

Ward 6 Staff



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Council Member



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Ward 6 - Newsletter

Tucson First

August 21, 2012

City Ward Redistricting

Every four years the boundaries of the six wards of the City are reviewed to determine whether adjustments are necessary to equalize the population in each ward. This year, following the census having been done, the Mayor and Council put together a citizens committee to work under the direction of the City Clerk's office and redraw the ward maps.

The goal is to keep the wards compact, contiguous and close to each other in terms of population. For Ward 6, we will need to add approximately 8,000 new constituents and other wards will need to give some up in order to equalize the numbers.

You will have an opportunity to participate in the process. A public hearing will be held in Council chambers on Wednesday the 22nd, during which the committee and staff will describe some of what they're considering in terms of new boundaries, and they'll also be prepared to hear your input. It's likely that the lines won't be redrawn again until the next decennial census, so this is your chance to weigh in on this very important topic.

You can view the preliminary plans on the Clerk's web page:

<http://cms3.tucsonaz.gov/gov/elections>

You can also submit your comments to the Clerk's email: cityclerk@tucsonaz.gov

Redistricting Advisory Committee Public Hearing

Wednesday, August 22, 5:30 p.m.

Mayor and Council Chambers, City Hall
255 West Alameda, Tucson, Arizona

River/Craycroft Annexation

Last Thursday I hosted a meeting at the Ward office in which we discussed the recent annexation of the SE corner of River and Craycroft. This is one of the areas that is being considered for changing ward representation (see options 2 and 3 on the Clerk's site, above).

To review: M&C annexed developable space on the SE corner, but we joined the County in failing to properly prepare the roadway capacity for the new traffic. That intersection is listed as the 13th worst in the region. It's already over capacity – as is the road further to the east and to the west – and we're getting ready to dump thousands more vehicle trips onto it daily.

I am thankful to the many staff and elected officials or their representatives who



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

took the time to meet. Those included County District's 1 and 4, City Ward 2, TDOT, RTA, City Manager, County DOT, the developer and two impacted HOA's from the area. There were also approximately 50 concerned residents who came to participate.

The meeting lasted a couple of hours and many people had an opportunity to share their thoughts. The take-away from the meeting was a commitment from the City Manager to initiate the process of amending the PAG transit plan so this corridor can once again be considered for design and funding. On Friday, the day after we met, Mr. Miranda kept his word and sent out this memo:

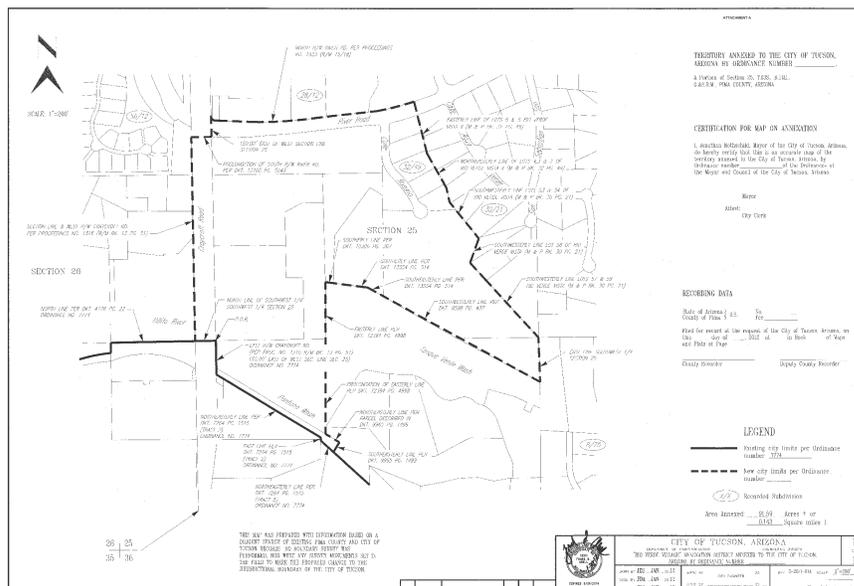
Subject: River and Craycroft

This message is to affirm last night direction. Specially, that formal communication be sent to PAG and Pima County respective to opening the processes to amend the current plans that are applicable to the area so that community goals and expectations can be addressed. This direction too is that this dialogue include coordinated meetings with stakeholders to include the citizens that we met last night, the ward offices and of course Pima County.

Secondly, provide a communications process that allows for the group to know what we are doing. This needs to get done as soon as possible.

I am grateful to the City Manager and his staff for moving on this very important issue so quickly. The fact that the process will include "coordinated meetings with stakeholders" is key. This follows the template in place with respect to Broadway, Kolb and Grant roads. It's a good first step, and one that should have been taken years ago in preparation for the capacity problem that now exists. Regional issues require regional cooperation and planning – it appears that we're moving in that direction.

Here's a map of exactly what we took off the County's hands and what we didn't.





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)

Following the meeting I had an opportunity to review a letter sent to me by the County Transportation Director, in which she corrected my misunderstanding that the \$25M commitment by the County to the Broadway Corridor project would need to go back to the voters. She says that “the County is committed to providing the remaining \$23.5M for construction once the project has been bid and awarded.” Later she states “at this time we are optimistic we will be able to sell the remaining \$23.5M in bonds to provide the City after FY’14.” That means, July of 2014 at the earliest.

I’m thankful for that clarification. In the September 15, 2010 RTA update it states that “there is a funding issue related to the \$25M that was supposed to be provided for this (Broadway) project.” And in March of this year, TDOT advised M&C that the Broadway project “may encounter cost overruns relative to the RTA ballot.” The City is responsible for cost overruns. In that same report it states “Pima County funds availability is still a question.” So, we’re glad for the commitment from the County. Food for thought... we finish the Citizen’s Task Force design for Broadway within the \$42M RTA allocation. Then we reallocate the \$23.5M over to the River Road problem that we helped to create, even though it is a county roadway. Maybe that’d help to mend the fence we tore down in ’97 when we politically leveraged the county into committing some of that HURF bond issue over to city streets. We can argue about whether or not those dollars should have been used for both city and unincorporated roads, but it’s 15 years in the past and we still have many of the same problems that that money was supposed to take care of. Here’s an opportunity to work together towards that end and not overbuild Broadway.

Main Gate District

By now you’re aware of the concerns being raised over the manner in which the Main Gate vote came about. The short message is that only a portion of those who had participated in the year long negotiations related to building heights, massing, step backs and preservation were included in what was described as a “compromise” during the public hearing at which increased heights for a particular developer were approved, 4-3.

Shortly after the vote, an Open Meetings Law complaint was filed. Complaints of that nature are considered at the State Attorney General’s level. The complaint references the following:

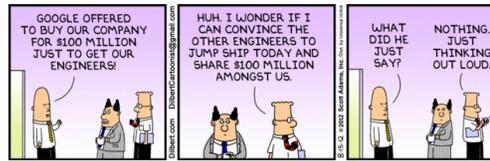
- Email correspondence from the developer seeking the compromise – excluded were certain council members and the WUNA representatives on the Design Review Committee
- Eyewitness observations of council aides during the public hearing whereby it was clear to those filing the complaint that a deal was being consummated.
- No prior discussion of the “compromise” at any Design Review Committee meetings, or at any of the facilitated public forums conducted to consider all options to be submitted to the Zoning Examiner

The complete file submitted contains transcripts of the council meeting, an article from the Star, and a few pages of the basis for the complaint.

What it also includes are multiple references to the failure of this governing body to operate in an open and inclusive manner – and that ends in an issue of trust and credibility.

We have road bonds coming. We have overlays being considered on Grant road. We are in the beginning stages of looking at design standards for the Broadway corridor. We just fin-

ished the Craycroft/River Rd. meeting and have a commitment from the City Manager to begin engaging stakeholders. Rolled up in all of that is the ability of the public to rely on the promise that the time they're being asked to invest in these public processes matters.



The road bonds are \$100M – coincidental reference in the Dilbert cartoon above. It might be worth a reconsideration of that Main Gate vote by one of those who is in a position to bring it back. There was much more at stake than one person's building height.

Operation Snowbird Environmental Assessment



This is a tough one. We do not want in any way to compromise the viability of Davis-Monthan. It is far too important to us economically, and it is clearly recognized by the DOD as a crucial component of our national defense effort. As far back as the 1990 fight to retain the base, engaged by what might be characterized as a rather liberal M&C (Volgy, Wheeler, Marcus, Miller, Sedlmayr, Leal and McKasson) we acknowledged the significance of the base to our local economy. We also want to ensure that the base is an asset in all ways to the community, and grows its mission in ways that are appropriate for a military installation that is nestled in a residential area. Those are not unachievable ends, but they take a willingness by each side to work for solutions, not dig into fox holes and avoid discussion.

The first year for Snowbird deployments was 1975. Fifteen units were deployed that year as a winter month training mission for our cold weather pilots to come and continue to train here. Over the years it has expanded to what is now a 12 month operation that includes both our own pilots, and foreign ones as well. The scope of the mission has grown without a commensurate environmental assessment (EA). The DOD just finished an EA and it is now available for your review. It looks at the flights coming out of DM that are in support of OSB. We are in a 45 day public comment period. Here's a link to the full report, click <http://www.dm.af.mil/shared/media/document/AFD-120730-035.pdf>

The conclusion of this report should come as no surprise. It issued a Finding Of No Significant Impact (FONSI) from the OSB operations. I'll dig into that a little bit below, but first a brief history from a 2010 study conducted by Wyle Labs (the report was not endorsed by the DOD, but the Preliminary study was released and serves as a tool for describing the history of OSB).

1995 Environmental Assessment (EA) concluded a FONSI and "no indication from the National Guard Bureau that this number will change in the next three years (15)." (i.e., the number of OSB deployments)

1999 EA and another FONSI based on expansion of facilities.

2000 “AEF (air expeditionary forces) resulted in ‘dramatic growth at “Operation Snowbird’ and change in mission emphasis over past five years.” (note the timing vs. the 1995 prediction)

2001 “Snowbird is in a building and growth period” By this time it had become a 12 month operation, hosting non-fighter units, non-flying units, USAF, Air Force Reserve, foreign Air Forces, USMC, Navy and others who referred to as “paying customers.”

2002 This comment in Wyle – “Pilots typically use the deployment to attain proficiency and currency with live munitions.”

2007 – Military Community Relations Committee (MCRC) formed to allow 355th Fighter Wing “to publicize significant changes to flight operations.”

2008 – Despite 12 month operation having been adopted, “expect no adverse impact on current environment” and so no need for EA.

In response to community members’ concerns, an EA eventually was commissioned, which brings us to the current report – also issuing a FONSI.

The report gives an assessment of four mission alternatives – one being a base line proposal that rolls back the number of sorties to 1,190 (the number flown in 2009). The **proposed alternative** is for that number to increase to 2,256 annually. Alternatives 2 and 3 would split that difference at 1,979 added flights per year. The primary difference between those two proposals is that Alternative 2 would include only U.S. or coalition partners, and Alternative 3 would include additional international aircraft.

The same airspace would be used under each Alternative; types of munitions used would also be similar, and the ground rules for over flights of residential areas are similar.

Some observations that I’ll share with DOD:

It’s odd to me that doubling the number of flights resulted in a finding of “No Significant Impact.” (FONSI). That’s even conceding the base year was appropriate – an issue that can certainly be debated since the mission has grown so significantly since its inception. I understand that going from about 1,100 to about 2,200 sorties is a small percentage (7%) of what comes out of DM. But you can look at statistics in a variety of ways and conclude what you wanted to at the beginning. The increase could be looked at as another 1,100 flights and that would also be accurate. And that could lead you to a different conclusion as to the impact of one Alternative over another.

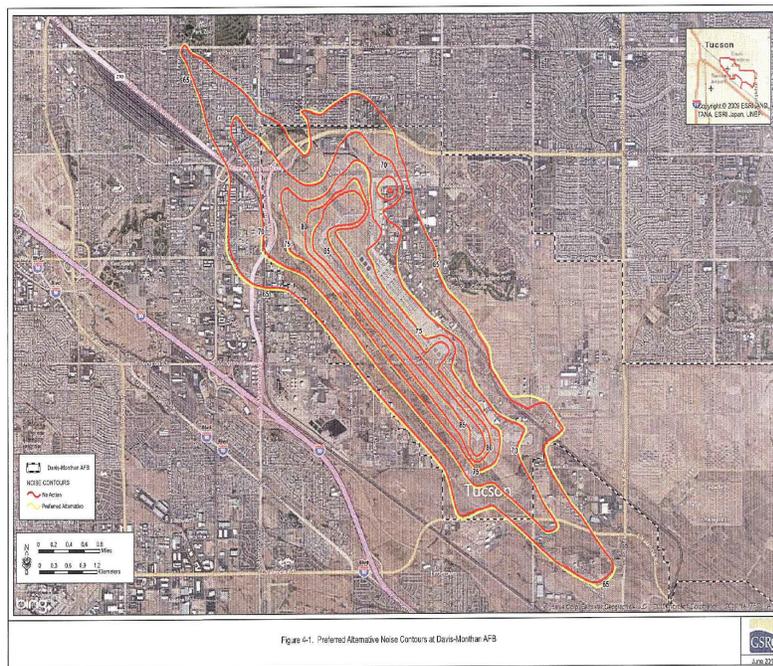
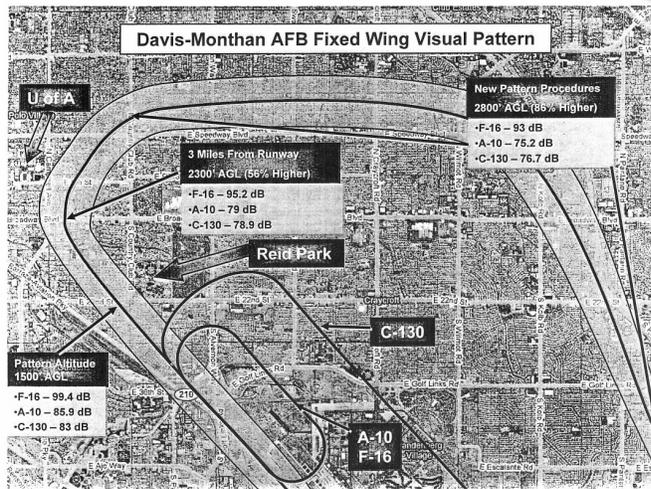
Some of the data seems to indicate that it might be wise to consider new approach/departure patterns (that will necessarily include working with the commercial flights at TIA) as well as taking a look at how the noise contours impact the residences living under the flight paths. TIA is about to begin construction of a new runway, so now may be a good time to start those discussions.

On page 66 of the EA is a contour map that shows how the existing noise contours appear vs. how they’d appear under the proposed alternative. The contour lines are of course centered over DM and the surrounding environs, and they show sound levels for approach/departure in the surrounding areas.

Noise contours are developed by taking an average of the daily flight noise over a 24 hour period. That means individual aircraft flying overhead will yield higher dB than the average since the dead time when no planes are flying overhead dilute the data towards the down-

side. That is an approved FAA technique for measuring noise levels.

The first map below shows actual noise levels of individual aircraft. The second map shows those same levels averaged out over 24 hours. They're tough to read – direct comparison is 79dB to 95dB for individual aircraft vs. 65dB to 75dB for the averaged levels in comparable locations. You can see why the method of measuring is so important.



The yellow lines are the “proposed alternative” and the red lines are the “no action” plan. You can see a slight expansion. The numbers shown are the dB levels associated with the expanded proposal. Apologies for the tough exposure, but if you go to the actual report you can blow up the image.

Here is language from the EA related to the need to provide mitigations when noise reaches particular levels: *A1. Although local conditions may require residential use, it is dis-*

couraged in DNL/CNEL 65-69 dB and strongly discouraged in DNL/CNEL 70-74 dB. The absence of viable alternative development options should be determined and an evaluation indicating a demonstrated community need for residential use would not be met if development were prohibited in these zones should be conducted prior to approvals.

B1. Where the community determines the residential uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) for DNL/CNEL 65-69 dB and DNL/CNEL 70-74 dB should be incorporated into building codes and considered in individual approvals.

So, by the EA's own standards, these noise levels deserve a look.

The report also addresses over flights with live munitions.

OSB operations also implement the following flight safety measures:

All aircraft carrying live ordnance utilize the southeast corridor.

2. Aircraft unable to expend live ordnance due to any system malfunction are diverted to an alternate base to preclude recovery over the Tucson metro area.

3. Aircraft experiencing malfunctions recover to DMAFB from the southeast, preventing over flight of densely populated areas.

Whenever OSB aircraft depart DMAFB with live weapons on board, the departure would be required to be on Runway 12; OSB aircraft with unexpended live ordnance would recover only to Runway 30. OSB aircraft with hung or unsafe live ordnance would not return to DMAFB; instead, they would be diverted to an alternate recovery location.

It's unclear from that comment, but in fact, there is only one runway. 30 and 12 refer to compass points 300 and 120. When the aircraft take off straight over the city in a NW direction this is from "Runway 30." That flight path includes Reid Park, Sam Hughes neighborhood, the UA and other residential areas. While few aircraft commonly do this, the F-16 Operation Noble Eagle with live ordnance does on an infrequent basis.

It is worth confirming that over flights with live munitions will not be conducted over residential areas. It's not clear from how the EA is phrased that that is the case.

Also not addressed are the approach/departure patterns involving OSB training flights at TIA and our foreign partners. Those must also be subject to restrictions of flying over homes, the UA and generally residential areas when carrying live munitions.

During the scoping process the two primary concerns raised by people were safety and noise. That's the reason I've addressed the DOD response to those here. There were numerous other concerns raised that have to do with choice of a baseline year from which to begin calculating impacts, the methods used in measuring noise impacts, social justice issues, and simply moving the operation to a different installation. You can find the full list of those concerns on page 23, section 1-8 of the report.

While I'm not unsympathetic to the array of concerns, I also recognize that the report was produced in a way that those following the process on both sides of the issue could have predicted a FONSI to be the result. That's how bureaucracies work – self-preservation – and now it's up to the community to engage in a way that serves the greatest good. Frankly, we need DM in the community for its significant economic impact. And we need DM in the region for strategic military place it holds in our national defense. But we don't need a

neighbor who puts residential areas at risk, and impacts the quality of life by incrementally growing missions without giving due consideration to how that growth affects residents living around the base.

Study the report – submit your concerns. Participate in constructive dialogue with the representatives of the base when those opportunities come up. The MCRC meetings serve as one such venue for that.

I gave an honest assessment of the F35 DEIS, and based on the data contained in that report concluded that Luke AFB was a better fit than TIA. As it turns out, that's exactly where they awarded that mission. This one is more difficult because the premises on which the data in this report are based are even subject to debate. If you can't agree on where you should begin, or the methodology to be used in drawing conclusions, you will not agree on the conclusions.

So – noise / safety. Those are the biggies – I'll be submitting my comments. You should do the same.

Greyhounds

This issue is going to be gaining steam in the next few weeks; i.e. treatment of the animals by ersatz professionals in the field of “caring” for the dogs. But for now, I wanted to share with you an event coming on the 26th sponsored by the Southern Arizona Greyhound Adoption group.

The event is a combination sharing stories related to this breed and a wine tasting/ appetizers low key get together. It'll be held at FLUXX Studio over at 414 E. 9th from 4 – 6:30pm. They'll also have non-alcoholic drinks, desserts, dog accessories, books and art for sale.

This is a fund raiser for the cause – tickets are \$25 at the door (a portion tax deductible). For more information, please visit <http://sagreyhoundadoption.org/>. I hope you can set aside some time to come on over and join us / and you might even come home having adopted a new family member.

Film Forum

Last Thursday we held the forum relative to the film rebate bill, aka “Jobs Bill” that the legislature was ready to enact last session. My estimate is that there were about 100 people in attendance at the Center for Creative Photography for the meeting.

It was distressing that only State Senator Paula Aboud took the time to come and participate. Clearly there's work to do in terms of putting this critical piece of legislation on the minds of all candidates for State level office. That's the charge we gave to those in attendance and subsequent to the meeting I've already been asked by some of those people for the names of candidates. That list was in last week's newsletter – I'll repeat it here:

House

District 9; Dustin Cox, Mohur Sarah Sidhwa, Victoria Steele, Ethan Orr
 District 10; Stefanie Mach, Brandon Patrick, Bruce Wheeler (he's a big supporter already),
 and Todd Clodfelter
 District 11; Dave Joseph, Adam Kwasman, Steve Smith

Senate

District 9; Steve Farley, Tyler Mott

District 10; David Bradley, Frank Antenori

District 11; Jo Holt, Kim Allen, Al Melvin

The sectors of the economy that will directly benefit from this bill include:

- Hospitality – hotels, car rentals, restaurants
- Retail – hardware, art shops, catering (whatever it takes to build a set and take care of a crew)
- Free lancers who are working in the industry
- Pre-production talent – our local film producers who are surviving in the market, despite the lack of a level playing field on which they're playing
- Post-production talent – many of whom are leaving the local market for locales that are winning the shows / a talent drain that we cannot afford
- Actors and extras
- Tourism industry – seeing our natural setting on either the TV or big screen is worth more than all of the efforts our MTCVB can afford to invest (consider the great advertising the region gains every time the Accenture golf tournament is televised.)

This is not going to happen without the direct involvement of those who see the value of the bill and are willing to take a few minutes sending some emails to candidates. It's a jobs bill that will yield millions of dollars and thousands of jobs annually to our State economy in clean industry. I hope you'll consider making that time investment.

Marijuana Dispensaries

Leaving you on a high note, on August 7th, the State Department of Health Services conducted a lottery from which they will select the locations for medical marijuana dispensaries around the State. What they've done is establish what are called "Community Health Assessment Areas" (CHAA) throughout the State, and each one is subject to having a dispensary licensed to operate. The State is not releasing the results of their lottery because "State law requires that the information be kept confidential." That's what I'm told.

What is not confidential is the list of applicants who submitted to the DHS from each jurisdiction. The City of Tucson has 8 or 9 CHAA's and so from the list below, we'll possibly see 8 or 9 dispensaries awarded by the State. That licensing decision is out of our hands. What this list represents is the applicants who meet the City code requirements for a dispensary. There were about three times this many who applied and failed to make the cut.

street_no	street	street_name	zone1	ward
910	W	IRVINGTON RD	C-2	1
3224	N	FREEWAY INDUSTRIAL LP	I-1	1
3359	N	FREEWAY	C-2	1
6355	S	6TH AV	C-2	1
112	S	KOLB RD	C-2	2
6644	E	TANQUE VERDE RD	C-2	2
6644	E	TANQUE VERDE RD	C-2	2
6644	E	TANQUE VERDE RD	C-2	2
75	W	RIVER RD	C-2	3
2925	N	FLOWING WELLS RD	C-2	3
4043	N	ORACLE RD	C-3	3
4695	N	ORACLE RD	C-2	3
1684	S	RESEARCH LP	I-1	4
7545	S	HOUGHTON RD	C-2	4
8060	E	22ND ST	C-2	4
8060	E	22ND ST	C-2	4
1105	E	22ND ST	C-2	5
1530	E	BENSON HY	C-2	5
1655	E	18TH ST	I-1	5
2132	E	17TH ST	C-2	5
3615	E	GOLF LINKS RD	I-1	5
4513	S	6TH AV	C-2	5
4529	S	6TH AV	C-2	5
221	E	6TH ST	C-3	6
4120	E	SPEEDWAY BL	C-3	6
4120	E	SPEEDWAY BL	C-2	6

You'll note that some of the locations are listed more than once. The best I can tell, that's because they applied on multiple dates, and so the property is listed multiple times. They're not split parcels and only one dispensary per address would be going up.

There are 22 addresses – we'll end up with fewer than ½ of those awarded by the State. We don't know when those assignments will be made.

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, August 23, 8:00pm. “**Jimmy Cliff**”. All ages.

Friday, August 24, 8:00pm. “**Big Bad Voodoo Daddy**”. All ages.

Saturday, August 25, 5:30pm. “**KXCI Celebrates 1972**”. All ages.

www.RialtoTheatre.com

Fox Theatre, 17 W. Congress St.

Saturday, August 25, 7:30pm. And Sunday, August 26, 2:00pm. “**The Birds**”

www.FoxTucsonTheatre.org

Ongoing

Tucson Museum of Art, 140 N. Main Ave.

Ongoing exhibition, Opening Saturday, June 16 and ending September 23:

“100 Years 100 Ranchers: Spirit of the West”

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 July 28 and runs until August 20

“Art of Summer 2012”

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

Jewish History Museum, 564 S. Stone Ave.

Open Wednesday, Thursday, Saturday, and Sunday, 1:00-5:00 and Friday, Noon to 3:00pm

Special hours for school and group tours, for more information call 670-9073

www.jewishhistorymuseum.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

Open by appointment only

2nd Saturday of each month, extended hours to 5:00pm – 9:00pm

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, August 22, 7:30pm. “**Paul Williams: Still Alive**”

Thursday, August 23, 7:00pm. “**Sing! The Music of Sesame Street**”

Saturday, August 19, 11:00am. “**The Wages of Fear**”

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.

Cinema La Placita Outdoor Film Series
presents “Fahrenheit 451”
on Thursday, August 16 at 7:30 p.m.
To view full schedule visit:
<http://www.cinemataplacita.com/>

