

CHERRY HILL PLANNED DEVELOPMENT

8-6-25

INTRODUCTION

This development application includes a phased Subdivision, Master Plan, Zone Change, Tree Removal and Preservation, and Transportation & Comprehensive Plan Amendments. **Plan 4** is the current development option as shown on Pages 2 and 3. **Plan 3** on Page 4 was presented at the last neighborhood meeting on June 4, 2026. This new **Plan 4** was designed to comply with comments from the neighbors.

This site is 127 acres in size and located on the south side of Orchard Heights Road (**OHR**) in West Salem. The legal description is Tax Lot 900, Tax Map 7-3-18C, and Tax Lots 1500, 1700, 1800 and 1900, Tax Map 7-3-18D. The northern half of the property is zoned MU-II (Mixed Use) as shown by Page 1. The southern half and Tax Lot 900 to the west will be rezoned to RS (Single Family Residential) unless the city approves MU-II zoning on the west side of the site.

ZONING

Page 1 shows the current 63 acres of MU-II zoned property. The remaining 64 acres will be zoned RS for SFR detached and attached middle housing units. The current zoning would create about 2,000 housing units. The proposed Plan 4 on Pages 2 and 3 would produce 730 to 930 housing units. Property to the northeast would retain MU-II zoning. This area includes 15.63 acres of park land and 6.52 acres of storm treatment and detention. Property to the west would be rezoned MU-II. The balance of the property would be rezoned RS. The current amount of land zoned MU-II on this site is too large for this area and in the wrong location. Most of the proposed developments east of Cherry Hill are apartments. Titan Hill has 436 units and Orchard Heights Apartments has 186 units. The only new single family detached housing in this area is Titan Village with 30 units. There is a current need and demand for more SFR detached housing in this area.

RESIDENTIAL DEVELOPMENT

Page 3 shows a range of 730 to 930 housing units. Land zoned MU-II could be developed with senior housing or apartments. The minimum density is 15 units per acre. The assumed maximum density is about 25 units per acre because of the steep slope restrictions. The RS zoned property would produce about 430 single family houses. Plan 4 is more compatible with the existing neighborhood compared to current zoning with a potential of 2,000 housing units. With the current zoning, about 1,600 apartment units and 400 single family housing units could be developed.

Plan 4 on Page 2 shows a 15.63-acre **public park** at northeast corner of the site. Page 3 shows the location of a 5.84-acre **private park** if the city does not want to trade for this 15.63-acre public park land. About 2.81 acres of apartments along Orchard Heights Road could be developed.

Existing trees on our site increase the value of the land as public open space. Page 3 shows the significant and non-significant trees that will be retained. This site would be a great nature park with walking trails. The sloped areas can be graded flat with several terraces for active recreational use.

Proposed residential development will be 5,000 to 6,000 sf lots in the RS Zone. The Middle Housing units will be attached duplexes in pairs. Each Middle Housing unit will be on a separate lot for owner occupancy instead of a rental. The units will probably have 2 car garages and separate backyards. Apartments or other types of attached housing will be developed in the MU-II zone. Mixed Use development in this area is difficult because of city requirements. Other than retirement housing in the MU-II zone, this site is not appropriate for other allowed uses except maybe a small commercial center at the northeast corner of the site. About 6.52 acres will be developed with a water quality and detention pond.

TRANSPORTATION

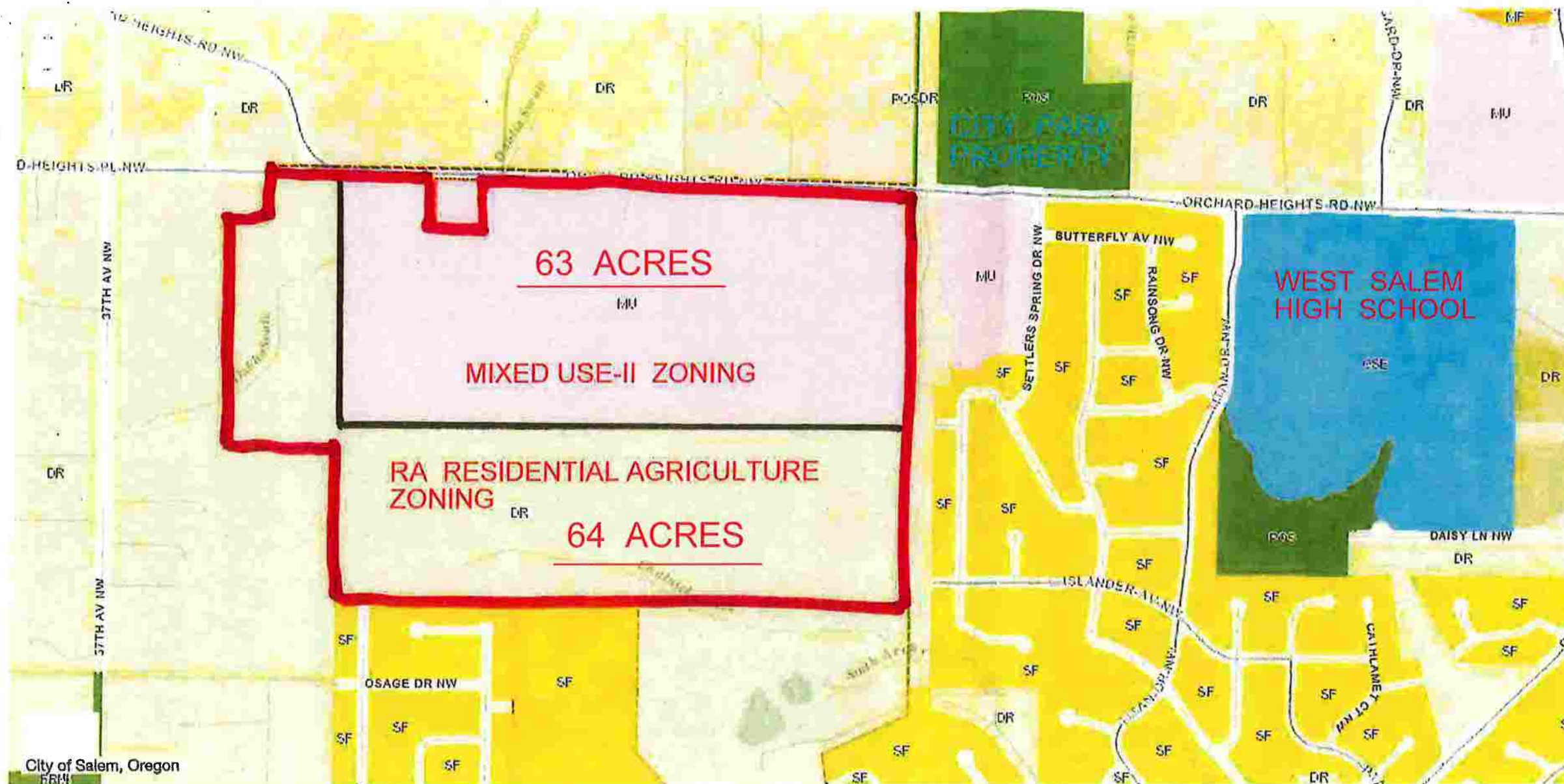
The Transportation System Plan (**TSP**) has multiple references to Orchard Height Road (**OHR**). **Page 10** shows existing and proposed collector and arterial streets. The goal is to amend the TSP by moving OHR in the TSP plan from the interior of the site back to the existing OHR r-of-w. Relocation of OHR to the interior of the site was proposed by the property owner in the year 2009 only for construction purposes. The owner did not consider the effects on the design of the project.

The TSP shows a collector street extending from Grice Hill Drive to 35th Avenue to the south. A second collector street extends from Islander Ave, located at the southeast corner of the site, to Grice Hill Road. A 3rd collector extends from Grice Hill Drive to the west property line. The OHR minor arterial street through the center of the MU-II zone is a problem because it restricts development options when we don't know what will be developed in the future. The speed limit is 45 mph. Vehicles could travel 60 mph through the interior of the site. With high density development, significant pedestrian traffic will occur. Only a local street with a 25-mph speed limit should be built in the interior of the MU-II zone. Secondly, we want to build a public park in the MU-II zone. A high-speed minor arterial street in the interior will restrict park development options.

Stantec Engineering is preparing preliminary grading plans for reconstruction of the existing OHR r-of-w to show the street can be constructed at its current location. Our Traffic engineer will identify existing and future traffic volumes for OHR and develop a construction plan to keep traffic moving along OHR during construction. The interior location of OHR creates a difficult development restriction for the site. It affects a potential park land trade for city owned land located on the north side of OHR. This city property is directly east of the BPA power line as shown on **Page 1**.

Plan 4 shows Grice Hill Road connecting with Islander Avenue rather than 35th Avenue to provide a direct connection to Titan Drive which then connects with Glen Creek Road. Islander is designed as a collector street with bike paths on both sides of the street and parking on one side. 35th Avenue is not built as a collector street. It does not have bike paths. On-street parking is location on both sides of the street. Changing the design of 35th Avenue will be very difficult. It has steep grades which are not compatible with a collector street. Islander is a better collector option. 35th Avenue is proposed to be changed from a collector street to a local street. 35th Avenue will still carry traffic, but not as much as Plan 3. 35th Avenue does not directly connect with Grice Hill Road to discourage through traffic.

Pages 6 to 9 show design options for collector and local streets. Page 6 shows a new collector to 32nd Avenue or further east. This collector is located at the midpoint between the future 37th Avenue collector and Titan Drive as shown by Pages 7 and 8. Page 9 is an aerial which shows the proposed street locations. Sheet 11 shows 4 design options for collector streets. The Collector "B" design is proposed for this project with bike paths on both sides of the street and parking on one side. This is the same street design as Islander Avenue.



Legend

↑
NORTH

Willamette Greenway and Compatibility Review Boundary

Salem Area Comprehensive Plan (SACP)

- Comprehensive Plan Designation
- FRM - Farm Resource Management
 - DR - Developing Residential
 - SF - Single Family Residential
 - MF - Multi-Family Residential
 - COM - Commercial
 - CB - Central Business District
 - CS - Community Service
 - CSA - Community Service Airport
 - CSC - Community Service Cemetery
 - CSE - Community Service Education
 - CSG - Community Service Government
 - CSH - Community Service Hospital
 - CSS - Community Service Sewage - Solid Waste
 - IND - Industrial
 - IC - Industrial Commercial
 - POS - Parks - Open Space - Outdoor Recreation
 - EC - Employment Center
 - MU - Mixed Use
 - ROM - River Oriented Mixed Use

EXISTING ZONING

PLAN 4 - CHERRY HILL - 375 LOTS

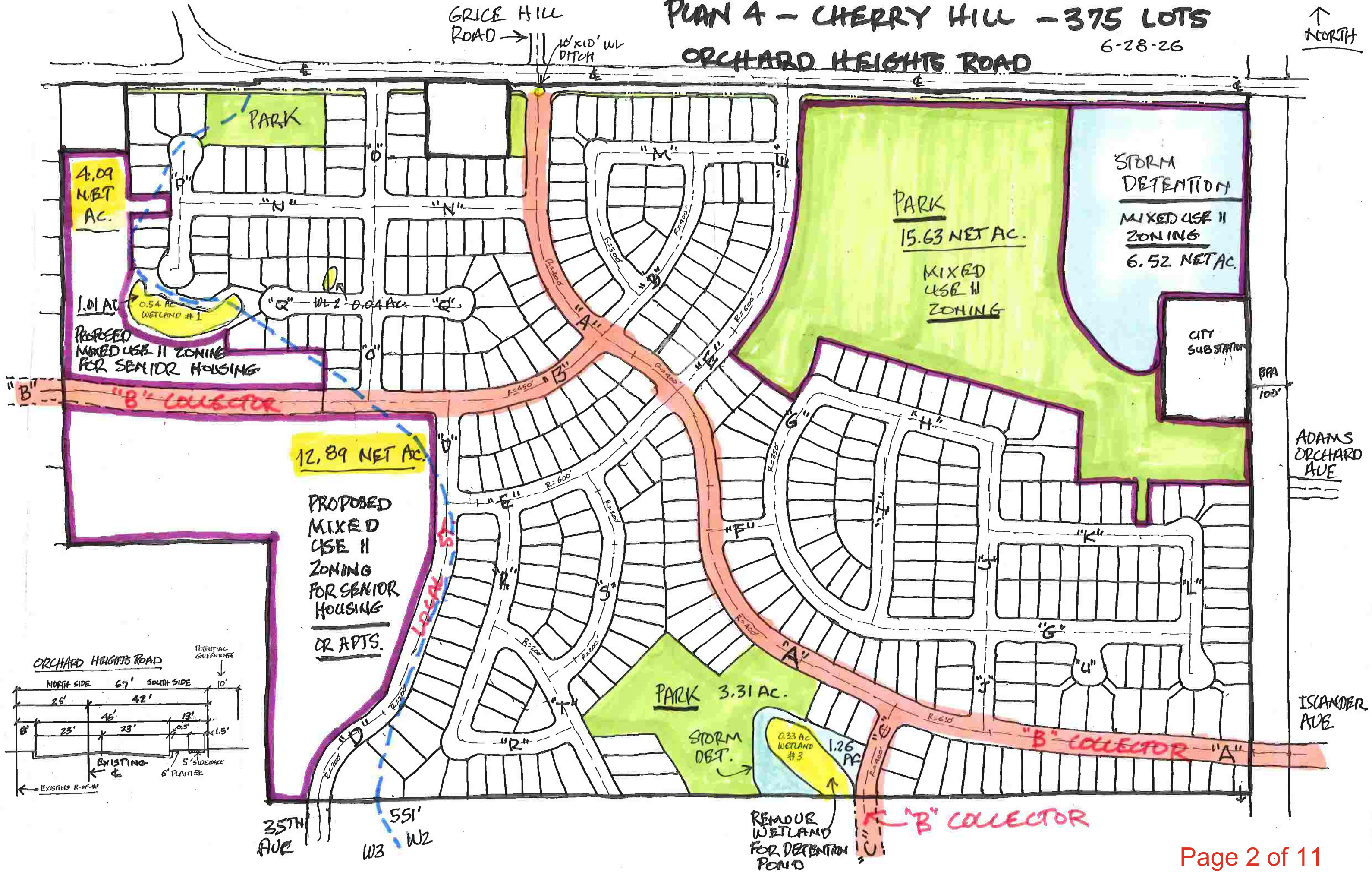
6-28-26

↑ NORTH

GRICE HILL ROAD →

10'x10' WL DITCH

ORCHARD HEIGHTS ROAD



GRICE HILL ROAD

PLAN 4 - CHERRY HILL

6-28-26

TOPO &
SIGNIFICANT TREES



SCALE 1"=100'

ORCHARD HEIGHTS ROAD

4.09 acres
Senior Housing
or
62 to 102
apartment units

5.84 acres
Development of
a private park

2.81 acres
Senior Housing
or 42 to 72
apartment
units

Storm Detention
6.52 acres

12.89 acres
Senior Housing or
196 to 326 apartment units

ADAMS
ORCHARDS
AVE.

LOCAL STRE

ISLANDER
AVE.

"B" COLLECTOR
STREET

SIGNIFICANT TREES

20-inch White Oak and 30"
Other Trees in Green with
Critical Root Zone

30-inch Conifer Trees in Green
With Critical Root Zone

320 SFR detached lots
110 Attached units in pairs
300 apartment or senior
housing at 15 units/ac

730 Total Units

500 apartment units if
development at 25 units/ac

35th AVE.
LOCAL STREET

"B" COLLECTOR STREET

Page 3 of 11

ORCHARD HEIGHTS LANE

ORCHARD HEIGHTS ROAD

GRICE HILL ROAD

PLAN 3 REV. CHERRY HILL

(REVS-25-26) 5-1-26



SCALE: 1"=100'

LEGAL LOT DESCRIBED IN B.141, P.18 (1950)

BOR 111 P.654 (1977)
NOT A PART OF TOPOGRAPHIC SURVEY
S87°58'00"E 225.05'
N00°06'57"W 229.02'

LEGAL LOT DESCRIBED IN V.46, P.382
NOT A PART OF TOPOGRAPHIC SURVEY
S89°54'45"W 228.70'
N89°54'47"E 229.06'

PROPOSED MIXED USE II
12.29 NET AC.

EXISTING MIXED USE
22.87 NET AC.

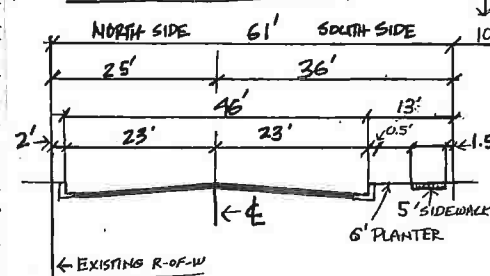
PROPOSED MIXED USE II
4.26 NET AC.

SIGNIFICANT TREES

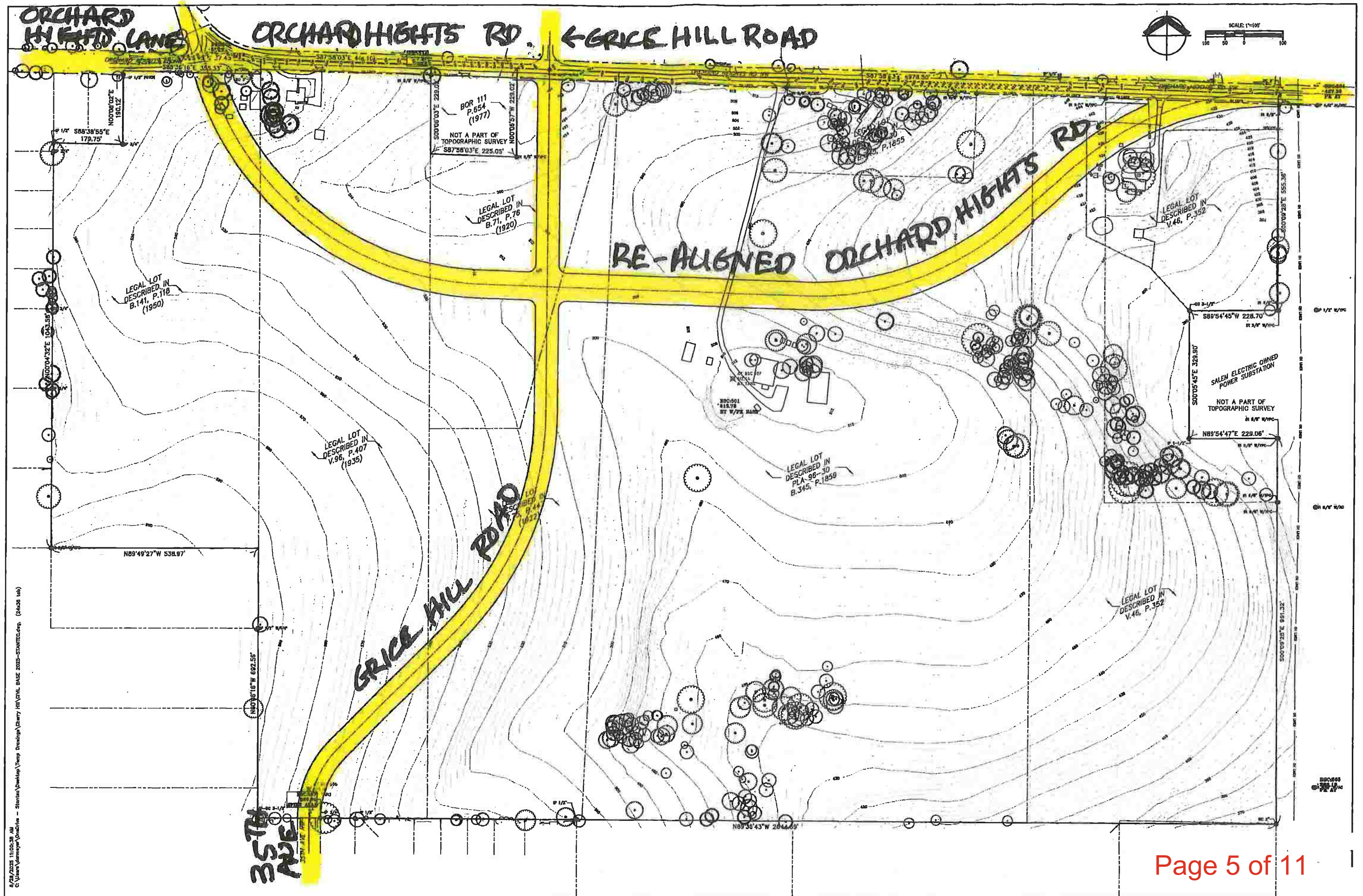
20-inch White Oak and 30" Other Trees in Yellow with Critical Root Zone

30-inch Conifer Trees in Yellow With Critical Root Zone

ORCHARD HEIGHTS ROAD



342-5FR DETACHED HOUSES - 56 ROWHOUSES - 500 APARTMENTS



MINOR ARTERIAL

GRICE HILL ROAD

PLAN 4 - CHERRY HILL - 375 LOTS

6-28-26

↑ NORTH

ORCHARD HEIGHTS ROAD

40TH AVE

37TH AVE

40TH AVE

BPA

ADAMS ORCHARD AVE

ISLANDER AVE

BPA

BPA

BPA

32-19

32-19

32-23

LOT - 40.06 AC.

LOCAL ST.

2009-0014

32-23

2008-0027

2008-0026

GLEN CREEK ROAD

35TH AVE

35TH AVE

32ND AVE.

ALTERNATIVE "A"

ALTERNATIVE "B"

PONDS

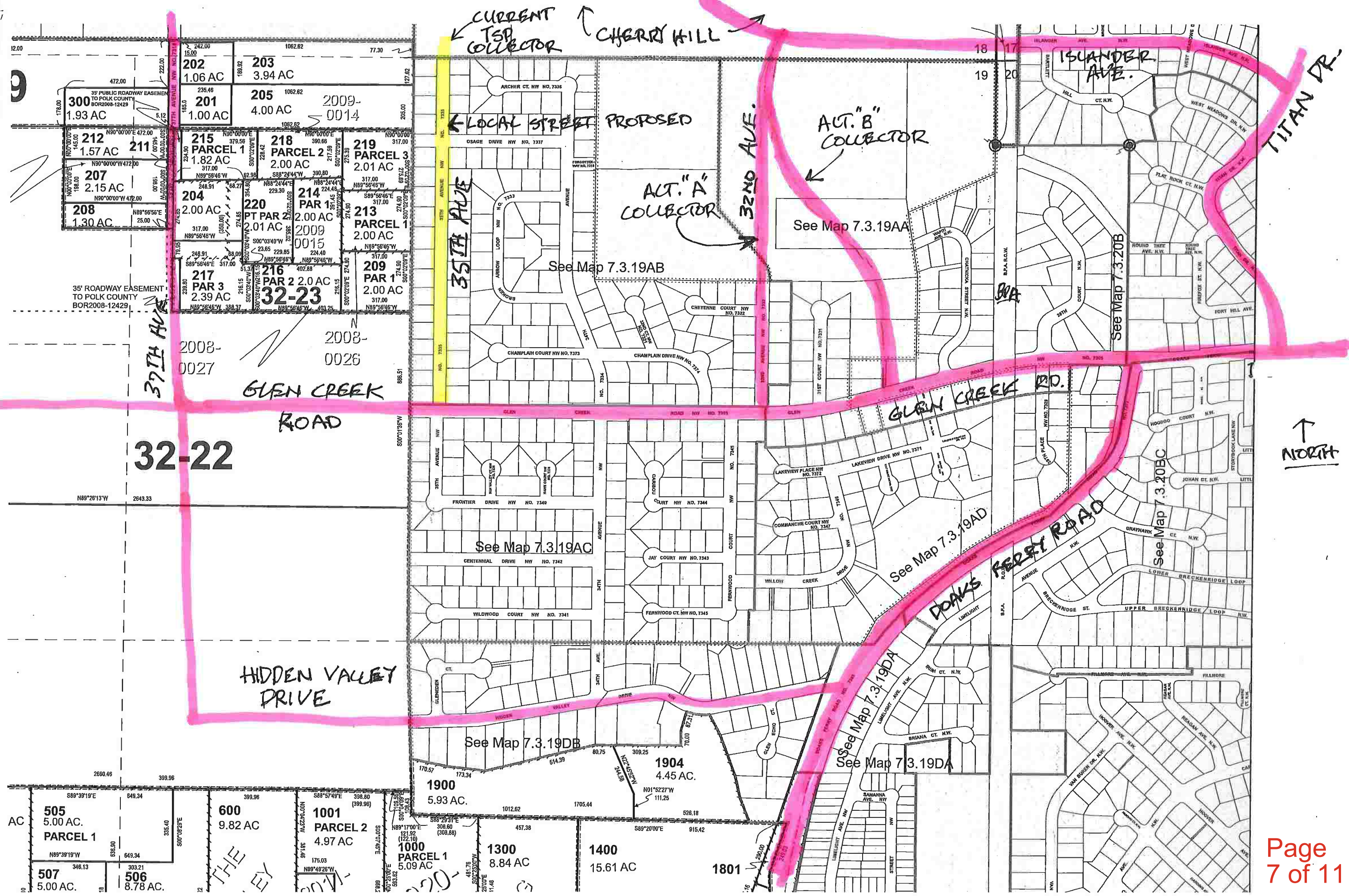
PROPOSED MIXED USE I ZONING

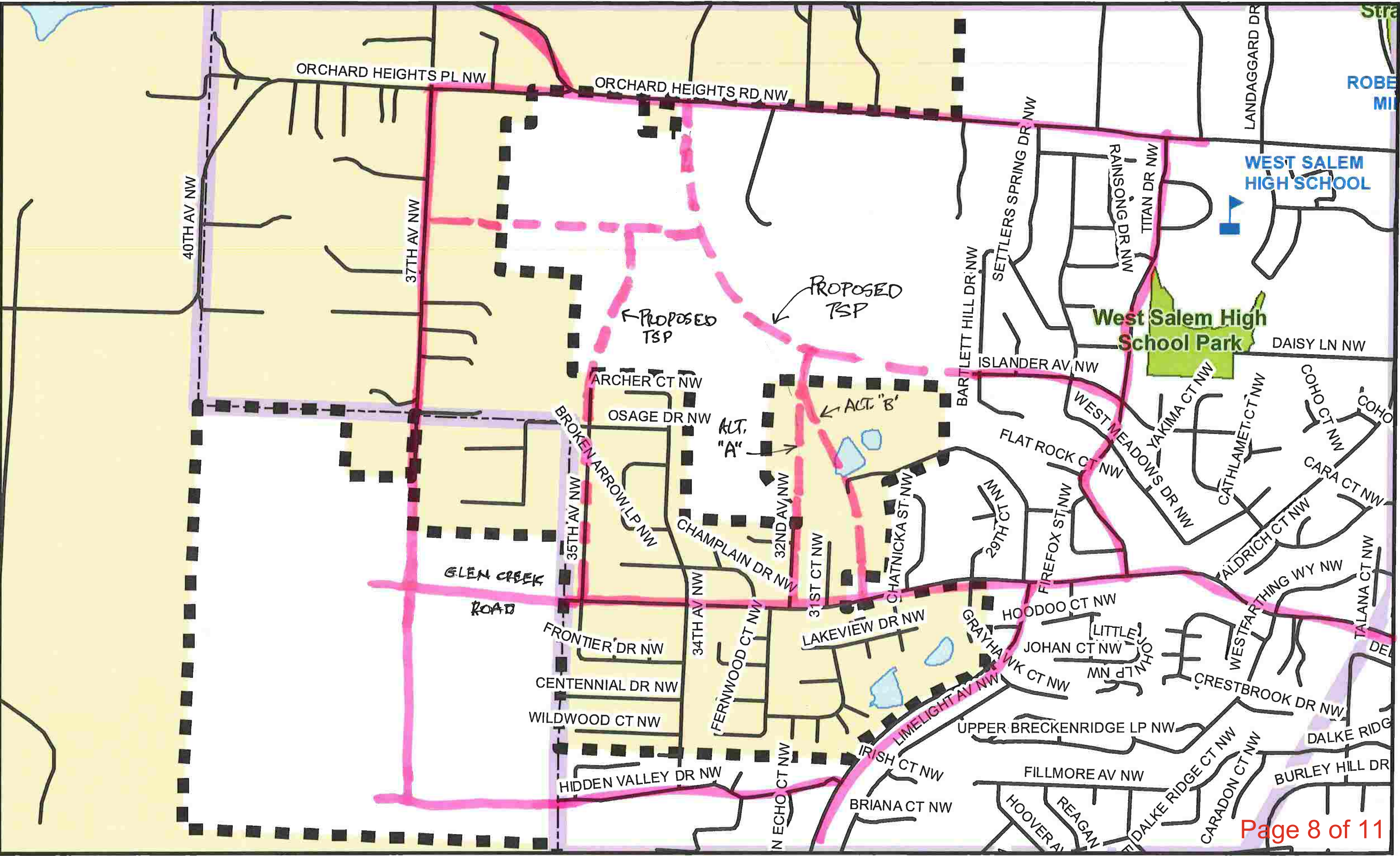
COLLECTOR STREETS

PROPOSED MIXED USE II ZONING

LOCAL STREET

886.51

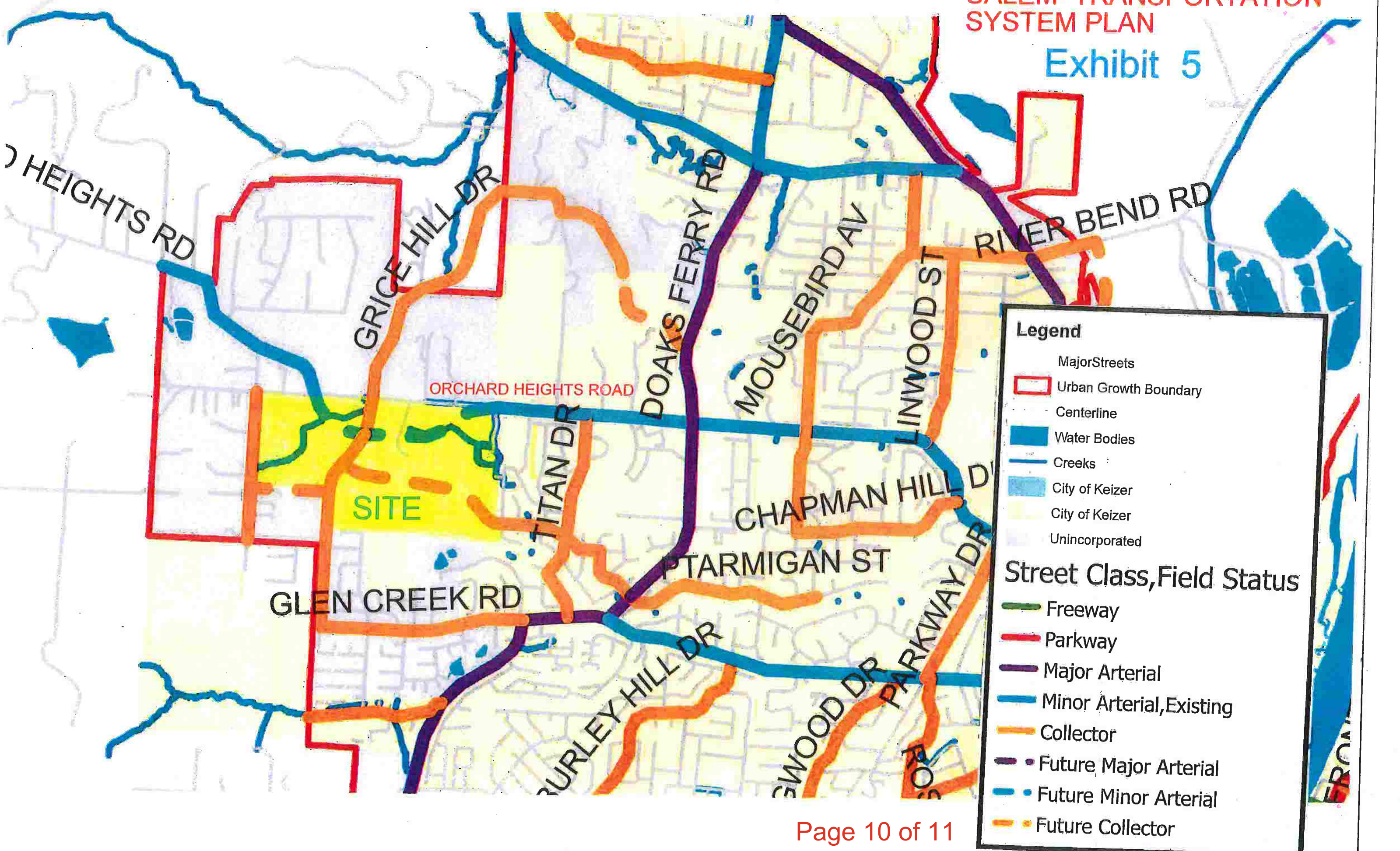






SALEM TRANSPORTATION
SYSTEM PLAN

Exhibit 5



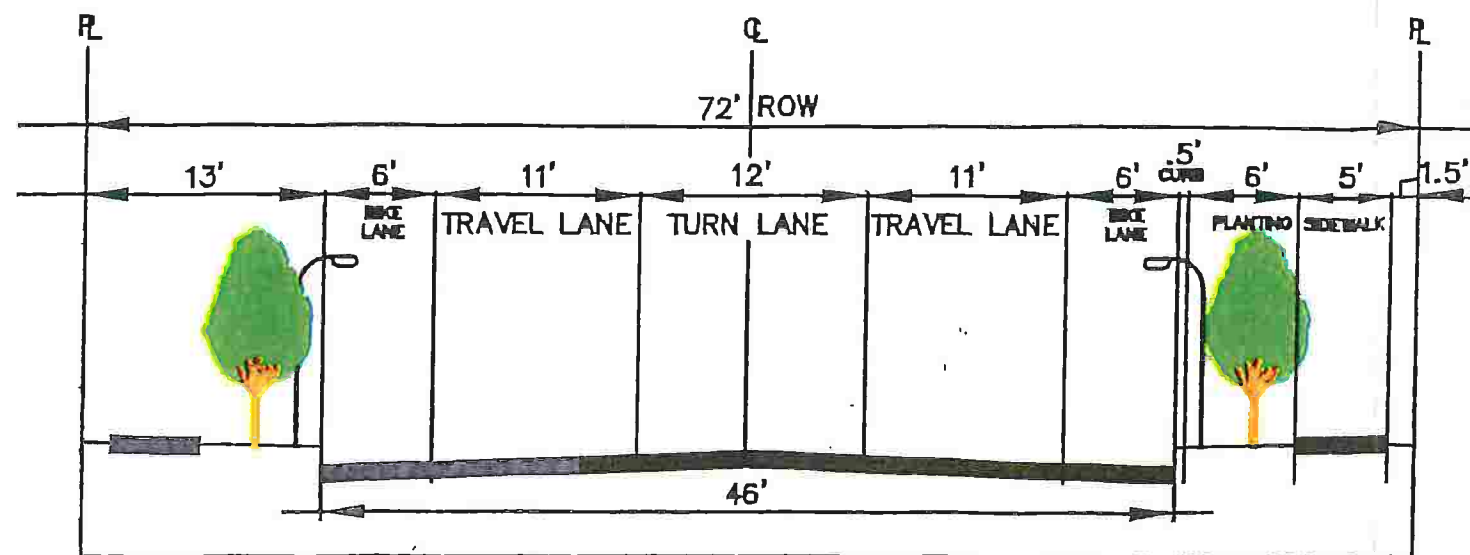
Legend

- Major Streets
- Urban Growth Boundary
- Centerline
- Water Bodies
- Creeks
- City of Keizer
- City of Keizer
- Unincorporated

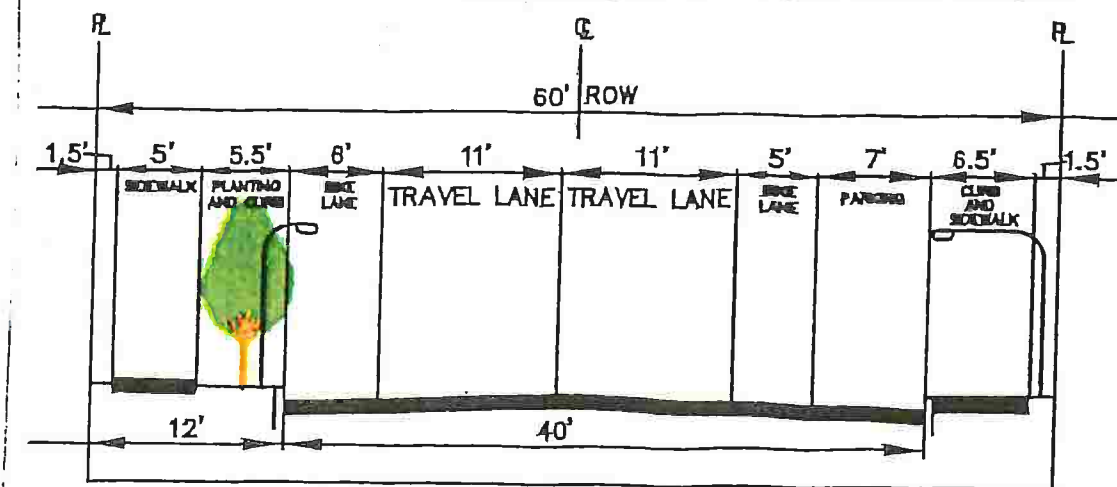
Street Class, Field Status

- Freeway
- Parkway
- Major Arterial
- Minor Arterial, Existing
- Collector
- Future Major Arterial
- Future Minor Arterial
- Future Collector

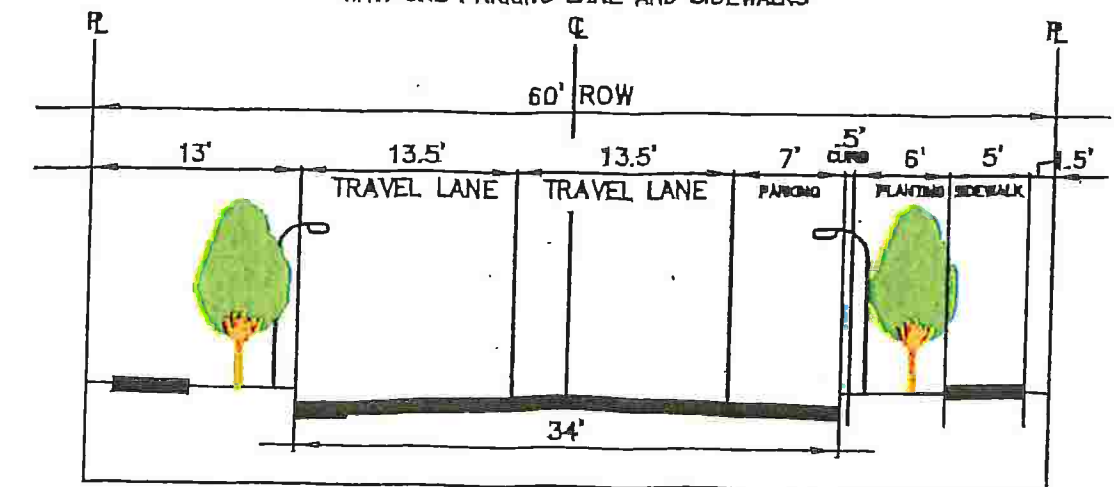
MINOR ARTERIAL
THREE LANE CURBED IMPROVEMENT
WITH BIKE LANES AND SIDEWALKS



COLLECTOR B
TWO LANE CURBED IMPROVEMENT
WITH BIKE LANES, ONE PARKING LANE,
CURB EXTENSIONS AT INTERSECTIONS AND SIDEWALKS



COLLECTOR C
TWO LANE CURBED IMPROVEMENT
WITH ONE PARKING LANE AND SIDEWALKS



LOCAL
TWO LANE CURBED IMPROVEMENT
WITH PARKING AND SIDEWALKS

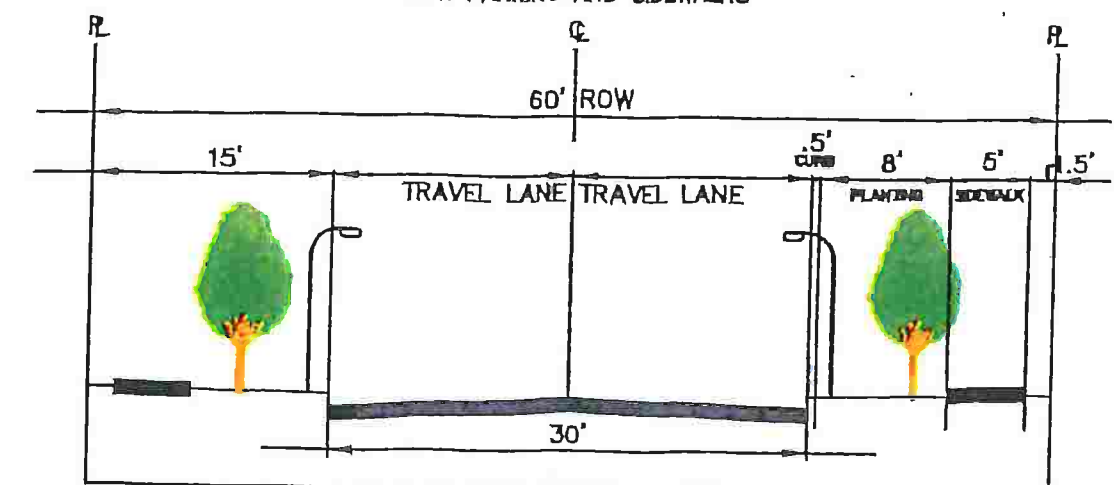


Figure 3-2

TYPICAL STREET DESIGN CROSS SECTIONS
COLLECTOR AND LOCAL STREETS

COLLECTOR A
TWO LANE CURBED IMPROVEMENT
WITH BIKE LANES AND SIDEWALKS

