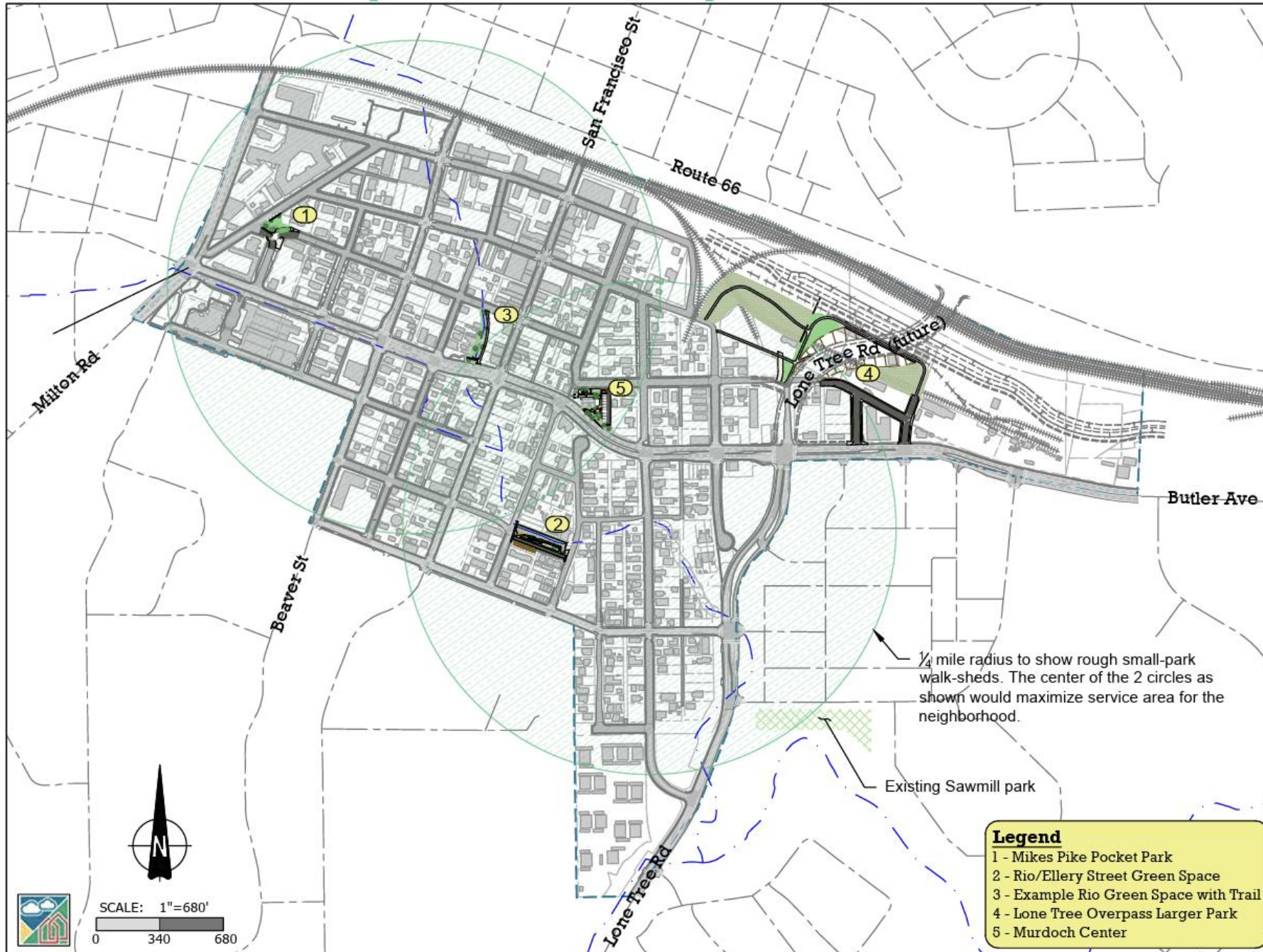


New Project Potential: Southside Triangle

BPAC, August 10, 2026
Guest, Rebecca Sayer, PROSE Director

Background

- Southside Community Plan Volume 2 Passed by Council in 2020, which contains Park concept plans including the Southside Triangle
- For the 2026 Centennial Celebration of Our Lady of Guadalupe, request came for improvements to the Southside Triangle, some immediate needs were addressed by PROSE



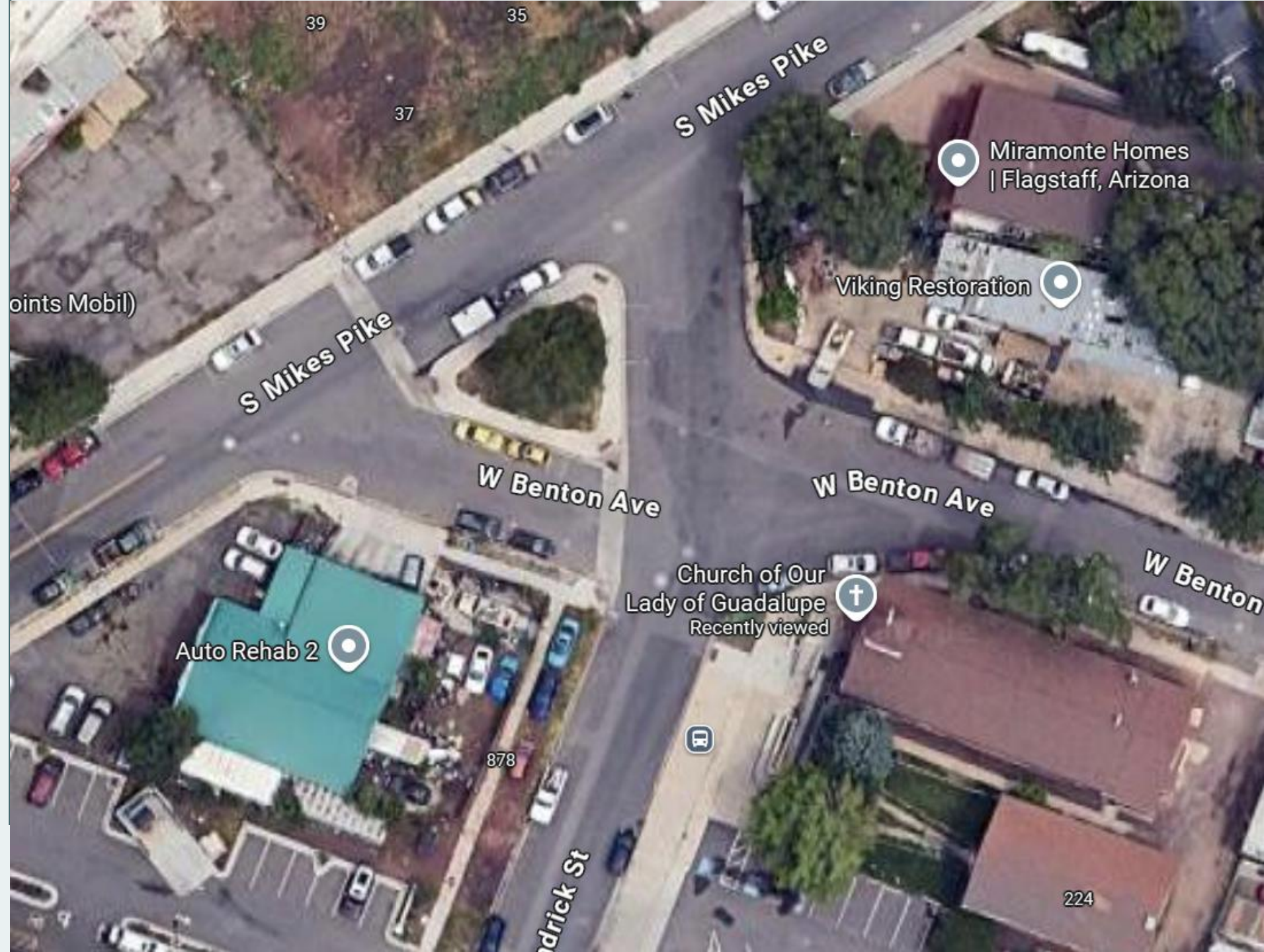
PARKS CONCEPT PLAN

A recurring desire from public meetings and stakeholder conversations is to establish a park for the Southside neighborhood.

Parks are culturally and socially important gathering places in an urban neighborhood.

The illustrations in this section primarily demonstrate how the City and community could take advantage of opportunities on City-owned parcels that are not set aside for another use.

The Parks Concept Plan shows six illustrations for potential parks that can meet the Parks and Recreation Master Plan's criteria to provide a park within a 10-minute walk of the Southside residents.



Mikes Pike Pocket Park Concept Illustration



Considerations

Mikes Pike Pocket Park Concept Illustration

This is a conceptual park that takes advantage of land the City of Flagstaff already owns and currently uses as right-of-way. The existing crisscrossing roadways here are redundant and do not provide access to property on all sides. This illustration shows how the property could be re-allocated in a way that still allows travel through this intersection while maximizing the remaining space for a pocket park. This concept may move forward more quickly than others because beautification funding is currently programmed for improvements at this location.

Features:

- A. Some structure may be needed in support of the Army Corps of Engineers' Rio de Flag Flood Control Project. A manhole is shown for reference. The current plan is for a sewer syphon in the vicinity of the Mikes Pike Pocket Park. Those plans may change as the project is being finalized. The location of this necessary public facility should preferably attempt to save the mature tree on the site.
- B. Mountain Line currently runs buses north from Butler Avenue to Phoenix Avenue along Kendrick Street. The smaller roadway width for Kendrick Street still allows buses to move through the site based on model runs. A 60-foot articulated bus was tested through the shown design and worked. The roadway widths should be minimized while allowing the chosen design vehicle to move through the area.
- C. The angled parking with the hatch over it represents an optional parking concept. This park could be designed to have no net loss in public parking managed by ParkFlag. The design as shown adds ten new parking spaces and loses eight others for a net gain of two. The number of spaces provided for the public may vary based on final park design and how the City wants to balance the need for park space with parking. Eliminating the parking shown in this area would add approximately 1,000 square feet of usable park space, a 15 percent increase.
- D. The design shown shifts an existing driveway to still provide access to adjacent private property without interrupting the park. At the time of final design or parcel redevelopment, the City should work with the property owner to determine the access needs of the parcels.
- E. Final programming or landscape design of a park in this location is open to further technical review and public involvement. Active components, while also creating a green space for respite, are desired. One possible theme idea is to celebrate Mikes Pike's Route 66 heritage with amenities replicating transportation of the early days of Route 66.

Discussion

