

**Subtitle 40.6
DEVELOPMENT IMPACT FEES**

40.610 DEVELOPMENT IMPACT FEES – GENERAL PROVISIONS

40.610.040 Imposition of Impact Fee

- A. No building permit shall be issued for applicable development in a designated service area as defined in this chapter unless the impact fee is calculated and imposed pursuant to this chapter.
- B. ~~For single-family/duplex residential subdivisions and short subdivisions hereinafter approved, the per lot impact fee shall be calculated at the time of preliminary plat or short plat approval, recorded within the Developer Covenants to Clark County, and imposed on a per lot basis at the time of building permit application. For new multifamily and nonresidential development hereafter approved, the impact fee shall be calculated at the time of site plan approval unless deferred to building permit application because the nature of the development is then not sufficiently defined to permit such calculation, and the impact fee shall be imposed at the time of building permit application. Notwithstanding the foregoing, the fee shall be recalculated for building permit applications filed more than three (3) years following the date of the applicable preliminary plat, preliminary short plat or site plan approval. Impact fees shall be calculated at the time of building permit issuance.~~

40.620 CALCULATION OF DEVELOPMENT IMPACT FEES

40.620.010 Traffic Impact Fee Formula

The impact fee component for roads shall be calculated using the following formula:

$$TIF = F \times T \times A$$

A. ~~“TIF” means the traffic impact component of the total development impact fee.~~

B. ~~“F” means the traffic impact fee rate per trip in dollar amounts, for each service area. Such rate shall be established in the Traffic Impact Fee Technical Program Document for each service area by estimating the cost of anticipated growth-related roadway projects divided by the projected number of growth-related trips within that service area. Between major program updates, the calculated per trip fee will be adjusted annually to account for inflation using the Engineering News-Record Construction Cost Index for Seattle.~~

C. ~~“T” means the trips generated by a proposed development and calculated according to the Traffic Impact Fee Program Technical Document, incorporated herein by this reference. The calculation of “T” described by the Traffic Impact Fee Program Technical Document includes, for some retail commercial land uses, a “business enhancement factor (BEF)” adjustment, based on policy considerations. In the absence of a land use code precisely~~

fitting the development proposal, the Public Works director or designee shall select the most similar code and may make appropriate adjustments to the trip equation applicable thereto. In selecting the appropriate land use code and in making adjustments thereto, the director shall be guided by the most recent edition of the Trip Generation Manual, Institute of Transportation Engineers.

D. "A" means an adjustment for the portion of anticipated additional tax revenues resulting from a development which is proratable to system improvements contained in the capital facilities plan. Such adjustment for traffic impacts is determined to be fifteen percent (15%), so that "A" equals eighty-five percent (85%).

TIF =

*(Size of development by Unit of Measure/Unit of Measure) ×
(Daily Trips per Unit of Measure) × (Pass – by Factor) × (BEF) X (0.85) ×
(Fee per Daily Trip by District)*

- A. "Unit of Measure" means the associated trip generation rates and other factors by land use type that have been adopted in the Traffic Impact Fee Technical Document. These rates are based on the Institute of Transportation Engineers Trip Generation User's Guide.
- B. "Pass-by factor" means trips that are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. The pass-by factor can be obtained in the Institute of Transportation Engineer's Trip Generation Manual.
- C. "BEF" means Business Enhancement Factor; a multiplier of 0.70 used to reduce TIF payment for retail and service-related businesses only. Retail and service related businesses have shorter average trip lengths, reducing impacts on the existing transportation infrastructure.
- D. Adjustment of 0.85 is applied for the portion of anticipated additional tax revenues resulting from a development which is proratable to system improvements contained in the capital facilities plan.