



Farmington City Planning Commission Staff Report October 09, 2025

Item 3: Consideration of a rezone, development agreement and schematic subdivision plan for the Heritage residential subdivision.

Public Hearing: Yes
Application No.: S-16-24
Property Address: 37 N Buffalo Ranch Rd.
General Plan Designation: Neighborhood Residential
Existing Zone: AA (Agriculture)
Requested Zone: AE (Agricultural Estates) with the AP District Overlay
Area: Approx. 51 Acres
Number of Lots: 187 Lots
Property Owner/Applicant: Zues Investments, LLC / Cole West

Background Information

The property owner operates the Buffalo Ranch equestrian center and grounds at the subject address which runs adjacent to the West Davis Corridor from roughly Clark Lane to Flat Rock Drive. The property operates as a commercial use and was for many years under a conservation easement that was nullified by the new freeway project. While the conservation easement is no longer in effect to limit what can be done on the property, the city still maintains its land use authority and zoning powers. The existing center essentially operates as a non-conforming business in a zone which otherwise is very limited in the amount of development that would be allowed. The property owner has expressed an interest in changing the use of the property as the freeway greatly impacts their ability to operate the business as they have in the past. In search of alternate uses, Cole West has come to the table with a proposal for a residential subdivision.

The applicant, Cole West, has been under contract for several months on this property exploring a number of potential options for development. They have received direction from the city council at a work session and even held neighborhood and small group meetings to get feedback on different concepts to inform the proposal that is under consideration at this time. This hearing is the first proposal formally in front of the Planning Commission for consideration since consideration of a sports complex type proposal a few years ago.

The applicant is requesting the AE zone as it is the dominant district west of I-15 and certainly west of the rail trail. This zoning essentially allows for development at 2 units

per acre. Of more importance perhaps is the request for the AP Overlay which allows for consideration of unique rules and restrictions through consideration of a development agreement, including establishing an allowed number of lots. The use of the AP district has been anticipated as a likely means for considering any development of this site in large part because it was thought to have been necessary to account for the commercial use in relation to potential residential development. While any commercial component has gone away, the AP overlay can still be used to allow consideration of the requested number of lots, lot sizes, and proposed setbacks. Entitling a project with an agreement can also help ensure elements like trails with public access or the sound wall are implemented as proposed.

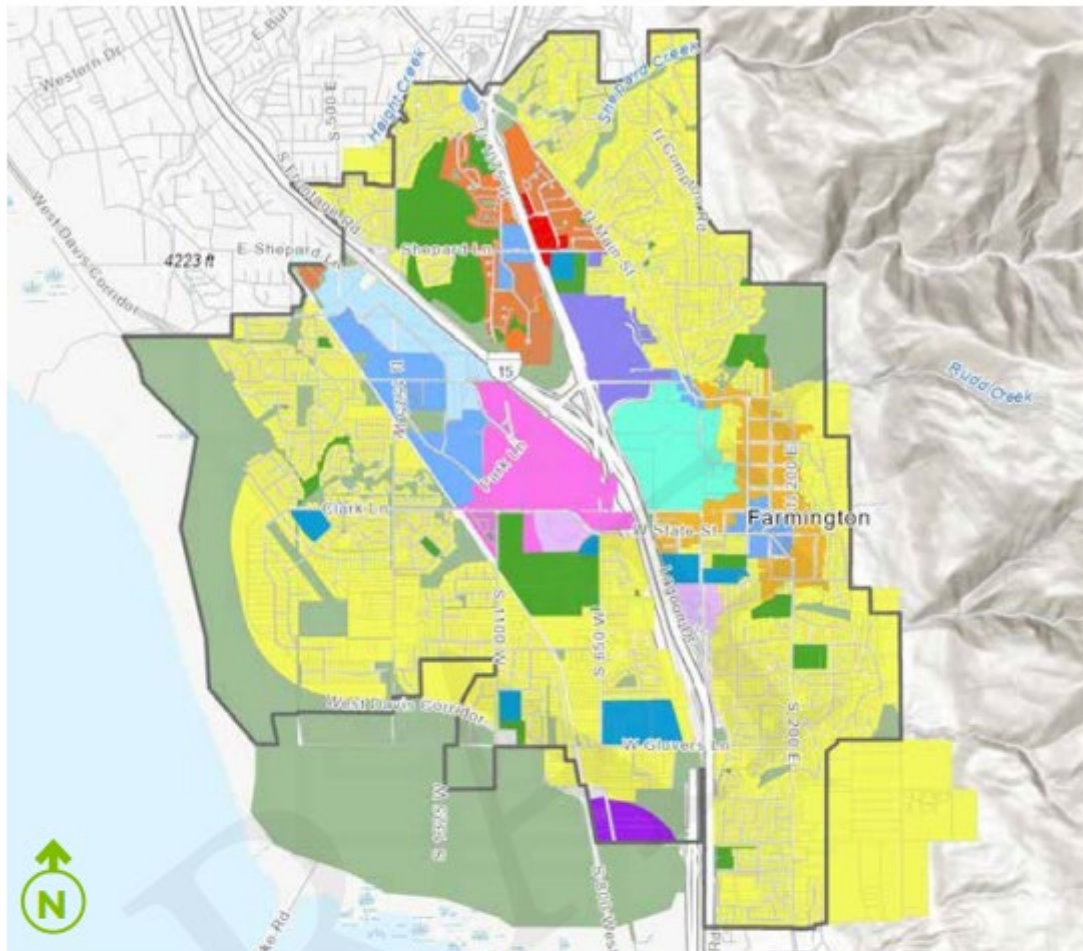
The existing zone would allow for development of 1 unit for every 5 acres of property, the proposed project, Heritage, is approximately 3.7 units per acre. The development as proposed includes single family home lots accessed from a public road network with access at the existing entrance to Buffalo Ranch and a second point of access at the bend of Buffalo Ranch Road and Buffalo Circle. Farmington City actually controls a narrow strip of property at this south entrance. Previous conversations have indicated that with acceptable development, the city would be willing to coordinate for access in this area so long as development accounts for the storm water detention currently managed on this ground.

The DRC (Development Review Committee) has reviewed the provided plan and from a technical standpoint findings to date are that the plan can be serviced from a technical standpoint. At this stage in the consideration of development, there are known items to be accounted for. Should initial approvals be granted, the developer would be required to do additional engineering and design work where more work and permitting may be needed to address items such as wetlands, floodplains, storm water, and other soils or hydraulic considerations. A traffic study has been provided together with the subdivision design which indicates that the projected increase in traffic from the proposed 187 unit development would maintain acceptable levels of service throughout the area. Apart from gathering more detailed information for items previously mentioned at future phases of development, the DRC has commented on the number of cul-de-sacs because they are generally harder to maintain and come with more costs to the city over time.

The rezone and Development Agreement process signify a legislative process granting the city broad discretion in whether or not to approval the request. The Planning Commission is tasked with making a recommendation to the Planning Commission based on its findings of compatibility and/or appropriateness of the request. The general plan which was recently updated offers a vision upon which a motion may be supported. Regarding housing, the plan indicates some themes and priorities for consideration:

- Preservation of Neighborhood Character, Compatibility and Integrity**
- Housing Diversity**
- Cohesive and Sustainable Growth**
- Compatible & Planned Development Patterns**
- Celebrate and Highlight Distinguishing Features**

General Plan Future Land Use Map:



- | | |
|--|--|
| NR Neighborhood Residential | GC General Commercial |
| OTR Original Townsite Residential | CRR Commercial Recreation / Resort |
| MMR Mixed / Medium Residential | FLX Business Park / Flex Spaces / Commercial Ag |
| NMU Neighborhood Mixed Use / Node | M/LI Light Manufacturing / Light Industrial |
| MUC Mixed Use Commercial | CR Community / Recreation Spaces |
| OMU Office Mixed Use / Business Park | OS Open Spaces / Conservation |
| TMU Mixed Use / Transportation Center | CV Civic / Community |
| | UI Utilities / Infrastructure |

Future Land Use & Zoning Correlation Matrix														
	NR	OTR	MMR	NMU	MUC	OMU	TMU	GC	CRR	FLX	M/LI	CR	OS	CV
Residential & Neighborhood Zones														
AA - Agriculture - Very Low Density														
A - Agriculture														
AE - Agricultural Estates														
LS - Large Suburban Residential														
S - Suburban Residential														
LR - Large Residential														
R - Residential														
OTR - Original Townsite Residential														
R-2 - Residential														
R-4 - Residential														
R-8 - Residential														
CRT - Commercial Recreation Transition														
Conservation / Community Zones														
B - Buffer														
Commercial; Employment Zones														
C - General Commercial														
BR - Business Residential														
BP - Business Park														
OP - Office Professional														
C-H - Commercial Highway														
C-R - Commercial Recreation														
LM&B - Light Manufacturing & Business														
Mixed Use Zones														
OS - Open Space														
RMU - Residential Mixed Use														
OMU - Office Mixed Use														
GMU - General Mixed Use														
TMU - Transit Mixed Use														
CMU - Commercial Mixed Use														
NMU - Neighborhood Mixed Use														



The Neighborhood Residential areas of Farmington offer opportunities for conventional residential neighborhoods. These areas include medium-to-large residential lots and may also include clustered developments with smaller lots that offer shared open spaces and/or protect sensitive areas.



Potential Motions

As a legislative action, the commission has broad discretion as to the motion they wish to make as a recommendation for the city council. If the commission is inclined to support the proposal or something close to it, the item may approved with or without recommended changes or tabled with direction given to the applicant to make changes or provide more information for future review. If the feeling of the Commission is not to support the direction of the project, the applicant has indicated that they would prefer that the issue be moved to the city council for consideration.

Option 1: Approval

Motion to recommend approval of the requested rezone to the AE zoning district and AP Overlay with the accompanying development agreement and schematic plan for the Heritage. This approval shall be subject to all applicable regulations and ordinances.

Findings:

1. The proposed development is consistent with the Farmington City General Plan and vision for the area.
2. The subdivision as designed creates a desirable neighborhood that is consistent with the surrounding neighborhoods.
3. As designed, the development can be serviced by required utility providers and establishes a street network capable of handling the number of units proposed without causing other streets or intersections in the area to fail based on the traffic generated from the project.
4. The residential use as proposed is desirable over the existing commercial/equestrian use of the property.

Option 2: Denial

Motion to recommend denial of the requested rezone to the AE zoning district and AP Overlay with the accompanying agreement and schematic plan for the Heritage.

Findings:

1. The proposed development is inconsistent with the Farmington City General Plan and vision for the area.
2. The subdivision as designed creates a neighborhood that is incompatible with surrounding neighborhoods.
3. The proposed development does not comply with the stated purpose of the requested zoning district and the AP overlay.

Option 3: Table

Motion to table a decision on this item and reconsider it at a future meeting to give the applicant an opportunity to address comments or provide information as directed by the Planning Commission.

Findings:

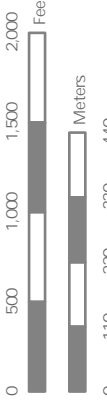
1. Additional information or changes are desired to inform a recommendation to the city council.

Supplemental Information

- 1. Vicinity Map**
- 2. Current Zoning Map**
- 3. Traffic Study Summary**
- 4. Development Agreement and General Development Plan / Schematic Plan**
- 5. [\(Canva Presentation\)](#)**



Disclaimer: This map was produced by Farmington City GIS and is for reference only. The information contained on this map is believed to be accurate and suitable for limited uses. Farmington City makes no warranty as to the accuracy of the information contained for any other purposes.



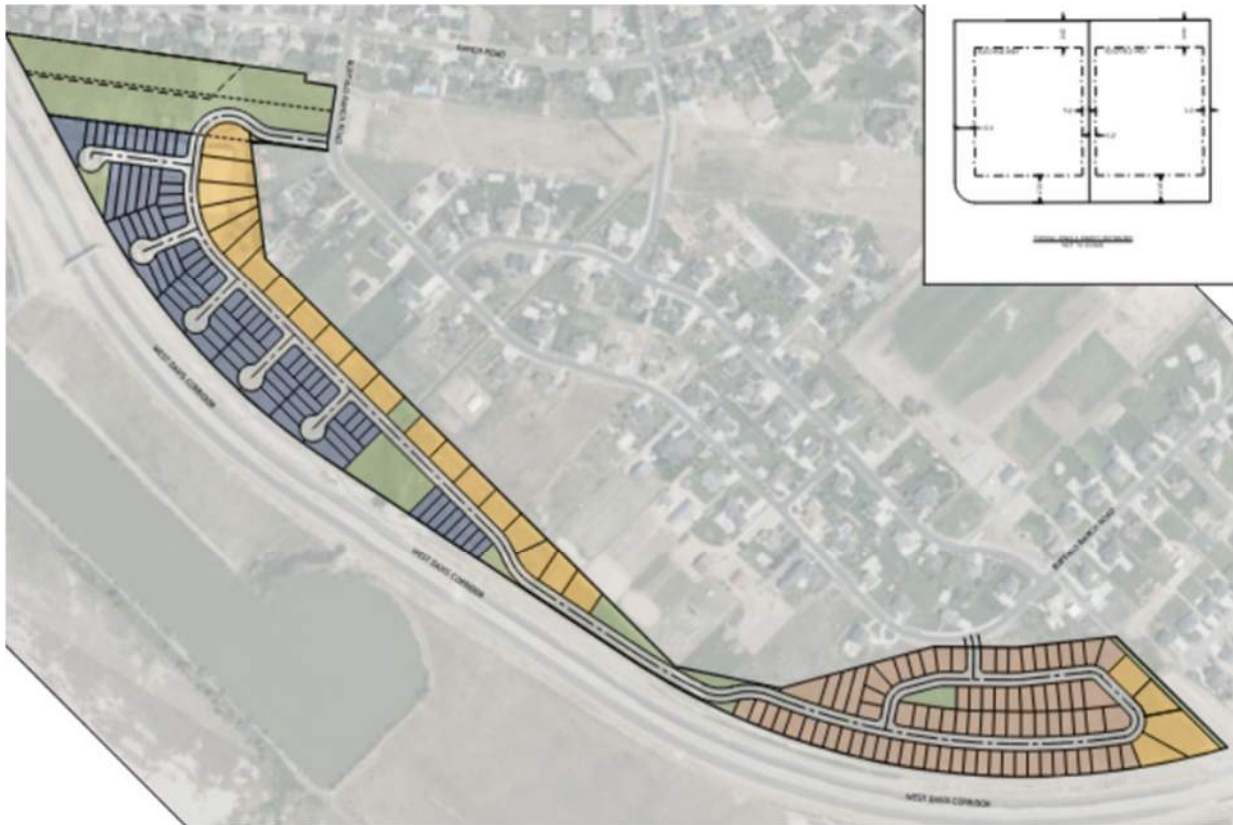
VICINITY MAP

Heritage



Heritage

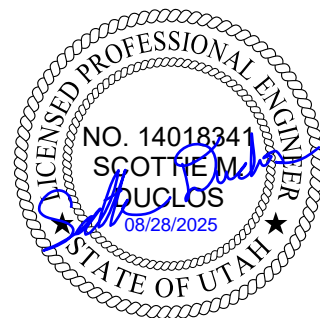
Traffic Impact Study



Farmington, Utah

August 28, 2025

UT25-3079



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Heritage development located in Farmington, Utah. The development is located east of the West Davis Corridor and west of Buffalo Ranch Road.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2025) and future (2030) conditions with and without the proposed project and to recommend mitigation measures as needed. The morning and evening peak hour level of service (LOS) results are shown in Table ES-1. A site plan of the project is provided in Appendix A.

Table ES-1: Peak Hour Level of Service Results

Intersection		Level of Service							
		Existing (2025)				Future (2030)			
		Background		Plus Project		Background		Plus Project	
		AM	PM	AM	PM	AM	PM	AM	PM
1	Flatrock Drive / 1525 West	a	a	a	a	a	a	a	a
2	Clark Lane / 1525 West	A	A	A	A	A	A	A	A
3	2045 West / Buffalo Ranch Rd & Clark Ln	a	a	a	a	a	a	a	a
4	North Access / Buffalo Ranch Road	a	a	a	a	a	a	a	a
5	Comanche Road / Buffalo Circle	a	a	-	-	a	a	-	-
6	South Access / Buffalo Circle	-	-	a	a	-	-	a	a
1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)									
Source: Hales Engineering, August 2025									

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions		
<ul style="list-style-type: none"> The development will consist of 187 single family residential units The project is anticipated to generate approximately 1,775 weekday daily trips, including 131 trips in the morning peak hour, and 171 trips in the evening peak hour 		
2025	Background	Plus Project
Findings	• Acceptable LOS	• Acceptable LOS
2030	Background	Plus Project
Assumptions	• 1% annual growth rate	• None
Findings	• Acceptable LOS	• Acceptable LOS

I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Heritage development located in Farmington, Utah. The proposed project is located east of the West Davis Corridor and west of Buffalo Ranch Road. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2025) and future (2030) conditions with and without the proposed project and to recommend mitigation measures as needed.

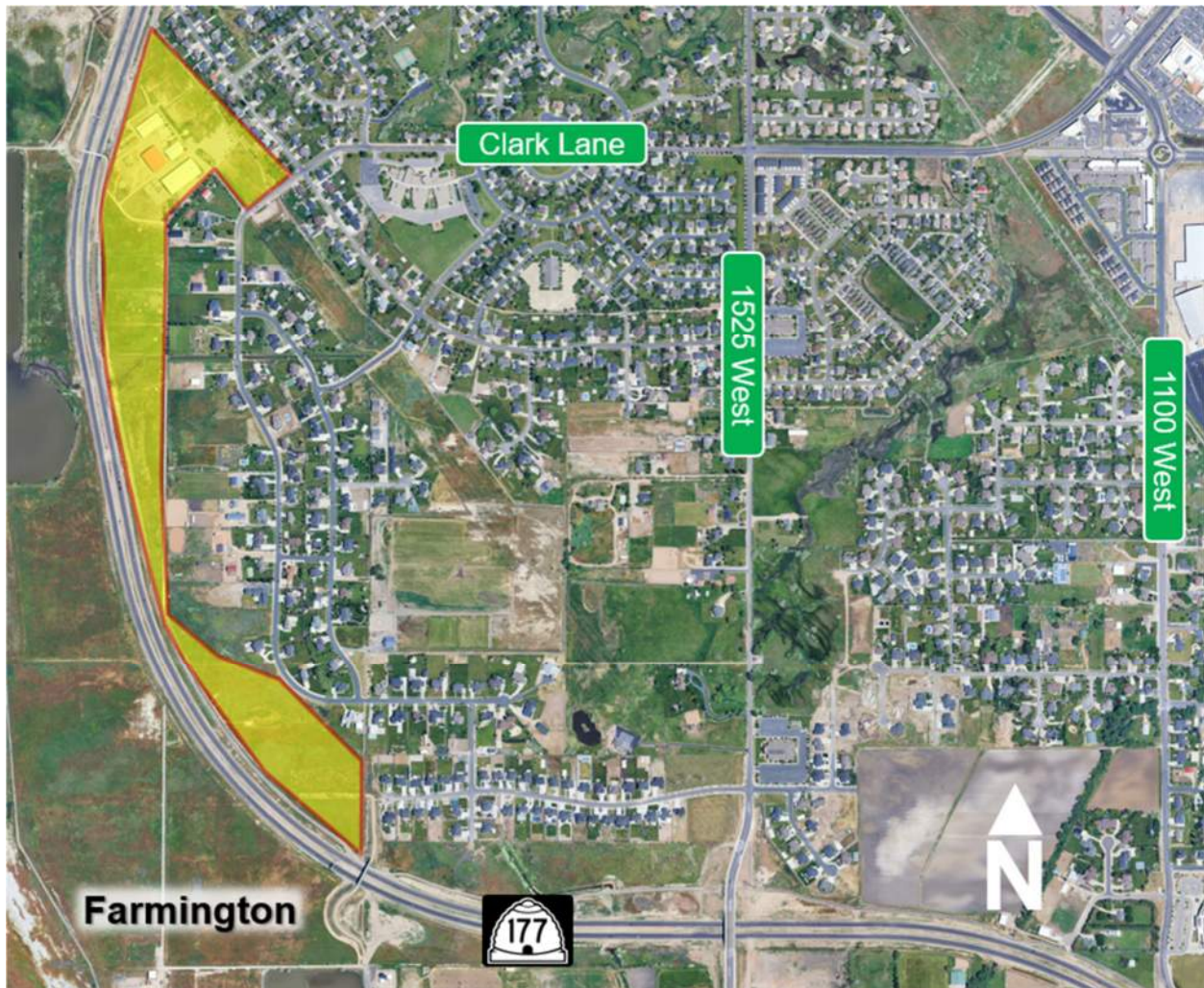


Figure 1: Vicinity map showing the project location in Farmington, Utah

B. Scope

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- Flatrock Drive / 1525 West
- Clark Lane / 1525 West
- 2045 West / Buffalo Ranch Road & Clark Lane
- North Access / Buffalo Ranch Road
- Comanche Road / Buffalo Circle
- South Access / Buffalo Circle

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.

The *Highway Capacity Manual* (HCM), 7th Edition, 2022 methodology was used in this study to remain consistent with “state-of-the-practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.







Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix C. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

Many of the figures in this report are printouts of the Synchro model. These figures are not meant to be a design exhibit for exact lane striping and design, due to the limitations of the Synchro software. Instead, the purpose of these figures is to show assumed peak hour turning movement volumes and the conceptual travel lane configuration of the study roadway network.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

LOS		Description of Traffic Conditions	Average Delay (seconds/vehicle)	
			Signalized Intersections	Unsignalized Intersections
A		Free Flow / Insignificant Delay	≤ 10	≤ 10
B		Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C		Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D		Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E		Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F		Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 7th Edition, 2022 Methodology (Transportation Research Board)

II. EXISTING (2025) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadways that will provide access to the project site are described below:

Buffalo Ranch Road – is a city-maintained roadway which is classified by the Farmington City Transportation Master Plan (June 2009) as a local road. The roadway has two travel lanes in each direction. The posted speed limit is 25 mph in the study area.

Buffalo Circle – is a city-maintained roadway which is classified by the Farmington City Transportation Master Plan (June 2009) as a local road. The roadway has two travel lanes in each direction. The posted speed limit is 25 mph in the study area.

C. Crash Data Summary

Hales Engineering obtained crash data within 250 feet of the study intersection(s). Five years of crash data were collected between January 1, 2020, and December 31, 2024, and the data is summarized by crash severity in Table 2 and by crash type in Table 3. As shown, there were a total of 4 crashes within the study area. The detailed crash data reports are provided in Appendix E. Due to the use of crash data, this report may be protected by 23 USC 407.

Table 2: Crash Severity by Intersection

Intersection	Crash Severity					Total Crashes at Intersection
	Fatal	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Property Damage Only	
Clark Lane / 1525 West	0	0	0	1	2	3
Flatrock Drive / 1525 West	0	0	0	0	1	1
TOTAL	0	0	0	1	3	4

Source: UDOT Numetric AASHTOWare, August 2025

Table 3: Crash Type by Intersection

Intersection	Crash Type					Total Crashes at Intersection
	Front to Rear	Single Vehicle	Angle	Sideswipe	Other	
Clark Lane / 1525 West	0	0	2	1	0	3
Flatrock Drive / 1525 West	0	1	0	0	0	1
TOTAL	0	1	2	1	0	4

Source: UDOT Numetric AASHTOWare, August 2025

Based on lack of identified trends in the crash data, no recommendations are recommended.

D. Traffic Volumes

Weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

- Flatrock Drive / 1525 West
- Clark Lane / 1525 West
- 2045 West / Buffalo Ranch Road & Clark Lane
- North Access / Buffalo Ranch Road
- Comanche Road / Buffalo Circle

The counts were performed on Thursday, August 1, 2025, for the Flatrock Drive / 1525 West, Clark Lane / 1525 West, and Comanche Road / Buffalo Circle intersections and Tuesday November 1, 2022, for the 2045 West / Buffalo Ranch Road & Clark Lane and North Access / Buffalo Ranch Road intersections. The morning peak hour was determined to be between 8:00 and 9:00 a.m., and the evening peak hour was determined to be between 5:00 and 6:00 p.m. The evening peak hour volumes were approximately 34% higher than the morning peak hour volumes. Both the morning and evening peak hour volumes were used in the analysis. Detailed count data are included in Appendix B.

Hales Engineering made seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on SR-67 (ATR #625). In recent years, traffic volumes in August and November have been equal to approximately 95% and 107%, respectively, of average traffic volumes. The observed traffic volumes for November were adjusted accordingly to determine average turning movement counts at the study intersections. The observed traffic volumes for August were not adjusted to remain conservative.

Since morning peak hour count data were not collected on November 1, 2022, for the 2045 West / Buffalo Ranch Road & Clark Lane and North Access / Buffalo Ranch Road intersections, Hales Engineering used evening count data from November 1, 2022, to estimate morning peak hour turning movement counts. This was accomplished by using Institute of Transportation Engineers (ITE), *Trip Generation*, 12th Edition, 2025 vehicle time of day distribution percentages for single family detached housing land use.

Figure 2 shows the existing morning and evening peak hour volumes as well as intersection geometry at the study intersections.

E. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the morning and evening peak hours, as shown in Table 4. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2025) conditions.

Table 4: Existing (2025) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Flatrock Drive / 1525 West	EB/WB Stop	a (4.6) / WBL	a (4.3) / EBL
Clark Lane / 1525 West	AWSC	A (5.7)	A (6.4)
2045 West / Buffalo Ranch Rd & Clark Ln	NWB/SEB Stop	a (4.2) / SET	a (5.6) / SET
North Access / Buffalo Ranch Road	SEB Stop	a (0.2) / SWR	a (5.8) / SEL
Comanche Road / Buffalo Circle	SB Stop	a (3.8) / SBL	a (4.2) / SBL
1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc. 2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections. Source: Hales Engineering, August 2025			

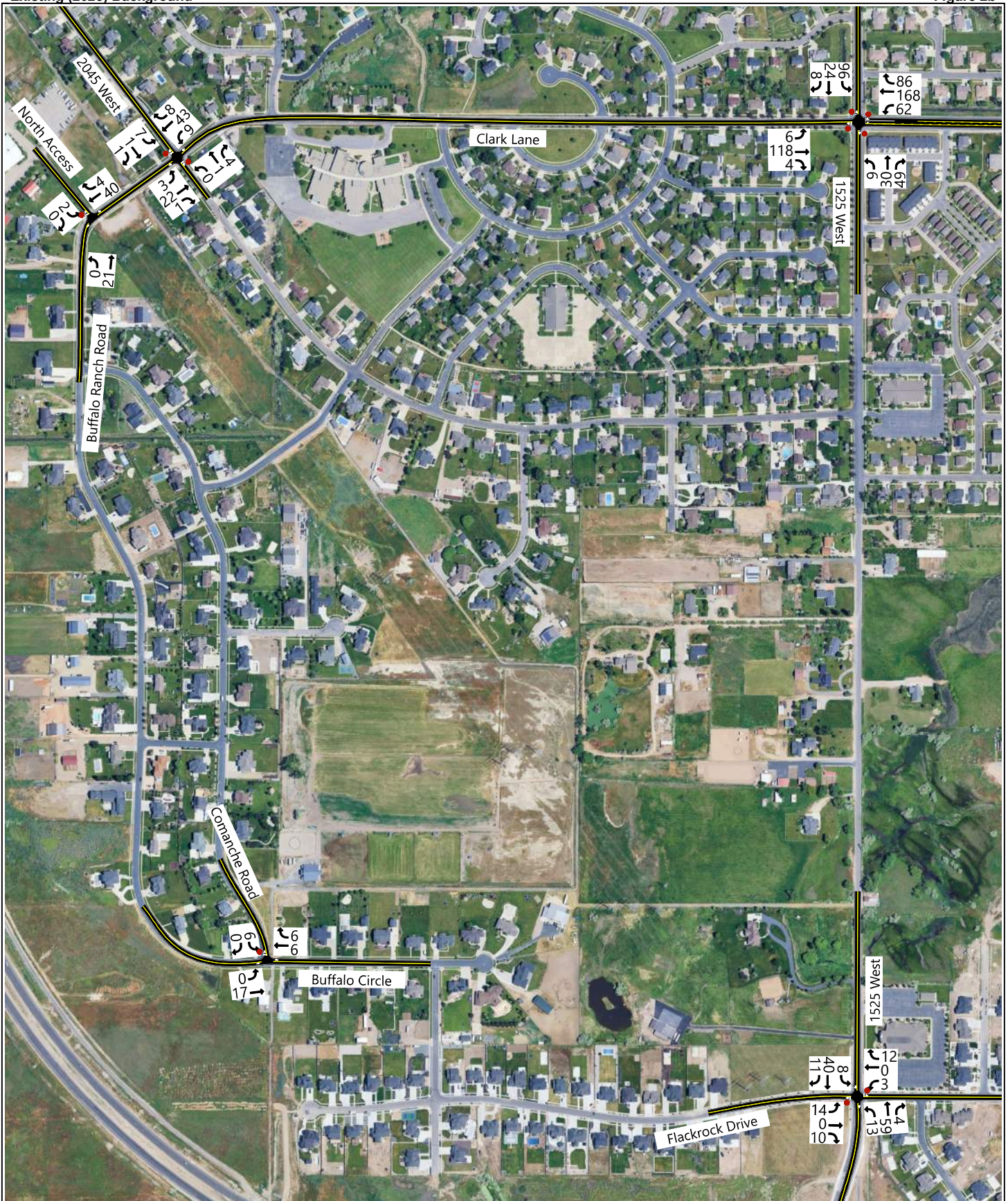
F. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queuing was observed during the morning and evening peak hours.

G. Mitigation Measures

No mitigation measures are recommended.





III. PROJECT CONDITIONS

A. Purpose

The project conditions discussion explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in Chapter I.

B. Project Description

The proposed Heritage development is located east of the West Davis Corridor and west of Buffalo Ranch Road. The development will consist of 187 single family homes. A concept plan for the proposed development is provided in Appendix A.

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 12th Edition, 2025.

Trip generation for the proposed project is included in Table 5. The total trip generation for the development is as follows:

- Daily Trips: 1,775
- Morning Peak Hour Trips: 131
- Evening Peak Hour Trips: 171

Table 5: Trip Generation

Trip Generation Farmington - Heritage									
	Land Use ¹	# of Units	Unit Type	Trip Generation			New Trips		
				Total	% In	% Out	In	Out	Total
Weekday Daily									
	Single-Family Detached Housing (210)	187	DU	1,775	50%	50%	888	887	1,775
AM Peak Hour									
	Single-Family Detached Housing (210)	187	DU	131	27%	73%	35	96	131
PM Peak Hour									
	Single-Family Detached Housing (210)	187	DU	171	62%	38%	106	65	171
1. Land Use Code from the Institute of Transportation Engineers (ITE) <u>Trip Generation</u> , 12th Edition, 2025.									
SOURCE: Hales Engineering, August 2025									

D. Trip Distribution and Assignment

Trip distribution percentages for new trips were based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions.

Existing travel patterns observed during data collection were also used to establish these distribution percentages, especially near the site. The assumed distribution of new trips during the morning and evening peak hour is shown in Table 6.

Table 6: New Trip Distribution

Direction	% To/From Project
North (1525 West)	15%
South (1525 West)	15%
East (Clark Lane)	70%

These trip distribution assumptions were used to assign the morning and evening peak hour trip generation at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 3.

E. Access

The proposed access for the site will be gained at the following locations:

Buffalo Ranch Road:

- The North Access is an existing access located approximately 455 feet southeast of the 2045 West / Buffalo Ranch Road & Clark Lane intersection. It accesses the project on the northwest side of Buffalo Ranch Road. The access is stop-controlled.

Buffalo Circle:

- The South Access will be located approximately 380 feet west of the Comanche Road / Buffalo Circle intersection. It will access the project on the south side of Buffalo Circle. It is anticipated that the access will be stop-controlled.

F. Auxiliary Lanes

Auxiliary lanes are deceleration (ingress) or acceleration (egress) turn lanes that provide for safe turning movements that have less impact on through traffic. These lanes are sometimes needed at accesses or roadway intersections if right- or left-turn volumes are high enough.

Deceleration (ingress) lanes are generally needed when there are at least 50 right-turn vehicles or 25 left-turn vehicles in an hour. These guidelines were used for the City roadways in the study area.

Based on these guidelines and the anticipated project traffic, no auxiliary lanes are recommended.





IV. EXISTING (2025) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2025) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2025) background traffic volumes to predict turning movement volumes for existing (2025) plus project conditions. Existing (2025) plus project morning and evening peak hour turning movement volumes are shown in Figure 4.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours with project traffic added, as shown in Table 7.

Table 7: Existing (2025) Plus Project Peak Hour LOS

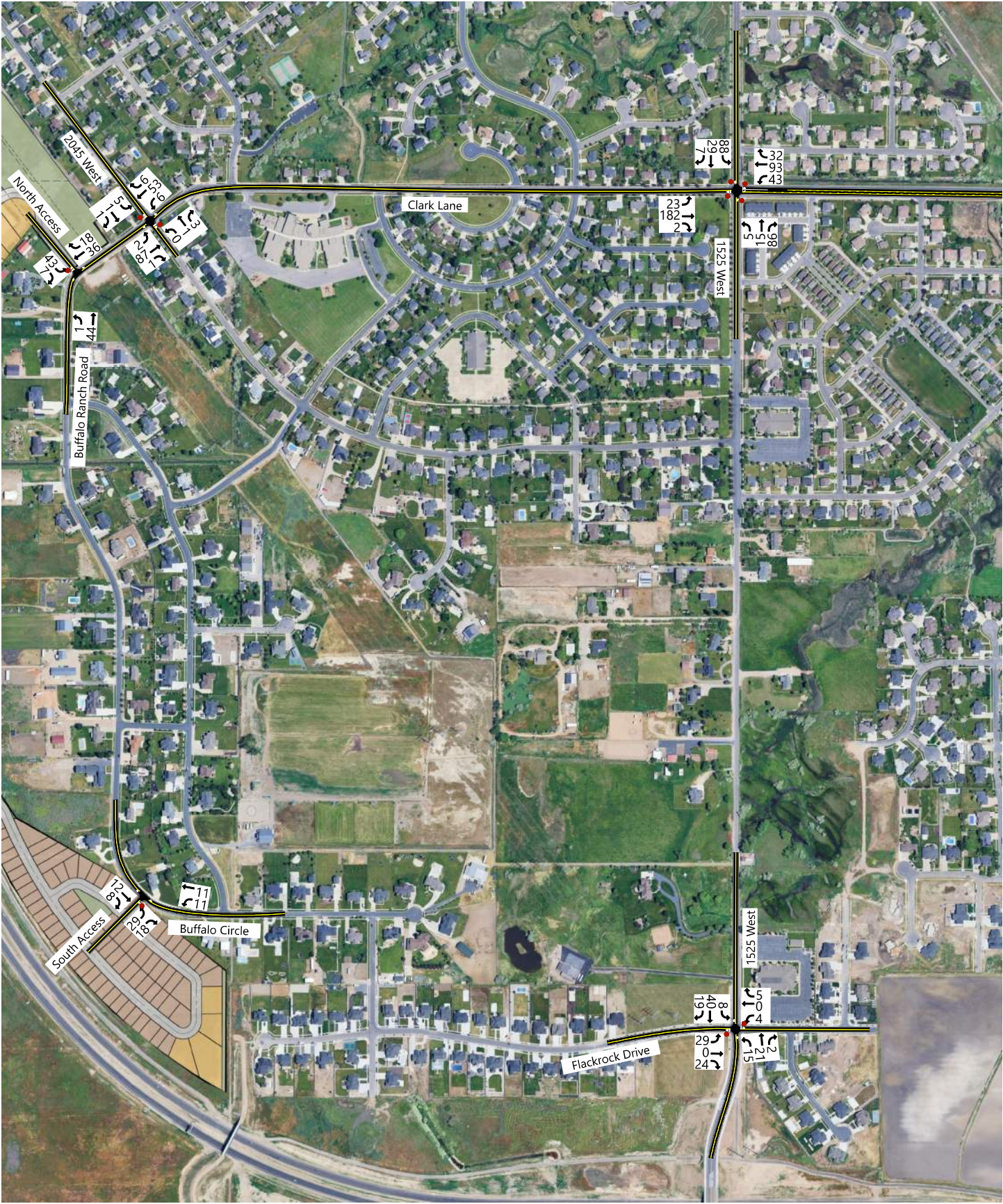
Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Flatrock Drive / 1525 West	EB/WB Stop	a (4.6) / WBL	a (4.6) / EBL
Clark Lane / 1525 West	AWSC	A (6.2)	A (7.2)
2045 West / Buffalo Ranch Rd & Clark Ln	NWB/SEB Stop	a (5.8) / SET	a (5.7) / SWL
North Access / Buffalo Ranch Road	SEB Stop	a (4.3) / SEL	a (4.6) / SEL
South Access / Buffalo Circle	NEB Stop	a (4.1) / NEL	a (4.3) / NEL
¹ Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc. ² Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.			
Source: Hales Engineering, August 2025			

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queuing is anticipated during the morning and evening peak hours.

E. Mitigation Measures

No mitigation measures are recommended.





V. FUTURE (2030) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2030) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Wasatch Front Regional Council (WFRC) / Mountainland Association of Governments (MAG) Regional Transportation Plan, there are no projects planned before 2030 in the study area. Therefore, no changes were made to the roadway network for the future (2030) analysis. A future interchange is planned on the West Davis Corridor (SR-177) at 1525 West, but it was not assumed to be funded or completed before 2030.

C. Traffic Volumes

Hales Engineering estimated future (2030) forecasted volumes using annual average daily traffic (AADT) history data from UDOT. AADT data for the roadway network in the study area showed minimal growth in the area over the past six years. However, to remain conservative a 1% annual growth rate was applied and rounded up to existing background volumes to obtain future forecasted volumes. Future (2030) morning and evening peak hour turning movement volumes are shown in Figure 5.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2030) background conditions, as shown in Table 8. These results serve as a baseline condition for the impact analysis of the proposed development for future (2030) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing is anticipated during the morning and evening peak hours.

F. Mitigation Measures

No mitigation measures are recommended.



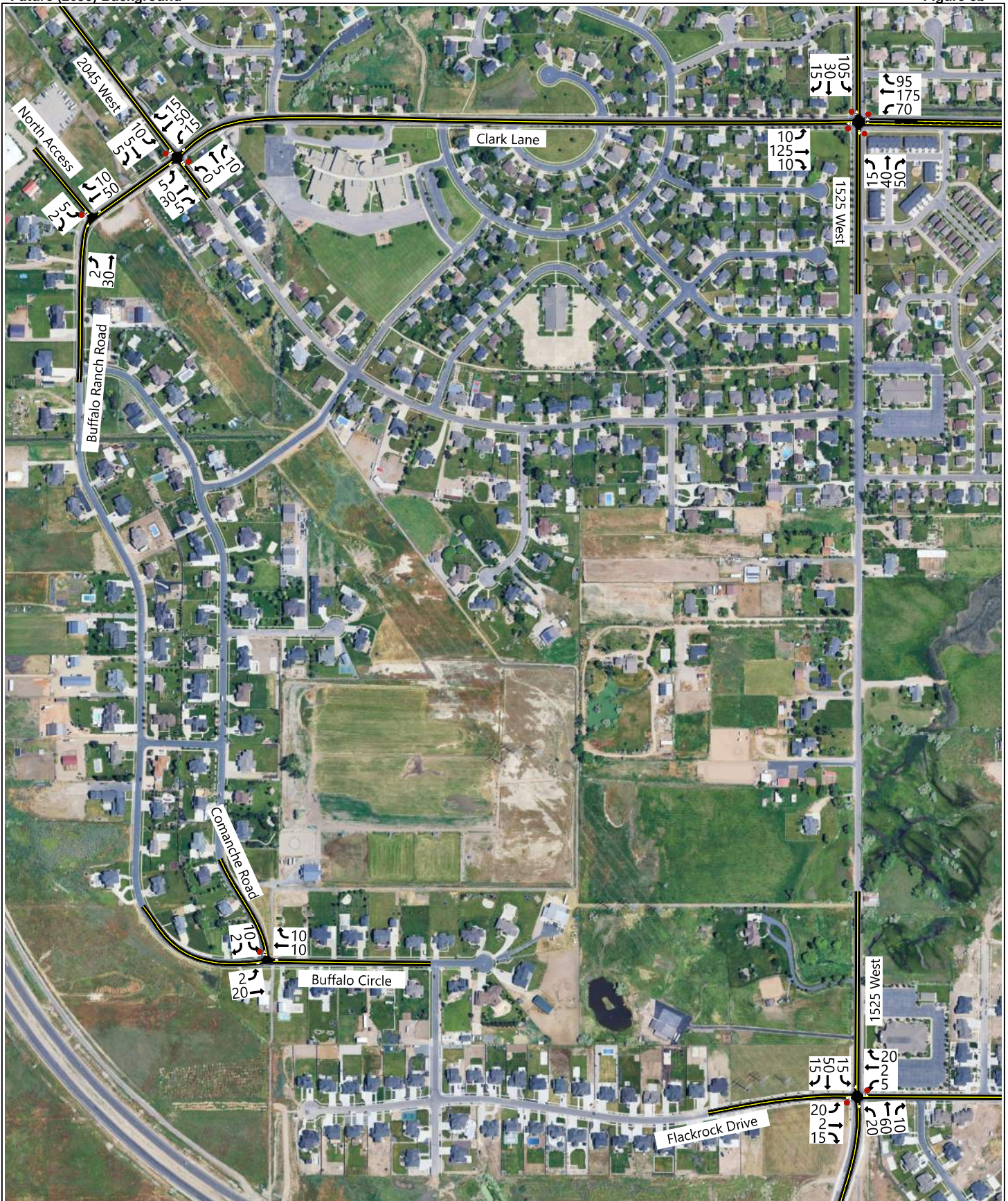


Table 8: Future (2030) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Flatrock Drive / 1525 West	EB/WB Stop	a (6.8) / WBT	a (5.0) / EBT
Clark Lane / 1525 West	AWSC	A (5.9)	A (6.7)
2045 West / Buffalo Ranch Rd & Clark Ln	NWB/SEB Stop	a (5.3) / SET	a (5.0) / SET
North Access / Buffalo Ranch Road	SEB Stop	a (4.0) / SEL	a (4.3) / SEL
Comanche Road / Buffalo Circle	SB Stop	a (3.8) / SBL	a (3.8) / SBL
<p>1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.</p> <p>2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.</p> <p>Source: Hales Engineering, August 2025</p>			

VI. FUTURE (2030) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2030) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2030) background traffic volumes to predict turning movement volumes for future (2030) plus project conditions. Future (2030) plus project morning and evening peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2030) plus project conditions, as shown in Table 9.

Table 9: Future (2030) Plus Project Peak Hour LOS

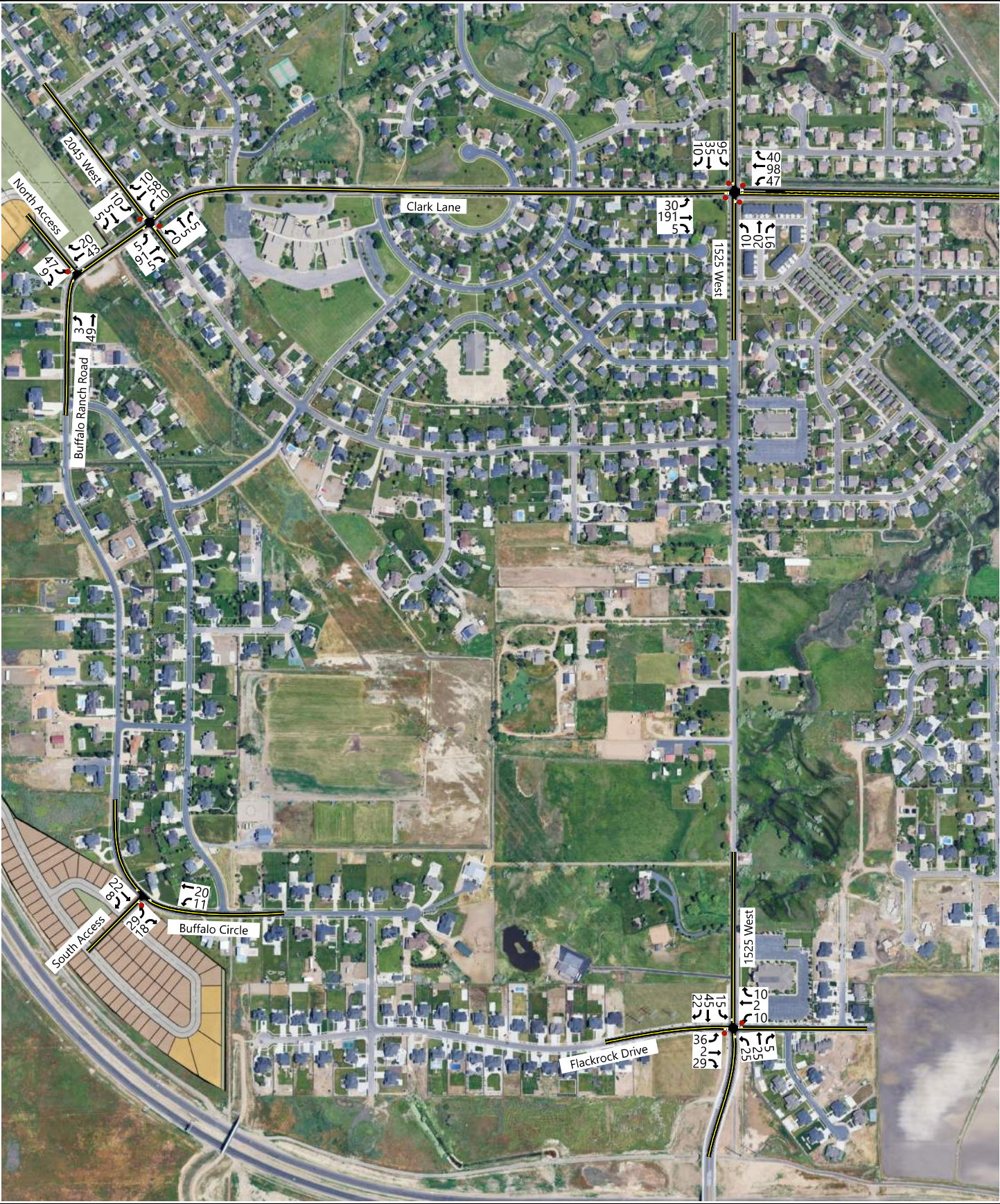
Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Flatrock Drive / 1525 West	EB/WB Stop	a (5.4) / EBT	a (5.1) / EBL
Clark Lane / 1525 West	AWSC	A (6.7)	A (7.6)
2045 West / Buffalo Ranch Rd & Clark Ln	NWB/SEB Stop	a (5.5) / SET	a (5.4) / SEL
North Access / Buffalo Ranch Road	SEB Stop	a (4.5) / SEL	a (4.7) / SEL
South Access / Buffalo Circle	NEB Stop	a (4.3) / NEL	a (4.4) / NEL
¹ Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc. ² Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.			
Source: Hales Engineering, August 2025			

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queuing is anticipated during the morning and evening peak hours.

E. Mitigation Measures

No mitigation measures are recommended.





When Recorded Mail to:
Farmington City Attorney
160 S. Main Street
Farmington, UT 84025

DEVELOPMENT AGREEMENT
FOR THE HERITAGE RESIDENTIAL SUBDIVISION

THIS DEVELOPMENT AGREEMENT (the “Agreement”) is made and entered into as of the ____ day of _____, 2025, by and between **FARMINGTON CITY**, a Utah municipal corporation, hereinafter referred to as the “City,” and **COLE WEST**, a limited liability company of the State of Utah, hereinafter referred to as the “Developer.”

RECITALS:

A. Developer owns approximately 51 acres of land located within the City, which property is more particularly described in **Exhibit “A”** attached hereto and by this reference made a part hereof (the “Property”).

B. Developer desires to develop a project on the Property to be known as the (the “Project”). Developer has submitted an application to the City seeking approval to be included in the AP District to permit alternate development standards in accordance with the City’s Laws.

C. The City finds that the “Project” meets the purposes of the AP District as it produces non-agriculture development which enhances the purposes of the Agricultural zones and will enhance the community at large while ensuring orderly planning of the Property and furthering the objectives of the Farmington City General Plan.

D. Together with consideration of this Agreement, the Property is seeking the zoning designation of Agricultural Estates (AE). Unless otherwise specified within this agreement, the Property is subject to all City ordinances and regulations including the provisions of the City’s General Plan, the City’s zoning ordinances, the City’s engineering development standards and specifications and any permits issued by the City pursuant to the foregoing ordinances and regulations (collectively, the “City’s Laws”).

E. Persons and entities hereafter developing the Property or any portions of the Project thereon shall accomplish such development in accordance with the City’s Laws, and the provisions set forth in this Agreement. This Agreement contains certain requirements and conditions for design and/or development of the Property and the Project in addition to or in lieu of those contained in the City’s Laws. This Agreement is wholly contingent upon the approval of that zoning application.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the City and Developer hereby agree as follows:

1. **Incorporation of Recitals.** The above Recitals are hereby incorporated into this Agreement.

2. **Property Affected by this Agreement.** The legal description of the Property contained within the Project boundaries to which the Agreement applies is attached as Exhibit “A” and incorporated by reference.

3. **Compliance with Current City Ordinances.** Unless specifically addressed in this Agreement, Developer agrees that any development of the Property shall be in compliance with city ordinances in existence on the date of execution of this Agreement. If the City adopts different ordinances in the future, Developer shall have the right, but not the obligation, to elect to submit a development application under such future ordinances, in which event the development application will be governed by such future ordinances.

4. **General Development Plan.** The approved General Development Plan (the “GDP”) for the entire Project is attached hereto as Exhibit “B” and incorporated by reference. All portions of the Project must be developed in accordance with the approved GDP. No amendment or modifications to the approved GDP shall be made by the Developer without written consent of the City. The Project shall be developed by Developer in accordance with all requirements contained herein. Any changes to the GDP that require an exception from approved development standards not otherwise addressed in this Agreement shall be considered by the City Council as an amendment to this Agreement, following the process established by Utah law for approval.

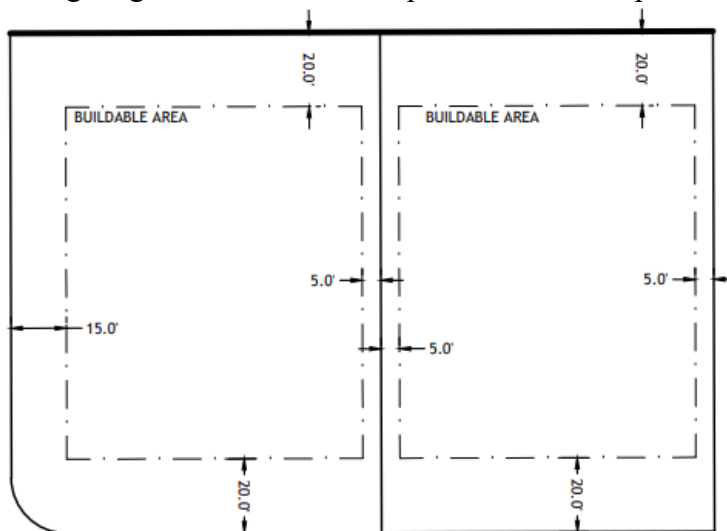
5. **Alternative Development Standards.** Pursuant to Utah Code Ann. § 10-9a-532(2)(a)(iii), this Development Agreement contains terms that conflict with, or is different from, a standard set forth in the existing land use regulations that govern the Property. This Agreement, which has undergone the same procedures for enacting a land use regulation, overrides those conflicting standards as it relates to this Project, as follows:

a) Maximum Number of Lots. Developer shall be permitted a maximum of 187 residential lots as shown in the GDP. A reduction in the total number of lots may be reviewed and permitted as an administrative action by the Planning Commission through the Preliminary Plat review process.

b) Lot Size. Lots shall be permitted to vary in size and deviate from the minimum lot size and width requirements identified in Chapter 11-10 of the Farmington City Code. Lots shall be as identified in the GDP with larger lots being developed adjacent to existing neighborhoods. No lot shall be smaller than 3,744 sq. ft. and any reduction causing a deviation in lot size exceeding 10% of what is identified in the GDP in the Preliminary or Final Plat shall require reconsideration of this Agreement. The Planning Commission may consider minor

adjustments within the 10 % range of reduction with no limit to a maximum lot size so long as the overall project plan is substantially similar to the GDP provided herein.

- c) **Setbacks.** Setbacks on all residential lots within the Project shall be subject to the following diagram in lieu of the requirements of Chapter 11-10.



TYPICAL SINGLE FAMILY SETBACKS
NOT TO SCALE

6. **Developer Obligations.** In consideration of the exceptions to code provided by this Agreement, Developer acknowledges that certain obligations go beyond ordinary development requirements and restricts the Developer's rights to develop without undertaking these obligations. Developer agrees to the following provisions as a condition for being granted the zoning approval and exceptions under the code sought:

a) **Sound Wall.** Developer shall construct a 12 ft. high sound wall along the western perimeter of the Project adjacent to the West Davis Corridor right-of-way.

b) **Trails and Open Space.** Developer shall preserve Parcels A - I as identified in the GDP as open space. Open Space shall be owned and maintained by an owners' association with public access granted via easement for use of trails within the Project.

c) **Amenities.** Developer shall install and cause for the maintenance of amenities including sports courts, a playground, and picnic area as shown in the GDP.

d) **Architecture.** Developer shall ensure that the architecture used in the construction of homes to be built within the Project shall be of similar style and quality to those included in the GDP attached hereto.

7. **City Obligations.** City agrees to maintain any public improvements dedicated to the City following satisfactory completion thereof and acceptance of the same by the City, and to

provide standard municipal services to the Project. The City shall provide all public services to the Project, with the exception of secondary water and sewer service, and to maintain the public improvements, including roads, intended to be public upon dedication to the City and acceptance in writing by the City; provided, however, that the City shall not be required to maintain any areas owned by Developer or improvements that are required to be maintained by a third party in the Project.

8. Payment of Fees. The Developer shall pay to the City all required fees in a timely manner. Fees shall be paid in those amounts which are applicable at the time of payment of all such fees, pursuant to and consistent with standard City procedures and requirements, adopted by City.

9. Indemnification and Insurance. Developer hereby agrees to indemnify and hold the City and its officers, employees, representatives, agents and assigns harmless from any and all liability, loss, damage, costs or expenses, including attorneys' fees and court costs, arising from or as a result of the death of any person or any accident, injury, loss or damage whatsoever caused to any person or to property of any person which shall occur within the Property or any portion of the Project or occur in connection with any off-site work done for or in connection with the Project or any phase thereof which shall be caused by any acts or omissions of the Developer or its assigns or of any of their agents, contractors, servants, or employees at any time. Developer shall furnish, or cause to be furnished, to the City a satisfactory certificate of insurance from a reputable insurance company evidencing general public liability coverage for the Property and the Project in a single limit of not less than One Million Dollars (\$1,000,000.00) and naming the City as an additional insured. Alternatively, Developer may provide proof of self-insurance with adequate funds to cover such a claim.

10. Governmental Immunity. The Parties recognize and acknowledge that each Party is covered by the *Governmental Immunity Act of Utah*, codified at Section 63G-7-101, et seq., *Utah Code Annotated*, as amended, and nothing herein is intended to waive or modify any and all rights, defenses or provisions provided therein. Officers and employees performing services pursuant to this Agreement shall be deemed officers and employees of the Party employing their services, even if performing functions outside the territorial limits of such party and shall be deemed officers and employees of such Party under the provisions of the *Utah Governmental Immunity Act*.

11. Right of Access. Representatives of the City shall have the reasonable right of access to the Project and any portions thereof during the period of construction to inspect or observe the Project and any work thereon.

12. Assignment. The Developer shall not assign this Agreement or any rights or interests herein without prior written approval by the City, which shall not be unreasonably withheld and which is intended to assure the financial capability of the assignee. Any future assignee shall consent in writing to be bound by the terms of this Agreement as a condition precedent to the assignment. The Developer is affirmatively permitted to assign this Agreement to a wholly owned subsidiary under the same parent company.

13. Developer Responsible for Project Improvements. The Developer warrants and provides assurances that all landscaping, private drives, and amenities located within the Project shall be maintained by Developer. All costs of landscaping, private drive and amenity maintenance, replacement, demolition, cleaning, snow removal, or demolition, shall be borne exclusively by Developer. City shall have no maintenance responsibility in relation to the property owned by Developer and shall only plow and maintain public roads that are designated as public on the plat. This section survives termination under Subsection 20.b) of this Agreement, unless specifically terminated in writing.

14. Onsite Improvements. At the time of final plat recordation for the Project, the Developer shall be responsible for the installation and dedication to the City of onsite water improvements installed within public rights-of-way sufficient for the development of the Project in accordance with City Code.

15. Notices. Any notices, requests and demands required or desired to be given hereunder shall be in writing and shall be served personally upon the party for whom intended, or if mailed, by certified mail, return receipt requested, postage prepaid, to such party at its address shown below:

To Developer:

To the City:

Farmington City
Attn: City Manager
160 South Main Street
Farmington, Utah 84025

16. Default and Limited Remedies. In the event any party fails to perform its obligations hereunder or to comply with the terms hereof, within sixty (60) days after giving written notice of default, the non-defaulting party shall have the following rights and remedies available at law and in equity, including injunctive relief and specific performance, but excluding the award or recovery of any damages. Any delay by a Party in instituting or prosecuting any such actions or proceedings or otherwise asserting its rights under this Article shall not operate as a waiver of such rights. In addition, the Parties have the following rights in case of default, which are intended to be cumulative:

a) The right to withhold all further approvals, licenses, permits or other rights associated with the Project or any development described in this Agreement until such default has been cured.

b) The right to draw upon any security posted or provided in connection with the Project.

c) The right to terminate this Agreement.

17. **Agreement to Run with the Land.** This Agreement shall be recorded against the Property as described in “Exhibit A” hereto and shall be deemed to run with the land and shall be binding on all successors and assigns of the Developer in the ownership and development of any portion of the Project.

18. **Vested Rights.** The City and Developer intend that this Agreement be construed to grant the Developer all vested rights to develop the Project in fulfillment of the terms and provisions of this Agreement and the laws and ordinances that apply to the Property as of the effective date of this Agreement. The Parties intend that the rights granted to Developer under this Agreement are contractual and in addition to those rights that exist under statute, common law and at equity. If the City adopts different ordinances in the future, Developer shall have the right, but not the obligation, to elect to submit a development application under such future ordinances, in which event the development application will be governed by such future ordinances. By electing to submit a development application under a new future ordinance, however, Developer shall not be deemed to have waived its right to submit or process other development applications under the City Code that applies as of the effective date of this Agreement.

19. **Amendment.** The Parties or their successors in interest, may, by written agreement, choose to amend this Agreement at any time. The amendment of the Agreement relating to any substantial rights or obligations shall require the prior approval of the City Council.

20. **Termination.**

a) Notwithstanding anything in this Agreement to the contrary, it is agreed by the Parties that if the Project is not completed within five (5) years from the date of this Agreement or if Developer does not comply with the City’s laws and the provisions of this Agreement, the City shall have the right, but not the obligation at the sole discretion of the City, which discretion shall not be unreasonably applied, to terminate this Agreement and to not approve any additional phases for the Project. Such termination may be effected by the City giving written notice of intent to terminate to the Developer. Whereupon, the Developer shall have sixty (60) days during which the Developer shall be given the opportunity to correct any alleged deficiencies and to take appropriate steps to complete the Project. If Developer fails to satisfy the concerns of the City with regard to such matters, the City shall be released from any further obligations under this Agreement and the same shall be terminated.

b) Upon the completion of all contemplated buildings and improvements identified in this Agreement, including all applicable warranty periods for publicly dedicated infrastructure, and completion of all provisions of Sections 6 and 7 of this Agreement, the terms of this Agreement shall terminate upon thirty days’ written notice to either Party. The non-noticing Party shall, within thirty days of receipt of the notice, provide to the noticing Party its written objection and identify the remaining construction or obligation which has not been fulfilled. Objections to termination under this subsection must be asserted in good faith.

21. **Attorneys’ Fees.** In the event of any lawsuit between the parties hereto arising out of or related to this Agreement, or any of the documents provided for herein, the prevailing party

or parties shall be entitled, in addition to the remedies and damages, if any, awarded in such proceeding, to recover their costs and a reasonable attorneys fee.

22. General Terms and Conditions.

a) Entire Agreement. This Agreement together with the Exhibits attached thereto and the documents referenced herein, and all regulatory approvals given by the City for the Property and/or the Project, contain the entire agreement of the parties and supersede any prior promises, representations, warranties or understandings between the parties with respect to the subject matter hereof which are not contained in this Agreement and the regulatory approvals for the Project, including any related conditions.

b) Interlocal Agreement Approvals. This Agreement constitutes an interlocal agreement under Chapter 11-13 of the Utah Code. It shall be submitted to the authorized attorney for each Party for review and approval as to form in accordance with applicable provisions of Section 11-13-202.5, *Utah Code Annotated*, as amended. This Agreement shall be authorized and approved by resolution or ordinance of the legislative body of each Party in accordance with Section 11-13-202.5, *Utah Code Annotated*, as amended, and a duly executed original counterpart of this Agreement shall be filed with the keeper of records of each Party in accordance with Section 11-13-209, *Utah Code Annotated*, as amended.

c) Headings. The headings contained in this Agreement are intended for convenience only and are in no way to be used to construe or limit the text herein.

d) Non-Liability of City Officials, Employees and Others. No officer, representative, agent, or employee of the City shall be personally liable to the Developer, or any successor-in-interest or assignee of the Developer in the event of any default or breach by the City or for any amount which may become due Developer, or its successors or assigns, for any obligation arising under the terms of this Agreement unless it is established that the officer, representative, agent or employee acted or failed to act due to fraud or malice.

e) Referendum or Challenge. Both Parties understand that any legislative action by the City Council is subject to referral or challenge by individuals or groups of citizens, including zone changes and the approval of associated development agreements. The Developer agrees that the City shall not be found to be in breach of this Agreement if such a referendum or challenge is successful. In such case, this Agreement is void at inception.

f) Ethical Standards. The Developer represents that it has not: (a) provided an illegal gift or payoff to any officer or employee of the City, or former officer or employee of the City, or to any relative or business entity of an officer or employee of the City; (b) retained any person to solicit or secure this contract upon an agreement or understanding for a commission, percentage, brokerage or contingent fee, other than bona fide employees of bona fide commercial agencies established for the purpose of securing business; (c) breached any of the ethical standards set forth in Utah Code Ann. § 10-3-1301 et seq. and 67-16-3 et seq.; or (d) knowingly influenced, and hereby promises that it will not knowingly influence, any officer or employee of the City or former officer or employee of the City to breach any of the ethical standards set forth in State statute or City ordinances.

g) No Officer or Employee Interest. It is understood and agreed that no officer or employee of the City has or shall have any pecuniary interest, direct or indirect, in this Agreement or the proceeds resulting from the performance of this Agreement. No officer, manager, employee or member of the Developer, or any member of any such persons' families shall serve on any City board or committee or hold any such position which either by rule, practice, or action nominates, recommends, or supervises the Developer's operations, or authorizes funding or payments to the Developer. This section does not apply to elected offices.

h) Binding Effect. This Agreement shall inure to the benefit of, and be binding upon, the parties hereto and their respective heirs, representatives, officers, agents, employees, members, successors and assigns.

i) Integration. This Agreement contains the entire Agreement with respect to the subject matter hereof and integrates all prior conversations, discussions or understandings of whatever kind or nature and may only be modified by a subsequent writing duly executed by the parties hereto.

j) No Third-Party Rights. The obligations of Developer set forth herein shall not create any rights in and/or obligations to any persons or parties other than the City. The parties hereto alone shall be entitled to enforce or waive any provisions of this Agreement.

k) Recordation. This Agreement shall be recorded by the City against the Property in the office of the Davis County Recorder, State of Utah.

l) Relationship. Nothing in this Agreement shall be construed to create any partnership, joint venture or fiduciary relationship between the parties hereto.

m) Severability. If any portion of this Agreement is held to be unenforceable or invalid for any reason by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

n) Governing Law & Venue. This Agreement and the performance hereunder shall be governed by the laws of the State of Utah. Any action taken to enforce the provisions of this Agreement shall have exclusive venue in the District Court of the State of Utah with jurisdiction over Davis County, Farmington Division.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement by and through their respective, duly authorized representatives as of the day and year first herein above written.

DEVELOPER

COLE WEST

Print Name & Office

Signature

STATE OF UTAH)
 : ss.
COUNTY OF _____)

On this ____ day of _____, 2025, personally appeared before me, _____, who being by me duly sworn, did say that (s)he is a _____ of _____, a limited liability company of the State of Utah, and that the foregoing instrument was signed on behalf of said company by an authorized signor, and duly acknowledgment to me that (s)he executed the same.

Notary Public

FARMINGTON CITY

By _____
Brett Anderson, Mayor

Attest:

DeAnn Carlile
City Recorder

STATE OF UTAH)
 : ss.
COUNTY OF DAVIS)

On this ____ day of _____, 2025, personally appeared before me, Brett Anderson, who being by me duly sworn, did say that he is the Mayor of Farmington City, a Utah municipal corporation and political subdivision of the State of Utah, and that the foregoing instrument was signed on behalf of the City for the purposes therein stated.

Notary Public

Approved as to Form:

Paul H. Roberts
City Attorney

EXHIBIT "A"

PROPERTY DESCRIPTION

Davis County Parcel No. 08-069-0018

Legal Description: PARCEL 1: A PARCEL OF LAND LOC IN SEC 22 & THE E'LY 1/2 OF SEC 27-T3N-R1W, SLB&M, DESC AS FOLLOWS: BEG AT A PT N 89°51'14" E 126.48 FT & S 37°28'18" E 705.67 FT & S 37°16'21" E 442.94 FT & S 42°23'39" E 69.91 FT & N 54°46'47" E 235.47 FT & S 37°16'53" E 278.94 FT FR THE N 1/4 COR OF SEC 22-T3N-R1W, SLB&M; & RUN TH S 37°16'53" E 1206.43 FT TO THE N'LY LINE OF LOT 201, FARMINGTON RANCHES PHASE 2; TH ALG SD LOT THE FOLLOWING TWO COURSES: S 53°51'19" W 30.83 FT & S 36°08'41" E 125.23 FT TO THE BNDRY LINE OF BUFFALO RANCHES SUB; TH ALG SD SUB THE FOLLOWING FOUR COURSES: S 53°51'19" W 205.81 FT & ALG THE ARC OF A 200.00 FT RAD CURVE TO THE LEFT 52.44 FT (LC BEARS S 46°20'28" W 52.29 FT) & N 37°36'00" W 308.77 FT & S 37°55'12" W 468.27 FT S 0°06'24" E 214.28 FT; TH S 00°06'24" E 2084.06 FT; TH S 33°24'04" E 426.96 FT; TH S 60°10'03" E 632.26 FT; TH S 44°14'26" E 321.44 FT; TH S 51°14'00" E 400.14 FT TO A PT ON THE E LINE OF SD SEC 27; SD PT BEING AN EXIST PPTY COR MARKER (5/8" REBAR & CAP MARKED "HJA ENG" AS REFERENCED ON SD DAVIS CO RECORD OF SURVEY MAP NO. 001734) WH IS 586.22 FT S 00°14'54" E ALG SD E LINE FR THE DAVIS CO MONU FOUND MARKING THE NE COR OF SD SEC 27; TH S 00°14'54" E 622.98 FT ALG SD SEC LINE; TH NW'LY 2492.13 FT ALG THE ARC OF A 2875.00 FT RAD CURVE TO THE RIGHT (LC BEARS N 36°24'46" W FOR A DIST OF 2414.83 FT); TH N 11°34'48" W 1406.25 FT; TH N'LY 1398.64 FT ALG THE ARC OF A 2800.00 FT RAD CURVE TO THE RIGHT (LC BEARS N 02°43'48" E FOR A DIST OF 1384.15 FT); TH N 17°02'24" E 763.85 FT TO THE POB.

CONT. 51.306 ACRES

(NOTE: THIS REMAINING LEGAL WAS WRITTEN IN THE DAVIS COUNTY RECORDER'S OFFICE FOR I.D. PURPOSES. IT DOES NOT REFLECT A SURVEY OF THE PROPERTY.)

Visual of property (subject property highlighted in yellow):

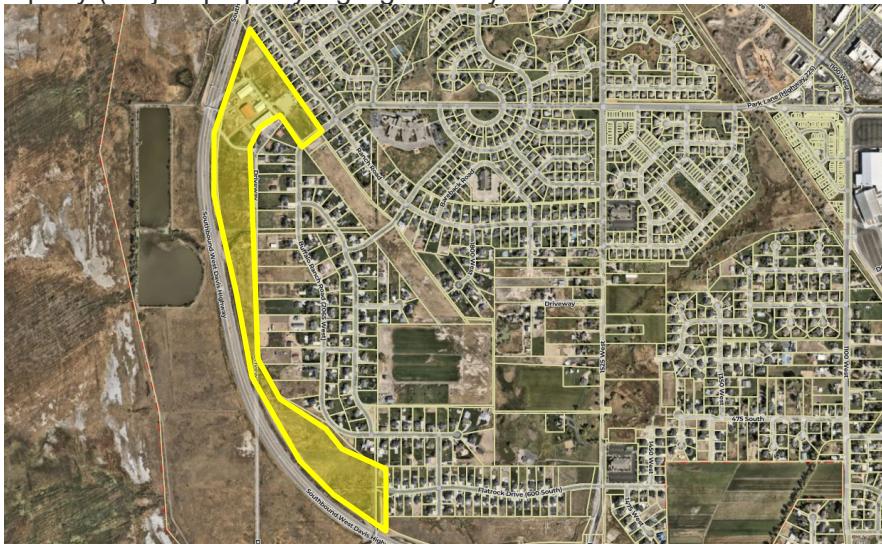


EXHIBIT “B”

GENERAL DEVELOPMENT PLAN



A Master Planned Community
by Cole West
37 N Buffalo Rd, Farmington



COLE WEST

610 North 800 West Centerville, Utah, 84014

HERITAGE



Heritage is a Master Planned Community developed by Cole West. Cole West is a local land development company and homebuilder rooted in South Davis County. We are known for delivering high-quality neighborhoods with a variety of housing options and homeownership opportunities.

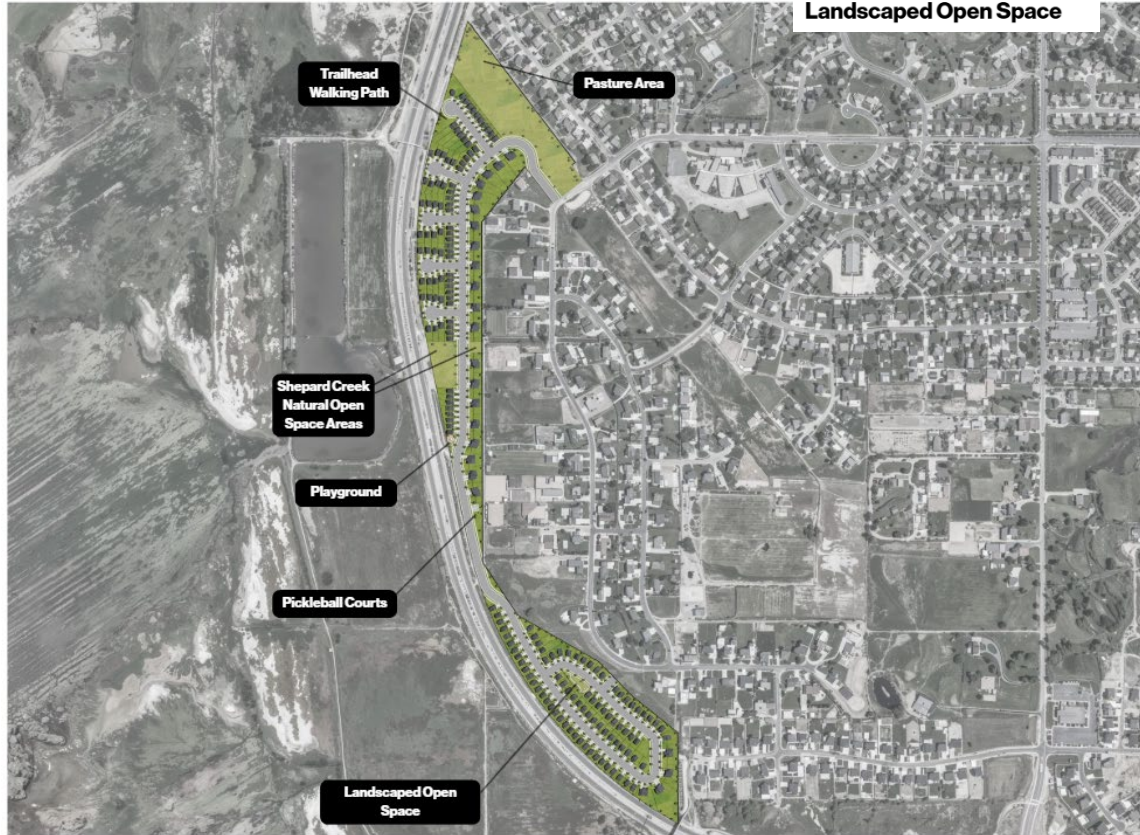
We care deeply about Farmington City and are heavily invested in its past, present, and future residential communities. Our neighborhoods are a reflection of our expertise in delivering over 250 residential projects throughout the state. We specialize in thoughtfully designed, owner-occupied developments and elevated product design.



Community Amenities

Aerial View

Trailhead Connections
Pasture Area
Natural Open Space Areas
Playground
Pickleball Courts
Landscaped Open Space



Amenities Overview

Parcel A – Open Pasture	313,967 sq. ft.	7.20 acres
Parcel B – Landscaped Entry	2,276 sq. ft.	0.05 acres
Parcel C – Trailhead Walking Path	13,919 sq. ft.	0.31 acres
Parcel D – Natural Creek Area I	10,500 sq. ft.	0.24 acres
Parcel E – Natural Creek Area II	57,441 sq. ft.	1.31 acres
Parcel F – Playground Area	16,345 sq. ft.	0.37 acres
Parcel G – Pickleball & Landscaped Area	32,311 sq. ft.	0.74 acres
Parcel H – Landscaped Open Space Area	14,122 sq. ft.	0.32 acres
Parcel I – Existing Buffalo Ranch Trail	13,141 sq. ft.	0.30 acres

Open Space



The 7-acre open space offers a chance to create a low-maintenance, heritage-focused amenity. Inspired by a neighboring project, HOA-owned land will be available for residents to lease for horse or animal use. This flexible option will honor the area's rural past, preserve informal grazing and offer natural landscaping. This open space adds charm, reflects community values, and creates a meaningful sense of place for future residents

Open Space

Total Open Space Square Footage 474,022 sq. ft.

Total Open Space Acreage 10.88 Acres

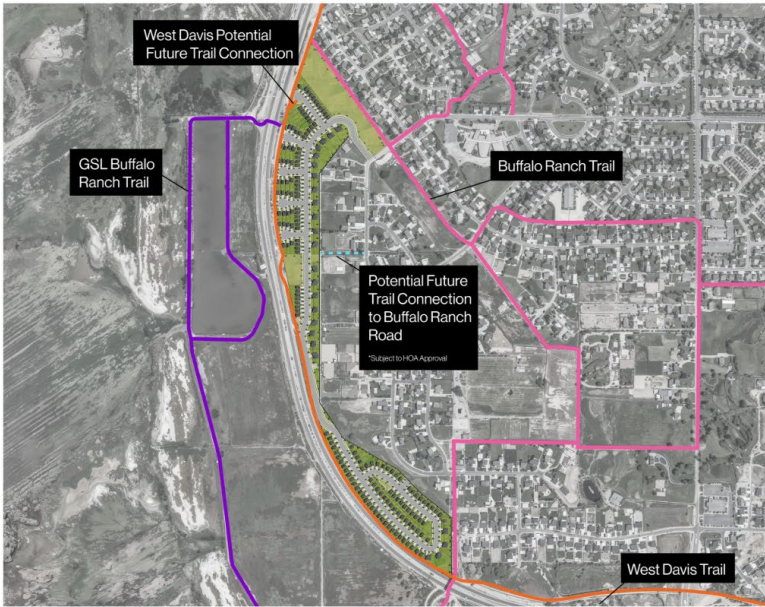
20% Open Space (Total Community Acreage: 51.24)



Playground & Picnic Area



Pickleball Courts



Trail System

Heritage will provide multiple public access points to miles of surrounding regional trails, connecting residents to nature and recreation.

Single-Family Lots

Aerial View

51.24 Acres
187 Single-Family Detached Lots
3.65 Units Per Acre
6,822 Average Lot Square Feet
10.88 Acres of Open Space (20%)



Single-Family Lot Overview

51.24 Acres	Total Area
10.98 Acres	ROW Area
10.88 Acres	Open Space Area
29.29 Acres	Lot Area
187	Total Lots
3.65 U/A	Density
6,822 Sq Ft.	Avg. Lot Size

Three Lot Types at a Glance

Aerial View

- Cottage, Lot Type 1
- Cottage, Lot Type 2
- Estate Lot Product



Potential Encroachment

Cottage, Lot Type 1



82
Lots

5,233 Sq Ft./0.12 Acres
Avg. Lot Size

1,900 to 2,600 Sq Ft.
Home Product Offering

■ Cottage, Lot Type 2



81

Lots

5,614 Sq Ft./0.13 Acres.

Avg. Lot Size

2,300 to 2,900 Sq Ft.

Finished Home Size

■ Estate Lot Product



24

Lots

16,328 Sq Ft./0.37 Acres

Avg. Lot Size

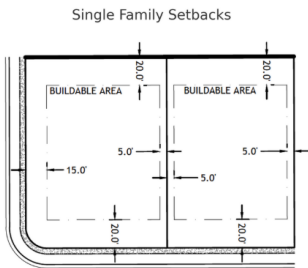
2,300 to 2,900 Sq Ft.

Finished Home Size

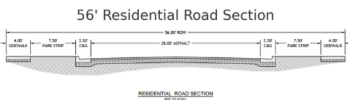
Single-Family Lots

Cottage Lots | Single Family Homes

Smallest Lot Size	3,504 sq. ft.	0.08 acres
Largest Lot Size	32,965 sq. ft.	0.76 acres
Average Lot Size	6,822 sq. ft.	0.16 acres



TYPICAL SINGLE FAMILY SETBACKS
NOT TO SCALE



Single-Family Lots

Street View
Cottage Lots



Architecture Inspiration

As seen in The Rose, Farmington, Utah



Architecture Inspiration

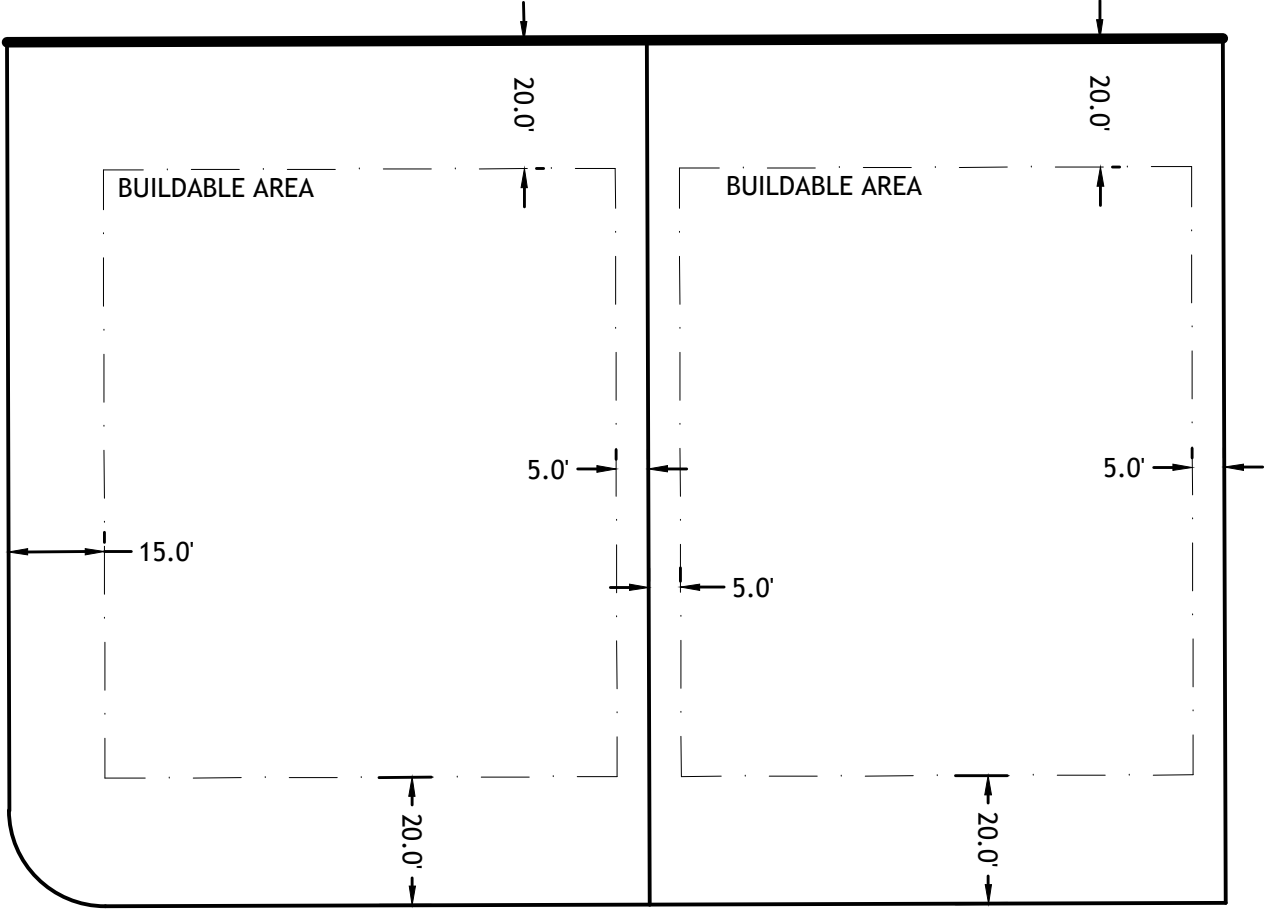
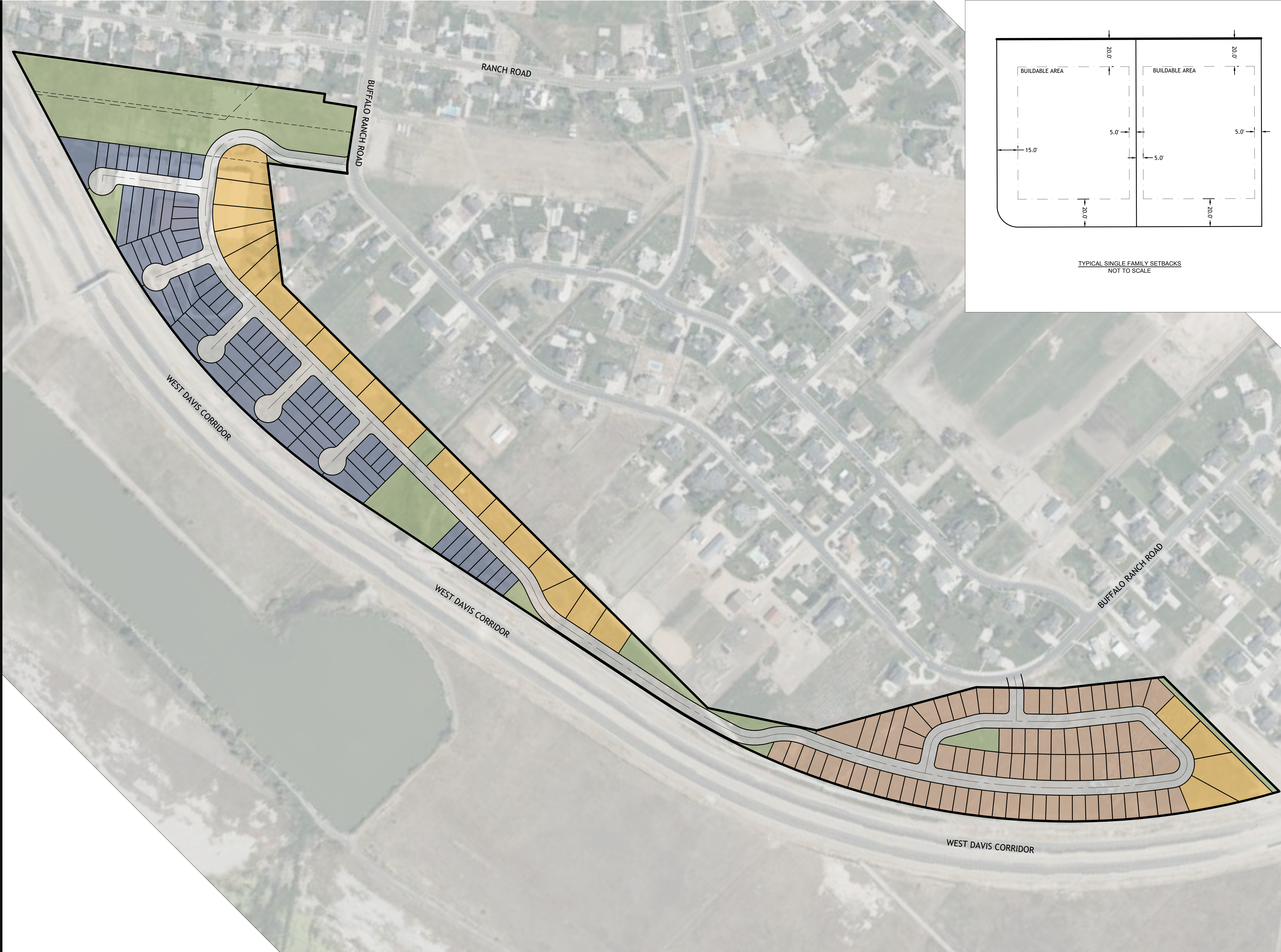
As seen in The Rose, Farmington, Utah



Architecture Inspiration

As seen in The Rose, Farmington, Utah

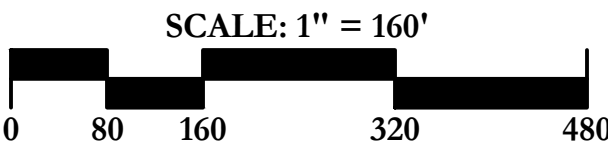




TYPICAL SINGLE FAMILY SETBACKS
NOT TO SCALE



2815 East 3300 South, Salt Lake City, UT 84109
(801) 305-4670 www.edmpartners.com



OWNER:
Cole West
610 North 800 West
Centerville, UT 84014
866-744-2489

COLE WEST

NOTES:

STATISTICS:

TOTAL AREA	51.24 AC
ROW AREA	10.98 AC
OPEN SPACE AREA	10.88 AC
LOT AREA	29.37 AC
TOTAL LOTS	187
DENSITY	3.65 DU / AC
AVERAGE LOT SIZE	6,841 FT ² (PROJECT WIDE)

40' BUILDABLE WIDTH, LOTS 101-123, 128-185

LOT AREA	459,731 FT ²	
LOTS	81	
AVERAGE LOT SIZE	5,676 FT ²	

30' BUILDABLE WIDTH, LOTS 186-267

LOT AREA	427,768 FT ²	
LOTS	82	
AVERAGE LOT SIZE	5,216 FT ²	

1/3 ACRE LOT, LOTS 124-127, 268-287

LOT AREA	391,857 FT ²	
LOTS	24	
AVERAGE LOT SIZE	16,327 FT ²	

DISCLAIMER:
ARTIST RENDERING ONLY. PLAN MAY BE ALTERED OR
CHANGED AT ANY TIME. IT IS FURNISHED MERELY AS
A CONVENIENCE TO AID YOU IN LOCATING THE LAND
INDICATED HEREON WITH REFERENCES TO STREETS
AND OTHER LAND. NO LIABILITY IS ASSUMED BY
REASON OF ANY RELIANCE HEREON.

Heritage

Concept Plan

PROJECT:	NMM
DRAWN BY:	PMD
REVIEWED BY:	
REVISIONS:	
No. DATE	REMARKS

DATE: August 11, 2025

SHEET NUMBER:

O-1



2815 East 3300 South, Salt Lake City, UT 84109
(801) 305-4670 www.edmpartners.com



SCALE: 1" = 60'



OWNER:

Cole West
610 North 800 West
Centerville, UT 84014
866-744-2489

COLE WEST

NOTES:

STATISTICS:

TOTAL AREA	51.24 AC
ROW AREA	10.98 AC
OPEN SPACE AREA	10.88 AC
LOT AREA	29.37 AC
TOTAL LOTS	187
DENSITY	3.65 DU / AC
AVERAGE LOT SIZE	6,841 FT² (PROJECT WIDE)

40' BUILDABLE WIDTH, LOTS 101-123, 128-185

LOT AREA	499,731 FT²
LOTS	81
AVERAGE LOT SIZE	5,676 FT²



30' BUILDABLE WIDTH, LOTS 186-267

LOT AREA	427,768 FT²
LOTS	82
AVERAGE LOT SIZE	5,216 FT²



1/3 ACRE LOT, LOTS 124-127, 268-287

LOT AREA	391,857 FT²
LOTS	24
AVERAGE LOT SIZE	16,327 FT²



DISCLAIMER:

ARTIST RENDERING ONLY. PLAN MAY BE ALTERED OR CHANGED AT ANY TIME. IT IS FURNISHED MERELY AS A CONVENIENCE TO AID YOU IN LOCATING THE LAND INDICATED HEREON WITH REFERENCES TO STREETS AND OTHER LAND. NO LIABILITY IS ASSUMED BY REASON OF ANY RELIANCE HEREON.

Heritage

Concept Plan

PROJECT:

DRAWN BY:

NMM

REVIEWED BY:

PMD

REVISIONS:

No. DATE

REMARKS

DATE:

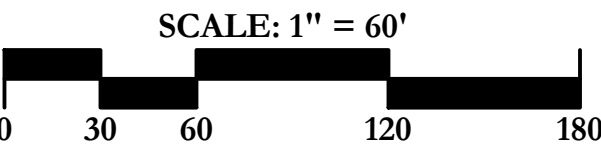
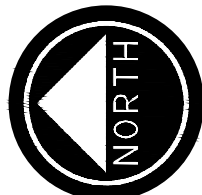
August 11, 2025

SHEET NUMBER:

O-2



2815 East 3300 South, Salt Lake City, UT 84109
(801) 305-4670 www.edmpartners.com



OWNER:

Cole West
610 North 800 West
Centerville, UT 84014
866-744-2489

COLE WEST

NOTES:

STATISTICS:

TOTAL AREA	51.24 AC
ROW AREA	10.98 AC
OPEN SPACE AREA	10.88 AC
LOT AREA	29.37 AC
TOTAL LOTS	187
DENSITY	3.65 DU / AC
AVERAGE LOT SIZE	6,841 FT² (PROJECT WIDE)

40' BUILDABLE WIDTH, LOTS 101-123, 128-185

LOT AREA	499,731 FT²
LOTS	81
AVERAGE LOT SIZE	5,676 FT²



30' BUILDABLE WIDTH, LOTS 186-267

LOT AREA	427,768 FT²
LOTS	82
AVERAGE LOT SIZE	5,216 FT²



1/3 ACRE LOT, LOTS 124-127, 268-287

LOT AREA	391,857 FT²
LOTS	24
AVERAGE LOT SIZE	16,327 FT²



DISCLAIMER:

ARTIST RENDERING ONLY. PLAN MAY BE ALTERED OR CHANGED AT ANY TIME. IT IS FURNISHED MERELY AS A CONVENIENCE TO AID YOU IN LOCATING THE LAND INDICATED HEREON WITH REFERENCES TO STREETS AND OTHER LAND. NO LIABILITY IS ASSUMED BY REASON OF ANY RELIANCE HEREON.

Heritage

Concept Plan

PROJECT:

DRAWN BY:

NMM

REVIEWED BY:

PMD

REVISIONS:

No. DATE

REMARKS

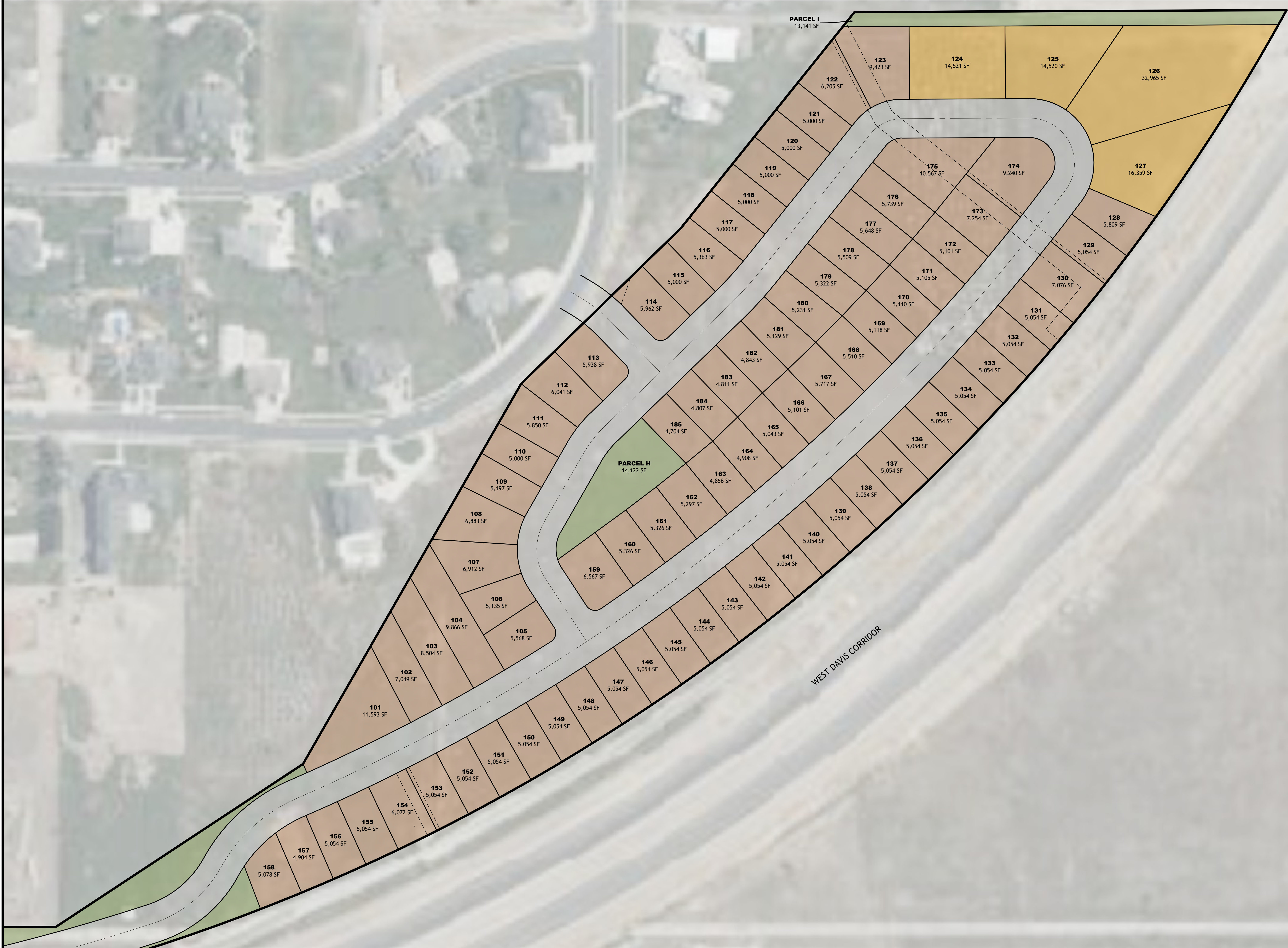
DATE:

August 11, 2025

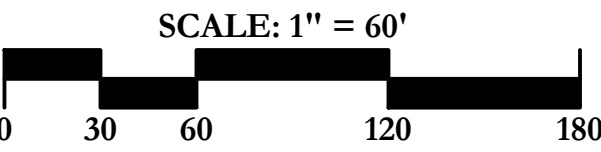
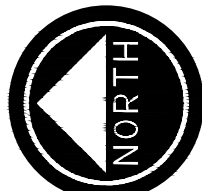
SHEET NUMBER:

O-3

C:\Users\jmd22\EDM Partners\Dropbox\Projects\Heritage\Drawings\Concept Plan2.dwg



2815 East 3300 South, Salt Lake City, UT 84109
(801) 305-4670 www.edmpartners.com



OWNER:

Cole West
610 North 800 West
Centerville, UT 84014
866-744-2489

COLE WEST

NOTES:

STATISTICS:

TOTAL AREA	51.24 AC
ROW AREA	10.98 AC
OPEN SPACE AREA	10.88 AC
LOT AREA	29.37 AC
TOTAL LOTS	187
DENSITY	3.65 DU / AC
AVERAGE LOT SIZE	6,841 FT ² (PROJECT WIDE)

40' BUILDABLE WIDTH, LOTS 101-123, 128-185

LOT AREA	499,731 FT ²	
LOTS	81	
AVERAGE LOT SIZE	5,676 FT ²	

30' BUILDABLE WIDTH, LOTS 186-267

LOT AREA	427,768 FT ²	
LOTS	82	
AVERAGE LOT SIZE	5,216 FT ²	

1/3 ACRE LOT, LOTS 124-127, 268-287

LOT AREA	391,857 FT ²	
LOTS	24	
AVERAGE LOT SIZE	16,327 FT ²	

DISCLAIMER:

ARTIST RENDERING ONLY. PLAN MAY BE ALTERED OR CHANGED AT ANY TIME. IT IS FURNISHED MERELY AS A CONVENIENCE TO AID YOU IN LOCATING THE LAND INDICATED HEREON WITH REFERENCES TO STREETS AND OTHER LAND. NO LIABILITY IS ASSUMED BY REASON OF ANY RELIANCE HEREON.

Heritage

Concept Plan

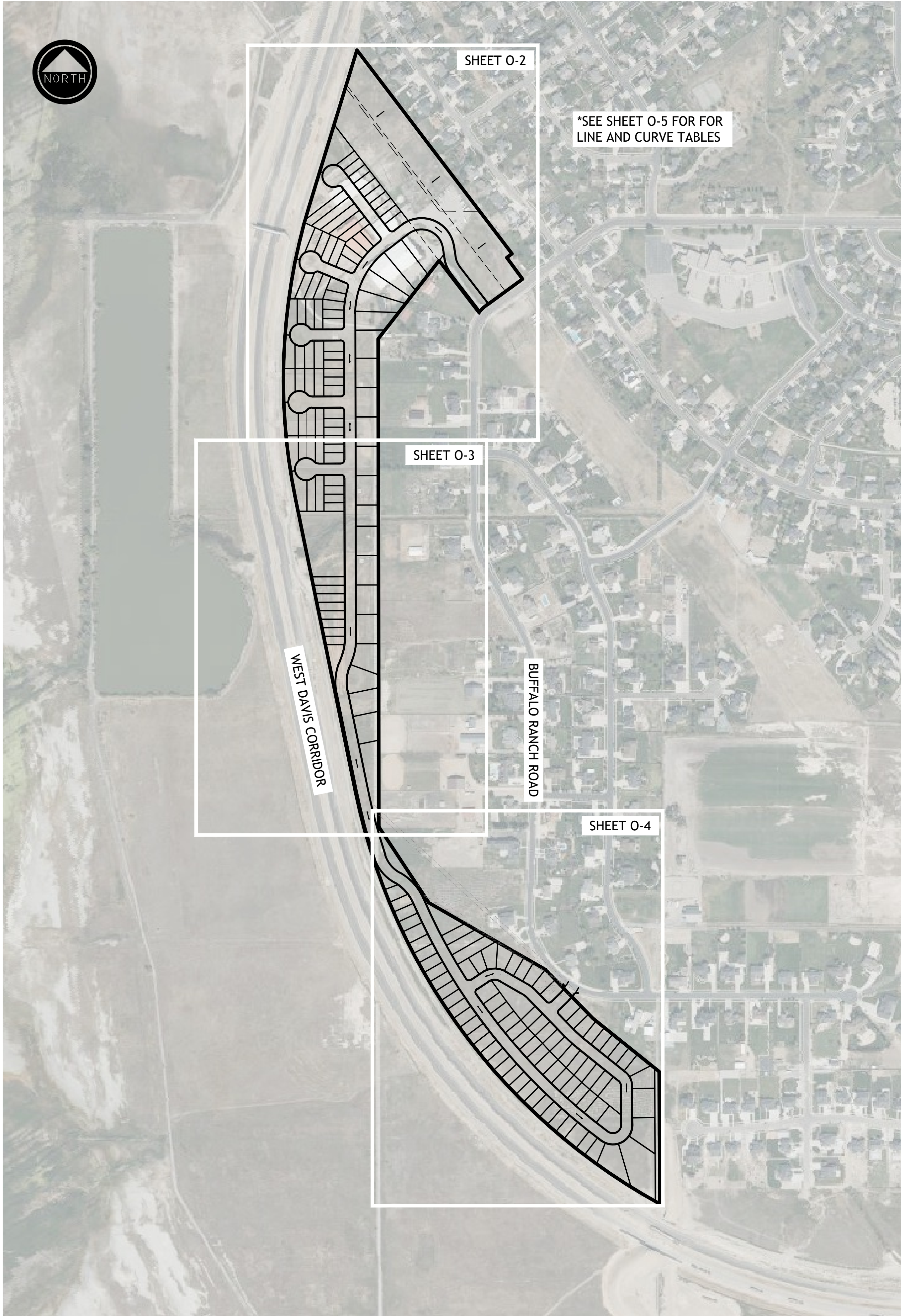
PROJECT:	
DRAWN BY:	NMM
REVIEWED BY:	PMD
REVISIONS:	
No. DATE	REMARKS

DATE: August 11, 2025

SHEET NUMBER:

O-4

C:\Users\pmud23\EDM Partners\Dropbox\Projects\Heritage\Drawings\1 - Schematic Plan.dwg



VICINITY MAP
1" = 300'

HERITAGE SUBDIVISION

FARMINGTON CITY

SCHEMATIC PLANS

GEOTECHNICAL STUDY

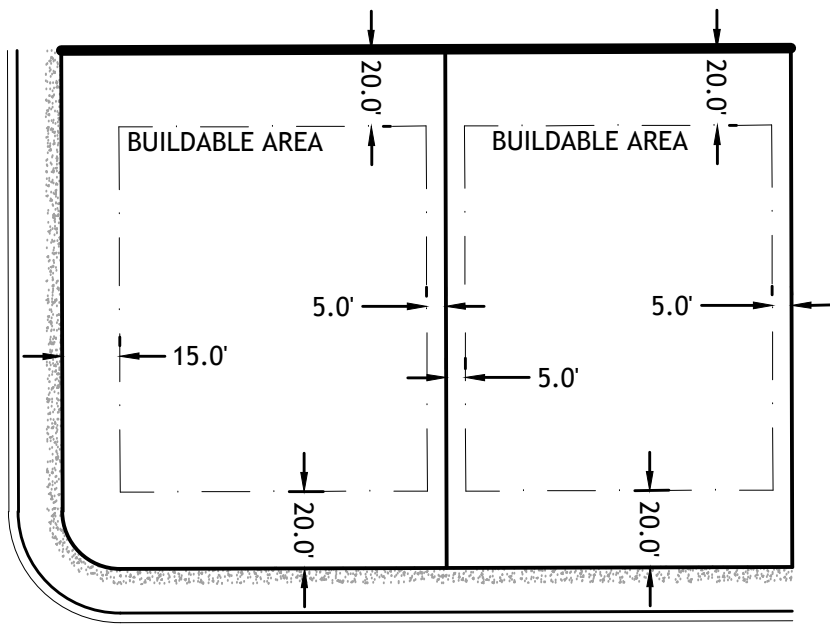
A SITE SPECIFIC GEOTECHNICAL STUDY HAS BEEN PREPARED FOR THIS PROJECT BY IGES, INC. THE REPORT IS DATED OCTOBER 2, 2024, AND WAS PREPARED BY JUSTIN W. WHITMER, P.E. IT IS IDENTIFIED BY IGES PROJECT NUMBER 04605-020 AND THE NAME WEST FARMINGTON PARCELS. THE REQUIREMENTS OUTLINED IN THIS STUDY SHALL BE FOLLOWED ON THIS PROJECT.

SHEET INDEX

O-1	TITLE SHEET
O-2	OVERALL PLAN I
O-3	OVERALL PLAN II
O-4	OVERALL PLAN III
O-5	CURVE TABLES

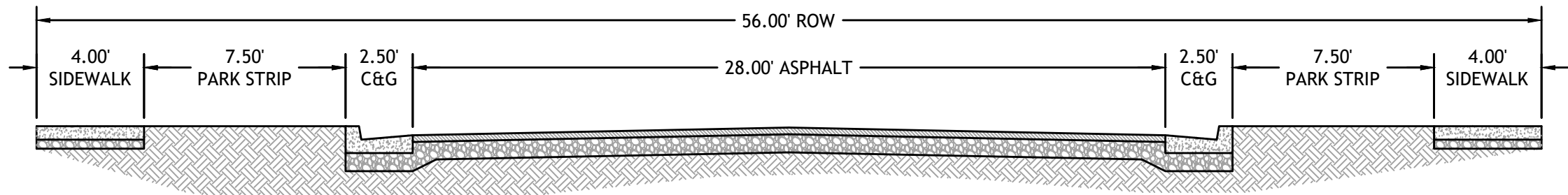
LEGEND

SS	SS	8" SDR 35 SANITARY SEWER
(SS)	(SS)	EXISTING SANITARY SEWER
SM		SANITARY SEWER MANHOLE
W	W	8" PVC C-900 WATER LINE
(W)	(W)	EXISTING WATER LINE
WV	WV	WATER VALVE, TEE & BEND
FD	FD	FIRE HYDRANT
FD	FD	EXISTING FIRE HYDRANT
IR	IR	8" PVC C-900 IRRIG. LINE
(IR)	(IR)	EXISTING SEC. WATER LINE
IRV	IRV	IRRIG. VALVE, TEE & BEND
SL	SL	PROPOSED STREET LIGHT
SD	SD	RCP CL III STORM DRAIN
(SD)	(SD)	EXISTING STORM DRAIN
SD	SD	SD COMBOBOX, CB & CO
MC	MC	EXISTING MAJOR CONTOUR
MC	MC	EXISTING MINOR CONTOUR
PMC	PMC	PROPOSED MAJOR CONTOUR
PMC	PMC	PROPOSED MINOR CONTOUR



TYPICAL SINGLE FAMILY SETBACKS
NOT TO SCALE

FOR REVIEW
NOT FOR CONSTRUCTION



RESIDENTIAL ROAD SECTION
NOT TO SCALE



2815 East 3300 South, Salt Lake City, UT 84109
(801) 305-4670 www.edmpartners.com



SCALE: 1" = 80'



OWNER:

Cole West
610 North 800 West
Centerville, UT 84014
866-744-2489

COLE WEST

NOTES:

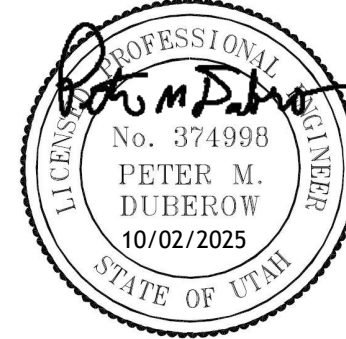
- All sanitary sewer improvements shall conform with the standards and specifications of Central Davis Sewer District.
- All culinary water improvements shall conform with the standards and specifications of Weber Basin Water Conservancy District.
- All secondary water improvements shall conform with the standards and specifications of Farmington City.
- All improvements in the public right of way shall conform with the standards and specifications of Farmington City.
- All private improvements shall conform to APWA standards and specifications.
- Contractor to field locate and verify the horizontal and vertical location of all utilities prior to beginning work.
- Secondary water has been allocated to parcels based on an anticipated landscape area (including park strip) of no more than 64% of the gross parcel size and that 2/3 of the landscape area is planted in turf and 1/3 of the landscape area is planted in low water use plants. Larger total landscape areas, higher percentage turf areas, inefficient design of irrigation system, or inefficient operation of irrigation system may result in homeowner incurring additional billing charges and/or secondary water service being shut off.
- Included with this subdivision application is a request for a zone change to AE.
- This project is depicted on fema firm number 49011F0381F, dated September 15, 2022. The project area is located within Zone AE, and Zone X, areas determined to be outside the 0.2% annual chance flood.
- The subdivision will be filled and graded to a minimum elevation of 4220' based off of the best available date from the existing FIRM maps and the ongoing Great Salt Lake Flood Plain Study being conducted by the State of Utah.

STATISTICS:

TOTAL AREA 51.24 ACRES
SINGLE FAMILY LOTS 187
DENSITY 3.65 DU/AC

APPROVED FOR CONSTRUCTION

By: _____ Date: _____
Farmington City Engineer



Heritage

Schematic Plan

PROJECT: _____
DRAWN BY: NMM
REVIEWED BY: PMD
REVISIONS: _____
No. DATE REMARKS

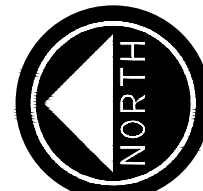
DATE: October 2, 2025

SHEET NUMBER:

O-1



2815 East 3300 South, Salt Lake City, UT 84109
(801) 305-4670 www.edmpartners.com



SCALE: 1" = 60'



OWNER:

Cole West
610 North 800 West
Centerville, UT 84014
866-744-2489

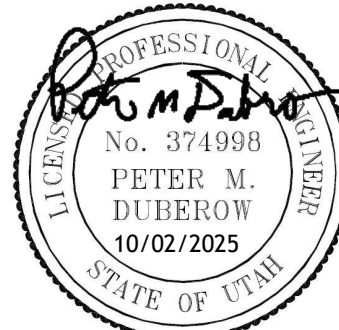
COLE WEST

NOTES:

- All sanitary sewer improvements shall conform with the standards and specifications of Central Davis Sewer District.
- All culinary water improvements shall conform with the standards and specifications of Farmington City.
- All secondary water improvements shall conform with the standards and specifications of Weber Basin Water Conservancy District.
- All improvements in the public right of way shall conform with the standards and specifications of Farmington City.
- All private improvements shall conform to APWA standards and specifications.
- Contractor to field locate and verify the horizontal and vertical location of all utilities prior to beginning work.
- Secondary water has been allocated to parcels based on an anticipated landscape area (including park strip) of no more than 64% of the gross parcel size and that 2/3 of the landscape area is planted in turf and 1/3 of the landscaped area is planted in low water use plants. Larger total landscape areas, higher percentage turf areas, inefficient design of irrigation system, or inefficient operation of irrigation system may result in homeowner incurring additional billing charges and/or secondary water service being shut off.
- Included with this subdivision application is a request for a zone change to AE.
- This project is depicted on fema firm number 4901F0381F, dated September 15, 2022. The project area is located within Zone AE, and Zone X₁ areas determined to be outside the 0.2% annual chance flood.
- The subdivision will be filled and graded to a minimum elevation of 4220' based off of the best available date from the existing FIRM maps and the ongoing Great Salt Lake Flood Plain Study being conducted by the State of Utah.

APPROVED FOR CONSTRUCTION

By: _____ Date: _____
Farmington City Engineer



Heritage

Overall Plan 1

PROJECT:

DRAWN BY:

REVIEWED BY:

REVISIONS:

No. DATE

NMM

PMD

REMARKS

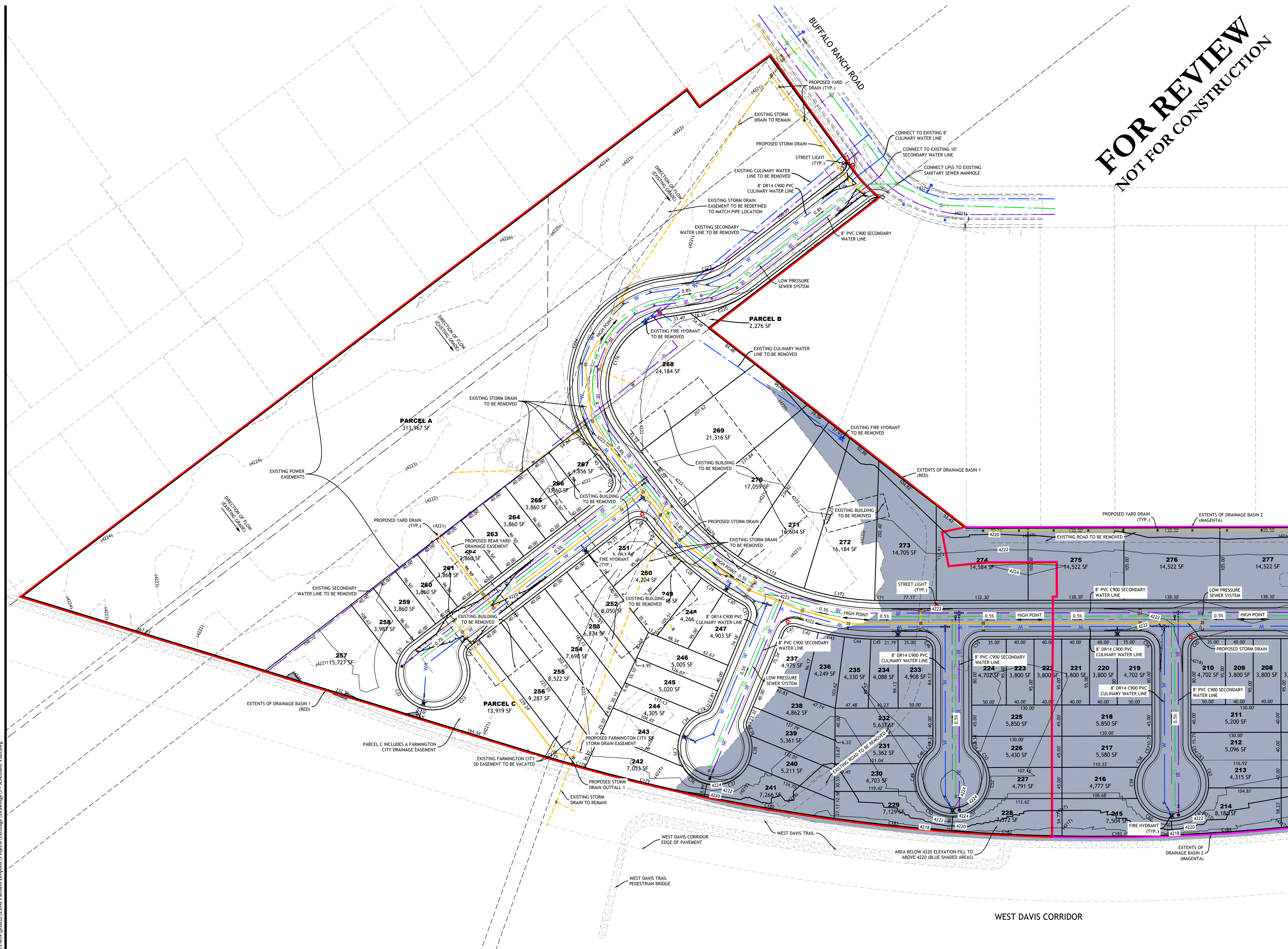
DATE:

October 2, 2025

SHEET NUMBER:

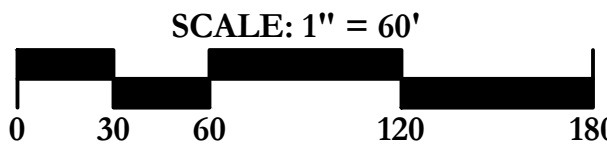
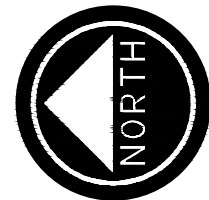
O-2

FOR REVIEW
NOT FOR CONSTRUCTION





2815 East 3300 South, Salt Lake City, UT 84109
(801) 305-4670 www.edmpartners.com



OWNER:

Cole West
610 North 800 West
Centerville, UT 84014
866-744-2489

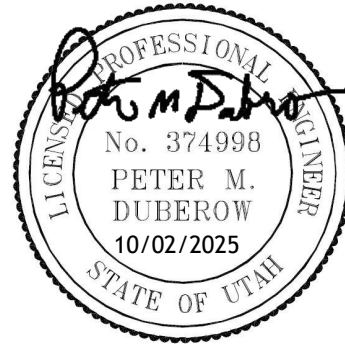
COLE WEST

NOTES:

- All sanitary sewer improvements shall conform with the standards and specifications of Central Davis Sewer District.
- All culinary water improvements shall conform with the standards and specifications of Farmington City.
- All secondary water improvements shall conform with the standards and specifications of Weber Basin Water Conservancy District.
- All improvements in the public right of way shall conform with the standards and specifications of Farmington City.
- All private improvements shall conform to APWA standards and specifications.
- Contractor to field locate and verify the horizontal and vertical location of all utilities prior to beginning work.
- Secondary water has been allocated to parcels based on an anticipated landscape area (including park strip) of no more than 64% of the gross parcel size and that 2/3 of the landscape area is planted in turf and 1/3 of the landscaped area is planted in low water use plants. Larger total landscape areas, higher percentage turf areas, inefficient design of irrigation system, or inefficient operation of irrigation system may result in homeowner incurring additional billing charges and/or secondary water service being shut off.
- Included with this subdivision application is a request for a zone change to AE.
- This project is depicted on fema firm number 49011F0381F, dated September 15, 2022. The project area is located within Zone AE, and Zone X, areas determined to be outside the 0.2% annual chance flood.
- The subdivision will be filled and graded to a minimum elevation of 4220' based off of the best available date from the existing FIRM maps and the ongoing Great Salt Lake Flood Plain Study being conducted by the State of Utah.

APPROVED FOR CONSTRUCTION

By: _____ Date: _____
Farmington City Engineer



Heritage

Overall Plan II

PROJECT: _____
DRAWN BY: NMM
REVIEWED BY: PMD
REVISIONS: _____
No. DATE REMARKS

DATE: October 2, 2025

SHEET NUMBER:

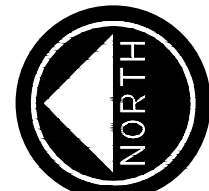
O-3

FOR REVIEW
NOT FOR CONSTRUCTION





2815 East 3300 South, Salt Lake City, UT 84109
(801) 305-4670 www.edmpartners.com



SCALE: 1" = 60'



OWNER:

Cole West
610 North 800 West
Centerville, UT 84014
866-744-2489

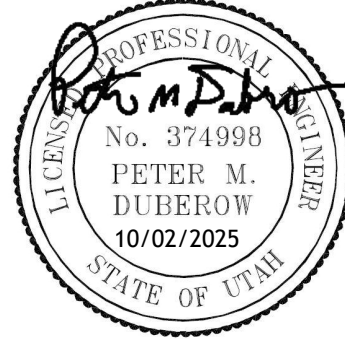
COLE WEST

NOTES:

- All sanitary sewer improvements shall conform with the standards and specifications of Central Davis Sewer District.
- All culinary water improvements shall conform with the standards and specifications of Farmington City.
- All secondary water improvements shall conform with the standards and specifications of Weber Basin Water Conservancy District.
- All improvements in the public right of way shall conform with the standards and specifications of Farmington City.
- All private improvements shall conform to APWA standards and specifications.
- Contractor to field locate and verify the horizontal and vertical location of all utilities prior to beginning work.
- Secondary water has been allocated to parcels based on an anticipated landscape area (including park strip) of no more than 64% of the gross parcel size and that 2/3 of the landscape area is planted in turf and 1/3 of the landscaped area is planted in low water use plants. Larger total landscape areas, higher percentage turf areas, inefficient design of irrigation system, or inefficient operation of irrigation system may result in homeowner incurring additional billing charges and/or secondary water service being shut off.
- Included with this subdivision application is a request for a zone change to AE.
- This project is depicted on fema firm number 49011F0381F, dated September 15, 2022. The project area is located within Zone AE, and Zone X₁ areas determined to be outside the 0.2% annual chance flood.
- The subdivision will be filled and graded to a minimum elevation of 4220' based off of the best available date from the existing FIRM maps and the ongoing Great Salt Lake Flood Plain Study being conducted by the State of Utah.

APPROVED FOR CONSTRUCTION

By: _____ Date: _____
Farmington City Engineer



Heritage

Overall Plan III

PROJECT: _____
DRAWN BY: NMM
REVIEWED BY: PMD
REVISIONS: _____
No. DATE REMARKS

DATE: October 2, 2025

SHEET NUMBER:

O-4

FOR REVIEW
NOT FOR CONSTRUCTION