
340 MacArthur Boulevard - Additional Follow-up

From Eliza Cox <ecox@latanzi.com>

Date Tue 8/25/2026 4:38 PM

To Jordan Velozo <jordan.velozo@capecodcommission.org>

 1 attachment (219 KB)

Container photo.jpg;

Hi Jordan,

Following up on our call, I writing to respond to several of the Staff's follow-up questions.

1. Lighting. *The client is not proposing to make any changes to the exterior parking lot lighting fixtures as the parking area is to remain for the most part untouched. Along the pathways, the client is proposing to add low voltage LED pathway lights/bollards.*
2. Outdoor Storage Containers and Racks. *All slab material that is stored on "A" frames will be stored inside the building to protect the material from the elements. The single slab material along the entranceway is to be a revolving display located primarily under the building overhang. The forklifts are fitted with a clamping device affixed to the boom that will be moving the material. The forklifts will be stored inside the building when not in use. In the event of a delivery of stone, the forklifts will also be used to move the materials from the parking lot to the storage areas inside the building. We have asked the tenant for a photo of the single slab materials that may be outside and will provide that to you under separate cover, if necessary.*

With respect to the storage containers, the majority onsite would be 8x20 feet. Occasionally there are smaller ones (8x10) or larger ones (8x40). I have attached a photo of the most common size (8x20). Regardless of the length, the height of all the containers is 8'-6", so they all look organized when lined up.

3. GHG Reduction Estimation. *We did not see a Trip Length Transit Equivalency chart in the new RPP Technical Bulletin, so the project Traffic Engineer shared with me the older table (copied below). While not a perfect fit, the "Sports/Recreation" could be applied to the former outdoor amusement use which was noted to include 207 PM peak hour trips or, applying the chart, 1,179 miles traveled. The proposed use is projected to generate 133 trips during the peak hour, and applying the mini-warehouse/self-storage category (also not a perfect fit), would result in 457 miles driven for a reduction of approximately 722 miles during the PM peak hour. Saturday peak hour would be 237 trips for the former use, or 1,350 miles driven. The proposed use is projected to generate approximately 40 trips during the Saturday midday peak, or 137 miles driven; this results in a reduction of approximately 1,213 miles during the Saturday peak hour. We acknowledge that the use categories aren't a perfect fit for either existing or proposed, so while not a perfect data set, it is an example of the order of magnitude of the reductions that are expected.*

TRIP LENGTH
(to be filled in on line 2. of the Transit Equivalency estimation sheet)

Project Use	Analysis Trip Length	Basis
Residential	4.64	Average Returning Home Trip Length
Retail	2.75	Average Shopping Trip Length
Medical / Dental / Hospital	4.82	Average Medical Dental Trip Length
Church	3.25	Average Religious Trip Length
School / College	4.98	Average School Trip Length
Office	6.19	Average Earn a Living General Cat. Trip Length
Library	3.44	Average Other Family / Personal Business Trip Length
Industrial	6.19	Average Earn a Living General Cat. Trip Length
Manufacturing	6.19	Average Earn a Living General Cat. Trip Length
Movie / Theater	5.7	Average Other Social / Recreational Trip Length
Restaurant	3.2	Average Out to Eat Trip Length
Hotel / Motel	4.07	Avg. of Out to Eat, Other Soc.& Rec., Shopping, and Return Home
(Private) Sports / Recreation (including golf, spectator, etc.)	5.7	Average Other Social and Recreational
Mini Warehouse / Self Storage	3.44	Average Other Family & Personal Business

Please let me know if you have any questions regarding the above.
Thank you,
Eliza



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using previously known contact information prior to sending funds.