RESOLUTION NO. 2017-1637

A RESOLUTION APPROVING THE FARMINGTON METROPOLITAN REDEVELOPMENT AREA TAX INCREMENT FINANCING DISTRICT.

WHEREAS, Section 3-60A-8 NMSA 1978 of the Metropolitan Redevelopment Code (Sections 3-60A-1 through 3-60A-48 NMSA 1978) states: "The local governing body of a municipality may elect by resolution to use the procedures set forth in the Tax Increment Law [3-60A-19 to 3-60A-25 NMSA 1978] for financing metropolitan redevelopment projects. Such procedures may be used in addition to, or in conjunction with, other methods provided by law for financing such projects. The tax increment method, for the purpose of financing metropolitan redevelopment projects, is the dedication for further use in metropolitan redevelopment projects of that increase in property tax revenue directly resulting from the increased net taxable value of a parcel of property attributable to its rehabilitation, redevelopment or other improvement because of its inclusion within a metropolitan redevelopment area plan"; and

WHEREAS, on January 10, 2006, in Resolution No. 2006-1172, the Council approved the designation and location of the Farmington Metropolitan Redevelopment Area; and

WHEREAS, the Farmington Metropolitan Redevelopment Area is delineated on Exhibit A, (Map of Metropolitan Redevelopment Area and the Legal Description), as an irregularly shaped area generally described as the neighborhoods of the Civic Center District, Downtown District and the Animals District; and

WHEREAS, on October 13, 2009, in Resolution No. 2009-1331, the Council approved the Farmington Metropolitan Redevelopment Area Plan; and

WHEREAS, pursuant to Sections 30-60A-19 and 20 NMSA 1978 of the Metropolitan Redevelopment Code, the Council elects to create by resolution a Tax Increment Financing District which will help fund or finance Farmington Metropolitan Redevelopment Area Plan projects through the Tax Increment Law; and

WHEREAS, the Council intends to designate the area delineated on Exhibit A as the Farmington Metropolitan Redevelopment Area tax increment financing district.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF FARMINGTON:

1. The City Council approves and designates the area described and delineated in Exhibits A as the Farmington Metropolitan Redevelopment Area tax increment financing district.

2. Council approves notifying the county assessor and the taxation and revenue department of the taxable parcels of property within the project pursuant to 3-60A-21 NMSA.

3. If any section paragraph, sentence, clause, word or phrase of this resolution is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this resolution. The Council hereby declares that it would have passed this resolution and each section, paragraph, sentence, word or phrase thereof irrespective of any provisions being declared unconstitutional or otherwise invalid.

PASSED, APPROVED, SIGNED AND ADOPTED this 8th day of August, 2017.

Gayla A. McCulloch, Mayor Pro Tem

Dianne Smylie, City Clerk
Legal Description of the MRA

(1) Beginning at the intersection of the N. Schwartz Avenue and W. Apache Street, then east 586 feet along W. Apache Street to a (2) point of intersection of where the Laffken LLC west lot line would intersect, then west along W. Apache Street, then N 12-25 E approximately 121 feet, then N71-03 E 76.25 feet, then NE 86 feet, then NS9-29-50 E 43.40 feet, then S71-03 E 71.15 feet, then S89-46 E 141 feet to the road centerline of N Auburn Ave, then south 229 feet to the road centerline of W Apache Street (3), then following the said road centerline east 601 feet to along to Lot 1 Block 3 of D. B. Ross #1 (4), then north 76 feet along west lot line then north of lot 1 block 3 of D. B. Ross #, then east 164 feet along said north lot line to the road centerline of N. Behrend Avenue, then north along said road centerline 100 feet, then east 159 feet along north lot line of lot 14 block 3 of D.B. Ross #1 to the alley centerline (5), then south 50 feet, then east along lot 1A, block 4 of D.B. Ross #1, continuing 148 feet along the north lot line of lot 1, block 4 of D.B. Ross #1, continuing across the right of way of N Lincoln Avenue, continuing 180 feet along the north lot line of lot 20, block 1 of Hay's Addition Subdivision replat D, continuing across the right of way of N Allen Avenue, continuing 340 feet along lot 1a, block 2 of Hay's Addition, the north lot line of lot 1, block 2 of Hay's Addition, the alley right of way, the north lot line of lot 15, block 2 of Hay's Addition and to the road centerline of N Orchard Ave, then south 40 feet, then east continuing 115 feet, then north 35 feet, then east 48 feet along the lot line of lot 1 block 3 of Hay's Addition continuing to the center of the alley way (6), then south 50 feet, then east 164 feet along the north lot line of lot 16, block 3 of Hay's Addition, continuing to the road centerline of N Wall Ave, then north 72 feet along said road centerline, then east 154 feet along the north lot line of lot 1, block 4 of Hay's Addition, then north 64 feet, then east 160 along the lot east and north line of lot 9, block 1 of Roberts Addition and continuing to the center of the alley (7), then south 95 feet along said alley way, the west 174 along north lots lines of lot B, block 1 and lot A, block 1 of Robert's Addition Replat A to the road centerline of N Dustin Ave, then south 127 feet along said road centerline to the road intersection of N Dustin Ave and E Apache Street (8), then south 193 feet along the middle of the alley to the middle of the east/west alley north of La Plata Street (9); then east 273 feet along said alley to lot C of Olson Tract Subdivision, then south 23 feet along the west boundary of said lot, then east 150 feet along the south boundary of said lot, continuing across right of way of N Monterey Ave to the intersection of west boundary of lot 5, block 5 of Hillcrest addition, continuing north 15 feet along said boundary, then east 115 feet to west boundary of lot 3, block 5 of Hillcrest Addition, then north along said 8 feet, then east 123 feet along north lot line of said lot line to the road centerline of N Buena Vista Avenue, then south 158 feet to the north lot line of lot 2 of Miriam Subdivision Replat A, then east 140 feet, then generally easterly 35 feet, then generally southeasterly 55 feet, then generally easterly 261 feet generally following the south and east lot line of lot 1 of Hillcrest Addition 2 to the road centerline of N Butler Avenue, then south 1351 feet along North Butler Avenue, continuing on S Butler Avenue, continuing on E Pinon Street for approximately 1,070 feet (10), then southeast 223 feet to a point near the Animas River (11), then along the center of the Animas River 3,941 feet to a point where the river intersects the southern lot line of the City of Farmington property for Boyd Park (12), then northeasterly105 feet to southwestern line of Boyd Park then northwesterly along the Boyd Park boundary (13) and continuing 706 feet north, 80 feet east, and 178 feet north along the west boundary of the Riverside Addition subdivision then 346 feet north along the west boundary of the Wenzel Subdivision to the road centerline of West Pinon Street (14), then 3,401 feet westerly along West Pinon Street to Cannery Court intersection (15), then northwesterly along Cannery Court road centerline for approximately 102 feet (16), then west 734 feet along the north lot 2 and lot 1 of Genewieve subdivision to the West Murray Drive road centerline, then

EXHIBIT A
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continuing 1,180 feet northwesterly along the West Murray Drive road
centerline to where it would intersect with the west lot line of lot 1-A
of American Plaza Subdivision Replat A (17), then north approximately
1,318 feet along said lot line to where it intersects W Main Street road
centerline, then 166 feet along said road centerline (18), then N45°08W
for 276 feet, then east 846 feet to the Airport Drive road centerline,
then north 20 feet to the intersection of Airport Drive and W Arrington
Street, continuing north approximately 225 feet to the south boundary of
Nevada Trailer Court (19), then east 364 feet along the south boundary of
the Nevada Trailer Court east property line (20), then south 106 feet to
the north lot line of Lot 1 of Replat of Lot 1, Block of the El Paso View
Subdivision then east 178 feet to the road centerline of El Paso Drive,
then south approximately 38 feet along the El Paso Drive road centerline,
then east 144 feet along south lot line of El Paso View Addition Lot 19A
to the centerline of the alley (21), then south to the W Arrington Street
road centerline then east running along the W Arrington Street centerline
until the intersection of Padilla Drive, then north 155 feet of the road
center line of Padilla Drive then east 162 feet along north line of lot 1
of Block 1 of El Paso View Addition, then south 40 feet along east line
of said lot then east 115 feet along the north Lot line of the Brimhall
Subdivision Lot 10 Block 1, then south 118 feet along the road centerline
of N Bowman Avenue until the intersection of W Arrington Street, then
east 103 feet to the apparent west lot line of Lot 1 of Brimhall
Subdivision replat A, then north 230 feet until the north lot line of
Brimhall Subdivision replat A Lot 2, then east 170 feet on the north lot
line until west lot line of lot 1 of block 2 of Brimhall Subdivision,
then north 107 feet along west lot line of Lot 1 of Block 2 of Brimhall
Subdivision until the road centerline of Brimhall Place, then east 36
feet along said road centerline, then north 108 feet on the west lot line
of lot 1 block 1 of Brimhall Place until the alley centerline, then west
34 feet along said alley centerline (22), then north 112 feet along west
then 140 feet along the north lot line of lot 3 or El Paso View Addition
#2 to the road centerline of N Schwartz Avenue, then north 770 feet to
the beginning at the intersection of the Schwartz Avenue and W. Apache
Street (1).