

Findings and conclusions

Findings

1. MMC 21.20.040(B) states that the planning commission shall review and make recommendations on the following subjects:

“B. Amendments to the subdivision code, zoning code, and environmental code (MMC Titles [17](#) through 20).”

Transportation Impact Fees are codified in MMC Chapter 20.12. Planning Commission review is required.

2. WAC 197-11-800 14(i) and WAC 197-11-800 (19) categorically exempt from SEPA threshold determinations the following,

“(14) **Activities of agencies.** The following administrative, fiscal and personnel activities of agencies shall be exempt:

(i) Adoptions or approvals of utility, transportation and solid waste disposal rates.”

and

“(19) **Procedural actions.** The proposal, amendment or adoption of legislation, rules, regulations, resolutions or ordinances, or of any plan or program shall be exempt if they are:

(a) Relating solely to governmental procedures, and containing no substantive standards respecting use or modification of the environment.

(b) Text amendments resulting in no substantive changes respecting use or modification of the environment.

(c) Agency SEPA procedures.”

The proposal is SEPA exempt. It is specific to transportation impact fees and involves no substantive changes with respect to use or modification of the environment.

3. The 2015-2035 Comprehensive Plan identifies six economic development strategies including “Provide a Great Place to Start and Grow a Business”. Among the key steps to responding to this strategy identified in the 2015-2035 Comprehensive Plan include:

- Periodically evaluate fees to ensure Monroe is competitive with other cities in the region.
- Support local business through efficient regulation, licensing, and permitting procedures.
- Identify regulatory and financial incentives for starting or growing new business and industrial uses.

4. Pursuant to Chapter 82.02 RCW, the City of Monroe has adopted and codified at Chapter 20.12 MMC standards and procedures for imposing transportation impact fees on development activity within the City in order to fund transportation system improvements necessary to serve such development; and
5. The City Council desires to amend Chapter 20.12 MMC in order to clarify the applicability of the City's transportation impact fee to situations involving a change in land use.
6. Substantial changes in use may have an impact of the transportation infrastructure.
7. As this proposed amendment is intended to stimulate economic development it should sunset when no longer needed.

Conclusions

1. The proposed code amendment modifying the definition of development activity responds to this economic development strategy and is consistent with the 2015-2035 Comprehensive Plan.