



CITY OF PUYALLUP
Development & Permitting Services
 333 S. Meridian, Puyallup, WA 98371
 (253) 864-4165
www.cityofpuyallup.org

Permit No:
 PRCCP20230970

CIVIL CONSTRUCTION PERMIT

Puyallup, WA

Job Address	Address: Parcel # 0420264021	ISSUED June 12, 2024
Owner EAST TOWN CROSSING LLC 1001 SHAW RD PUYALLUP, WA 98372		
Applicant Jessica Bruce N. 30TH ST., #300 TACOMA, WA 98403 (253) 383-2422 jbruce@ahbl.com		
Contractor MCKEE ENTERPRISES, LLC PO BOX 5 ENUMCLAW, WA 98022 CHRISR@MCKEEENTERPRISES.COM WA L&I #:		
Description of Work Civil Construction Permit for the East Town Crossing project associated with Preliminary Site Plan/SEPA, P-21-0034.		
Permit Types	Civil Construction Permit	
Expiration Date: December 07, 2024		
Total ESU's 86		

Building Components:

Quantity	Units	Description
1	EA	Civil Construction Permit
1	EA	Right-of-Way
240800	SQ FT	SDC - Commercial/Industrial Plumbing Fixtures (storm)
		Total Value of Work:
		\$0.00

Standard Conditions:

1. Development Engineering standard civil construction conditions:
 1. Preconstruction Inspection (Preconstruction Meeting) IS REQUIRED prior to the commencement of any work under this permit. Please contact the engineering support specialist, Robyn Buck, at rbuck@puyallupwa.gov to request a pre-construction meeting prior to starting site work.
 2. Construction permitted as per approved civil plans.
 3. Construction permit shall expire by limitation and be declared void if:
 - a. Work is not started within 180 days of obtaining the permit.

- b. Work is abandoned for 180 days or more after beginning work.
- c. After two years from the date of permit issuance, regardless of whether work is finished.
4. Any changes to the scope of work approved on the civil plans shall be submitted on a Plan Change Request to the Engineering Services Staff for review.
5. Any changes that require a request to vary from the design standards approved on the civil plans shall be submitted on an Alternative Methods or Construction Materials Request along with an application fee to the Engineering Services Staff for review.
6. The applicant is responsible to call the Utility Notification Center at 1-800-424-5555 before beginning any excavation. Call before you dig, it's the law. NOTE: Effective January 1, 2013, RCW 19.122 - Before conducting any construction or excavation within 100 feet of a right-of-way or utility easement containing a transmission pipeline, a person must notify the pipeline companies of the scheduled excavation through the one-number locator service 811. Notification must occur in a window of not less than 2 business days, but not more than 10 business days before beginning the excavation. If a transmission pipeline company is notified that excavation work will occur near a pipeline, a representative of the company must consult with the excavator on-site prior to excavation.
7. It is the responsibility of the applicant/property owner to obtain all necessary approvals/permits from state, federal, and other agencies that have regulatory authority.
8. Should the City become aware of conditions that invalidate the original design data used to obtain the permit or determine that the applicant is not complying with the conditions of the permit or approved plans, the City may revoke the original permit and/or order work stopped on the project. The City may require the owner to submit a new application for review and approval.
9. All work associated with the Site Development Permit must be completed and approved by the City prior to receiving final approval of building permits.
10. I hereby acknowledge that I have read and understand the contents of this permit and I hereby state that the information I have supplied is true and correct.

Indemnification / Hold Harmless

The Permittee shall defend, indemnify and hold the Public Entity, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or in connection with activities or operations performed by the Permittee or on the Permittee's behalf out of issuance of this Permit, except for injuries and damages caused by the sole negligence of the Public Entity.

However, should a court of competent jurisdiction determine that RCW 4.24.115 applies to this Permit, then the Permittee agrees to defend, indemnify and hold the Public Entity, its officers, officials, employees and volunteers harmless to the maximum extent permitted thereunder. It is further specifically and expressly understood that the indemnification provided herein constitutes the Permittee's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

2. Please contact the engineering support specialist, Robyn Buck, at rbuck@puyallupwa.gov to request a pre-construction meeting prior to starting site work.

12. Upcoming (phase 2) civil submittal for frontage improvements must address all conditions listed below. Design must clearly address/acknowledge all these requirements within phase 2 civil submittal:

Occupancy for any building will not be granted until complete frontage improvements are fully built with phase 2 (Shaw Rd & E Pioneer frontages). This includes any roadway widening, City standard streetlighting, striping, signalization, signage, curb/gutter/sidewalk, reduced speed school zone, stormwater infrastructure, etc.

Per in-person meetings with the applicant, phase 1 is not designed or intended to function as a standalone project (construction phasing only).

The Shaw Rd driveway/signal shall not be used as a construction entrance. This entrance can only be used once the traffic signal

is fully operational and the site is fully constructed (phase 2 completion).

During construction only, it's possible the City may require the E Pioneer construction entrance to be restricted to right-in/right-out.

For the upcoming Building Permit submittal, an updated traffic scoping document must be provided that reflects updated commercial/retail space. Current scoping/TIA does not match building sizes/types shown in current site plan.

The City will require more information regarding the E Pioneer curb alignment during phase 2 design. Preliminary design does not align with the Pioneer Crossing offset. The City needs more information + detailed exhibits showing why this design change has not been implemented.

During phase 2 civil design, a detailed sight distance analysis will be required at the E Pioneer driveway per City Standards. ESD of 415ft is required at this driveway. Assume 14.5ft setback from the E Pioneer curb alignment and 3.5ft driver eye height. It appears there's a pedestrian barricade and a fence that will obstruct sight distance here.

During phase 2 civil review, the channelization plan for E Pioneer needs to provide the following information:

1. Applicant will need to verify there's adequate ROW to accommodate paved offsite taper.
2. Applicant to verify paved transition will provide adequate utility pole clearance from the travel lane.

Alignment of creek along the E Pioneer frontage must not interfere with frontage improvements.

Traffic Impact fees (TIF) will be assessed in accordance with fees adopted by ordinance, per PMC 21.10.

Impact fees are subject to change and are adopted by ordinance. The applicant shall pay the proportionate impact fees adopted at the time of building permit application

Park impact fees shall be charged per new dwelling unit based on its size. Fees are assessed in accordance with fees adopted by ordinance, per PMC 21.10

School impact fees shall be paid directly to the school district in accordance with adopted fee at the time of collection by the District.

Per Puyallup Municipal Code Section 11.08.130, the applicant/owner would be expected to construct half-street improvements including curb, gutter, planter strip, sidewalk, roadway base, pavement, and street lighting. Any existing improvements which are damaged now or during construction, or which do not meet current City Standards, shall be replaced. Based on the materials submitted, the applicant would be expected to construct half-street improvements on the following streets:

- a. E Pioneer is designated as a major arterial roadway, consisting of curb, gutter, 10' planter strips, 8' sidewalks, and City standard streetlights every 150ft.
- b. The east leg of the Shaw/Pioneer intersection was designed to accommodate 5 lanes of traffic (56ft throat) to align with the existing channelization on west side of Shaw Rd. The curb line along the south side of E Pioneer frontage shall continue this alignment heading East (approximately 34ft from centerline). This will require roadway widening to accommodate this alignment.
- c. Sidewalks and planter strips will not be required east the E Pioneer driveway. However, ROW dedication will be required to facilitate future improvements.
- d. A TWLTL is required along the E Pioneer frontage (minimum 75ft on either side of driveway).
- e. Paved transitions off-site will be required for safety reasons.
- f. Shaw Rd is designated as a major arterial. Per our comprehensive plan, this section of Shaw Rd shall be constructed with a shared use path along the entire length of frontage. The dimensions and materials shall match the existing Shaw Rd shared use path constructed between 23rd Ave SE & Manorwood Dr.
- g. As part of these improvements, additional right-of-way (ROW) may need to be dedicated to the City.

During civil review, City staff shall review street tree placement, monument signage, fences, etc. to ensure required sight distance requirements are met.

Site access driveways shall meet our minimum commercial driveway requirements (35ft curb radius, 30ft width). This is could change based on design vehicles used for the AutoTurn.

Site access restrictions:

- a. No SBL movement at traffic signal
- b. E Pioneer Driveway can remain full access as shown with the following conditions:
 1. Driveway spacing from Shaw Rd remains as shown on the current site plan
 2. TWLTL extending 75ft on either side of driveway (within E Pioneer)
 3. Entering sight distance standards are met to allow outbound left turns.
 4. At the City's full discretion, outbound left turns from the proposed E Pioneer driveway can be restricted in the future. The following statement will be placed on the face of the short plat:
 - a. "At the discretion of the City, the City may restrict outbound left turns from the E Pioneer access in the future. At the request of the City, the Owners, Heirs, Successors and Assigns agree to renovate and/or improve the driveway access in accordance with the City of Puyallup Municipal Code and Engineering Standards."

At the time of phase 2 civil permit review provide a separate street lighting plan and pavement striping plan (channelization) sheet for the City to review.

- a. Street lighting plan:
 - i. City standard streetlights are required every 150ft along E Pioneer frontage.
 - ii. E Pioneer (Arterial) will require GE EVOLVE ELR2 Fixtures ERL2-3-23-A3-40-D-Gray-A-V1 (City to provide latest part numbers)
 - iii. The existing service cabinet at the E Pioneer/Shaw Rd traffic signal has capacity to power the E Pioneer streetlights.
 - iv. City would allow new streetlights to be installed on the north side of E Pioneer to avoid overhead utility conflicts.
 - v. If the applicant chooses to install streetlights on the south side of E Pioneer, it is the sole responsibility of the design engineer to ensure streetlight design/placement is outside of the 10ft minimum "safe zone" area. The City will not allow streetlights to be within 10ft of the PSE primary for safety reasons.
 - vi. Streetlights shall have shorting caps installed with remote photocell located on the service cabinet.
 - vii. The existing PSE utility pole mounted streetlight does not meet current City standards and will be removed with installation of City standard streetlights.
 - viii. Streetlight design shall provide the following:
 1. Provide details on how streetlights will be powered
 2. Location of conduit runs
 3. Wiring Schedule
 - a. Conduit size and type for each raceway
 - b. Conductors details
 4. Pole schedule
 - a. STA & offset for each luminaire
 5. Show location of junction boxes
- b. Channelization + signage plan:
 - i. Shaw Rd/E Pioneer traffic signal may require striping and signage modifications based on the design of the E Pioneer frontage/driveway.
 - ii. The new Shaw Rd traffic signal will also require striping and signage modifications.
 - iii. Pavement markings approaching traffic signal shall be thermoplastic

Traffic signal modifications

- a. The Shaw Rd access intersection (signal) will require modifications to accommodate the proposed driveway. The applicant will coordinate with the City's Adaptive Signal Contractor to purchase/install/configure proprietary equipment.
- b. Signal designer will implement modifications to the westbound and eastbound approach:
 - i. Signal heads + phases
 - ii. Flashing yellow arrows
 - iii. Left turn phases
 - iv. Striping/channelization modifications - Channelization shall match the assumptions outlined in the TIA. The EB approach (leaving Safeway) will need to be restriped to accommodate the updated channelization.
- c. The applicant will install a new crosswalk at this signal to accommodate pedestrians crossing Shaw Rd. At this location, only one crosswalk will be allowed to cross Shaw Rd.
- d. Crosswalk will be installed on the south leg of the intersections (see additional requirements below).
- e. The required signal/intersection modifications must be fully configured and operational no less than 2 weeks prior to receiving occupancy for any building on-site. Adaptive signal contractor (Rhythm Engineering) will be required to configure the adaptive system on-site. Adaptive contractor will provide setup/configuration/optimization (not completed by the City).

- f. there's an existing overhead fiber run that will need to be spliced/connected with the cabinet. These design elements and conditions must be on the plans.
- g. At the SE corner of the new Shaw Rd access location, adequate ROW must be dedicated, or an easement granted for signal maintenance purposes.
- h. During phase 2 civil review, sight distance analysis required to ensure right turn on-red movement meets City ESD requirements.

Based on comments received from the school district, this site will not receive bus service for students attending Shaw Rd Elementary. These students will be expected to walk. Based on the increase volume of elementary age students walking to Shaw Rd Elementary. The City will require the following modifications:

- a. At the new traffic signal, an electronic blank-out sign shall be mounted on the eastbound signal pole that restricts eastbound right turns when pedestrians are using the crossing
- b. Internal pedestrian paths will need to accommodate safe routing to the traffic signal.
- c. Reduced Speed School Zone along Shaw Rd has been requested by the School District. The City has determined a reduced speed school zone is feasible/warranted for Shaw Rd Elementary (to be installed by the East Town Crossing development). School zone flashers designed/installed with this project that meets current WAC and MUTCD requirements. Coordinate with the City for required hardware & wireless interconnect.
- d. Coordinate with the City of Puyallup and the Puyallup School District for the preferred off-site bus stop locations

Phase 2 civil plan set shall provide a detailed channelization plan for all striping & pavement markings in within ROW. All proposed striping shall meet City and MUTCD requirements. Plan shall include signage located in ROW. All City standard details related to pavement markings, striping, sign placement must be provided.

Permit is valid 180 days from date of issuance. Permit validity is subject to all adhering to all applicable codes, ordinances and standards, and conditions of this permit.

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I certify that I am the owner of this property or the owner's authorized agent, including an appropriately licensed contractor. I have read and examined this application and furnished true and correct information. I will comply with all provisions of law and ordinances governing this type of construction work, whether specific herein or not. By submitting this application, I give the jurisdiction permission to enter the property to perform inspections. The granting of this permit does not presume or give authority to violate or cancel the provisions of any other state or local law regulating construction or the performance of construction. I understand that failure to comply with the above may result in revocation of the permit.

Applicant:
Jessica Bruce