

**From:** [Love, Michael](#)  
**To:** [Looby, Joe](#)  
**Cc:** [Iles, Doug](#); [Piccin, John](#)  
**Subject:** RE: Olivero Driveways  
**Date:** Friday, September 08, 2017 1:49:32 PM  
**Attachments:** [image001.png](#)

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Joe

This addresses my comment #1 on the TIS regarding the requirement that Olivero Drive be a non-loaded street. Based on the information below, it is acceptable to have Olivero Drive be a loaded street.

Call me if you have any questions



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**From:** Looby, Joe [mailto:Joe.Looby@stantec.com]  
**Sent:** Friday, September 08, 2017 1:21 PM  
**To:** Love, Michael  
**Cc:** Iles, Doug  
**Subject:** Olivero Driveways

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Mike,

I ask that you reconsider your position regarding driveways on Olivero in Vinmar Phases 4,5, and 6.

Originally, Olivero was to extend west to SR 3 and eventually connect to Sheffield Park Drive; forming a major collector from Africa to South Old 3C Highway. To make the new intersection at SR3 ODOT required the closure of the Lewis Center intersection thus diverting its traffic to Olivero. Olivero Drive in Vinmar Phase 1 was built on this premise with 36' wide pavement, 80' right-of-way, 350' minimum center line radius, 35 mph posted speed, no parking, and no driveways.

However, this is no longer the plan. Olivero will never extend to SR3 and thus it is false to assume the Lewis Center intersection will ever be closed and its traffic diverted to Olivero. Years ago an idea for creating a Town Center was discussed that would include retail, mixed residential, and commercial uses. For the Town Center to work, a new intersection was needed at SR3 and the only possible way this could occur was to close Lewis Center. However, the Town Center Plan was rejected by the Township, Township residents, and developers.

As a result, the area is being developed as residential and the character of Olivero will be much different in Phases 4,5 and 6 than in Phase 1. It will be reduced down to a 27' wide typical residential street with sidewalks, street trees, houses, driveways and mailboxes. In addition, the amount of traffic on Olivero will be low:

- Assume 70% of the 90 homes in Vinmar phase 4,5, and 6 at 10 trips per day = 630 ADT
- Assume the north property develops at a similar density as Vinmar, 1085 trips will be generated with 30% using Olivero or 325 ADT. (And eventually more will use Lewis Center once connected)
- $630 + 325 = 955$  ADT

At less than 1000 ADT, this volume is consistent with a typical low volume residential street that very rarely warrant driveway restrictions. Plus, the houses and driveways reinforce the character change and the fact that one is entering a residential neighborhood and should create an impulse to slow down.

A cul-d-sac off Olivero was considered at one time however this is less desired due to the impacts to trees and proximity to South Old 3C Highway. The current plan shows 6 lots on Olivero, each will have an additional 25' depth to allow for car courts, side loads, extra space for turnarounds, or to simply have a bigger front yard.

Doug and I are willing to work with you to provide information necessary to support driveways on Olivero Drive including the preparation of a supplement or revision to the TIS if so desired.

See attached the latest site plan that shows the homes on Olivero and two stubs to the north.

Thank you for considering this information.

Joe

Joe Looby

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