

Ward 6 Staff



Steve Kozachik



Ann Charles



Diana Amado



Amy Stabler



Kate Kish



Ward 6 Newsletter

TUCSON FIRST

October 27, 2014

In this issue...

Goodbye, Molly	1
The Buffet Bar and Crock Pot.....	1
Campbell/Speedway Development	2
Broadway Widening.....	3
Grant Road Widening	4
AC Marriott Hotel / Depot Plaza	5
Federal Emergency Management Agency	6
United States Postal Service.....	6
Charter Review Committee.....	7
Sex Trafficking.....	8
School Resource Officers.....	9
Himmel Park Library Entry	9
Short Term Rentals	10
Events and Entertainment	11



Molly Thrasher has been a part of our Ward 6 team in one way or another since even before I was elected in 2009. Right this second, she's about 30,000 feet in the air, in the midst of a 16 hour flight to Australia. Her husband was hired to teach down there, so their gain is our loss. She's a friend, a competent and hard worker, and will be missed. Our whole W6 team wishes her well in the move. I know many of you who have worked with her will, too.

Soon she'll be laying on a beach drinking rum out of a coconut.

The Buffet Bar and Crock Pot

One of the projects Molly and I worked on together, along with the Iron Horse neighborhood and developers, was the Junction at Iron Horse student housing complex. I hope you had a chance to see the story in the Sunday Star. More important than the housing project is what the story had to say about Iron Horse neighborhood, along with its history and the sense of community that's still there.

The housing project was an example of what – to be quite blunt – started out as a





Important Phone Numbers

Tucson Police Department
911 or nonemergency
791-4444

Water Issues
791-4133
Emergency: 791-4133

Street Maintenance
791-3154

Graffiti Removal
792-2489

Abandoned Shopping Carts
791-3171

Neighborhood Resources
837-5013

SunTran/SunLink
792-9222

Environmental Services
791-3171

Park Wise
791-5071

Planning and Development Services 791-5550

Pima County Animal Control
243-5900

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

Continued: A Message From Steve



Photo credit: Mike Christy, Arizona Daily Star

bad design and inappropriate massing but through a series of gives and takes has ended up as an acceptable addition to the area. And a part of the project was a commitment to redo the historic signs on the Empire Market and Buffet Bar.

As many of you know, the City adopted some sign code changes that allow refurbishing of these historic signs. We've already seen some renovated over in the Oracle Road area, the El Con sign, the Diving Lady, and several more.

On Saturday, we'll flip the switch on the ones over in Iron Horse.

The date was chosen to coincide with the celebration of The Buffet's 80th birthday. Recently, Esquire Magazine listed The Buffet as "one of the 12 best dive bars in America." Don't let that title scare you off. Come on over on Saturday (538 E 9th St) and check them out. The demographics of the clientele are all over the map and the furnishings on the interior are one-of-a-kind historic. The anniversary party will kick off at 1pm and at around 6pm we'll do the sign lighting.

The Lee family has owned and operated the Empire section of the block for over 50 years. Marilyn Smith bought The Buffet back in 2008, not really knowing at the time the icon that it was. She does now, and has respected that heritage with each upgrade she has invested in the facility.

I hope you can come out and take part in this celebration of how these businesses have operated as cornerstones of community in Iron Horse for over a half century. A portion of the proceeds will go to benefit Fluxx Studio and Gallery (an LGBTQ art gallery – 414 E. 9th) and Positively Beautiful (an HIV/AIDS awareness non-profit). And if you need more coaxing, find a Sunday Star and check out the story. Consider it a treasure hunt.

Campbell/Speedway Development

From the old to the new.

This is a very early, not at all final image of what may be going onto the pad at the north-west corner of Campbell and Speedway. On Tuesday of last week we voted to advance the dialogue along to the next stage. That's where the actual design discussions will begin to take a more defined form.



The project has been a long time in the planning stage. I recall seeing some rough images of it several years ago up in Joel Valdez' office on the UA campus. Since then, Joel has

retired and the project team has engaged several neighborhood groups as the design has evolved. That process will continue.

The eastern terminus of the streetcar is about a block to the northwest of the site. This is transit-oriented development. That is, the components of the project will support the streetcar and vice versa. Those components will likely include market rate housing (not specifically student housing), parking sufficient for the entire site, a grocery store on the ground floor, and other commercial and office tenants. The buzz has been about a portion of the structure being 20 stories tall. That's the initial plan, and it's still a discussion point.

Procedurally, the project will now take a breather before starting the design push. Probably around the first of the year the project team will again re-engage with the neighborhood committee and start to fine tune the project elements. In addition, they'll do traffic studies, look at viewsheds from different models, consider the flight path of the hospital helicopter, and design open space into the plaza area as a community amenity. That process will probably take until about this time next year. It'll all lead up to a rezoning vote and, if it passes, the construction could start shortly afterwards.

There are lots of good people presenting good ideas who are involved with the project. Remember the Garfield/Traub, \$200M, all publicly funded hotel the City was considering back in 2009? That was a mistake. This project makes sense.

Broadway Widening

Last Thursday evening, Kate and I attended the Broadway Citizen's Task Force meeting. It's the first one they've had since the M&C voted 5-2 (me and Karin) to approve a tentative alignment and start the process of refining it. The task force members deserve credit for hanging in there and getting the process advanced to this point.

Remember, this began as a 150' wide, 8 lane roadway. It's now a 6 lane roadway which has an undefined cross-width. The direction given to the CTF and now to the design team is to snake the roadway around structures as best as can be done for the purpose of preserving the tax base that's needed to fund the RTA. That's progress.

On Thursday, several members of the CTF expressed their frustration with M&C for not approving a specific alignment. I was surprised to hear from one of them that she disagreed with my contention that a specific 118' alignment didn't reflect the will of the CTF. In fact, I was quoting that member who commented at their last meeting that M&C should disregard the number of feet wide the road was and look more to the elements that make up the roadway. The width should then take care of itself. That was the position I advocated. It'll be the starting point for the design team now. Those elements will all have to circle back to the idea of functionality of the roadway – as defined by the CTF. Functionality goes beyond simply moving cars, and the elements that make the roadway function include alternate modes of travel as well as the vibrancy of the corridor.

Some of the alternate modes include bike paths, busses, possibly building out width capacity for a streetcar or light rail extension, and of course pedestrians. They're all worthy of a part in the conversation.



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)
(3rd District)
520-622-6788

Governor Janice Brewer (R)
602-542-4331
Tucson office:
628-6580

Mayor Jonathan Rothschild
791-4201

ZoomTucson
Map
<http://maps.tucsonaz.gov/zoomTucson/>



Bike supporters aren't obsessed. They simply want that mode to be in the discussion. The same is true of other forms of transit, preservation, and the small business concerns that have legitimately been raised. It's all in the mix.

A representative of the RTA Citizen's Accountability review team made what I consider to be a gratuitous and offensive remark that was directed at the input members of the community have offered. He stated that 'without *RTA-based design assistance*, the only 'assistance' that remains is what can best be described as *borderline insurgent* assistance from people and groups that are not friendly to this project.' It's the self-important and dismissive attitude reflected in that comment that divides people and prevents a serious discussion of legitimate alternatives. The project team will now move into more detailed design and will receive and consider those alternatives.

That project team has a lot on their plate. That includes a traffic and transit analysis, consideration of utilities, drainage, real estate analyses, land use, and parking. Within that framework, they'll attempt to refine the general, soft line alignment that came out of the M&C vote.

While that design process begins, the RTA will weigh in on whether that general design direction given by M&C is fundable. The RTA head came to the CTF on Thursday and stated that the 6 lane, including 2 for transit, with an undefined width is fundable. At some point M&C will need to vote on a specific alignment. That's what will allow concrete talks with affected business owners to begin.

The RTA vote will probably take place before Thanksgiving. They need to fund the further design work. I had asked for a specific alignment by the November 18th M&C study session. The council vote eliminated that benchmark, so I can't say when we'll now see a formal alignment being proposed. Until that is decided, we have no basis on which to begin talking to specific businesses about property acquisitions. The business community deserves that certainty. As much as I wish my proposed deadline had been retained, it wasn't, so now we'll have to wait to see how the project team wants to address the real estate element of the project. That'll be a lot of money. They'll be back to us at the 11/18 M&C meeting. I'll be listening to hear what their funding request will include; just design, or design and real estate acquisition.

Grant Road Widening

On the topic of RTA corridor work, an informational meeting is coming to talk about Grant Road. Here's the flyer announcing the Open House:

Grant Road IMPROVEMENT PLAN

You are Invited to a Public Open House

Please join the Tucson Department of Transportation (TDOT) and the Regional Transportation Authority (RTA) for a Phase 2, Stone Ave. to Park Ave., 60% Design Open House. Representatives from TDOT, RTA, and the Project Team will be available to discuss the overall Grant Road Improvement Plan and answer any questions you might have. Your input is important to us.

Grant Road - Phase 2, 60% Design Open House

Wednesday, November 19, 2014

5:30 - 7 pm

Brief presentation at 5:45 pm
Tucson Association of Realtors
2445 N. Tucson Boulevard





















Unlike Broadway, the specific alignment for Grant Road has been established. It's the result of years of work by a different citizens' group. The meeting on the 19th will be for an update on the design plans relative to the Stone – Park segment, a discussion of how the project will be phased, and probably some talk about the land use overlays some have proposed for the corridor. That's a key component of the discussion.

Right now, zoning is in place for each segment of the Grant project (Oracle to Swan). One of the purposes of the widening is to facilitate several outcomes, one of which is commercial development. The overlays being discussed would 'overlay' new zoning entitlements over the existing zoning with the goal of increasing density along the roadway. What they also must consider is how the adjacent residential neighborhoods are buffered from the more intense uses. It's that, plus issues of increased traffic flowing through neighborhoods, that have been the hot topics at previous Grant Road presentations. I'm expecting that to still be the case.

If you go to the website related to this project, you'll find that the content is out of date. Staff is now updating it so you'll have a way to find out when public meetings are being held. Right now, the 11/19 meeting is the only one on the books.

Side note: The city streets are mainly in poor condition. The Prop 409 funds you approved are being allocated 85% to arterials and 15% to residential. That's only \$3M annually to upgrade our residential streets. I know the RTA is currently talking about when they should go back to the ballot and ask for an extension. Currently they're scheduled to sunset in 2026. I also know that they're talking about new ways to provide a dedicated funding source for road repair. So far all they've mentioned is a hike in the gas tax. While there are arguments in favor of doing that, I'd still like to hear a full discussion about repurposing a small portion of the existing RTA tax and dedicating some portion of it to road repair. All of those options should be on the table. Let the people decide how we spend their money.

The Broadway and Grant processes reflect the hard work of citizen volunteers. I'm very grateful for their willingness to step forward and be counted.

AC Marriott Hotel / Depot Plaza

If you've been around here for any length of time, you'll know that in around 2007 and 2008 some development agreements were signed that included the former Rio Nuevo Board and a former City Council. Some of them are still lingering as poorly crafted deals and we're today trying to find ways to clean them up and move forward in a more rational way. A part of the AC Marriott Hotel/Depot Plaza agreement falls under that umbrella.

We were hoping to have the agreement in front of us at the last M&C meeting so we could see some vertical movement on the hotel as soon as possible. It arrived as very late material and so I asked the City Attorney to push it back to our November 5th meeting. As it turns out, that was a good decision since parts of what we were given were flawed.

The Hotel part of the deal is clean, and from the perspective of incentives being offered is consistent with several of the other recent projects we've approved. But the Depot Plaza part needs serious work. What we were given lacked some of what I feel are critical elements such as a reversion clause that brings the property back to us if it sits idle for a certain

length of time. It also included obligations from the Rio Board which really need to be worked out with them before they show up in our deal. I had several other issues with the DP side of the agreement.

The solution I suggested to staff was to split the deals apart – do the Hotel and Depot Plaza each on its own merits and let's not hold up the one for the other. Our attorneys will be approaching the development team with that suggestion. I think it makes sense and look forward to seeing the streamlined agenda item in front of us at our next meeting.

Federal Emergency Management Agency

A while back I reported on an issue we're having with the County flood plain work that's now taking place on 8th Street. That piece of the issue's fine. They're on schedule to finish the work around the first of the year. The issue was that the work is designed to pull the area around 4th Avenue and part of downtown up out of a flood plain. That's good. No more flood insurance for the people living and working there, and businesses won't have to build added structure into their plans in order to get a building permit.

The problem is that before the work has those effects, FEMA has to formally re-map the area. I was told that process could take from 3-5 years. That's a long time for you to be paying for insurance you don't need, and for businesses to be spending design and construction dollars that are unnecessary. We will lose economic development opportunities if the mapping doesn't go faster.

I want to thank Congressman Barber's office for helping to expedite the process. After I made just one phone call and had one meeting with them, they've connected with the right people at FEMA and we're now told that we'll be put on a fast track to get the mapping done once the County project is complete. Instead of 3-5 years, we could be looking at a finished product near the end of next year. That's a significant gain for the homeowners and businesses who live and operate in the area.

Bureaucracies are made up of people. People can either perform, or not. In this case, they're committed to getting it done.

With Ron's help, they'll see that it wasn't such a heavy lift after all.



United States Postal Service

That's not the happy ending for another bureaucracy though. The USPS is having a tough time linking its right and left hands on the whole issue of closing the Tucson Cherrybell sub-station.

About 18 months ago, Richard and I spoke at a public forum when the Postmaster General came to Tucson in order to hear public comment on the prospect of them shutting down Cherrybell as a cost saving measure. After the meeting, many of us felt the forum was more lip service than a serious attempt to gather information and include it in their decision making. A recent USPS document pretty much validates that concern.

To his great credit, Council Member Fimbres has stayed with this item since that forum. We're all concerned that the closure will unnecessarily cost local jobs, but equally important, it'll significantly reduce services that will negatively impact local businesses as well as many vulnerable populations (elderly – meds, rural service, Just-in-Time inventory, and more). The current USPS plan appears to be shutting Cherrybell down, possibly as early as next year.

The USPS issued a memorandum last week in which it was shown that the closure decision failed to take into account relevant information. In fact, quoting from the memo, the Deputy Assistant Inspector General for Missions and Operations states “The Postal Service *has not analyzed the impact* of planned service standard changes or informed stakeholders of the changes related to Phase 2 consolidations” (my emphasis). They go on to admit that they failed to complete parts of their own forms that indicate the impacts their closures would have on jurisdictions and the stakeholders who rely on the service.

The USPS was calling itself out in its own memo for not studying the impacts of their own proposed closures.

Some of the impacts they haven't properly given weight to relate to degradation of service, late deliveries, added workload to carriers, and generally hurting the USPS brand due to a drop in service quality.

My friend Dave Sitton once said that he felt the mail service was like magic. You put a piece of paper in a box in Tucson and three days later it's on somebody's doorstep in Michigan. And much more often than not, it's the right doorstep. I want to see the Cherrybell station kept open, and as an important element in the USPS assessing that option is that they think about the impacts closure would have. According to their own internal memo, they haven't done that. They need to. If they communicated internally, that'd be like magic, too.

Charter Review Committee

At last week's Charter Review Committee (CRC) meeting, the appointees took a couple of hours kicking around the issue of governance again. As with the last time, they touched on several different parts of the issue. Some of those included whether or not the Mayor should have a veto over Council ordinances, whether the M&C should be full- or part-time (I find this one comical – if one of us isn't working full time, that person simply isn't doing the job), the connection between the strength of the Mayor and Ward-only elections, the size of the Council, and who has hiring/firing authority over certain levels of staff members. At the end of their discussion, the CRC decided to take it all under advisement and move onto talking about taxation authority.

The issues are complex with a lot of moving parts. I understand why they're being deliberate in their process. They'll come back to the governance topic after they've had some time to think it over in the context of some of the other Charter sections they're considering.

What is still a guiding principle for the group is that they keep in front of them the question 'what is it we're trying to solve with this change?' It's the flip side to the axiom 'if it ain't broke, don't fix it.'

The meeting opened with the CRC reviewing what it is they believe the citizens want them

to address as they move along. That includes assuring the Charter provides for transparent governance with an element of accountability attaching to the players, both elected and staff. They'll also tackle taxation — the ability allowed by the Charter for the City to finance public improvements. And we may end up seeing a newly drawn Preamble in which they identify the values that define us as a community. The group is under a bit of a time crunch now with the holidays coming and a soft deadline of early next year to get us a proposed package. That means adding some meetings and getting a bit more focused in their deliberations.

The next meeting will be on Monday, November 3rd – 4pm again, and back in the main floor meeting room at City Hall. There are two calls to the audience so you can go and participate, or simply go and take it all in.

Sex Trafficking



That's State Representative Victoria Steele on the left and Beth Jacobs, founder of Willow Way and a trafficking survivor, in the middle. This was the scene at last Friday's press conference in which we talked about pushing for legislation that would allow victims of sex trafficking to go before a judge and ask to have prior convictions vacated. It's aimed at decriminalizing the victims.

We appreciate the media and public response. There were some advocacy groups who came in support including the Tucson Women's Commission, Southern Arizona Against Slavery, and Dr. Silverman from the UA Law School. Covering it for the media were the Tucson Weekly, the Arizona Daily Star, KGUN9, and KOLD Channel 13. I hope you had a chance to see some of the coverage. The story is compelling.

One of the questions asked during Q&A was why anybody would object to allowing a victim of trafficking to have the opportunity to get prior convictions expunged from her record. If there's a good reason to object, I'd like to hear it. I can't come up with any. My sense is that the reason *only* 19 other States have adopted similar legislation is simply that people don't realize the law prevents victim relief. The issue for us is both education of the public and legislators, and crafting legislation to take care of the issue.

Ten days before the *General* (inaccurately reported as the Primary in a recent newspaper story) Victoria has already begun the process of crafting that language. The proposed bill is in what's called a "folder" up in Phoenix. That's where the legal people, those who put language to concepts begin to put the framework of a bill together. The plan is for Victoria to follow through with this right after the November election and hopefully get something concrete to committee early in the term.

If anything should be a non-partisan initiative, this should be it. Imagine your 16-year-old daughter being abducted, forced into prostitution, forced to commit other crimes (drugs

and theft, for example), and then as a 51 year old lady (Beth's age) she has to include those convictions on every job and loan application she fills out. Giving people just the chance to have those convictions removed from her record is what we're after. Hopefully it'll happen soon.

School Resource Officers



SROs can't prevent all school shootings such as what occurred last week in Seattle. What they do is establish relationships with the students and offer the kids outlets for talking through their issues – possibly avoiding acting out in ways that end up as the far-too-common headlines we may now begin seeing with school back in session.

I understand the TUSD School Board may be reconsidering their vote on SROs. Their initial vote places illegal restraints on TPD. If they insist, the effect may well be to lose out on a \$2M grant that will fund eight SROs in a variety of District 1 schools. In last week's newsletter I explained the legal protections we've put in place to address the concerns about cops asking status questions. I'm hopeful that the Board will recognize the work we've done, change their vote and let's get these safety officers into the schools as quickly as possible.

Himmel Park Library Entry



A while back, I shared with you the initiative started by a small group of midtown neighbors to upgrade the entry to the Himmel Park Library. With the help of the UA School of Landscape Architecture, they put on a forum in which a variety of student teams presented their concepts to the public. The images shown above are examples of the 'before and after' renderings that were shared.

In addition to the Architecture School, the other partners in this include the Pima County Library system, the Tucson & Pima County Historical Commission, the Tucson Audubon society, close by neighbors and businesses. As you can tell from the images their goal is to put in low water use vegetation, a small monument sign, and other features such as seating and shade that will cause the site to be a destination.

The Library committee has announced receipt of a \$600 matching grant. It will expire on November 30th. If you'd like to join in the work, and see your money double in size once it's received, the contact information for that is <http://samhughes.org/himmel-park-beautification.php>. There are over 18,000 annual visits to the Himmel library right now. It's

truly a regional park. Making the entryway more appealing is a legitimate cost of maintaining the facility and offering a more pleasing experience to visitors. If you'd like information on how to get involved, that web site will have all of the options, including how you can participate in the matching grant.

Short Term Rentals

Finally, staff is closing in on having put together enough material to justify forming the stake holder committee who'll study the Short Term Rental (STR) issue and ultimately propose some controls to us. With so many other jurisdictions also looking at this issue, the committee will have plenty to consider.

This is the issue I raised about a month ago in which people are using some online rental agencies to market their homes while they're out of town. In other cases, it's investors who have purchased properties and are using the online firms to market them to vacationers. Either way, the rentals are not regulated like B&Bs or other businesses operating in the housing market. That means an uneven playing field for local businesses and potential liability for the property owner.

Some of the options being considered in other jurisdictions include limiting 'non-hosted' units to less than 90 days p/year being rented out, creating a public registry with a fee involved, using the on-line companies to collect and remit to the jurisdiction the bed taxes due, requiring liability insurance and operating consistent with any rent-control laws that may be on the books. Once the group is formed to study the options, they'll have a lot to look at.

This item is coming back to us in just over a month. I've already requested the agenda item for early December. Each day that goes by our local business community is unfairly impacted by those who are operating off the radar screen. As I've noted before, the on-line rentals are a legitimate business model that's filling a market niche. We simply have to put some guidelines in place so we're not giving an unfair advantage to one group over another. I'm hopeful that some of those can be worked out before the end of the upcoming winter visitor season.

Sincerely,



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

Events and Entertainment

What's happening this week in the Downtown, 4th Avenue, and Main Gate areas . . .



Halloweek At Hotel Congress 311 E Congress St.
<http://hotelcongress.com>

Enjoy seven spine-chilling days devoted to Halloween starting Saturday, October 25 and running through Friday, October 31. We've got *The Conjuring*, *Nightmare on Congress*, and our annually famous Halloween Party for your devilish pleasure.

For more info, visit <http://hotelcongress.com/events/october/>

The Beetlejuice Halloween Spooktacular!

The Loft Cinema 3233 E Speedway Blvd

Friday, October 31

"Trunk or Treating" starting at 6:00pm

Costume Contest & Film at 7:00pm



Celebrate Halloween the *Beetlejuice* way with a simply spooktacular 35mm screening of everyone's favorite Michael Keaton/Tim Burton Bio-Exorcist Ghost Comedy Classic! Come dressed in your best Halloween costume and you could win a scari-fying prize! And bring the kiddies for a little Halloween "Trunk or Treating" in the Loft parking lot before the movie (bring your own "trick or treat" bag to

carry home the candy). It's showtime!

Regular Admission Prices. For more info, visit www.loftcinema.com

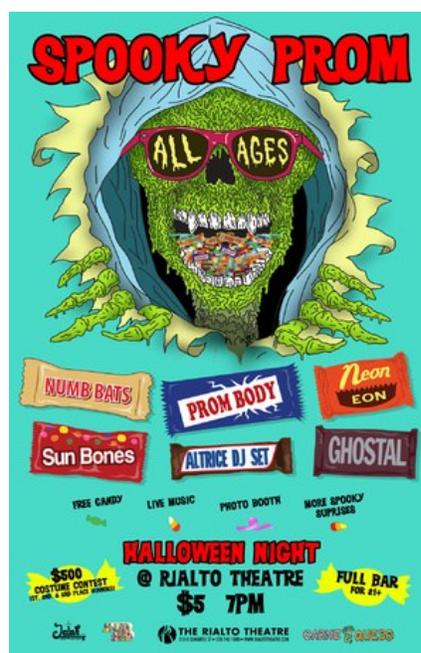
Halloween Night "Spooky Prom" at the Rialto Theatre

318 E Congress St

Friday, October 31, Doors at 7pm

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

This Halloween, the Rialto Theatre will transform into a rock n roll freak show. Join some of Tucson's finest for this special all ages party hosted by local monsters Prom Body. The walking dead prom committee will be dishing out \$500 for the top three costumes, free candy, and other spooky surprises all night long. This event has something for everyone, bring the whole family down and celebrate our creepy community.



Cyclovia Tucson

November 2nd 10:00AM – 3:00PM

Take your whole family out for this great opportunity to explore and experience Tucson's roads without the presence of cars. Cyclovia gives people from the greater Tucson region the chance to enjoy great weather, see neighbors, friends and people from throughout the area, and get a little exercise – all on city streets that will be closed to car traffic and open to walkers, joggers, cyclists, skaters and all other forms of people-powered movement.

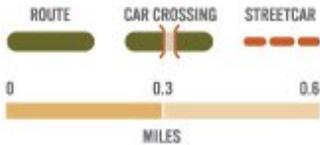


MIDTOWN TUCSON
 SUNDAY, NOVEMBER 2ND, 2014
 FROM 10AM-3PM



CYCLOVIA TUCSON IS A PROGRAM OF
 LIVING STREETS ALLIANCE OF TUCSON

@CYCLOVIATUCSON
 CYCLOVIA TUCSON
 CYCLOVIATUCSON.ORG
 520.261.8777



ROUTE LENGTH: 2.6 MILES



Ongoing

Tucson Symphony Orchestra 260 S. Church Ave

<http://www.tucsonsymphony.org>

Arizona Theater Company, 330 S Scott Ave

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

Fox Theatre, 17 W Congress St

www.FoxTucsonTheatre.org

Rialto Theatre, 318 E Congress St

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

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

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

Hotel Congress, 311 E Congress St

<http://hotelcongress.com>

Loft Cinema, 3233 E Speedway Blvd

www.loftcinema.com

Tucson Museum of Art, 140 N Main Ave

www.TucsonMusuemofArt.org

Jewish History Museum, 564 S Stone Ave

Temple of Shadows. August 21st to November 1st.

Jewish History Museum invites the public to view 15 prints showing the Museum before its renovation in black and white and afterwards infused with color.

www.jewishhistorymuseum.org

Children's Museum Tucson, 200 S 6th Ave

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

www.childrensmuseumtucson.org

Arizona State Museum, 1013 E University Blvd

Opening October 18, 2014

Regarding Curtis: Contemporary Indian Artists Respond to the Imagery of Edward S. Curtis Whether romanticized or contested, the enduring power of the imagery of Edward S.

Curtis has informed contemporary notions of Native American identity and perception. By inviting contemporary Indian artists to respond to these issues of identity and perception, we carry this dialogue into the present day, both visually and intellectually.

www.statemuseum.arizona.edu

UA Mineral Museum, 1601 E University Blvd

Now through December 2014, "The Best of the Best: Prize Minerals from the Vaults of Arizona's Collectors."

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

Southern Arizona Transportation Museum, 414 N Toole Ave.

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

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

<http://www.tucsonhistoricdepot.org>

Sacred Machine Museum & Curiosity Shop, 245 E Congress St

<http://sacredmachine.com>

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

A social walk/run through the Downtown area

Every Monday, rain or shine, holidays too!

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

www.MeetMeatMaynards.com

Tucson Botanical Gardens, 2150 N Alvernon Way

<http://www.tucsonbotanical.org>