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## Memorandum

**To:** Mayor Richard Dziekan – City of Derby  
Sarah Carey – Derby Zoning & Wetlands Enforcement Office  
Ted Estwan, Chairman – Derby Planning and Zoning Commission  
Paul Dinice, Chairman – Derby Inland Wetlands Agency  
Ed Armeno – Derby Director of Public Works.

**From:** Ryan McEvoy, PE – SLR International Corporation

**Subject:** Stormwater Management Basin –Lanzieri Court  
Derby, Connecticut

**Date:** November 15, 2021

**SLR #:** 11563.00023.00010

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At the request of the Mayor's office and the Derby Planning and Zoning Commission, we have performed an inspection of the stormwater management basin on the east side of Lanzieri Court. The basin was observed on October 6, 2021. Weather conditions were dry, with above average rainfall in the prior month of September.

The basin was constructed in the late 1980s and collects stormwater runoff from a large portion of the hilltop areas from Lanzieri Court to the east, to General Wooster Road/Commodore Hull Drive to the west, to Frank Gates Lane to the northwest, to Lanetti Drive to the north, and portions of Derbyshire Condominiums to the northeast. The basin includes two inlet pipes. Runoff exits via an outlet control structure (OCS) on the east side of the basin and is then directed via two 30-inch pipes to a concrete splash pad to the east of the basin. Generally, the basin appears to be in acceptable condition although there are some maintenance items that have not been recently addressed. Below are some of our observations and recommendations:

- The basin berm is well maintained and mowed regularly. Vegetation in the southern portion of the basin is not significantly overgrown. The northern portion of the basin nearest to Lanzieri Court is overgrown from the large inlet off Lanzieri Court to the OCS. The inlet pipe was not accessible due to the vegetation present. All vegetation larger than 2 inches in diameter needs to be cut and overgrown areas mowed.
- Decades of runoff have resulted in a significant volume of sediment accumulation with depths of up to 2 feet, particularly in the southern portion of the basin. The removal of sediment to original grades is required for the basin to function as originally intended.

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- Debris and vegetation need to be cleared from areas immediately adjacent to the OCS and trash rack to limit the potential for clogging of the trash rack.
- Vegetation from the top of the berm to the concrete headwall at the outlet pipes is recommended to provide ease of access to the concrete outlet pad.

Attached hereto is a photograph log of observations made at the time of the site investigation.

Also, it has been our observation along with city staff members that the basin does not appear to detain water during significant storm events, including several storms that have occurred recently. Our observations during the peak of Tropical Storm Elsa did not reveal any appreciable accumulation of water detained within the basin. A storm of that magnitude (roughly 4 inches of rain) should have resulted in stormwater rising roughly 3 to 4 feet within the basin based on the calculations completed when the structure was last modified in 1995. This was not observed at the time of our inspection, nor has any appreciable detention been observed by others in more significant storms. It should be noted that the volume of water stored in this basin would not be detained for a long period (perhaps less than an hour), so any detention would have to be observed in real time, measuring the water surface elevation as it exits through the outlet structure. This detailed analysis and observation have not been completed though anecdotally the basin does not appear to detain as designed. To that end, we did confirm that the stormwater is routed to the pond per the 1994 approved plans and that the orifices and opening in the OCS are substantially similar to the approved plans, with one minor deviation. There is an 8-inch-deep by 12-inch-wide 'V'-shaped cut-out in the bottom of the OCS that was not part of the approval but was cut out by the owner of the basin to lower the water elevation to limit standing water. It is our opinion that the cut-out results in a minor improvement in the available storage in the pond and does not have a detrimental impact on the function of the basin. Additionally, we did review the calculations completed in support of the 1990s modification and found no significant errors in the design. It should be noted that the stormwater basin was designed using smaller rainfall events that were the standards at the time set forth by the Connecticut Department of Transportation (CT DOT), which are now superseded by larger rainfall totals designated by the National Oceanic and Atmospheric Administration (NOAA).

Based on the basin being constructed in substantial conformity with the 1990s modification, and the calculations at the time being completed based on sound engineering practice, it is possible that the upgradient stormwater drainage system that collects and conveys water to the basin may be inadequate. We noted several examples where there are limited stormwater inlets in the upgradient areas where roadway runoff may not be adequately collected, and a portion of the stormwater may simply bypass the drainage system and continue down the road to other watershed areas. For example, the entire length of Drenzo Heights has only one standard catch basin, and David Humpreys Road has only 10 standard catch basins from Drenzo Heights to where drainage is directed into the basin. Any runoff that bypasses the drain inlets in these roads may continue down David Humpreys Road to Sodom Lane and not be routed through the detention basin. Other roadways in the watershed may have similar limitations. This possibility would require additional observation and analysis of the drainage patterns on city streets during large storm events.

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The stormwater pond was modified in 1994 to allow for a large, 8-foot by 1-foot opening at the bottom of the OCS. This large opening (observed at our inspection to be closer to 7.50-foot by 1-foot) results in stormwater that arrives at the basin to quickly exit, in many cases as rapidly as the water enters. Typically, a stormwater basin has smaller openings in the lower portions of the structure to control the normal elevation of water in the pond and release water more slowly than it enters, particularly for smaller storm events. In order to encourage more stormwater storage within the pond, we have reviewed several different options to modify the OCS using prior watershed studies and current NOAA rainfall data. The goal of the modifications would be to allow for more stormwater detention within the basin for smaller storm events while not compromising the integrity of the basin or overtop the berm beyond what theoretically may occur today. To that end, we believe the large 7.5-foot by 1-foot opening at the bottom of the OCS should be reduced to 4 feet by 1 foot wide with the 'V' shaped cut out remaining as-is. To compensate for the decreased size of the lower opening, we recommend that the upper opening be widened back to original size by removing the blocks that were installed in the 1990s to a total size of 9.5 feet by 1.67 feet and create a new 3-foot-high by 1.25-foot-wide cut-out on the back side of the structure. Under this scenario, we should expect to see improved detention in the basin, particularly on smaller storm events while not increasing the water surface elevation in the pond for the 100-year storm. This modification to the structure can be done easily with brick and mortar along with a concrete wet saw by the owner of the pond should they be agreeable. At the time of our inspection, they seemed open to this possibility.

Attached hereto is a summary of the performance of the basin under current and proposed conditions, the supporting hydrology computations and models, along with a detail of the suggested modifications to the OCS.

Ultimately, the maintenance of the stormwater basin is the responsibility of Detention Basin LLC, and there is no provision currently for the city to perform any maintenance of the basin or modification to the OCS. The city, however does have an interest in the maintenance of the pond as large portions of City Road drainage are directed to it. We recommend that the city approach the property owner with our recommendation for maintenance and determine to what extent the property owner agrees to perform the required maintenance. Any scheduled maintenance of the basin must be reviewed by the Derby Inland Wetlands Agency to determine if any permits are required due to the proximity of wetlands areas along with the fact that the basin was constructed in and adjacent to historical wetland soils.



Additionally, we recommend that the city meet with the owner and the Connecticut Department of Energy & Environmental Protection (CTDEEP), Dam Safety Division to discuss and review the possible modifications to the OCS prior to any work on that structure. In 2006, the CTDEEP determined that the dam and embankment fall under their jurisdiction.

Should you have any questions or concerns regarding the information contained herein, please do not hesitate to contact me at (203) 271-1773.



#### Attachments

11563.00023.n1221.memo.docx

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<b>SLR</b>		<b>PHOTOGRAPHIC LOG</b>	
<b>Client Name:</b> City of Derby		<b>Site Location:</b> Stormwater Basin – Lanzieri Court, Derby, CT	<b>Project No.</b> 11563.00023.0010
<b>Photo No. 1</b>	<b>Direction Photo Taken:</b> Northeast	<b>Visit:</b> October 6, 2021	<b>Issued:</b> November 15, 2021
Manageable vegetation on south side of basin in foreground, with higher more significant vegetation that should be removed on north side of pond (in background)			
			
<b>Photo No. 2</b>	<b>Direction Photo Taken:</b> South	<b>Visit:</b> October 6, 2021	<b>Issued:</b> November 15, 2021
Accumulated vegetation on trash rack in front of Outlet Control Structure (OCS)			
			

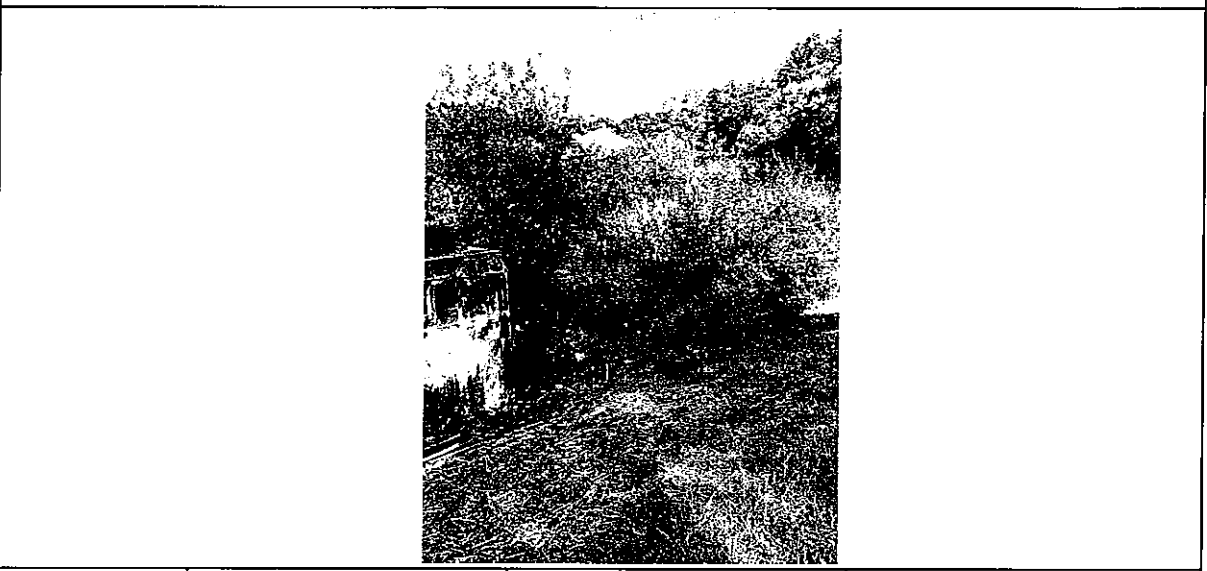
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SLR <sup>o</sup>		PHOTOGRAPHIC LOG	
<b>Client Name:</b> City of Derby		<b>Site Location:</b> Stormwater Basin – Lanzieri Court, Derby, CT	<b>Project No.</b> 11563.00023.0010
<b>Photo No. 3</b>	<b>Direction Photo Taken: West</b>	<b>Visit: October 6, 2021</b>	<b>Issued: November 15, 2021</b>
Rear view of OCS. Vegetation is well maintained.			
			
<b>Photo No. 4</b>	<b>Direction Photo Taken: East</b>	<b>Visit: October 6, 2021</b>	<b>Issued: November 15, 2021</b>
Accumulated sediment is visible through the vegetation. Note that much of the vegetation and grasses shown have grown through the accumulated sediment.			
			

**SLR** PHOTOGRAPHIC LOG

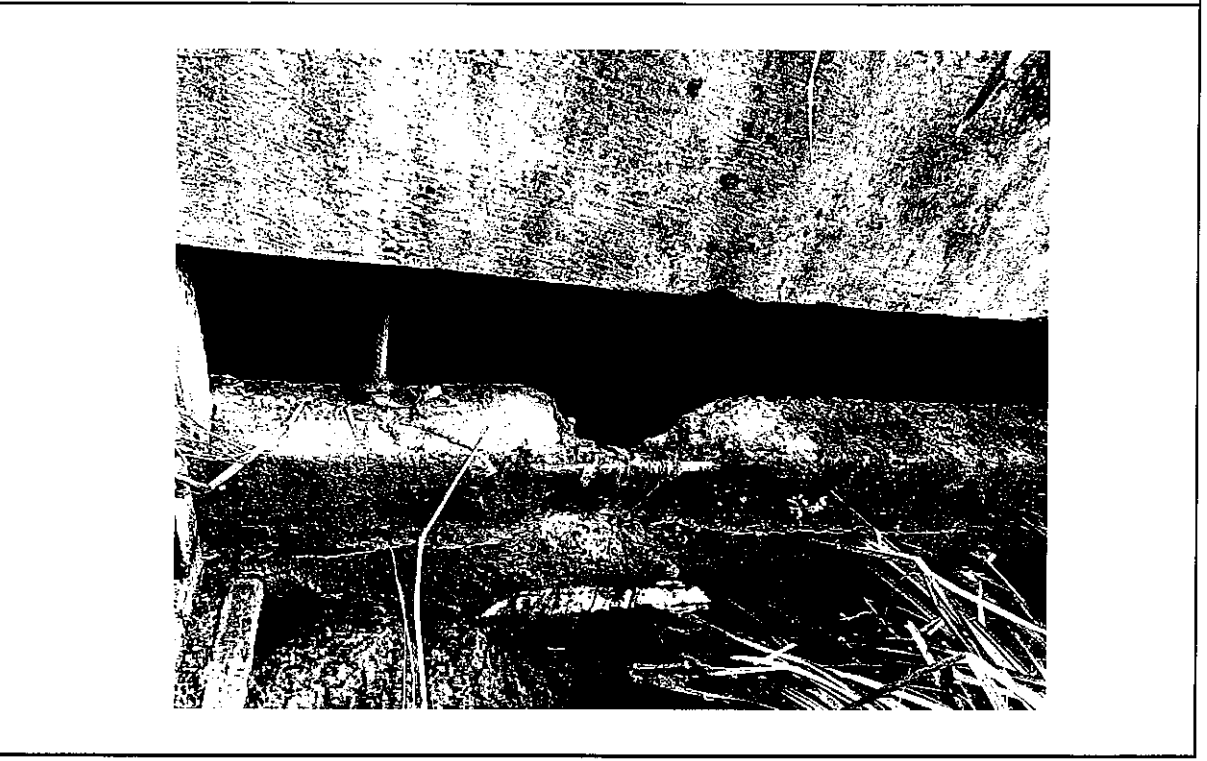
<b>Client Name:</b> City of Derby		<b>Site Location:</b> Stormwater Basin – Lanzieri Court, Derby, CT	<b>Project No.</b> 11563.00023.0010
<b>Photo No. 5</b>	<b>Direction Photo Taken: N. West</b>	<b>Visit:</b> October 6, 2021	<b>Issued:</b> November 15, 2021

Overgrown vegetation to the north of the OCS within the basin



<b>Photo No. 6</b>	<b>Direction Photo Taken: East</b>	<b>Visit:</b> October 6, 2021	<b>Issued:</b> November 15, 2021
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'V' shaped cut-out in the front of the OCS at the lower opening



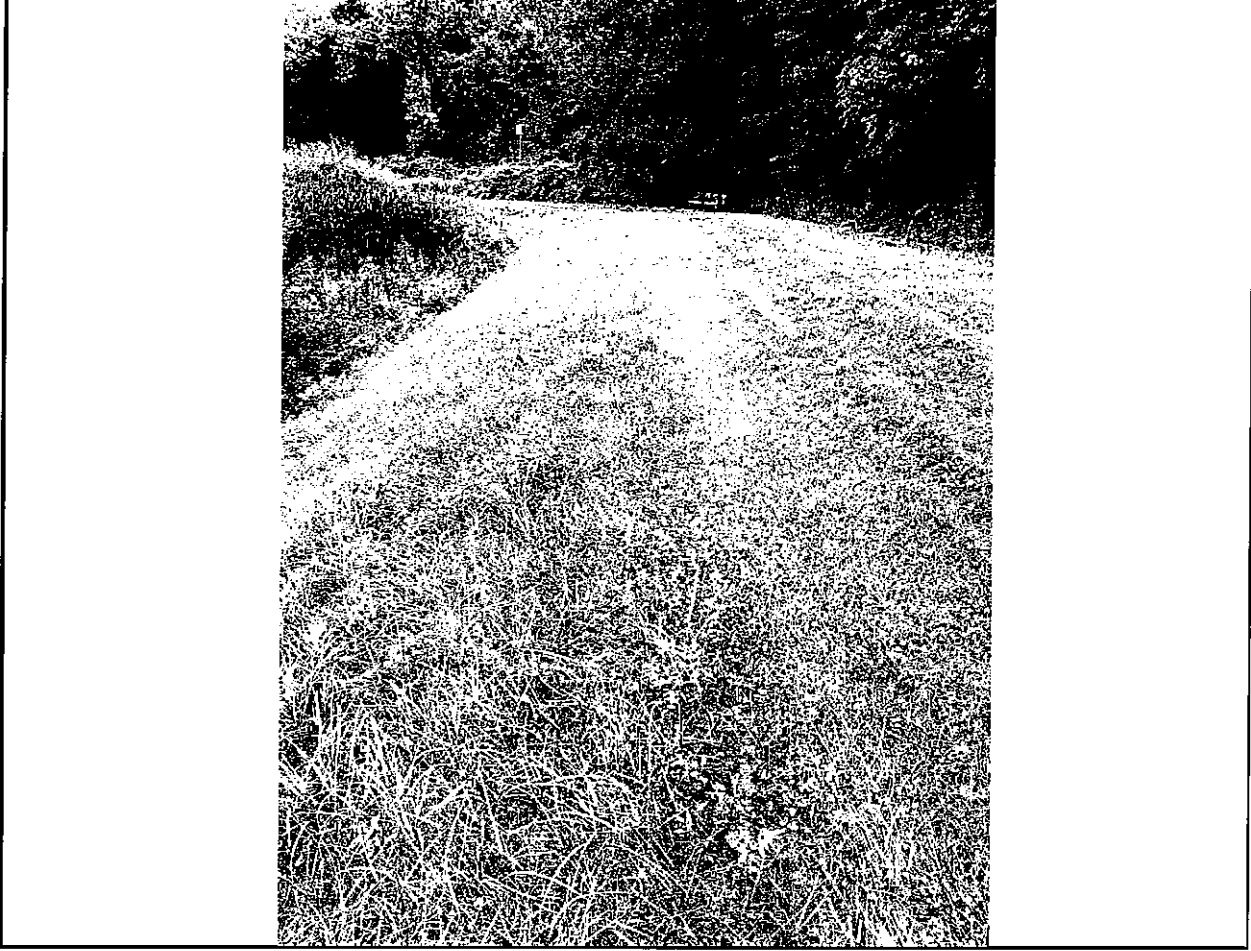
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**SLR** **PHOTOGRAPHIC LOG**

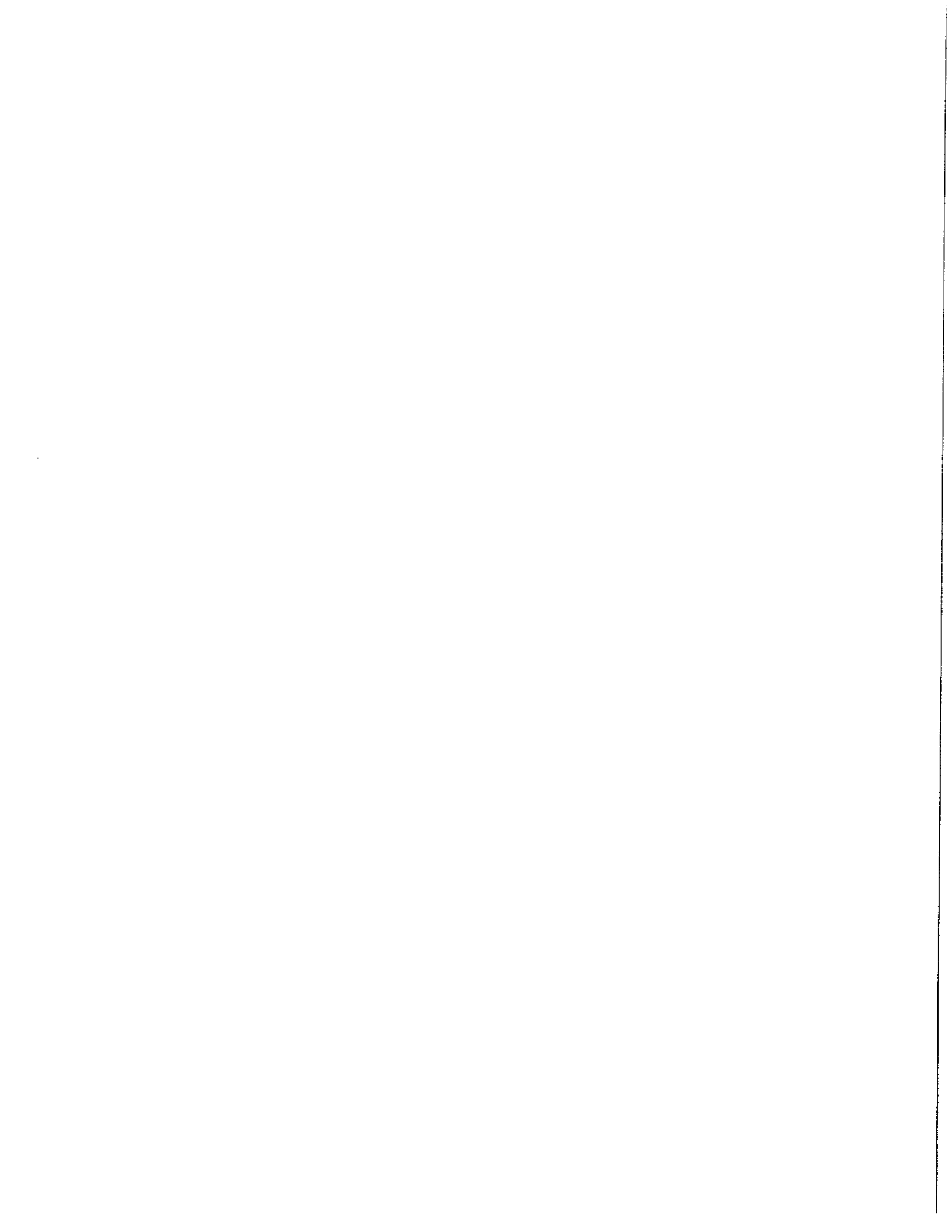
<b>Client Name:</b> City of Derby	<b>Site Location:</b> Stormwater Basin – Lanzieri Court, Derby, CT	<b>Project No.</b> 11563.00023.0010
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<b>Photo No. 7</b>	<b>Direction Photo Taken: North</b>	<b>Visit: October 6, 2021</b>	<b>Issued: November 15, 2021</b>
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View of mowed and maintained berm

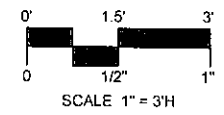
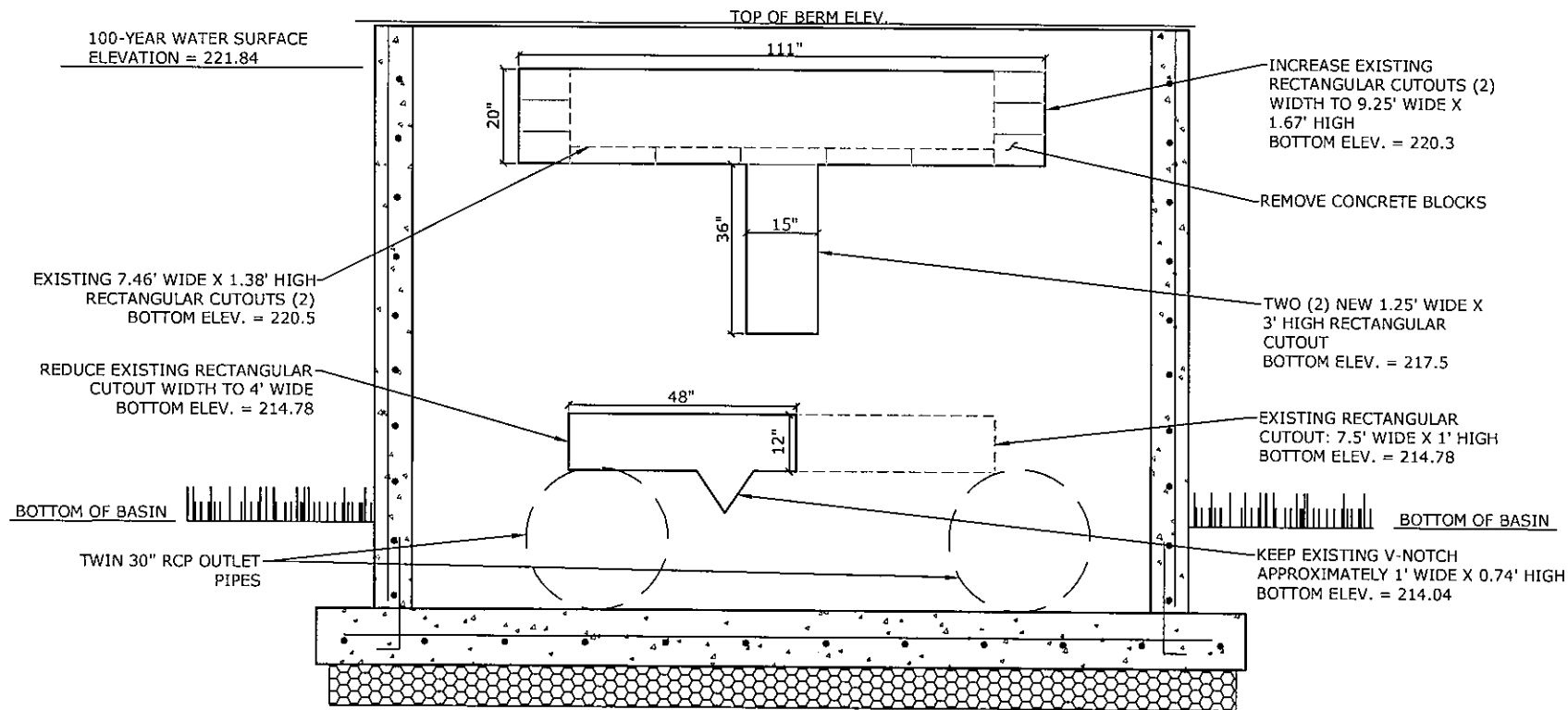


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Drawing: W:\DESIGN\1560-96-03\LANZIERI COURT\HORIZONTAL DWG Layout\1560-96-03-111-H-SCH



Plotted by: MBERARDI On this date: Thu, 2021 November 11 - 2:16pm



DATE	NOVEMBER 10, 2021
SCALE	1"=3'
PROJ. NO.	1560-96
DESIGNED	MCB
DRAWN	MCB
CHECKED	RJM

**OUTLET CONTROL STRUCTURE MODIFICATIONS**  
**LANZIERI COURT**  
 LANZIERI COURT  
 DERBY, CONNECTICUT

PROJECT PHASE:  
**FOR CONSTRUCTION**  
 DRAWING NAME:  
**FIG. 1**

REVISED: ---

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### Hydrographs Peak Flowrate Summary (cfs) Existing vs. Proposed

<i>Storm Event</i>	2yr		10yr		25yr		50yr		100yr	
	Exist	Prop	Exist	Prop	Exist	Prop	Exist	Prop	Exist	Prop
Basin Flow	49.4	40.4	82.5	96.5	130.6	153.7	173.6	173.1	199.3	198.5
Storage (cf)	66,093	92,644	154,818	167,326	204,081	192,454	224,068	215,565	254,310	253,933
W.S. Elev. (ft) Top Elev. of Basin = 222.7	216.96	217.96	219.99	220.36	221.38	221.07	221.90	221.68	222.63	222.62

\*Reduced lower cut out to 4 wide', Created two new 1.25'x3' cutouts with invert = 217.2, knocked out blocks of upper cutouts to increase length of each to 9.25' and height of 1.67'

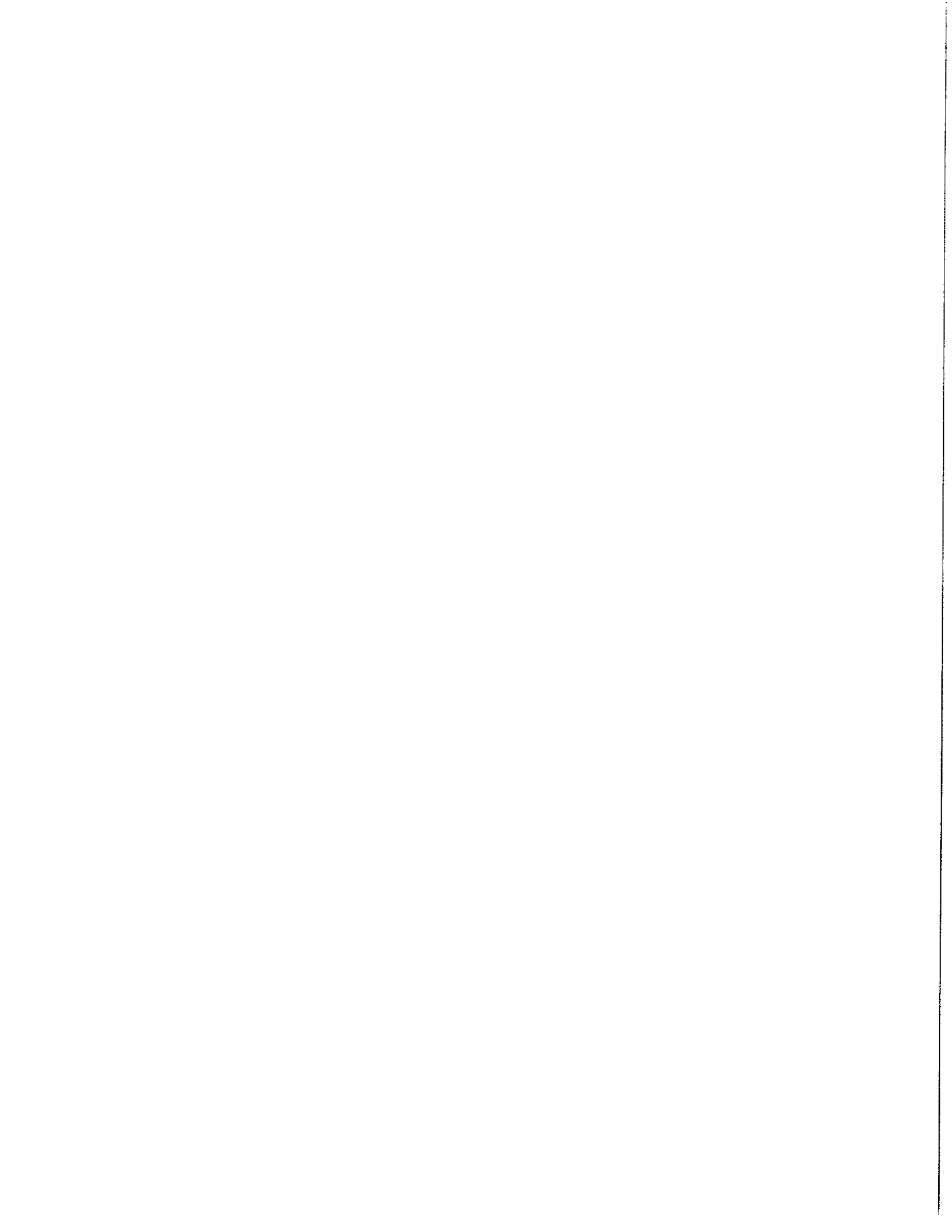
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Capital Projects Recommendation for 25-26 FY

Department	Item	\$ Amount	LOCIP Eligible
Town Clerk	Annual request to preserve, maintain & access the permanent records of the City of Derby	\$ 20,000	No
Library	Replace Locks and upgrade security at Library	\$ 9,467	Yes
Veterans Memorial Building	New Roof	\$ 50,000	Yes
Fire Dept	SCBA	\$ 40,000	No
Fire Dept	Fire House - 74 Cottage St.	\$ 45,000	Yes
Parks & Rec	Basketball Court Repair	\$ 55,000	Yes
Fire Dept.	HVAC Replacement for Hotchkiss Hose #1	\$ 100,000	Yes
Police Dept.	CAD/RMS Upgrade	\$ 175,000	No
Total		<u>\$ 494,467</u>	
	Total Funds available for 25-26FY	\$ 722,909	
	Remaining funds to be allocated	\$ 228,442	

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CAPITAL REQUESTS		Actuals	Estimate	Requested				
Department	Item	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	TOTAL
City Hall & Town Clerk	Annual request to preserve, maintain & access the permanent records of the City of Derby	\$ 21,000	\$ -	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 101,000
	City Hall Security System		\$ 26,479					\$ 26,479
	Additional Security Cameras at the BOE		\$ 12,486					\$ 12,486
	Video equipment upgrades for City Hall Chambers		\$ 7,146					\$ 7,146
	Traffic Lights				\$ 75,000			\$ 75,000
								\$ 222,111
Public Works	Large Dump Trucks (2 Trucks)	\$ -	\$ -	\$ 560,000	\$ -	\$ -		\$ 560,000
	Sweeper		\$ 70,000	\$ -				\$ 70,000
	Hazardous Tree Removal		\$ 15,700					\$ 15,700
	Mason Dump Trucks				\$ 100,000	\$ 100,000		\$ 200,000
	Road Repavement/Interest BANS	\$ 2,210,233	\$ 345,718	\$ 1,354,090				\$ 3,910,040
								\$ 4,755,740
Police	Police Vehicles	\$ 132,627	\$ 69,578	\$ 70,000	\$ 130,000	\$ 145,000	\$ 145,000	\$ 692,204
	Recall Recorder Replacement	\$ -	\$ -	\$ -	\$ 17,000	\$ -		\$ 17,000
	eSignature Software			\$ -	\$ 2,800			\$ 2,800
	CAD/RMS Upgrade			\$ 175,000				\$ 175,000
	Exchange Server Software Upgrade					\$ 9,000		\$ 9,000
	E-Ticket					\$ 22,000		\$ 22,000
	Subtotal Police							\$ 918,004
Board of Education	Tree Removal	\$ 12,000	\$ -	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 52,000
	Johnson Controls Energy Project (Audit Adj.)	\$ 65,000						
	Field Lights				\$ 100,000			\$ 100,000
	Chiller			\$ 358,000				\$ 358,000
	Window Film				\$ 230,000			\$ 230,000
	Badge System				\$ 140,000			\$ 140,000
	Security Fencing - Irving				\$ 170,850			\$ 170,850
	Security Fencing - Bradley				\$ 236,430			\$ 236,430
	Security Fencing - DHS/DMS				\$ 200,000			\$ 200,000
	Paving - Bradley Back Parking Lot			\$ 150,000				\$ 150,000
	Paving - DHS Back Parking Lot			\$ 180,000				\$ 180,000
	Irving Landscape				\$ 6,250	\$ 6,250	\$ 6,250	\$ 18,750
	DHS/DMS Landscaping				\$ 18,750	\$ 18,750	\$ 18,750	\$ 56,250
	Maintenance Van					\$ 45,000		\$ 45,000
	Plumbing				\$ 25,000	\$ 25,000	\$ 25,000	\$ 75,000
	HVAC Building Ventilation - Bradley				\$ 3,000,000	\$ 3,000,000		\$ 6,000,000
HVAC Building Ventilation - DHS				\$ 5,300,000	\$ 5,300,000		\$ 10,600,000	
Subtotal BOE							\$ 18,612,280	
Derby Public Library	HVAC			\$ 400,000				\$ 400,000
	Update Library Security System and add cameras				\$ 100,000			\$ 100,000
	Ext & Int Windows and casements *lead certified				\$ 250,000			\$ 250,000
	Push button ADA doors (Main entrance on Exterior and Interior doors and Children's Entrance/Exit door)				\$ 23,000			\$ 23,000
	Replace Locks and upgrade security at Library			\$ 9,467	\$ 0			\$ 9,467
	Replace carpet and subfloor 3 floors vs. hardwood *easier to clean							\$ -
	Childrens & Lower Level w/ tiled carpet					\$ 100,000		\$ 100,000
	Main Floor w/ hardwood vs waterproof laminate						\$ 250,000	\$ 250,000
	Community Space and Upper Level w/ hardwood and waterproof laminate flooring						\$ 250,000	\$ 250,000
	Repaint interior 3 floors *lead certified						\$ 150,000	\$ 150,000
Elevator						\$ 75,000	\$ 75,000	
								\$ 1,607,467

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<b>Veterans Memorial Building</b>									
	New Roof			\$ 50,000					\$ 50,000
	Air Conditioning					\$ 25,000			\$ 25,000
	Water Heater						\$ 10,000		\$ 10,000
	Heating						\$ 25,000		\$ 25,000
	Fire / Alarm System				\$ 50,000				\$ 50,000
									\$ 160,000
<b>Storm Ambulance</b>	Ambulance				\$ 350,000				\$ 350,000
	Rescue Truck			\$ 1,500,000					\$ 1,500,000
	Rescue Boat				\$ 40,000				\$ 40,000
	Ranger ATV				\$ 30,000				\$ 30,000
	<b>Subtotal Storm Ambulance</b>								\$ 1,920,000
<b>Parks &amp; Recs</b>	Field Replacements				\$ 500,000	\$ 500,000			\$ 1,000,000
	Bradley School Backstop Fence				\$ 25,000				\$ 25,000
	Basketball Hoops Replacement	\$ 6,796							\$ 6,796
	New fencing for Little League Field	\$ 5,500							\$ 5,500
	Basketball Court Repair		\$ 55,000						\$ 55,000
	HVAC for Veteran's Community Center				\$ 25,000				\$ 25,000
	Locker Replacements for Veteran's Community Center				\$ 7,500				\$ 7,500
	Resurfacing of Baseball Infields - Clay	\$ 9,161							\$ 9,161
	Other Misc.	\$ -	\$ -	\$ 50,000	\$ 50,000				\$ 100,000
	<b>Subtotal Parks &amp; Recs</b>								\$ 1,233,957
<b>Fire Dept</b>	Fire Engine Replacements		\$ 3,000,000		\$ -				\$ 3,000,000
	Replacement of Public Safety Radio System		\$ 550,000						\$ 550,000
	SCBA		\$ 40,000	\$ 75,000	\$ 75,000				\$ 190,000
	HVAC Replacement for Hotchkiss Hose #1		\$ 100,000						\$ 100,000
	Service Vehicles			\$ 100,000	\$ 100,000				\$ 200,000
	Chiefs Vehicle		\$ 80,000						\$ 80,000
	Fire House - 200 David Humphreys Road				\$ 165,000				\$ 165,000
	Fire House - 151 Olivia St.				\$ 205,000				\$ 205,000
	Fire House - 10 Derby Milford Rd				\$ 155,000				\$ 155,000
	Fire House - 57 Derby Ave.				\$ 180,000				\$ 180,000
	Fire House - 74 Cottage St.	\$ 76,110	\$ 45,000						\$ 121,110
	Ladder Truck Replacement						\$ 2,400,000		\$ 2,400,000
	<b>Subtotal Fire Dept.</b>								\$ 7,346,110
									\$ 7,346,110
	<b>TOTALS</b>	\$ 2,440,859	\$ 644,673	\$ 8,706,557	\$ 12,112,580	\$ 9,551,000	\$ 3,385,000		\$ 36,840,669
<b>Available/Budgeted Funds</b>									
		Actuals	Estimate	Requested					
		2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029		TOTAL
LoCIP		\$ 922,040	\$ 156,005	\$ 157,663	\$ 157,663	\$ 157,663	\$ 157,663		\$ 1,708,698
Road Bonds		\$ 1,300,193	\$ 345,718	\$ 1,354,090					\$ 3,000,000
Johnson Controls Overpayment				\$ 402,011					\$ 402,011
General Capital		\$ 218,626	\$ 143,151	\$ 163,235	\$ 163,235	\$ 163,235	\$ 163,235		\$ 1,014,717
Total Est. Capital Funds		\$ 2,440,859	\$ 644,874	\$ 2,076,999	\$ 320,898	\$ 320,898	\$ 320,898		\$ 6,125,426

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**RECOMMENDED ORDINANCE REVISION**

December 11, 2025

“Winter Parking Ban Revisions”

Proposed Revisions to Section 186-3 and Section 186-5 A. and B.

Be it hereby ordained by the Board of Aldermen/Alderwomen:

That Section 186-3 of the Ordinances is revised as follows:

**186-3 Definitions**

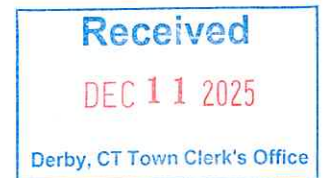
The following is added to section 186-3 Definitions

Snow Emergency

The Mayor is hereby authorized to declare snow emergency in times when a snowstorm is occurring or imminent that, in the Mayor’s judgment:

- (1) Causes or is likely to cause substantial disruption to transportation.
- (2) Endangers the safety of the public due to road conditions or reduced visibility.
- (3) Overwhelms public works or emergency response capabilities.
- (4) Poses significant risk to critical infrastructure or the delivery of essential services.

And that the existing Section 186-5 A. and B. are repealed in their entirety and the following revised language is hereby adopted as the revised Section 186-5 A. and B:



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## Section 186-5 Parking During Snow Emergency

A. The declaration shall state the nature of the emergency, the areas affected, the anticipated duration, and any emergency measures being enacted.

Upon declaration, the Mayor may implement measures including but not limited to:

- (1) Restricting vehicular or pedestrian travel on public roads;
- (2) Requiring all vehicles to be parked on the even side of the road only;
- (3) Closing municipal buildings or facilities;
- (4) Reallocation of city personnel and resources for emergency response and snow removal;
- (5) Requesting mutual aid or state/federal assistance.



The state of emergency shall remain in effect for 36 hours after the storm ends, or until terminated by the Mayor or his designee. The Mayor shall issue a formal statement announcing the termination.

The Mayor shall notify the public of the emergency declaration and any restrictions through official city channels, including press releases, website postings, and local emergency alert systems.

B. Any vehicle found to be in violation of the snow parking ban is subject to a fifty (\$50.00) dollar fine in addition to having their vehicle towed at their expense. Residents whose vehicles are towed during the parking ban should contact the Derby Police Department at (203) 735-7811.

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City of Derby, CT  
Thursday, December 11, 2025

## Chapter 186. VEHICLES AND TRAFFIC

### Article II. General Parking Regulations

[Adopted 9-23-1976 as Secs. 18-3 through 18-11 of the Charter and Revised Ordinances]

#### § 186-3. Definitions.

For the purposes of this article, the following words and phrases shall have the meanings respectively ascribed to them by this section:

##### **OPERATOR**

The person operating or in control of a vehicle on a public highway or on a parking facility operated and maintained by the city.

##### **PARKING**

The standing of a vehicle, whether occupied or not, upon a highway or parking facility, other than temporarily for the purpose of and while actually engaged in receiving or discharging passengers or loading or unloading merchandise or when stopped for any traffic regulations, traffic signs or signals.

##### **PUBLIC HIGHWAY; HIGHWAY**

Includes the area encompassed by the municipal parking lot on Caroline Street.

##### **VEHICLE**

Any device used for conveyance, drawing or other transportation of persons or property, whether on wheels or runners or otherwise, when on a public highway or parking facility, except those which are operated upon rails or tracks.

#### § 186-4. Purpose; construal of provisions.

This article is adopted in the interest of public safety, convenience and welfare and shall be liberally construed to effect the purpose hereof. Every person shall comply with, observe and obey, when applicable, all the provisions and requirements contained herein.

#### § 186-5. Parking prohibited at certain times during certain months; exception.

[Amended 3-9-1995]

- A. No person shall park any vehicle on the highways of the city for a twenty-four-hour period during the months of December, January, February and March, except as follows:
- B. During the entire months of December and February, parking will be allowed on the even side of the street, and during January and March, parking will be allowed on the odd side of the street, except where the Traffic Authority has previously established parking regulations (i.e., no parking anytime). In the case of streets that are permanently posted "No Parking" on one side, vehicles will be allowed to park on the opposite side, provided that it is not posted. On the first and last days of each month, parking will be on the side allowed prior to the month change.