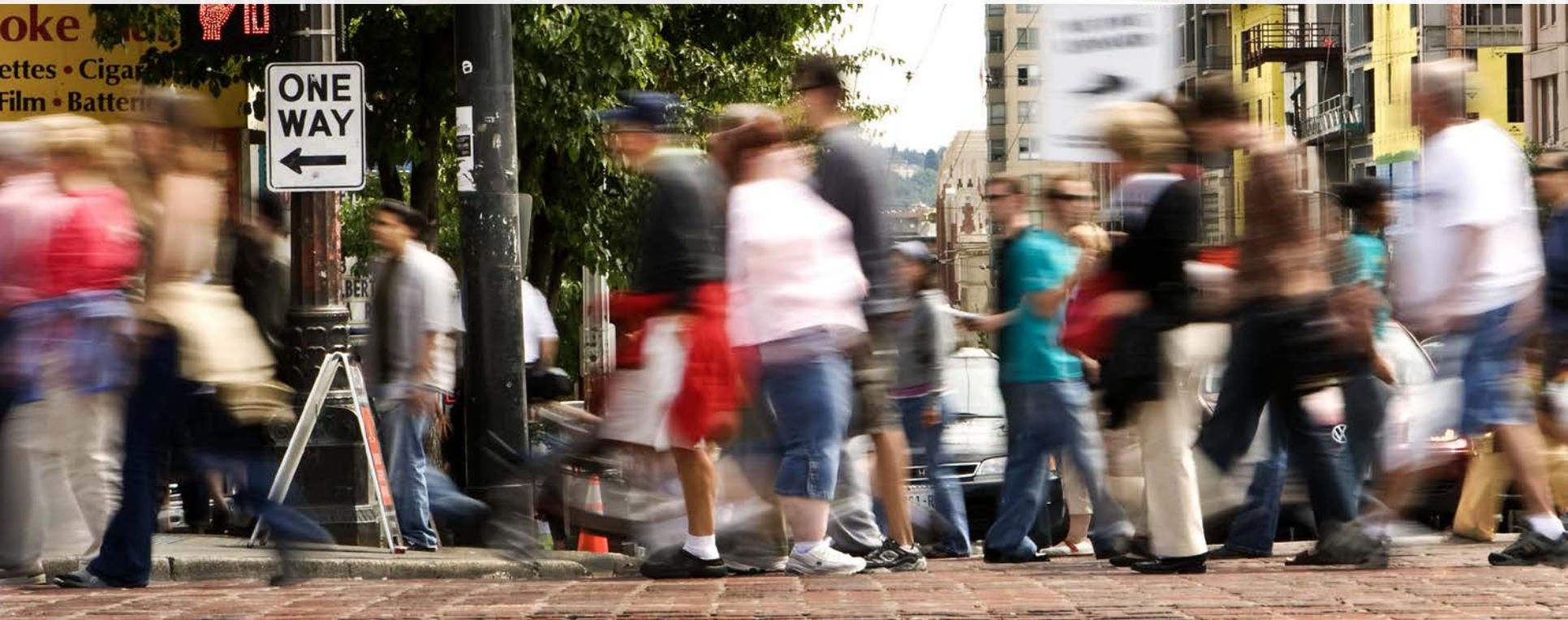


Street Use Permit Rates



Rate Model Workshop
February 2016

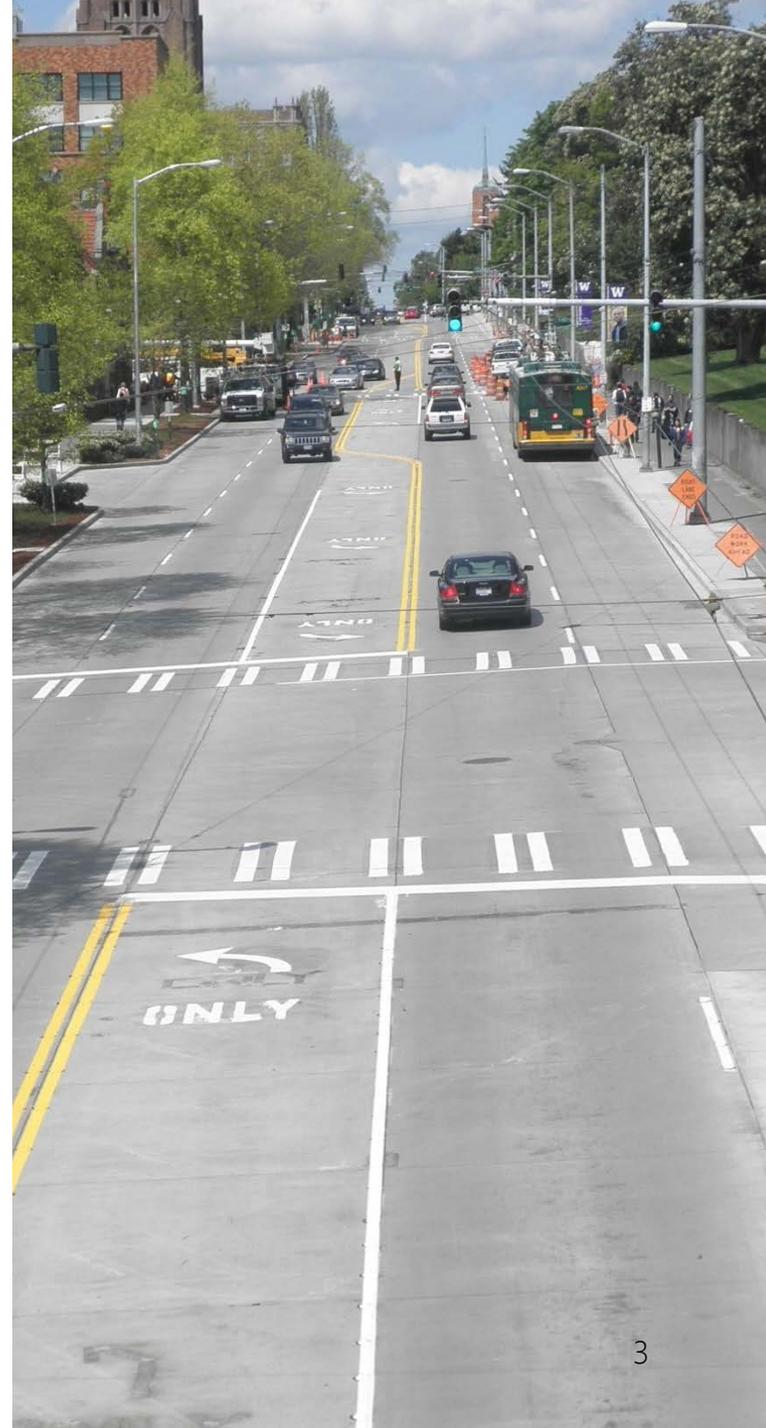
Overview

- Street Use Initiatives
- Background
- Permit Rate Revision
- Streamlining
- Benefits & Big Picture
- Next Steps

Raising the bar – Why?

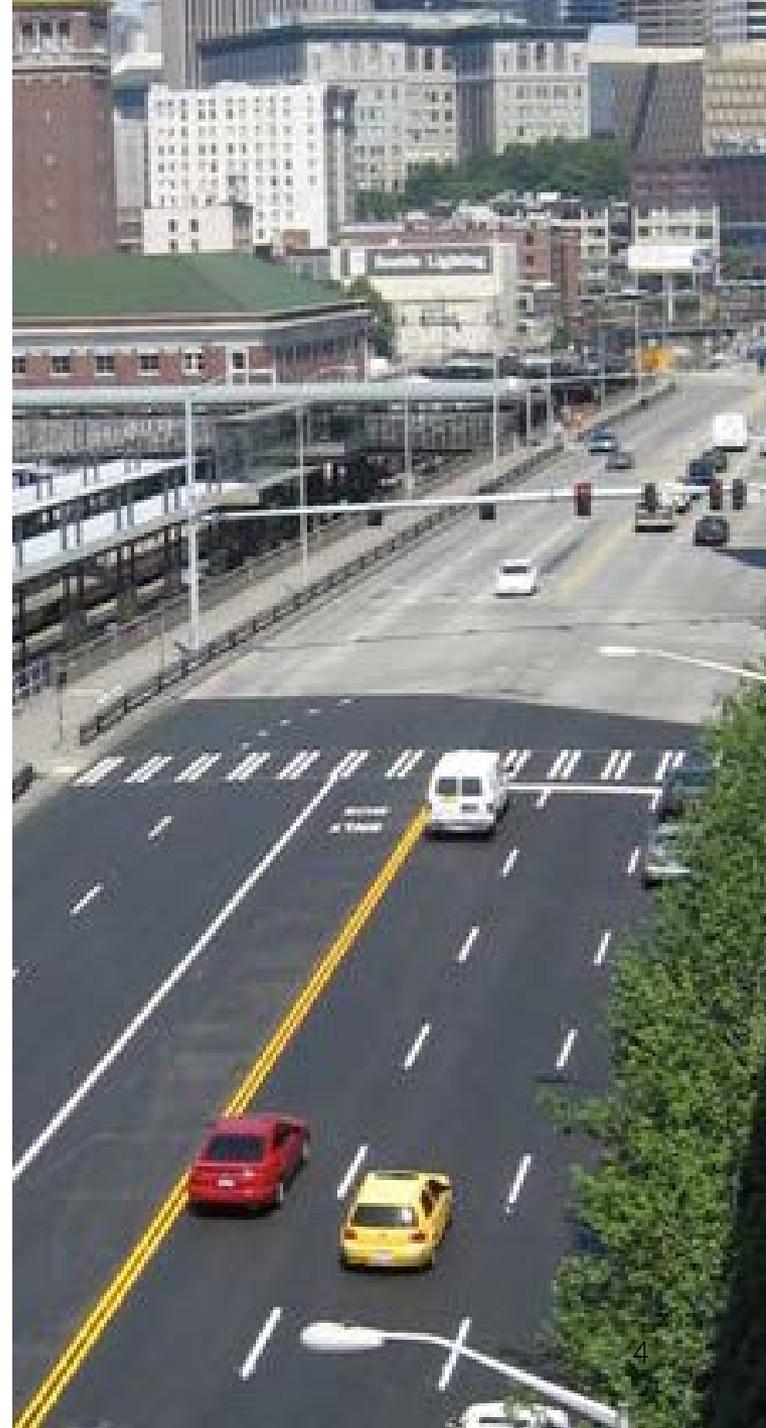
Unprecedented growth, development, and investment demand a higher standard.

- Protect public assets
- Maintain traveler access
- Streamline and modernize processes
- Improve service for the public



Raising the bar – How?

- Create development review process
- Create Project Coordination Office
- Update ROW Improvements Manual
- Update director's rule on access around construction sites
- Modernize Pavement Opening and Restoration Rule (PORR)
- Ensure transparent, predictable enforcement
- Reform incentives for use of ROW
- Implement new permit rate model



Background

Problem – Street Use services including reviews and inspections have not kept pace with development in Seattle. **The impact:**

- **Deferred policy, process, and system improvements:** including efficient integration of customer-based needs
- **Under-sourced staffing:** unable to expand inspection services; only just begun to increase review staffing levels
- **Inadequate cost recovery:** creates drain on other resources in order to maintain customer service, public access and protection of the City's assets.

Increased density, population and construction demand a more responsive permitting program.

Permit rate revision

Purpose: Revise legacy rate model to reflect current trends.

Issue addressed: Current rates do not appropriately recover costs and do not align with current policy.

Goals supported:

- Efficient, modernized processes
- Improved service for the public



Rate increase history

Year	<i>Permit Issuance Fee</i> (simple)	<i>Permit Issuance Fee</i> (complex)	Permit Modify Fee	Hourly Rate
2002	N/A	\$94	N/A	\$123
2005	N/A	\$135 + \$30	N/A	\$150
2011	N/A	\$146	N/A	\$172
2016	\$138	\$305	\$155	\$196

Typical Permit (Current)

- Construction: Use Codes 31, 44, 47, 50 =
\$584 in issuance + \$688 inspection
 - Spend large amounts of time adjusting needs
 - Automatically loads 8 inspections and dates not necessarily aligned
- Utilities: Use Code 51D =
\$146 issuance + \$172 inspection
 - Spend large amounts of time adjusting needs
 - Automatically loads 2 inspections but often need to change dates

Typical Permit (New)

- Permit Fee Now = \$305
 - Incentivizes planning and set-up for longer durations
- Modification Fee = \$155
- Frequency & Project-based inspections
 - Arterial, High Impact or Urban Villages (10 days)
 - Low Impact Areas (20 days)

Project-based approach

- Comprehensive project coaching, permit set-up
- Greater scheduling flexibility
- Multiple work types managed in one permit
- All street frontages included
- Standardized submittals and intake



Distinguish by complexity

Simple uses:

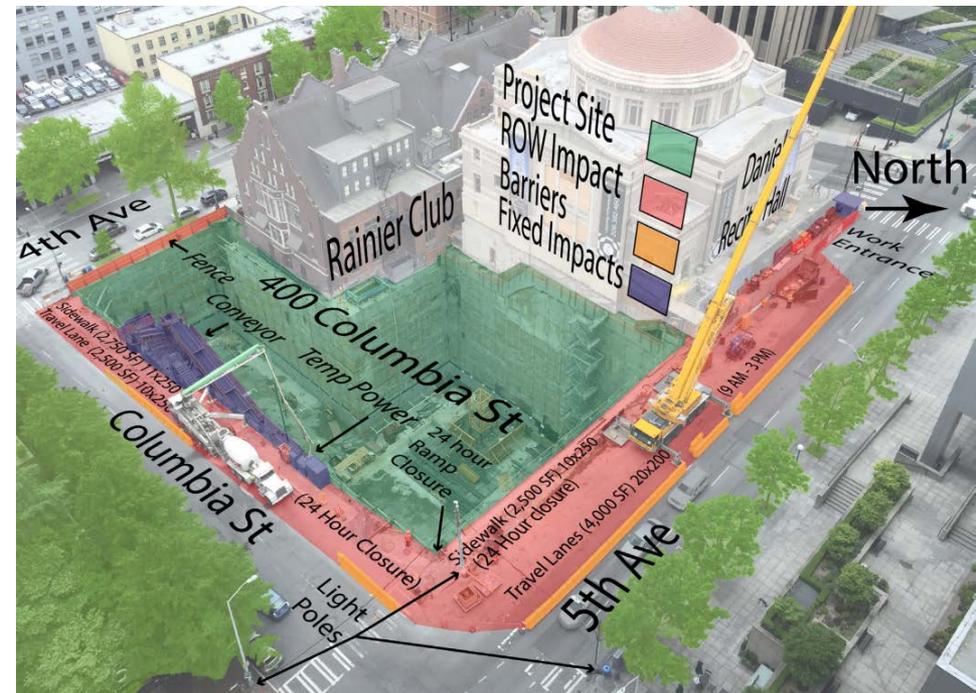
- Storage containers, planting strip beautifications
- Less staff time needed
Permit Fee reduced



Distinguish by complexity

Increase staff capacity on complex work:

- Dedicated project reviewer
- Early screening and intake services
- Enhanced customer tools and feedback



Benefits & big picture

- Appropriate staffing levels
- Service that flexes with activity level
- Predictable, efficient inspections
- Enhanced ROW management for public
- Applicant preparation informs project costs
- Simplified permit approach

Next Steps

- March 31st implementation
- Transition period
 - Existing permits will be transitioned over time
 - Construction Projects - Conversion (60-90 day goal)
 - Utilities – Most permits pre-March 31 won't transition
 - New construction and utility projects will integrate starting in April

Questions?

kristine.beaton@seattle.gov | (206) 386-1092

www.seattle.gov/transportation

