

Ward 6 Staff



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Council Member



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Ward 6 - Newsletter

Tucson First

May 23, 2012

MEMORIAL DAY



Economic Development Incentives

We have been assembling a portfolio of possible economic development tools that developers can consider when they want to build in the City. These tools include the following:

Primary Jobs Incentive Program

- Employer invests at least \$5 million in new or expanded facilities
- Employer creates at least 25 new jobs at 150% of mean annual earnings
- Employer pays 75% of employee health premiums

HUD Section 108 Loan Program

- Benefits low to moderate income families primarily through job creation



Important Phone Numbers

Tucson Police Department

911 or 791-4444
nonemergency

Mayor & Council Comment Line

791-4700

Neighborhood Resources

791-4605

Park Wise

791-5071

Water Issues

791-3242

Pima County Animal Control

243-5900

Street Maintenance

791-3154

Planning and Development Services 791-5550

Southwest Gas

889-1888

Gas Emergency/ Gas Leaks

889-1888

West Nile Virus

Hotline

243-7999

Environment

Service

791-3171

Graffiti Removal

792-2489

AZ Game & Fish

628-5376

Continued: A Message From Steve

- Loan support using CBDG funds as the collateral (\$20M fund is established)
- Targets loans that are typically “bridge” loans showing the lending agency that there is support beyond their resources for the proposed project
- Loans generally in the \$2M range

Government Property Lease Excise Tax (GPLET)

- Location within Central Business District which has been in effect for one year
- City must take ownership of the property
- Improvements result in an increase in property value of at least 100 percent
- Independent analysis determines that the economic and fiscal benefit to government exceed the benefits received by the private lessee (not required for residential rental housing)

Economic Development Tax Incentive agreements

- The proposed tax incentive agreement must raise more revenue than the value of the incentive
- In the absence of the incentive, the business would not locate in the City in the same time, place or manner.
- With certain exceptions, the economic benefits of the incentive must be confirmed by an independent third party, who cannot be selected or financed by the applicant.
- The City shall issue a notice of intent to enter the agreement at least 14 days before approving the agreement.

With the tools in place, on Tuesday we asked staff to work towards putting into place an application and review process. There are about eight steps in it, all aimed at ensuring that the incentives we’re offering will pass State Constitutional muster, and will meet the requirements established by Statute for each of the incentives listed above. It’s stewardship of your money.

It’s also to de-politicize the process. If a project is determined by an outside third party analysis to be in the best interests of the taxpayers and the local economy (or not) that should be a critical consideration in our support or denial of the proposal.

We have several proposals that have been hinted at, informally presented at mediation, or lobbied individually. We have one that has already gone through an RFP process but was temporarily derailed by Rio Nuevo. And we have others sitting on the sidelines waiting to see what their next steps should be. Now we’ve identified those next steps and we’ll see who has serious ideas.

Broadway/RTA Update

As far back as 1998, the City adopted a Roadway Development Ordinance (update to Ordinance 6593) that was to guide design parameters for future road construction. The basis of the Ordinance was the recognition that roadways are multi-modal facilities that carry not only cars, but trucks, buses, people, bikes and other alternate modes of travel. This was back in the last century. We seem to have reverted to thinking of transit corridors as “car-movers” and have lost this more expansive concept.



Important Phone Numbers

Senator John
McCain (R)
520-670-6334

Senator Jon Kyl (R)
520-575-8633

Congresswoman
Gabrielle Giffords
(D)
(8th District)
520-881-3588

Congressman
Raul Grijalva (D)
(7th District)
520-622-6788

Governor Janice
Brewer (R)
Governor of Arizona
602-542-4331

Toll free:
1-800-253-0883

State Legislators

Toll Free
Telephone:
1-800-352-8404
Internet:
www.azleg.gov

Mayor Jonathan
Rothschild
791-4201

City Infoguide
[http://
cms3.tucsonaz.gov/
infoguide](http://cms3.tucsonaz.gov/infoguide)

The Ordinance was intended to focus design on cost and yet also consider possible social, environmental, transportation and land use effects. It was written in a way that guaranteed wide citizen input into the design criteria being advanced.

Section 3 of the Ordinance states that the “interpretation and implementation of the policies set forth in this Ordinance is the responsibility of the Mayor and Council and the Director of the Department of Transportation, unless otherwise delegated.” We have not delegated that responsibility, and two weeks ago the County Administrator agreed that the design of the Broadway corridor is the responsibility of TDOT. City staff now needs to seize that responsibility and begin design in a way that is inclusive of the stakeholders who have come to serve on the Citizen’s Task Force.

On Tuesday, there were more speakers at call to the audience representing a wide array of perspectives relative to why we should engage in creative and cost-saving design along the Broadway corridor. Under the general umbrella of “you get what you plan for,” if we plan for cars, we’ll get cars. If we plan for people embracing other ways of getting around, we’ll facilitate that.

We’re finally allocating significant dollars into road repairs. That’s a key factor in deciding where to increase road capacity, and where to maintain functionality, but build for more creative ways of getting around. This is about the environment, it’s about a philosophy regarding how we as a city want to encourage and enable transit, and it’s about budget.

One study that I found interesting is Greg Hanscom’s “Goodbye-ways: The downfall of urban freeways.” His point was that, “Cities are not removing all highways because of a sudden awakening of environmental consciousness or realization that car culture is bad. Instead, they’re doing it because they can’t afford to keep aging freeways from crumbling, and they’re realizing that the space these roads take up is a hell of a lot more valuable, both socially and economically, when it’s used for houses, businesses, and parks.” That’s on point when thinking of our Broadway desire to build to the RTA budget and to the functionality of the existing alignment.

Some have recently argued that we need to expand Broadway because it is going to attract more cars due to the construction of the Downtown Links connector to I-10. In fact, the RTA description of that project is:

► **a 30 mph, four-lane roadway north of the Union Pacific railroad tracks that will connect Barraza-Aviation Parkway from Broadway Boulevard to I-10, providing alternate access to and around Downtown by foot, bike, vehicle and public transit.**

That sounds very much like what the Broadway Coalition folks are advocating; that is, plan for alternate modes and don’t ruin the fabric of the community by over-designing the corridor. Here’s a map of the Links to show you what the eventual connection will be.

http://cms3.tucsonaz.gov/sites/default/files/ward6/downtown_links_map.pdf

While there has been significant recent agreement on the legal and rational ability of the RTA to amend the scope of the project, there is language from amendments to the ’97 Bond package that confirms that. The Broadway project was DOT project # 56 in the ’97 bond package. In the amendment to that package, the funding for the work was increased from \$15M to \$25M. In that same section this wording appears: “This project is now part of a RTA project. **Amendments to scope, implementation periods, and funding may be nec-**

essary in the future.”

That same amendment notes that the project “will widen Broadway to six or eight lanes” and will include elements such as improved intersections, traffic signals, landscaped median, multi-use lanes, and more. It describes the work as “a contemporary urban arterial” that will “revise the urban streetscape and development pattern” along the corridor.

None of that is captured in simply laying 150’ of asphalt and knocking down historic buildings.

This is not a new issue for County Bond programs. As far back as 2004 the same dispute arose with respect to widening Craycroft, between River Road and Sunrise. Back then, despite consultant-prepared reports that demonstrated a three lane section would provide an acceptable level of service and enhanced safety, the Board of Supervisors was locked into a more expensive four lane solution because it appeared on the ’97 ballot that way. Not because the four lanes were needed, and not because they could afford the cost. That’s the lemming-like level of discourse that we’re working against with respect to Broadway.

More recently, on March 14th of this year, the Coalition for Sonoran Desert Protection wrote a letter to the PAG relative to expanding SR83, down by the proposed Rosemont Mine. The letter points out that “committing \$76M in public monies to widen a scenic highway based on faulty and unsure premises is poor planning and an unacceptable use of tax dollars.”

Clearly, the dialogue that has developed over Broadway is not unique. It is contemporary, but we’ve gone down this road before. If the result is demolishing buildings in order to build a 150’ wide transit corridor that accommodates more cars while ignoring the community input, the effect will be felt on Grant Road, 22nd Street, Kolb Road, La Canada, and more.

As I’ve noted before, the design process for this corridor can – and I predict it will – form a workable template for other transit corridor design processes. A design consultant is being brought under contract. Traffic studies will be analyzed to see what alignment and cross-widths are appropriate for Broadway. The key is this, if your goal is to maximize use of cars, this will guide the results of your analysis. If your goal is to incentivize the use of alternate modes, that will guide the results of your analysis.

When the Citizen’s Task Force first meets with TDOT in late June, answering that philosophical question will be the first order of business. It will serve as the guidepost for any further analysis and design.

RTP – Your tax dollars at work

Broadway is not the only RTA project that could stand a second look. The Regional Transportation Plan (RTP) was adopted by the voters in 2006, and the underlying Statute forces elements of the Plan back to the voters if the costs exceed certain benchmarks. Here are the initial cost estimates for the four elements of the Regional Transportation Plan that we’ve voted to approve:

Roadway Element - \$1.2B
Transit Element - \$534M

Safety Element - \$180M

Environmental Element - \$115M

A vote of the people is required to make a “significant change” in one of the elements. That level of change is a 10% increase in cost for a single element. For the Roadway element that would mean the package of projects would need to increase in cost estimates by \$120M before the package went back to the voters.

The Kolb Road extension was on the ballot as a \$9.1M project. It is now north of \$20M. Here’s a map that shows the ¾ mile extension that is going to cost more than twice what the voters approved. And yet, standing alone, we don’t get a second chance to voice our approval or disapproval of spending that kind of money for this particular project. It’s a “project,” not an “element.” So on Tuesday we were asked for approval to move ahead with Kolb. http://cms3.tucsonaz.gov/sites/default/files/ward6/kolb_rd_map.pdf

The project cuts through a riparian area that lies on the west side of Udall Park. There are environmental challenges that a National Environmental Policy Act study is still sorting out. We don’t know what the final tally will be.

I went back and compared the 35 original Roadway projects and their costs with the current engineering cost estimates. Of the 35, only seven of the projects have current cost estimates. The other 28 say that no such estimates will be developed until they’re under construction. That’s an odd time to be checking your budgets.

If you only include the RTA money, they’re already more costly than what you approved by over \$240M. That’s more than the 10% “substantial change” cost increase that should have required the Board of Supervisors to take a second look at the Plan or give you a chance to do that. The RTA Board, by statute should have brought this to the attention of the BOS. They didn’t. I am.

If you include the Bond and Impact fee funding sources, the projects for which we have estimates exceed the original ballot, voter approved, budgets by \$114M. That’s within \$6M of hitting the 10% benchmark for going back to the voters. I suggested that the Mayor bring this to the attention of PAG at their next meeting.

The goal is not to stop our roadwork from moving ahead. But the RTA is not a taxpayer-authorized blank check. That’s the reason the off-ramps are built into the Statute. We’ve either already arrived at that off-ramp, or it’s the next exit coming up. PAG and the regional governing bodies need to address this issue of costs.

On Tuesday I pulled the Kolb Road agenda item from consent and pointed out the data. Council voted 4-3 to not approve any further funding for that project until the PAG Board reports back to us on their plan for addressing the engineering cost estimates in comparison to the RTA ballot costs. I don’t want to stop the work expanding our road capacity where it is needed, but I certainly want to mitigate the excessive costs associated with some of the projects, mitigate the foolish design plans associated with some of the projects, and allow for the citizen input that was promised by the RTA back in 2005 when they were trying to sell the Plan. That is true of Broadway, Kolb, Grant, and all of them.

If at first you don’t succeed, try another way. That’s the goal of this whole issue of taking second looks at budget, design, need and input.

Road Repair

Quick update, we have already allocated \$20M this fiscal year to get a start on fixing the roads in the City. That's the first step. Now we need to identify a long term plan so this isn't just a one-time shot.

The primary funding source we rely on for maintaining our roads is Highway User Revenue Funds (HURF – Gas tax money) that is allocated on a formula basis out of Phoenix. That is, it's allocated unless the Legislature sweeps it. Over the course of the past decade, it has been reduced on a regular basis. Fighting to recover our lost HURF money is an ongoing battle that everyone on the Council is engaged in.

On Tuesday we discussed another potential long term plan for dedicating money to our roads. That is a Bond issuance earmarked for road repairs.

Bond debt is paid by your property taxes. We have a self-imposed limit of \$1.50 per \$100 of assessed valuation on our homes (by Charter, we could go up to \$1.75 p/\$100.) Right now, we're all paying \$1.26 p/\$100. So, we have debt capacity that's available that could be dedicated to road work.

As I've noted before on this topic, we can efficiently spend about \$20M p/yr on fixing the roads. That's a full use of personnel, material and equipment. That's how we landed on this year's allocation. If we were to sell bonds for five years at \$20M per year, we would still be under the \$1.50 property tax limit that we have set. The cost for an owner of a \$150K home would be less than \$3 p/month.

On Tuesday we directed staff to solicit public opinion that will be combined with what we hear from the scheduled public hearing so we can hear from you on this item. We cannot approve new Bond debt – that has to be approved by you, the voters. We can place the item on the ballot, but before doing that; we want to hear from you. The public hearing will be held on June 5th. In order to get it onto the ballot, we have to make that decision by June 26th.

The debt capacity for keeping us under the \$1.50 p/\$100 assessed valuation is \$128M. We are also interested in other ideas that you might have with respect to long term needs that are beyond simple budgeting maneuvers (I.T. upgrades come to mind). Plan on sharing your thoughts with us on the 5th.

UA year in review

Last weekend the UA closed down the academic shop for the year with a series of commencement exercises in McKale Center. As the academic year ends, the campus administration put together a Top 10 list of things that occurred on campus last year. As you read through the list, take note of how diverse the items are in terms of the areas The University of Arizona touches in this community, and beyond. The UA is an international institution in every sense of the word.

1. **Ann Weaver Hart Named 21st President of the UA:** In February, the Arizona Board of Regents announced its selection of Ann Weaver Hart as the next president of the UA. The news followed a national search and the departure of Robert N. Shelton, who now heads up the Fiesta Bowl. Current President Eugene G. Sander is retiring at the end of June. Hart will begin her term July 1.
2. **Thousands Attend Jan. 8 Vigil, Memorial Service:** The UA hosted former Rep.

Gabrielle Giffords and other victims of the Jan. 8, 2011 shooting in northwest Tucson on the one-year anniversary of the tragedy. Thousands of people gathered on campus for an event that fostered community healing and pride.

3. **Freshman Class Largest, Most Diverse in UA History:** In August, the UA welcomed a freshman class that was the largest, most diverse and most prepared academically in University history. About 7,300 students made up the freshman class, up about 300 students from last year.
4. **UA Scorpion Antivenom Collaborations Gains FDA Approval:** The U.S. Food and Drug Administration approved Anascorp®, an antivenom produced in Mexico and tested in clinical trials conducted through the UA, for use in treating patients suffering the effects of a scorpion sting.
5. **Rich Rodriguez Named Arizona Wildcats Football Coach:** In November, the UA welcomed Rich Rodriguez, the new head coach of the Arizona football team. Rodriguez became Arizona's 30th head coach, succeeding Tim Kish, who took over for eight-year head coach Mike Stoops in October.
6. **New UA Residence Halls Earn Highest Sustainability Award:** The two newest UA residence halls, Arbol de la Vida and Likins, achieved LEED Platinum certification for sustainability. These residence halls provided 1,088 new beds for students in the 2011-12 academic year.
7. **UA Alumnus Wins Nobel Prize:** Brian P. Schmidt, who graduated from the UA in 1989 with a double major in astronomy and physics, shared the 2011 Nobel Prize in Physics with two colleagues for a discovery that rocked our understanding of the cosmos: The universe is expanding at an ever-faster rate.
8. **New Center to Advance Movement of Ideas to Market:** In November, TLA-Tech Launch Arizona was formed to consolidate efforts toward moving UA knowledge and inventions to the market. The center represented a restructuring of the University's technology commercialization efforts.
9. **UA Makes Mirrors for World's Largest Telescope:** The second of seven 28-foot diameter mirrors for the Giant Magellan Telescope was cast in January inside a rotating furnace at the UA Steward Observatory Mirror Lab. The telescope is scheduled to begin operating in 2020 in Chile.
10. **Modern Streetcar Dedication:** The Modern Streetcar, named Sun Link, broke ground in April and now is under construction. The 3.9-mile rail line will connect the UA with the Fourth Avenue District and downtown.

Water Rates

On Tuesday, following a public hearing on the issue, we adopted a new set of water rates. Some parts of the rate structure will impact our CAP allotment, some will impact a monthly service charge that is tied to your meter size (this fee goes to administrative and other billing sorts of expenses – but most importantly it provides for 24/7 fire protection) and the one that people will most focus on is the rate tied to how much water you use. We added a new, low use level rate so people who conserve are paying less than those who use more water.

The new rates are:

	Ccf used	% of customers	Rate p/Ccf
Rate Block 1	0-10	65.8%	\$1.26
Rate Block 2	10-15	17.1%	\$2.45
Rate Block 3	15-30	13.9%	\$6.45
Rate Block 4	>30	3.2%	\$10.45

One Ccf = 748 gallons of water. Previously, everybody paid the same for consumption of up to 15 Ccf per month. The new rate structure represents a new volume-based use charge. The more water a customer uses, the more they pay. But, as you can see, what we've done is capture the vast majority of users in the lowest rate block. Given the economy and the tough time people are having paying their bills, we felt this was responsive to both that, and the need to encourage conservation of this precious resource.

Adding all of the rate elements together, by going to this new structure your bill will increase over what you were paying anywhere from 74 cents for zero water usage to 44 cents for 10 Ccf of water usage.

Environmental Services Rates

Assistant City Manager Andy Quigley gets the hero award this week for his work in keeping these rates at status quo again this year. You will not be paying more residential refuse collection or the Groundwater Protection Fee. Options were added for commercial collection and volume discounts were implemented. Also included are sponsorship opportunities for special collection events at which Household Hazardous Wastes are collected. We also added an incentive to landfill customers by which E.S. anticipates it will generate an additional \$1M of net new revenue. That's important as we need to find ways to fund retiring landfills in the future. So, good news from the Environmental Services group.

Rio – they're back

I wish I could report that the Rio Board met and agreed to come along side of the City and put some serious money into the TCC. Instead, they sent us a notice of Claim, and increased the depth of their hand into your wallet by another \$25M. That makes the sum total of their lawsuits against the City (you) \$72M. Here's a copy of the Notice of Claim their attorney sent to us last week.

http://cms3.tucsonaz.gov/sites/default/files/ward6/rio_notice_of_claim.pdf

Based on comments I've heard from some of their Board members, there's reason to believe that not all of them were aware this was being done. That's for them to sort out though. From the City's perspective it's on the table, regardless of whether and/or how divided their group is.

We could pay them and shut down all of our parks, lay off all of our firefighters and paramedics, or just forget road maintenance for another seven years. While the \$72M of your money might appear to Rio to be the free cheese in the mousetrap, as with the mouse, getting it might not make them too happy with the result once they see the implications played out in the community.

I sent out a Release last week when they tossed this into our lap. In case you missed it, here it is

http://cms3.tucsonaz.gov/sites/default/files/ward6/5-18-12_media.release-w6rionuevo.pdf

Pretty straight forward – we're done with them until they drop the lawsuit strategy. I was gratified that on Tuesday the Council unanimously voted to break off mediation until the group wants to get serious. If they want to do something productive with us and the TIF money that is supposed to be invested in the community, the door will be open. If all they want to do is fund their attorney's, they're irrelevant.

Remember, some of them were not involved in this most recent action.

Copper Wire Theft

The general public would be amazed if they knew how much of their tax money went to pay for vandalism, theft and other forms of crime that we have to remediate. I've written about graffiti in the past – millions of your dollars going to fix that blight. Now comes copper wire theft.

Here are some numbers that will make you ill -

- The City's Transportation Department has had more than \$500,000 in copper wire stolen from City street lights in the past five years. Currently, there are 60 outstanding work orders for repairs.
- A total of 14 Parks and Recreation facilities have been impacted by theft of copper wire from ball field lighting, ramada and restroom lighting, and dusk to dawn security lighting. Recently, Parks has also experienced theft of plumbing (flush valves) from restroom facilities. At this time, \$214,000 has been spent to repair vandalized equipment and the estimated cost of the remaining repairs totals \$329,000.
- Tucson Water has experienced metal theft ranging from copper wire, to backflow assemblies, tools, and meter box lids. Total impact to the utility since 2003 has been approximately \$500,000. Tucson Water customers are regularly reporting the theft of their backflow assemblies which cost \$1,000 - \$3,000 depending on the size of the device for the customer to replace.

One interesting aspect to the Tucson Water theft is that Tucson Water's system is considered *critical infrastructure* under Homeland Security and therefore it is a Federal offense to vandalize it.

TPD has a program in effect that is geared to catching the thieves. But so much of this is done in the dark hours so catching the perp is tough. We're working with scrap metal dealers and recyclers to stop the fencing of the stolen goods. Current law requires the mandatory participation of licensed metal recyclers to input information pertaining to the item scrapped, including the individual scrapping the materials, along with photographs, into the Leads Online System. TPD tells us that approximately 216 metal thefts have been reported since January of 2012 within the City of Tucson, with a total estimated value of loss of over \$600,000. None of that includes the losses to City facilities that I've listed above.

By State law, local regulation of scrap metal dealers is preempted. That means that since cities may not enact ordinances or regulations that conflict with the state laws, we cannot pass a local ordinance that impacts the demand side of the crime. What about the Legislature? In its last session, the Legislature considered HB 2359, which would have amended state law to prohibit scrap metal dealers from purchasing commercial air conditioner cooling coils or compressors (except in connection to an industrial account) but the bill never made it to the Governor's desk for signature.

This is a community wide problem – call 911 or 88-Crime if you see something that looks suspicious. Here are a couple of maps that show how far reaching the issue has become in the community.

http://cms3.tucsonaz.gov/sites/default/files/ward6/copper_theft_map_1.pdf

http://cms3.tucsonaz.gov/sites/default/files/ward6/copper_theft_map_2.pdf

Change is Happening, 2012

By way of quick thanks to Laurie Jurs and her group "Change is Happening, 2012" – I had the chance to speak with the group on Sunday down in Green Valley. This is a self-

described group of “loosely knit Democrats, Republicans and Independents” who have been meeting and sharing their various perspectives since 2007. They kick around all sorts of issues ranging from Immigration, to the State Legislature and local community service.

There were 30-40 people in attendance and we spent the better part of two hours talking about those issues, plus education, redistricting, the newest Voting legislation that Phoenix has passed, and more. It’s always interesting to hear other peoples’ views, and to have the sort of civil and open exchanges where you’re not bound by litmus tests of ideological purity.

This is the sort of citizen’s grass roots group that is important to our form of politics. Where the conceptual framework is based on dialogue and exchange of ideas, that’s a good thing.

Arizona Softball

After having swept their way through Regionals at Hillenbrand Stadium, Coach Candrea and the softball team is off to Norman, Oklahoma for the College Softball Super-Regionals, one step away from the College World Series. Game times are Friday @ 11am and Saturday @ 9am.

The victory gave UA a mark of 78-6 in NCAA Regional action over its 26 consecutive appearances in the NCAA Softball Championships. Pretty impressive.

Arizona Baseball

Meanwhile, the UA baseball team won for the 6th time out of their last 7 games over in LA last weekend against USC. This is the first time since 2005 that the UA has won all of its conference road series’.

Arizona concludes its regular season next weekend (May 25-27) against Arizona State at Hi Corbett Field. The three-game Pac-12 series begins on Friday night at 6 p.m. at Hi Corbett Field and will feature a post-game fireworks show.

Post season selections will be made on the 27th. Beating ASU will make it very difficult for the selection committee to ignore the ‘Cats as hosts.

Landscape Advisory Committee

I run every morning. And I bike and walk around town a lot. For that reason, I’m particularly a fan of the LAC group and their emphasis on making sure we’re including tree canopies in our thoughts when we design transit and walking corridors.



This is a wonderful example of how we can enhance the enjoyment of people who visit our City simply by giving them relief from the sun. Lately, my theme with respect to transit and the RTA has been that you get what you plan for. Many thanks to Libby Davidson, Chair of the LAC and to Joan Lionetti, Chair of Trees for Tucson and Tucson Clean and Beautiful. They and their co-workers on those groups are focused on mitigating the heat island factory that comes when cities simply lay asphalt and encourage people to drive to their destinations.

These themes all play well together when planned for.

Have a happy and safe Memorial Weekend. And remember to keep our veterans in your thoughts this holiday.

Sincerely,



Steve Kozachik
Council Member, Ward 6

Arts and Entertainment Events Calendar

This week and next week at the arts and entertainment venues in the Downtown, 4th Avenue, and Main Gate areas . . .

Rialto Theatre, 318 E. Congress St.

Thursday, May 24, 7:30pm. “**Twisted and Kottonmouth Kings**”. All ages.

Friday, May 25, 8:00pm. “**Andre Nickatina**”. All ages.

www.RialtoTheatre.com

Fox Theatre, 17 W. Congress St.

Thursday, May 24, 7:30pm. “**Taj Mahal**”

Saturday, May 26, 7:30pm and Sunday, May 27, 2:00pm. “**Bridge on the River Kwai**”

www.FoxTucsonTheatre.org

Tucson Convention Center

Music Hall

Wednesday, May 23, 8:30pm. “**Morrissey**”

Sunday, May 27, 2:00pm. “**Heidi – The Ballet**”

<http://cms3.tucsonaz.gov/tcc/eventcalendar>

Ongoing

Tucson Museum of Art, 140 N. Main Ave.

Ongoing exhibition, Opening Saturday, January 28 and ending Sunday, June 3:

“Frida Kahlo, Through the Lens of Nickolas Muray”

www.TucsonMuseumofArt.org

Museum of Contemporary Art (MOCA), 265 S. Church Ave.

Current exhibition: **The AIR Show**

Hours: Wednesday to Sunday, 12:00 to 5:00pm.

www.Moca-Tucson.org

Children's Museum Tucson, 200 S. 6th Ave.

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

www.childrensmuseumtucson.org

The Drawing Studio, 33 S. 6th Ave.

Ongoing Exhibit, Opens Saturday May 5 and runs until May 26

“Hoopleville...the cartoon world of David Kish”

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

Meet Me at Maynards

A social walk/run through the Downtown area

Every Monday, rain or shine, holidays too!

Maynards Market and Kitchen, 400 N. Toole Avenue, the historic train depot

Check-in begins at 5:15pm.

www.MeetMeatMaynards.com

Tucson Farmers' Market at Maynards

Saturdays 9:00am – 1:00pm

On the plaza at Maynards Market & Kitchen. 400 N Toole in the Historic Train Depot

Santa Cruz Farmers' Market

Thursdays, 4:00 – 7:00pm.

Mercado San Agustin, 100 S. Avenida del Convento

Science Downtown: Mars + Beyond

Thursday through Monday, 9:00am to 5:00pm (until 6:00pm on Fridays and Saturdays).

300 E. Congress St.

<http://www.sciencedowntown.org/index.html>

For other events in the Downtown/4th Avenue/Main Gate area, visit these sites:

www.MainGateSquare.com

www.FourthAvenue.org

www.DowntownTucson.com

Other Community Events

Loft Cinema www.loftcinema.com/

Wednesday, May 23, 7:00pm. “**For the Benefit of all Beings: The Extraordinary Life of His Eminence Garchen Triptrul Rinpoche**”

Thursday, May 24, 7:00pm. “**Margaret**”

Arizona State Museum – **Woven Wonders (beginning April 28)**

The Arizona State Museum is debuting a sample of 500 pieces from the world’s largest collection of Southwest American Indian basketry (over 25,000 pieces). Visit

www.statemuseum.arizona.edu for more information.

UA Mineral Museum – **Ongoing**

“100 Years of Arizona’s Best: The Minerals that Made the State”

Flandrau Science Center

Join the Flandrau Planetarium on the University of Arizona Campus for their weekly Planetarium and Laser Show. Call (520) 621-4516 or visit www.flandrau.org/ for events and information.

Main Gate Square Friday Night Live – **Jazz Summer Concert Series**

On select Friday’s this summer, discover (or rediscover) Main Gate Square through the Jazz Summer Concert Series. Concerts begin at 7:00 in the Geronimo Plaza Courtyard and admission is free. Please visit http://saaca.org/Main_Gate_Square.html for more information and listing of bands and restaurants.

Tucson Pops Orchestra – **Music Under the Stars**

Every Sunday night through June 17, the Tucson Pops Orchestra will be having their yearly concert series at the DeMeester Outdoor Performance Center at Reid Park. This fun, Tucson institution is family friendly and begins at 7:00. Bring chairs and a blanket and enjoy some beautiful music. Visit <http://www.tucsonpops.org> for more information and a schedule of concerts.

Cinema La Placita Outdoor Film Series
presents “A Streetcar Named Desire”
on Thursday, May 24 at 7:30 p.m.

To view full schedule visit:

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

