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April 21, 2026

Don Stanziale
Summit Hill, LLC
70 Platt Road
Shelton, CT 06484

Reference: Development at Summit Street, Derby, Connecticut

Dear Mr. Stanziale:

Thank you for asking me to prepare a traffic evaluation of the referenced residential development in Derby, Connecticut.

Summary

- The development will include eight detached single-family houses and 72 attached duplex units. Two entrances will be provided: one on Summit Street, and the other at the intersection of Mountain Street and Indian Avenue.

- The site traffic will be adequately and safely accommodated by the on-site roadways and at the two site entrances. This development will not cause traffic congestion on the area streets.

Traffic Evaluation

The site will include 44 lots, eight of which will be for single-family houses and 36 of which will be for 72 attached townhouses.

Within the site, Summit Street will extend from its existing terminus to the intersection of Indian Avenue and Mountain Street. Another on-site roadway will form a loop east of the new Summit Street. Both on-site roadways will be 32 feet in width, providing ample travel widths for the limited traffic volumes of the development. There will be no traffic congestion or roadway constraint on the site.

Two site connections to public roads will be provided: one on Summit Street, and the other at the intersection of Mountain Street and Indian Avenue.

The projected numbers of vehicular trips for the development in Table 1 are based on data from ITE (Institute of Transportation Engineers) *Trip Generation Manual, 12th Edition*. The site is estimated to generate 40 and 44 trips during the respective weekday morning and weekday afternoon peak hours.

Reference: Development at Summit Street, Derby, Connecticut

Table 1 Trip Generation (vph)

Single-Family Detached Housing (LU 210), Eight Units			
	Entry	**Exit**	**Entry & Exit**
Weekday Morning Peak Hour of Adjacent Street	2	4	6
Weekday Afternoon Peak Hour of Adjacent Street	4	3	7

Single-Family Attached Housing (LU 215), 72 Units			
	Entry	**Exit**	**Entry & Exit**
Weekday Morning Peak Hour of Adjacent Street	9	25	34
Weekday Afternoon Peak Hour of Adjacent Street	21	16	37

Total			
	Entry	**Exit**	**Entry & Exit**
Weekday Morning Peak Hour of Adjacent Street	**11**	**29**	**40**
Weekday Afternoon Peak Hour of Adjacent Street	**25**	**19**	**44**

vph Vehicles per hour

I visited the three nearby streets—Summit Street, Mountain Street, and Indian Avenue—during the weekday morning and weekday afternoon peak commute hours. These are residential streets with low traffic volumes even during the peak hours. It is my professional opinion that the three streets have more than adequate traffic capacity to accommodate the 40 and 44 new peak-hour trips for this development; the new trips will not cause traffic congestion on the area streets.

I appreciate the opportunity to prepare this letter. Should you have any questions or need additional information, please feel free to contact me.

Sincerely,

KWH Enterprise, LLC

Kermit Hua

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Principal
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Technical Appendices

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates, based on a small sample of sites, are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 215), and higher than those for senior adult housing—single-family (Land Use 251). (Source 1008)

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alabama, Arizona, British Columbia (CAN), California, Delaware, Illinois, Kentucky, Massachusetts, Minnesota, Montana, New Jersey, New York, North Carolina, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Vermont, and West Virginia.

Source Numbers

356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077, 1078, 1079, 1204, 1221, 1225, 1236, 1251, 1265, 1267

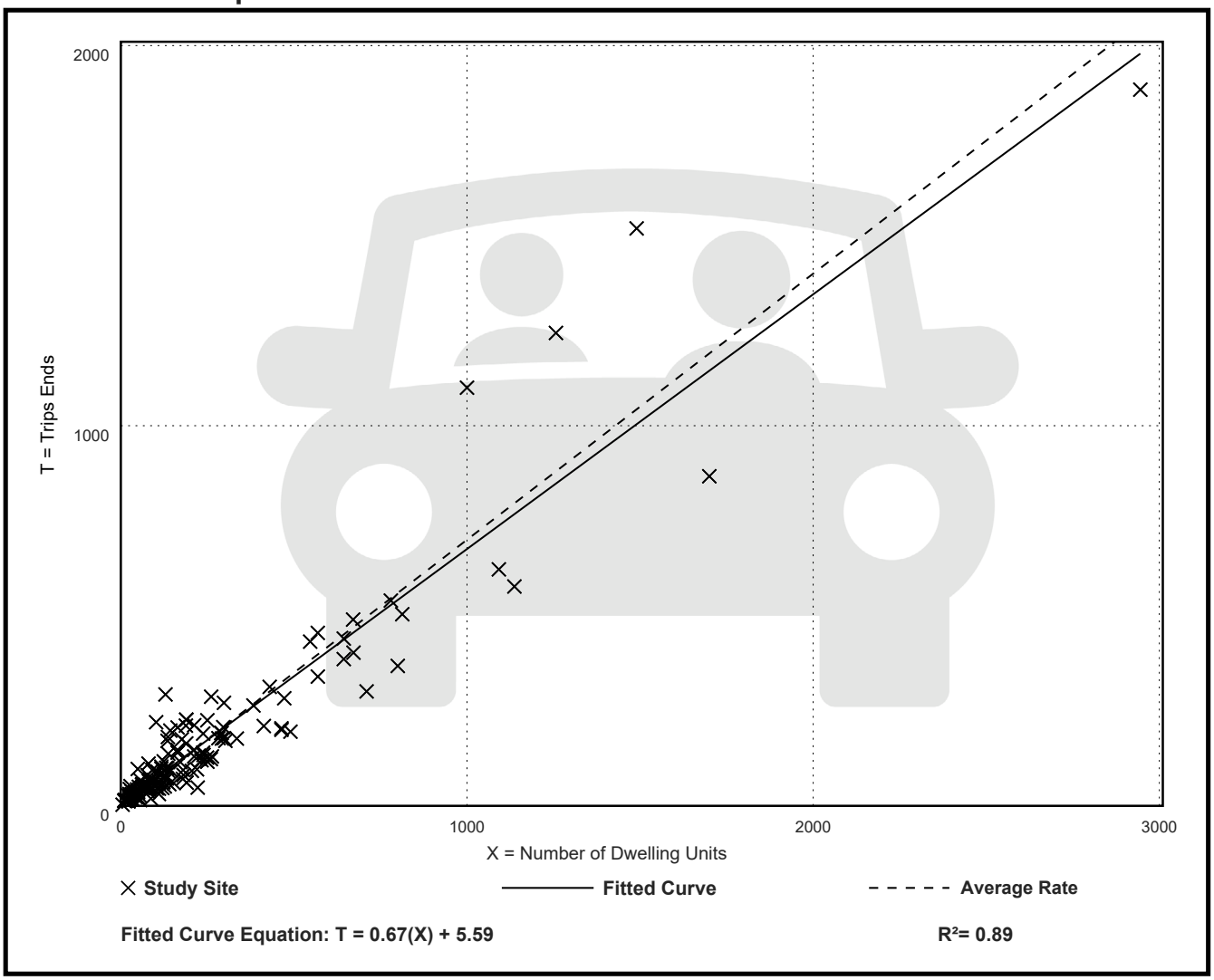
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	153
Avg. Num. of Dwelling Units:	239
Directional Distribution:	27% entering, 73% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.22 - 2.27	0.26

Data Plot and Equation



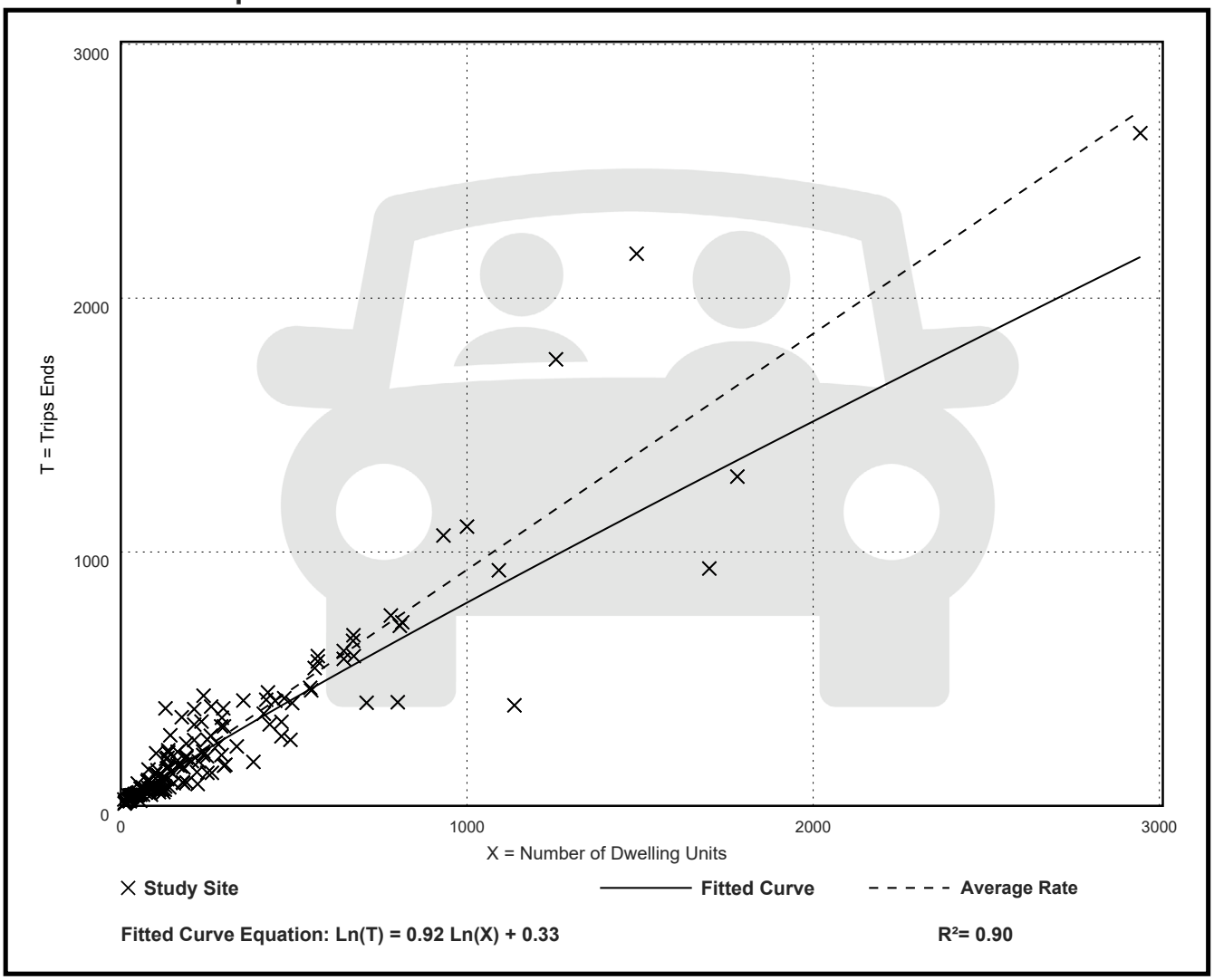
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	166
Avg. Num. of Dwelling Units:	266
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.93	0.35 - 2.98	0.33

Data Plot and Equation



Land Use: 215
Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space. This land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, and Wisconsin.

Source Numbers

357, 390, 418, 525, 571, 583, 638, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

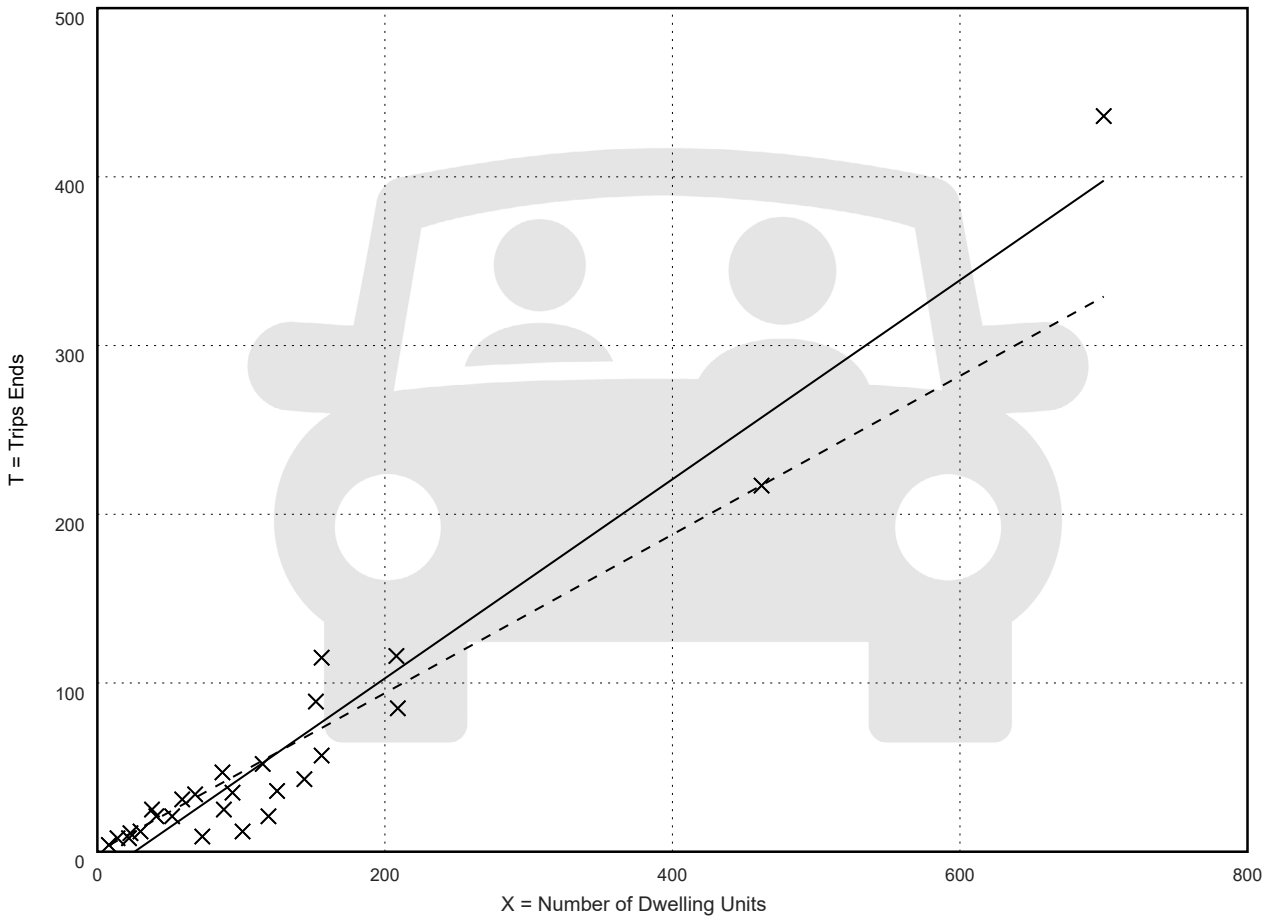
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	26
Avg. Num. of Dwelling Units:	129
Directional Distribution:	25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.12 - 0.74	0.16

Data Plot and Equation



Fitted Curve Equation: T = 0.59(X) - 15.25

R^2= 0.94

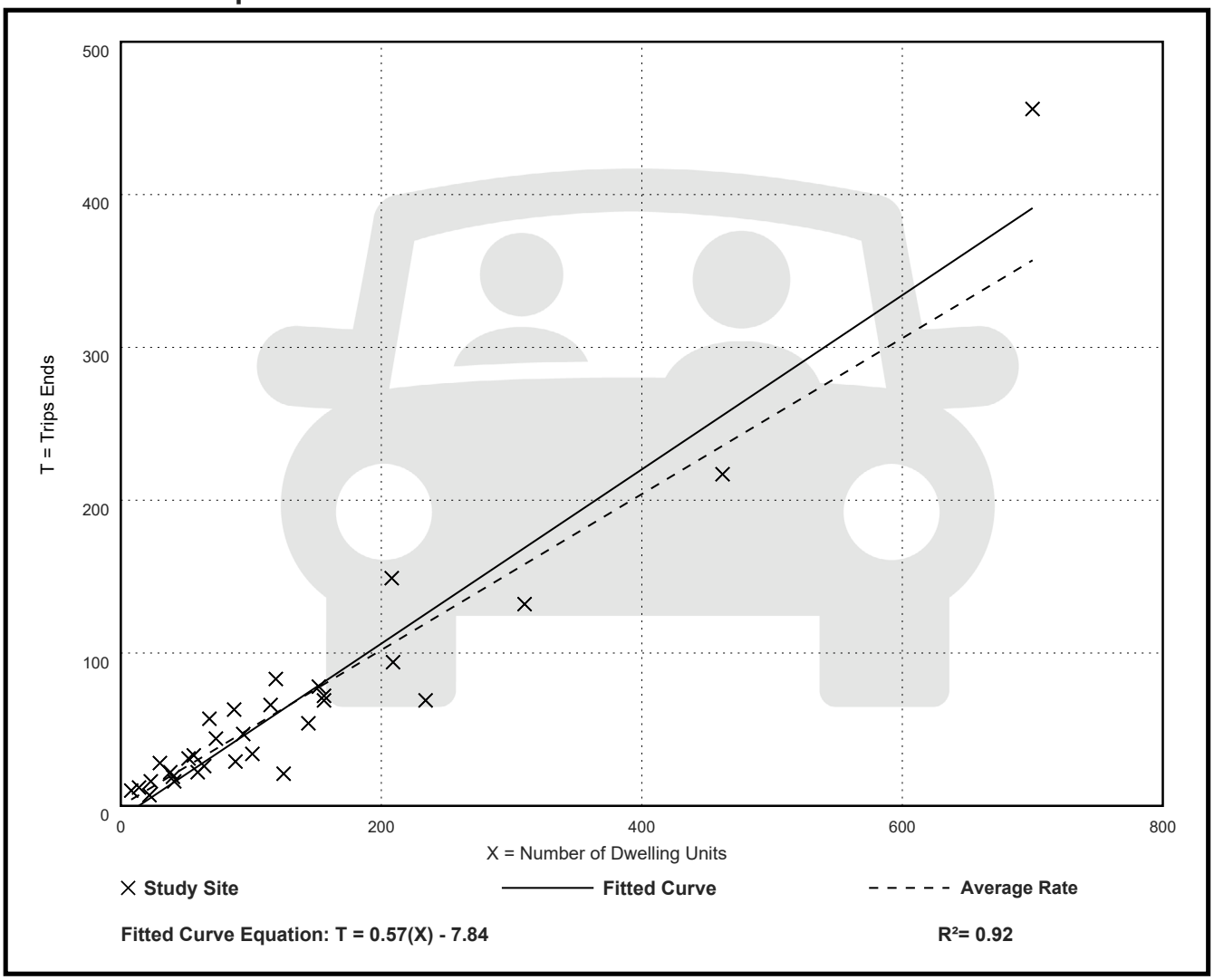
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	31
Avg. Num. of Dwelling Units:	131
Directional Distribution:	57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.17 - 1.25	0.16

Data Plot and Equation



Fitted Curve Equation: T = 0.57(X) - 7.84

R^2= 0.92