



## LARAMIE COUNTY PLANNING & DEVELOPMENT DEPARTMENT

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Planning • Building

### MEMORANDUM

**TO:** Laramie County Board of County Commissioners

**FROM:** Cate Cundall, Associate Planner

**DATE:** December 19, 2023

**TITLE:** PUBLIC HEARING regarding approval of a Vacation of Tracts 1 and 2, Ironhorse, 1<sup>st</sup> Filing, Laramie County, WY and approval of the Administrative Plat known as Keller Ranch at Ironhorse.

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### EXECUTIVE SUMMARY

Palma Land Planning, LLC, on behalf of Trent R. and Tanya R. Keller, has submitted an Administrative Plat application for Keller Ranch at Ironhorse, located on Tracts 1 and 2, Ironhorse, 1st Filing, Laramie County, WY. The subject property lies on the southwest corner of the intersection of W. Ole Maverick Road and Yellowstone Road. The Administrative Plat does not create additional parcels. The application has been submitted to reconfigure the line dividing the two parcels and to expand the existing public W. Ole Maverick Road Right-of-Way to the 40' width to meet county road standards. The W. Ole Maverick Right-of-Way shall be dedicated to the public and will be privately maintained. The existing easements will remain between the two tracts. They include a 40' ingress/egress and drainage easement onto Yellowstone Road, a 16' utility, landscape, and drainage easement and a 50' setback easement. A proposed 20' egress easement is proposed on the southwest corner to accommodate a future alternative access.

### BACKGROUND

The subject parcels are in the AR-Agricultural Residential Zone District and is vacant residential land. The intent is to construct a single-family residence on proposed Tract 1 and retain Tract 2 for the owners use with mutual easements and open space. The surrounding area consists of other residential lots ranging in size from 2.78 to 9.78 acres.

#### **Pertinent Statutes and Regulations include:**

Wyoming State Statute: Section 34-12-100 through 34-12-111.  
Section 1-2-1-4 governing public notice.  
Section 2-1-102 (c)(ii) governing administrative plats.  
Section 4-2-100 governing Agricultural Residential zone districts (AR).

## **DISCUSSION**

The Laramie County Comprehensive Plan identifies the area as Urban Rural Interface (URI). These areas are intended to accommodate a mix of more intensive land uses than other areas.

PlanCheyenne contemplates Rural Residential uses for this property. Uses include single and multi-family residences, generally served by collector or arterial streets. The City of Cheyenne, MPO, and County recommends that the intersection of E. Ole Maverick Road and Yellowstone align with W. Ole Maverick Road via dedication of additional right-of-way. No resolution has been reached at this time and will be a condition of approval.

This property lies outside of a water and sewer district, individual wells and septic systems will provide water and sewage disposal. The proposed administrative plat is located within AMEC Zone 2 with tract sizes meeting development design standards. No portion of this plat falls within the FEMA 100-year floodplain. Access to the lots will be from Yellowstone Road via a 40-foot Ingress/Egress Easement to the two parcels. There will be no public maintenance of the easement.

Agency reviews are being completed with comments being addressed. Comments from Cheyenne Planning state that they want additional right of way dedicated to make W. Ole Maverick Road and E. Ole Maverick Road align. At this time the applicant has not agreed to this request.

No public comment was received in response to the adjacent landowner mailing.

## **RECOMMENDATION and FINDINGS**

**Based upon evidence provided, staff recommends the Laramie County Board of Commissioners find that:**

- a. This application meets the criteria for an administrative plat pursuant to section 2-1-102(c)(ii) of the Laramie County Land Use Regulations.
- b. This application is in conformance with Section 4-2-100 of the Laramie County Land Use Regulations governing the AR – Agricultural Residential Zone District.

**and that the Board provide the following options and conditions concerning the Keller Ranch at Ironhorse Administrative Plat:**

1. All agency review comments shall be addressed.
2. Realignment of W. Ole Maverick Road with E. Ole Maverick Road.

## **PROPOSED MOTION**

**I move to approve the vacation of Tracts 1 and 2, Ironhorse, 1<sup>st</sup> Filing and approve the Keller Ranch at Ironhorse Administrative Plat using options 1 and 2 of the staff report and their conditions and adopt the findings of fact a of the staff report.**

## **ATTACHMENTS**

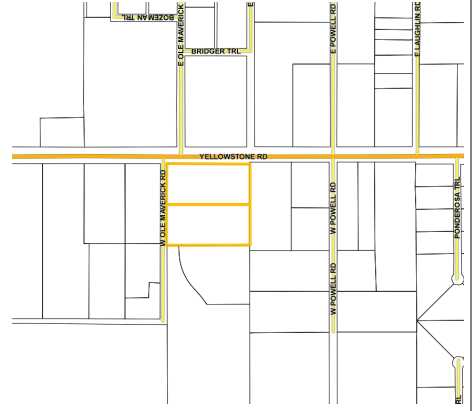
- Attachment 1: Location Map**
- Attachment 2: Project Narrative**
- Attachment 3: Pre-Application Meeting Notes**
- Attachment 4: Combined Agency Comments and Applicant Response**
- Attachment 5: Traffic Addendum**
- Attachment 6: City of Cheyenne Correspondence**
- Attachment 7: City of Cheyenne Proposed Right-of-Way Sketch**
- Attachment 8: Resolution**
- Attachment 9: Plat - Revised 12.6.23**



Tract 1 and 2,  
Ironhorse, 1st Filing  
Laramie County, Wyoming

Keller Ranch at Ironhorse  
Administrative Plat  
PZ-23-00145

AR Zone District  
AMEC Zone 2  
L.C. Fire Authority





# LARAMIE COUNTY PLANNING & DEVELOPMENT OFFICE

3966 Archer Pkwy  
Cheyenne, WY 82009 [planning@laramiecounty.com](mailto:planning@laramiecounty.com)  
Phone (307) 633-4303 Fax (307) 633-4616



## Pre-Application Meeting Notes

**DISCLAIMER: These notes are intended as guidance only. Fee calculations are determined at the time of application, and issues that arise during review periods are not always anticipated at the pre-application stage.**

Date: 11-1-23 Staff: JA, CC, BH		Property Owner: Trent Keller	
Project Description: Lot line adjustment			
Project Location/Address:		R #: 0065311, 0065310	
<b>ATTENDEES/AGENTS/PARTIES</b>			
Applicant Trent and Tanya Keller	Phone 307-287-8230	Email <del>trent@</del> tanya@propertyex.com trent@wyobs.com	
Other Matt Town PCI	Phone 3076801539	Email mtown@pci.wyo.net	
Other Bryce Town PCI	Phone 307 299 0830	Email btown@pci.wyo.net	
<b>APPLICATION TYPE(S)</b>			
<input checked="" type="checkbox"/> Administrative Plat (Vacation? <u>Y</u> /N)	<input type="checkbox"/> Site Plan - For Records		
<input type="checkbox"/> Appeal	<input type="checkbox"/> Subdivision Exemption		
<input type="checkbox"/> Board Approval	<input type="checkbox"/> Subdivision Permit & Plat		
<input type="checkbox"/> Preliminary Development Plan	<input type="checkbox"/> Variance		
<input type="checkbox"/> Site Plan - Major	<input type="checkbox"/> Zone Change		
<input type="checkbox"/> Site Plan - Minor			
<b>GUIDANCE</b>			
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Application Fees: \$750 2x signs = \$52		
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Copy of Pre-Application Meeting Notes:		
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Project Narrative Letter/Justification Letter:		
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Warranty Deed/Lease Agreement:		
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Plat / Site Plan / Plot Plan / Record of Survey / Preliminary Dev. Plan / Zone Change Map:		
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> TBD	Drainage Plans:		
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Letter of Waiver	Drainage Study:		
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Letter of Waiver	Traffic Study:		



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Phone (307) 633-4303 Fax (307) 633-4616



## Pre-Application Meeting Notes

**DISCLAIMER:** These notes are intended as guidance only. Fee calculations are determined at the time of application, and issues that arise during review periods are not always anticipated at the pre-application stage.

<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Community Facility Fees Acknowledgement Letter: <i>Already paid via Janhorse 01</i>
Yes <input checked="" type="checkbox"/> No	Public Safety Fees Acknowledgement Letter: <i>No new lots</i>
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> TBD	WY DEQ Chapter 23 Study/Submittal Letter:
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> TBD	Development Agreement:
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> TBD	Roadway Maintenance Plan:
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> TBD	Road/Easement Use Agreement:
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> TBD	ROW Construction Permit:
Yes <input checked="" type="checkbox"/> <del>No</del> <input type="checkbox"/> TBD	Environmental Health Review / Approval: <i>Reviewed on previous</i>
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> TBD	Environmental and Services Impact Report:
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> TBD	GESC/Grading, Erosion & Sediment Control Permit:
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> TBD	Floodplain Development Permit:
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Letter of Consent	Perimeter Fence Construction Per W.S. § 18-5-319:

Public Notice Requirements	General Notes:
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Public Notice Sign(s) Required – Posted/Paid by Applicant: <i>x2</i>
<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Newspaper Legal Notice Required – Paid by Applicant:
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Property Owner Notification Letter Required – Paid by Applicant:



## Pre-Application Meeting Notes

**DISCLAIMER:** These notes are intended as guidance only. Fee calculations are determined at the time of application, and issues that arise during review periods are not always anticipated at the pre-application stage.

### Miscellaneous Notes:

- CFF + PSF not applicable
  - CFF already paid for acreage
  - PSF exempt, no new lots
- EA will not charge new fees
- OK to submit BPs prior to plat approval; can be approved upon plat approval as well

# EXHIBIT A

<b>Laramie County Planning and Development Fee Schedule</b>					
Application and sign fees shall be paid at the time of application submittal. Other fees will be billed to the applicant.					
Application	Fee	Sign (per sign)	Legal Ad (per ad)	Engineer Review	Mailing
Preliminary Development Plan	\$1000.00	\$26.00	N/A	Actual Cost	Actual Cost
Low Impact GESC	\$250.00	N/A	N/A	Actual Cost	N/A
Standard GESC	\$500.00	N/A	N/A	Actual Cost	N/A
Board Approval	\$500.00	\$26.00	Actual Cost	Actual Cost	Actual Cost
Variance	\$600.00	\$26.00	Actual Cost	Actual Cost	Actual Cost
Temporary Use	\$100.00	N/A	N/A	N/A	N/A
Address – New Oil & Gas Facility	\$200.00	N/A	N/A	N/A	N/A
Address – Existing Oil & Gas Facility	\$100.00	N/A	N/A	N/A	N/A
Floodplain Development Permit	\$200.00	N/A	N/A	Actual Cost	N/A
Site Plan, New and Major Amendments	\$750.00	\$26.00	Actual Cost – if applicable	Actual Cost	Actual Cost
Site Plan, Minor Amendments	\$250.00	\$26.00	N/A	Actual Cost	Actual Cost
Zone Change	\$500.00	\$26.00	Actual Cost	Actual Cost	Actual Cost
Wireless Tower	\$250.00	\$26.00 - if applicable	Actual Cost – if applicable	Actual Cost	Actual Cost
Family Child Care Home	\$100.00	N/A	N/A	N/A	N/A
Subdivision Permit (25 lots or less)	\$1,200.00	\$26.00	Actual Cost	Actual Cost	Actual Cost
Subdivision Permit (26 lots or more)	\$1,800.00	\$26.00	Actual Cost	Actual Cost	Actual Cost
Administrative Plat	\$750.00	\$26.00	Actual Cost	Actual Cost	Actual Cost
Road/Easement Naming	\$200.00	\$26.00	N/A	N/A	Actual Cost
Environmental Health Fee <b>**See Note**</b>	\$200.00 with public sewer. \$200 plus \$10.00 per lot without public sewer (not to exceed \$500.00)				
Community Facility Fees	Land within a water/sewer district or serviced by a district: \$500.00 per acre, rounded to the nearest .1 acre. Minimum \$250.00				
Community Facility Fees	Land outside a water/sewer district with no public water/sewer services: \$50.00 per acre, rounded to the nearest .1 acre. Minimum \$25.00				
Public Safety Fees	Land within any water and/or sewer district or serviced by a public water system shall be assessed a \$200.00 per lot public safety fee				
Public Safety Fees	Land outside of a water and/or sewer district shall be assessed a \$1,000.00 per lot public safety fee				

**\*\*Note:** Health Dept. fee increase relating to subdivision permit/plat process approved by Laramie County Board of Commissioners on June 2, 2015, and Board of Health on June 16, 2015.

*Al ready on acreage*  
*No new lots*

*+ \$802*  
*+ Actual costs upon approval*



## **Traffic Study Waiver Request Criteria**

### **3-5-105a. Requirements**

A traffic study may be required for any site plan, subdivision permit, or access request for any development and shall be required for any project or development that will generate 100 or more trips during any hour or over 200 trips per day. Traffic studies shall be prepared by a qualified civil engineer licensed by the Wyoming State Board of Registration for Professional Engineers and Professional Land Surveyors to practice engineering in Wyoming. The applicant and the engineer shall meet with the County prior to preparation of the traffic study to discuss specific issues or concerns. The Director of Planning and Development may waive a traffic study based on estimated ADT, and peak hour trips, or existing road or site conditions, including adequate pedestrian access.

## **Drainage Study Waiver Request Criteria**

### **3-1-105 Drainage Report Waiver**

Requests for waivers for drainage impact studies shall be made in writing to the Laramie County Public Works Department. The County shall review the request and approve the grant for a waiver or identify the level of study required for the proposed development action. Laramie County Public Works may waive the requirement for drainage study based on the following:

- a. Information is provided to substantiate there are no potential drainage problems at the site or downstream of the site (including impacts to downstream floodplains).
- b. The development or redevelopment will not result in an increase in the historic impervious area.
- c. The development or redevelopment of an area is immediately adjacent to a major drainageway that is capable of conveying the fully developed basin 100-year flood without impact to the base flood elevation.
- d. The development or redevelopment is unlikely to create drainage problems.

# Permit Notes

**Permit Number:** PZ-23-00145

**Parcel Number:** 14671210000600

**Submitted:** 11/08/2023

**Applicant:** PLP, LLC  
**Owner:** KELLER, TRENT R ET UX

**Site Address:** UNKNOWN

**Technically Complete:** 11/09/2023

Laramie County, WY 00000

**Approved:**  
**Issued:**

**Project Description:** Adjust Existing Property Line(s)

<u>Begin Date</u>	<u>End Date</u>	<u>Permit Area</u>	<u>Subject</u>	<u>Note Type</u>	<u>Note Text</u>	<u>Created By</u>
11/09/2023		Application	PZ-23-00145	GENERAL	Community Facility Fees have already been paid for these parcels and there will be no safety fees since no additional parcels are being created.	CATHERINE.CUNDALL@LARAMIECOUNTY.WY.GOV
11/09/2023		Workflow	COUNTY ASSESSOR REVIEW	GENERAL	No comments.	CANDICE.MCCART@LARAMIECOUNTY.WY.GOV
11/13/2023		Application	PZ-23-00145	GENERAL	1. West Ole Maverick Rd with 40' Right-of-Way adjacent to this property shall be vacated and the existing access to Yellowstone Rd be removed and relocated to the new alignment of West Ole Maverick Rd intersecting with East Ole Maverick Rd & Yellowstone Rd. This will require the new West Old Maverick Rd to follow the alignment set in the Ironhorse 1st Filling with 80' of Right-of-Way dedicated and have a joint access connection to the north to allow Tract 11 and 12 from Sunset Tracts-Third Filling to access the new West Old Maverick Rd alignment. This new alignment of West Ole Maverick Rd will allow future Minor Collector connection shown on the Cheyenne Urban Boundary and Functional Classification Map 2021 approved by Laramie County, City of Cheyenne and WYDOT. 2. The 40' Mutual Ingress/Egress & Drainage Easement and access to Yellowstone Rd shall be removed and relocated to access the new West Ole Maverick Rd alignment. The 16' Utility, Landscape & Drainage Easement and the 50' Setback Easement need to be reviewed to see if this is still needed.	CHRISTOPHER.YANEY@LARAMIECOUNTY.WY.GOV
11/13/2023		Workflow	PLAN REVIEW BY PLANNING AND ZONING	GENERAL	Ironhorse 1st filing clearly delineates a portion of Tract1 and Tract 2 as "Open Space". There is no formal language on the proposed Administrative Plat regarding the "Open Space" designation. Though, the easements are are respected between the old and the proposed adjustment.	CAMBIA.MCCOLLOM@LARAMIECOUNTY.WY.GOV
11/14/2023		Workflow	COUNTY REAL ESTATE OFFICE REVIEW	DEFICIENCY	This needs to be titled as an administrative plat since it is not approved by the commissioners & clerk.	TERESA.LEMASTER@LARAMIECOUNTY.WY.GOV
11/16/2023		Application	PZ-23-00145	GENERAL	No Comment	LARAMIECOUNTYATTORNEY@LARAMIECOUNTY.WY.GOV

## Permit Notes

11/16/2023	Application	PZ-23-00145	GENERAL	No comments.	TAYLOR.MCCORT@LARAMIECOUNTY.WY.GOV
11/20/2023	Application	PZ-23-00145	GENERAL	No Comment	MATTHEW.BUTLER@LARAMIECOUNTY.WY.GOV
11/20/2023	Workflow	MPO REVIEW	GENERAL	1. The alignment of W. Ole Maverick shall be adjusted per recommendations/comments from WYDOT.	MOLLY.BENNETT@LARAMIECOUNTY.WY.GOV
11/20/2023	Workflow	PUBLIC WORKS REVIEW	GENERAL	1. A note shall be added to the plat indicating "there will be no public maintenance of internal roadways/access easements." 2. W. Ole Maverick alignment shall be adjusted per the comments/recommendations of WYDOT. 3. Access for the tracts shall all utilize the existing access off of Yellowstone.	MOLLY.BENNETT@LARAMIECOUNTY.WY.GOV
11/22/2023	Application	PZ-23-00145	GENERAL	<p>Engineer Review</p> <p>1.I concur with the request for a waiver of a detailed Drainage Study and Traffic Study since this development will have negligible impact on both.</p> <p>2.There needs to be a statement regarding the fire district that will serve the platted area.</p> <p>3.The Note THE SURFACE ESTATE OF THE LAND TO BE SUBDIVIDED IS SUBJECT TO FULL AND EFFECTIVE DEVELOPMENT OF THE MINERAL ESTATE should be added to the plat, according to Wyoming Statute 18-5-306(d).</p> <p>4.The title should label this as an Administrative Plat.</p> <p>5.Notes 5 and 6.D. both indicate the 36 Emergency Access Easement may be used by Tract 3 for an alternative access. However, typically an Emergency Access Easement is for access by emergency vehicles only. Therefore, if it is intended to be used as an Ingress/Egress access for Tract 3, the easement name/type needs to be changed to a general ingress/egress access easement and not for an emergency access only.</p> <p>Surveyor Review</p> <p>1.It would be helpful and useful to the lay public to label E. WRANGLER RD on the plat.</p> <p>2.There is no boundary tie for the north end of the 36 EMERGENCY ACCESS EASEMENT located along the west boundary of TRACT 2.</p>	SCOTT.LARSON@LARAMIECOUNTY.WY.GOV
11/27/2023	Application	PZ-23-00145	GENERAL	Official Comment Letter Attached (comment to be addressed: align W Ole Maverick with E Ole Maverick).	SETH.LLOYD@LARAMIECOUNTY.WY.GOV

## Permit Notes

11/27/2023

Workflow

PLAN REVIEW GENERAL  
BY  
ENVIRONMENTAL  
HEALTH

Regulations:

LARAMIE COUNTY SMALL WASTEWATER SYSTEMS  
REGULATIONS

TIFFANY.GAERTNER@LARAMIECOUNTY.WY.GOV

Comments:

Small wastewater permit is required when building on each lot. Small wastewater systems must have 50' setback from property lines. Keep septic systems out of easements. A signed final plat must be submitted to this office prior to application for permits.

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# PALMA

## Land Planning

SITE & SUBDIVISION DESIGN  
ZONING | LANDSCAPE ARCHITECTURE

1775 Goodnight Trail, Suite 210 | Cheyenne, WY 82007  
info@PlanDesignWY.com | 307.996.8281  
www.PlanDesignWY.com

December 6, 2023

Laramie County Planning & Development Office  
3966 Archer Parkway  
Cheyenne, WY 82007  
(307) 633-4303

RE: Agency Combined Comments for Keller Ranch at Ironhorse [PZ-22-00145]  
An Administrative Replat of Tracts 1 & 2, Ironhorse, 1st Filing, Laramie County, WY (±9.72 ac)

To Whom It May Concern,

On behalf of the owner, we have addressed the agency comments from your letter received November 28, 2023. The Revised Plat map is attached to this letter for your review. Our written responses to agency/ department comments requiring the same can be found below.

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

Thank you,



Casey Palma, AICP  
Principal | Palma Land Planning  
Email: [Casey@PlanDesignWY.com](mailto:Casey@PlanDesignWY.com)  
Mobile: 307-631-4776

Cc: Trent and Tanya Keller, Owners  
Att: Revised Plat Map dated 12/6/2023

### **Agency Comments & Applicant Responses**

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#### **Planning & Development**

1. Community Facility Fees have already been paid for these parcels and there will be no safety fees since no additional parcels are being created.

#### **Acknowledged.**

**County Assessor:** No Comment.

#### **MPO**

1. West Ole Maverick Rd with 40' Right-of-Way adjacent to this property shall be vacated and the existing access to Yellowstone Rd be removed and relocated to the new alignment of West Ole Maverick Rd intersecting with East Ole Maverick Rd & Yellowstone Rd. This will require the new West Old Maverick Rd to follow the alignment set in the Ironhorse 1st Filing with 80' of Right-of-Way dedicated and have a joint access connection to the north to allow Tract 11 and 12 from Sunset Tracts-Third Filing to access the new West Old Maverick Rd alignment. This new alignment of West Ole Maverick Rd will allow future Minor Collector connection shown on the Cheyenne Urban Boundary and Functional Classification Map 2021 approved by Laramie County, City of Cheyenne and WYDOT.

## Applicant Response to 11/28/232 Review Comments

**Previously intended configuration is no longer feasible based on reduced scope/impact of the Ironhorse project as a whole. Regardless, proposed adjustment and R/W dedication continues to provide an E/W through-connection (between Hynds Blvd & Yellowstone Rd) consistent with the Connect 2024 Plan.**

**Please see attached traffic memo/ TIS Addendum.**

2. West The 40' Mutual Ingress/Egress & Drainage Easement and access to Yellowstone Rd shall be removed and relocated to access the new West Ole Maverick Rd alignment. The 16' Utility, Landscape & Drainage Easement and the 50' Setback Easement need to be reviewed to see if this is still needed.

**Existing historic access to the (3) properties within and abutting this plat was previously reviewed and meets the definition of a Residential Access per WYDOT Access Manual.**

### Planning & Zoning (GIS)

1. Ironhorse 1st filing clearly delineates a portion of Tract 1 and Tract 2 as "Open Space". There is no formal language on the proposed Administrative Plat regarding the "Open Space" designation. Though, the easements are respected between the old and the proposed adjustment.

**See NOTE 4 and Vacation Statement on Revised Administrative Plat dated 12/6/23.**

### Real Estate (County Clerk)

1. This needs to be titled as an administrative plat since it is not approved by the commissioners & clerk.

**Corrected on Revised Administrative Plat dated 12/6/23.**

**Laramie County Attorney:** No Comment.

**WYDOT:** No Comment.

**Combined Communications:** No Comment.

### Public Works:

1. The alignment of W. Ole Maverick shall be adjusted per recommendations/comments from WYDOT.

**Acknowledged.**

1. A note shall be added to the plat indicating "there will be no public maintenance of internal roadways/access easements."

**Acknowledged. See Note 6 & Statutory Note in Plat header.**

2. W. Ole Maverick alignment shall be adjusted per the comments/recommendations of WYDOT.

**Acknowledged.**

3. Access for the tracts shall all utilize the existing access off of Yellowstone.

**Acknowledged. See Note 4.A**

### Engineer Review:

1. I concur with the request for a waiver of a detailed Drainage Study and Traffic Study since this development will have negligible impact on both.

**Acknowledged.**

2. There needs to be a statement regarding the fire district that will serve the platted area.

**Corrected on Revised Administrative Plat dated 12/6/23.**

3. The Note THE SURFACE ESTATE OF THE LAND TO BE SUBDIVIDED IS SUBJECT TO FULL AND EFFECTIVE DEVELOPMENT OF THE MINERAL ESTATE should be added to the plat, according to Wyoming Statute 18-5-306(d).

**Corrected on Revised Administrative Plat dated 12/6/23.**

**Applicant Response to 11/28/232 Review Comments**

4. The title should label this as an Administrative Plat.

**Corrected on Revised Administrative Plat dated 12/6/23.**

5. Notes 5 and 6.D. both indicate the 36 Emergency Access Easement may be used by Tract 3 for an alternative access. However, typically an Emergency Access Easement is for access by emergency vehicles only. Therefore, if it is intended to be used as an Ingress/Egress access for Tract 3, the easement name/type needs to be changed to a general ingress/egress access easement and not for an emergency access only.

**Corrected on Revised Administrative Plat dated 12/6/23.**

**Surveyor Review:**

1. It would be helpful and useful to the lay public to label E. WRANGLER RD on the plat.

**Corrected on Revised Administrative Plat dated 12/6/23.**

2. There is no boundary tie for the north end of the 36 EMERGENCY ACCESS EASEMENT located along the west boundary of TRACT 2.

**Corrected per department/ agency comments - "20' Egress Easement" is all of the west 20' of Tract 2.**

**City of Cheyenne:**

1. Future annexation of the property will prompt review by the City. Concurrent with annexation by petition, public improvements to streets may be required; driveway accesses will be reviewed for conformance with City standards and may require modification; and Community Facility Fees will be required to be paid to the City. The City defers timing of design and construction of public improvements to the County.

**Acknowledged.**

2. The intersection of E Ole Maverick Road and Yellowstone shall align with W Old Maverick Road and Yellowstone. Ole Maverick Road is designated as a collector, and Yellowstone is an arterial on the 2021 Functional Classification map – and the intersection is shown at one location on that document. The right-of-way dedicated for E Ole Maverick Road can merge with the existing right-of-way as the road moves westward

**This project is not of large enough scope to re-align the existing roadway from its historic location (1954/1955). The proposed R/W dedication provides an 80' E/W Right-of-Way through-connection (between Hynds Blvd & Yellowstone Rd) consistent with the Connect 2024 Plan.**

**Please see attached traffic memo/ TIS Addendum.**

**Environmental Health:**

1. Small wastewater permit is required when building on each lot. Small wastewater systems must have 50' setback from property lines. Keep septic systems out of easements. A signed final plat must be submitted to this office prior to application for permits.

**Acknowledged.**

December 4, 2023

Memo

To: Palma Land Planning, LLC c/o Casey Palma, AICP  
From: Mike Gostovich

Re: Ironhorse Subdivision, Revised

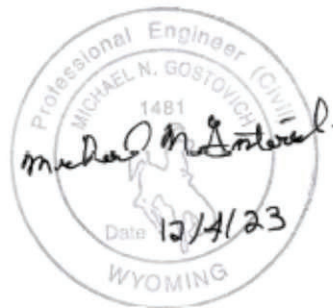
The Ironhorse Subdivision was originally conceived as a number of single-family residential lots that would be slightly over two acres in area. This concept was only viable with the provision of city water. Ultimately, city water was not available to this subdivision, and the Ironhorse Subdivision was revised such that the lots were large enough to sustain wells and septic systems. The number of lots has been reduced to 15 single-family residential lots that would access the subdivision by way of West Ole Maverick Road. This will connect with Yellowstone Road on the east and Hynds Boulevard on the west. In addition to the 15 lots in the Ironhorse Subdivision, an existing single-family residential house is constructed on a portion of Lot 11 in Sunset Tracts Third Filing, and there is a vacant parcel, Lot 12 in Sunset Tracts Third Filing which will gain access by way of West Ole Maverick Road.

An estimate of the trip ends that would be associated with West Ole Maverick Road was computed using the average rate calculation in the *ITE Trip Generation 11<sup>th</sup> Edition*. Table 1 shows the estimated trip ends associated with the Ironhorse Subdivision and the two additional lots. The existing single-family residential house and the vacant lot noted above were included in these calculations.

Vehicle Trip Ends on a Weekday			Vehicle Trips on a Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m.			Vehicle Trips on a Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.		
Total Volume	Volume Entering	Volume Exiting	Total Volume	Volume Entering	Volume Exiting	Total Volume	Volume Entering	Volume Exiting
160	80	80	12	3	9	16	10	6

**Table 1. Estimated Trip Ends**

The trip ends associated with the Ironhorse Subdivision during the AM and PM peak hours were distributed through the Yellowstone Road/West Ole Maverick Road and Hynds Boulevard/West Ole Maverick Road intersections. Table 2 shows the estimated trip ends at both intersections.





Peak Hour	West Ole Maverick						Yellowstone Road					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
AM	1		5				2					0
PM	1		3				5					1
Peak Hour	West Ole Maverick						Hynds Blvd					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
AM				3		0				1	0	
PM				2		0				3	1	

**Table 2. Estimated Site Volumes by Intersection AM and PM Peak Hour**

Levels of service for the Yellowstone/West Ole Maverick and Hynds Boulevard/West Ole Maverick intersections were calculated for the long-term scenario of 2045. Since this memo is only done as a check for the operation of the intersections with a reduced volume, it is assumed that the long-term analysis will suffice.

The estimated 2045 volumes for Yellowstone Road, East Ole Maverick Road, and Hynds Boulevard were added to the volumes in Table 2. In addition, the small number of the East Ole Maverick Road volume was assumed to turn north and then west on to West Ole Maverick Road. These motorists used the new connection to Hynds Boulevard. The summation of these volumes is shown in Table 3.

Peak Hour	West Ole Maverick						Yellowstone Road					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
AM	1	0	8	0	0	0	4	350	0	0	801	0
PM	1	0	5	0	0	0	7	918	0	0	603	1
Peak Hour	East Ole Maverick						Yellowstone Road					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
AM	0	0	0	30	0	4	0	350	15	3	798	0
PM	0	0	0	23	0	4	0	918	23	6	595	0
Peak Hour	West Ole Maverick						Hynds Blvd					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
AM	0	0	0	5	0	0	0	62	4	0	59	0
PM	0	0	0	5	0	0	0	114	6	1	63	0

**Table 3. Total Estimated 2045 Volumes**

The volumes in Table 3 were used to calculate the level of service during the AM and PM hours for all three intersections. Tables 4, 5, and 6 show the results of those calculations.

Peak Hour	Yellowstone Road	West Ole Maverick Road
	Northbound	Eastbound
	Left, Thru	Left, Right
AM	B	C
PM	A	B

**Table 4. 2045 Levels of Service Yellowstone Road/West Ole Maverick Road**

Peak Hour	Yellowstone Road	East Ole Maverick Road
	Southbound	Westbound
	Left, Thru	Left, Right
AM	A	E
PM	B	C

**Table 5. 2045 Levels of Service Yellowstone Road/East Ole Maverick Road**

Peak Hour	Hynds Boulevard	West Ole Maverick
	Southbound	Westbound
	Left, Thru	Left, Right
AM	A	A
PM	A	A

**Table 6. 2045 Levels of Service Hynds Boulevard/West Ole Maverick Road**

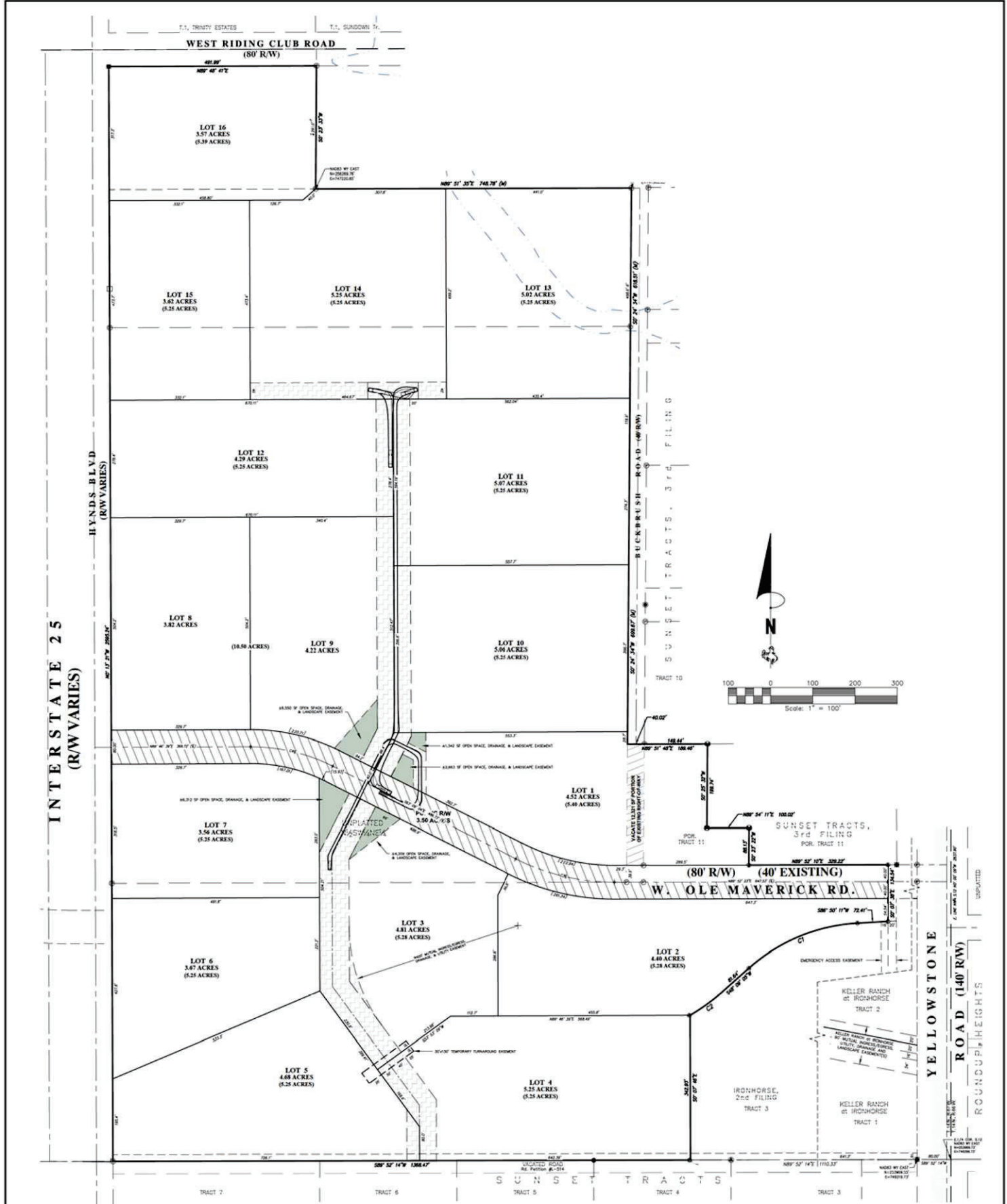
With the reduced number of lots in the Ironhorse Subdivision, the Yellowstone Road/ West Ole Maverick Road intersection will operate at adequate levels of service through 2045. The Yellowstone Road/East Ole Maverick Road intersection will degrade to a Level of Service E during the AM peak hour, but it will operate adequately during the rest of the hours analyzed. The Hynds Boulevard/West Ole Maverick Road will operate at Level of Service A.

Because of the inability to obtain city water for this subdivision, all of the lots in the Ironhorse Subdivision and in the Keller Ranch at Ironhorse subdivision had to be large enough to meet the requirements for a well and septic system. While Keller Ranch at Ironhorse will not use the west Ole Maverick Road as access, there are larger lot size required the inclusion of all the property up to the existing West Ole Maverick Road. This results in an offset intersection between East and West Ole Maverick Roads. While this is not desirable, it is workable if the vehicles turning left (northbound to westbound at West Ole Maverick Road and southbound to eastbound at East Ole Maverick Road) do not form a queue sufficiently long to block the adjacent intersection. The level of service calculations indicate that the 95<sup>th</sup> percentile queue will only be one car, and there is adequate storage for approximately four to five cars.

While the offset intersection is not desirable, it will not cause a problem for traffic flow along Yellowstone Road.

Trip generation calculations, level of service calculations, and appropriate plats are attached.

ITE	Land Use	Vehicle Trip Ends on a Weekday			Vehicle Trips on a Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m.			Vehicle Trips on a Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.		
		Total Volume	Volume Entering	Volume Exiting	Total Volume	Volume Entering	Volume Exiting	Total Volume	Volume Entering	Volume Exiting
210	Single Family Detached-15	141	71	70	11	3	8	14	9	5
	<b>Subdivision Residential Total</b>	<b>141</b>	<b>71</b>	<b>70</b>	<b>11</b>	<b>3</b>	<b>8</b>	<b>14</b>	<b>9</b>	<b>5</b>
210	Single Family Detached-2	19	9	10	1	0	1	2	1	1
	<b>Additional 2 Lots Total</b>	<b>19</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>
	<b>Single Family Total</b>	<b>160</b>	<b>80</b>	<b>80</b>	<b>12</b>	<b>3</b>	<b>9</b>	<b>16</b>	<b>10</b>	<b>6</b>

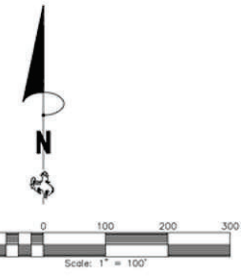


INTERSTATE 25  
(R/W VARIES)

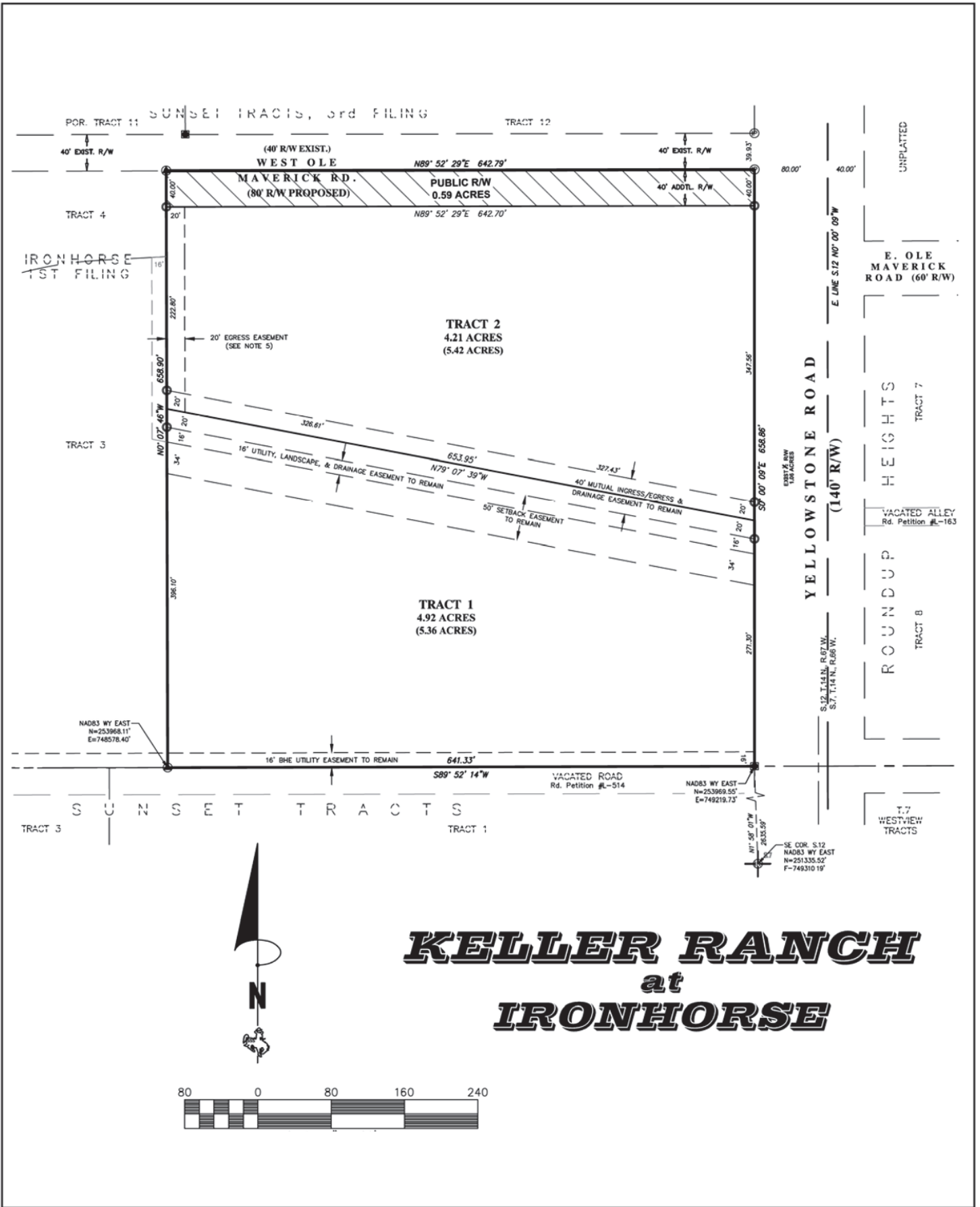
HUNDS BLVD  
(R/W VARIES)

WEST RIDING CLUB ROAD  
(80' R/W)

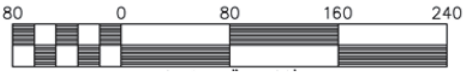
YELLOWSTONE ROAD  
(140' R/W)



# IRONHORSE, 3RD FILING



**KELLER RANCH**  
at  
**IRONHORSE**



HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MG  
 Agency/Co.: W2 Traffic Engineering  
 Date Performed: 8/11/2020  
 Analysis Time Period: AM Peak Hour  
 Intersection: Yellowstone/West Ole Maverick  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2045  
 Project ID:  
 East/West Street: West Ole Maverick Road  
 North/South Street: Yellowstone road  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound			
		1 L	2 T	3 R	4 L	5 T	6 R		
Volume		4	350			801	0		
Peak-Hour Factor, PHF		0.78	0.78			0.78	0.78		
Hourly Flow Rate, HFR		5	448			1026	0		
Percent Heavy Vehicles		5	--	--		--	--		
Median Type/Storage		Undivided				/			
RT Channelized?									
Lanes		0	1			1	0		
Configuration		LT				TR			
Upstream Signal?		No				No			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					1		
Peak Hour Factor, PHF					0.78		0.78
Hourly Flow Rate, HFR					1		8
Percent Heavy Vehicles					5		5
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage					/		No /
Lanes					0		0
Configuration						LR	

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound			
			4	7	8	9	10	11	12
Lane Config	LT								LR
v (vph)	5								9
C(m) (vph)	665								250
v/c	0.01								0.04
95% queue length	0.02								0.11
Control Delay	10.5								19.9
LOS	B								C
Approach Delay									19.9
Approach LOS									C

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MG  
 Agency/Co.: W2 Traffic Engineering  
 Date Performed: 8/11/2020  
 Analysis Time Period: PM Peak Hour  
 Intersection: Yellowstone/West OleMaverick  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2045  
 Project ID:  
 East/West Street: West Ole Maverick Road  
 North/South Street:  
 Intersection Orientation: NS Study period (hrs): 0.25

		Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Northbound				Southbound			
		1 L	2 T	3 R	4 L	5 T	6 R		
Volume		7	918					603	1
Peak-Hour Factor, PHF		0.88	0.88					0.88	0.88
Hourly Flow Rate, HFR		7	1043					685	1
Percent Heavy Vehicles		0	--	--				--	--
Median Type/Storage		Undivided				/			
RT Channelized?									
Lanes		0	1					1	0
Configuration		LT						TR	
Upstream Signal?		No				No			
Minor Street:	Approach Movement	Westbound				Eastbound			
		7 L	8 T	9 R	10 L	11 T	12 R		
Volume									5
Peak Hour Factor, PHF					0.88				0.88
Hourly Flow Rate, HFR					0				5
Percent Heavy Vehicles					0				0
Percent Grade (%)			0				0		
Flared Approach: Exists?/Storage					/				No /
Lanes						0			0
Configuration								LR	

		Delay, Queue Length, and Level of Service							
Approach Movement	Lane Config	NB	SB	Westbound				Eastbound	
		1	4	7	8	9	10	11	12
v (vph)		7							5
C(m) (vph)		917							451
v/c		0.01							0.01
95% queue length		0.02							0.03
Control Delay		9.0							13.1
LOS		A							B
Approach Delay									13.1
Approach LOS									B

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MG  
 Agency/Co.: W2 Traffic Engineering  
 Date Performed: 8/11/2020  
 Analysis Time Period: AM Peak Hour  
 Intersection: Yellowstone East Ole Maverick  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2045  
 Project ID:  
 East/West Street: East Ole Maverick  
 North/South Street: Yellowstone road  
 Intersection Orientation: NS Study period (hrs): 0.25

		Vehicle Volumes and Adjustments								
Major Street:	Approach Movement	Northbound				Southbound				
		1 L	2 T	3 R	4 L	5 T	6 R			
Volume			350	15	3		798			
Peak-Hour Factor, PHF			0.78	0.78	0.78		0.78			
Hourly Flow Rate, HFR			448	19	3		1023			
Percent Heavy Vehicles			--	--	5		--	--		
Median Type/Storage		Undivided				/				
RT Channelized?										
Lanes			1	0		0	1			
Configuration				TR			LT			
Upstream Signal?			No				No			
Minor Street:	Approach Movement	Westbound				Eastbound				
		7 L	8 T	9 R	10 L	11 T	12 R			
Volume		30		4						
Peak Hour Factor, PHF		0.78		0.78						
Hourly Flow Rate, HFR		38		5						
Percent Heavy Vehicles		5		5						
Percent Grade (%)			0			0				
Flared Approach: Exists?/Storage				No	/			/		
Lanes		0		0						
Configuration			LR							

		Delay, Queue Length, and Level of Service							
Approach Movement	Lane Config	NB	SB	Westbound				Eastbound	
		1	4	7	8	9	10	11	12
v (vph)			3		43				
C(m) (vph)			1079		148				
v/c			0.00		0.29				
95% queue length			0.01		1.13				
Control Delay			8.3		39.0				
LOS			A		E				
Approach Delay					39.0				
Approach LOS					E				



HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MG  
 Agency/Co.: W2 Traffic Engineering  
 Date Performed: 8/11/2020  
 Analysis Time Period: PM Peak Hour  
 Intersection: Yellowstone East Ole Maverick  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2045  
 Project ID:  
 East/West Street: East Ole Maverick Road  
 North/South Street: Yellowstone Road  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound			
		1	2	3	4	5	6		
		L	T	R	L	T	R		
Volume			918	23	6	595			
Peak-Hour Factor, PHF			0.88	0.88	0.88	0.88			
Hourly Flow Rate, HFR			1043	26	6	676			
Percent Heavy Vehicles			--	--	4	--	--		
Median Type/Storage			Raised curb		/	1			
RT Channelized?									
Lanes			1	0		0	1		
Configuration				TR		LT			
Upstream Signal?			No			No			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7	8	9	10	11	12
		L	T	R	L	T	R
Volume		23		4			
Peak Hour Factor, PHF		0.88		0.88			
Hourly Flow Rate, HFR		26		4			
Percent Heavy Vehicles		4		4			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		6		30				
C(m) (vph)		644		227				
v/c		0.01		0.13				
95% queue length		0.03		0.45				
Control Delay		10.6		23.3				
LOS		B		C				
Approach Delay				23.3				
Approach LOS				C				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MG  
 Agency/Co.: W2 Traffic Engineering  
 Date Performed: 9/8/2020  
 Analysis Time Period: AM Peak Hour  
 Intersection: Hynds Blvd/West Ole Maverick  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2045  
 Project ID:  
 East/West Street: West Ole Maverick  
 North/South Street: Hynds Boulevard  
 Intersection Orientation: NS Study period (hrs): 0.25

		Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Northbound				Southbound			
		1 L	2 T	3 R	4 L	5 T	6 R		
Volume			62	4	0	59			
Peak-Hour Factor, PHF			0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR			68	4	0	65			
Percent Heavy Vehicles			--	--	3	--	--		
Median Type/Storage		Undivided				/			
RT Channelized?									
Lanes			1	0		0	1		
Configuration				TR		LT			
Upstream Signal?			No				No		
Minor Street:	Approach Movement	Westbound				Eastbound			
		7 L	8 T	9 R	10 L	11 T	12 R		
Volume		5		0					
Peak Hour Factor, PHF		0.90		0.90					
Hourly Flow Rate, HFR		5		0					
Percent Heavy Vehicles		3		3					
Percent Grade (%)			0			0			
Flared Approach: Exists?/Storage			0	No	/		0	/	
Lanes		0		0					
Configuration			LR						

		Delay, Queue Length, and Level of Service							
Approach Movement	Lane Config	NB	SB	Westbound				Eastbound	
		1	4	7	8	9	10	11	12
v (vph)		0		5					
C(m) (vph)		1522		856					
v/c		0.00		0.01					
95% queue length		0.00		0.02					
Control Delay		7.4		9.2					
LOS		A		A					
Approach Delay				9.2					
Approach LOS				A					

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MG  
 Agency/Co.: W2 Traffic Engineering  
 Date Performed: 9/8/2020  
 Analysis Time Period: PM Peak Hour  
 Intersection: Hynds Blvd/West Ole Maverick  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2045  
 Project ID:  
 East/West Street: West Ole Maverick  
 North/South Street: Hynds Boulevard  
 Intersection Orientation: NS Study period (hrs): 0.25

		Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Northbound				Southbound			
		1 L	2 T	3 R	4 L	5 T	6 R		
Volume			114	6	0	63			
Peak-Hour Factor, PHF			0.69	0.69	0.69	0.69			
Hourly Flow Rate, HFR			165	8	0	91			
Percent Heavy Vehicles			--	--	3	--	--		
Median Type/Storage		Undivided				/			
RT Channelized?									
Lanes			1	0		0	1		
Configuration				TR		LT			
Upstream Signal?			No			No			
Minor Street:	Approach Movement	Westbound				Eastbound			
		7 L	8 T	9 R	10 L	11 T	12 R		
Volume		5		0					
Peak Hour Factor, PHF		0.69		0.69					
Hourly Flow Rate, HFR		7		0					
Percent Heavy Vehicles		3		3					
Percent Grade (%)			0			0			
Flared Approach: Exists?/Storage			0	No	/		0	/	
Lanes		0		0					
Configuration			LR						

		Delay, Queue Length, and Level of Service							
Approach Movement	Lane Config	NB	SB	Westbound				Eastbound	
		1	4	7	8	9	10	11	12
v (vph)			0		7				
C(m) (vph)			1398		727				
v/c			0.00		0.01				
95% queue length			0.00		0.03				
Control Delay			7.6		10.0-				
LOS			A		A				
Approach Delay					10.0-				
Approach LOS					A				



**Planning and Development Department**  
2101 O'Neil Avenue, Suite 202, Cheyenne WY 82001  
(Phone) 307-637-6282 (Fax) 307-637-6366

A COMMUNITY OF CHOICE

November 27, 2023

Board of County Commissioners  
310 W 19th St #320  
Cheyenne, WY 82001

**RE: Keller Ranch at Ironhorse – City Comments**

Board of County Commissioners,

In compliance with W.S. 34-12-103 (b) the City hereby submits the following comments regarding the subdivision referenced above:

1. Future annexation of the property will prompt review by the City. Concurrent with annexation by petition, public improvements to streets may be required; driveway accesses will be reviewed for conformance with City standards and may require modification; and Community Facility Fees will be required to be paid to the City. The City defers timing of design and construction of public improvements to the County.
2. The intersection of E Ole Maverick Road and Yellowstone shall align with W Old Maverick Road and Yellowstone. Ole Maverick Road is designated as a collector, and Yellowstone is an arterial on the 2021 Functional Classification map – and the intersection is shown at one location on that document. The right-of-way dedicated for E Ole Maverick Road can merge with the existing right-of-way as the road moves westward.

**If item two listed above is not resolved, the City requests a formal response by the Board of County Commissioners pursuant to W.S. 34-12-103-(b).** I do not believe that there are any other items of disagreement that warrant a response by the Board of County Commissioners pursuant to W.S. 34-12-103-(b).

Thank you,

Charles W. Bloom, AICP  
Planning and Development Director

## Catherine Cundall

---

**From:** Seth Lloyd <slloyd@cheyennecity.org>  
**Sent:** Wednesday, December 13, 2023 9:24 AM  
**To:** Catherine Cundall  
**Cc:** Charles Bloom; Christopher Yaney  
**Subject:** Ironhorse - Keller Ranch plat  
**Attachments:** IH3-Keller Admin\_Mark-up.pdf; IH3-Keller Admin\_Mark-up-LetterSize.pdf; IH3-Keller Admin\_Mark-up-Image.PNG

**Attention:** This email message is from an **external(non-County)** email address. Please exercise caution and/or verify authenticity before opening the email/attachments/links from an email you aren't expecting.

Cate,

The City made the comment that the West Ole Maverick Road and East Ole Maverick Road intersections need to be able to be aligned via dedication of extra right-of-way. The applicant submitted a traffic study addendum to claim the alignment is unnecessary. Unfortunately, as of 9am on 12/13/2023, I do not have all of my reviewers comments back on the traffic study addendum.

For clarification purposes, I have attached a marked-up pdf to show what the City is thinking on this project (red – right-of-way dedication, brown – potential interim street until traffic makes alignment necessary, purple – potential future aligned street). The County Engineer or County Public Works director would guide the initial street development wherever they deem appropriate within that right-of-way.

Note that if the County says to build the northern alignment now, the owner could use the red area like any other property that uses adjacent unbuilt right-of-way (until such time as it is needed).

Regards,

**Seth Lloyd**

Planner  
City of Cheyenne  
2101 O'Neil Ave., Room 202  
Cheyenne, WY 82001

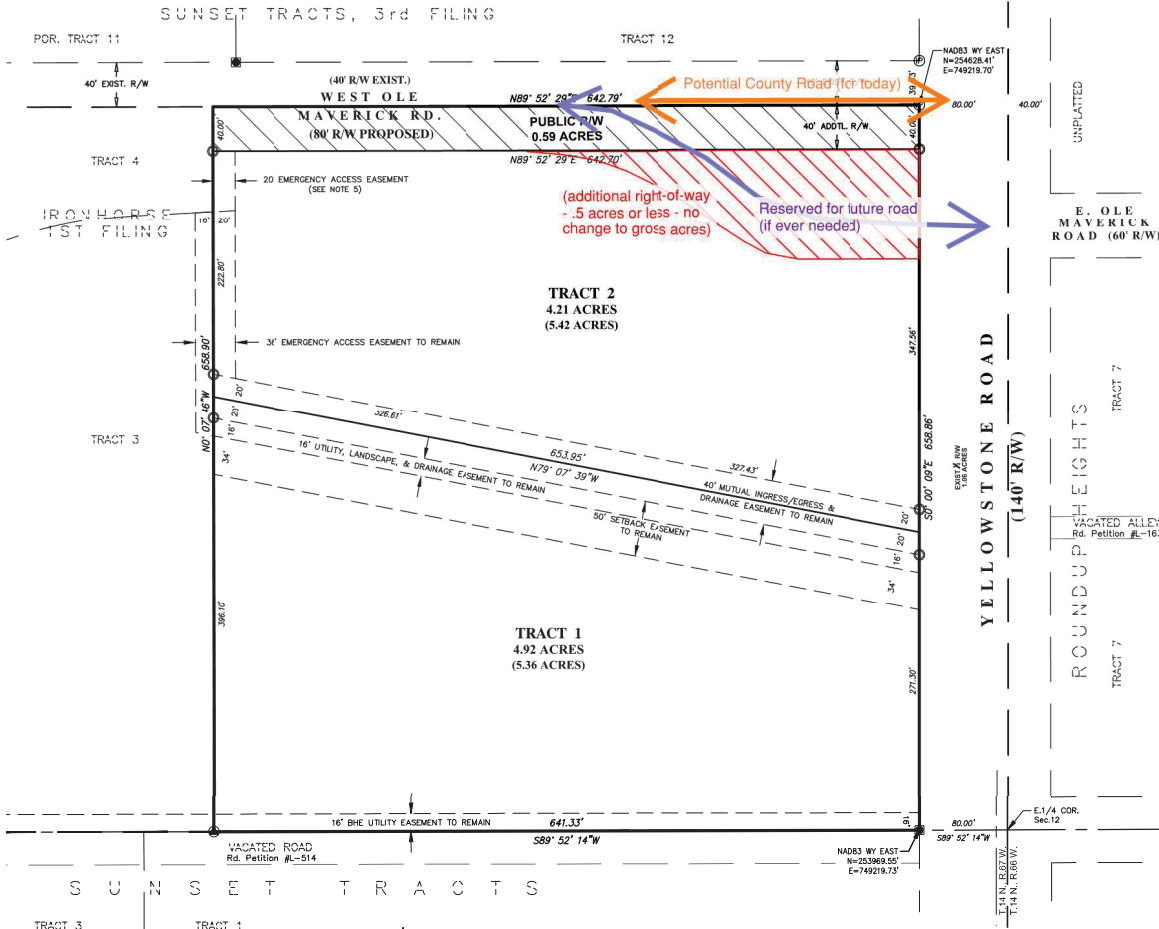
(o) 307-637-6286

[www.cheyennecity.org](http://www.cheyennecity.org)  
[cheyennecity.org/planninganddevelopment](http://cheyennecity.org/planninganddevelopment)

### **PUBLIC RECORDS ACT**

Email to and from me may constitute a public record and may be subject to disclosure upon request under the Wyoming Public Records Act and similar laws

# City of Cheyenne Requested Right - of - Way Dedication Exhibit



## DEDICATION

KNOW ALL PERSONS BY THESE PRESENTS THAT: Trent R. Keller and Tanya R. Keller, husband and wife, owner(s) in fee simple of Tracts 1 & 2, Ironhorse, 1st Filing

Have caused the same to be surveyed and replatted to be known as KELLER RANCH AT IRONHORSE and do hereby declare the subdivision of said land as it appears on this plat to be their free act and deed and in accordance with their desires and do furthermore hereby grant the easements shown and described hereon for the purposes indicated.

by Trent R. Keller and Tanya R. Keller

## OWNER ACKNOWLEDGEMENT

STATE OF WYOMING )  
COUNTY OF LARAMIE ) SS

Before me, a Notary Public in and for the state and county aforesaid, personally appeared Trent R. Keller and Tanya R. Keller, who, upon oath, executed the foregoing instrument for the purposes therein contained this \_\_\_ day of \_\_\_\_\_, 2023.

Notary Public, Laramie County, Wyoming

My Commission Expires: \_\_\_\_\_

## NOTES

- 1) BASIS OF BEARINGS - EAST LINE OF SECTION 12, HAVING A BEARING OF  $N.00^{\circ}00'09''W$ .
- 2) ALL UNMONUMENTED TRACT CORNERS, ANGLE POINTS, AND PC'S TO BE MONUMENTED WITH 1 1/2" ALUMINUM SURVEY CAP STAMPED "SSS P.L.S. 5910" ON 5/8" x 24" REBAR.
- 3) NO PORTION OF THE PROPOSED SUBDIVISION FALLS WITHIN A FEMA 100-YEAR SPECIAL FLOOD HAZARD AREA PER F.I.R.M PANEL No.56021C1079F; DATED JANUARY 17, 2007.
- 4) NO CENTRALIZED SEWER OR WATER SYSTEM(S) ARE PROPOSED. WATER SERVICE & WASTEWATER DISPOSAL TO BE PROVIDED BY INDIVIDUAL WELL & SEPTIC LEACH FIELDS FOR EACH TRACT, ALL SYSTEMS SHALL BE PROPERLY PERMITTED AND SHALL COMPLY WITH ALL APPLICABLE STATE AND LOCAL RULES AND REGULATIONS.
- 5) "36" EMERGENCY ACCESS EASEMENT" PROVIDED FOR THE MUTUAL DESCRIBED BENEFIT AND POTENTIAL ALTERNATE ACCESS BY AND FOR THE OWNER(S) OF TRACT 3, IRONHORSE, 1ST FILING AND TRACTS 1 & 2 CREATED HERewith. NO CONSTRUCTION PROPOSED AT THIS TIME.
- 6) EXISTING EASEMENTS TO REMAIN GRANTED WITH IRONHORSE, 1ST FILING HEREBY RETAINED UNDER THE SAME TERMS AND CONDITIONS AS ORIGINALLY ESTABLISHED AND AS BELOW-DESCRIBED:
  - A) "40" MUTUAL INGRESS/ EGRESS & DRAINAGE EASEMENT" SHALL REMAIN THE SOLE ACCESS TO YELLOWSTONE ROAD PUBLIC R/W (WYO 219) TO/FROM TRACTS 1 & 2 CREATED HERewith.
  - B) "16" UTILITY, LANDSCAPE, & DRAINAGE EASEMENT" DOES NOT PRECLUDE THE CROSSING OF SAID EASEMENT FOR ACCESS TO/FROM THAT "40" MUTUAL INGRESS/ EGRESS & DRAINAGE EASEMENT"; NO MORE THAN ONE (1) INDIVIDUAL ACCESS POINT, NO WIDER THAN 25 FEET, SHALL BE ALLOWED FOR EACH OF TRACTS 1 & 2 WITHOUT EXPRESS WRITTEN CONSENT OF ALL GRANTEES. A LOOP DRIVEWAY MAY BE CONSIDERED A SINGLE ACCESS WITH IRONHORSE COMMITTEE ENDORSEMENT.
  - C) NO PERMANENT STRUCTURES SHALL BE ALLOWED WITHIN THE "50" SETBACK EASEMENT". UNDERGROUND UTILITIES, INCLUDING WELL & SEPTIC FACILITIES ARE ALLOWED.
  - D) "36" EMERGENCY ACCESS EASEMENT" PROVIDED FOR THE MUTUAL DESCRIBED BENEFIT AND POTENTIAL ALTERNATE ACCESS BY AND FOR THE OWNER(S) OF TRACT 3, IRONHORSE, 1ST FILING AND TRACTS 1 & 2 CREATED HERewith VIA THAT "40" MUTUAL INGRESS/ EGRESS & DRAINAGE EASEMENT". NO CONSTRUCTION IS PROPOSED AT THIS TIME.

## CERTIFICATE OF SURVEYOR

I, Jeffrey B. Jones, Licensed Professional Land Surveyor in the State of Wyoming, for and on behalf of Steel Surveying Services, LLC, hereby state, to the best of my knowledge, information and belief, that this map was prepared from field notes taken during an actual survey made by me or under my direct supervision; and that this map correctly shows the results of said survey and that the monuments found or set are as shown.

## KELLER RANCH at IRONHORSE

A REPLAT OF ALL OF TRACTS 1 & 2, IRONHORSE, 1st FILING

SITUATED IN THE NE 1/4 OF SECTION 12, TOWNSHIP 14 NORTH, RANGE 67 WEST OF THE 6TH P.M., LARAMIE COUNTY, WYOMING.

PREPARED NOVEMBER 2023

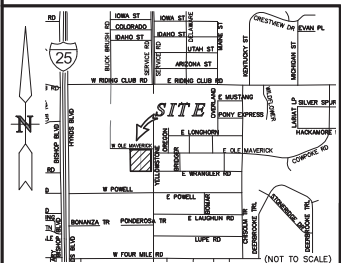


**STEEL SURVEYING SERVICES, LLC**  
PROFESSIONAL LAND SURVEYORS  
PLANNING & DEVELOPMENT SPECIALISTS  
1108 WEST 19th ST. CHEYENNE, WY. 82001 • (307) 634-7873  
756 GILCHRIST ST. WILMINGTON, WY. 82002 • (307) 522-9769  
www.SteelSurvey.com • info@SteelSurvey.com

## VACATION STATEMENT

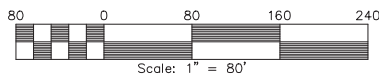
IT IS THE INTENT OF THIS PLAT TO VACATE ALL OF TRACTS 1 & 2, IRONHORSE, 1st FILING, LARAMIE COUNTY, WY, INCLUDING ALL LOT LINES AND EASEMENTS OF RECORD UNLESS NOTED OTHERWISE HEREON.

## VICINITY MAP



## LEGEND

- SET 1 1/2" ALUMINUM SURVEY CAP STAMPED "SSS PLS 5910" ON 5/8" x 24" REBAR
- FOUND 1 1/2" ALUMINUM CAP "SSS PLS 5910"
- FOUND 2" ALUMINUM CAP "PELS 5488"
- FOUND IRON PIPE
- ACRES NET ACREAGE OF TRACT
- ( ) ACRES GROSS ACREAGE OF TRACT (TO E. OF ADJACENT ROAD R/W)
- ADDITIONAL 40' PUBLIC RIGHT-OF-WAY DEDICATED HEREON (WEST OLE MAVERICK)



## FILING RECORD

## APPROVALS

Approved by the Laramie County Planning Director and Director of Public Works this \_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
Planning Director, Laramie County, WY      Director of Public Works, Laramie County, WY

## COUNTY ACKNOWLEDGEMENT

STATE OF WYOMING )  
COUNTY OF LARAMIE ) SS

The foregoing instrument was acknowledged before me this \_\_\_ day of \_\_\_\_\_, 2023.

Notary Public, Laramie County, Wyoming

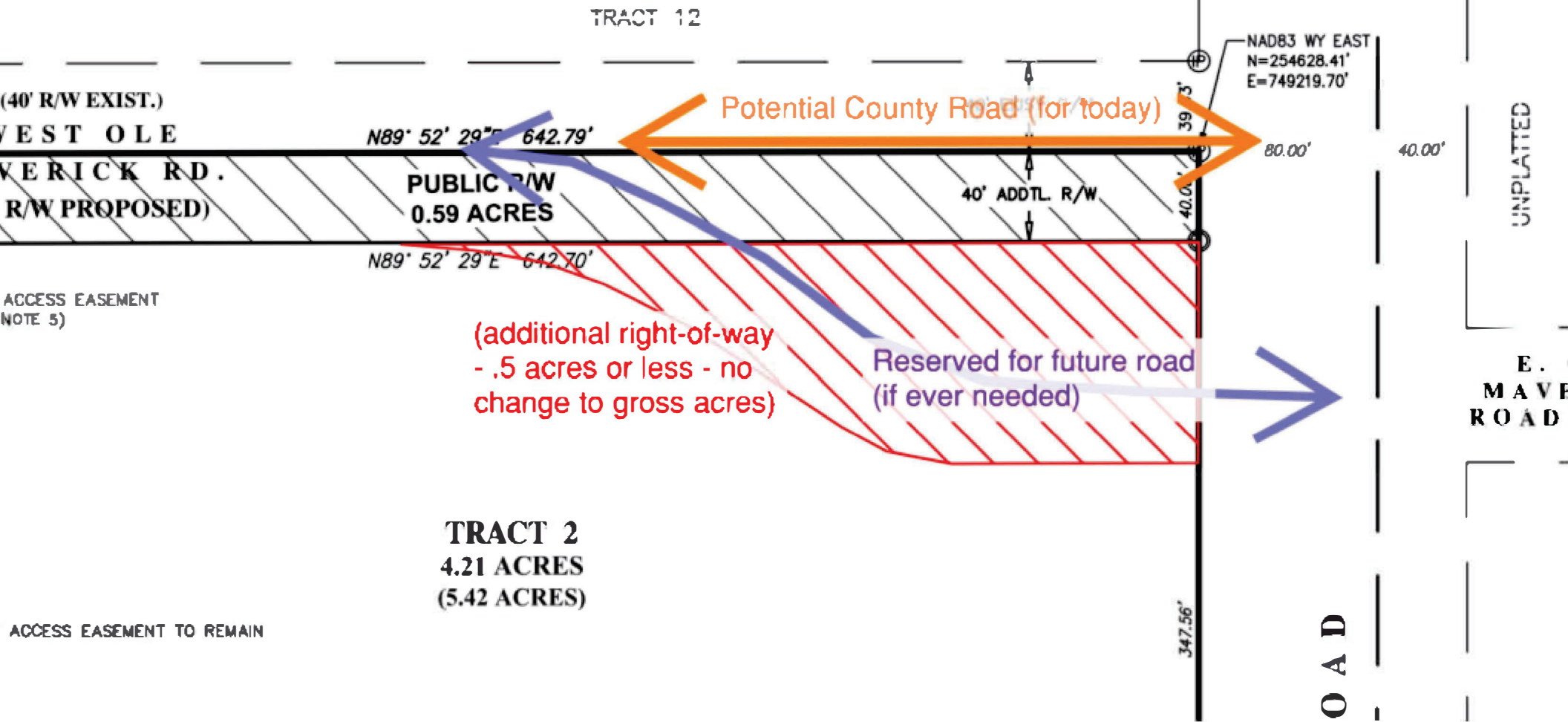
My Commission Expires: \_\_\_\_\_

REVISED: 11/8/2023

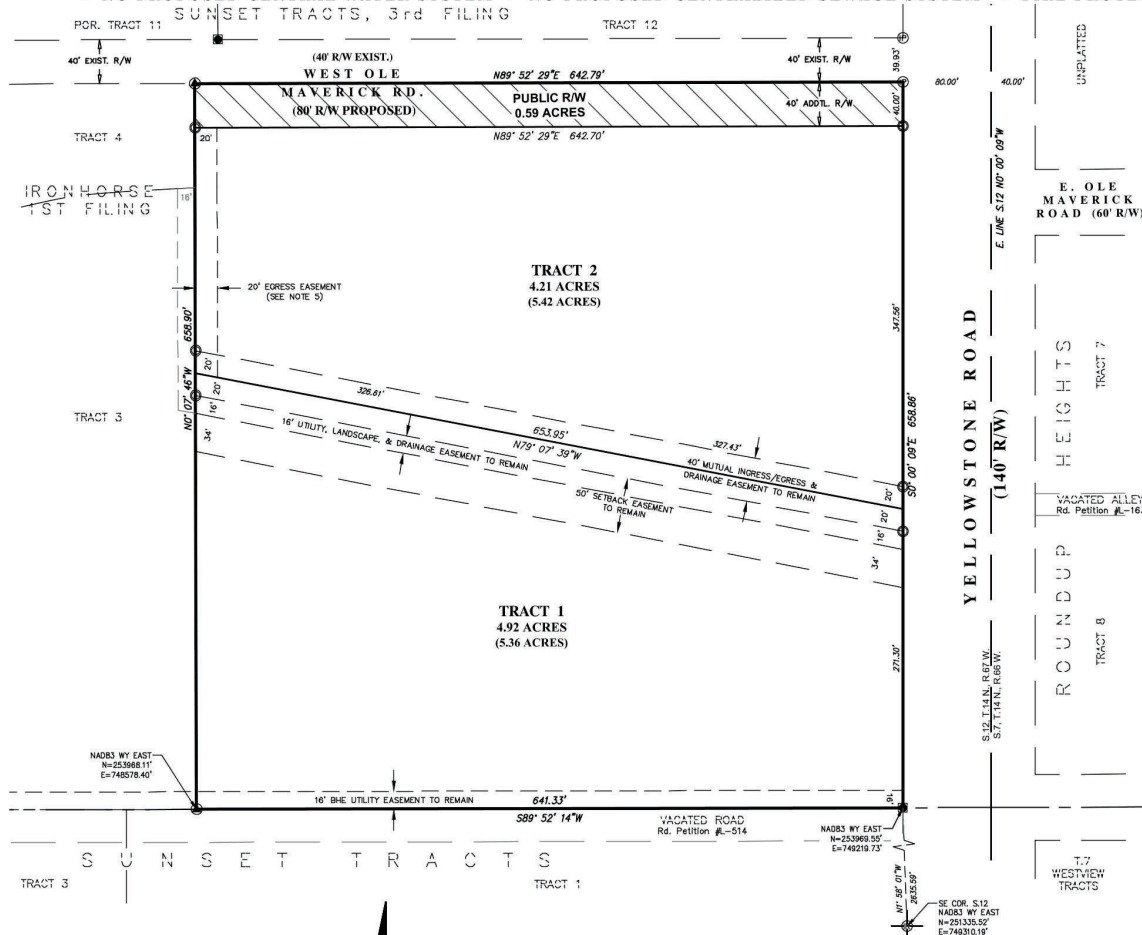
\\2020169 IRONHORSE\HTRI-2 REPLAT\_KELLER.DWG  
© COPYRIGHT 2023 STEEL SURVEYING SERVICES, LLC ALL RIGHTS RESERVED

City of Cheyenne Requested Right - of - Way Dedication Exhibit

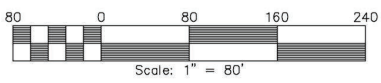
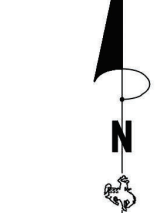
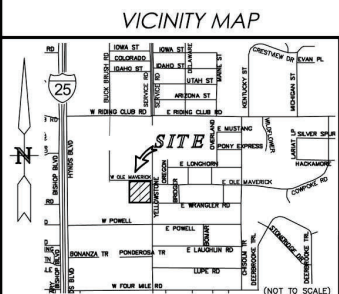
PLATS, 3rd FILING



NO PUBLIC MAINTENANCE OF STREETS OR ROADS THE SURFACE ESTATE OF THE LAND TO BE SUBDIVIDED IS SUBJECT TO FULL AND EFFECTIVE DEVELOPMENT OF THE MINERAL ESTATE  
 NO PROPOSED CENTRAL WATER SYSTEM NO PROPOSED CENTRALIZED SEWAGE SYSTEM FIRE PROTECTION TO BE PROVIDED BY LARAMIE COUNTY FIRE AUTHORITY



**VACATION STATEMENT**  
 IT IS THE INTENT OF THIS PLAT TO VACATE ALL OF TRACTS 1 & 2, IRONHORSE, 1st FILING, LARAMIE COUNTY, WY, INCLUDING ALL LOT LINES AND EASEMENTS OF RECORD UNLESS NOTED OTHERWISE HEREON.



FILING RECORD

- LEGEND**
- SET 1 1/2" ALUMINUM SURVEY CAP STAMPED "SSS PLS 5910" ON 3/8" x 24" REBAR
  - FOUND 1 1/2" ALUMINUM CAP "SSS PLS 5910"
  - FOUND 2" ALUMINUM CAP "PLS 5488"
  - ⊙ FOUND IRON PIPE
  - ACRES NET ACREAGE OF TRACT
  - ( ) ACRES GROSS ACREAGE OF TRACT (TO E. OF ADJACENT ROAD R/W)
  - ADDITIONAL 40' PUBLIC RIGHT-OF-WAY DEDICATED HEREON (WEST OLE MAVERICK)

**APPROVALS**

Approved by the Laramie County Planning Director and Director of Public Works this \_\_\_ day of \_\_\_, 2023.

\_\_\_\_\_  
 Planning Director, Laramie County, WY      Director of Public Works, Laramie County, WY

**COUNTY ACKNOWLEDGEMENT**

STATE OF WYOMING )  
 ) SS  
 COUNTY OF LARAMIE )

The foregoing instrument was acknowledged before me this \_\_\_ day of \_\_\_, 2023.

\_\_\_\_\_  
 Notary Public, Laramie County, Wyoming

My Commission Expires: \_\_\_\_\_ REVISED: 12/6/2023

**DEDICATION**

KNOW ALL PERSONS BY THESE PRESENTS THAT: Trent R. Keller and Tanya R. Keller, husband and wife, owner(s) in fee simple of Tracts 1 & 2, Ironhorse, 1st Filing

Have caused the same to be surveyed and replatted to be known as KELLER RANCH AT IRONHORSE and do hereby declare the subdivision of said land as it appears on this plat to be their free act and deed and in accordance with their desires, dedicating to the public the rights-of-way as shown hereon, and do furthermore grant the easements shown and described hereon for the purposes indicated.

by Trent R. Keller and Tanya R. Keller

**OWNER ACKNOWLEDGEMENT**

STATE OF WYOMING )  
 ) SS  
 COUNTY OF LARAMIE )

Before me, a Notary Public in and for the state and county aforesaid, personally appeared Trent R. Keller and Tanya R. Keller, who, upon oath, executed the foregoing instrument for the purposes therein contained this \_\_\_ day of \_\_\_, 2023.

\_\_\_\_\_  
 Notary Public, Laramie County, Wyoming

**NOTES**

1. BASIS OF BEARINGS — WYOMING STATE PLANE COORDINATE SYSTEM, EAST ZONE, US SURVEY FEET, GRID DISTANCES. SITE COMBINATION FACTOR: 0.9999525408.
- 2) ALL UNMONUMENTED TRACT CORNERS, ANGLE POINTS, AND PC'S TO BE MONUMENTED WITH 1 1/2" ALUMINUM SURVEY CAP STAMPED "SSS P.L.S. 5910" ON 3/8"x24" REBAR.
- 3) NO PORTION OF THE PROPOSED SUBDIVISION FALLS WITHIN A FEMA 100-YEAR SPECIAL FLOOD HAZARD AREA PER F.I.R.M PANEL No.56021C1079F; DATED JANUARY 17, 2007.
- 3) NO CENTRALIZED SEWER OR WATER SYSTEM(S) ARE PROPOSED. WATER SERVICE & WASTEWATER DISPOSAL TO BE PROVIDED BY INDIVIDUAL WELL & SEPTIC LEACH FIELDS FOR EACH TRACT, ALL SYSTEMS SHALL BE PROPERLY PERMITTED AND SHALL COMPLY WITH ALL APPLICABLE STATE AND LOCAL RULES AND REGULATIONS.
- 4) THE EXISTING EASEMENTS TO REMAIN ARE HEREBY RETAINED UNDER THE SAME TERMS AND CONDITIONS AS ORIGINALLY ESTABLISHED AND AS BELOW-DESCRIBED:
  - A) "40' MUTUAL INGRESS/ EGRESS & DRAINAGE EASEMENT" SHALL REMAIN THE SOLE ACCESS TO YELLOWSTONE ROAD PUBLIC R/W (W/O 219) TO/FROM TRACTS 1 & 2 CREATED HEREWITH.
  - B) "16' UTILITY, LANDSCAPE, & DRAINAGE EASEMENT" DOES NOT PRECLUDE THE CROSSING OF SAID EASEMENT FOR ACCESS TO/FROM THAT "40' MUTUAL INGRESS/ EGRESS & DRAINAGE EASEMENT"; NO MORE THAN ONE (1) INDIVIDUAL ACCESS POINT, NO WIDER THAN 25 FEET, SHALL BE ALLOWED FOR EACH OF TRACTS 1 & 2 WITHOUT EXPRESS WRITTEN CONSENT OF ALL GRANTEES. A LOOP DRIVEWAY MAY BE CONSIDERED A SINGLE ACCESS WITH IRONHORSE COMMITTEE ENDORSEMENT.
  - C) NO PERMANENT STRUCTURES SHALL BE ALLOWED WITHIN THE "50' SETBACK EASEMENT". UNDERGROUND UTILITIES, INCLUDING WELL & SEPTIC FACILITIES ARE ALLOWED.
- 5) "20' EGRESS EASEMENT" PROVIDED FOR THE MUTUAL DESCRIBED BENEFIT AND POTENTIAL ALTERNATIVE ACCESS TO PUBLIC RIGHT-OF-WAY BY AND FOR THE OWNER(S) OF TRACT 3, IRONHORSE, 1ST FILING AND TRACTS 1 & 2 CREATED HEREWITH. NO CONSTRUCTION IS PROPOSED AT THIS TIME.
- 6) WEST OLE MAVERICK RIGHT-OF-WAY HEREBY DEDICATED TO THE PUBLIC AND TO BE PRIVATELY MAINTAINED.

**CERTIFICATE OF SURVEYOR**

I, Jeffrey B. Jones, Licensed Professional Land Surveyor in the State of Wyoming, for and on behalf of Steel Surveying Services, LLC, hereby state, to the best of my knowledge, information and belief, that this map was prepared from field notes taken during an actual survey made by me or under my direct supervision; and that this map correctly shows the results of said survey and that the monuments found or set are as shown.

**KELLER RANCH**  
 at  
**IRONHORSE**

AN ADMINISTRATIVE REPLAT OF ALL OF TRACTS 1 & 2, IRONHORSE, 1st FILING

SITUATED IN THE NE 1/4 OF SECTION 12, TOWNSHIP 14 NORTH, RANGE 67 WEST OF THE 6TH P.M., LARAMIE COUNTY, WYOMING.

PREPARED NOVEMBER 2023



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 756 GILCHRIST ST. WHEATLAND, WY. 82201 o (307) 322-9789  
 www.SteelSurvey.com o info@SteelSurvey.com



RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION TO APPROVE A VACATION OF TRACTS 1 AND 2, IRONHORSE, 1<sup>ST</sup> FILING, LARAMIE COUNTY, WY, AND TO APPROVE THE ADMINISTRATIVE PLAT KNOWN AS "KELLER RANCH AT IRONHORSE."**

**WHEREAS**, W.S. §18-5-201 to 18-5-208; §18-5-301 to 18-5-315 authorize Laramie County, in promoting the public health, safety, morals and general welfare of the county, to regulate the use of land through zoning in unincorporated Laramie County; and

**WHEREAS**, the Laramie County Board of Commissioners adopted the Laramie County Land Use Regulations (LCLUR); and

**WHEREAS**, the proposed Vacation is in accordance with W.S. §34-12-106 to §34-12-111; and

**WHEREAS**, the proposed Vacation is in accordance with LCLUR § 2-1-102 (m); and

**WHEREAS**, the Laramie County Land Use Regulations require this Board to approve administrative plats of land that was previously approved by this Board in accordance with LCLUR § 2-1-102(d)(ii)(C); and

**WHEREAS**, this resolution concerns the Vacation of Tracts 1 and 2, Ironhorse, 1<sup>st</sup> Filing, and approval of the Administrative Plat known as Keller Ranch at Ironhorse.

**NOW THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF LARAMIE COUNTY, WYOMING**, as follows:

The Laramie County Board of Commissioners finds that:

- a. This application is in conformance with W.S. §34-12-106 to §34-12-111;
- b. The application is in conformance with Section 2-1-102(m) of LCLUR;
- c. The vacation has been submitted to create an Administrative Plat known as Keller Ranch at Ironhorse; and
- d. This vacation will become effective only upon recording of the Administrative Plat known as Keller Ranch at Ironhorse.

**And the Board approves the Vacation of Tracts 1 and 2, Ironhorse , 1<sup>st</sup> Filing, to become effective upon the recording of the Administrative Plat known as Keller Ranch at Ironhorse, and approves the Administrative Plat known as Keller Ranch at Ironhorse. This vacation does not abridge or modify any existing covenants and consistent with W.S. § 34-12-108 does not abridge or modify any rights and privileges of any proprietors of the plat.**

**PRESENTED, READ AND ADOPTED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2023.**

LARAMIE COUNTY BOARD OF COMMISSIONERS

\_\_\_\_\_  
Troy Thompson, Chairman

ATTEST:

\_\_\_\_\_  
Debra K. Lee, Laramie County Clerk

Reviewed and approved as to form:

\_\_\_\_\_  
Laramie County Attorney's Office