



**AGENDA
CITY OF SHERIDAN
AUGUST 10, 2026
STUDY SESSION COUNCIL MEETING START 5:30 P.M.**

1. Discussion of the Purchase of One (1) 2026 Kubota M7060HDC Tractor from Heartland Kubota, LLC for the Amount of \$74,800.00 - Fleet & Administrative Coordinator Heather Czaplinski
2. Discussion of the Purchase of One (1) 2026 John Deere 850P Dozer from RDO Equipment Co. for the Amount of \$356,507.13 - Fleet & Administrative Coordinator Heather Czaplinski
3. Discussion of the Purchase of One (1) Pierce Enforcer Rescue Engine from Front Range Fire Apparatus for the Amount of \$1,250,609.00 - Fleet & Administrative Coordinator Heather Czaplinski
4. Discussion of PL-26-26, Resolution 15-26, Final Plat of the Falcons Nest 2 Minor Subdivision - City Planner Kelly Schroeder
5. General Discussion and Potential Future Agenda Items - City Administrator Stuart J. McRae
A. Council Request for Future Agenda Items



CITY OF SHERIDAN, WYOMING

55 Grinnell Plaza, Sheridan, Wyoming 82801

Ph (307) 674-6483

Public Works

MEMORANDUM

RE: Discussion of the Purchase of One (1) 2026 Kubota M7060HDC Tractor from Heartland Kubota, LLC for the Amount of \$74,800.00 - Fleet & Administrative Coordinator Heather Czaplinski

From: Heather Czaplinski, PW Administrative Coordinator

To: City Council

Date: 08/10/2026

Recommendation:

Staff recommends that the Mayor and City Council approve the purchase of one (1) 2026 Kubota M7060HDC Tractor from Heartland Kubota, LLC in the amount of \$74,800.00 for the Landfill. The order-to-delivery timeline is 4–6 weeks.

Staff recommends that, for the purchase of the tractor, the Mayor and City Council authorize the Fleet Coordinator, Heather Czaplinski, to act on behalf of the Council and Mayor on all matters related to the procurement process.

Background:

The purchase of the tractor was approved in the current FY27 budget for the landfill. Quotes were obtained utilizing the Sourcewell Cooperative Purchasing process.

The following 3 quotes were obtained:

- Heartland Kubota, LLC **\$74,800.00**
- RDO Equipment Co. \$81,482.88
- C&B Operations, LLC \$83,565.00

Budget available: \$80,000.00

Discussion:

The Utilities Director presented the need for a tractor at the landfill during the FY27 budget discussion at the May 5 Study Session. This equipment serves three primary functions: maintaining fire lines around the landfill perimeter, plowing snow to keep the facility accessible during winter weather, and mowing the old landfill area to ensure safe access for City staff and contractors. Beyond its primary responsibilities, the tractor would provide additional operational support by assisting with tasks such as loading smaller loads of compost.

The landfill previously had a tractor in its fleet; however, the unit was 26 years old and had reached a point where repair costs were no longer economically justified. As a result, it was removed from service and declared surplus in December 2023. A replacement was not included at that time, leaving the landfill without a dedicated tractor for the essential maintenance functions. Since then, the Street Department has periodically loaned the landfill a motor grader to maintain the fire lines. While this arrangement has helped meet immediate needs, coordinating equipment availability has resulted in fire lines being maintained less frequently than in previous years. The absence of a dedicated tractor has also increased the time required for snow removal, causing the landfill to remain inaccessible to the public for longer periods during winter weather. Additionally, mowing at the old landfill has been significantly reduced, allowing dry vegetation to accumulate. This overgrowth contributed to a

fire approximately two years ago and continues to present a safety concern. Overall, the lack of a dedicated tractor has created an operational deficiency that impacts efficiency, public access, and the safe maintenance of the landfill.

Funding:

The Landfill Capital Outlay-Equipment/Machinery/Vehicles Budget (52841-7600-0199D) is the fund covering the purchase.



CITY OF SHERIDAN, WYOMING
55 Grinnell Plaza, Sheridan, Wyoming 82801
Ph (307) 674-6483

Public Works

MEMORANDUM

RE: Discussion of the Purchase of One (1) 2026 John Deere 850P Dozer from RDO Equipment Co. for the Amount of \$356,507.13 - Fleet & Administrative Coordinator Heather Czaplinski

From: Heather Czaplinski, PW Administrative Coordinator

To: City Council

Date: 08/10/2026

Recommendation:

Staff recommends that the Mayor and City Council approve the purchase of one (1) 2026 John Deere 850P Dozer from RDO Equipment Co. for the amount of \$356,507.13 for the Landfill. The order-to-delivery timeline is 6–8 weeks.

Staff recommends that, for the purchase of the dozer, the Mayor and City Council authorize the Fleet Coordinator, Heather Czaplinski, to act on behalf of the Council and Mayor on all matters related to the procurement process.

Background:

The purchase of the dozer was approved in the current FY27 budget for the landfill. Quotes were obtained utilizing the Sourcewell Cooperative Purchasing process. The quotes include a trade-in price for a 2023 Caterpillar 963 Track Loader.

The following 3 quotes were obtained:

- | | |
|-----------------------------|--|
| • RDO Equipment Co. | \$356,507.13 (\$546,507.13 - \$190,000.00 trade-in) |
| • Komatsu | \$340,996.33 (\$526,996.33 - \$186,000.00 trade-in) — Did not meet spec* |
| • Wyoming Machinery Company | \$598,058.92 (674,058.92 - \$76,000.00 trade-in) |

Budget available: \$600,000.00

*The selected model does not offer a dedicated “landfill package,” which includes additional undercarriage guarding designed to protect the machine while operating in and around waste materials. While smaller models are available with this package, they provide approximately half the operating volume and do not meet the operational requirements for this application. Additionally, landfill compaction operations require equipment with a minimum operating weight of 45,000 pounds to meet regulatory requirements. The smaller models do not meet this weight requirement and would not be suitable for compaction functions.

Discussion:

The Utilities Director presented the need for a dozer at the landfill during the FY27 budget discussion at the May 5 Study Session. This equipment is critical to landfill operations and serves five primary functions: placing daily cover over waste on the flat working area, placing cover material on the 3:1 exterior side slopes, deploying temporary nightly cover over waste that has not yet reached final grade, compacting waste material, and repairing defects on the exterior slopes, such as erosion.

The landfill previously had a dozer in its fleet which was coming due for replacement. At that time, it was

believed that a more cost-effective, multi-functional piece of equipment could perform the same functions as the dozer as well as some others that the dozer could not. The dozer was surplused and replaced with a track loader in December 2022. Since implementing the track loader, it has become clear that it does not provide the same capabilities or operational efficiency required for landfill operations.

The track loader is unable to maintain enough soil in front of the blade to efficiently cover waste on the flat working area. Additionally, and most importantly, the track loader does not have the stability to safely place cover material on the 3:1 exterior slopes. A dozer is a superior and much safer piece of equipment for this application due to its wider tracks, higher weight, and lower center of gravity which provides increased stability and operator safety when working on slopes.

The track loader has also proven ineffective for deploying the landfill's existing tarp system. As a result, a smaller tarp deployment system was purchased, requiring a reduction in the size of the active working face to accommodate the smaller tarp. When the track loader was used for waste compaction, operators identified concerns regarding its stability on uncompacted material. These concerns were validated when an operator rollover occurred, resulting in equipment damage and, more importantly, creating a significant safety risk. The landfill has since discontinued using the track loader for compaction activities.

Currently, Cell 10 has significant erosion that requires correction. Without a dedicated dozer in the landfill fleet, the City will need to rent or lease equipment to complete this work. The City has previously incurred rental costs when a dozer was needed to address a large area of uncovered waste. Acquiring a dedicated landfill dozer will restore the necessary operational capabilities, improve efficiency, reduce reliance on rental equipment, and provide a safer and more effective means of maintaining the landfill.

Funding:

The Landfill Capital Outlay-Equipment/Machinery/Vehicles Budget (52841-7600-0199D) is the fund covering the purchase.



CITY OF SHERIDAN, WYOMING

55 Grinnell Plaza, Sheridan, Wyoming 82801

Ph (307) 674-6483

Public Works

MEMORANDUM

RE: Discussion of the Purchase of One (1) Pierce Enforcer Rescue Engine from Front Range Fire Apparatus for the Amount of \$1,250,609.00 - Fleet & Administrative Coordinator Heather Czaplinski

From: Heather Czaplinski, PW Administrative Coordinator

To: City Council

Date: 08/10/2026

Recommendation:

Staff recommends that the Mayor and City Council approve the purchase of one (1) Pierce Enforcer Rescue Engine from Front Range Fire Apparatus for the amount of \$1,250,609.00 for the Fire Department, which includes a price discount per Helping Governments Across the Country Buy (HGACBuy) consortium.

Staff requests that, for the purchase of the engine, the Mayor and City Council authorize the Fleet Coordinator, Heather Czaplinski, to act on behalf of the Council and Mayor on all matters related to this purchase process.

Background:

The size, age, and deployment of a fire department's fleet of vehicles (emergency and support) have a significant impact on the service capabilities of an organization. Other than its firefighters, officers, and support staff, emergency apparatuses and vehicles are the next most important resource in a fire department that has a direct impact on the level of service that the department can provide to the community. The fleet must be not only in good condition but also up to the codes and standards of the National Fire Protection Association (NFPA).

Sheridan Fire-Rescue has two engines, both currently 17 years old, and both conditionally rated as fair and poor in the evaluation from the Emergency Services Consulting International (ESCI) 2024 Long-Range Master Plan. Based on the Sheridan Fire-Rescue Fleet Replacement Timeline, the engines were due for replacement in 2025. The current procurement for engines is around a four-year lead time. The replacement for Engine 2 has already been ordered.

City Council approved the submission of a Federal Mineral Royalty Capital Construction Account Grant (MRG) Application at the February 2, 2026, meeting. The \$710,000 MRG Application was approved at the June 18, 2026, State Loan & Investment Board Meeting and the fully executed grant was received July 23, 2026. During the last month, a stock rescue engine (build slot) had become available as an option for the City to purchase, and has not been secured by another entity. The Fire Chief and Division Chiefs worked closely with Front Range Fire Apparatus to confirm that the specifications are compliant with the National Fire Protection Association (NFPA) codes and standards, and the timeline to potentially secure this engine. This stock build slot is available with limited changes, but staff was able to make changes, and the specifications are identical to the engine ordered earlier this year that we will take delivery of this October.

This new engine will replace a 2009 Spartan 4x4 Engine, with 5,429+ hours and 53,406+ miles at the time of this staff report. This engine will be surplus through the proper channels.

Funding:**FY25:** \$250,000 Asset Reserves (General Fund)**FY27:** \$250,000 Budget (GPET)**FY27:** \$710,000.00 MRG Grant Awarded (\$625,304.50)**Balance Remaining:** \$125,304.50



CITY OF SHERIDAN, WYOMING

55 Grinnell Plaza, Sheridan, Wyoming 82801

Ph (307) 674-6483

Planning

MEMORANDUM

RE: Discussion of PL-26-26, Resolution 15-26, Final Plat of the Falcons Nest 2 Minor Subdivision - City Planner Kelly Schroeder

From: Kelly Schroeder, Planning Director

To: City Council

Date: 08/10/2026

Background:

Cannon Consulting on behalf of the property owners, Derek Gilbert, Derek Hall, and Hannah Hall, has submitted a final plat application for the following location:

Address: 426 Kingfisher Ave. and 2100 Pheasant Draw Rd., Sheridan, WY 82801

Legal: Tract 2, Falcons Nest Minor, and 9.72 acres unplatted land

PIN: 56842830000200 and 56842830000500

The applicant is proposing to divide 30.46 acres into 3 residential use lots with the following lot sizes:

- Lot 1: 5.77 acres
- Lot 2: 6.02 acres
- Lot 3: 18.67 acres

There are existing single-family homes on Lots 1 and 3, while Lot 2 will be vacant residential land intended for future subdivision. More information can be found in the attached staff report and supporting documents.

Attachments

Staff Report

Draft Resolution

Final Plat

Aerial

Public Comment Letters



CITY OF SHERIDAN, WYOMING

55 Grinnell Plaza, Sheridan Wyoming 82801

Planning Division

MEMORANDUM

From: Kelly Schroeder, City Planner
To: City of Sheridan Governing Body
Date: August 10, 2026

Re: PL-26-26, Resolution 15-26 Falcons Nest 2 Minor Subdivision Staff Report

Background

Cannon Consulting on behalf of the property owners, Derek Gilbert, Derek Hall, and Hannah Hall, has submitted a final plat application for the following location:

Address: 426 Kingfisher Ave. and 2100 Pheasant Draw Rd., Sheridan, WY 82801
Legal: Tract 2, Falcons Nest Minor, and 9.72 acres unplatted land
PIN: 56842830000200 and 56842830000500

The applicant is proposing to divide 30.46 acres into 3 residential use lots with the following lot sizes:

- Lot 1: 5.77 acres
- Lot 2: 6.02 acres
- Lot 3: 18.67 acres

There are existing single-family homes on Lots 1 and 3, while Lot 2 will be vacant residential land intended for future subdivision.

Discussion

The property is zoned R-1 Residential, which has a minimum lot size of 6,000 square feet. All three proposed lots currently have access to dedicated public streets and utility infrastructure; therefore, no new improvements are being proposed with this subdivision. Open space dedication is not required, as it is classified as a minor subdivision.

The proposed subdivision will preserve the existing 60-foot access and utility easement that connects Bluebird Lane to Kingfisher Avenue. The existing license agreement between the current property owner and the City of Sheridan to provide a walking trail will also remain in effect.

The subdivision will establish a new 60-foot access and utility easement to provide future access to undeveloped land to the north. Preserving this future connection is needed to re-establish

secondary access for the Osprey Hill neighborhood. Osprey Hill One subdivision (2005) identified a 20-foot-wide emergency access north connecting through land currently owned by Systems Land, LLC. The Osprey Hill Two subdivision (2006) did not carry this secondary emergency access through, so since that time, this subdivision has been without secondary access.

Furthermore, the intent to provide future connection north has been well-established in the Cloud Peak Ranch Master Plan (2008) and the 2026 Transportation Plan. The Cloud Peak Ranch Master Plan shows various residential subdivision layout concepts with a connection to the Osprey Hill neighborhood. These concepts show this connection from Bluebird Lane to other residential streets within a future subdivision. The 2026 Transportation Master Plan further identifies a need to establish an extension of Bluebird Lane.

It is important to note that this access and utilities easement does not include any improvements with this subdivision. Future development of Lot 2 will help determine what level of improvements would be necessary, including the potential to reduce the size of the easement to accommodate a 20-foot emergency-only access road. Until development plans for Lot 2 are submitted, the easement as established via this plat gives the property owner the greatest flexibility in considering future development options while ensuring that secondary access for the existing Osprey Hill subdivision can be re-established.

The Future Land Use Map from 2017 indicates that this area is appropriate for residential use. The subdivision and proposed use of the property align with the Future Land Use Plan as well as the 2026 Transportation Master Plan.

Staff Review Comments

Staff comments during the internal review of this final plat application were related to minor corrections needed for the plat and future utility requirements should Lot 2 be further subdivided. All staff comments have been adequately addressed.

Public Notice

Staff sent notices to 120 surrounding property owners and published a legal ad in the Sheridan Press with information about the project and the public hearing schedule. A sign was also posted on the property.

At the time of publishing this report, staff have received 9 public comments on the final plat. Neighboring property owners primarily shared concerns relating to the proposed access and utilities easement connecting the subdivision to the property to the north. These letters have been included as attachments to the staff report.

Staff Recommendation

Staff recommend that Planning Commission recommend approval of PL-26-26, Resolution 15-26 Falcons Nest 2 Minor Subdivision Final Plat to the Governing Body.

Planning Commission Public Hearing and Recommendation

Planning Commission will hold a public hearing on this item on August 10th at 7pm. This staff report will be updated prior to the City Council public hearing to include any public comment from the Planning Commission meeting as well as their recommendation.

Anticipated Meeting Schedule

Monday, August 10, 2026, 5:30pm - City Council Study Session

Monday, August 10, 2026, 7:00pm - Planning Commission Public Hearing and Consideration

Monday, August 17, 2026, 5:30pm - City Council Public Hearing and Consideration

All meetings are held in the City Council Chambers on the 3rd Floor of City Hall. Located at 55 Grinnell Plaza, Sheridan, WY 82801.

**CITY OF SHERIDAN
RESOLUTION 15-26**

A RESOLUTION APPROVING PL-26-26, THE FINAL PLAT OF FALCONS NEST 2 MINOR SUBDIVISION, DIVIDING TRACT 2 OF FALCONS NEST MINOR AND 9.2 ACRES OF UNPLATTED LAND INTO 3 LOTS. ZONED R-1 RESIDENTIAL DISTRICT. LOCATED AT 426 KINGFISHER AVENUE AND 2100 PHEASANT DRAW ROAD. (PIN 56842830000200 AND 56842830000500).

WHEREAS, The final plat of Falcons Nest 2 Minor Subdivision has been reviewed for consistency with Appendix B (Subdivision Regulations) and other applicable City code; and

WHEREAS, all applicable requirements for a final plat have been met and all documents meet applicable requirements in Appendix B (Subdivision Regulations).

BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SHERIDAN, WYOMING:

The city approves the final plat of Falcons Nest 2 Minor Subdivision, dividing Tract 2 of Falcons Nest Minor and 9.2 acres of unplatted land into 3 lots.

In approving Falcons Nest 2 Minor Subdivision, the City of Sheridan Governing Body finds the following as required by Sheridan City Code Appendix B §202A:

1. The property is already within the corporate limits of the City and requires no further action as pertains to annexation.
2. The lots as platted conform to the requirements of the City Zoning Ordinance.
3. The subdivision falls outside the Airport Influence Area.
4. As concluded by Utilities Department staff, there is adequate long-term water supply to serve this subdivision as of the time of this resolution.

PASSED, APPROVED AND ADOPTED this _____ day of _____ 2026.

City of Sheridan

Richard Bridger, Mayor

ATTEST:

Ashlee Foster, City Clerk

FALCONS NEST 2 MINOR SUBDIVISION

BEING THE REPLAT OF TRACT 2, FALCONS NEST MINOR SUBDIVISION AND A TRACT OF LAND DESCRIBED IN DEED NO. 2025-799720 IN THE RECORDS OF THE SHERIDAN COUNTY CLERK, LOCATED IN THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER (SE1/4SE1/4) OF SECTION 29, THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER (SW1/4SW1/4) SECTION 28 AND THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER (NW1/4NW14) OF SECTION 33, TOWNSHIP 56 NORTH, RANGE 84 WEST, 6TH P.M., SHERIDAN COUNTY, WYOMING. TOTAL AREA ±30.46 ACRES.

CERTIFICATE OF DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED DEREK GILBERT, DEREK AND HANNAH HALL BEING THE OWNERS, PROPRIETOR OR PARTIES OF INTEREST IN THE LAND SHOWN ON THIS PLAT, DO HEREBY CERTIFY:

THAT THE FOREGOING PLAT DESIGNATED AS FALCONS NEST 2 MINOR SUBDIVISION, BEING THE REPLAT OF TRACT 2, FALCONS NEST MINOR SUBDIVISION AND A TRACT OF LAND DESCRIBED IN DEED NO. 2025-799720 IN THE RECORDS OF THE SHERIDAN COUNTY CLERK, LOCATED IN THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER (SE1/4SE1/4) OF SECTION 29, THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER (SW1/4SW1/4) SECTION 28 AND THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER (NW1/4NW14) OF SECTION 33, TOWNSHIP 56 NORTH, RANGE 84 WEST, 6TH P.M., SHERIDAN COUNTY, WYOMING. TOTAL AREA ±30.46 ACRES. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 33, MONUMENTED WITH A 3.25" ALUMINUM CAP (PLS 3864); THENCE N 83°42'16" E, 118.88 FEET TO THE SOUTHEAST CORNER OF SAID TRACT 2, FALCONS NEST MINOR SUBDIVISION, SAID POINT BEING THE POINT OF BEGINNING; THENCE N 55°39'45" W, 1040.02 FEET ALONG THE SOUTH LINE TO THE SOUTHWEST CORNER OF SAID TRACT 2; THENCE N 28°03'23" E, 295.86 FEET ALONG THE WEST LINE OF SAID TRACT 2; THENCE S 67°08'38" E, 200.02 FEET ALONG THE NORTH LINE OF SAID TRACT 2; THENCE N 22°52'27" E, 119.95 FEET ALONG THE WEST LINE OF SAID TRACT 2; THENCE N 67°07'27" W, 84.90 FEET ALONG THE WEST LINE OF SAID TRACT 2; THENCE N 06°37'18" E, 428.51 FEET ALONG THE WEST LINE TO THE NORTHWEST CORNER OF SAID TRACT 2; THENCE S 88°23'44" E, 418.90 FEET ALONG THE NORTH LINE OF SAID TRACT 2 TO THE SOUTHEAST SIXTEENTH CORNER (SE1/16) OF SAID SECTION 29; THENCE S 89°19'37" E, 108.97 FEET ALONG THE NORTH LINE TO THE NORTHEAST CORNER OF SAID TRACT 2; THENCE S 89°16'34" E, 84.06 FEET ALONG NORTH LINE OF SAID TRACT OF LAND DESCRIBED IN DEED NO. 2025-799720; THENCE S 89°19'08" E, 452.81 FEET ALONG THE NORTH LINE OF SAID TRACT OF LAND; THENCE S 89°21'56" E, 295.42 FEET ALONG THE NORTH LINE TO THE NORTHEAST CORNER OF SAID TRACT OF LAND; THENCE S 00°52'12" E, 140.00 FEET ALONG THE WEST LINE OF SPARROW HAWK HILL PHASE THREE SUBDIVISION; THENCE S 00°55'54" E, 100.13 FEET ALONG THE WEST LINE OF SPARROW HAWK HILL PHASE THREE SUBDIVISION; THENCE S 01°08'31" E, 114.90 FEET ALONG THE WEST LINE OF SPARROW HAWK HILL PHASE THREE SUBDIVISION; THENCE S 00°58'18"E, 60.03 FEET ALONG THE WEST LINE OF THE SUMMIT AT SPARROWHAWK SUBDIVISION; THENCE S 01°00'20" E, 285.10 FEET ALONG THE WEST LINE OF THE SUMMIT AT SPARROWHAWK SUBDIVISION; THENCE S 00°57'16" E, 87.65 FEET ALONG THE WEST LINE OF THE SUMMIT AT SPARROWHAWK SUBDIVISION; THENCE S 01°01'31" E, 577.90 FEET ALONG THE SOUTH LINE TO THE SOUTHWEST CORNER OF SAID TRACT OF LAND; THENCE N 14°58'55" W, 105.79 FEET ALONG THE WEST LINE OF SAID TRACT OF LAND; THENCE N 25°49'31" W, 218.84 FEET ALONG THE WEST LINE OF SAID TRACT OF LAND; THENCE N 21°03'10" W, 28.81 FEET ALONG THE WEST LINE OF SAID TRACT OF LAND; THENCE N 20°59'58" W, 11.74 FEET ALONG THE WEST LINE OF SAID TRACT OF LAND TO THE SOUTHEAST CORNER OF SAID TRACT 2, FALCONS NEST MINOR SUBDIVISION; THENCE THE FOLLOWING SEVENTEEN (17) BEARINGS AND DISTANCES: N 70°02'16" W, 308.97 FEET; THENCE S 81°30'28" E, 20.25 FEET; THENCE N 03°18'02" E, 209.70 FEET; THENCE N 03°18'02" E, 34.24 FEET; THENCE N 26°50'01" W, 66.62 FEET; THENCE N 26°49'29" W, 34.24 FEET; THENCE N 34°53'01" W, 59.40 FEET; THENCE N 35°28'11" W, 27.75 FEET; THENCE N 45°46'34" W, 52.52 FEET; THENCE N 45°53'40" W, 77.05 FEET; THENCE N 47°41'00" W, 23.54 FEET; THENCE N 47°19'22" W, 80.48 FEET; THENCE N 47°47'32" W, 79.90 FEET; THENCE N 47°47'32" W, 241.92 FEET ALONG THE SOUTH LINE OF SAID TRACT 2 TO A CORNER MONUMENTED WITH A 2" ALUMINUM CAP (LS 5300); THENCE THE FOLLOWING 8 BEARINGS AND DISTANCES: S 41°42'47" W, 126.78 FEET; THENCE S 41°42'47" W, 60.00 FEET; THENCE S 41°30'54" W, 85.02 FEET; THENCE S 56°54'17" W, 213.78 FEET; THENCE N 83°09'52" W, 16.23 FEET; THENCE N 83°38'12" W, 33.31 FEET; THENCE N 69°26'26" W, 63.58 FEET; THENCE N 69°17'40" W, 92.95 FEET ALONG SAID SOUTH LINE OF TRACT 2 TO A CORNER MONUMENTED WITH A 1.5" ALUMINUM CAP (LS 10287); THENCE ALONG SAID SOUTH LINE THROUGH A NON TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 170.00 FEET, AN ARC LENGTH OF 33.72 FEET, A CHORD OF S 29°12'18" W, 33.66 FEET AND A DELTA OF 112°1'48"; THENCE S 22°45'48" W, 50.42 FEET ALONG SAID SOUTH LINE; THENCE S 22°46'21" W, 79.55 FEET ALONG SAID SOUTH LINE; THENCE S 18°47'44" W, 60.55 FEET ALONG SAID SOUTH LINE; THENCE S 22°46'48" W, 168.17 FEET ALONG SAID SOUTH LINE TO A CORNER MONUMENTED WITH A 2" ALUMINUM CAP (LS 5300); THENCE S 67°02'50" E, 108.36 FEET ALONG SAID SOUTH LINE; THENCE S 66°48'00" E, 16.75 FEET ALONG SAID SOUTH LINE; THENCE S 62°30'00" E, 88.88 FEET ALONG SAID SOUTH LINE; THENCE S 63°17'18" E, 97.53 FEET ALONG SAID SOUTH LINE; THENCE S 61°12'54" E, 107.99 FEET ALONG SAID SOUTH LINE; THENCE S 61°14'46" E, 166.19 FEET ALONG SAID SOUTH LINE; THENCE S 48°31'53" E, 201.48 FEET ALONG SAID SOUTH LINE TO A CORNER MONUMENTED WITH A 2" ALUMINUM CAP (LS 5300); THENCE S 35°38'58" E, 81.02 FEET; THENCE S 35°36'08" W, 131.20 FEET ALONG SOUTH LINE TO THE POINT OF BEGINNING, TOTAL AREA ±30.46 ACRES.

SUBJECT TO ALL LEASES, EASEMENTS, RESTRICTIONS, RESERVATIONS, COVENANTS AND ENCUMBRANCES OF RECORD,

THAT THIS SUBDIVISION, AS IT IS DESCRIBED AND AS IT APPEARS ON THIS PLAT, IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNER(S) AND PROPRIETOR(S); AND THAT THIS IS A CORRECT PLAT OF THE AREA AS IT IS DIVIDED INTO LOTS AND

THAT THE UNDERSIGNED OWNER(S) OF THE LAND SHOWN AND DESCRIBED ON THIS PLAT DOES (DO) HEREBY DEDICATE TO THE CITY OF SHERIDAN AND ITS LICENSEES FOR PUBLIC USE FOR THE INDICATED PURPOSES, ALL EASEMENTS AND OTHER PUBLIC LANDS WITHIN THE BOUNDARY LINES OF THE PLAT, AS INDICATED, AND NOT ALREADY OTHERWISE DEDICATED FOR PUBLIC USE. THIS DAY OF _____, 2026

STATE OF WYOMING)
COUNTY OF SHERIDAN) ss
DEREK HALL

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME
THIS _____ DAY OF _____, 2026
WITNESS MY HAND AND OFFICIAL SEAL. MY COMMISSION EXPIRES: _____

STATE OF WYOMING)
COUNTY OF SHERIDAN) ss
HANNAH HALL

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME
THIS _____ DAY OF _____, 2026
WITNESS MY HAND AND OFFICIAL SEAL. MY COMMISSION EXPIRES: _____

STATE OF WYOMING)
COUNTY OF SHERIDAN) ss
DEREK GILBERT

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME
THIS _____ DAY OF _____, 2026
WITNESS MY HAND AND OFFICIAL SEAL. MY COMMISSION EXPIRES: _____

CERTIFICATE OF MORTGAGEE

FIRST NORTHERN BANK, HEREINAFTER MORTGAGEE, HOLDS A MORTGAGE IN AND TO THE PROPERTY EMBRACED BY THIS SUBDIVISION PLAT, WHICH MORTGAGE WAS FILED WITH THE CLERK OF SHERIDAN COUNTY AND EX-OFFICIO RECORDER OF DEEDS FILED AS DOCUMENT #2024-791523 & 2026-806768. MORTGAGEE, CONSENTS TO THE DEDICATIONS MADE HEREIN AND SPECIFICALLY RELEASES ALL STREETS, ALLEYS, PARKS, EASEMENTS, OPEN SPACES AND OTHER AREAS DEDICATED TO THE CITY OF SHERIDAN FOR PUBLIC USE, AS LISTED AND DESCRIBED ON THIS PLAT, FROM THE AFORMENTIONED MORTGAGE.

FOR FIRST NORTHERN BANK: _____

CERTIFICATE OF APPROVAL

THIS PLAT HAS BEEN PREPARED IN ACCORDANCE WITH THE REQUIREMENTS AND PROCEDURES OUTLINED IN THE SUBDIVISION REGULATIONS OF THE CITY OF SHERIDAN, AND CERTIFIED THIS DAY OF _____, 2026, BY THE DIRECTOR OF PUBLIC WORKS OF SHERIDAN, WYOMING.

DIRECTOR OF PUBLIC WORKS

APPROVED BY THE CITY COUNCIL OF THE CITY OF SHERIDAN, WYOMING THIS _____ DAY OF _____, 2026.

ATTEST: CITY CLERK

MAYOR

CERTIFICATE OF CITY PLANNING COMMISSION APPROVAL

REVIEWED BY THE CITY OF SHERIDAN, WYOMING PLANNING COMMISSION THIS _____ DAY OF _____, 2026.

CHAIRMAN

ATTEST: VICE CHAIRMAN

CERTIFICATE OF RECORDER

STATE OF WYOMING)
COUNTY OF SHERIDAN) ss
I HERBY CERTIFY THAT THIS PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE CLERK AND RECORDER AT _____ O'CLOCK THIS _____ DAY OF _____, 2026 AND IS DULY RECORDED IN PLAT BOOK _____ ON PAGE _____

COUNTY CLERK

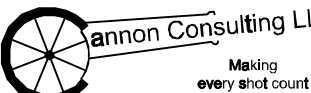
STAMP RECEIVING
NUMBER

CERTIFICATE OF SURVEYOR

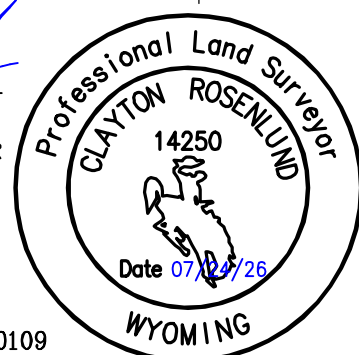
I, CLAYTON ROSENBLUND, do hereby certify that I am a Registered Land Surveyor, licensed under the laws of the State of Wyoming, that this plat is a true, correct and complete plat of the FALCONS NEST 2 MINOR SUBDIVISION, as laid out, plotted, dedicated and shown hereon, that this plat was made from an accurate survey of said property conducted by me or under my supervision and correctly shows the location and dimensions of all lots and easements of said subdivision in compliance with City of Sheridan subdivision regulations.

REGISTERED LAND SURVEYOR

NO. 14250



Prepared by Cannon Consulting LLC / (307) 752-0109



NOTES

- ANY PURCHASER DOES NOT HAVE THE RIGHT TO THE NATURAL FLOW OF ANY STREAM WITHIN, OR ADJACENT TO THE SUBDIVISION, SINCE WYOMING WATER ADMINISTRATION LAWS DO NOT RECOGNIZE ANY RIPARIAN RIGHTS WITH REGARD TO NATURAL FLOW FOR PERSONS LIVING ON THE BANK OF ANY STREAM OR RIVER.
- ALL NEW CONSTRUCTION, REMODELING, ADDITIONS OR REPAIRS TO ANY PUBLIC OR PRIVATE BUILDINGS WITHIN THE SUBDIVISION SHALL BE CONSTRUCTED IN THE ACCORDANCE WITH THE CITY SHERIDAN STANDARDS REGULATIONS AND BUILDING PERMITS AND INSPECTIONS ARE REQUIRED.
- THE SURFACE ESTATE OF THE LAND TO BE SUBDIVIDED IS SUBJECT TO FULL AND EFFECTIVE DEVELOPMENT OF THE MINERAL ESTATE.
- ALL LOTS ARE ZONED R1
- THE PORTION OF THIS SUBDIVISION WHICH WAS TRACT 2 OF FALCONS NEST MINOR SUBDIVISION IS SUBJECT TO LICENSE AGREEMENT WITH THE CITY OF SHERIDAN RECORDED AS DOCUMENT #2022-775736 IN THE RECORDS OF THE SHERIDAN COUNTY CLERK.

DECLARATION VACATING PREVIOUS PLATTING

THIS PLAT IS THE RE-SUBDIVISION OF TRACT 2, FALCONS NEST MINOR SUBDIVISION, RECORDED ON MAP 1 POCKET NO. 3, FOLDER NO. 4, IN THE RECORDS OF SHERIDAN COUNTY CLERK AND A TRACT OF LAND DESCRIBED IN DEED NO 2025-799720; ALL EARLIER PLATS OR PORTIONS THEREOF ENCOMPASSED BY THE BOUNDARIES OF THIS PLAT ARE HEREBY VACATED.

SITE

LOCATION MAP

CLOUD PEAK RANCH EIGHTH FILING, PHASE TWO
NOT PART OF THIS SUBDIVISION

CE1/16 S.28 PELS 2615
T56N - R84W
N: 1895434.146
E: 1404809.616



SCALE: 1"=100'

BASIS OF BEARINGS IS
US STATE PLANE, NAD 83
WYOMING EAST CENTRAL ZONE
DISTANCES ARE GROUND
(US SURVEY FEET)
PAF:1.000235

LEGEND

- FOUND 2" AC PER PLS 5300 OR AS NOTED
- CALCULATED CORNER
- SET 2" AC-LS 14250
- AC ALUMINUM CAP
- POB POINT OF BEGINNING
- ADJOINING LOT LINE
- ORIGINAL LOT LINE
- REPLAT BOUNDARY
- SECTION LINE
- ACCESS & UTILITIES EASEMENT
- APPROXIMATE AREA OF STEEP SLOPE PER CITY CODE: APPENDIX B, ARTICLE 5, SECTION 509

LINE TABLE

LINE	BEARING	DISTANCE
L1	N 66°48'00" W	16.75
L2	S 67°09'01" E	62.96
L3	S 18°47'44" W	20.00
L4	S 18°47'44" W	30.00
L5	S 18°47'44" W	10.55
L6	N 67°08'56" W	30.69
L7	N 69°06'26" W	63.58
L8	N 83°38'12" W	33.31
L9	N 83°09'52" W	16.23
L10	S 41°42'47" W	30.00
L11	S 41°42'47" W	30.00
L12	N 41°42'24" W	60.00
L13	S 47°27'12" E	23.54
L14	S 47°46'34" E	62.52
L15	S 35°28'11" E	27.75
L16	S 34°53'01" E	59.40
L17	S 26°49'29" E	34.24
L18	S 26°50'01" E	66.62
L19	N 03°05'35" E	20.25
L20	N 03°18'02" E	11.74
L21	N 03°10'10" W	28.81
L22	S 84°57'02" W	60.27

CURVE TABLE

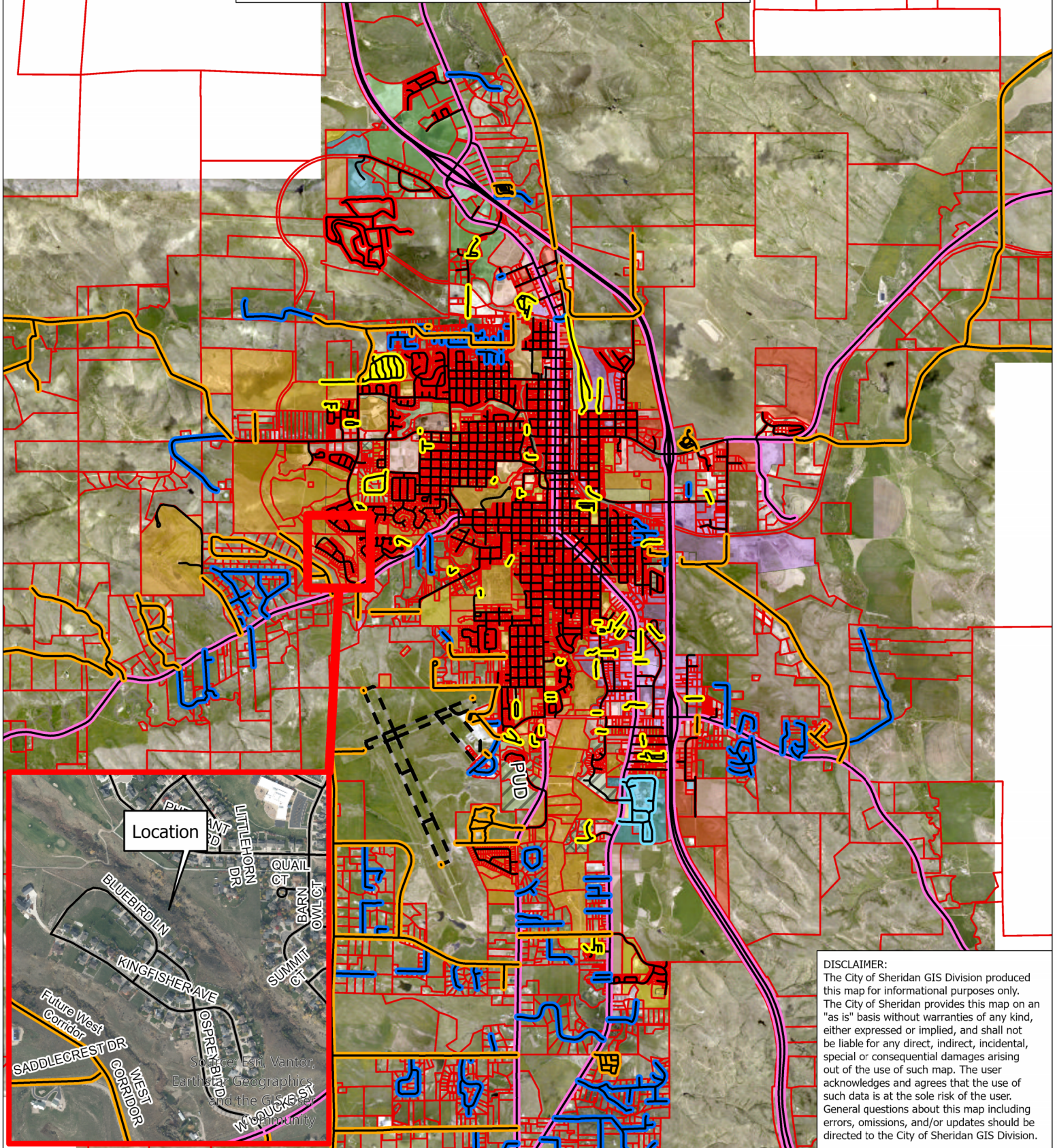
CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	170.00'	33.72'	33.66'	S 29°12'18" W	11°21'48"

RECORD OWNERS:

HALL, DEREK R & HANNAH M,
&
GILBERT, DEREK H
SHERIDAN, WYOMING 82801

DATE PREPARED: 07/21/26

Falcons Nest 2 Minor



DISCLAIMER:
The City of Sheridan GIS Division produced this map for informational purposes only. The City of Sheridan provides this map on an "as is" basis without warranties of any kind, either expressed or implied, and shall not be liable for any direct, indirect, incidental, special or consequential damages arising out of the use of such map. The user acknowledges and agrees that the use of such data is at the sole risk of the user. General questions about this map including errors, omissions, and/or updates should be directed to the City of Sheridan GIS Division.



Kelly Schroeder <kschroeder@sheridanwy.gov>

Application #: PL-26-26, final plat for Falcons Nest 2 Minor Subdivision

Glenn & Carol Bredin <wyobredins@vcn.com>

Mon, Aug 3, 2026 at 4:45 PM

To: kschroeder@sheridanwy.gov

Dear Ms Schroeder:

We are writing to you concerning the application for the final plat for Falcons Nest 2 Minor Subdivision. We live at 478 Bluebird Lane, in Osprey Hills.

We understand Derek Gilbert's desire to produce income from his 30.46 acres, much of which is not being utilized at present. We do not really like the idea of 15 additional homes being constructed on this property, contributing to a lot of disruption due to additional traffic, noise, etc. However, **WHAT WE VIGOROUSLY OBJECT TO** is the idea of **a public 60 foot wide Access & Utilities Easement, which will be used as a Right-of-Way for a full-sized road connecting Bluebird Lane to either the proposed West Side Corridor or a potential future housing development to the west.**

We appreciate and often use the walking path that exists between Bluebird Lane and the golf course. It could be paved like other paths in the area, however making that access into a **street** that goes nowhere is a waste of our taxpayers' money. If, in the future there *is* a West Side Corridor, traffic in our area will be able to get onto that Corridor just a few more yards west on Loucks, at Saddlecrest. Another access so close to the planned one is unnecessary and wasteful.

Currently Bluebird Lane is a very quiet neighborhood where young children can play in their yards and sometimes in the street. With your plans, there will be a constant movement of traffic through the neighborhood, significantly changing our treasured quality of life.

Please seriously consider our objection to this part of the application.

Sincerely,

Glenn and Carol Bredin

Opposition to the right a way in osprey subdivision

2 messages

Ronnie Ronnie <riames@hotmail.com>

Mon, Aug 3, 2026 at 12:30 PM

To: "kschroeder@sheridanwy.gov" <kschroeder@sheridanwy.gov>, "sgoodman@sheridanwy.gov" <sgoodman@sheridanwy.gov>

To the Members of the City Council and Planning Commission,

Unfortunately, I am unable to attend the meeting on the 10th.

I am writing to express my strong opposition to the proposed right-of-way that we all know in the long run would create a major roadway through our subdivision. If you want a restricted access road for emergency use only so be it, however a road way through our subdivision would be going directly against with what the residents of the subdivision want.

Homeowners purchased property in this neighborhood with the expectation of living in a safe, quiet residential community. Converting our subdivision into a corridor for through traffic would fundamentally change the character of the neighborhood and negatively impact the quality of life for every resident.

A major roadway would significantly increase traffic volume, noise, and air pollution while creating additional safety concerns for children, pedestrians, cyclists, and families who use our neighborhood streets every day. It would also reduce privacy and diminish the peaceful environment that attracted many of us to this community.

In addition, this proposal has the potential to decrease property values by making our subdivision less desirable to current and future homeowners. Residents have invested their savings into their homes with the expectation that the surrounding neighborhood would remain a residential community—not become a route for heavy traffic.

I respectfully ask the City to consider alternative routes that minimize the impact on established neighborhoods. Growth and transportation improvements are important, but they should not come at the expense of the safety, property values, and quality of life of existing residents.

Please listen to the concerns of the homeowners who will be directly affected by this decision and reject the proposed right-of-way through our subdivision.

Thank you for your time and consideration.

Sincerely,

Ronnie and Jessica Iames

604 kingfisher Avenue

Get [Outlook for iOS](#)

To: Ronnie Ronnie <riames@hotmail.com>

Cc: "sgoodman@sheridanwy.gov" <sgoodman@sheridanwy.gov>

Hi Ronnie and Jessica,

Thank you for sharing your comments. These will be included in the agenda packets for the Planning Commission and City Council meetings.

Regards,

Kelly Schroeder, AICP

City Planner

P (307) 675-4248



[Quoted text hidden]

Objections to PL-26-26, Falcons Nest 2 Minor Subdivision

Jane Johlman <cobblej77@gmail.com>
To: Jane Johlman <cobblej77@gmail.com>

Mon, Aug 3, 2026 at 4:06 PM

Dear Sue,

Please pass this on to Members of the Planning Commission,

We object to the final plat for the Falcons Nest 2 Minor Subdivision because it includes a 60 foot wide access and utilities easement between Osprey Hill and System Land LLC. No, this is not a Right-of-Way and it is not yet a road, but this 60 foot easement is laying the groundwork for such a project.

The Draft Map for the most recent Transportation Plan included a connector road from Bluebird Lane to the planned West Side Corridor. Thomas Morneau reported that he only received OBJECTIONS to this road. The residents have said for years they would welcome a limited access, emergency only road. But that is not what this is. This 60 foot easement is laying the ground for a 60 foot, full-size road. If this full size road is built, Bluebird Lane will become a busy through-street as soon as other developments are established to the west of Osprey Hill.

We are asking you to reduce the size of the access and utilities easement to 30 feet in order to facilitate an emergency only road, one that will be gated or have barriers in place.

The rest of Falcons Nest 2 Minor is fine. The 60 foot easement (that will become a road) that connects Bluebird Lane to Kingfisher Ave is fine. The section that goes from the curved road to System Land LLC is what I am objecting to.

Osprey Hill is a quiet neighborhood with many children who like to play outdoors and go visit other kids down the street. We have many elderly people who walk quite regularly. Families feel secure because anybody who drives this far into a dead end has a reason to be here. This is the atmosphere and culture we bought into when we purchased our homes here. We do not want to see an end to our security because somebody downtown thinks it looks logical on paper to make Osprey Blvd and Bluebird Lane a connector road to further development. The quantity and speed of traffic from a connector road are not logical to the people who actually live here.

Please, do the right thing and reduce the easement going towards Land Systems LLC from 60 feet to 30 feet.

Respectfully,

Janie Johlman
Ed Johlman
428 Kingfisher Ave
307-752-6488



Kelly Schroeder <kschroeder@sheridanwy.gov>

Fwd: Object to the Falcon's nest

Gloria K <gloria.kraft@charter.net>
To: kschroeder@sheridanwy.gov

Sun, Aug 2, 2026 at 7:39 PM

Sent from my iPhone

Begin forwarded message:

From: Gloria K <gloria.kraft@charter.net>
Date: August 2, 2026 at 6:26:22 PM MDT
To: sgoodman@sheridanwy.gov
Subject: Object to the Falcon's nest

I object to the final plat for the Falcon's Nest 2 Minor Subdivision
Gloria Kraft
[490 Bluebird Ln](#)
[Sheridan WY](#)
Home owner

Sent from my iPhone

Falcon's Nest 2 Minor

Margaret MaGee <alshati1@yahoo.com>

Mon, Aug 3, 2026 at 12:56 PM

To: "kschroeder@sheridanwy.gov" <kschroeder@sheridanwy.gov>

Ms. Schroeder,

I am writing to express opposition against a 60ft right-of-way proposed shown on this platt. This would set a precedent for such a road to become a thoroughfare from Loucks to 5th street, should the land between the golf course and Hidden Hoot Trailhead be developed. Originally, such a route was touted as an emergency exit for Osprey neighborhood, which does not require 60 ft.

Osprey Hill has children and residents who use the sidewalks and streets to catch school buses and to access recreation trails. We would no longer be able to do this, safely, with through traffic using a 60ft road from Loucks to where ever it would lead. One could view this proposed 60ft road as a potential substitute for the proposed West Side Corridor, if and until that ever occurs. Osprey would not have safe streets, which is one of the goals surely intended by the city's acceptance of the Safe Streets for All grant award in the amount of \$200,000 (9/25). Constructing a 60 ft right-of-way in what is currently a cul-de-sac is NOT safe.

Additionally, a through road would increase traffic with individuals "cutting through the neighborhood" and increasing the potential for car to car and car-pedestrian/biker/scooter riders, skateboarders accidents.

To be clear, I am NOT against the development, only the requirement for a 60 ft road.

Please forward this to the planning committee members. I looked for their contact information on the city's website planning and zoning page but that information was not listed. I might suggest that those emails and or phone numbers be added for direct contact with committee members.

Thank you. I will await confirmation that you received this and forwarded it to the proper individuals.

Margaret MaGee
3076797016



Virus-free www.avg.com

Falcon's Nest 2 Minor Subdivision

1 message

swatt@wavecom.net <swatt@wavecom.net>

Mon, Aug 3, 2026 at 8:21 AM

To: "sgoodman@sheridanwy.gov" <sgoodman@sheridanwy.gov>

I am a homeowner on Kingfisher Ave. I am against the approval of a public 60' wide access and utility easement for this subdivision. I do not want to see Bluebird Lane turned into a thoroughfare connecting Osprey subdivision to the Hidden Bridge golf course property and beyond.

I have lived in the Osprey subdivision for almost 20 years, and the gravel road that extends beyond Bluebird Lane has been identified as a limited access road for emergency use only. I support maintaining this gravel road as is.

Martha Robison

Final Plat Opposition to the Falcon's Nest 2 Minor Subdivision

Joshua Scott <josh.a.scott@gmail.com>

Tue, Aug 4, 2026 at 12:56 PM

To: kschroeder@sheridanwy.gov

Mrs. Schroeder,

I am currently a resident and homeowner on Osprey Hill.

I am writing to inform you that I respectfully oppose approval of the Falcon's Nest 2 Minor Subdivision Final Plat as currently proposed.

My primary concern is the inclusion of the proposed 60-foot Access & Utilities Easement, which appears intended to serve as a future public roadway connecting Bluebird Lane to the West Side Corridor or future development. This represents a significant change with long-term consequences that extends well beyond a simple subdivision of three lots.

Approving this easement now would effectively establish the corridor for a connector road that could substantially increase traffic through the existing neighborhood, affecting safety, noise, and the residential character of the area. If a connector road is ultimately deemed necessary, I believe it should be evaluated through a separate, transparent public process with a full analysis of traffic impacts and alternatives, rather than being established through this plat approval.

For these reasons, I ask that the Planning Department deny or postpone approval of the final plat until the roadway proposal has been fully evaluated with meaningful public input.

Thank you for your consideration.

Sincerely,

Joshua Scott

638 Osprey Blvd

Public Comment & Formal Opposition: Falcons Nest 2 Minor Subdivision — Proposed 60-Foot Access & Utilities Easement off of Bluebird lane.

Lauren Nieves-Steinert <lauren.nieves88@gmail.com>

Wed, Aug 5, 2026 at 11:25 PM

To: "kschroeder@sheridanwy.gov" <kschroeder@sheridanwy.gov>, sgoodman@sheridanwy.gov, tmorneau@sheridanwy.gov

Cc: Lauren Nieves-Steinert <lauren.nieves88@gmail.com>

To whom it may concern,

I am writing to formally submit public comments regarding the final plat for the Falcons Nest 2 Minor Subdivision mailing.

Neighboring residents do not oppose the underlying subdivision or its development. Our concern lies specifically with the proposed—and unmentioned on the record—60-foot-wide Access & Utilities Easement designed to connect the new development directly to Bluebird Lane, and eventually beyond.

Connecting a 60-foot easement to Bluebird Lane creates a dedicated, high-capacity right-of-way that will effectively convert a low-density, quiet residential street into a major traffic thoroughfare. We strongly oppose configuring this easement for full public access and urge the City to restrict this connection to a maximum 30-foot width designated strictly for Emergency Access Only, consistent with prior staff findings and reports.

We ask that you evaluate the following critical planning, safety, and financial impacts prior to final decision-making:

1. Child Safety & Pedestrian Vulnerability

Bluebird Lane currently operates with the traffic dynamics of a quiet residential street, where local children play and families spend time outdoors. Urban planning and traffic engineering research consistently demonstrate that introducing pass-through traffic into established residential zones drastically alters pedestrian safety:

- * **Speed and Severity Correlate Directly with Fatalities:** Data from the Federal Highway Administration (FHWA) shows that pedestrian fatality rates drop to roughly 10% when hit by a vehicle traveling at 20 mph, but jump exponentially to over 40% at 30 mph and over 80% at 40 mph. High-capacity, 60-foot rights-of-way naturally encourage higher design speeds and increased traffic volumes, directly endangering neighborhood children.

- * **Loss of the "Safety Envelope":** Cul-de-sacs and limited-access residential streets create a well-documented "safety envelope" where driver awareness is heightened due to local-only traffic. Converting this street to a through-street eliminates this protective barrier.

2. Impaired Driving & Traffic Volumetric Risks (Golf Course Proximity)

Bluebird Lane sits in close proximity to the golf course. The presence of recreational alcohol consumption in that area presents a distinct, localized safety threat:

- * **High-Risk Cut-Through:** Opening Bluebird Lane as a 60-foot arterial through-street invites golf course traffic to utilize our neighborhood as a primary shortcut.

- * **Elevated Risk Window:** Crash data from the National Highway Traffic Safety Administration (NHTSA) highlights that alcohol-impaired driving crashes peak during late afternoon, evening, and weekend hours—precisely when children and families are outdoors. Forcing recreational traffic off primary roads and onto a quiet residential street creates a severe, potentially deadly safety hazard.

3. Financial Impact & Home Value Depreciation

Converting a local residential street into a secondary arterial road carries measurable, negative financial consequences for existing property owners:

- * **Cul-de-Sac and Low-Traffic Premiums:** Research published in the Journal of Real Estate Research and studies by the National Association of Realtors (NAR) show that homes on cul-de-sacs or low-traffic streets command a 10% to 20% price premium over identical homes situated on busy through-streets due to lower noise pollution, enhanced privacy, and safety.

* Loss of Value upon Conversion: Real estate appraisal data indicates that converting a low-traffic residential street into a cut-through route results in an immediate 5% to 15% reduction in residential market value. Decreased property values directly translate to a diminished local property tax base for the city over time.

4. Alignment with Prior Staff Recommendations & Proposed Solution

As previously indicated in city staff reports, an emergency access route satisfies all regulatory requirements for emergency response egress without inflicting severe negative impacts on Bluebird Lane.

We formally request that the City of Sheridan mandate the following conditions for final plat approval:

* Cap Easement Width to 30 Feet: Limit the physical and legal width of the access connection from 60 feet down to a maximum of 30 feet.

* Designate as Emergency Access Only: Restrict the connection strictly to secondary/emergency egress using physical traffic-calming measures (such as breakaway bollards or a gated Knox-box system) to prevent day-to-day vehicular cut-through traffic.

* Utilities Preservation: Allow full utility installation within the dedicated easement while maintaining restricted surface vehicular access.

Conclusion:

The residents of Bluebird Lane support responsible growth in Sheridan, but development must not come at the expense of established neighborhood safety, child welfare, and property values. Restricting the easement to a 30-foot Emergency Access point balances the operational needs of the Falcons Nest 2 Minor Subdivision with the protection of our existing community.

We request that this email and comment be included in the official public record for the Falcons Nest 2 Minor Subdivision proceedings.

Respectfully submitted,

Dr. & Mrs. Steinert
Resident, Bluebird Lane
Sheridan, WY 82801

*Sources upon request, can/will be shared.

Falcon's Nest, 2 Minor Subdivision

byrne711@aol.com <byrne711@aol.com>

Wed, Aug 5, 2026 at 9:35 PM

To: "Kschroeder@sheridanwy.gov" <Kschroeder@sheridanwy.gov>, "sgoodman@Sheridanwy.gov"

<sgoodman@sheridanwy.gov>

Cc: Osprey Hill Homeowners Association <ospreyhillhoa@gmail.com>, Margaret Wisniewski <byrne711@aol.com>

Dear Ms. Schroeder and Ms. Goodman,

I am writing in reference to the above mentioned. My husband and I recently received a letter from your office regarding the notice of an applicant who intends to subdivide his land which consists of 30.46 acres into three lots. Along with this application, **if you look real close**, this application includes a public 60 foot wide Access and Utilities Easement.

We may not like the subdivision into three lots as this will lead to further development in our quiet and safe neighborhood. The issue we have and, quite frankly, **STRONGLY OPPOSE**; is the fact that this 60 foot easement was not brought to our attention and our quiet, safe neighborhood will be turned into a major artery between Loucks and 5th Street.

We live on the corner of Osprey and Kingfisher Avenue. There is a two-way Stop Sign located at this intersection. I can count on one hand how many folks actually come to a full stop in the morning on the way to work or taking little ones to school. In any event, you add additional traffic coming up Osprey from Loucks; this is an accident waiting to happen.

If you must put in an easement, we request that you put in a 30 foot Emergency Only Access Road for local residents only. I do believe this was done on the original plan but the contractor ran out of funds.

Thank you for your consideration. Look forward to seeing you on August 10 along with a few other concerned local residents.

Sincerely,

Margaret and Henry Wisniewski
603 Kingfisher Avenue
Sheridan, WY 82801
(307) 655-5082