SUNRISE ENGINEERING

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August 20, 2026

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

Re: Pinnacle Peak – Preliminary Plat Application Review

Dear Ms. Beard,

SEI has reviewed the proposed preliminary plat application for the above-mentioned project. Below are comments and corrections to be added to the staff report for response to the application.

General

- Preliminary plat submitted consists of three phases.
- Consider garbage collection in final design. Especially in the higher density townhouse area, will require garbage dumpsters with adequate truck access with minimal backing.
- Provide a street lighting layout for review and approval at the final plat application meeting street lighting standards.
- Landscaping in the landscape strips shall not obstruct sight triangles at the intersections or interfere with regulatory signage requirements.
- 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.

Irrigation

- 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.

Right-of-way/Roadway

- All new road names shall be checked against the 911 system to make sure there are 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. Connection to Perry Ave. as shown is required with this development plan.
- 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.

- Provide verification that the roadway design for the townhomes will accommodate the larges emergency response vehicle the area currently supports, more particularly to curves and radii design.
- All components of the traffic study shall be implemented into the final design plans.
- Access to be constructed at the time of subdivision construction except for the intersection of Chloe Ave. and Main St./Hwy 33.
- Request that road and access plans not within Tetonia Corporate Boundaries meet City of Tetonia standards unless other governing standards are more restrictive.
- Show shouldering detail on gravel street cross sections.
- Roundabout design to meet Idaho Transportation Department (ITD) Roadway Design Manual Current edition adopted by ITD. Include pedestrian and bicycle accommodations.
- Align private road from town houses and dog park parking across from each other no offset.
- Provide details on ADA ramps at intersections.
- Intersection should extend to the west at Asher Park Lane/Chloe Ave crossing Lucas Lane.
- Show snow removal areas.

Sanitary 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.
- Relocate pressure sewer lines into the west more and not under the curb line.
- Move gravity sewer more to center line so manholes are not in the wheel path of Lucas Lane
- 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.
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Stormwater

- 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.

Water

- 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.
- 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.
- Valves to be flanged by mechanical joint
- Add another valve to the cross in the roundabout (4) total
- Move valves to intersections of alley way and Jax and Knox.
- Provide a water cross at Main and Asher Park Lane with valves on all sides (4) total.
- Have 3 valve cluster at Main and Chloe for future crossing
- The capacity of the water distribution system currently is at capacity. The development water evaluation states water need of 180,000gpd 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.

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

Regards,

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

