

Ward 6 Staff



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Ward 6 Newsletter

TUCSON FIRST

April 22, 2015

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Davis Monthan AFB

Back in 1991, the US Air Force had 91 active bases with 500 or more personnel. At about that time, they decided they couldn’t afford to support such a large infrastructure, and so they shifted the focus to creating fewer bases that conducted multiple missions. The concept was called “super-bases,” or Central Operations Bases (COB).

Due to international events, defense spending increased at about the same time, so the idea was shelved. But today, as a result of Congressional inaction on sequestration, it’s become clear that the Air Force has not closed the same proportion of bases as it has divested itself from aircraft. We now have 79% the number of bases we operated back in ’91, but only 60% of the aircraft which flew back then.

Last Sunday, The Star broke a story about a study the City paid to have produced. The author is Barry Blechman, a well-respected military consultant in D.C. who has worked for Presidents from both major parties. He was recommended to us by our D.C. team, Bracy, Tucker, Brown and Valanzano.

My copy of the report is dog-eared and highlighted. It’s worthy of a broad community discussion. What it points to is the need to look forward when it comes to our support of DM, and not to how the Air Force used to operate.



Important Phone Numbers

**Tucson Police
Department**
911 or nonemergency
791-4444

Water Issues
791-4133
Emergency: 791-4133

Street Maintenance
791-3154

Graffiti Removal
792-2489

**Abandoned
Shopping Carts**
791-3171

**Neighborhood
Resources**
837-5013

SunTran/SunLink
792-9222

**Environmental
Services**
791-3171

Park Wise
791-5071

**Planning and
Development
Services** 791-5550

**Pima County Animal
Control**
243-5900

**Pima County Vector
Control**
Cockroach: 443-6501
Mosquito: 740-2760

Continued: A Message From Steve

The COB idea is to take advantage of unique infrastructure, specialized command and control systems, and support facilities that exists at bases – consolidation – so more agile and cost efficient mission support is possible. In pointing to DM as a candidate, Blechman noted DM already has several of the pieces in place:

- a) Our Air and Space Operations Center (two years ago we saved that through a coordinated regional effort – it was being considered for consolidation to Tyn-dall AFB in Florida).
- b) Our active-duty, dedicated Combat Search and Rescue group. We host specially-designed cargo aircraft, other equipment and personnel to conduct those rescue operations.
- c) Our Electronic Combat operation. They conduct both electronic and information warfare – one-of-a-kind in our Military.
- d) Our drone unit which allows us to fly informational missions from locations that are remote from where fighter aircraft are actually housed.

Blechman also correctly noted the ‘unique infrastructure’ we already have. That includes the Boneyard (you should go visit), proximity to the Barry Goldwater Air Force Range, our weather, and 700,000 square feet of new facilities out at the Base.

What we also have is a community that supports maintaining the Base. When I proposed we get the contents of this report out into public and begin a region-wide discussion of the ideas it contains, the pushback was that it would appear presumptuous if the City and others were ‘telling the military’ how to address our defense needs.

I’m not about telling them anything – but I do believe a healthy public discussion of the Central Operations Base concept, one in which a wide variety of stakeholders are invited to participate, would send the D.O.D. the message that this is in fact a community, and a governing body, that wants DM to survive sequestration. Now that the Star has begun that conversation, let’s keep it going.

An aggregation of multiple, small support units – not simply relying on a single mission capability – is what experts from all sides agree will be the way to protect military bases from closures. Blechman concurs. Davis Monthan is well suited to be a candidate. I hear from those who say we have to fight for a single flying mission or we’ll lose the base. The value of the Blechman report is that we have a model that’s likely more sustainable for the long term, and one I believe this community would rally to support.

Thanks to Sarah Garrecht Gassen and Dave Wichner from the Star for getting the ball rolling on this conversation. I hope my colleagues take the time to read the report. If you’d like a copy, let me know and we’ll get it out to you.

A-10

Also instrumental to the longevity of DM is the retention of the A-10. I’ve written about it plenty, but last week Congresswoman McSally had a NY Times op/ed published that lays out the importance of that aircraft. Here’s the text of her piece:

Saving a Plane That Saves Lives

By *MARTHA McSALLY* APRIL 20, 2015



Important Phone Numbers

Senator John
McCain (R)
520-670-6334

Senator Jeff
Flake (R)
520-575-8633

Congresswoman
Martha McSally (R)
(2nd District)
(202) 225-2542

Congressman
Raul Grijalva (D)
(3rd District)
520-622-6788

Governor Doug
Ducey (R)
602-542-4331
Tucson office:
628-6580

Mayor Jonathan
Rothschild
791-4201

ZoomTucson Map
[http://
maps.tucsonaz.gov
/zoomTucson/](http://maps.tucsonaz.gov/zoomTucson/)

WASHINGTON — *WHEN American troops find themselves fighting for their lives, there is no better sound than an A-10, a plane officially nicknamed the Thunderbolt II but known affectionately by the troops as the Warthog, firing its enormous 30-millimeter gun at the enemy. It might not be pretty, but the A-10 is our most capable close air-support aircraft, and its arrival on the battlefield signals survival for our troops and annihilation for our enemies.*

Yet over the last two years, the Obama administration and the Air Force leadership have been working overtime to mothball our entire A-10 fleet, 13 years ahead of schedule. They claim that other, newer planes can do the same job, that it's too slow and vulnerable and that it's too expensive.

I appreciate the budget pressures that the Pentagon faces these days. But those arguments have serious flaws — and if we retire the A-10 before a replacement is developed, American troops will die.

Before running for office, I was an A-10 squadron commander with 325 combat hours. During my time in uniform and since coming to the House and taking up the fight to keep the plane, I have heard countless stories from American soldiers about how the A-10 saved their lives.

In 2008, Marine Master Sgt. Richard Wells and his team were on patrol in Afghanistan when they were ambushed. "It was the first time in my life that I thought to myself, 'This is it, we're going to die, we're not going to make it out of this,' " he recalled in a recent interview.

The Marines were severely outnumbered, cornered, and in close combat with dozens of insurgents. Because of the poor weather, fast-moving fighters above the clouds were unable to identify the targets or get close enough to engage. Soon two Marines were seriously wounded, and the enemy was 50 feet away.

Suddenly two A-10s descended below a heavy layer of clouds. The planes are extremely maneuverable and designed to fly close to the ground. Coming within 400 feet of the mountains, they made nearly a dozen gun passes each, giving Sergeant Wells's team cover to run to safety. Without the A-10 and the exceptional training and bravery of its pilots, six Marines would have died that day.

True, other planes and drones can do close air support. But every close-air-support scenario is different, and every platform brings strengths and weaknesses to the fight. The A-10 has unique strengths for the most complex and dangerous such missions.

It can loiter over the battlefield for long periods without refueling. It can maneuver in difficult terrain at low altitudes, fly slowly enough to visually identify enemy and friendly forces and survive direct hits. And it's one of our most lethal aircraft, especially against moving targets, with its 1,174 rounds of ammunition, missiles, rockets and bombs. Not only is the A-10 best equipped for close air support, but it is crucial to leading combat search and rescue missions of downed pilots. After the barbaric murder of a captured Jordanian F-16 pilot by ISIS, these capabilities are more important than ever — indeed, A-10s are on round-the-clock alert during American missions against ISIS.

The A-10 was designed as a Cold War tank killer, and its cannon is the only one in the Air

Force that can fire armor-piercing depleted-uranium 30-millimeter bullets. In a recent hearing, I asked the general in charge of our forces in South Korea what the loss of the A-10 would mean for our anti-armor capabilities. It would leave a major gap, he conceded.

Critics knock the age of our A-10 fleet; the last one was delivered in 1984. But with maintenance and upgrades — we just spent \$1 billion on improvements to the A-10 fleet — age by itself isn't a reason to retire the plane. And it's far from the oldest plane in our fleet: Those same critics celebrate the B-52, the youngest of which is almost 53 years old and won't be retired until 2040.

Those trying to retire the A-10 also claim it isn't "survivable" — an amazing claim, given the long list of stories about the plane's ability to take fire and still fly. In 2003, Capt. Kim Campbell was flying over Baghdad when her A-10 was hit by a surface-to-air missile, punching a large hole in the plane and knocking out its hydraulics. Most planes would have been destroyed; Captain Campbell switched into a mode only available in the A-10 — manual reversion, where you fly the aircraft by brute force, manually pulling on cables when you move the control stick — and flew home safely.

Last year the Air Force said it needed to close A-10 squadrons to free up maintenance personnel. Arguing to scrap a lifesaving workhorse like the A-10 to solve a staffing challenge, while maintaining 15 different musical bands, makes one question the Air Force's priorities.

Despite all those changing arguments, Air Force leadership told me during a hearing in March that the A-10 decision is simply about money. And yet the A-10 has the lowest per-flight-hour cost of any aircraft.

The A-10 remains in high demand: Warthogs are deployed to the Middle East, where they have been inciting fear in the ranks of Islamist terrorists since their deployment in September, and Romania, where 12 A-10s from the squadron I commanded train with our allies in the face of increased Russian aggression.

Yet the administration and the Pentagon persist. Recently, Air Force leaders said the fight to save the A-10 was "emotional." Of course it is. Just ask the families of Master Sergeant Wells and his men. The A-10 has supporters because we know it works — and that the American military can't afford to retire it.



First Amendment Forum – Free Speech & Civility; Striking the Balance

Speaking of the freedoms we enjoy, I'll give this update and reminder of the forum we'll be hosting on campus on the 29th. Plans are moving forward for this important community discussion of how we engage one another. What's the balance between legal and inappropriate? Does it matter where the 'speech' is occurring, the intended impact of the 'speech,' or the context in terms of on-going community tensions? Where's 'the line?'

On Wednesday, April 29th you're invited to participate in that discussion. We'll meet at 6pm in Room 350 of the UA Modern Languages building. This conversation is an offshoot from some on and off-campus incidents that occurred last fall.

But it's also relevant to incidents we've seen in the past couple of weeks. There are current issues related to religious speech and what some have described as a 'cult' operating on campus. There were KKK flyers distributed into neighborhoods adjacent to Reid Park last week, and I'd add that we hear some comments at our Call to the Audience that sometimes might be perceived as pushing the envelope of propriety. But they're legal.

The panel will consist of a 1st Amendment legal voice, Congressman Ron Barber who's back in his role with the Center for Civility, Respect and Understanding, some local faith leaders, and the UA Dean of Students Office. This will be an audience participation event in which questions and comments will be welcomed. Come on out and be a part.

Student Housing Meeting

Also as a follow-on from last fall's incidents with student housing towers and the Islamic Center, last week I had the chance to bring together the management teams from five of the private student housing properties to discuss best practices for managing behavior. Present at the meeting were representatives from Next, Level, Hub, The District, and Junction at Ironhorse. Cadence was invited, but elected not to participate.

We also had the Chair of the Campus Community Relations Committee, TPD, the UA Dean of Students and Community Relations, and a representative from the Islamic Center of Tucson. I would call the outcome a big success. Time will tell.

If you followed the issues at the Islamic Center last fall, you're already aware that the management teams put in place both video cameras and notices on balconies alerting residents that they are responsible (to the point of eviction) if items are tossed from the balcony. They're still working with the UA for approval on a couple more cameras, but there's good surveillance going on right now. What we established at this meeting were some areas each property can, and in some cases already does, implement to improve resident accountability.

One of those is similar to a governance structure that's common in on-campus housing. Instead of a Resident Assistant, though, they call them Community Assistants in the private housing complexes. The impact's the same; that is, a go-to person for getting concerns addressed, and somebody in a position of quasi-authority who reports incidents to management. It was good to see support for having that sort of arrangement in place.

Many of the properties also have private security firms on-site when the manager is away. The goal is to establish a different culture than what exists at party-'round-the-clock facilities. The security will help with that.

Another step in the right direction is having the management attend and participate in their relevant neighborhood association monthly meetings. Some of the groups we met with last week already do. All of them expressed a willingness to start.

The new item for everybody was suggested by Candace, from Junction at Ironhorse. She had seen a video that's presented at student housing complexes in Boulder, Colorado. The video speaks to issues of conduct and sanctions. It's required that new tenants watch it and sign off on understanding the content before they're issued a key for their room. Last week, the UA representatives who were in attendance agreed to help get something similar produced and distributed to the properties. It was great to see the collaborative spirit among the group.

In fact, that collaboration is something particularly noted by some of the management repre-

sentatives. They expressed gratitude for the willingness of each of us at the meeting to take the time to develop relationships and work constructively together. It was described as a ‘model’ that they’d like to see implemented in other jurisdictions.

It’s too bad we had to get to this point through a pretty challenging set of early incidents. But the players all deserve credit for hanging together and working to get a good and dynamic relationship established. It’s a good news story that perhaps the local Daily will be interested in sharing with you, but I’ll get the word out this way and let you spread it.

By way of comparison, last Sunday the Arizona Republic ran a piece by one of our former reporters, Rob O’Dell. It was an article on student housing problems they’re having at ASU, some of which involve out-of-state ownership groups that we’ve encountered. The problems are the same as the ones that we’ve worked through, but the collaboration we have achieved is missing up there. I’m grateful to all (UA, TPD, property owners, and residents in surrounding neighborhoods) for working to get us to the point we’re at. (I know, bad grammar.)



Bike Share

Another Phoenix tie-in: last week I wrote about the Phoenix Bike Share program – admittedly in a little bit of disbelief that they even had one. They have no bike lanes to speak of, unless you consider that to be a ‘Share the Sidewalk’ policy. Yet they do have Bike Share, and the image you see above is a rendering of what ours will look like.

Last week, TDOT released some maps that show the proposed locations for the stations we’ll have. It’s in the planning stage right now, and moving ahead on a pretty rapid glide path. We have both a national Bike/Ped planning firm involved, along with Ann Chanecka and a local Technical Advisory Committee who are overseeing the work.

The intent is to have the Bike Share program compliment the Streetcar investment we’ve made. The first two phases will have stations in what are primarily the dense urban core areas, largely in close proximity to the Streetcar line. Later phases expand those stations out to shopping centers and other destinations further away from the downtown core. One connects the Rillito River path, one expands to both south and southeast Tucson, and one extends out to the east side.

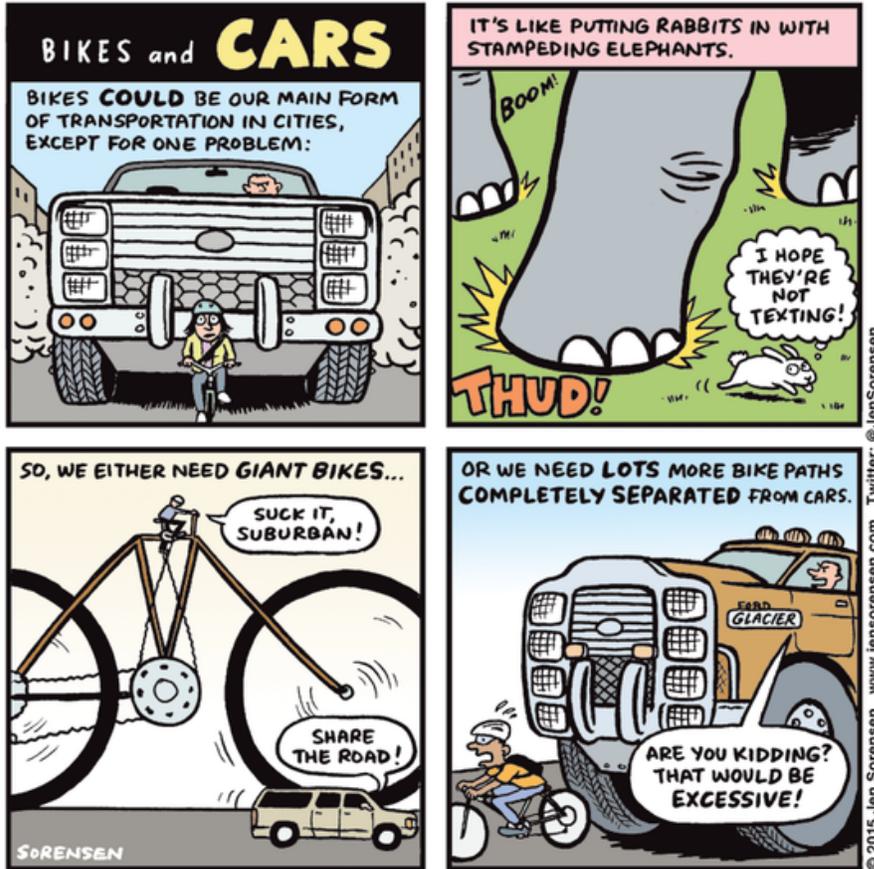
Most systems can be accessed through either daily or annual memberships. The way they work varies in the more than 40 cities in which they’re already up and running. Our team is studying options and will look to present a business plan later this summer. A part of that will be driven by the signing-on of a corporate sponsor. Several are in play right now.

If you’d like to see the current plans and learn more about how this is developing, you can by using this website: <http://www.tucsonaz.gov/bicycle/tucson-bike-share>

Bike Share Follow Up

Quick add / I know many of you support alternate modes and would like to see our Bike

Share program be a success. I'm working with Ann Chanecka, our Bike/Ped guru, to see if any of the corporate sponsors she's dealing with might want to invest in some of these:



It's all about leveling the playing field. I'll let you know what she says about the prospects.



I think I read someplace that this is the most recognizable corporate logo in the world. Having been to one in Guilin, China, I think I believe it.

On Tuesday we were to have had a rezoning case in front of us that involved McDonald's. They've got a store at 3310 E 22nd Street. The plan was to shut that one down, move a half mile to the east – to the northeast corner of 22nd and Alvernon – and build a larger store. The new site requires two adjacent parcels to be rezoned to accommodate parking needs.

To begin the rezoning process, a developer has to run his plans past our Planning Department. That was done, and the recommendation was to approve the Parking rezoning. That's an administrative recommendation. What it does is begin the more public process for rezoning that occurs in front of the Zoning Examiner (ZE). That forum is a legal tribunal in which sworn testimony is taken and ultimately a decision is rendered that's passed onto M&C for approval, rejection, or modification. Here is what the ZE decided:

CONCLUSION

The proposed land use is not consistent with neighborhood integrity provisions of *Plan Tucson* or the *Alvernon Broadway Area Plan* and not in keeping with the residential character of the area adjacent to the northeast portion of the proposed site. Rezoning to the proposed P zone is inappropriate at this time.

So we had one thumb up and one thumb down from staff. The one down had come through a very public process that involved about seven hours of Zoning Examiner hearings. I sat through most of them – both sides made good points, and both sides were unwilling to budge on some points.

Here's the site aerial:



The structures on the northeast corner are a shuttered Shell gas station. The yellow window is the part they wanted to rezone. The south portion is a vacant lot, and the north portion is a home that people are living in. McDonald's would buy the home and the vacant lot and use that area for parking. It's just over half of an acre.

Here's the core of the disagreement. Camino de Palmas is totally residential from Alvernon to where it intersects Bryant one half mile to the east. The residents argued, and the ZE agreed, that putting in a parking lot in support for the commercial development was not an appropriate buffer to the residential character of the area. The question became, if not this, then what? It's going to be developed into something commercial on this major intersection. It's important that the residents who objected to this proposal understand that they could end up with something more intensive and with no voice in the conversation if a rezoning is not required.

I wanted McDonald's to consider an east-west configuration to avoid encroaching into the

residential area, or to simply build on the properly zoned piece of ground, albeit a little smaller store, but one that would still give them better visibility than they have at the 3310 address. Nobody was giving any ground, and that's exactly what had happened at the ZE hearings.

I'd have voted to agree with the ZE and encourage McDonald's to really look hard at reconfiguring their operation along the major corridor, 22nd Street. I suppose in large measure because I told their counsel that I was unaware of any support for any development that eliminates the occupied home, McDonald's pulled its rezoning request as opposed to trying again with the ZE. Here's a copy of the withdrawal letter:

Re: C9-14-10 McDonald's – 22nd Street Rezoning Request

Dear Honorable Mayor and City Council:

Our firm represents McDonald's USA in connection with the requested rezoning of approximately .54 acres property near the northeast corner of 22nd and Alvernon from R-1 and O-3 to P in case number C9-14-10 in the City of Tucson. As you are aware, the immediate corner of 22nd and Alvernon is zoned C-1 and is currently an abandoned Shell Service Station and car wash.

McDonald's, along with its long-standing Franchisee the Canchola family, have been good corporate citizens and have invested tremendously in the Tucson community for well over 35 years. We intend to continue to invest in Tucson, providing good food and intend to be good corporate citizens. However, at this time, McDonald's and the official applicant, Kelly Lee of the Planning Center, hereby withdraw its request to rezone the Property effective immediately.

I agree with the characterization of the Canchola family and their commitment to the community.

Throughout the day on Tuesday we received a series of emails that put the rezoning back on the table and then removed it again. Finally, at the Regular session the applicant's attorney came forward and formally killed the drill. The rezoning public hearing ultimately never happened.

As for the store at 3310, McDonald's says it will be closing there regardless of whether or not this site works out. Given the track record of other vacant parcels in the area, I'm not real confident the building will be repurposed into something viable any time soon. I'm hopeful they'll rethink that as well and improve the asset they've already got on that site.

One final thought. The ZE relied on the *Alvernon Broadway Area Plan* to frame his decision. That's a Plan that's in place to guide development of a fairly broad geographic area of Tucson. It takes in nine different neighborhood associations, three of which have adopted their own individual Neighborhood Plans. All of those were developed through very time consuming, costly and public processes. If we're going to alter them, we need to do so in a way that's inclusive of the people who signed onto the original plans, including all private property owners in the area. The Zoning Examiner was correct to be sensitive to that standard. It was through that public process that he rendered a decision contrary to the administrative ruling with which all of this began.

Rio Verde Village

As long as I'm showing maps:



This is a proposed annexation agreement of a development we approved 6-1 a couple of years ago. I was the dissent on that because at the time I was concerned by adding intense development to that intersection, we'd only exacerbate the traffic gridlock already existing on River Road in that area. On Tuesday, we were asked to add more intensity to what has already been planned by expanding the Planned Area Development (PAD) to include the land shown in the yellow box.

I give the developer high marks for providing ingress/egress over to Craycroft through what's called a 'cross-easement.' That dumps some of their traffic away from River Road where the originally troublesome congestion exists. Recognizing that would be the effect, the TDOT analysis of the development included this comment:

5. At build out of the PAD the Craycroft Road and River Road intersection be reconfigured for dual left turn lanes on all approaches. It should be clear as to who is responsible for improvements in the right of way.

On Tuesday, I asked who will design, construct and pay for those dual left turn lanes. Knowing that is important because there was 2004 County Bond money originally programmed to expand River Road, but it was reallocated to other projects. I want to be sure we know who will build and pay for the upgrades to Craycroft once the parcels are built out. After some questioning, we've got a clear understanding of who pays and when.

We already voted once to make a bad situation worse with approval of the first PAD. The site work planned in conjunction with this new piece of the PAD will help to alleviate some of that.

Prop 409 Work

Here's some roadwork information that's good news. We have some funds left over from the initial Prop 409 road repair work, and so we are in a position to roll some of the planned work forward. This is a list of Ward 6 work that excess financial capacity will fund in the coming fiscal year:

- 22nd St. - Tucson to Alvernon
- 5th St. - Country Club to Wilmot
- 6th St. - Toole to Congress
- Alameda - Stone to 6th Ave
- Alvernon - Speedway to 22nd St.
- Church - Broadway to Cushing
- Country Club - Glenn to Speedway
- Cushing - Granada to Stone
- Elm - Tucson to Country Club
- Main - Cushing to 18th St.
- Pima - Country Club to Columbus
- Rosemont - Speedway to Winsett
- Stone - 1st St. to Broadway
- Tucson - Glenn to Grant

Thanks most of all to the workers who are doing this repaving work out in the hot sun and in traffic. It's not easy, and it's much appreciated by the whole community. Also, many thanks to our citizen representatives who serve on the Prop 409 Bond Oversight Committee. They're doing some tough work triaging the many needy streets in the City and putting them into the queue for repairs.

Charter Review Committee

On Tuesday, we began a review of what the Charter Review Committee (CRC) is recommending to us for ballot measures. They've proposed five separate items for you to vote on. They've also proposed packaging them together by subject matter as a way of shortening the ballot questions you'll be asked. That's the upside of packaging them. The downside is that some popular ideas may be lumped together with some that have less public support, potentially resulting in the failure of the whole item. I'm going to share with you what's being proposed, but since this will ultimately be a series of ballot measures, I'm not advocating for a position one way or another in this newsletter.

Here's a listing of exactly what the CRC proposed, and how they see the items being packaged together:

1. **Ballot Measure proposing Charter Reforms to clarify responsibilities for elected officials and city administration and improving accountability and transparency:**
 - Adopting a Preamble to Charter
 - Granting Mayor Full Voice and Vote
 - Simplifying Appointment and Removal Process for Appointive Officers and Department Directors Including Changes to the Civil Service System for Department Directors.
 - Incorporating Mutual Respect and Noninterference Language from Code of Ethics Ordinance into the Charter.
 - Cleaning up Charter language to make it gender neutral and to correct or delete references to departments or positions that have changed or no longer exist.
 - Cleaning up job description of Fire Chief to accurately reflect job function.
2. **Ballot Measure clarifying authority to acquire property or tax for public arts and culture institutions:**
 - Amend Chapter IV § 1 (6) *Enumerated Powers* to authorize the city to acquire property for public performing arts facilities and public cultural facilities.
 - Amend Chapter XIII § 8 to authorize the City to tax for bonds for the establishment and support of public arts and culture institutions.
3. **Ballot Measure granting City greater flexibility to obtain cost-effective financing:**
 - Amend Chapter IV § 1(16)(a) to authorize the City to pledge City excise tax revenue.
4. **Ballot Measure granting City greater flexibility with respect to proposing bond projects supported by secondary property taxes:**
 - Amend Chapter IV § 2 to modify the \$1.75 per \$100 of assessed value limit on ad valorem taxes so that it does not apply to secondary property taxes, *but only so long as* state law requires a majority of voters to approve any increases to the secondary property tax on the ballot in a general election
 - Correct the heading to Chapter IV § 2 to include reference to property tax.
5. **Ballot Measure granting City greater flexibility with respect to business privilege tax:**
 - Amend Chapter IV § 2 to authorize Mayor and Council to impose a business transaction privilege tax that exceeds 2%, *but only if*, placed on the ballot and approved by a majority of voters in a general election.

I'll give a real brief description of the items, knowing that there'll be a long summer of education on each of them before they end up on the ballot in November. If you'd like to see the CRC's reasoning on each individual item, you can by going to our agenda material online and clicking on the Charter Review Committee item in our 4/21 study session.

The Preamble is a statement of purpose. Our current Charter doesn't have one. It carries no specific commitment in terms of allocation of resources or funding obligations, but it's a guidepost setting a direction. Here's what they're proposing:

- a) **Adopting a Preamble to Charter.** The Committee recommends amending the Charter to incorporate the following preamble:

We, the people of the City of Tucson, under the authority granted by the Constitution of the State of Arizona, establish this Charter as the fundamental law of the City in order to protect and enhance the health, safety, education and general welfare of the people; to enable municipal government to meet the needs of the people effectively and efficiently; to improve the quality of life for the City's residents, businesses and visitors; to support cooperation with regional jurisdictions and our international neighbors; to encourage fair and equal participation of all persons in the affairs of the City; to provide educational and economic opportunities that allow all to prosper; to provide for accountability and ethics in public service; to appreciate the power of diversity and unity; to protect the natural, scenic, historic and aesthetic qualities of the Sonoran Desert environment; and to promote the arts and the diverse cultures that contribute to the uniqueness of this City.

The more important pieces in that first section are whether to give the Mayor a vote at the table and putting in place specific policies that identify who has hiring and firing authority for department heads and other City administrators. Right now we have different rules for different positions.

The gist of the second group of items is to establish Charter provisions that allow the City to buy property and to sell bonds specifically to support arts and cultural work. The item is set aside because of its very specific focus.

The third group would expand the means we have at our disposal to pay debt, and also give us the right to use sales taxes to repay bonds the voters approve for specific purposes.

The fourth item eliminates the property tax limit that currently prevents the City from taking on new bond debt that's financed through your secondary property taxes. Any bonds financed in this way would still have to go before the voters before we took on the new debt.

The last section would allow the City to raise sales taxes above 2% (the current Charter limit) if the voters approved in future elections.

The one item the CRC did not make a specific recommendation on was how we elect Council Members. Right now, we run in primaries in each Ward, but are elected to our Council seats on a City-wide basis. A lawsuit has been filed protesting that we have two different sets of electorates involved in the same election cycle for the same seat. The preliminary hearings on that suit will be heard in early May. I doubt they'll affect the elections coming later this year, and I'm not allowing the suit to be a factor in my decision as to whether or not to put "Ward Only" elections on the ballot. Here's the language that came to us from the CRC on this issue:

Recommendation to Immediately Form Working-Group to Evaluate Charter Relating to Elective Officers and Election Process

There is strongly divided opinion on the question of Councilmember Elections. Some Tucsonans believe the current election system is unfair and needs to be changed. Other Tucsonans believe the system is fair, and have serious concerns about the consequences (both foreseen and unforeseen) of changing to a ward-only election system. The Committee deadlocked on a proposal to change Councilmember Elections. The Committee did, however, form a consensus that perceived problems around City Elections— citywide Councilmember Elections is hardly the only perceived problem —need to be addressed sooner rather than later. Therefore, the Committee recommends the creation of a

...and they go on to suggest we form a working group to study the issue. Coming into the M&C meeting on Tuesday, my position was pretty straightforward. Let the voters decide the issue. Set it aside as a separate ballot question for this fall, and ask if you want to continue with the same system we have in place now or change to a new one.

The value of our study sessions is that we get to ask questions and allow our positions to evolve with new information. For me, that occurred on Ward Only. Legitimate questions exist related to how changing our elections process will affect access to public financing; if redistricting will be needed; if we would need to change our election cycle to address issues of voter turnout; and whether we should add any Council Members to serve on an 'at-large' basis.

We'll revisit this on May 19th. We'll look at possible ballot language for the governance items (those is #1, above), and continue our discussion as to whether or not to place the oth-

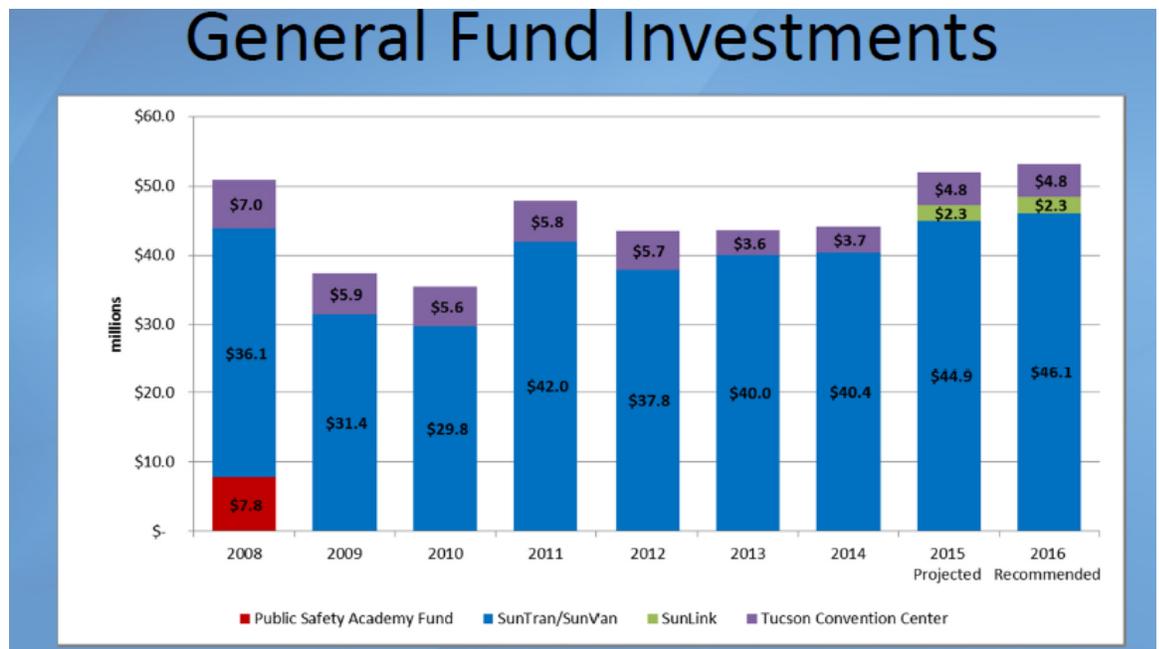
er items on this year’s ballot. With the decision by the County Board of Supervisors to place the Bond election on the ballot, we might be wise to avoid loading this election down with items related to finance. More conversation to come on this, though.

As for the election process items, we’ll keep talking about it, but I’m leaning towards forming the study group and positioning ourselves for placing something comprehensive on the 2017 City election ballot.

Budget

We also walked through a budget presentation on Tuesday. This is the first fully laid out presentation of the City Manager’s proposal. It’ll take more work, and we’ll have several more public meetings on it.

The good news is that we’re not being asked to reduce any services in this budget. The not-so-good news though is that we’re getting there by using \$8M from our Rainy Day Fund, counting on \$9M in land sales (likely to come in close to this), hoping for \$1M in funds received if we create a tax amnesty day, hoping our Jail and PACC costs stay where they were last year, and allowing Transit to increase to above \$46M out of our General Fund. That’s up from this years \$44M, and up from the \$40M we saw last year. Here’s a chart that shows the progression of General Fund money going to public safety, the TCC, the Streetcar and to the bus system:



Sun Van is a very expensive product that we offer our disabled community. If there are options that maintain good service to our constituents but also reduce costs, we have to keep an open mind about that.

Our Parks Department had an operating budget of \$43M back in 2011. Last year it was \$37M. One department’s budget is going up, and one is going down. Parks are as much of a community asset as is the bus system. We need an adjustment in how we’re prioritizing these dollars before I’ll be signing on to this proposed budget.

Public hearings coming through May. You’ll see more on this.

Catalina Vista Recognition(s)

Last Saturday, the Catalina Vista Neighborhood honored Colette Altaffer's nearly 15 year service as President of their Board. As all of the neighborhood board members around town know, the work is time consuming, challenging and doesn't pay a penny. I'm happy to join the others in CVNA in thanking Colette for her hard work.



The artwork done on this bench is also the work of a Catalina Vista neighbor. Gail Roberts has produced this kind of tile work for public display on homes throughout midtown. I think her most impressive piece is the 'tile mural' that's out at the Reid Park Elephant exhibit. Check it out the next time you visit the zoo.

Thanks to both of these ladies for their work on behalf of the community.

More Murals

This Saturday, from 10am until 1pm, the Rincon Heights neighborhood block party will include mural art work over at the Green Dolphin. They'll also have youth mariachi, pop-up stores, food trucks and plenty of kid activities. Their President, Evren Sonmez, is also involved with Living Streets Alliance, so the mural and branding work is being conducted in collaboration with that group.

The food will include Bellas Gelato Shoppe, Vina Baguette and You Sly Dog. With the art, activities, food and music, it's going to be a truly multi-media event. It's for sure open to anybody, not just residents of Rincon Heights. Drop by 95 N. Park – just off Broadway – and you'll see it all taking place.

Sincerely,

Steve Kozachik
Council Member, Ward 6
Ward6@tucsonaz.gov

Events and Entertainment

National Mayors' Challenge for Water Conservation

Through April 30, 2015

Join Mayor Rothschild and Tucson Water in this online competition to save water between cities and mayors. Pledges to save water can be made through April 30 at the link below. Participants in cities with the highest number of pledges in five population categories are eligible for prizes including a new Toyota Prius. One winning city will receive a pocket park landscape makeover, including state-of-the-art and water-efficient irrigation. Tucson is currently ranked second in the competition of its population category, behind Aurora, Colorado. Make your water pledge: <http://bit.ly/1Hn5JEh>

Bike Fest

Various events throughout April 2015

Don't forget – there are still dozens of events to attend during this month-long celebration of bicycling. Join our neighbors in Rincon Heights for a [Better Block Party](#) on April 25th from 10 am to 1 pm at Park Ave and 10th St. The event will include a community mural painting and a reimagined street with bike lanes, a traffic circle, and sidewalk tables under trees, not to mention food trucks and music. Enjoy the final [bike-in movie](#) screening of *Goonies* at 7 pm on April 24th at Franklin Docks or participate in the [ApROLL Bike & Walk to School Challenge](#) throughout the week of April 27th to May 1st. www.bikefesttucson.com

Parks and Recreation Summer Class Registration Begins

Registration for most classes begins April 25

Tucson Parks and Recreation Department's Summer 2015 Program Guide and Class Catalog is available now at all Parks and Recreation facilities or online at: <http://1.usa.gov/1FSttxB>. The Guide contains information on leisure classes, swim lessons, summer KIDCO, aquatics, sports programs, sports camps, and the Discount Program. Register for classes at: <http://bit.ly/1u7q4db>.

Also, the City of Tucson Parks and Recreation Department, in partnership with the American Red Cross Aquatics Centennial Program, will offer \$2 summer swim lessons for ages 6 months to 17 years, to the first 1,400 registered who qualify for the Discount Program. Find out if you qualify by viewing the program guidelines at tucsonaz.gov/parks or by calling 791-4877. You must register for the discounted lessons in person beginning April 27, at 900 S. Randolph Way.

Ongoing

Fox Theatre, 17 W Congress St

www.FoxTucsonTheatre.org

Hotel Congress, 311 E Congress St

<http://hotelcongress.com>

Loft Cinema, 3233 E Speedway Blvd

www.loftcinema.com

Rialto Theatre, 318 E Congress St

<http://www.rialtotheatre.com/>

The Rogue Theatre at The Historic Y, 300 E University Blvd

<http://www.theroguetheatre.org/main.htm>

UA Mineral Museum, 1601 E University Blvd

February 7, 2015– January 31 2016, 10 a.m. - 5 p.m.

'**Meet the Trilobites - Arizona's First Inhabitants**' - Long before the dinosaurs ruled the earth, the trilobites ruled the seas. Ancient relatives of lobsters and horseshoe crabs, trilobites flourished in the warm seas that covered much of Arizona millions of years ago. *Meet the Trilobites – Arizona's First Inhabitants*, the new exhibit at the Flandrau Science Center and Planetarium, features world-class trilobite fossils from around the globe. Come travel back in time and discover the wondrous world of trilobites!

<http://www.uamineralmuseum.org/>

Southern Arizona Transportation Museum, 414 N Toole Ave.

Explore regional transportation history, and see a freight trains passing by, or ring the locomotive bell at the Southern Arizona Transportation Museum every Saturday, year round.

Tuesday – Thursday, Sunday: 1100am - 3:00pm; Friday & Saturdays: 10:00am - 4:00pm

<http://www.tucsonhistoricdepot.org>

Arizona Theater Company, 330 S Scott Ave

<http://www.arizonatheatre.org/>

Tucson Museum of Art, 140 N Main Ave

www.TucsonMusuemofArt.org

Meet Me at Maynards, 311 E Congress St (north entrance on Toole)

A social walk/run through the Downtown area

Every Monday, rain or shine, holidays too!

Hotel Congress Check-in begins at 5:15pm.

www.MeetMeatMaynards.com

Tucson Botanical Gardens, 2150 N Alvernon Way

<http://www.tucsonbotanical.org>

Jewish History Museum, 564 S Stone Ave

www.jewishhistorymuseum.org

Children's Museum Tucson, 200 S 6th Ave

Tuesday - Friday: 9:00am - 5:00pm; Saturdays & Sundays: 10:00am - 5:00pm

www.childrensmuseumtucson.org

Arizona State Museum, 1013 E University Blvd

November 9, 2013, through July 2015, "Curtis Reframed: The Arizona Portfolios."

www.statemuseum.arizona.edu