

## Ward 6 Staff



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# Ward 6 Newsletter

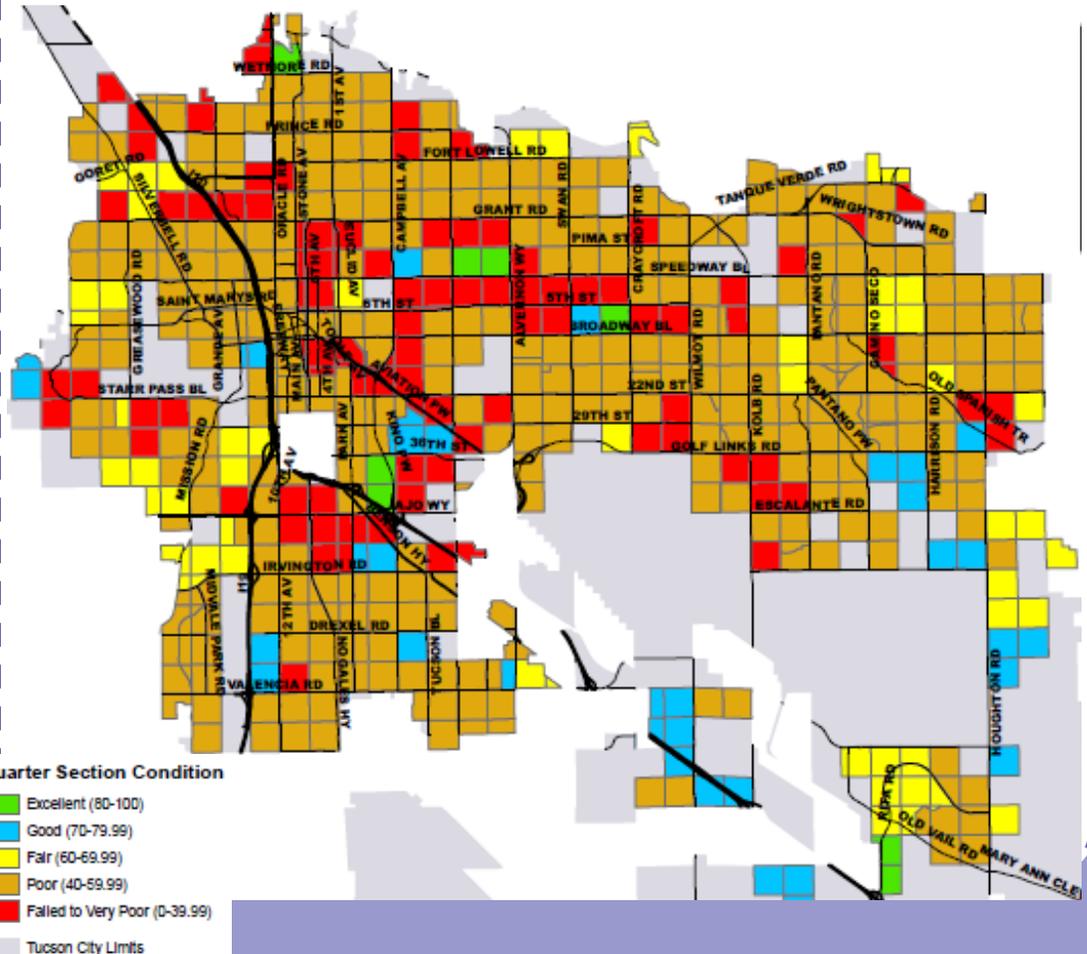
## Tucson First

July 20, 2015

### In this issue...

Bond Oversight Committee.....	1
Broadway Update.....	3
Grant Road Update.....	3
Campbell Streetscape Enhancements.....	4
Annexation / Tucson Airport Authority.....	4
Unaccounted-for Greyhounds.....	6
Transit Operations.....	8
Environmentally Friendly Construction.....	10
Women and Children.....	11
Islamic Center of Tucson.....	12
Events and Entertainment.....	14

### Bond Oversight Committee





### Important Phone Numbers

**Tucson Police  
Department**  
911 or nonemergency  
791-4444

**Water Issues**  
791-3242/800-598-9449  
Emergency: 791-4133

**Street Maintenance**  
791-3154

**Graffiti Removal**  
792-2489

**Abandoned  
Shopping Carts**  
791-3171

**Neighborhood  
Resources**  
837-5013

**SunTran/SunLink**  
792-9222  
TDD: 628-1565

**Environmental  
Services**  
791-3171

**Park Wise**  
791-5071

**Planning and  
Development  
Services** 791-5550

**Pima Animal Care  
Center**  
724-5900

**Pima County Vector  
Control**  
Cockroach: 443-6501  
Mosquito: 243-7999

## Continued: A Message From Steve

The map on the front page shows the condition of residential streets by quadrant across the City in January 2014. We have the Prop 409 money you approved at work doing repairs. Even before that vote occurred, we knew the \$100M wasn't going to be sufficient to fully fund the upgrades to our City roads.

Before the Prop 409 election, we identified all of the major roadways that were going to be repaired. You've likely driven on many of the roads both before and after the fixes. The work was long overdue.

By way of reminder, each year we're allocating \$20M to maintenance through Prop 409. That money is being allocated 85% to major streets and 15% to residential roads. So far, we have the ability to fix even more linear miles than was initially anticipated. That's because the price of oil and asphalt are lower than when cost estimates were prepared, and the construction bids have come in lower than anticipated. Because of that, our capacity to do more repair work was improved by about \$40M. We've allocated the savings to another \$3M in residential and \$37M in arterial roadwork. As more bids come in and prices for materials continue to fluctuate, we might have to adjust that capacity again.

As I mentioned, before the Prop 409 vote we had identified the arterials that would be repaired. In order to address the residential streets, we formed a citizen panel called the Bond Oversight Commission (BOC), which is working hard to assess the needs you see in the map above and deciding on treatments for specific areas. The goal is a pavement preservation program that will yield the most linear miles for the longest period of time. It's a complex process, balancing need and treatment options, and from a timing standpoint, the work needs to be coordinated with utility line upgrades. Once we do the pavement work, we can't go back in and allow utilities to install new lines for a five year period.

On the November ballot you'll see Proposition 425. That's a \$200M bond question asking whether you want to dedicate another \$160M to pavement preservation and repair. The other \$40M goes to building capacity in other areas. Of the \$160M, the City will receive \$65M. That figure was calculated based on our assessed property value. Of that \$65M, 70% is headed to arterials, and 30% is going to repair residential areas.

Staff and the BOC are working through the challenging task of identifying which areas will get repaired and when. Since Prop 409 has already identified roads, the question becomes whether we poach some of those and do them with the new money – presumably sooner than is now anticipated – or keep to the original plan and pick out new roads for the Prop 425 money. We'll certainly not have any trouble finding candidates whichever way that question is decided.

So far, we've repaired just over 70 miles of roadway with the Prop 409 cash. Another 56 are in the pipeline, and Procurement is getting ready to send out the FY 16 construction bid package. Stay tuned on this. Before the November Bond election, you'll see which arterials will be included in the Prop 425 package. As for the 30% residential allocation,

our BOC will continue to triage neighborhood streets and put together a priority listing. That part is an ongoing process, not a part of the ballot information.

### **Broadway Update**

In June we adopted a draft alignment for Broadway. Since then, work has been going on in several different areas. Each is aimed at bringing a refined alignment back to M&C, likely early next spring.

Our civil engineering staff, in conjunction with the consultant group HDR, are doing the heavy lifting right now. They're working towards 30% construction drawings, which will largely form the base for our final alignment. That's what we expect to see next spring. In the 30% drawings, they will try to eliminate our need to take properties across from one another on both sides of the street. This might be achieved by shifting the alignment or narrowing it where appropriate. However, they can't get to 30% docs without knowing the status of the individual properties that are going to be impacted by the roadway. In order for those property owners to make informed decisions, they'll need to know what their options are with respect to relocation or staying in place, and how their desire to remain may be affected by adjacent property owners' decisions.

In order to give property owners the tools they need to make those judgments, staff will conduct workshops, probably starting in October, to present the various alternatives people will have to consider. Those will range from simple acquisition to a process of working with adjacent property owners to devise shared parking and access agreements. The City cannot compel a decision to stay or to go, but we can offer instruction on how a business can work on its own behalf to continue operating. That's what'll happen at the workshops.

Right now, staff is not initiating any direct contacts with business or property owners. They will start with those following the fall workshops. However, if you're in that category and want to get some early information, you're free to call the Office of Integrated Planning (OIP) at 791.4675. They'll be happy to meet with you. I know of a couple businesses that have already done that. One asked about an early acquisition of his property. There are guidelines that they have to follow in order to consider that, but I understand that the option is being discussed. M&C would have to approve, and each request would stand on its own merits.

As I noted last June at the time we voted on the draft alignment, that was just the start of a long study process. We're at the front end of that right now.

### **Grant Road Update**

Here's another roads update. Amy, Alison, and I attended the Grant Road Citizen Task Force meeting on Thursday night. There was a good crowd there to watch what turned out to be a not-very-productive meeting. In three hours, they decided to ask staff to edit the vision statement and deferred deciding on whether or not to set up a subcommittee. They'll revisit the subcommittee item at their next Task Force meeting, date TBD.

The comments from the audience primarily centered on ensuring adequate public input as the land use decisions are made. Oracle to Stone (Phase I) is substantially complete, so right now they're discussing the Phase II segment, Stone to Mountain. The construction period is



### **Important Phone Numbers**

Senator John  
McCain (R)  
520-670-6334

Senator Jeff  
Flake (R)  
520-575-8633

Congresswoman  
Martha McSally (R)  
(2<sup>nd</sup> District)  
(202) 225-2542  
Tucson Office: 520-  
881-3588

Congressman  
Raul Grijalva (D)  
(3<sup>rd</sup> District)  
520-622-6788

Governor Doug  
Ducey (R)  
602-542-4331  
Tucson office:  
520-628-6580

Mayor Jonathan  
Rothschild  
520-791-4201

ZoomTucson Map  
[http://  
maps.tucsonaz.gov  
/zoomTucson/](http://maps.tucsonaz.gov/zoomTucson/)

projected to be 2015 to 2017, although utility relocations will begin ahead of that. Next, construction will jump to the Palo Verde to Swan segment and then circle back to the middle area that will include Mountain to Palo Verde. Along the line, land uses will be discussed.

Those discussions will probably happen in segments that match the project construction phases. But even if even if you live or work in one of the later segments, it's wise to participate, at least as an observer, as these first few land use exchanges occur. Having a sense of how staff and the Citizen Task Force operate will help to inform your own input.

Here's the language the committee is considering for looking at the buffers, commercial development, and other amenities as the design moves forward:

***“Proceed with a phased approach to developing and implementing land use planning tools. Land use planning phases would be based on roadway design phases, and tools would include overlay, possible regulatory changes, property disposition strategies and economic investment.”***

It's pretty general language, intentionally, so that the discussion can be fluid as the character of the segments being discussed change from one end of the corridor to another.

#### **Campbell Streetscape Enhancements**

Finally on the roads topic, this Thursday, Karin will be hosting an informational meeting at the Ward 3 office to talk about the upcoming Campbell Avenue upgrades. The office is located at 1510 E Grant, and the meeting will begin at 6pm.

This work is being funded by the RTA. It'll include improvements to sidewalks, some raised medians with landscaping, infilling some sidewalks where needed, and other aesthetic enhancements to the corridor between Grant and Ft. Lowell. During Thursday's meeting, they'll introduce the construction team, go over the design elements, and talk about scheduling. The MainStreet Business group will also be on hand to share what they can offer businesses along the route. If you'd like more information on the meeting, contact Al Zuniga (Project Manager) at [alfred.zuniga@tucsonaz.gov](mailto:alfred.zuniga@tucsonaz.gov).

#### **Annexation / Tucson Airport Authority**

At our last M&C meeting, we adopted a lease extension for the Tucson Airport Authority (TAA). It was a very good agreement that I reported on a couple of weeks ago. There were two basic parts to it:

- Extending the terms of our lease with TAA so they can negotiate long-term agreements with air carriers, and

- Rolling into commercial lease renewals the requirement that if/when the City decides to annex the airport property, the tenants agree to the annexation.

That's a big deal for the City in terms of long term sales tax revenue. We hope to reach the point at which we could consider the annexation in a couple of years. It takes a majority of the tenants to agree, so we have to wait for the contracts to roll over.

Included in the material we reviewed for the vote was a mention of the Raytheon buffer that we, along with the County and TAA, have committed to providing. It was not impacted by our lease extension in the least. Unfortunately, there's some sentiment across the plaza in the County building that annexation cuts into their geography, and so an unnecessary memo from the County Administrator's office was sent to Raytheon alerting them to a non-issue related to the buffer. I only raise it here because I know many of our Raytheon partners read this newsletter. Since the Star didn't do a piece to clear up the invented conflict, I will.

We're familiar with the general opposition to annexation that exists with some over at the County, but that cannot be allowed to damage important regional relationships. Back on July 13<sup>th</sup>, Raytheon's management received a memo from the County that correctly outlined the steps they've taken to protect the buffer zone we're all committed to maintain around their plant. The County is doing its part to keep Raytheon here in Tucson, and for that the City is grateful. But the memo ended with a paragraph that inaccurately suggested the City was backing away from its commitment to support and fund a buffer. Here's the statement:

- The most recent lease extension between the TAA and the City of Tucson includes an MOU as Exhibit 2 to City of Tucson Resolution No. 22427. Paragraph 3 of this MOU states:

*"The Parties will cooperate in efforts to secure the safety buffer needed for Raytheon operations at Plant 44 in accordance with the existing Memorandum of Understanding between TAA and the United States Air Force (owner of Plant 44). The buffer will be provided at no cost to the City, and through the securing of the buffer the City may recoup up to \$8 million in tax revenue previously restricted by the City's Pre-Annexation Agreement with Raytheon."* [emphasis added]

Paragraph 3 seems to imply that if the buffer is acquired according to the MOU between TAA and the USAF, the buffer obligation has been met, and the City may use the \$8 million in revenue restricted by the City's Pre-Annexation Agreement with Raytheon. Such would eliminate funding for the expanded buffer and prevent any expansion of Raytheon.

When the City annexed Raytheon, we agreed to place up to \$8M in tax revenue aside for long-term investment in the property, investment that would benefit both the City and Raytheon. A secure buffer is clearly contemplated. In fact, the annexation agreement obligates the City to those tax set asides until the City either buys or somehow leverages the purchase of property that results in an approximate 200 acre buffer for Raytheon's final assembly and checkout facility. Not a word in the lease extension changed that, and to imply such is simply a gratuitous reaction to our newly negotiated ability to annex the land and buildings at the airport. At the close of the memo this statement was made:

- Use of the Annexation Fund to purchase the expanded buffer allowing new facilities and Raytheon expansion needs to be clarified as soon as possible, since the County is ready to proceed with the Environmental Assessment (EA) using County funds. An EA of the buffer expansion is necessary before TAA can sell the property for this purpose. The buffer expansion purchase using the Annexation Fund should convey title of the property to either Raytheon or the USAF.

Consider it clarified for those few who required it. The City is honoring its agreement with Raytheon, and Raytheon will not be left without the buffer all parties agreed to provide. Go ahead with the EA.

Writing a memo that could only place in jeopardy the good working relationship the City has with Raytheon management was irresponsible. The region deserves better than that sort of thing.

**Unaccounted-for Greyhounds**

Last Wednesday, Matthew Schwartz from KVOA ran a good piece about greyhound dogs that are unaccounted for out at Tucson Greyhound Park. If it weren't for a history of this occurring at TGP, eyebrows may not have been raised by this current batch of dogs. But they can't erase history, and so...



What KVOA could not do in this brief segment was show you the complete list of unaccounted-for animals. Here it is, along with dates of their last appearance and other identifying information.

	1/1/15 - 5/31/15	TATTOOS	GENDER	KENNEL	LAST RACE
1	AJNDODGE DRIVE	60406 13J	M	Jones	5/15/15
2	AJNHATHAWAYBOY	59363 82B	M	Jones	5/30/15
3	ALE RONSANTO	57456 111E	M	Guimond	5/22/15
4	ANDY'S PRIZE	62157 93F	M	Fune	5/15/15
5	ANDY'S PROMISE	62157 93G	M	Fune	5/1/15
6	BOC'S TROODON	59604 92D	F	Hale	4/11/15
7	BOB'S ATHENS	58014 32A	M	Guimond	4/24/15
8	BWG SCARLETT	56556 71D	F	Mann	4/17/15
9	COCZ ANGELFLITES	60882 413A	F	Gray	5/23/15
10	CRY BAMBI	61290 43C	F	Hale	4/24/15
11	DIRTY HARRY	61172 53D	M	Jones	4/17/15
12	DOUBLESHOTCOWBOY	57200 101D	M	Fune	4/1/15
13	FINDING FAITH	59532 92D	F	Hale	4/25/15
14	FROSTY	61890 83C	F	Graham	5/30/15
15	KIOWA SPOT ON	61261 63C	F	Holguin	5/15/15
16	KL'S DOMINIC	61257 53J	M	Holguin	4/27/15
17	LAST TWO ACES	62364 103D	M	Fune	5/18/15

18	LAST TWO ANGELS	61546	73F	F	Fune	5/15/15
19	LAST TWO CLOWNS	62364	103C	M	Fune	5/22/15
20	LAST TWO HOURS	58545	42C	F	Fune	4/22/15
21	LAST TWO STARS	60239	122A	F	Fune	2/21/15
22	OVERWHENITSOVER	57913	22C	F	Graham	5/30/15
23	P KAY KYSTA	61839	53E	F	Fune	4/15/15
24	PG MOODY JUDY	55895	41G	F	Gray	4/6/15
25	RICO'S BENNIE	58802	62D	F	Holguin	5/11/15
26	RICO'S DUSK	59459	92D	F	Holguin	5/27/15
27	RICO'S ERIE	55938	41D	F	Holguin	5/16/15
28	RICO'S FOXWOOD	55938	41I	F	Holguin	5/23/15
29	RICO'S NOCONA	60613	33A	M	Holguin	2/27/15
30	RIO FANCY	62013	83D	F	Jones	5/18/15
31	SAILINTOTHEBLACK	61832	83A	M	Holguin	4/27/15
32	SHOO SHOO	59028	72A	M	Hale	4/6/15
33	TK ABBY	61650	73G	F	Jones	5/1/15
34	TK PANAMA CITY	61164	53E	F	Jones	5/25/15
35	TMC'S KANDY MAN	61084	53D	M	Jones	5/16/15
36	TMC'S KID ROCK	61084	53E	M	Jones	5/15/15
37	TNT BURNINRUBBER	59843	112G	M	Graham	4/25/15
38	TOPAZ DANDY	59934	112D	F	Gray	2/9/15
39	XTREMBURNNOTICE	59595	92F	M	Graham	3/27/15
40	WILD KELLY	59869	102A	F	Jones	5/16/15

Two years ago, the track had a CEO with whom the local adoption/advocacy groups could work to find homes for animals whose racing days were over. He'd supply advocates 'disposition reports' so it was apparent when dogs were not being used for racing any longer. Those were the ones for whom homes were found. The current CEO is no longer providing those reports, and so when dogs go missing for months at a time, nobody quite knows whether they're simply 'lost,' as happened back in 2006, or something else. It's the hope of many that based on the Schwartz report last week, TGP will resume its practice of offering those animals headed for the door a chance to end up in a home.

Last week, I shared a piece about a trainer (Guimond - also one of those named in the list above) who had been suspended for using prohibited drugs on her racing greyhounds. This week, dogs are unaccounted-for. It would be a very welcomed change of pace if next week I could share with you that TGP had in fact resumed issuing the disposition reports, stopped allowing trainers who drug their animals to race, and were working with advocates again to find homes for the dogs out at the track.



In the KVOA report, Dale Popp, the CEO of the Park, offered tours to anybody who wants to see the kennels, and presumably any other area out at the track. Their phone number is 884.7576. Since your tax money is helping to fund the place, you should be given full ac-

cess – kennels, the freezer, medical care areas, the works.

**Transit Operations**

The contract negotiations between the Teamsters and Sun Tran are on-going. The current labor agreement expires on July 31<sup>st</sup>. We’re all pulling for a successful settlement and no interruption in service. None of us from the City can participate in or lobby for any part of what’s being negotiated.

Our citizen’s Transit Task Force (TTF) met last week and reviewed the PAG funded transit report put together by Jarrett Walker and Associates (JWA). That’s a consulting group focused on strong transit systems. They studied ours and came up with several suggestions.

Early last year, staff presented route efficiencies based on a Comprehensive Operational Analysis that, if adopted, would have saved the system about \$2.4M. Last fall, after M&C turned down those changes, staff presented some revised options for making changes in several bus routes around the city. In some cases they recommended combining routes, extending wait times, or decreasing wait times. The total value to the system of their suggested changes was \$1.6M. We finalized our budget without implementing those changes, choosing instead to wait on the JWA report before moving ahead on any of them. Jarrett Walker agreed with or had no objection to most of the staff suggestions. But now our Transit Task Force will request we not make the changes that have been suggested by staff and vetted by JWA.

Here’s the page from the report in which the various routes and positions of each party are described:

**Implementation Plan:**

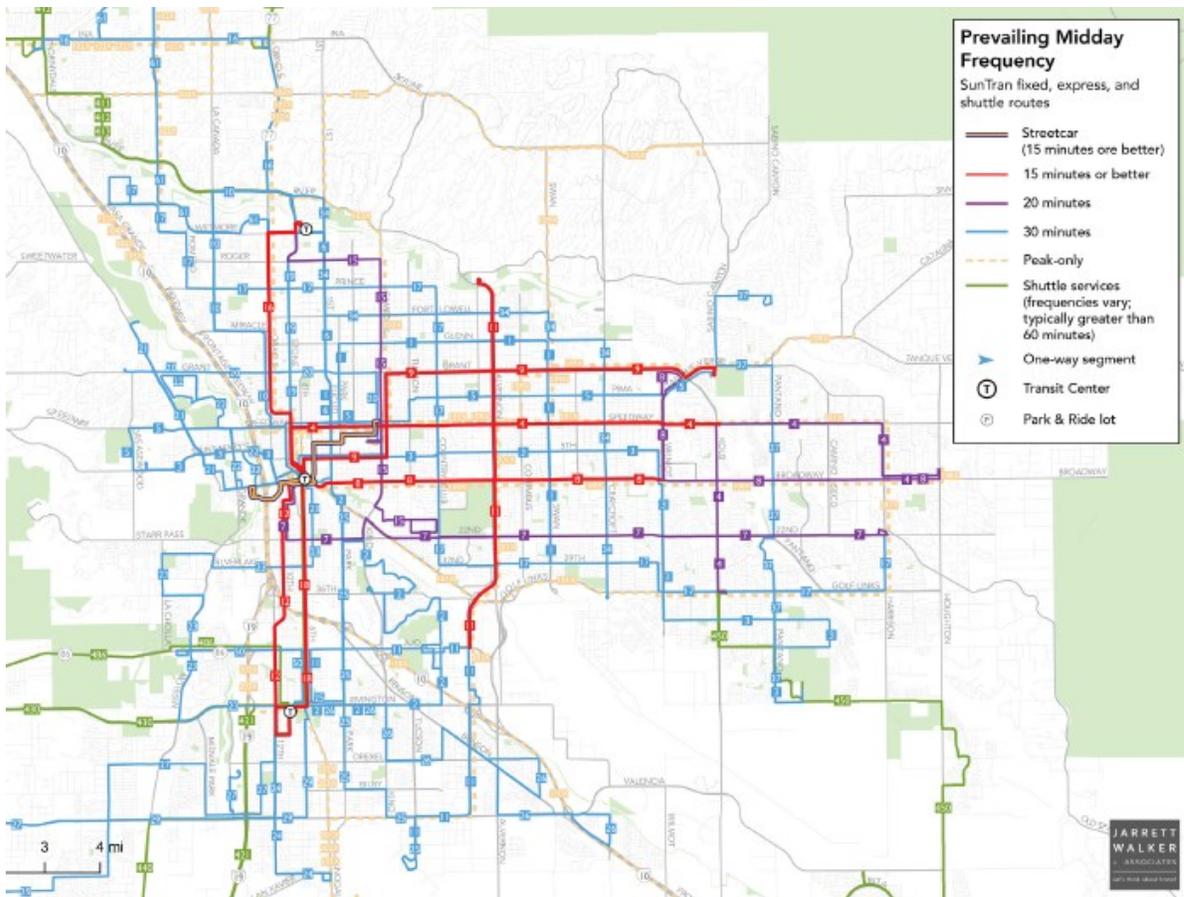
After careful consideration of input received from the general public and the Transit Task Force (TTF), as well as a detailed review of the service change analysis and transit vision recommendations made by JWA, staff has finalized the following service change implementation plan.

**Minor Service Changes - August 9, 2015**

Route	Type	TTF Support	Staff Recommend	JW Assoc. Support**	All Minor Changes
1	Route Adjustment	X	X	X	X
5*	Route Adjustment	X	X	X	X
8(a)	Route Adjustment	X	X	X	X
8(b)	Frequency Adjustment	X	X	X	X
34	Route Adjustment	X	X	X	X
10	Frequency Adjustment		X	X	X
25	Frequency Adjustment		X	X	X
27	Frequency Adjustment		X	X	X
29	Frequency Adjustment		X	X	X
10	Route Adjustment			X	X
2	Route Adjustment			X	X
11(a)	Frequency Adjustment				X
3	Split Route / Frequency				X
11	Merge Routes				X
50	Merge Routes				X
<b>FY 2016 Cost Chg.</b>		<b>-\$658,700</b>	<b>-\$1,427,900</b>	<b>-\$1,425,100</b>	<b>-\$1,077,600</b>
<b>Annual Cost Chg.</b>		<b>-\$780,000</b>	<b>-\$1,620,000</b>	<b>-\$1,617,000</b>	<b>-\$1,238,000</b>

To be totally honest, I was skeptical that JWA would come in and give a balanced review of our system. I expected a report that reflected a significant increase in our budget allocation to the transit system, and one that rejected any changes in our service structure. That's not what we see in their report. Instead, they propose that we identify a 'frequent network' grid and build service from that. The network would effectively be where we see the greatest potential for ridership, density, and immediate returns on investment in the system. It's not to say we wouldn't continue to grow the system, but we would start by enhancing its strengths and work out from there over time. I think that's a rational approach. But, it needs to be balanced against our budget realities. The staff/JWA recommendations hit the projected budget needs for FY'16.

This map shows generally where they're talking about running the frequency grid. Right now, Euclid/1<sup>st</sup> is a very heavily-used route. One suggestion is to add a bus during peak times to alleviate crowding and grow ridership.



The report rejected some of the staff recommendations for going off from a 30 minute cycle (adopting a 20 minute wait time, whether that was by adding 5 minutes to a 15 minute stop, or reducing 10 from a 30 minute stop) because of the synchronicity of the system. Getting you to your next stop early, only to have you sit and wait 10 minutes longer, serves no useful purpose. In fact, they agreed that adding 20 minutes to some late night routes in order to make the connections more efficient would improve the system. Here's the JWA comment on that connectivity idea:

### **STANDARDIZING CLOCK HEADWAYS (LINE 10, 27, 29)**

Some proposed changes increase the use of clock headways, patterns that repeat each hour. For infrequent service, we recommend that all headways of 30 minutes or worse be multiples of 30 minutes. This (a) makes the schedule easy to remember, (b) makes it possible to build timed connections at obvious nodes such as Laos, and also (c) ensures that even if connections are not timed, they work the same way no matter which trip you're on. We note the change of the 29's evening headway from 40 minutes to 60, and more generally we would endorse all frequency cuts that change all headways of 35-59 minutes to 60. We do not even consider these to be cuts, as they improve connectivity with other lines due to harmonized frequencies.

Clock headways are the same reason we generally recommend adjusting 20-minute headways either up to 15 or down to 30. In a network where the multiple of 15 is the dominant headway pattern, the multiple of 20 interacts awkwardly with other routes, especially half-hourly routes, causing wide swings in the connection time from one trip to the next.

We've really studied this extensively, with our COA last year, staff proposals, and now JWA. We didn't hit the \$2.4M originally noted, but we've seen good compromise and co-operation in coming to the proposal now on the table. The TTF may not agree with all of what's being proposed, but that's a part of compromise, and I think we've seen a thorough process that has gotten us to a good resolution point.

Finally, on August 9<sup>th</sup> you'll be able to buy an annual pass for the transit system (Sun Tran and the streetcar). You'll also be able to buy day passes on the bus, paying with the cash value you can load onto your SunGo card. These are changes being made in an effort to make the system more customer-friendly. If you go to [suntran.com](http://suntran.com), you can see the full variety of ways to access the system.

### **Environmentally Friendly Construction**

I wish I was involved in the project management of the new ENR2 building on campus, but even though I'm not, I can still brag on those of my colleagues who are. The Environment and Natural Resources, Phase 2 building is set to open. It will be the 4<sup>th</sup> building on campus to achieve Platinum LEED status. But its 'green' elements will far exceed what the other three have to offer.

One of the coolest features is the 52,000 gallon water harvesting tank. It's used to irrigate the many trees that will be creating the environment within the space. During our recent rains, they took this quick video of the system grabbing the rainwater and directing it down into the cistern. Here's the video: <https://youtu.be/CooD8uNFWIY> (Give Amy credit for making that possible to see in the newsletter. I've got some really computer savvy ladies working in the office.)

What the video shows is rain being directed through the various landscape areas at each level of the building. Once an area is saturated, the water drains down to the next level, finally ending up in the collection tanks below to be used for future irrigation needs. Pret-

ty cool idea, and to see it work is equally fun.

During recent budget cuts, the UA had to go through some reorganizing. Belt tightening is sometimes an opportunity to get better, and in this case, the University did. The ENR2 project is an example of breaking down silos between departments and bringing several environmental disciplines together so research can occur in a cross-disciplinary way. ENR2 will house the Institute of the Environment, the School of Geography and Development, and the School of Natural Resources and the Environment. It'll have over 150 offices, a 600 seat auditorium, tons of natural light, and outdoor balconies that will be shaded year-round. The landscape beds scattered throughout the facility will be irrigated with the rainwater run-off, captured building condensate, or reclaimed water (the UA is connected to that system, too.)

And the roof structure is being designed so it can support solar panels and serve as a lab for green roof research, with areas ready for planting by both faculty and students.

This architectural rendering is looking out into the future, but not long into the future – especially if the monsoon decides to get busy here in the next couple of weeks. Congratulations to Peter Dourlein, May Carr, and the rest of the UA Planning and Design folks who pulled this off.



### **Women and Children**

I'm going to combine two updates under one title, both related to dignity and regaining a sense of self-worth. One is our recent Project RAISE, and the other is a change by ICE in how they will treat migrant women and children.

Responsible Alternatives to Incarceration for the Sexually Exploited (RAISE) is the program that Ann from our office spearheads about twice per year. Through it, women brought in by police on prostitution charges are offered the opportunity to enter a diversion program instead of going to jail. We work in conjunction with the courts, TPD, survivors groups, local non-profits, and a church to serve as the intake center for the night. Through that team approach, people are given the chance to address any of the significant needs they confront that are keeping them locked in the circle of prostitution.

Last week, 15 women were brought in and offered the chance to take part in the diversion. Of those, 11 chose to do so. The others, likely gripped by fear of their pimps, elected jail. That's sad, and it's reality.

Those who chose diversion will enter into case management that includes a series of classes in which the ladies will work on various aspects of self-awareness and improvement. We've also got Willow Way, a survivor group that counsels victims of prostitution and helps them find job skill development, housing, and generally serves as a safe place for them to unload with people who have 'been there.' Each time we do RAISE, we're touched by the varied demographics we see in the women – and sometimes men – who are brought in, and the ar-

ray of needs they present. We're grateful for the partnerships the program has built over the past few years, and we're gratified at the lives turned around through those partners.

On July 13<sup>th</sup>, the American Immigration Lawyers Association (AILA) sent out a memo announcing and embracing plans by Immigration and Customs Enforcement (ICE) to begin releasing moms and their kids from some of the Federal detention centers. I wrote about some of the detention issues a couple of newsletters ago. These people are acknowledged as legitimate asylum seekers, and not a threat to the safety of the public. They never should have been detained to begin with.

Two weeks ago, I reached out to ICE to learn more about its 'ankle bracelet' program. Essentially, it bypasses Tucson and the Project Mariposa work we've been doing to assist these migrant women and children. Instead, it takes them straight to Phoenix where they are outfitted with electronic monitoring devices and ultimately to a Federal detention facility. The policy was in direct conflict with the Priority Enforcement guidelines announced last fall by Homeland Security and, at long last, they're bringing the policies into line with one another.

Victor Nieblas Pradis is the AILA President. A part of his statement from last week reads as follows:

*"Based on what volunteer attorneys, including myself, have seen and heard from clients in the detention centers and from the government's own data, we know that the majority of families who have been incarcerated by DHS have fled to the United States to seek safety from persecution, torture, and violence and have strong asylum claims under our laws. When looking at alternatives to detention, ICE should turn first to community-based support models, which are extremely effective and far more appropriate for asylum seekers than restrictive and expensive electronic monitoring."*

We and the Project Mariposa team agree, and we look forward to resuming the assistance we were providing before the ankle bracelet policy was implemented a short time ago. The return to what we were doing earlier returns to mothers and their kids a sense of dignity as they emerge from the traumatic conditions they're fleeing, and the return will save taxpayers considerable amounts of money by keeping them out of prisons while they pursue the asylum status.

We at the Ward 6 office are grateful for the opportunity we've been given to be involved with assisting women to reclaim their lives, whether that be from the exploitation of prostitution or from mass family detention during asylum proceedings.

### **Islamic Center of Tucson**

I'm closing with this item because it deserves to be last. On Saturday, the Islamic Center of Tucson (ICT) was closed. It's generally open on Saturdays so their members can go pray, and just generally enjoy community. They were closed because two groups had advertised a large protest/counter-protest outside their doors. As it turns out, neither group carried out its threats.

I began my own personal relationship with the ICT family last fall when we were address-

ing the issue of debris being tossed from student tower balconies onto their Mosque. Racial and anti-Islam epithets were also being yelled. The brief history of those incidents has been well-documented both in these newsletters and in the press. The conclusion was a large community gathering at ICT in which representatives from my office and surrounding neighborhoods, including management from the student towers, joined to share a meal while getting to know one another on a personal level. Since then, I've stayed in contact with their leadership. That contact recently resulted in a series of meetings to plan how last Saturday's protests would be addressed.

Joining in those meetings was leadership from TPD, UAPD, and University Administration. The Mayor's office and the Tucson Hate Crimes Task Force were involved as well. Everybody's efforts were aligned to deescalate the situation and send the message that the rhetoric being expressed by both sides of the protest is not reflective of us as a community. I pulled this quote from the Facebook page of one of the groups. It was one of many among the lengthy statements being used to gin up emotions ahead of the event:

*Everyone in the Media and even our branches of government, we are often scared to talk about POLITICAL ISLAM out of fear to offend Muslims and being called "bigots." Well, this has nothing to do with Bigotry... and that is why we are here to expose the dangerous POLITICAL IDEOLOGY OF ISLAM that is set to infiltrate and dominate our country just like they are telling us they are doing.*

*You see, our enemy is very clear on what they want to do to us because they tell us that they want to kill us. However, the more they tell us what they want to do - the more we bury our heads in the Sand... it is time for America to wake up!*

There was an overt effort to encourage supporters to bring weapons to the event. They were calling it a "Let Freedom Ring" rally, and the ICT was the target.

On the other side was a group whose name expressed a good message – Stand Up Against Hate. But the rhetoric among its own leadership was extreme and unhelpful. On the day of the rally, this banner was among some they held up demonstrating their ideology.



I would hope we all stand up in opposition to Nazis and white supremacists. But tossing in "cops" with those groups crosses a very clear line of impropriety.

The Let Freedom Ring rally fizzled. They didn't show up, but instead spent the day sending offensive text messages to leadership of the Mosque. The counter protest spent about an hour up on Speedway and Euclid displaying their banners and ignoring the fact that the police departments of the area had invested many work hours trying to ensure their right to speak, and to ensure that right would not infringe those of others. Neither of the groups' messages reflects the values of this community.

I want to thank TPD command staff, UAPD command staff, the Tucson Hate Crimes Task Force, UA Administration, and the leadership of the ICT for their willingness to work proactively to ensure that last Saturday's protest/counter-protest didn't end in violence. TPD reached out to all of the parties involved ahead of the rally. Ironically, the Stand Up Against Hate group refused to meet and talk about setting boundaries so the public was assured of a non-violent event.

The community in the immediate proximity to ICT came together after the tower incidents and showed what Tucson is really made of. That's the willingness to live together in a community built on diverse sets of beliefs and values. That which was displayed by both sides of the rally has no place in our City.

In a bit of coincidence to close the weekend, my bride and I attended a racial reconciliation worship service. It was sponsored by a group of pastors who joined with the intent of breaking down racial barriers, not only from a religious perspective, but in ways that allow for civil exchanges on social issues. One of the groups involved calls itself 4Tucson. This is a statement from its web site:

***4Tucson Goal: Bring the strengths of all races to work together for the mutual success of Tucson's citizens.***

Setting aside doctrine, that's a goal the Saturday protesters might want to consider.

Sincerely,

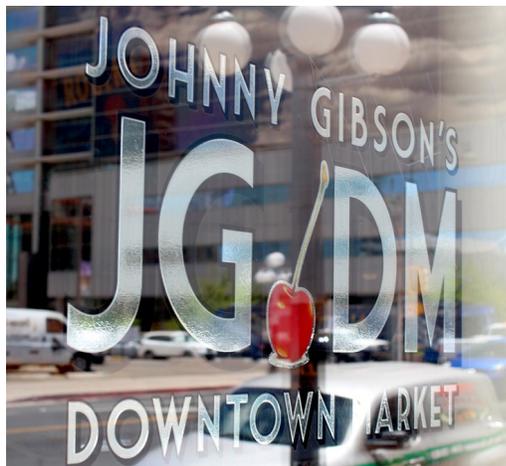


Steve Kozachik  
Council Member, Ward 6

[Ward6@tucsonaz.gov](mailto:Ward6@tucsonaz.gov)

## Events and Entertainment

### **Check out Johnny Gibson's Downtown Market**



Now open at 11 S 6<sup>th</sup> Ave, 7:00am – 12:00am

For the first time in 42-years, downtown Tucson has a full-service grocer. Johnny Gibson's Downtown Market had its "soft opening" last week. The market features a salad bar, deli, prepared foods, and a meat market which will open July 25. The property also includes a distillery bar and retail space. In addition to being nestled between Sun Link streetcar stops and the Ronstadt Transit Center, the store offers bicycle delivery and pedicab shuttle for nearby residents.

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

### **Public Presentations on Ronstadt Development Site**

Wednesday, July 22, 2015, 5:00 pm – 8:30 pm

Tucson Convention Center, 260 S. Church Ave., Mohave and Maricopa Rooms

The City of Tucson will host public presentations of the two proposals for the Ronstadt Transit Center Joint Development Project, with an opportunity for attendees to ask questions and fill out comment cards. The Alexander Company/Oasis Tucson and Peach Properties each will present a design concept for mixed-use, multi-modal development to be located on the 4.7-acre downtown site.

Event information: <http://1.usa.gov/1I3clfH>

Project details: <http://1.usa.gov/1e18bGV>

### **Himmel Park Beautification Project**

Matching grant expires July 31, 2015

If you're interested in contributing to the Himmel Park Beautification Project, your chance to have your donation matched ends soon. Visit the following website for more information on the project and how to donate: [samhughes.org/himmel-park-beautification.php](http://samhughes.org/himmel-park-beautification.php).

### **Ongoing . . . .**

**Mission Garden**, 929 W Mission Ln

Saturdays 8 am – 12 pm, April to November; 12 pm – 4 pm, December to March

A re-creation of the Spanish Colonial walled garden that was part of Tucson's historic San Agustin Mission. Features Sonoran Desert-adapted heritage fruit-trees, traditional local heirloom crops and edible native plants. *For guided tours call 520-777-9270 and leave message.*

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

Tuesday - Friday: 9:00am - 5:00pm; Saturday & Sunday: 10:00am - 5:00pm

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

**Tucson Botanical Gardens**, 2150 N Alvernon Way

"Summer Oasis Series" June through August features special hours, early bird weekends and dog admission. <http://www.tucsonbotanical.org>

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

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

**Fox Theatre**, 17 W Congress St

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

**Hotel Congress**, 311 E Congress St

<http://hotelcongress.com>

**Loft Cinema**, 3233 E Speedway Blvd

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

**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>

**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)

**Arizona Theater Company**, 330 S Scott Ave

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

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

May 25, 2015 - September 7, 2015: FREE Admission for Military Families.

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

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

**UA Mineral Museum**, 1601 E University Blvd

**February 7, 2015– February 7, 2016, 10:00 am – 5:00 pm**

"Meet the Trilobites – Arizona's First Inhabitants," the new exhibit at the Flandrau Science Center and Planetarium, features world-class trilobite fossils from around the globe.

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

**Southern Arizona Transportation Museum**, 414 N Toole Ave.

Tuesday – Thursday, Sunday: 11:00am - 3:00pm; Friday & Saturday: 10:00am - 4:00pm

<http://www.tucsonhistoricdepot.org>