

Ward 6 Staff



Steve Kozachik



Ann Charles



Bonnie Medler



Diana Amado



Molly Thrasher



Ward 6 - Newsletter

Tucson First

June 19, 2013



Reid Park Zoo Master Plan

On Tuesday we were given an update on the proposed design options for expanding and renovating the Zoo. The Master Plan was funded through \$15,000 in donations that came from our partners in the Tucson Zoological Society. This group of advocates is truly committed



to helping keep the Zoo a great place for you to visit, and a great place in terms of the welfare of the animals. The table below shows how valuable they've been to you and the City in terms of funding this community asset since I took office back in 2009:

Fiscal Year	Capital	Operating/Other
2009/10	\$606,765	\$757,368
2010/11	\$5,183,000	\$630,134
2011/12	\$602,825	\$664,990

While the full build-out is still not fully funded, and therefore the timing isn't fixed they do have some concrete plans to improve the health center, make changes at the entryway, add a couple of animal exhibits (Hippo, Rhino, Zebra) and eventually grow the perimeter to the west, doing some redirecting of Lake Shore Lane. Other changes to parking areas may be a part of the longer term plans.

Of immediate need are the changes coming to the health center. Our partners in the Zoological Society have committed to fully funding this important new addition. In addition to expanding, they're also looking at bringing on staff a resident vet. That service is currently being contracted out, so the addition to the on-site staff would shift dollars from one line item to a new one, but we'd have ready access to medical services right on the grounds. It's in the talking stages right now.



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

There are preliminary cost estimates for the new hippo exhibit that bump the \$6M mark. In order to maintain their Accreditation, any of the work done will have to maintain the high standards of care and welfare for the animals that the Zoo is currently recognized for. We're thankful for our TZS partners who continue to make this a centerpiece facility in the City.

...more on the development of these plans as they unfold.



Vail Water Supply

Right now, the unincorporated area of Vail is using groundwater to supply its needs. They have an allocation of CAP water, but are recharging all or part of it in the Marana area and using up water "credits" by pumping from groundwater wells within their own service area.

In 2010, M&C adopted a water policy that directed staff to work with other jurisdictions and water providers on a comprehensive water plan by which groundwater would be preserved, and CAP water would be the first use of choice. In 2011, we signed an Intergovernmental Agreement with Oro Valley to place a portion of their CAP allocation in our storage facilities, and we would wheel the water to them – taking them off from groundwater pumping by the amount we sent to them through our infrastructure.

On Tuesday, we agreed to a similar process with Vail. They have an allocation of 1,857 acre feet per year of CAP water. Under this agreement, we're going to take delivery of that water, store it for them in our storage basin, and once Vail is finished building the infrastructure needed to carry that water to them, we'll begin to wheel it through our pipes, connect with theirs and help to get them off from the groundwater pumping that they're now reliant on. Vail will pay us about \$600 per acre foot – that will cover M&O of our infrastructure as well as energy costs to get the water to them.

I've written before in a variety of forums that this M&C is committed to preserving the health of our aquifer – and to taking the full allotment of CAP water so that we leave our groundwater supply untouched. With wheeling agreements such as this one, we do the same for other surrounding jurisdictions. This wheeling agreement with Vail is good for the regional water supply.

...and speaking of unincorporated areas

We gain as a region in the form of State Shared tax revenues coming to us by a formula driven calculation based on the amount of area that is incorporated as either a City or Town. The parts of our region that remain simply 'unincorporated Pima County' leave dollars sitting up in Phoenix for distribution to other parts of the State. That's one of the reasons we've been fairly aggressive in annexing small portions of the area in the past



Important Phone Numbers

Senator John
McCain (R)
520-670-6334

Senator Jeff
Flake (R)
520-575-8633

Congressman
Ron Barber (D)
(2nd District)
520-881-3588

Congressman
Raul Grijalva (D)
(3th 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)

year. Its dollars to us. And, it's the reason we just voted to support Vail in its interest in voting to incorporate.

When an area is annexed, we pick up the obligation to serve City services; water, police and fire, trash pick up, maintenance of their roadways, and those sorts of things. There are costs associated with providing those services, and so we would include the new areas as taxable in an effort to recoup our new costs. From their end, what they're now paying to receive from private vendors would be captured in the added taxes they'd be paying, but the private contracts would dissolve. And the region gains revenue.

With that in mind, here's an excerpt from an article that appeared in a recent CNN Money on-line edition. It mentions the Catalina foothills region, but incorrectly calls it a "town." If it were a town, it'd be incorporated, and we'd be getting more dollars into the area. They've chosen to stay unincorporated – leaving money on the Phoenix table.

CNN Money Best Places to Live

Top-earning towns

23. Catalina Foothills, AZ 23 of 25

***Population: 50,383
Median family income: \$116,997
Median home price: \$300,000***

The wealthy of Catalina Foothills like their independence. Repeated attempts to annex the area into nearby Tucson have been unsuccessful, since residents prefer to maintain their own suburban identity, complete with a for-profit fire service. The high-income earners who live here enjoy some of the best schools in the county, luxe restaurants and shopping, and spacious homes with views of the Santa Catalina Mountains, all while commuting a quick three miles into Tucson.

The area is also sprinkled with chic spas -- the better to unwind in after hiking or biking in nearby Sabino Canyon.

If you've been around here for any length of time, you know the various arguments for and against our annexing the area. They'd need to see a change on how we conduct our elections, and we'd need to run the #'s to make sure the tax base we'd accrete would be large enough to pay our added costs. The honest truth is that we're probably not going to Ward only elections any time soon (a necessary condition for the foothills to come into the City – they'd want their own Council member, not redistrict and take one of the six who already represent the area,) and we have no current studies that show the economic metrics surrounding costs of service. So, the 'town' will continue to exist as a neighbor, and we'll likely continue to see their potential share of our local revenues float up north to Maricopa County.

I just thought I'd share that while Vail, provision of services and incorporation was on my mind. There may be some creative folks up in the "town" who could look at ways to solve the incorporation angle so we quit losing revenues.

Food for thought.

County

One more County reference – last week I wrote about some transportation related issues, one of which was a possible reconsideration of the RTA. The Pima Association of Governments may be discussing that in their upcoming Regional Assembly this September. In my piece, I noted that I'd like to see them talk about a change in the statutes in which the taxes we're gaining from the RTA could be repurposed to road repairs. Now they're only eligible for use in expanding road capacity. If you'll recall, I called for something similar back in early 2011 and the response from the RTA and others was a resounding thud.

And in the interim, our roads continued to deteriorate, and we're all looking for dedicated funding sources. One of those that are apparently gaining more interest is in fact the RTA money. In a very recent memo sent by County Administrator Huckelberry to the Board of Supervisors, he noted the following:

XI. Recommendations

There is no single recommendation that will significantly resolve our existing highway maintenance investment dilemma. We need to focus on the problem using multiple strategies and continue to stress the need to reach long-term, stable and consistent funding for transportation. This is not a problem unique to Pima County; within our region it is a problem for every local government. Some local government transportation problems are more acute than others and vary directly in proportion to the age of their transportation infrastructure.

The following recommendations are intended to attempt to manage the problem, not solve it. Only comprehensive transportation funding reform will solve the problem. *(he included several ideas, each of which are worthy of serious consideration – Mr. Huckelberry deserves credit for being one who will risk criticism for proposing ideas that are forward thinking, but which may also threaten existing apple carts – I seem to occasionally join him in that inclination.)*

5. Consider in any new funding initiative such as renewal of the Regional Transportation Authority tax a significant allocation of new revenues toward pavement preservation and repair in an amount not less than \$500 million to be distributed in accordance with assessed value, population or a combination thereof among the various local governments maintaining and operating streets and highways in Pima County.

We need to identify money that goes right into roadway preservation. As I said over a year ago, we're already paying the RTA taxes. They deserve to be one source under consideration. I'm hopeful that the Regional Assembly will take this matter up and give it a real chance to be heard this time.

Spending Limit

Related to revenues and costs is the issue of our taking to the voters the authority to increase our spending limit. We will have one more Public Hearing on this matter on July

9th.

I've written on this before – there are a few options. One is to do nothing, and as our revenues exceed the State driven limit on spending, the money we raised would have to sit, unspent until the next fiscal year. We'd effectively lose out on the ability to spend down revenues, the result being a reduction in services. For those who think we spend too much, this may be your option of choice.

Costs are rising though – some of the reasons are unrelated to the factors the State uses to impose the limit. Those include population and inflation. We've lost population (last census confirmed that) and costs for some services often exceed the rate of inflation, especially during an economic downturn. So, we're considering altering the spending limit in either of two ways:

- a. Home Rule – this allows us to set our spending limits per our budgetary needs / and the option of doing this would expire in four years, sending it back to the voters for re-approval.
- b. Permanent Increase in the cap – Staff has suggested bumping our spending limit cap by \$50M. This would not need to go back before the voters in four years, but would simply increase our formula based limit by that amount by increasing the base amount set back in 1980.

Staff is projecting that in 2016, our anticipated revenues/expenditures will exceed the State cap. You'll have one more time to share your thoughts on July 9th before we vote on whether or not to place one of the options on this year's ballot, or not.

Revenue Generators

A while back, we sent out two construction proposals for independent third party analysis. Both are in the downtown core, and both have now gone through that analysis. The reason is that they're requesting consideration for a property tax offset for eight years. This is the Government Property Lease Excise Tax incentive we adopted last year. Here are the data surrounding both projects' application for the incentive.

Rialto Block

What's being proposed is redevelopment of existing spaces on the Rialto block that would include neighborhood retail, restaurants, co-working office space and a small amount of residential development. It'll sit alongside the streetcar tracks (more on that below) and will be a two-phase project that will eventually be a seven story structure that will house those functions.

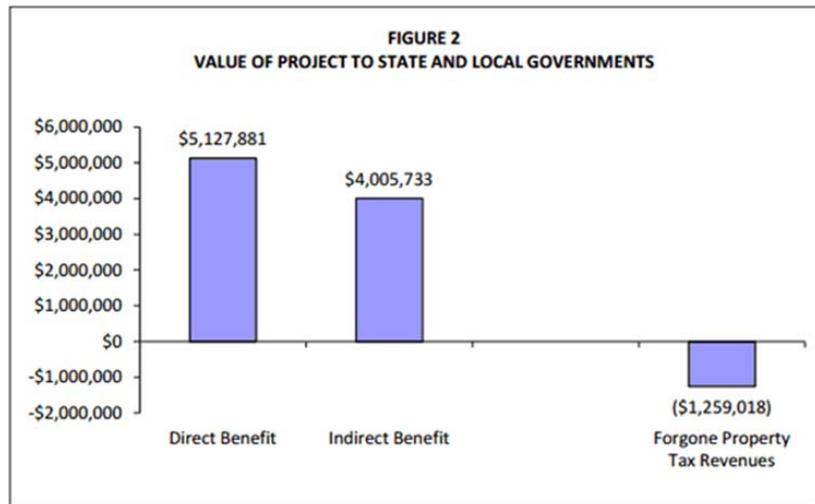
At build out, it'll be a 29,200 square foot development. That splits up into a total of 13,167 square feet of co-working office space, a shared work environment for work-from-home and independent professionals that would include a coffee shop and wine/beer sales; 10,753 square feet of restaurant space that is slated for three high quality restaurants that have already signed letters of intent, a small 882 square foot bar, 4,000 square feet of courtyard space available for weddings and other event rentals; 1,386 square feet of neighborhood retail space and 3,000 square feet of residential living space.

Phase II would be completed approximately one year after Phase I. Total construction costs are estimated at \$7.3 million.

In terms of local tax revenues, the Rialto Block of 5th and Congress would directly and indirectly generate approximately \$1.7 million in local revenues to the City of Tucson from

2013 to 2021, and \$7.5 million to the county, school district, state and other local taxing jurisdictions. Indirect revenues include taxes paid by employees, whereas direct revenues are generated by businesses in the development.

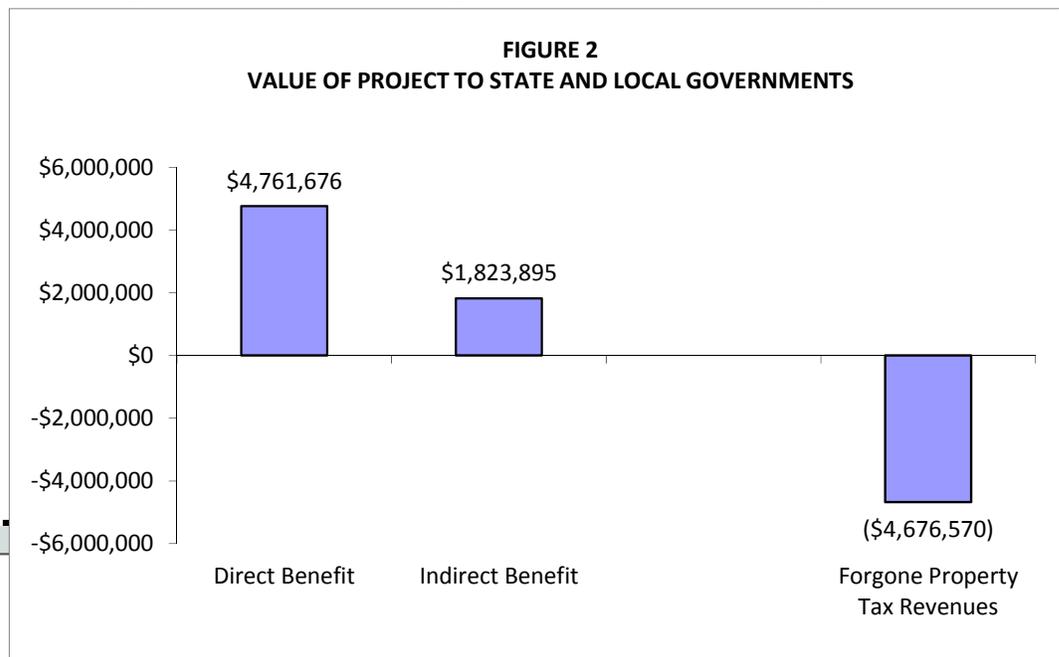
Here's a table that shows what the taxpayers gain – and what they forego during the eight year tax abatement. The commentary below the table comes from our Analyst:



The Rialto Block project would generate new revenues for the city, as well as creating approximately 220 jobs at the businesses within the development. The nature of the restaurants in this development, combined with the over 100 events per year at the Rialto Theatre will attract additional Tucson residents and visitors into the downtown area for dining and entertainment. Other local businesses could benefit as well from this synergistic effect. The Rialto Block of 5th and Congress would support the local economy while providing an anchor for redevelopment activity in eastern end of downtown.

Cadence Student Housing

A similar analysis was done with respect to a new mixed use, primarily student housing project that's going in at the east end of Congress. Here's a table similar to the one shown above that depicts the cost/benefit analysis for this tax incentive request:



The project will include 196 student housing units with 456 beds and property management offices, 10,412 square feet of restaurant space, 7,345 square feet of retail space and 15,000 square feet of indoor/outdoor amenity space. Construction is already underway on the student housing which is expected to open in Fall 2013. The retail/restaurant component is expected to open in Spring 2014. Total construction costs are estimated at \$26.8 million including hard costs and soft costs, plus \$2.1 million in acquisition costs.

Here are some data that also came from the third party analysis.

The project will yield -

- About 230 direct construction jobs and 150 additional indirect jobs during the two phase construction period. The total construction impact is estimated at \$43.5 million.
- Once completed, the project will generate an annual economic impact of \$14.4 million, or a total of \$115.3 million over the next eight years.

The retail and restaurant space and the property management offices for The Cadence will directly support about 100 jobs beginning in 2014. The value of the GPLET exemption for all jurisdictions combined is estimated at \$4.7 million over eight years. However, the project will generate direct sales tax from construction and on-going retail and restaurant sales, as well as indirect property and sales taxes from supported employees and student spending, for a total benefit to the state and local governments of \$6.6 million over eight years.

Both of these projects represent the value of our having designated a Central Business District last year. Without that designation, neither of them would have been able to even apply for the tax incentive. With it in place, and with our direction on Tuesday to have staff move forward with the lease agreements, we're positioning ourselves for significant local and regional tax revenue improvements in the coming years.

As it relates to the "Spending Limit" item above – without the increase in the formula based limit, we'll bump up against our spending limit and those new dollars will sit on the shelf.

Streetcar Update

Both of those projects came about in no small part as a result of their expectation that we're going to be running a fixed-in-place rail system past their front doors. On Tuesday we received an update on the progress of the streetcar construction, and the status of the production of the vehicles.

I have felt for some time that we should have been assessing our contractually allowed damages (Liquidated Damages – LD's) since at least early in the year. I believe we have not been aggressive enough in holding our partners' feet to the fire in getting the vehicles here, tested and into revenue producing mode. We're paying our FTA mandated 'team' over \$4M to manage this relationship with Oregon Ironworks. And yet, the project timeline has continued to slip.

The new date for completion of track related construction is early October of this year. There will still be work going on related to the stops, artwork, and other amenities, but the

tracks will be ready for receiving cars for testing.

There is an FTA mandated protocol for testing the vehicles. It includes 15 days once each car arrives here (called Live Testing,) and then what’s called “Vehicle Burn-In” – another 310 miles on the tracks, in traffic, the last 62 of which must go on without a major glitch, or that last segment of the test begins again. So, once the cars begin to arrive, testing starts.

Here’s the status of each of the eight cars – direct from the Oregon Ironworks presentation to us. The percentages are meant to reflect how far along in production each of the cars is at this time:

Tucson Vehicles:

- 101 at 90%
- 102 at 75%
- 103 at 50%
- 104 at 45%
- 105 at 35%
- 106 at 20%
- 107 at 10%
- 108 at 5%

And here’s the new schedule they’ve ‘committed’ to:

Streetcar No.	Start Testing	Arrival in Tucson
101	Early June	August
102	Early July	Late September
103	Early August	Late October
104	Late August	Mid-November
105	Mid-October	Early January
106	Early November	Late January
107	Early December	Mid-February
108	Early January	Late March

I have a schedule provided to us by staff that said the first vehicle was ‘ready for delivery to Tucson’ back in October, 2012. Staff is now saying the real due date for that first vehicle was March of this year. Ok – that’s the new date on which the meter begins for the purpose of assessing damages. Those are \$250 per day/per vehicle for the first 90 days, \$1,200 per day/per vehicle for the next 90 days, and \$1,800 per day/per vehicle thereafter.

I’d have started down that road back in March. The meter is now running though, and I expect us to recoup dollars from OIW that will help to offset the lost revenues we’re facing as a result of having the new developments going in, but nobody riding into the downtown core on the streetcars.

Primarily though, we owe it to those who have invested along the tracks to get OIW to produce and get the vehicles on site. I’m not pleased with the schedule – but at least we have established a date from which damages will be calculated. I guess that’s progress.

Direct Center for Independence

In a related way, the Direct Center for Independence is collateral damage to the streetcar, but more directly from student housing that has gone up as a result of being close to the tracks.

The Direct Center offers training and assistance to people with all sorts of disabilities. The goal is to help the clients of Direct to stay in their own homes, and avoid having to move into assisted living facilities – very costly, as any of you know who have had to place family members into one. Direct is now situated in between two of the new student housing towers that are going up in the Park/Speedway area. The site has become untenable for their clients. As I stated during our study session, I'm weary of hearing people refer to student housing as the 'highest and best use' of a given property.

The City owns the building in which Direct resides. It has a long term lease attached to it, so we're bound to either keep them there, or help to find a new home. Two offers, independent of one another came to the City in an unsolicited manner (that's an important point.) The superior of the two included moving Direct, paying for their move and tenant improvements in the new location, and buying their existing site from the City. I was ready to pounce on the offer but we're committed to ensuring a good public process is followed before we sign deals. As good as the offer is, we don't know if there's a better one until we test the market.

What we're doing is exactly that – putting out a request for proposals on the property with some built in deal-points we'll want to see. Those include taking care of Direct, and hitting the financials that are already on the table. In addition, in order to not lose out on the opportunity for the new site that has been offered, we're engaged in an expedited process. Offers will need to be back to the City Manager/Real Estate before our August 6th council meeting.

We could move the deal forward simply based on our Charter authority. But what we're doing is the right way to do it. Let's see what the market will bear and move forward once we have that information in hand.

As you can see, this whole streetcar/student housing/transit oriented development theme has a lot of moving parts to it. It's exciting to be a part of all of this finally taking place, but managing the effects is an always moving target.

Renter Occupied Statistics

The need to get student housing out of the neighborhoods and onto the arterials/collector streets is really shown by some data that I was given by the Drachman Institute. Neighborhood stability and property values rise as a function of owner occupied properties being a high percentage of the area. It's natural to expect a certain percentage of neighborhoods that surround the UA to have lots of rentals, but as we build more of the larger student housing complexes, we should be expecting to see those percentages of rental units begin to decrease.

Here are the data that reflect trends in terms of rentals in various neighborhoods around campus:

University Area Renter-Occupied Housing (percentage by neighborhood)

Neighborhood	2000	2010
Jefferson Park	51.7%	70.2%
Feldmans	74.3%	82.3%
West University	74.7%	79.7%
Rincon Heights	79.0%	83.9%
North University	80.3%	86.7%
Blenman/Elm	43.2%	55.2%

I could add 51.2% for Sam Hughes neighborhood, 84.2% for Iron Horse, 86.1% for Pie Allen, and 45.6% for Catalina Vista. The trends are going in a direction that further makes it important for us to do what we can to attract housing options in other locations, but also to manage the impacts of those on the nearby residential areas (traffic, noise, etc.) Even the new housing units going in down on Congress will potentially impact neighborhoods in the area.

It's up to the City, University, builders and residents to all work together as we manage the growth of a major Division I institution that is nestled in the midst of multiple well established historic neighborhoods. Direct Center is but one example of an unintended consequence of the growth. As many of you know, there are plenty of others.

Farnsworth vs. Trafficking Forum

Last legislative session, a bill was presented that would have strengthened sanctions against predators who prostituted children. The law right now sets different legal penalties on participants based on the age of the kid – under 14 is where the higher penalties kick in / the bill was trying to raise that to 17 years old.

The bill was held up in committee by Representative Farnsworth. He evidently didn't see the need to protect girls aged 15-17 in the same way that those under 15 are addressed in the law. A group of us had a different opinion, and as one thing led to another, last week we hosted the Community Forum on Sex Trafficking. The goal was to alert parents, care givers and kids what the warning signs are, and how to protect yourself, your friends and your kids.

Over 120 people attended. Thanks are in order to the Center for Community Dialogue at Our Family Services for managing the group discussions. The Tucson Women's Commission provided refreshments, Pima College provided the accommodations, and KOLD News Anchor Heather Rowe served as moderator for the entire event.

The very short take-away from the event is that if there's a computer in your City – trafficking is occurring. If there's one in your home, your kid is vulnerable. Much of the trafficking of minors is through the internet, and much of it begins with what appear to be very benign acquaintances that begin in chat rooms, Facebook or other on line sites.

I would hope that the 'entertainment' jocks on talk radio who made light of the diversion options we tried to offer first time prostitution victims would finally see the importance of addressing the whole exploitative industry that is alive and well in this area. Perhaps they'd be more inclined to take this stuff seriously and try to have an adult conversation about it if it were their daughter.

Locally if you have concerns, contact willowwayaz.org – Beth Jacobs is running the place and can assist. Also, Southern Arizona Against Slavery @ saastucson.com – Chelsea Hall is your contact there.

The State wide hotline is 1.888.60.ALERT. That's the Arizona League to End Regional Trafficking.

So, without the 'efforts' of Mr. Farnsworth, this issue, and this forum may not have received the support it did from a wide variety of agencies and members of the public. Hopefully the State will act on the law next term.

Civil Unions and Prop 8

A few weeks ago we voted to affirm the right of consenting adults to make contracts under a Civil Union relationship, and to recognize that relationship through issuance of a Certificate. On Tuesday we finalized the language.

This issue is a matter of basic civil rights; that is, two people, regardless of sex, expressing their commitment to one another and flowing from that their desire to enter into certain legal agreements. Those include things such as management and ownership of real and personal property, obligations that either or both of them have agreed to assume related to existing children or other family members, disposition of their property upon the death of either party, and those sorts of things that crop up in the course of established relationships. In order to qualify, the parties must meet certain guidelines that demonstrate an intent to remain in the relationship over time.

When I was growing up in the '60's and '70's we were struggling as a culture with what today seem to be some very non-controversial decisions respecting the right of people to enter into relationships; those being race related. Today, only a few even bat an eyelash. One day people may well look upon what we did in a similar manner.

Proposition 8

And next Tuesday, the Mayor, Karin and I will be a part of a Reading at the Temple of Music and Art that tells the story of Proposition 8, the California measure that had as its purpose to ban same-sex marriages. The show will begin at 7:30, and should last for about 90 minutes.

In its entirety, Proposition 8 provides "Only a marriage between a man and a woman is valid or recognized in California." The plaintiffs alleged that the voter approved Proposition denied them of due process and of equal protection of the laws under the 14th Amendment of the U.S. Constitution. They sued to have it overturned.

In case you're unfamiliar with the case and would like to attend, I'm not going to give the court decision. If you must know, you can Google it. The Reading will take you through the court testimony and allow you to hear both sides of the arguments used to both justify, and to ban marriage of same sex couples. We'll be reading from actual court transcripts and from first-hand interviews.

The U.S. Supreme Court is expected to issue a ruling on Prop 8 later this month.

The play will benefit the **American Foundation for Equal Rights (AFER)**, **Wingspan**, **Southern Arizona AIDS Foundation**, **Alliance Fund** and the **University of Arizona Office of LGBTQ Affairs**.

If you'd like to pre-purchase tickets, call the ATC Box Office @ 622.2823. While you're at it, their tickets for the upcoming season are also on sale. I've ordered mine – they've got a good slate of shows coming starting this fall.

UA Athletics Academic Progress



In their first year under coach Rich Rodriguez, the Arizona Wildcats had a better graduation rate than any other football team in the Pac-12. What's called the "Academic Progress Rate" (APR) is calculated each year based on a team's player eligibility, graduation and retention rates.

The NCAA's Academic Progress Rate that was released Tuesday showed the 'Cats' score of 980 was ahead of the next closest conference teams (UCLA and Stanford) who were tied w/scores of 978. Oh, and for those few who care, the Kansas football team had a 958 APR last year.

Similarly, the UA men's basketball team was one of four schools (Washington, Stanford and Arizona State being the others) who led the Pac-12 with a score of 1,000 over the past year. The year over year scores are important, but the APR mainly deals with teams in four year increments, measuring the graduation rates of the last four cohorts of classes. By way of example, the Wildcats' women's gymnastics received NCAA recognition for a perfect 1,000 score over four years - the same mark it had in last year's report.

Nine more of the 20 Wildcats teams measured by APR improved from last year's four-year rate. - football, indoor and outdoor men's track, women's basketball, women's cross country, women's golf, women's swimming and women's indoor and outdoor track. Clearly there's a strong commitment on the part of the administration and coaches in the Athletics department to give the appropriate focus to academic progress.

Sincerely,

Steve Kozachik
Council Member, Ward 6
ward6@tucsonaz.gov

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, June 20, 7:30pm. “**Iris Dement with Peter McLaughlin**” all ages.

Saturday, June 22, 6:30pm. “**Tucson’s Best: Showcase – Hardcore Edition**” all ages.

www.RialtoTheatre.com

Fox Theatre, 17 W. Congress St.

Friday, June 21, 8:00pm. “**Teo Gonzalez: El Comediante de la Cola de Caballo**” all ages.

Saturday, June 22, 2:00 & 7:30pm. “**Charlie Chan Double Feature**” (film)

Sunday, June 23, 7:00pm. “**Cynid Lauper – She’s So Unusual Tour**” all ages.

www.FoxTucsonTheatre.org

Tucson Convention Center <http://cms3.tucsonaz.gov/tcc/eventcalendar>

TCC Arena

Thursday, June 20 through Sunday, June 23. “**Ringling Brothers and Barnum & Bailey Circus**”

Ongoing

Tucson Museum of Art, 140 N. Main Ave.

Ongoing exhibition, Opening Saturday, January 26 and ending June 16:

“**Desert Grasslands**,” “**Feminina: Images of the Feminine from Latin America**,” and

“**Elements in Western Art: Water, Fire, Air, and Earth**”

www.TucsonMuseumofArt.org

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

Current exhibition: “**Peter Young: Capitalist Masterpieces**”

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

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

Mercado San Agustin, 100 S. Avenida del Convento

Thursdays, 4:00 – 7:00pm.

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

www.MainGateSquare.com

www.FourthAvenue.org

www.DowntownTucson.org

Other Community Events

Loft Cinema www.loftcinema.com/

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.

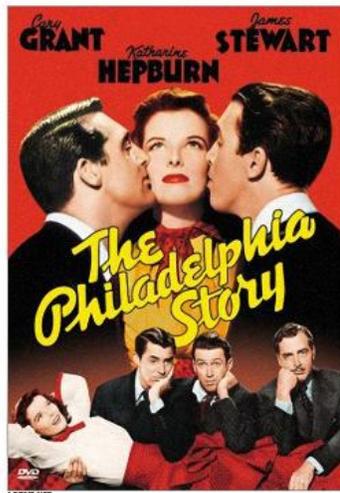
UA Mineral Museum – Ongoing

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

Southern Arizona Transportation Museum – 414 N Toole Ave.

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

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



Cinema La Placita Outdoor Film Series
presents “The Philadelphia Story
on Thursday, June 20 at 7:30 p.m.

To view full schedule visit:

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

