

June 24, 2016

Report To: Mayor & Council

From: Doug Brown, Manager of Operations & Facilities

SUBJECT: Laneway Grading & Drainage Issues – 1234 First Street East -  
Letter dated June 5, 2016 from Mr. Melvin Haukass

Please find attached the letter dated June 5, 2016 from Mr. Melvin Haukass, property owner of 1234 First Street East and the memo dated June 22, 2016 by Melvin Haukass which was reviewed at the June 22, 2016 O & F executive committee meeting. Mr. Haukass' concerns were referred to the Operations & Facilities executive committee for recommendation at the June 13, 2016 Council meeting.

Further to the town's 1985 elevation plan provided by Melvin Haukass at the June 22, 2016 O & F Executive committee meeting, a topographic pick-up survey was completed on June 23, 2016 by the Engineering department. In order to determine the exact change in elevation of the centerline of the laneway since 1985 Town staff used the existing finish floor (FF) elevation of Mr. Haukass's garage as the reference benchmark which was set at 339.97 meters. Basically the Town has assumed that the garage concrete finish floor elevation was the same elevation as in 1985 and there is no settlement since 1985. See attached spreadsheet showing the change in elevation since 1985 of the centerline of the gravel laneway.

Based on my review of the existing situation, the residential properties of Haukass & Lampi will continue to be high and dry so to speak. The sump pump water from both Haukass and Lampi properties and/or rain event runoff water is presently directed to either the newly installed catchbasin (tied into a storm sewer pipe which is located on either Haukass's or Lampi's properties eventually discharging into the existing First Street East storm sewer system) or along the north side of the laneway eventually discharging into a catchbasin near the Colonization Road East ROW. It appears the centreline of the gravel backlane has been raised where one of the contributing factors is that Lampi's concrete driveway slab elevation abutting the south side of the laneway is higher than the centerline of the laneway.

Going forward, I suggested that the existing backlane is graded in such a manner that positive drainage is maintained to ensure runoff and sump pump water is directed to the existing catchbasin near the Colonization Road East ROW. Also that the north side laneway swale should be shaped to be more pronounced to ensure the runoff and sump pump water flows at a quicker rate to the existing catchbasin.

I am also of the opinion that there are several backlanes in the community that have poor drainage characteristics and that the Town's workforce when performing maintenance activities in lanes have been taken into account not to create drainage issues for abutting property owners and drivability is maintained. On occasion some granular "A" material is to be added to the laneway in order to properly grade or back-blade these laneways. There is no elevation plan for backlanes. A large portion of Fort Frances is a glacier washout plain and that positive drainage is somewhat difficult to achieve during periods with extensive rainfall events.

The Operations & Facilities Executive Committee recommends the following:

- 1) That the 1200 block backlane between 1<sup>st</sup> & 2<sup>nd</sup> Street East is graded in such a manner that positive drainage is maintained to ensure runoff and sump pump water is directed to the catchbasin near the Colonization Road East ROW.
- 2) That the north side of laneway swale is shaped to be more pronounced to ensure the runoff and sump pump water flows at a quicker rate to the existing catchbasin near the Colonization Road East ROW.
- 3) As a result of the 2016 Reconstruction project of Colonization Road East , the removed concrete laneway entrance slab abutting Colonization Road East will be re-installed to minimize the damming effect for drainage in the laneway in question.
- 4) That the backlane grading and drainage concerns forwarded from Mr. Melvin Haukass have been addressed.

Respectfully submitted,  
Operations & Facilities Division

A handwritten signature in cursive script that reads "Doug Brown".

Doug Brown, P. Eng.  
Operations & Facilities Manager

**Council approval of this report will ensure the following:**

- 1, That the 1200 block backlane between First and Second Street East is graded in such a manner that positive drainage is maintained to ensure runoff and sump pump water is directed to the catchbasin near the Colonization Road East ROW
2. That the north side of laneway swale is shaped to be more pronounced to ensure the runoff and sump pump water flows at a quicker rate to the existing catchbasin near the Colonization Road East ROW.
3. As a result of the 2016 Reconstruction project of Colonization Road East the removed concrete laneway entrance slab abutting Colonization Road East will be re-installed to minimize the damming effect for drainage in the laneway in question.
4. That the backlane grading and drainage concerns forwarded from Mr. Melvin Haukass have been addressed.

06/23/2016- Elevation Difference of Centerline of backlane between 1st Street East & 2nd Street East - along 1200 block

Location on centreline of backlane	1985	2016	Difference in meters	Difference in inches
1230 - 1st Street East - mid property	339.89	339.977	0.087	3.48
1232- 1st Street East mid property	339.84	339.907	0.067	2.68
1234 - 1st Street East - Garage	339.97	339.97	0	0
1234 - 1st Street East - mid of garage	339.78	339.775	-0.005	-0.2
1234 to 1244 - west property line	339.63	339.742	0.112	4.48
1244 1st Street East - mid property	339.58	339.707	0.127	5.08
1237 2nd Street East -	339.4	339.477	0.077	3.08
top of catchbasin- near Colonization Road East	339.12			

control elevation reference benchmark

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Laneway between First and Second Street East, 1200 block

I had a garage built for me at my property of 1234 First Street East in fall of 1985 by my contractor Stan Dolyny. I abided by the Building Code Bylaw Number 10/94 and had the surveyed elevation grades provided by the town. The engineer Julian Spears did this to have the lane drain water away from the properties and down the lane to catch basin at the end of the lane. My provided copy of the site plan and surveyed by Raymond Roy clearly shows the elevations that my contractor used for protection of drainage of my property and stability of my new garage.

Since then there has been more construction on other properties on this block. The lane drainage has been compromised by Public Works ? "DOING LANES?" This consists of dumping loader buckets and even truck loads randomly on the lane and "back blading" with loader bucket. I had brought this to the attention of Mayor and Council previously, and was told in a letter from Jerry Tetu, October 1, 1998. "The elevation of the lane has not changed since my garage was built in 1986". WRONG! My garage was built in 1985! WHERE DID THEY FIND THEIR NUMBERS? As the saying goes, "Figures don't lie, BUT liars figure!" Just what and who can you trust and respect? The lane has been re-leveled at times with our road grader and not spreading more dirt fill! This does not INCREASE the elevation and "smooths out the bumps" and fills in the pot holes! CLEARLY the PROPER way to maintain the lane way!

Most recently, the bucket loader has deposited and spread frequent loads this spring about our lane even before the frost was totally out? We have had more drainage damage done to our properties and lane way this year because of this needless disrespectful abusiveness of Town equipment operators and managers. Town has RAISED the elevation of the lane way and destroyed the flow and seepage of the ground and surface water. They created a "HIGH WAY" and built a DIKE TO FLOOD US! The DIRT used is creating a very dusty unhealthy SPEED WAY! Since we "all have 4X4's", we can stand rough lanes and just SLOW down or SWERVE to miss holes and bumps until the frost is out!

Please have public works ?(search the elevation records) of my garage construction of 1985, to COMPARE to the most recent garage built, on second street across the lane from my property. You will see the blatantly difference in elevations from the same location in the centre of the lane way? I had a "FINISHED GRADE" that provided seepage of the 12 foot "apron" about 6 inches above the lane. I lost that and lane level appears to be creeping up to the level of my garage cement floor surface?

The lane way is about to be "RE-WORKED." You could RESTORE our "purchased surveyed elevation GRADES of 1985" back to us! We faithfully built according to the Building Code Bylaw #10/94 and TRUSTED you to maintain our purchase. (no DEVIATIONS in elevations). It is visibly obvious of the elevation tampering and your "sleeping on the job?" We are "co-joined" in this agreement and YOU can not be BOUND LESS to us property owners. I shall be showing this letter to my fellow neighbours who are in agreement of it and are also SUFFERING from your

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damaging , destructive activity in our lane. You must "MAKE IT RIGHT AGAIN?" I am considering exposing this in the media. I am very NEAR to you and may easily be contacted for my KNOWLEDGE of the lane way as a resident for all my 74 years opposite the same lane! 1942 to 1970 @ 1234 First Street. 1970 to 1986 @ 1215-17 Second Street. 1986 to now 2016 at our NEW HOME on 1234 First Street!

Sincerely,

Melvin Haukaas

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Laneway between First and Second Street East, 1200 block      June 22, 2016

Mid 1950's ditches were replaced with curb & gutter. A new Building Code bylaw was to control development of property & new buildings. My new garage was 10 % of lot area. It was 26 ft. x 31ft. 8 in. The old saying, "You can't fight City hall!" I AGREE with the Bylaw and City hall! AND City Hall AGREES with me! My contractor Stan Dolyny filed the necessary papers & was issued the purchased permit from Town and built to the specifications, of Bylaw # 10/94.

In April of 1994, Don Canfield built at 1217 Second St. The heavy dirt & cement loads rutted up the lane before the frost was out. Town immediately dumped 3 truck loads of fill there. The lane opposite my garage was raised. This increase in elevation was done without having a Minor Variance agreement? The Practice of randomly dumping & spreading dirt has been steady & ongoing. This is a VIOLATION by Public Works, to the Building Code Bylaw concerning engineered elevation grades that I PURCHASED! Sounds like "vandalism?" I dug through the new overfill, and found in excess of 6 inches. The old dirt was of a different colour from gravel pits that had clay in it. The surface stayed smoother & less potholes or dusty. Occasional smoothing by the grader lasted, from 1985! Nine years! You must strip off the new dirty "quick sand" & get back to the "sweet spot" of ENGINEERED ELEVATION! The lane is contoured east & west. The slope from the building permit shows how water flows down the centre of the lane, and drain into curb gutter at end of lane. Water seeps & runs into the lower levels from the properties. I own the open air of the elevation in lane centre to allow this draw & seeping. It worked as required by the given specifications before the DUMPING began!

Lane is 525 ft. by 14ft wide. At 6 in. extra = 3675 cu. Ft. That is at least 13 big truck loads! This illegal dirt, a product of your violation now belongs to us! (marijuana bust). Let us donate it to the new tennis court. All residents adjacent suffer the swamping & being flooded by the Town DIKE! Since we and you agree on the bylaw & elevations, you now must: Henceforth cease & desist from the illegal practice of adding fill over and above the engineered purchased legal elevation! Your cooperation in the removal of dirt, restoring the engineered drainage of the laneway, may help to respect our town, employees, and representatives again.





