

# LEE ROAD ACTION PLAN

## TREE CONDITION, REMOVALS, PRESERVATION, AND PLANTINGS

### CONSTRAINTS ON EXISTING TREES

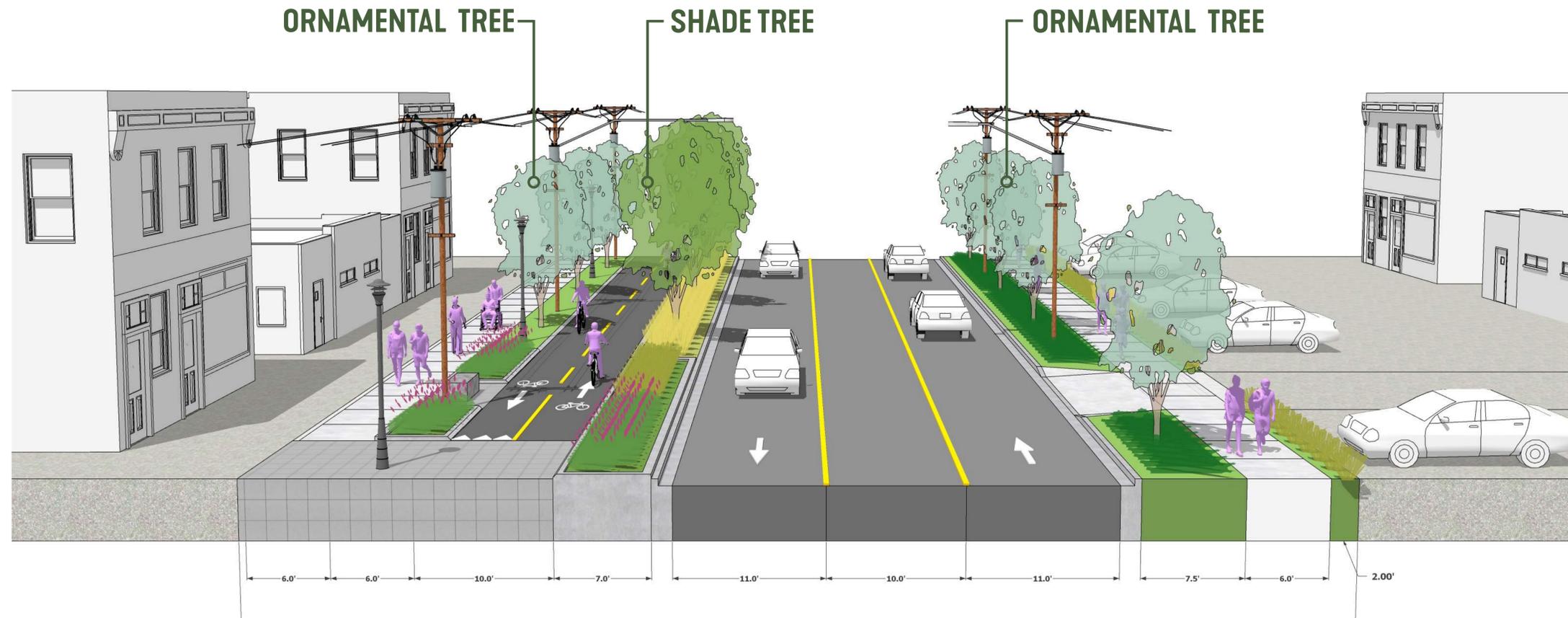
- Majority of existing trees are in poor to fair condition
- Poor form and partial canopies due to pruning and poor growing conditions
- Girdled roots due to limited space, impacts to pavement, conflicts with at-grade utilities
- Nearly all trees along corridor are in conflict with overhead utilities
- Utility work (Scottsdale to Chagrin) will negatively impact many of the trees
- Streetscape improvements will require excavation, grading, and work near existing trees



### BENEFITS OF NEW TREES ALONG THE CORRIDOR

- Replacement trees located to reduce conflicts with underground, at-grade, and overhead utility lines
- Trees will be provided better growing conditions, soil, and space
- Species selected for growing conditions, resilience, and compatibility with height restrictions under utility lines
- Expanded pedestrian space allows a third row of trees to be established
- The third row of trees accommodates shade trees, clear of overhead restrictions
- New roadway configuration allows for more trees than currently exist on the corridor

### PROPOSED SECTION



## SHADE TREES



'City Slicker' River Birch  
*Betula nigra*



Upright Horbeam  
*Carpinus betulus*

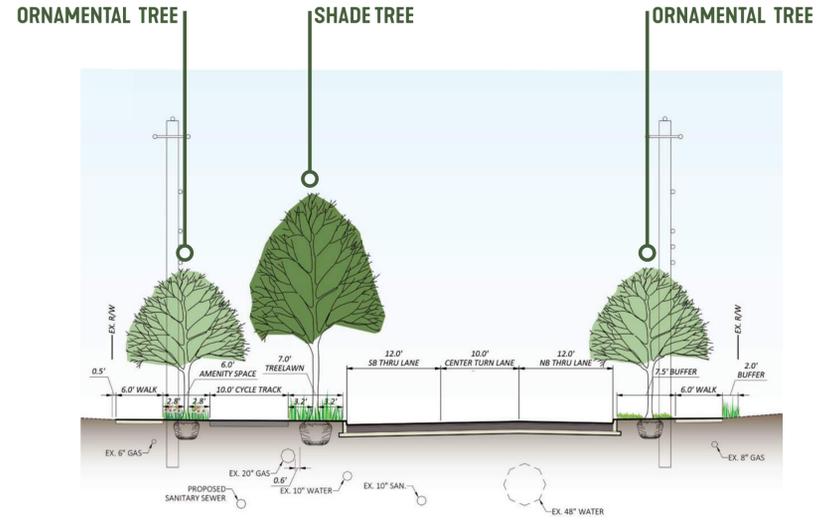


'Princeton Sentry' Ginkgo  
*Ginkgo biloba*



'Princeton' American Elm  
*Ulmus americana*

## EXAMPLE STREET SECTION



## ORNAMENTAL TREES



'Streetwise' Hedge Maple  
*Acer campestre*



Red Buckeye  
*Aesculus pavia*



'Autumn Brilliance' Serviceberry  
*Amelachier x grandiflora*



'Winter King' Hawthorn  
*Crataegus viridis*



'Coral Sun' Golden Rain Tree  
*Koelreuteria paniculata*



'Indian Summer' Crabapple  
*Malus*



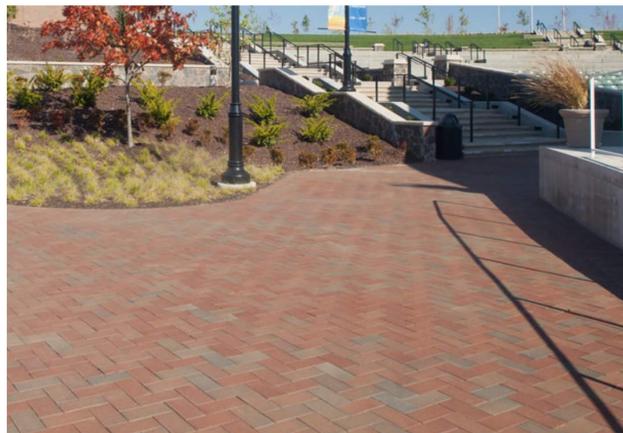
'Ivory Silk' Japanese Lilac  
*Syringa reticulata*

# LEE ROAD ACTION PLAN

## STREETSCAPE MATERIALS



**A** SANDBLASTED CONCRETE



**B** BRICK PAVERS



**F** METAL BENCH



**G** LITTER & RECYCLING



**C** FESTOON LIGHTING



**D** STONE SEATING



**E** CURBED PLANTER

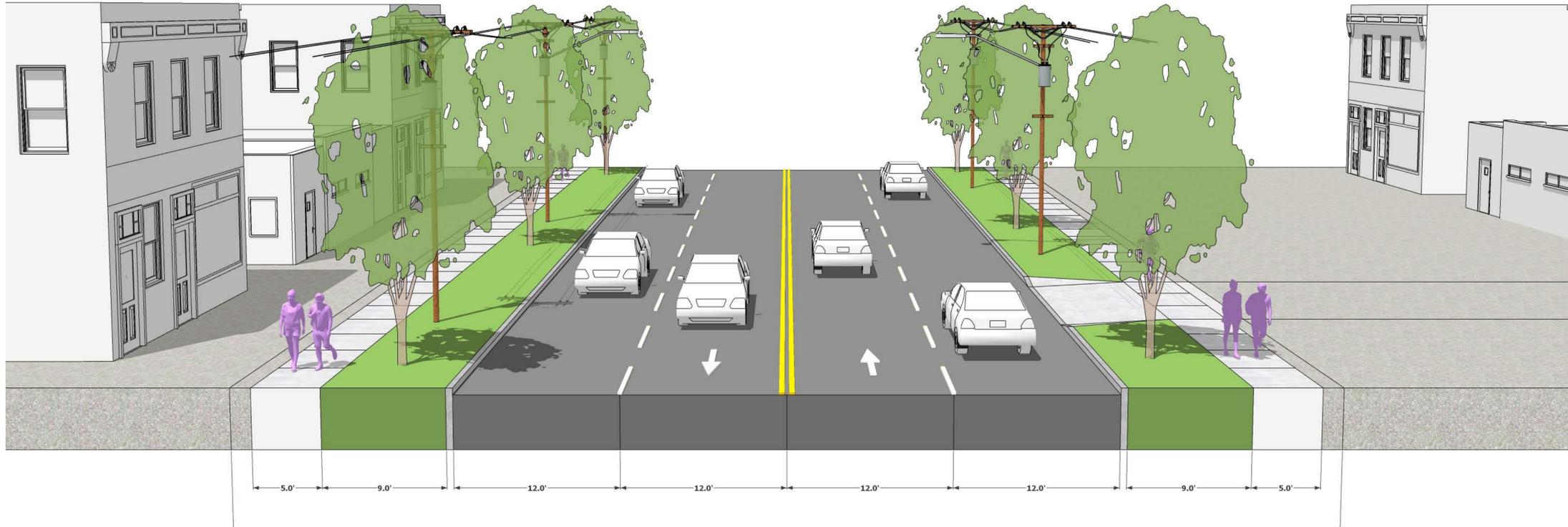


**I** BIKE RACK

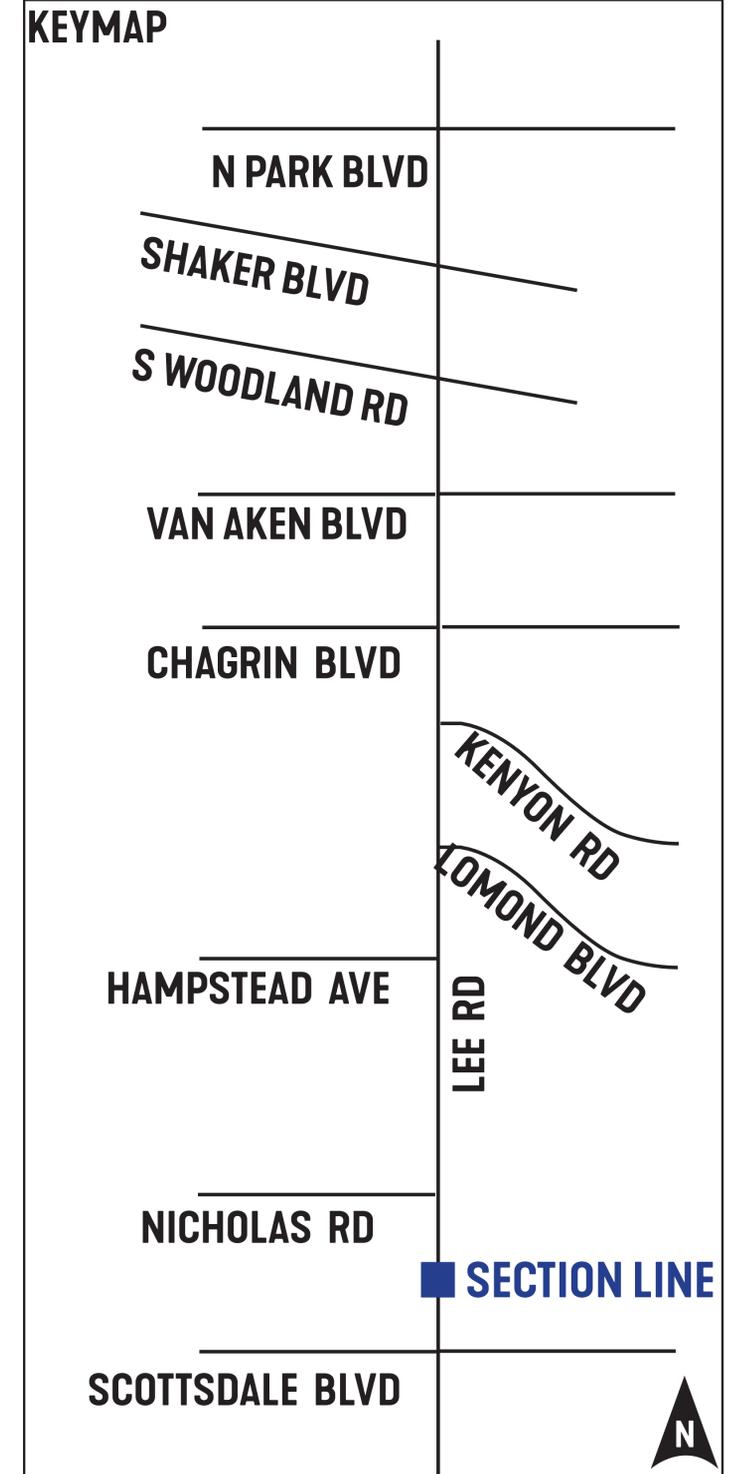
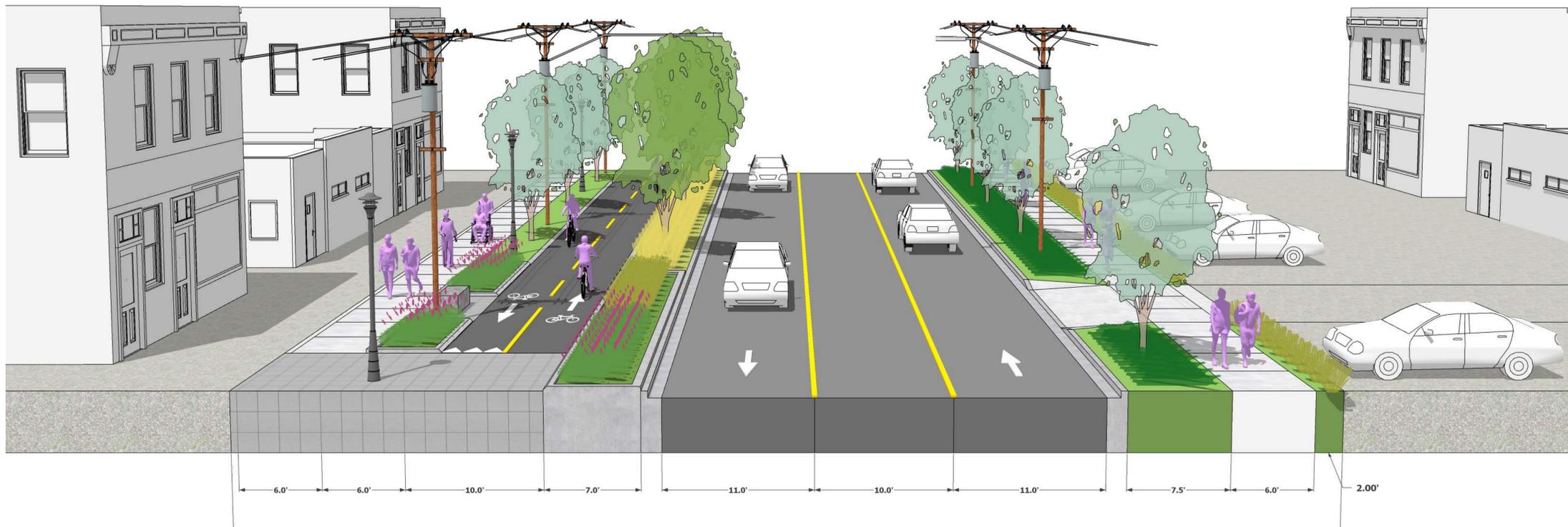
# LEE ROAD ACTION PLAN

## TYPICAL SECTION - SCOTTSDALE BLVD TO VAN AKEN BLVD

### EXISTING CROSS SECTION (LOOKING NORTH)



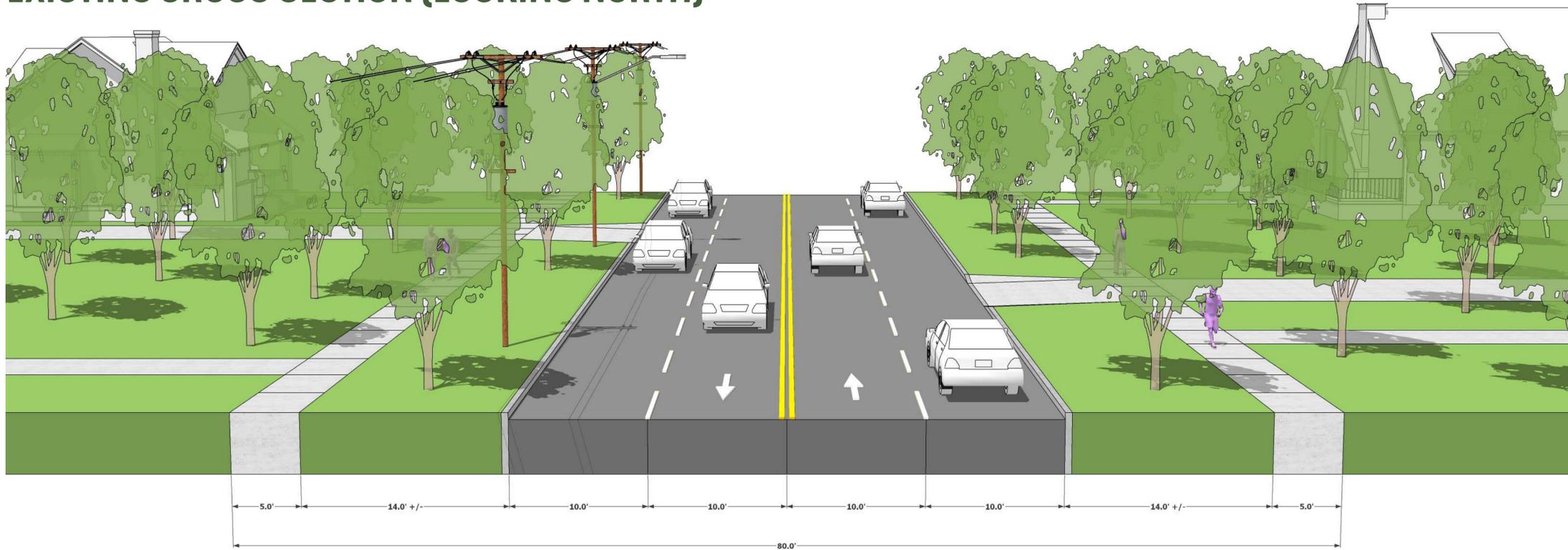
### PROPOSED CROSS SECTION (LOOKING NORTH)



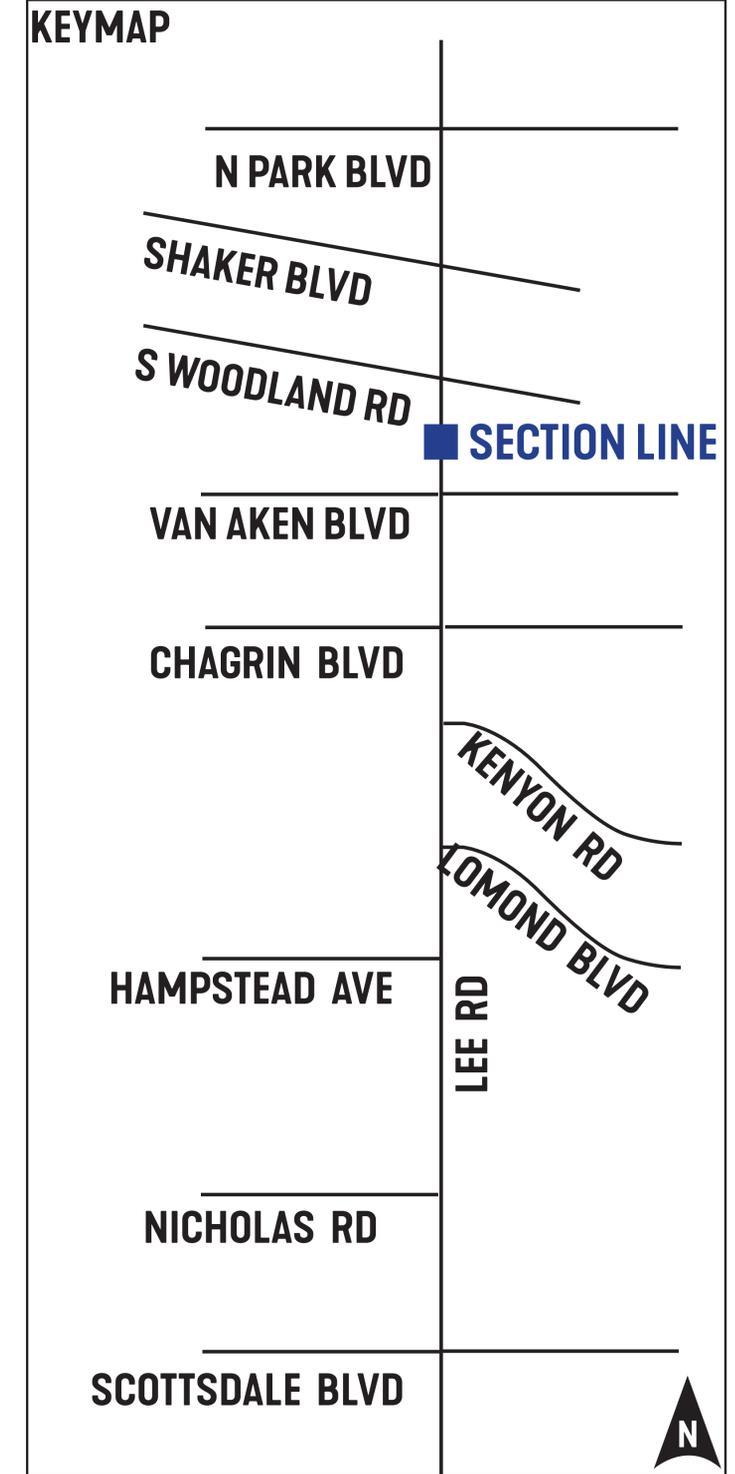
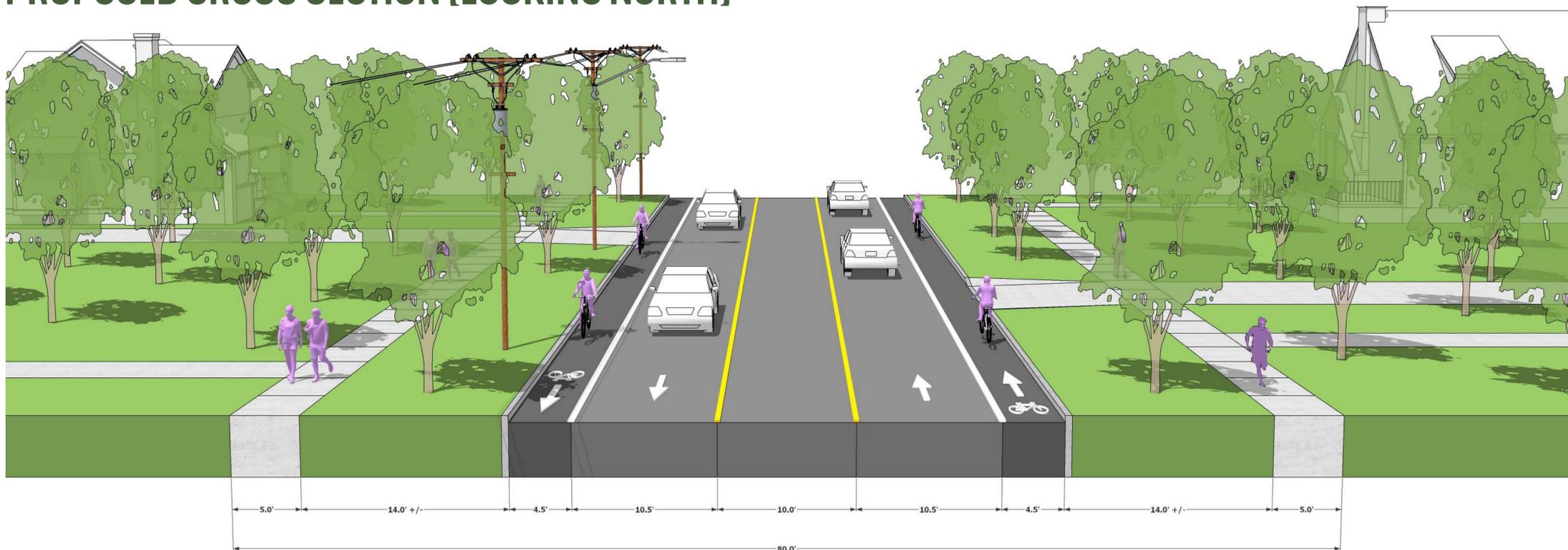
# LEE ROAD ACTION PLAN

TYPICAL SECTION - VAN AKEN BLVD TO N PARK BLVD

## EXISTING CROSS SECTION (LOOKING NORTH)



## PROPOSED CROSS SECTION (LOOKING NORTH)





### **A** CURBED PLANTERS WITH SEATING

- Colorful plantings provide a buffer from traffic
- Trees to shade plaza space
- Stone benches facing plaza

### **B** EXPANDED PLAZA SPACE

- Expanded plaza area created by narrowing Kenyon Road
- Brick paver surface enhances plaza aesthetics
- Power supply for community events
- Opportunity for outdoor dining or events

### **C** REDUCED CROSSING DISTANCE AT KENYON RD

- High visibility crosswalk
- Improved pedestrian safety with elimination of westbound traffic from Kenyon

### **D** SITE FURNITURE

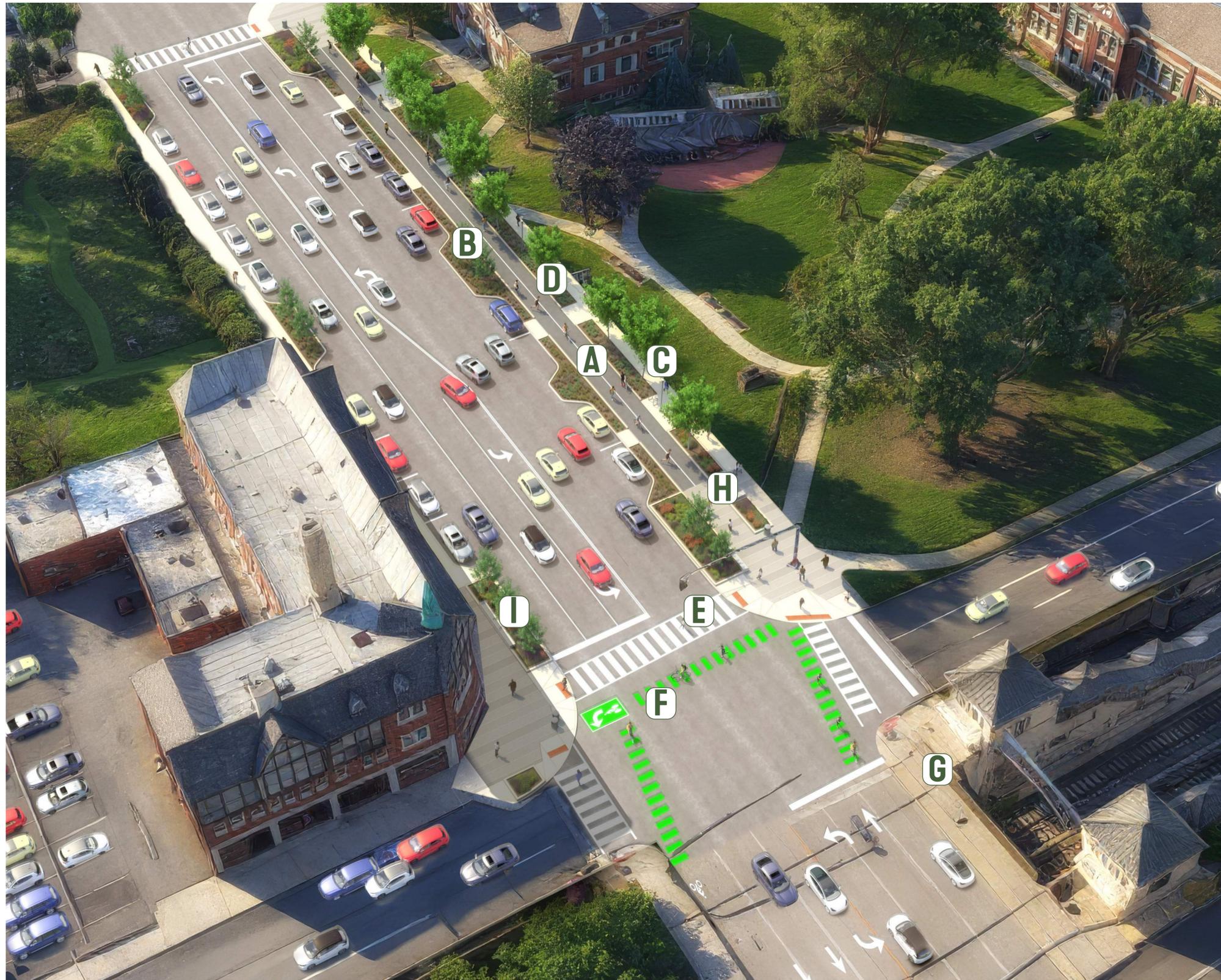
- Litter and recycling receptacles
- Bicycle Racks

### **E** FESTOON LIGHTING

- Overhead string lights and poles

# LEE ROAD ACTION PLAN

VIEW LOOKING SOUTHWEST AT LEE RD AND VAN AKEN



## **A** 2-WAY CYCLE TRACK

- 10' asphalt path

## **B** LANDSCAPE BUFFER

- Colorful plantings at high-impact areas such as intersections
- Ornamental grasses throughout
- Shade Trees where conditions allow

## **C** 6' SIDEWALK

## **D** AMENITY SPACE

- Planted buffer separates cyclists and pedestrians mid-block, with shorter trees suitable under the existing overhead utility lines when conditions allow
- Bike racks and seating at key locations

## **E** HIGH VISIBILITY CROSSWALKS

## **F** BICYCLE CROSSINGS

- Cyclists will transition between the 2-way cycle track and on-street bike lanes at the southwest corner of Lee Rd and Van Aken Blvd

## **G** RTA STATION

- Van Aken and Lee Station
- Bus stop

## **H** SHARED SPACE

- Space near intersections where pedestrians and cyclists share the same space, cyclists must yield to pedestrians
- Enhanced concrete pavement with a sandblast finish visually defines the shared space
- Regulatory signage instructs cyclists to yield

## **I** SEATING NODE

- Stone bench
- Curbed planter with ornamental trees
- Enhanced concrete pavement with a sandblast finish



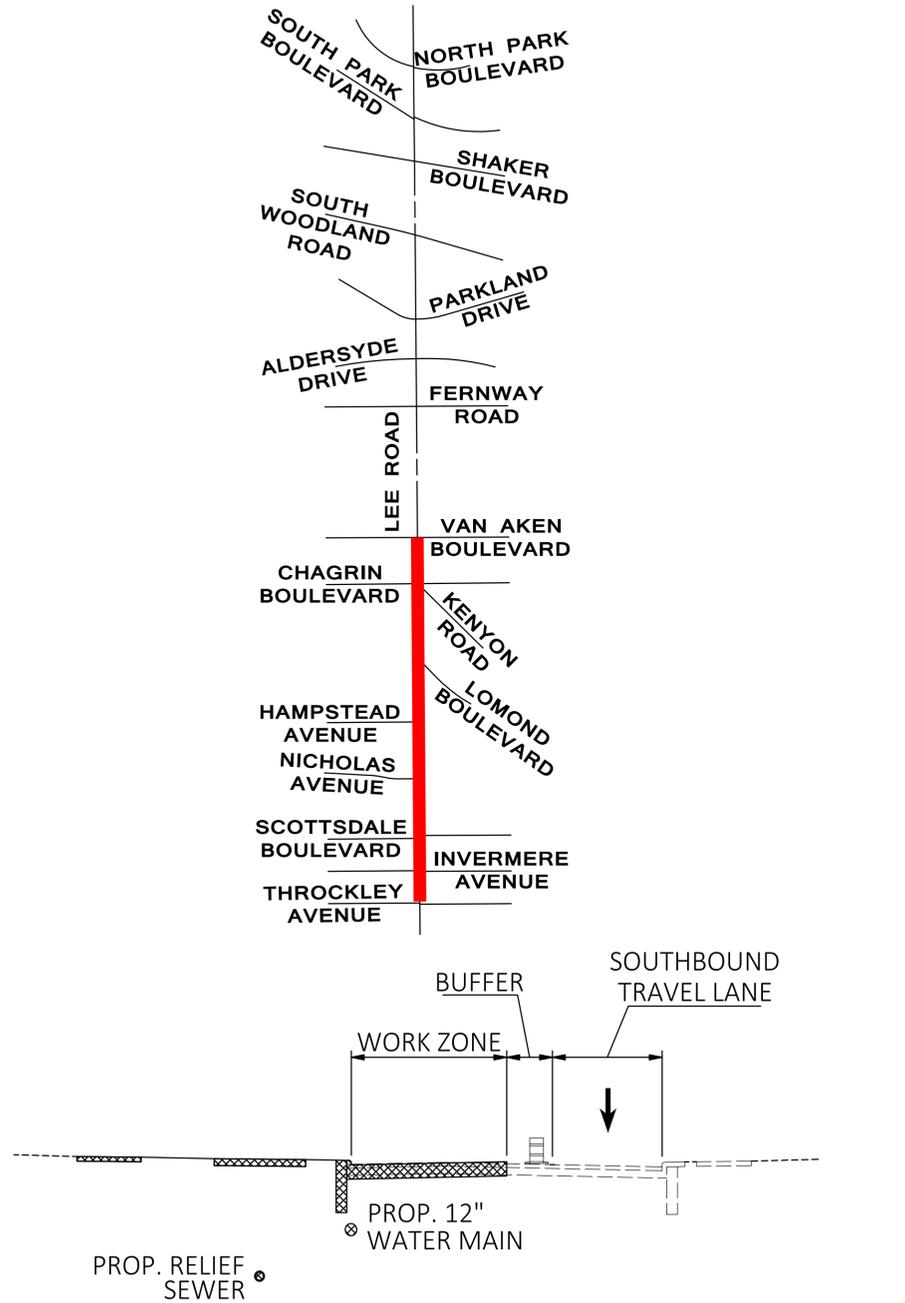
- A CURBED PLANTERS**
  - Colorful plantings at high impact areas such as intersections
- B 2-WAY CYCLE TRACK**
  - 10' asphalt path
- C 6' SIDEWALK**
- D GRASS BUFFER**
  - Colorful plantings at high impact areas such as intersections
  - Ornamental grasses throughout
  - Shade trees where conditions allow
- E BUS STOP**
- F SEATING NODE**
  - Stone bench
  - Planter with ornamental trees
- G FESTOON LIGHTING**
  - Overhead string lights and poles
- H SHARED SPACE**
  - Space near intersections where pedestrians and cyclists share the same space, cyclists must yield to pedestrians
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  - Regulatory signage instructs cyclists to yield
- I MID BLOCK CROSSING**
  - New Lee Rd pedestrian crossing at Hampstead Ave

# LEE ROAD ACTION PLAN

MAINTENANCE OF TRAFFIC

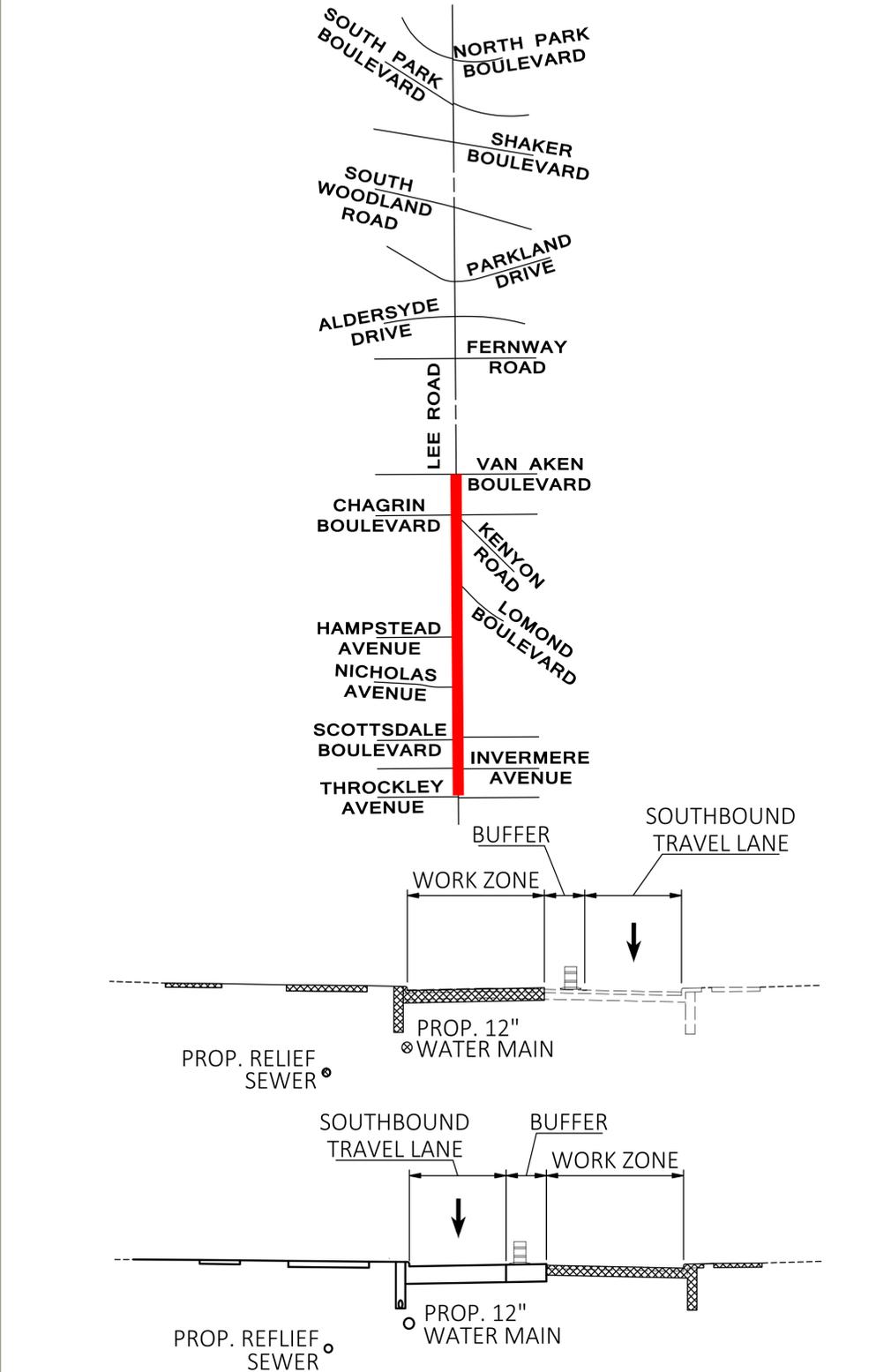
## CONSTRUCTION DURATION: APRIL 2026 - NOVEMBER 2028

JULY 2026 - APRIL 2027



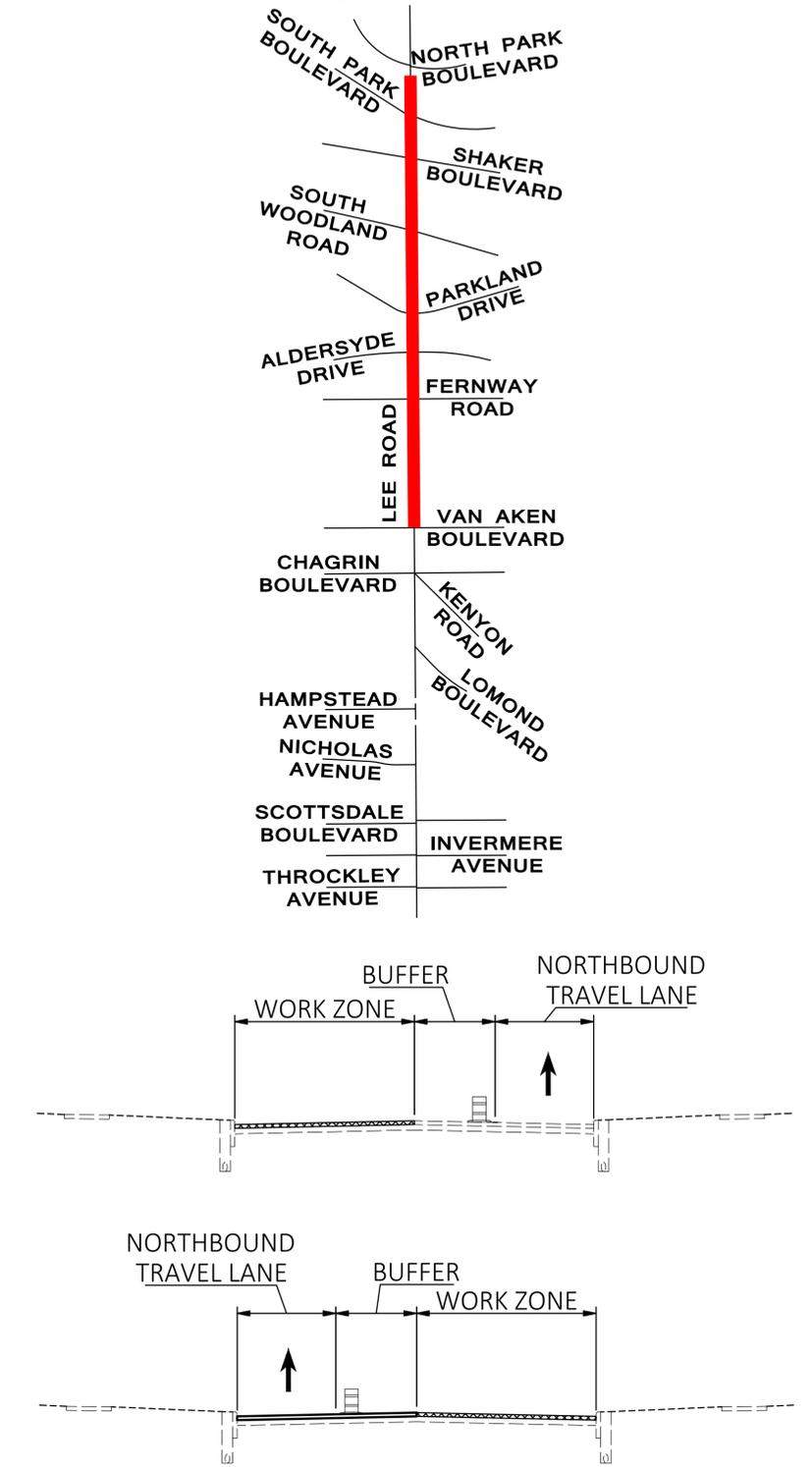
NORTHBOUND DETOUR:  
HARVARD AVENUE → WARRENSVILLE CENTER ROAD → CHAGRIN BOULEVARD

APRIL 2027 - NOVEMBER 2027



NORTHBOUND DETOUR:  
HARVARD AVENUE → WARRENSVILLE CENTER ROAD → CHAGRIN BOULEVARD

APRIL 2028 - NOVEMBER 2028



SOUTHBOUND DETOUR:  
FAIRMOUNT BOULEVARD → WARRENSVILLE CENTER ROAD → VAN AKEN BOULEVARD