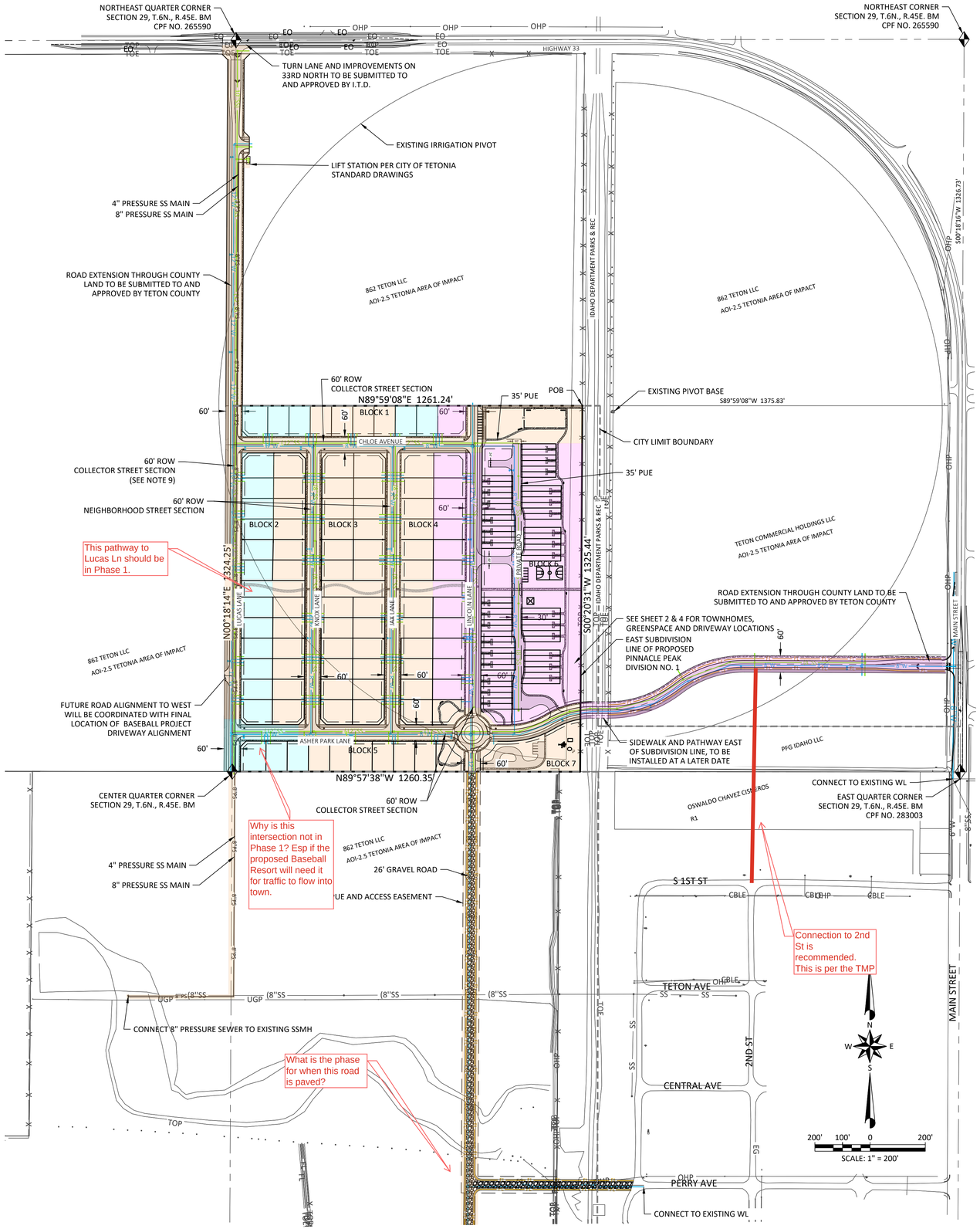
PRELIMINARY PLAT

PINNACLE PEAK SUBDIVISION

A PARCEL OF LAND BEING SITUATED IN THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 29, TOWNSHIP 6 NORTH, RANGE 45 EAST, BOISE MERIDIAN, TETON COUNTY, IDAHO

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

AK's comments 10/30/2026



PRELIMINARY PLAT:

TOTAL ACRES = 38.346 ACRES

SINGLE FAMILY LOTS = 90

MULTI FAMILY UNITS = 60

OPEN SPACE LOTS = 6

EXISTING ZONE = R-3 HIGH DENSITY RESIDENTIAL

AVERAGE SIZE = 8510 SF

TYPE OF USE = RESIDENTIAL

TOTAL LIGHT POLES = 16

PINNACLE PEAK SUBDIVISION OPEN SPACE BY PHASE:

	OPEN SPACE REQUIRED	OPEN SPACE PROVIDED
PHASE 1 - SINGLE FAMILY	82,769 SF	114,202 SF
PHASE 2 - SINGLE FAMILY	20,201 SF	114,202 SF
PHASE 3 - SINGLE FAMILY	16,900 SF	114,202 SF
PHASE 3 - MULTI-FAMILY	43,118 SF	183,946 SF
TOTAL:	162,988 SF	

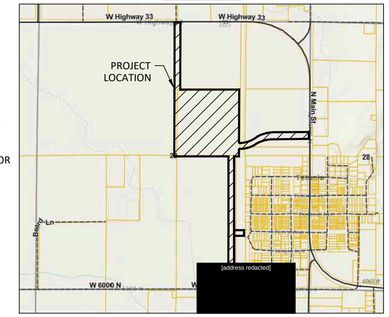
TOTAL OPEN SPACE PROVIDED = 183,946 SF

NOTE: BASED ON 10% GROSS LAND AREA FOR SINGLE FAMILY AND 600 SQ. FT PER 4 UNITS OR 15% GROSS LAND AREA FOR TOWNHOMES.

AREAS BELOW WERE USED TO CALCULATE THE OPEN SPACE THAT WOULD BE REQUIRED FOR THE PINNACLE PEAK SUBDIVISION:

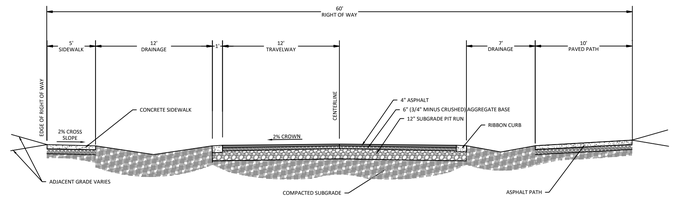
TOTAL SINGLE FAMILY AREA: 26.56 AC
TOTAL TOWNHOME AREA: 6.61 AC
TOTAL OPEN SPACE: 4.22 AC
TOTAL PEDESTRIAN CORRIDOR: 0.95 AC

VICINITY MAP

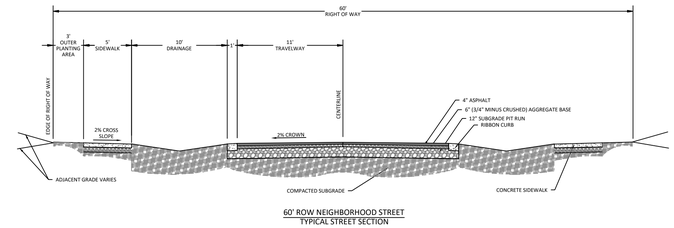


LEGEND

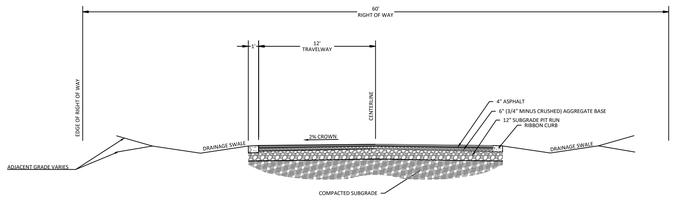
- BOUNDARY LINE
- LOT LINE
- PUBLIC UTILITY EASEMENT (PUE) OR AS NOTED
- EXISTING EASEMENT AS NOTED
- SECTION LINE
- CENTERLINE OF ROAD
- SS — NEW SANITARY SEWER MAIN
- W — NEW WATER MAIN
- NEW MANHOLE/EXISTING
- PROPOSED WATER/EXISTING VALVE
- PROPOSED/EXISTING FIRE HYDRANT
- PROPOSED LIGHT POLE
- NEW ASPHALT
- EXISTING ASPHALT
- PROPOSED CONCRETE SIDEWALK
- SECTION CORNER
- 4640 — CONTOURS (1' INTERVALS)
- EG — PROPOSED EDGE OF GRAVEL
- TOE — EXISTING TOE OF DITCH
- FL — EXISTING FLOWLINE
- TOP — EXISTING TOP OF DITCH
- EO — EXISTING EDGE OF OIL
- X — EXISTING FENCE
- CBLE — EXISTING CABLE LINE
- UGP — EXISTING UNDERGROUND POWER LINE
- OHP — EXISTING OVERHEAD POWER LINE
- EXISTING POWER POLE
- PHASE 1
- PHASE 2
- PHASE 3



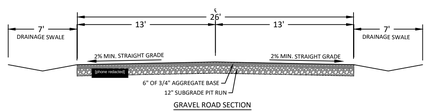
60' ROW COLLECTOR STREET
TYPICAL STREET SECTION



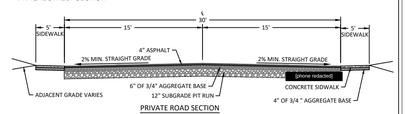
60' ROW NEIGHBORHOOD STREET
TYPICAL STREET SECTION



60' ROW COLLECTOR STREET
(NO PATH OR SIDEWALK)
TYPICAL STREET SECTION



GRAVEL ROAD SECTION



PRIVATE ROAD SECTION

NOTES:

1. ALL BUILDING SETBACKS AND DIMENSIONAL STANDARDS IN THIS SUBDIVISION SHALL BE IN COMPLIANCE WITH THE APPLICABLE ZONING REGULATIONS.
2. A 10 FOOT WIDE PUBLIC UTILITY EASEMENT SHALL BE RESERVED WITHIN EACH LOT ALONG ALL PUBLIC ROAD FRONTAGES. THE RIGHT TO USE SAID EASEMENTS IS HEREBY PERPETUALLY RESERVED FOR PUBLIC UTILITIES OR FOR ANY OTHER USES AS DESIGNATED ON THE PLAT.
3. TETON COUNTY PUBLIC WORKS DEPARTMENT REQUIRES A PERMIT FOR ANY CONSTRUCTION IN THE PUBLIC ROAD RIGHT-OF-WAY OTHER THAN FOR INITIAL CONSTRUCTION OF THE ROAD AND APPROACHES APPROVED WITH BUILDING PERMIT.
4. THE RE-SUBDIVIDING OF AN EXISTING SUBDIVISION PLAT WILL BE PERMITTED ONLY IF THE NEW LOTS CREATED ARE AT LEAST AS LARGE AS THE SMALLEST LOT PLATTED IN THE ORIGINAL DIVISION FROM WHICH THE NEW PLAT IS DERIVED. EXCEPT UPON REZONE OF THE PROPERTY TO A DIFFERENT ZONE, SMALLER LOT SIZES COULD BE APPROPRIATE AND MAY BE REQUESTED.
5. UTILITY FINAL LOCATIONS (INCLUDING FIRE HYDRANTS, WATER VALVES, WATER/SANITARY SERVICES, STORM INLETS) WITHIN THE PRE-PLAT LOTS WILL BE OFFICIALLY DESIGNED AS REQUIRED AT THE TIME OF FINAL PLAT AND IMPROVEMENT PLAN STAGE.
6. EXISTING OVERHEAD POWER LINE & POLES AND EXISTING IRRIGATION STRUCTURES TO REMAIN AND BE PROTECTED.
7. THERE ARE 4 PUBLIC USE OPEN SPACE LOTS (HATCHED IN GREEN, NEXT SHEET) TO BE DEDICATED TO THE CITY OF TETONIA.
8. WATER AND SEWER SHALL BE SERVED TO THE DEVELOPMENT BY CONNECTING TO EXISTING CITY INFRASTRUCTURE. STORM WATER SHALL BE MANAGED BY UTILIZING DRAINAGE SWALES ALONG THE PUBLIC ROADS TO CAPTURE POST DEVELOPMENT RUNOFF.
9. LUCAS LANE IS CURRENTLY DIVIDED BY CITY LIMITS BOUNDARY, WITH THE SUBJECT PROPERTY CONTAINING ONLY THE EAST HALF OF RIGHT-OF-WAY WITHIN CITY LIMITS. THE PROPOSED IMPROVEMENTS HAVE BEEN DESIGNED FOR THE FULL WIDTH OF LUCAS LN. THE APPLICANT WILL COORDINATE WITH THE CITY/COUNTY REGARDING INCORPORATION OR DEDICATION OF THE REMAINING RIGHT-OF-WAY INTO THE FINAL PLAT.
10. SNOW CLEARED FROM THE PUBLIC RIGHT-OF-WAY SHALL BE PUSHED INTO ADJACENT DRAINAGE SWALES, PROVIDED IT DOES NOT IMPEDE STORMWATER FLOW. INTERNAL TOWNHOME DEVELOPMENT SNOW REMOVAL SHALL BE STOCKPILED WITHIN DESIGNATED COMMON AREAS AND OPEN SPACE BLOCKS. STORAGE OF SNOW OVER UTILITY METERS, FIRE HYDRANTS, OR SIGHT-DISTANCE TRIANGLES IS STRICTLY PROHIBITED.

EAGLE ROCK ENGINEERING
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APPROVED BY:	J. SCOTT
PROJECT NO.	25172

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PRELIMINARY PLAT

PINNACLE PEAK SUBDIVISION

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Recommend a playground here also

Parking stalls cannot back out directly onto the public ROW

Need Idaho State Parks permission/ easement to connect to Rail Trail

LOT 61 BLOCK 6, INCLUDING PRIVATE ROAD WILL BE COMMON AREA

CITY LIMIT BOUNDARY

This Prelim Plat is still showing Lucas Ln not entirely in city limits. This was called out in the Concept Plan as not recommended. Move entire street into the city or annex the entire road segment before city would own/maintain.

What is the recommended safe ped xing here? Considering this collector will connect to the future commercial

What is the road cross-section and category for Lincoln Ln?
It is proposed to connect into 300,000SF of commercial and be the only southern entrance to the commercial.
Are res driveways ok along this road?
Comp Plan says no if a Major Collector.

This is proposed to connect to the Baseball Resort Park. This is not an ideal location for lots 20 and 22 to face this intersection w driveways. Should this intersection be moved?

No driveways on the north side of ASher Park Ln should be allowed

This is designated as a Collector street in the TMP. With the traffic proposed, is it recommended to have 9 driveways onto this street at this location?

Enhanced ped x-ings should be used all around the round-a-bout.

Recommend moving the mailbox units to an area w/in the townhouse area and another in the SF lots area.

This is way too much asphalt in this open space area. Re-locate the mailbox elsewhere so this acreage is actually used as park space for the entire city and not just residents of the subdivision to get mail.

The Code has no min parking amounts for a park, but if this is a community park, then more than 4 stalls may be recommended.

OPEN SPACE (183,946 SF) 11 % OF TOTAL AREA

COMMON AREA (72,181 SF) 17.7% OF TOWNHOME AREA

NOTE: COMMON AREA IN THE TOWNHOMES AND THE PEDESTRIAN CORRIDOR IS NOT COUNTED IN THE OPEN SPACE AREA.
SEE SHEET 4 FOR COMPLETE TOWNHOUSE LINEWORK, INCLUDING BUILDING FOOTPRINTS (FOR REFERENCE, FINAL FOOTPRINT TO BE DETERMINED AT TIME OF PHASE 3 DESIGN) AND SIDEWALK HATCH.
CURRENT SHEET SHOWS LOT LAYOUT, LOT NUMBERS, AND DIMENSIONS; LOT NUMBERS AND DIMENSIONS ARE OMITTED ON SHEET 4 FOR CLARITY.

BOUNDARY DESCRIPTION

LAND SITUATED IN THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 29, TOWNSHIP 6 NORTH, RANGE 45 EAST OF THE BOISE MERIDIAN AND FOR WHICH THE LAND IS BEING MORE SPECIFICALLY DESCRIBED AS FOLLOWS.

BEGINNING AT A POINT THAT IS S.00°18'16"W. ALONG THE SECTION LINE 1326.73 FEET AND S.89°59'08"W. 1375.83 FEET FROM THE NORTHEAST CORNER OF SECTION 29, TOWNSHIP 6 NORTH, RANGE 45 EAST OF THE BOISE MERIDIAN, SAID POINT BEING ON THE NORTH LINE OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 AND THE WEST LINE OF IDAHO DEPARTMENT OF PARKS AND RECREATION BOUNDARY PURSUANT TO INSTRUMENT NO. 124536; RUNNING THENCE S.00°20'31"W. ALONG SAID WEST LINE OF SAID IDAHO DEPARTMENT OF PARKS AND RECREATION BOUNDARY 1325.44 FEET TO THE EAST-WEST CENTER SECTION LINE OF SAID SECTION 29; THENCE N.89°57'38"W. ALONG SAID EAST-WEST CENTER SECTION LINE 1260.35 FEET TO THE CENTER 1/4 CORNER OF SAID SECTION 29, SAID POINT BEING A 5/8 INCH IRON ROD WITH ALUMINUM CAP STAMPED L.S. 2860; THENCE N.00°18'14"E. ALONG THE NORTH-SOUTH CENTER SECTION LINE 1324.25 FEET TO SAID NORTH LINE OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 29; THENCE N.89°59'08"E. ALONG SAID NORTH LINE 1261.24 FEET TO THE POINT OF BEGINNING, CONTAINING 38.346 ACRES.

SIDEWALK AND PATHWAY EAST OF SUBDIVISION LINE, TO BE INSTALLED AT A LATER DATE

This seems like an awkward entrance. Is this recommended? I am thinking of safety for residents backing out of garages here.

Need Teton County Public Works permit for this road.

Tetonia TMP requests a connection to 2nd St here. Recommend this be shown in the Master Plan for the Annexation. What is the timing for this connection to be built?

NOTE: TREES ARE SHOWN FOR VISUAL/CONCEPTUAL PURPOSES ONLY. A FINAL LANDSCAPE PLAN WILL BE PROVIDED WITH THE FINAL ENGINEERING/SITE PLAN.

LINE TABLE		
SEGMENT	BEARING	LENGTH
L1	S00°20'43"W	14.79'
L2	S00°20'43"W	20.27'
L3	S00°20'43"W	20.27'
L4	S00°20'43"W	20.27'
L5	S00°20'43"W	20.27'
L6	S00°01'07"E	20.45'
L7	S00°01'07"E	20.26'
L8	S00°01'07"E	20.26'
L9	S00°01'07"E	20.26'
L10	S00°01'07"E	5.21'
L11	S00°20'43"W	20.45'
L12	S00°20'43"W	20.27'
L13	S00°20'43"W	20.27'
L14	S00°20'43"W	20.27'
L15	S00°20'43"W	20.27'
L16	S00°20'43"W	20.27'
L17	S00°20'43"W	19.81'
L18	S00°20'43"W	20.45'
L19	S00°20'43"W	20.27'
L20	S00°20'43"W	20.27'
L21	S00°20'43"W	20.27'
L22	S00°20'43"W	20.27'
L23	S00°20'43"W	21.16'
L24	N00°01'07"W	21.00'
L25	N00°01'07"W	20.26'
L26	N00°01'07"W	20.26'
L27	N00°01'07"W	20.26'
L28	N00°01'07"W	20.26'

LINE TABLE		
SEGMENT	BEARING	LENGTH
L29	N00°01'07"W	6.95'
L30	S00°01'07"E	14.69'
L31	S00°01'07"E	20.26'
L32	S00°01'07"E	20.26'
L33	S00°01'07"E	20.26'
L34	S00°01'07"E	16.42'
L35	N00°01'07"W	7.92'
L36	N00°01'07"W	20.26'
L37	N00°01'07"W	20.26'
L38	N00°01'07"W	20.26'
L39	S00°20'31"W	20.27'
L40	S00°20'31"W	20.27'
L41	S00°20'31"W	20.27'
L42	S00°20'31"W	20.27'
L43	S00°20'31"W	20.27'
L44	S00°20'31"W	20.45'
L45	N00°20'31"E	20.45'
L46	N00°20'31"E	20.27'
L47	N00°20'31"E	20.27'
L48	N00°20'31"E	20.27'
L49	N00°20'31"E	20.27'
L50	N00°20'31"E	20.27'
L51	S00°01'07"E	8.26'
L52	S00°01'07"E	20.26'
L53	S00°01'07"E	20.26'
L54	S00°01'07"E	20.26'
L55	S00°20'31"W	20.45'
L56	S00°20'31"W	20.27'

LINE TABLE		
SEGMENT	BEARING	LENGTH
L57	S00°20'31"W	20.27'
L58	S00°20'31"W	20.27'
L59	S00°20'31"W	20.27'
L60	S00°01'07"E	20.27'
L61	S00°01'07"E	20.26'
L62	S00°01'07"E	20.23'
L63	N00°01'07"W	12.87'
L64	S00°20'31"W	20.27'
L65	S00°20'31"W	20.27'
L66	S00°20'31"W	20.27'
L67	S00°20'31"W	20.27'
L68	S00°20'31"W	20.27'
L69	S00°20'31"W	20.27'
L70	N00°01'07"W	20.26'
L71	N00°01'07"W	20.26'
L72	N00°01'07"W	20.26'
L73	N00°01'07"W	11.70'
L74	S00°01'07"E	4.39'
L75	S00°01'07"E	20.26'
L76	S00°01'07"E	20.26'
L77	S00°01'07"E	20.26'
L78	S00°01'07"E	20.26'
L79	S00°01'07"E	5.42'
L80	S00°01'25"E	7.15'
L81	S00°01'07"E	20.26'
L82	S00°01'07"E	20.26'
L83	S00°01'07"E	20.26'
L84	S00°01'07"E	20.26'

LINE TABLE		
SEGMENT	BEARING	LENGTH
L85	S00°01'07"E	20.26'
L86	N00°01'08"W	20.26'
L87	N00°01'08"W	20.26'
L88	N00°01'08"W	20.26'
L89	N00°01'08"W	20.26'
L90	N00°01'08"W	20.26'
L91	N00°01'08"W	20.26'
L92	S00°01'07"E	20.26'
L93	S00°01'07"E	20.26'
L94	S00°01'07"E	20.26'
L95	S00°01'07"E	20.26'
L96	S00°01'07"E	20.26'
L97	S00°01'07"E	20.26'
L98	N00°20'43"E	20.27'
L99	N00°20'43"E	20.27'
L100	N00°20'43"E	20.27'
L101	N00°20'43"E	20.27'
L102	N00°20'43"E	20.27'
L103	N00°20'43"E	20.45'
L104	N00°20'43"E	19.81'
L105	N00°20'43"E	20.27'
L106	N00°20'43"E	20.27'
L107	N00°20'43"E	20.27'
L108	N00°20'43"E	20.27'
L109	N00°20'43"E	20.27'
L110	N00°20'43"E	20.45'

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C1	15.75'	20.00'	45°07'16"	S38°39'26"E	15.35'
C2	5.74'	20.00'	16°26'31"	S07°52'32"E	5.72'
C5	20.84'	90.00'	13°16'06"	S10°22'51"W	20.80'
C6	3.38'	90.00'	2°09'16"	S18°05'32"W	3.38'
C7	17.57'	90.00'	11°11'02"	N13°34'41"E	17.54'
C8	4.04'	60.00'	3°51'11"	S01°54'29"W	4.03'
C9	12.38'	90.00'	7°53'03"	N04°02'38"E	12.37'
C10	20.09'	60.00'	19°11'17"	N09°36'46"W	20.00'
C11	14.51'	60.00'	13°51'12"	N12°16'48"W	14.47'
C12	6.43'	120.00'	3°04'06"	S17°40'21"E	6.43'

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C13	13.53'	120.00'	6°27'45"	S03°14'59"E	13.53'
C14	20.87'	90.00'	13°16'59"	N10°45'40"W	20.82'
C15	18.10'	90.00'	11°31'18"	S13°26'45"E	18.07'
C16	12.04'	90.00'	7°39'59"	S03°51'06"E	12.03'
C17	21.49'	20.00'	61°33'47"	N31°07'37"E	20.47'
C18	49.56'	85.00'	33°24'15"	S45°12'23"W	48.86'
C19	21.46'	20.00'	61°28'38"	N59°14'34"E	20.44'
C20	20.77'	20.00'	59°29'19"	N58°06'50"W	19.85'
C21	48.73'	85.00'	32°50'53"	S44°47'37"E	48.07'
C22	21.49'	20.00'	61°33'47"	N30°26'11"W	20.47'

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C23	21.49'	20.00'	61°33'47"	S31°07'37"W	
C24	49.63'	85.00'	33°27'13"	N45°10'54"E	48.93'
C25	21.52'	20.00'	61°39'09"	S59°16'52"W	20.50'
C26	176.90'	330.00'	30°42'52"	N74°42'07"E	174.79'
C27	101.95'	270.00'	21°38'02"	S70°09'42"W	101.34'
C28	134.47'	330.00'	23°20'52"	S71°01'07"W	133.54'
C29	144.74'	270.00'	30°42'52"	N74°42'07"E	143.01'
C30	21.46'	20.00'	61°28'25"	S59°09'21"E	20.44'
C31	48.66'	85.00'	32°47'56"	N44°49'06"W	48.00'
C32	7.67'	30.00'	14°38'37"	S07°18'12"W	7.65'

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C33	20.28'	90.00'	12°54'39"	N06°26'13"E	20.24'
C34	20.28'	90.00'	10°38'44"	N18°12'54"E	16.70'
C35	8.69'	30.00'	16°35'49"	S08°19'02"E	8.66'
C36	3.64'	30.00'	6°57'34"	S20°05'43"E	3.64'
C37	17.73'	90.00'	11°17'17"	N17°55'52"W	17.70'
C38	20.42'	90.00'	12°59'52"	N05°47'17"W	20.37'
C39	2.83'	90.00'	1°48'15"	N18°18'17"W	2.83'
C40	16.04'	65.00'	14°08'06"	S07°05'10"E	15.99'
C41	13.42'	60.00'	12°48'38"	S06°25'26"E	13.39'
C42	15.19'	60.00'	14°30'33"	N07°14'09"E	15.15'

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

N
W E
S

80' 40' 0 80'
SCALE: 1" = 80'

SHEET 2 OF 4

EAGLE ROCK ENGINEERING
CIVIL ○ IDAHO FALLS [phone redacted] ○ GOSU REXBURG [phone redacted]

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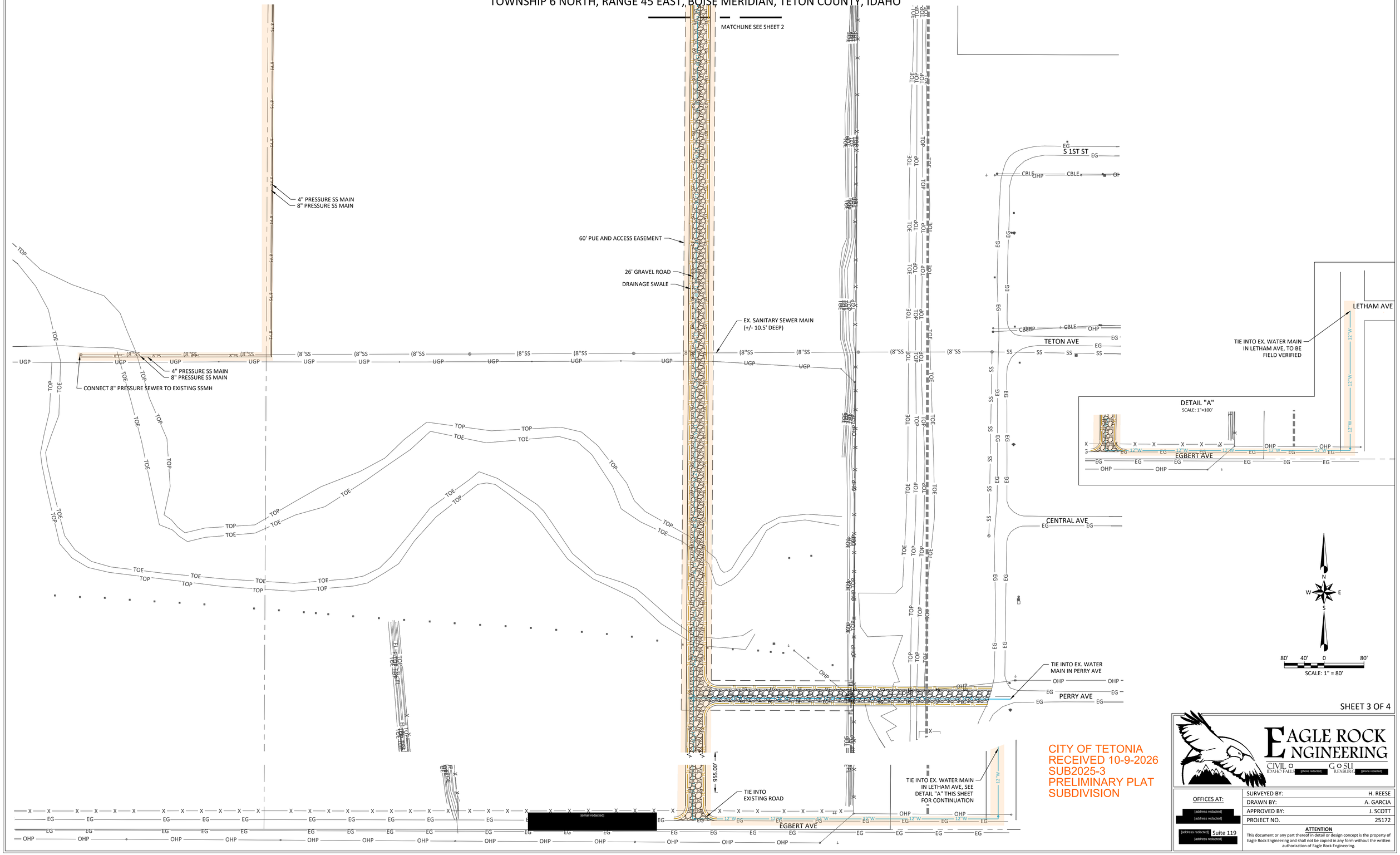
PINNACLE PEAK SUBDIVISION

A PARCEL OF LAND BEING SITUATED IN THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 29, TOWNSHIP 6 NORTH, RANGE 45 EAST, BOISE MERIDIAN, TETON COUNTY, IDAHO



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

SHEET 3 OF 4

EAGLE ROCK ENGINEERING
CIVIL IDAHO FALLS [phone redacted]
GOSU REXBURG [phone redacted]

OFFICES AT:
[address redacted]
[address redacted]
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SURVEYED BY:	H. REESE
DRAWN BY:	A. GARCIA
APPROVED BY:	J. SCOTT
PROJECT NO.	25172

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PRELIMINARY PLAT

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"TOWNHOME AREA"

Is there a pathway plan for how this will connect to the commercial area? Include a stub for it.

Move the parking further from the intersection?

S00°20'31"W 1325.44'

BLOCK 6

BLOCK 7

PRIVATE ROAD

LINCOLN LANE

No parking backing out into a public ROW

Connecting sidewalk and enhanced ped x-ing here

Will all the townhouse driveways be merged into one asphalt area? Visual rendering shows landscape strips in between.

Is the cross hatching to be used for snow storage?

Enhanced ped x-ing

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SCALE: 1" = 40'

SHEET 4 OF 4

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