MEMO

To: Jacque Beard, Tetonia City Clerk
From: Ashley Koehler, Contract Planner
Memo Date: 11/16/2026
File #: SUB2025-3
RE: "Pinnacle Peak at the Tetons" Preliminary Plat Subdivision Review

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REVIEW ANALYSIS

The following Memo contains a summary of service provider comments, P&Z Commission comments and an analysis with recommendations for how the project complies with the City of Tetonia Land Use Code, Comprehensive Plan, and the related Rezone and Conditional Use Permit (CUP) (File# ZX2025-1).

Service Provider Comments

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

- Sheriff- NONE
- Fall River Electric- correspondence direct with applicant
- Silver Star Communications- correspondence direct with applicant
- Teton County Fire District - 10/22/26
- Teton County School District- 11/11/26
- Teton County Housing Authority- 10/30/26
- City Engineer- 11/12/26
- City Public Works - NONE
- Idaho Health District- refer to same comments from 1/21/26 Concept Plan comments
- ITD - ***Pending. Applicant needs to pursue.***
- Idaho State Parks (Rails to Trails)- NONE
- RAD Curbside- 10/26/26
- Teton County Recreation- NONE
- Teton Valley Trails & Pathways- NONE

Zoning Review (Land Use Code 9-10)

1. Single family homes = Conditional Use in R3.
    a. CUP conditionally granted in Dec 2025
2. Townhouses = Permitted Use up to 8 units per acre
    a. 7.5 acres is needed to get a density of at least 60 townhouses. **The plat shows 6.61 acres. This needs to be updated and allocated correctly.**
3. Townhouse Lot Size:
    a. 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. The townhouse lot sizes range from 2,251SF to 2,946SF.
    b. The proposed townhouse configuration concentrates 60 units into a relatively continuous linear development pattern. **This raises a concern that the resulting building mass and repetition may create a monotonous visual character and an abrupt transition between the single-family and**

multifamily portions of the development. It was recommended in a previous comment email that the Developer evaluate breaking the townhouse development into smaller building clusters, incorporating meaningful common greens between clusters (not just narrow strips of land), and varying building orientation and setbacks. Consideration for smaller SF lots sizes nearby may also help to integrate the look of a mixed-density neighborhood.

i. The Developer has since revised the townhouse layout to add an open space/pathway corridor running east/west. However all townhouses are still oriented linearly and the Developer cited the reason for wanting to face the units towards the Tetons for the view. **This was discussed with P&Z Commission on 11/2/26 and P&Z supported the recommendation to request an updated visual rendering showing the townhouses and open space.**

c. The townhouse lots will be condominimzed. Therefore, 9-11-16-2 also applies. **Please submit the condo plat so that can be reviewed and the lots platted.**

4. SF House Lot Size: 5,000SF
    a. Lot size ranges from 10,879SF to 7,700SF. This density is 3 units per acre and with the townhouses, the overall density is 4 residential units per acre.
5. Lot Width: 50'
    a. SF home lots are generally 70' with corner lots varying from 50'+. Townhouse lot width is 20'.
6. 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. The City may consider site-based setbacks or lot-based setbacks. **A revised Site Plan for the townhouse lots is requested confirming the building footprint and showing the setbacks, specifically for the side setbacks. It appears that the front 15' setback will be met, but needs to be labeled with dimensions to verify. The land for the side setback needs to be shown in the lot or site boundary and cannot be counted towards minimum open space acreage.**
7. Height: 35'
    a. Submit conceptual renderings of the townhouse elevations for Design Review that show height.

Subdivision Code Review Criteria (Land Use Code 9-11)

- *"Subdivisions shall conform to the standards of the comprehensive plan, the zoning ordinance and other ordinances and regulations of the city (9-11-6)*."
- *"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 (9-11-6)."*
- 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 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:
    F. Lack of water supply, drainage, transportation, or other public services; or
    G. Unnecessary imposition of an excessive expenditure of public funds for the supply of such services.
    H. 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 plat (9-11-02-2-B)."

These statements serve as the foundation of the subdivision review and which several comments refer back to.

Master Plan

The Master Plan shows a baseball resort area located immediately to the west of the residential subdivision and commercial to the north and east. This Master Plan was not available during the rezone and Conditional Use Permit, so this raises some compatibility questions.

8. What are the proposed road classifications in the Master Plan, specifically for Lincoln Ln and Lucas Ln.?
9. It is recommended that the Master Plan show a connection to 2nd St from Asher Park Ln.
10. The residential lots along the north are proposed to border commercial. It is anticipated that a landscape buffer, fencing and or greater setback will be needed along the north edge, if and when the commercial is developed.
11. The residential lots facing Lucas Ln will also front the Baseball Resort with expected greater traffic. It is recommended that design features be used for the streetscape to help the subdivision be more compatible with the adjacent commercial use. Increased front setback, street trees, and a separated pathway instead of sidewalks could all help create a transition from commercial to residential use. This recommendation is in line with the purpose of the CUP.
12. What is the pedestrian connection to the Baseball Resort?
13. Intersection improvements to make it safe for pedestrians may be warranted at Asher Park Ln and Lucas Ln. Especially considering that the ballfield in the SE corner of the Baseball Resort is across from the subdivision.

Roads/Traffic

"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 (9-11-6-2)."

14. Road connections to the city grid are critical. Per the purpose statement above, coordination of streets with existing streets are necessary to promote the harmonious development of the area. **It is recommended that a road connection to the city grid be installed in Phase 1.** An easement to cross the Rail Trail at Perry Ave is a priority connection and should be obtained as part of any subdivision approval.
    a. This is further supported by the Transportation Master Plan in the 2009 and 2015 version and the Comprehensive Plan statements summarized in this Memo below.
15. Improvements to Perry Ave to pave it are included in the Development Agreement, but it is recommended that adjacent sidewalks also be installed as part of this connection. This ensures a safe pedestrian connection from the city core to the subdivision, specifically it is a part of the city's Safe Routes to School network.
16. Lincoln Ln is proposed to extend south of the subdivision as a gravel road. It is noted that the City Engineer recommended that an adjacent pathway also be installed along this ROW from the subdivision to Egbert Ave, assuming that there is no connection to the Rail Trail. It is my recommendation that an easement across the Rail Trail be obtained with this subdivision and therefore a pedestrian connection from the development south can be accommodated for with the Rail Trail.
17. The timing for Lincoln Ln to be paved and dedicated to the City needs to be detailed in the Development Agreement. Include a time that is not based only on phases, but to a date certain as well.
18. Lucas Ln is proposed to be built only half in the subdivision and city limits. It is recommended that the entire ROW be located in city limits for the city to take ownership of this road.
19. The phasing plan shows that Asher Park Ln will not extend to Lucas Ln until Phase 2. It is recommended that Asher Park Ln connect to Lucas Ln in Phase 1. Asher Park Ln is presumed to have the higher street classification than Knox and Jax Ln, and therefore should be used to route traffic from the Hwy through the subdivision.
20. Improvements to Hwy 33 are requested to be known and documented. As of the date of this Memo no comments have been received from ITD. Please follow up with ITD to determine the suitability of the proposed connections. A placeholder for the construction of the potential improvements should be

added to the Development Agreement with the timing for the installation. P&Z Commission has requested that this information be known so that compatibility and safe traffic flow can be confirmed.

21. Do either the May or Sept 2026 Traffic Studies anticipate the Baseball Resort and the additional traffic that would be generated? I recommend ensuring that Asher Park Ln can accommodate or sufficient ROW is provided if that street will need to be upgraded at some future date upon build out of the Master Plan.
22. What is the proposed road classification for the streets in the subdivision and what are their corresponding cross-sections?
    a. The lots along the south edge of Asher Park Ln will have 9 individual driveway encroachments that are not compatible along a Major Collector, if it is classified as such. Shared driveways or an increased setback for these lots may be warranted to offer a greater buffer and compatibility with the eventual build out of the development.
    b. It is recommended that no driveways should be permitted along the north side of Asher Park Ln.
    c. The lots along Lucas Ln will have at least 11 lots with direct driveway access. And 10 lots along Lincoln Ln. It is recommended that the corner lots take driveway access from the roads with the lower classification.
23. Block 2 Lots 20 and 22 will face an intersection to the potential Baseball Resort. Could this intersection be re-located so it faces the pedestrian corridor?
24. Block 4 Lots 10 and 12 will face the intersection to the Townhouses. Could this intersection be re-located to line up with the Pedestrian corridor to avoid conflicts and safety of driveways located at this intersection?
25. Are bicycle lanes proposed?

Pathways/Parks & Open Space

Open Space Requirements (9-11-6-6 & Design Standards 9-12)

- Single family = 10% of gross land area
- Townhouses= 600sf per each 4 units or 7% of the gross land area, whichever is greater.
- Per the Design Standards, Townhouses are also required to landscape at least 15% of the gross land area.
- Open space may include agriculture, recreational amenities, or sensitive environmental areas.
- Any open space needs to be improved to one of the Type Allowed (see 9-11-6-6-C).

The Plat shows a “Playground Park” in the SE corner that is approx. 1 acre and a “Dog Park” in the NE corner, which its size is not labeled, but appears similar in size. These parks are connected to interspersed pocket parks around the round-about or connect linearly around the townhouses and as such are classified as “neighborhood parks” per the Design Standards because it is 2-5 acres in size and within a ½ mile of the users. In comparison, the Ruby Carson Park is ~2.5 acres. There are pathways throughout the development and connections to the Rail Trail. The parks will all be public and not just for residents, except the basketball court and gazebo are included as an additional park for the townhouse neighborhood.

26. Per the Design Standards in City Code 9-12, **a detailed landscape plan is needed to review and ensure amenities are included: shade trees, picnic areas, walking paths, and play areas.**
27. Verbal comments from Public Works, City Engineer, and P&Z Commission have commented that only the “Dog Park” and “Playground Park” be dedicated to the public and owned/maintained by the City. The remaining green space should be managed by the HOA. **The Plat should be revised showing the boundary for the parks to be dedicated to the public.**
28. It is recommended that the Dog Park should also have playground equipment in addition to the Dog Park facilities shown (fencing, benches, and trash cans).
29. The parking lot for the Dog Park shows vehicles backing out directly onto Lincoln Ln, which is presumably a collector road. This is not permitted per 9-10-8-4-C. It was discussed at the Engineering/Developer meeting on 11/12/26 that this parking would be re-designed so that Lincoln Ln would have on-street parallel parking. Pedestrian crossings from the Dog Park across Lincoln Ln should be enhanced for ped safety.

30. The “playground park” is encumbered by a significant amount of asphalt for a mailbox drive-thru. It is recommended that a mailbox unit be located on the side of an existing street in the townhouse subdivision area and another elsewhere in the SF subdivision with a larger shoulder provided. This way, more greenspace is made available and more than 4 parking stalls can be created, therefore offering a greater benefit to the community. As currently designed, the City staff did not support this being taken over as a city park. As discussed at the Engineering/Developer meeting on 11/12/26 this will be re-designed and a proposal for on-street parking may be considered along Asher Park Ln. The city could then support this park as a public park open to the public.
31. The pocket parks around the round-about as well as the pedestrian corridor and green strip along the townhouses are not recommended to be public parks and instead owned and maintained by the HOA.
32. The pathway in the “pedestrian corridor” is shown to not be fully completed until Phase 3 is done. To support connectivity, it is recommended that the pathway at least be built with a connection to Lucas Ln in Phase 1.
33. The pathway plan shows connections to the Rail Trail at 3 separate locations. These are recommended to be installed to support pedestrian connectivity.
    a. Please confirm easements or coordination with Idaho State Parks for these access points.
34. Will these pathways shown on the subdivision plan be paved or gravel?
35. Where the “pedestrian corridor pathway” crosses Lincoln Ln into the townhouse development, it is recommended that an enhanced pedestrian crossing be installed and shown on the improvement drawings.

Blocks, Lots & Layout

36. **Block Length** (9-11-6-3) The maximum block length as measured from street intersection to street intersection is 400’ maximum. The proposal shows 840’ from Chloe Ave to Asher Park Ln and instead a “pedestrian corridor” green space has been submitted to function as the edge of the block. However, the distance from the edge of the street to the pedestrian corridor is approx. 460’, which still exceeds the maximum length.
    a. Article 12 of the Design Standards authorizes P&Z to allow modifications to design requirements if a superior design is presented that “*meets or exceeds the purpose statement of [the] chapter*” (9-12–4-4). The purpose being: “*promoting the general welfare; implement the Tetonia Comprehensive Plan; encourage landscaping and the planting of trees throughout the city; and, provide planning and design guidelines to facilitate orderly development* (9-12-2-2).”
    b. At the 11/2/26 P&Z work session the Commission provided comment in general support of using a green space rather than a road to meet the block requirement.
    c. The use of a pedestrian corridor rather than asphalt reduces the amount of asphalt and increases green space, furthering the purpose of the Design Standards. Especially considering that the open space minimums are met without this greenway. The lack of a mid-block road creates a situation where more houses are required to take driveway access onto the higher classification of streets (Lincoln Ln and Lucas Ln). If the driveway limits as mentioned in the Memo above are incorporated and the City Engineer supports the number of driveways on these roads then **this alternative is supported, however, the maximum 400’ block length should still be met.**
37. When will the townhouse lots be condominiumized? Since they are not proposed until Phase 3 to be built, how do you propose they be shown on the subdivision plat? For example, will that area be grayed out and labeled as “future townhouse subdivision” or do you request to plat the lot lines and record a condo plat at the same time? Please note the additional parking requirements in the Condominium Subdivision standards in 9-11-16-2.

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 during the Final Plat. **It is recommended that the City Engineer review the subdivision in accordance with the standards in this Code and provide details and additional comments where the Public Works Standards may conflict with the Land Use Code.**

38. **Curb, gutter, and sidewalk:**
    a. Lots abutting a public ROW shall provide rolled curb and gutter in the R3 zone.
    b. Paving is required on all streets in the proposed development and newly dedicated street ROWs.
        i. Lincoln Ln is proposed to be a gravel road and comments from the Engineer indicate that this road should not be dedicated to the public for ownership and maintenance until it is paved and/or a date certain. The Development Agreement should be updated to clarify ownership and paving timeline.
    c. **The City Engineer needs to confirm the sidewalk width and road cross-section for all new roads.**
39. 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). **Comments from the City Engineer should be referred to to ensure compliance with this section.**
40. Fire Hydrants: **Comments from the Fire Marshal should be complied with.**
41. Street Signs: Required to be installed by the Developer. It is recommended that additional flashing pedestrian crossing signs be installed at intersections around the round-a-bout and crossings along Asher Park Ln and Lincoln Ln.
42. Streetlights: **Are streetlights proposed to be installed?** These are required unless waived after a recommendation from P&Z and Council.
43. **Drainage & Grading:**
    a. Please see the standards listed in 9-11-8-2 and the Public Works Standards and confirm specifications needed for Prelim Plat submittal.
    *b. "The discharge of storm water into irrigation ditches shall not be allowed without special approval from the city. If an irrigation ditch is to be used as a storm water receptor, secure an agreement from the irrigation Ditch Company that the company will accept responsibility for receiving the water as **a submittal requirement of all preliminary plats**" (9-10-11-8-2-R).*
    c. The City Engineer should review these standards and confirm compliance.
44. A Cluster Mailbox should be shown on the Prelim Plat per requirements from the USPS that is not within a park proposed to be dedicated to the city.

Tetonia Comprehensive Plan (2009)

Infrastructure

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, but infrastructure improvements will be necessary, as this location is not along the public main lines for water and sewer. Further, the City does not have the water capacity to service this subdivision without mitigation. **The City recently adopted a Water Source Capacity and Water Rights Mitigation Ordinance that requires the Developer to provide specific water use information for further analysis** (see comments from City Engineer). The City Engineer should provide a recommendation to the P&Z Commission on if the improvements proposed are satisfactory to mitigate their impact.

Housing

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. Three (3) of the Townhouses are proposed to be deed restricted. The enforcement and administration of these restrictions are documented in the D.A. and it **is recommended that Teton Housing Authority advise the City and Developer in the necessary language for the D.A.**

Transportation
The Comprehensive Plan establishes a policy basis for maintaining and extending the traditional street-grid pattern as the community grows. The Plan identifies minor collector streets as a means of preserving "*a grid system of development throughout the city and into the city's impact area,*" and describes existing local streets as arranged in a grid pattern that provides access to neighborhoods, businesses, and public facilities.

The Plan also describes major collectors as streets that "*connect two or more local streets and a minor arterial*" and generally serve light commercial areas and residential neighborhoods. Importantly, it states that major collectors "*normally should be designated so that commercial and residential properties do not have direct access onto them*" (Pgs14-15). See comment #22 above "Roads/Connectivity".

The Plan further recognizes the need for additional roads to accommodate future traffic volumes and calls for developers to evaluate and mitigate impacts to traffic, transportation, streets, and public rights-of-way as part of the development process. Consistent with these policies, the proposed subdivision shows limited connectivity to the adjacent street network, with Egbert Ave. serving as the only currently available connection. Although the Master Plan identifies additional connections intended to extend the city grid and provide access to surrounding properties and future development, these connections rely on street crossings over the Rail Trail and cannot be constructed without the necessary easements from Idaho State Parks. **It is recommended that the Developer obtain the required Rail Trail easements before the subdivision proceeds** to ensure the proposed street connections can be installed as shown.

In addition, a connection to 2nd Street is recommended to be shown on the Master Plan, consistent with the recently adopted Transportation Master Plan. The proposed stub streets and half-street also indicate anticipated development of adjacent properties; however, the plans do not identify the intended land uses or demonstrate how future streets will connect to the subdivision. Specifically, Lincoln Ln implies future development to the north, but the proposed commercial street layout has not been provided. **A conceptual street layout for the adjacent commercial area should be included** to demonstrate how the street network will connect and coordinate with the subdivision. To the west, a large baseball resort complex is proposed, including a community soccer field and shared parking. **Enhanced pedestrian crossings within this portion of the subdivision are recommended** to better integrate the two developments and provide safe pedestrian access between them.

Adjacent Uses
The Comprehensive Plan emphasizes orderly growth and compatibility between new development and surrounding land uses. As the proposed subdivision is residential and adjacent properties are currently agricultural, with anticipated future commercial development, appropriate transitions between uses should be considered. While buffering along the residential/commercial interface would generally be addressed through the future commercial development, **it is recommended that the Master Plan acknowledge the need for future commercial development to provide appropriate setbacks, landscaping, and buffers where it abuts residential uses.**

Public Facilities/Services
The Comprehensive Plan, under *Manage Growth and Development*, Goal 2, identifies the need to provide adequate public facilities and services for existing residents and new growth. The Plan calls for evaluating the capacity of public services and infrastructure and for developer participation in addressing growth-related impacts. For this proposal, the School District has provided comments and requested a per-lot contribution, which the Developer has agreed to provide through the Development Agreement. The Fire Marshal has also provided comments regarding fire infrastructure, and the applicable service providers have had an opportunity to review the development. These comments and associated improvements are intended to address the service needs generated by the subdivision. **It is recommended that the City evaluate and budget for the additional**

administrative and staffing capacity necessary to manage the increased workload associated with a development of this scale, including building permit review, inspections, and code enforcement. This is consistent with the Comprehensive Plan's direction to plan for public facilities and services as the community grows.

Orderly Growth
The Comprehensive Plan, under *Manage Growth and Development*, Goal 1, calls for "*moderate, stable growth consistent with the City's vision and fiscal capability*" and encourages clustered development that preserves desirable open space and environmental features. The proposed mix of single family and townhouse units supports the Plan's objective of providing varied housing types; however, a 150-unit subdivision represents substantial growth relative to Tetonia's existing size. **It is recommended that the development phasing plan, including the timing of infrastructure improvements and city's maintenance obligations, be clearly documented in the Development Agreement** to ensure that growth occurs in an orderly manner and that the City's infrastructure and fiscal capacity can keep pace with development.

Public Transparency
The Comprehensive Plan identifies open communication with government as an important community priority and recognizes the need to help citizens understand local government and the needs of the community. The Plan also encourages educating the community and promoting citizen participation in matters affecting Tetonia's scenic character and future development. Consistent with these objectives and P&Z comments at the 11/2/26 meeting, it is **recommended that the City make the subdivision application materials, including supporting technical studies, readily accessible to the public, preferably through the City's website.** Providing convenient access to these materials would promote informed public participation and transparency in the City's review of this significant development proposal.

Design Review Standards- Open Space & Townhouses (9-12)

A Design Review application was submitted to review the open space areas and the Townhouses. The applicable standards are as copied below from the Code in *italics* and are as follows:

Site Design:

45. *Traffic: The site plan design shall minimize impact of traffic on adjacent streets, provide for the pedestrian, and provide appropriate, safe parking lot design.* **More details are needed on pedestrian crossings and road cross sections to ensure this criteria is met.** Easements for crossings over the Rail Trail to connect to Perry Ave and to Hwy 33 via Asher Park Ln are recommended to disburse traffic and support pedestrian connections to the Rail Trail.
46. *Landscaping: Landscaping shall ensure harmony with adjacent development; provide screening and site and sound buffering; preserve environmental features; beautify the city; and, provide adequate maintenance features.* **Landscape plans are requested f**or all park space areas and for the minimum 15% townhouse landscaping requirement.
47. *Grading and Drainage: Grading and drainage shall provide for storm drainage, erosion control and flood prevention.* **City Engineer to confirm.**
48. *Signage: Signing for any project should provide for business identification and minimize clutter and confusion on and off the site, and shall be in compliance with sign regulations.* Any proposed neighborhood monument **signs proposed need to be submitted** to review, including location, lighting and design.
49. *Utilities: Utility service systems shall not detract from building or site design. Cable, electrical, and telephone service systems shall be installed underground.* All utilities will be installed underground.
50. *Outdoor Lighting: Effective outdoor lighting should enhance the character of the city; provide safety and security for persons; reduce glare and large variations of lighting levels; and, protect the night sky. Outdoor lighting shall be in compliance with outdoor lighting standards.* **Outdoor lighting along the streets and at the parks is requested to be submitted.**

Design Review Standards- Open Space & Townhouses (9-12)- continued

Building Design:
"The mass (overall size) of the building should be reviewed for its relationship with existing development in the surrounding area and with the allowed use proposed by the applicant. Openings in the building shall provide interest through the use of such features as balconies, bays, porches, covered entries, overhead structures, awnings, changes in building facade and roofline alignment, to provide shadow relief."

The townhouses are broken up into 5 sets of 6 townhouses, approximately 120' in length along Lincoln Ln. Color renderings were submitted showing 3 color options with awnings over the front door and window bay. The rear elevation includes a porch over the driveway showing visual relief and interest.

51. **An updated visual rendering of the rows of townhouses together in context with the streetscape is requested.**

Open Space Development: See comments above in the "Parks/Pathways & Open Space" section.

Streetscape & Sidewalks:

52. Road cross sections need to be submitted to ensure streetscape amenities are included (street trees, street lights, pedestrian lighting, and pedestrian crossings) and sidewalk size is adequate. The streetscape along Lucas Ln is recommended to include street trees and potentially additional landscape buffering for the homes fronting this street in an effort to add additional privacy from a potential future Baseball Resort and busier traffic.

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:

53. *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.* See comments above and throughout the Memo that discuss this.

54. *Transportation connectivity is supported through the integration of pedestrian and bike pathways and potential new access to Highway 33, pending ITD approval.* This finding is based on conceptual road grid connections shown along Asher Park Ln and Chole Ave connecting to Hwy 33 and connections to the Rail Trail. ITD has provided comment that 2 accesses are not supported here, so only Asher Park Ln should be considered. **This connection is still recommended to be pursued.**

55. *Comprehensive Plan: The proposal aligns with objectives for orderly growth, housing variety, and connectivity.* See Comp Plan section above.

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

57. *Neighboring Uses: The project is not expected to create hazards but will result in increased traffic and activity compared to existing low-density surroundings.* **ITD needs to confirm the acceptability of the Traffic Studies.**

58. *Public Facilities and Services: The development can be served by City utilities, if system upgrades are completed and the developer participates in said improvements.* **City Engineer to confirm.**

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

60. *Traffic Hazards: The proposed access to Highway 33 is subject to ITD approval.* **ITD to confirm access points. Again, it is recommended that Asher Park Ln be pursued rather than Lucas Ln.**

Attachments

A. Preliminary Plat (10-9-26, with red-lines/comments 10-30-26)
B. Master Plan (10-13-26)
C. Notice of Decision- Rezone & CUP (12-9-2025)
D. Engineering Comment letter (11-12-2026)