



Dunbar Spring Neighborhood Traffic Calming, Water Harvesting and Street Beautification Project

**Proposal for Pima County
Neighborhood Reinvestment Program**

"A livable community is one that you can safely and enjoyably navigate on foot or by bike. The slow pace enables you to notice the details, greet the residents, and better understand how people and place interact to create a sense of belonging and stewardship. It's what gives each community its unique character and feel."

- Earl Blumenauer, U.S. Representative in a forward to the book *Portland Hill Walks* by Laura Foster

Submitted October 7, 2008 by
Jonathan Crowe on behalf of the
Dunbar Spring Neighborhood Association
c/o 939 North Ninth Avenue
Tucson 85705 Phone: 520-624-0759

Dunbar Spring Neighborhood

The Dunbar Spring neighborhood is a small, historic, and culturally diverse neighborhood located just north of downtown Tucson. The name Dunbar Spring (not “springs”) is derived from two prominent Tucson citizens - African-American poet Paul Lawrence Dunbar, and John Spring who was one of Tucson’s first teachers. Dunbar Spring has had a strong cultural identity as the first African-American neighborhood in Tucson and several African-Americans families have lived there for many generations. The neighborhood is home to several churches as well as several social service agencies including the Salvation Army Hospitality House. Following the decline of downtown by the turn of the century, however, the neighborhood suffered from crime, abandoned properties, disinvestment and encroaching commercial development that was destroying the residential fabric of the neighborhood. Thanks to the commitment and energy of an increasing number of newcomers combined with the historical wisdom and values of our long-term residents, Dunbar Spring has begun to turn itself around and is becoming once again a vibrant community.



Map of Dunbar Spring neighborhood in relation to Interstate 10 and downtown Tucson.

Dunbar Spring and the Downtown Community

The Dunbar Spring neighborhood is bordered by Speedway Boulevard to the north, Stone Avenue to the east, Sixth Street to the south and the Union Pacific railroad and Main Avenue to the west. Our neighbors are Blue Moon to the north, Barrio Anita to the west, El Presidio and the Arts Warehouse District to the south and West University to the east. We are represented by Councilperson Regina Romero (Ward I) and Supervisor Richard Elías (District 5).



Dunbar Spring History

Dunbar Spring is one of the oldest neighborhoods in Tucson and has a rich history. From 1875 to 1909 nearly half of what is now Dunbar Spring was the Court Street Cemetery where several thousand people were buried. The cemetery was closed in 1909, and many of the remains were relocated to the Evergreen Cemetery on Oracle Road, but it is believed that many more were not removed. Residents have occasionally discovered human remains when digging on their properties and an early resident of the house below reportedly discovered a grave in the backyard with a Civil War uniform still intact in the 1920s.



Bungalow style house built in 1919 at 939 N. Ninth Avenue in what was formerly the Court Street Cemetery. Photo from 1921.

The southern edge of the neighborhood from St. Mary's/6th Street to Second Street was first platted in 1904 as an extension of downtown. At that time, the northern edge of Tucson was Speedway Boulevard and the western edge was Main Avenue. Following the closure of the Court Street Cemetery, the remainder of the neighborhood from Second Street to Speedway Boulevard was platted in 1917. Most of the houses in Dunbar Spring were built in the late teens and early 1920s and this history is evident today by the remaining mix of architectural styles including Victorian, Territorial, and Bungalow. Perry Avenue was originally called Penn Place and the existing street curbs still have the old name. Several neighborhood markets existed in Dunbar Spring, such as Jim's Market which still stands on the corner of 9th Avenue and Fourth Street. None still exist as markets and most have been converted to residential use.

Dunbar Spring and many older neighborhoods suffered economic decline during the post-war period after 1945 when suburban development rapidly expanded Tucson. By the 1970s and 1980s, many houses were abandoned or in disrepair, crime rates had increased, and those with means chose to live elsewhere. Commercial development along the edges of the neighborhood began to erode the residential fabric of the community, replacing historic homes with commercial businesses.



Dunbar Spring or “Dunbar” as it was called, was the first African-American neighborhood in Tucson. The Dunbar School, located on corner of 11th Avenue and 2nd street, was established in 1912 for the purpose of educating Tucson’s African-American students. The school was named after Paul Lawrence Dunbar, a renowned African-American poet who lived in Tucson around the turn of the century. When segregation ended, the Dunbar School became the non-segregated John Spring Junior High School, named after one of Tucson’s first school teachers in 1872. The school is in the process of being renovated and turned into an African-American Cultural Center, part of which is now open.



Thirty-three Dunbar graduates from the class of 1946. Left: W.H. Hudson, 9th Grade teacher. Right: Morgan Maxwell, principal.

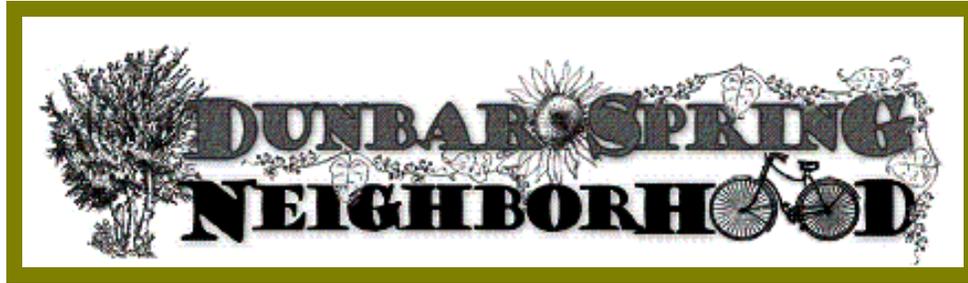
Dunbar Spring Demographics

There are approximately 800 residents and 386 households in Dunbar Spring¹, as well as various businesses mostly located along Speedway Boulevard, Stone Avenue and Main Avenue that border the neighborhood. Ethnic diversity is one of the most interesting and unique aspects of Dunbar Spring. Approximately 37% of Dunbar Spring residents are non-white, including Hispanic (20%), African-American (9%), Asian (4%), Native American (3%), and other (1%)². According to census data from 2000, slightly more than 50% of homes are renter - occupied³. In 1990 the stress index for most of Dunbar Spring was “high” and in 2000 it was listed as “medium”, along with several other adjacent downtown neighborhoods.

¹ Census 2000 Data, Tucson Planning Department

² Census 2000 Data, Tucson Planning Department

³ Census 2000 Data, Tucson Planning Department



Dunbar Spring Neighborhood Association

The current Dunbar Spring Neighborhood Association (DSNA) was formed in the 1980s, combining the former Dunbar Neighborhood Association with the John Spring Neighborhood. Prior to the new association being formed, neighborhood groups fought against each other and relations were strained if not acrimonious. Since then neighborhood elders, leaders, and activists have worked cooperatively for over 15 years to bring together a very diverse neighborhood under the main goal of improving the neighborhood and making it a better place to live. Crime rates have dropped, abandoned houses have been rescued, new families have moved in, and the neighborhood has become a more desirable place to live. Neighborhood relations have improved, but challenges will likely always remain given the history and diversity of Dunbar Spring.



Dunbar Spring is unique in that any resident or business is entitled to be a member of DSNA, including both owners and those who rent. DSNA considers all residents and businesses in the neighborhood to be members of the organization and advocates on their behalf. DSNA is governed by an elected board consisting of a president, vice president, secretary, treasurer, and parliamentarian. General membership meetings are held the 3rd Monday evening of every month in the Dunbar School, with the exception of Martin Luther King Day in January.

The Dunbar Spring Board meets approximately 1 week prior to the general meeting to develop agendas. DSNA collects no fees or dues from members, but produces an informative newsletter that is mailed to all residents free of charge. The neighborhood also has a list serve that fosters regular communication including information about upcoming meetings and events.

Project Scope

Our project is ambitious in scope and broadly seeks to enhance public safety, promote bicycling and walking, improve our environment, and beautify our public rights-of-way. We accomplish this by traffic calming our streets, capturing storm water runoff and planting native trees and vegetation, and by creating public art. Our project includes three main elements – traffic mitigation, water-harvesting and landscaping, and public art. These three elements ranked highest among several categories of neighborhood improvements that were listed in a survey the neighborhood conducted in 2006, when the project was first envisioned.

Traffic Calming and Roadway Improvements

Traffic Circles

Like other downtown neighborhoods or those located near busy arterial streets and intersections, we experience our share of cut-through traffic and cars speeding down our streets. Compounding this problem are the nearly 50 daily trains that pass through downtown, blocking traffic on Main Avenue and 6th Street. When this occurs, many cars cut their way through our neighborhood to get to and from downtown. This problem will be exacerbated when construction begins on the Downtown Links roadway, or “last mile” of the Aviation Parkway. Further, many of our streets are uncommonly wide, which encourages faster speeds. In 2000, we began building traffic circles and speed humps to deter cut-through traffic, slow vehicular traffic, and encourage bicycle riding. This project expands upon existing traffic calming infrastructure by adding 4 more landscaped traffic circles.



Dunbar Spring Traffic Circle located at the intersection of Ninth Avenue and Second Street.

Curb Extensions and Landscaping

We propose to build 39 landscaped curb extensions at nearly every intersection in the neighborhood. These “bump-outs” effectively narrow or pinch our wide streets and force cars to slow down at each intersection. They also have the added benefit of creating protected parking spaces for residents, most of whom park on the street. Our curb extensions are similar to what you might find downtown or along the 4th Avenue shopping district except that ours will capture and hold storm water runoff to the water native trees and vegetation that we will plant. One of these key projects will be a raised landscaped median island located on Fourth Street where it intersects Main Avenue. This island will prevent cut-through traffic when trains pass, reduce unnecessary pavement, and provide a location for a neighborhood entry sign. We have consulted with both the Tucson Fire Department and the City’s Solid Waste Department to avoid locations that conflict with fire hydrants and utility access.



Old style curb extension built by the City as part of the Stone Avenue improvements does not have curb openings to allow water to flow into the landscaped basin. Avenue.

Bicycle Improvements and Signage

Traffic circles and curb extensions are designed for both cars and bicycles. Dunbar Spring is unique in that it has many bicycle riders. This is because we are located close to downtown, Pima College, the University of Arizona, and the community bicycle center BICAS at the corner of 9th Avenue and 6th Street. The Third Street Bikeway cuts through the middle of our neighborhood along University Boulevard and continues 7 miles east to Wilmot Road. Ninth Avenue is a bike route that connects downtown to the Pima College Downtown Campus. The proposed traffic circles and landscaped curb extensions along University Boulevard and Ninth Avenue will enhance these bike routes and make them safer for cyclists. Our project will add bicycle-specific signage to these routes for the benefit of both motorists and cyclists.

Proposed sidewalk on 4th Street will improve access to Davis Elementary School from the Dunbar Spring neighborhood.



Ignacio Rivera de Rosales of BICAS teaches a bicycle safety class in the Dunbar Spring neighborhood.



Sidewalk and Pedestrian Path

Because many streets in Dunbar Spring do not have sidewalks, pedestrians are often forced to walk out in the street. This is particularly unsafe along Fourth Street, where cars enter the neighborhood at high speeds. Fourth Street is also close to Davis Elementary School and the sidewalks and crosswalk on Main Avenue. We propose a new section of sidewalk along the south side of Fourth Street to provide a safer path for pedestrians and school children who walk to Davis Elementary School. This path will be wheelchair and baby carriage-accessible and will improve our pedestrian connectivity to Barrio Anita, Davis Elementary School, Oury Park and the west side of Tucson.

Curb Openings for Storm Water

Neighborhood street curbs are typically designed to channel storm water off the street and away from the neighborhood. Much of the storm water in Dunbar Spring drains west down First Street to the Santa Cruz River. Some storm water flows south toward to the Arroyo Chico Wash and out to the Santa Cruz River. To capture some of this “wasted” water, we have begun to cut openings in our curbs to water the public rights of way. We plant these basins with native trees and vegetation to provide shade and natural habitat. This project will cut more curb openings to capture more rainwater and landscape more public rights of way.



Openings in the street curbs allow water to flow into landscaped basins.

On-Street Parking Areas

When Dunbar streets were laid out at the turn of the century, horse-drawn carriages needed a wider street to turn around in than modern cars. But today the legacy of wide streets causes cars to travel faster and make bicycling and walking more dangerous. By creating parallel or angle parking along some of these wide streets, we can use the space much more efficiently, create more parking, and calm the traffic at the same time. We propose to add on-street parking near the commercial areas of our neighborhood, the Dunbar Community Center and near the arts warehouses and commercial businesses located near 9th Avenue and 5th Street. These parking areas will also provide additional parking for downtown workers who want to add a short walk to their daily commute.



Water Harvesting and Landscaping

Dunbar Spring is fortunate to be home to Brad Lancaster, a community leader and expert in rainwater harvesting systems. Brad and his brother Rodd have incorporated rainwater harvesting on their own property and in the public right-of-way next to their house, and Brad has inspired many of us to do the same on our own properties. For more than 13 years, Brad has also been a key organizer in our annual tree planting event which has added more than 1,100 native trees to our neighborhood. It's no surprise, therefore, that a key feature of our proposed traffic circles and curb extensions is that they will harvest rainwater by capturing storm-water flow from the streets. Unlike typical raised medians, our basins will be built slightly below grade so that water drains into them and collects. When landscaped with native trees and plants, these otherwise concrete platforms will become beautiful landscaped islands throughout the entire neighborhood that support and encourage wildlife.



In addition to landscaping the four proposed traffic circles and 39 curb extensions, we will create 10 stand-alone landscaped basins in the public rights-of-way, between property lines and street curbs. Modeled after what Brad and Rodd have done in front of their own house, these basins will be planted with native trees and shrubs, landscaped with desert boulders, and mulched to retain moisture. The resulting landscape will provide natural shaded walkways for pedestrians and wildlife habitat. We also propose to plant saguaro cactus throughout the neighborhood.

Community Art

Dunbar Spring is a creative neighborhood and home to many artists and studios, many of which are located in the Lucky Street Studios on the corner of 9th Avenue and 6th Street. The community bicycle organization BICAS, for example, creates bicycle-related art and sculpture in addition to teaching young people how to build and maintain bicycles. The founder of the annual Day of the Dead parade is an artist living in Dunbar Spring, and arts organizations such as Puppet Works and Flam-Chen have their studios in Dunbar Spring. We propose several public art projects that will draw upon the creative energy and inspiration of these groups and individuals. These projects include site-specific sculptures, artist-designed benches, artist-designed bicycle racks, and artist-designed signage.



Street Murals

Community involvement and participation is an important part of many Dunbar Spring projects and this proposal, but none more so than our Street Mural project where we will convert two neighborhood intersections into temporary public squares by painting murals in the street. On a sunny weekend in May, 2006 our neighborhood came together over two days to paint a beautiful mural in the intersection of Ninth Avenue and University Boulevard. Modeled after the City Repair Project in Portland, Oregon, our “intersection repair” project created a temporary public square. The project was a huge success by bringing together neighbors and it inspired local transportation officials and other neighborhood groups. We propose to re-paint the intersection of 9th Avenue and University Boulevard and also the intersection of 11th Avenue and University Boulevard.



The Dunbar Spring community comes together to paint a giant mural of prickly pear cactus in the intersection of University Boulevard and Ninth Avenue in May 2006.

Project Cost Estimate

We have developed a detailed cost estimate of just over \$489,000 for our traffic mitigation, water harvesting and public art project (see appendix). Traffic mitigation is estimated to cost just over \$300,000 while landscaping is estimated to cost slightly more than \$90,000. Public Art is estimated to cost almost \$99,000. These costs were developed in consultation with Tucson Department of Transportation, Pima County Department of Transportation, Tucson/Pima Arts Council, water-harvesting consultant Brad Lancaster, as well as our knowledge of other traffic mitigation projects. We have budgeted 10% of the total project budget for design and 10% of the public art budget is allocated to pay the Tucson/Pima Arts Council for administration of the large public art commissions.

Traffic Mitigation		Landscaping	
Curb Extensions/Basins	\$201,000	Basins and Curb Cuts	\$35,000
Traffic Circles	\$40,000	Trees, Cactus, Shrubs	\$30,000
Speed Hump Removal	\$6,000	Traffic Circles	\$12,000
Curb Cuts	\$4,000	Design (12%)	\$9,240
Sidewalk/Pedestrian Path	\$3,000	Mobilization (5%)	\$3,850
Bike Route Signs	\$1,920		
Parking Space Striping	\$850	Subtotal	\$90,090
Design (12%)	\$30,812		
Mobilization (5%)	\$12,839		
Subtotal	\$300,421	Public Art	
		Sculptures	\$88,550
		Street Murals	\$6,000
		Bike Racks	\$2,580
		Benches	\$1,650
		Subtotal	\$98,780
TOTAL	\$489,291		

Benefits

The most important benefits of our project are safer streets for all users – cars, bicycles, and pedestrians. These improvements will result in less cut-through traffic and slower traffic speeds. We improve the walkability of our neighborhood and make bicycle riding safer. Our project builds community by bringing together neighbors to plan, design and implement our traffic calming, water harvesting and public art projects. Our improvements will benefit not only our neighborhood, but Davis Elementary school children, downtown commuters who park in Dunbar Spring, local artists and arts patrons, and other downtown neighborhood residents. Increasing walking and bicycling opportunities will improve the quality of life for these residents of downtown Tucson.

Neighborhood Stress Factors

Crime

Though Dunbar Spring residents are committed to improving our neighborhood, crime has always been a problem and continues to be a challenge. According to Tucson Police data, concentrations of crimes in Dunbar Spring in 2007, for example, were six times higher than in all of Tucson⁴. In fact, the Oracle Road/Stone Avenue corridor has the highest crime density – up to 10 times higher – than all of Tucson. Incidents of property crime, aggravated assault, and criminal damage are each nearly three times higher the Tucson average and narcotics violations are four times higher.

Dunbar Spring residents know that crime is a problem, because we have had our homes broken into, our vehicles stolen or broken into, and our bicycles and personal property stolen from our yards and front porches. We find used syringes and homeless persons in our alleys, and our fences and walls get tagged with graffiti. Within the past year, one resident was sexually assaulted in her home. In 2005, a very high speed car chase entered Dunbar Spring from the interstate and crashed into and demolished a parked car on Queen Avenue. Several summers ago, a parked car on 10th Avenue was set ablaze and the nearby 7-11 store on Stone and Speedway was robbed. Cut-through traffic and speeding through our residential streets contributes to our crime problem.



The Salvation Army Hospitality House, located in Dunbar Spring, provides services to Tucson's homeless.

Social Service Agencies

One of the challenges Dunbar Spring has faced for many years is the concentration of homeless shelters and community meal programs located at the Salvation Army Hospitality House, the Holy Family Church, and other locations. Another organization manages a private apartment complex many of whose tenants have been incarcerated. As a neighborhood, we are tolerant and supportive of the important services many of these groups provide, but we suffer from the sheer numbers located in such a small neighborhood. Combined with our proximity to downtown, the train tracks and nearby social service programs, Dunbar Spring is a destination for many homeless individuals.

⁴ All crime statistics from Tucson Police Department, 2008

Environmental Contamination

The southern edge of Dunbar Spring is industrial and polluted, characterized by the Union Pacific Rail Road and the adjacent vacant land that is contaminated. Soil samples were recently tested by the City and yielded high enough concentrations of lead and other toxins to warrant the closure and fencing off of a community-built park along 9th Avenue across from BICAS and the Lucky Street artist studios (below). One of Tucson Electric Power Company's main power transformer units is located adjacent to homes on 4th street between 11th and 10th Avenues. This substation generates electromagnetic waves that are a major concern to nearby residents.



TEP Substation is located in Dunbar Spring neighborhood



Contaminated soils recently closed this Dunbar Spring park at 9th Avenue near 6th Street.

Old Housing and Commercial Zoning

As explained earlier, much of Dunbar Spring was built by the 1920s and 1930s, some earlier. Many homes have simply fallen into disrepair, some are abandoned (see photo, upper right) and those that remain require extraordinary maintenance. Many do not have current electrical and plumbing systems. This is particularly difficult for our elderly and low income residents, many of whom have lived here their whole lives.



More than half of Dunbar Spring is rental housing, which also contributes to the decline in housing conditions. All but the inner core of Dunbar Spring is zoned commercially, and the southern edge is all zoned industrial. Due to zoning, several homes and historic buildings along the perimeter of the neighborhood have been demolished over the years due to commercial development. Most of the commercial strip along Stone Avenue, for example, is evidence of this transition.



Income and Poverty

Dunbar Spring not a wealthy neighborhood and many long term residents are aging and can no longer afford to maintain their properties. Others have health issues such as diabetes, blindness or the need to use walking aids, and some lack adequate transportation opportunities. As property values have increased city-wide, those on fixed incomes can not afford increases in property taxes. Many young people and families can no longer afford to buy properties in Dunbar Spring.

Consensus-Building

We began consensus-building for these projects as far back as 1995 with a 2-year community process to establish neighborhood goals and objectives. Assisted by Corky Poster and the University's Drachman Institute, we produced the Dunbar Spring Community Development Plan, which established consensus for long-term goals and objectives for the development of the neighborhood. This process brought together diverse members of our neighborhood with different backgrounds. Our Community Development Plan included goals and objectives for traffic mitigation, water conservation, natural habitat restoration, and cultural preservation. Since that time, we have sought and received grants to implement some of the projects such as traffic circles,

community art projects and a community garden. The Dunbar Project has also sought and received community development block grants for the renovation of the Dunbar School and the creation of an African-American Cultural Center.

When the second round of Pima County Reinvestment funds were released by 2005, the neighborhood established a committee that met over 24 months to develop project ideas for street beautification, a survey, and the grant application. Finally in October 2007, 400 surveys were sent out to residents asking their opinions on several project ideas. More than 71 surveys (17%) were returned with overwhelming support for a street beautification project. Responses were evenly divided among four elements: native tree planting, public gathering places, art in traffic circles, and water harvesting. The following chronology summarizes the history of consensus building in Dunbar Spring:

1995-1996	Drachman Institute completes Dunbar Spring Community Development Plan, establishing consensus for goals and objectives for the development of the neighborhood.
1996-1997	Drachman Institute completes Borders Improvement Project, a study and design proposal for specific vacant and/or blighted neighborhood edge parcels of land.
2000	Neighborhood receives \$20,000 from City of Tucson for traffic mitigation associated with the extension of the Barraza-Aviation Parkway.
2001	Neighborhood receives \$19,000 from Pima County Reinvestment Bond Funds for traffic mitigation including traffic circles.
2004-2005	Neighborhood receives \$10,000 grant from the Tucson Westside Coalition Weed and Seed Program to conduct the Building Bridges Project, a study of bicycle, pedestrian, and traffic issues and strategies for improving walking and bicycle connections to adjacent neighborhoods.
2005	Based on research and products of the Building Bridges project, neighborhood proposes traffic calming and water harvesting projects.
Sep 2006	Mr. Juarez from Neighborhood Reinvestment presents overview of NR Program. Subcommittee formed to work on proposal.
Jan 2007	Presentation to neighborhood about proposed Building Bridges project.
Feb 2007	Mr. Juarez returned to the neighborhood to discuss the project. It was decided that a survey mailed out by the NR program would be used to demonstrate and document consensus for the project.
Mar 2007	Draft survey presented at Neighborhood Association meeting to solicit feedback.
July 2007	Draft survey refined and translated to Spanish.
Oct 2007	Survey mailed out to all houses in neighborhood.
Nov 2007	Lori Aldecoa presents survey results at Neighborhood Association meeting. Motion to approve street beautification project based on survey results: 13 approve, 1 opposed, 2 abstain.
Dec 2007	Committee formed to develop and refine proposal. City Transportation staff consulted regarding constraints, scope and costs.
Jan 2008	Neighborhood Association vote to approve the concepts for the NR project as presented: 21 approve, 0 oppose, 0 abstain.
July 2008	Neighborhood Association meeting and update of grant application and project list.
Aug 2008	Project list submitted to City and County Transportation Departments for cost estimates.
Sep 2008	Neighborhood Association meeting and update of grant application process and project list. Subcommittee reduces project list to under \$500,000 and finalizes grant application.

Partnerships with Other Local Government or Non-Profit Organizations

DSNA has worked closely with local government and non-profit organizations for many years. We are a partner with the Dunbar Coalition in the Dunbar Project, a long term vision for community development. Dunbar Spring worked closely with the University's Drachman Institute in 1995-96 to create a neighborhood Community Development Plan. This work laid the foundation for all subsequent neighborhood development and improvement efforts, including this proposal. We have worked with Tucson Electric Power to conduct annual street tree planting projects.

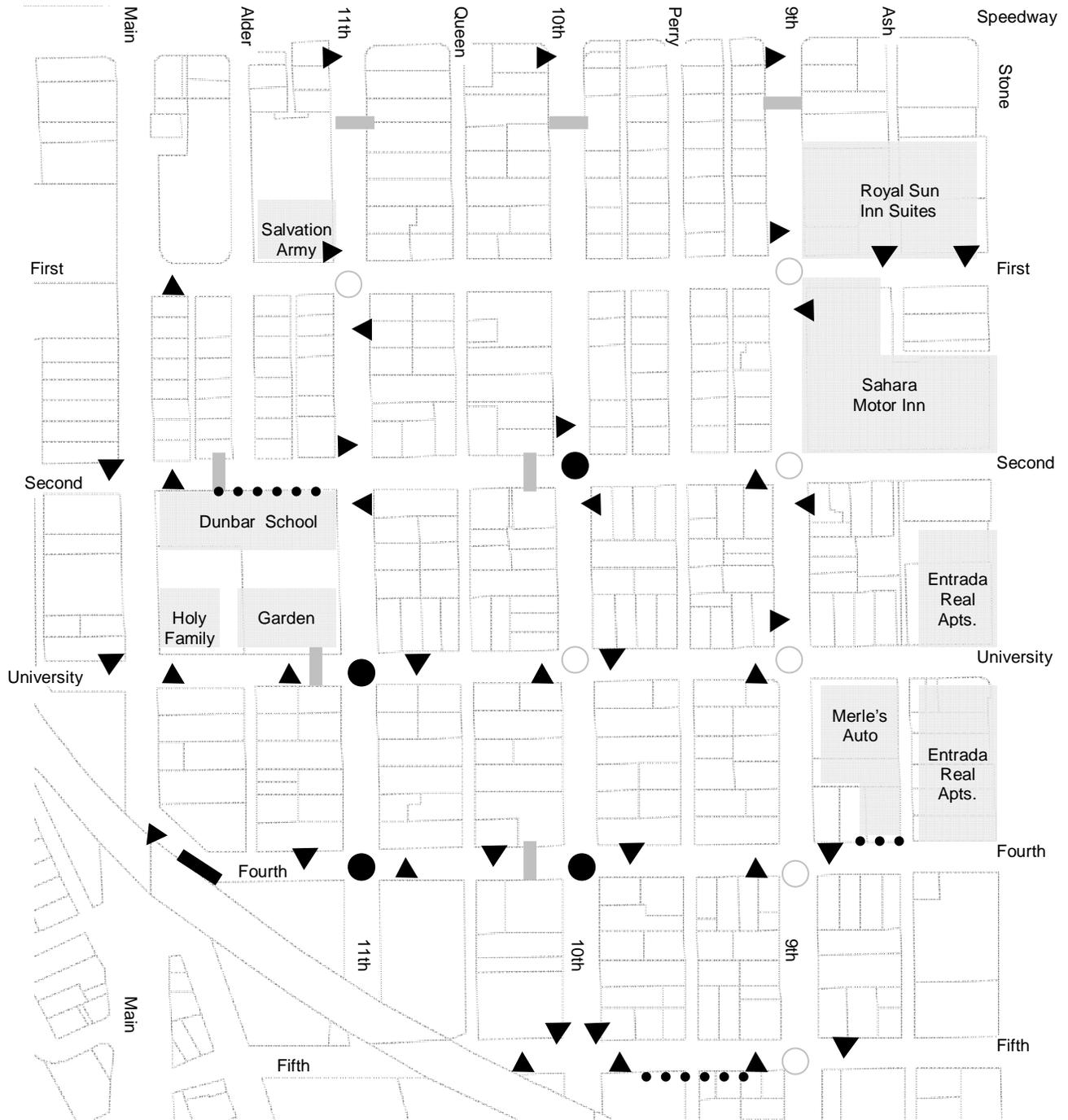
The Building Bridges Project was the direct result of a nine-month neighborhood planning grant sponsored by the Tucson Westside Coalition Weed and Seed Program, with funding from the United States Attorney's Office. The \$10,000 grant paid for a local planning firm, Planner's Ink, to work with the Dunbar-Spring neighborhood to identify barriers and recommend improvements to improving bicycle and pedestrian connections into and out of the neighborhood. Several other neighborhood associations were also involved in this project, including Barrio Blue Moon, Barrio Anita and the El Presidio Neighborhood. Planner's Ink held 10 meetings and 2 workshops with the neighborhood and drafted a final report with recommendations for specific projects. Many neighborhood residents, City staff, and local transportation enthusiasts provided input into the planning, scoping and design of this project and will continue to be involved in final design and implementation. Neighborhood residents will assist with landscaping and public art associated with this project. Many of the improvements have been previously discussed and expressed as goals in neighborhood and city planning efforts.

For the current proposal, we have worked closely with the City of Tucson's Transportation Department and Pima County Transportation Department to develop the project scope and estimated costs. This work involved close coordination with City Utility Services and Tucson Fire Department officials.

Maintenance of Improvements

City of Tucson will maintain roadway elements such as traffic circles curbs, official signage and street markings. Residents will maintain street trees, landscaping, and public art.

Dunbar Spring Traffic Calming, Water Harvesting, Street Beautification Project



Dunbar Spring

Traffic Mitigation
Water Harvesting
Public Art Proposal

- Traffic Circle (Proposed)
- Traffic Circle (Existing)
- ▶ Curb Extension/ Basin
- ▬ Sidewalk
- ▬ Speed Hump (Existing)
- Parallel Parking

