

**O:** Members of the City Council

**FROM:** Mayor Angela Birney

**DEPARTMENT DIRECTOR CONTACT(S):**

Planning and Community Development	Carol Helland	425-556-2107
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**DEPARTMENT STAFF:**

Planning and Community Development	Seraphie Allen	Deputy Director
Planning and Community Development	Jeff Churchill	Long Range Planning Manager
Planning and Community Development	Glenn Coil	Senior Planner

**TITLE:**

Adoption of an Ordinance for an Interim Official Control Regulating Commercial Drone Land Uses

**OVERVIEW STATEMENT:**

Staff recommends that Council adopt an ordinance imposing an Interim Official Control (IOC) to amend the Redmond Zoning Code to establish interim regulations for commercial drone land uses.

The IOC, which would be in effect for one year, is designed to introduce commercial drone land uses in an orderly manner that mitigates impacts to the community while permanent regulations are developed.

The IOC would limit drone land uses to the Manufacturing Park (MP) and Industrial (I) Zones as well as establish regulations for the allowed use, such as setbacks, number of drone launch pads, and hours of operations.

While the IOC is in place, the City will draft permanent regulations in accordance with the work plan proposed in the ordinance.

Concurrent with this process, the City will also establish business licensing requirements for drone operations, as well as establish an Office of Air Space Management to coordinate commercial and public safety operations.

**Additional Background Information/Description of Proposal Attached**

**REQUESTED ACTION:**

**Receive Information**

**Provide Direction**

**Approve**

**REQUEST RATIONALE:**

- **Relevant Plans/Policies:**  
Redmond 2050 Comprehensive Plan:  
EV-6 - consistent and predictable regulatory environment  
EV-2 - attracting and retaining businesses that meet community needs  
LU-9, NE-92 - limiting adverse impacts of land uses
- **Required:**  
RCW 36.70A.390 – Interim Official Controls
- **Council Request:**  
N/A
- **Other Key Facts:**  
There is insufficient time to process the necessary permanent code amendments before additional permit applications are filed for such commercial drone land uses and become vested to existing regulations.

**OUTCOMES:**

The IOC is designed to introduce commercial drone land uses in an orderly manner that mitigates impacts to the community while permanent regulations are developed.

Without the IOC, commercial drone land uses may begin operating in Redmond absent regulations that address the impacts of such uses and provide for the health, safety, and general welfare of community members.

**COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:**

- **Timeline (previous or planned):**  
Outreach will be conducted over the next 12 months per the adopted workplan.  
Months 1-4 – stakeholder engagement and City Council Public Hearing  
Months 5-8 – Continued stakeholder engagement. Planning Commission public hearing  
Months 9-12 – public comments at Council meetings
- **Outreach Methods and Results:**  
A webpage will be established, along with a Let’s Connect survey. The Council will hold a public hearing within 60 days of adopting the IOC (required by state law) and the Planning Commission will hold a public hearing during its review. Updates will be communicated in City E-news. Other engagement will be as determined.
- **Feedback Summary:**  
N/A

**BUDGET IMPACT:**

**Total Cost:**

\$5,350,743 is the total cost of the Community and Economic Development budget offer, which includes the staff time for code amendment work.

**Approved in current biennial budget:**       **Yes**       **No**       **N/A**

**Budget Offer Number:**

0000304 – Community and Economic Development

**Budget Priority:**

Vibrant and Connected

**Other budget impacts or additional costs:**       Yes                       No                       N/A

***If yes, explain:***

N/A

**Funding source(s):**

General Fund

**Budget/Funding Constraints:**

N/A

**Additional budget details attached**

**COUNCIL REVIEW:**

**Previous Contact(s)**

Date	Meeting	Requested Action
	Item has not been presented to Council	N/A

**Proposed Upcoming Contact(s)**

Date	Meeting	Requested Action
6/2/2026	Business Meeting	Provide Direction

**Time Constraints:**

Time constraints are related to the potential for permit applications to be filed before permanent regulations are in place and thus vest to existing regulations, and also to the workplan as required for IOCs per state law:

- City hold must a hold public hearing within 60 days of IOC adoption.
- IOC expires after one year.

**ANTICIPATED RESULT IF NOT APPROVED:**

- May lead companies to rush to vest before drone port-specific regulations are adopted.
- Existing regulations do not address commercial drone ports and do not adequately mitigate potential impacts of such uses. Without interim regulations, uses may become established that operate contrary to community expectations.

**ATTACHMENTS:**

- A. Draft Ordinance – Interim Official Control Regulating Drone Port Land Uses
- B. Commercial Drone Delivery research
- C. Presentation Slides

CODE

**CITY OF REDMOND  
ORDINANCE NO. \_\_\_\_\_**

AN ORDINANCE OF THE CITY OF REDMOND, WASHINGTON, IMPOSING AN INTERIM OFFICIAL CONTROL TO AMEND ARTICLE I, ZONE-BASED REGULATIONS, AND ARTICLE VII, DEFINITIONS, OF THE REDMOND ZONING CODE TO ESTABLISH INTERIM REGULATIONS FOR COMMERCIAL DRONE LAND USES, ADOPTING A WORKPLAN, SETTING THE DATE FOR A PUBLIC HEARING ON THE INTERIM OFFICIAL CONTROL, PROVIDING FOR SEVERABILITY, AND ESTABLISHING AN IMMEDIATE EFFECTIVE DATE

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WHEREAS, the City has noted increased interest in the use of drones in commercial business operations; and

WHEREAS, national retailers have begun delivering packages by drones in select markets across the country; and

WHEREAS, the City approved permits for a restaurant in Downtown Redmond that include the possibility of drone pickup and delivery of food orders; and

WHEREAS, the City does not have regulations concerning commercial drone land uses; and

WHEREAS, absent such regulations, the City cannot effectively manage the impacts to the community of commercial drone operations in Redmond; and

WHEREAS, regulating when and where takeoffs and landings occur, the scale of takeoff and landing facilities, and applying other customary land use controls would help manage impacts to the

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community and provide a predictable regulatory environment for operators; and

WHEREAS, land use regulations will not, and are not intended to, prevent commercial drone operations from occurring in Redmond because drones can enter Redmond from nearby communities;

WHEREAS, land use regulations must be paired with coordination with Redmond's neighbors and the Federal Aviation Administration to most effectively address community impacts associated with commercial drone operations within the scope of City authority; and

WHEREAS, drone personal or law enforcement use are not the subject of this ordinance; and

WHEREAS, the Redmond Comprehensive Plan contains policy support for a consistent and predictable regulatory environment (EV-6), attracting and retaining businesses that meet community needs (EV-2), and limiting adverse impacts of land uses (LU-9, NE-92); and

WHEREAS, RCW 36.70A.390 and RCW 35A.63.220 authorize cities to impose interim official controls when action must be taken sooner than compliance with the City's customary public processes allow; and

WHEREAS, these interim official controls are designed to introduce commercial drone land uses in an orderly manner that

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mitigates impacts to the community while permanent regulations are being developed; and

WHEREAS, without the interim official controls adopted by this ordinance, commercial drone land uses may begin operating in Redmond absent regulations that address the impacts of such uses and provide for the health, safety, and general welfare of community members; and

WHEREAS, there is insufficient time to process the necessary permanent code amendments before additional permit applications are filed for such uses and become vested to existing regulations; and

WHEREAS, while the interim official controls are in place, the City will draft permanent regulations in accordance with the adopted work plan to be reviewed with stakeholders and considered by the Planning Commission and City Council; and

WHEREAS, the City Council desires to adopt the amendments set forth in this ordinance.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1.      Classification.      The amendments set forth by this ordinance are interim amendments of the Redmond Zoning Code and shall apply during the period specified in Section 6 below.

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Section 2. Findings of Fact. The recitals set forth above constitute the Redmond City Council's findings of fact justifying the adoption of the interim amendments set forth in this ordinance.

Section 3. Amendments to Redmond Zoning Code (RZC) Chapter 21.04.0200 Nonresidential Use Table. The provisions of RZC 21.04.0200 are amended to read as follows:

**21.04.0200 Nonresidential Use Table.**

Nonresidential Uses by Zone P = A use class is permitted L = Limited use, see note number(s) indicated C = A conditional use permit (CUP) is required N = Not permitted	Neighborhood Zones			Citywide Mixed-Use Zones		Marymoor Village Zones			Downtown Zones			Overlake Zones			Nonresidential Zones					Notes and References	
	NR	NMF	NMU	CMU	UMU	MME	MMC	MMM	DTE	DTC	TWNC	OV	OBAT	OUMF	BP	MP	I	UR	RA-5		COS
<b>General Sales or Service</b>																					
Retail sales	N	N	L 1, 2	L 2	L 2	L 1, 2	L 2	L 2, 7J	L 1, 2, 3e	L 2	L 2	L 1, 2	L 1, 2	L 1, 2, 3A, 3B, 3C	L 2, 20 / C	L 15, 16 / C	L 14, 23, 24, 25	N	N	N	Gasoline sales require a CUP. For kiosks and other temporary uses see RZC <a href="#">21.04.4000</a> For animal sales, see RZC <a href="#">21.04.2040</a> For vehicle sales, see RZC <a href="#">21.04.2220</a>
Cannabis retail sales	N	N	N	P	P	N	N	N	P	P	P	P	P	N	P	L 15	N	N	N	N	See RZC <a href="#">21.04.2070</a>
Business and service	N	N	L 1	P	P	P	P	L 7J	P	P	P	L 3E / C	L 3E	L 1, 3A, 3B, 3C, 3E	L 21	L 2, 7F, 7G, 7H, 16	L 2, 23	N	N	N	A CUP is required for auto rental and animal sales and services

Nonresidential Uses by Zone P = A use class is permitted L = Limited use, see note number(s) indicated C = A conditional use permit (CUP) is required N = Not permitted	Neighborhood Zones			Citywide Mixed-Use Zones		Marymoor Village Zones			Downtown Zones			Overlake Zones			Nonresidential Zones					Notes and References	
	NR	NMF	NMU	CMU	UMU	MME	MMC	MMM	DTE	DTC	TWNC	OV	OBAT	OUMF	BP	MP	I	UR	RA-5		COS
Food and beverage	N	N	L 1	P	P	P	P	L 1, 17, 18, 19a	P	P	P	L 4	P	L 1, 4	L 17, 18, 19b	L 10, 17, 18, 19a	L 17, 18, 19b / C	N	N	N	For food carts, food trucks, and other temporary uses see RZC <a href="#">21.04.4000</a>
Food truck, pop-up retail court	N	L 1	L 1	P	P	P	P	N	P	P	N	P	P	N	P	P	P	N	N	N	See RZC <a href="#">21.04.2140</a>
Drive-up stand	N	N	N	P	P	P	P	P	P	P	P	P	P	N	P	P	N	N	N	N	See RZC <a href="#">21.04.2090</a>
Animal kennel/shelter	N	N	N	P	L 1	L 1	L 1	N	L 1	L 1	L 1	L 1	L 1	N	N	L 15	N	L 15	C	N	See RZC <a href="#">21.04.2040</a>
<b>Arts, Entertainment, and Recreation</b>																					
Arts, entertainment, recreation, and assembly	L 1, 7a, 7b, 7c / C	L 1, 7a, 7b, 7c / C	L 1 / C	P	P	P	P	C	P	P	P	P	P	L 1, 7 / C	L 22	P	N	C	C	C	A CUP is required for athletic, sports, and play fields, marine recreation, and commercial swimming pools. See RZC <a href="#">21.04.2210</a> and <a href="#">21.04.2050</a> For special regulation for uses in the UR zone see RZC <a href="#">21.04.2210</a>
Golf course	L 2 / C	L 2 / C	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	L 2 / C	L 2 / C	N	See RZC <a href="#">21.04.2210</a>
Natural and other recreational park	P / C	P / C	C	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P / C	C	A CUP is required for commercial facilities. See RZC <a href="#">21.04.2210</a>

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Adult entertainment facilities	N	N	N	N	C	N	N	N	N	N	N	N	N	N	C	C	C	N	N	N	See RZC <a href="#">21.04.2030</a>

**Education, Public, Health, and Other Institutions**

Education, government, health care and other institution	L 1 / C	L 1 / C	L 1 / C	P / C	P / C	P / C	P / C	P / C	P / C	P / C	P / C	P / C	P / C	P / C	P / C	L 2, 7D, 15 / C	N	N	L 26 / C	N	A CUP is required for educational facilities with capacity > 150 full-time-equivalent students. A CUP is required in the RA-5 zoning district.
Day care center	L 13 / C	L 13 / C	L 13	P	P	P	P	P	P	P	P	P	P	P	P	L 15	N	N	N	N	A CUP is required in NR and NMF. See RZC <a href="#">21.04.2080</a>
Family day care provider	P	P	P	P	P	P	P	P	P	P	P	P	P	P	N	N	N	N	P	P	See RZC <a href="#">21.04.1150</a>
Faith-based	P / C	P / C	N	P / C	P / C	P / C	P / C	P / C	P / C	P / C	P / C	P / C	P / C	P / C	P / C	P / C	N	N	N	N	A CUP is required for uses with over 250 seats. See RZC <a href="#">21.04.2130</a>
Funerary	P / C	P / C	N	N	P	N	P	P	P / C	P / C	P / C	P / C	P / C	N	N	P / C	N	N	N	N	A CUP is required for uses with over 250 seats. See RZC <a href="#">21.04.2130</a>
Secure community transition facility	N	N	N	N	N	N	N	N	N	N	N	N	N	N	C	C	C	N	N	N	See RZC <a href="#">21.76.070.M</a>

**Manufacturing and Wholesale Trade**

Manufacturing and wholesale trade	N	N	N	N	L 2	N	L 1, 2	L 1, 2	N	N	N	L 3D	L 3D	N	L 2	L 2	L 2	N	N	N	See RZC <a href="#">21.04.2170</a>
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Artisanal manufacturing, retail sales, and service	N	N	L 1	L 1	P	L 1	P	P	L 1	L 1	L 1	L 1, 3E	L 1, 3E	N	P	L 2	L 2	N	N	N	
Cannabis processing	N	N	N	N	N	N	N	N	N	N	N	N	N	N	P	P	P	N	N	N	See RZC <a href="#">21.04.2070</a>
<b>Transportation, Communication, and Utilities</b>																					
Postal services	N	N	N	N	N	N	N	P	P	P	P	P	P	N	N	P	N	N	N	N	
Automobile parking facility	N	N	N	N	L	N	P	N	N	P	P	N	N	N	P	N	N	N	N	N	
Truck and freight transportation	N	N	N	N	N	N	N	P	N	N	N	N	N	N	N	L 2	L 2	N	N	N	See RZC <a href="#">21.04.2220</a>
Towing operators and auto impoundment yards	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	P	L 2	N	N	N	See RZC <a href="#">21.04.2220</a>
Road, ground passenger, and transit transportation	N	N	N	N	P	L 1	L 1	P	N	P	P	P	P	N	P	P	P	N	N	N	
Rail transportation	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	P	P	N	N	N	
Heliport	L 9 / C	L 9 / C	N	N	P	N	C	C	N	N	N	N	N	N	C	C	C	N	N	N	
<b><u>DRONE PORT</u></b>	<b><u>N</u></b>	<b><u>N</u></b>	<b><u>N</u></b>	<b><u>N</u></b>	<b><u>N</u></b>	<b><u>N</u></b>	<b><u>N</u></b>	<b><u>N</u></b>	<b><u>N</u></b>	<b><u>N</u></b>	<b><u>N</u></b>	<b><u>N</u></b>	<b><u>N</u></b>	<b><u>N</u></b>	<b><u>N</u></b>	<b><u>P</u></b>	<b><u>P</u></b>	<b><u>N</u></b>	<b><u>N</u></b>	<b><u>N</u></b>	<b><u>SEE RZC 21.04.2075</u></b>
Rapid charging station	N	N	N	P	P	L 14	P	P	P	P	P	L 1	L 1	L 1	L 14	L 14	L 14	N	N	N	
Wireless communication facilities	P	P	L 1 / C	P	P	L 1 / C	P	P	L 1 / C	P	P	L 1 / C	L 1 / C	P	P	P	P	N	P	P	See RZC <a href="#">21.04.2230</a> . A CUP is required for large satellite dishes; amateur radio tower; antenna array, base station, and support structures

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Local utilities	P	P	L 1 / C	L 1 / C	P	L 1 / C	L 1 / C	L 1 / C	P	P	P	P / C	P / C	P / C	P	P	P	N	P	P	A CUP is required if 40 feet in height or greater
Regional utilities	L 1 / C	L 1 / C	L 1 / C	L 1 / C	L 1 / C	L 1 / C	L 1 / C	L 1 / C	L 1 / C	L 1 / C	L 1 / C	P / C	P / C	P / C	P	P	P	N	C	C	A CUP is required if 40 feet in height or greater
Solid waste transfer and recycling	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	L 2	L 2	N	N	N	
Hazardous waste treatment and storage, incidental	N	N	N	N	N	N	N	N	N	N	N	N	N	N	L 2	L 2	L 2	N	N	N	See RZC <a href="#">21.04.2160</a>
Hazardous waste treatment or storage, primary	N	N	N	N	N	N	N	N	N	N	N	N	N	N	L 2 / C	L 2	N	N	N	See RZC <a href="#">21.04.2160</a>	
Water extraction well	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	L 2	N	N	
<b>Agriculture</b>																					
Animal production	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	L 11	L 11	N	See RZC <a href="#">21.04.2040</a>
Crop production	P	P	P	N	N	P	N	N	P	N	N	P	P	P	N	N	N	P	P	N	
Cannabis production	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	See RZC <a href="#">21.04.2070</a>
Equestrian facility	L 12 / C	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	P	P	N	See RZC <a href="#">21.04.2040</a>
Roadside produce stand	P	P	P	P	P	P	P	N	P	P	P	P	P	N	N	N	N	P	P	N	
<b>Other</b>																					
Construction-related business	N	N	N	N	N	N	N	P	N	N	N	L 3D, 3E, 6	L 3D, 3E, 6	N	P	L 2	L 2	N	N	N	
Mining and extraction establishment	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	L 2/C	N	N	N	See RZC <a href="#">21.04.2180</a>

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Wetland mitigation banking	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	P	P	P	

**Notes and Limitations**

1 Shall not be materially detrimental in terms of noise, truck traffic, vibrations, odors, and other potential operational impacts with neighborhood units or nearby mixed-use/residential developments. Application of this note is limited in the MMC and MMM zoning districts to new structures permitted after June 17, 2017.

2 For properties in a CARA this use may be restricted or prohibited. See RZC [21.64.050](#).

3 Uses Not Permitted.

- a. Gasoline service;
- b. Outdoor automobile sales, rental or service;
- c. Rental storage and mini-warehouses;
- d. Warehouse and storage services;
- e. Outdoor storage.

4 Limited to less than 75,000 square feet gross floor area in a single use.

5 Membership wholesale/retail warehouse limited to showroom only with a maximum size of 75,000 square feet gross floor area.

6 Administrative office/business functions only.

7 Is limited to:

- a. Athletic, sports, and play fields.
- b. Marine recreation.
- c. Commercial swimming pools.
- d. Education facilities allowed in MP zones outside of MP Overlay but limited to technical, trade, and other specialty schools only.
- e. Animal kennels.
- f. Real estate services limited to mini-warehouse/self-storage only.
- g. Professional services limited to research and development services and other uses that support another permitted use within the MP zone only.
- h. Administrative services limited to corporate headquarters and regional offices associated with manufacturing and wholesale trade uses within an MP zone.

i. Athletic club or fitness center.

j. Repair and rental of goods.

**8** Includes noncommercial indoor recreation uses, such as community clubhouses, indoor swimming pools, and other similar facilities.

**9** Permitted only abutting Lake Sammamish. Excludes medical airlift.

**10** Limited to mixed-use developments. Not permitted as a stand-alone use.

**11** All commercial livestock, dairy and fowl enterprises limited to lots 35,000 square feet in size or larger, and must meet Seattle-King County Health Department regulations and the regulations of Redmond's Municipal Code. Personal, noncommercial livestock, dairy, and fowl activities are considered an accessory use and are allowed; provided, that all Health Department and Municipal Code requirements are met.

**12** Limited to lots 35,000 square feet or larger.

**13** Day care uses are only permitted in a building or building complex used for other uses, such as a school, church, meeting hall, or some other building used for more than one purpose.

**14** Shall not be located on a parcel that abuts a Neighborhood Residential or Neighborhood Multifamily zone.

**15** Only allowed in the MP Overlay (see note 7D for educational facilities).

**16** Limited to MP Overlay only: pet and animal sales or services (except veterinary), ambulatory and outpatient health care services, health and personal care, and finance and insurance.

**17** Shall be located in multi-tenant buildings or a single building in a multibuilding, multi-tenant complex.

**18** Fifty-person seating capacity, except when associated with manufacture of food or kindred products. In that case, maximum is 100-person seating capacity, so long as the seating area does not occupy more than 25 percent of combined gross floor area. The seating limit does not apply when the use is secondary to a winery or brewery, but the 25 percent limit continues to apply.

**19** Hours of operation limited to:

a. 6:00 a.m. - 12:00 p.m. in the MMM and MP zoning districts.

b. 6:00 a.m. - 10:00 p.m. in the BP and I zoning districts.

**20** Not permitted north of NE 90th Street and west of Willows Road.

**21** Finance and insurance, convenience use, and personal services uses:

a. Permitted in Willows/Rose Hill Neighborhood north of NE 95th Street only.

b. Must be closed a minimum of four hours in any 24-hour period.

c. Minimum size per tenant is 1,000 square feet gfa.

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- d. Maximum size per tenant is 20,000 square feet gfa.
- e. Shall be secondary use in multi-tenant building; shall not be located in separate building containing only convenience uses.

**22** Maximum size is 30,000 square feet gfa in Willows/Rose Hill Neighborhood north of NE 95th Street.

**23** For automobile sales, service, or repair:

- a. May occupy up to 25 percent of the combined gross floor area.
- b. Vehicle display area shall be outside of required parking and landscape areas.
- c. Vehicles shall be stored on paved surfaces.
- d. Advertising signs are not permitted on the outside of vehicles. Signs providing information about the vehicle, such as year, make, model, etc., may be displayed on the outside of or in the windows of vehicles.
- e. Vehicle repair shall be conducted indoors.

**24** Outdoor loudspeaker systems are prohibited.

**25** Razor wire, chain link, and barbed wire fences prohibited on street or access frontage.

**26** Limited to government and administration uses only.

Section 4. Amendments to Redmond Zoning Code (RZC)

Chapter 21.04 Land Uses and General Provisions. The provisions of RZC 21.04 are hereby amended to include the new provisions of RZC 21.04.2075 as follows:

**21.04.2075 COMMERCIAL DRONE LAND USES.**

A. PURPOSE. THE PURPOSE OF THIS SECTION IS TO ESTABLISH REGULATIONS FOR LAND USES RELATED TO COMMERCIAL DRONES TO PROVIDE FOR THE ORDERLY USE OF COMMERCIAL DRONES AND TO PROTECT THE HEALTH, SAFETY, AND GENERAL WELFARE OF THE COMMUNITY. THIS SECTION IS NOT INTENDED TO PREEMPT FAA RULES, BUT RATHER TO OPERATE IN CONJUNCTION WITH THOSE RULES TO PROMOTE PUBLIC SAFETY.

B. APPLICABILITY. THIS SECTION APPLIES TO COMMERCIAL DRONE PORTS AND ALL OTHER COMMERCIAL DRONE LAND USES. THIS SECTION DOES NOT REGULATE PERSONAL DRONE USE OR DRONE USE BY GOVERNMENT AGENCIES, INCLUDING THAT RELATED TO PUBLIC SAFETY AND SEARCH & RESCUE.

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C. COMMERCIAL DRONE LAND USES ARE PROHIBITED EXCEPT FOR DRONE PORTS AS DESCRIBED IN SUBSECTION (D), BELOW.

D. REQUIREMENTS FOR COMMERCIAL DRONE PORTS. THE FOLLOWING STANDARDS SHALL APPLY TO COMMERCIAL DRONE PORTS.

1. TAKEOFF AND LANDING PADS LOCATION.

A. THE EDGE OF THE TAKEOFF AND LANDING PADS MUST BE SET BACK AT LEAST 50 FEET FROM ALL PROPERTY LINES.

B. TAKEOFF AND LANDING PADS MUST BE SEPARATED AT LEAST 500 FEET FROM THE EDGE OF ANY DAY CARE FACILITY, SCHOOL, LIBRARY, RESIDENCE, PLAYGROUND, PARK, FIRE DEPARTMENT, POLICE DEPARTMENT, OR MUNICIPAL CAMPUS WHETHER IN REDMOND OR OUTSIDE CITY LIMITS.

C. TAKEOFF AND LANDING PADS ARE PROHIBITED IN THE SHORELINE JURISDICTION.

D. TAKEOFF AND LANDING PADS MAY BE LOCATED EITHER AT GROUND LEVEL OR ON ROOFTOPS. GROUND-LEVEL PADS MUST BE SECURED WITH FENCING, WALLS, OR OTHER TECHNIQUES TO LIMIT ACCESS TO AUTHORIZED OPERATORS.

2. SCALE. THE NUMBER OF TAKEOFF AND LANDING PADS IS NO LESS THAN TWO (2) AND NO MORE THAN SIX (6).

3. HOURS OF OPERATION. DRONE TAKEOFFS AND LANDINGS ARE PERMITTED 7 A.M. - 9 P.M. ON WEEKDAYS AND 9 A.M. - 9 P.M. ON WEEKENDS AND LEGAL HOLIDAYS.

4. APPLICABLE LAWS AND REGULATIONS. COMMERCIAL DRONE OPERATORS SHALL MEET ALL REQUIRED FEDERAL, STATE, AND CITY AUTHORIZATIONS BEFORE TAKEOFF AND LANDING DRONES IN THE CITY.

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Section 5. Amendments to Redmond Zoning Code (RZC)

Chapter 21.78 Definitions. The provisions of RZC 21.78.130 are amended to read as follows:

DRONE. HAS THE SAME MEANING AS "UNMANNED AIRCRAFT" IN PUBLIC LAW 112-95 SECTION 331(8): AN AIRCRAFT THAT IS OPERATED WITHOUT THE POSSIBILITY OF DIRECT HUMAN INTERVENTION FROM WITHIN OR ON THE AIRCRAFT.

DRONE PORT. A FIXED OR MOBILE FACILITY FOR LAUNCHING AND LANDING DRONES. IT INCLUDES LAUNCH PADS AND MAY ALSO INCLUDE DRONE STORAGE, BATTERY CHARGING AND STORAGE, AND FLIGHT MONITORING AND OPERATIONS.

Section 6. Interim Nature of Regulations - Time Limit.

Pursuant to RCW 36.70A.390 and RCW 35A.63.220, the amendments made by Sections 3 -5 of this ordinance are Interim Official Controls. The amendments shall be in effect for a period of one year from the date this ordinance becomes effective and shall thereafter expire, unless the same are extended as provided by law or unless more permanent regulations are adopted.

Section 7. Work Plan Adopted. The work program to

develop more permanent regulations for these uses is set forth below:

MONTH 1 - MONTH 4

- Stakeholder engagement
- Planning Commission briefings

- Drafting of proposed regulations

MONTH 5 - MONTH 8

- Technical Committee makes recommendation to Planning Commission
- SEPA threshold determination made
- Public hearing notices published
- 60-day notice sent to Department of Commerce
- Planning Commission conducts public hearing and holds study sessions.
- Planning Commission recommendation to City Council.

MONTH 9 - MONTH 12

- City Council reviews Planning Commission recommendation in committee meetings, business meetings, or study sessions as needed.
- City Council takes final action

Section 8.      Public Hearing.    The Redmond City Council will hold a public hearing on the Interim Official Control adopted by this ordinance on June 2, 2026 at 7:00 p.m. or as soon thereafter as the matter may be heard, in the City Council chambers at Redmond City Hall, 15670 NE 85<sup>th</sup> Street, Redmond, Washington. Notice of the public hearing shall be published in the City's official

newspaper in the manner prescribed for Type VI hearings under the Redmond Zoning Code.

Section 9. Transmittal to Department of Commerce.

Pursuant to RCW 36.70A.106, a copy of this ordinance shall be transmitted to the Washington State Department of Commerce.

Section 10. Final Ordinance. City staff is hereby

directed to complete preparation of the Interim Official Control, including correction of any typographical or scrivener's error.

Section 11. Severability. If any section, sentence,

clause, or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity of any other section, sentence, clause, or phrase of this ordinance.

Section 12. Declaration of Emergency - Immediate Effective

Date. For the reasons set forth in this ordinance, the Redmond City Council finds and declares that a public emergency exists that makes this ordinance necessary for the immediate protection of public safety, public property, and public peace pursuant to RCW 35A.13.190, while the City undertakes the public processes of amending its relevant codes and regulations regarding commercial

drone land use. This ordinance, having been declared an emergency and having received the affirmative votes of at least a majority plus one of the whole membership of the Redmond City Council, is not subject to referendum and shall become effective immediately upon adoption. The City Clerk shall publish this ordinance or a summary thereof in the ordinary course of business.

ADOPTED by the Redmond City Council this 21 day of April, 2026.

CITY OF REDMOND

\_\_\_\_\_  
ANGELA BIRNEY, MAYOR

ATTEST:

\_\_\_\_\_  
CHERYL XANTHOS, MMC, CITY CLERK

(SEAL)

APPROVED AS TO FORM:

\_\_\_\_\_  
REBECCA MUELLER, CITY ATTORNEY

FILED WITH THE CITY CLERK:  
PASSED BY THE CITY COUNCIL:  
SIGNED BY THE MAYOR:  
PUBLISHED:  
EFFECTIVE DATE:  
ORDINANCE NO.

# Commercial drone delivery in Redmond, WA – requirements, challenges, and municipal responses

## Terminology and Definitions

- **UAS (Unmanned Aircraft System):** The complete system, including the unmanned aircraft, control station, command and control links, and any other components.
- **sUAS (small Unmanned Aircraft System):** A UAS weighing less than 55 pounds (25 kg), including payload.
- **Drone:** Common term for unmanned aircraft; used interchangeably with sUAS in this document for readability.

## Executive summary

Redmond, Washington, is at the forefront of small-unmanned aircraft (sUAS) adoption. The city's police department began using drones in 2019 and rolled out a **Drone-as-First-Responder (DFR) program in April 2024, which dispatches a remotely piloted aircraft in response** to 911 calls. The program has improved response times—pilots can launch a drone and arrive on scene in about **90 seconds—and has been recognized by the Washington State Law Enforcement Drone Association**. In November 2024, the Federal Aviation Administration (FAA) granted the Redmond Police Department a **beyond-visual-line-of-sight (BVLOS) waiver** that allows DFR drones to fly without a visual observer. The waiver reduces staffing needs by half and allows operations within an operational area encompassing approximately 30 square miles, with flights maintaining altitudes below **250 feet AGL** and avoiding military bases and other restricted areas.

This success positions Redmond as a national leader in public safety drones but also highlights the lack of legal and technical frameworks for **commercial drone delivery**. Numerous companies (e.g., Pagliacci Pizza) are evaluating Redmond for aerial deliveries, so the city must proactively update its regulations, designate air corridors, implement traffic-management systems, and build infrastructure to accommodate package-delivery drones while protecting privacy, safety, and quality of life.

## Key requirements and challenges

Topic	Summary and challenges
<b>Federal &amp; state regulatory framework</b>	Commercial drone operations must comply with <b>FAA Part 107 rules</b> (remote pilot certification, operating limitations). Current package delivery operations primarily use <b>Part 107 with appropriate waivers (such as BVLOS waivers)</b> . <b>Part 135 air carrier certification</b> for package delivery is an emerging pathway, but not yet the primary method. Operators must register drones and broadcast a <b>Remote ID</b> message that identifies the aircraft, including location, altitude, velocity, time mark, and emergency status (per 14 CFR Part 89, mandatory since September 2023), and obtain <b>airspace authorization</b> through the Low-Altitude Authorization and Notification Capability ( <b>LAANC</b> ).

Topic	Summary and challenges
	<p>LAANC provides near-real-time approval for operations in controlled airspace up to 400 ft, temporary flight restriction information, and only grants airspace access—it does not authorize take-offs or landings on city property. Washington's Aviation Division requires all commercially operated drones to register with the state (effective April 1, 2022), and state park rules prohibit drone flights without written permission.</p> <p>Regarding the <b>Part 135 package-delivery pathway</b>, operators pursuing this certification must establish a safety management system, conduct community outreach, implement noise and environmental mitigation measures, and comply with local land-use regulations. Obtaining BVLOS waivers remains difficult; the RPD's waiver demonstrates capability but is limited to public safety operations.</p>
<p><b>Existing municipal codes</b></p>	<p><b>Redmond Municipal Code (RMC) 9.31.250</b> prohibits the operation of motorized model aircraft (including drones) in any city park unless a permit is obtained; the prohibition does not apply to law enforcement drones. <b>RMC 9.31.380</b> prohibits any aircraft (including helicopters) from landing or taking off in city parks except for emergency medical flights. These sections, intended for recreational model aircraft, do not address routine commercial delivery or the potential need for droneports. The zoning code currently lacks classification for drone delivery hubs, leaving it unclear where distribution or charging stations could be sited.</p>
<p><b>Public-safety operations priority</b></p>	<p>Redmond's DFR program will continue to require priority access to low-altitude airspace. The BVLOS waiver allows the DFR drones to operate without visual observers and within an operational area encompassing approximately 30 square miles, with a ceiling of 250 feet AGL. Commercial corridors must be designed to avoid conflict with DFR flight paths, and municipal regulations should require commercial operators to coordinate through the city's traffic-management system and <b>yield right-of-way</b> to emergency flights.</p>
<p><b>UTM/traffic management systems</b></p>	<p>The FAA's <b>Unmanned Aircraft System Traffic Management (UTM)</b> concept envisions a cooperative ecosystem of drone operators, service suppliers, and the FAA exchanging flight plans and real-time status via APIs. The <b>Near-Term Approval Process</b> requires UTM service suppliers to provide concepts of operations, safety risk assessments, and formal agreements with the FAA. Operational evaluations are exploring strategic deconfliction and BVLOS package delivery. Cities such as Dallas/Fort Worth have adopted AI-driven UTM systems that utilize sensors and remote ID data to provide municipalities with situational awareness of drone traffic. Redmond will need to implement or contract a UTM service to monitor local airspace, integrate DFR operations, and provide flight authorizations and conflict management for commercial operators.</p>
<p><b>Infrastructure needs</b></p>	<p>Commercial delivery requires designated <b>take-off/landing zones (drone ports)</b>, charging docks, and staging areas. Current industry practice favors rooftop</p>

Topic	Summary and challenges
	<p>landing zones, elevated platforms on parking structures, or other raised infrastructure that minimizes ground-level safety concerns and provides clear approach/departure paths. Texas cities, such as Plano, have amended zoning ordinances to permit drone staging areas in commercial and industrial areas, including rooftop installations, limit the size of staging areas to a portion of the property, and impose noise/setback requirements.</p> <p>Redmond will need to identify sites—preferably in industrial or commercial zones—where distribution hubs and landing pads can be built with minimal noise impact and safe separation from residences. Sensor networks (radio-frequency receivers or passive radar), like those used in North Texas, can provide real-time tracking and enforcement.</p>
<p><b>No-fly zones and sensitive areas</b></p>	<p>Federal law prohibits drone flights at or below 3,000 feet above the stadium surface within a three nautical mile radius of stadiums with seating for <b>30,000</b> or more from one hour before to one hour after events. The FAA has also restricted drone use over federal prisons and critical infrastructure. Redmond should designate local <b>no-fly zones around schools, hospitals, fire stations, police headquarters, water treatment facilities, high-voltage substations, and major parks, except for</b> designated RC fields. Marymoor Park features a model aircraft field, administered by the local radio-control club, where drones can be flown under the club's and AMA's rules. Parks and residential areas should be protected from overflight unless necessary for emergency response.</p>
<p><b>Preferred air corridors</b></p>	<p>To minimize risk, noise, and privacy intrusion, flight corridors should be aligned over major transportation corridors (e.g., SR 520, NE 85th St/Redmond Way, Avondale Road, and the Sammamish River Trail), industrial areas (SE Redmond, Willows Road), and existing commercial zones. Corridors should keep drones over rights-of-way and water bodies, rather than homes, operate at altitudes appropriate to the mission, typically between 100 and 400 ft AGL for delivery operations (lower altitudes minimize noise impact, while higher altitudes provide clearance from obstacles and manned aircraft), and avoid areas with heavy general aviation traffic. Corridor development must be coordinated with the FAA, WSDOT Aviation, nearby airports (Renton Municipal, Boeing Field, SeaTac), and the RPD.</p>
<p><b>Community engagement and privacy</b></p>	<p>FAA guidance for package delivery stresses that operators must <b>inform the community</b>, address noise and environmental impacts, and comply with local land-use regulations. Redmond should require operators to disclose flight schedules, noise profiles, privacy policies, and data-handling practices. The RPD notes that DFR drones aim their cameras at the horizon, not at people/buildings, to protect privacy. Commercial deliveries must adopt similar privacy protections and limit data retention.</p>

## Municipal codes needing modification or creation

### 1. Update Park rules (RMC 9.31.250 – operation of remote-controlled models)

*Current issue:* The code prohibits any "motorized model aircraft (including drones)" in city parks unless a permit is obtained. This document is intended for recreational model airplanes and does not address commercial deliveries.

*Proposed modification:*

- Amend the section to differentiate between **recreational, public-safety, and commercial** drone operations. Continue prohibiting recreational drone flights in parks except in designated RC fields, but allow **city-approved commercial delivery flights** to transit over parks and use **designated drone ports** when authorized by the city's aviation office and coordinated through UTM.
- Require commercial operators to obtain a **city permit** specifying routes, operational times, and safety measures. Permit approval should be contingent upon proof of FAA Part 107 or Part 135 certification (if delivering packages), remote-ID compliance, and enrollment in the city's UTM system.

### 2. Update park aircraft rules (RMC 9.31.380 – aircraft prohibited from landing in parks)

*Current issue:* The code prohibits all aircraft (including helicopters) from landing or taking off in city parks except for emergency medical services. This does not account for authorized drone operations.

*Proposed modification:*

- Amend to allow **law enforcement and emergency response drones** to launch and land in parks as needed for public safety.
- Permit commercial drones to use **designated city-approved landing zones** in parks for package delivery, provided the operator has obtained the necessary city permits and FAA authorizations. Maintain prohibition on manned aircraft except for emergencies.

### 3. Create new zoning provisions for drone delivery infrastructure

*Current issue:* Redmond's zoning code does not currently address drone ports, charging stations, or distribution hubs. Without clear zoning guidance, it is unclear where such facilities can be located and what standards apply.

*Proposed approach:*

- Define **drone port** as a facility with take-off/landing pads, charging or battery-swapping infrastructure, and short-term drone storage. Specify that drone ports may be rooftop installations, elevated platforms, or ground-level facilities.
- Permit drone ports as **accessory uses** in **commercial, industrial, and mixed-use zones**, subject to a conditional use permit. Set size limits (e.g., no more than 10% of parcel area or 1,000 sq ft for ground-level installations).

- Establish **setback requirements** (e.g., minimum 300 feet from residential zones, schools, and hospitals) and noise mitigation standards. Require neighborhood notification and public meetings before approval.
- Limit operating hours (e.g., 7:00 AM to 9:00 PM) unless special approval is granted for 24-hour operations in industrial zones.

#### 4. Establish a municipal UAS registry and traffic-management system

*Proposed approach:*

- Create a **city-administered UAS registry** requiring all commercial operators to register with the city's aviation office and provide proof of FAA certification, insurance, and remote ID compliance.
- Contract with or develop a **UTM service provider** to manage flight plans, coordinate with DFR operations, monitor remote ID broadcasts, and enforce no-fly zones.
- Integrate the UTM system with the Redmond Police Department's DFR dispatch system to ensure **priority access for emergency flights**. The system should automatically notify commercial operators of active DFR flights and restrict commercial operations in affected corridors.

#### 5. Designate official air corridors and no-fly zones

*Proposed approach:*

- Adopt a **city resolution or ordinance** mapping primary and secondary air corridors over major roads, rail lines, water bodies, and industrial areas. Prioritize routes that minimize residential overflight.
- Designate **permanent no-fly zones** around critical infrastructure (schools, hospitals, police/fire stations, water treatment plants, electrical substations) with a minimum buffer of 500 feet unless expressly authorized for emergency operations.
- Grant the Parks and Recreation Department authority to designate **temporary no-fly zones** during special events (concerts, festivals, sports events at parks).

#### 6. Privacy, data retention, and community notification requirements

*Proposed approach:*

- Require operators to make **reasonable efforts to avoid capturing imagery** of private property not related to the delivery mission. Sensor data collected during operations shall be used only for navigation and shall be purged within 90 days, unless required by law.
- Operators must post a **public privacy policy** and notify customers of any data collected during delivery.
- Require operators to conduct **community outreach** before launching service, including public meetings to explain operations, noise mitigation, and privacy protections.

## 7. Enforcement and penalties

*Proposed approach:*

- Establish violations as **civil infractions** with fines up to \$1,000 per violation. Each unauthorized flight constitutes a separate violation.
- Authorize the city to **suspend or revoke permits** for repeated or willful violations and to refer enforcement matters to the FAA.
- Grant the city authority to **order the immediate grounding** of any UAS that poses a threat to public safety or violates a no-fly zone.

## Draft municipal code language

*Below is suggested text for a new chapter of the Redmond Municipal Code addressing commercial drone delivery operations:*

### Chapter 9.40 – Commercial Unmanned Aircraft Systems

#### 9.40.010 Definitions.

A. **Unmanned Aircraft System (UAS)** means an unmanned aircraft and the equipment necessary for the safe and efficient operation of that aircraft, including communication links and components that control the aircraft.

B. **Commercial UAS operation** means the use of a UAS for compensation or hire, including but not limited to package delivery, aerial surveying, photography, or inspection services.

C. **Drone port** means a facility with designated take-off and landing zones, charging or battery-swapping infrastructure, and short-term aircraft storage for commercial UAS operations. Drone ports may include rooftop installations, elevated platforms, or ground-level facilities.

D. **UTM (UAS Traffic Management)** means the City's unmanned aircraft traffic management system or service provider responsible for coordinating flight plans, monitoring operations, and managing airspace access.

#### 9.40.020 Commercial UAS permit required.

A. No person or entity shall conduct commercial UAS operations within the City without first obtaining a commercial UAS permit from the City's designated aviation office.

B. Permit applications shall include proof of FAA Part 107 or Part 135 certification, insurance (minimum \$1 million liability), remote ID compliance, registration with the State of Washington, and enrollment in the City's UTM system.

C. Permits shall specify authorized flight corridors, operational times, and safety protocols. Permits are valid for one year and may be renewed upon demonstration of continued compliance.

#### **9.40.030 DFR priority.**

- A. The Redmond Police Department's Drone-as-First-Responder (DFR) program shall have priority access to all airspace within City boundaries for emergency response operations.
- B. Upon notification of an active DFR flight, all commercial UAS operators in the affected area must immediately yield airspace and land at the nearest safe location or divert to an alternate corridor as directed by the UTM system.
- C. Failure to yield to DFR operations constitutes a public safety hazard and may result in immediate permit suspension.

#### **9.40.040 Flight plans and UTM coordination.**

- A. All commercial UAS operations shall submit flight plans to the City's UTM service prior to each flight. Flight plans must include route, altitude, estimated duration, and aircraft identification.
- B. The UTM service shall approve, modify, or deny flight plans based on corridor availability, conflicts with DFR operations, weather conditions, and temporary flight restrictions.
- C. Operators must broadcast remote ID in accordance with 14 CFR Part 89 and maintain real-time communication with the UTM service throughout each flight.

#### **9.40.050 Drone port requirements.**

- A. A drone port is permitted only in zones designated by the Zoning Code and requires a conditional use permit. For ground-level installations, the drone staging area, including launch and landing pads and safety buffer, shall not exceed ten (10) percent of the parcel area or one thousand (1,000) square feet, whichever is less. Rooftop installations are not subject to this limitation but must comply with building and fire codes.
- B. Drone ports shall be set back a minimum of three hundred (300) feet from any residential dwelling or school and shall incorporate noise-abatement measures. Operating hours are limited to 7:00 AM to 9:00 PM unless otherwise approved.
- C. Applicants shall conduct neighborhood notification and public meetings prior to permit approval. The City may require a noise study, wildlife impact assessment, and emergency response plan.

#### **9.40.060 No-fly zones.**

- A. UAS shall not launch, land, or operate below two hundred (200) feet AGL within five hundred (500) feet of schools, hospitals, fire stations, police facilities, water-treatment plants, electrical substations, or other critical infrastructure designated by the City.
- B. UAS are prohibited from flying at or below three thousand (3,000) feet above the stadium surface within a three (3) nautical mile radius of any stadium or outdoor venue with a seating capacity of thirty thousand (30,000) or more during events, consistent with FAA security restrictions.
- C. The Parks and Recreation Department may designate additional no-fly areas or temporary restrictions during special events or emergencies.

#### **9.40.070 Airspace corridors and UTM.**

- A. The City Council shall, by resolution, adopt maps identifying primary and secondary corridors for commercial UAS operations. Corridors may follow highways, arterial roads, rail lines, or waterways and shall minimize overflight of residential areas.

B. All commercial UAS flight plans must be submitted to the City's UTM service, which will approve, adjust, or deny the plan based on corridor availability, conflict with public-safety flights, and environmental considerations.

C. The City's UTM service shall provide real-time notifications to operators regarding temporary flight restrictions, weather advisories, no-fly zones, and emergency priority reservations.

#### **9.40.080 Privacy and data protection.**

A. Operators shall make reasonable efforts to avoid capturing imagery of private property not related to the delivery mission. Video or sensor data collected during operations shall be used only for navigation and shall be purged within ninety (90) days unless required by law.

B. Operators shall post a privacy policy and notify customers of any data collected during delivery.

#### **9.40.090 Enforcement.**

A. Violations of this chapter are civil infractions subject to fines not exceeding \$1,000 per violation. Each flight constitutes a separate violation.

B. Continued or willful violations may result in suspension or revocation of permits and referral to the FAA for enforcement.

C. The City may order the immediate grounding of any UAS that poses a threat to public safety or violates a no-fly zone.

## **Conclusion**

Redmond's adoption of commercial drone delivery hinges on harmonizing federal regulations with local ordinances, investing in infrastructure, and ensuring the safeguarding of public safety and privacy. This document emphasizes that the city must update the Redmond Municipal Code to permit drones in parks under controlled conditions and to allow aircraft takeoffs and landings at approved droneports. It also notes that the Redmond Police Department's Drone as First Responder (DFR) program—which recently secured a waiver to operate beyond visual line of sight—must retain priority access to the airspace and require clear protocols for integration with commercial operators.

The document recommends establishing a local Unmanned Aircraft Systems Traffic Management (UTM) platform to manage flight plans and remote ID data, supported by LAANC for controlled airspace authorizations and by community-engaging droneports with geo-fenced takeoff/landing pads. Infrastructure proposals include networked sensors, remote-ID receivers, emergency landing sites, and signage to designate no-fly zones around schools, hospitals, stadiums, and critical infrastructure. Preferred commercial air corridors should follow existing transportation routes (e.g., SR 520) to minimize noise and avoid residential areas, while dedicated altitudes separate delivery drones from public-safety operations.

The draft municipal code language defines drones, establishes permitting requirements for operators and droneports, establishes enforcement and privacy provisions, and enshrines DFR as a priority. With these frameworks in place, Redmond can position itself as a national model for safe, efficient, and community-responsive commercial drone delivery.

# **Commercial Drone Land Uses - *Interim Official Control***

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April 21, 2026



**Redmond**  
WASHINGTON



- **Issue:**

- City starting to see proposals for small- and large-scale commercial drone operations.

- **Recommendation:**

- Adopt **interim official control (IOC)** only allowing drone ports in Manufacturing Park and Industry Zones. Prohibit drone ports and smaller-scale commercial drone land uses in all other zones while final regulations are developed.

- **Rationale:**

- Prevents drone port operators from vesting to current regulations that do not clearly address drone ports.
- Allows drone ports to locate in Redmond on a limited basis.
- Prevents proliferation of drone ports until permanent regulations can be developed and implemented that consider community feedback and alignment with City goals.

*Commercial drone operations will happen in Redmond no matter what land use action Redmond takes because local regulation of airspace is severely restricted by federal law. Enacting land use regulations will limit, but not eliminate, impacts.*



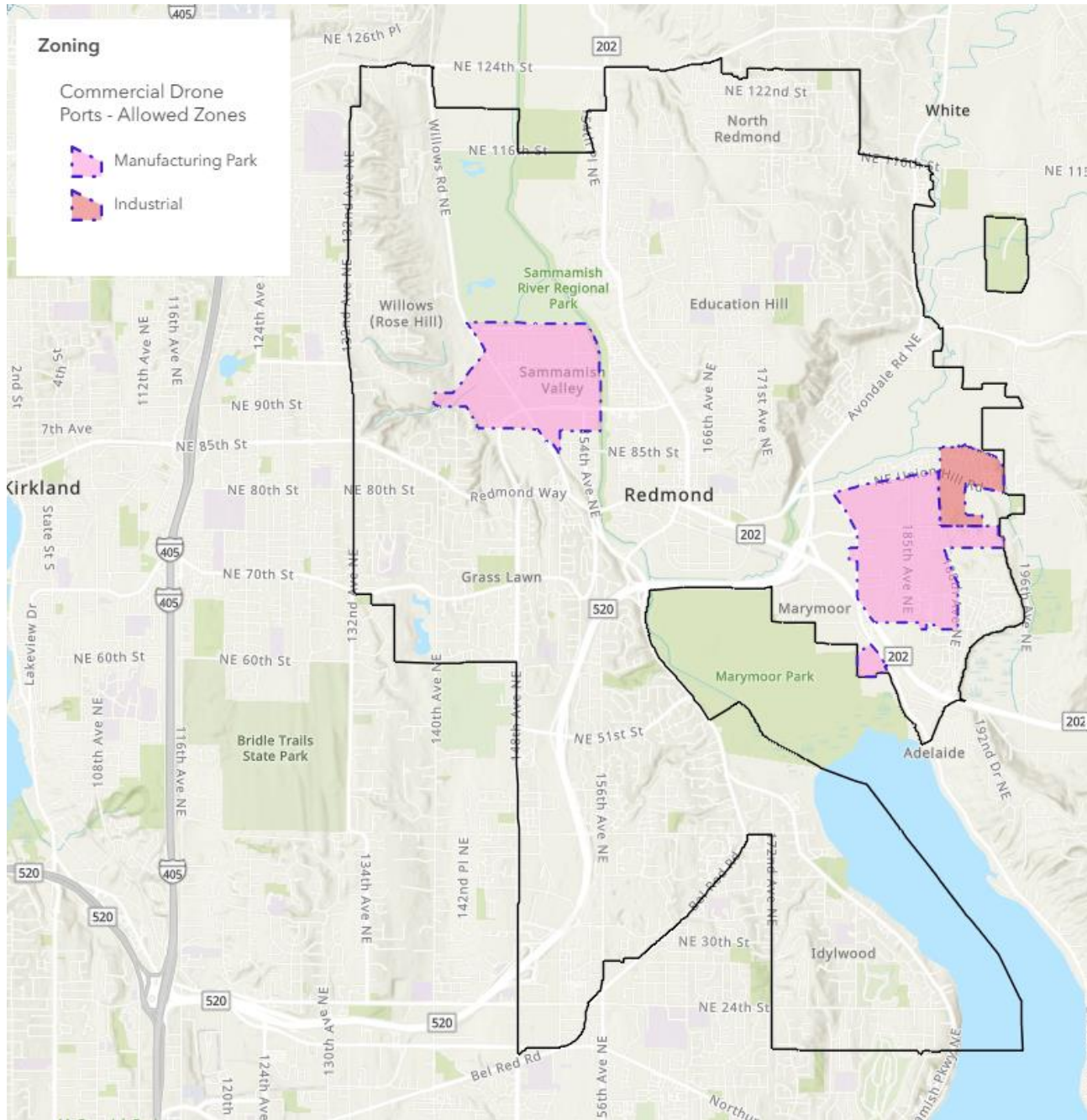
# Scope of IOC

## The IOC will cover:

- ✓ Use classification category (RZC 21.04.0200)
- ✓ New section RZC 21.04.XXXX:
  - Allowed zones
  - Excluded areas in allowed zones
  - Max launch pads
  - Launch pads - minimum setback from all property lines
  - Hours of operations
- ✓ Definitions (RZC 21.78)

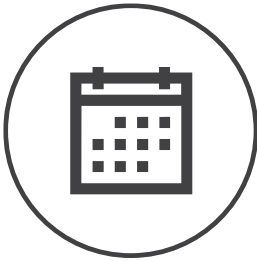
## IOC does not cover:

- × Airspace regulation or management
- × Additional business licensing requirements
- × Updated regulations for City parks and other public land

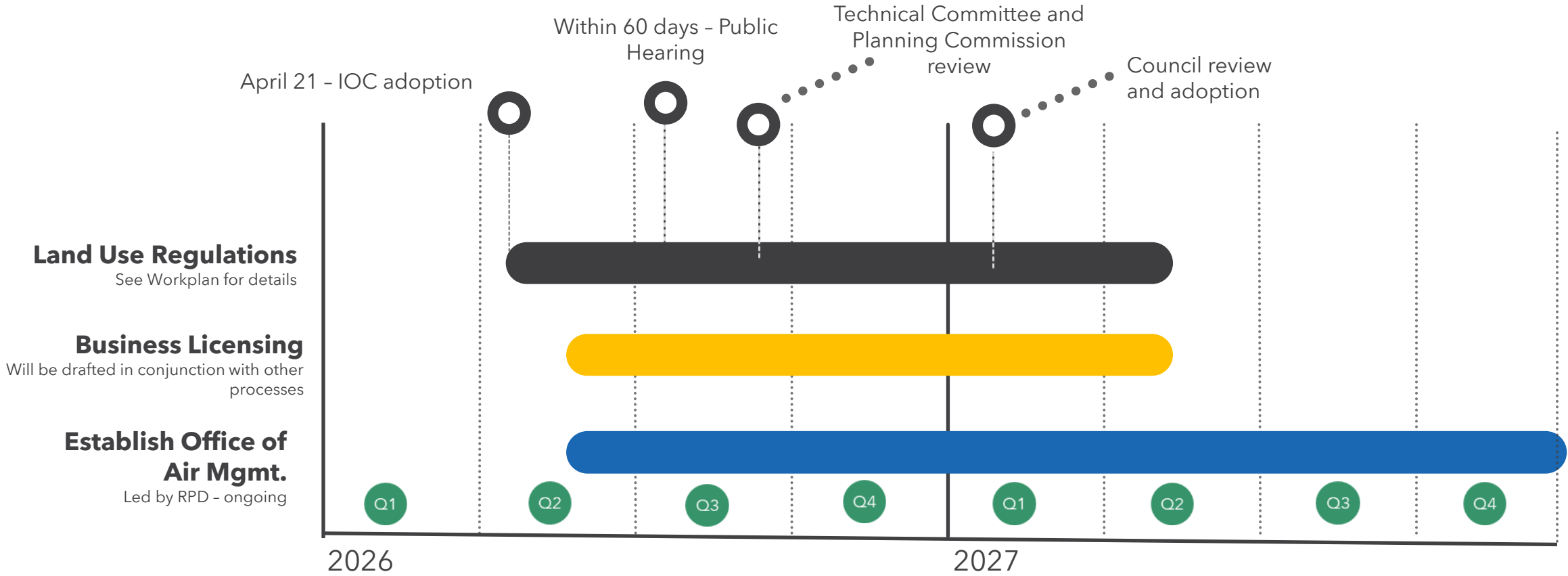


# Permitted Locations during IOC

- Only allowed in Manufacturing Park (MP) and Industrial (I) Zones
- Prohibited all other zones



# Timeline - 3 Tracks



# Workplan (Land Use Regulations)



## **MONTH 1 - MONTH 4**

- Stakeholder engagement
- Planning Commission briefings
- Drafting of proposed regulations

## **MONTH 5 - MONTH 8**

- Technical Committee makes recommendation to Planning Commission
- SEPA threshold determination made
- Public hearing notices published
- 60-day notice sent to Department of Commerce
- Planning Commission conducts public hearing and holds study sessions
- Planning Commission recommendation to City Council.

## **MONTH 9 - MONTH 12**

- City Council reviews Planning Commission recommendation in committee meetings, business meetings, or study sessions as needed.
- City Council takes final action

# Thank You

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Any Questions?

