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

Pinnacle Peak – Preliminary Plat Application Review

Comment / Response

Based on the City of Tetonia / Sunrise Engineering review dated August 20, 2026. A response area has been added after each review comment for documenting how the comment was addressed. All responses within this document have been prepared by Eagle Rock Engineering. Response Date: xx-xx-26

General

1. Preliminary plat submitted consists of three phases.

Response: Correct

2. Consider garbage collection in final design. Especially in the higher density townhouse area, will require garbage dumpsters with adequate truck access with minimal backing.

Response: Noted. The engineering design team will incorporate during the final design.

3. Provide a street lighting layout for review and approval at the final plat application meeting street lighting standards.

Response: Noted. Street lights are shown and will be reviewed and approved during final design.

4. Landscaping in the landscape strips shall not obstruct sight triangles at the intersections or interfere with regulatory signage requirements.

Response: Noted. The engineering design team will incorporate this criteria during the final design. No obstructions are proposed in the landscape strips.

5. Development agreement will need to be reviewed by city legal and approved by city council. This document is not fully vetted, is a work in progress.

Response: Acknowledged

Irrigation

6. The developer shall verify if the property has water rights. If surface water rights are available an internal secondary 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.

Response: Developer is working with City on water needs and has proposed to transfer water rights as needed.

Right-of-way/Roadway

7. All new road names shall be checked against the 911 system to make sure there are no conflicts.

Response: Acknowledged. Proposed road names will be submitted to the Teton County 911/GIS coordinator for verification and conflict checking prior to Final Plat submittal.

8. 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.

Response: Acknowledged. The City is working directly with the State of Idaho for those encroachment permits. We understand that until those applications and permits are finalized, construction across the Rails-to-Trails will be on hold.

9. 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. Connection to Perry Ave. as shown is required with this development plan.

Response: Acknowledged. This requirement will be fully integrated into the Final Plat submittal and final construction design documents

10. 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 the intended requirement.

Response: Acknowledged.

11. Provide verification that the roadway design for the townhomes will accommodate the largest emergency response vehicle the area currently supports, more particularly to curves and radii design.

Response: Internal roadway widths and turn-around/curve radii have been designed to safely accommodate the Teton County Fire Protection District's standard fire apparatus. A formal vehicle turning simulation exhibit will be provided with the final engineering construction package to verify compliance prior to Final Plat approval

12. All components of the traffic study shall be implemented into the final design plans.

Response: Acknowledged. All recommendations, mitigation measures, and design components outlined in the approved Traffic Impact Study will be fully incorporated into the final construction drawings and have been captured as part of this Preliminary Plat application.

13. Access to be constructed at the time of subdivision construction except for the intersection of Chloe Ave. and Main St./Hwy 33.

Response: Noted. The intersection of Chloe Ave. and Main St./Hwy 33 has been removed per ITD comments/direction. We are working with ITD for the approach permits onto Main St./Hwy 33.

14. Request that road and access plans not within Tetonia Corporate Boundaries meet City of Tetonia standards unless other governing standards are more restrictive.

Response: Noted. Preliminary Plat has all roads and access' outside of City of Tetonia boundaries shown as typical street cross sections per City of Tetonia standards.

15. Show shouldering detail on gravel street cross sections.

Response: Added a 7' drainage swale for drainage.

16. Roundabout design to meet Idaho Transportation Department (ITD) Roadway Design Manual Current edition adopted by ITD. Include pedestrian and bicycle accommodations.

Response: Roundabout design meets ITD Roadway Design Manual and AASHTO "Green Book" design guidelines. Pedestrian and bicycle accommodations are shown at intersection.

17. Align private road from town houses and dog park parking across from each other no offset.

Response: No longer applicable

18. Provide details on ADA ramps at intersections.

Response: ADA ramp details aren't typically shown preliminary plats, details will be provided on final design documents.

19. Intersection should extend to the west at Asher Park Lane/Chloe Ave crossing Lucas Lane.

Response: Proposed access to baseball fields are shown.

20. Show snow removal areas.

Response: Snow storage will be handled on-site via roadside drainage swales and designated common open spaces. Please refer to Note 10 on Sheet 1 for specific snow management requirements and location designations.

Sanitary Sewer

21. 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.

Response: A sewer extension to the specified intersection will be provided, provided that matching existing city sewer depths remains feasible upon final design. Final design and construction details will be finalized during the construction document phase. Where sewer depths are not feasible for tying into existing sewer collection system, sewer will be routed to proposed lift station.

22. 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.

Response: Noted. Anticipated sanitary sewer line sizes are shown on Preliminary Plat. Final Sizes will be determined at final engineering stage with a minimum pipe size of 8".

23. 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.

Response: Noted.

24. 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.

Response: Acknowledged. The City is working directly with the State of Idaho for those encroachment permits. We understand that until those applications and permits are finalized, construction across the Rails-to-Trails will be on hold.

25. Sanitary sewer shall extend to the north and south boundary of Lucas Lane.

Response: Sanitary sewer extends to the north and south boundary of Lucas Lane.

26. Relocate pressure sewer lines into the west more and not under the curb line.

Response: Most easterly pressure line was 0.75' from curb line, shifted another 0.75', total of 1.5' from curb

27. Move gravity sewer more to center line so manholes are not in the wheel path of Lucas Lane.

Response: The current design places the gravity sewer main exactly 5.5 feet from the roadway centerline, which aligns with the center of the travel lane so typical passenger vehicles will straddle the manhole covers

28. Lift station lead time; request get submittals as soon as practical to work through design. Lift station controls to be placed in a CMU building.

Response: Lift station design to be submitted as soon as practical for City review.

Stormwater

29. Stormwater report indicates 17,000 LF of swales for stormwater. Swales will be adjacent to all public roads per street section shown. This system is a retention system and will need to be maintained yearly from vegetative overgrowth to keep the original volume calculations.

Response: Acknowledged.

Water

30. 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.

Response: Acknowledged. All water lines on Preliminary Plat are shown as a minimum of 8-inches in diameter. Larger water main sizing is shown to meet projected full build-out demands.

31. Fire hydrants shall be installed along water mainlines in accordance with the currently adopted International Fire Code and local fire authority requirements.

Response: Acknowledged. Hydrant locations are shown on the Preliminary Plat. Final locations to be finalized at time of final plans.

32. 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.

Response: Acknowledged. Off-site designs are in progress and will be shared with the City of Tetonia for review/approval.

33. 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.

Response: Acknowledged. The City is working directly with the State of Idaho for those encroachment permits. We understand that until those applications and permits are finalized, construction across the Rails-to-Trails will be on hold.

34. Valves to be flanged by mechanical joint.

Response: Noted. The engineering design team will incorporate during the final design.

35. Add another valve to the cross in the roundabout (4) total.

Response: Valve has been added.

36. Move valves to intersections of alley way and Jax and Knox.

Response: Alley way is no longer applicable, valve location was left as is to meet spacing requirement.

37. Provide a water cross at Main and Asher Park Lane with valves on all sides (4) total.

Response: Water Cross is shown with valves, all 4 sides.

38. Have 3 valve cluster at Main and Chloe for future crossing.

Response: Chloe is no longer extending to Main

39. The capacity of the water distribution system currently is at capacity. The development water evaluation states water need of 180,000 gpd with a peak hour factor of 3. Further discussion will need to be had concerning this preliminary development requirements regarding water rights, redundant sources such as a new well with backup power and SCADA system.

Response: Acknowledged. We will continue to work with the City of Tetonia to address water capacity and possible solutions moving forward.