

PLANNING & DEVELOPMENT MEMORANDUM
#27-2026

DATE: Aug. 3, 2026

TO: Honorable Mayor Meredith Leighty and City Council Members

THROUGH: Heather Geyer, City Manager *hmg*
Jason Loveland, Deputy City Manager *2*

FROM: Becky Smith, Director of Planning & Development *BS*

SUBJECT: Commercial Drone Delivery Discussion

PURPOSE

To provide City Council with an overview of commercial drone package delivery, also known as unmanned aircraft system (UAS) package delivery, including how these systems operate, the limits of City regulatory authority, and approaches taken by other communities.

Staff seeks Council direction on whether to evaluate future commercial drone delivery applications under existing Special Use Permit (SUP) standards or prepare a draft amendment to the Unified Development Ordinance (UDO) establishing defined land use and use-specific standards.

BACKGROUND

Commercial drone delivery uses small unmanned aircraft to carry goods from a retail or distribution facility to a customer's address. The aircraft launch from and return to a fixed ground location, commonly called a "nest," "drone staging area," or "commercial drone delivery hub." That ground location is typically a fenced or screened area within a parking lot, on a rooftop, or inside an accessory structure at the host retail site.

Technology has matured quickly, and an increasing number of communities are receiving requests related to the installation of drone launch sites to accommodate drone deliveries. Because of this trajectory, staff anticipates that the City may receive an application in the foreseeable future.

Regulatory Framework

Drone delivery involves two primary areas of regulatory authority: aircraft operations and ground-based land use. The Federal Aviation Administration (FAA) regulates aviation safety and the efficient use of airspace, while the City's authority primarily concerns the location and physical characteristics of ground facilities and other traditional areas of local regulation.

Airspace

The FAA has exclusive authority to regulate aviation safety and the efficient use of airspace, including aircraft operations, flight paths, altitudes, and safety certification. Commercial drone delivery operators must complete the applicable [14 CFR Part 135](#) certification process and obtain required exemptions or waivers and airspace authorization before beginning operations. The City's land-use authority does not extend to regulating drone flight paths, altitude or flight schedules once aircraft are airborne.

Ground

The City may regulate the land use at the point of distribution: the physical facility from which drones launch and to which they return. This is consistent with the approach taken by all

responding communities surveyed. Local authorities regulate the pad, structure, fencing, screening, hours of ground operation, parking, lighting, and security of the staging area, but not the aircraft once airborne. The FAA retains exclusive jurisdiction over aviation safety and airspace efficiency. State and local governments may enact supplemental regulations addressing land use, privacy, trespass, and other public safety concerns to the extent those regulations are not preempted by federal law.

Applicable Northglenn UDO requirements and review processes include:

- Special Use Permit application;
- Fencing standards;
- Screening standards;
- Outdoor storage standards.

The City cannot address flight noise once a drone is airborne, the path it takes, or its cruising altitude. Those are federal matters.

Current Requirements

The Northglenn UDO does not currently define drone delivery as a land use. In the absence of a specific use category, staff would evaluate a proposed commercial drone delivery staging area as outdoor and accessory storage regulations since the physical components of the use most closely resemble those use categories: a fenced or screened pad, possibly with an accessory structure, located on a developed commercial site.

Under that approach, the City's existing outdoor and accessory storage regulations would be the primary tool guiding site design, regulating elements such as setbacks, screening of stored materials or equipment, fence materials and height, and placement outside of drive aisles, loading zones, and pedestrian or vehicle circulation areas. Although workable, this approach would require staff to apply standards written for generic accessory or outdoor storage to a land use with substantially different characteristics.

Special Use Permit

Currently, any drone delivery facility proposed in Northglenn would be processed under the City's existing SUP procedure in Section 11-6-5(b), which is used for any land use with unique or widely varying operating characteristics. In reviewing a proposed special use, the Planning Commission considers:

- Compatibility with the surrounding area;
- Impacts on future development;
- Compliance with the UDO and all other applicable codes;
- Impacts related to access, traffic, emergency services, utilities, parking, refuse areas, noise, glare, and odor;
- Conformance with the Comprehensive Plan;
- Compatibility with any applicable Urban Renewal Plan; and
- Adverse impacts to the health, safety, and welfare of the inhabitants of the area and the City of Northglenn.

If Council directs staff to draft use-specific standards, staff anticipates processing commercial drone delivery applications through the same or a similar SUP procedure.

National Survey

Staff surveyed 36 cities known to be current or prospective drone delivery host communities. Of those, 14 responded.

- 12 of the 14 have approved applications and have active drone operations.

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- One has an application currently under review.
- One denied a request but did not provide the basis for denial.

Key national survey takeaways:

- Fencing was the most common point of friction. Several cities viewed the operator's standard fencing as unattractive and required ornamental fencing, additional landscaping, or relocation of the pad to a less visible area.
- Resident feedback has generally been positive, though noise complaints have occurred in some communities.
- Noise has generally been considered acceptable at current operational volumes, but several respondents indicated that this could change as flight volume and aircraft size increase.
- Some cities impose buffer distances from residential property to mitigate noise and visual impacts.
- Many responding communities with approved locations are smaller jurisdictions, although several larger Texas cities have also approved facilities.
- Approval approaches varied. The two most common patterns were (a) term-limited special use approval with annual renewal, and (b) review as an accessory use under existing standards.
- No responding city reported a measurable reduction in vehicle traffic attributable to drone delivery, and no responding city reported significant direct financial benefit to the municipality beyond general support for local business and innovation.
- No responding city reported operational safety hazards or incidents associated with drone delivery to date.
- Two respondents, Town of Hickory Creek, TX and City of Stockbridge, GA, provided ordinances that illustrate the range of possible approaches.

Regional Peer Survey

In addition to national research, staff surveyed 13 neighboring Denver metro-area jurisdictions to understand how they are approaching drone delivery and to gauge interest in coordinating regionally. While Aurora, Denver, and Westminster did not participate, ten other jurisdictions responded to the survey:

Jurisdiction	Current Regulatory Posture	Application Status
Arvada	No applicable code provisions	One pre-application
Boulder	No zoning framework; inquiries referred to the airport manager	None
Broomfield	No zoning ordinance relating to drone operations; GIS staff requires evidence of FAA LAANC approval, as applicable, on a case-by-case basis	None
Commerce City	No applicable code provisions	One pre-application
Erie	No applicable code provisions	None
Federal Heights	No applicable code provisions	None
Littleton	No applicable code provisions	None
Longmont	Drone delivery is not identified as a use in its code and therefore is not currently permitted	Received pre-applications for two Walmart locations; no meeting has been scheduled because the use is not currently allowed

Jurisdiction	Current Regulatory Posture	Application Status
Thornton	Furthest along of any peer surveyed: actively drafting an ordinance that would define the use as “Launchpad” and process it through a Special Use Permit with a Planning Commission public hearing; expected to go to Council in the coming months	One pre-application
Wheat Ridge	Treated as an industrial-type use evaluated based on the site’s primary use; currently soliciting public input while developing a dedicated drone ordinance	None

Key regional survey takeaways:

- Of the ten respondents, only Thornton has an ordinance actively moving toward Council adoption. Wheat Ridge is working toward a draft ordinance.
- Longmont is the only regional peer taking the position that the use is currently disallowed because it is undefined in its code.
- There is strong interest in regional coordination. Eight of ten responding jurisdictions indicated they would be interested in participating in a regional discussion with other metro-area jurisdictions to share experiences, challenges, and best practices.

Operational Questions

Council, staff, and residents will want to understand how these systems operate. Operations vary by operator, aircraft type, and site. There is no single nationwide standard. If an applicant comes forward, staff will request a detailed operational plan that includes:

- Hours of operation
- Flight altitude
- Use of public rights-of-way versus private property
- Anticipated noise levels, measured in decibels
- Number of drones
- Flight frequency

Regardless of the path Council selects, staff recommends requiring any future applicant to provide operator-specific answers to these questions as part of the detailed operational plan. This requirement would be consistent with the existing SUP submittal requirement for “a description of the proposed use and operation in sufficient detail to indicate the effect of operation in producing air pollution, water pollution, odor, noise, glare, fire danger, other safety hazards, and traffic congestion.” Information concerning flight altitude, routing, noise, and frequency would be requested for disclosure and land-use compatibility analysis only and would not expand the City’s regulatory authority.

Impacts on Northglenn

This issue will impact Northglenn whether commercial drone delivery facilities are ever located within the City. Operators generally design delivery networks to serve locations within approximately four to seven miles of each nest. If a neighboring community approves a drone delivery facility near the City boundary, drones launched from that facility may legally fly over and deliver to addresses inside Northglenn. Because the FAA controls the airspace, the City cannot prohibit overflights or restrict delivery locations. In other words, denying a permit to a launch site in Northglenn does not prevent drone delivery activity from occurring in the City.

Policy Choices for Council

Does Council prefer to rely on existing SUP standards currently in the UDO or adopt standards specific to this land use?

Option A: Existing Standards

The City would evaluate commercial drone delivery facility proposals by applying existing standards governing outdoor storage, accessory uses, fencing and screening through the current SUP process. Staff would supplement applications with the questions identified above as part of the required operational plan description. This option would require no code amendment and would preserve maximum case-by-case flexibility. However, each application would be evaluated against standards that were not written with this land use in mind, which could create inconsistency between applications and require additional processing time.

Option B: UDO Amendment

Council would direct staff to draft a UDO amendment defining a commercial drone delivery facility as a distinct land use and establishing use-specific standards, such as buffers from residences, schools and parks, fencing and screening requirements, site-security requirements, hours of ground operation, maximum facility size, parking requirements, and the operational disclosures identified above. Applications would still be processed through the SUP process, preserving the City's case-by-case discretion, but they would be evaluated against standards developed specifically for this use, similar to the attached Stockbridge and Hickory Creek models. This approach would provide more predictability for applicants and more precise review tools for the City.

Under either option, the same limitation applies: the City's standards, however written, can only apply to the ground facility. Flight altitude, routing, in-flight noise, and frequency of flights remain exclusively matters of federal authority.

Staff Questions for Council:

- Does Council want staff to proceed with Option A (existing standards) or Option B (amended UDO)?
- If Option B, are there regulations Council wants prioritized, such as buffers from residences, schools, and parks; fencing and screening requirements; or hours of ground operation?
- Are there specific questions or concerns Council wants staff to raise directly with a prospective operator before any formal application is accepted?
- Should SUP approval be subject to annual renewal?
- Does Council want staff to return when a specific application is received, or may staff proceed through the established SUP and Planning Commission review process without additional Council discussion?

NEXT STEPS

If Council selects Option A, staff will evaluate future applications under the existing SUP and applicable UDO standards. If Council selects Option B, staff will prepare a draft ordinance to amend the UDO for Planning Commission consideration. Once a recommendation is received from the Planning Commission, the draft ordinance will be presented to City Council for first and second readings with a public hearing.

BUDGET/TIME IMPLICATIONS

No direct budget impact is anticipated.

STAFF RECOMMENDATION

Staff requests Council direction regarding whether to proceed under existing UDO standards or prepare a draft UDO amendment establishing use-specific standards for commercial drone delivery.

STAFF REFERENCE

If Council members have questions, please contact Becky Smith, Director of Planning & Development, at bsmith@northglenn.org or 303.450.8741.

ATTACHMENTS

1. Presentation
2. City of Northglenn Special Use Permit Application Packet
3. Town of Hickory Creek, TX: Ordinance
4. City of Stockbridge, GA: Ordinance and Relevant Materials

COMMERCIAL DRONE DELIVERY DISCUSSION

Becky Smith

Director of Planning & Development

303.450.8741

bsmith@northglenn.org

Study Session

Aug. 3, 2026



CITY OF
Northglenn

PURPOSE

To provide City Council with an overview of commercial drone package delivery:

- **How these systems operate**
- **Regulatory authorities**
- **Approaches taken by other communities**

Staff is seeking Council direction on whether to use existing Special Use Permit (SUP) standards or prepare a Unified Development Ordinance (UDO) amendment to define land use for commercial drone delivery facilities and establish use-specific standards.



BACKGROUND

- **Commercial drone delivery uses small unmanned aircraft to carry goods from a retail or distribution location to a customer's address.**
- **Technology has matured quickly and communities are receiving requests related to the installation of drone launch sites to accommodate drone deliveries.**





REGULATORY FRAMEWORK

Drone delivery involves two primary areas of regulatory authority: aircraft operations and ground-based land use. The City's authority is limited to ground operations.

Federal Aviation Administration (FAA): The Airspace

- Has exclusive jurisdiction over the airspace:
 - flight paths;
 - altitude; and
 - safety certification of unmanned aircraft.
- Commercial drone delivery operators must complete applicable FAA certification requirements and obtain required approvals before operating.
- The City has no legal authority to regulate flight paths, altitude, and safety certification of unmanned aircraft.

City Authority: The Ground

- Can regulate the land use at the point of distribution:
 - structure or launch pad;
 - fencing;
 - screening;
 - hours of ground operation;
 - parking;
 - lighting; and
 - security of the staging area.
- UDO regulations that apply:
 - Special Use Permit (SUP);
 - fencing standards;
 - screening standards; and
 - outdoor storage standards.



UDO REQUIREMENTS

- **The City's UDO does not define drone delivery facilities as a land use.**
- **Staff's current approach would be to evaluate a proposed drone staging area through a Special Use Permit (SUP) process.**
- **The City's existing outdoor and accessory storage regulations, along with fencing and screening standards, would be the primary tool guiding site design:**
 - Location relative to setbacks
 - Required screening of stored materials or equipment
 - Fence materials and height
 - Placement outside of drive aisles
 - Loading zones
 - Pedestrian/vehicle circulation areas



SPECIAL USE PERMIT

- **Currently, any proposed drone delivery facility would be processed under the City's existing SUP procedure.**
- **The Planning Commission considers:**
 - Compatibility with the surrounding area;
 - Impacts on future development;
 - Compliance with the UDO and all other applicable codes;
 - Impacts on access, traffic, emergency services, utilities, parking, refuse areas, noise, glare, and odor;
 - Conformance with the Comprehensive Plan;
 - Compatibility with any applicable Urban Renewal Plan; and
 - Adverse impacts to the health, safety, and welfare of residents.



NATIONAL SURVEY

- 14 of 36 cities known to be current or prospective drone delivery host communities responded to our survey.
- Fencing is the most common point of concern; several cities require ornamental fencing, added landscaping, or pad relocation.
- Resident feedback was mostly positive. Some communities reported noise complaints, although noise was considered acceptable at current flight volumes.
- Some cities impose residential buffer distances.
- Two common approval paths:
 1. SUP subject to annual renewal
 2. Accessory use under existing standards
- No measurable traffic reduction or direct fiscal benefit was reported.
- No safety incidents reported.



REGIONAL PEER SURVEY

- 10 of 13 neighboring jurisdictions responded to the survey.
- Most responding jurisdictions have no drone-specific code provisions.
- Thornton is farthest along, drafting an ordinance for "Launchpad" use requiring an SUP with a Planning Commission hearing.
- Wheat Ridge is actively developing an ordinance; currently gathering public input.
- Longmont determined that the use is not currently allowed because it is undefined in the City's code.
- Strong desire for coordination: Eight of 10 jurisdictions support a regional discussion on best practices.



EFFECT ON NORTHGLENN

- This issue will impact Northglenn regardless of whether commercial drone delivery facilities are ever located within the City.
- Operators design delivery networks around a roughly 4- to 7-mile radius from each launch site.
- Drone delivery hubs near the City boundary can deliver to addresses inside Northglenn because the FAA controls the airspace and the City cannot prohibit overflight or restrict where deliveries are made.
- Denying a permit to a launch site in Northglenn does not prevent drone deliveries from occurring within the City.



POLICY CHOICE

Use Existing Standards

- Staff would apply existing standards through the SUP process.
- No code amendment would be required.
- Preserves maximum case-by-case flexibility.
- Applications would be evaluated against standards not designed for this use.
- May result in inconsistent reviews and longer processing times.

Amend the UDO

- Staff would draft a UDO amendment:
 - Define commercial drone delivery uses; and
 - Establish use-specific standards.
- Applications would still be processed through the SUP process:
 - Preserves the City's case-by-case discretion;
 - Uses standards developed specifically for this use.
- Provides applicants with greater predictability.
- Provides staff with more precise review tools.



QUESTIONS FOR COUNCIL

- Does Council want staff to proceed with case-by-case evaluation using existing standards or direct staff to draft a UDO amendment?
- If a UDO amendment is desired, are there concerns Council would like prioritized, such as buffers from residences, schools and parks, visual screening, and hours of operation?
- Are there specific questions or concerns Council wants staff to raise directly with a prospective operator before any formal application is accepted?
- Should a permit be subject to annual renewal?
- Does Council want a follow-up presentation when an application is received, or may staff proceed through the established SUP and Planning Commission review process?



QUESTIONS AND COUNCIL DIRECTION



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SPECIAL USE PERMIT

Application Guide

OVERVIEW

A Special Use Permit is a mechanism for the City to evaluate proposed development and land uses that have unique or widely varying operating characteristics or unusual site development features to ensure compatibility with surrounding areas. This procedure is intended to evaluate the potential impacts of such uses on surrounding properties and to ensure that such uses are compatible with surrounding property and to mitigate the impacts of those uses. Section 11-3-3 of the city's Unified Development Ordinance (UDO) includes a table of uses and outlines those uses requiring a Special Use Permit. Special Use Permits require approval by the Planning Commission.

SUBMITTAL REQUIREMENTS

The following application package must be submitted to the Planning and Development Department to commence review. Submittals should be electronic, or one (1) paper copy will also be accepted. Any missing information may cause the application to be incomplete and, therefore, rejected.

- ☐ **Completed Application Form.**
- ☐ **Application Fee** of \$500.
- ☐ **Proof of Ownership**
- ☐ **Project Description/Justification Letter** that summarizes the proposed use in sufficient detail, also including the effect of operation in producing air pollution, water pollution, odor, noise, glare, fire danger, other safety hazards, and traffic congestion.
- ☐ **Site Plan**, that shows the location of all existing and proposed buildings, architectural elevations of such buildings, parking areas, vehicular and pedestrian circulation, drainage facilities, waste disposal areas, landscaping, and lighting. Additional information may be required to review zoning and development requirements and will be communicated through the Pre-Application meeting process.
- ☐ **Mitigation Plan**, for any public utility impacts.
- ☐ Information on the **Number of Employees**.
- ☐ **Additional Information**, as may be required by the Planning staff or if applicable to the proposed Special Use Permit request.

PROCESS

- Prior to submittal of an application, it is required to schedule a Pre-Application Meeting in accordance with Section 11-6-3(b) of the UDO. Contact the Planning and Development Department at 303-450-8739 to schedule a Pre-Application Meeting.
- Following the Pre-Application Meeting, a formal application can be submitted. Applications can be submitted electronically to development@northglenn.org or with Planning and Development Department staff at City Hall (11701 Community Center Drive).
- Upon receipt of an application, the Planning staff will review the application package for completeness. If the application is deemed complete, then the Special Use Permit submittal will be referred out to the city's Development Review Committee, which consists of various city departments, including Planning, Building, Engineering, Public Works, North Metro Fire Rescue, and any other agency/department that might have an interest in the application.



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11701 Community Center Drive
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northglenn.org

SPECIAL USE PERMIT

Application Guide

- The Planning and Development Department will compile all comments from the various city departments and other agencies and provide a written review letter within fifteen (15) business days of submittal. If a resubmittal is required, it will be requested in the review letter. Any resubmittals will follow this same procedure.
- Once an application has completed the staff review, it can be scheduled for public hearing before the Planning Commission.
- In order for a Special Use Permit to be approved, it must meet the approval criteria outlined in Section 11-6-5(b)(3)(E) of the code, which is further described later in this guide. Approvals may include conditions which must be adhered to.
- Planning Commission meetings are scheduled the first and third Tuesdays of the month at 7:00 p.m. in the City Council Chambers at City Hall (11701 Community Center Drive). The exact date and time for your meeting will be coordinated with you upon determination of a complete application.
- The Planning and Development Department will notice the Planning Commission public hearing in accordance with code requirements, meaning that a sign will be posted on the subject property at least fifteen (15) days before the public hearing date. Additionally, staff will publish notice of the public hearing in the local newspaper and send mailed notices to all property owners within 300 feet of the request. Please note that the public hearing sign shall remain on the property until after the public hearing date. If a replacement sign is required, please contact the Planning and Development Department.
- Any decision on a Special Use Permit made by the Planning Commission may be appealed to the City Council in accordance with Subsection 11-6-7(d) of the UDO.
- If a Major or Minor Site Plan is required, both applications can be processed concurrently. However, a separate application will be required for the Site Plan.

CODE REQUIREMENTS

Section 11-6-5(b) of the Unified Development Ordinance (UDO) addresses the requirements for a Special Use Permit. The following references are only excerpts pertaining to the Special Use Permit review process. Additionally, site plan applications shall be in compliance with all applicable development standards and zoning district regulations identified in the UDO. Please refer to the city's Municipal Code for a complete listing of all requirements outlined in the UDO.

Section 11-6-5(b)(3)(E). Planning Commission Review and Action

- (i) **Special Use Permit Review**
The Planning Commission shall review and approve, approve with conditions, or deny the special use permit application in accordance with Subsection 11-6-3(f). The Planning Commission may also remand the application back to the Director for further consideration.
- (ii) **Special Use Permit Approval Criteria**
In reviewing a proposed special use, the Planning Commission shall consider whether:
 - (a) The use is compatible with the surrounding area;
 - (b) The use has minimal impacts on future development of the area;
 - (c) The use meets all other standards of the UDO and all other applicable codes;
 - (d) Adequate mitigation of any impacts associated with access, traffic, emergency services, utilities, parking, refuse areas, noise, glare, and odor have been provided;



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SPECIAL USE PERMIT

Application Guide

- (e) The use is in conformance with the Comprehensive Plan;
- (f) The use is consistent with any applicable Urban Renewal Plan; and
- (g) The use adversely impacts the health, safety, and welfare of the inhabitants of the area and the City of Northglenn.

Section 11-6-5(b)(3)(F). Post-Decision Actions and Limitations

Post-decision actions and limitations in Subsection 11-6-3(h) shall apply, with the following modifications:

- (i) **Expiration of a Special Use Permit**
Unless substantially acted upon within two years following the date of approval, a special use permit shall automatically expire. This shall include demonstrated use of the property, construction, or some other measureable development activity.
- (ii) **Permit Cancellation**
The Planning Commission may cancel permits for violation of any regulations of the City of Northglenn or conditions imposed by the Planning Commission. Prior to cancellation, the Commission shall provide written notice to the permittee at least 30 days prior to the scheduled public hearing at the address contained in the permit. The notice shall describe the allegation of the violation and directing the permittee to appear at a public hearing to discuss the nature and extent of the alleged violation. Following the public hearing, the Planning Commission may cancel or revoke the permit issued to the permittee, require corrective measures to be taken, or direct the City to enter onto the premises and take corrective measures required by the Commission. Costs of such corrective measures shall be assessed to the permittee.
- (iii) **Expansion or Enlargement**
 - a. Any expansion or enlargement of a special use shall require a new application.
 - b. Expansions or enlargements may be approved by the Director provided that:
 - 1. The expansion or enlargement is not expected to increase potential negative impacts to surrounding property or the City; and
 - 2. The expansion or enlargement will not require adjustments to any standards greater than allowed through the administrative adjustment procedures in Subsection 11-6-7(b).
 - c. Any expansion or enlargement of a special use that does not meeting the criteria for Director approval shall require approval by the Planning Commission.
- (iv) **Transfer of Special Use Permit**
A special use permit may be transferred to another person to operate the same use, in the same building(s), on the same property, and under the same terms of the permit. Such transfer shall require approval of a written request to the Director.
- (v) **Appeal to City Council**
The decision on a special use permit may be appealed to the City Council in accordance with Subsection 11-6-7(d), *Appeal*.

Please note that a Special Use Permit must comply with all applicable requirements outlined in the Northglenn Unified Development Ordinance. The city's UDO can be found at www.northglenn.org/municode.



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SPECIAL USE PERMIT APPLICATION

Planning and Development Department

PROJECT INFORMATION

General Description of Request: _____

Attach a Project Description Letter that describes in detail the request.

Property Address or Location: _____

Legal Description: _____

Zoning District _____ Lot area: _____

PROPERTY OWNER(S) INFORMATION

Name: _____

Company (if applicable): _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

AUTHORIZED AGENT (If other than owner)

Name: _____

Company (if applicable): _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

OWNER(S) & AGENT CERTIFICATION

I hereby depose and state under the penalties of perjury that all statements, proposals and/or plans submitted with/or contained in this application are true and correct and the application is complete to the best of my knowledge and belief.

Agent's Signature: _____ Date: _____

Owner(s)' Signature(s): _____ Date: _____

STAFF USE ONLY:

Case Number:

Date Application Received:

TOWN OF HICKORY CREEK, TEXAS
ORDINANCE NO. 2025-12-_____

AN ORDINANCE OF THE TOWN COUNCIL OF HICKORY CREEK, TEXAS, GRANTING A SPECIAL USE PERMIT FOR THE OPERATION OF DRONES FOR DELIVERIES AT 1035 HICKORY CREEK BOULEVARD FOR A PERIOD OF THREE YEARS FROM THE EFFECTIVE DATE, A CERTAIN TRACT OF LAND LEGALLY DESCRIBED AS WAL-MART ADDITION (LAKE DALLAS ISD), BLOCK A, LOT 1R, OF HICKORY CREEK, TEXAS; PROVIDING THAT SUCH TRACT OF LAND SHALL BE USED IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS OF THE COMPREHENSIVE ZONING ORDINANCE AND ALL OTHER APPLICABLE ORDINANCES OF THE TOWN AS PROVIDED FOR HEREIN; PROVIDING A CUMULATIVE CLAUSE; PROVIDING A PENALTY NOT TO EXCEED THE SUM OF TWO THOUSAND DOLLARS (\$2,000.00) FOR EACH OFFENSE AND A SEPARATE OFFENSE SHALL BE DEEMED COMMITTED EACH DAY DURING OR ON WHICH A VIOLATION OCCURS OR CONTINUES; PROVIDING FOR THE TOWN OF HICKORY CREEK TO BRING SUIT IN DISTRICT COURT TO ENJOIN THE PERSON, FIRM, PARTNERSHIP, CORPORATION, OR ASSOCIATION FROM ENGAGING IN THE PROHIBITED ACTIVITY; PROVIDING FOR PUBLICATION; PROVIDING FOR ENGROSSMENT AND ENROLLMENT; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Town of Hickory Creek is a Type A General Law Municipality located in Denton County, Texas created in accordance with the provisions of the Texas Local Government Code and operating pursuant to the enabling legislation of the State of Texas; and

WHEREAS, Title 7, Chapter 211.003 of the Texas Local Government Code empowers a municipality to, among other things, establish and amend zoning districts, classifications of land use, adopt a comprehensive plan to regulate the use of land and open spaces, adopt and amend zoning regulations, regulate population density, and regulate the use and location of buildings; and

WHEREAS, after public notices were given, legal notices and other requirements were satisfied, and a public hearing was conducted, all in accordance with State law and the Comprehensive Zoning Ordinance of the Town, and after considering the information submitted at that public hearing and all other relevant information and materials, the Planning and Zoning Commission of the Town has forwarded to the Town Council its favorable recommendation regarding the approval of the application for Special Use Permit as set forth in this Ordinance; and

WHEREAS, after public notices were given, legal notices and other requirements were satisfied, and a public hearing was conducted, all in accordance with State law and the Comprehensive Zoning Ordinance of this Town, and after considering the information submitted at that public hearing and all other relevant information and materials, the Town Council finds that such Special Use Permit should be granted; and

WHEREAS, the Town Council deems the adoption of this ordinance in the best interests of the health, safety, and welfare of the public; and

WHEREAS, all constitutional and statutory requirements and prerequisites for the approval of this ordinance have been met, including but not limited to Chapter 211 of the Local Government Code and the Open Meetings Act.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF HICKORY CREEK, TEXAS:

SECTION 1
INCORPORATION OF PREMISES

The above and foregoing premises are true and correct and are incorporated herein and made a part hereof for all purposes.

SECTION 2
FINDINGS

After due deliberations and consideration of the recommendation of the Planning and Zoning Commission and the information and other materials received at the public hearing, the Town Council has concluded that the adoption of this Ordinance is in the best interest of the Town of Hickory Creek, Texas, and of the public health, safety, and welfare.

SECTION 3
SPECIAL USE PERMIT

The Special Use Permit be issued to allow the operation of drones for deliveries at 1035 Hickory Creek Boulevard for a period of three years from the effective date otherwise known as Wal-Mart Addition (Lake Dallas ISD), Block A, Lot 1R, Town of Hickory Creek, Denton, Texas in accordance with the Site Plan attached hereto as Exhibit A. If the above-described Special Use Permit is revoked for any reason, the applicant must re-submit an Application for Special Use Permit and obtain approval for same. Furthermore, that the Special Use Permit approved herein shall be issued pursuant to the existing terms, fees, and conditions for Special Use Permits issued by the Town of Hickory Creek, Texas.

SECTION 4
APPLICABLE REGULATIONS

Except as otherwise provided in this Ordinance, the Property shall be subject to the applicable regulations contained in the Comprehensive Zoning Ordinance and all other applicable and pertinent ordinances and regulations of the Town, including, but not limited to, the Town's subdivision ordinance, building codes, requirements concerning preliminary and comprehensive site plans, landscape plans, and tree preservation.

SECTION 5
CUMULATIVE

This Ordinance shall be cumulative of all other Ordinances and shall not repeal any of the provisions of such Ordinances except for those instances where there are direct conflicts with the provisions of this Ordinance.

SECTION 6
SAVINGS

All rights and remedies of the Town of Hickory Creek, Texas, are expressly saved as to any and all violations of the provisions of any other Ordinance affecting regulations governing and regulating the zoning of land which have secured at the time of the effective date of this Ordinance; and, as to such accrued violations and all pending litigation, both civil and criminal, whether pending in court or not, under such Ordinances same shall not be affected by this Ordinance but may be prosecuted until final disposition by the courts.

SECTION 7
SEVERABILITY

If any section, article, paragraph, sentence, clause, phrase, or word in this Ordinance or application thereof to any person or circumstance is held invalid or unconstitutional by a Court of competent jurisdiction, such holding shall not affect the validity of the remaining portions of this Ordinance, and the Town Council hereby declares it would have passed such remaining portions of this Ordinance despite such invalidity, which remaining portions shall remain in full force and effect.

SECTION 8
PENALTY

It shall be unlawful for any person to violate any provision of this Ordinance, and any person violating or failing to comply with any provision hereof shall be fined, upon conviction, in an amount not more than Two Thousand Dollars (\$2,000.00), and a separate offense shall be deemed committed each day during or on which a violation occurs or continues. If the governing body of the Town of Hickory Creek determines that a violation of this Ordinance has occurred, the Town of Hickory Creek may bring suit in district court to enjoin the person, firm, partnership, corporation, or association from engaging in the prohibited activity.

SECTION 9
PUBLICATION

The Town Secretary of the Town of Hickory Creek is hereby directed to publish the Caption, Penalty, and Effective Date of this Ordinance as required by Section 52.011 of the Texas Local Government Code.

SECTION 10
ENGROSSMENT AND ENROLLMENT

The Town Secretary of the Town of Hickory Creek is hereby directed to engross and enroll this Ordinance by copying the exact Caption, Penalty, and Effective Date of this Ordinance in the minutes of the Town Council and by filing this Ordinance in the ordinance records of the Town.

SECTION 11
EFFECTIVE DATE

This ordinance shall become effective from and after its date of adoption and publication as provided by law, and it is so ordained.

PASSED AND APPROVED by the Town Council of the Town of Hickory Creek,
Texas, this 8th day of December, 2025.

Paul Kenney Mayor Pro Tem
Town of Hickory Creek, Texas

ATTEST:

Kristi K. Rogers, Town Secretary
Town of Hickory Creek, Texas

APPROVED AS TO FORM:

Matthew C.G. Boyle, Town Attorney
Town of Hickory Creek, Texas

**STATE OF GEORGIA
HENRY COUNTY
CITY OF STOCKBRIDGE**

OR25-607
ORDINANCE NO. TX-2025-03

AN ORDINANCE TO AMEND THE CODE OF ORDINANCES, CITY OF STOCKBRIDGE, GEORGIA RELATING TO THE CREATION OF AN SPECIAL ADMINISTRATIVE PERMIT PROCESS, MAKING ADDITIONS TO VARIOUS SECTIONS OF THE UNIFIED DEVELOPMENT CODE (UDC) TO ASSIGN THE BUSINESS PURPOSE “DRONE DELIVERY SERVICE” A ZONING DISTRICT BY SPECIAL ADMINISTRATIVE PERMIT; CREATE A SUPPLEMENTAL USE REGULATIONS; AND FOR OTHER PURPOSES.

WHEREAS, the City of Stockbridge is a municipal corporation duly organized and existing under the laws of the State of Georgia; and

WHEREAS, the City Council of the City of Stockbridge desires to facilitate responsible community growth and economic vitality to meet the needs of residents; and

WHEREAS, Article IX, Section II, Paragraph IV of the Georgia Constitution empowers the governing authority of each county and of each municipality to adopt plans and exercise the power of zoning; and

WHEREAS, the City of Stockbridge recognizes the need for a streamlined process to address certain land use requests that do not require legislative action but still warrant administrative oversight; and

WHEREAS, the City seeks to establish a Special Administrative Permit process to allow for specific uses that are compatible with the surrounding zoning and land use patterns, subject to enhanced review and conditions; and

WHEREAS, the approval of such Special Administrative Permits shall be contingent upon the joint review and written approval of the Community Development Director and the City Manager, ensuring consistency with the City’s Comprehensive Plan, Unified Development Code, and applicable development standards; and

WHEREAS, the Federal Aviation Administration (FAA) is the sole regulatory authority responsible for ensuring the safety and efficiency of the National Airspace System, including the operation of unmanned aircraft systems (UAS) and drone delivery services under Part 107 and Part 135 regulations; and

WHEREAS, the FAA has affirmed that while it retains exclusive jurisdiction over aviation safety and airspace efficiency, state and local governments may enact supplemental regulations addressing land use, privacy, trespass, and other public safety concerns that do not conflict with federal law; and

Exhibit A

Section 1: Special Administrative Permit (AS)

A Special Administrative Permit shall only be issued upon joint approval by the City Manager and the Community Development Director. Both officials must determine that the proposed activity:

1. Comply with applicable zoning and land use regulations.
2. It is consistent with the City's comprehensive plan and strategic goals.
3. Does not adversely affect public health, safety, or welfare of the public.

Section 2: Evaluation Criteria for Special Administrative Permit

The AS process shall apply to:

1. Temporary land uses or structures are not otherwise permitted by right.
2. Development proposals requiring expedited review.
3. Projects involving unique technical or operational considerations.
4. Uses that may have significant community or environmental impact.

Section 3: Application Requirements

1. Property Owners may submit an application for a Special Administrative Permit (AS) to the Community Development Department.
2. The Special Administrative Permit fee is \$600.
3. The application must include site plans, operational details, and any other documentation deemed necessary.
4. The applicant shall conduct a minimum of two public community meetings to engage and inform residents within the impacted area prior to permit approval
5. The Community Development Director shall review the application and forward it to the City Manager with a recommendation.
6. A final decision shall be rendered within 30 calendar days of submission, unless extended by mutual agreement.

Section 4: Regulatory Fees

1. The applicant is required to pay an annual regulatory fee of \$1600.
2. If a person engages in an activity regulated by the city on or after July 1st in any year, the regulatory fee for the remaining portion of the year shall be fifty percent (50%) of the regulatory fee for the entire year.

3. With the exception of those entities who are lawyers or attorneys engaged in the practice of law, every person subject to payment of a regulatory fee levied by this chapter shall display a current regulatory fee certificate in a conspicuous place at the location for which such certificate was issued. If a taxpayer does not have a permanent location with the city, the regulatory fee certificate shall be shown to any police officer (or any other person charged with enforcing this ordinance) upon request. However, for those entities who are lawyers or attorneys engaged in the practice of law, display of the certificate shall not be a precondition to the practice of law.

Section 5: Conditions and Enforcement

The City Manager or Community Development Director may impose reasonable conditions on the permit to:

1. Mitigate potential impacts.
2. Ensure compliance with city standards.
3. Protect surrounding properties and residents.
4. Violation of any permit condition may result in revocation of the AS and enforcement actions provided by law.

Section 6: Appeals

1. Appeal of an administrative special use (AS) shall follow the procedures outlined in Stockbridge Code Of Ordinances, Title 12 Unified Development Code, Chapter 10 Section 3 entitled, Appeal of Administrative Actions.

Exhibit B

Section 1: Definitions

Drone or Unmanned Aircraft System

Unmanned aerial systems remotely piloted aircraft that can fly under the control of a remote using a first-person point of view, or in autopilot mode guided by a global positioning system (GPS)

Commercial Drone Delivery Hub

An area of land, structural surface, building, or structure with one or more designated drone staging areas for use by unmanned aircraft, to distribute commercial goods by air. This includes any appurtenant areas used or intended for use for unmanned aircraft system (UAS) buildings, structures, and other facilities

Drone Staging Area

A designated area over which an unmanned aircraft completes the final phase of the approach, to a hover or a landing, and from which an unmanned aircraft initiate take-off. The drone staging area includes both the launch pads and any required safety areas, and may include areas for the outdoor storage of goods, materials, containers, trailers, or other equipment.

Drone Delivery

A permitted food store, restaurant, retail store, or warehouse/distribution facility with one (1) or more designated drone staging areas that are incidental to the primary use of the property for use by small, unmanned aircraft systems under fifty-five (55) pounds take-off weight to distribute commercial goods by air. This includes any appurtenant areas used or intended for use for unmanned aircraft system buildings, structures, and other facilities.

Drone Delivery Service

A primary use of the property with the purpose of operating one (1) or more drone staging areas for use by unmanned aircraft to deliver commercial goods by air. This includes any appurtenant areas used or intended for use for unmanned aircraft system buildings, structures, and other facilities.

Section 2: Certifications and Requirements

The Federal Aviation Administration (FAA) has exclusive jurisdiction over aviation safety and the efficient use of the national airspace, including the operation, flight paths, and altitude of unmanned aircraft systems (UAS), commonly referred to as drones. The city seeks to clarify the jurisdictional boundaries between federal and local authority regarding the operation of unmanned aircraft systems (UAS), specifically those used for commercial delivery services, and to ensure local regulations are consistent with federal law

1. All drone delivery services operating within the City of Stockbridge must comply with FAA regulations, including but not limited to:
 - Part 107 of Title 14 of the Code of Federal Regulations (CFR), governing commercial drone operations.
 - Remote Identification Requirements under Part 89.
 - Registration and Marking Requirements under Part 48.
 - Operational limitations such as maximum altitude, line-of-sight requirements, and restrictions on flying over people or moving vehicles.
 - All pilots must obtain and retain a remote pilot certification from the Federal Aviation Agency as required under 14 CFR part 61.
2. Drone delivery service is allowable by Special Administrative Permit

Section 3: Zoning

Use regulations table

KEY:	P - Permitted Use					"See Section" - Additional Regulations Apply							
	A - Permitted as an Accessory Use					S - Special Use			AS – Administrative Special Use				
Use	RR	SR	CCR	MFR	MHR	OI		C1	C2	C3	LI	HI	See Section
AUTO RELATED ISSUES													
Commercial Drone Hub									AS	AS	AS	AS	<u>Title 9</u>

Section 4: Use Standards for Commercial Drone Delivery Hub

1. Commercial drone delivery hubs are allowed by Special Administrative Permit in the C-2, C-3, LI, and HI districts when the requirements of this section are met.
2. The Commercial Drone Delivery Hub shall be limited to no more than 10,000 square feet.
3. Commercial drone delivery hub may be allowed as an accessory use by special permit for food/grocery store, restaurant/cafe/teria, retail store, shopping center, superstore, drug store, or warehouse/distribution center use in any district when the requirements of this section are met.

- a. When a detached accessory building for a commercial drone hub is less than 100,000 square feet is occupied or intended to be occupied for an accessory commercial drone delivery hub, the floor area is limited to a maximum of 10% of the total floor area of the building containing the primary use.
- 4. The drone staging area must be designated on an approved site plan. As accessory use, the drone staging area is limited to 10% of the total lot area. The drone staging area must not be placed:
 - a. Within any required building setbacks.
 - b. Within any required landscape edge.
 - c. Within fire lanes, easements, maneuvering aisles, customer pick-up lanes, or required loading zones and parking spaces; or
 - d. So as to obstruct visibility or interfere with pedestrian or vehicle circulation.
- 5. A drone staging area located inside of or on the roof of the building containing the primary use is not subject to this limitation. When a drone staging area is located on top of a building:
 - a. Any roof-mounted mechanical equipment, excluding landing pads, is subject to the mechanical screening requirements and
 - b. Any additional structure, parapet wall, screening, safety railing, or other appurtenance associated with the commercial drone delivery hub is subject to the maximum height requirement of the district, except a single mast up to 10 feet in height for a windsock may exceed the maximum height requirement.
 - c. When located at grade, any goods, materials, containers, trailers, or other equipment must be screened. Landing pads are exempt from this screening requirement.
 - d. Any roof-mounted mechanical equipment, excluding landing pads, is subject to the mechanical screening requirements

Section 5: Noise Restrictions

The drone staging area for a commercial drone delivery hub shall not be located within 300 feet of any property upon which a school, dwelling, retirement and supportive housing facility, or public park is located.

- 1. The drone staging area for a commercial drone delivery hub shall not be located within 300 feet of any property upon which a school, dwelling, retirement and supportive housing facility, or public park is located. The 300-foot buffer requirement may be reduced to 150 feet if City Council finds that issuance of the specific use permit would not be detrimental or injurious to the public health, safety, or general welfare of the neighborhood.
- 2. The measurement of the required buffer is to be made in a straight horizontal line from the edge of the drone staging area to the closest property line of a property containing a school, dwelling, retirement, and supportive housing facility use, or public park.

Section 6: Parking

1. One space per 1,000 square feet of floor area for storage or warehousing, plus one space per 300 square feet of floor area for office, customer service, or other areas. A minimum of one parking space per 500 square feet of the designated drone staging area is required for commercial drone delivery hubs with no buildings
2. Loading spaces shall be provided for a commercial drone delivery hub. Loading spaces are not required for an accessory commercial drone delivery hub use.
3. The City Council may decrease the amount of required parking required for a site by up to 10% to accommodate the drone staging area for a commercial drone delivery hub with approval of a site plan. The parking reduction is revoked if the commercial drone delivery hub use is removed.

Section 7: Security

1. The Commercial Drone Hub at grade shall be enclosed with a fence consisting of masonry, decorative iron, or chain link that is coated with black vinyl.
2. The Commercial Drone Hub shall deploy 360° flock camera with 24-hour monitoring.

Section 8: Operating Hours

1. Delivery operations shall be limited to the operating hours of the principal retail establishment from which deliveries are initiated. No drone delivery operations shall occur outside of the principal business's regular hours.

SECTION 5. SEVERABILITY.

In the event that any section, subsection, sentence, clause, or phrase of this Ordinance is declared or adjudged to be invalid or unconstitutional, such adjudication shall in no manner affect the remaining portions of this Ordinance, which shall remain in full force and effect as if the invalid or unconstitutional section, subsection, sentence, clause, or phrase was not originally a part of this Ordinance.

SECTION 6. REPEALER.

All ordinances or parts of ordinances that are in conflict with this Ordinance are hereby repealed.

SECTION 7. ATTESTATION.

The City Clerk is authorized to execute, attest to, and seal any documents which may be necessary to effectuate this ordinance, subject to approval as to form by the City Attorney.

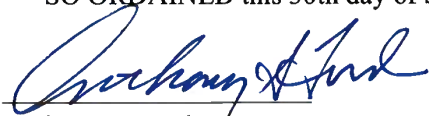
SECTION 8. CITY ATTORNEY'S AUTHORITY.

Pursuant to the City's charter and with explicit consent of the City Counsel, the City Attorney is duly authorized to make requisite amendments to all contracts, ordinances, resolutions, and documents, as may be necessary, in order to secure conformity with the express intent of the City Council and to ensure adherence to all pertinent laws and ordinances of the City.

SECTION 9. EFFECTIVE DATE.

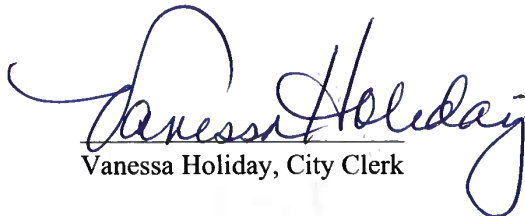
This Resolution shall be effective immediately upon adoption.

SO ORDAINED this 30th day of September 2025.



Anthony S. Ford, Mayor

ATTEST:



Vanessa Holiday, City Clerk

APPROVED AS TO FORM:



Quinton G. Washington, City Attorney



MEETING DATE

City of Stockbridge

AGENDA ITEM

FUNDING SOURCE

- ☐ RESOLUTION
- ☒ ORDINANCE
- ☐ CONTRACT APPROVAL/RENEWAL
- ☐ PUBLIC HEARING
- ☐ PRESENTATION
- ☐ BID SELECTION/AWARD
- ☐ TASK ORDER
- ☐ CHANGE ORDER
- ☐ BUDGET AMENDMENT
- ☐ BUDGET TRANSFER
- ☐ PAYMENT APPROVAL
- ☐ OTHER

- ☐ GENERAL FUND
- ☐ FUND BALANCE
- ☐ SPLOST or TSPLOST
- ☐ ARPA
- ☐ GRANT
- ☐ HOTEL/MOTEL TOURISM
- ☐ COUNCIL INITIATIVE
- ☐ PARTNER/SPONSOR
- ☐ DEPARTMENT FUND BALANCE
- ☐ BONDING

ACCOUNT TRANSFER FROM:

ACCOUNT TRANSFER TO:

PRESENTER:

Community Development Staff

DEPARTMENT:

Community Development

ITEM/PROJECT/EVENT:

Text Amendment Case #TX-2025-03. Consideration of a text amendment to the Unified Development Code (UDC) to allow and provide regulations for the use of drone delivery facilities and services by businesses, with an approved special use permit.

BACKGROUND INFORMATION:

Walmart is interested in establishing drone delivery services at its two stores in Stockbridge. The Planning & Zoning Staff discussed this with Walmart's drone operator on 8/27/25. Walmart has 15+ stores with drone deliveries in Dallas, Texas. A fenced area with a drone landing strip, called a NEST, would be located in the parking lot of each store to house and operate the drone aircraft. NESTs require approval from the Federal Aviation Administration. Drone deliveries are particularly popular with senior customers, who want personal items, pet food, prescriptions, birthday cakes, and produce.

APPROVALS: CITY MANAGER

CITY TREASURER

CITY ATTORNEY

GRANTS ADMIN.

☐ FINANCIAL IMPACT ☐ N/A

AMOUNT \$

ATTACHMENTS:

☐

1

ITEM/PROJECT/EVENT:

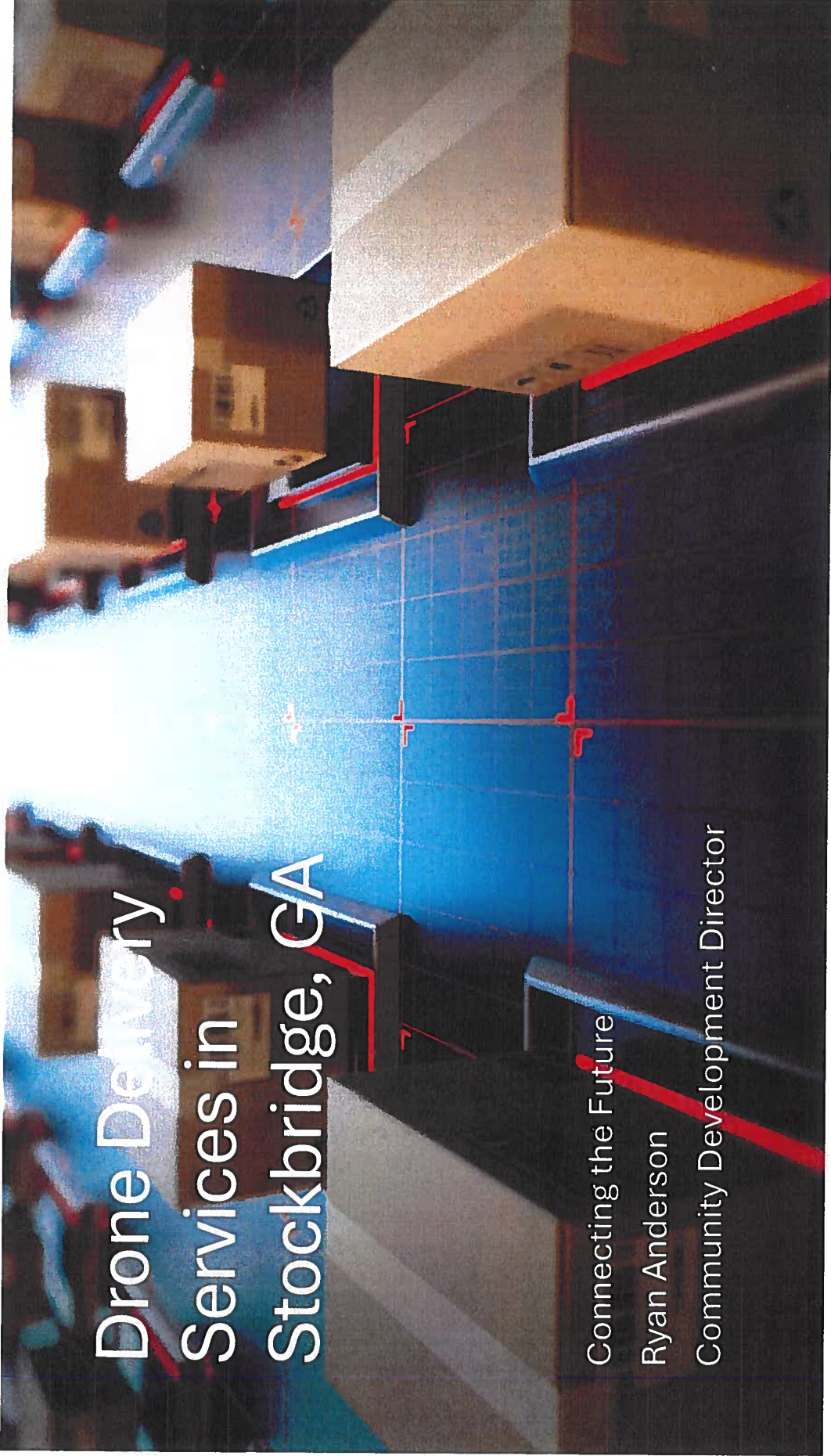
TX-2025-03 for Drone Deliveries

BACKGROUND INFORMATION:

STAFF RECOMMENDATION:

APPROVAL AND ADOPTION.

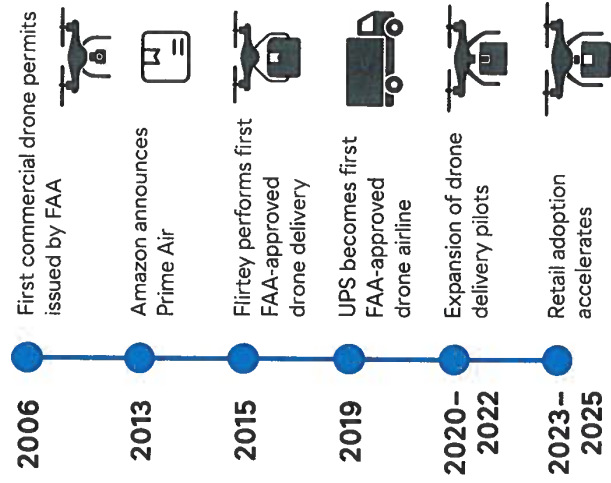
Staff Signature_____



Drone Delivery Services in Stockbridge, GA

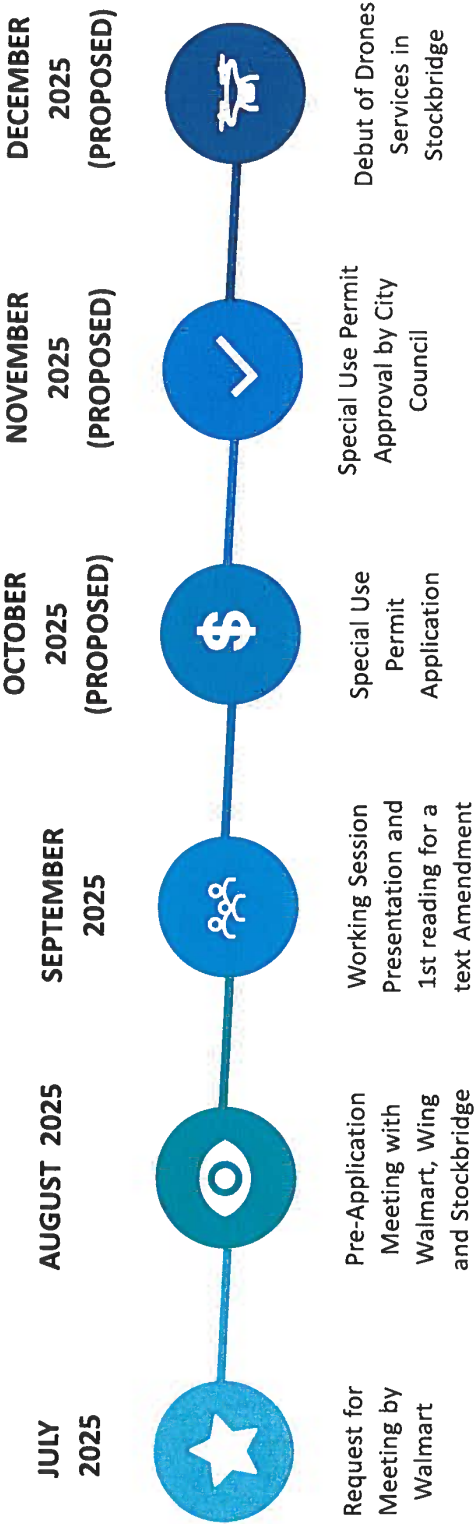
Connecting the Future
Ryan Anderson
Community Development Director

GROWTH OF DRONE DELIVERY SERVICES IN THE UNITED STATES



Background

DRONE DELIVERY SERVICE BACKGROUND





Amendments to the Unified Development Code



Approval to Amend the Stockbridge, Code of Ordinances, Title 9, Unified Development Code, Licensing and Regulation, shall be amended to add a new section (9.116) entitled Drone Delivery Services, which shall read as provided in the attached Exhibit A,



Approval to amend the Unified Development Code, Title 12, entitled Chapter 3, entitled Use Regulations, to include a new section 3.2.42, entitled “Drone Delivery Services” which shall read as provided in Exhibit A.



Approval to create an Administrative Special Use Permit. An Administrative Special Use Permit (AS) process is hereby created for the purpose of reviewing and approving drone delivery service operations within the City of Stockbridge.

Definitions

Drone or Unmanned Aircraft System

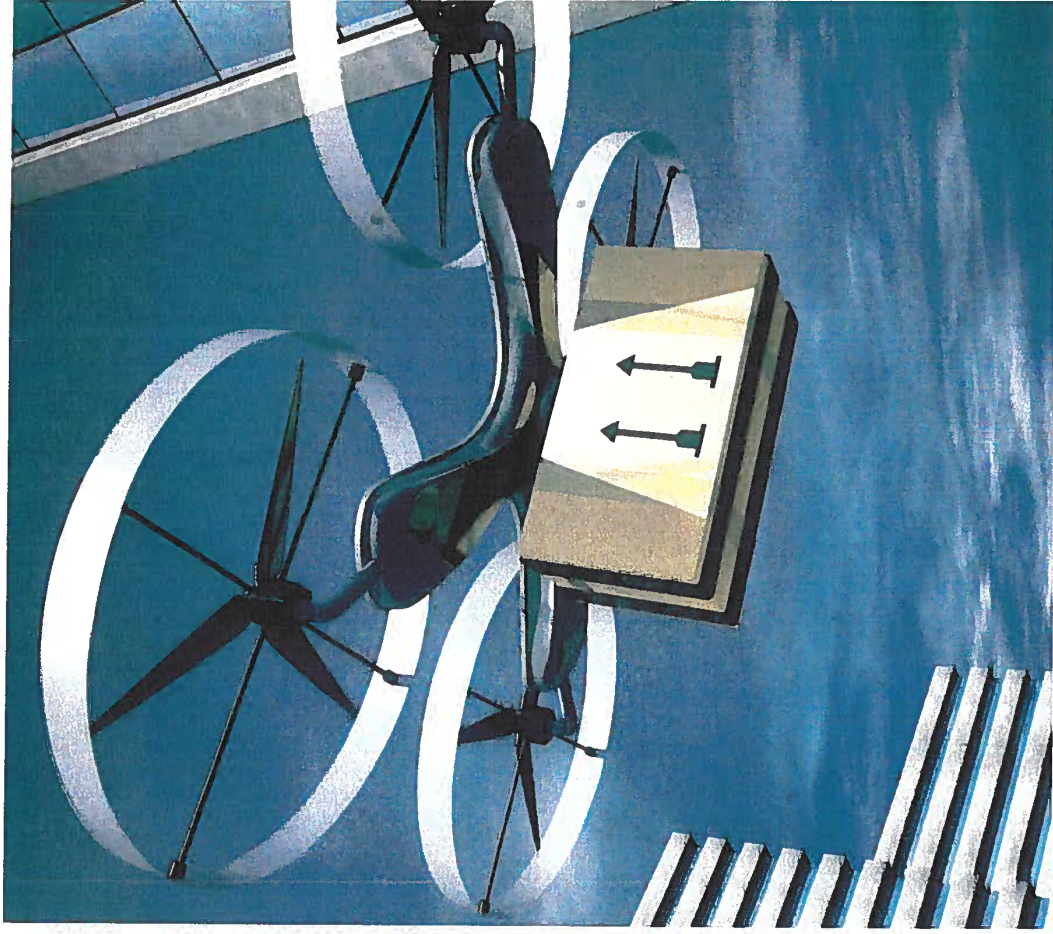
Unmanned aerial systems remotely piloted aircraft. That can fly under the control of a remote using a first-person point of view, or in autopilot mode guided by a global positioning system (GPS)

Drone Delivery

A permitted food store, restaurant, retail store, or warehouse/distribution facility with one (1) or more designated drone staging areas that are incidental to the primary use of the property for use by small, unmanned aircraft systems under fifty-five (55) pounds take-off weight to distribute commercial goods by air.

Drone Delivery Service

A primary use of the property with the purpose of operating one (1) or more drone staging areas for use by unmanned aircraft to deliver commercial goods by air. This includes any appurtenant areas used or intended for use for unmanned aircraft system buildings, structures, and other facilities.



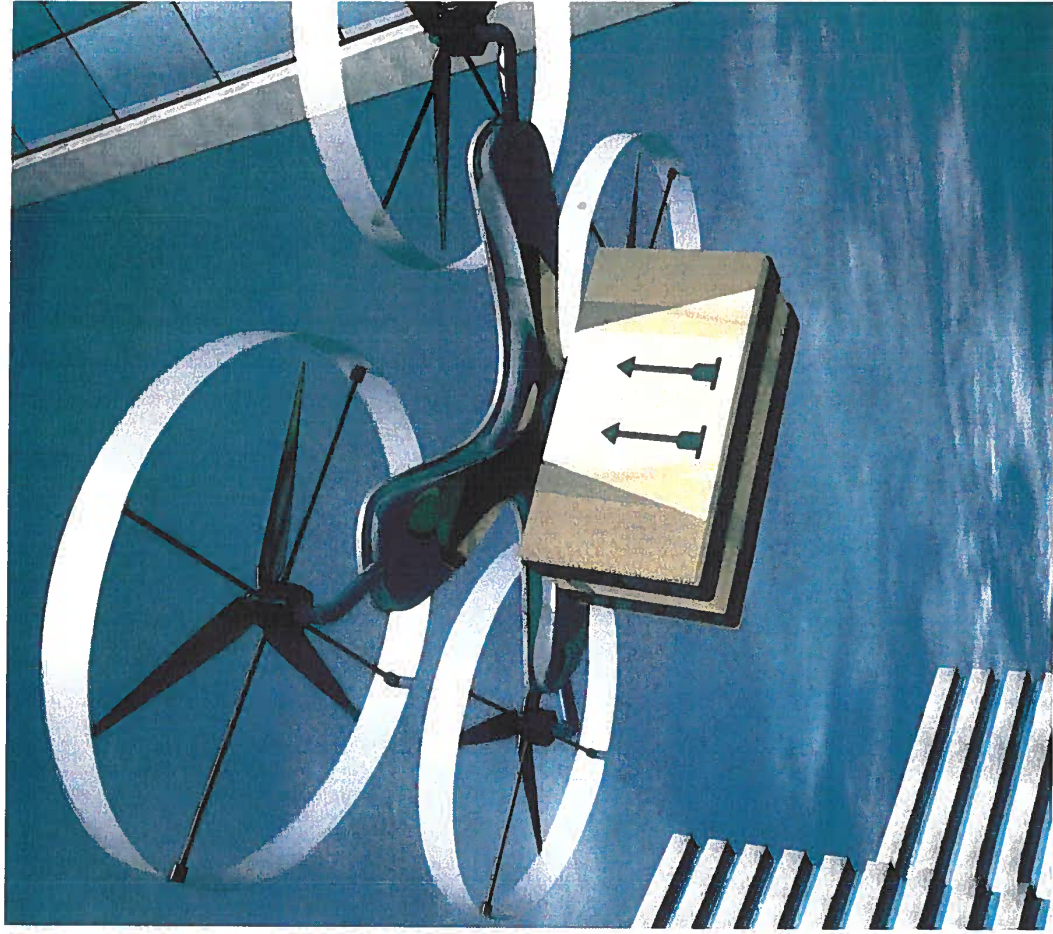
Definitions

Commercial Drone Delivery Hub

An area of land, structural surface, building, or structure with one or more designated drone staging areas for use by unmanned aircraft, to distribute commercial goods by air. This includes any appurtenant areas used or intended for use for unmanned aircraft system (UAS) buildings, structures, and other facilities

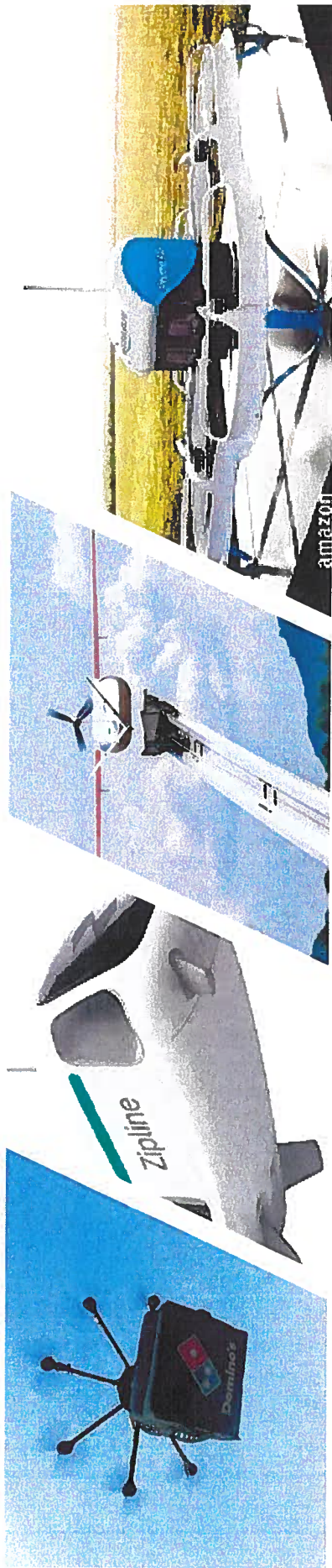
Drone Staging Area

A designated area over which an unmanned aircraft completes the final phase of the approach, to a hover or a landing, and from which an unmanned aircraft initiates take-off. The drone staging area includes both the launch pads and any required safety areas, and may include areas for the outdoor storage of goods, materials, containers, trailers, or other equipment.



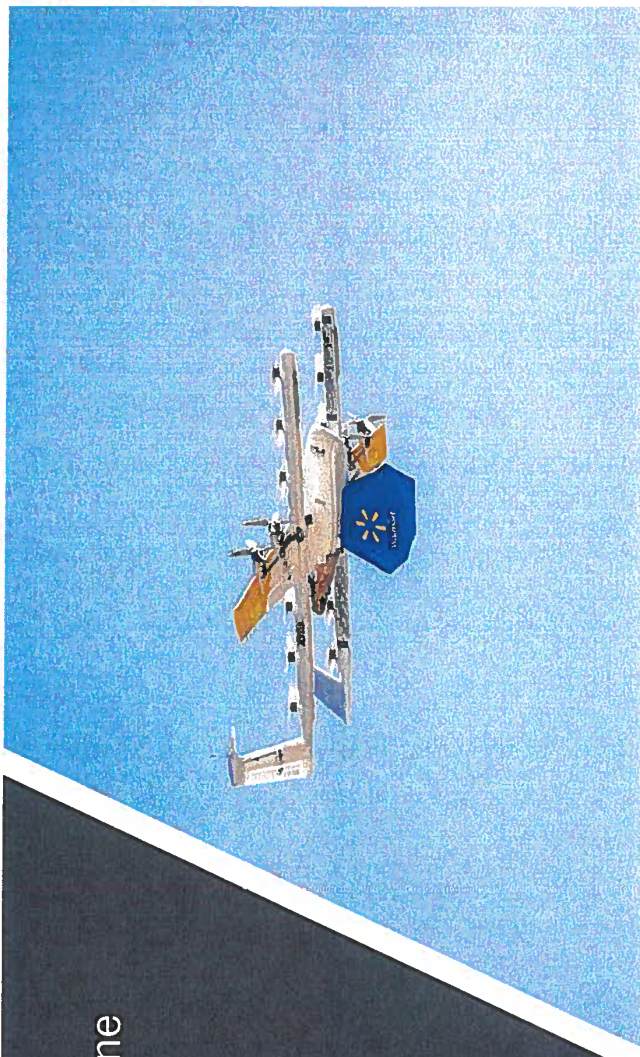
Zoning – Use Regulations

KEY:	P - Permitted Use								"See Section" - Additional Regulations Apply				
	A - Permitted as an Accessory Use								S - Special Use				
Use	RR	SR	CCR	MFR	MHR	OI	DT	C1	C2	C3	L1	H1	See Section
AUTO RELATED ISSUES													
Commercial Drone Hub									S	S	S	S	<u>Title 9</u>



Use Standards for Commercial Drone Delivery Hub

- Special Use Permits in C-2, C-3, LI, HI
- The Commercial Drone Delivery Hub shall be limited to no more than 10,000 square feet
- Commercial drone delivery hub may be allowed as an accessory use by special permit for food/grocery store, restaurant/cafeteria, retail store, shopping center, superstore, drug store or warehouse/distribution center



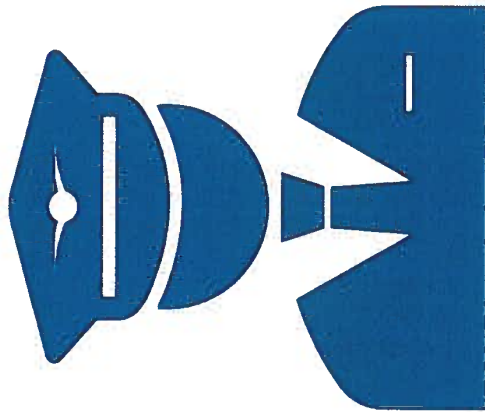
Use Standards for Commercial Drone Delivery Hub

At Grade Drone Staging Areas

- The drone staging area must be designated on an approved site plan.
- Within any required building setbacks, within any required landscape edge.
- Within fire lanes, easements, maneuvering aisles, customer pick-up lanes, or required loading zones and parking spaces; or
- So not to obstruct visibility or interfere with pedestrian or vehicle circulation.
- When located at grade, any goods, materials, containers, trailers, or other equipment must be screened. Landing pads are exempt from this screening requirement.

Roof/Internal Staging Areas

- Any roof-mounted mechanical equipment, excluding landing pads, is subject to the mechanical screening requirements and
- Any additional structure, parapet wall, screening, safety railing, or other appurtenance associated with the commercial drone delivery hub is subject to the maximum height requirement of the district, except a single mast up to 10 feet in height for a windsock may exceed the maximum height requirement.
- When located at grade, any goods, materials, containers, trailers, or other equipment must be screened. Landing pads are exempt from this screening requirement.
- Any roof-mounted mechanical equipment, excluding landing pads, is subject to the mechanical screening requirements



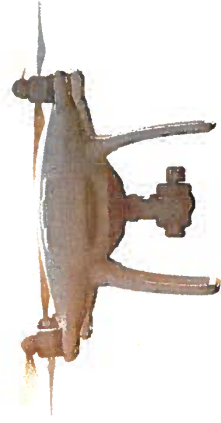
Certifications and Federal Requirements

The Federal Aviation Administration (FAA) has exclusive jurisdiction over aviation safety and the efficient use of the national airspace, including the operation, flight paths, and altitude of unmanned aircraft systems (UAS), commonly referred to as drones. The city seeks to clarify the jurisdictional boundaries between federal and local authority regarding the operation of unmanned aircraft systems (UAS), specifically those used for commercial delivery services, and to ensure local regulations are consistent with federal law

1. All drone delivery services operating within the City of Stockbridge must comply with FAA regulations, including but not limited to:
 - Part 107 of Title 14 of the Code of Federal Regulations (CFR), governing commercial drone operations.
 - Remote Identification Requirements under Part 89.
 - Registration and Marking Requirements under Part 48.
 - Operational limitations such as maximum altitude, line-of-sight requirements, and restrictions on flying over people or moving vehicles.
 - All pilots must obtain and retain a remote pilot certification from the Federal Aviation Agency as required under 14 CFR part 61.

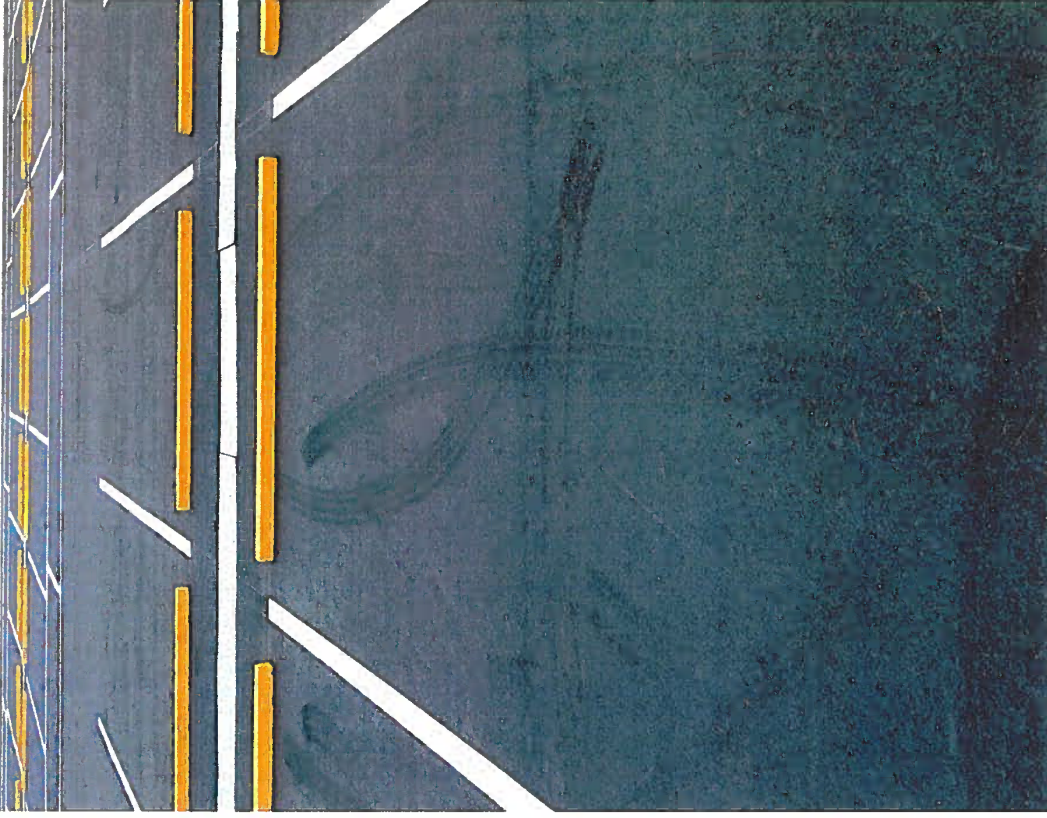
Noise Restrictions

- The drone staging area for a commercial drone delivery hub shall not be located within 300 feet of any property upon which a school, dwelling, retirement and supportive housing facility, or public park is located.
- The measurement of the required buffer is to be made in a straight horizontal line from the edge of the drone staging area to the closest property line of a property containing a school, dwelling, retirement, and supportive housing facility use, or public park.



Parking

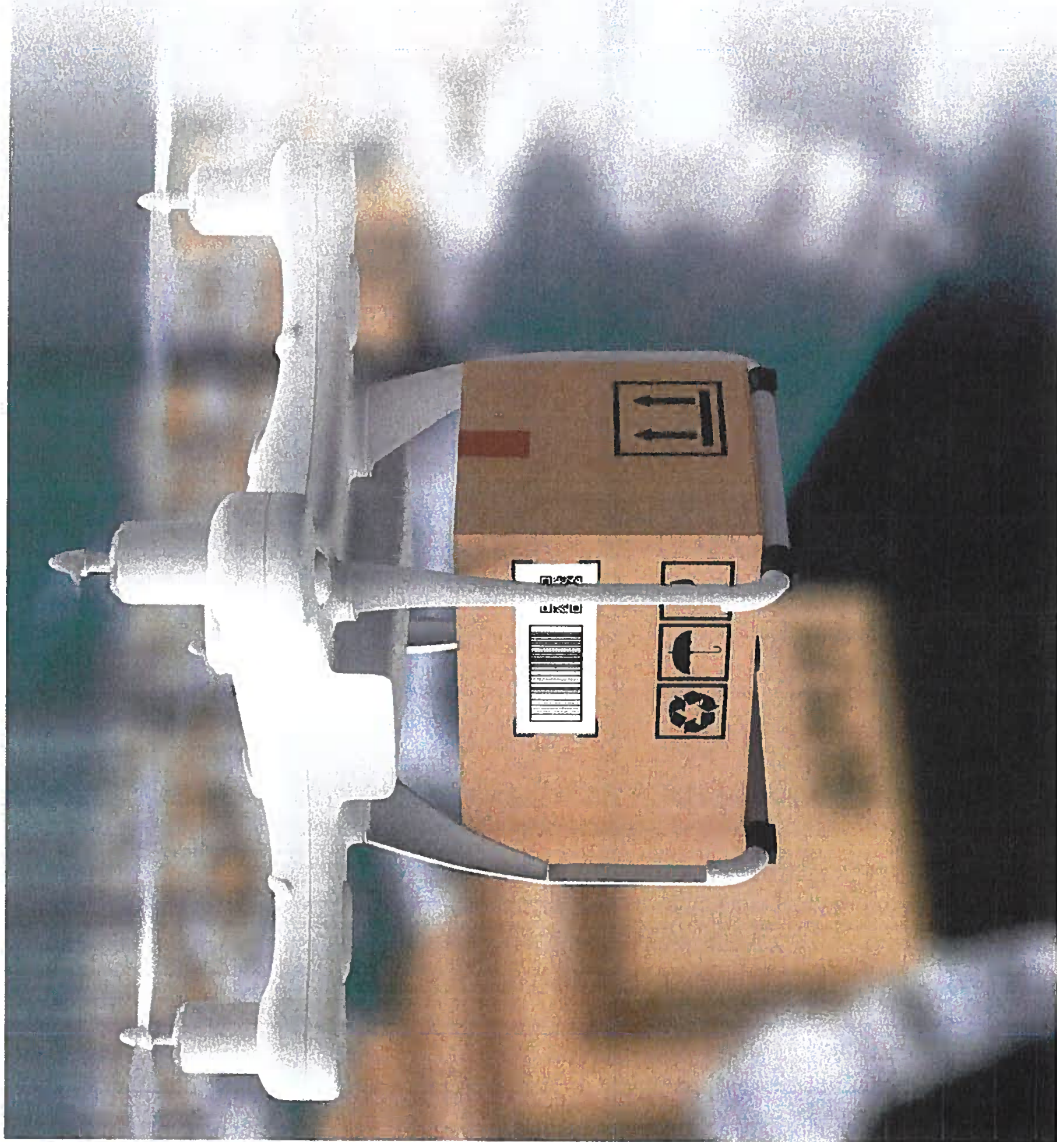
- One space per 1,000 square feet of floor area for storage or warehousing, plus one space per 300 square feet of floor area for office, customer service, or other areas. A minimum of one parking space per 500 square feet of the designated drone staging area is required for commercial drone delivery hubs with no buildings
- Loading spaces shall be provided for a commercial drone delivery hub. Loading spaces are not required for an accessory commercial drone delivery hub use.
- The City Council may decrease the amount of required parking required for a site by up to 10% to accommodate the drone staging area for a commercial drone delivery hub with approval of a site plan. The parking reduction is revoked if the commercial drone delivery hub use is removed.



Security

- The Commercial Drone Hub at grade shall be enclosed with a fence consisting of masonry, decorative iron, or chain link that is coated with black vinyl.
- The Commercial Drone Hub shall deploy 360° flock camera with 24-hour monitoring.





Operating Hours

The hours of operations for Commercial Drone deliveries shall be limited to 7:00 am. - 8:00 pm

Permits

Drone Delivery Services shall be permissible by an Administrative Special Use Permit.

The establishment of Administrative Special Use Permit process for drone delivery services serves the public interest by promoting innovation, enhancing service delivery, and supporting economic development within the City of Stockbridge.

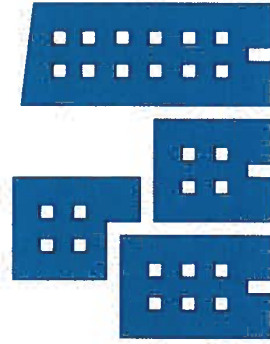
Administrative Special Use Permit

The Community Development Department seeks to create an **Administrative Special Use permit** to expedite the development of the critical planning and zoning issues within the City Code of Ordinance and

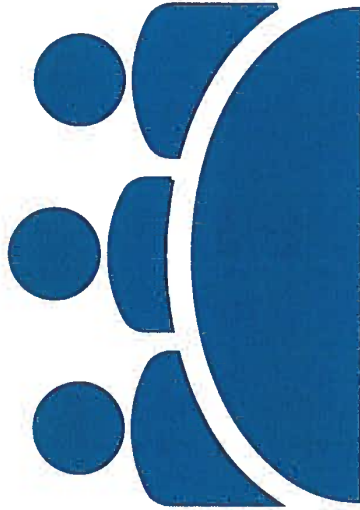
- Streamline Approval
- Enhance Public Safety and Oversight
- Economic Development
- Administrative Efficiency

An **Administrative Special Use permit** shall only be issued upon joint approval by the City Manager and the Community Development Director. Both officials must determine the proposed activity:

- Comply with applicable zoning and land use regulations.
- It is consistent with the City's comprehensive plan and strategic goals.
- Does not adversely affect public health, safety, or welfare



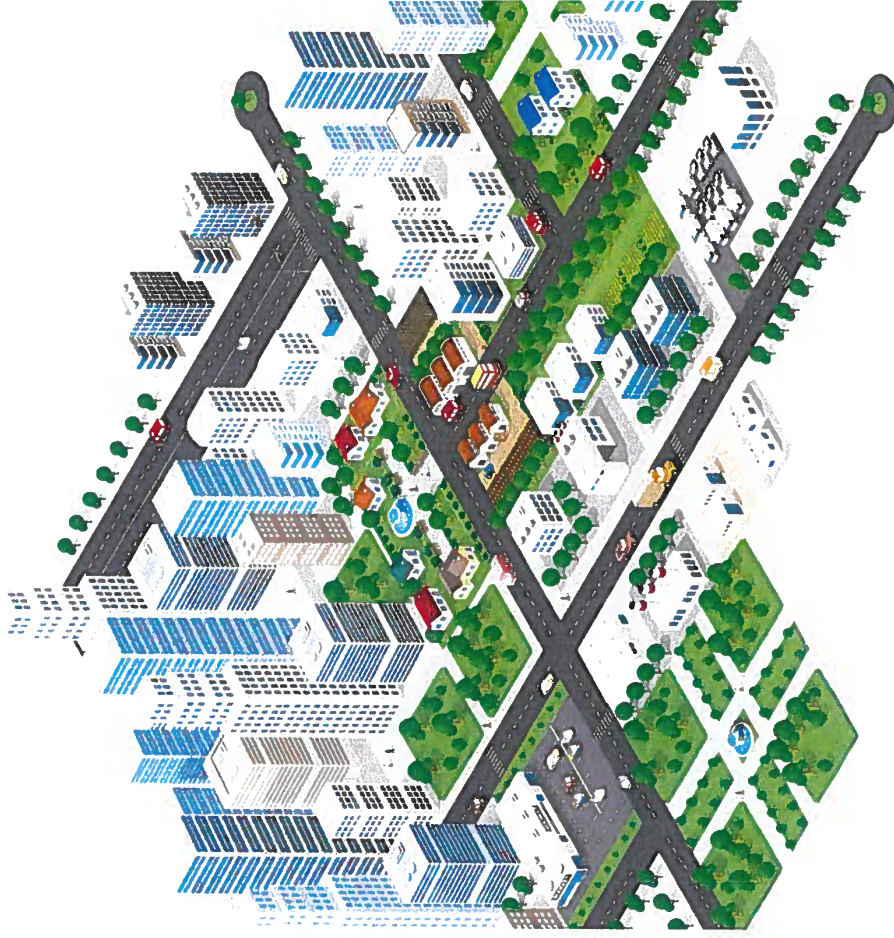
Evaluation Criteria



- Temporary land uses or structures are not otherwise permitted by right.
- Development proposals requiring expedited review.
- Projects involving unique technical or operational considerations.
- Uses that may have significant community or environmental impact.

Application Requirements

- Submitted by the property owner
- Submitted to the Community Development Department
- Administrative Special Use Fee \$600
- Regulatory Fee \$1500
- Must include a site plan, operational details
- Requires 2 Public meeting in impacted communities
- Community shall review and recommend to the City Manager

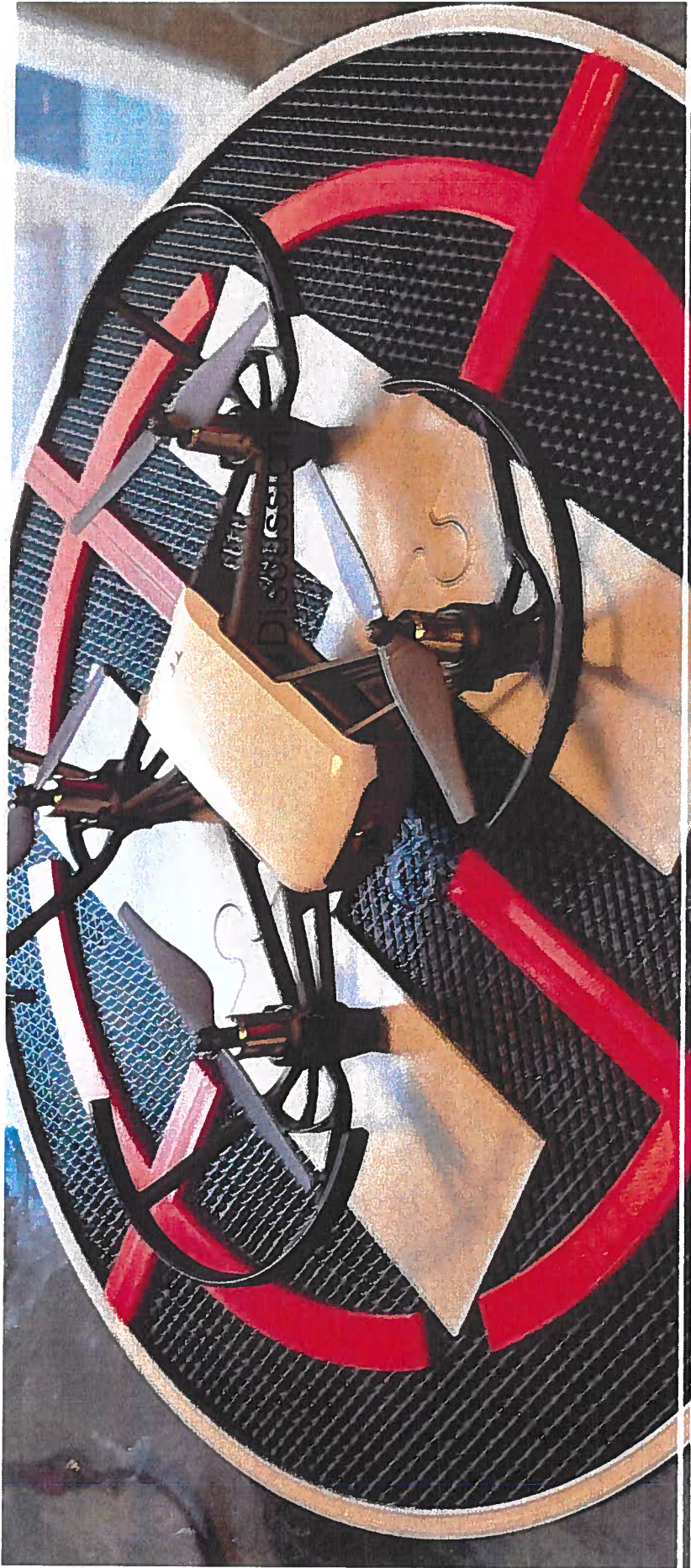




Conditions & Enforcement

The City Manager or Community Development Director may impose reasonable conditions on the permit to:

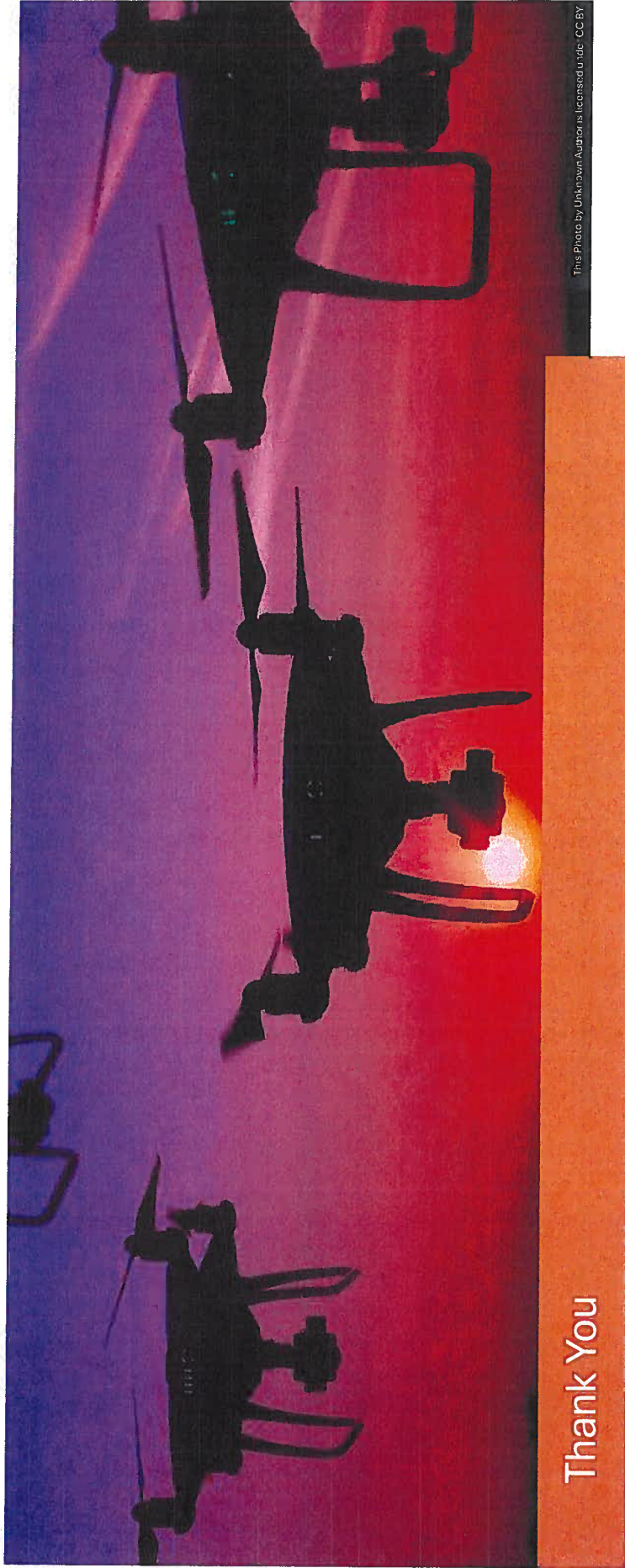
1. Mitigate potential impacts.
2. Ensure compliance with city standards.
3. Protect surrounding properties and residents.
4. Violation of any permit condition may result in revocation of the AS and enforcement actions provided by law.



Discussion



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