CITY OF TETONIA
RECEIVED 11-19-2026
SUB2025-3

Pinnacle Peak Subdivision

Agency Review Comments — Response Worksheet

Part 1 — Teton County Fire Protection District

Source: Kevin Brown, Deputy Chief Prevention/Fire Marshal, Teton County Fire Protection District — email to Ashley Koehler, Oct 22, 2026. TCFPD reserves full review of fire apparatus access, water supply, and hydrant placement until dimensioned civil plans are provided.

Comments

1. Hydrant spacing shall comply with IFC Appendix C, Table C102.1, based on the required fire flow for each building. For fire flows of 1,750 gpm or less, hydrants shall be spaced at an average of 500 ft, with no point on the street frontage more than 250 ft from a hydrant.

Response:
Hydrants meet spacing requirements as described.

2. Required fire flow shall be determined per IFC Appendix B for each building, with a minimum of 1,000 gpm at 20 psi residual pressure. Commercial, manufacturing, and larger buildings will likely require higher flows and longer durations.

Response:
Required fire flow for commercial, manufacturing, and larger buildings to be calculated and meet fire flow requirements.

3. The applicant shall provide a water system analysis showing available fire flow and duration throughout the development.

Response:
City Engineer and Project Engineer to coordinate water system analysis showing available fire flow. We will provide this document to the Fire Marshal once received.

4. Fire apparatus access roads 20 to 26 ft wide shall be posted “NO PARKING FIRE LANE” on both sides, with red curb (IFC D103.6.1).

Response:
“NO PARKING FIRE LANE” to be added to townhome drive aisles on both sides that are 26' wide and curb to be painted red.

5. Fire apparatus access roads more than 26 ft and up to 32 ft wide shall be posted “NO PARKING FIRE LANE” on one side, with red curb (IFC D103.6.2).

Response:
“NO PARKING FIRE LANE” to be added to townhome drive aisles on one side that are 30' wide and curb to be painted red.

6. Any access road with a fire hydrant shall be a minimum of 26 ft wide (IFC D103.1).

Response:
No access roads smaller than 26' shown.

7. Dead-end access roads over 150 ft shall have an approved turnaround (IFC D103.4). Stub streets for future phases shall have temporary turnarounds.

Response:
Approved turnarounds to be added to stub streets for future phases.

8. Each phase shall independently meet access and water supply requirements, and both shall be in place before combustible construction begins in that phase.

Response:
Each phase shown to meet access and water supply requirements. Improvements to be completed before building construction begins.

Questions

9. What is the height of the buildings on lots 1 through 60, measured from the lowest level of fire department vehicle access to the eave or top of parapet, and how many stories? Buildings over 30 ft require aerial access per IFC D105.

Response:
Townhome buildings to be 2 story and less than 30' in height.

10. What is the setback from the building to the near edge of the road on those lots? Aerial access requires the road within 15 to 30 ft of the building.

Response:
Front setback is 15'. Buildings to be less than 30' in height so no aerial access is required.

11. What is the total unit count and housing type in the R-3 zone? This determines second access requirements under IFC D106 or D107.

Response:
R-3 zone to include 90 single-family homes and 60 townhomes (150 total dwelling units). All R-3 housing areas have a secondary exit (Lucas Lane and Lincoln Lane). Subdivision to meet secondary access requirements and as shown does meet fire code.

12. What occupancies are planned for the M-2 lots?

Response:
No definitive end users at this time. Uses will be per the Tetonia Land Use Ordinance for M-2.

Future Review (upon submittal of dimensioned plans)

13. Sports complex access: The site appears served by a single road. A second access, or a plan for maintaining emergency access during peak events, should be shown.

Response:
Fire access lane designated as southernmost lane in queue area. Second access to the North is planned. To be addressed during annexation phase.

14. Sports complex field access: Several fields appear reachable only by footpath. Emergency vehicle access to all fields should be shown.

Response:
Emergency access added to each clover as shown in the exhibit. Access to each clover is being adjusted to accommodate vehicle access. To be addressed during annexation phase.

15. Sports complex buildings: Concession, restroom, press box, and maintenance buildings require access within 150 ft of all exterior walls (IFC 503.1.1) and hydrant coverage based on fire flow. Grandstand size and any covered structures should be identified.

Response:
Emergency access to be added to each clover. All structures are accessible from proposed hammerhead turnarounds within 150' hose stretch.

16. Parking lot drive aisles used as fire access shall meet Appendix D width, turning radius, and no-parking requirements.

Response:
Parking lot drive aisles and turnarounds are compliant with fire code.

17. R-3 dead ends: Several streets in the southeast portion appear to end without turnarounds.

Response:
Will revise at the R-3 annexation land during the subdivision submittal phase.

18. R-3 second access: Two separate access roads will likely be required, spaced at least half the diagonal of the area served.

Response:
Will revise at the R-3 annexation land during the subdivision submittal phase.

19. R-3 hose reach: For attached or multifamily units, the 150 ft access requirement must be met for rear and interior units.

Response:
Will revise at the R-3 annexation land during the subdivision submittal phase.

20. The long access road to the sports complex parking area will be reviewed for width, grade, and turning radius.

Response:
No further action required. Parking lot drive aisles and turnarounds are compliant with fire code and have intermediate turnarounds proposed.

Part 2 — Sunrise Engineering (City Engineer): Preliminary Plat Application Review

Sewer Study

S01. The applicant should correct Section 2.2. The 0.057-MGD / 386-ERU figure is remaining capacity under the annual water-balance calculation, not overall treatment capacity. Address each treatment, disposal, and collection-system limit separately.

Response:
Section 2.2 has been updated. Each treatment, disposal, and collection-system limit has been addressed separately.

S02. The applicant should provide consistent average-day, maximum-month, maximum-day, and peak-hour flows for each phase. At 148 gpd per ERU, 150 units produce 22,200 gpd, or 15.42 gpm. Include current City flows and other committed development.

Response:
Preliminary Sewer Analysis has been updated per comment.

S03. The applicant should describe the proposed subdivision lift station and force main at a preliminary level. Identify the general location, anticipated pumping rate or range, estimated force-main size, and connection point. Provide enough information to support the downstream capacity analysis. Detailed pump selection, wet-well design, controls, and equipment specifications may be provided with construction plans.

Response:
Lift station sizing and elevations provided in report. Force main details and calculations will be provided at time of final design and permits.

S04. The applicant's response states that preliminary sewer sizes are shown. Confirm that these sizes support full buildout, with an 8-inch minimum for gravity mains. Confirm the general routing and elevation feasibility now; final profiles and pipe design can follow with construction plans.

Response:
Preliminary sizing has been calculated and shown on Preliminary Plat. General routing and elevations have been calculated, which match Preliminary Plat routing. Final profiles and pipe design will be shown on construction plans during the permitting phase.

S05. The applicant should verify capacity in the existing 8-inch gravity line and treatment-plant lift station for each phase and the City's 20-year growth. Evaluate the subdivision's anticipated pumping rate or range with City flows. Avoid counting the development twice if included in City growth projections. Use available pipe sizes, slopes, and elevations to assess flow depths and potential backups; identify any additional information needed to confirm capacity.

Response:
Existing 8” gravity line and lift station will have the capacity for this development and future growth. Further coordination will be needed with the City and Sunrise Engineering on tie in locations, elevations, and any other additional information needed to support this development and future growth.

S06. The applicant should provide a phase table showing units, flows, anticipated service dates, and improvements needed before connection. Use these thresholds from the Wastewater Facilities Planning Study, Table 5-2, page 101:

Improvement	Total City ERUs	Additional ERUs from 201 baseline
Third aerator	289	88
Additional treatment lagoon cell	339	138
Expanded land-application capacity	340	139
Additional winter storage	433	232

These limits apply to the entire City system, not just Pinnacle Peak. Additional ERUs assume the study’s 201-ERU baseline. Update for current connections and commitments. Complete upgrades before reaching the limits and address the study’s earlier targets at about 80% capacity. City-approved alternatives may be considered.

Response:
Phase Table added to Preliminary Sewer Capacity report. Phase 3 will exceed the 88 available ERU’s. A new aerator will be needed.

S07. The applicant should identify the developer’s proposed share of City sewer improvements. Establish costs, responsibilities, completion dates, and phase limits in the development agreement, separating project needs from existing deficiencies and other future growth.

Response:
Additional research will be needed to establish costs, shared responsibilities, and completion dates to help determine developer and owner partnership for City sewer improvements. The DA won’t be signed until the Final Plat is recorded. We have time to resolve this issue.

Sewer Layout and Connections

S08. The applicant’s response leaves the Lincoln Lane and Teton Avenue gravity connection subject to final depth checks, with a lift station as an alternative. Clarify which areas will drain by gravity and which will be pumped, and confirm the proposed receiving connection, including Lucas Lane and Teton Avenue if used. Resolve the routing and basic elevation feasibility during preliminary review; final profiles can follow.

Response:
Preliminary routing and elevations support portions of the development to connect to the existing City’s gravity network. Additional research and coordination will be required to determine pipe capacity. As mentioned in comment, alternative design would be to route all sewer to proposed lift station.

S09. The applicant should keep manholes accessible for maintenance. At the roundabout, provide space for a tandem-axle maintenance truck without excessive traffic control or disturbance to landscaping. Provide access easements where needed.

Response:
All manholes will be accessible and in a public utility easement. The roundabout has been removed so comment no longer is applicable.

S10. The applicant should show proposed sewer extensions across Rails-to-Trails to the west Highway 33 right-of-way line; north on Lucas Lane to the south Highway 33 right-of-way line; and south on Lincoln Lane to the north Egbert Lane right-of-way line. Confirm general routing and future service areas. Provide final grades and profiles with construction plans.

Response:
Sanitary Sewer extends toward Hwy 33 on Lucas Lane and Asher Park Lane. Sewer extension south of the subdivision on Lincoln Lane will be done during future phases. It is not necessary for this 38 acre subdivision.

Water Report

W01. The applicant should revise average-day, maximum-day, and peak-hour demands to match the City study unless the City accepts another supported basis. Include irrigation, current City demand, other committed development, each phase, and full buildout.

Response:
Preliminary water capacity report updated based on Sunrise Engineering report.

W02. The applicant should provide a Water Rights Mitigation Plan under the adopted ordinance. Identify the rights, usable pumping rate, annual volume, required approvals, and timing. The City Engineer will recommend the mitigation for Council approval.

Response:
Water Rights Mitigation Plan will be provided upon receipt of the City's adopted ordinance. This document has been requested by PFG buy has not yet been provided.

W03. The applicant should provide a source-capacity analysis identifying the additional municipal well capacity needed to serve the development and maintain redundancy with the largest well out of service. Identify a feasible well location, required water rights, and general supporting improvements. Use the City study's 400-gpm well as a starting point and confirm project needs and shared costs. Detailed well design and confirmation of yield and water quality will be required before service.

Response:
A source-capacity analysis is in the process and will be provided at a later date.

W04. The applicant should include the City's new 475,000-gallon tank in the analysis when operational. The City is constructing the tank separately. Identify any phase that depends on its completion and use its available storage in the redundancy analysis.

Response:
A hydraulic analysis will be provided at time of Final Plat and Improvement Plans. All phases require this new storage tank.

W05. The applicant should provide a hydraulic analysis showing adequate pressures, tank recovery, and fire flow for each phase and full buildout, including required outage conditions. Confirm fire-flow rate and duration with the Fire District.

Response:
A hydraulic analysis will be provided at time of Final Plat and Improvement Plans.

W06. The applicant's response states that preliminary water-main sizes are shown. Verify these sizes through the capacity analysis, with an 8-inch minimum. Identify when the well, rights, and mains are needed under the mitigation ordinance. Any deferral requires a Council-approved agreement with security and interim protections. Required capacity must be available before connections are released.

Response:
Applicant understands that no connections can be made until additional water rights are received and a well is installed. Water main sizes to be confirmed at time of hydraulic analysis and provided on final Improvement Plans.

Water Layout and Irrigation

W07. The applicant should loop the water system for each phase. Use the Perry Avenue and Asher Park Lane crossings if Rails-to-Trails easements are obtained. Otherwise, provide another approved loop connection in addition to Egbert Lane. Identify who will obtain the easements.

Response:
Final water loop connections will be determined at time of Improvement Plans. If City is unable to obtain crossings of Rails-to-Trails then alternative routes will be provided for water system looping.

W08. The applicant's response identifies hydrants and several valve changes already shown. Confirm general hydrant coverage with the Fire Marshal. Carry the accepted layout into construction plans, with valve clusters at intersections, flanged-by-MJ valves, spacing not exceeding 800 feet, and main depths that accommodate future road grades.

Response:
Hydrant coverage meets fire code requirements. Final confirmation from Fire Marshal to be confirmed at time of final design and Improvement Plans.

W09. The applicant proposes transferring water rights to the City as needed. Confirm whether lot and common-area irrigation will use City water and include that demand in the water analysis and mitigation plan. If a separate irrigation system is proposed instead, identify its supply, ownership, maintenance, and backflow protection.

Response:
The Preliminary Plat shows a secondary water system for pressure irrigation for all lots and greenspace. In the event that the Developer determines not to provide a secondary water system for irrigation, City water will be used for irrigation and be coordinated with the City on use, capacity, and connections.

Stormwater and Grading

D01. The August 6 drainage report provides a preliminary concept for onsite retention using roadside swales, lot infiltration, and townhome storage. The applicant should add a concept exhibit showing drainage areas, flow directions, swales, and reserved storage areas for each phase, including contributing offsite runoff and drainage for offsite road improvements. Final grading and drainage plans can follow; the report commits to their approval before final plat approval.

Response:
Preliminary site grading has been completed with post development flows generally following pre-development flows. All public roads to provide roadside swales as shown in typical road sections. Storage areas to be provided on the Preliminary Plat.

D02. The report uses a 2.22-in/hr design infiltration rate based on three tests across the larger property; only one is identified as within or adjacent to this plat. The applicant should justify this rate for the proposed facilities, including surface soils and seasonal groundwater, and show that sufficient storage area remains available at a lower rate. Additional testing and final sizing can follow during design.

Response:
Additional testing and final sizing to be provided at time of final design of Improvement Plans.

D03. The applicant should show safe overflow routes and explain drainage during snowmelt and thaw/freeze conditions. The response proposes snow storage in roadside swales and common areas. Demonstrate that snow storage, blocked infiltration, and maintenance needs will not compromise drainage or access.

Response:
Additional storm drain infrastructure may be required to accommodate all low points to ensure that low points are keyed into free draining material found during the geotechnical investigation.

D04. The applicant should verify the assumed 17,000 feet of swales against the current layout, allowing for intersections and driveways. The report's 4-foot bottom, 3:1 side slopes, and 1-foot ponding depth require a 10-foot top width, before freeboard. Reconcile this with the response's 7-foot drainage swale. Show how driveway check dams and storage fit within the available corridor.

Response:
Drainage swales final design and calculations to be provided at time of final Improvement Plans.

D05. The applicant should identify space for the proposed townhome storage, including the report's 0.50-acre basin option or an equivalent layout. Confirm how lot runoff is retained or routed without counting the same capacity twice. Identify maintenance and recorded protections for private facilities. Support the no-easement conclusion where drainage crosses lots or uses shared facilities.

Response:
Preliminary basin sizing and location to be provided on Preliminary Plat. Final sizing of drainage basin, grading, and facilities to be determined at time of final Improvement Plans.

Transportation and Pedestrian Facilities

T01. The applicant should show street classifications and sections based on the adopted 2026 Transportation Master Plan and City standards. Include right-of-way, pavement, sidewalks/ pathways, and drainage widths. Obtain City approval of any differences between the plan and code. Maintain the City grid and planned connections where feasible.

Response:
Street sections and classifications shown on Preliminary Plat. Road layout follows the latest Transportation Master Plan. Per City's recommendation, the only deviation from City's road sections is showing parallel parking along Asher Park Lane adjacent to the park and on Lincoln Lane adjacent to the park.

T02. The applicant states that traffic-study measures are included in the preliminary plans and that the Chloe Avenue/Highway 33 connection was removed at ITD's direction. Confirm that traffic routing, required improvements, and phase access reflect that change. Identify where each applicable study measure is addressed and coordinate remaining Highway 33 approvals with ITD and the City.

Response:
Preliminary Plat reflects the change of removing Chloe Avenue/Hwy 33 connection. Final Highway 33 improvements to be approved by ITD and City. The city and Sunrise has both the 38-acres subdivision TIS and also the Master Plan TIS. The current design without Chloe going to the highway is in these TIS reports.

T03. The responses defer road-name approval, vehicle-turning exhibits, lighting, and ADA details to final design. That is appropriate for detailed plans. The applicant should confirm now that street widths, curves, the roundabout, and townhome access can accommodate emergency and service vehicles, including any height-related fire-access needs. Carry the agreed details into construction plans.

Response:
Street widths, curves, access, and turning movements comply with City requirements and safely accommodate emergency services. Final details to be carried into final Improvement Plans.

T04. The applicant should show the continuous 10-foot paved pathway along Lincoln Lane connecting to Perry Avenue. Identify crossings, accessible connections, easements, drainage, and maintenance.

Response:
Paved pathway added to Preliminary Plat.

T05. The applicant should obtain Fire District and City approval of Lincoln Lane as Phase 1 secondary access, including its interim surface and year-round accessibility. Establish a paving deadline that does not depend solely on Phase 2 proceeding. Any temporary unpaved access requires specific City approval.

Response:
Unpaved area of Lincoln Lane will be maintained and provide year-round accessibility. City and Developer to establish in development agreement paving deadline.

T06. The developer shall maintain roads until formal City acceptance. Document testing, record drawings, warranties, and acceptance requirements in the development agreement. Include chip sealing three years after City acceptance, with specifications and security.

Response:
All required testing and inspections will be provided to City for review and acceptance of all public improvements. The development agreement is to be updated to reflect these requirements.

T07. The applicant acknowledges garbage-truck access will be addressed during final design. Confirm that the townhome layout reserves adequate space for collection and truck movement; provide final collection details with construction plans.

Response:
Layout of townhomes provides adequate access for garbage trucks. Final determination of bins or dumpsters will be determined between service provider and Owner.

Parks, Open Space, and Snow Storage

P01. The applicant should consider moving the mailboxes outside the park and removing the vehicle loop. A right-of-way location needs City and postal approval and must not interfere with access, visibility, drainage, snow storage, or utilities.

Response:
Mailbox cluster has been moved outside of City park. Final location to be reviewed and approved by City and Postal Service.

P02. City maintenance of the southern park/playground requires Council approval and an agreement. Assign remaining parks and open space to the developer or Property Owners Association unless otherwise accepted by the City.

Response:
Updated ownership of Open Space shown on Preliminary Plat as directed by City. City to own and maintain larger north and south parks. HOA will own and maintain all other common space and open space.

P03. The response identifies swales and common open space for snow storage. The applicant should show these areas on the concept exhibit and reconcile snow storage with drainage, pathways, sight distance, and emergency access. Identify maintenance responsibilities and any needed easements.

Response:
Concept exhibit to be provided of snow storage that does not interfere with drainage, pathways, sight distance, and emergency access.

General Approvals and Closeout

G01. The applicant should show City limits and required annexations, including the roadway areas identified in the concept addendum. Resolve the restriction on water-main extensions outside City limits under Section 7-1-7(B).

Response:
City limits shown on Preliminary Plat. Developer has active application of additional annexations for surrounding properties.

G02. The responses indicate that the City is coordinating Rails-to-Trails permits. Confirm the City's and applicant's respective responsibilities, crossing locations, and phase dependencies. The applicant should identify ownership and access for proposed facilities. Required easements and permits, including Highway 33 approvals, must be in place before affected construction.

Response:
City and ITD are currently in talks on the latest City Master Transportation Plan for approved access locations. Once finalized, applicant will finalize proposed Highway 33 improvements and obtain all appropriate permits required for construction.
City is responsible for coordination and obtaining necessary easements and permits for crossing Rails-to Trails. If not secured, access from Hwy 33 and Egbert Ln will be required and water will be looped from Egbert Lane to Hwy 33 so no phases are dependent on permits be obtained by the City.

G03. Improvements shall meet applicable City standards and agency requirements. Obtain written approval of deviations. Submit final plans prepared and sealed by an Idaho professional engineer, with required agency approvals, before construction.

Response:
Final Improvement Plans to be prepared and sealed by an Idaho Professional Engineer upon approval of the Preliminary Plat.

G04. A draft development agreement has been submitted; its detailed review will follow separately. The City should use that review to establish improvements, costs, phasing, water mitigation, maintenance, deadlines, security, and acceptance. Preliminary plat approval does not reserve capacity for all 150 units. Confirm capacity and completed mitigation before service.

Response:
Ongoing coordination and discussion will continue to finalize the development agreement.

G05. The concept-response package includes Eastern Idaho Public Health's request for a City water/sewer will-serve letter and DEQ design approval before its plat signature. Coordinate those later-stage documents with verified capacity and the applicable phase improvements.

Response:
Will-Service Letters can be provided will contingencies of needed improvements. Will Serve letters will be required for DEQ review and approval of plans and plat signature. These will be coordinated after approval of the Preliminary Plat.