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Catalina Foothills Association

NEWSLETTER
APRIL 1996

Post Office Box 64546 • Tucson, Arizona 85728-4546

Devoted to the preservation of the unique residential character of the Catalina Foothills for over 25 years.

PRESIDENT'S MESSAGE

It will be my pleasure to serve as President of the Association in 1996 and to welcome three outstanding new members to the Board. Leslee Leather Hippert, Kathryn Juhan and Maureen Hutter. In the coming year your Board will continue to keep you informed about those community issues of particular concern to Foothills residents. Annexation, rezonings, transportation problems, CAP-water or not, Fire District or not, and County right-of-way vegetation "trimming," are some of the long-term areas for focus.

This year the Board intends to do a comprehensive review of transportation/traffic problems in the Foothills area and we will need your feedback about your neighborhood in this effort. Russ Silberschlag (299-1418) has agreed to Chair the Transportation Committee this year and has a formidable task ahead. Some problems are overwhelming. In the early morning and late afternoon, we have a moving parking lot called River Road from First Ave. to the east. Keep a book handy for leisurely reading while waiting for the lights at First Ave., Via Entrada and Campbell intersections. Swan and River isn't much better and new construction on River Road will continue to increase traffic. No funding (and no plans east of Campbell) is available for these critical improvements, and we, the electorate protest more taxes. It's a dilemma. And we are hardly the only area suffering traffic congestion.

Let me express a few words of thanks from the Board to all those residents who banded together this winter to attend meetings, make phone calls and/or write letters to protest the request to the Board of Supervisors to drastically reduce the agreed number of saguaro and other native plants at a proposed apartment development at Sunrise and Hacienda del Sol. A condition of this controversial rezoning in 1982/83 (then called Cottonwood) required any future developer to keep 80% of the existing saguaro on site (many of you will remember passing petitions in the heat of summer, the widely unpopular adverse Arizona Supreme Court decision, and the efforts of F.A.C.T. which ultimately negotiated this rezoning agreement). Fortunately, the Board of Supervisors agreed with the protesters and denied the request unanimously. Special thanks go to former State Senator Scott Alexander for his participation and leadership to help us save some of our rapidly vanishing native growth.

Respectfully,
Barbara Burke

HOPE RANCH: WHAT CATALINA FOOTHILLS COULD HAVE BEEN, AND STILL MIGHT BE

North of and adjacent to the Coastal City of Santa Barbara, and situated on the Pacific Ocean frontage, lies Hope Ranch, an oasis of tranquility that has experienced no incursions by developers bent on reshaping the terrain and skyline to their own ends. For better than 70 years the residents of Hope Ranch have enjoyed a serene existence, free from the threat of unwanted land development and the pressure of annexation by the City of Santa Barbara.

Hope Ranch is a "planned development" as defined by the California Civil Code. All real property within Hope Ranch is therefore held as part of a common plan established to protect the value of the properties. This protection includes enhancing, perfecting, preserving, and safeguarding the worth and aesthetic appeal of this community. Furthermore, the protection extends to the equestrian trails and the beach, in order to preserve the natural beauty and integrity of the ecosystem.

The Ranch maintains common roads and trails, and residents, members by reason of ownerships of property, agree to abide by the restrictions specified in the covenants. When a property is sold, there is a transfer fee, and all proposed architectural changes/construction must be approved by the Planning Committee. In addition, fees are charged for architectural reviews and approvals.

Strict building codes are written, and are maintained, to guarantee that any new construction will contribute to the atmosphere of Hope Ranch. Boats, vehicles, etc., must be garaged, and enclosed garages are required for each property. Space limitations here preclude a complete listing of the various restrictions. They are all, however, certainly consonant with what Catalina Foothills residents consider important. Failure to comply with the Rules or Regulations of the Association results in the imposition of monetary penalties.

Membership dues are neither voluntary nor cheap. At the same time, members see the dues at work daily in the maintenance of roads and the activity of a regular surveillance service. Members also enjoy easy access to such common areas as picnic grounds and the beach. Speed limits are imposed, as well as parking and traffic controls.

Trees and plants are well protected. Furthermore, the habi-

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tat of historically and ecologically significant plants and animals is safeguarded from land development, thus creating, in effect a valuable natural preserve.

John Murphey possessed similar vision when he developed the Catalina Foothills. We, the beneficiaries of that vision are now responsible for honoring the covenants that were designed to provide the peaceful, rural, lifestyle many of us who live in these surroundings desire.

But what can the residents of the Catalina Foothills do now in lieu of the strict covenants of Hope Ranch? Many will say it is too late, as they look around and see more and more of the desert disappearing, and the general quality of life eroding.

Here are some suggestions: We CAN remain vigilant over the present Catalina Foothills Association covenants, lobby the Board of Supervisors to maintain the present CR1 zoning and urge them to develop and pass a strong Saguaro Cacti/Native Plant ordinance.

Each resident CAN participate in how we protect our area, but it takes a willingness to become involved, and not just "let the other person do it!" Involvement could be a telephone call, or even a visit to our Supervisor, Mike Boyd, and/or a letter to the editors of our local newspapers to let them know we are not a silent, indifferent minority.

Most importantly, we CAN help elect leaders who have an awareness of our interests (which are shared by many in the greater Tucson Community), and the courage to support regulations at the local and State level that would protect this ecosystem which is one of our main tourist attractions.

ANNUAL MEETING TOPIC: GANG ACTIVITY

Mr. Frank Fontes, head of the Gang Prevention Unit, Pima Country Sheriff's Department, which was started in 1990, was the guest speaker at the Annual Meeting and provided us with the following information. A "gang" is a group of individuals between 10 and 25 years of age, who associate on a continuous basis, claim a certain territory or turf, dress in a certain style and are involved in criminal activities. The number of gang members in Tucson is about four to five thousand and has almost doubled in two years. We are seeing more relocation of gangs now - that is parents are moving their children out of a gang area to try to break the influence and these children then start the gang activity in this new area. (Mr. Fontes stated that several foothills homes have been used as "deposit" areas for stolen goods and drugs.)

At this point we cannot stop gangs but can help control them in three important areas: 1) The community (Neighborhood Watch which is extremely effective through knowing your neighbors including young people), 2) Law enforcement, and 3) In the schools. Graffiti is a sign that a gang is moving in or through an area. It is important that neighborhoods immediately notify the police when this occurs so that the gang unit can patrol. Take a picture of the graffiti so that the particular gang can be identified but immediately paint it out so that competition between gangs and gang growth isn't encouraged. **BE ALERT AT ALL TIMES AND PLEASE NOTIFY THE GANG PREVENTION UNIT AT 741-4822 IMMEDIATELY ABOUT ANY GANG SIGNS/ACTIVITY.**

TRANSPORTATION ISSUES

The Transportation Committee is aware of several issues that pose problems for people in the Foothills. These issues are of concern to the people in the area, but need to be further identified and acted upon. Input and work by the people most affected is the most important ingredient in getting the attention and action by the county. In many cases the problems are only recognized by local area residents, and these people must bring the problems to light, along with some realistic suggestions for the resolution of the situation.

1. Heavy traffic on River Road at Campbell causing delays and dangerous entry and exit from side streets. With the present heavy traffic, and more vehicles anticipated from construction at River and Dodge, some major changes are needed to alleviate the problems.
 2. Right turn lanes on westbound Skyline at Avenida De Posada and Calle Los Altos. Several accidents have occurred and the danger of a very serious high speed accident is always present.
 3. Speeding in the neighborhoods is always a problem. (In one case, on Miraval, an ad hoc committee has presented a plan to, and has worked with the Pima Department Of Transportation (PDOT) and Mike Boyd, to put in speed bumps and traffic circles. The County will pay for an estimated 25% of the cost with the rest coming from the area residents as an improvement district).
 4. Speeding and high accident rate on Campbell Road (The Miraval committee asked PDOT to lower the speed limit to 35 mph and PDOT has agreed).
 5. A sound wall is needed on the north side of Skyline west of Avenida De Posada extending to west of Calle Los Altos.
- Please call Russ Silberschlag, Transportation Committee Chair, at 299-1418 to identify other problems or to help.

ALERT: ROAD TREE TRIMMING

The county's annual tree trimming program is underway. **PURPOSE:** to clear the site lines for safe driving. (The current formula for safe visibility is 10 feet per speed limit mile.)

However, complaints have been made by many residents regarding the brutality of the cuts. Trees have been "halved" and branches cut leaving protruding stumps.

After contacting Mr. John Lance, County Supervisor of Road Maintenance, we were informed that the maintenance company under contract did have some inexperienced crews. Assistant Supervisor Jim MacDonald met with a member of the CFA Board and was very cooperative. Subsequently the crews were instructed in the "art" of tree trimming.

Please take notice as you drive through our area and call Mr. Lance if you see a problem. (740-2639)



WHAT?! MINI-BILLBOARDS ON SCENIC SUNRISE DRIVE!

If you have not noticed the concrete benches with advertising on the back-rests, which have been a part of the Tucson landscape for some time, you need to take a good look as you drive on Sunrise east of Campbell to Swan. UGLY! But soon, they will be replaced by bus shelters, with mini-billboards. What is the problem? As far as bus benches or shelters, there is none. We need well-designed shelters for public transport users. The Problem is "ad pollution" on scenic routes AND on bus shelters. (The City recently removed advertising from buses.)

An intergovernmental agreement between the City, County, and Sun-Tran allows benches along the County right-of-way. Outdoor Systems, a Phoenix-based sign company, was granted a contract for a 24-month demonstration project which will finish at the end of May. At that time, it will appear on the Board of Supervisors' agenda. With no input from the public (YOU), a contract will then be let to the successful bidder.

The new bus shelters are designed with a wedge-shaped side panel approximately 6ft high which will encase SuperGraphic ads on both sides!

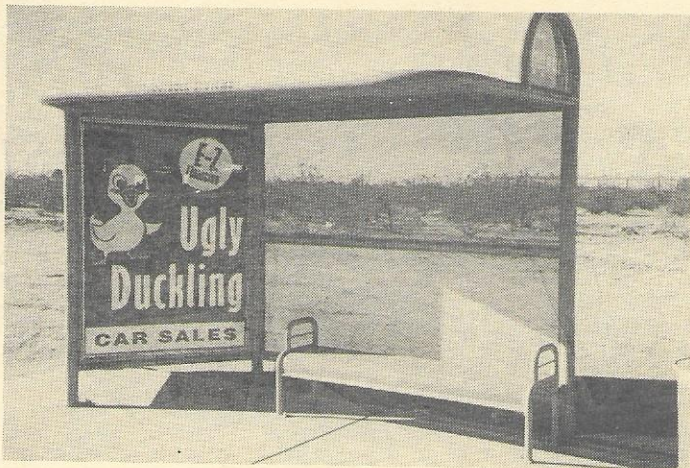
Supervisor Mike Boyd has endorsed such ads as a necessary source of revenue, and sees no problem with ads on bus shelters or on Scenic Routes. (The Sign Code does not restrict ads on Scenic Routes. There are a few restrictions regulating content, i.e., tobacco and alcohol.)

The University of Arizona school of Architecture designed the bus shelters on Campbell Ave., Speedway and elsewhere without advertising. Albuquerque, New Mexico, has benches incorporated into sculpture designed by local artists. Could not Tucson follow suite thereby enhancing our Scenic Routes?

Let's keep the Scenic Routes and the bus shelters SCENIC!

What can you do?? Call Supervisor Mike Boyd at 740-8126 and Mr. Felipe Sanchez at the Department of Transportation Systems at 740-6403 and say, "No ads on Scenic Routes or on bus shelters."

NOTE: The nearest demonstration bus shelter is at the northwest corner of Ina and Shannon, and there are several in the Palo Verde corridor.



Current "Demonstration Project" bus shelter on Ajo Road west of Palo Verde.

CANOA RANCH: COMPREHENSIVE PLAN HAS MAJOR LOOPHOLE

When our Board of Supervisors adopted the long-awaited Comprehensive Land use Plan in October of 1992, we thought that there was a firm commitment to the land-use plan in Pima County. The plan was to remain largely unchanged until an overall review in 1997.

Little did we know what a gaping hole the Canoa Ranch Development would uncover.

San Ignacio de la Canoa Ranch

The first hint of a major loophole in the CP amendment process occurred in 1994, when a request to remove a large tract of land (2,000 acres) from the Development Reserve Designation successfully passed through the Planning and Zoning Commission and the Board of Supervisors.

Other significant changes to the plan followed, and this past fall, Fairfield Canoa Inc., developer of Green Valley, requested an amendment to the Comprehensive Plan to change 5,153 acres within the southern portion of the Ranch Section of the San Ignacio de la Canoa Land Grant from generally lower density to higher density land-use designations.

The magnitude and importance of the request seemed beyond the intent of the annual amendment process. However, despite extensive discussion and strong dissent, this "amendment" passed both the P&Z Commission and the Board of Supervisors. This action, of course, will allow Fairfield to begin the rezoning process to continue their style of development on the Canoa Ranch.

Why should we care? Much of the land in question is one of the most valuable historic sites in southern Arizona. The headquarters of the San Ignacio de Canoa Ranch is there. The Anza Trail traverses the property. There is evidence of earlier encampments and prehistoric sites, and other historic trails may cross the site.

The developer promises to preserve the Canoa Ranch buildings and to construct a public cultural resource center, and to accomplish this is working with a volunteer manager of cultural resources for Canoa Ranch. An archaeological review is in progress and there may be protection by state and federal laws.

However, the public is now dependent on the good will and commitment of Fairfield Canoa Inc. to preserve and protect an historic treasure.

What can concerned citizens do? It may be that the historic Canoa Ranch is now beyond any public involvement, outcry to action. But we can call our supervisors and insist that the process for Comprehensive Plan amendments be tightened so that large changes are held for an intensive regional review and not allowed as minor amendments.

Author: Elinor Marcek - Pima County Planning & Zoning Commissioner

(Reprinted from "Point of Contact: Newsletter of the Neighborhood Coalition of Greater Tucson," Spring, 1996)

SUPERVISOR MIKE BOYD RESPONDS TO THE CATALINA FOOTHILLS ASSOCIATION QUESTIONS

As Supervisor Mike Boyd was unable to attend our January Annual Meeting due to a scheduling conflict, we are printing his written answers to questions from the CFA Board and members attending that meeting.

DEAR CATALINA FOOTHILLS HOMEOWNERS,

I appreciate the questions and I will be glad to answer them the best I can.

1. QUESTION: CAMPBELL AVE. SHOULD BE TREATED AS A STREET WITH INHERENT CHARM AND VALUE ADDING TO THE COMMUNITY. ARE THERE ANY PLANS TO WIDEN OR STRAIGHTEN CAMPBELL AVE? FIRST AVE. AND SWAN APPEAR TO BE IDEAL MAIN TRAFFIC ARTERIES GOING NORTH AND SOUTH. WHAT ARE YOUR FEELINGS ON THIS ISSUE?

I agree Campbell Ave is different than other north/south arterials. I have asked staff to: 1. Lower the speed limit to 35 mph; 2. Place a sign asking that heavy trucks use alternate routes; and, 3. Secure a Scenic Route Designation. Staff has agreed to all of these changes and will implement them shortly. Regarding major changes in the road design...there are plans....but no funding. If we are able to find a voter approved funding source the requested changes are high on the priority list.

2. QUESTION: IN VIEW OF YOUR DECLARED POSITION IN FAVOR OF PRESERVATION OF NATIVE GROWTH, PLEASE EXPLAIN YOUR "YES" VOTE ON THE FAIRFIELD-CANOA REQUEST FOR CHANGES IN THE COMPREHENSIVE PLAN ALLOWING FOR HIGHER DENSITIES. ALSO PLEASE EXPLAIN YOUR REFUSAL TO RECONSIDER YOUR VOTE? THE CANOA-LAND GRANT IS OF GREAT HISTORICAL SIGNIFICANCE AND DESERVES SERIOUS PLANNING. WHAT IS A "DEVELOPMENT RESERVE" LAND BANK AND HOW DOES IT PLAY IN THIS DEVELOPMENT?

The area is south of Green Valley and is adjacent to current Green Valley developments. The board voted to change the comprehensive plan to allow the area to be planned...it was in a holding area known as Development Reserve. The request is nearly identical to what is to its' north and is consistent with what the adjacent community expects. There were few protests... and when the final rezoning is requested I will make sure that the developer preserves and protects any unique native growth vegetation as a condition of my vote. (SEE RELATED ARTICLE ON CANOA RANCH)

3. RIVER RD. IMPROVEMENTS FROM FIRST AVE. TO CAMPBELL NOW HAVING FUNDING, WHAT PLANS ARE THERE FOR RIVER RD. EAST OF CAMPBELL INCLUDING THE ALVERNON/DODGE BRIDGE? WE ARE CONCERNED THAT THE ADDITIONAL TWO LANES OF THEMSELVES WILL NOT ALLEVIATE THE PRESENT AND EVER INCREASING OVERLOAD OF 40,000 CARS PER DAY WITHOUT A BOARD PLAN:

There is no current funding for River Rd. between First and Campbell. Unless the state allows us to up the gas tax or unless there is another bond election, there is no money to widen "any" major arterials. We only get money from local gas tax and vehicle license tax. And currently that money goes for safety improvement projects (i.e., River and Dodge) and chip sealing. Once the funding is secured, the plans call for River to be widened to four lanes going east, cutting in front of the Jewish Community Center, and going across the Rillito River to connect with Alvernon. It will still be two lanes east of the JCC.

4. WHAT CITY, COUNTY AND STATE REGULATIONS EXIST FOR PRESERVATION OF NATIVE PLANTS AND CACTI? WE HAVE IN MIND THE DEVELOPMENT AT ORANGE GROVE AND FIRST AVE. AND THE UPCOMING SAGUARO MODIFICATION PLAN BY COTTONWOOD AT HACIENDA DEL SOL. WHAT DO HARD WON AGREEMENTS AT REZONING TIME REALLY MEAN IF THE INTENT IS VIOLATED AT DEVELOPMENT TIME?:

Staff is currently preparing an ordinance to bring to the board that would regulate the moving or destroying of native plants and cacti. No one on our board supported the modification of the Cottonwood plan at Hacienda Del Sol. It was defeated 0-5. These agreements are important to me and I do not expect to approve any modifications without significant neighborhood and community support to do it.

5. YOUR VIEWS ON ANNEXATION IN THE FOOTHILLS?:

When county governments were given their basic powers in 1912, there were no expectations that the Cimmaron subdivision would want its streets repaved, that sheriff's deputies would be asked to protect over 250,000 citizens and that the

county would be involved in groundwater recharge projects. Plain and simple, counties were not designed to serve an urban, suburban population. The state laws are skewed in favor of cities being able to fund and deliver many services that city dwellers expect. However, it's obvious that many Foothills residents don't want to be governed by the City of Tucson. Annexation has pro's and con's. And I don't think it's appropriate for me to take sides, however, I would be glad to help any resident get information that would allow them to make the most informed decision...and I would intervene if I felt one side was spreading misleading or false information.

6. HOW MUCH TAX MONEY HAVE YOU SAVED OVER THE LAST THREE YEARS AND IN WHAT AREAS WERE SPECIFIC TAX SAVINGS MADE/INITIATED BY YOU?:

This board has approved three budgets lower than the one it started with on January 1, 1993. In addition, it is one of the few in the state to reduce its tax rate three years in a row (from \$5.69/\$100 of assessed value to \$5.16/\$100). According to the county assessor, the decrease in the rate was greater than the overall increase in assessed values. I have vowed to continue to do the same. Unfortunately, the increase in schools taxes and community college levies have wiped out the modest savings from our cuts.

7. HOW DO YOU JUSTIFY THE HIRING OF AN ADDITIONAL 1,500 EMPLOYEES?:

Granted Pima County's workforce is statistically larger now than when I was elected in 1993. Then the 800 temporary, seasonal workers were not included in the count. Now they are. The current workforce is approximately 6,700 workers. That figure was 6,000 in 1993. However, over the next few months there may be some significant paring back because the private sector may take over some of the county tasks. We don't need to be everything to everyone and if we can find some savings in contracting out some of our services we should do it.

8. HOW DID YOU VOTE ON THE RIVER ROAD DEVELOPMENT WHEN PLANNING AND ZONING RECOMMENDED THAT THIS DEVELOPMENT NOT BE APPROVED?:

The only rezoning I can think of that staff recommended denial on River Road, was a proposed 271 unit apartment complex at the south end of Hacienda del Sol. I voted against it. It was hideous and I still can't believe three board members voted for it.

9. ANY UPCOMING ISSUE(S) YOU KNOW TO BE IMPORTANT TO OUR RESIDENTS IN THE FUTURE?:

Much of the foothills was hardzoned in the 60s and 70s. The alarming development we've seen in the past few years was due to a change in economic conditions. I think we need to prevent the widespread over building that occurred by enacting some changes to the zoning code. We should limit the length of time a developer has to perform on rezonings, both present and future, to three years. If they don't perform within three years...they should have to come back again and prove their case. Many of these rezonings approved in the 60s and 70s are not consistent with today's community standards...and would not have been approved if we had this new guideline in place. Since we can't downzone without paying off the owner, we may want to look at using tax-dollars to purchase open spaces. Please let me know what you think of these two proposals, and any others you think would be effective. Feel free to call me at 740-2738, or fax me at 740-8489 with any questions or comments. Mike Boyd

EDITOR'S NOTE: Please send in your responses to Supervisor Mike Boyd's answers as we did not have an opportunity to do so at our Annual Meeting. We would like to print them in a "Letters to Editor" column in our next newsletter.

HOW WE KEEP SCORE

A local developer was asked why he kept at it when he already had more money than he could possibly spend. His answer was that the money didn't mean anything in itself....it was just the way he kept score!

It may surprise you, but that's the way The Catalina Foothills Association keeps score, too. Dues are voluntary, of course, but when we talk to developers or county officials, when we assist in resolving puzzles about CC&Rs, people want to know what our "score" is. They want to know how many we are.

The more dues paying members we have, the better able we are to represent *all* foothills homeowners. Numbers count.

Your Association works to maintain the quality of life and unique character of the foothills. We work to maintain the CC&Rs for areas where they are still in force. We monitor local development, represent you when local apartment developers want to strip land bare, and work on traffic pattern problems and traffic improvement with the county.

Moral: Know the score, be part of the score, pay your dues and win!

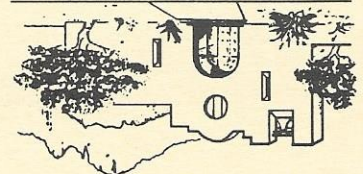
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