

Memorandum

Date:	September 3, 2025
To:	Sean Homyen, Planner
Company:	City of Douglas
From:	Ken Bosma, Prein&Newhof
Project #:	2250320
Re:	Golfview Drive

In February 2024 we were asked to review documents from Nederveld for rehabilitating Golfview Drive in anticipation of the association requesting the road be turned over to the City as a public road.

In response we submitted the following reply:

Reviewing the submitted information, any one of the options submitted are acceptable as long as the following are included:

- *Soils and Structures must be on site as note in the Special Conditions 1. An Engineer's Certificate will need to be provided to the City that the complete improvements were completed be the approved specifications and drawings.*
- *Testing requirements are completed per the report and copies submitted to the City.*
- *Drain tiles are installed as noted in the "Drainage Considerations for Pavement Areas" of Soils and Structures report. (We note that the proposal did not include any of this.)*
- *If Option 2 – Crush and Shape is chosen, any reduction in valley curb due to increase in road height shall be reviewed that drainage is not increased at driveway location.*
- *All "soft spots", if any, will be addressed as noted per Soils and Structures report. (We note the proposal does not appear to include any of this work.)*
- *The record drawings will need to be provided to indicate when the road work was completed, include any added drainage items, and submit to the City.*

It is our understanding that the rehabilitation was completed in October of 2024. Testing reports were submitted and reviewed in November 2024. The testing reports for density were noted by Prein&Newhof as acceptable on November 20, 2024 via email. We also suggest to the City that all storm sewer become part of the public system and be a County drainage system. The purpose of this is not to have drainage issues for a public roadway be addressed by an association if repairs or issues arise.

January 18, 2025 Nederveld, on behalf of the Westshore developer, submitted, record drawings, engineer's certificate, and inspection reports. We found these acceptable.

At a meeting in January 2025, Allegan County Drain Commissioner's office agreed to create a new drainage district for Golfview Drive if the expense was paid by the property owners. It is our understanding at this point all property owners are in agreement with moving ahead with making the storm sewer system a County drainage system. Some documentation will be required to make that happen, so ACDC will have their attorney prepare the documentation. It is our understanding that the City wanted to hold and make this a condition of the accepting the road if that what Council decides.

Per the City ordinance for streets, the following items must be provided:

- 66 foot right-of-way. If approved by the City, a deed should be prepared transferring the existing 66 foot road easement to the City.
- All streets must be a minimum of 18 feet wide if it serves less than 50 residential dwelling units; the cross-section on the drawings is 24 feet wide. (We count 21 residential dwellings that would access Golfview east of McVea Drive.)
- Streets must be constructed in accordance with county road commission standards. The aggregate base is 8 inches thick, and the paved course is 3.5 inches thick; this would meet county road standards.
- The road must have a minimum of three feet of clear width from edge of road; this is met.
- All streets must be constructed with stormwater drainage easements. (See note above about ACDC's involvement.)
- If street crosses a natural drainage course, the method of crossing must meet standards of the county road commission. It does not appear that the road impacted any natural drainage (stream or natural body of water).
- All residential streets shall be serviced by adequate sewer and water utilities; this has been done.
- All streets serving more than ten dwelling units shall incorporate a 5 foot wide sidewalk on one side of the road. (This development has 10 parcels, so this was not a requirement.)
- The cul-de-sac has an interior radius of 18 feet and exterior radius of 45 feet. This appears to be adequate for traffic movement, and it is our understanding STFD has accepted it.
- The grades shall be less than 6 percent slope; the maximum slope is 5 percent per the drawings.
- When more than 25 lots there must be two means of direct access. As noted above, we count 21 parcels, so this should not be an issue.

If the City Council agrees to accept the roadway as a public roadway, we feel the roadway meets the City requirements as it currently exists. The City will benefit from having a turnaround to use at the end of long dead end road, but the City must be aware of ongoing maintenance costs when taking over a road as a public road.