

## Ward 6 Staff



Steve Kozachik



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# Ward 6 - Newsletter

## Tucson First

October 28, 2013

In a recent email communication I had an error that's important to correct - it has to do with where and when you can vote. Confirmed by the Clerk's office, the six ballot replacement centers in the Wards are only open on election day, Nov. 5, from 6am to 7pm. There will also be a seventh voting location here at the 800 E. 12th St. City Election Facility at that time.

Voters may come to any of those locations on the day of the election and cast their ballot, regardless of which ward they live in.

### Local Film Incentives

Readers of this newsletter will recognize that for well over a year I, along with Shelli Hall from VisitTucson, Pete Manglesdorf from Old Tucson, Tom Mouton from the County and others have been trying to put together a template of incentives we can offer on a local level to lure films, episodics, ads, and other media shoots into the region. *Hot Bath/Stiff Drink* shot earlier in the year and is now back to shoot their sequel. Combined those two trips into town will leave behind over \$3M in local spending – and the tourism/marketing bump that comes with credit lines naming Tucson.

The local package is only made necessary because our State Legislature has left the opportunity on the cutting room floor for two sessions in a row. During that time, both New Mexico and Texas have trumped us with incentive packages and landed films. Now the City of Los Angeles is taking a note from our score and looking at local incentives. Tom Sherak was named the city of Los Angeles' new "film czar". He recently said that he will gather a group of about 15 industry executives and workers to help create a strategic plan to address what they're calling "runaway production". For us, it's "flyover production". The sorts of things they're looking at are measures to waive city fees for TV pilots and putting somebody in City Hall directly in charge of being the local point person on films. We've got a longer list that we're considering but are taking it slowly in order to ensure we're complying with the State Constitutional Gift Clause. That clause says that we cannot give incentives that are worth more than the taxpayers are getting back in return. To that end, Shelli has an independent third party economic analysis being crafted so we know our parameters.

The L.A. Mayor, Eric Garcetti is also behind their effort. He has said that he'd like to look into waiving fees for shows that agree to stay in Los Angeles for their entire first season. That's several millions of dollars that they'll see poured into the local economy. Here's a quote from him:

*"We want to be clear that this is a first step," Garcetti said, adding that it is a "significant one" given that they also are talking about other departments about waiving*



### 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



fees, including the Los Angeles Police Department. A waiver of their fees still has to be approved by the police commission.

"I talk to a lot of producers who say it does make a difference, that these city fees do add up and that it would give [them] enough of an argument, combined with the great talent that is here and everything else, to really keep pilots here," he said.

We're leaving millions of dollars on the table, and losing tons of local talent to other States that see the value in attracting films into their areas. More on this to come.

### **Nightmare Before Christmas at The Loft**

We're getting close to the screening of *Nightmare* on Sunday, November 10<sup>th</sup> @ 2pm. As I noted last week, Peg Johnson and her crew at The Loft will be hosting a screening and Q&A of *Nightmare Before Christmas*. My brother Pete was the Director of Photography for the show and is right now putting together a presentation that he'll give following the screening / then Q&A. *Nightmare* was nominated for an Oscar the year it came out, so I'm pretty proud to be connected with Pete and the rest of the crew who put the show together.

Here's a link to The Loft promotional material, including a trailer for *Nightmare* in case you haven't seen it in a while.

<http://www.loftcinema.com/film/the-nightmare-before-christmas-2/>

Pete has worked on several stop-motion films with Tim Burton. They include *Coraline*, *Corpse Bride*, and *James and the Giant Peach*.

In addition he has done special effects for some of the *Matrix* series, the Disney show *Honey, I shrunk the kids*, and a bunch of others that are listed in the bio shown in the Link. The screening will be a part of The Loft Film Fest

You can find out more by going to their web site. Peg and crew do a wonderful job of supporting the arts in the community. I hope you can join us on the 10<sup>th</sup> for the screening, and carve out some time ahead of that to see some of the other shows they're offering.

### **Broadway Project**

I haven't missed many of the Broadway Citizen Task Force meetings – and wouldn't you know, the one they held last Thursday was one I did miss, and it has turned into a meeting that has resulted in either mis-communications, or simply misunderstandings – or correctly framed communications that have reinforced the tense trust divide we're seeing in several public processes throughout the City.

In situations where there is clearly heightened public interest in a project, staff has got to make very clear their message or misperceptions can become a reality that holds the potential of building barriers between what should be partners in a process.





### Important Phone Numbers

Senator John  
McCain (R)  
520-670-6334

Senator Jeff  
Flake (R)  
520-575-8633

Congressman  
Ron Barber (D)  
(2<sup>nd</sup> District)  
520-881-3588

Congressman  
Raul Grijalva (D)  
(3<sup>rd</sup> 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](http://www.azleg.gov)

Mayor Jonathan  
Rothschild  
791-4201

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



Perception of a message has to match that which was intended or problems are inevitable.

Since I was not there, I'm going to share what was reported to me from several people who did attend / and share what is told to me by staff was the intent. You decide.

I was told that **parking issues** are being held up as barriers to the CTF to consider creative design; that is, because of several

rules and regulations, what could be a "partial take" of a piece of land that would allow multiple businesses to share parking, we will have to do "full takes" and eliminate businesses along the corridor. If that's in fact true, the tail is wagging the dog – parking should not be allowed to trump good design.



When I asked staff about this it was conceded that parking regulations are in fact a newly discovered (or newly revealed) sore spot. In fact, in order to try to address the absolute waste of taxpayer money that would result if parking was allowed to drive the acquisition of property that might otherwise be used productively, the Technical Advisory Committee to the project met to address the concerns I and others have raised - they're immediately convening staff from

- Real Estate
- ParkWise
- TDOT
- Planning & Development Services
- Environmental Services (garbage trucks/utilities)
- Emergency Services (primarily Fire)
- Attorney's Office, and
- the City Manager's Office

in a very real effort to identify what constraints exist, and where we might be able to effect change through variances at the local level. We're told that Federal rules may indeed trump local preference and force total takes of land. While the CTF and others who have communicated with me about this recognize the likely complexity of the issue, what is disturbing is to have it presented to the Task Force nearly a year into their deliberations. It's a game changer and should have been addressed months ago.

Also reported to me was the perception that Staff had returned to **Level of Service** (LOS - the time it takes to move a car through an intersection) as the primary performance measure that the Task Force will be allowed to consider. Months ago the Mayor and Council (the Lead Agency) gave direction to the CTF to consider performance measures supported by the EPA that included far more than just moving cars along the roadway. At the most recent public forum over 200 members of the general public expressed preferences for Historic Preservation, Economic Vitality and Visual Appeal as their three most valued performance criteria. It is alleged that Staff said those people didn't reflect the "wider region" and so the LOS measure was going to be that which governed.

If that's an accurate representation of Staff's intent, it explicitly ignores the unanimous vote of the M&C, and the overwhelming expression of priority by the members of the 'wider region' who elected to attend and participate in the forum. Staff may not impute their own intuition as to what those who didn't attend might have said had they been at the tables.

In response, Staff noted that eliminating the EPA guidelines is not an accurate depiction of their intent. Level of Service is one small (staff word, not mine) component to the analysis and study they are moving into. LOS will continue to be a measure for a few design elements, but they also intend to add a host of measures that go beyond that traditional guideline. I was told that the task force was asked to also send them other performance criteria that they'd like to see included in a performance matrix.



Further, Staff is suggesting that the EPA's *Guide* provides examples that would be employed at a regional level of planning, but not all of them are applicable to the specific project-level of detail the CTF is currently exploring. They're not using all of the 12 performance measures in the *Guide* because not all apply. Those that do are intended to "compliment traditional transportation metrics (not replace them)".

These are very nuanced differences that need to be clarified before we start to lose people from the CTF out of a sense that they're being told one thing one week, another the next and they're being given a series of roadblocks to exercising creative design ideas.

In addition, we've gotta stop hearing "the original ballot language" when now we all know both the head of the RTA and their attorney have agreed we should be more creative in design and save taxpayer money. We've also gotta stop having quarter-century old traffic projections tossed out as controlling when now we all know that they were grossly inaccurate and therefore the voters were not casting their ballot on good data. Had the projections proved to be anywhere close to being accurate, then fine, we go with them. But if I'm planning a holiday meal for 20 guests and 10 of them call to say they're not coming, I don't cook for 20. That'd be a waste. The original projections want the Task Force to cook for 20 and I guess hope that people will emerge in cars to fill the vacant lanes. That's irrational and unresponsive to the voice of the community.

If at every meeting Staff continues to toss out changes in the rules of the game by which the Task Force is being told to design, then the roadblocks being put in front of creative design are simply going to back them into the corner of the original 150' cross-width configuration. And the frustration and confusion will continue.

Before we see the Task Force members who are feeling a bit resentful simply get up and leave when the changes are proposed, thus leaving the group short of a quorum and unable to continue, I want to pull the parties into a meeting to talk about these misunderstandings. I'm hopeful that both sides will agree. That necessarily has to include members of the public who have been to the vast majority of the meetings, but who are not specifically on the CTF. They represent the public I opened this section with; those who are seeing "trust issues" creep up in different issues around town. We have to earn, and keep their trust on this one, or the impact will flow into the others.

I remain hopeful for a good result.

### **Budget**

Ok, and on that happy note, one more tidbit from last week that's a reality check on our financial situation – and why we can't be wasting taxpayer money on unproductive process. And also why we need to embrace economic drivers such as attracting the film industry.

Since we adopted our FY' 14 budget, no magic potions have been found that are going to change

the challenges we'll enter FY'15 with. Those include the \$13M we debt we pushed forward, \$4M in upcoming annual O&M costs for the streetcar, \$3M for annual costs related to the regional communications system, \$6M this year in pension cost increases, \$4.2M in a one-time cost to pay for public safety workers exiting the workforce through the retirement incentive program, and the costs associated with hiring, promoting and training replacement officers. There are more, but the picture is pretty clear that the proposed \$8M wage increase is going to be tough to justify.

With respect to pay increases, we also asked staff to look at reclassifications for workers who had taken on new duties and adjust their pay accordingly. That's fair. When a former staff person left our office and we promoted from within and added new duties to her replacement, we gave a slight bump in pay. When that involved moving a person into a new job classification, not only was it fair, but it was also required by Civil Service rules. That's promoting from within, and is something I fully support as an incentive for your loyal workers who want to better themselves. But that's not the across the board increase our HR people proposed – and that our Finance/Budget people told us they had no idea how we'd be funding it.

You'll hear talk about making it a one-time increase and not have it attach to workers' base (pensionable) pay. Looking at all the rest of our obligations, I'm not sure if I can or won't support that. That decision will evolve as we get deeper into the budget talks. But what is clear is that we've got our work cut out for us in the near, and mid-term. Any decision I make will have as its baseline consideration how it will impact our ability to continue to provide services to the public, avoiding a return to furloughs and lay-offs, and how the bond rating agencies will look at us as an investment risk.

We're just starting to gather the input from staff. Certainly more to come on this later in the year.

### **Business Activity**

Two items under that heading:

#### **Safe Harbor**

We've been putting together a list of procedural and policy changes that will help businesses to stay open and vibrant as they await coming construction along our roadway corridors. These are deemed 'Safe Harbor' policies because they give the businesses the chance to survive and still make modest investments into their property without the fear of losing it all when the road construction becomes imminent. Also included are commitments we're making to provide adequate signage in construction corridors, committing to move existing Historic Signs out of the Right of Way, and allowing additional temporary "A" Frames or banners during construction.

The part of the Safe Harbor with which I'm not at all comfortable is the issue of early acquisition of property. I have already requested a meeting with our Real Estate people to talk specifically about the Campbell/Grant intersection and what they're negotiating right now with property owners of the old Walgreens and current Bookman's. While I understand that buying property early might save the City money, it's also true that any such purchase has to be done with some level of commitment by the seller that we're not going to end up with a vacant lot on a critical intersection for a decade / and in the alternative, we're not going to allow substantial development on the newly acquired parcel that will cost the taxpayers millions to demolish and relocate in a decade. This is a tricky one and needs open and public discussion so we don't end up with a series of empty lots along Grant Road for the next ten years – or the City owning buildings that we're not prepared to maintain or lease out to keep them active.

The second item under 'Business Activity' is:

### **Bourn Property – The Post**

This is the piece of ground that was sold to the builder for \$100, Rio (under the guidance of the City at the time) paid significant dollars to demolish an existing building to prep the ground for condos, and nothing has developed. It sits on Congress, near Stone as a vacant lot.

In a recent newsletter I reported that we gave approval of a settlement between Rio and the builder (we had to also approve since we were a part of the original deal.) The settlement sets in place a 24 month meter, with two one year options for something to be built. Last week I met with the builder, saw the new project proposal and wished him well. The truth is that we started the meeting a bit combatively – both of us upset at positions the other has taken. As 'boys will do' however, we ended well and are both now hopeful that we'll see progress on the parcel. When we do, it'll be another example of the progress we're making in the downtown core, and putting the ugly history of bad Rio Nuevo/City decisions behind us.

The project is intended to be mixed use retail and 1-2 bedroom suites. The price points will be such that they'll attract a mid to high end resident. The retail tenants are yet to be determined. The incentives that will be requested to make the project work financially won't be beyond anything that other builders are entitled to apply for on a site-basis, having to pass certain statutorily defined financial hurdles before they qualify. I'm looking forward to seeing this be successful.

### **Noche de Exitos (Night of Success)**

Last weekend, my bride and I were honored to be guests at the Noche de Exitos gala hosted by the Tucson Hispanic Chamber of Commerce. This was an extra special evening of recognizing eight people/businesses who are key to our own economic successes. The extra special component is that we were also recognizing the THCC as the "Chamber of the Year" from the U.S. Hispanic Chamber of Commerce. That's a huge feather in the cap of President Lea Marquez-Peterson, as well as the great staff who supports the THCC work in the region.

The eight other honorees were:

- Hispanic Businessman of the Year – Ricardo Cazares – Owner of Los Portales Restaurant and Alejandros Tortilla Factory.
- Hispanic Businesswoman of the Year – Cecilia Mata – Owner of AllSource Global Management
- 2013 Legacy Award – Boris Kozolchik – Executive Director of the National Law Center
- 2013 La Estrella Award – Larry Lucero – President of the Arizona Mexico Commission (this is so key to what we're doing on M&C as it relates to establishing an inland port and capturing commerce coming from Mexico
- Mexican Corporation of the Year – El Imparcial Newspaper – also key in promoting U.S. / Mexico trade Southern
- Arizona Corporation of the Year – Century Link – largest telecommunications company in the U.S. and key to bicultural and bilingual commerce
- Arizona Public Servant of the Year – Bishop Gerald Kicanas – Chairman of Catholic Relief Services and provides substantial contributions to Hispanic youth leadership as well as cross border relations.

Congratulations to each of the eight categorical recipients, and especially to our own THCC for the

well-deserved recognition as Chamber of the Year.

### Happiness Forums

One more good news item. There are three more lectures being offered in the Happiness Downtown Lecture Series being sponsored by the UA College of Behavioral Science, The Arizona Daily Star, Magellan Circle and TMC. These are all being presented at The Fox Theater @ 6:30pm. Here's the remaining line-up:

Wednesday, October 30<sup>th</sup> – Esther Sternberg from the Arizona Center for Integrative Medicine will present “How Our Surroundings Influence Happiness and Health”. She’ll answer the question “are there places that make you happy and relaxed” and tie that answer into recent research that speaks to the complex connection between our surroundings, emotions and ability to heal.

Wednesday, November 6<sup>th</sup> – David Raichlen from the UA School of Anthropology will present “The Evolutionary Links Between Exercise and Happiness.” Our brains are wired to enjoy behaviors such as long distance running. I’m not just making that up. If you don’t believe me, go hear David’s presentation. He’ll demonstrate how we can change our moods through our actions.

Wednesday, November 13<sup>th</sup> – Daniel Russell from the Center for the Philosophy of Freedom will present “Happiness – A feeling or a Future?” He’ll provide insights from ancient philosophers related to providing new directions for how we create the good lives we want for both ourselves and for others.

This series began a couple of weeks ago, and has these three to go. They’re free and open to everybody. If you’d like more information, you can call 621.1112 or go to [www.downtownlectures.arizona.edu](http://www.downtownlectures.arizona.edu).

### Pedestrian Safety



You’ve likely seen recent news reports on both television and in the Star talking about the current uptick in traffic accidents we’re seeing locally involving pedestrians. Our formation of the Citizen’s Pedestrian Advisory Committee couldn’t have come at a better time.

It’s important to note that not all of the accidents were the fault of drivers. In fact, in the 13 “Failure to Yield” accidents we’ve seen recently, 9 of them were based on pedestrian activity, and 4 were the driver. Of the nine pedestrian failures to yield, approximately 50% of them involved alcohol.

I’m out on the roadway everyday / walking, running, biking. The single most important principle is to assume that nobody on the road sees you. Sometimes, that’s true.

We’re looking at some features of roadway design that we can employ to help reduce the incidents of ped/auto crashes. The Broadway (and Grant) task forces should heed these elements when doing the design. They include:

- Lack of Sidewalk
- High Traffic Volume (more of an issue on Grant than on Broadway)
- High Vehicle Speeds (exacerbated by adding cross-width)

- More Traffic Lanes (makes it harder for pedestrians to get across w/o a center median as a refugee area)
- Lack of a Median (on Multi-lane Roads)
- Presence of Transit Stops (pull-outs are significant improvements to design.)

Here are some phrases you may be seeing in the media soon. You'll recognize the devices as some are already in place around town. There are traffic count standards that TDOT uses to determine where these are appropriate. We don't want to be stopping traffic every 100 yards, but there are some very legitimate spots where some form of ped device might be appropriate. If you've got ideas of where you think they might be worth having TDOT study the traffic flow, feel free to call the Ward office and we can pass it along to them.

A **HAWK beacon** (High-Intensity Activated crossWalk beacon) is a traffic signal used to stop



road traffic and allow pedestrians to cross safely. The purpose of a HAWK beacon is to allow protected pedestrian crossings, stopping road traffic only as needed. Research has shown motorists' compliance with the HAWK beacon at up to 97% higher than with traditional un-signalized crossings. In other words, they see the lights, not necessarily the people crossing.

A **Pelican crossing** is another type of pedestrian crossing featuring a pair of poles each with a standard set of traffic lights facing oncoming traffic, a push button and two illuminated, colored pictograms facing the pedestrian from across the road - a red, stationary person to indicate that it is not safe to cross, and a green, walking person to indicate that it is safe to do so.

A **toucan crossing** is a type of pedestrian crossing that allows bicycles to be ridden across. Since both pedestrians and cyclists cross together, the name *toucan* (two can) was chosen.

There are two types of Toucan crossing: on more recent ones a "green bicycle" is displayed next to the "green man" when cyclists and pedestrians are permitted to cross and a red bicycle and man are show at other times; older ones do not have a red bicycle – bicycles are permitted to cross at any time it's safe to do so.

Unlike the pelican crossing, before the lights for vehicles go back to green, a steady red and amber are displayed instead of a flashing amber.

A PUFIN crossing is "**Pedestrian User-Friendly**" **INtelligent crossing**. It's a type of pedestrian crossing that differs from a pelican crossing in that the lights controlling the pedestrians are on the near side of the road, rather than on the opposite side. It also has sensors which detect the presence of pedestrians waiting at the crossing, and as they are crossing the road. Having the lights closer to the user assists visually impaired people who could have difficulty viewing the signal from across the street.

That's the primer. We've got some folks engaged in studying options both in terms of location and type of signal. As with all things these days, cost is also a factor. We'll be digging into this as the fall unfolds.

Sincerely,



Steve Kozachik  
Council Member, Ward 6  
[ward6@tucsonaz.gov](mailto:ward6@tucsonaz.gov)

## Events Calendar

*What's happening this week in the Downtown, 4<sup>th</sup> Avenue, and Main Gate areas . . .*

**Rialto Theatre**, 318 E. Congress St.

Sunday November 3<sup>rd</sup> 8PM doors / 9PM showtime

**Dance of the Dead: The Official After Party for the 24<sup>th</sup> Annual All Souls Procession**

[www.RialtoTheatre.com](http://www.RialtoTheatre.com)

**Fox Theatre**, 17 W. Congress St.

Sunday, November 3<sup>rd</sup> 6 PM **Vince Gill Chasing Rainbows Gala**

[www.FoxTucsonTheatre.org](http://www.FoxTucsonTheatre.org)

**Loft Cinema** 3233 E. Speedway

November 7 - November 11, 2013 **Loft Film Fest**

Celebrating its fourth year in 2013, The Loft Film Fest is dedicated to showcasing the best independent, foreign and classic films, as well as celebrating the work of established and emerging directors, writers, producers and actors.

[www.loftcinema.com/](http://www.loftcinema.com/)

## Ongoing . . . .

**Temple of Music and Art**, 330 S. Scott Ave.

"The Mountaintop" October 19-November 9

*In this gripping re-imagining of the events on the eve of his assassination, we find Martin Luther King Jr. in his hotel room after delivering his most memorable speech - when an unexpected visitor arrives with surprising news.*

[www.arizonatheatre.org](http://www.arizonatheatre.org)

**Tucson Museum of Art**, 140 N. Main Ave.

November 2<sup>nd</sup> 5:30-9:00 PM **Dia de los Muertos** Celebrate the annual tradition of Dia de los Muertos at the Tucson Museum of Art. The evening will be filled with altars created by local schools and community partners, food, pinatas, art-making, face painting, and much more. Bring your family and enjoy the rich, cultural festivities! This is a FREE event.

[www.TucsonMuseumofArt.org](http://www.TucsonMuseumofArt.org)

**Jewish History Museum**, 564 S. Stone Ave.

The Jewish History Museum presents "Cowboys, Merchants, Miners, & Booze," an exhibit that celebrates the lives of Tucson's Jewish pioneers.

[www.jewishhistorymuseum.org](http://www.jewishhistorymuseum.org)

**Children's Museum Tucson**, 200 S. 6<sup>th</sup> Ave.

Tuesday - Friday: 9:00am - 5:00pm; Saturdays & Sundays: 10:00am - 5:00pm  
[www.childrensmuseumtucson.org](http://www.childrensmuseumtucson.org)

**Arizona State Museum**, 1013 E. University Blvd  
November 9, 2013, through July 2015 **Curtis Reframed: The Arizona Portfolios**  
[www.statemuseum.arizona.edu](http://www.statemuseum.arizona.edu)

**UA Mineral Museum**, 1601 E University Blvd  
Ongoing "100 Years of Arizona's Best: The Minerals that Made the State"

**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  
September 14, 2013 - November 03, 2013 **Santa Muerte Arts Festival**  
Wed - Fri. 5:00 PM - 8:00 PM; Sat. 4:00 PM - 9:00 PM  
<http://sacredmachine.com/>

**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](http://www.MeetMeatMaynards.com)

**For other events in the Downtown/4<sup>th</sup> Avenue/Main Gate area, visit these sites:**  
[www.MainGateSquare.com](http://www.MainGateSquare.com)  
[www.FourthAvenue.org](http://www.FourthAvenue.org)  
[www.DowntownTucson.org](http://www.DowntownTucson.org)