Vanasse & Associates inc
Transportation Engineers & Planners

35 New England Business Center Drive
Suite 140
Andover, MA 01810

Ref: 10509

February 3, 2026

Ms. Meghan C. Jop, AICP
Executive Director
Town of Wellesley
525 Washington Street
Wellesley, MA 02482

Re: Response to Transportation Peer Review
Proposed Multifamily Residential Development – 592 Washington Street
Wellesley, Massachusetts

Dear Ms. Jop:

Vanasse & Associates, Inc. (VAI) is providing responses to the follow-up comments that were identified in the January 23, 2026 *Transportation Peer Review* letter prepared by Tighe & Bond (T&B) concerning their review of the November 2025 *Transportation Impact Assessment* (the "November 2025 TIA") that was prepared by VAI in support of the proposed multifamily residential development to be located at 592 Washington Street in Wellesley, Massachusetts (hereafter referred to as the "Project"). Listed below are the comments that were identified by T&B in the subject letter followed by the response from the appropriate Project team member on behalf of the Project proponent.

Study Area

Comment 1: *The study area is not sufficient. At a minimum, the operation at the proposed site driveway is necessary to evaluate the traffic impacts of the proposed development. Due to the anticipated level of traffic to be generated by the project, study of offsite intersections and roadways are area is not necessary.*

VAI Response: *The November 2025 TIA includes an assessment of traffic volumes and operating conditions at the Project site driveway intersection with Washington Street, as well as at the following off-site intersections:*

- *Washington Street at Grove Street and Central Street*
- *Washington Street at Church Street*
- *Washington Street at Weston Road and Denton Road*

T&B Follow-Up: *The study area is sufficient to evaluate the potential impact of the project based on the expected trip distribution pattern for the Project.*

VAI Response: **No response required.**

Crash Data

Comment 2: *Please review crash records for any crashes in the vicinity of the site driveway.*

VAI Response: *An assessment of motor vehicle crashes at the Project site driveway intersection with Washington Street and at the off-site study area intersections is provided in the November 2025 TIA. As detailed therein, no (0) motor vehicle crashes were reported to have occurred at or in the immediate vicinity of the Project site driveway intersection with Washington Street over the five-year review period 2018-2022.*

T&B Follow-Up: *We have reviewed the crash analysis. As noted, there were no crashes at the project site drive. The intersection of Washington Street/Central Street/Grove Street intersection was found to have a significant motor vehicle crash rate that was above the MassDOT District average crash rate.*

VAI Response: **No response required.**

Project-Generated Traffic

Comment: *We concur with the calculation of trip generation traffic volumes.*

VAI Response: *No Response Required.*

Trip Distribution

Comment 3: *An abbreviated trip distribution should be provided to determine the turning volumes at the site driveway.*

VAI Response: *The November 2025 TIA includes a trip distribution pattern for Project-generated trips developed based on a review of Journey-to-Work data obtained from the U.S. Census for the Town of Wellesley and refined using existing traffic patterns within the study area.*

T&B Follow-Up: *We have reviewed the trip distribution and find it to be acceptable. No further response is required.*

VAI Response: **No response required.**

Traffic Operations Analysis

Comment 4: *Please provide peak hour capacity analysis of the proposed site driveway's intersection with Washington Street.*

Response: *A detailed traffic operations analysis is presented in the November 2025 TIA for the Project site driveway intersection with Washinton Street and at the off-site study area intersections. With respect to the Project site driveway, All movements exiting the Project site driveway to Washington Street are predicted to operate at level-of-service (LOS) B during both peak hours with negligible vehicle queuing predicted. All movements along Washington Street approaching the driveway are*

predicted to operate at LOS A, also with negligible vehicle queuing. Actual operating conditions at this intersection are directly related to vehicle queuing along the Washington Street northbound approach to the Washington Street/ Central Street/Grove Street intersection during the peak periods.

T&B Follow-Up: *We concur that the proposed project will not have a significant impact on operations at any of the off-site intersections. In addition, the analysis shows that the operations at the site driveway will be adequate with no significant delays.*

VAI Response: **No response required.**

Sight Distance Assessment

Comment 5: *Please provide a sight distance analysis at the existing/proposed site driveway. A plan should be provided that graphically shows the intersection sight distance, stopping sight distance and restrictions at the driveway.*

VAI Response: *A review of lines of sight at the Project site driveway intersection with Washington Street is presented in the November 2025 TIA. Based on this review, it was determined that the available lines of sight exceed the recommended minimum sight distance for the intersection to function in a safe manner (SSD) with consideration of a three-stage exit maneuver, which is common in downtown settings with on-street parking, and based on a 30 mile per hour (mph) approach speed along Washington Street, which is consistent with the statutory speed limit (30 mph) and slightly above the measured 85th percentile vehicle travel speed (24/26 mph) in the vicinity of the Project site.*

The three stage exit maneuver is as follows: Stage 1 – the exiting motorist stops before entering the sidewalk area to observe approaching pedestrians; Stage 2 – after verifying that the sidewalk is clear, the motorist positions their vehicle across the sidewalk and into the area that is defined by the parking lane to observe approaching bicyclists and motor vehicles; and Stage 3 – the motorist exits the driveway when there is an acceptable gap in traffic. A review of the Project site driveway and the Site Plan for the Project indicates that there are clear sight lines provided to and from the sidewalk area along Washington Street to allow for an exiting motorist to complete the three-stage exit maneuver.

T&B Follow-Up: *As discussed in the TIA, a three stage exit maneuver will be needed to see past on-street parking. However, it is not made clear just how far a driver must pull up into the street in order to have clear sight lines. A plan should be provided that graphically shows the intersection sight distance, stopping sight distance and restrictions at the driveway.*

VAI Response: **A sight triangle plan has been prepared for the Project site driveway and is attached that depicts the available sight distance with a three-stage exit maneuver.**

T&B Follow-Up: *The proposed project does not seem to provide an area for pick up/drop-off, which could be used for delivery vehicles (amazon, UPS), food delivery, or rideshare. If there is no dedicated space, drivers may either double park or stop adjacent to*

the driveway, which will significantly impact sight lines. Please provide an area for these uses.

VAI Response: **The Project proponent will request approval from the Town to designate two (2) on-street parking spaces along the Project site frontage on Washinton Street as short-term (15 minute) parking between 8 AM and 6 PM on weekdays and Saturday, and as a loading zone by permit/approval from the Police Department for longer-term parking needs. In addition, four (4) parking spaces in the garage will be designated for guest parking and use by service and delivery vehicles.**

Pedestrian and Bicycle Accommodations

Comment 6: *Provide an evaluation of the pedestrian infrastructure between the site and the Wellesley Square MBTA Station. Please identify any substandard pathway links and identify what locations included Apex style ramps.*

VAI Response: *An evaluation of pedestrian and bicycle accommodations and access to public transportation services is presented in the November 2025 TIA. With specific regard to pedestrian accommodations at and in the vicinity of the Project site, sidewalks are generally provided along one or both sides of the study area roadways, with marked crosswalks provided for crossing one or more legs of the study area intersections. The crossings at the Washington Street/Central Street/Grove Street intersection are included as a part of the traffic signal system at the intersection (pedestrian pushbuttons, signal indications and phasing are provided for the crossings). A pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) is provided for crossing the Washington Street south leg of Washington Street/Church Street intersection.*

An inventory of sidewalk conditions along Washington Street within 1,000 feet of the Project site indicates that the sidewalks are in generally good condition. Wheelchair ramps are provided for the crossings at the study area intersections; however, many do not include tactile mats as required under the Americans with Disabilities Act (ADA) and several crossings include apex-type ramps that serve more than one crossing, which are also not ADA compliant. The sidewalk along the Project frontage is in good condition and is flush across the driveway.

T&B Follow-Up: *It can be reasonably assumed that a portion of the residents of the proposed development would use public transit. Due to the location, the Wellesley Square commuter rail station is most likely. The pedestrian accommodation between Washington Street and the train platform is not adequate and should be reviewed and improved.*

VAI Response: **The Project proponent will coordinate with the Town of Wellesley Department of Public Works (DPW) to develop a plan to improve pedestrian accommodations between the Project site and the Wellesley Square Commuter Rail Station and will provide a financial contribution toward the design and construction of the improvements that is proportionate to the impact of the Project.**

Recommended Off-Site Improvements

T&B Comment — *As mentioned in the TIA, the Washington Street northbound right turn arrow signal indication should only be used if there are no conflicts. The left turn to Grove Street does conflict. However, any turn restrictions are likely out of the scope of the proposed project. This conflict should be resolved as part of the upcoming Washington Square Improvement Project.*

VAI Response: **No response required.**

Site Plan Review

T&B Comment 7: *Drivers exiting parking space 30 (incorrectly labeled as #22) will not be able to see vehicles entering due to the stairwell. This space is also shorter than the rest of the parking spaces. Evaluate potential modifications to this space.*

Response: **The subject parking space has been modified to have the same length as the other parking spaces within the garage and has an off-set from the stairwell of 3-feet to provide sight lines to a vehicle entering the parking area.**

T&B Comment 8: *Parking spaces 21 and 22 will be difficult to access due to the close proximity of the far wall.*

Response: **The parking layout has been adjusted to create an off-set between the garage wall and the subject parking spaces.**

T&B Comment 9: *Please remove the wheel stops. They are unnecessary, effectively shorten the parking spaces and present a tripping hazard for pedestrians.*

Response: **The wheel stops have been removed as requested.**

T&B Comment 10: *Please provide a passenger vehicle turning template showing vehicles entering the garage to verify that vehicles can access the parking area.*

Response: **A passenger vehicle turning analysis is attached and demonstrates that the subject vehicle is able to access the parking area.**

T&B Comment 11: *Will trash trucks access the site? The plans do not show a dumpster.*

Response: **Trash and recycling will be collected in totes within the parking garage and will be placed outside of the garage along the edge of the driveway within the Project site for pick-up. The trash/recycling vehicle will back into the driveway from Washington Street to the collection point. A vehicle turning analysis for the trash/recycling vehicle is attached.**

T&B Comment 12: *Please confirm that the internal doorway to the elevator is fully accessible with no vertical obstructions from the accessible spaces shown.*

Response: **The access to the internal doorway to the elevator from within the parking garage will be free of obstructions and fully accessible from the accessible parking spaces.**

T&B Comment 13: *The proposed project does not seem to provide an area for pick up/drop-off, which could be used for delivery vehicles (amazon, UPS), food delivery, or rideshare. If there is no dedicated space, drivers may either double park or stop adjacent to the driveway, which will significantly impact sight lines. Please provide an area for these uses.*

Response: **The Project proponent will request approval from the Town to designate two (2) on-street parking spaces along the Project site frontage on Washinton Street as short-term (15 minute) parking between 8 AM and 6 PM on weekdays and Saturday, and as a loading zone by permit/approval from the Police Department for longer-term parking needs. A vehicle turning analysis has been prepared and is attached that illustrates the vehicle maneuvering for the curbside, short-term parking area.**

In addition, four (4) parking spaces in the garage will be designated for guest parking and use by service and delivery vehicles.

In addition to the comments from T&B, the Project proponent has been coordinating with the Wellesley Fire Department to develop an additional access point for emergency response along the south side of the building. Based on this coordination, a stabilized area (Grasscrete© or similar) has been provided that will be accessible from Washington Street. This accommodation will require that one (1) on-street parking space be removed and that the curbing in the area of the access be changed to sloped granite curbing so as to be mountable. These changes are shown on the current Site Plan for the Project and a vehicle turning analysis for the Wellesley Fire Department design vehicle is attached.

We trust that this information is responsive to the comments that were identified in the January 23, 2026 follow-up review letter prepared by T&B concerning their review of the materials that have been submitted in support of the Project. If you should have any questions or would like to discuss the responses from the Project team in more detail, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.

Jeffrey S. Dirk

Jeffrey S. Dirk, P.E., PTOE, FITE
Managing Partner

Professional Engineer in CT, MA, ME, NH, RI, and VA

JSD/jsd

Attachments

NOTES: 1. THIS PLAN IS FOR REVIEW PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION.

2. BASE PLAN INFORMATION OBTAINED FROM METROWEST ENGINEERING, INC. AND GOOGLE EARTH.

3. NO OBJECTS SHALL BE PLACED WITH IN THE SIGHT TRIANGLE AREAS THAT WOULD EXCEED 2.5 FEET IN HEIGHT.

4. SNOW ACCUMULATIONS (WINDROWS) THAT EXCEED 3.5 FEET IN HEIGHT WILL BE PROMPTLY REMOVED.

Figure SD1

Sight Triangle Plan
Washington Street at the Project Site Driveway

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Figure TA-1

Passenger Vehicle Entering Garage Turning Analysis

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Figure TA-2

Passenger Vehicle Exiting Garage Turning Analysis

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Figure TA-3

Garbage Truck Entering Garage Turning Analysis

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WASHINGTON STREET

REMOVE EXISTING PARKING SPACE

INSTALL SLOPED GRANITE CURBING

PROPOSED 14' X 29' EMERGENCY ACCESS AREA

2 PARKING SPACES TO BE DESIGNATED FOR SHORT TERM PARKING AND LOADING

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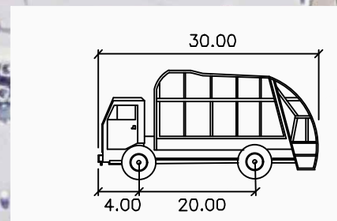
0 15 30 Scale in Feet



Garbage Truck

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 33.0

Figure TA-4

Garbage Truck Exiting Garage Turning Analysis

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Figure TA-5

SU-30
Entering Loading Area
Turning Analysis

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Figure TA-6

SU-30
Exiting Loading Area
Turning Analysis

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Figure TA-7

Wellesley Fire Truck Entering Garage and Staging Area Turning Analysis

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Figure TA-8

Wellesley Fire Truck
Exiting Garage and Staging Area
Turning Analysis

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