STAFF REPORT

To: Tetonia Planning & Zoning Commission
From: Ashley Koehler, Contract Planner
Report Date: 10/28/2026
Meeting Date: 11/2/2026
RE: "Pinnacle Peak at the Tetons" Preliminary Plat Subdivision Review
Future Review: *Public Hearing with P&Z Commission & Decision by City Council*

SUMMARY

"Pinnacle Peak at the Tetons" is a proposed subdivision of 90 single family residential lots and 60 townhouses located in the NW edge of city limits. Lots are proposed to be arranged in a grid like manner and accessed via new public streets from Hwy 33. This subdivision is part of a Master Plan contemplated for development by the same Developer and is currently under consideration for annexation of the surrounding 400 acres. The Code requires P&Z to review within a certain amount of time from application submittal to identify additional information or clarification needed. **Neither Staff nor Service Providers have had sufficient time to fully review and offer any recommendations at this time, but the application information is compiled and some notes are made in this Report to satisfy this timeline.** The Report identifies areas that will be evaluated and highlights areas with preliminary commentary for P&Z's input in **bold.**

FILE # / NAME	**SUB2025-3 Pinnacle Peak**		
APPLICATION TYPE	**Preliminary Plat Subdivision**		
PROJECT APPLICANT	David Ferrette	PROPERTY OWNER	PFG Idaho, LLC
PROJECT LOCATION	NW portion of city limits/ NW of 1st St and Jackson Ave	PARCEL NUMBER	RPC00000291201
ZONING DISTRICT	R3- Residential High Density- conditional rezone	LAND USE ACTIVITY	Current- Agriculture/vacant Proposed- 90 single family homes and 60 townhouses
OVERLAY DISTRICT	Design Review	ACRES	38.25 acres

PURPOSE

This meeting is an initial review of the revised Preliminary Plat to identify additional information, clarification, and revisions needed before the formal public hearing. The application remains under technical review, and several service-provider comments are outstanding.
P&Z is *not* being asked to make a recommendation on approval or denial at this meeting. Instead, Staff requests that the Commission:

1. Identify additional information needed to evaluate the subdivision's compliance with the Land Development Code and applicable approval conditions.
2. Provide preliminary input on the proposed street connectivity, block layout, townhouse configuration, and open space design.
3. Identify issues that should be resolved before the public hearing, including transportation access, infrastructure capacity, and compatibility with surrounding planned development.
4. Discuss whether additional review time may be necessary to incorporate technical comments and revised application materials before the public hearing.

BACKGROUND

In October 2025 a **conditional rezone** from Transitional Agriculture to R3 Multi-family residential was granted along with a Conditional Use Permit to allow for single-family homes in the R3 zone. These approvals are conditional on the subdivision plan being submitted and reviewed for conformance by April 2027. If the subdivision is not applied for, denied, or the application and/or approval expires, the zone shall revert back to Transitional Agriculture (TA) and the CUP shall be null and void.

The Subdivision **Concept Plan** was submitted on 12/16/25, but the review was delayed until 1/13/26 when Council determined that a Request for Reconsideration was not valid. Concept Review is the first step in the development process and the purpose is to discuss, in general, the feasibility and possibility of building the proposed subdivision including its conformity with the Comprehensive Plan, its relationship to surrounding development, and site conditions that may require special consideration or treatment, and to discuss and review the requirements of the applicable Zoning regulations. Written comments for the Concept Plan were issued to the Developer in February 2026 and then reviewed by P&Z Commission 3/2/26 as a work session. The written comments from P&Z and service providers concluded that the Concept Subdivision, as designed, did not conform. The block layout, meaningful open space, and lack of road connectivity to the existing city grid were reasons for why a re-design of this proposal was warranted.

The **Preliminary Plat** application was then submitted to the City and considered complete on 7/21/26 and the proposal was sent to service providers for comments. On 8/10/26 a revised Master Plan was submitted, so a revised request was sent to Service Providers to review in light of this update. It was determined by Staff that additional re-design of the subdivision was necessary to properly reflect the previous comments made during the Concept Plan review and those from service providers. Specifically, Idaho Transportation Dept (ITD), did not approve the multiple connections to Hwy 33, therefore a re-design of the subdivision access was warranted. The Developer revised the Plat to eliminate an access onto the Hwy, modify the open space plan, and townhouse layout. A revised Preliminary Plat application package was then submitted and considered complete on 10/13/2026.

TIMELINE

The Land Use Code cites a specific review timeline for the benefit of the applicant, however these timelines can be modified by mutual consent of the City and applicant.

First, service providers have **20 days** to provide comments. As of the date of this Report, not all of the service provider comments have been received, as the 20 day review period ends on 11/2/26. A special Service Provider meeting was held on 10/27/26 with the Developer team and service providers to review the project and ask questions. It was determined that follow up is needed with the applicant and the School District and written comments are still pending from the City Engineer, Public Works and ITD.

Second, the P&Z Commission has **40 days to review** and "*request more information, data, illustrations or clarifications".* This deadline is 11/22/26, which is why the project is on the agenda for the 11/2 meeting. Following this meeting, P&Z has **35 days to hold the public hearing**, which is 12/7/26 the next regularly scheduled meeting date. This means that all application materials, revisions to the Plat and Development Agreement would need to be complete and ready for public comment by 11/20, which is the 15 day minimum. Then a 3rd meeting may be held for a recommendation to be given by P&Z to the City Council within **45 days** (by 1/21/27).

In summary, this meeting serves to advise the Developer on these timelines and request that a modification to these dates may be needed in order to adequately receive and incorporate service provider comments into the Plat and Development Agreement before a public hearing is scheduled.

REVIEW ANALYSIS

This Report contains an outline for tracking the subdivision's compliance with the Land Development Code, Rezone conditions, Concept Plan comments and the Comprehensive Plan.

I. Service Provider Comments

The development proposal was sent to the required and applicable service providers on 10/15/26. As of the date of this Report, the following comments were received back:

- Sheriff- NONE
- Fall River Electric- NONE
- Silver Star Communications- NONE
- Teton County Fire District - 10/22
- Teton County School District- 9/10/26 letter, with update pending
- Teton County Housing Authority- pending
- City Engineer- pending
- City Public Works - pending
- Idaho Health District- referred to same comments from 1/21/26 Concept Plan comments
- ITD - pending
- Rails to Trails- NONE
- RAD Curbside- 10/26
- Teton County Recreation- NONE
- TVTAP- pending

II. 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 & Setbacks:
    a. Full review TBD until City Engineer has reviewed road layout.
    b. The proposed townhouse configuration previously concentrated 60 units into a relatively continuous linear development pattern. **Staff was concerned that the resulting building mass and repetition would create a monotonous visual character and an abrupt transition between the single-family and multifamily portions of the development.** In August, Staff recommended that the developer break the townhouse development into smaller building clusters, incorporate meaningful common greens between clusters (not just narrow strips of land), and vary the building orientation and setbacks. Consideration for smaller SF lots sizes nearby was also recommended to help integrate the look of a mixed-density neighborhood. 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.
        i. The visual rendering submitted with the October 2026 application does not reflect townhouses or the open space corridor. **It is recommended that a revised rendering be submitted.**
    a. The townhouse lots are going to be condominiumized, so 9-11-16-2 also applies.

III. Subdivision Code Review (Land Use Code 9-11-2&4)

1. **Purpose of the Subdivision Review**

These objectives will be referred to in the review of the subdivision. These are the guiding statements for the P&Z Commission and the City to review and request any further information about the project.
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:*
  - *a. Lack of water supply, drainage, transportation, or other public services; or*
  - *b. Unnecessary imposition of an excessive expenditure of public funds for the supply of such services.*
- *F. 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."*

2. Subdivision Application Procedure

A. Application Submittal: The submission requirements are listed in 9-11-4-2, including the requirement to submit a Master Plan, Impact Studies, and a Development Agreement.

- *All required application materials were submitted on 10/9/26 and it was determined that the application was complete on 10/13/26.*
- *The revised Master Plan showing the increased annexation area and Baseball Resort Park are included in this version.*
- *A water study, sewer study, drainage report, and updated traffic study were all submitted.* ***These are pending review by the Engineer, Public Works, and ITD.***
- *The Development Agreement is pending further review. More details in regards to the required improvements and Improvement Plans are needed before a D.A. can be finalized. The Phasing Plan is outlined in the D.A.*
- *Visual renderings of the subdivision were submitted, but* ***may need to be updated*** *to reflect the revised layout and townhouses.*
- *A Design Review application was also submitted so that the Townhouses and open space can be reviewed with those standards and a justification for the open space to be used to break up the SF homes rather than additional roads to conform with the Block standards.*

B. Master Plan**:** "*If the proposed subdivision is part of a larger area intended for development, a development master plan of the entire area including the following:*

- *a. Zoning districts.*
- *b. Minor arterial and major collector streets.*
- *c. Open space areas including park identification, trails and pathways.*
- *d. Appropriate information that sufficiently details any special development area, such as a hillside, planned unit development, flood plain, cemetery, manufactured home park, large-scale development, hazardous and unique areas."*

The Master Plan, updated on 10/13/26, shows a baseball resort area located immediately to the west of the residential subdivision and commercial to the north and east. Further zoning and engineering review is needed to ensure compatibility of the subdivision in context with the baseball resort and Master Plan. The items called out above are to indicate that the City and P&Z should be asking about these as part of the review.

Specifically, Lucas Lane provides a connection between the developments and Highway 33, while Asher Park Lane is intended to provide a route for traffic from the baseball resort through the subdivision and into downtown. Lincoln Lane is a stub street that is planned to eventually carry traffic through the subdivision to the commercial areas. The City Engineer will need to evaluate whether the proposed street network, street classifications, right-of-way widths, intersection design, and pedestrian facilities are appropriate for the anticipated combined traffic generated by the residential subdivision, the baseball resort, and commercial lots at buildout. In regards to the baseball resort, particular attention should be given to peak tournament traffic, traffic safety, access to residential lots (driveways fronting directly onto collector streets), pedestrian and bicycle connectivity, emergency access, and the potential effects of through-traffic on the residential character of the subdivision.

The traffic study submitted will need to be reviewed to ensure that the traffic analysis evaluates the combined impacts of the baseball resort and the subdivision development. Required street improvements, access management measures, and pedestrian facilities should be identified and documented with the anticipated development phasing.

Land use compatibility and buffers will need to be evaluated for the residential lots adjacent to potential future commercial and the baseball resort.

Does P&Z request any additional information to evaluate the subdivision in context of the Master Plan?

C. *Impact Study: "An impact study may be required by the planning and zoning commission based on the size of the development proposal. The study may include, but not be limited to transportation and traffic, water, sanitary sewer, drainage and scenic and environmental conditions (9-11-4-2-B-4)."*

A water study, sewer study, drainage report, and updated traffic study were all submitted. The City Engineer needs to review and confirm what additional information is needed.
Further, the City Engineer and Staff would like to see a road connection to the city grid proposed in Phase 1 in order to meet subdivision approval criteria and Comp Plan goals for inter-connection with the city grid. Currently, neither the Developer nor the City has an easement from Idaho State Parks to cross the Rail Trail for utilities and/or roads. This puts the subdivision fully reliant on the connection to the Hwy to the north and Egbert Ave to the south. The Developer has posed the option that they will build the connections over the Rail Trail only if and when an easement is obtained.
Does P&Z want to see a revised Traffic Study that shows all traffic using only the north and south connections or request that the Rail Trail easement be secured?

IV. Subdivision Standards Review (Land Use Code 9-11-6)

The standards are under evaluation by Staff and a documented report of their compliance or non-compliance will be prepared for the applicants and then presented to P&Z. All comments from service providers are necessary in order to complete a full analysis. **Two sections were identified now for P&Z's comment.**

Block Length (9-11-6-3)
The maximum block length as measured from street intersection to street intersection is 400' max. The proposal shows 840' from Chloe Ave to Asher Park Ln. The Developer requested that P&Z discuss to see if the mid-block

park can satisfy this requirement and cited a definition in the Code for block that references green space. An "Alternative Design Plan" is presented, as authorized in Article 12's Design Standards, that allows for modifications to the requirements if a superior design is presented. The Developer has proposed breaking up the SF lots into blocks using a pathway and open space rather than the Subdivision Code required "street". This reduces the amount of asphalt and increases green space. Further, the open space minimums are met without this greenway. **Staff supports the Developer pursuing this alternative, noting that it will be further analyzed during the zoning and subdivision review.**

Open Space Requirement (9-11-6-6)
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 Plan shows a Dog Park, Playground, pathways through the development and connections to the Rail Trail, and a Basketball Court. The parks will all be public and not just for residents. **Preliminary comments are as follows and it is recommended that P&Z review and weigh in on the open space and amenities:**

1. The Dog Park will have benches and a fenced area. It is recommended that trash cans and dog waste bags be provided. Playground equipment at this park is also recommended, given the size of this development.
2. Pedestrian crossings from the Dog Park across Lincoln Ln should be enhanced for ped safety.
3. The Dog Park parking lot shows vehicles backing out right onto the street, which is not permitted.
4. Connections to the Rail Trail are shown, but confirmation from Idaho State Parks is requested that these locations are approved and compatible.
5. The playground park in the SE corner 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.

Input from P&Z is requested on the park design and amenities offered.

V. 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. The applicant needs to confirm the utility and road access plan with Public Works and the Engineer. This will be documented in the D.A. with a timeline and phasing plan.

VI. Tetonia Comprehensive Plan

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.

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. 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 in the necessary language for the D.A.

The Comp Plan identifies the importance of compatibility with surrounding uses and this project shows limited connectivity to the adjacent street network, only via Egbert and Central Ave. Ideally, **a connection to 2nd St is also recommended**, as documented in the recently adopted Transportation Master Plan.
This revised plan includes more details for how it will integrate with the existing Rail trail. The parks shown in the Plan are connected via pathways, but access approval from Idaho State Parks is required to confirm these connections. A large baseball resort complex is proposed on the west side of the development with a community soccer field and shared parking available. **Enhanced ped crossings in this portion of the subdivision are recommended to better integrate the developments.**

The stub street (Lincoln Ln) implies that the adjacent land to the north will be developed, but it is unknown what exactly it is and how the proposed commercial streets may connect with the subdivision.

Currently, the surrounding land is zoned and used as agriculture, so setbacks, landscape, or open space buffers would normally be warranted to transition from agricultural surroundings. Since there is a proposed Master Plan for surrounding commercial uses, then still setbacks and landscape buffers are warranted, but none are shown.

Also on 10/9/26 a Comp Plan Amendment application was received along with an Annexation Application of the surrounding area, but it has not been fully evaluated yet. This application, specifically the Comp Plan Amendment, may be necessary to support subdivision compliance. **Further, the City is processing its own update to the 2009 Comp Plan and it may be advised that this project also be reviewed using the proposed new City Comp Plan.**

Does P&Z recommend that Staff also review the project with the draft Comp Plan, if only for reference purposes?

The Comp Plan also stresses transportation connectivity and safety. The project proposes 2 new accesses to Highway 33 (pending ITD approval) and suggests pedestrian/bike pathways with Rails-to-Trails. Further detail showing Rail Trail crossings and improvements to this amenity are encouraged. Coordination with Idaho State Parks is recommended to plan for the crossings, parking lots, trailheads, pathway improvements. Street connections to the city grid streets are encouraged.

The Preliminary Plat was sent to the school district and discussed at the Service Provider meeting, but no updated written comments have been received as of the date of this Report. The Comp Plan discusses concerns for population increases and the ability for city services to catch up or maintain services. This subdivision will have a significant impact on schools, fire, sheriff, and sanitation. It is also advised that the city continue to pursue Impact Fees to help off-set the impacts that a development of this size will generate. The city currently does not have staff or space inside the current city hall to efficiently review building permits and enforce code requirements that a development of this size is expected to generate. The city will need to evaluate if it is able to accommodate a development of this scale and what is needed to increase capacity to maintain a level of service.

VII. Design Review Overlay

A Design Review application is required to be submitted for the townhouses (site plan and elevations) and subdivision common areas. The Design Review Concept Plan was submitted with the Preliminary Plat to be reviewed simultaneously. Standards will be evaluated along with service provider review.

VIII. 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:

1. 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.

2. Transportation connectivity is supported through the integration of pedestrian and bike pathways and potential new access to Highway 33, pending ITD approval.

3. Comprehensive Plan: The proposal aligns with objectives for orderly growth, housing variety, and connectivity.

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

5. Neighboring Uses: The project is not expected to create hazards but will result in increased traffic and activity compared to existing low-density surroundings. **The Traffic Study will need to be evaluated to assess these impacts.**

6. Public Facilities and Services: The development can be served by City utilities, if system upgrades are completed and the developer participates in said improvements. **Additional coordination with City Engineering and Public Works is required to identify upgrades and mitigation.**

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

8. Traffic Hazards: The proposed access to Highway 33 is subject to ITD approval. **The traffic studies, encroachment permits, and mitigation agreements should be completed prior to any recommendation from P&Z.**

IX. Attachments

All application materials are available for download with this link.
Preliminary Plat
Master Plan
Visual Rendering
Narrative
Alternative Design Justification
Studies: water, sewer, drainage, traffic

Related material:
2026 City of Tetonia Transportation Master Plan
Conditional Rezone Notice of Decision