CITY OF TETONIA
RECEIVED 10-9-2026
SUB2025-3
PRELIMINARY PLAT
SUBDIVISION

Applicant's responses

MEMO

To: PFG Idaho,LLC % David Ferrette
From: Ashley Koehler, Contract Planner
Memo Date: February 16, 2026
RE: Pinnacle Peak Concept Subdivision Review

SUMMARY

FILE # / NAME	**SUB2025-1 Pinnacle Peak**		
APPLICATION TYPE	**Concept Subdivision**		
PROJECT APPLICANT	David Ferrette	PROPERTY OWNER	PFG Idaho, LLC
PROJECT LOCATION	NW portion of city limits/ NW of 1st St and Jackson Ave	PARCEL NUMBER	RPC00000291200
ZONING DISTRICT	R3- Residential HIgh Density- conditional rezone	LAND USE ACTIVITY	Current- Agriculture/vacant Proposed- 90 single family homes and 60 townhouses
OVERLAY DISTRICT	Design Review	ACRES	38

"Pinnacle Peak" is a proposed subdivision of 90 single family residential lots and 60 townhouses located in the NW edge of city limits. Lots are proposed to be arranged in a grid like manner and accessed via new public streets from Hwy 33. A round-a-bout, a half street and stub streets are also proposed for future development on property by the same owner.

In October 2025 a conditional rezone from Transitional Agriculture to R3 Multi-family residential was granted along with a Conditional Use Permit to allow for single-family homes in the R3 zone. These approvals are conditional on the subdivision plan being submitted and reviewed for conformance by 4/2027. If the subdivision is not applied for, denied, or the application and/or approval expires, the zone shall revert back to Transitional Agriculture (TA) and the CUP shall be null and void.

The Subdivision Concept Plan for the rezone was submitted on 12/16/26, but the review was delayed until 1/13/26 when Council determined that a Request for Reconsideration was not valid. Concept Review is the first step in the development process and the purpose is to discuss, in general, the feasibility and possibility of building the proposed subdivision including its conformity with the Comprehensive Plan, its relationship to surrounding development, and site conditions that may require special consideration or treatment, and to discuss and review the requirements of the applicable Zoning regulations. Based on the Concept review, Staff has **found that the subdivision, as designed, does not conform. The block layout, meaningful open space, and lack of road connectivity to the existing city grid are reasons for why a re-design of this proposal is warranted.**

REVIEW ANALYSIS

I. Service Provider Comments

The development proposal was sent to the required and applicable service providers. As of the date of this Memo, the following comments were received back:

- Fall River Electric
- Silver Star Communications
- Teton County Fire District - comments attached
- Teton County School District
- City Engineer/Public Works- comments attached 2/4/26
- Idaho Health District- comments attached
- ITD
- Rails to Trails- requested to be consulted in regards to crossings

II. Zoning Review (Land Use Code 9-10)

1. Single family homes = Permitted Use in R3
2. Townhouses = Permitted Use up to 8 units per acre
    a. What is the acreage calculation used for townhouses? Please show this boundary.
    b. Will the townhouses be platted on individual lots that include greenspace and driveways or only the building footprint? Will include greenspace and driveways. Prelim plat to identify this area.
3. Lot Size: 5,000sf min
    a. **To be confirmed with PZC:** The zoning district establishes a min lot size of 5,000sf; however, the Land Use Code does not specify that this standard applies on a per-townhouse-unit basis. Townhouse developments are instead regulated by the applicable density, bulk, and dimensional standards of the zoning district. Individual townhouse lots may therefore be smaller than 5,000sf, provided the overall development complies with the permitted density and other applicable standards.
4. Lot Width: 50'
    a. SF home lots are generally 70' with corner lots varying from 50'+. Complies
5. Setbacks: 15' front/rear/side street & 5' side & alley.
    a. The Prelim Plat needs to show how the setbacks will be met for the townhouses. We may consider site-based setbacks or lot-based setbacks.
6. Height: 35'
    a. Submit conceptual renderings of the townhouse elevations for Design Review that show height.

Renderings are provided. We are not requesting a variance on height. We will not exceed city maximum.

III. Subdivision Code Review (Land Use Code 9-11-2&4)

Purpose The purpose of the Subdivision review and regulations "*are to promote the public health, safety, general welfare, and to provide for but not be limited to the following:* *A. Harmonious development of the area.* *B. Coordination of streets and roads within the subdivision with other existing or planned streets and roads.* *C. Adequate open space for travel, light, air, and recreation.* *D. Conservation of or provisions for*	**These objectives will be referred to in the review of the subdivision.**

adequate transportation, water drainage, and sanitary facilities. *E. Avoidance of population congestion as would involve danger or injury to health, safety, or general welfare by reason of:* *a. Lack of water supply, drainage, transportation, or other public services; or* *b. Unnecessary imposition of an excessive expenditure of public funds for the supply of such services.* *F. Requirements as to the extent and manner in which:* *a. Roads shall be created and improved; and* *b. Water and sewer and other utility mains, piping connections, or other facilities shall be installed as conditions precedent to the approval of a plot."*	
Procedure Upon review of these Concept Plan comments and a work session with the P&Z Commission, the applicant can move forward with submitting the Preliminary Plat. The submission requirements are listed in 9-11-4-2, including the requirement to submit a Master Plan, Impact Studies, and a Development Agreement.	**A template for a Development Agreement needs to be provided by the City for the Developer to use and address general and specific conditions.** Provided
2f. *If the proposed subdivision is part of a larger area intended for development, a development master plan of the entire area including the following:* *1. Zoning districts.* *2. Minor arterial and major collector streets.* *3. Open space areas including park identification, trails and pathways.* *4. Appropriate information that sufficiently details any special development area, such as a hillside, planned unit development, flood plain, cemetery, manufactured home park, large-scale development, hazardous and unique areas.*	**Please submit the Master Plan with the Prelim Plat application.** Provided

Impact Study: An impact study may be required by the planning and zoning commission based on the size of the development proposal. The study may include, but not be limited to transportation and traffic, water, sanitary sewer, drainage and scenic and environmental conditions (9-11-4-2-B-4).	**It is recommended that the applicant submit studies for transportation, specifically impacts to Hwy 33 and the road connections proposed. The City Engineer has requested this as well. Further studies for impacts to city water, sanitary sewer and drainage are requested as well. Follow up with the City Engineer is recommended to confirm what information is needed. P&Z to confirm.** Transportation, sewer and drainage impact report will be provided

IV. Subdivision Standards Review (Land Use Code 9-11-6)	
A. Subdivisions shall conform to the standards of the comprehensive plan, the zoning ordinance and other ordinances and regulations of the city.	The Comp Plan analysis is described below and the zoning ordinance above.
B. Land the commission determines to be unsuitable for subdivision because of periodic flooding, poor drainage, excessively steep slopes or other features likely to be harmful to the safety and general health and welfare of the future residents, shall not be subdivided unless adequate methods are utilized to overcome these conditions.	This parcel is not in the floodplain or known to have wetlands. There are no known features that would indicate harm to future residents.

Code Standard	Proposed	Comments/Conformance
9-11-6-2 *The arrangement, character, extent, width, grade and location of all streets shall conform to the intent of the adopted comprehensive plan and shall be constructed in relation to existing and planned streets, to topographical conditions, to public convenience and safety, and in their relation to the proposed uses of the land to be served by such streets.*	See the Concept Plan. 82.5 ROWs are proposed to border this property, but at a jog so there is a border of lots along the north and south. Will provide at next submittal Will provide at next submittal. Rob has review and approved all our designs up to this point. All streets will be dedicated to the city	The Transportation Plan included in the current version of the Comp Plan shows a "Future Minor Collector" along the north boundary and a "Future Major Collector" along the west. This proposal leaves these roads showing residential lots on both sides of the roads, indicating a future similar development pattern to the north and south of the subdivision. **The Master Plan for the area under the same ownership is requested to better determine if this road alignment still serves the community and the potential future development that the applicant and adjacent owner intends.** Comments from the City Engineer requested that the alignment should match the pending Future Road Connectivity Plan. **This document has been requested from the Engineer to share with the applicant.** **Will all the streets be dedicated to the City as public streets or are any proposed to be kept as private?**

Local residential streets shall be so designed to discourage their use by through traffic.	Knox and Jax Ln are designed as local residential streets. Lincoln Ln is the primary north/south connector and services the townhouses.	Consideration for a north/south connector may be warranted. The Transportation Master Plan shows this potential for a connector road on the east side of the Rail Trail. A Master Plan for the area is again requested to better ensure that traffic will be able to move north and south to keep the townhouse access road to function as a "local residential street."
Frontage Streets: Where a subdivision abuts or contains an existing or proposed arterial street, railroad, or limited access highway, the city may require frontage streets, or such other treatment for the appropriate use of the tract.	Lucas Ln appears to function as a Major Collector. Chole Cir may be a Major Collector as well, or if it goes all the way to Hwy 33, then may be considered an arterial.	The Master Plan is requested to better determine where the arterial route will be through this area. Greater setbacks and or a frontage street may be needed. Will provide master plan at next submittal
Half-street dedications shall be discouraged; provided, however, the city may accept a partial street dedication when such street forms the boundary of the proposed subdivision and is deemed to be necessary for the orderly development of the neighborhood, and provided the city finds it will be appropriate to require the dedication of the remainder of the right-of-way when the adjoining property is developed.	Lucas Ln is a Half Street. Plan will be revised to show the entire ROW inside this lot.	Submit the Master Plan to show the continuation of this road. Where the other half of this road is not in city limits, it is not advised that this alignment be relied upon. This should be re-designed so that the entire road is within the city limits.
Rights-of-way Width: There shall be provided rights-of-way of such width as provided for in the adopted comprehensive plan; provided however, that the width of said rights-of-way shall in no case be less than the following [listed in the Code, but refer to PW]	82.5' ROW and 60' ROW ROW for major collectors will be 60' per City Engineer	See comment letters from the City Engineer.
Street Intersections & Alignments	See plan	Engineering to confirm
Street Names Will revise name to Chloe Ave Yes, Lincoln will be the N/S collector Our roads don't align with 1st so this might not be the best solution	See Plan	Street naming should follow the existing pattern in town. The road "Chloe Circle" implies a loop street, which this is not. Will Lincoln Ln be the north/south connector? It may be recommended that this north/south road be re-named to 1st St to continue the grid like pattern of Tetonia.

Bicycle Lane: required for minor and major collectors		Engineer to determine the road classifications.
9-11-6-3 Block Length: 400' max	840' from Chloe Cir to Asher Park	**Does not conform** Revised
9-11-6-4 Lot Design: Min lot size is 5,000sf Min lot frontage 50'	Lot sizes range from 6,909sf to 9,703sf and are 50+' in width	Conforms
9-11-6-5 Public Sites & Natural Features		Historically used as ag land, so none identified.
9-11-6-6 Open Space: Single family = 10% of gross land area Townhouses= 600sf per each 4 units or 7% of the gross land area, whichever is greater. Open space may include agriculture, recreational amenities, or sensitive environmental areas. SFR = 22.44 ac x .10 (gross land) = 2.24 ac Town = 11.22 ac x .07 (gross land) = .78 ac Total Open Required = 3.02 We exceed this requirement.	9.33 acres in a park with playground and landscape area in the northeast portion Open to public. We will add parking. There will be benches and trash. No fencing. The plan shows 3 points of connection via sidewalk and 2 via road.	**Does not conform.** 1. More information is needed to determine the acreage calculation for the SF residential portion and townhouse portion. 2. Any open space needs to be improved to one of the Type Allowed (see 9-11-6-6-C). The acreage in the NE portion and around the round-a-bout do not conform with the types of open space and therefore should not be counted towards the open space requirement. 3. The Plan shows a Dog Park, Playground, and Basketball Court. There is no associated parking with 2 of these parks. Will these parks be private for residents only or open to the public? 4. Will the Dog Park have any amenities? Benches, trash can and dog waste bags, fenced? 5. I recommend connections to the Rail Trail. Please coordinate with Idaho State parks Rails to Trails to identify access points and parking areas so that the proposed parks and walking trails connect with this amenity.

V. Subdivision Requirements & Improvements (Land Use Code 9-11-8)

Prior to any construction of subdivision improvements, construction drawings and a storm water grading plan need to be submitted and approved. A financial guarantee is also required to be submitted. The applicant needs to confirm the utility and road access plan with Public Works and submit a plan for approval with the Prelim Plat.

1. Curb, gutter, and sidewalk: Lots abutting a public ROW shall provide rolled curb and gutter in the R3 zone. Paving required on all streets in a proposed development or newly dedicated street ROW.

2. Sewer & Water: "*Proper and adequate provision shall be made for sewage treatment [and water supply]. The type, extent, location and capacity of facilities shall be approved for individual subdivisions by the city*" (9-11-08-2-D 7E). **Please see the comments from Public Works regarding water and sewer studies and availability. Please also indicate the phasing plan proposed with a year timeline.**
3. Fire Hydrants: **Please see the comments from the Fire Marshal.**
4. Street Signs: Required to be installed by the Developer. Submit with the Prelim Plat.
5. Streetlights: **Are you proposing streetlights to be installed?** These are required unless waived after a recommendation from P&Z and Council. Yes. Need spacing, light type and dark skies info from city.
6. Drainage & Grading: Please see the standards listed in 9-11-8-2-J and the Public Works Standards and confirm specifications needed for Prelim Plat submittal.
7. A Cluster Mailbox should be shown on the Prelim Plat per requirements from the USPS. Will show at next submittal

VI. Tetonia Comprehensive Plan

The Comprehensive Plan calls for orderly growth adjacent to existing city services. The site is within city limits and is required to be tied into the city sewer and water systems. Depending on how many units are proposed for Phase 1, the city may have capacity. However, infrastructure improvements will be necessary, as this location is not along the public main lines for water and sewer, so it is not immediately adjacent. Future phases will require studies and coordination with the City for infrastructure expansion.

The recent upzone and allowance for an increase in density is responding to the housing shortage felt County-wide and creates a logical extension of Tetonia's city fabric rather than scattered rural sprawl. The Comp Plan emphasizes housing diversity and this subdivision proposes a mix of single-family homes and townhomes which supports this goal.

The Comp Plan identifies the importance of compatibility with surrounding uses and this project as shown does not show road connectivity to the adjacent street network. It also lacks detail about how it will integrate with the existing Rail trail. The parks shown in the Concept Plan or described in the narrative do not create a sense of accessibility to the greater community. The stub streets and a half-street imply that the adjacent land will be developed, but it is unknown what is proposed to determine compatibility. Currently, the surrounding land is proposed for Agriculture, so setbacks, landscape, or open space buffers may be warranted to transition from agricultural surroundings. More detail is needed to better determine compatibility. On 2/9/26 a Comp Plan Amendment application was received along with an Annexation Application of the surrounding area, but it has not been evaluated yet. This application, specifically the Comp Plan Amendment, may be necessary to support the subdivision compliance.

The Comp Plan also stresses transportation connectivity and safety. The project proposes 2 new accesses to Highway 33 (pending ITD approval) and suggests pedestrian/bike pathways with Rails-to-Trails, but it is not shown on the Concept Plan. Further detail showing Rail Trail crossings and improvements to this amenity are encouraged. Coordination with Idaho State Parks is recommended to plan for the crossings, parking lots, trailheads, pathway improvements. Street connections to the city grid streets are encouraged. Currently, as shown the only access to the development is from Hwy 33. Street connections are not possible

The Concept Plan was sent to the school district, but as of the date of this Memo, no comments were received. The Comp Plan discusses concerns for population increases and the ability for city services to catch up or maintain services. This subdivision will have a significant impact on schools, fire, sheriff, and sanitation. **It is advised that the applicant meet with the school district to discuss this proposal.** It is also advised that the city consider Impact Fees to help off-set the impacts that a development of this size will generate. The city currently does not have staff or space inside the current city hall to efficiently review building permits and enforce code requirements that a development of this size is expected to generate. The city will need to evaluate if it is able to accommodate a development of this scale and what is needed to increase capacity to maintain a level of service. Will do

School district - We met will Principal Benson. She has capacity for 20 more students. School supports K-3. We also understand the school district is open border. Overflow can go to other schoools.

VII. Design Review Overlay

A Design Review application is required to be submitted for the townhouses (site plan and elevations) and subdivision common areas. The Design Review Concept Plan can be submitted with the Preliminary Plat to be reviewed simultaneously.

1. *Sketch Plan: The applicant shall submit a sketch plan application to the Administrator, who shall circulate it to affected city departments and agencies for preliminary review to provide constructive feedback and guidance as to the general conformance to the applicable requirements. The sketch plan shall be reviewed and comments provided to the applicant within three (3) weeks of the sketch plan submittal. The Administrator, at their discretion, may refer the sketch plan to the Planning and Zoning Commission for review and non-binding comment. The sketch plan shall consist of:*
    a. *A plan view drawing showing property lines, the proposed location and configuration of building(s), pedestrian circulation, vehicle access and parking (where applicable), lighting, landscaping, streetscapes, open space/civic space, signs and pedestrian amenities; preliminary architectural elevations for the front, rear and sides of all proposed building; and proposed materials and colors to be used (i.e., building elevations, furnishings, signage, pavers/paving, lighting, landscaping). Photographs, product cut-sheets, and/or other materials may be provided to illustrate proposed materials and finishing.*
    b. *The sketch plan shall be drawn to scale and only to a level of detail sufficient to describe the overall concept. The City does not intend for property owners to invest in highly illustrative plans or final engineered drawings at this stage.* Concept renderings provided

VIII. Compliance with the Rezone and CUP approval

The applicant concurrently applied for a Rezone from Transitional Agriculture (TA) to Residential Multi-Family (R-3) and a Conditional Use Permit (CUP) for single-family dwellings within the proposed R-3 zone. The P&Z Commission and City Council evaluated the request according to the review criteria and made findings to conditionally approve the R-3 zone and single-family homes pending the submission of a subdivision where it could be more thoroughly reviewed.

These are the applicable findings highlighted specifically with items to be reviewed with this subdivision:

1. Compatibility measures such as setbacks, landscaping, and open space buffers will be reviewed as part of the future subdivision to ensure an appropriate transition from surrounding agricultural uses.

2. Transportation connectivity is supported through the integration of pedestrian and bike pathways and potential new access to Highway 33, pending ITD approval.

3. Comprehensive Plan: The proposal aligns with objectives for orderly growth, housing variety, and connectivity.

4. Existing Character: The development would alter the city's character due to its scale, potentially doubling Tetonia's population. **However, buffers and open space mitigate visual and functional impacts, which is why the CUP is conditioned on the review of a subdivision plan.**

5. Neighboring Uses: The project is not expected to create hazards but will result in increased traffic and activity compared to existing low-density surroundings. **Again, the subdivision plan will need to include a Traffic Study to assess these impacts.** Provided

6. Public Facilities and Services: The development can be served by City utilities, if system upgrades are completed and the developer participates in said improvements. **Additional coordination with City Engineering and Public Works is required prior to subdivision approval.** Need clairification on what will be required from PFG

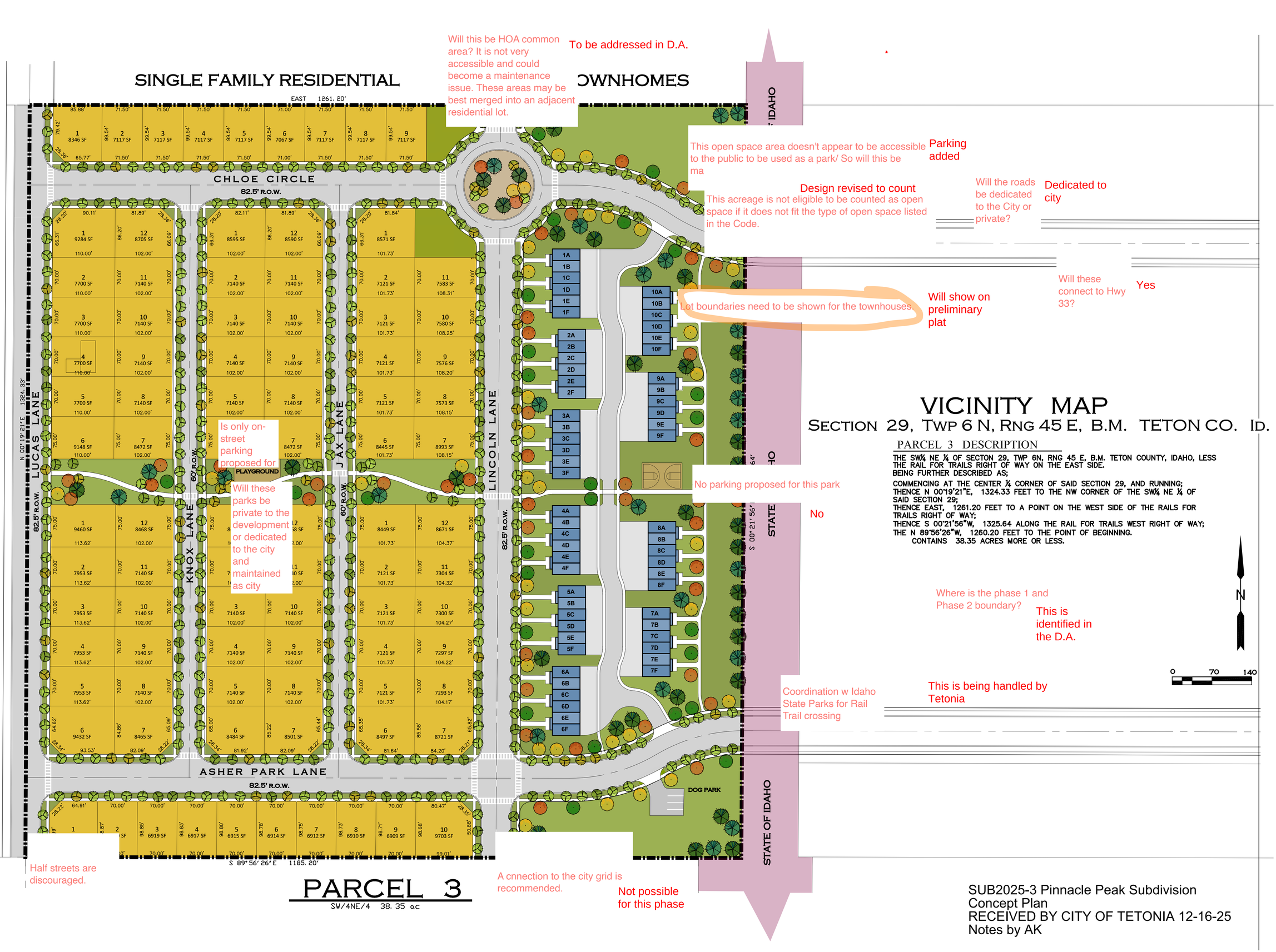
7. Pollutants: Impacts such as traffic, noise, and lighting are consistent with typical residential use.

8. Traffic Hazards: The proposed access to Highway 33 is subject to ITD approval. **Any required traffic studies or mitigation must be completed prior to subdivision approval.** Provided

IX. Attachments

Concept Plan with notes
Concept Plan with aerial photo
Concept Plan with aerial photo- city-wide
Service Provider letters
- Fire District
- Eastern Idaho Public Health District
- Tetonia Engineer

Transportation Plan Map from Comp Plan (2009)



Will this be HOA common area? It is not very accessible and could become a maintenance issue. These areas may be best merged into an adjacent residential lot.

To be addressed in D.A.

This open space area doesn't appear to be accessible to the public to be used as a park/ So will this be ma

Parking added

Design revised to count

This acreage is not eligible to be counted as open space if it does not fit the type of open space listed in the Code.

Will the roads be dedicated to the City or private?

Dedicated to city

Will these connect to Hwy 33?

Yes

Lot boundaries need to be shown for the townhouses.

Will show on preliminary plat

Is only on-street parking proposed for

Will these parks be private to the development or dedicated to the city and maintained as city

No parking proposed for this park

No

Where is the phase 1 and Phase 2 boundary?

This is identified in the D.A.

Coordination w Idaho State Parks for Rail Trail crossing

This is being handled by Tetonia

Half streets are discouraged.

A cnnection to the city grid is recommended.

Not possible for this phase

VICINITY MAP

SECTION 29, TWP 6 N, RNG 45 E, B.M. TETON CO. ID.

PARCEL 3 DESCRIPTION

THE SW¼ NE ¼ OF SECTON 29, TWP 6N, RNG 45 E, B.M. TETON COUNTY, IDAHO, LESS THE RAIL FOR TRAILS RIGHT OF WAY ON THE EAST SIDE.
BEING FURTHER DESCRIBED AS;

COMMENCING AT THE CENTER ¼ CORNER OF SAID SECTION 29, AND RUNNING;
THENCE N 00°19'21"E, 1324.33 FEET TO THE NW CORNER OF THE SW¼ NE ¼ OF SAID SECTION 29;
THENCE EAST, 1261.20 FEET TO A POINT ON THE WEST SIDE OF THE RAILS FOR TRAILS RIGHT OF WAY;
THENCE S 00°21'56"W, 1325.64 ALONG THE RAIL FOR TRAILS WEST RIGHT OF WAY;
THE N 89°56'26"W, 1260.20 FEET TO THE POINT OF BEGINNING.
CONTAINS 38.35 ACRES MORE OR LESS.

PARCEL 3

SW/4NE/4 38.35 ac

SUB2025-3 Pinnacle Peak Subdivision
Concept Plan
RECEIVED BY CITY OF TETONIA 12-16-25
Notes by AK

PARCEL 3
SUBDIVISION CONCEPT PLAN

SINGLE FAMILY RESIDENTIAL

TOWNHOMES

CHLOE CIRCLE
82.5' R.O.W.

LUCAS LANE
82.5' R.O.W.

KNOX LANE
60' R.O.W.

PLAYGROUND

JAX LANE
60' R.O.W.

LINCOLN LANE
82.5' R.O.W.

STATE OF IDAHO

STATE OF IDAHO

N Main St

ASHER PARK LANE
82.5' R.O.W.

DOG PARK

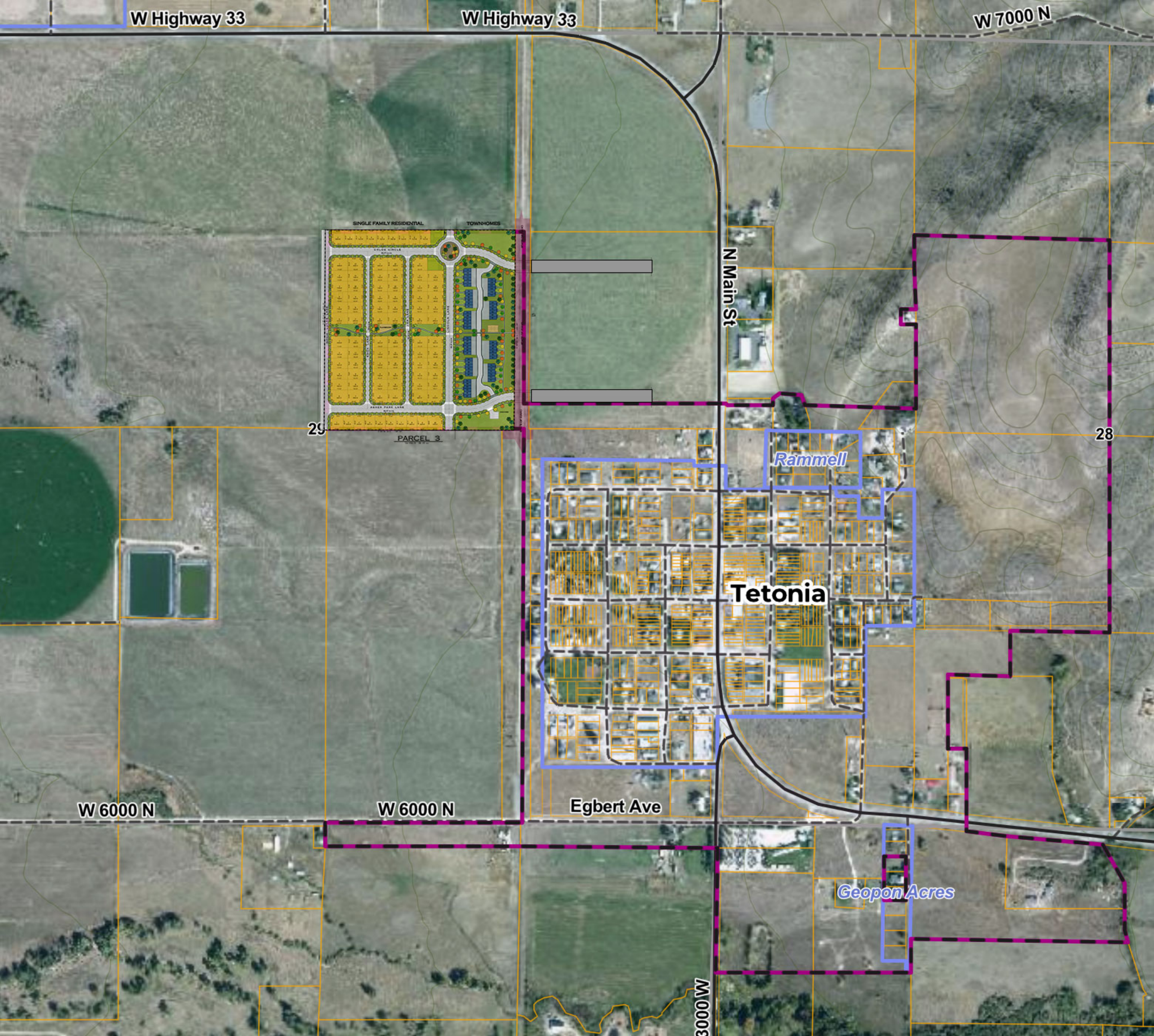
29

PARCEL 3
SW/4NE/4 38.35 ac

Rammell

Tetonia

Tetonia Townsite


W Highway 33
W Highway 33
W 7000 N
N Main St
SINGLE FAMILY RESIDENTIAL
TOWNHOMES
PARCEL 3
29
28
Rammell
Tetonia
Egbert Ave
W 6000 N
W 6000 N
Geopon Acres
3000 W

Gmail **Ashley Koehler** [email redacted]

FW: Request for concept subdivision comments

1 message

Kevin Brown <kbrown@tetoncountyfire.org> Wed, Jan 21, 2026 at 11:41 AM
To: [email redacted] , Jacque Beard <clerk@cityoftetonia.com>

Good morning,

I just had some initial comments and questions:

1. Has a traffic safety study been required of the developer? And will that result in any mandatory changes to Hwy 33 to accommodate additional traffic?
2. Hydrants would be required throughout the development at an average spacing of 500 feet, maximum 250 feet from any lot frontage to a hydrant. Locations to approved by Fire Marshal.
3. Is there a sheet with marked road widths? Jax and Knox lanes appear to be narrow and could require red curbs, no parking signs on either, or both sides depending on width.
4. Are the roads to the north and south to connect in the future? Is there an overall site plan that shows these future connections?
5. What is the proposed height of the townhomes? Aerial apparatus access may apply.

Thanks,

Kevin Brown
Deputy Chief Prevention/Fire Marshal

t: [phone redacted] | m: [phone redacted]
[address redacted] 33 [address redacted] Driggs, ID, 83422
Web: www.tetoncountyfire.org
Email: kbrown@tetoncountyfire.org

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From: Jacque Beard <Clerk@cityoftetonia.com>
Sent: Tuesday, January 20, 2026 2:29 PM
To: Jacque Beard <
Cc: Ashley Koehler [email redacted]
Subject: Request for concept subdivision comments

Dear service provider,

The City of Tetonia has received a Concept Subdivision application for a 150 unit subdivision on 38 areas in the northwest portion of town. The development proposes to have up to 90 single family homes and 60 townhouses.

The city requests your comments at this step, knowing that more detailed plans will be developed and submitted for Preliminary Plat.

The related information is attached.

Please submit questions and comments by Jan 30 to Ashley Koehler at [email redacted]

Thank you.

--

Jacque Beard, IdCMCT-ad

City Clerk / Treasurer

City of Tetonia

P.O. Box 57

Tetonia, ID 83452

Ph: 208-456-2249

Fax: [phone redacted]

Clerk@CityofTetonia.com

www.tetoniaidaho.com

4 attachments

Application 12-16-25.pdf
661K

Application Narrative 12-16-25.pdf
449K

Subdivision Concept Plan- 12-16-25.pdf
5529K

Gmail **Ashley Koehler** [email redacted]

Pinnacle Peaks Subdivision

1 message

Nathan Taylor <NTaylor@eiph.idaho.gov> Wed, Jan 21, 2026 at 5:05 PM
To: [email redacted]

Ashley,

Jacque send me a copy of the proposed Pinnacle Peaks Subdivision for my review and comments. I see no issues with this subdivision as proposed. Since it will be served by city water and sewer, we will need a copy of a “will serve” letter stating that the city will provide sewer and water to the lots and a copy of the DEQ letter approving water/sewer system design before we can sign the plat. The engineer working on the plat knows our requirements and what we will need.

I know the city of Tetonia doesn’t process many subdivision plats, so if you have any questions regarding EIPH role in the process, please feel free to reach out.

Thanks.

Nathan Taylor, REHS

Environmental Health Supervisor

Main: [phone redacted]

Desk: [phone redacted]

Eastern Idaho Public Health

Prevent. Promote. Protect.

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SUNRISE ENGINEERING

Pocatello Office
[address redacted] [address redacted] | **Tel:** [phone redacted] | **Fax:** [phone redacted]

February 3, 2026

City of Tetonia
Attn: Jacque Beard
[address redacted]
[address redacted]

Re: Pinnacle Peaks – Parcel 3 Subdivision Concept Plan Review

Dear Ms. Beard,

SEI has reviewed the proposed conceptual site plan for the above-mentioned project. Below are our comments and recommendations.

Sewer

- The development will be required to connect to the city sewer collection system via the 12-inch sewer main at the future intersection of Teton Avenue and Lincon Lane. All off-site sewer utility costs will be at the development expense.
- Sanitary sewer lines will need to be sized to accommodate full build out for future design flows. Minimum design size shall be 8-inch for all sewer mainlines.
- All sanitary sewer manholes shall be accessible for maintenance. Manholes located within the roundabout area shall remain clear of excessive landscaping and be positioned to allow a tandem-axle maintenance truck to park adjacent to the manhole without requiring excessive traffic control measures or causing disturbance to nearby appurtenances.
- Sanitary sewer mainlines shall extend through and across the east boundary of the State of Idaho Rails-to-Trails corridor. All coordination with the State of Idaho shall be completed in advance, and all required applications and encroachment permits shall be obtained prior to the commencement of construction.
- Sanitary sewer shall extend to the north and south boundary of Lucas Lane.
- The capacity of the sewer treatment facility will need to be verified upon receipt of a formal application.

Water

- Isolation valve clusters shall be installed at all proposed and future intersections, with flanged-by-mechanical joint (MJ) valves provided in all directions.
- Isolation valves shall also be installed along mainlines at spacing not exceeding 800 feet.
- Water main stubs to adjacent properties shall be provided as shown on the plans to allow for future extension.
- All water mainlines shall be a minimum of 8 inches in diameter. Where projected full build-out demands indicate higher domestic or fire flow requirements, additional capacity shall be provided as necessary to meet those demands.

- Fire hydrants shall be installed along water mainlines in accordance with the currently adopted International Fire Code and local fire authority requirements.
- All off-site water mains should be placed at the proper depth, so no future adjustments need to take place during construction of future phases.
- The capacity of the water distribution system will need to be verified upon receipt of a formal application.
- Water mainlines shown to extend through and across the State of Idaho Rails-to-Trails corridor, should be coordinated with the State of Idaho in advance, and all required applications and encroachment permits shall be obtained prior to the commencement of construction.

Irrigation

- The developer shall verify if the property has water rights. If water rights are available an internal irrigation system shall be designed and constructed as part of the development process. The internal irrigation system shall be owned and maintained by a Property Owner's Association. Or as proposed, the developer can transfer the water rights to the city as proposed in the CUP and rezone request and utilize the proposed water system for irrigation of the lots.

To be part of Development Agreement

Storm Water

- The construction plans shall include a storm water report and drainage plan to ensure the storm water runoff is being addressed.

Roadway Connectivity

- All new road names shall be checked against the 911 system to make sure there is no conflicts.
- All roadways shown to extend across the State of Idaho Rails-to-Trails corridor, should be coordinated with the State of Idaho in advance, and all required applications and encroachment permits shall be obtained prior to the commencement of construction.
- The subdivision will be required to improve all roadways to meet the cross-section requirements set forth in the City of Tetonia Public Works Standards and Specifications. The developer shall continue the City's grid system where possible.
- The developer shall consider the future roadway connectivity plan that the City is working through as part of the transportation plan when considering the layout of the roadways and their classifications. The current layout appears to meet this requirement.
- Provide verification that the roadway design for the townhomes will accommodate the larges emergency response vehicle the area currently supports, more particularly to curve and radii design.
- A traffic impact study should be required along with any mitigations that are recommended for the full development of the developers' properties that are connected.

General

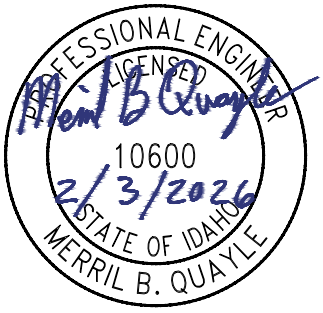
- Capacity for all utilities will need to be verified as part of the recommended facilities planning updates. These connections will be issued on a first-come, first-serve basis with

building permits. The development does fall within the service boundary, and a will-server letter should be provided based on the detailed assessment in the facilities planning study.

- All other public and private improvements shall meet City of Tetonia, DEQ, State of Idaho and other governing agency specifications and requirements.
- When designing the improvements please refer to the City of Tetonia Public Works Standards and Technical Specifications wherever possible.

Please let us know if you have any questions or require any additional information.

Regards,



Merril B. Quayle, PE
Sunrise Engineering
[email redacted]

SUNRISE ENGINEERING

Pocatello Office
[address redacted] [address redacted] | **Tel:** [phone redacted] | **Fax:** [phone redacted]

February 3, 2026

City of Tetonia
Attn: Jacque Beard
[address redacted]
[address redacted]

Re: Addendum to Pinnacle Peaks – Parcel 3 Subdivision Concept Plan Review

Dear Ms. Beard,

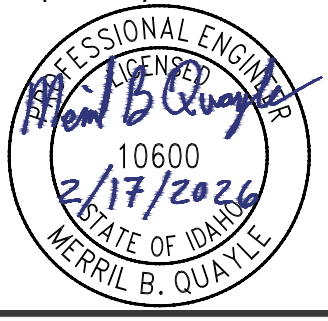
SEI has reviewed some additional elements for the proposed conceptual site plan for the above-mentioned project. Below are comments and recommendations to be added to the February 3, 2026 letter.

Roadway Connectivity

- Clarification, the future roadway connectivity plan should have been the Transportation Master Plan map found in the Comprehensive Plan.
- Addition to: A traffic impact study should be required along with any mitigations that are recommended for the full development of the developers' properties that are connected. This will include State Hwy 33 as well as City of Tetonia local streets. Coordination with the City and City Engineer should be taken to ensure that essential elements are considered. For example, this may include phased extension of Lincoln Lane to the south, following the sewer and water extension to either Teton Ave. or Perry Ave. This will allow for dedicated secondary access for emergency response. As well as the extension of roadways to State Hwy 33.
- The city currently is reviewing right-of-way asphalt sections and widths. That will likely reduce the width of the current standards. Once those recommended changes are presented and approved, they will be made part of the conditions of development.
- After further review, placing the annexed area (City of Tetonia) over the development it was found that portions of Lucas Lane, Chloe Circle and Asher Park Lane are not within the annexed area of Tetonia. These areas will need to go through the annexation process to bring in the entirety of the roadways and appurtenances. Bike lanes shall be considered on Chloe Circle and Asher Park Lane per city code (9-11-6-3).

Please let us know if you have any questions or require any additional information.

Regards,



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TRANSPORTATION MAP

