

Ward 6 Staff



Steve Kozachik
Council Member



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Ward 6 - Newsletter

Tucson First

May 16, 2012

Peace Officers Memorial Service

On Wednesday, May 9th, Council Member Scott and I shared in a very moving ceremony at the Leo Rich Theater honoring members of the Tucson Police Department who have been killed in service to this community. The fallen officers are:



William Elliott – July 3, 1892
William Katzenstein – July 26, 1902
Robert Cummins – September 7, 1936
Barry Headricks – October 28, 1974
James Smith – October 28, 1980
Jeffrey Ross – February 18, 1982
Patrick K. Hardesty – May 26, 2003
Erik D. Hite – June 2, 2008

Our Chief of Police, Roberto Villasenor gave a moving opening and guest speaker Lt. Gen. Robert Johnston (USMC, Ret.) followed with a tribute to men and women who serve our country in times and places of danger the world over.

We take these public servants – and significantly, their families – for granted. Thanks to all of our public safety workers and to those who give them love and support on the home front. The nature of the work they do is fundamentally different than the rest of us.

Their motto is “Ready to Protect, Proud to Serve.” We at the Ward 6 office honor those who have sacrificed their lives in support of that motto.





Important Phone Numbers

Tucson Police Department

911 or 791-4444
nonemergency

Mayor & Council Comment Line

791-4700

Neighborhood Resources

791-4605

Park Wise

791-5071

Water Issues

791-3242

Pima County Animal Control

243-5900

Street Maintenance

791-3154

Planning and Development Services 791-5550

Southwest Gas

889-1888

Gas Emergency/ Gas Leaks

889-1888

West Nile Virus

Hotline

243-7999

Environment

Service

791-3171

Graffiti Removal

792-2489

AZ Game & Fish

628-5376

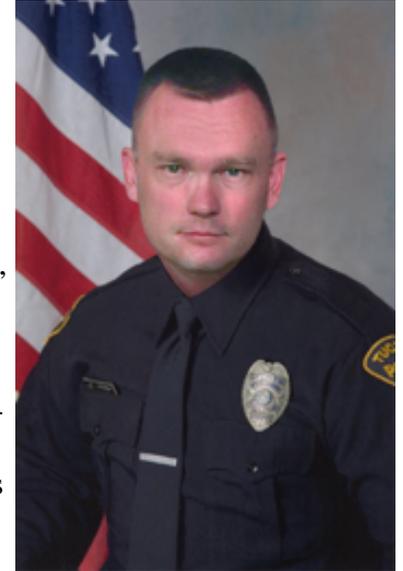
Continued: A Message From Steve

There are several ways you can support the families of our lost officers. Here's one way. If you'd like to donate, go to fundraising@erikhitefoundation.org

About The Erik Hite Foundation

Vision

Remembering the life and sacrifice of Officer Erik D. Hite, we serve the families of Law Enforcement and Emergency Services Personnel on a close and personal level. The Erik Hite Foundation, a non-profit organization, is established to provide a child care center and family outreach programs that offer a safe and positive environment, as we follow godly principles and values, for the benefit of both commissioned and non-commissioned personnel employed by Law Enforcement and Emergency Services Personnel and their children. As these employees serve and protect our community, we serve and care for their families.



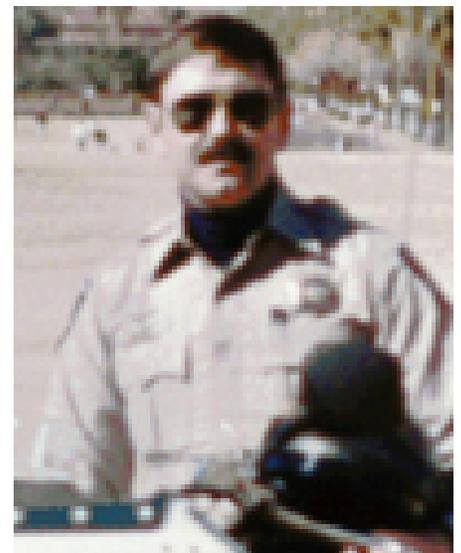
On a personal note, I lost a close friend who was serving on the UAPD several years ago. Kevin Barleycorn needs to be added to the list of fallen officers. He was in his 30's when he was lost to us. Seeing my buddy's picture again brings tears to my eyes. I can only imagine the pain the families and co-workers of the others must feel.



Corporal Kevin Weadock Barleycorn

University of Arizona Police Department, Arizona

End of Watch: Friday, August 24, 1990



On Friday, May 18th, the Tucson Padres are offering Public Safety Appreciation night at the park. Free admission to police and fire employees and their families and the first pitch is at 7:05. Thanks are due to Mike Feder for his role in supporting the Tucson Police



Important Phone Numbers

Senator John
McCain (R)
520-670-6334

Senator Jon Kyl (R)
520-575-8633

Congresswoman
Gabrielle Giffords
(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)

Foundation and for offering this night of hardball to the men and women who serve the community in this capacity.

Broadway / RTA / TDOT

Last week two members of the RTA Board appeared on Arizona Illustrated. The interview was a “counter-point” to my appearance a week prior. Here’s a link to their six minute interview:

<http://www.azpm.org/politics/story/2012/5/9/1738-rta-considering-process-for-changing-road-projects/>

Of particular note is the long-awaited agreement from the RTA that the Citizen’s Task Force formed to discuss the redesign of Broadway and TDOT will be given the latitude to propose design alternatives that include maintaining the existing alignment. The caveat – a fair one – is that whatever results from the design development must be adequate to carry the anticipated travel loads. I agree. We can not violate the commitment to maintain the functionality of the roadway and we must follow the City public process in finding the sweet spot of appropriate design, within our budget. I also agree, and always have maintained that the \$42M RTA money must go towards the Broadway project. That was the RTA commitment to the voters – not 150’, not knocking down 115 homes and businesses, and not the ’97 County Bond money that is not available at this time anyway.

From a philosophical perspective though, those anticipated travel loads need to incorporate community support and advocacy for alternate modes of travel, and not simply default to expanding capacity to encourage people to use their cars as the only option for travel across town. Note this quote from “Citizen’s Guide to Better Streets”

If streets are designed for the highest peak hour 20 years in the future, they may function successfully for vehicles during that one peak hour, but will be “over-designed” for the other 23 hours of the day and will always function poorly for the surrounding community. Furthermore, until the forecasted growth materializes, the roadway will be over designed, even during the peak hour, during the first five to ten years after construction is completed.

Over designed roadways encourage motorists to drive at higher speeds and during off-peak hours. A wide road can turn into a speedway, which can be difficult to cross and unpleasant to walk along. This degrades public spaces between the edges of the road and the adjacent buildings, encourages people to drive short distances, and generally unravels a community’s social fabric and lowers quality of life.

You generally get what you plan for. Plan for cars and traffic and you’ll get cars and traffic. Plan for people and places, and you’ll generally get people and places. We’re going to get this done right.

{Call to the Audience}

Pause to note that on Tuesday members of the Broadway Coalition came and presented this statement to M&C during Call to the Audience:

WHAT WE WANT FROM MAYOR & COUNCIL:

The IGA for the project identifies the City as lead agency empowered to design the road.

1. The Broadway Coalition calls upon the City of Tucson to support a Broadway corridor plan that meets demands and functionality for all users of the street, including bus riders, pedestrians, bicyclists, businesses and residents, while preserving the businesses and buildings falling outside the current curb-to-curb alignment.

2. We also call upon the City of Tucson to affirm that the Broadway Citizens Task Force

has the power and purview to meet the multiple demands and functionality of the corridor through unfettered exploration of all design options.

The Broadway Coalition is a group of concerned citizens that formed from the grass roots. They include members of surrounding neighborhoods, businesses, alternate transit mode advocates, and people who have backgrounds in urban planning, City government, the PAG council and the legal field. Similar groups are popping up across the City to ensure taxpayer input is received and considered.

On Tuesday I asked that the City Manager instruct TDOT to work with this group and the Citizen's Task Force related to Broadway in a manner consistent with their statement. I requested that the mayor present the Statement to the PAG Board (he is our representative with that group). This M&C is making it clear to our regional partners that when it comes to urban design within the City of Tucson, and where it therefore impacts our tax base, residents and quality of life, City of Tucson taxpayers will be included in the design discussions.

...ok, back to the narrative

The change in perspective by the RTA is a welcomed pivot. The degree to which supporters of the reduced Broadway scope are serious about both that philosophy and saving money, buildings, tax base and minimizing the heat-island effect of simply building more asphalt must continue to be delivered to the RTA and to the city planners. To that end, at noon on May 24th, the RTA will meet at 111 N. Church. It's an open meeting. Your attendance will be welcomed.

Another meeting at which the Broadway project was discussed was the May 11th Real Estate Advisory Committee. That is a group who meets with the County Administrator on a monthly basis to talk about a variety of land use, transit and other topics. On the 11th, this group of local builders, realtors, planners and other similar professionals took the time to share their thoughts with Mr. Huckelberry. The exchange yielded yet more confirmation that the TDOT and Citizen's Task Force meetings will be given the latitude to propose creative design concepts that can save the taxpayers significant amounts of money. A brief summary of the meeting:

Per the County Administrator: "Steve and I both agree on a revised scope for Broadway and that the data on which it was designed is stale and that it's foolish to do more improvements than are needed."

"We need to revisit the assumptions and update and remodel design based on current criteria and scientific analysis."

"We do need three lanes in each direction – lane continuity – we don't need a cross section like that which exists between Columbus and Swan."

"The RTA does have the legal flexibility to reduce the width to six lanes w/o going to the voters."

So – more agreement on preserving the buildings, designing to within the RTA budget and engaging creative thought from the design team and Task Force.

The issue of the status of the \$25M in county HURF bonding is something we'll have to address on a different plane. It's not available and so to assume it into the design of the

Broadway project makes no sense.

Additionally, I had a very productive meeting with a member of the Citizen's Accountability for Regional Transit Committee (CART). That committee is charged with ensuring that the RTA plan is implemented as presented to the voters back in 2006. They look at initial assumptions, current trends, and budgets. Ensuring that the ½ cent sales tax is not shifted to non-ballot work is why they're there. At the conclusion of our meeting there was an understanding that my the goal, and that of the Broadway Coalition, is to preserve the RTA allocation to Broadway, but to re-scope the project boundaries to preserve the buildings and businesses that make up our tax base along that corridor. In order to clear up any misunderstanding on that point, I have sent a letter to the Chair of the CART for distribution to all of the committee members. Here's a link to that letter:

<http://cms3.tucsonaz.gov/sites/default/files/ward6/05-16-2012letterkellemaslyn.pdf>

The Broadway Citizen's Task Force will begin meeting in the middle of May. The head of that group on behalf of TDOT is Jenn Burdick. She has demonstrated a willingness to hear and engage the group. My thanks go out in advance to all who will participate and to those who have joined together to advocate a rethinking of how we spend your money along the Broadway corridor.

As I've noted previously – the way the citizen's are heard (or not) during the design discussions for this project will have serious spillover impacts on design conversations relative to land use, transit, overlays, bonds and other similar regional and local issues that we are, and will be confronting in the immediate future.

With regard to Broadway, there is every reason to believe that the result will reflect the concerns that have been raised on all sides of the issue; i.e. maintain the current alignment, spend the RTA money as was directed by the voters, and design creatively so the functionality of the roadway and preservation of surrounding structures is honored.

The Real need for Capacity / Wards 4 and 5

Here's what's amazing about the whole discussion about Broadway, as well as other mid-town road projects. Next week we will consider annexation and Planned Area Development out on Valencia Road. Also out there is the UA Science and Tech Park. That Park has over 6,000 employees and supports some of our most important economic drivers in the Bioscience, Aerospace/Defense and Solar industries. The new PAD will bring in commercial, industrial and other retail development – all within the City limits and all helping to increase our tax base.

The areas where we need to focus expanding infrastructure capacity are in Ward's 4 and 5 where the real growth is taking place. (One reason I'm not in favor of "Ward Only Elections" – we're all in this together.) Valencia is already in need of increased capacity. So are Rita Road and other arterials and collector streets that surround the Tech Park and other new commercial development that has taken off out on the southeast side of town. That Park needs traffic control devices, transit connections, TFD fire service (hazmat). The new Valencia Crossing development will need the same.

This M&C needs to rally around Council Members Scott and Fimbres to get those services put into place, not fight about expanding road capacity where it isn't needed, and where it will destroy an existing tax base. Here's the analogy I use; if you want to help the UA baseball program, buy football season tickets – that's the financial driver for the department. If

we want to help the overall budget, put money into the infrastructure where development is taking place. It feeds the rest of the City budget.

AzBizCon

And along the lines of economic development, on June 8th and 9th you can rub shoulders with some of our local heroes in the fields of Business Technology, Residential building and the Construction Trades in a “3 in 1” trade show.

This will be more than a Home Show (although SAHBA runs the premier Home Show at the TCC twice per year). It will include seminars on topics such as choosing a contractor, doing business in Mexico, benefits of going “green” and more. In addition there will be exhibits showing items such as custom gates and steel, garage doors, solar, banking connections, computer software and lots more.

This expo is being presented by the Alliance for Construction Trades, with support from the Tucson Metro Chamber. It’s being held out at the Casino Del Sol Resort @ 5655 W. Valencia, from 10am – 7pm both days. You can get more details at <http://www.azbizcon.com/>.

Road Repairs

The talk about the Broadway widening has gotten tied up with my advocacy for finding funding sources for road reconstruction. They’re different, albeit related topics. Part of the reason the issues got tangled up is my own fault for initially proposing that we take to the voters the idea of repurposing 20% of the RTA money to road repair. The blowback from the RTA and others eventually clouded that idea with the Broadway issue. Now they’ve been appropriately separated and each can stand on its own merits.

Four months ago, the issue of road repair was being picked at incrementally. If it took planting the seed of a large dedicated funding source, and using RTA dollars to do that to get the issue onto the front pages, I’m happy to have played that role. Now the City has earmarked \$20M towards the roads for FY’13, and we are going to put before you other options for future dollars. Here’s an op/ed on the topic that I have submitted for this week’s Inside Tucson Business:

http://cms3.tucsonaz.gov/sites/default/files/ward6/5-16-2012_oped_itb.pdf

PAG, RTA, City, County and State are all now talking about the issue. That’s good. From among that group will come a solution, even if it ends up not being the 20% proposal I began with. It’s instructive to see some of the comments from people who have been engaged in the bond process since the beginning. For example, from a recent memo, this comment from the County Administrator relative to the ’97 Bond measure: “the 1997 HURF bond program was a mistake, primarily because of political pressure exerted by the Tucson Mayor.”

I wasn’t there, but from my reading of the Bond Ordinance, they all knew it was underfunded from Day 1 because each jurisdiction put projects onto the package and so cost estimates were artificially reduced in order to get as much buy-in as they could. Now we see the effect of that play itself out on the Broadway underfunding.

However, in the Star on Thursday of last week an idea was floated by PAG that we’d divert excess money from road projects over to doing the repair work in other areas of the city. That’s silly. Nobody who was involved with putting the bond program together believes there is sufficient excess cash in the list of projects to make a dent in our road repair

problem. The entire RTA construction program and Pima County's '97 Transportation bond program are significantly underfunded. With the bond package, all of the jurisdictions tossed proposed projects into the list, project cost estimates were reduced to fit them all in under the amount of money on the ballot, and in subsequent bond pamphlets we were told not to expect them all to be paid for from what we were voting on. Now they're suggesting we find "excess cash" from that package to fix the roads.

For example – Grant Road was mentioned in the article. The Grant Road project was budgeted per the Regional Transportation Plan at \$166M. The current engineer's estimate is \$190M. In fact, of all of the RTA projects that is probably either the most, or close to the most under funded of them all. The project managers have gone back in and value engineered out elements of the project that were promised to the voters who participated in the public design process after the initial cost estimates were produced. They're doing that in an effort to get it back into budget. That is exactly the point Council Member Uhlich and I were making to the design team last week; i.e. you take out the promised enhancements, build up the density where residents don't want it and call that good public process?

All of this circles back around to building out Broadway to within the RTA \$42M budget, realizing that the County has already announced they don't have the \$25M they committed to the voters. The entire Pima County 1997 transportation bond program was developed and implemented over the strong objections of the Pima County DOT. Those transportation professionals understood that the program would divert huge amounts of Pima County HURF away from road maintenance. That has happened and you see it whenever you drive around town. They also saw that the program was formulated in such a way that it could not possibly deliver all the projects promised, within the budgets and schedules called for in the program. It was a Christmas tree with too many ornaments. You can relate to that if you're still paying off your credit card from Christmas shopping the July after the Holidays.

So the issue is front and center now. That's good. Between the various groups studying it, we'll get our roads into the condition you deserve them to be in. The PAG idea is not realistic, but we'll be talking about local and/or county bonds, improvement districts, retrieving our HURF money from the State, and more. We'll get there.

PAG in General

The Pima Association of Governments is made up of the following:



City of South Tucson – Population: 5,815

www.southtucson.org/index.php



City of Tucson – Population: 543,566

www.tucsonaz.gov



Pima County – Population: 1,018,012

www.pima.gov



Town of Marana – Population: 34,191

www.marana.com



Town of Oro Valley – Population: 43,521

www.orovalleyaz.gov



Town of Sahuarita – Population: 24,968

www.ci.sahuarita.az.us



Pascua Yaqui Tribe – Population: 3,315

www.pascuayaqui-nsn.gov/



Tohono O'odham Nation – Population: 9,545

<http://www.tonation-nsn.gov/>



Arizona Department of Transportation

www.azdot.gov

It is involved with some heavy duty regional planning efforts related to transportation, the environment, energy, air quality and water. As you can see from the population totals, Tucson is by far the lead member of the organization (the Pima County total is cumulative).

On Tuesday we were presented another update on what PAG is doing. In advance of the meeting we were directed to several links on their web site that contained several hundreds of pages of data and project descriptions. They involve development in Tucson, plans for development between here and Phoenix, plans for investing in new transit modes, and all of that involves multiple hundreds of thousands of your dollars.

The general issue I raised on Tuesday was how M&C become involved with policy discussions early on enough in the process so that the interests of our community are fairly represented in the planning. We've discussed weighted voting on the Management Council, but my belief is that the issue of our voice being heard has to precede that point in the process. I didn't bring any particular solutions to the table, but this is a big one for Tucson and how we are represented regionally. We've asked staff to bring back some proposals for how we might become better informed, earlier than we are under the current process.

Rio

This is a link to a letter sent to me by the Secretary of State:

http://cms3.tucsonaz.gov/sites/default/files/ward6/5-16-12_kenbennett-secofstate_letter.pdf

It's obligatory – end of the legislative session and he's cleaning out his in-box. What is included is the "Memorial" drafted by Senator Melvin, with the assistance of some from the Rio Nuevo Board. It carries no legal weight, and is full of misrepresentations.

Note this part of the 'Memorial'

4. That the City work with the new District Board to effectuate actual development and progress pursuant to the District's purpose and mission during the remaining duration of the District, as directed by the new District Board.

First of all, the M&C does not take direction from the Rio Nuevo Board. But that aside, at

Last weeks budget discussion I asked about the use of Transient Occupancy Taxes, the Ticket Surcharge and the Bed Tax for investment into the TCC. The approximate total of those three sources is north of \$14M annually. We have already committed to replacing the bleachers in the TCC (another \$1M). And since my election in 2009, we have invested between \$15M and \$20M into the facility from other funding sources.

While I'm not suggesting that we allocate all of that \$14M bed tax money into the facility, I am making the very simple point that the M&C are moving forward in repairs to the TCC without the involvement of the Rio Board. I have proposed that we set aside a fund that is made up of 1/2 of the total amount of those three funding sources and dedicate it to facility repairs at the TCC. While M&C did not want to commit all of what I proposed, there is consensus that we're not done investing in that asset.

As for Rio, consistent with Mr. Melvin's Memorial, they are welcome to come along side of us and work together "to effectuate actual development and progress" when ever they'd like to. We're done waiting on them and to the extent that they continue to delay, they render themselves irrelevant to the process of downtown revitalization.

As if to further validate that, at their meeting last week they spent a considerable amount of time simply alleging that the City is stealing, or not aggressively collecting "their" TIF dollars. Just the discussion displays a severe misunderstanding of where their own finances come from. The City collects sales taxes, remits it to the Department of Revenue and the State sends it back to the City so the money coded for the Rio account actually gets there.

There was wailing and gnashing of teeth that they didn't know if they'd have enough money to pay their own debt service. That led to further speculation that the City was not working hard enough to collect revenues for them. But if they understood the statute by which their own existence is formed, they'd know that if TIF falls below their ability to pay debt service, the City has to pay the excess. Why would the City shave money off from the collections if we'd have to pay it in the end anyway?

A further example of them not quite understanding the rules that govern the way they do business is that there was discussion of them having a "retreat" on June 14th. While that sounds cozy, the fact is that they're prohibited from that by the Open Meetings Law. It's the same law that is flaunted by excessive and poorly agendized executive sessions, and by the failure to put financial records up on their web site for over a year.

I continue to wish well to the few members of that Board who are serious about advancing our relationship.

Budget

On Tuesday we adopted a budget ceiling. The details I am requesting are:

a) Our current allocation to MTCVB is \$2,496,000 - we currently identify three outside civic events for funding. Those are the Science Fair, Rodeo and Ft. Lowell Shoot-out.

I'd propose that we allocate a flat \$2M to CVB, divert that \$496K to civic events, zero out everybody who is currently receiving funding for their event and award \$500K through an RFP process (using our current economic development citizen's team). Present funding is roughly \$80K, so this would be a significant increase in our support for civic events, but it would be allocated on a competitive basis. By way of example, last year neither El Tour de Tucson nor Tucson Meet Yourself received any significant funding support at all.

- b) Place in each ward office budget a line item called - ward projects – so we can use our budgets in support of neighborhood projects as those funds are available.
- c) Recommendation for 5-year transit fare adjustment metric that is tied to a measurable cost of operations.
- d) Continue current funding for working down our self-insurance fund deficit @ \$1.8M
- e) Transient Occupancy Tax - \$8.8M
Bed Tax - \$1.9M
Ticket Surcharge - \$3.3M

Allocate 1/2 of those funds, and 1/2 of those funds going forward into a TCC facilities account - not for operations, but earmarked for upgrades to the facility (including new chairs, tables, FFE sorts of things) spending of those funds to be with the approval of CMO.

- f) Ensure that TFD is no longer made to fund the General Services Dispatch operator out of their operations budget (fewer than 10% of the calls taken by the position relate to Fire/Medical dispatch).
- g) Ensure TFD budget is sufficient to send full crews out on Charlie medical calls, where there is the potential for life-safety issues based on 911 dispatch.

Final adoption is scheduled for June 5th. We now cannot increase the budget total, but we can move money around and/or reduce the total.

Tucson Arts Brigade

Ending on a happy note. One of the star organizations in town in the fight against the proliferation of graffiti vandalism is the Tucson Arts Brigade. Founded and run by Michael Schwartz and Jodi Netzer, the program is designed to divert youth away from developing the habit of tagging.

On Wednesday of last week they unveiled “Inside the Overpass” – phase one. This is mural art produced by some of Michael and Jodi’s students. It’s inside the 29th Street and Columbus overpass. Go take a look. One of the interesting quirks about taggers is that they don’t deface mural art. So the work inside the overpass will both pay dividends over time in serving in a preventative role vs. new tags inside the space, and it will enhance the enjoyment of people simply walking through the space.

For the second year in a row I’ve nominated TAB for a Lumie – given by TPAC for various categories of arts related organizations around town. Michael and Jodi are deserving of that award, and of our thanks for their work on behalf of the community. The Lumies Award Ceremony will be held June 15 at the historic El Casino Ballroom in South Tucson. Check with TPAC for tickets.

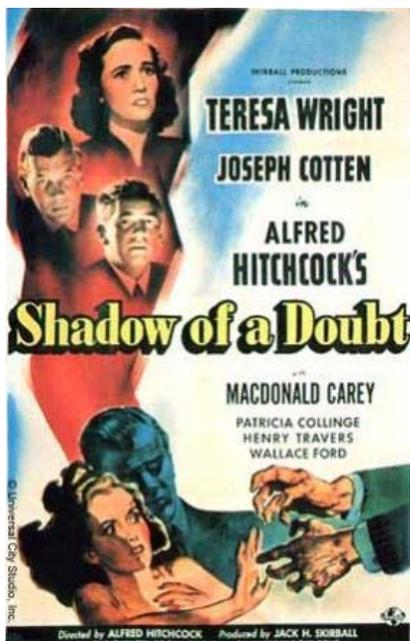
And for those of my critics (and staff) who have accused me of spending too much time in front of the media, please consider that I might simply be working off some primordial urges that I’m stuck with. My mother found this picture in my baby book.



Sincerely,

A handwritten signature in black ink that reads "Steve Kozachik".

Steve Kozachik
Council Member, Ward 6



Cinema La Placita Outdoor Film Series
presents "Shadow of a Doubt"
on Thursday, May 17 at 7:30 p.m.
To view full schedule visit:
<http://www.cinemataplacita.com/>



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.

Friday, May 18, 8:00pm. "Spiritualized". All ages.

www.RialtoTheatre.com

Fox Theatre, 17 W. Congress St.

Thursday, May 17, 11:00am - close. "Agustin Brasserie celebrates the Fox"

Saturday, May 19 and Sunday, May 20, 2:00pm. "Star Wars: The Clone Wars"

www.FoxTucsonTheatre.org

Tucson Convention Center

Music Hall

May 16 thru May 20, Broadway in Tucson presents: "Mary Poppins"

TCC Exhibit Hall

Saturday, May 19 and Sunday May 20, 9:00am "McMann's Roadrunner Gun Show"

TCC Arena

Saturday, May 19, 7:30pm. "Freestyle Explosion"

<http://cms3.tucsonaz.gov/tcc/eventcalendar>

Ongoing

Tucson Museum of Art, 140 N. Main Ave.

Ongoing exhibition, Opening Saturday, January 28 and ending Sunday, June 3:

"Frida Kahlo, Through the Lens of Nickolas Muray"

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 Saturday May 5 and runs until May 26

"Hoopleville...the cartoon world of David Kish"

<http://www.thedrawingstudio.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

Thursday through Monday, 9:00am to 5:00pm (until 6:00pm on Fridays and Saturdays).

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/

Thursday, May 17, 7:30pm. **“A Trip to the Moon” and “The Extraordinary Voyage”**

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.

Main Gate Square Friday Night Live – Jazz Summer Concert Series

On select Friday's this summer, discover (or rediscover) Main Gate Square through the Jazz Summer Concert Series. Concerts begin at 7:00 in the Geronimo Plaza Courtyard and admission is free. Please visit http://saaca.org/Main_Gate_Square.html for more information and listing of bands and restaurants.

Tucson Pops Orchestra – Music Under the Stars

Every Sunday night through June 17, 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.