

Ward 6 Staff



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Council Member



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Ward 6 - Newsletter

Tucson First

September 20, 2012

Greyhounds

If there is some secret way animals communicate throughout their own realm, the vote we took last week to ban anabolic steroids in racing greyhounds would have yielded smiles on the pooches' faces all over town.



The trouble is that the more I dig into the issues surrounding Tucson Greyhound Park, the more it becomes clear that the place has been given a pass on multiple fronts for far too long. This week, it's the failure of Pima Animal Care Center to ensure the dogs were registered. Aside from the fact that everybody else in the region has to pay to have their pets licensed, the failure of PACC to do their job has cost the taxpayers of South Tucson tens of thousands of dollars over the years.

Why does this matter to the City of Tucson? Because we fund Pima Animal Care (PAC) nearly \$3M annually.

The City and the County share the same license fees and conditions. Those are as follows: (From the County Code, Section 6)

A person operating a kennel shall obtain a kennel permit issued by the Pima Animal Care Center except if each individual dog is licensed. The animal fee for the kennel permit is four hundred dollars or seventy-five percent of the total cost of licensing all the animals individually, whichever is greater. A one hundred dollar late penalty will be charged on permits obtained more than thirty days after the expiration date of the previous permit. A two hundred dollar late penalty will be charged on permits obtained one year or more, but less than two years, after the expiration date of the previous permit. A four hundred dollar late penalty will be charged on permits obtained two or more years after the expiration date of the previous permit.

The fee per dog is \$60, so you can see that if the Park runs about 800 dogs through their place per year and has 12 kennels housing them (as was stated by Mr. Taylor)



Important Phone Numbers

Tucson Police
Department

911 or 791-4444
nonemergency

Mayor & Council
Comment Line

791-4700

Neighborhood
Resources

791-4605

Park Wise

791-5071

Water Issues

791-3242

Pima County Animal
Control

243-5900

Street Maintenance

791-3154

Planning and
Development
Services 791-5550

Southwest Gas

889-1888

Gas Emergency/
Gas Leaks

889-1888

West Nile Virus

Hotline

243-7999

Environment

Service

791-3171

Graffiti Removal

792-2489

AZ Game & Fish

628-5376

Continued: A Message From Steve

there's quite a bit of money involved.

But, as the Controller of the Park insisted – to “be fair” – the dollars involved are actually lower than that. Why? Because in 2007 the City of South Tucson lowered the fees they would receive for kennels and for the dogs. The South Tucson Ordinance has a \$225 kennel fee and only \$45 per dog. Their late fees are \$6 for less than one year late, \$17 for between 1 and 2 years and \$28 for more than 2 years. But, they don't have the “75%” part, so how the numbers sort themselves out will be a function of the number of dogs, and how far in arrears the collection is.

Why they would choose to walk away from the County rates (money out of their pockets) is a question for somebody else to answer. But they did – and because PACC hasn't been doing the registrations anyway, I guess losing nothing from nothing isn't much of a loss.

After a bit of hounding (sorry) on my part, the folks at PACC agreed to go out to check records and see about the registrations. I'll be following up for a couple of reasons:

- First, it's the law.
- Second, it's fair.
- Third, it relates to the public health
- Fourth, I don't want to see that track receiving subsidies from the taxpayers that helps them continue to abuse the animals they house.

Another subsidy that I'll be looking at is the State “Hardship Tax Credit” that the track has been making use of. In fiscal year 2011 they took a \$472,604 credit on their taxes. Track revenues that year were in excess of \$3M. I'd like a hardship credit from the State, too – and I don't make \$3M.

So the anabolic steroids was a big deal and the subsidies to the industry are also a big deal. The City of South Tucson needs the money, the State cannot justify cutting funding to education or health care while also subsidizing dog racing, and the track should be held to the same licensing standards as you and I are.

Their Controller wanted “fair”. That's fair. More to come.

On Tuesday, I submitted this letter to the County Board of Supervisors asking them to join the voters of South Tucson and Tucson M&C in banning the steroid injections. I'm hoping the combined effect of these moves will cause the track owners and management to reconsider the way they've been treating the animals under their “care”.

Honorable Chair Valadez and Board Members:

In 2008, the City of South Tucson electorate passed Proposition 401, an animal welfare Proposition related to Greyhound racing. One element of that vote was to ban the administration of anabolic steroids in the City of South Tucson for the purpose of performance enhancement or to suppress estrus.

Given that the Tucson Greyhound Park is located within the South Tucson city limits, the force of law related to the steroid ban was limited to within that jurisdiction. In an effort to circumvent the clearly expressed will of the voters, track management has since been enabling a track veterinarian to haul their dogs into the City of Tucson, inject the animals with the banned substance and



Important Phone Numbers

Senator John
McCain (R)
520-670-6334

Senator Jon Kyl (R)
520-575-8633

Congressman
Ron Barber (D)
(8th District)
520-881-3588

Congressman
Raul Grijalva (D)
(7th District)
520-622-6788

Governor Janice
Brewer (R)
Governor of Arizona
602-542-4331

Toll free:
1-800-253-0883

State Legislators

Toll Free
Telephone:
1-800-352-8404

Internet:
www.azleg.gov

Mayor Jonathan
Rothschild
791-4201

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

haul them back to the track. General Manager Tom Taylor has admitted on the air that he is 'skirting the law' and expresses no concern over the ethics of his actions.

On Tuesday, September 11th, the Tucson City Council unanimously passed an Ordinance that follows the lead of the South Tucson voters; that is, Mayor and Council adopted a ban on the administration of anabolic steroids for racing greyhounds in the Tucson city limits. Before and since that vote, Mr. Taylor has announced his intention to simply move his injection operation out into unincorporated Pima County, again 'skirting' the will of the governing body, duly elected by the Citizens of the City of Tucson.

Since I began working on this issue I have discovered that the Pima Animal Care Center has neglected to license any of the greyhounds at the track. In 2007, the City of South Tucson City Council passed an Ordinance setting license and kennel fees that have since gone uncollected. I trust you will be seeing more on that issue in the days to come. I have also discovered that the State has been allowing the track a Hardship Tax Credit that over the years has amounted to millions of taxpayer dollars going to subsidize the operation. I trust that you will also be seeing more on that issue in the days to come.

The purpose of this letter is to ask that you give strong consideration to joining both the voters of the City of South Tucson, and the Tucson City Council and adopt a ban on the administration of anabolic steroids in unincorporated Pima County for the purpose of performance enhancement or to suppress estrus. This will not stop Mr. Taylor from traveling into other nearby cities and towns, but it will continue to send the message to track management that we as a region reject this clear form of animal abuse, and we reject this clear effort to subvert the will of voters and governing bodies throughout the region.

I thank you for your consideration of this very important animal welfare issue.

Since the letter was delivered, and the licensing was made an issue, the track announced that they'll stop using steroids and move to becoming an all-male track. Good start – now the pivot changes to the conditions of the track and Arizona Department of Racing oversight.

St. Mary's Hospital "sign"

Tucson has a sign code. Perhaps you've heard. Its intent and effect is good. Remember this image from back in the '60's?



Sure enough, there was a reason to get serious about how we were polluting our City with visual clutter. We have a Sign Code Advisory and Appeals Board established to review applications and hear requests for variances from the strict interpretation of the Code.

St. Mary's Hospital has been doing some renovating. A part of that was to redo their entry-way, one feature of which is the cross that is situated on the face of the façade you see as you approach. The cross is designed as an architectural feature that extends 7' above the

roof line, is 12" wide and is intended to be halo lit. These are the design renderings:



According to the strict reading of the sign code, the cross is not in compliance if it is not considered an integrated architectural element because the tip of the cross extends above the roof line. The SCAAB denied the request for a variance because they couldn't see it as an "element." The result was that the hospital had to spend well into the thousands of dollars appealing to the M&C for a final judgment on whether or not they could have a cross extend 7' above the roof line.

We approved the variance. Take another look at the two images – Speedway Blvd and the entryway to the church. When we force people through that sort of expensive fire drill to get approval for something like this, there's something wrong with how we're operating. I'm glad the hospital got its approval. It's a total drag that we made it so difficult

and costly.

I'm hoping that this sends a message to our appeals board that we encourage them to lighten up and see the broader picture of what we're trying to both avoid, and achieve with our sign regulations.

Neighborhood Town Hall

On Monday, October 15th, I've invited Mayor Rothschild to join us at the Ward 6 office for a sharing session as it relates to two important topics. One will be a presentation on the upcoming Road Bond ballot measure. The other will be a discussion on infill related issues.

As both of these issues have some pretty hefty price tag implications, as well as quality of life considerations, if you can come and participate it'd be helpful to the process.

The meeting will begin at 6pm. We'll shut it down at around 8pm.

TUSD Governing Board Candidates Forum

On Monday, October 1 at 6:30 at the YWCA Frances McClellan Leadership Center (525 N. Bonita) the candidates for TUSD Governing Board will be involved in a public forum hosted by the Y. Doors will open at 6pm and I'm advised that the seating is very limited so if you're interested, you might want to consider getting there early. I know, that's not the Tucson way, but in this case it's something to think about.

These are very important positions – as anybody who has been watching the press over the past year knows. We have budget issues, curriculum issues and a relatively new Superintendent trying to wrestle with both the legislature and the legal folks about all of it.

The Board is a direct player, thus the importance of educating yourself on each of the candidates.

Medication Disposal

One other very important community event – there will be a drop-off opportunity for outdated meds on September 29th between the hours of 10:00 AM and 2:00 PM. The drop off locations will be at two of our police substations. One will be at the Midtown substation at 1100 S. Alvernon. The other collection site will be at the South side substation at 4410 S.

It's very easy to dump pills down the toilet and get them into the water system. It's also a way of polluting the water system. These drop-off locations are for pills only. If you have liquid medications that need to be disposed of, the Los Reales landfill is where you want to take those.

If you have any questions about what's ok, and what's not, please call 837.7434 and they'll take care of you.

Public Transportation in Tucson



We've been working to establish a regional transit system since the '30's. We've seen diesel move to gas, through strikes and rationing during the war and to a work stoppage two years ago. The M&C is dedicated to working hard on this issue to achieve a cost effective system that attracts the discretionary riders needed to balance the fare box recovery in a way that mitigates costs to the general fund. On Wednesday we continued an in depth conversation about options, and direction.

Wednesday we heard from staff, and gave some direction as to what we'd like to see studied in greater detail. One item that we told staff to take off the table was charging people for transfers. If we had a system in which transfers were easy to avoid it'd be one thing. In fact, transfers are the norm, not the exception so charging for the second lift strikes me as inappropriate. Following Karin's motion, we voted unanimously to tell staff that any fare structure coming back to us will not include the double charge. Other items we discussed included:

- a. Efficiency of vehicles – what sorts of fuel are we running the busses on; can we incorporate smaller busses on certain routes, etc.
- b. Fare box recovery – we want to establish a plan by which fare box recovery matches or exceeds what is experienced in other cities our size. Currently we're between 20% and 25% - increasing discretionary ridership is the way to bump that number up.
- c. Segregating costs/revenues/capital/operating between Sun Tran, Streetcar and Sun Van – this will require some greater analysis by staff and our Citizen's Transit Task Force before we land on how we might adopt such an accounting program. We will have to weigh the impact on fare box recovery of one part of the system vs. the others if we split them apart, how that possible inconsistency works with our implementation of the Smart Card (goal has been to coordinate fares), will each part of the system then become responsible for its own P&L (would that work for golf courses?) and other similar considerations. I will be

interested in learning more about how segregating the systems may or may not result in each part competing with the other vs. keeping them combined and the implications for a less solvent part dragging down the solvency of another. It'll be a balancing act.

- d. Comprehensive Operating Analysis – staff says performing such an analysis will cost us about \$500K. Before agreeing, I'm going to want to know the scope of the study, who will conduct it, how that firm is chosen and most importantly, who will define the parameters of what they'll be studying. That is key because if you frame the question in one way, you will force the study towards one result. This will become even clearer in the Broadway section (coming next)...

So, we will hear back from staff soon and from the Transit Task Force. Everybody in M&C knows that we have to find creative ways to hold costs down, increase ridership and keep fares at levels that respect both the needs of the riders and the wider community that is paying the delta between fare recovery and cost to operate the system. No easy choices and all will require some out of the box thinking by each of us.

Broadway Widening

Out of the box thinking...I asked for this study session item in order to allow the Lead Agency (the City) to weigh in directly with the Citizen's Task Force on how the Broadway corridor can be enhanced and retain its "functionality." That term is key to how the RTA and TDOT are giving direction to the CTF. So far, nobody has defined what it means beyond one tired metric called Level of Service (LOS). That simply means the length of time it takes to get through an intersection.

In the transit item above I mentioned that how you frame the question drives you to a given conclusion. If LOS is your standard for defining "functionality" you will end up with a solution that simply says, expand the roadway so you can move cars more quickly. But if the Lead Agency says it wants a broader, more creative definition of that phrase, the design options for the corridor are necessarily expanded. On Wednesday, that's what we did.

The issue plays directly in with the transit item. Do we want to overbuild corridors for the 2 hours of peak travel per day, or do we want them to function differently; that is, in ways that incentivize people to become discretionary transit riders, to use bikes, walk to destination nodes along the route and decrease auto travel, or other similar descriptors that may better reflect how we as a community want our road corridors to work? If we limit the CTF to design options framed by LOS, we lose the ability to even consider any of the other possibilities. M&C agreed on Wednesday to send to the CTF, through our representatives with TDOT who are overseeing the Broadway meetings, an out of the box opportunity to let their creative juices flow and present us with ways we might want to design Broadway that meets our existing RTA funding capacity and that respects the private businesses and residences along the corridor.

It's my hope that this process will serve as a model – template – for other design teams we put together. We're not travelling like we did 30 years ago, cars are smaller, there are work-from-home schedules, our awareness of the environmental impacts of too many cars is greater, and more. We gave the CTF the direction to begin thinking about growth, density and transit in concert.

Here's the motion we adopted and that will be carried back to our 13 representatives on

the CTF.

The Mayor and City Council, as governing body for the Lead Agency in the Broadway design project, directs TDOT to agendaize for the next Broadway Citizen's Task Force meeting the following:

- a. Clarify the legal parameters that relate to Open Meetings Law and how that affects the right for CTF members to meet and discuss the project outside of scheduled meetings.
- b. Give direction to the Broadway Boulevard Citizens Task Force to conduct their work under a definition of functionality that allows for consideration of performance measures detailed in the EPA's "Guide to Sustainable Transportation Performance Measures." These measures necessarily go beyond simply looking at LOS.

Some of those performance measures include design metrics such as Transit Accessibility, Alternate Mode Share, Vehicle Miles Traveled per Capita, Average Vehicle Occupancy and others contained in the referenced EPA guide.

http://www.epa.gov/dced/pdf/Sustainable_Transpo_Performance.pdf

Being designated Lead Agency carries with it the obligation to fund the project over the RTA level of funding. Remember, under the initial cost proposals, just land acquisition was to cost \$43M – that's more than the RTA is committed to for its entire obligation to the project. With the new direction to the CTF we have a chance to change how we design transit corridors, and how we incent alternate modes in this, and future projects.

Land Use Code Revisions

Probably 10% of the people reading this newsletter will ever concern themselves with working through the Land Use Code. For those who do, you know that revising it has been a long time in the making. In fact, the process began back in 2008 with the hiring of Clarion Associates. The revision is now done and has yielded a reduction of about 150 pages in the LUC, but more importantly it has eliminated redundancies, streamlined the layout of the manual and generally clarified some of the vagueness in it.

Because this is a bit of an arcane topic, I'll keep this short.

First, you can view the proposed document on line @

http://cms3.tucsonaz.gov/planning/prog_proj/projects/lucsimplication

Next, we will have a final public hearing to take your input on October 9th. If anybody wishes to share your thoughts, questions or concerns with me ahead of that, please call Diana at the office (791.4601) and we'll get together. Don't wait until the end of the week of the 1st.

Third, the new manual will be called the Unified Development Code (UDC) and will go through a 3 year transition period during which you can choose to continue to use the current LUC, or use the UDC for your zoning and development issues. That is a protection against Prop 207 challenges. That is, we're making use of the new standards voluntary during that roll-out period.

Lastly, the changes in this new manual were intentionally left to those of a formatting and "user friendly" sort. The people involved in the rewrite left substantive changes to a minimum while noting some that will need revisions in a subsequent process once the new UDC

has been adopted. Some of those include things such as the Sustainable Code, consolidation of overlays, reductions in street yard setbacks along major corridors, Historic Landmark designations, issues related to yard sales, parking, and several more. You can view the entire list of 16 on line in the M&C council agenda material.

So – this is a good start. It might be the final rewrite. We’re interested in your input both before and at the October 9th public hearing. Thanks go out to all of the staff, and most importantly to the volunteer citizens who have so heavily invested themselves in getting the LUC finally revised into a format that is less cumbersome than before.

Film Incentive Bill



Do you recognize that building? It’s the Arizona State Capitol, in Phoenix. It’s also where the Film Incentive jobs bill died last session.

On Wednesday, I joined the mayor, Brendt DeRaad, the CEO of the MTCVB, Mike Varney, the CEO of the Metro Chamber, as well as Shelli Hall, the Director of the CVB Film Office and one of their executive board members Pete Mengelsdorf who also represented Old

Tucson Studios in a press briefing on the importance of the bill.

I’ve reported to you on this before – nothing has changed with respect to the millions of dollars the bill will create, and the thousands of jobs that will result from its adoption. We still need you to contact your legislator, any candidates for State office that you meet, and the Governor to garner their support for this jobs incentive statute. Showing the significance of the bill with this group alongside of me should send a very important message to anybody who is, or wants to serve you in Phoenix this November. Tucson and the State need jobs. This is an easy way to attract them in a clean industry that will touch hospitality, entertainment and a multitude of retail areas.

Help if you’re inclined. This is major for our economic recovery.

Finally, from a recent article published in Variety, this quote:

The Ernst & Young research states: "If a film is successful in generating tourism, the economic and fiscal impacts can be substantial. For example, if a successful \$10 million film production induces 100,000 visitors to a state over several years, these visitors would spend approximately \$34 million during their visits on lodging, meals, entertainment and other purchases. In a typical state, this spending would create 310 direct and indirect jobs and \$1.2 million of additional state and local taxes."

As I’ve said - this is a jobs bill that will touch multiple areas of our economy.

Water Conservation Program

The “Beat the Peak” program is being rebranded to “WaterSmart.” They’ll keep Pete, the mascot to continue the familiarity with the program goals, but the emphasis will be towards a next step in conserving water in the area. That is, incentives for people to install low flow toilets, water harvesting systems, efficient shower heads, irrigation systems and landscaping that are more “desert friendly.”

You're paying for these incentives through the 7 cent p/Ccf "Conservation Fee" that appears on your water bill. Tucson Water and our Office of Sustainable Development have worked together to pilot test some projects, and implement a variety of projects that the community has embraced in ways that in many cases exceeded our expectations. Some of those are the low flow toilets for single family and low income homes, the classes we're offering on Rainwater Harvesting systems and some very popular education programs that are being shared throughout the school system.

The program has a budget that includes line items for the variety of programs involved with the conservation fee. In fy'13 that will include each of the programs I've already listed, plus more work in both commercial, residential and educational venues, all with the goal of enlisting even broader support for water conservation than already exists. What we asked was that the actual areas of expenditure contained within that budget be reconsidered and opened up for input from M&C. They'll bring that package back to us in a couple of weeks.

According to TW, Tucson can already boast a per capita consumption level that is one of the lowest in the desert southwest. You are to be commended!

Wildlife Crossings

Somebody who knows about wildlife management help me with this.

PAG is spending nearly \$1M on two wildlife crossings out by Kitt Peak. I understand the goal is to reduce the number of animal/car crashes. To accomplish that, we build the crossings. Good so far.

Predatory animals aren't stupid, they're just hungry. So when we build these crossings, what prevents the predators from simply camping out by them and poaching the animals as they come across? And once "word gets out" the animals will avoid the crossings and we will have spent \$1M with good intentions, but for crossings that eventually will either be used to feed predators, or won't be used by the animals being preyed on once they learn the gig?

UA Poetry Center

Finally, it's appropriate to send out a huge 'thank you' to Gail Browne, Director of the UA Poetry Center for the past eleven years. She was the key to the 2007 renovation of the Center, and is the linchpin in ensuring that it has grown in providing both prose and poetry to the broader Tucson community. In fact, the Center is known the world over, holds over 70,000 collections, hosts readings on a regular basis, and serves as a unique gathering place for those who are avid or novice in the art of word smithing.

The UA will begin a national search for Gail's replacement in October. While she moves up to Phoenix to test those waters, her impact will be forever felt back at the Center.

I'd recommend giving the place a test run - it's located at 1508 East Helen Street. Google it, or call 626-3765 to get program information.

Sincerely,



Steve Kozachik
Council Member, Ward 6

Arts and Entertainment Events Calendar

This week and next week at the arts and entertainment venues in the Downtown, 4th Avenue, and Main Gate areas . . .

Rialto Theatre, 318 E. Congress St.
 Saturday, September 22, 8:00pm. “2 Chainz”
 Monday, September 24, 8:00pm. “Beach House”
www.RialtoTheatre.com

Fox Theatre, 17 W. Congress St.
 Friday, September 21, 7:30pm. “Try a Little Tenderness – A Salute to Otis Redding & Stax Records”
 Saturday, September 22, 2:00pm. “The Iron Giant”
 Saturday, September 22, 6:00pm. “Can’t Stop the Serenity: Screening of Serenity and Dr. Horrible’s Sing-Along-Blog”
www.FoxTucsonTheatre.org

Temple of Music and Art, 330 S. Scott Ave.
 Arizona Theatre Company presents “Next to Normal”
 Saturday, September 15 – October 6, 2012.
www.arizonatheatre.org

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

TCC Exhibit Halls
 Saturday & Sunday, September 22 & 23, 9:00am – 5:00pm, “McMann Roadrunner Gun & Knife Show.”

TCC Arena
 Thursday, September 20, 7:30pm. “Mana”

TCC Music Hall
 Friday, September 21 – Saturday, September 22, Broadway in Tucson presents “STOMP”

Ongoing

Tucson Museum of Art, 140 N. Main Ave.
 Ongoing exhibition, Opening Saturday, June 16 and ending September 23:
 “100 Years 100 Ranchers: Spirit of the West”
www.TucsonMuseumofArt.org

Museum of Contemporary Art (MOCA), 265 S. Church Ave.
 Current exhibition: **The AIR Show**
 Hours: Wednesday to Sunday, 12:00 to 5:00pm.
www.Moca-Tucson.org

Children's Museum Tucson, 200 S. 6th Ave.
 Tuesday - Friday: 9:00am - 5:00pm; Saturdays & Sundays: 10:00am - 5:00pm
www.childrensmuseumtucson.org

The Drawing Studio, 33 S. 6th Ave.
 Ongoing Exhibit, Opens September 1 and runs September 29
 “Capturing Nature’s Light: Landscapes by TDS Associates”
<http://www.thedrawingstudio.org/>

Jewish History Museum, 564 S. Stone Ave.

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

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

www.jewishhistorymuseum.org

Meet Me at Maynards

A social walk/run through the Downtown area

Every Monday, rain or shine, holidays too!

Maynards Market and Kitchen, 400 N. Toole Avenue, the historic train depot

Check-in begins at 5:15pm.

www.MeetMeatMaynards.com

Tucson Farmers' Market at Maynards

Saturdays 9:00am – 1:00pm

On the plaza at Maynards Market & Kitchen. 400 N Toole in the Historic Train Depot

Santa Cruz Farmers' Market

Thursdays, 4:00 – 7:00pm.

Mercado San Agustin, 100 S. Avenida del Convento

Science Downtown: Mars + Beyond

Open by appointment only

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

300 E. Congress St.

<http://www.sciencedowntown.org/index.html>

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

www.MainGateSquare.com

www.FourthAvenue.org

www.DowntownTucson.com

Other Community Events

Loft Cinema www.loftcinema.com/

Arizona State Museum – Woven Wonders (beginning April 28)

The Arizona State Museum is debuting a sample of 500 pieces from the world's largest collection of South-west American Indian basketry (over 25,000 pieces). Visit www.statemuseum.arizona.edu for more information.

UA Mineral Museum – Ongoing

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

Flandrau Science Center

Join the Flandrau Planetarium on the University of Arizona Campus for their weekly Planetarium and Laser Show. Call (520) 621-4516 or visit www.flandrau.org/ for events and information.

Tucson Pops Orchestra – Music Under the Stars

Every Sunday night through September 23, the Tucson Pops Orchestra will be having their yearly concert series at the DeMeester Outdoor Performance Center at Reid Park. This fun, Tucson institution is family friendly and begins at 7:00. Bring chairs and a blanket and enjoy some beautiful music. Visit <http://www.tucsonpops.org>

for more information and a schedule of concerts.

El Rio Theatre Project Presents: The Taming of the Shrew

Please join El Rio Theatre Project in their Sixth annual Shakespeare in the Park, with a presentation of The Taming of the Shrew. Performances are scheduled for September 21-23, 27-30, and October 4-7 and start at 7:00pm each night. It will be held at the Himmel Park Outdoor Amphitheater (1000 N Tucson Blvd.). This is a free event but a \$5 donation is encouraged. Bring your blanket and a picnic and enjoy this fun annual event.

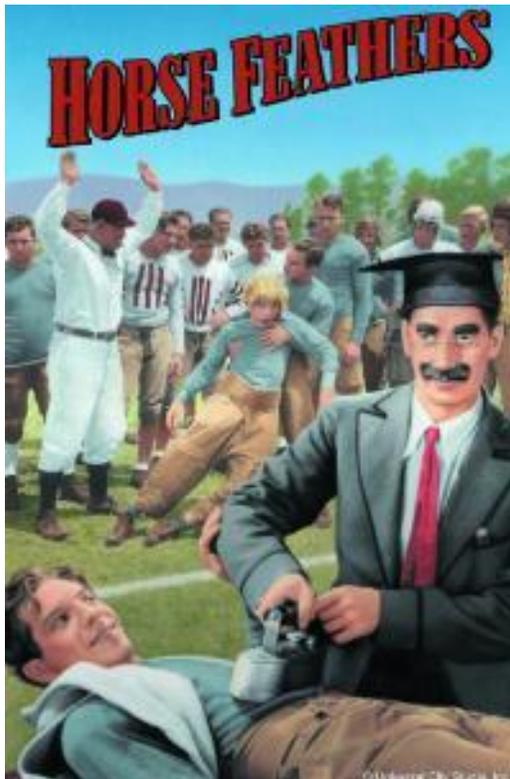
Architecture on Wheels 2012 – September 30

On September 30 at 8:00am, join the Living Streets Alliance and the American Institute of Architects for Architecture on Wheels. This fun event explores the architecture of several historic downtown neighborhoods and guided by local experts. There will be three guided bicycle tours and one walking tour focusing on buildings constructed in or before 1912. This event is free and starts at The Historic Train Depot (400 N Toole Ave.). For more information visit

<http://www.livingstreetsalliance.org/2012/08/architecture-on-wheels-2012/>

Trees for Tucson – Tucson Clean and Beautiful

Tucson Clean and Beautiful is kicking off their Trees for Tucson drive. TEP customers can request low-cost, desert-adapted trees for \$8 each. Varieties include Velvet Mesquite, Desert Willow, Blue Palo Verde, and Red Push Pistache. Visit www.treesfortucson.org for more information and an application form, or call (520) 791-3109.



Cinema La Placita Outdoor Film Series
presents “Horse Feather”
on Thursday, September 20 at 7:30 p.m.

To view full schedule visit:

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

