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# Martha's Vineyard Commission

## DRI #194-M SAV/FedEx Ground Redevelopment

### MVC Staff Report – 2021-8-11

#### 1. DESCRIPTION

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- 1.1 **Applicant:** Allen Scott, SAV Associates; Vortex Engineering Inc. (project engineers and managers)
  - 1.2 **Owner:** Allen Scott, SAV Associates (leaseholder)
  - 1.3 **Project Location:** 15 North Line Road, Map 24, Block 2, Lot 24, Edgartown (Airport Business Park)
  - 1.4 **Proposal:** Replacement of two mini storage units with two modular docks, and modification of existing modular docks to accommodate a service center and employee offices.
  - 1.5 **Zoning:** Business 3 (B3)
  - 1.6 **Local Permits:** Building Permit, Martha's Vineyard Airport Commission approval
  - 1.7 **Surrounding Land Uses:** Other commercial uses in the Airport Business Park, including delivery operations, catering, fuel storage, auto repair, etc.
- Project History:** The site currently has the following buildings, including two 12'x50' modular docks with access for seven delivery vehicles at a time:

- Building A: 5,100 ft<sup>2</sup> (storage)
- Building B: 3,200 ft<sup>2</sup> (storage)
- Building C: 2,000 ft<sup>2</sup> (storage)
- Building D: 2,500 ft<sup>2</sup> (storage)
- Building E: 1,800 ft<sup>2</sup> (modular docs)

The MVC approved DRI 194 in 1985, which allowed for the construction of Building A. The building permit application at the time shows that Buildings B, C, and D already existed. The construction of Buildings B-D appears to have been done without being referred to the MVC, or at a time when Edgartown was not subject to MVC review. Buildings A-D all existed when SAV Associates acquired the lease for the lot in 1991. Building E (the modular docks) was first approved as a smaller unit in 2006, and in its current form in 2013.

**Project Summary:** The current proposal is in response to increased demand for online ordering during the pandemic, which is not expected to diminish as restrictions related to the pandemic are lifted.

The proposal is to demolish Buildings C and D and replace them with two 12'x50' modular docks for FedEx Ground operations. The new docks will increase the number of vehicle delivery doors from seven to 20 (18 van-load doors and two trailer doors), and decrease the total square footage of buildings on the lot by 3,300 ft<sup>2</sup>. The two existing 12'x50' modular docks will be converted into employee offices and a customer service center.

Existing asphalt extends over the northern part of the site and onto the abutting lot to the west, which is also leased by SAV Associates. A large gravel area north of the existing Buildings C and D will be replaced with asphalt.

## 2. ADMINISTRATIVE SUMMARY

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- 2.1 **DRI Referral:** Self-referred
- 2.2 **DRI Trigger:** 1.3D (Previous DRI)
- 2.3 **LUPC:** July 26, 2021
- 2.4 **Public Hearing:** To be determined

## 3. PLANNING CONCERNS

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- 3.1 **Water and Wastewater:** The property is connected to the Airport Wastewater Treatment Facility, which has adequate capacity. FedEx does not intend to store any hazardous materials or do any vehicle maintenance on the site.
  
- 3.2 **Stormwater and Drainage:** The project would increase the amount of impervious surface on the site from about 5,400 ft<sup>2</sup> to 12,750 ft<sup>2</sup> (7,350 ft<sup>2</sup> increase). However, the project was revised after the June 26 LUPC meeting to retain the existing gravel around Buildings A and B, and to use gravel pavement instead of asphalt around the new loading dock. The portion of the site just north of the new loading docks will be asphalt, connecting to areas of existing asphalt to the north and west.

The applicant has provided a stormwater management plan showing three inlets (two existing and one proposed), one existing leach pit, and two proposed dry wells sized to the 10-year/24-hour storm event. An additional drainage report has been provided. The stormwater plan must also be approved by the Airport Commission.
  
- 3.3 **Energy:** The applicant has stated that the new modular docks will be all-electric. FedEx does not have any plans for electric vehicles on the Island, or charging stations at the project site, although the applicant has stated that the company may implement electric vehicles on a case-by-case basis. The applicant points out that the FedEx drivers are independent contractors, so FedEx cannot require them to use electric vehicles.
  
- 3.4 **Traffic and Transportation:** The project would increase the capacity for vehicles to access the loading dock, so the number of trips per day would likely increase. The applicant has provided the following estimates for proposed vehicle use on the site:

- Vehicles during the day: 15 (combination of commercial and personal vehicles)
- Vehicles during the night: 16 (line haul and delivery vehicles)
- Employee vehicles during work hours: 8
- Employees during work hours: 22, including delivery drivers not onsite during work hours
- Customer visits: About 6 per month

FedEx currently contracts 13 delivery vans that operate out of the project site, with access to six dock doors (this does not include the one existing trailer door), which creates inefficiencies and delays in the sorting of packages. According to FedEx, during the peak-delivery month of June, half of the vans make more than one run to deliver all the packages, which means a total of 19 trips to and from the site per day. The proposal will increase the number of van doors from six to 18, and add another trailer door, so in theory the number of vans could eventually triple. However, FedEx anticipates that the number of vans will increase from 13 to 16 by 2025, with the number of

dispatches per day increasing from 19 to 23. The applicant was not able to predict how the number of vans or dispatches might increase after 2025.

- 3.5 Character and Identity:** The project is located in the vicinity of other similar uses in the Airport Business Park.
- 3.6 Economic Development:** The project will respond to increased demand for online ordering during the pandemic, and improve efficiency in delivering packages. The applicant does not anticipate any increase in employees as a direct result of the project, but the longer-term effects are unknown.
- 3.7 Night Lighting:** The current lighting plan shows building-mounted fluorescent lights at five locations to the rear and sides of the new office building, and LED fixtures at 10 locations along the new loading dock. The color temperature for the proposed fixtures along the loading dock would be 3,000 Kelvin. An illumination analysis shows that only the areas around the new office building and loading docks would be lit, and not the areas around the remaining storage buildings.
- 3.8 Landscape and Site Design:** The applicant has not provided a landscape plan, although the site plan shows that existing trees along North Line Road would remain. The project would result in more of the property being paved, but no additional vegetation or other shading/screening is shown for the paved area. Final landscaping would need to be approved by the Martha's Vineyard Airport Commission.