

# IMAGINE LEEDS

## 2024 COMPREHENSIVE PLAN



# ACKNOWLEDGEMENTS

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**LEEDS**  
ALABAMA

**GMC**





# TABLE OF CONTENTS

## Introduction

Welcome to Imagine Leeds .....	6
Plan Vision + Principles .....	8
Plan Process .....	10
Community Engagement .....	12
Research + Analysis .....	14

## The Plan

Imagine <b>GROWTH</b> .....	16
Imagine <b>RECREATION</b> .....	36
Imagine <b>CONNECTION</b> .....	54
Imagine <b>UNITY</b> .....	84

## Implementation

Action Matrix .....	112
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welcome to

# Imagine Leeds

**A BETTER WAY FORWARD**

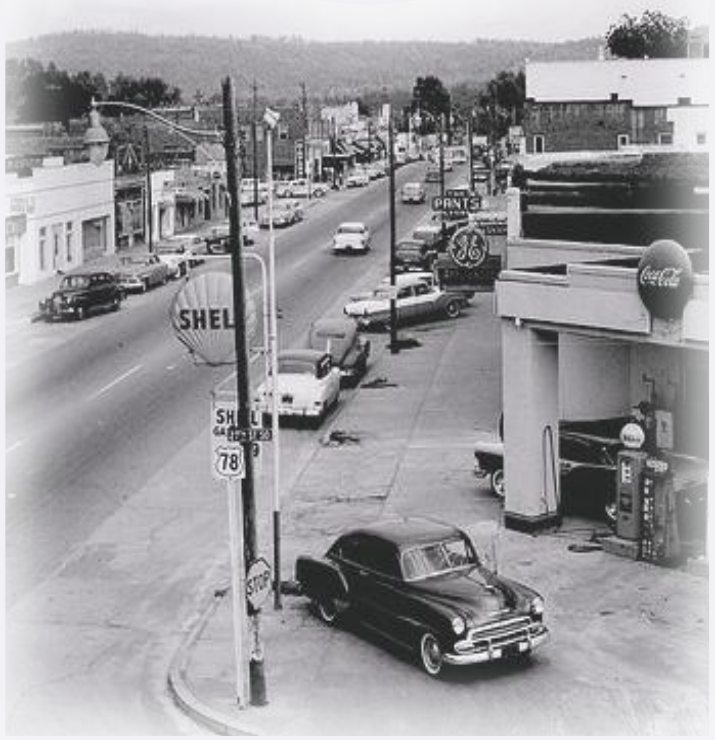
*This document lays out a detailed plan for the future development of the City of Leeds, Alabama over the next 10 - 20 years. **Read on to learn more about the exciting prospects for progress in this thriving suburban community.***

## **WHY THIS PLAN, WHY NOW?**

Leeds is on a strong growth trajectory and with the quickening pace of change and potential magnitude of growth, the need for a comprehensive plan to guide these coming changes has never been more pressing. This plan serves as a roadmap for sustainable development, addressing the unique challenges and opportunities facing our community today. By focusing on coordinated strategies for quality growth, we aim to enhance the quality of life for all residents. In a rapidly changing world, a forward-thinking comprehensive plan will ensure that Leeds not only meets the needs of its current residents but also prepares for future generations, fostering a vibrant, resilient city that thrives for years to come.

## **WHERE DO WE GO FROM HERE?**

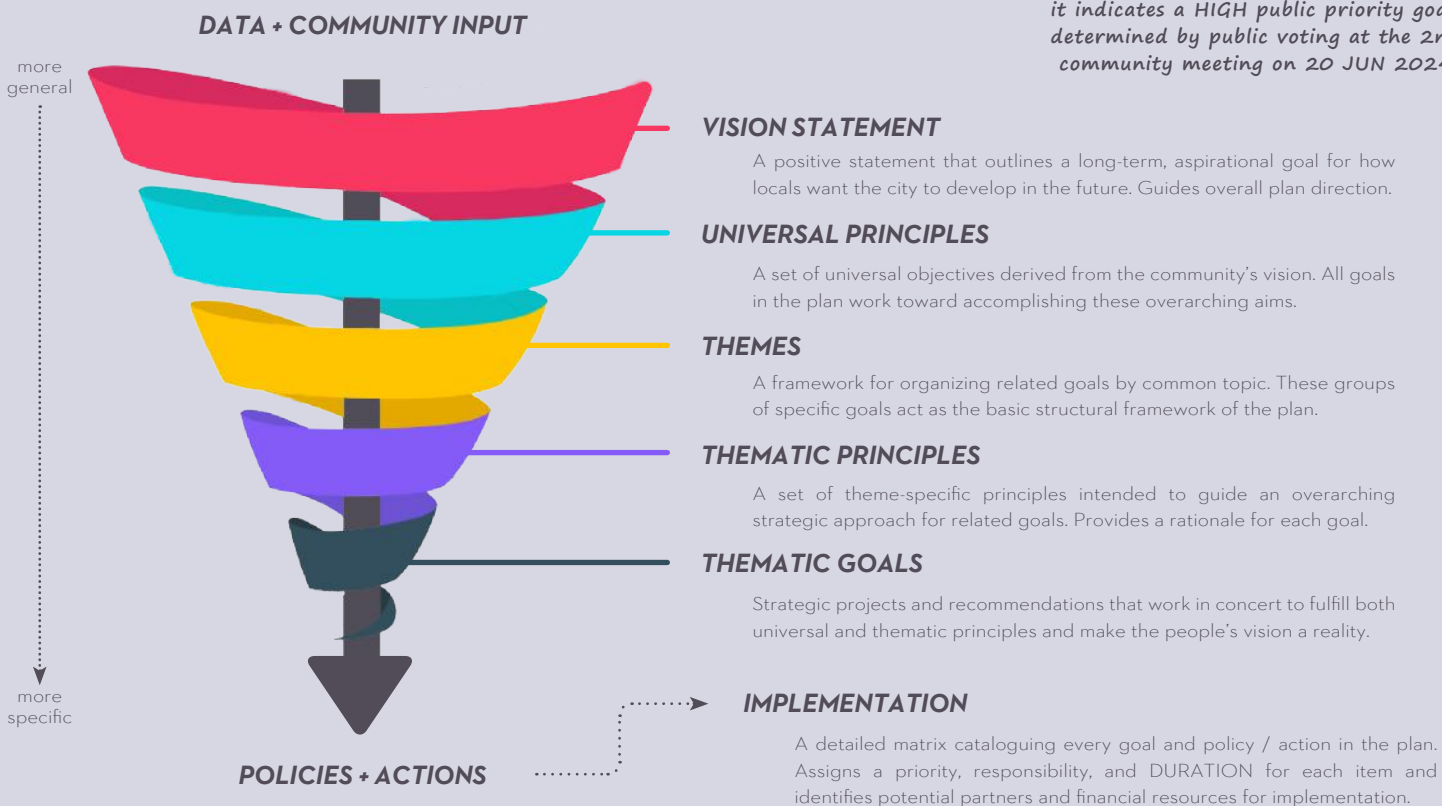
The success of this plan and ultimately the City of Leeds depends on actionable steps and dedicated, ongoing implementation of the plan's recommendations. It is imperative that this remains a 'living document' instead of gathering dust on a shelf. A vision for the city's future has been created and a path to that future laid out. Now is the time for action to ensure the city's progress.





## HOW THIS PLAN WORKS

Keep an eye out for the Imagine Leeds lightbulb on thematic goal pages... it indicates a HIGH public priority goal, determined by public voting at the 2nd community meeting on 20 JUN 2024



# COMMUNITY VISION

Leeds is an **inclusive**, community-oriented city that boasts an exceptional **quality of life**, **resilient** neighborhoods, and a thriving **economy**. It is a vibrant and exciting place to visit and for residents and businesses to call home.



## PLAN PRINCIPLES



### QUALITY OF LIFE

#### ENHANCING LIVES, CREATING VIBRANT COMMUNITIES

Quality of life is a cornerstone of the Imagine Leeds comprehensive plan, shaping the city's vision for a vibrant, inclusive, and healthy future. As a guiding principle, it emphasizes creating spaces and opportunities that enhance residents' well-being, from access to parks and recreational facilities to safe, affordable housing and thriving neighborhoods. By prioritizing quality of life, the plan ensures that Leeds becomes a city where people can live, work, and play in an environment that fosters physical, mental, and social health, making it an attractive and livable place for all.







## **ECONOMIC DEVELOPMENT**

### **DRIVING GROWTH, BUILDING PROSPERITY**

Another key pillar of the plan is supporting the city's economic environment, driving the city's vision for growth and long-term prosperity. To foster a diverse and resilient economy, the plan includes recommendations that support job creation, attracting businesses, and supporting local entrepreneurs. The plan prioritizes equitable access to economic opportunities for all residents, while enhancing Leeds' competitiveness on a regional scale. Through strategic investments in infrastructure, innovation, and workforce development, the plan's goals will strengthen the city's foundation and promote a prosperous future for its communities.



## **SUSTAINABILITY**

### **THRIVING TODAY, PRESERVING TOMORROW**

Sustainability is a core principle of the plan, keeping environmental, social, and fiscal responsibility at the forefront of policy and project recommendations. The plan emphasizes the need for sustainable growth that balances development with the protection of natural resources and prioritizes resilience to climate and economic stresses. By integrating green infrastructure, streamlined governance, and eco-friendly practices, the plan seeks to ensure Leeds' resilience in the face of climate and economic change. Sustainability is key to building a healthier, stable, and more livable city for current and future generations.



## **EQUITY**

### **EMPOWERING COMMUNITIES, OPPORTUNITY FOR ALL**

Equity is central to the goals and recommendations of this comprehensive plan, guiding efforts to create a fair and inclusive city where everyone has access to opportunities and resources. The plan emphasizes addressing internal disparities in housing, access, health, and economic mobility, ensuring that all residents – regardless of background or neighborhood – benefit from the city's growth and development.



# PLANNING PROCESS



## DISCOVERY

### Getting to know the city...

The initial phase of the planning process involves extensive demographic and geospatial research to identify the city's trends, conditions, needs, and opportunities.

- Census / economic data analysis
- Stakeholder / project team input
- Mapping analysis

## VISIONING

### Looking to the future...

The following phase involves an intensive, multi-modal community outreach campaign to actively engage residents in establishing a vision for the ways in which they want to see the community improve.

- In-person public meetings / engagement activities
- Digital outreach + engagement
- Public confirmation of vision + priorities

..... **COMMUNITY INPUT** .....





## IDEATION

*Creating ideas for how to get there...*

The next phase of the planning process involves a collaborative brainstorming of ideas for projects and actions that can help to achieve the vision for the city's future identified by the public in the visioning phase.

- Identifying solutions to key challenges
- Conceptualizing priority projects
- Incorporating public input in project elements



## IMPLEMENTATION

*Aligning resources with priorities, for action...*

The final phase of the process involves setting up the transition from planning to action by allocating resources and responsibilities to the appropriate entities in order to facilitate the successful implementation of plan ideas.

- Confirmation of public priorities
- Identification of responsibility and resources
- Action on individual plan recommendations

## COMMUNITY INPUT



# COMMUNITY ENGAGEMENT

**250+**  
residents  
engaged



## **PUBLIC MEETING 1**

**11 JAN 2024**

### **KICKOFF + VISIONING**

The first public meeting for the planning process was held at Leeds High School, with roughly 50 residents in attendance. Residents were given an introduction to the planning process. They broke into small groups to write a vision statement for their ideal version of Leeds, participated in group mapping exercises identifying strong/ weak places, and identified key challenges.



## **PUBLIC MEETING 2**

**20 JUN 2024**

### **MID-PROCESS REVIEW**

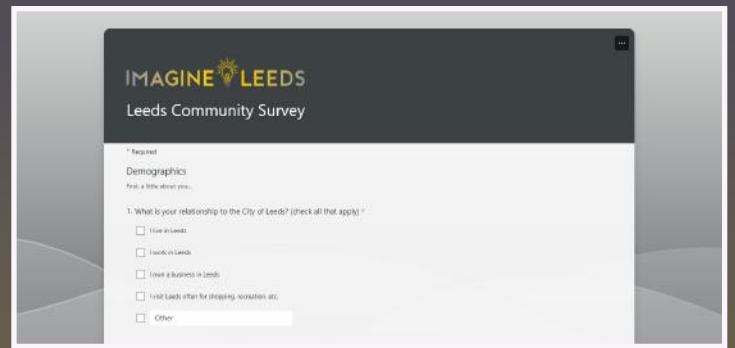
The second public meeting for the planning process was held at Leeds City Hall, with roughly 20 residents in attendance. Participants engaged in an immersive exercise in which they were able to review the preliminary goals for the plan and vote on the importance of each idea. This feedback was crucial to helping determine the final priority assigned to each of the plan's goals.



### PROJECT WEBSITE

[www.imagineleeds.com](http://www.imagineleeds.com)

One method of outreach and education was the creation of a project website with comment form where additional materials related to plan process and production were posted for public review.



### ONLINE SURVEY

232 RESPONSES

The most widespread method of engagement was the distribution of a digital survey for residents to provide feedback and ideas for the city's future regardless of their ability to attend the in-person public meetings.

## MAJOR THEMES FROM COMMUNITY INPUT



### RETAIL + BUSINESS DEVELOPMENT

Residents frequently mentioned the need for new retail stores, restaurants, grocery stores, and lodging to stimulate local economic growth. Restaurants and entertainment businesses were the most commonly requested business typologies.



### DOWNTOWN REVITALIZATION

A significant number of residents expressed concerns about the state of progress in revitalizing downtown, viewing it as a missed opportunity for community improvement. Residents want mixed-use housing and a walkable district with nighttime options.



### ATHLETIC + RECREATIONAL FACILITIES

Many residents highlighted the need for improved athletic and recreational facilities, especially in parks and schools. Additionally, many residents mentioned the need for a state-of-the-art regional sports complex.



### HOUSING + GROWTH

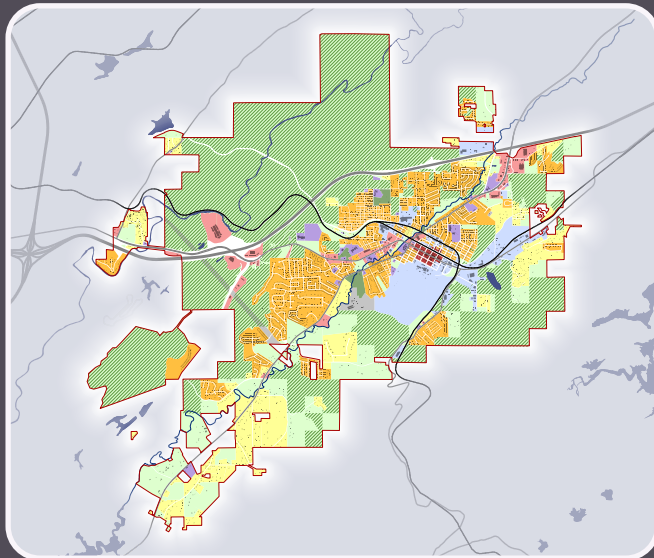
A large number of residents emphasized the need for new and diverse residential development to support future growth. Many want improved regulations to ensure higher quality design of neighborhoods. Others stressed the need for more affordable housing.

# RESEARCH + ANALYSIS

*THE PROJECT TEAM CONDUCTED A SERIES OF ANALYSES ON THE TRENDS AND CONDITIONS DEFINING THE NEEDS AND GROWTH POTENTIAL OF THE CITY.*

This included a broad array of research on physical conditions as well as demographic research utilizing sources such as the US Census, state governmental agencies, etc. Demographic analyses were conducted at the block group level to uncover internal disparities in the city in order to better target the plan's individual recommendations to the specific areas and neighborhoods where they are most needed. **A few of the key findings are shown below.**

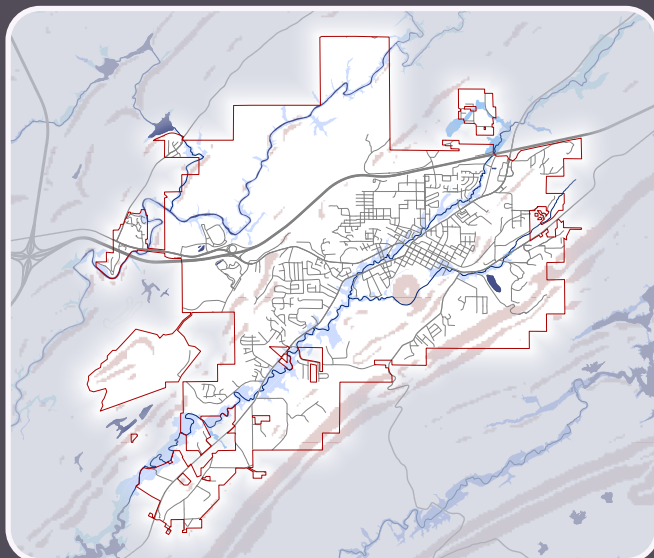
## CITYWIDE CONDITIONS ANALYSIS



### EXISTING LAND USE

**CITYWIDE:** 7,184 undeveloped acres

Land use is the single most important factor in determining the city's existing form as well as its potential for future physical and economic growth. With 51% of the city's total area still undeveloped and ample opportunities for additional infill development within the city's existing footprint, Leeds has enormous potential for residential and business development. With a vibrant downtown and historic neighborhoods, Leeds has all the elements of a "complete" community, and with lots of room to grow.



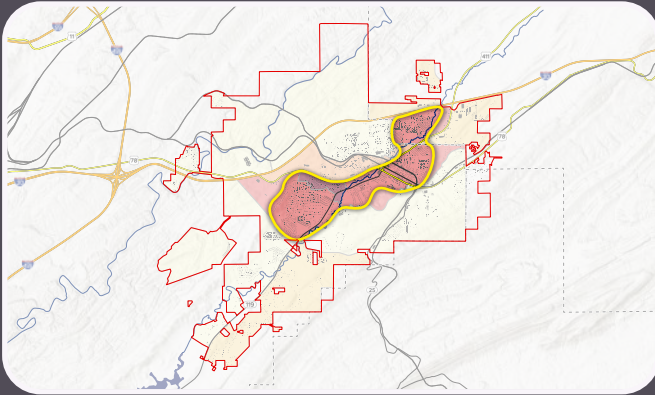
### LAND DEVELOPMENT CONSTRAINTS

**CITYWIDE:** 2,201 constrained acres

Another important growth potential factor taken into consideration when developing the plan's recommendations is environmental constraints on the development of some land. Floodplains (shown light blue at left) and steep slopes (20%+, shown red at left) are sensitive areas where development should be avoided.

- 1,095 floodplain acres
- 1,106 steep slope acres

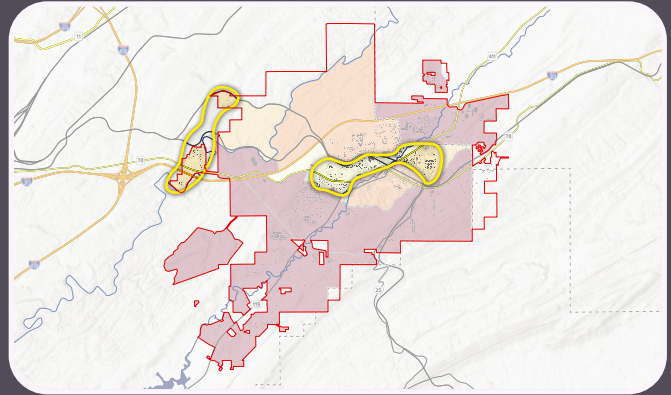
# BLOCK LEVEL DEMOGRAPHIC ANALYSIS



## POPULATION DENSITY

**CITYWIDE: 539 people/mi<sup>2</sup>**

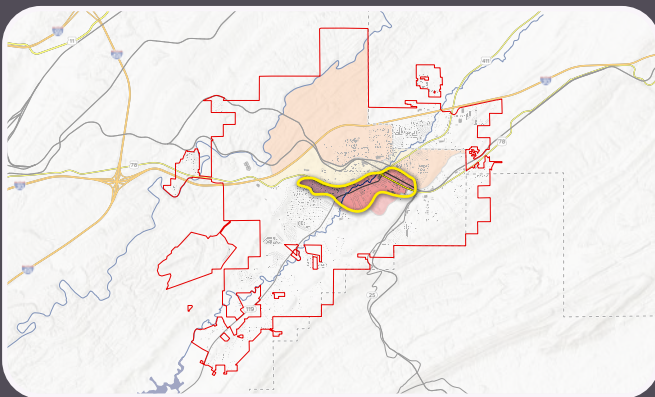
Population density is highest in the areas highlighted on the map (750+ people/ mi<sup>2</sup>). These areas should support amenities such as parks and schools, with an emphasis on enhancing walkability.



## HOMEOWNERSHIP RATE

**CITYWIDE: 74%**

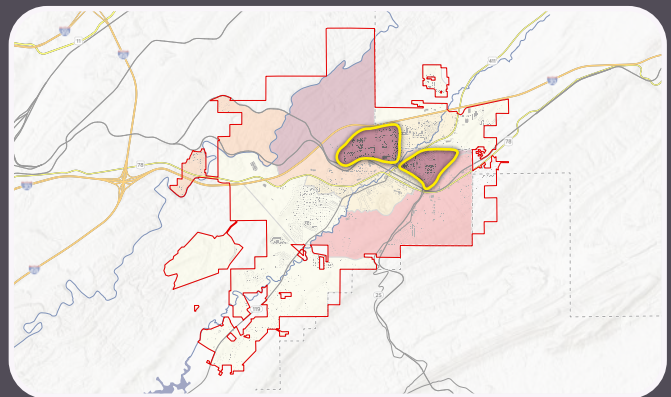
Homeownership is lowest in the areas highlighted on the map (less than 60%). Efforts should be made to enhance opportunities for homeownership in these areas, through new housing and assistance programs.



## SHARE OF MIDDLE DENSITY HOUSING UNITS

**CITYWIDE: 13% (~700 units)**

The share of non-single family detached units is highest in the areas highlighted on the map (25%+). Missing middle housing options are concentrated in this small area and should be expanded in other areas of the city.



## POVERTY RATE

**CITYWIDE: 16%**

The share of residents living in households below the federal poverty line is highest (20%+) in the highlighted areas. These areas should be targeted for revitalization and economic assistance programs.

# Imagine Growth



SMART GROWTH



HOUSING DIVERSITY



ECONOMIC DEVELOPMENT



INFRASTRUCTURE

This section of the comprehensive plan is designed to guide the city towards sustainable and strategic development, embracing the principles of environmentally and fiscally responsible growth. By prioritizing **smart growth** and retrofitting urban sprawl, we aim to create more vibrant, complete neighborhoods. Central to this vision is the importance of **housing diversity**; by providing a range of housing options – from affordable units to upscale developments – we can accommodate the varied needs of our residents and attract new families and businesses. **Economic development** also plays a vital role in this growth strategy. By supporting spaces for local businesses and attracting new enterprises, we will enhance

job opportunities and grow the local economy, ensuring that all residents benefit from the city's prosperity. Enhanced **infrastructure** in key growth areas is an additional area of focus.

This section includes conceptual development scenarios for strategic growth areas throughout Leeds, showcasing innovative design and land use strategies that align with our vision for a thriving city. By integrating smart growth principles with diverse housing options, a robust economy, and essential infrastructure, we can create a cohesive, dynamic environment that not only meets the needs of current residents but also attracts future generations.



pants  
store

GIRLS NIGHT  
SEPT 24  
6-8  
20% OFF



# Growth

# Principles

\* The icon for each of these principles that a plan goal fulfills will be highlighted on that goal's individual page in the following chapter



## Promoting sustainable growth patterns

*Encouraging development patterns that are environmentally and economically sustainable, energy-efficient, and resilient. This includes focusing on mixed-use, transit-oriented development to reduce urban sprawl and minimize environmental impact.*



## Enhancing the diversity and affordability of the housing stock

*Ensuring a diverse range of housing options that are affordable for residents of all income levels by creating inclusive communities that address local housing needs and mitigate displacement.*



## Supporting economic development and job creation

*Fostering a vibrant economy by attracting businesses, supporting local entrepreneurship, and creating job opportunities. This includes planning for commercial, industrial, and mixed-use areas that promote economic growth.*



## Enhance infrastructure and public services

*Ensuring that infrastructure, such as roads, utilities, and public services, keeps pace with growth. This emphasizes the need to upgrade and expand infrastructure to support new development and maintain a high quality of life for local residents.*

# Growth Goals

1

Develop downtown as a higher-density, mixed-use, walkable district

2

Support the ongoing development of Exit 140 as a regional destination district

3

Support new development that enhances commercial opportunities at Exit 144

4

Revitalize the highway commercial district along Parkway Drive

5

Develop a neighborhood-scale commercial hub at Zeigler Rd and Hwy 119

6

Develop a network of walkable neighborhoods in the Grand River area



# Growth

## TRENDS + CONDITIONS

Leeds is experiencing sustained growth in population, housing, and job opportunities, reflecting its appeal as a vibrant and evolving community. With an increasing number of residents, the demand for housing units has risen, leading to expanded residential development. At the same time, Leeds is experiencing a surge in job creation, thanks to new businesses and the expansion of existing industries. However, continued growth also brings challenges. The city must carefully manage the impact on services such as public safety, schools, transportation, and utilities. As more residents and businesses move into Leeds, the demand for city services will grow, placing additional pressure on existing infrastructure. Proactive planning is essential to ensure that growth remains sustainable while preserving the quality of life for all residents. As shown in the map to right, growth pressures in and around Leeds are very high. The following goals in this section are intended to manage this current and future growth to ensure a continued high quality of life in the city.



**12,346**

residents in 2022...

up by 1,032, or 9%, since 2010



**5,367**

housing units in 2022...

up by 353, or 7%, since 2010

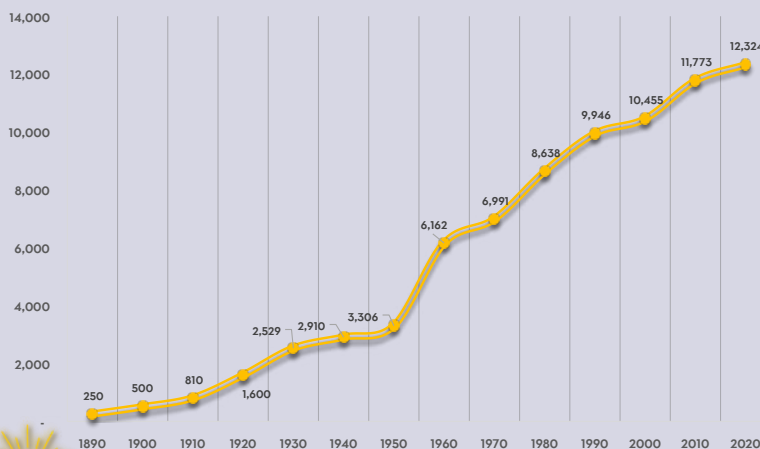


**4,563**

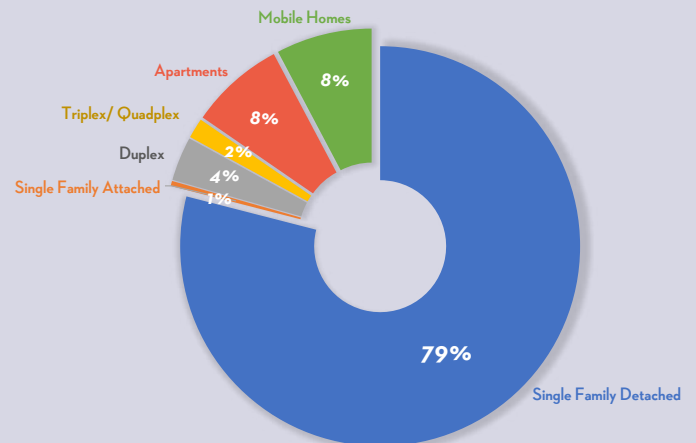
local jobs in 2022...

up by 832, or 22%, since 2010

### Historical Population Trends

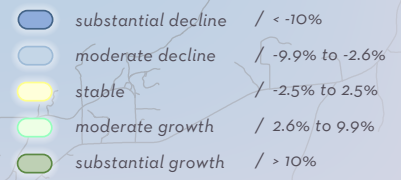
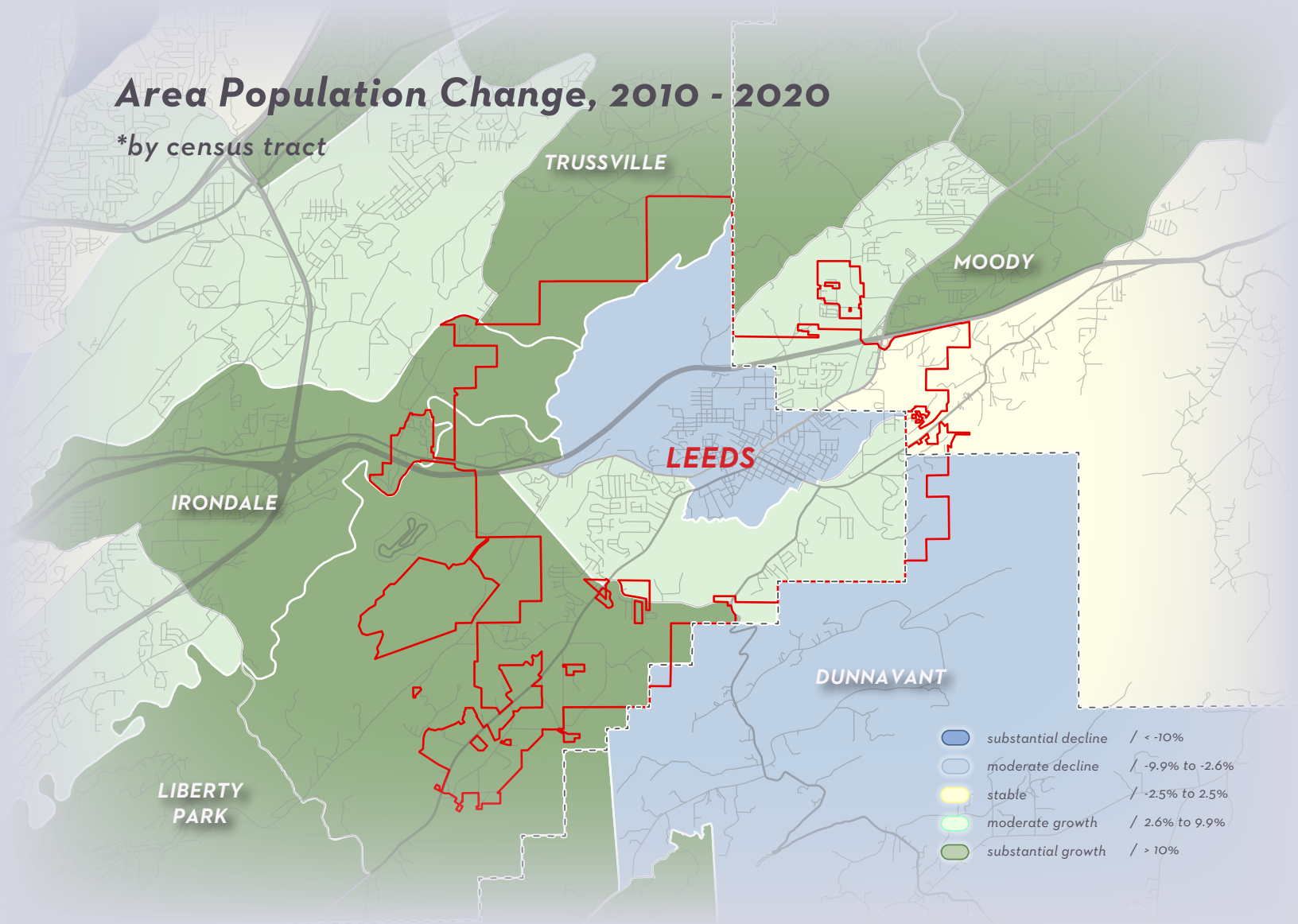


### Housing Stock Composition, 2022



# Area Population Change, 2010 - 2020

\*by census tract



## Major Growth / Development



2000  
BARBER MOTORSPORTS

2004  
BASS PRO SHOPS

2008  
SHOPS OF GRAND RIVER

2012  
~700 acre GRAND RIVER ANNEXATION

2016  
HUBBELL EXPANSIONS

2020  
BUC-EE'S

NEW HIGH SCHOOL

NEW PRIMARY SCHOOL

- 5 new / expanding subdivisions, 100's of new homes
  - Grand River Technology Park development
- 103 acres of city-owned land in Grand River for commercial development
- 275 acres of city-owned land in Grand River for residential and park development
  - TA Associates downtown expansion
    - Senior Center renovation
  - 14 downtown lofts under development
  - Norman Dr apartment development

# Goal 01



**Develop downtown as a higher-density, mixed-use, walkable district.**



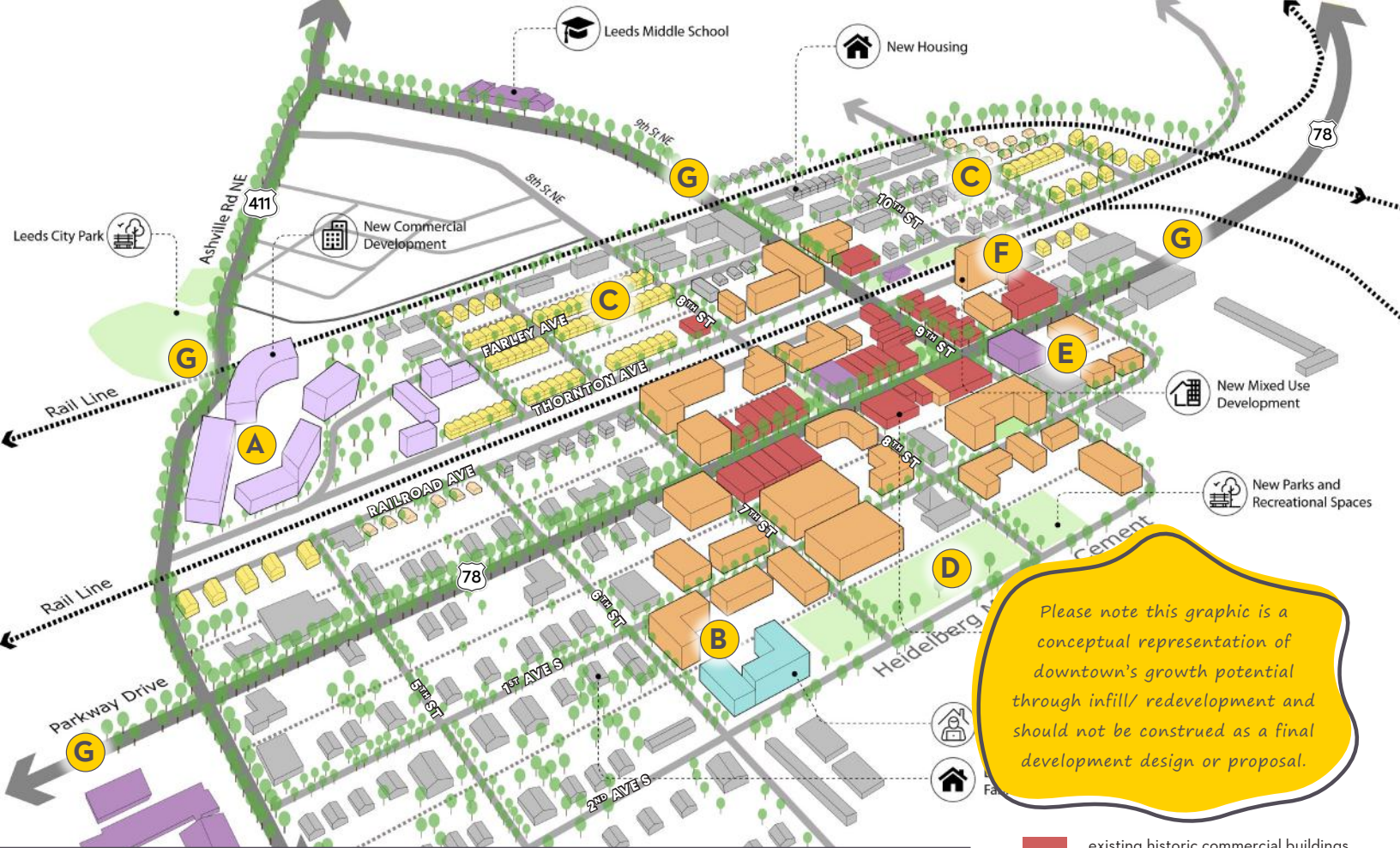
**PRIORITY: HIGH**

**DURATION: 10+ years**

Leeds aims to transform its downtown into a higher-density, mixed-use, walkable district that respects its historic fabric while enhancing the city's urban lifestyle offerings. This goal prioritizes preserving the character of Leeds' main street district, promoting denser development around the existing core, and integrating commercial and residential uses to create an active, mixed-use environment. Key goals include increasing the downtown residential population through varied housing options as well as revitalization/urbanization of the area between the railroad tracks, ensuring it serves as an active, connected space within the district. Downtown adjacent neighborhoods will be reinforced with missing middle infill housing, providing affordable and diverse residential options that respect neighborhood character, all in walking distance of downtown. To support the activation of the downtown district, pedestrian infrastructure will be improved, allowing residents and visitors to move easily throughout the downtown area. This plan addresses the need for urbanization of the historic downtown, creating a vibrant, accessible hub that balances new development with the community's historic identity.

## ***POLICIES + ACTIONS:***

- 1. Preserve existing historic commercial buildings**
- 2. Increase the permitted density of downtown development**
- 3. Expand and urbanize the downtown area between the railroad tracks**
- 4. Densify downtown adjacent residential neighborhoods with missing middle housing**
- 5. Promote mixed-use development typologies**
- 6. Redevelop the city hall block as a mixed-use municipal complex**
- 7. Develop a new state-of-the-art library facility**
- 8. Support development of nightlife businesses and activities**
- 9. Prioritize pedestrians in the design of streets**
- 10. Work with Lehigh Cement to develop a potential downtown park space on underutilized property**



Please note this graphic is a conceptual representation of downtown's growth potential through infill/ redevelopment and should not be construed as a final development design or proposal.

- existing historic commercial buildings
- mixed use development infill
- civic / institutional buildings
- missing middle residential infill
- park / green space
- other existing buildings





FARLEY AVE

POST OFFICE

8TH ST

THORNTON AVE

RAILROAD AVE

HISTORIC  
MAIN STREET  
(preservation)

PARKWAY DR

78

1ST AVE S

NEW  
LIBRARY

7TH ST





DEPOT

PARKING DECK

HISTORIC MAIN STREET  
(preservation)

NEW MUNICIPAL COMPLEX

HISTORIC MAIN STREET  
(preservation)

LEHIGH CEMENT

Please note this graphic is a conceptual representation of downtown's growth potential through infill/ redevelopment and should not be construed as a final development design or proposal.

# Goal 02



## Support the ongoing development of Exit 140 as a regional destination district

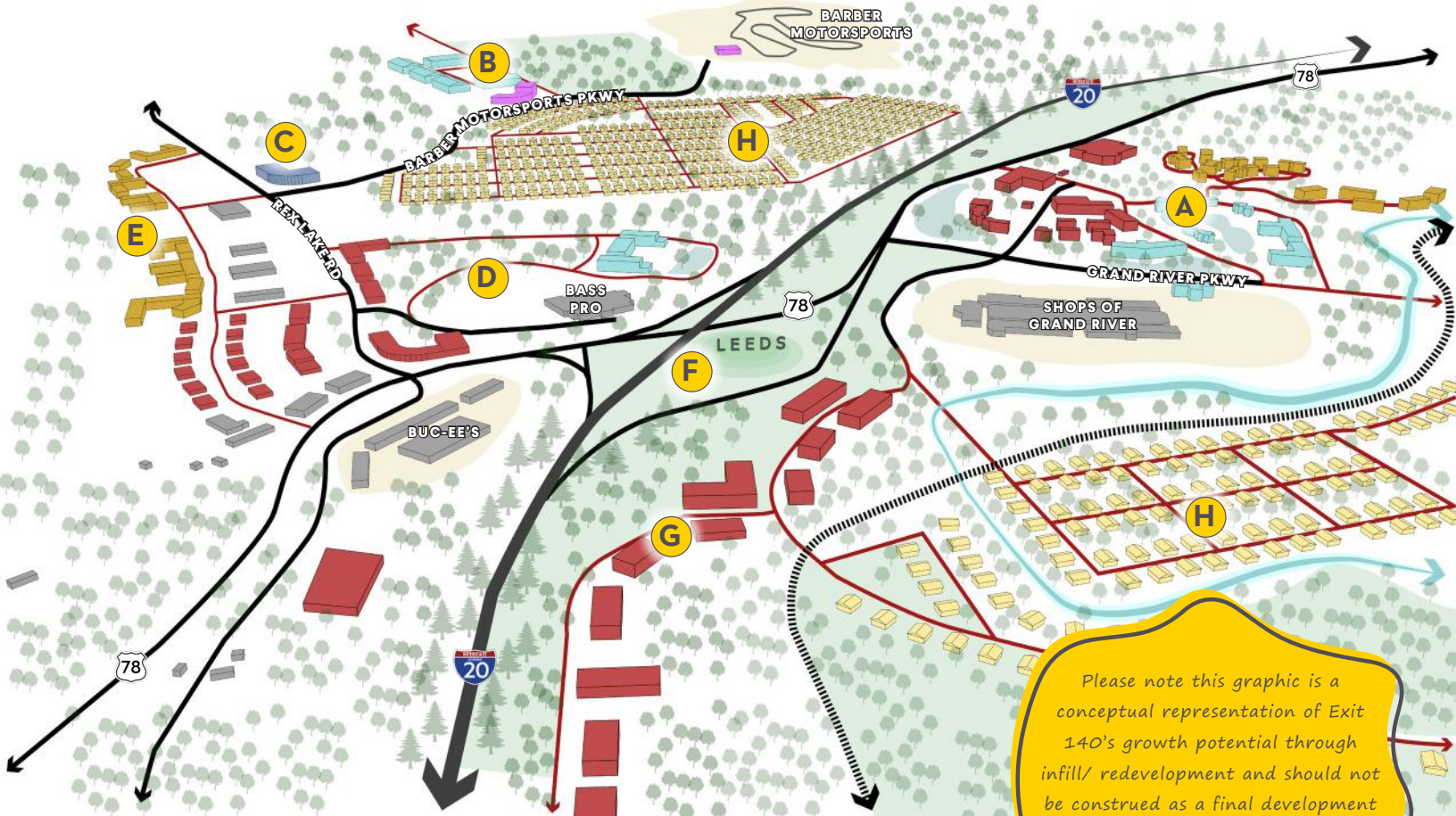
**PRIORITY: MEDIUM**

**DURATION: 5-10 years**

Exit 140 is becoming a leading regional destination district and must leverage key attractions like the Shops of Grand River, Barber Motorsports, Buc-ee's, and Bass Pro. By adding new commercial and entertainment developments around these anchors, Exit 140 will grow as a hub of economic activity. An important opportunity is a mixed-use expansion of the Shops of Grand River on adjacent land. Available land owned by Bass Pro also offers prime opportunities for large retailer outparcels, while landscape improvements around the highway interchange will enhance the area's visual appeal as a gateway to the city. A key policy for the area is extending Higrove Pkwy to Barber Motorsports Pkwy, creating a rear access road that will open up additional land for development along Rex Lake Rd. Pedestrian infrastructure will also be prioritized between Rex Lake Rd and Grand River Pkwy, strengthening a crucial link between the main body of the city and the growing Grand River area. New developments near Barber Motorsports will bring in high-end lodging, a Southern Museum of Flight campus, and a technology park. This positions Exit 140 as a core part of Leeds' growth strategy, blending retail, recreation, and residential opportunities.

### ***POLICIES + ACTIONS:***

- 1. Improve gateway aesthetics with landscaping and gateway signage at the exit**
- 2. Provide wayfinding for the area and to downtown**
- 3. Support commercial development along Rex Lake Road**
- 4. Landscape shoulders and medians along divided portion of Rex Lake Road**
- 5. Leverage regional destinations with higher end lodging to support tourism**
- 6. Expand and enhance commercial development at Grand River**
- 7. Support multifamily and greenfield traditional neighborhood development in the area**
- 8. Improve pedestrian connectivity between Rex Lake Road and Grand River Parkway**



- existing buildings
- new commercial development
- multifamily development
- office / tech park development
- museum destination
- destination lodging development
- traditional neighborhood development



# Goal 03

## Support new development that enhances commercial opportunities at Exit 144



PRIORITY: LOW

DURATION: 5-10 years

The city should prioritize improvements to the Exit 144 area to create a safer, more efficient, and vibrant commercial corridor that serves as a true gateway into the community. Addressing the corridor's frequent accidents and traffic challenges, access management should be improved by utilizing existing rear service roads for business entry, allowing for reduced curb cuts along the main road and smoother traffic flow. To support commercial activity, integrated housing development is crucial. A key piece of this strategy is the redevelopment of Cedar Springs Shopping Center. By repurposing this site and adjacent land, Leeds can create a development similar to Hoover's Stadium Trace Village, successfully combining retail, dining, and residential space. Extending Maxey Drive to Whitfield Avenue is another key infrastructure improvement, providing a new access road that opens up valuable land for development. Additionally, the city should relocate and update Fire Station 2 to support redevelopment on Maxey Dr. Another opportunity for the area is the development of land between Cedar Grove Rd and the US 411 corridor, including commercial infill on Sharp Dr and medium to high density residential development along Cedar Grove Rd.

### **POLICIES + ACTIONS:**

1. **Improve gateway aesthetics with landscaping and gateway signage at the Exit 144 interchange**
2. **Provide wayfinding for the area and to downtown**
3. **Consolidate excessive curb cuts for improved access management**
4. **Connect Maxey Dr to Hankins Ave to create a new rear access road**
5. **Elevate signage design regulations for improved highway corridor aesthetics**
6. **Promote missing middle housing development between Sharp Dr and Cedar Grove Rd**
7. **Develop a floodplain park on Cedar Grove Rd**
8. **Support mixed commercial and multifamily development east of Maxey Dr / Hankins Ave**
9. **Urban retrofit/ enhance the site of the Cedar Springs Shopping Center**



- existing buildings
- walkable retail center development
- new commercial development
- multifamily development
- park / green space
- municipal facilities (fire station)

# Goal 04

## Revitalize the highway commercial district along Parkway Drive



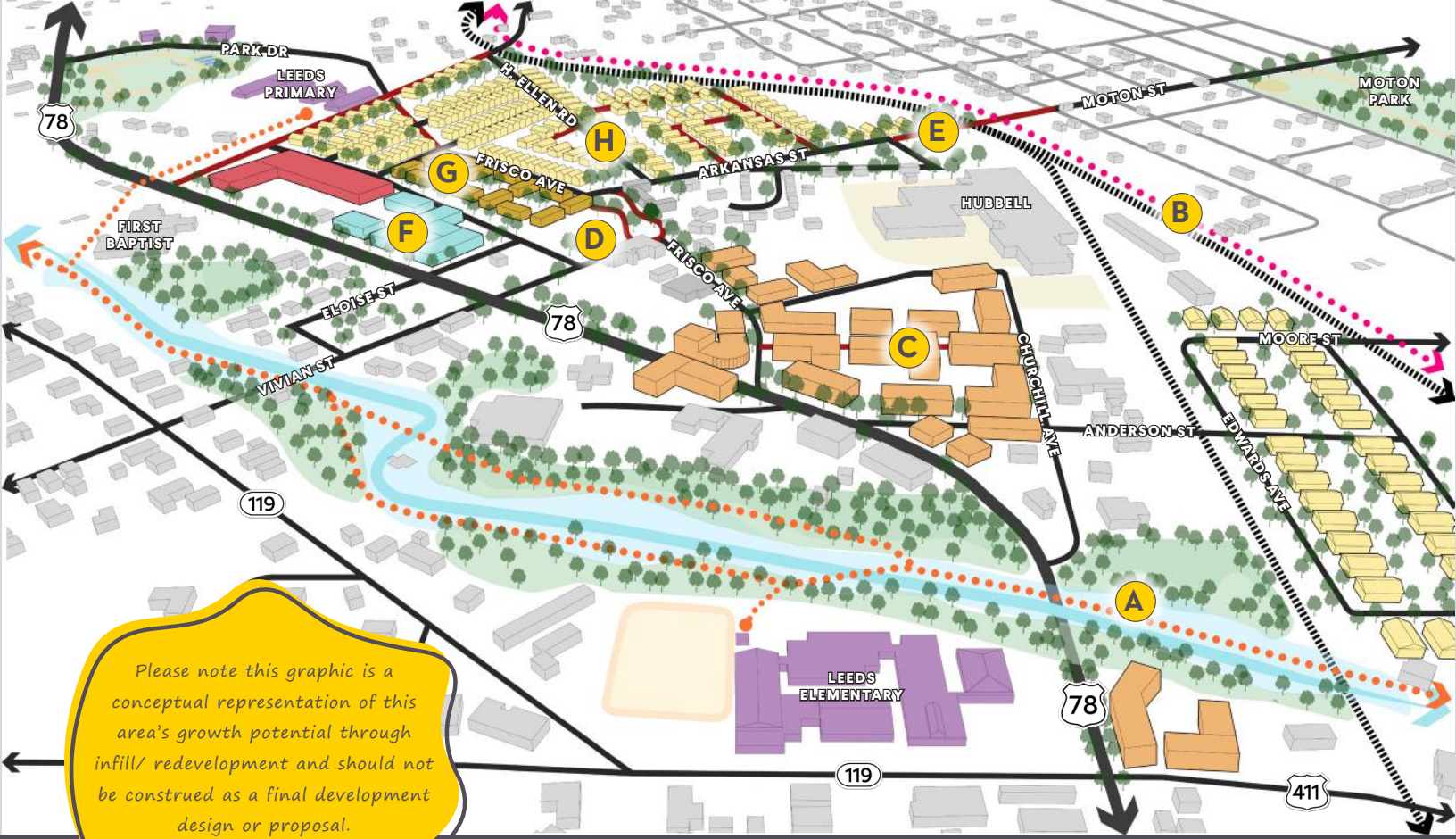
**PRIORITY: MEDIUM**

**DURATION: 5-10 years**

The city should transform Parkway Drive into a thriving, walkable, urban commercial corridor that serves as an attractive gateway to downtown Leeds. This urban highway should be reshaped as a multi-modal corridor that balances vehicular access with a more urban form. Opportunities include the catalytic redevelopment of strategic sites, such as the Food Giant/ CVS property, to create a walkable, mixed-use node to anchor the district. The surrounding urban residential area should also be revitalized with missing middle infill housing. A proposed road diet will reduce Parkway Drive from four lanes to three, adding a sidewalk and bike lane to downtown in order to promote walkability. Enhanced streetscape features, including street trees, will create a welcoming environment, while improved streetscape connections to future greenway trails along the Little Cahaba River and the former rail line will expand the area's recreational and transportation options. Additionally, routing a new arterial connection from the Moton community to US 78 through the district will provide new opportunities for business growth. Together, these improvements will strengthen the vitality and accessibility of the area.

### ***POLICIES + ACTIONS:***

- 1. Redevelop the Food Giant site to create a mixed-use neighborhood hub**
- 2. Promote renovations / urban retrofit to Leeds Commons shopping center**
- 3. Extend Arkansas St to Moton St to create an arterial connection from Moton to US 78**
- 4. Consider a "peanut" roundabout between Arkansas St and Vivian St for improved arterial flow in/ out of Moton**
- 5. Create a greenway along the Little Cahaba with connections to the district**
- 6. Connect Frisco Ave to Park Dr for better park/ school access**
- 7. Increase residential density between US 78 and the railroad tracks**



Please note this graphic is a conceptual representation of this area's growth potential through infill/ redevelopment and should not be construed as a final development design or proposal.

- existing buildings
- mixed-use infill development
- multifamily development
- office development
- park / green space
- missing middle residential infill
- municipal facilities



**A**  
Little Cahaba River -  
Recreational Greenway Trail



**D**  
Frisco Ave -  
Roundabout w/ Vivian + Arkansas St



**B**  
Decommissioned Rail Line -  
Rails to Trails Greenway



**E**  
Arkansas St cross-RR extension -  
New Arterial Route into Moton



**G**  
Southern blocks along Frisco Ave -  
Missing Middle Housing



**C**  
Food Giant / CVS Site -  
Retail + Multifamily Redevelopment



**F**  
7488-7494 block of Parkway Dr -  
Office Development (medical, etc.)



**H**  
Frisco Ave to RR tracks -  
Upzoning/ Historic Neighborhood Infill

# Goal 05

## Develop a neighborhood-scale commercial hub at Zeigler Rd and Hwy 119



PRIORITY: MEDIUM

DURATION: 5-10 years

Leeds should create a neighborhood-scale commercial hub along Hwy 119 between Zeigler Road and Pool Drive, providing essential dining, retail, and convenience options for its quickly growing southern neighborhoods. Positioned strategically at the Hwy 119 and Zeigler Road intersection, this hub will serve as a walkable, community-oriented center catering to residents in the city's southern suburbs and rural areas where options are currently limited. Hwy 119 functions as Leeds' southern approach, linking the city to the major Hwy 280 corridor, while Zeigler Road is a key connector between Hwy 119 and the expanding Rex Lake Road corridor. This makes the site an ideal location for a mix of commercial options designed to enhance residential access to daily services. A park could potentially be located along the Little Cahaba River across from the hub, further activating the site. Greenway trail and streetscape connections should also be encouraged to nearby future neighborhood developments. Enhanced trails and walkable streetscapes will ensure the hub remains accessible on foot or by bike for nearby residents, promoting a neighborhood feel. This small commercial node will provide much-needed amenities, supporting smart growth along Hwy 119 with a convenient, community-focused destination.

### **POLICIES + ACTIONS:**

- 1. Support development of a walkable, neighborhood-scale, commercial node at the intersection of Zeigler Rd and Hwy 119**
- 2. Establish a park space around the Little Cahaba across from the node**
- 3. Support Traditional Neighborhood Development at the former Country Club and in Bridle Trace**
- 4. Improve pedestrian connectivity with sidewalks and trails to adjacent neighborhoods**
- 5. Protect low density and rural areas south of Zeigler Rd and Mountainview Ln from subdivision development**
- 6. Improve Pool Dr for traffic flow in/ out of the site**





- existing buildings
- neighborhood hub development
- traditional neighborhood developments
- TND community center buildings
- park / green space



The existing commercial area at the intersection of Hwy 119 and Zeigler Rd presents a prime opportunity to be redeveloped as a small-scale, vibrant, neighborhood-oriented commercial node with walkable connections to surrounding residential communities. The use of existing commercial land will minimize impacts to existing residential properties while maximizing convenient options for dining and shopping in this growing area of the city where residents are further removed from local amenities. Uses on the site should be limited to convenience services, including but not limited to restaurants (not fast-food), a neighborhood pub, a boutique, a salon, etc. as a few examples. Development of this neighborhood hub can be used to leverage new neighborhood development on the adjacent golf course and Bridle Trace Development tracts, which will serve as the southern boundary of subdivision development on 119 before the transition to low density and rural farmland.

# Goal 06

## Develop a network of walkable neighborhoods in the Grand River area



**PRIORITY: MEDIUM**

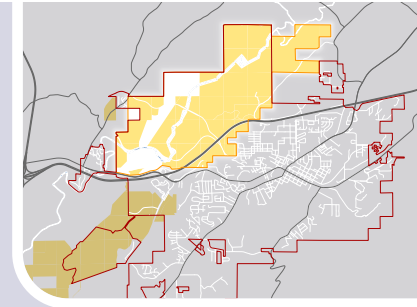
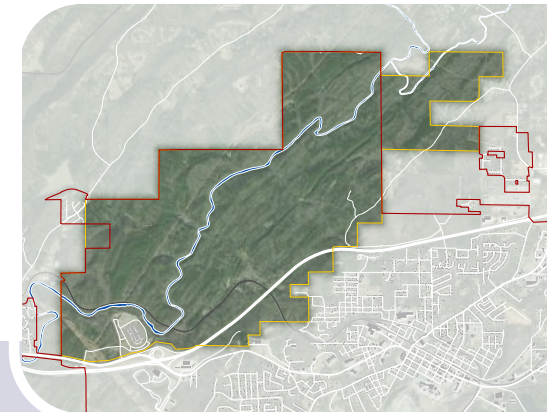
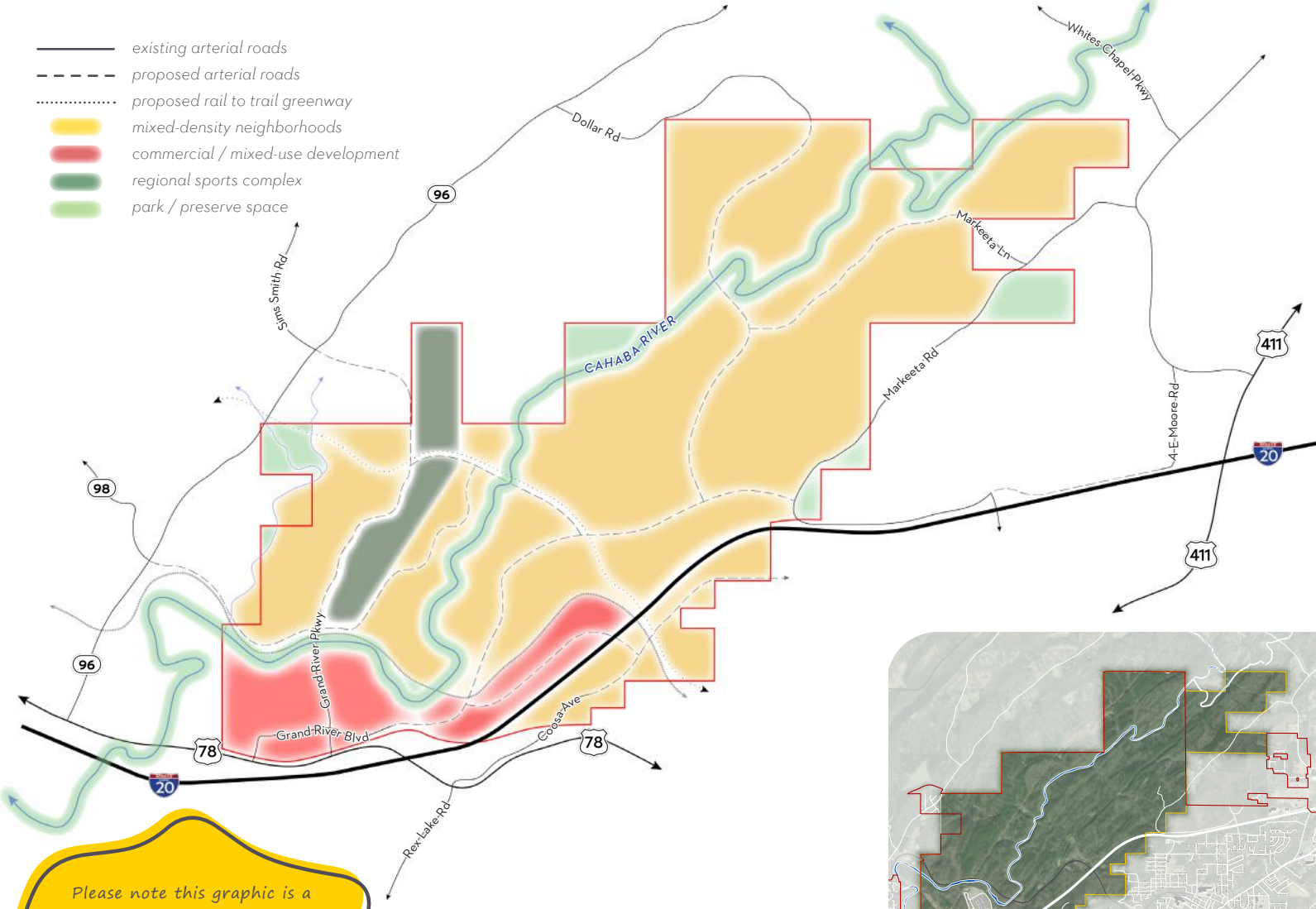
**DURATION: 10+ years**

The Grand River area should be developed into a network of walkable communities by promoting traditional neighborhood developments on land owned by US Steel. Inspired by similar US Steel developments like Ross Bridge in Hoover, Grand River will prioritize mixed-density residential areas with varied housing types and community-focused design. Necessary infrastructure upgrades include expanded water/ sewer systems, a bridge over the Cahaba River, and arterial road connections to key regional thoroughfares. To anchor the area, a regional sports complex is proposed, which will catalyze residential development. A 200-foot development buffer along both sides of the Cahaba River should be maintained, which will allow for the Cahaba River greenway trail, offering recreation and linking new neighborhoods. Commercial development around Exit 140 will support the area's growing needs, while collaboration with the City of Moody will facilitate a full buildout on US Steel lands. A proposed rail-to-trail greenway will connect Grand River from the regional sports park, crossing the interstate and linking directly to the city's core, strengthening Grand River's connectivity to Leeds and the surrounding urban area.

### ***POLICIES + ACTIONS:***

- 1. Extend Grand River Pkwy across the Cahaba River and provide arterial connection to CR 96 (Floyd Bradford Rd)**
- 2. Establish arterial access between new development and CR 10 (Whites Chapel Pkwy)**
- 3. Maintain an appropriate development buffer around the Cahaba River**
- 4. Establish a greenway trail along the Cahaba River**
- 5. Provide a mixture of residential densities**
- 6. Develop a regional sports complex to anchor neighborhood development**
- 7. Support a rails to trails conversion to provide pedestrian connectivity between the area and the rest of the city**
- 8. Extend Grand River Blvd to the east to support new commercial development**

- existing arterial roads
- - - proposed arterial roads
- ..... proposed rail to trail greenway
- mixed-density neighborhoods
- commercial / mixed-use development
- regional sports complex
- park / preserve space



Please note this graphic is a conceptual representation of the Grand River area's growth potential through traditional neighborhood development and should not be construed as a final design proposal.

(top): Grand River northern area in yellow outline  
(bottom): US Steel owned land in shaded yellow

## CASE STUDY: ROSS BRIDGE, HOOVER



The Ross Bridge development in Hoover, Alabama, is a good model for implementing traditional neighborhood development (TND) principles on greenfield land, serving as a guide for Grand River development in Leeds. Situated on former U.S. Steel land, Ross Bridge emphasizes walkable neighborhoods with a blend of housing options. It demonstrates the success of clustering diverse housing types—from single-family homes to townhouses and apartments—around vibrant community hubs featuring shops, parks, and amenities. This integration fosters a strong sense of community while preserving the surrounding natural landscape. The thoughtful layout balances residential, commercial, and recreational spaces, creating a cohesive and self-contained neighborhood. These principles are highly applicable to the Grand River area, which should aim to replicate this model by blending modern infrastructure with traditional design elements. This development highlights the potential of TND to transform unused land in Leeds into thriving, connected communities.

# Imagine Recreation



HEALTH



PARK ACCESSIBILITY



REVITALIZATION



ENVIRONMENT

Recreation is essential to community well-being, and in Leeds, we are committed to ensuring that all residents have access to spaces that promote **health**, environmental sustainability, and social connectivity. This section of the comprehensive plan focuses on the transformative role that recreation plays in enhancing our quality of life. From increasing **park accessibility** to revitalizing key areas of the city, we aim to create inviting, vibrant, and social spaces that promote physical activity and provide residents with opportunities to connect with nature and one another.

Ensuring equitable access to high quality parks and recreational areas is critical. Well-maintained, accessible green spaces contribute to personal

and community health as well as environmental health of the city. By integrating greenway trails and expanding park amenities, Leeds is developing a network of exciting recreational opportunities that support sustainable communities and neighborhood **revitalization**.

This section details conceptual improvements to existing parks, as well as the development of greenway trails that will link neighborhoods, promote active transportation, and preserve green spaces. As Leeds continues to grow, our investment in recreational infrastructure will be critical to revitalizing communities, supporting healthy lifestyles, and protecting the **environment** for future generations.



**LittleHands**  
PLAYGROUND

Presented by **Allstate**

Check out playground rules:  
Playground closed to all children under 12 years of age.  
Playground closed to all children 12 years of age and older who are not accompanied by a parent or guardian.  
Please do not use playground equipment if you are injured or ill.

**1** No running or roughhousing.

**2** No climbing on slides.

**3** No climbing on equipment when it is in use.

**4** No climbing on equipment when it is wet.

**5** No climbing on equipment when it is icy.

**6** No climbing on equipment when it is too hot.

**7** No climbing on equipment when it is too cold.

**8** No climbing on equipment when it is too windy.

**9** No climbing on equipment when it is too dark.

**10** No climbing on equipment when it is too bright.

# Recreation

# Principles

\* The icon for each of these principles that a plan goal fulfills will be highlighted on that goal's individual page in the following chapter



## Promoting health and wellness

*Encouraging active lifestyles by providing a variety of recreational opportunities and facilities, such as sports fields, walking trails, and fitness programs. The city can support public health by fostering physical activity and social interaction in public spaces.*



## Expanding access to parks and recreation for all residents

*Ensuring that all residents have convenient access to well-maintained parks, green spaces, and recreational facilities through the equitable distribution of parks around the city, particularly in underserved areas.*



## Leverage parks as anchors for area revitalization and development

*Utilizing parks to attract investment and enhance property values, turning them into vibrant spaces that fuel economic growth through surrounding residential and commercial development.*



## Enhance environmental sustainability

*Protecting and enhancing the city's natural resources through sustainable management practices. This includes conserving biodiversity, improving urban forestry, and integrating green infrastructure to manage stormwater and reduce urban heat islands.*

# Recreation Goals

7 Revitalize Leeds City Park

8 Develop a multi-use greenway trail along the Little Cahaba River

9 Enhance amenities and facilities at Leeds Memorial Park

10 Convert the former Norfolk Southern rail line in to a multi-use greenway trail

11 Revitalize Moton Park and Community Center

12 Improve amenities and facilities at the splash pad/ civic center complex



# Recreation

## TRENDS + CONDITIONS

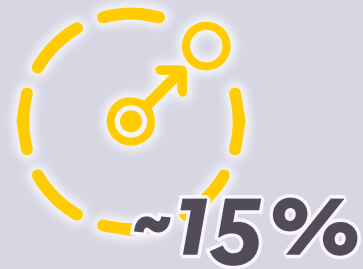
Many of the city's parks need updating to meet the needs of modern recreational activities. Work is underway to update some of these facilities, but a more comprehensive investment in improving park infrastructure is needed. Basic amenities, such as bathrooms, are missing in many locations, limiting the convenience and appeal of these spaces. Additionally, there are significant gaps in neighborhood connectivity to parks, making it harder for residents in certain areas to access recreational opportunities. Citywide park coverage is limited, with an uneven distribution of parks resulting in just 15% of housing units being in walking distance to a park. Furthermore, the city lacks an indoor recreation facility as well as a venue capable of hosting regional sports events, missing an opportunity to bring in tourism and boost the local economy. The goals in this section are designed to enhance the facilities and connectivity of the city's existing park network, diversify local recreational opportunities, and revitalize communities.



community parks



acres of park / green space



of housing units within a 10 minute walk from a park



LEEDS CITY PARK

### 2.9 acres

- 1 playground
- 3 pavilions



LEEDS MEMORIAL PARK

### 45.7 acres

- 1 full baseball field
- 3 medium baseball / softball fields
- 1 youth baseball / softball field
- 1 full soccer field
- 1 youth soccer field
- 1 fitness court
- 2 playgrounds
- 3 pavilions

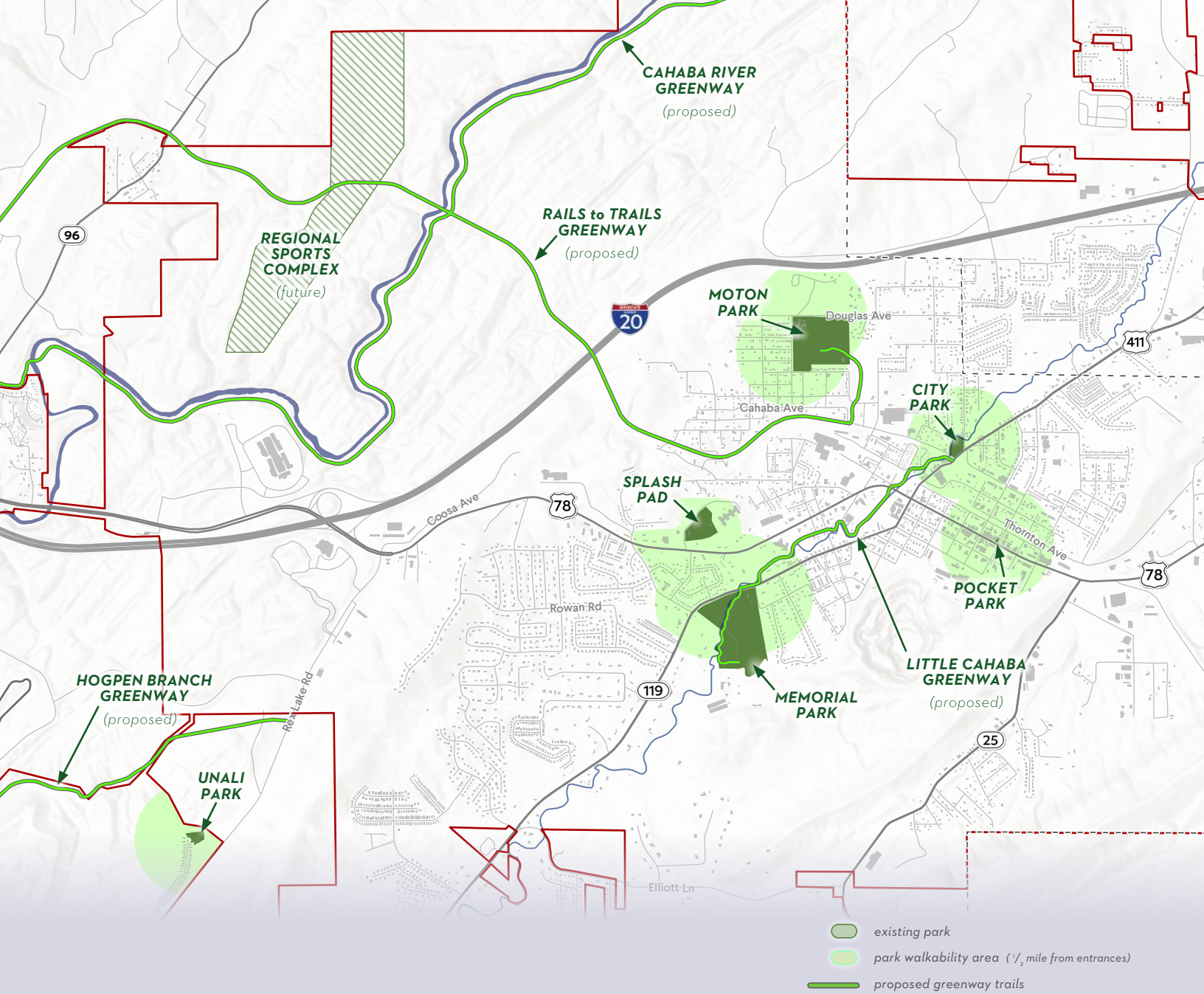


MOTON PARK

### 35.1 acres

- 1 Community Center
- 1 full baseball / softball field
- 2 outdoor basketball courts
- 1 outdoor tennis court
- 1 playground
- 2 pavilions





**SPLASH PAD PARK**

**8.3 acres**

- 1 splash pad
- 4 outdoor tennis courts
- 1 medium baseball / softball field
- 1 youth baseball / softball field
- 1 playground
- 1 pavilion



**DOWNTOWN POCKET PARK**

**0.15 acres**

- 1 gazebo
- 1 lending library



**UNALI PARK**

**2.0 acres**

- 1 playground
- 1 greenway trail connection

# Goal 07

## Revitalize Leeds City Park



**PRIORITY: MEDIUM**

**DURATION: < 1 year**

Leeds City Park, situated in a historic neighborhood on the Little Cahaba River and adjacent to downtown, is poised for revitalization to better serve the community and enhance local green space. Key improvements include naturalizing the creek's inner bank to create opportunities for creekside recreation while also reducing downstream flooding risks. Updating the play area with modern equipment and reconfiguring the park's footprint by relocating parking across Lane Drive will increase green space and allow for a more flexible lawn area suited for events and gatherings. Enhanced gateway signage along the highway and improved landscaping will establish Leeds City Park as a welcoming community hub. The park should also expand onto adjacent city-owned lots, maximizing its use and connectivity. Positioned as the terminus for both the future Little Cahaba greenway and a proposed rail-to-trail greenway, Leeds City Park will serve as a key link in the city's recreational network. Improving the streetscape along Ashville Road will strengthen the connection between the park and downtown, encouraging pedestrian access and supporting local businesses. Through these upgrades, Leeds City Park will become a vibrant, multifunctional space that celebrates Leeds' natural beauty and historic charm.

### ***POLICIES + ACTIONS:***

- 1. Improve park edges with enhanced landscaping and signage**
- 2. Naturalize and activate the inner bank of the Little Cahaba River**
- 3. Update and reposition the existing playground area**
- 4. Create a multi-purpose lawn space**
- 5. Expand park space on adjacent city-owned lots**
- 6. Improve crossing safety at the intersection of Lane Rd and Hwy 119**



### LEGEND

- 01 ENTRANCE PLAZA
- 02 KIDS PLAY AREA
- 03 EVENT LAWN
- 04 CAHABA RIVER TRAIL
- 05 VIEWING DECKS
- 06 RIVERSIDE STEPS
- 07 BIKE PARKING
- 08 CAR PARKING
- 09 DOG PARK
- 10 SKATEBOARD PARK
- 11 RAILLINE MURAL

### EXISTING

### PROPOSED

CREEKSCAPE



Activating the creekscape at Leeds City Park involves naturalizing the creek's inner edge to enhance its ecological health while creating inviting spaces for recreation. Features like step-downs to the water, seating areas, and trails can connect visitors to the creek, transforming it into a community asset. These enhancements foster engagement with nature and promote outdoor activities in a more active, vibrant park setting.

PLAYSCAPE



Modernizing the play area at Leeds City Park should introduce a natural, multisensory playground designed to inspire creativity and exploration for children of all ages. Complemented by a versatile multipurpose lawn space, the redesign should provide a dynamic environment for play, relaxation, and community events, creating a vibrant and inclusive destination that meets the needs of families and visitors alike.

# Goal 08



## Develop a greenway trail along the Little Cahaba River



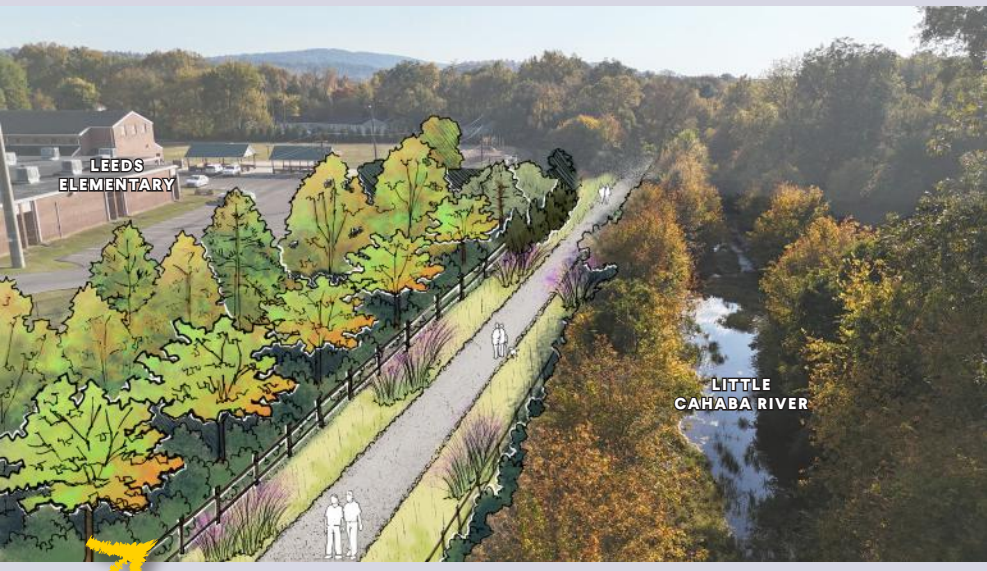
**PRIORITY: HIGH**

**DURATION: 1-5 years**

A top priority for residents based on public input is creating a multi-use greenway trail along the Little Cahaba River, establishing a continuous recreational corridor that connects Leeds City Park, downtown, and Memorial Park. This greenway will be a valuable asset for outdoor activities while enhancing connectivity in the city's historic core. By linking parks and neighborhoods, the trail will provide an inviting pedestrian route for residents and visitors, contributing to the city's recreational network and supporting healthier lifestyles. Trail alignment should be carefully planned to respect private property rights and attempt to follow the creek's floodway to minimize impacts on developed areas. Collaborative efforts with major landholders, including the Board of Education and Leeds First Baptist, will be essential for routing the trail through key sites. Where direct adjacency to the creek is infeasible, streetscape enhancements along Ashville Road can carry the trail on-road, seamlessly integrating it into the urban fabric. Beyond recreational benefits, the greenway will contribute to economic development, enhancing property values and revitalizing neighborhoods along the Little Cahaba River, making the Little Cahaba Greenway a catalyst for citywide growth. Future extensions could potentially carry the trail farther to the north and south.

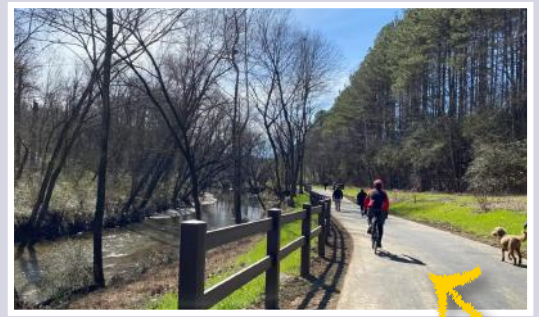
### ***POLICIES + ACTIONS:***

- 1. Maintain at least a 15' riparian buffer zone with vegetation along the creek's edge**
- 2. Align the trail to minimize its flood vulnerability and its impact on private property**
- 3. Ensure a minimum 10' trail width to support multi-purpose use**
- 4. Establish trailheads at Leeds City Park and Leeds Memorial Park**
- 5. Ensure ADA accessible trail design**
- 6. Use crushed stone for the trail surface to increase permeability and minimize cost**
- 7. Provide wayfinding/ educational signage along the trail**
- 8. Use existing rights-of-way for alignment where creek adjacency is infeasible**



- existing buildings
- existing city parks
- 100-year floodplain
- regulatory floodway

### CASE STUDY: SHADES CREEK GREENWAY



The above graphic demonstrates what the Little Cahaba River Greenway could look like in its potential alignment along the creek. The trail could provide important connections to natural resources such as the Little Cahaba and community destinations such as Leeds Elementary, providing safe routes to school and throughout the city.

The Shades Creek Greenway in Homewood serves as a good model for developing a recreational greenway trail along the Little Cahaba River. Designed to connect users to the natural environment, the Shades Creek Greenway is a multi-use trail that winds through urban landscapes surrounding Shades Creek, providing safe and accessible spaces for walking, jogging, and cycling. Its thoughtful integration of bridges, natural areas, and educational signage enhances the user experience while fostering an appreciation for the area's natural beauty. Adopting similar principles for the Little Cahaba River greenway could transform the corridor into a recreational and environmental asset. By prioritizing connectivity, ecological preservation, and community engagement, the project could offer residents and visitors a vibrant outdoor destination while also promoting healthier lifestyles.

# Goal 09

## Enhance amenities and facilities at Leeds Memorial Park



**PRIORITY: MEDIUM**

**DURATION: < 1 year**

As Leeds' largest and most popular park, Memorial Park is vital to the city's recreational landscape. To meet growing demands, the city should continue to upgrade this space into a premier public park for both residents and visitors. With a major playground makeover underway, plans should also be made to modernize the outdated sports complex and soccer fields, which no longer accommodate the community's needs. Memorial Park serves as the southern terminus for the proposed Little Cahaba River greenway, offering a unique opportunity to connect the park with the citywide greenway network. To improve accessibility and aesthetics, enhanced landscaping and street trees are proposed along Helen Street, leading to upgraded signage at the park's entrance. Plans should also include a landmark central pavilion and the addition of public restrooms. Efforts should be made to landscape and activate the Little Cahaba River for recreational use where it flows through the park to further enrich the visitor experience. An enhanced streetscape with improved sidewalk connections along Montevallo Road should be implemented to strengthen ties between the park and downtown. With these proposed improvements, Memorial Park will become a more vibrant, well-equipped gathering place for everyone in Leeds.

### ***POLICIES + ACTIONS:***

- 1. Improve park entrance with enhanced landscaping and gateway signage**
- 2. Plant street trees along Helen St**
- 3. Update the existing soccer fields and baseball/softball complex**
- 4. Develop an enhanced pavilion area with concession stand and bathrooms**
- 5. Update the existing playground facilities**
- 6. Complete the sidewalk connection on Hwy 119 between downtown and the park**



## EXISTING FACILITIES:



Leeds Memorial Park's outdated soccer fields and baseball/softball complex are in need of modernization to meet the growing needs of the community and support local sports programs. The current facilities lack the amenities and design necessary to accommodate players, coaches, and spectators comfortably, limiting their potential for hosting tournaments and attracting regional events. Updating the fields with improved playing surfaces, energy-efficient lighting, and upgraded seating would enhance usability and safety for athletes of all ages. Additionally, renovating dugouts, concessions, and restrooms would provide a better overall experience for families and visitors. Modernizing these facilities not only supports the development of local talent but also positions Leeds Memorial Park as a hub for recreational sports, fostering community pride and generating economic benefits through increased tourism and event hosting.

## PROPOSED IMPROVEMENTS:



One important improvement needed at Leeds Memorial Park according to feedback received during public input is the addition of public restrooms. These restrooms could be included in a modernized pavilion that provides a gathering area for attendees of events.



This image shows an example of what an updated/ modernized baseball/ softball complex might look like in Leeds Memorial Park, with improved accommodations for both players and spectators.

# Goal 10



## Convert the former Norfolk Southern rail line into a multi-use greenway trail

PRIORITY: LOW

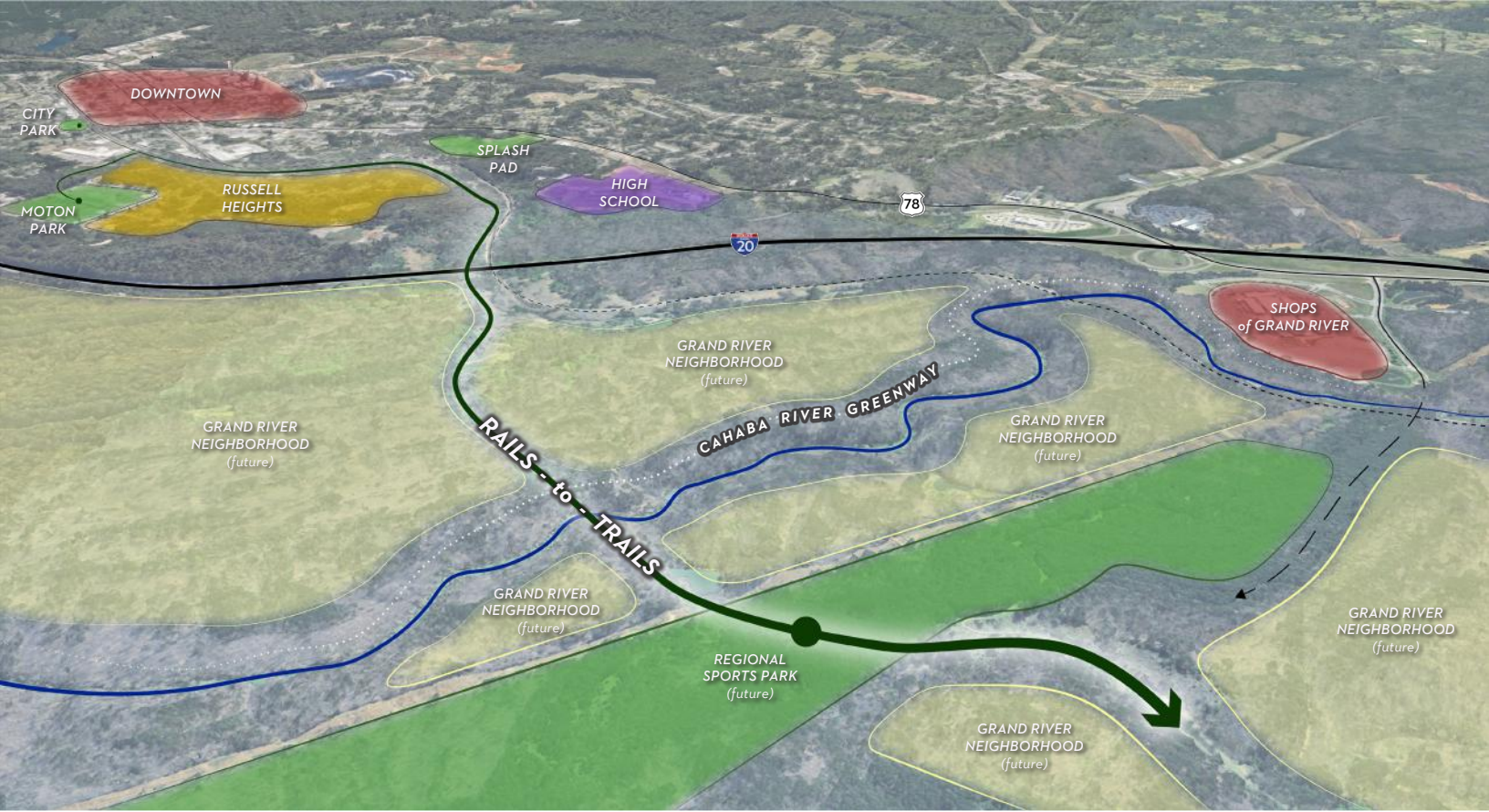
DURATION: 5-10 years

The decommissioned Norfolk Southern rail line should be converted into a multi-use urban trail, linking downtown Leeds with Grand River, the city's largest future growth area. This rail-to-trail greenway will create an active transit corridor that enhances connectivity between the city's existing core and the developing Grand River area. It will also play a pivotal role in revitalizing the Moton community, providing a safe, accessible route for residents to reach jobs, services, and recreational spaces. The bridge over I-20 will serve as a highly visible city landmark, with placemaking elements proposed on the bridge structure to enhance city recognition for interstate travelers. Streetscape improvements along Franklin Avenue should be made to extend the trail from the rail line's current end at Moore Street to Leeds City Park. A rebuilt trail bridge on the old rail line piers over the Cahaba River will secure this critical connection to the future regional sports complex. As Grand River develops, the greenway should be integrated with new neighborhood layouts, embedding active transit into the area's fabric and supporting Leeds' vision for sustainable, connected growth. This greenway will enhance community access, visibility, and livability citywide.

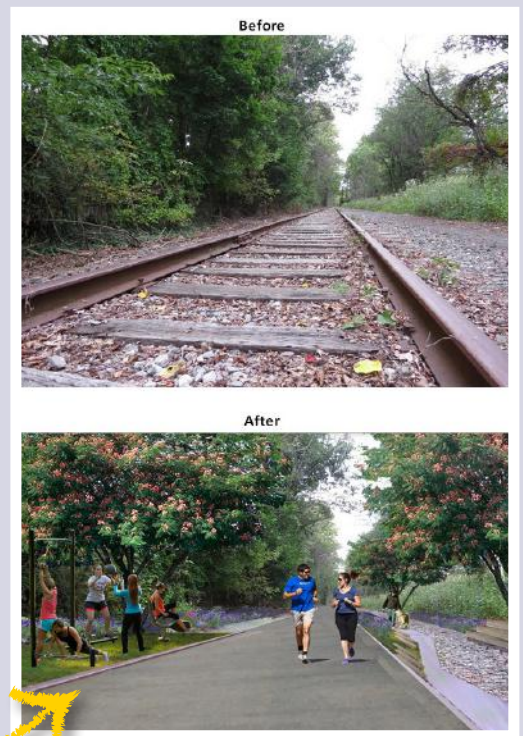
### **POLICIES + ACTIONS:**

1. **Work with Norfolk Southern to acquire the decommissioned rail line**
2. **Secure structural/ safety upgrades to the deactivated rail bridge over I-20**
3. **Construct a foot bridge over the Cahaba River on existing historic piers**
4. **Establish trailheads at the future regional sports park and Franklin Ave / Moore St**
5. **Ensure ADA accessible trail design**
6. **Use crushed stone for the trail surface to increase permeability and minimize cost**
7. **Provide wayfinding/ educational signage along the trail**
8. **Develop a streetscape trail connection along Franklin Ave to connect to City Park**





Converting the former Norfolk Southern rail line into a greenway trail offers a transformative opportunity to connect downtown Leeds with Grand River and the future regional sports complex. Utilizing the existing rail bridge over I-20 is a key feature, providing a safe, direct route for pedestrians and cyclists while preserving infrastructure. Branding the bridge with bold, creative signage or artwork would serve as a placemaking landmark, introducing Leeds to interstate travelers and promoting its identity as a vibrant, connected community. This greenway would enhance recreation, improve accessibility, and reduce car dependency, fostering healthier lifestyles. It would also strengthen economic activity by linking key destinations and drawing visitors to explore Leeds. As both a practical connector and an iconic gateway, the project has the potential to become a centerpiece of the city's revitalization.



The above graphic demonstrates the potential transformation of the deactivated Norfolk Southern rail line into a multi-use greenway trail, using the former rail bed as the alignment for the future trail.

# Goal 11



## Revitalize Moton Park and Community Center

PRIORITY: LOW

DURATION: 1-5 years

Revitalizing Moton Park and the historic Moton Community Center is central to improving quality of life in the Moton community. Proposed upgrades aim to position Moton Park as a vibrant hub, sparking broader neighborhood revitalization. Plans include significant enhancements to the Moton Community Center, originally a black high school serving multiple communities. Aesthetic and programmatic improvements will honor its history while providing modern resources. Landscaping enhancements will integrate the center with the park, creating a unified community space. Relocating Leeds Housing Authority units currently within the park onto adjacent housing authority land will maximize usable park space. The unused northeastern corner could include a small natural amphitheater and lawn to host events and gatherings, while urban agricultural features such as a community garden and vendor stalls would allow locals to grow and sell produce. Other upgrades should include a larger, state-of-the-art playground, improved ball fields, and a greenway trail connecting Moton Park to the future rail-to-trail greenway. Extending Capitol Street and connecting the street grid on the park's eastern side will improve access, opening opportunities for nearby residential development and creating a more walkable, connected neighborhood around the park.

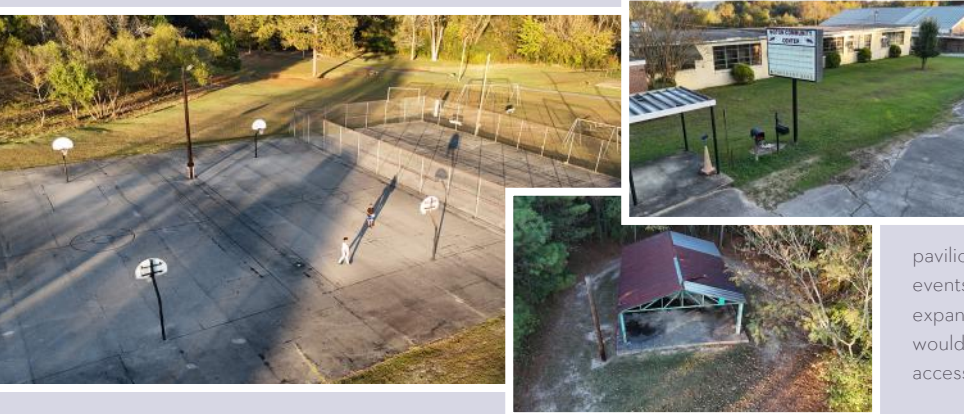
### **POLICIES + ACTIONS:**

1. **Improve park edges with enhanced landscaping and signage**
2. **Formalize a main entrance/ plaza for the park**
3. **Activate the unutilized northeastern corner of the park**
4. **Upgrade existing baseball/ softball field**
5. **Renovate Moton Community Center and improve surrounding site**
6. **Relocate Leeds Housing Authority homes out of the park onto adjacent LHA owned land**
7. **Create a state of the art multigenerational playground area**
8. **Strengthen sidewalk connections into the surrounding community**
9. **Develop a greenway trail on LHA land to link the park to the rails to trails greenway**



- 01 ENTRANCE PLAZA
- 02 MOTON COMMUNITY CENTER
- 03 PARKING
- 04 LANDSCAPE SPACE FOR COMMUNITY CENTER
- 05 BASEBALL FIELD
- 06 COVERED SEATING AREA
- 07 SOUTH ENTRANCE PLAZA
- 08 FARMERS MARKET
- 09 KIDS PLAY AREA
- 10 COMMUNITY FARM
- 11 AMPHITHEATRE
- 12 GREAT LAWN

**EXISTING FACILITIES:**



Moton Park's facilities need critical updates to better serve the community. The aging playground requires modern, inclusive equipment to provide safe and engaging play opportunities for children. The ball courts need resurfacing and improved amenities to support recreational and competitive use. Upgrading the pavilions would create inviting spaces for gatherings and events, while a renovated community center could offer expanded programming and services. These enhancements would revitalize Moton Park, fostering a more vibrant, accessible, and inclusive community hub for all.

**PROPOSED IMPROVEMENTS:**



One potential improvement that could transform Moton Park into a premier recreational destination in Leeds is the creation of a state-of-the-art large scale playground to activate and anchor the space and bring more visitors into the Moton community.



In addition to other needed improvements in the park, the city should pursue substantial updates to Moton Community center, providing a better space for Moton residents and honoring the site's history as the former black high school for the region.

# Goal 12



## Improve amenities and facilities at the splash pad / civic center complex

**PRIORITY: LOW**

**DURATION: 1-5 years**

The splash pad and civic center complex in Leeds serves as a central hub, housing key destinations like Leeds Primary School, the splash pad, sports amenities, the civic center, municipal court, police headquarters, and a city fire station. However, despite its importance, the site lacks cohesion and visual appeal, with several facilities needing updates. A priority is continuing upgrades to the splash pad, with work already underway to install new water features and plumbing. Future enhancements could expand the splash pad into a more diversified aquatics area, similar to the Patriot Park pool facility in West Homewood. Additionally, improvements to outdated municipal facilities, such as the civic center and police headquarters, are essential to support community needs and improve the site. The site's sports amenities should also be improved, with renovations to existing fields and courts as well as the ongoing addition of a 12-court pickleball complex adjacent to the civic center. Landscaping enhancements will better connect the Primary School with the park, while improved streetscape along Park Drive will create a welcoming gateway, with additional street trees and a new sidewalk connecting the school to the proposed sidewalk corridor on Hwy 78. Enhanced landscaping and signage at the entrance will further elevate the site and increase its recognition as a community hub.

### ***POLICIES + ACTIONS:***

1. Enhance park entrance with enhanced landscaping and signage
2. Improve the Park Dr streetscape with sidewalks, street trees, and lighting
3. Strengthen the connection between the park and Leeds Primary School
4. Upgrade the splash pad with new water features, plumbing, and surfacing
5. Update the existing playground, sports facilities, and pavilions
6. Utilize vacant land to offer diversified athletic facilities (pickleball, etc.)
7. Create a consolidated safety complex for police and municipal court
8. Develop an updated Civic Center/multipurpose event space



## EXISTING FACILITIES:



The outdated athletic facilities at the civic center park need significant updates to meet the needs of the community and enhance the overall park experience. The two aging baseball/softball fields require upgraded playing surfaces, improved lighting, and renovated dugouts to provide a safer and more enjoyable environment for players and spectators. The playground and pavilion area also need modernization to create a more engaging, family-friendly space. Adding inclusive play equipment, shaded seating, and updated amenities would encourage greater use and accessibility. Enhanced landscaping throughout the park would further improve its aesthetics, creating inviting green spaces for relaxation and recreation. These updates would not only elevate the park's functionality but also strengthen its role as a vital community hub, supporting local sports programs and providing a welcoming space for all visitors.

## PROPOSED IMPROVEMENTS:



Already underway, improvements to the existing splash pad are necessary to bring the park space up to standards. Expanded future improvements to the water features of the park could include a small pool etc. similar to this one shown at Patriot Park in Homewood.



This image shows an example of what an updated/ modernized set of courts and fields could look like at the park. Although the tennis courts are in good condition, the fields need to be updated and courts could be expanded to include new amenities such as pickleball.

# Imagine Connection



MULTI-MODAL SAFETY



TRAFFIC EFFICIENCY



CONNECTIVITY



AESTHETICS

Connectivity and transportation are essential to the safety and functionality of Leeds, shaping how people move, connect, and interact within the city. This section of the comprehensive plan emphasizes the need for safe, efficient, and aesthetically pleasing roads that accommodate multiple modes of travel. Whether on foot, by bike, or in a vehicle, our goal is to create a system that seamlessly integrates all forms of movement while ensuring **safety** for all users.

At the heart of this section's suggestions are the principles of multi-modal safety and **traffic efficiency**. By improving walkability and bikeability, we aim to create more pedestrian-friendly environments that reduce

dependence on cars and encourage healthier, more sustainable travel options. **Connectivity** between neighborhoods and key destinations is another focus, ensuring that residents have easy access from their homes to schools, commercial areas, and recreational spaces.

In addition, this section addresses vital corridor improvements for major highways and the development of new road infrastructure to manage traffic flow and reduce congestion. By enhancing both local streets and major routes, we are working to ensure that Leeds remains a well-connected, accessible city, balancing mobility needs with the **aesthetics** of our urban environment for a better quality of life.



# Connection

# Principles

\* The icon for each of these principles that a plan goal fulfills will be highlighted on that goal's individual page in the following chapter



## Improve safety for all road users

*Prioritizing the safety of pedestrians, cyclists, and drivers through the design of safer streets, implementation of traffic calming measures, and improvement of intersection designs. This goal may also include the reduction of traffic-related injuries and fatalities.*



## Enhance efficiency and capacity to meet projected traffic demands

*Alleviating traffic congestion for motorists in the growing urban area to account for ongoing and future developments that will increase the number of road users through improved road design and traffic management systems.*



## Support economic development and connectivity

*Strengthening connections between residential areas, commercial centers, and employment hubs to support economic growth. This includes improving transportation infrastructure through existing road upgrades and new road construction.*



## Improve the aesthetics of city streets

*Improving the visual appearance and sense of place on the city's streets through programs such as facade improvements, landscaping, and enhanced wayfinding, gateway, and business signage.*



# Connection Goals

13

Improve walkability, prioritizing pedestrian connectivity between key nodes

16

Develop a road design manual to guide citywide streetscape improvements

14

Improve bikeability by enhancing cycling infrastructure on key corridors

17

Improve crossing safety measures at key locations throughout the city

15

Enhance the safety and aesthetics of the city's highway commercial corridors

18

Enhance connectivity and development potential with new road infrastructure



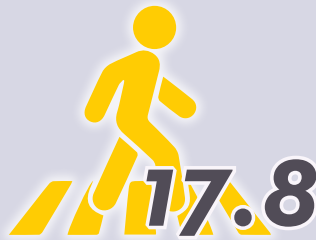
# Connection

## TRENDS + CONDITIONS

The city's connectivity faces several challenges that must be addressed to improve mobility and safety for residents. The city's sidewalk network has limited coverage, making walkability difficult in many areas. There is also no dedicated cycling infrastructure, restricting safe options for alternative transportation. Some major residential areas have limited access to major arterial roads, contributing to traffic bottlenecks. Many residential areas have a lack of connectivity both within and between neighborhoods. Crossing conditions at key intersections are often unsafe for pedestrians. Additionally, Leeds' major highway corridors require improvements to ensure multi-modal safety, reduced congestion, and a more visually appealing environment. The following goals in this section are intended to transform the city's streets to make Leeds more walkable, safer for cyclists, and a more attractive development environment for both new and infill construction supported by an expanded and more well connected road network.



*miles of existing roads in city limits*

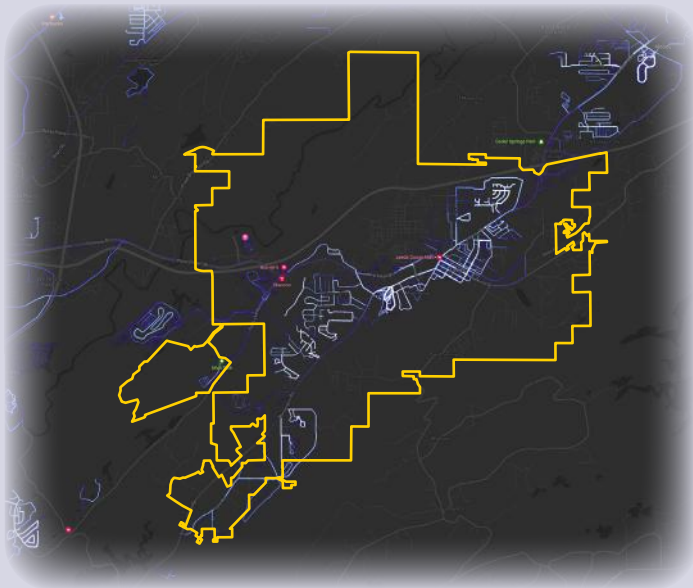


*miles of existing sidewalks*

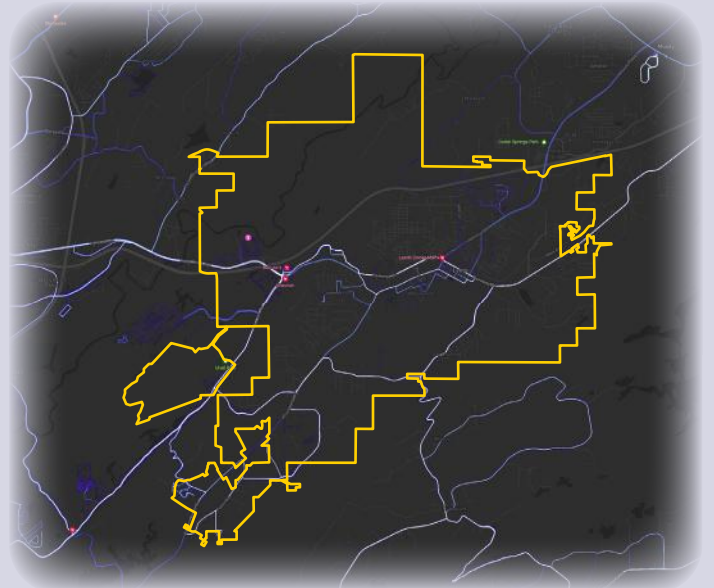


*miles of existing cycling infrastructure*

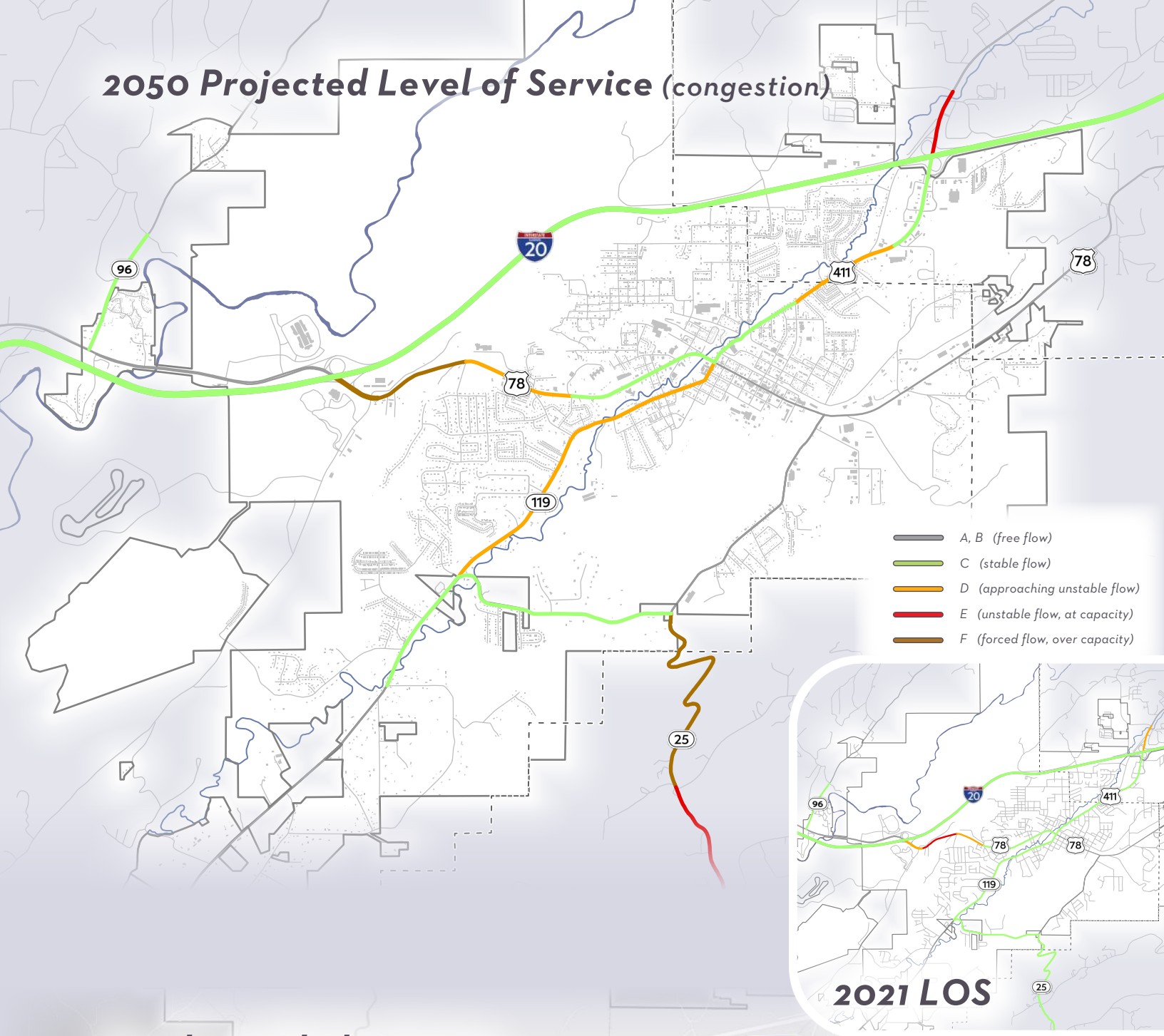
### **Pedestrian Activity**



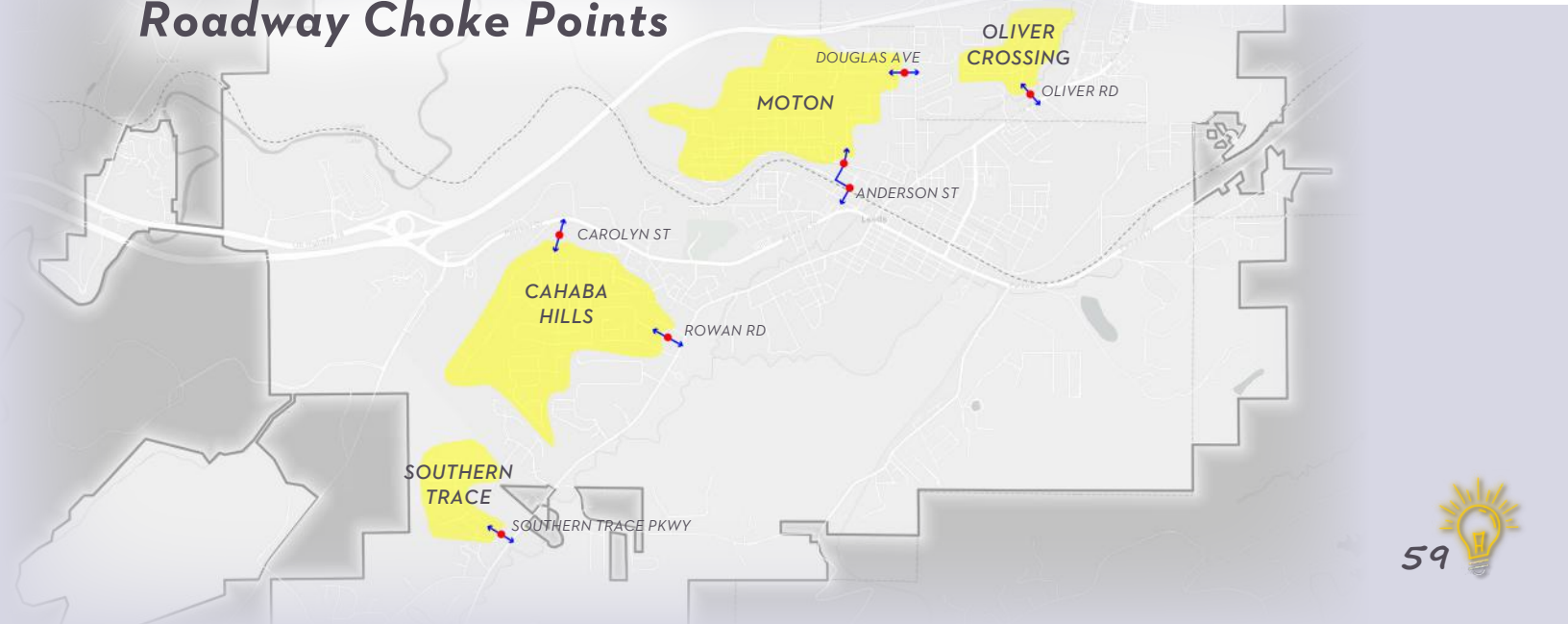
### **Cyclist Activity**



# 2050 Projected Level of Service (congestion)



# Roadway Choke Points



# Goal 13



**Improve walkability,  
prioritizing pedestrian  
connectivity between nodes**



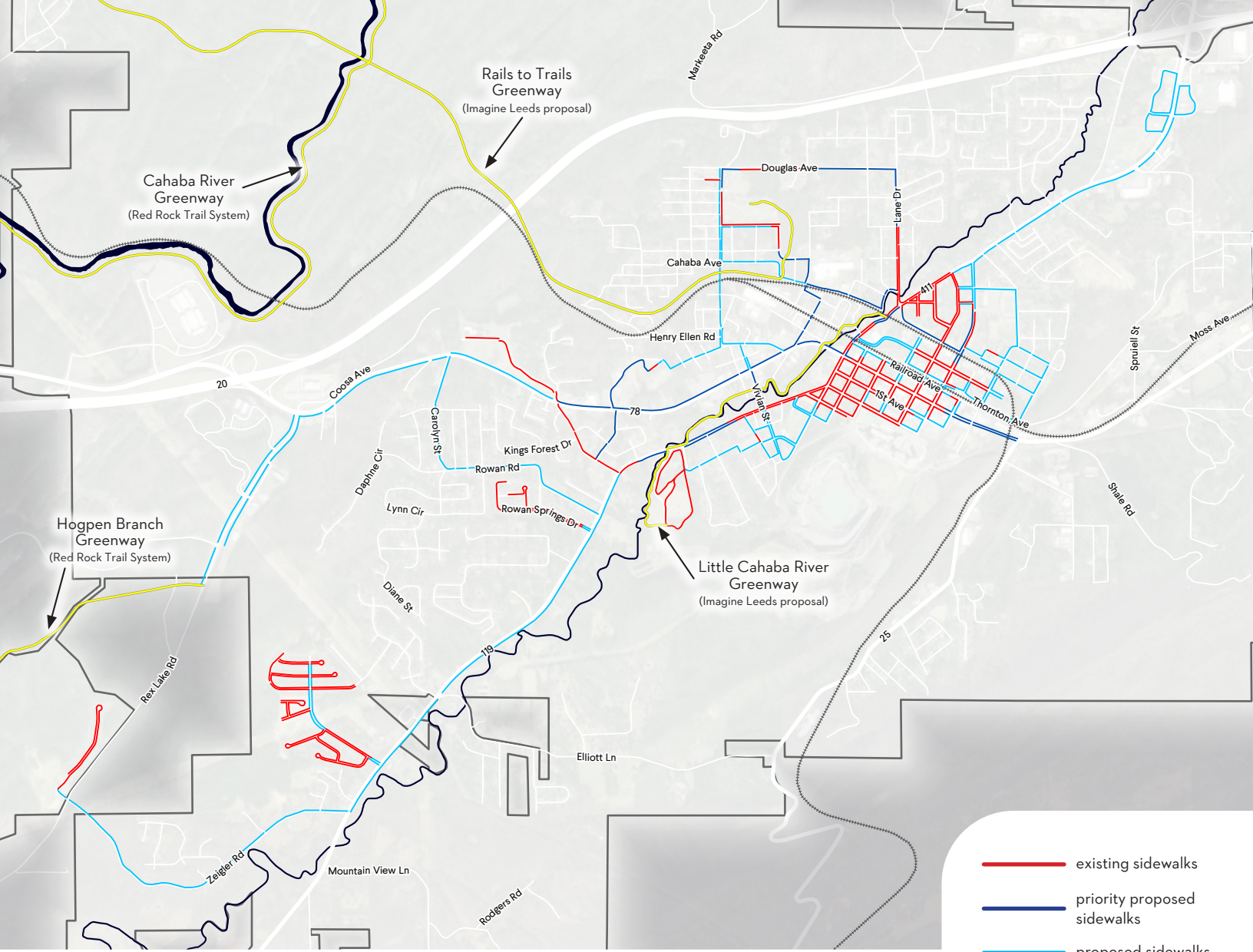
**PRIORITY: HIGH**

**DURATION: 1-5 years**

Leeds should become a more walkable, connected city by addressing gaps in its pedestrian network and enhancing existing sidewalk infrastructure. Although the downtown and nearby neighborhoods have well-established sidewalks, key linkages remain to be implemented to connect major activity centers. New sidewalks on Highways 78 and 411 will provide safer, walkable routes from downtown to the interstate exit commercial areas. A major priority is along Highway 78 between downtown and Leeds High School, with longer term plans to extend this connection to Exit 140. Internal neighborhood connectivity will also be improved through new sidewalks in existing neighborhoods and requirements for sidewalks in design of new subdivisions. An assessment of the current sidewalk network will identify areas in need of repair, ensuring existing infrastructure meets safety standards. Pedestrian corridors linking disconnected areas, such as the Moton community, are essential to better integrate these neighborhoods into the broader city network. Longer-term goals include building a sidewalk along Hwy 119 to link southern neighborhoods with the city core. Sidewalks will also connect directly to off-road greenway trails, enabling safe, continuous routes for all pedestrians in Leeds.

## **POLICIES + ACTIONS:**

- 1. Prioritize new sidewalks connecting to downtown, parks, schools, and shopping areas**
- 2. Ensure ADA accessibility in all new sidewalks and retrofit existing sidewalks on key corridors**
- 3. Maintain a 5' minimum width for all new sidewalk construction**
- 4. Incorporate street trees in the design of new sidewalks where possible**
- 5. Repair degraded existing sidewalks**
- 6. Widen existing sidewalks that are less than 5' wide along key corridors**
- 7. Incorporate low impact design standards for sidewalks in flood prone areas**
- 8. Encourage the use of traffic calming elements at key crossing points**
- 9. Provide wayfinding signage to key destinations**



### Priority Proposed Sidewalks

- **Parkway Dr** - President St to Ashville Rd / north side
- **Parkway Dr** - 9<sup>th</sup> St to Dunnavant Rd / both sides
- **9<sup>th</sup> St** - Farley Ave to Bryant Ave / both sides
- **Whitmire St** - Bryant Ave to Lee Ave / west side
- **Lawley Ave** - Ashville Rd to Whitmire St / north side
- **Ashville Rd** - Parkway Dr to Lawley Ave / fill gaps on both sides
- **Montevallo Rd** - Pamela St to Leslie St / both sides
- **Montevallo Rd** - Helen St to Cleveland St / south side
- **Roosevelt Dr** - Parkway Dr to President St / west side
- **Park Dr** - Parkway Dr to Leeds Primary School / east side
- **Vivian St** - Parkway Dr to Montevallo Rd / east side
- **Anderson St** - Parkway Dr to Jackson Ave / west side
- **Jackson Ave** - Anderson St to Moore St / north side
- **Moore St** - Jackson Ave to Ware Ave / west side
- **Franklin Ave** - Moore St to Allen St / north side
- **Allen St** - Franklin Ave to Lane Dr / west side
- **Lane Dr** - Hardy Ave to Douglas Ave / west side
- **Douglas Ave** - Lane Dr to Moton St / south side
- **Ware Ave** - Moore St to Martin Luther King Dr / south side



The above image depicts what a walkable streetscape should look like, including wide enough sidewalks with a buffer from the roadway and landscaping including street trees for shade and aesthetics.

# Goal 14

## Improve bikeability by enhancing cycling infrastructure on corridors



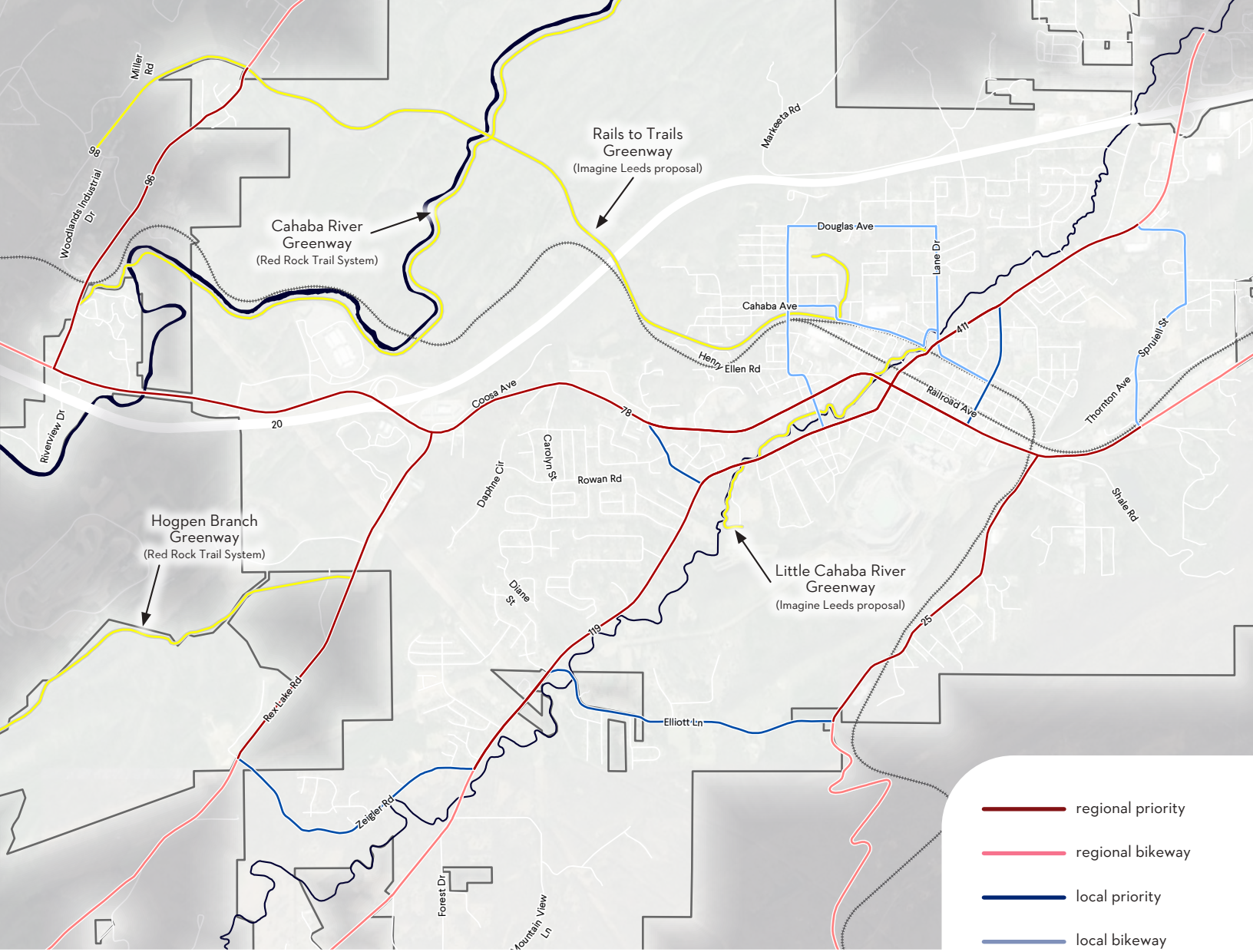
PRIORITY: MEDIUM

DURATION: 5-10 years

Leeds should introduce an interconnected cycling network, enhancing mobility options and generating citywide safety and economic benefits. Establishing dedicated cycling infrastructure on key corridors will create safer routes for cyclists, promote healthier lifestyles, and attract additional visitors. Leeds should work with Jefferson County and adjacent municipalities to develop longer-distance regional cycling corridors as identified in the Red Rock Trail System Master Plan and the B-Active Regional Active Transportation Plan. The city should also create an internal network on local feeder roads to link its residential areas to these regional routes, creating an integrated cycling system. Priority should be given to separated cycling facilities, using curbs or barriers to ensure user safety. A planned road diet on Hwy 78 will repurpose excess capacity for a protected cycle track, setting a model for future cycling infrastructure. Key locations, such as parks and schools, should feature amenities like bike racks and pumping stations to make cycling a more viable option. Leeds' on-road infrastructure should also connect with off-road greenways, providing continuous, safe, and convenient routes across the city and beyond, positioning Leeds as a bike-friendly community and regional cycling destination.

### **POLICIES + ACTIONS:**

1. **Maintain a 5' minimum width for one-way bike lanes and an 8' width for two-way lanes**
2. **Implement road diets where feasible that include bike lanes in reconfigured striping**
3. **Coordinate with neighboring cities to create regional intercity cycling routes**
4. **Provide physical separation of on-road bike lanes where possible**
5. **Ensure cycling infrastructure along key corridors is well illuminated**
6. **Utilize traffic calming at key crossing points**
7. **Incorporate low impact design standards for cycling infrastructure in flood prone areas**
8. **Provide wayfinding signage to key destinations**
9. **Install bike racks at schools, parks, and municipal facilities**



## Regional Priority Connections

- **Parkway Dr (US 78)** - Floyd Bradford Rd to Spruiell St
- **Floyd Bradford Rd (Co Rd 96)** - Parkway Dr to Bishop Ln
- **Rex Lake Rd** - Parkway Dr to Zeigler Rd
- **Montevallo Rd (AL 119)** - Parkway Dr to Zeigler Rd
- **Ashville Rd (US 411)** - Parkway Dr to Courson Blvd
- **Dunnivant Rd (AL 25)** - Parkway Dr to Elliott Ln

## Local Priority Connections

- **Zeigler Rd** - Rex Lake Rd to Montevallo Rd
- **Elliott Ln** - Montevallo Rd to Dunnivant Rd
- **President St** - Parkway Dr to Montevallo Rd
- **9<sup>th</sup> St / Whitmire St** - Parkway Dr to Ashville Rd



The above image depicts what good bike infrastructure design should look like in Leeds. Bike lanes should be included on major thoroughfares and physically separated from car traffic where possible for enhanced safety of cyclists and motorists.

# Goal 15



## Enhance the safety and aesthetics of the city's highway rights of way



**PRIORITY: HIGH**

**DURATION: 1-5 years**

Highways 78 and 411 can be transformed into safer, more attractive gateways that better support economic growth. Dominated by sprawling development with outdated commercial sites, both corridors require strategic improvements to promote a unified sense of place and consistency in land use and right-of-way standards across unique character zones. Prioritizing multi-modal transit options along these highways will expand access for cyclists, pedestrians, and transit users, helping to create more versatile, user-friendly corridors. Key redevelopment projects, such as the Food Giant/CVS site on Highway 78 and Cedar Springs Shopping Center on Highway 411, will serve as catalysts for corridor-wide improvements, attracting new businesses and elevating corridor identity. Enhancements to both public rights-of-way and private properties are critical, including facade improvement incentives and new landscaping standards. Updated signage regulations will further elevate aesthetics, promoting a consistent, polished look. Improved access management strategies, especially on Highway 411, will consolidate curb cuts and introduce medians where possible, making traffic flow safer and more efficient. These upgrades will foster a safer, more attractive environment that aligns with Leeds' vision for its growing community.

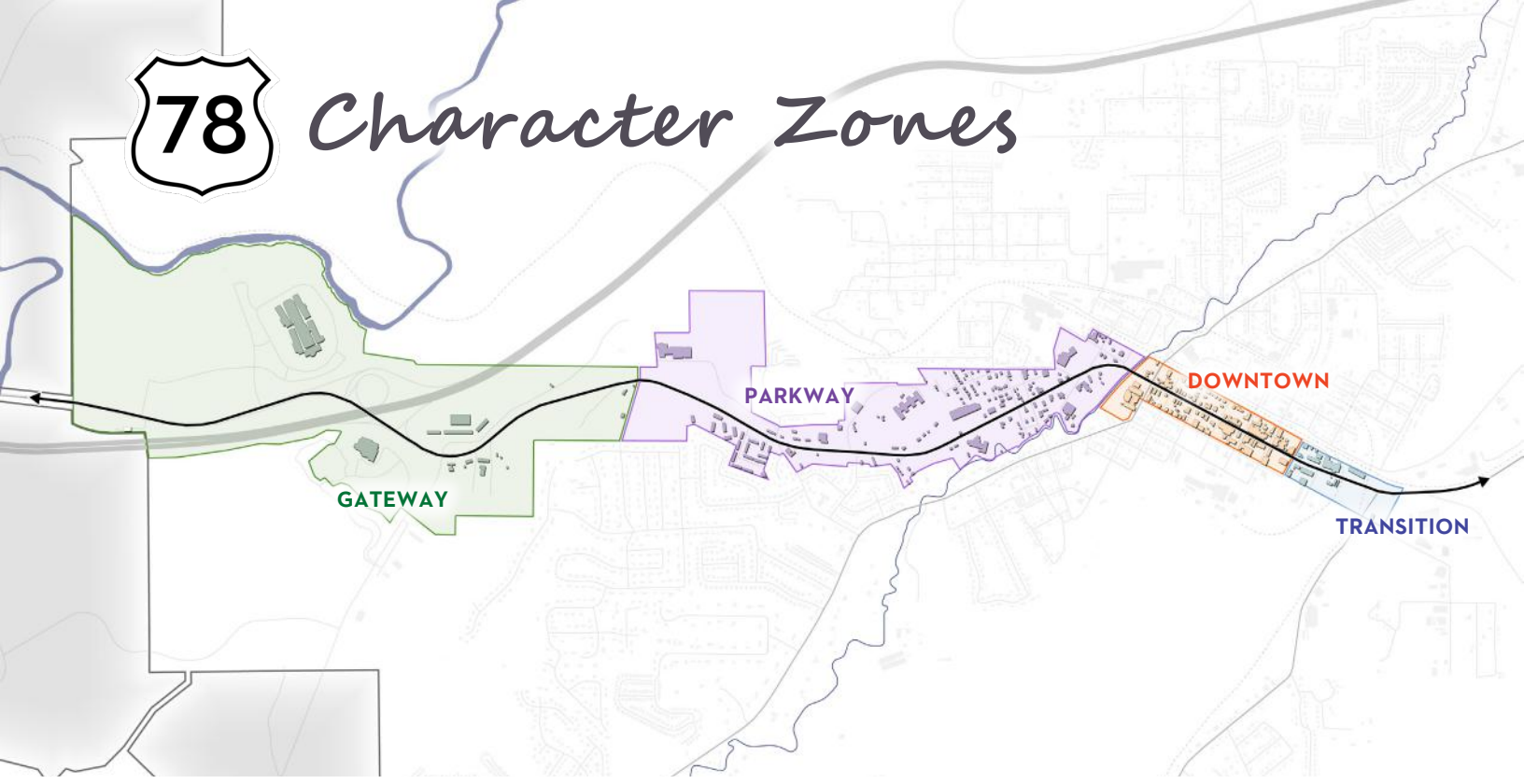
### ***POLICIES + ACTIONS:***

1. **Implement gateway signage and landscaping at the Exits 140 and 144 interchanges**
2. **Provide wayfinding signage between I-20 and downtown**
3. **Promote walkable land use patterns that retrofit patterns of sprawl**
4. **Expand pedestrian and cycling infrastructure along highway corridors**
5. **Consolidate excessive curb cuts in commercial areas to improve access management**
6. **Incorporate low impact design elements in flood prone areas to prevent road inundation**
7. **Enhance facade standards for new construction and assist renovation of outdated facades**
8. **Incentivize and facilitate redevelopment of strategic opportunity sites**
9. **Maintain consistent development and right-of-way typologies within character zones**

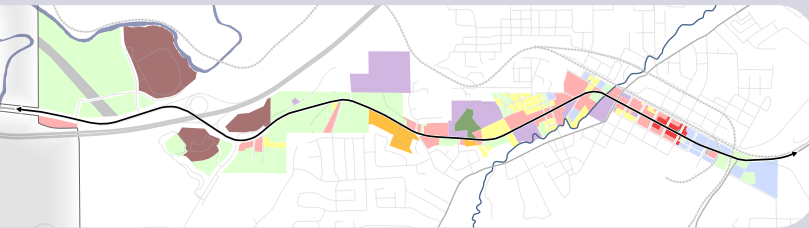




# Character Zones



## Existing Land Use



## Land Use Plan



- |                            |                          |
|----------------------------|--------------------------|
| undeveloped                | general commercial       |
| park                       | neighborhood hub         |
| lower density residential  | regional destination hub |
| higher density residential | town center              |
| industrial                 | civic and institutional  |

### Gateway Character Zone

This zone is situated around Exit 140 of Interstate 20 between Carolyn Street and the Cahaba River. Roughly 75,000 vehicles travel the I-20 corridor through Leeds each day, with roughly 20,000 vehicles a day traveling on Hwy 78 at this exit. This area is made up of more recent development and consists of very large parcels with regional oriented commercial service. Major attractions such as the outlet mall and Barber Motorsports should be complemented with new developments on ample vacant land in the district to grow tourism.

### Parkway Character Zone

This zone is located between Carolyn Street and the Little Cahaba River. It is a mixed-use urban highway corridor consisting of auto-oriented commercial uses such as fast food restaurants and strip malls mixed with single-family homes, apartments, and major institutional uses including two city schools and a public safety complex. This zone should develop as a walkable urban highway corridor with nodes of activity, retrofitting patterns of sprawl where possible.

### Downtown Character Zone

This zone is located between the Little Cahaba River and 10<sup>th</sup> Street. This is the most densely developed section of the Hwy 78 corridor, containing Leeds' historic downtown Main Street businesses on a regular grid of streets. Parcels in this area are generally smaller, with development opportunities on this stretch of corridor favoring strategic redevelopment and adaptive reuse projects. This zone should continue to densify and become more urban in character, with a mixture of shops, restaurants, residences, and other businesses.

### Transition Character Zone

This zone is located at the eastern edge of downtown Leeds between 10<sup>th</sup> St and Shale Rd. It serves as a secondary gateway, or "back door" to downtown. This section is currently defined by unattractive and unwalkable industrial development that sprawls eastward along Hwy 78. This zone should be redeveloped with enhanced medium density typologies to create a less abrupt transition between downtown and the city's eastern industrial corridor.



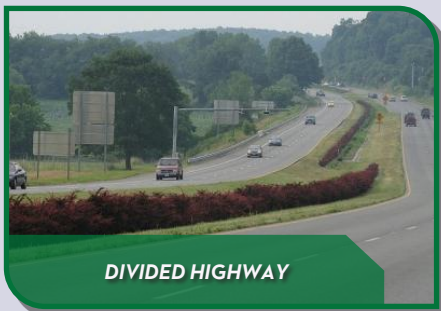
# Gateway Zone

## LAND USE / DEVELOPMENT



Land use and development patterns in the gateway character zone should be coordinated to leverage existing regional assets such as Barber Motorsports, the Shops of Grand River, Buc-ee's, and Bass Pro Shops with additional developments such as high quality lodging and apartments to further activate this growing area and draw new visitors traveling into the city from the Interstate 20 corridor. Large to very large parcels with large setbacks is the most common.

## RIGHT OF WAY



The right of way typology in the gateway character zone is predominantly a divided highway with two travel lanes in each direction. Within the right of way, medians in this area should be beautified with plantings in addition to landscaping and signage at the Exit 140 interchange. Sidewalk connectivity should extend between the Shops of Grand River and Rex Lake Road, with enhanced crossing safety measures at the interchange and at major intersections.

# Parkway Zone

## LAND USE / DEVELOPMENT



Land use and development patterns in the parkway character zone should be enhanced to create a high quality, mixed-use, urban highway corridor. A majority of the uses in this area will be more auto-oriented, albeit with walkability improvements. In addition to commercial retail uses, this area will be home to major institutional uses such as Leeds High School and Leeds Primary School as well as apartments and retail adjacent townhomes.

## RIGHT OF WAY



The right of way typology in the parkway character zone is predominantly undergoing a road diet from two lanes in each direction to one lane in each direction with a center turn lane. The additional space gained from the road diet will be repurposed to create a new sidewalk connection and cycling infrastructure. Included in the right of way improvements is a widening of the bridge over the Little Cahaba River to include a sidewalk connection between the parkway district and the downtown district.

# Downtown Zone

## LAND USE / DEVELOPMENT



Land use and development patterns in the downtown character zone should be highly urban in form, with a mixture of uses that integrate residential and commercial developments with each other. Buildings should actively engage the street frontage, with minimal setbacks and active uses on the ground floor. Consolidated parking options should be explored to supplement on street parking.

## RIGHT OF WAY



The right of way typology in the downtown character zone is predominantly a walkable main street corridor with one travel lane in each direction with angled on-street parking. Within the right of way, pedestrians and cyclists should be prioritized, with ADA accessibility and crossing safety improvements on existing sidewalks. Sidewalk connectivity should fully cover the downtown area and extend throughout adjacent residential neighborhoods for improved district walkability. Street trees, lighting, and furnishings such as trash cans/ benches should also be included in the downtown character zone.

# Transitional Zone

## LAND USE / DEVELOPMENT



HIGHER DENSITY HOUSING



LANDSCAPED WAREHOUSE



WAREHOUSE ADAPTIVE REUSE



OFFICE PARK / BUILDINGS

Land use and development patterns in the transitional character zone should be enhanced to create a higher quality, mixed-use buffer between downtown and the city's eastern industrial corridor. Adaptive reuse of some industrial buildings should be interspersed with missing middle housing such as townhomes. Industrial/ warehouse buildings in this zone should be landscaped and screened for an improved aesthetic to the eastern approach to downtown. This area is also appropriate for office type uses.

## RIGHT OF WAY



3 LANE W/ CENTER TURN



SIDEWALK + BIKE LANE



RAIL CROSSING IMPROVEMENTS



VEGETATIVE BUFFER

The right of way typology in the transitional character zone is one lane in each direction with no turn lanes. From 10th St to Dunavant Rd, the highway should be expanded to include sidewalks and bike lanes as an enhanced approach to downtown. East of Dunavant Rd, the highway should be expanded to include a center turn lane and bike lanes. Rail crossings in this zone should be enhanced with pedestrian crossing safety improvements. Furthermore, industrial properties in this zone should be screened with a vegetated buffer where possible.



# Opportunity Sites



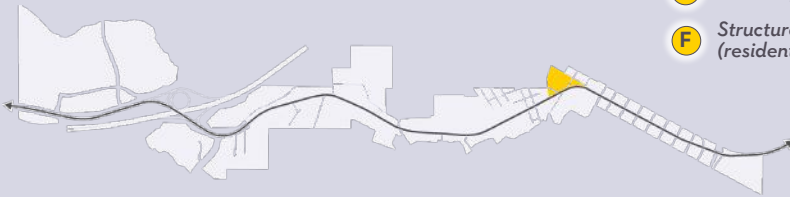
	SITE A	SITE B	SITE C	SITE D	SITE E
<b>SITE ATTRIBUTES</b>					
Site Area	155.9 acres, 17.9 acres (2 blocks, 11 parcels, 3 owners)	4.8 acres, 7.1 acres, 7.8 acres (3 parcels, 1 owner)	11.5 acres (2 parcels, 2 owners)	7.6 acres (1 parcel, 1 owner)	16.4 acres, 21.9 acres (14 parcels, 11 owners)
Corridor Frontage	-2,640 linear ft. on US 78	-1,680 linear ft. on US 78 / Rex Lake Rd	-930 linear ft. on Lake Rd Rex	-600 linear ft. on Coosa Ave	-1,870 linear ft. on US 78
Sidewalk Condition	None existing, connection to Rex Lake Rd needed	None existing, frontage on US 78 + Rex Lake Rd needed	None existing, frontage on Rex Lake Rd needed	None existing, frontage on Coosa Ave needed	None existing, frontage on US 78 + Carolyn St needed
<b>LAND USE + CHARACTER</b>					
Character Zone	Gateway	Gateway	Gateway	Gateway	Parkway
Existing Land Use	Undeveloped/ vacant	Undeveloped/ vacant	Undeveloped/ vacant	Undeveloped/ vacant	SF house, Warehouse, Vacant/ undeveloped
Future Land Use	Mixed-use mall expansion	Commercial/ office outparcel development	Retail, General commercial	Big box development	Multifamily residential
<b>ZONING</b>					
Current Base District	B-2 General Commercial	B-2 General Commercial	B-2 General Commercial	B-2 General Commercial	B-2 General Commercial
Recommendation	Rezone to mixed-use corridor	No change	No change	No change	Rezone to R-3 Multifamily residential

	SITE F	SITE G	SITE H	SITE I	SITE J
<b>SITE ATTRIBUTES</b>					
Site Area	2.7 acres, 4 acres (11 parcels, 6 owners)	7 acres, 4.3 acres (13 parcels, 11 owners)	9.8 acres, 1.5 acres, 1.1 acres (14 parcels, 9 owners)	2.5 acres, 0.7 acres, 0.5 acres (5 parcels, 5 owners)	2.8 acres, 2 acres (14 parcels, 7 owners)
Corridor Frontage	-1,450 linear ft. on US 78	-1,190 linear ft. on US 78	-1,145 linear ft. on US 78	-725 linear ft. on US 78, -500 linear ft. on US 411	-675 linear ft. on US 78
Sidewalk Condition	None existing, frontage on US 78 needed	None existing, multi-use path planned for US 78 frontage	None existing, multi-use path planned for US 78 frontage	Existing sidewalks on US 411, sidewalk planned for US 78	Existing sidewalks on US 78 need to be updated to match 2024 ADA streetscape
<b>LAND USE + CHARACTER</b>					
Character Zone	Parkway	Parkway	Parkway	Town Center	Town Center
Existing Land Use	SF house, Multifamily, Vacant/ undeveloped	Shopping center, General commercial, SF houses	Shopping center, General commercial, SF houses	Gas stations, Salon, Fast food	City Hall, Warehouse, General commercial
Future Land Use	Retail, General commercial	Retail, General commercial	Mixed-use neighborhood hub	Mixed-use town center	Mixed-use town center/ municipal complex
<b>ZONING</b>					
Current Base District	B-2 General Commercial	B-2 General Commercial	B-2 General Commercial	B-2 General Commercial	I-1 Light Industrial
Recommendation	No change	No change	Rezone to mixed-use neighborhood hub	Rezone to mixed-use town center	Rezone to mixed-use town center

# DEVELOPMENT OPPORTUNITY - SITE H



- A** *Grocery anchor* - maintain and update the existing grocery store building for an enhanced grocery operation to anchor surrounding site development
- B** *High-activity, mixed-use retail frontage* - develop smaller-scale, urban street frontage buildings along the perimeter of the site for more active uses like restaurants, salons, etc.
- C** *Multifamily residential development* - place multifamily units toward the interior/ rear of the site to maintain an appropriate density gradient, building may be mixed or single-use
- D** *Surplus commercial / office development* - develop complementary commercial structures with urban street frontages to enhance street enclosure on gateway routes into the site
- E** *Landscaped parking lots* - place non-structured uses such as parking lots in more flood-sensitive areas and ensure parking lots have perimeter and internal landscaping
- F** *Structured parking (residential, overflow)* - develop a parking deck to support needed spots for multifamily units and potential overflow for adjacent commercial development



## DEVELOPMENT EXAMPLE

- **JONQUIL VILLAGE (Smyrna, GA)** - The former site of a dated 1950's era shopping center on a highway corridor in Smyrna was redeveloped as a mixed-use neighborhood hub that includes restaurants, retail space, a Publix grocery store, office space, a parking deck, and multifamily condos on a 14 acre site with landscaping and outdoor space. The highway frontage of the site was also enhanced with a 10' wide multi-use path and street trees. This development typology balances the need for mixed-use development with the auto-centric realities of a highway corridor area and is a good proof of concept for similar development at this opportunity site in Leeds.



## SITE ATTRIBUTES

- **Site Area** - Central Block - 9.9 acres (7 parcels, 4 owners)  
Eastern Block - 1.5 acres (3 parcels, 2 owners)  
Western Block - 1.1 acres (4 parcels, 3 owners)
- **Corridor Frontage** - Central Block - 330 linear feet  
Eastern Block - 256 linear feet  
Western Block - 555 linear feet
- **Sidewalk Condition** - No sidewalks exist, multi-use path planned along full site frontage of Hwy 78

## LAND USE + CHARACTER

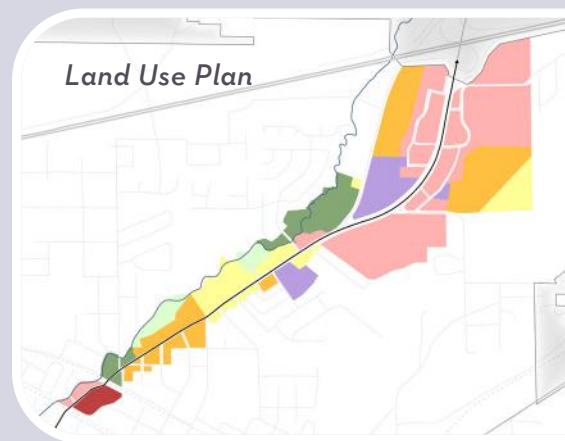
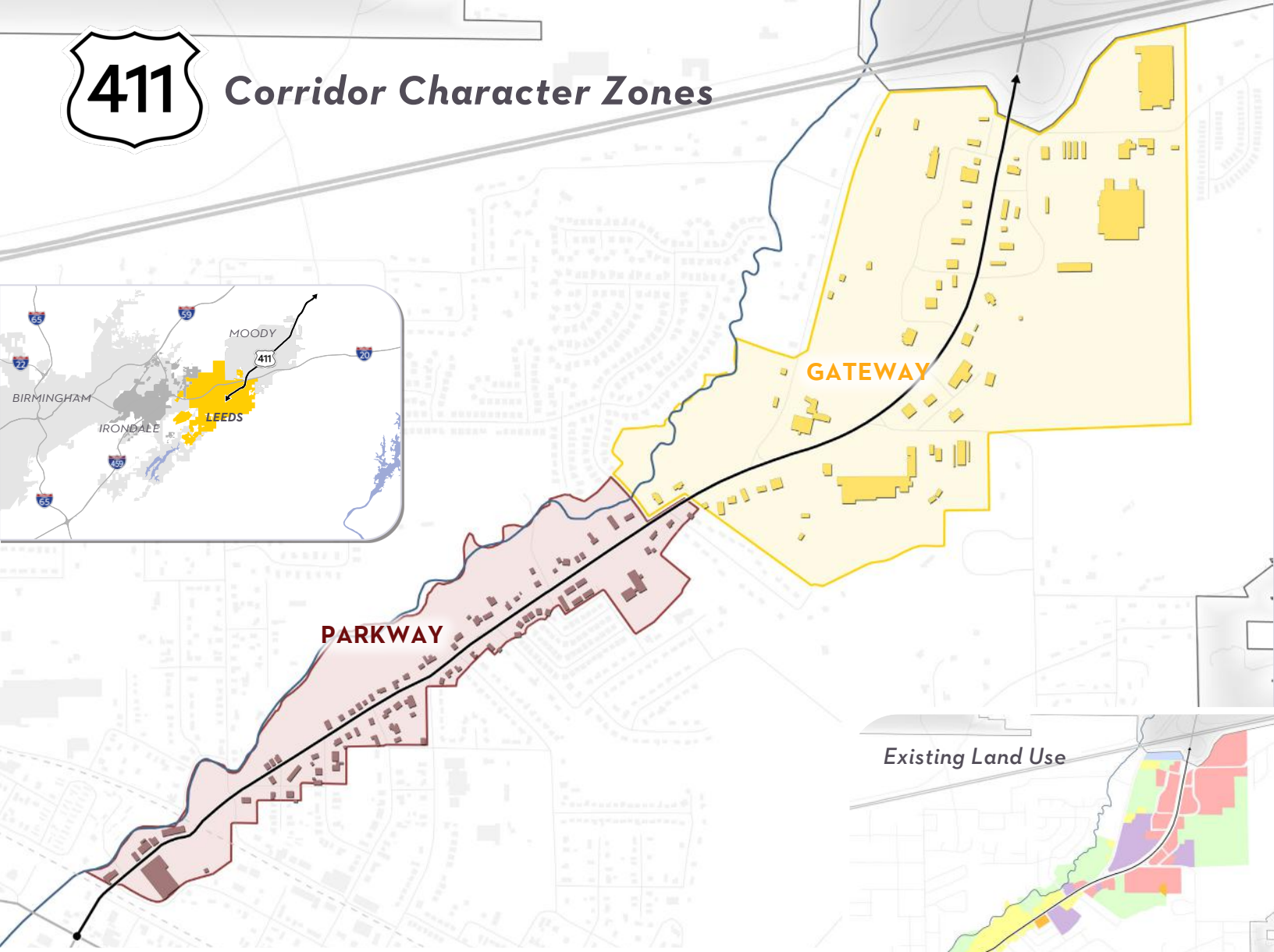
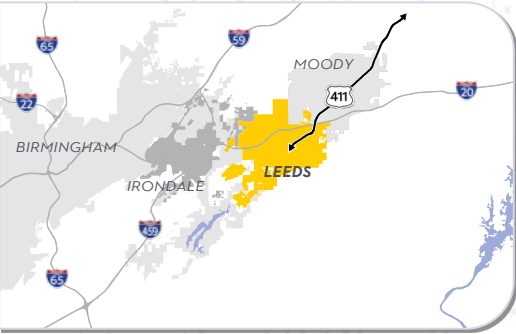
- **Character Zone** - Parkway
- **Existing Use** - Strip Retail Center, Highway Commercial, SF houses
- **Proposed Use** - Mixed-Use Neighborhood Hub

## ZONING

- **Current Base Zoning** - B-2 General Business
- **Recommendation** - Rezone to require neighborhood-hub style mixed-use development



# Corridor Character Zones



## Gateway Character Zone

This zone is situated around Exit 144 of Interstate 20 between Oliver Road and I-20. Roughly 75,000 vehicles travel the I-20 corridor through Leeds each day, with roughly 21,000 vehicles a day traveling on Hwy 411 at this exit. This area is made up of big box commercial anchors mixed with a variety of fast food and service oriented businesses. The design of the roadway and excessive curb cuts make improved access management a critical goal for this zone.

## Parkway Character Zone

This zone is located between Oliver Road and Railroad Avenue. It is a residential urban highway corridor consisting of more historic homes stretching along the Little Cahaba River and in historic neighborhoods just north of downtown. Also on this corridor is one of the city's oldest parks. Commercial development in this zone is confined to the southernmost section between the two railroad lines. This zone should remain predominantly residential, while allowing for more density with townhomes and ADU's to support walkability and activity in the area.

- undeveloped
- park
- lower density residential
- higher density residential
- general commercial
- town center
- civic and institutional



# Gateway Zone

## LAND USE / DEVELOPMENT



Land use and development patterns in the US 411 gateway character zone should be tailored to retrofit and enhance the highway commercial sprawl that currently defines this area. This zone will remain predominantly highway commercial in nature, but with supporting housing and more walkable developments mixed in. Parcels range from medium for fast food type businesses along the main frontage to large for big box stores/shopping centers. Residential development should be higher density and well connected to surrounding shopping areas.

## RIGHT OF WAY



The right of way typology in the US 411 gateway character zone is a major highway commercial corridor with two travel lanes in each direction and a continuous center left-turn lane. Additionally there is no existing pedestrian infrastructure in this zone. Existing rear access roads on Sharp Dr and Whitfield Ave provide the opportunity to improve access management by reducing excessive curb cuts on the main highway frontage. This would also allow for the introduction of sidewalks and landscape beautification elements to improve the safety and aesthetics of this gateway highway corridor.

# Parkway Zone

## LAND USE / DEVELOPMENT



**HISTORIC HOMES**



**PARK / PLAYGROUND**



**HIGHER DENSITY INFILL**



**CREEKSIDE GREENWAY TRAIL**

Land use and development patterns in the US 411 parkway character zone compose a mixed-density residential highway corridor of historic and contemporary neighborhoods. This section of the US 411 corridor should remain residential, with a focus on historic preservation and missing middle infill housing development. The section of this zone south of the railroad should be more mixed-use/urban in form. Parcel sizes are mostly small for individual homes with moderate setbacks. Commercial and industrial encroachment in this area should be prevented.

## RIGHT OF WAY



**SIDEWALKS W/ LIGHTING**



**CROSSING ENHANCEMENTS**



**TRAIN UNDERPASS WIDENING**



**CYCLING INFRASTRUCTURE**

The right of way typology in the US411 parkway character zone is a single travel lane in each direction, with a center left-turn lane from Whitmire St northward and sidewalks from Montague St southward. This section of US 411 is slated for expansion in the region's LRTP. Potential expansion should be context sensitive and limit the impact to this historic residential corridor. The center lane should be extended southward to US 78 while the existing sidewalks should be widened and extended northward to connect downtown to the Exit 144 gateway district.

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# Opportunity Sites



	SITE A	SITE B	SITE C	SITE D	SITE E
<b>SITE ATTRIBUTES</b>					
<i>Site Area</i>	32.5 acres (9 parcels, 6 owners)	49.7 acres (5 parcels, 3 owners)	32.5 acres (6 parcels, 6 owners)	1.9 acres (1 parcel, 1 owner)	6.4 acres (1 parcel, 1 owner)
<i>Corridor Frontage</i>	~1,115 linear ft. on Sharp Dr	~2,250 linear ft. on Maxey Dr (future extension)	~800 linear ft. on US 411	~370 linear ft. on US 411	~770 linear ft. on US 411
<i>Sidewalk Condition</i>	None existing, needed on Sharp Dr + Cedar Grove Rd	None existing, needed on Maxey Dr + Whitfield Ave	None existing, needed on Ashville Rd + Courson Blvd	Existing sidewalk and buffer should be widened	Existing sidewalk and buffer should be widened
<b>LAND USE + CHARACTER</b>					
<i>Character Zone</i>	Gateway	Gateway	Gateway	Parkway	Parkway
<i>Existing Land Use</i>	Motel, SF houses, Vacant/undeveloped	Fire station, Vacant/undeveloped	Shopping center, SF house	Vacant/ undeveloped, Cemetery	Antique store/ warehouse
<i>Future Land Use</i>	Missing middle housing, General commercial	Multifamily residential, General commercial	Mixed-use shopping center	Missing middle housing	Mixed-use town center development
<b>ZONING</b>					
<i>Current Base District</i>	B-2 General Business	B-2 General Business + R-2 Single Family	B-2 General Business	R-2 Single Family	I-2 Heavy Industrial
<i>Recommendation</i>	Rezone to R-3 Multifamily Residential	Rezone R-2 parcels to B-2 General Business	Rezone to Neighborhood Hub	Rezone to R-3-T Townhouse Residential	Rezone to Mixed-Use Town Center

# DEVELOPMENT OPPORTUNITY - SITE D



- A Residential townhomes** - redevelop the front portion of the property with as townhomes, maintaining design consistency with adjacent historic houses
- B Alley access** - develop rear loaded units with off-street alley access to minimize potential traffic impacts on the highway corridor
- C Garage / in-unit parking** - provide 2 "in-unit" / off-street parking spaces per townhome to address residents' vehicular needs
- D Extra / guest parking** - include a small additional parking lot area for visitors and residential overflow, at least additional spot per townhome
- E Front porch / stoop** - design the units with a front porch/ stoop to promote a more welcoming, active streetscape and match surrounding homes
- F Street trees / front yards** - ensure a wide enough setback that allows for a small front yard space for each unit and a buffered sidewalk with street trees
- G Cemetery buffer** - preserve the city's oldest cemetery and maintain an appropriate development buffer with vegetative screening

## IDEAL DEVELOPMENT

- **MISSING MIDDLE HOUSING (Vancouver, BC)** - This opportunity site is located in an area on the future land use map (pg. 102) designated as a transitional neighborhood. This means this area is a target for increased density through residential infill developments. With a relatively large single-ownership parcel in a well established historic neighborhood near downtown, this site is an ideal candidate for missing middle housing development. Townhomes are the most appropriate missing middle typology for this area. These townhomes in Vancouver are a good example of the type of townhouse development appropriate for this opportunity site. Despite being more recently constructed, these townhomes are designed in a historic craftsman style that fits with the surrounding historic neighborhood. Front yards and stoops activate and beautify the private realm while buffered sidewalks and street trees do the same for the public right-of-way.



## SITE ATTRIBUTES

- **Site Area** - 1.9 acres (1 parcel, 1 owner)  
\* only front 0.9 acres is developable due to existing cemetery on back half of parcel
- **Corridor Frontage** - 320 linear feet
- **Sidewalk Condition** - Existing sidewalk should be widened

## LAND USE + CHARACTER

- **Character Zone** - Parkway
- **Existing Use** - Vacant / undeveloped, cemetery in rear
- **Proposed Use** - Missing middle housing

## ZONING

- **Current Base Zoning** - R-2 Single Family Residential
- **Recommendation** - Rezone to R-3-T Townhouse Residential

# Goal 16



## Develop a road design manual to guide citywide streetscape improvements

PRIORITY: LOW

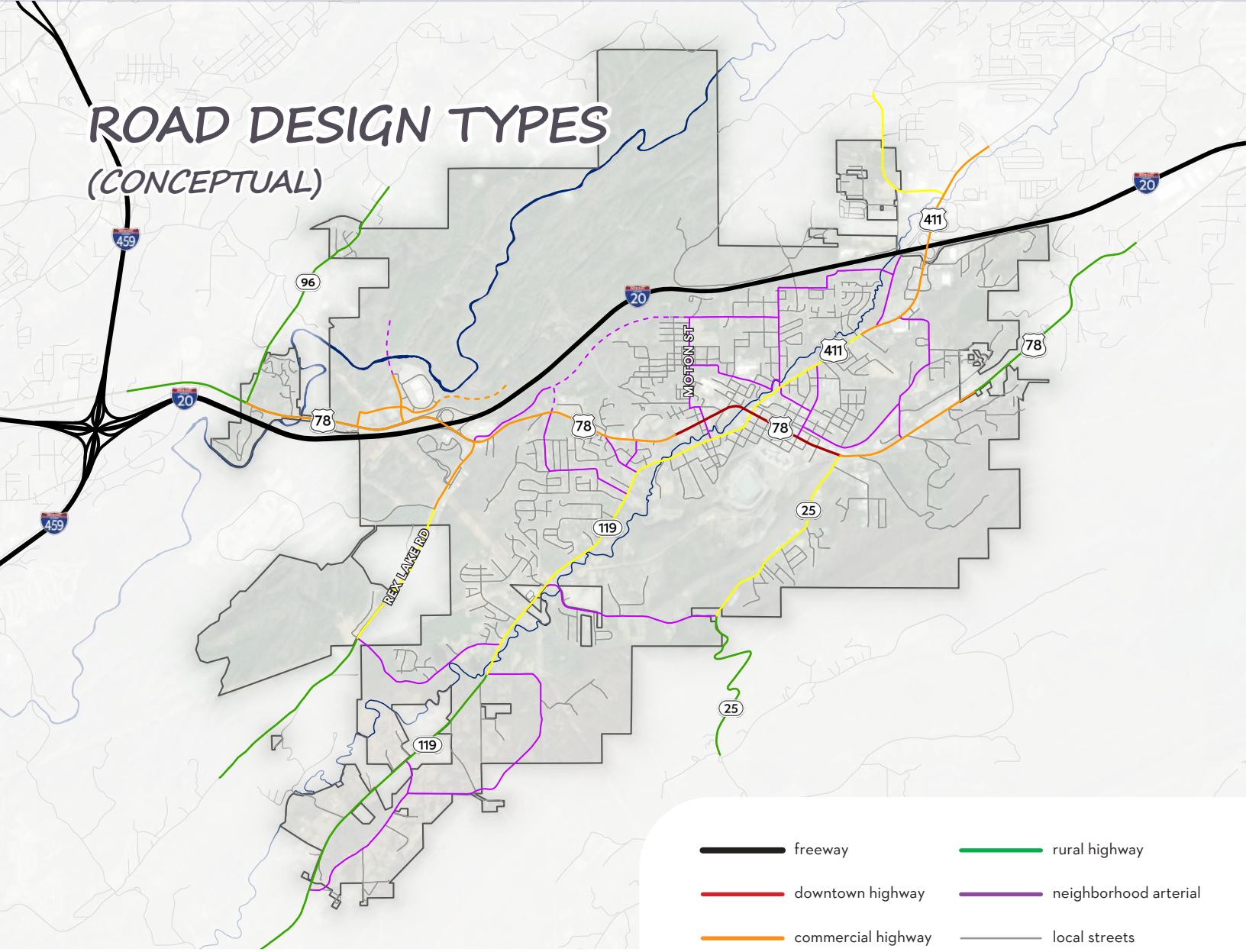
DURATION: < 1 year

Leeds should establish a comprehensive Road Design Manual to provide clear, consistent typological standards for right-of-way improvements across various road categories, including commercial arterials, neighborhood arterials, feeder roads, and residential streets. This manual will serve as a guiding framework to ensure streets are designed and upgraded to meet the diverse functional, aesthetic, and safety needs of the community. The manual will integrate best practices in transportation planning and urban design, emphasizing multi-modal accessibility, sustainability, and equity. For commercial arterials, the focus should be placed on balancing high traffic volumes with safe pedestrian and bicycle access, while feeder roads and neighborhood streets should prioritize local connectivity and walkability. Each typology should address elements such as lane configurations, sidewalks, bike lanes, transit facilities, street trees, and stormwater management. By standardizing road design, the city can improve safety, reduce maintenance costs, and enhance neighborhood character. This initiative reflects the city's commitment to fostering a more connected, vibrant, and inclusive road network, aligning transportation infrastructure with broader goals for connectivity, development, safety, and placemaking.

### POLICIES + ACTIONS:

1. Conduct a needs assessment of current road types, traffic patterns, safety data, and right-of-way conditions to identify priority updates
2. Consult NACTO street design guides when determining locally appropriate standards
3. Establish multi-modal design guidelines that promote safety and accessibility of all users
4. Integrate sustainable infrastructure measures such as permeable pavement, bioswales, and street trees to mitigate environmental impacts
5. Define typological categories with specific design requirements for each, including lane widths, sidewalk dimensions, and traffic calming
6. Create a phased approach for implementing the manual, including pilot projects, budget alignment, and project progress monitoring

# ROAD DESIGN TYPES (CONCEPTUAL)



- freeway
- downtown highway
- commercial highway
- residential highway
- rural highway
- neighborhood arterial
- local streets
- future connections



These graphics demonstrate an example of what right-of-way design standards in a road design manual might look like for various road typologies (downtown highway, above and residential highway, below). Ideal design standards should be delineated in the manual for each of the typologies established by the city (conceptual typologies shown top of page, but the city can define its own categories). Standards should include elements such as preferred lane widths, multimodal designs, sidewalk dimensions, etc. Standards in the manual will not be binding, but will rather serve as an ideal for which to strive when conducting road improvements throughout the city.

# Goal 17

## Improve crossing safety measures at key locations throughout the city



PRIORITY: MEDIUM

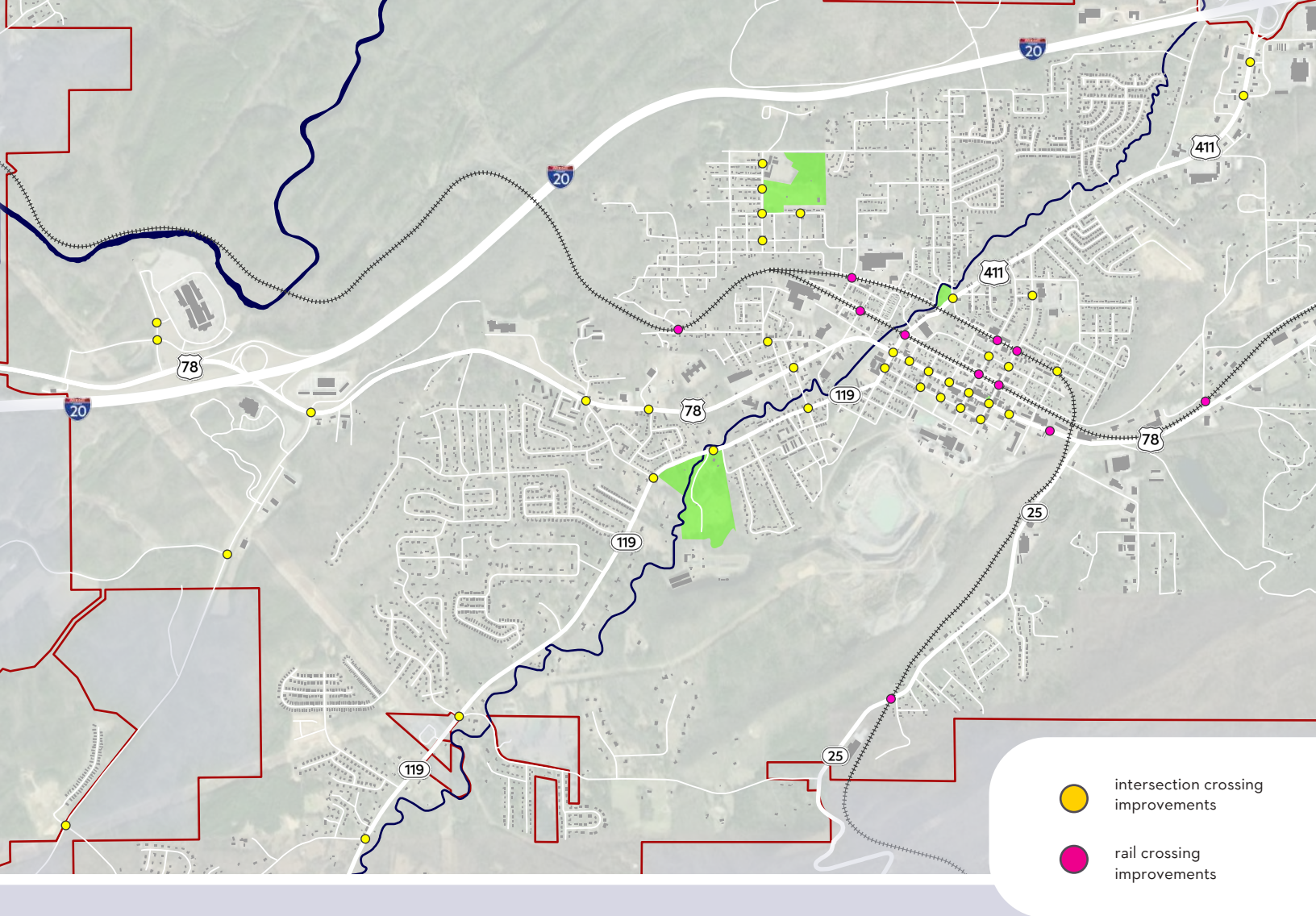
DURATION: 1-5 years

Crossing safety needs to be reinforced at key intersections, a vital step in promoting citywide walkability. Currently, crosswalks are limited, and the city's primary corridors lack essential crossing safety features. By introducing active and passive safety measures, Leeds can create safer, more accessible streets for all. Active measures, such as signalized pedestrian crossings at high-traffic intersections, will provide protected, visible crossings on major corridors. In addition, passive safety improvements like curb extensions and pedestrian refuge islands can be used to slow vehicle speeds and shorten crossing distances. Tactical urbanism projects, such as painted bulb-outs, can demonstrate the effectiveness of these traffic-calming designs and build support for permanent installations. At key railroad crossings, the city should prioritize ADA-compliant improvements like accessible sidewalks and pedestrian traffic arms, ensuring safe passage across tracks. Pedestrian safe zones around schools, parks, and other important community sites should be encouraged to further improve safety, particularly for children and families. ADA-compliant enhancements, including textured pavement and auditory crossing signals, will better accommodate visually impaired residents. Together, these improvements will establish Leeds as a pedestrian-friendly community.

### **POLICIES + ACTIONS:**

1. Favor raised crosswalks in pedestrian oriented zones such as downtown and at schools
2. Ensure all at-grade railroad crossings are signalized with ADA sidewalk crossings
3. Provide refuge islands or medians at wide street or highway crossings
4. Install dedicated pedestrian crossing signals on major corridors
5. Implement curb extensions at crosswalks to minimize pedestrian crossing distance
6. Reduce speed limits in areas with high pedestrian and cyclist traffic
7. Ensure all major crosswalk points are well illuminated



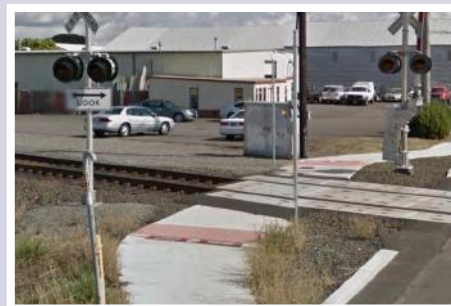


### Corridor Crossing Improvements

- **US 78** - Rex Lake Rd, President St, Park Dr, Vivian St, Montevallo Rd, 5<sup>th</sup> St, 6<sup>th</sup> St, 7<sup>th</sup> St, 8<sup>th</sup> St, 9<sup>th</sup> St, 10<sup>th</sup> St
- **US 411** - US 78, Lane Dr, Whitfield Ave, Weaver Ave
- **AL 119** - US 78, 1st Ave S, 2nd Ave S, Vivian St, Helen St, President St, Elliot Ln, Zeigler Rd
- **Rex Lake Rd** - US 78, Barber Motorsports Pkwy, Zeigler Rd
- **Whitmire St / 9<sup>th</sup> St** - US 78, Farley Ave, Lee Ave
- **Moton St** - Florida Ave, Alabama Ave, Charles Barkley Ave, Cahaba Ave

### Rail Crossing Improvements

- **Westward line** - Henry Ellen Rd
- **Southward line** - Moore St, Montague St, Whitmire St, Dunnivant Rd
- **Eastward line** - Anderson St, US411, 8<sup>th</sup> St, 9<sup>th</sup> St



Crossing safety improvements at rail lines, especially for pedestrians, should include signalization, ADA sidewalks, and barrier arms



Safety measures at road intersection crossings can include active measures such as pedestrian signals (left) and passive measures like curb extensions (above)



# Goal 18



## Enhance connectivity and development potential with new road infrastructure



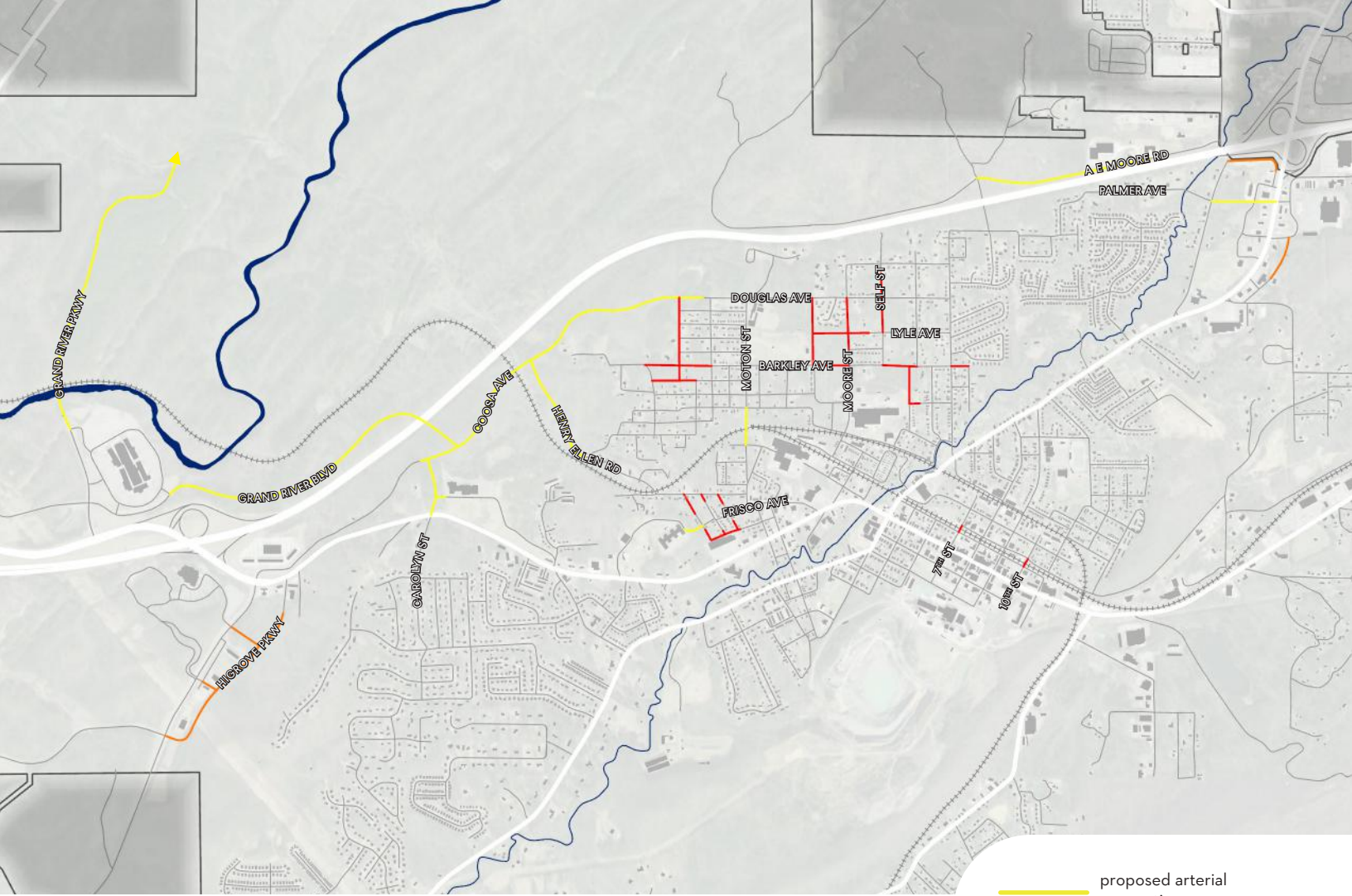
**PRIORITY: HIGH**

**DURATION: 5-10 years**

The city aims to expand connectivity and unlock development potential by establishing strategic new road connections. By extending/ creating rear access roads such as Higrove Parkway and Maxey Drive, access management on major arterials such as US 78 and US 411 can be improved, reducing congestion and enhancing safety in busy highway commercial areas. New road infrastructure will also focus on enhancing neighborhood connectivity, particularly by filling in gaps within historic neighborhoods like the Moton community. These additions will “fill in the gaps” of disjointed grids, improving internal flow and increasing potential for residential infill development. Another major goal for connectivity in Moton is establishing more direct arterial connections in and out of the area. Extending dead-end arterial roads to connect with feeder streets will further improve circulation and access between neighborhoods, encouraging more efficient movement throughout Leeds. In undeveloped areas, particularly Grand River, new arterial roads will support greenfield residential development and provide essential connections to the broader region. By linking these new roads to surrounding thoroughfares such as CR 96 and Markeeta Rd, Leeds will ensure better regional accessibility and encourage sustainable growth in developing areas. Together, road projects such as these will position Leeds for smarter, more accessible, and interconnected growth.

### ***POLICIES + ACTIONS:***

1. Establish new arterial connections into existing neighborhoods with limited access
2. Develop new arterial roads to unlock greenfield development potential in Grand River
3. Coordinate with adjoining municipalities when planning arterial road alignments in Grand River
4. Improve internal connectivity by “filling in the grid” of disjointed neighborhoods
5. Create new rear access road connections to improve access management on main corridors
6. Utilize public-private partnerships and value capture financing to fund new roads
7. Streamline permitting and environmental review for high-priority new road projects



- proposed arterial connection
- proposed commercial service connection
- proposed neighborhood internal connection

### Proposed Arterial Connections

- **Grand River Pkwy** - extend across Cahaba River to CR 96
- **Grand River Blvd** - extend across I-20 to Coosa Ave
- **Coosa Ave** - extend across railroad to Douglas Ave
- **Carolyn St** - extend across US 78 to Coosa Ave
- **Henry Ellen Rd** - extend to Coosa Ave
- **Moton St** - extend across railroad to Arkansas St
- **Frisco Ave** - extend to Park Dr
- **A E Moore Dr** - extend to River Dr
- **Palmer Ave** - extend to Weaver Ave

### Proposed Commercial Service Connections

- **Higrove Pkwy** - extend to Barber Motorsports Pkwy
- **Maxey Dr** - extend to Whitfield Ave
- **Cedar Grove Rd** - extend along I-20 off-ramp to Sharp Dr

### Proposed Neighborhood Internal Connections

- **Charles Barkley Ave** - extend from Alaska Ave to Lane Dr
- **Lyle Ave** - extend to Capitol St
- **Self St** - extend to Baker Ave
- **Moore St** - extend to Douglas Ave
- **Capitol St** - extend to Douglas Ave
- **Talladega St** - extend to Tennessee Ave

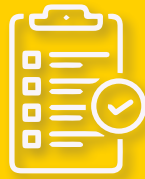


New infrastructure such as roads, bridges, roundabouts, etc. can be implemented to help “unlock” key areas for future growth and development as well as strengthen the fabric of existing developed neighborhoods

# Imagine Unity



SENSE OF PLACE



REGULATORY EFFICIENCY



PRESERVATION



COMMUNITY IDENTITY

A strong sense of community identity is essential in fostering a resilient, unified Leeds. This section of the plan is dedicated to preserving and enhancing the unique character of our city while promoting sustainable growth. In line with community goals, we aim to create a cohesive built and regulatory environment that respects our past, strengthens our neighborhoods, and prepares for future development.

One of the primary objectives of this plan is to foster a high-quality **sense of place**. By integrating land use policies that reflect our shared values and vision, we ensure that new developments align with Leeds' identity as a diverse small-town community. **Regulatory efficiency** plays a vital

role in this process, allowing us to streamline development governance while preserving the distinctive qualities of our neighborhoods. This section outlines a comprehensive future land use vision that balances development needs with community character. It also emphasizes the importance of historic **preservation**, ensuring that the landmarks that define our history are protected for future generations. Additionally, it addresses flood and hazard mitigation to safeguard our communities and preserve the natural landscape. From placemaking improvements to land use, this section is a roadmap for a unified and resilient Leeds, where every neighborhood contributes to **community identity** and vibrancy.

# LEEDS HIGH SCHOOL



# Unity

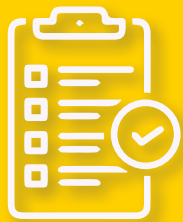
# Principles

\* The icon for each of these principles that a plan goal fulfills will be highlighted on that goal's individual page in the following chapter



## Enhancing sense of place

*Creating unique, vibrant spaces that reflect the community's identity and foster a strong connection among residents. By emphasizing local culture, history, and character in development, Leeds can generate spaces where people feel a sense of identity and pride.*



## Improving development potential and regulatory practices

*Simplifying regulatory processes, reducing delays, and creating a more predictable environment for developers. This approach ensures that regulations are consistent and efficient, facilitating smoother project execution and encouraging balanced growth.*



## Preserving community character and heritage

*Balancing new development with the preservation of historic sites, cultural landmarks, and neighborhood identity, with an explicit focus on maintaining the unique character of different areas while accommodating growth and modernization.*



## Building a shared community identity

*Building on the unique history and character of the city to foster a stronger sense of community identity that can be used to promote the city to potential new residents and business owners.*

# Unity Goals

19

Modernize the city's brand and implement a citywide system of branded signage

22

Strategically upgrade municipal facilities to better serve community needs

20

Create placemaking and beautification improvements at key sites in the city

23

Proactively address flooding issues throughout the city

21

Modernize the city's zoning ordinance based on an updated future land use plan

24

Create a design review system to protect the character of historic districts



# Unity

## TRENDS + CONDITIONS

Unity and sense of place are critical in balancing growth with preservation. Additional placemaking efforts are needed to enhance public spaces and strengthen community identity. However, the city's outdated zoning code hinders cohesive development and limits the ability to create vibrant, connected areas. A more streamlined development environment is needed to support growth while maintaining the city's character. Leeds also lacks sufficient local preservation protections for its rich stock of historic homes, leaving these assets vulnerable. Outdated municipal facilities further complicate efforts to provide modern, efficient services to residents. Much of the city also faces communal risks from flooding. Existing patterns of sprawl are another concern, undermining both environmental sustainability and the character of the city. The following goals in this section aim to enhance the city's sense of place and foster cohesion and predictability in the city's built, natural, and regulatory environments.



historic homes  
built pre-1950

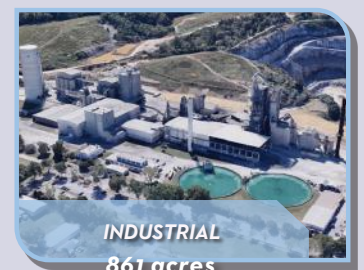
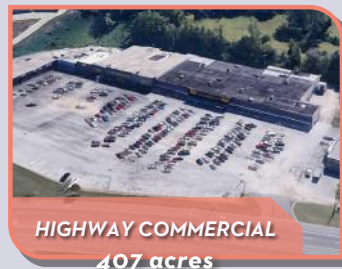


general fund budget for  
FY 2024-FY 2025



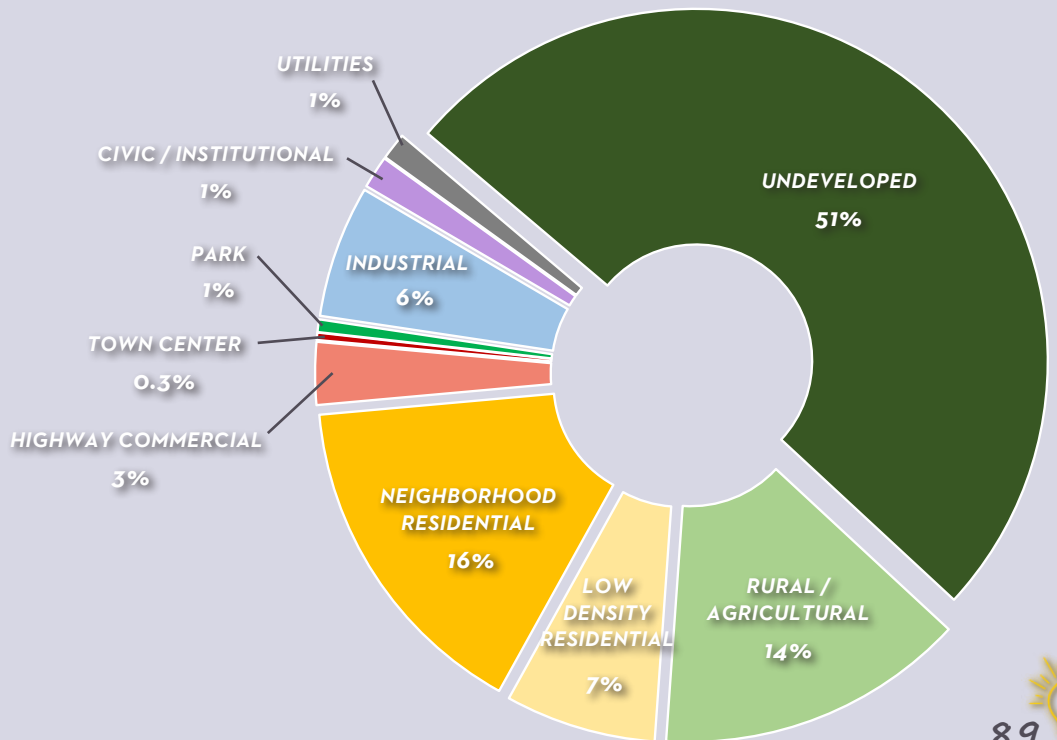
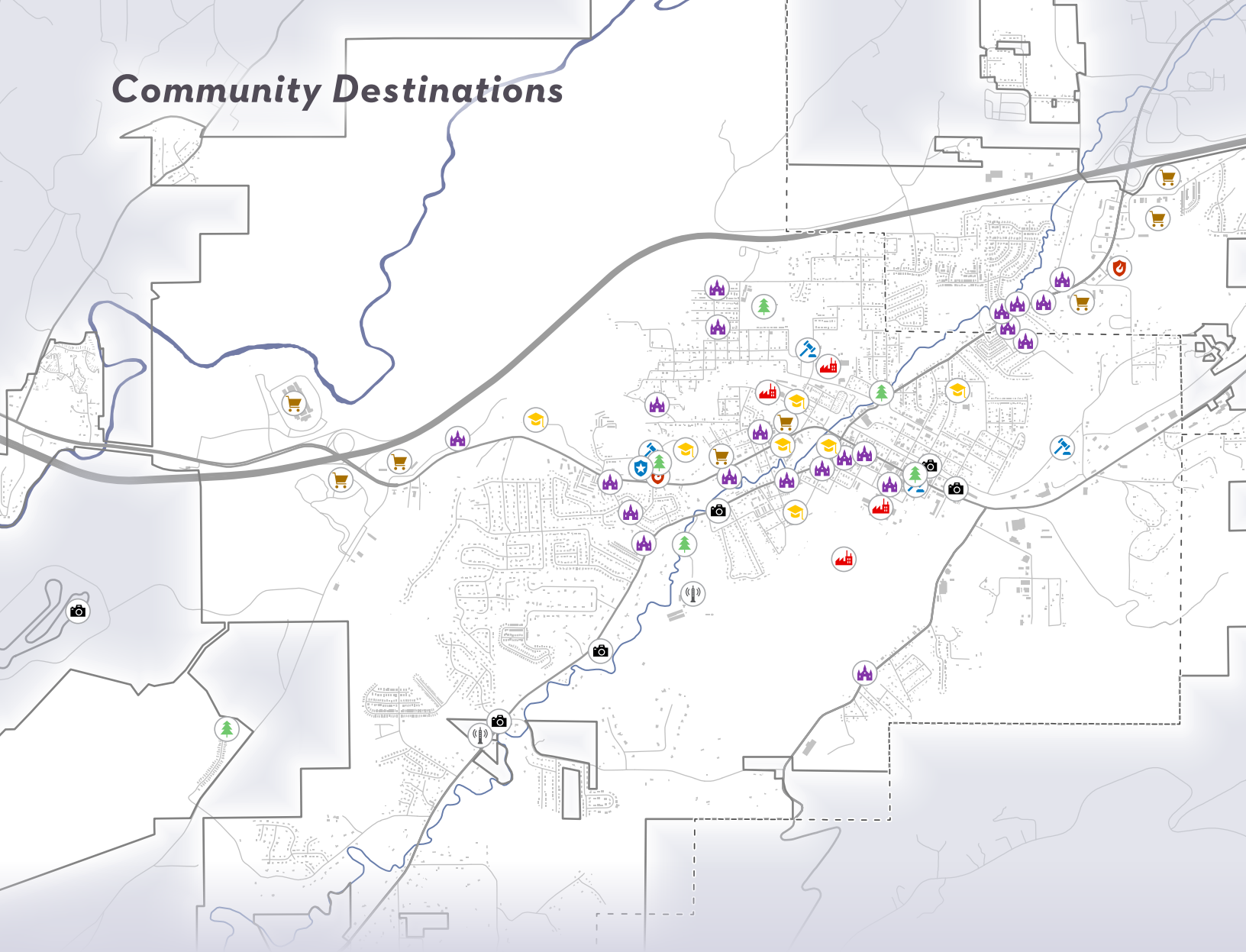
of all properties at  
risk of flooding over  
the next 30 years

## Existing Land Use





# Community Destinations



# Goal 19



## Modernize the city's brand and implement a citywide system of branded signage

**PRIORITY: MEDIUM**

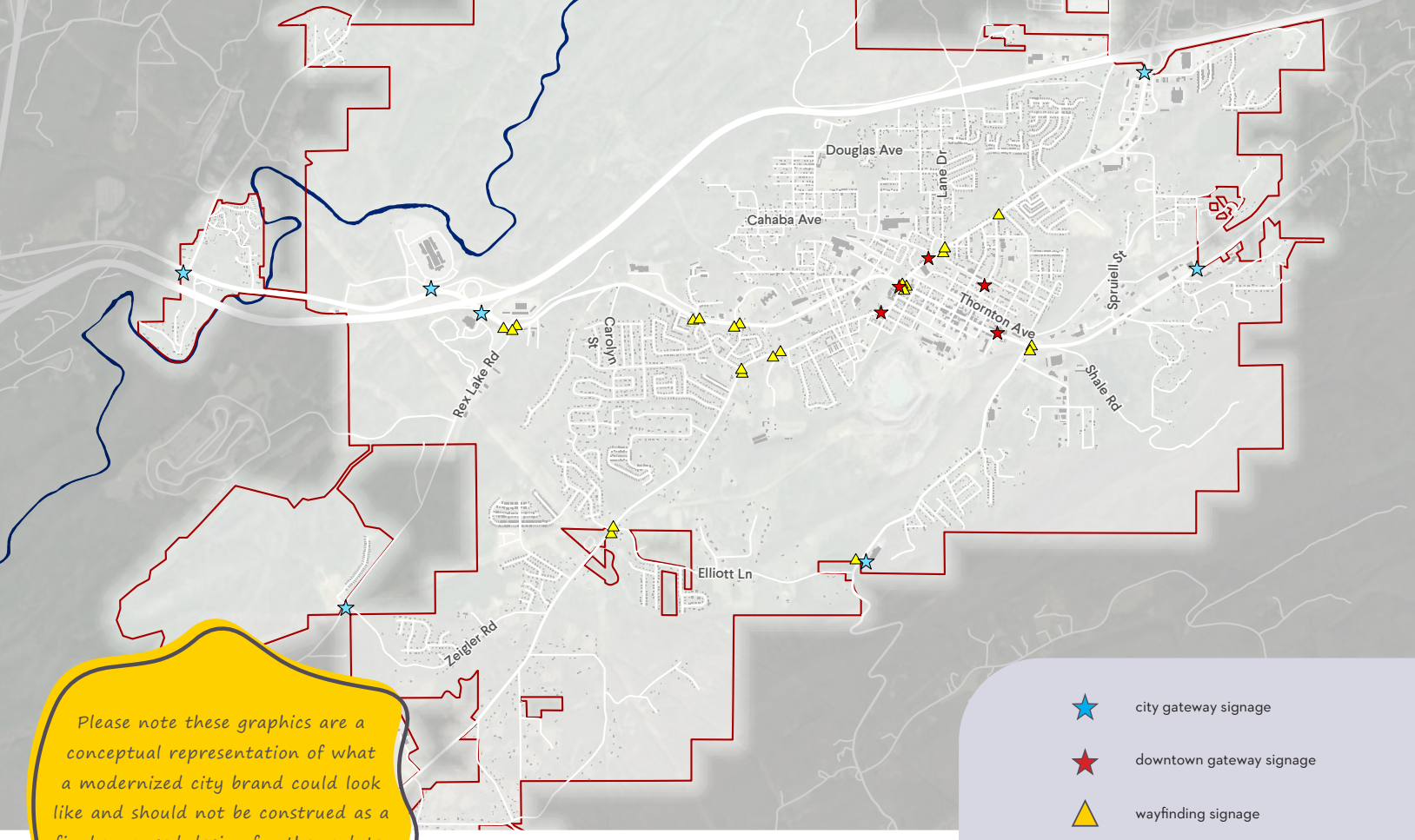
**DURATION: 1-5 years**

Leeds' current branding is outdated, with limited visibility throughout the city's built environment. A modernized city brand, expressed consistently in public spaces, would strengthen Leeds' identity, boost civic pride, and create a more attractive environment for residents, businesses, and visitors. To achieve this, Leeds should work with a professional consultant to develop a branding update in collaboration with the community, ensuring the new brand resonates with local values and aspirations. This branding update will be expressed across the city through an integrated system of signage, banners, and other public displays, reinforcing a cohesive visual identity that reflects the city's character. New wayfinding signage is essential for enhancing connectivity while promoting the city's brand. Consistent, branded wayfinding at key intersections, corridors, and public facilities will guide residents and visitors smoothly around the city. Branded signage will be particularly impactful at gateways and district entrances, where it can serve as a prominent welcome and establish the city's identity. A cohesive, updated brand and signage system will not only improve navigation but will contribute to Leeds' placemaking efforts, reinforcing its position as a vibrant community.




### ***POLICIES + ACTIONS:***

- 1. Hire a consultant to develop an updated brand package for the city**
- 2. Ensure wayfinding signs reflect a visually cohesive identity aligned with the city's updated branding**
- 3. Install monument gateway signage to the city at the Exit 140 and Exit 144 interchanges**
- 4. Provide wayfinding signage along major highway and pedestrian corridors**
- 5. Develop a hierarchy of signage types (gateway, directional, neighborhood, etc.)**
- 6. Install signage at key decision points such as major intersections**
- 7. Include complementary landscaping around citywide, neighborhood, and destination gateway signs**





Please note these graphics are a conceptual representation of what a modernized city brand could look like and should not be construed as a final proposed design for the update.

-  city gateway signage
-  downtown gateway signage
-  wayfinding signage



The city's brand should be considered for an update to modernize the city's image, which can be communicated throughout the built environment through media such as signage, banners, etc. The below images are concepts of how an updated brand might be communicated through enhanced citywide signage.



# Goal 20

## Create placemaking and beautification improvements at key sites in the city



PRIORITY: LOW

DURATION: 1-5 years

Placemaking and beautification initiatives are essential to creating a vibrant cityscape, enhancing Leeds' appeal for both residents and visitors. Placemaking improvements will foster economic growth by making Leeds a more inviting place to shop, dine, and live, supporting local business and attracting new investment. To maximize impact, projects at citywide and district gateways should be prioritized, reinforcing citywide and district identities. Potential projects include enhanced signage, public art installations such as murals and sculptures, and new landscaping. These improvements are valuable "low-hanging fruit" that can be implemented quickly and affordably, generating early progress and public enthusiasm as the city's comprehensive plan is rolled out. Placemaking installations should integrate elements of Leeds' proposed brand update, creating a cohesive city identity while celebrating local culture. Temporary tactical urbanism installations, such as pop-up public spaces and painted crosswalks, can demonstrate the benefits of longer-term improvements, building momentum for future investment. Street trees and enhanced landscaping will also play a crucial role in Leeds' beautification strategy, creating a greener, more welcoming atmosphere citywide. Together, these projects will reinforce Leeds as a beautiful and lively community.

### **POLICIES + ACTIONS:**

- 1. Incorporate public art such as murals, sculptures, etc. in public places like parks and shopping areas**
- 2. Prioritize local artists when awarding commissions for public art installations**
- 3. Work to utilize vacant lots for pocket parks/placemaking as a tool for neighborhood revitalization**
- 4. Promote temporary tactical urbanism installations to demonstrate the potential for longer term improvements**
- 5. Use street trees and enhanced landscaping to create green corridors along major routes**
- 6. Provide a system of branded wayfinding signage**
- 7. Encourage "Friends of..." / "Adopt-a-Park or Street" programs to harness community groups for shared maintenance and beautification**



Beautifying the city's interstate exits is vital for creating a strong first impression and establishing a sense of place. Enhanced landscaping, clean and visually appealing designs, and branded signage can transform these high-traffic areas into inviting gateways that welcome visitors and reflect the city's character. Thoughtful placemaking at these key entry points promotes civic pride, boosts tourism, and sets the tone for a vibrant, thriving community, encouraging travelers to stop, explore, and engage with the city.



Leveraging existing infrastructure, like overpasses, offers unique opportunities for branding and placemaking in the city. Enhancing these structures with art, lighting, or signage can create memorable visual landmarks while reinforcing the city's identity. Prioritizing beautification at gateways to key districts, such as downtown, establishes a welcoming and vibrant atmosphere. These efforts not only elevate aesthetics but also foster community pride, attract visitors, and define distinct areas, making the city more engaging and interconnected.

# Goal 21



## Modernize the city's zoning ordinance based on an updated future land use plan



**PRIORITY: HIGH**

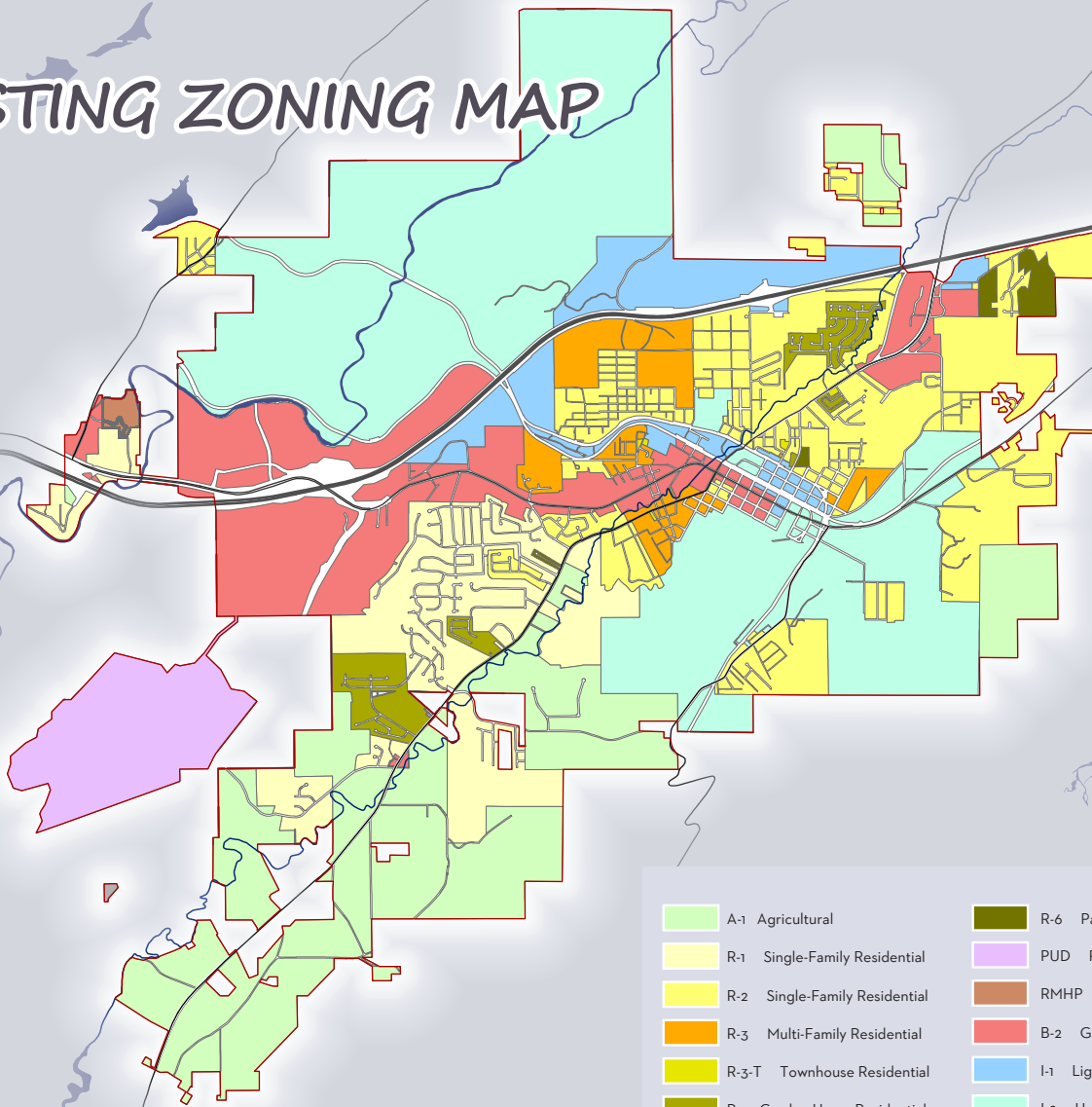
**DURATION: 1-5 years**

The city's current zoning ordinance is outdated, lacking the flexibility to support best practice mixed-use and residential infill development. A full update would ensure zoning aligns with the publicly developed future land use plan. The process to adopt a new ordinance will be transparent and participatory, with public meetings, a formal hearing and vote by the planning commission, and final approval by the city council. Key updates should allow for increased density and mixed-use development downtown and for transitional density neighborhoods around downtown, where missing middle housing can offer diverse, walkable living options. An update could incorporate form-based codes, prioritizing the look and compatibility of buildings over specific uses and encouraging more walkable, mixed-use corridors. Smaller neighborhood hubs should be permitted to support residential adjacent commerce, and excess industrial land should be rezoned to promote new and infill neighborhood development. A unified development code should be considered, consolidating all development regulations in one document for clarity and efficiency. The permitting process should be streamlined to expedite and facilitate development projects, with potential incentives like density bonuses to encourage developments that align with Leeds' community goals.

### ***POLICIES + ACTIONS:***

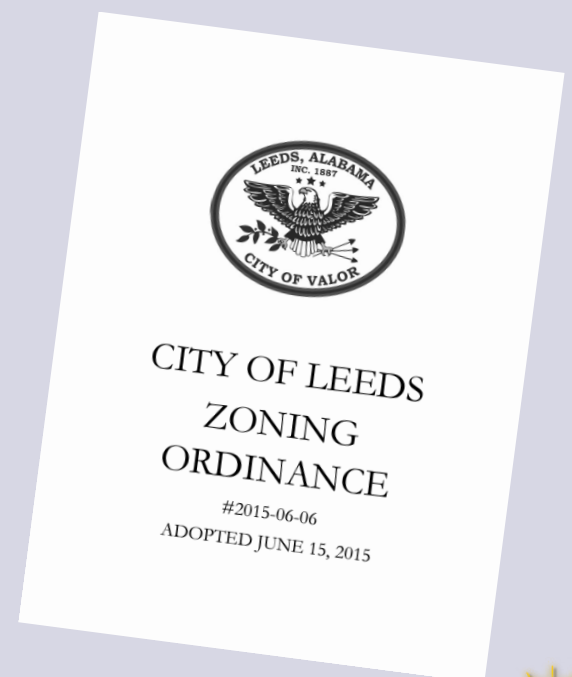
1. **Permit higher density in key growth areas like downtown, core neighborhoods, and I-20 exits**
2. **Promote mixed-use development in key areas like downtown, corridors, and commercial hubs**
3. **Allow for a greater diversity of housing typologies in walkable neighborhoods**
4. **Pursue a form based or hybrid zoning code to better regulate development styles**
5. **Consolidate zoning and subdivision regulations into a Unified Development Code**
6. **Incentivize infill development in the city's core with density bonuses, tax abatements, etc.**
7. **Streamline the permitting and review process for priority projects**
8. **Offer developers pre-approved building/ site templates for specific zoning districts**
9. **Ensure large subdivision developments include sidewalks and dedicated parks/ open space**

# EXISTING ZONING MAP

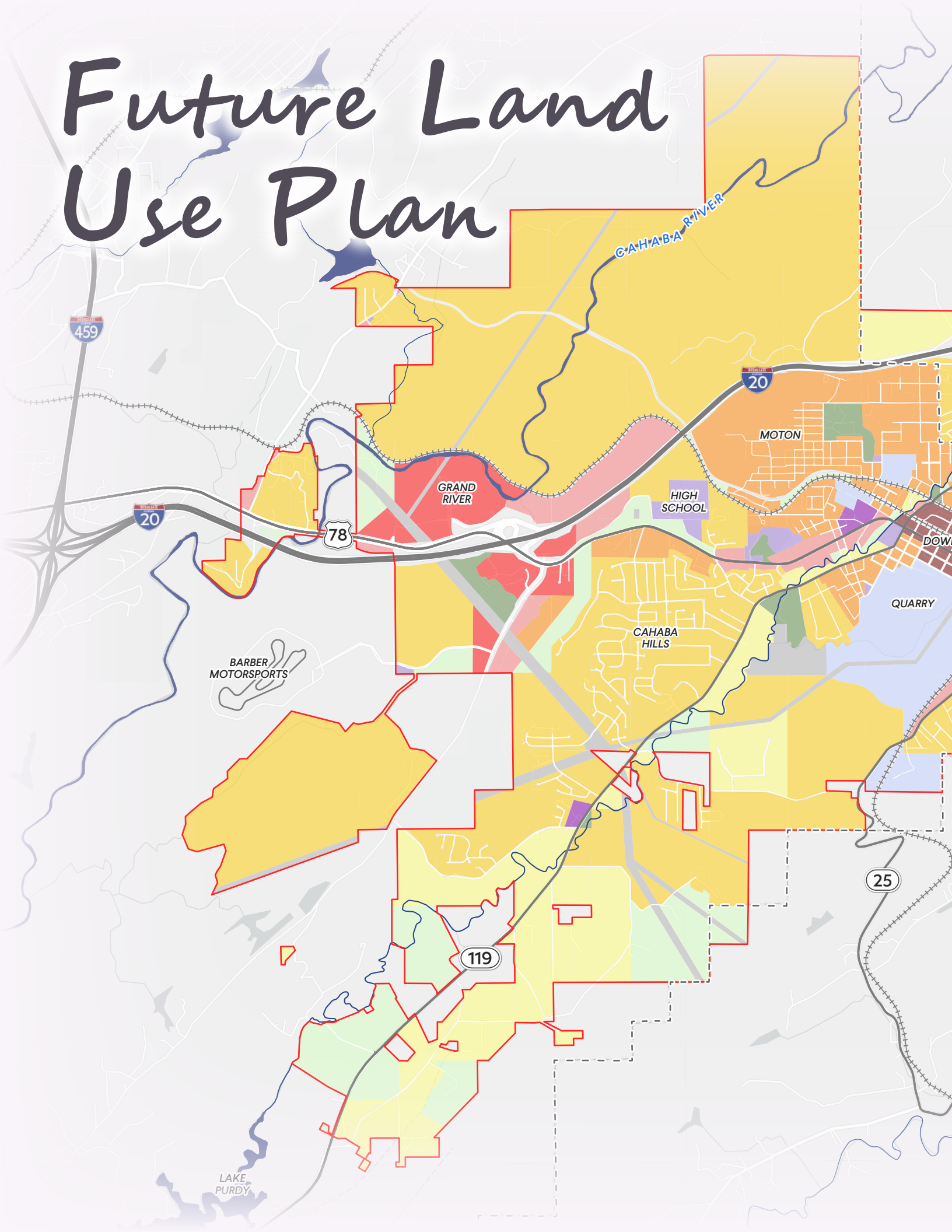


Leeds' existing zoning ordinance presents significant challenges to achieving balanced and sustainable growth. An overabundance of industrial-zoned land, much of it underutilized, limits opportunities for residential and commercial development in areas better suited for diverse uses. The ordinance lacks adequate provisions for missing middle housing, such as duplexes, townhomes, and accessory dwelling units, which are essential for creating affordable and flexible housing options for a range of household types.

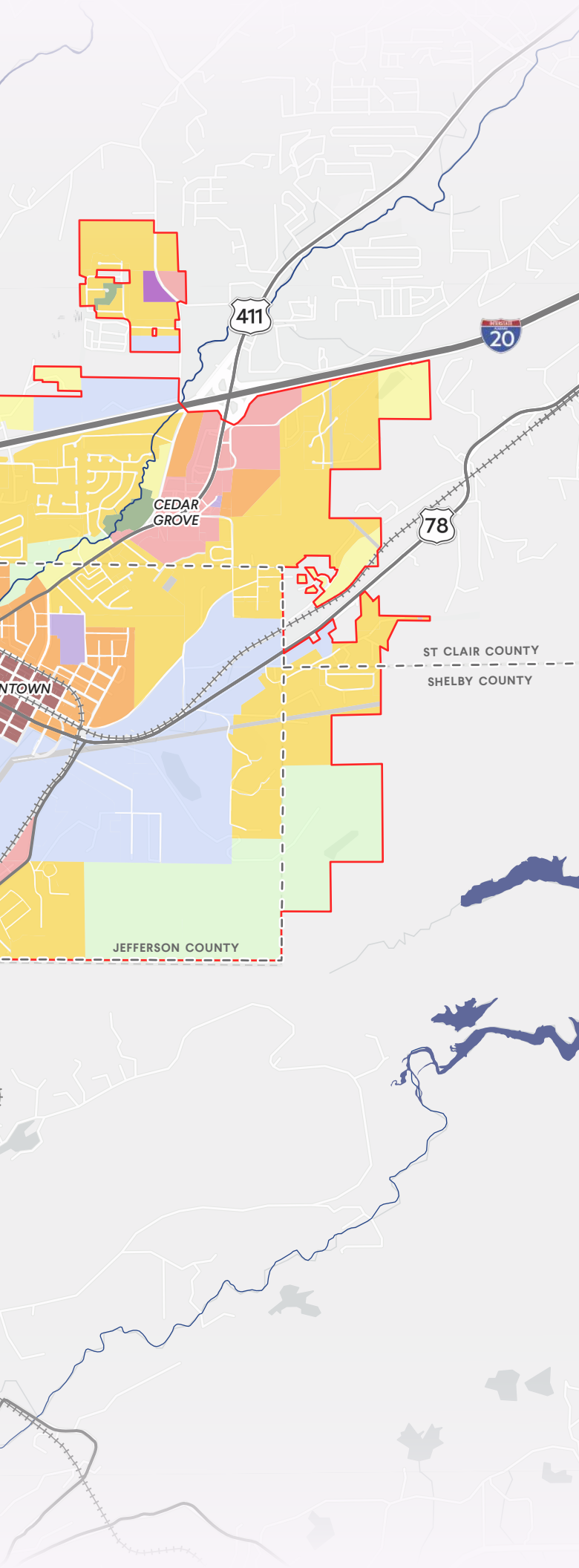
Additionally, the downtown area faces zoning limitations that fail to support vibrant mixed-use development, hindering opportunities for integrating residential, retail, and office spaces in a walkable, community-focused setting. Modernizing the zoning ordinance to align with contemporary development goals is crucial for addressing these gaps. By reducing excessive industrial zoning, encouraging missing middle housing, and promoting mixed-use districts, Leeds can foster economic growth, enhance livability, and create a more dynamic, inclusive urban fabric.



# Future Land Use Plan







### TOWN CENTER

The town center district, or downtown, is the walkable mixed-use core of the city. With an urban form on a regular grid of streets, the town center should have the highest density of development as well as a mix of residential and active retail uses.



### REGIONAL DESTINATION HUB

The regional destination hub classification is situated around Exit 140. It includes a variety of larger-scale, higher-end commercial uses that serve both locals and visitors from throughout the region. Examples include regional malls, luxury lodging, full service dining, etc.



### NEIGHBORHOOD HUB

Neighborhood hubs are smaller-scale commercial areas integrated with surrounding residential communities. Development in these areas is generally more dense, urban, and walkable than standard highway commercial zones and is intended to support lifestyle uses.



### GENERAL COMMERCIAL

General commercial uses are located primarily along the city's arterial thoroughfares. A typical highway commercial corridor is defined by development that is lower-density, more automobile-oriented, and includes offices and businesses such as fast food, service shops, etc.



### TRANSITIONAL NEIGHBORHOOD

Transitional neighborhoods are situated adjacent to higher-density nodes and provide a buffer of transitional-level residential density between activity centers and single-family districts. These areas include a mix of both single-family homes and "missing middle" residences (townhomes, duplex, etc.)



### COMMUNITY NEIGHBORHOOD

Community neighborhoods are standard residential communities or subdivisions that are characterized by a predominance of single-family homes. These neighborhoods exist at various densities and exhibit various degrees of walkability and can include resources such as parks and churches.



### LOW DENSITY RESIDENTIAL

Low density residential districts are dwelling areas that are not part of an established neighborhood or subdivision. These homes are mostly on larger lots and/or scattered along longer stretches of rural roads.



### RURAL / UNDEVELOPED

Rural/ undeveloped areas include residential properties on very large lots and any with active agricultural uses (crops, stables, etc.) This designation is generally the lowest density and least restrictive land use, including undeveloped and/or forested land.



### INDUSTRIAL

Industrial land uses are designated primarily south and east of downtown, with a minor presence along the railroad tracks to the west of downtown. Industrial areas include both heavier practices (mineral extraction, fabrication) as well as lighter uses (warehousing, wholesaling, etc.)



### COMMUNITY RESOURCE

Community resources include municipal/ civic operations that are utilized by residents. Mostly owned by the City of Leeds, these areas include amenities such as public schools and municipal operations such as police and fire stations, libraries, and courthouses.



### PARK

Parks are public community recreational anchors intended to provide residents with spaces to gather, interact, and engage in healthy lifestyles. Parks can be integrated into individual neighborhoods or can also be larger in scale and serve a broader area of the city.



### UTILITIES

Utility areas are designated for critical municipal infrastructure to provide service to area residents. Examples of utility uses include water towers, power substations, transmission line easements, sewer easements, etc.



## TOWN CENTER



LARGER SCALE HIGHER DENSITY



DIVERSE HOUSING

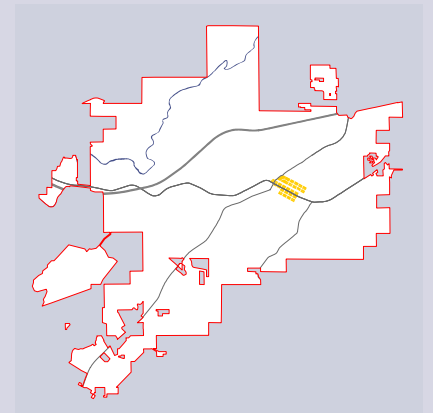


WALKABLE ACTIVE STREETS



MIXED USE DEVELOPMENT

Areas designated Town Center on the future land use map are located around the city's existing historic downtown district. Development in this area should include mixed use typologies with a medium to high level of density and a highly urbanized form. Buildings should front and activate adjoining streetscapes with parking located on street and in the interior core of city blocks. Streets are laid out in a regular grid with a very high level of connectivity and an emphasis on walkability.



## REGIONAL DESTINATION HUB



MIXED USE SHOPPING CENTER



SIGNATURE LODGING

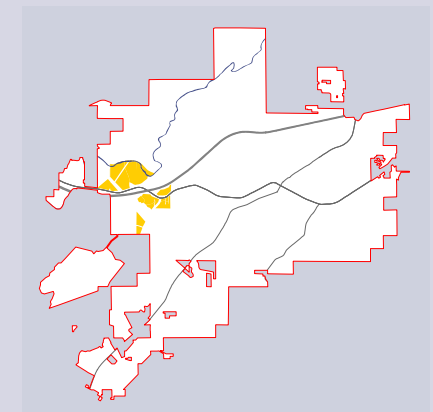
The Regional Destination Hub classification is located around the Grand River area at Exit 140 on I-20. This area is intended to host a cluster of large scale primarily commercial uses that attract regional visitors for shopping, dining, and entertainment. Development in this area is geared mostly toward motorists but with sidewalk connectivity between key sites. Attractions such as Barber Motorsports should be complemented with high quality lodging to support tourism growth.



BIG BOX / ANCHOR RETAIL



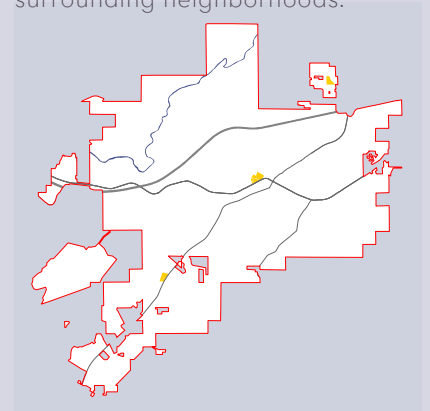
ENTERTAINMENT ATTRACTIONS



## NEIGHBORHOOD HUB



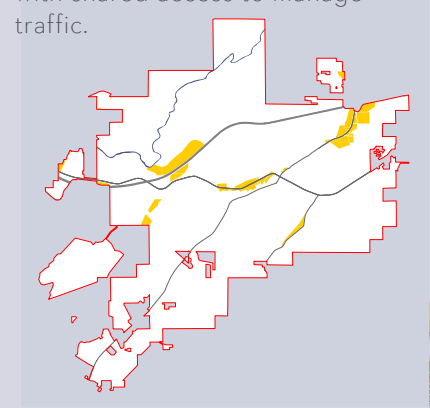
Neighborhood Hubs are walkable, mixed-use, smaller scale activity nodes. The smaller scale of these areas provides more direct access to commercial needs for area residents while minimizing competition between these nodes and the primary downtown district. Development in these areas should be more urban in form with buildings close to the road and parking in the rear. These areas can include higher density housing options and should include pedestrian connections with surrounding neighborhoods.



## GENERAL COMMERCIAL



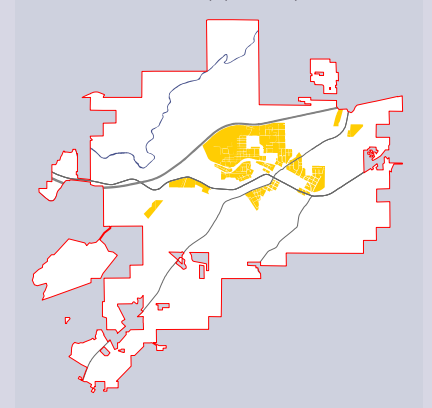
General Commercial areas describe commercial zones of the city located primarily along sprawling highway corridors. These areas primarily serve motorists, with development patterns including fast food drive thrus, strip malls, etc. Typical development patterns include large parking lots with a mix of big box stores and smaller scale retail. Where possible, retrofit patterns should be encouraged to include sidewalks with small building setbacks and parking/drive thru lines located in the rear with shared access to manage traffic.



## TRANSITIONAL NEIGHBORHOOD



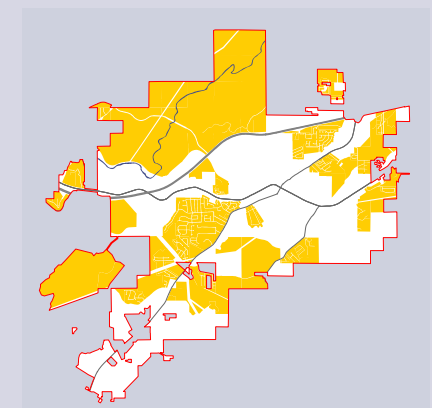
Transitional Neighborhoods are medium to higher density residential areas in close proximity to major activity centers. They buffer the higher intensity uses of downtown from the lower intensity uses of subdivisions. Increased residential density in walking distance of downtown helps support both a thriving business and residential environment. Key features of these areas are missing middle housing mixed with single family detached homes and a strong focus on walkability. These areas can also support apartments.



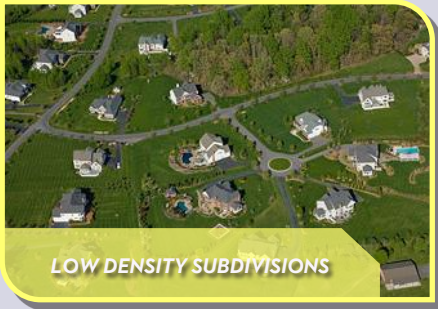
## COMMUNITY NEIGHBORHOOD



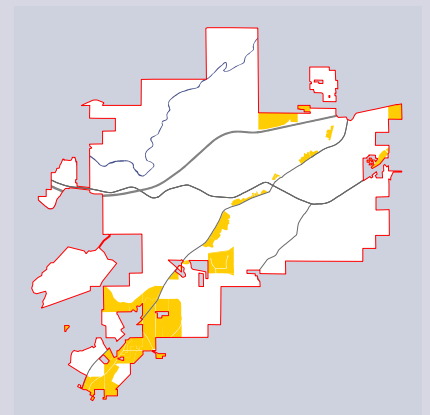
Community Neighborhood areas are medium to lower density residential districts. While these areas can include various typologies of single family dwellings ranging from detached to townhomes, they are generally less suitable for multifamily development and higher densities of missing middle housing. While these areas should include elements such as sidewalks as a best practice, there is less of an emphasis on walkability and mixed density.



## LOW DENSITY RESIDENTIAL



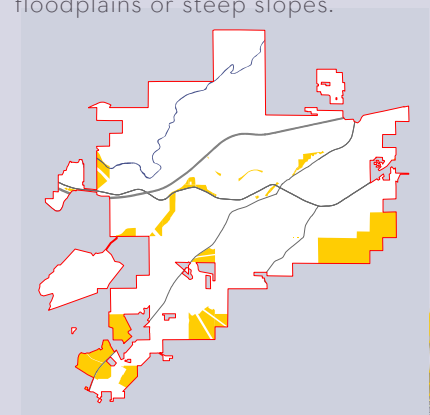
Areas designated for Low Density Residential in the future land use plan include very low density subdivisions (generally, 2+ acre lots) and non-subdivision residences located along corridors and rural roads. The piecemeal nature of this type of development means that it is often not controlled by subdivision regulation. The key differences between low density and rural residential development is that agricultural uses and animals are only allowed in rural areas.



## RURAL / UNDEVELOPED



Rural and Undeveloped land covers areas of lowest intensity development in the city. Parcels in these areas are generally very large. These are the only areas in the city where active agricultural uses such as crop and livestock operations are allowed. In addition to the primary residential structure, properties in this area often include secondary structures such as barns, stables, silos, etc. Undeveloped land is most commonly forested and remains unimproved due to environmental constraints such as floodplains or steep slopes.



# INDUSTRIAL



HEAVY INDUSTRY



WAREHOUSE / MANUFACTURING

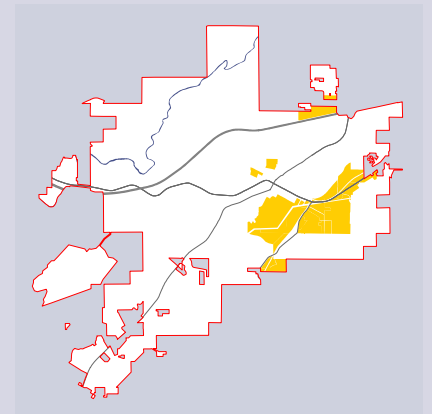


SELF STORAGE



OFFICE BUILDINGS / PARKS

Industrial districts are characterized by a concentration of manufacturing, warehousing, and distribution related businesses. The scale of development in these areas can range from large extractive sites such as quarries to smaller facilities that fit within an urban form and context. This area can also include uses such as offices and storage facilities. Industrial uses should be screened by a vegetated buffer along highways and when adjacent to residential districts.



# COMMUNITY RESOURCE



SCHOOLS



CITY HALL / MUNICIPAL OFFICES

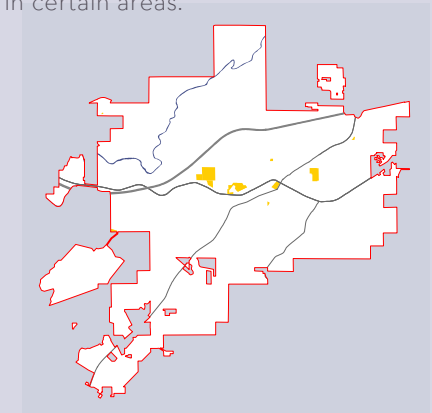


GOVERNMENT SERVICES



PUBLIC SAFETY

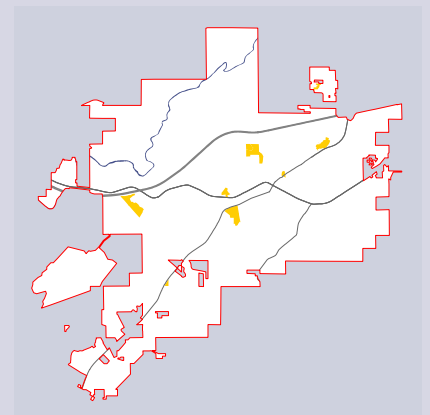
Community Resource areas are public service oriented developments associated with governmental functions. Examples of this typology include City Hall, municipal court, police and fire stations, schools, civic centers, and government services (SSA, etc.) Where possible these developments should be more urban in forms, with strong pedestrian connectivity to surrounding areas. Schools can be developed within neighborhood PUD's. Other sites should be strategically located and clustered to support increased activity in certain areas.



# PARK



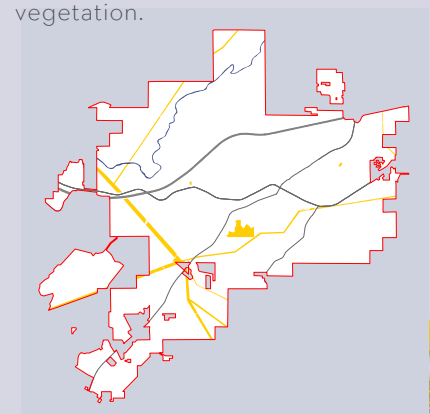
Park areas designated on the future land use plan are reserved for publicly accessible recreation facilities. These can include a variety of space types including passive nature areas, formal play areas, indoor and outdoor athletic facilities, and recreational trails. Parks can be leveraged as anchors for surrounding development, with higher densities of housing and businesses encouraged adjacent to parks to better activate and define park edges. Parks should also be integrated into the design of newly developed neighborhoods.



# UTILITIES



Utility areas on the future land use plan host critical infrastructure that serve the daily needs of area residents and businesses. Uses of this land include power substations, easements for transmission lines, water towers, water treatment/reclamation facilities, cell towers, sewer easements, etc. Future utility developments should be placed to minimize their impact on more dense residential and commercial areas and when possible be screened from view with appropriate partitions or vegetation.



# Goal 22



## Strategically upgrade municipal facilities to better serve community needs

PRIORITY: LOW

DURATION: 5-10 years

With a growing population, the city's municipal facilities need to be updated to meet increasing demands and enhance service delivery. Key facilities in need of upgrades include City Hall, the Public Library, Police HQ, Municipal Court, the Civic Center, and Leeds Water Works. City Hall should be redeveloped as a mixed-use municipal complex, similar to Homewood City Hall, to anchor and activate downtown's eastern gateway. A state-of-the-art library development, similar to Irondale's, is essential for meeting the community's educational and workforce development needs, providing modern spaces for learning and collaboration. The Police HQ and Municipal Court should be consolidated into a single Public Safety Complex, freeing up space for the Civic Center's expansion to serve as a more robust community and event center. Relocation of Leeds Water Works should be considered for a more central, accessible location. Fire Station 2 could be reconfigured to allow for mixed-use redevelopment off the US 411 corridor, supporting economic growth. Strategic and innovative facility updates will activate key areas like downtown and the Civic Center Complex, providing Leeds with the infrastructure needed to support future development while elevating community services.

### **POLICIES + ACTIONS:**

1. **Redevelop the city hall property downtown as a mixed-use municipal complex**
2. **Consolidate Police HQ and Municipal Court into an enhanced Public Safety Complex**
3. **Develop a state-of-the-art public library with computer labs and meeting rooms**
4. **Establish a dedicated Civic/ Senior Center facility to facilitate community events**
5. **Ensure all municipal facilities are ADA accessible**
6. **Provide free public Wi-Fi at all municipal facilities and parks**
7. **Promote green building standards and low impact design for municipal facilities**
8. **Enhance site design of municipal facilities with public spaces such as plazas and seating areas**



EXISTING

PROPOSED - EXAMPLE

CITY HALL



Updating Leeds' outdated City Hall into a modern, mixed-use municipal complex, looking to Homewood as an example, would enhance city services while creating a dynamic community hub. By integrating public offices with community spaces, this transformation could improve efficiency, accessibility, and civic engagement for all residents.

LIBRARY



Developing a state-of-the-art library, inspired by Irondale's modern library development, would provide Leeds with a vibrant educational and community hub. Equipped with cutting-edge technology, versatile spaces, and engaging programs, it would serve as a cornerstone for learning, connection, and growth.

PUBLIC SAFETY



COURT



POLICE HQ



Consolidating Leeds' municipal court and police headquarters into a modern public safety complex, modeled after Homewood's recent development, would enhance operational efficiency and public accessibility. This state-of-the-art facility would improve safety services, foster collaboration, and better serve the community's needs.

# Goal 23



## Proactively address flooding issues throughout the city



**PRIORITY: HIGH**

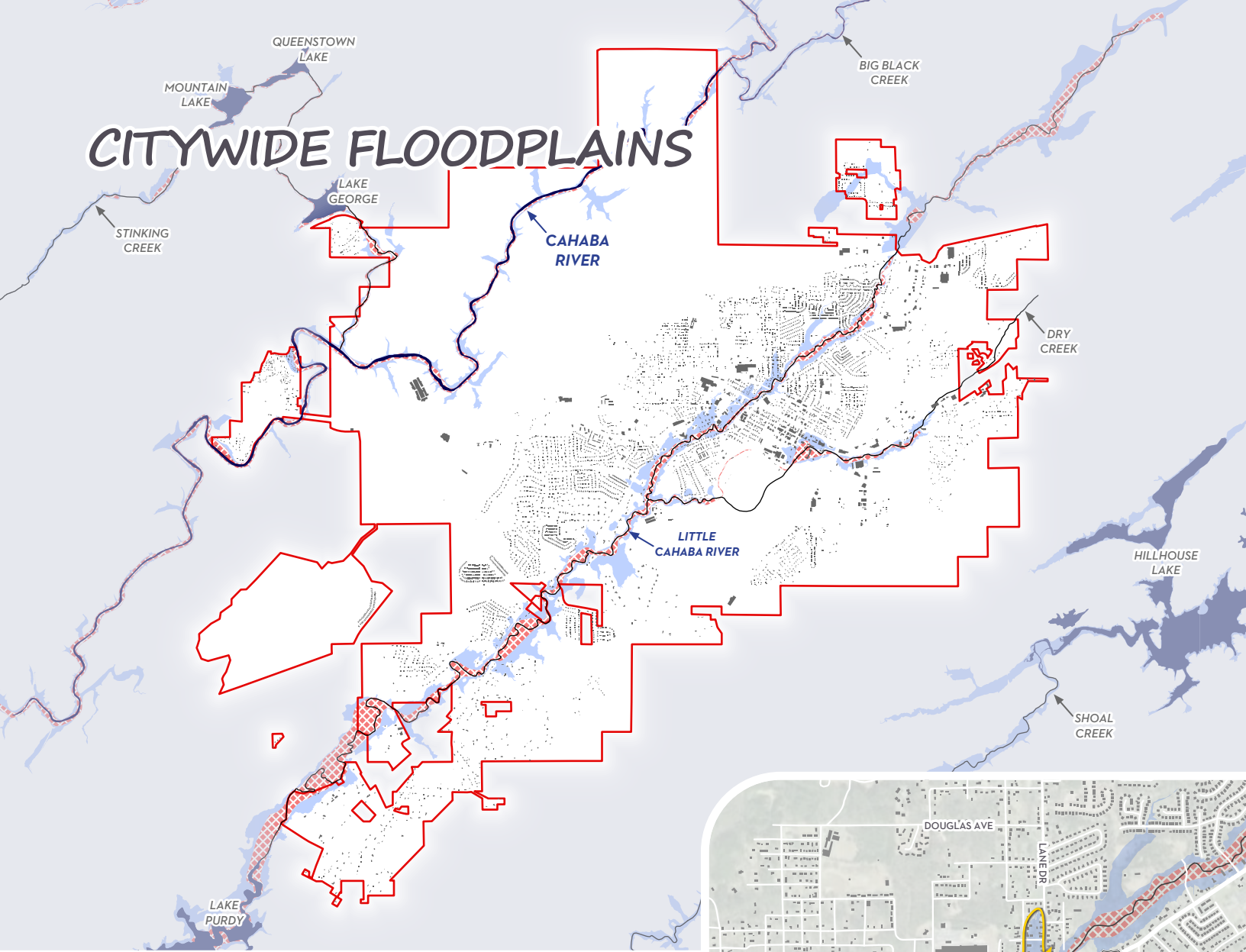
**DURATION: 1-5 years**

Leeds faces ongoing flooding challenges, with significant development in the Little Cahaba River's floodplain leaving homes, businesses, and infrastructure vulnerable to regular inundation. Addressing these issues begins with a Hydrologic and Hydraulic (H+H) Modeling study to pinpoint flooding hotspots and guide mitigation efforts where they're needed most. Developing a local hazard mitigation plan and advocating for local priorities in an updated countywide hazard mitigation plan is essential to support applications for grant funding for mitigation projects. To finance these improvements, the city should consider a stormwater utility fee based on a property's impervious area, helping to fund critical drainage upgrades. The protection of critical infrastructure throughout the city should be a top priority, ensuring roads, utilities, and essential services remain resilient against flooding risks. To reduce future impacts, Leeds should prohibit new development in designated floodways and promote the use of permeable pavements citywide. Design solutions such as upgraded stormwater drains, bioswales, and rain gardens will help manage stormwater in addition to enhancing city aesthetics. Through these strategies, Leeds can address current flooding concerns while promoting a resilient, proactive approach to managing stormwater in the future.

### ***POLICIES + ACTIONS:***

- 1. Implement a stormwater utility fee to help fund drainage improvements**
- 2. Develop a local stormwater management plan**
- 3. Advocate for an updated county hazard mitigation plan that highlights local priorities**
- 4. Prioritize improvements that protect the city's critical infrastructure**
- 5. Encourage cluster/ conservation design in new subdivisions**
- 6. Promote the use of permeable pavements in public and private developments**
- 7. Prohibit new development in floodways and pursue voluntary buyout of existing structures within floodways**
- 8. Upgrade outdated and/ or damaged municipal stormwater drainage systems**
- 9. Promote the use of bioswales/ rain gardens in vulnerable areas**

# CITYWIDE FLOODPLAINS



In addition to more traditional drainage infrastructure such as storm drains and culverts, stormwater flooding can also be mitigated through designs such as bioswales/ rain gardens along roads and other flood prone infrastructure. Beyond managing stormwater runoff, these features can also serve as placemaking and beautification features.

The above areas highlighted on the map should be high priority targets for improved drainage/ stormwater infrastructure in order to protect critical infrastructure and commercial/ residential development in flood prone areas of the city.

# Goal 24

## Create a design review system to protect the character of historic districts



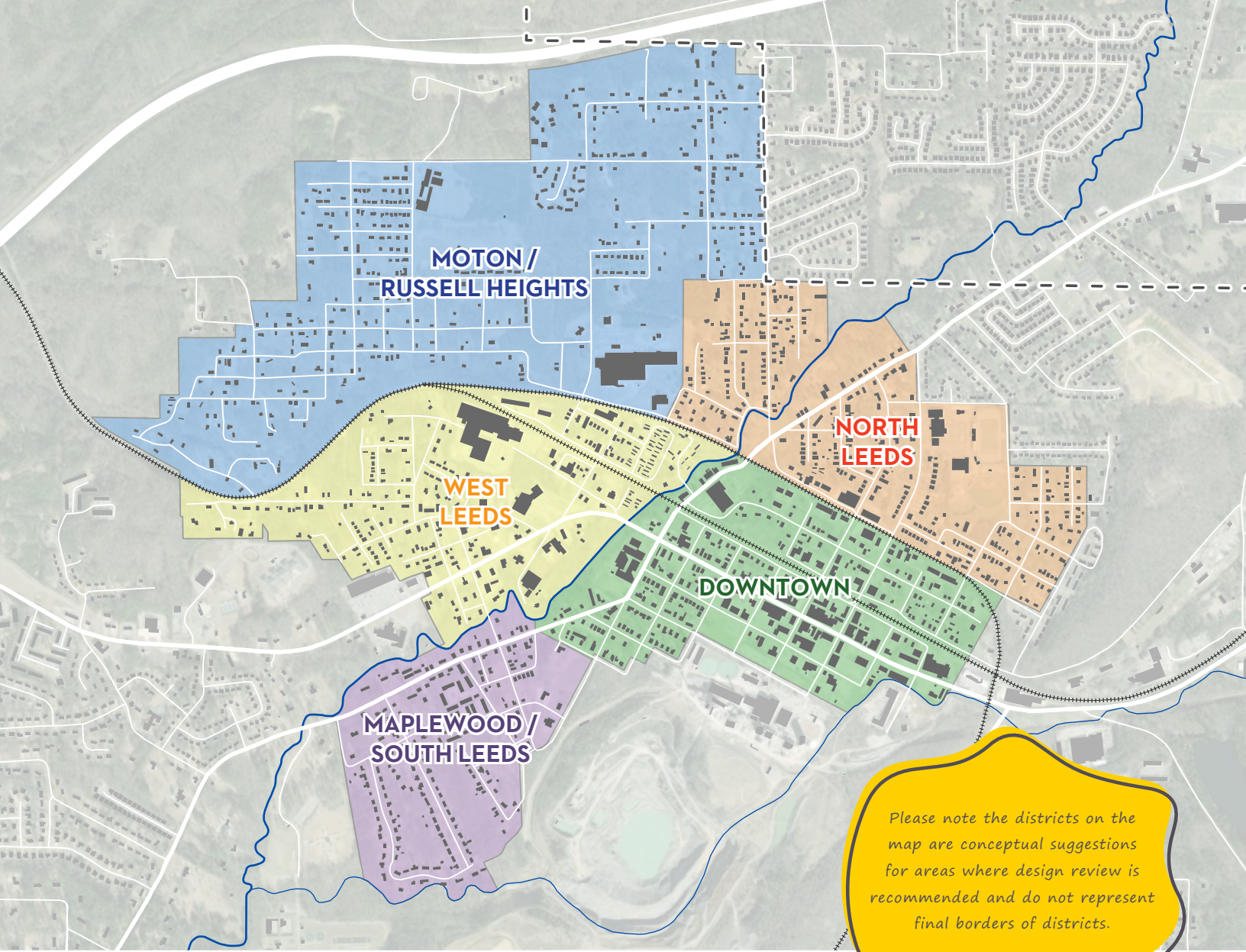
PRIORITY: LOW

DURATION: 1-5 years

The city should establish local historic districts with design guidelines tailored to each area's architectural character. A preservation plan must be developed for each proposed district, allowing major exterior changes to historic properties to be reviewed for design consistency. New construction in designated districts will also need to coordinate with existing architectural styles. This approach protects historic character while also allowing for new development, including infill and adaptive reuse projects, ensuring that preservation efforts support growth rather than hinder it. Historic preservation offers numerous community benefits, such as boosting property values, revitalizing neighborhoods, and enhancing overall aesthetics. By adopting protections, Leeds can encourage investments that maintain the unique look and feel of its historic areas. Incentives like tax abatements can be used to support property owners in rehabilitating historic structures, making preservation financially accessible. Leeds should also provide resources to educate homeowners and investors on other available resources for maintaining and improving historic properties, helping them navigate preservation funding and tax benefits. These strategies will safeguard Leeds' heritage and preserve the character that makes its historic districts vibrant assets.

### **POLICIES + ACTIONS:**

1. **Develop a historic preservation plan to survey contributing resources and identify proposed district boundaries**
2. **Develop design guidelines for each proposed district tailored to the character of the respective community**
3. **Establish a design review board to oversee new construction, renovations, and demolitions in local historic districts**
4. **Incentivize rehabilitation through tax abatements for property owners who restore historic structures**
5. **Streamline the permitting and review process for adaptive reuse projects**
6. **Encourage the underground placement of utilities in historic districts**
7. **Facilitate cultural programming (walking tours, museums, etc.) to promote heritage tourism**

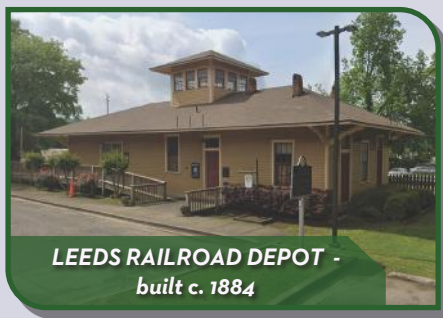


Please note the districts on the map are conceptual suggestions for areas where design review is recommended and do not represent final borders of districts.

## DOWNTOWN



**MAIN STREET DISTRICT**



**LEEDS RAILROAD DEPOT -  
built c. 1884**



**8250 2<sup>nd</sup> AVE S -  
built c. 1930**



**8314 1<sup>st</sup> AVE S -  
built c. 1925**

The downtown historic area is centered around Leeds' historic main street commercial district on Parkway Ave. It is roughly bounded by the Norfolk Southern rail line to the north and east, the Leeds Cement Plant and Quarry to the south, and the Little Cahaba River to the west. Notable historic sites in the district include the city's mixed-use town center, the railroad depot around which the city first developed, and some of the city's finest home architecture in residential districts located on the contiguous downtown grid.

## MAPLEWOOD / SOUTH LEEDS



The Maplewood/ South Leeds historic area is located south of downtown along the Montevallo Rd corridor. It is roughly bounded by the Little Cahaba River to the north, the quarry to the east, Dry Creek to the south, and Memorial Park to the west. This residential district is home to notable historical sites including the Civil War era Bass House and Museum on Montevallo Rd as well as the fieldstone Century Methodist Church and a collection of craftsman style homes.

## NORTH LEEDS



The North Leeds historic area is situated north of downtown along the Ashville Rd corridor. It is roughly bounded by Hardy Dr, Parnell Dr, and Sunset Dr to the north, Dorrough St to the east, the Norfolk Southern rail line to the south, and Hubbel Power Systems to the west. There are several notable historic sites in this district, including Shiloh Cemetery (the city's oldest), Leeds City Park, and numerous historic homes dating to the early 1900's.

## WEST LEEDS



The West Leeds historic area is positioned to the west of downtown along the Parkway Dr corridor. It is roughly bounded by the Norfolk Southern rail line to the north, the Little Cahaba River to the east and south, and to the west by the Leeds Commons shopping center and Leeds Primary School. The district is comprised of historic homes dating from the 1920's through the 1950's in addition to contemporary auto-oriented commercial development along Parkway Dr.

## MOTON / RUSSELL HEIGHTS



The Moton/ Russell Heights historic area is located northwest of downtown Leeds. It is roughly bounded by I-20 to the north, Lane Dr to the east, Hardy Ave and the Norfolk Southern rail line to the south, and undeveloped land owned by US Steel to the west. The district has many historic homes dating from the 1920's through the 1950's and is home to notable sites such as the former Moton High School, which served black residents in Leeds and neighboring cities until 1970.

# Implementation

**This implementation plan is where the rubber meets the road. VISION BECOMES REALITY.**

A successful plan is not just one that outlines future goals, but one that achieves measurable progress. Demonstrating early progress is critical to maintaining momentum and building public confidence in the plan. By taking decisive action on key priorities, Leeds will create tangible results that reflect our commitment to improving the lives of our residents.

Effective implementation requires careful alignment of available resources with the community’s top priorities. This means making the most of financial, human, and natural resources, ensuring that every effort contributes directly to the city’s long-term goals. Equally important is clearly designating responsibility for specific

actions. The plan identifies key stakeholders – such as city departments, local organizations, and regional partners – who will be accountable for executing various components of the plan.

Regular progress checks are essential to maintaining accountability and ensuring that the plan stays on track. Success will be measured through clear metrics, including completion rates of projects, improvements in community well-being, and progress toward strategic goals.

By setting clear expectations, tracking progress, and making necessary adjustments along the way, this implementation plan helps ensure that the Imagine Leeds comprehensive plan is a living document – one that evolves with the city and delivers lasting benefits for all.



		PRIORITY	DURATION	LEA
<b>Imagine GROWTH</b>				
<b>1.1</b>	<b>Develop downtown as a higher-density, mixed-use, walkable district</b>	<b>High</b>	<b>10+ yrs</b>	<b>Rede</b>
1.1.A	Preserve existing historic commercial buildings	High	10+ yrs	Historic
1.1.B	Increase the permitted density of downtown development	High	1-5 yrs	Plannin
1.1.C	Promote urban form development in the area between the railroad tracks	Medium	1-5 yrs	Rede
1.1.D	Densify downtown adjacent residential neighborhoods with missing middle housing	Medium	10+ yrs	Plannin
1.1.E	Promote mixed-use development typologies	High	1-5 yrs	Rede
1.1.F	Enhance municipal facilities and leverage city-owned land for new development	Low	5-10 yrs	
1.1.G	Support development of nightlife businesses	Low	1-5 yrs	Ch
1.1.H	Prioritize pedestrians in the design of streets	High	1-5 yrs	
<b>1.2</b>	<b>Support the ongoing development of Exit 140 as a regional destination district</b>	<b>Medium</b>	<b>5-10 yrs</b>	<b>Cha</b>
1.2.A	Improve gateway aesthetics with landscaping and gateway signage at the exit	High	< 1 yr	
1.2.B	Provide wayfinding for the Exit 140 area and to downtown	Medium	< 1 yr	
1.2.C	Support commercial development along Rex Lake Road	Medium	5-10 yrs	Ch
1.2.D	Landscape shoulders and medians along divided portion of Rex Lake Road	Low	< 1 yr	
1.2.E	Recruit higher end lodging to leverage regional destinations in support of local tourism	High	1-5 yrs	Ch
1.2.F	Expand and enhance commercial development at Grand River	Medium	1-5 yrs	
1.2.G	Support multifamily and greenfield neighborhood development in the area	Medium	5-10 yrs	Plannin
1.2.H	Improve pedestrian connectivity between Rex Lake Road and Grand River Parkway	Medium	< 1 yr	



# UNDERSTANDING THE MATRIX...

## PRIORITY

Each priority was assigned based on public input received during the engagement process. This is a measure of urgency on how soon action on this item should begin.

## DURATION

Duration is a measure of the estimated length of time it would likely take to complete this item once progress on it has begun. It is not necessarily a deadline for action.

## LEAD COORDINATOR

The lead coordinator identified is the primary entity responsible for organizing progress and implementation of individual goals, policies, and actions.

## SUPPORT

The support entities identified are responsible for providing technical and organizational assistance in furtherance of implementing that goal, policy, or action.

## FUNDING RESOURCES

Funding resources are intended to identify potential methods for financing project implementation. They include grants and various municipal funding mechanisms.



Keep an eye out for the Imagine Leeds lightbulb... it indicates a HIGH public priority goal

LEAD COORDINATOR	SUPPORT	FUNDING RESOURCES
<b>Development Authority</b>	<b>Main Street, Chamber of Commerce, Engineering</b>	<b>ADECA - CDBG / Private market / Tax incentives</b>
Preservation Commission	Leeds Historical Society, Main Street, Engineering	
Planning + Zoning Commission	Engineering	
Development Authority	Planning + Zoning Commission, Engineering	
Planning + Zoning Commission	Engineering	
Development Authority	Planning + Zoning Commission, Engineering	
Engineering	Public Works	
Chamber of Commerce	Main Street	
Engineering	Planning + Zoning Commission, Public Works	
<b>Chamber of Commerce</b>	<b>Engineering, US Steel, RSA, Barber Motorsports, ALDOT</b>	<b>Private market</b>
Public Works	ALDOT, Chamber of Commerce	
Public Works	Chamber of Commerce	
Chamber of Commerce	Planning + Zoning Commission, Engineering	
Public Works	Chamber of Commerce	
Chamber of Commerce	Barber Motorsports, RSA	
Engineering	RSA, Chamber of Commerce	
Planning + Zoning Commission	Engineering, US Steel	
Public Works	ALDOT	

		PRIORITY	DURATION	LEA
<b>1.3</b>	<b>Support new development that enhances commercial opportunities at Exit 144</b>	<b>Low</b>	<b>5-10 yrs</b>	<b>Cha</b>
1.3.A	Improve gateway aesthetics with landscaping and gateway signage at the exit	High	< 1 yr	
1.3.B	Provide wayfinding for the Exit 144 area and to downtown	Medium	< 1 yr	
1.3.C	Consolidate excessive curb cuts on US 411 for improved access management	Low	1-5 yrs	
1.3.D	Connect Maxey Dr to Hankins Ave to create a new rear access road	High	< 1 yr	
1.3.E	Elevate signage standards for improved corridor aesthetics	Medium	1-5 yrs	Plannin
1.3.F	Promote missing middle housing development between Sharp Dr and Cedar Grove Rd	Medium	5-10 yrs	Plannin
1.3.G	Work with Cedar Grove Baptist to develop a floodplain park between Cedar Grove Rd and Oliver Crossing	Low	1-5 yrs	P
1.3.H	Support commercial and multifamily development east of Maxey Dr / Hankins Ave	Medium	5-10 yrs	Plannin
<b>1.4</b>	<b>Revitalize the highway commercial district along Parkway Drive</b>	<b>Medium</b>	<b>5-10 yrs</b>	<b>Rede</b>
1.4.A	Redevelop the Food Giant site to create a mixed-use neighborhood node	High	1-5 yrs	Rede
1.4.B	Promote renovations / urban retrofit to Leeds Commons shopping center	Medium	1-5 yrs	
1.4.C	Extend Arkansas St to Moton St to create a new connection from Moton to US 78	Low	< 1 yr	
1.4.D	Ensure streetscape connections between the district and the proposed Little Cahaba greenway trail	Medium	1-5 yrs	
1.4.E	Connect Frisco Ave to Park Dr for better park/ school access	Low	< 1 yr	
1.4.F	Densify residential neighborhoods between US 78 and the railroad tracks with missing middle housing	High	5-10 yrs	Plannin
1.4.G	Ensure streetscape connections between the district and the proposed rails to trails greenway	Low	1-5 yrs	
1.4.H	Implement a road diet and complete street upgrade to US 78	High	1-5 yrs	
<b>1.5</b>	<b>Develop a neighborhood-scale commercial hub at Zeigler Rd and Hwy 119</b>	<b>Medium</b>	<b>5-10 yrs</b>	<b>Rede</b>
1.5.A	Develop a walkable, neighborhood-scale, commercial node at the intersection of Zeigler Rd and Hwy 119	High	1-5 yrs	Rede
1.5.B	Establish a park space around the Little Cahaba across from the node	Low	< 1 yr	P
1.5.C	Support Traditional Neighborhood Development at the former Country Club and in Bridle Trace	Medium	5-10 yrs	Plannin
1.5.D	Improve pedestrian connectivity with sidewalks and trails to adjacent neighborhoods	High	< 1 yr	
<b>1.6</b>	<b>Develop a network of walkable neighborhoods in the Grand River area</b>	<b>Low</b>	<b>10+ yrs</b>	<b>Plannin</b>
1.6.A	Extend Grand River Pkwy across the Cahaba River and provide arterial connection to CR 96 (Floyd Bradford Rd)	High	1-5 yrs	
1.6.B	Establish arterial access between new development and CR 10 (Whites Chapel Pkwy)	Medium	1-5 yrs	
1.6.C	Maintain an appropriate development buffer around the Cahaba River	High	< 1 yr	Fre
1.6.D	Establish a recreational greenway trail along the Cahaba River	Low	1-5 yrs	P
1.6.E	Buildout land north of I-20 with a network of walkable, mixed-density, traditional neighborhood developments	High	10+ yrs	Plannin
1.6.F	Develop a regional sports complex to anchor neighborhood development	High	1-5 yrs	P
1.6.G	Support a rails to trails conversion of the deactivated rail line	Low	1-5 yrs	P
1.6.H	Extend Grand River Blvd to the east for an arterial connection with Leeds Markeeta Rd	Low	1-5 yrs	

PRIORITY DURATION LEA

## Imagine RECREATION

<b>2.1</b>	<b>Revitalize Leeds City Park</b>	<b>Medium</b>	<b>&lt; 1 yr</b>	<b>P</b>
2.1.A	Improve park edges with enhanced landscaping and signage	Medium	< 1 yr	P
2.1.B	Naturalize and activate the inner bank of the Little Cahaba River	High	< 1 yr	
2.1.C	Update and reposition the existing playground area	High	< 1 yr	P
2.1.D	Create a multi-purpose lawn space	Medium	< 1 yr	P
2.1.E	Expand park space on adjacent city-owned lots	Low	< 1 yr	P
2.1.F	Improve crossing safety at the intersection of Lane Rd and Hwy 119	Medium	< 1 yr	
<b>2.2</b>	<b>Develop a multi-use greenway trail along the Little Cahaba River</b>	<b>High</b>	<b>1-5 yrs</b>	<b>P</b>
2.2.A	Maintain at least a 5' riparian buffer zone with vegetation along the creek's edge	High	< 1 yr	P
2.2.B	Work with property owners to secure necessary trail easements, prioritizing minimal impact to private property	High	1-5 yrs	
2.2.C	Ensure a minimum 10' trail width to support multi-purpose use	Medium	< 1 yr	P
2.2.D	Establish trailheads at Leeds City Park and Leeds Memorial Park	Low	< 1 yr	P
2.2.E	Ensure ADA accessible trail design	High	< 1 yr	P
2.2.F	Utilize a permeable trail surface to minimize flooding vulnerability	Low	< 1 yr	P
2.2.G	Provide wayfinding/ educational signage along the trail	Low	< 1 yr	
2.2.H	Use existing rights-of-way for alignment where creek adjacency is infeasible	High	< 1 yr	
<b>2.3</b>	<b>Enhance amenities and facilities at Leeds Memorial Park</b>	<b>Medium</b>	<b>&lt; 1 yr</b>	<b>P</b>
2.3.A	Improve park entrance with enhanced landscaping and gateway signage	High	< 1 yr	P
2.3.B	Plant street trees along Helen St	Low	< 1 yr	P
2.3.C	Update the existing soccer fields and baseball/ softball complex	High	< 1 yr	P
2.3.D	Develop an enhanced pavilion area with concession stand and bathrooms	Medium	< 1 yr	P
2.3.E	Update the existing playground facilities	High	< 1 yr	P
2.3.F	Complete the sidewalk connection on Hwy 119 between downtown and the park	High	< 1 yr	



LEAD COORDINATOR	SUPPORT	FUNDING RESOURCES
<b>Chamber of Commerce</b>	<b>Engineering, Environmental, ALDOT, Cedar Grove Baptist</b>	<b>Private market</b>
Public Works	ALDOT, Chamber of Commerce	
Public Works	Chamber of Commerce	
Engineering	ALDOT	
Engineering	Public Works	
Planning + Zoning Commission	Chamber of Commerce	
Planning + Zoning Commission	Engineering	
Parks + Recreation	Environmental, Cedar Grove Baptist, Oliver Crossing HOA	
Planning + Zoning Commission	Chamber of Commerce, Engineering	
<b>Development Authority</b>	<b>Chamber of Commerce, Planning + Zoning Commission, Engineering</b>	<b>Private market / Tax incentives</b>
Development Authority	Planning + Zoning Commission, Chamber of Commerce	
Engineering	Chamber of Commerce	
Engineering	Public Works	
Public Works	Development Services	
Engineering	Public Works, Board of Education	
Planning + Zoning Commission	Engineering	
Public Works	Engineering	
Engineering	ALDOT, Public Works	
<b>Development Authority</b>	<b>Engineering, Planning + Zoning Commission, Chamber of Commerce</b>	<b>Private market / Tax incentives</b>
Development Authority	Planning + Zoning Commission, Chamber of Commerce	
Parks + Recreation	Environmental	
Planning + Zoning Commission	Engineering	
Public Works	Engineering	
<b>Planning + Zoning Commission</b>	<b>Development Services, US Steel, Freshwater Land Trust</b>	<b>Private market / Municipal bonds</b>
Engineering	Public Works, City of Irondale	
Engineering	Public Works, City of Moody, US Steel	
Freshwater Land Trust	Planning + Zoning Commission, Engineering	
Parks + Recreation	Freshwater Land Trust, Engineering, Public Works	
Planning + Zoning Commission	Engineering, US Steel, City of Moody	
Parks + Recreation	Engineering	
Parks + Recreation	Norfolk Southern, Engineering, Public Works	
Engineering	Public Works, US Steel	
LEAD COORDINATOR	SUPPORT	FUNDING RESOURCES
<b>Parks + Recreation</b>	<b>ADEM</b>	<b>ADECA - LWCF</b>
Parks + Recreation		
Environmental	Parks + Recreation, Engineering, ADEM	
Parks + Recreation	Engineering	
Parks + Recreation	Engineering	
Engineering	ALDOT	
<b>Parks + Recreation</b>	<b>ALDOT, Board of Education, Leeds First Baptist</b>	<b>ADECA - RTP</b>
Parks + Recreation	Engineering	
Administration		
Parks + Recreation	Engineering	
Parks + Recreation	Engineering, Public Works	
Parks + Recreation	Engineering	
Parks + Recreation	Engineering	
Public Works	Chamber of Commerce	
Engineering		
<b>Parks + Recreation</b>	<b>Engineering, Public Works</b>	<b>ADECA - LWCF</b>
Parks + Recreation	Public Works	
Parks + Recreation	Public Works	
Parks + Recreation	Engineering	
Parks + Recreation	Engineering	
Parks + Recreation	Engineering	
Public Works	Engineering	

		PRIORITY	DURATION	LEA
<b>2.4</b>	<b>Convert the former Norfolk Southern rail line into a multi-use greenway trail</b>	<b>Low</b>	<b>1-5 yrs</b>	<b>P</b>
2.4.A	Work with Norfolk Southern to acquire the decommissioned rail line	High	1-5 yrs	
2.4.B	Secure structural/ safety upgrades to the deactivated rail bridge over I-20	Medium	1-5 yrs	
2.4.C	Construct a foot bridge over the Cahaba River on existing historic piers	Medium	1-5 yrs	
2.4.D	Establish trailheads at the future regional sports park and Franklin Ave / Moore St	Medium	< 1 yr	
2.4.E	Ensure ADA accessible trail design	High	< 1 yr	F
2.4.F	Use crushed stone for the trail surface to increase permeability and minimize cost	Low	< 1 yr	F
2.4.G	Provide wayfinding/ educational signage along the trail	Low	< 1 yr	
2.4.H	Develop a streetscape trail connection along Franklin Ave to connect to City Park	High	< 1 yr	
<b>2.5</b>	<b>Revitalize Moton Park and Community Center</b>	<b>Low</b>	<b>1-5 yrs</b>	<b>P</b>
2.5.A	Improve park edges with enhanced landscaping and signage	High	< 1 yr	F
2.5.B	Establish a main entrance/ plaza for the park	Medium	< 1 yr	F
2.5.C	Activate the unutilized northeastern corner of the park	Low	1-5 yrs	F
2.5.D	Upgrade existing athletic facilities	Medium	< 1 yr	F
2.5.E	Renovate Moton Community Center and improve surrounding site	High	1-5 yrs	F
2.5.F	Relocate Housing Authority homes out of the park onto adjacent Housing Authority land	Low	1-5 yrs	F
2.5.G	Create a state of the art multigenerational playground area	High	< 1 yr	F
2.5.H	Strengthen sidewalk connections into the surrounding community	Medium	< 1 yr	
2.5.I	Develop a greenway trail on Housing Authority land to link the park to the rails to trails greenway	Low	< 1 yr	F
<b>2.6</b>	<b>Improve amenities and facilities at the splash pad / civic center complex</b>	<b>Low</b>	<b>1-5 yrs</b>	<b>P</b>
2.6.A	Enhance park entrance with enhanced landscaping and signage	High	< 1 yr	F
2.6.B	Improve the Park Dr streetscape with sidewalks, street trees, and lighting	High	< 1 yr	
2.6.C	Strengthen the connection between the park and Leeds Primary School	Low	< 1 yr	B
2.6.D	Upgrade the splash pad with new water features, plumbing, and surfacing	High	< 1 yr	F
2.6.E	Update the existing playground, sports facilities, and pavilions	Medium	< 1 yr	F
2.6.F	Utilize vacant land to offer diversified athletic facilities (pickleball, etc.)	High	< 1 yr	F
2.6.G	Create a consolidated safety complex for police and municipal court	Low	1-5 yrs	
2.6.H	Develop an updated Civic Center/ multipurpose event space	Low	1-5 yrs	F

PRIORITY DURATION LEA

## Imagine CONNECTION



<b>3.1</b>	<b>Improve walkability, prioritizing pedestrian connectivity between key nodes</b>	<b>High</b>	<b>1-5 yrs</b>	
3.1.A	Construct new sidewalks connecting to downtown, parks, schools, and shopping areas	High	< 1 yr	
3.1.B	Ensure ADA accessibility in all new sidewalks and retrofit existing sidewalks along major corridors	High	1-5 yrs	
3.1.C	Maintain a 5' minimum width for all new sidewalk construction	High	< 1 yr	
3.1.D	Incorporate street trees in the design of new sidewalks where possible	Medium	< 1 yr	
3.1.E	Repair degraded pavement in the existing sidewalk network	Medium	1-5 yrs	
3.1.F	Widen existing sidewalks that are less than 5' wide along key corridors	Medium	< 1 yr	
3.1.G	Incorporate low impact design standards for sidewalks in flood prone areas	High	< 1 yr	
3.1.H	Encourage the use of traffic calming elements at key crossing points	Medium	< 1 yr	
3.1.I	Provide wayfinding signage to key destinations	Low	< 1 yr	Ch
<b>3.2</b>	<b>Improve bikeability by enhancing cycling infrastructure on key corridors</b>	<b>Medium</b>	<b>5-10 yrs</b>	
3.2.A	Develop dedicated cycling infrastructure, prioritizing routes frequented by cyclists	High	1-5 yrs	
3.2.B	Maintain a 5' minimum width for one-way bike lanes and an 8' width for two-way lanes	High	< 1 yr	
3.2.C	Implement road diets where feasible that include bike lanes in reconfigured striping	Medium	< 1 yr	
3.2.D	Coordinate with neighboring cities to create regional intercity cycling routes	Medium	5-10 yrs	
3.2.E	Provide physical separation of on-road bike lanes where possible	High	< 1 yr	
3.2.F	Encourage the use of traffic calming elements at major crossing points	High	< 1 yr	
3.2.G	Incorporate low impact design standards for cycling infrastructure in flood prone areas	High	< 1 yr	
3.2.H	Provide wayfinding signage to key destinations	Low	< 1 yr	Ch
3.2.I	Install bike racks at schools, parks, and municipal facilities	Medium	< 1 yr	

LEAD COORDINATOR	SUPPORT	FUNDING RESOURCES
<b>Parks + Recreation</b>	<b>Norfolk Southern</b>	<b>ADECA - RTP / RAISE grant</b>
Administration	Norfolk Southern, Engineering	
Engineering		
Engineering		
Public Works	Parks + Recreation	
Parks + Recreation	Engineering	
Parks + Recreation	Engineering	
Public Works	Chamber of Commerce	
Public Works	Engineering	
<b>Parks + Recreation</b>	<b>Moton Community Center, Housing Authority</b>	<b>ADECA - LWCF / ADECA - CDBG</b>
Parks + Recreation	Public Works	
Parks + Recreation	Engineering	
Parks + Recreation		
Parks + Recreation	Engineering	
Parks + Recreation	Moton Community Center, Engineering	
Housing Authority	Parks + Recreation, Engineering	
Parks + Recreation	Engineering	
Public Works		
Housing Authority	Parks + Recreation, Engineering	
<b>Parks + Recreation</b>	<b>Police, Fire + Rescue, Municipal Court, Board of Education</b>	<b>ADECA - LWCF</b>
Parks + Recreation	Public Works	
Public Works	Parks + Recreation	
Board of Education	Parks + Recreation, Public Works	
Parks + Recreation	Engineering	
Parks + Recreation	Engineering	
Parks + Recreation	Engineering	
Engineering	Police, Municipal Court	
Parks + Recreation	Engineering, Senior Services	

LEAD COORDINATOR	SUPPORT	FUNDING RESOURCES
<b>Engineering</b>	<b>Public Works, Environmental</b>	<b>TAP grant</b>
Public Works	Engineering	
Engineering	Public Works	
Engineering	Public Works	
Engineering	Public Works	
Public Works	Engineering	
Public Works	Engineering	
Environmental	Engineering	
Engineering		
Chamber of Commerce	Public Works	
<b>Engineering</b>	<b>Public Works</b>	<b>TAP grant / RAISE grant / ATIIP grant</b>
Public Works	Engineering	
Engineering	Public Works	
Engineering	ALDOT, Public Works	
Administration	Engineering, City of Birmingham, City of Irondale, City of Moody	
Engineering	Public Works	
Engineering		
Environmental	Engineering	
Chamber of Commerce	Public Works	
Public Works	Board of Education, Parks + Recreation	



		PRIORITY	DURATION	LEA
<b>3.3</b>	<b>Enhance the safety and aesthetics of the city's highway commercial corridors</b>	<b>High</b>	<b>1-5 yrs</b>	<b>Dev</b>
3.3.A	Implement gateway signage and landscaping at the Exits 140 and 144 interchanges	High	< 1 yr	
3.3.B	Provide wayfinding signage between I-20 and downtown	Medium	< 1 yr	Ch
3.3.C	Promote walkable land use patterns that retrofit patterns of sprawl	High	< 1 yr	Plannin
3.3.D	Expand pedestrian and cycling infrastructure along highway corridors	High	1-5 yrs	
3.3.E	Consolidate excessive curb cuts in commercial areas to improve access management	Low	1-5 yrs	
3.3.F	Incorporate low impact design elements in flood prone areas to prevent road inundation	High	< 1 yr	
3.3.G	Enhance facade standards for new construction and incentivize renovation of outdated facades	Medium	1-5 yrs	Plannin
3.3.H	Incentivize and facilitate redevelopment of strategic opportunity sites	High	1-5 yrs	
3.3.I	Enforce consistent development and right-of-way typologies within character zones	High	< 1 yr	Plannin
<b>3.4</b>	<b>Institute a road design manual to guide citywide streetscape improvements</b>	<b>Low</b>	<b>&lt; 1 yr</b>	<b>Plannin</b>
3.4.A	Conduct a needs assessment to identify priority updates	High	< 1 yr	
3.4.B	Consult NACTO street design guides when determining locally appropriate standards	Medium	< 1 yr	
3.4.C	Establish multi-modal design guidelines that promote safety and accessibility of all users	High	< 1 yr	
3.4.D	Integrate sustainable infrastructure measures in guidelines to mitigate environmental impacts	Medium	< 1 yr	
3.4.E	Define typological categories with specific design requirements for each	High	< 1 yr	
3.4.F	Create a phased approach for implementation, including pilot projects, budget alignment, and monitoring	Low	1-5 yrs	Plannin
<b>3.5</b>	<b>Improve crossing safety measures at key locations throughout the city</b>	<b>Medium</b>	<b>1-5 yrs</b>	
3.5.A	Build raised crosswalks in pedestrian oriented zones such as downtown and at schools	Medium	< 1 yr	
3.5.B	Ensure all at-grade railroad crossings are signalized with ADA sidewalk crossings	High	< 1 yr	
3.5.C	Provide refuge islands or medians at wide street or highway crossings	Low	< 1 yr	
3.5.D	Install dedicated pedestrian crossing signals on major corridors	High	< 1 yr	
3.5.E	Implement curb extensions at crosswalks to minimize pedestrian crossing distance	Medium	< 1 yr	
3.5.F	Ensure all major crosswalk points are well illuminated	High	< 1 yr	
<b>3.6</b>	<b>Enhance connectivity and development potential with new road infrastructure</b>	<b>High</b>	<b>5-10 yrs</b>	
3.6.A	Establish new arterial connections into existing neighborhoods with limited access	Medium	1-5 yrs	
3.6.B	Develop new arterial roads to unlock greenfield development potential in Grand River	High	1-5 yrs	
3.6.C	Coordinate with adjoining municipalities when planning arterial road alignments in Grand River	High	< 1 yr	
3.6.D	Improve internal connectivity by "filling in the grid" of disjointed neighborhoods	Low	< 1 yr	
3.6.E	Create new rear access road connections to improve access management on main corridors	Medium	< 1 yr	
3.6.F	Utilize public-private partnerships and value capture financing to fund new roads	High	1-5 yrs	
3.6.G	Streamline permitting and environmental review for high-priority new road projects	High	< 1 yr	



PRIORITY DURATION LEA

## Imagine UNITY

<b>4.1</b>	<b>Design and implement a system of branded citywide wayfinding signage</b>	<b>Medium</b>	<b>1-5 yrs</b>	<b>Cha</b>
4.1.A	Update and modernize the city's official branding	High	< 1 yr	Ch
4.1.B	Ensure wayfinding signs reflect a visually cohesive identity aligned with the city's updated branding	High	< 1 yr	Ch
4.1.C	Install monument gateway signage to the city at the Exit 140 and Exit 144 interchanges	High	< 1 yr	
4.1.D	Provide wayfinding signage along major highway and pedestrian corridors	Medium	< 1 yr	
4.1.E	Develop a hierarchy of signage types (gateway, directional, neighborhood, etc.)	Medium	< 1 yr	Ch
4.1.F	Install signage at key decision points such as major intersections	High	< 1 yr	
4.1.G	Include foundation landscaping around citywide, neighborhood, and destination gateway signs	Low	< 1 yr	
<b>4.2</b>	<b>Create placemaking and beautification improvements at key sites in the city</b>	<b>Low</b>	<b>1-5 yrs</b>	
4.2.A	Incorporate public art such as murals, sculptures, etc. in public places like parks and shopping areas	High	< 1 yr	Ch
4.2.B	Prioritize local artists when awarding commissions for public art installations	High	< 1 yr	
4.2.C	Work to utilize vacant lots for pocket parks/ placemaking as a tool for neighborhood revitalization	Low	1-5 yrs	
4.2.D	Promote temporary tactical urbanism installations to demonstrate the potential for longer term improvements	Medium	< 1 yr	
4.2.E	Use street trees and enhanced landscaping to create green corridors along major routes	High	1-5 yrs	
4.2.F	Install a system of branded wayfinding signage	Medium	< 1 yr	Ch
4.2.G	Encourage "Friends of..." / "Adopt-a-..." programs to harness community groups for maintenance and beautification	Medium	< 1 yr	
<b>4.3</b>	<b>Modernize the city's zoning ordinance based on an updated future land use plan</b>	<b>High</b>	<b>1-5 yrs</b>	<b>Plannin</b>
4.3.A	Encourage higher density in key growth areas such as downtown, adjacent neighborhoods, and interstate exits	High	< 1 yr	Plannin
4.3.B	Promote mixed-use development in key zones such as downtown, transit corridors, and commercial hubs	High	< 1 yr	Plannin
4.3.C	Allow for a greater diversity of housing typologies in residential neighborhoods	High	< 1 yr	Plannin
4.3.D	Pursue a form based or hybrid zoning code to better regulate development styles and public realm improvements	Medium	1-5 yrs	Plannin
4.3.E	Consolidate zoning and subdivision regulations into a Unified Development Code	Low	1-5 yrs	Plannin



LEAD COORDINATOR	SUPPORT	FUNDING RESOURCES
<b>Development Services</b>	<b>Public Works, ALDOT</b>	<b>ATRIP-II grant</b>
Public Works	Chamber of Commerce, ALDOT	
Chamber of Commerce	Public Works	
Planning + Zoning Commission	Engineering	
Public Works	ALDOT, Engineering	
Engineering	ALDOT	
Environmental	Engineering	
Planning + Zoning Commission	Engineering	
Engineering	Chamber of Commerce	
Planning + Zoning Commission	Engineering	
<b>Planning + Zoning Commission</b>	<b>Public Works</b>	<b>Annual budget</b>
Public Works	Engineering	
Engineering	Public Works	
Engineering	Public Works	
Engineering	Public Works	
Engineering	Public Works	
Planning + Zoning Commission	Engineering, Public Works	
<b>Public Works</b>	<b>Engineering</b>	<b>TAP grant</b>
Public Works	Engineering	
Public Works	Engineering	
Engineering	ALDOT, Public Works	
Public Works	ALDOT, Engineering	
Engineering	Public Works	
Public Works	ALDOT, Engineering	
<b>Engineering</b>	<b>Public Works</b>	<b>Municipal bonds</b>
Engineering	Public Works	
Engineering	US Steel, Public Works	
Administration	Engineering, City of Irondale, City of Trussville, City of Moody	
Engineering	Public Works	
Engineering	Public Works	
Finance	Administration	
Engineering		

LEAD COORDINATOR	SUPPORT	FUNDING RESOURCES
<b>Chamber of Commerce</b>	<b>Main Street</b>	<b>RPCGB - EDG grant</b>
Chamber of Commerce	Administration, Main Street	
Chamber of Commerce	Main Street	
Public Works	ALDOT	
Public Works	Chamber of Commerce	
Chamber of Commerce	Main Street	
Public Works	Engineering	
Public Works	ALDOT	
<b>Public Works</b>	<b>Chamber of Commerce, Engineering</b>	<b>RPCGB - EDG grant</b>
Chamber of Commerce	Leeds Historical Society	
Engineering		
Engineering	Parks + Recreation	
Public Works	Engineering, Chamber of Commerce	
Public Works	Engineering, ALDOT	
Chamber of Commerce	Public Works	
Administration		
<b>Planning + Zoning Commission</b>	<b>Zoning Board of Adjustment</b>	<b>Annual budget</b>
Planning + Zoning Commission	Zoning Board of Adjustment	
Planning + Zoning Commission	Zoning Board of Adjustment	
Planning + Zoning Commission	Zoning Board of Adjustment	
Planning + Zoning Commission	Administration	
Planning + Zoning Commission	Administration	



		PRIORITY	DURATION	LEA
4.3.F	Incentivize infill development in the city's core with density bonuses, expedited permitting, tax abatements, etc.	Medium	< 1 yr	
4.3.G	Streamline the permitting and review process for priority projects	High	< 1 yr	
4.3.H	Offer developers pre-approved building/ site templates for specific zoning districts	Medium	< 1 yr	
4.3.I	Ensure large subdivision developments include sidewalks and dedicated parks/ open space	High	< 1 yr	Plannin
<b>4.4</b>	<b>Strategically upgrade municipal facilities to better serve community needs</b>	<b>Low</b>	<b>5-10 yrs</b>	
4.4.A	Redevelop the city hall property downtown as a mixed-use municipal complex	Medium	1-5 yrs	
4.4.B	Consolidate police HQ and municipal court into an enhanced public safety complex	Medium	1-5 yrs	
4.4.C	Develop a state-of-the-art public library with computer labs and meeting rooms	Medium	1-5 yrs	
4.4.D	Establish a dedicated Civic/ Senior Center facility to facilitate community events	Low	1-5 yrs	
4.4.E	Ensure all municipal facilities are ADA accessible	High	< 1 yr	
4.4.F	Provide free public Wi-Fi at all municipal facilities and parks	Medium	< 1 yr	
4.4.G	Promote green building standards and low impact design for municipal facilities	Medium	< 1 yr	
4.4.H	Enhance site design of municipal facilities with public spaces such as plazas and seating areas	Medium	< 1 yr	
<b>4.5</b>	<b>Proactively address flooding issues throughout the city</b>	<b>High</b>	<b>1-5 yrs</b>	
4.5.A	Implement a stormwater utility fee to help fund drainage improvements	High	< 1 yr	
4.5.B	Develop a local stormwater management plan to identify and coordinate comprehensive system improvements	High	1-5 yrs	
4.5.C	Advocate for an updated county hazard mitigation plan that highlights priority stormwater improvements in the city	High	1-5 yrs	
4.5.D	Prioritize improvements that protect the city's critical infrastructure	High	< 1 yr	
4.5.E	Encourage cluster/ conservation design in new subdivisions	Medium	< 1 yr	Plannin
4.5.F	Promote the use of permeable pavements in public and private developments	High	< 1 yr	
4.5.G	Prohibit new development in floodways and pursue voluntary buyout of existing structures within floodways	High	< 1 yr	
4.5.H	Upgrade outdated and/ or damaged municipal stormwater drainage systems	High	1-5 yrs	
4.5.I	Promote the use of bioswales/ rain gardens in flood vulnerable areas	High	< 1 yr	
<b>4.6</b>	<b>Create a design review system to protect the character of historic districts</b>	<b>Low</b>	<b>1-5 yrs</b>	<b>Historic P</b>
4.6.A	Develop a historic preservation plan to survey contributing resources and identify proposed district boundaries	High	1-5 yrs	Historic
4.6.B	Develop design guidelines for each proposed district tailored to the character of the respective community	Medium	< 1 yr	Historic
4.6.C	Educate residents on the benefits of historic preservation districts and build support for formal district approval	High	1-5 yrs	Historic
4.6.D	Establish a design review board to oversee new construction, renovations, and demolitions in local historic districts	Medium	< 1 yr	Historic
4.6.E	Incentivize rehabilitation through tax abatements for property owners who restore historic structures	High	< 1 yr	
4.6.F	Streamline the permitting and review process for adaptive reuse projects	High	< 1 yr	
4.6.G	Encourage the underground placement of utilities in historic districts	Low	< 1 yr	
4.6.H	Facilitate cultural programming (walking tours, museum trail, etc.) to promote heritage tourism	Medium	< 1 yr	Historic





LEADS COORDINATOR	SUPPORT	FUNDING RESOURCES
Engineering		
Engineering		
Engineering		
Engineering + Zoning Commission	Engineering	
<b>Engineering</b>	<b>Library Board, Municipal Court, Police, Fire + Rescue</b>	<b>Municipal bonds</b>
Engineering	Administration, Public Works, Chamber of Commerce, Main Street	
Engineering	Police, Municipal Court	
Engineering	Library Board	
Engineering	Parks + Recreation, Senior Services	
Public Works	Engineering	
Public Works		
Engineering	Environmental	
Engineering	Public Works	
<b>Environmental</b>	<b>Engineering</b>	<b>EPA - HWC grant / ADEM - Section 319 grant</b>
Engineering		
Environmental	ADEM, Engineering	
Environmental	Administration	
Environmental	Engineering, ALDOT	
Engineering + Zoning Commission	Engineering	
Environmental	Engineering	
Engineering		
Public Works	Engineering	
Environmental	Engineering	
<b>Preservation Commission</b>	<b>Leeds Historical Society</b>	<b>NPS - Preserve America grant</b>
Preservation Commission	Leeds Historical Society	
Preservation Commission	Leeds Historical Society	
Preservation Commission	Leeds Historical Society	
Preservation Commission	Leeds Historical Society	
Engineering	Finance	
Engineering	Planning + Zoning Commission	
Engineering	Planning + Zoning Commission, Public Works	
Preservation Commission	Leeds Historical Society, Main Street, Chamber of Commerce	



Kayakers on the Cahaba River in Leeds



# IMAGINE LEEDS

2024 COMPREHENSIVE PLAN