



City of Albuquerque
Planning Department
Development Review Division
P.O. Box 1293
Albuquerque, New Mexico 87103

Date: December 10, 2004

OFFICIAL NOTIFICATION OF DECISION

FILE: **Project # 1000631**
04EPC-01033 EPC Site Development Plan
Amendment for Building Permit

Coronado Center LLC
6600 Menaul Blvd NE Suite #1
Albuquerque, NM 87110

LEGAL DESCRIPTION: Coronado Center Lots 1-A, 2-A, 3, 4, 5, 7-A-1; and Federated Tract A, Unit 5-A and Lots 1-A-1, 2-1, 3-A1; Unit 6, Dale J. Bellamah's Jeannedale Subdivision, zoned SU-3, located on MENAUL BLVD & UPTOWN BLVD NE, between SAN PEDRO NE and LOUISIANA BLVD NE, containing approximately 82 acres. (H-18) Juanita Garcia, Staff Planner

On December 9, 2004 the Environmental Planning Commission voted to approve Project 1000631/04EPC-01033, a request for Site Development Plan Amendment for Building Permit, based on the following Findings and subject to the following Conditions:

FINDINGS:

1. This is a request for approval of an amendment to a site development plan for building permit for Lots 1-A, 2-A, 3, 4, 5, 7-A-1 and Federated Tract A, Unit 5-A and Lots 1-A-1, 2-1 & 3-A1; Unit 6, Dale J. Bellamah's Jeannedale Subdivision. The applicant is proposing to redevelop a portion (approximately 32 acres) of the 82-acre site commonly known as Coronado Mall, located on Menaul Boulevard and Louisiana Boulevard NE.
2. Previous advertisement of this case identified the site as a 32-acre site, when in actuality the site contains approximately 82 acres. Coronado Mall contains ten lots within its boundaries and the legal description for all the lots were advertised, however the acreage was not consistent with the acreage contained within the ten lots. The 32 acres referenced in the application refers to the redevelopment area as proposed by the applicant. Corrections to the official notification of decision will reflect the entire acreage for the site.
3. The applicant is proposing to renovate the site as a "lifestyle" mixture of commercial uses to including outdoor access to shopping, dining and entertainment venues. Three parking structures and a multi-screen theater on top of one of the parking structures is anticipated in the area where

Mervyn's is now located. In addition, the applicant is proposing to remodel the two main entrances located in the center of the mall and a main entrance on the southwest portion of the mall near the existing food court and is proposing to replace existing segments of the mall corridor roofs with skylights to enhance the natural lighting.

4. The subject site is located in the area designated Established Urban by the *Comprehensive Plan*. The submittal meets the goal of this area by creating a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work area and life styles, while creating a visually pleasing built environment. The submittal furthers the policies of the Established Urban Area as follows:
 - a. The location, intensity and design of this development respects existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural or recreational concern (Policy 5d, *Comprehensive Plan*). The proposed plan will not have deleterious impacts on surrounding uses, established neighborhoods, or community amenities.
 - b. This request proposes to locate employment and service uses to complement residential areas and to site the development in a way that minimizes adverse effects of noise, lighting pollution, and traffic on residential environments (Policy 5l, *Comprehensive Plan*).
 - c. This request constitutes new growth that will be accommodated through development in an area where vacant land is contiguous to existing or programmed facilities and services and where the integrity of existing neighborhoods can be ensured. (Policy 5e, *Comprehensive Plan*). This request represents new commercial development and is located in an existing commercially zoned areas (Policy 5j, *Comprehensive Plan*).
 - d. The subject site is adjacent to arterial streets and is planned to minimize harmful effects of traffic, livability and safety of established residential neighborhoods (Policy 5k, *Comprehensive Plan*).
 - e. The site plan represents a quality and innovative design which is appropriate to the plan area (Policy 5l, *Comprehensive Plan*).
 - f. This request represents redevelopment and rehabilitation of an older neighborhood in the Established Area (Policy 5o, *Comprehensive Plan*).
5. This request is within a Major Activity Center as designated by the Centers and Corridors section of the *Albuquerque/Bernalillo County Comprehensive Plan*. The submittal furthers the Policies of the Major Activities Center designation as follows:
 - a. The request helps to shape an urban form in a sustainable development pattern that helps to promote transit and pedestrian access both to and within the center, and maximizes cost-effectiveness of City services (*Comprehensive Plan*, Policy II. B. 7. a).
 - b. This request will assist in the development of a Major Activity Center as defined by the *Comprehensive Plan* by providing the most highly concentrated locations of commercial, service and employment uses in conjunction with area-wide needs, serving the entire metropolitan population and beyond, being accessible by all modes of travel, including

pedestrian and bikes; it is located at major roadways and/or major transit stops and transfer points, will be served by off-street parking with parking structures as encouraged by the plan, have walkways designed to facilitate pedestrians and have transit connections.

- c. This request will also assist in the development of a Major Activity Center as defined by the *Comprehensive Plan* by locating in an area 300 acres or more with land uses typical in modern commercial, office, and technology centers.
 - d. This request meets the policies of the *Comprehensive Plan* by providing buildings that are 3-stories tall and higher with appropriate floor area ratios and urban land uses and amenities, with connections between buildings and sidewalks, buildings close or touching, opportunities for park and ride, structure parking, larger scale plazas and paths, and greater opportunity for public-private partnership in creating public spaces (*Comprehensive Plan*, Activity Center Goal, Policy A, Major Activity Centers).
 - e. This request further meets the policies of the *Comprehensive Plan* in that structures that would dominate their surroundings are located in a Major Activity Center to provide for visual variety and functional diversity in the metropolitan area while preserving pleasing vistas and solar access (*Comprehensive Plan*, Policy II. B. 7. c)
 - f. The subject site does not abut any residential property. The *Comprehensive Plan* is furthered in that the most intense activity centers uses are proposed to be located away from any nearby low-density residential development and is buffered from those residential uses by a transition area of less intensive development (Policy II. B. 7. f.).
6. The subject site is located Outside the Intense Core of the *Uptown Sector Development Plan (USDP)* and is zoned SU-3 Outside Intense Core. As such, the EPC has the authority to approve a site development plan for building permit. The request meets the 12 goals of the *USDP* as follows:
- a. This proposal provides a suitable site for a moderately high intensity mixture of retail, commercial, and service uses. The uses of office, institutional and residential are permissive in this zone, but are not utilized nor required of this proposal. The design and general layout of these uses are controlled by the standards found in Sections 2 and 3 of the *USDP* (pp. 15-25).
 - b. The redevelopment/replacement of existing retail/service space within the site's boundary is permitted and noted in Section 2. of the *USDP* (p. 15, A.1.)
 - c. This request meets the first Goal of the *USDP* for an Urban Center (Major Activity Center) by proposing a site contained within the rigid boundaries set out in the plan and avoids negative consequences to surrounding residential neighborhoods. The subject site borders no residential areas. Parking for the site will continue to be surface parking with the addition of parking structures to replace some surface parking containing a little over 1,700 spaces. Noise impact on surrounding residential areas will be minimal, considering the new proposal will have no more impact than the existing development and due to the distance separation between this site and the location of those neighborhoods. The visual impact of lighting and signage upon surrounding residential areas is negligible due to the nature of the minimal change from the existing to the proposed.
 - d. A new transit stop with shelter is proposed adjacent to the Uptown Loop Road. Excellent opportunities for accessible transit are presented with this site, which will facilitate the goal of providing better opportunities for mass transit within the area, as per the second Goal of the

USDP. In addition, the applicant has conducted a Trip Generation Assessment which indicates that this development does not meet the requirements for a Traffic Impact Analysis. However, a limited traffic analysis is required prior to EPC approval.

- e. The site plan furthers the third Goal of the *USDP* by encouraging the further development of the area as an urban center. The objective of this goal is to promote an integrated mix of land uses including employment, retail, entertainment, and housing, as well as to promote pedestrian activity with specialty retail and restaurants at the ground level, reinforced by pedestrian friendly streetscapes and plazas. The proposed site plan contains a mix of employment, retail, and entertainment uses, although it does not propose housing or office uses. Although an office and housing component could be proposed in the future. The design of open space promotes a walkable urban form that promotes pedestrian activity where possible with a plaza in the center of the building arrangements. Retail and restaurant occupants are proposed along the ground floors of the development to enhance the performance of a diverse and walkable form. Because the subject site is outside the Intense Core and outside the Loop Road, the predominately office core aspect of the plan does not apply.
- f. The applicant commissioned a Trip Generation Assessment to comply with Goal 4. The latest Assessment found that the number of trips that would be generated with this proposal is above the threshold required for a formal traffic study. Therefore, a Traffic Impact Study (TIS) was required of the applicant. The TIS has been submitted and is acceptable to the City Engineer and will not cause a deleterious affect on traffic in the area. However, the applicant still needs to comply with the transportation requirements of the Mobility Section of the *USDP* and Appendix A in the *USDP*. In addition, there may be additional queuing requirements at affected drive sites that are not already provided for. This goal has not been fully met until these actions have occurred. An Air Quality Impact Assessment is not required, according to the Environmental Health Department.
- g. The proposed development furthers Goal 5 in the *USDP* by constructing parking structures that help to control the amount of asphalt development by stacking parking spaces vertically.
- h. The site plan shows some and should show more and better strategically located pedestrian facilities to help capture the maximum number of users. Internal sidewalks are wide and 147 new bicycle spaces are proposed. Pedestrian walkways connecting to the site should be wider and more abundant in order to meet the intent of Goal 6 of the *USDP*.
- i. The submittal furthers Goal 7 in the *USDP* by limiting roadway improvements to those listed in the plan and by emphasizing transit and ridesharing alternatives to the single-occupancy automobile solutions to the growing mobility demands of Uptown. The applicant should address this further by initiating a Transportation Management Plan process with the Transit Department.
- j. By initiating a Transportation Management Plan, the applicant will help to further Goal 8 of the *USDP*. Mitigation measures in the form of alternative transportation and multi occupancy vehicles will be encouraged.
- k. The Environmental Health Department provided staff with a letter stating that they have no adverse comments regarding this proposal. The mitigation measures discussed in this report will help curb potential future violations of air quality in the area, helping to meet the intent of Goal 9.

- l. The submittal establishes safe and efficient pedestrian connections to buildings from the Uptown Loop road, as required by Goal 10 of the *USDP*. The recommended conditions of approval will help this redevelopment project to meet the intent of this goal.
 - m. The site plan furthers Goal 11 of the *USDP* by providing amenities for the area that help shape the proposed development in a way that denote this as a changing space that provides elements such as outdoor seating, shaded areas, plazas and landscaping.
 - n. The redevelopment of this site will not present a significant change in views from surrounding residential areas, meeting the intent of Goal 12.
7. The request meets the required Floor Area Ratios as stated in the *USDP* (p. 16).
8. The request is not for a mixture of uses, as specified in the *USDP*, and is therefore not subject to the 25-foot setback from the street right-of-way (p. 16). However, the applicant is proposing retail and service buildings within 25 feet of the street right-of-ways along Americas Parkway and Louisiana.
9. The proposal assists in keeping the Uptown Center within rigid boundaries and avoids deleterious impacts on the surrounding residential areas, as required by the *USDP*. This proposal will develop within those boundaries and will not bleed out into the surrounding single-family residential neighborhoods. Nor will it cause serious and deleterious effects resulting from traffic and other causes to impact these neighborhoods. This submittal follows the Sector Plan by making the development urban in character and keeping it centered (*USDP*, Governing Concepts, 0. 6).
10. According to the *USDP*, it is recognized that an urban center is a major contributor in improving Albuquerque's air quality in the future through the provision of dense employment and retail development along with residential opportunities in an urban, pedestrian environment. The Environmental Health Department has submitted a letter stating that based on existing CO levels, recent modeling, and anticipated technological improvements, Air Quality Impact Studies in the Uptown area are no longer warranted.
11. The proposed submittal meets the requirements of a site development plan for building permit as defined in the *Comprehensive City Zoning Code*.
12. The submittal complies with the SU-3 Zone for the Uptown Urban Center Inside and Outside the Intense Core. Because it is a redevelopment project, the regulations of this plan apply to the incremental development of an existing property and are not intended to apply to an entire property as a condition of approval of the addition or redeveloping portion.
13. Numerous amendments have occurred to this site that range from the construction of the major anchor stores to the approval of building mounted signs. It does not appear that this site has been reviewed as an entire site in its current configuration by the EPC, but rather in phases. The applicant has submitted a site development plan that shows almost all of the elements of the entire site but requires more information such as elevation views, existing freestanding signs including dimensions and elevation views and as-built landscaping information for those portions of the site and building that are not affected by the proposed redevelopment.

14. The subject site currently exceeds the number of allowed parking spaces as specified in the *USDP*: there are more off-street parking spaces provided than would be allowed under current parking regulations. The amount of parking was established prior to the adoption of the current parking restrictions of the plan and could be deemed as non-conforming. In absence of the redevelopment of the mall, all of these spaces would be allowed to remain for the life of the structures.
15. A "proportionate share analysis" was applied to the proposed redevelopment project in determining the appropriate parking requirements. This policy established by the Planning Department applies current standards to the proposed redeveloped portion of the mall and allows overages in parking to continue for the remainder until future redevelopment occurs on the site. This policy allows for redevelopment and encourages an overall movement towards compliance with parking regulations as specified in the plan.

CONDITIONS:

1. The EPC delegates final sign-off authority of this amendment to the site development plan to the Development Review Board (DRB). The DRB is responsible for ensuring that all EPC Conditions have been satisfied and that other applicable City requirements have been met. A letter shall accompany the submittal, specifying all modifications that have been made to the site plan since the EPC hearing, including how the site plan has been modified to meet each of the EPC conditions. Unauthorized changes to this site plan, including before or after DRB final sign-off, may result in forfeiture of approvals.
2. The applicant shall provide all information regarding existing conditions, including photos of elevation views, the exact location of existing freestanding signs with elevation views showing the square footage of the signs and the as-built landscaping for the areas not affected by this redevelopment project.
3. The following conditions of approval, *relevant to the site plan itself*, shall apply only to the lots affected by the redevelopment for compliance to the plans and policies of this area, except as specifically noted. For ease of reference, these lots are described on the site plan as Parcels 2, 3, 4 and 6.
4. All signage requirements shall comply with the *USDP* as set out on pages 21 and 22. The square footage of the signs shown on the elevation views shall be removed since they are in conflict with the *USDP* or shall contain square footage information that is in compliance with the *USDP*. Signage regarding access to and location of transit, bicycle, and pedestrian facilities shall be provided and shall be shown on the site plan.
5. Building colors shall be identified in general terms, such as red, light blue, etc. instead of specific color names that are identified by the manufacturer of the product.
6. Parking/Transportation:
 - a. Parking places that are designated as carpool spaces shall be specified on the site plan in the affected lots.

- b. The new transit stop along the Uptown Loop Road shall have space dedicated to the Transit Department to allow for information such as bus schedules.
 - c. Bus shelters that are of a design that is satisfactory to the Transit Department shall be located at the bus stop located adjacent to Americas Parkway and Louisiana.
 - d. The submittal shall clearly identify what areas within the building have been deleted from the gross square footage calculation to determine the amount of net leasable area.
 - e. Employers shall encourage carpooling for employees. Preferential spaces shall be provided for Multiple Occupant Vehicles. Carpoolers shall register with the Property Manager to obtain a permit to park in a designated carpool space. The spaces shall be the most convenient next to the dedicated spaces for handicapped parking within parking structures and shall clearly indicate that they are reserved for carpoolers (three or more individuals per vehicle). The number of carpool spaces shall equal the number of registered, active carpools. In addition, the Property Manager shall encourage employees to register with the City of Albuquerque Transit Department's ridematching software service.
 - f. A three-foot high wall or landscape buffer shall be provided along Louisiana to where off-street parking abuts Louisiana to remain in compliance with Section 14-16-3-1(E)(4).
 - g. The parking calculations shall include the method of calculation related to the "Share of Parking allocation to demolished space" as identified in the Parking Section of this report.
7. The site development plan shall provide the calculation for seating space for outdoor plaza area and shall be calculated at one linear foot of seating space provided for each linear foot in the perimeter of the plazas (*USDP*, p. 19). The submittal shall also demonstrate the location of such seating.
8. Light fixtures shall be shown and described as fully shielded horizontal lamps that are designed so that no fugitive light can escape beyond the property line. All light fixtures shall be a full cut-off type so that no light source is visible from the site perimeter. A notation shall be added indicating that the site will be in compliance with the Area Lighting Regulations of the *Comprehensive City Zoning Code*. The language referencing the "Night Sky Ordinance" shall be removed. These notes shall be stated on the plan next to the lighting detail.
9. Landscape Plan:
- a. Information shown on Sheet C1.1 as "Landscape Coverage" shall be relocated to Landscape Sheet L1.2 so that all landscape calculations are found on one sheet.
 - b. Tree canopies shall be allowed to count toward the required 40% of the landscaping of the plaza areas.
 - c. 75% of parking lot trees shall be species that are "pollution resistant deciduous specimens."
 - d. A detail of the landscape feature walls shown on the submittal shall be shown on the plans prior to final approval at the DRB.
10. Pedestrian Access:
- a. All pedestrian links, including those through the parking areas, shall be a minimum of 10-feet wide, as indicated in the *USDP* (p. 20, Section 3, C. 2. a.).

- b. All pedestrian walkways that connect the site to the street and properties to the south shall be widened to 10-feet and shall continue through the entire length of the parking area and connect to the sidewalks to the south.
 - c. All pedestrian walkways shall be visible from structures to the greatest degree possible and highlighted with enhanced paving and/or signage (USDP, p. 17, Section 2, D. j.)
 - d. Highlighted with enhanced paving pedestrian walkways shall be along all vehicular entrances along Louisiana (parallel to Louisiana) and at the intersection of Louisiana and Americas Parkway (Goal 10.e. (p.9))
 - e. The remaining 158 bicycles spaces required for the entire site beyond the redevelopment area shall be placed near the entrances of the anchor stores and near the main entrances of the shopping mall.
 - f. All building facades that have a main entrance shall have a sidewalk at least an eight foot wide sidewalks for buildings with square footage that are less than 10,000 and ten feet wide for those buildings between 10,000 and 30,000 square feet.
11. The applicant shall coordinate with Solid Waste Management Department staff regarding the location of compactors.
 12. The submittal shall comply with the following conditions of approval as specified by the City Engineer, Department of Municipal Development, the Public Works Department and the NMDOT:
 - a. All the requirements of previous actions taken by the EPC and the DRB must be completed and /or provided for.
 - b. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan for building permit. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).
 - c. Traffic Impact Study (TIS) is required and has been submitted.
 - d. Completion of the required TIS mitigation measures (when determined), per Transportation Development Staff, must be completed if assumed to be in place for the current TIS for this site (i.e. street improvements recommended in the Traffic Impact Study (TIS)).
 - e. Provide cross access between tracts, if applicable.
 - f. Site plan shall comply and be designed per DPM Standards.
 13. The Mobility section and Appendix A of the *Uptown Sector Development Plan* shall be addressed to the satisfaction of the City Engineer prior to EPC approval.
 14. The applicant shall obtain authorization to proceed with the approved redevelopment from the other shopping center property owners, unless the applicant demonstrates that a non-approving property owner is acting arbitrarily or capriciously.

IF YOU WISH TO APPEAL/PROTEST THIS DECISION, YOU MUST DO SO BY **DECEMBER 27, 2004** IN THE MANNER DESCRIBED BELOW. A NON-REFUNDABLE FILING FEE WILL BE CALCULATED AT THE LAND DEVELOPMENT COORDINATION COUNTER AND IS REQUIRED AT THE TIME THE APPEAL IS FILED. IT IS NOT POSSIBLE TO APPEAL EPC RECOMMENDATIONS TO CITY COUNCIL; RATHER, A FORMAL PROTEST OF THE EPC'S RECOMMENDATION CAN BE FILED WITHIN THE 15 DAY PERIOD FOLLOWING THE EPC'S DECISION.

Appeal to the City Council: Persons aggrieved with any determination of the Environmental Planning Commission acting under this ordinance and who have legal standing as defined in Section 14-16-4-4.B.2 of the City of Albuquerque Comprehensive Zoning Code may file an appeal to the City Council by submitting written application on the Planning Department form to the Planning Department within 15 days of the Planning Commission's decision. The date the determination in question is issued is not included in the 15-day period for filing an appeal, and if the fifteenth day falls on a Saturday, Sunday or holiday as listed in the Merit System Ordinance, the next working day is considered as the deadline for filing the appeal. The City Council may decline to hear the appeal if it finds that all City plans, policies and ordinances have been properly followed. If they decide that all City plans, policies and ordinances have not been properly followed, they shall hear the appeal. Such appeal, if heard, shall be heard within 45 days of its filing.

YOU WILL RECEIVE NOTIFICATION IF ANY PERSON FILES AN APPEAL. IF THERE IS NO APPEAL, YOU CAN RECEIVE BUILDING PERMITS AT ANY TIME AFTER THE APPEAL DEADLINE QUOTED ABOVE, PROVIDED ALL CONDITIONS IMPOSED AT THE TIME OF APPROVAL HAVE BEEN MET. SUCCESSFUL APPLICANTS ARE REMINDED THAT OTHER REGULATIONS OF THE CITY MUST BE COMPLIED WITH, EVEN AFTER APPROVAL OF THE REFERENCED APPLICATION(S).

Successful applicants should be aware of the termination provisions for Site Development Plans specified in Section 14-16-3-11 of the Comprehensive Zoning Code. Generally plan approval is terminated 7 years after approval by the EPC

Sincerely,


for Richard Dineen
Planning Director

RD/JG/bjf

cc: Coronado Center LLC, 6600 Menaul NE, Suite 1, Albuquerque, NM 87110
Mr. David Campbell, 6100 Uptown Blvd. NE, Suite 500, Albuquerque, NM 87110
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OFFICIAL NOTICE OF DECISION

PROJECT #1000631

DECEMBER 10, 2004

Page 10 of 10

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