projects.

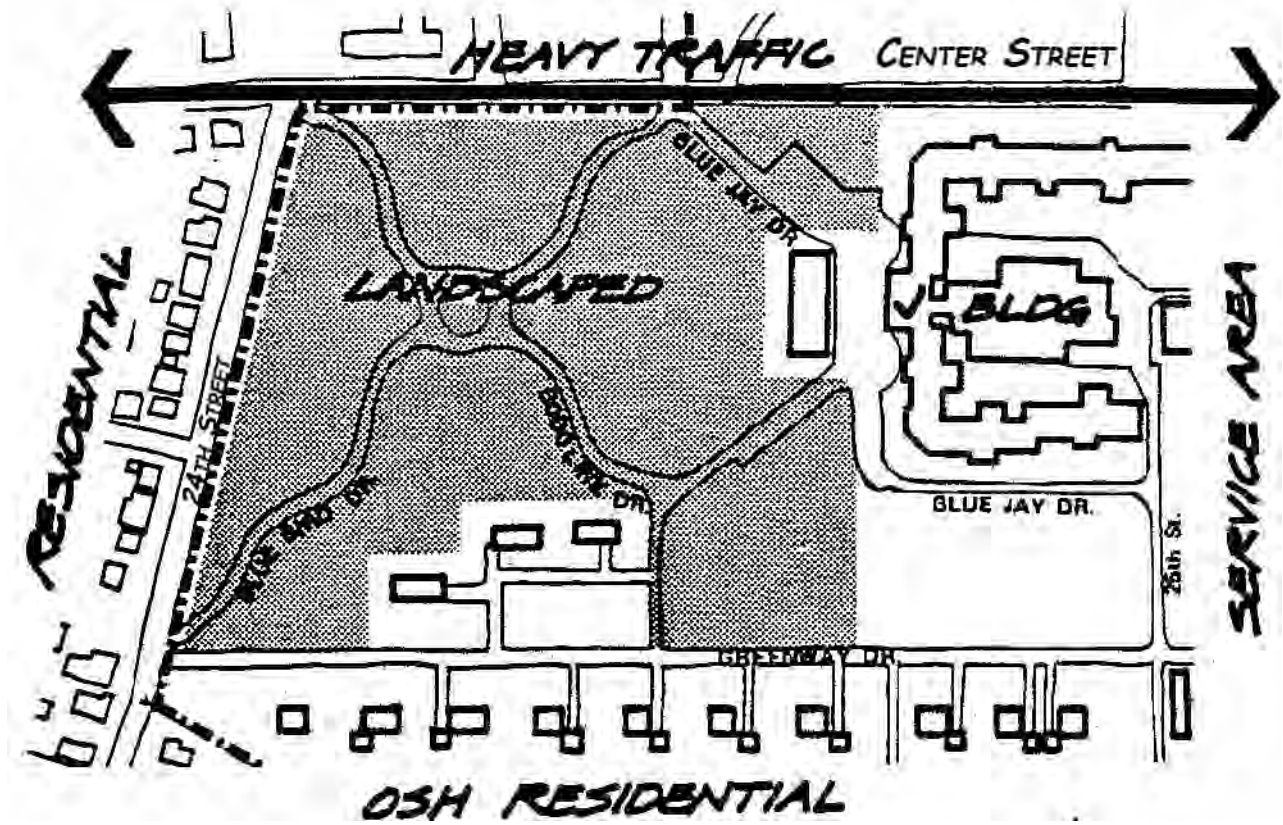
D



D. HISTORIC DOME BUILDING AND GROUNDS

Policies:

- Encourage the Department of Corrections to consolidate and relocate the central division staff to new quarters.
- Consider the historic integrity of the Dome Building in any future use.

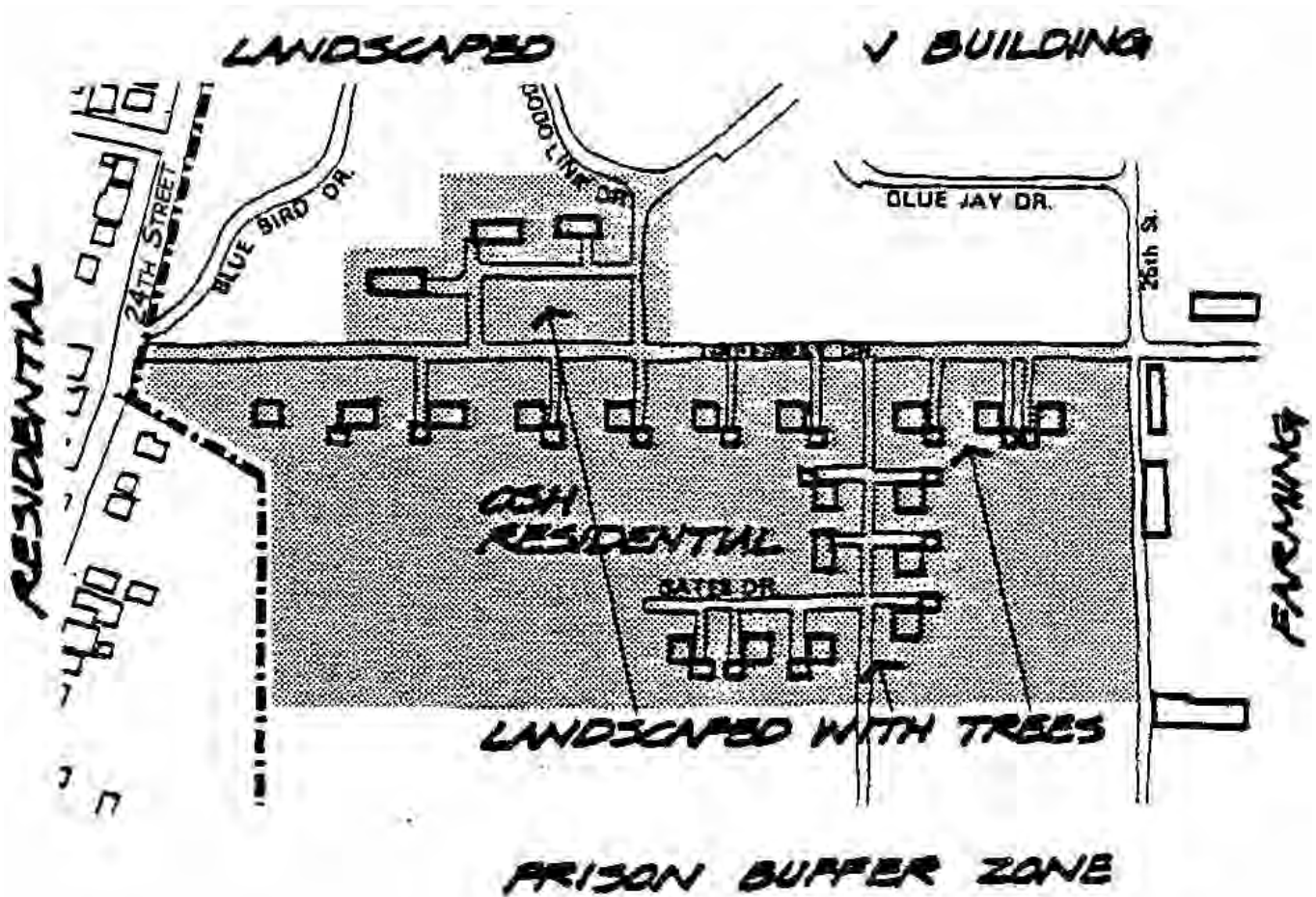


E. LANDSCAPED HOSPITAL CAMPUS GREEN SPACE

Policies:

- Maintain existing grounds as a landscaped hospital campus green space.

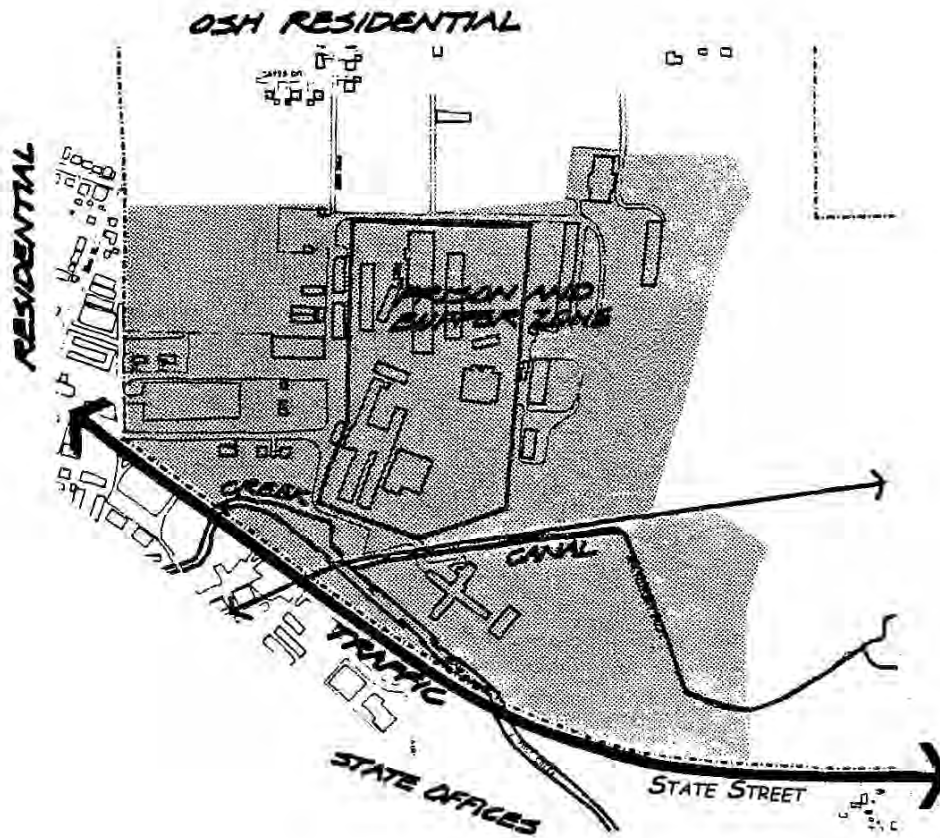
F



F. RESIDENTIAL OFFICE AREA

Policies:

- Retain structures as long as the existing uses justify maintenance cost.
- Do not allow structures to become an attractive nuisance.
- Previous City of Salem park functions have been relocated to leased land in Sub-area L.

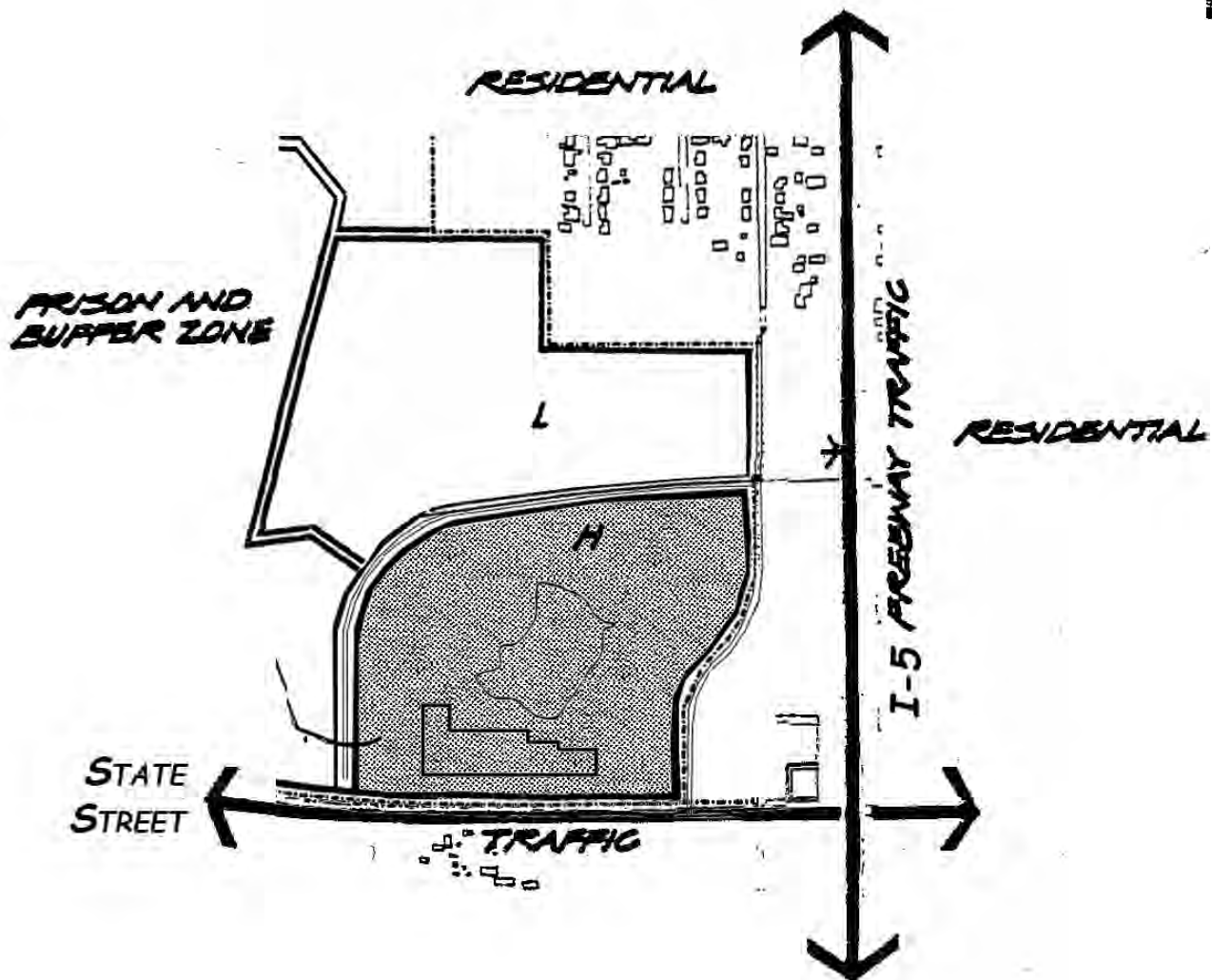


G. PENITENTIARY AND BUFFER ZONE

Policies:

- Maintain penitentiary and related correctional uses.
- Maintain unobstructed buffer zone around penitentiary facilities approximately as indicated.
- Permit functions such as wetland mitigation, ecological restoration, and flood control to occur within the buffer zone, subject to public safety considerations.
- Previous City of Salem park functions have been relocated to leased land in Sub-area L.

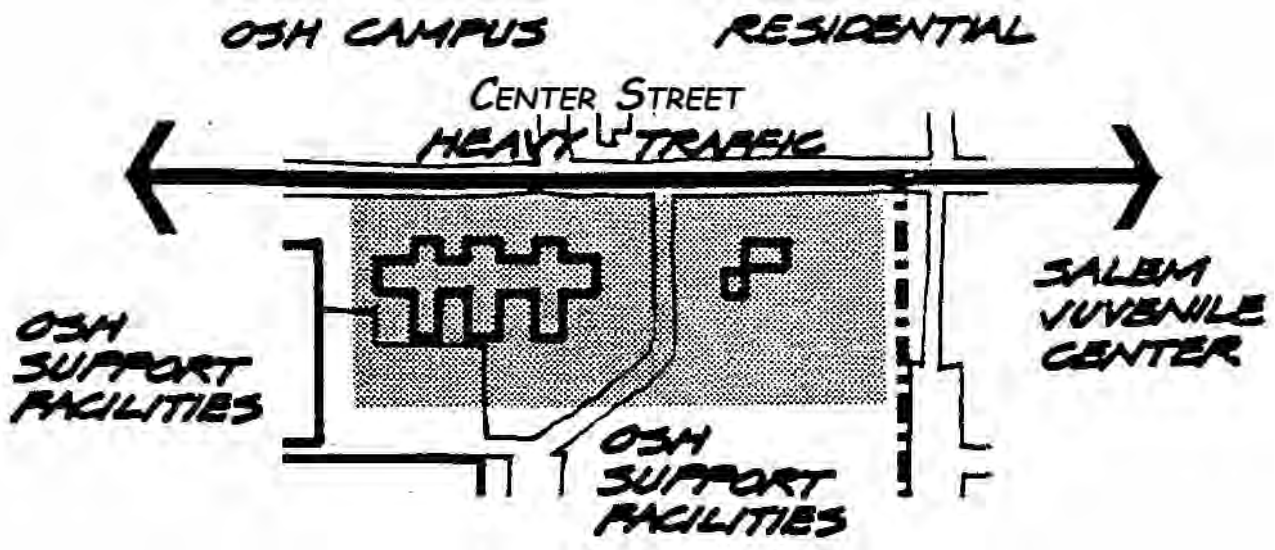
H



H. ANDERSON READINESS CENTER and LAND BANK - FUTURE USE

Policies:

- Allow for continued military use of site.
- Recognize drainage problems in the consideration of the site for future buildings.
- Permit agricultural research station, fire training, and other similar low density uses to continue until the site is needed for more intensive state uses.

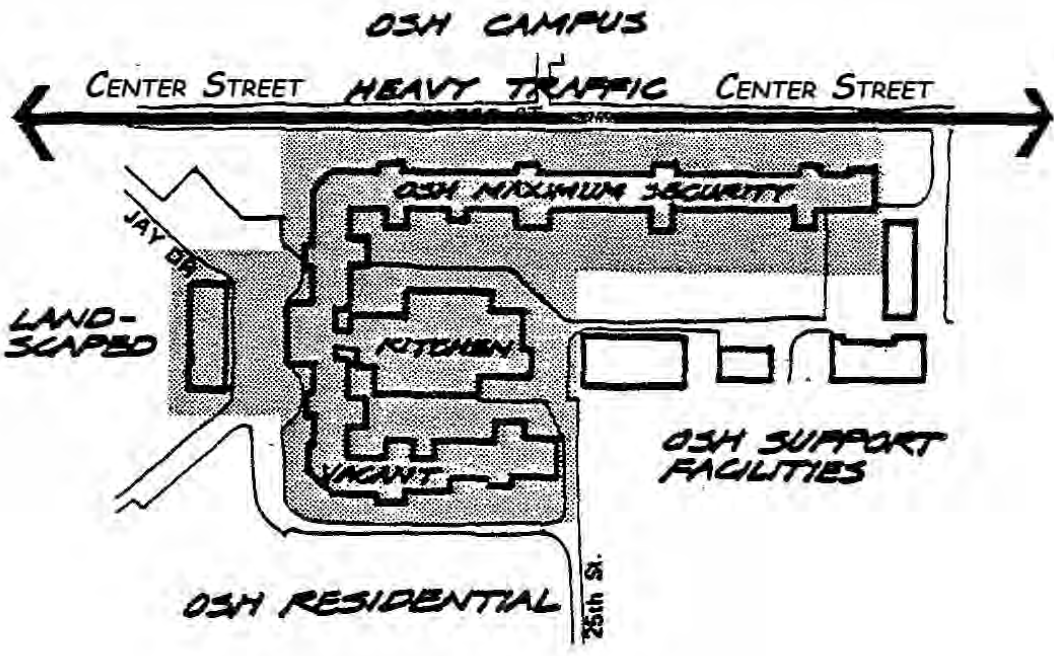


I. FORMER SALEM REHABILITATION CENTER

Policy:

- Facility has been vacated by Salem Rehabilitation Center. Integrate this sub-area with OSH redevelopment.

J

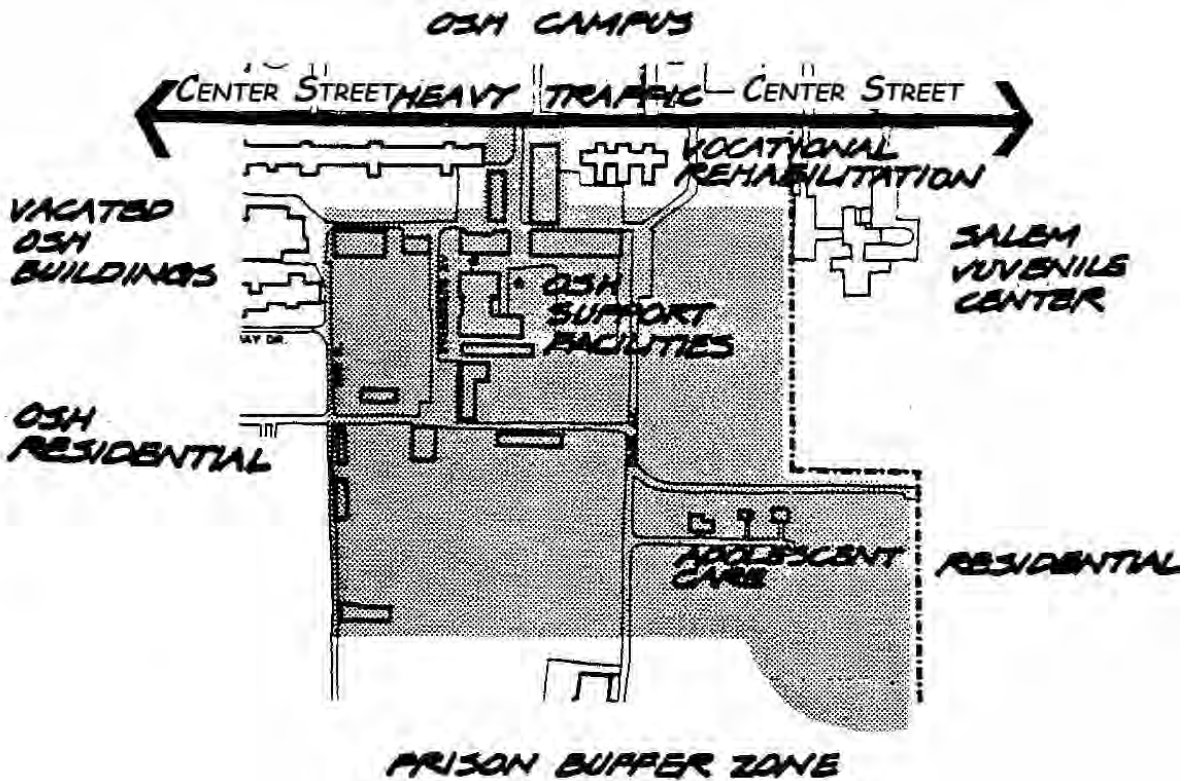


J. J BUILDING COMPLEX

Policies:

- J Building is a designated historic property within the City of Salem. Its historic and architectural integrity and status should be considered in future plans.

K

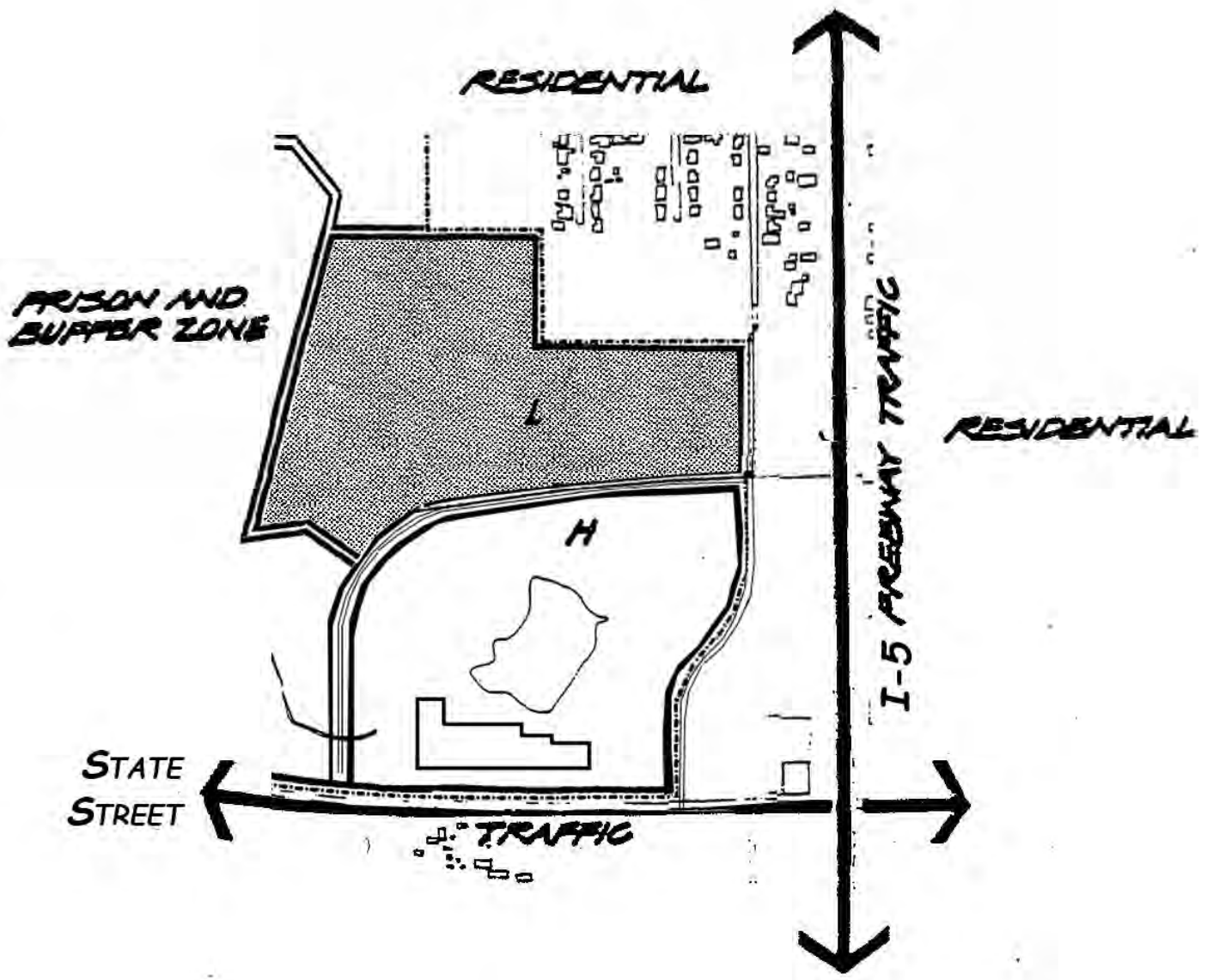


K. SUPPORT SERVICES FOR OSH

Policies:

- Discourage additional access from Center Street.
- Area should be integrated with OSH Redevelopment.

L

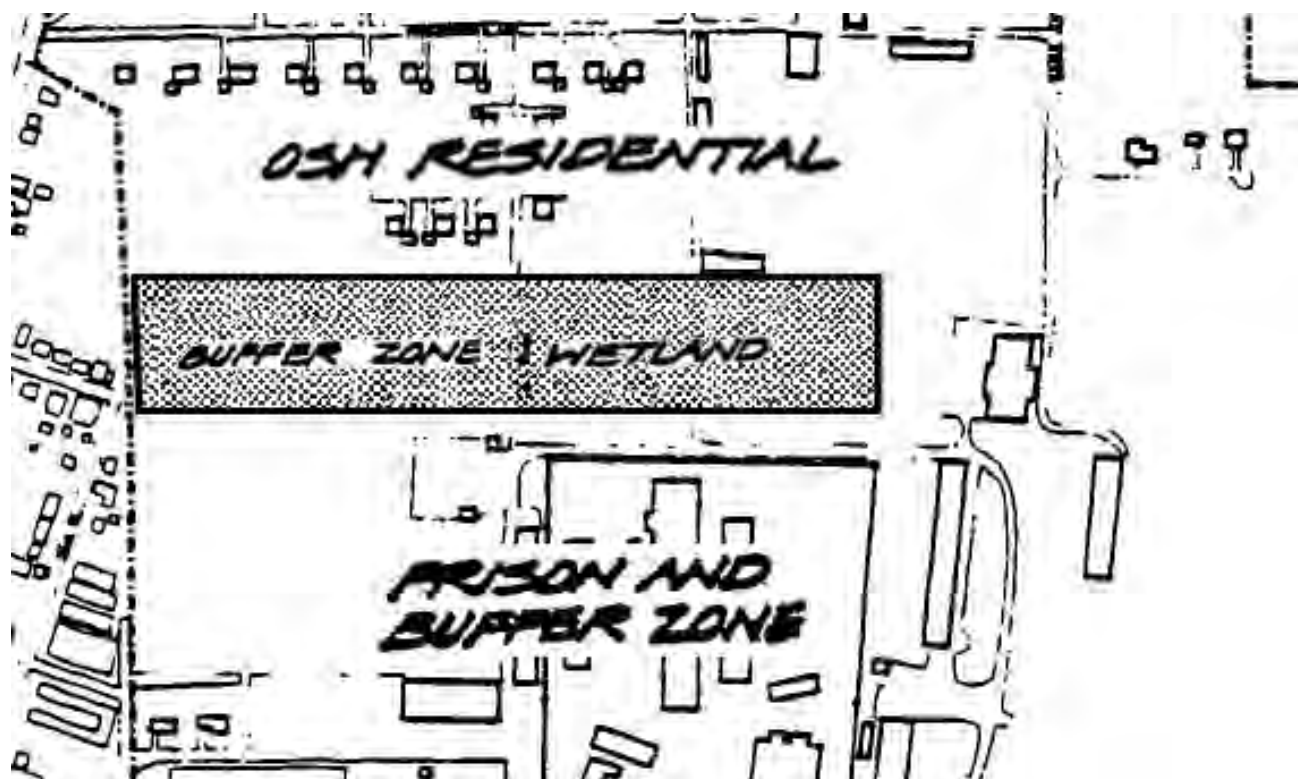


L. GEER COMMUNITY PARK

Policies:

- 46-acre site is under long-term lease to City of Salem for park use, beginning in 2000. 26 acres have been developed as of 2007.

M



M. WETLAND, FLOOD CONTROL, and BUFFER ZONE

Policies:

- Establish sub-area M's primary use as an unobstructed buffer and site for flood control and wetland mitigation projects between Oregon State Hospital and Oregon State Penitentiary.
- Delineate existing wetlands in this sub-area and pursue a restoration/mitigation program.
- Previous City of Salem park functions have been relocated to leased land in Sub-area L.
- Follow terms of the interagency agreement between DHS/OSH and DOC/OSP regarding the maintenance of this buffer and wetland area. (Appendix ___ when completed.)

TRANSPORTATION

OBJECTIVE

The objective of this section is to reinforce the requirement that uses at the OSH/Penitentiary property minimize adverse impacts on the surrounding community. A significant impact of any new use that increases employment is the additional traffic generated. Transportation improvements for new projects or new uses will be determined consistent with City of Salem Revised Code requirements.

Transportation improvements could be made by (1) encouraging use of alternative transportation modes and (2) providing street and parking improvements. New parking management policies and the availability of alternative transportation options would reduce the number of peak hour trips. Street improvements would channel access to the site from the south on nonresidential streets. Before any activity takes place to construct more parking areas, the agency proposing the development should consult with the Salem-Keizer Transit District regarding an alternate modes program.

TRANSPORTATION AND TRANSIT IMPROVEMENTS

Transportation and transit improvements for new projects shall be developed in conjunction with the city of Salem Public Works Department, Transportation Services Division and Salem-Keizer Transit District following completion of Traffic Impact Analyses.

ALTERNATIVE MODES PROGRAMS

Achieving the alternative modes goals requires a coordinated program to reduce the total number of peak hour auto trips. Any program should be designed to encourage employees to use alternative means for traveling to work such as transit, carpooling, walking, and bicycling.

The current and future tenants of this property should coordinate with the City of Salem, Salem-Keizer Transit District, and Oregon Department of Transportation to ensure that employees and regular visitors are aware of any alternative transportation programs which may exist, such as park-and-rides, rideshare/carpooling programs, new transit offerings, etc.