

# MAYFIELD HEIGHTS

A 15-MINUTE CITY PLAN



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# INTRODUCTION

This report explores the feasibility of creating a walkable 15-minute city within Mayfield Heights, an outer ring retail and residential suburb of Cleveland, Ohio situated along Interstate 271. The first section, "Context" discusses the context in which this walkable area would exist from the city's location, history, and demographic to its master plan, zoning, assets, routes, design frameworks, recent developments, and future plans. Section 2 determines the location for the proposed 15-minute city and analyzes the current state of the area through analysis of assets and routes, land use, building locations, and block walkability to determine current walkability issues and challenges within the area and inform the proposed 15-minute city plan. Further along, section 3 proposes plans to develop the 15-minute city, including new paths to be developed, proposed rezoning of parcels and relocation assets, development of mixed-use properties, and 3 key redevelopment locations including the Mayfield Road Commercial Corridor, the civics - city park- recreation area, and the Golden Gate Plaza. The plan is guided by the framework and recommendations outlined in the 2004 Mayfield Heights Master Plan, the 2016 Mayfield Road Commercial Corridor Design Manual, the 2019 Mayfield Heights Connectivity Study, and the 2019 Mayfield Heights Intersection Improvement Plan. The goal of the proposal is to develop plans for mixed-use, mixed-income, walkable commercial and residential districts within the 15-minute city while increasing permeability throughout the street grid, connecting key assets, and ensuring safe, accessible, and convenient use of walking and biking paths through the city.

# MAYFIELD HEIGHTS

CONTEXT

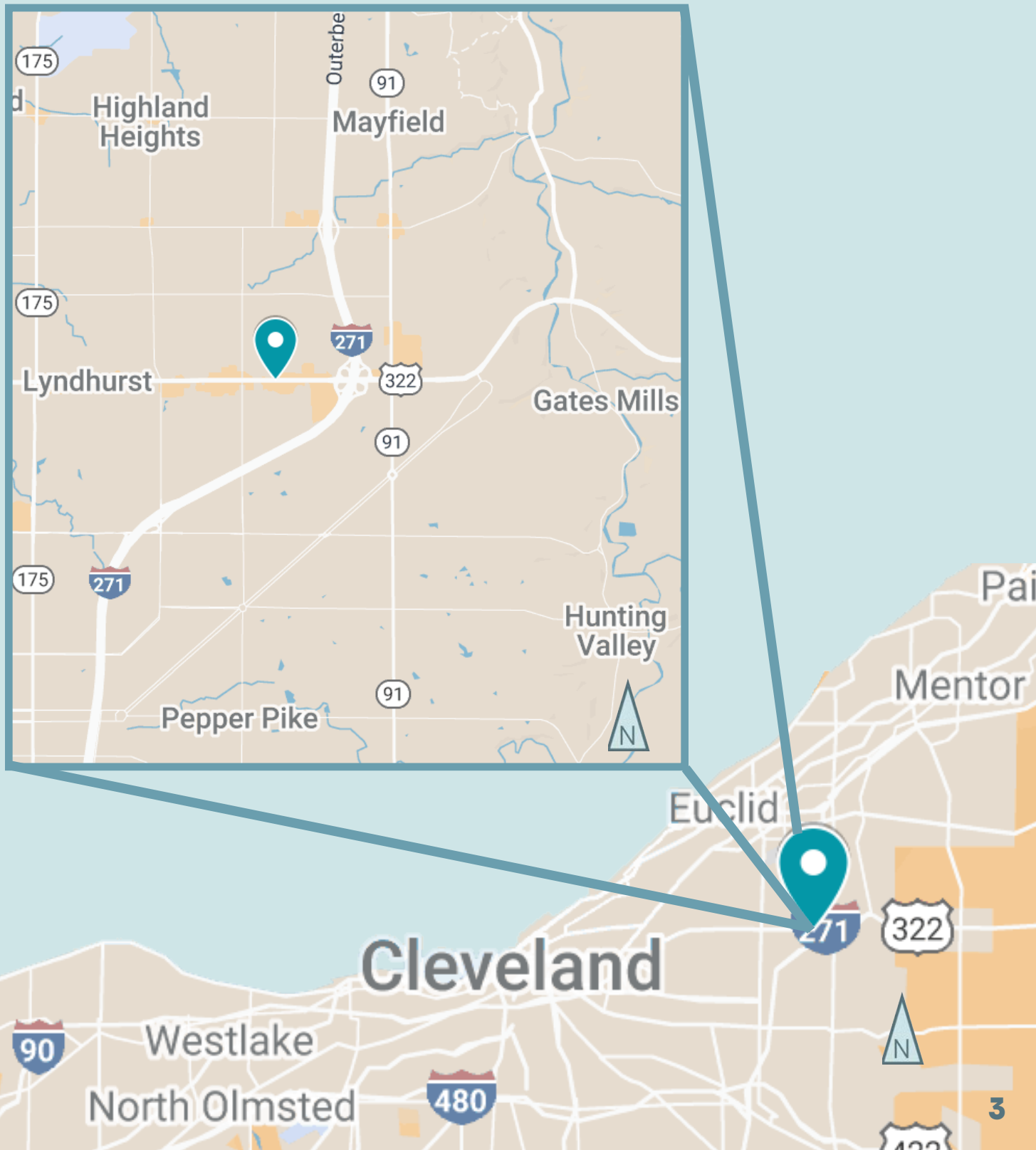


Figure 1: An aerial view of Mayfield Heights with municipality borders shown.

# LOCATION

Located along Interstate 271, Mayfield Heights is an outer ring suburb about 11 miles east of downtown Cleveland. As shown in Figure 1, Mayfield Heights shares borders with 6 cities. These neighboring cities include Mayfield, Highland Heights, Lyndhurst, Gates Mills, Pepper Pike, & Hunting Valley as shown in Figure 2.

Figure 2: A map of the Cleveland area with a zoomed in view of the map of Mayfield Heights and the neighboring cities.

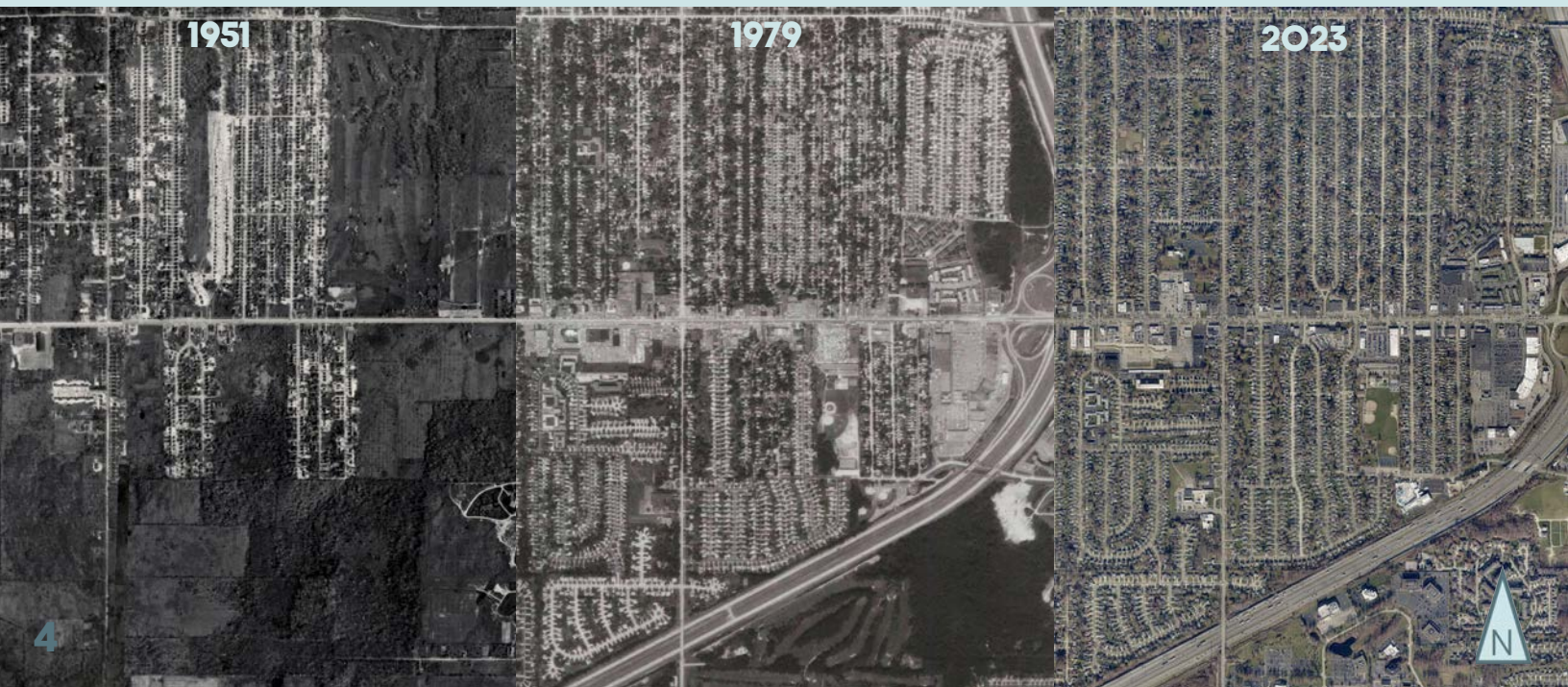


# HISTORY

First settled in 1805, founded as Mayfield Township in 1819 and incorporated as Mayfield Heights in 1925, Mayfield Heights is a suburban community that saw massive development due to the construction of Interstate 271 in 1963. (CWRU, 2022). The area saw some initial growth due to its connection to Cleveland via the Interurban Rail Line in 1899 but major development did not occur until the birth of Interstate 271 (CWRU, 2022). Shortly after the highway opened, shopping centers were developed creating the suburban retail city that exists today (CWRU, 2022). Additionally, Hillcrest Hospital was opened in 1968 creating many jobs for the area (CWRU, 2022). While the 1951 map in Figure 3 and the 1979 map in Figure 4 show major changes in the area, the 1979 map does not show many significant differences from current day.

- 1805- Area was first settled.
- 1819- Mayfield Township was founded.
- 1899- Interurban rail connects Mayfield to Cleveland & Chardon
- 1920- Split into Mayfield, Gates Mills, Highland Heights, and Riverside
- 1925- Mayfield Heights was incorporated as a city.
- 1951- Figure 3: Some development, most land is still green space
- 1963- Interstate 271 opens and promotes development in the city.
- 1968- Hillcrest Hospital opens creating a major employment hub.
- 1968- Figure 4: Shows state of city after development of I-271, hospital, and retail centers.
- 2023- Figure 5: Shows near current image of city.

Figures 3, 4, & 5 (left to right): Aerial images of Mayfield Heights in years 1951 (before I-271), 1979 (after development of I-271, and 2023 (close to present day) from left to right (Cuyahoga County GIS).



# DEMOGRAPHICS

## HOUSEHOLD INCOME

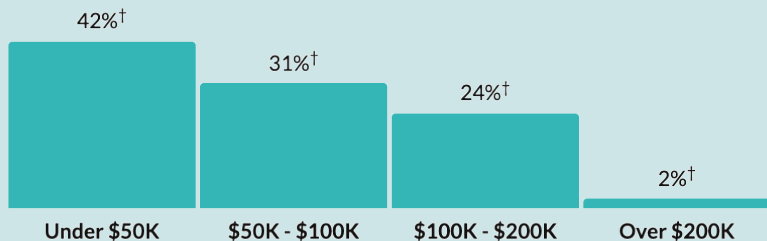


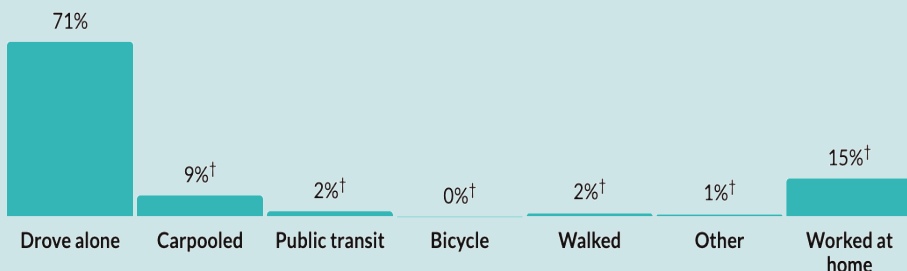
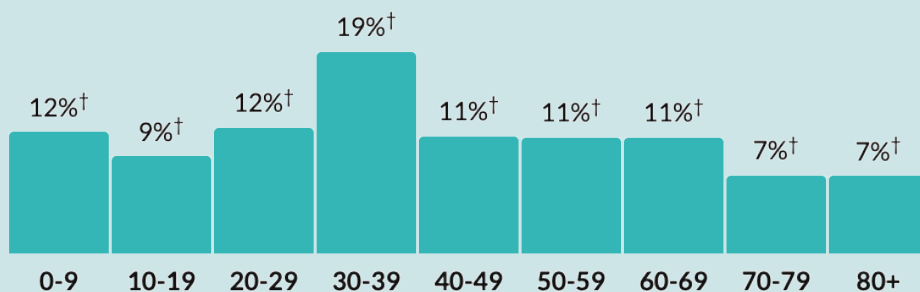
Figure 6: Household income chart (Census Reporter, 2023).

The median household income is \$62,511 with over 42% of households earning under \$50,000 per year as shown in Figure 6 (Census Reporter, 2023). The poverty level is 9% of the population (Census Reporter, 2023).

## AGE

The median age is 38.4 years old and 30-39 year olds are the largest portion of the population with 19% and more than half of children are ages 0-9 as shown in Figure 8 (Census Reporter, 2023).

Figure 8: Age distribution chart (Census Reporter, 2023).



## TRANSPORTATION

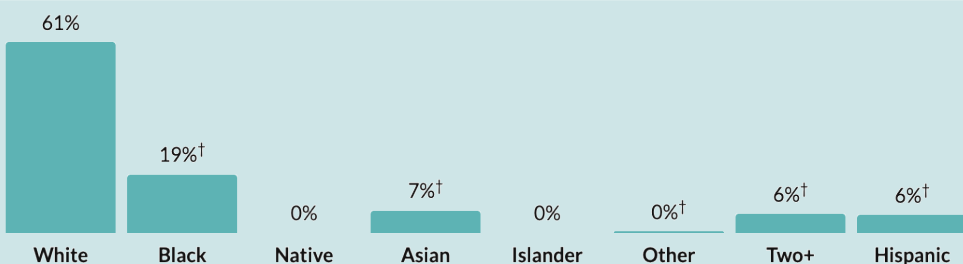
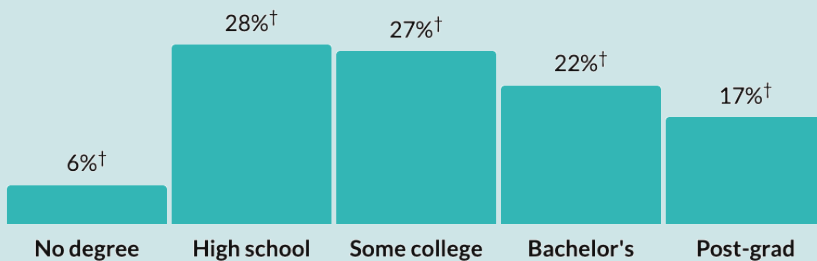
Most people in the community drive to work with 71% driving alone and only 4% walking or taking transit, and 15% working from home as shown in Figure 9 (Census Reporter, 2023).

Figure 9: Transportation to work chart (Census Reporter, 2023).

## EDUCATION & EMPLOYMENT

Only 6% of adults have no degree and 28% have only a high school degree as shown in Figure 10 (Census Reporter, 2023). Healthcare, science, education, and manufacturing are the top employment fields amongst adults (Data USA, 2023)

Figure 10: Education level chart (Census Reporter, 2023).



## RACE & ETHNICITY

Majority of the population is white (61%), 19% is black, 7% is Asian, and 6% is Hispanic as shown in Figure 11 (Census Reporter, 2023).

Figure 11: Race & Ethnicity chart (Census Reporter, 2023).

## GENDER

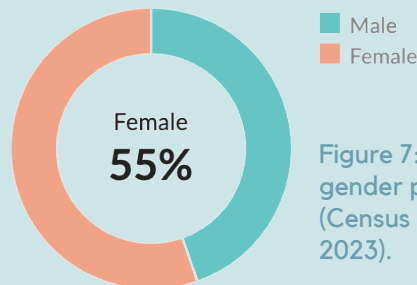


Figure 7: Population gender pie chart (Census Reporter, 2023).

At 55%, over half of the population is female while as shown in Figure 7 (Census Reporter, 2023).

# ROUTES

There are two RTA bus routes that go through Mayfield Heights and operate with a 30 minute frequency (RTA, 2025). One goes east to west along Mayfield Road, ending at SOM Center Road and the other goes north to south along SOM Center Road and ends at Mayfield Road as shown in Figure 12 (Google My Maps, 2025) (RTA, 2025).

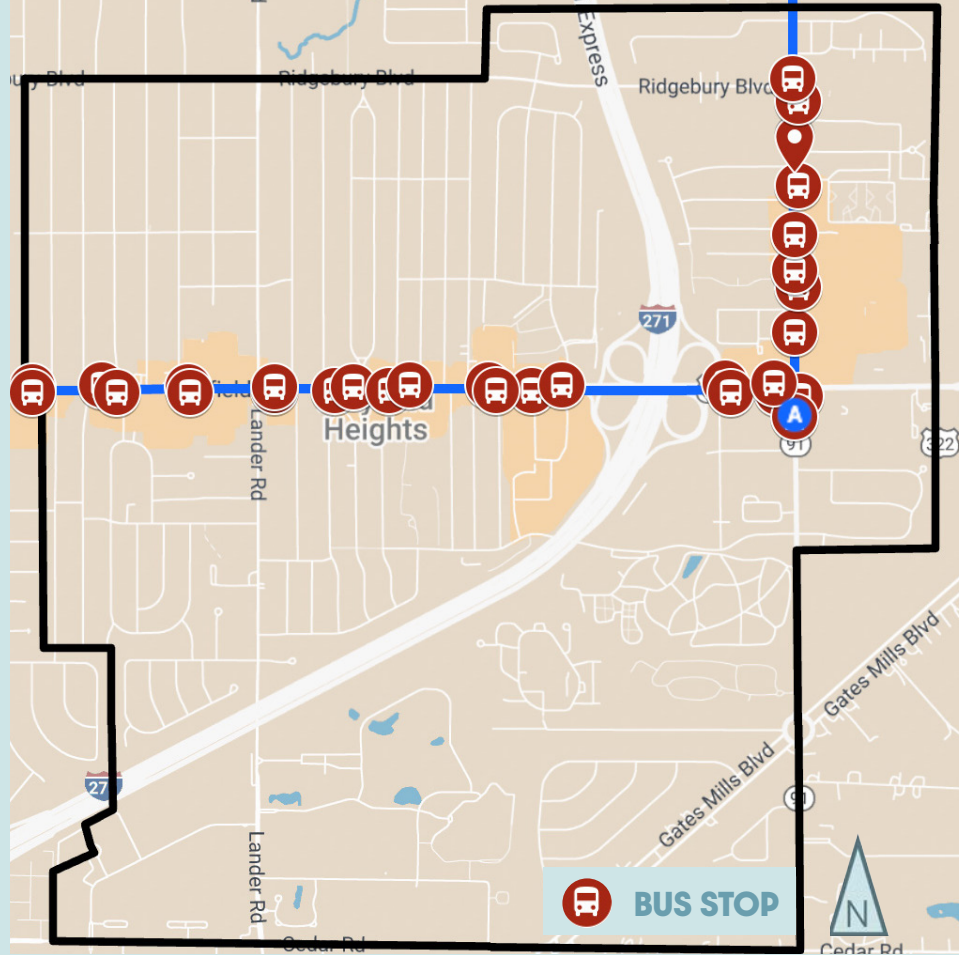


Figure 12: Map of bus routes and stops in Mayfield Heights (Google My Maps, 2025) (RTA, 2025).

Interstate 271 goes through Mayfield Heights from the north, curving around to the southwest. The interstate acts as both a path and an edge within the city while drawing in traffic for retail, work, and healthcare from throughout the region. Without including the highway, the primary paths throughout the city are Mayfield Road east to west and SOM Center Road north to south. Secondary paths include Lander Road north to south, Ridgebury Boulevard east to west, Cedar Road east to west, and Gates Mills Boulevard northeast to southwest. Most commercial-use properties are and traffic occurs on Mayfield Road and SOM Center Road where the bus routes are located, near the entrances and exits to Interstate 271. The city is an automobile-oriented city with the primary paths and surrounding commercial areas primarily designed for automobile use rather than pedestrian or bicyclist use. The bus routes are in optimal locations use wise, however, the sites are not developed to be pedestrian friendly, with large parking lots in front and few sidewalks amidst them.

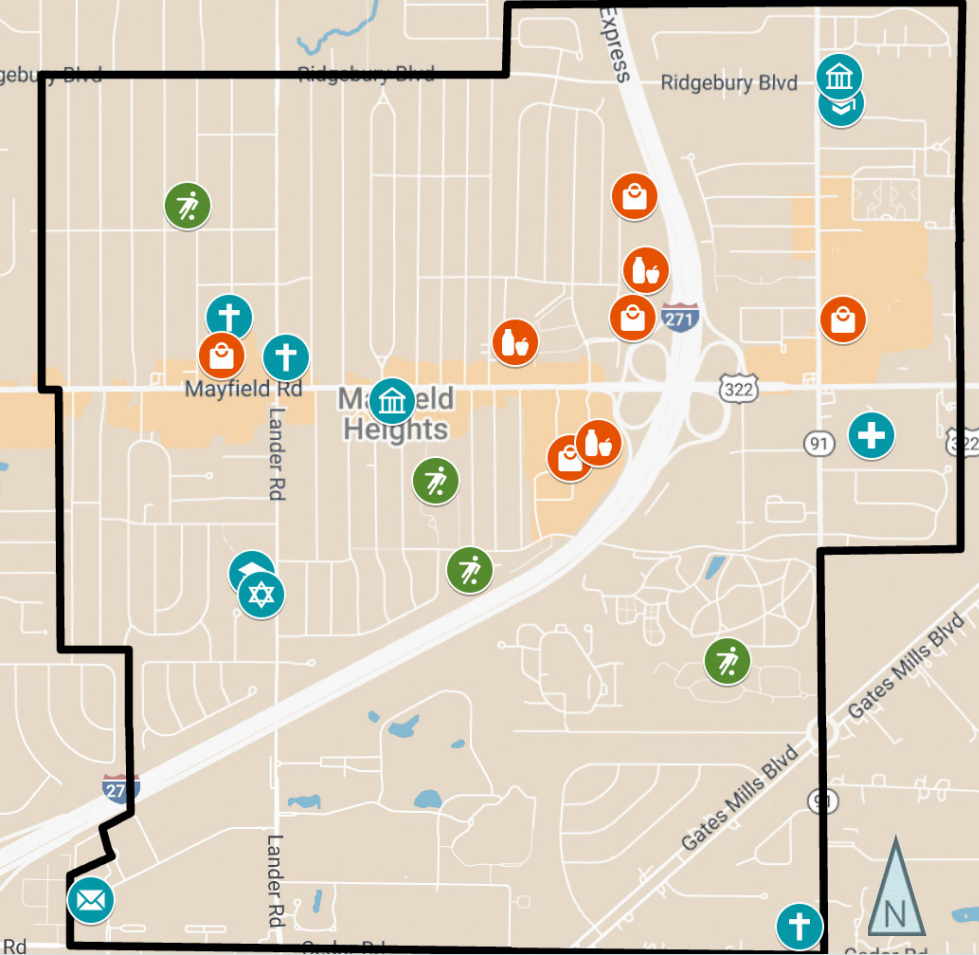


Figure 13: Map of assets in Mayfield Heights (Google My Maps, 2025).



Figure 14: Map of assets & bus stops in Mayfield Heights (Google My Maps, 2025).

# ASSETS

As a suburban retail hub, Mayfield Heights maintains a number of assets, primarily clustered near Mayfield Road and SOM Center Road as shown in Figure 13, aligning with the locations of the bus routes through the city as shown in Figure 14 (Google My Maps, 2025).

The city government and emergency services are located on Mayfield Road while the post office is located in the southwest corner of the city. The elementary school is located on Lander Road next to the temple, while the middle school is located in the northern part of the city along SOM Center road. Additionally two churches are located near the intersection of Mayfield Road and Lander Road and another church is located in the southeast corner of the city, along SOM Center Road. Hillcrest Hospital is located on the southeast corner of Mayfield Road and SOM Center Road. Mayfield Road and SOM Center are commercial corridors with multiple large retail complexes and grocery stores. There are three parks in the city: the city park and recreation center between the city government and Interstate 271; the Acacia Memorial Park located on the southern part of SOM Center Road; and another small park located in the northwest part of the city. (Figure 13, Google My Maps, 2025).

# MASTER PLAN

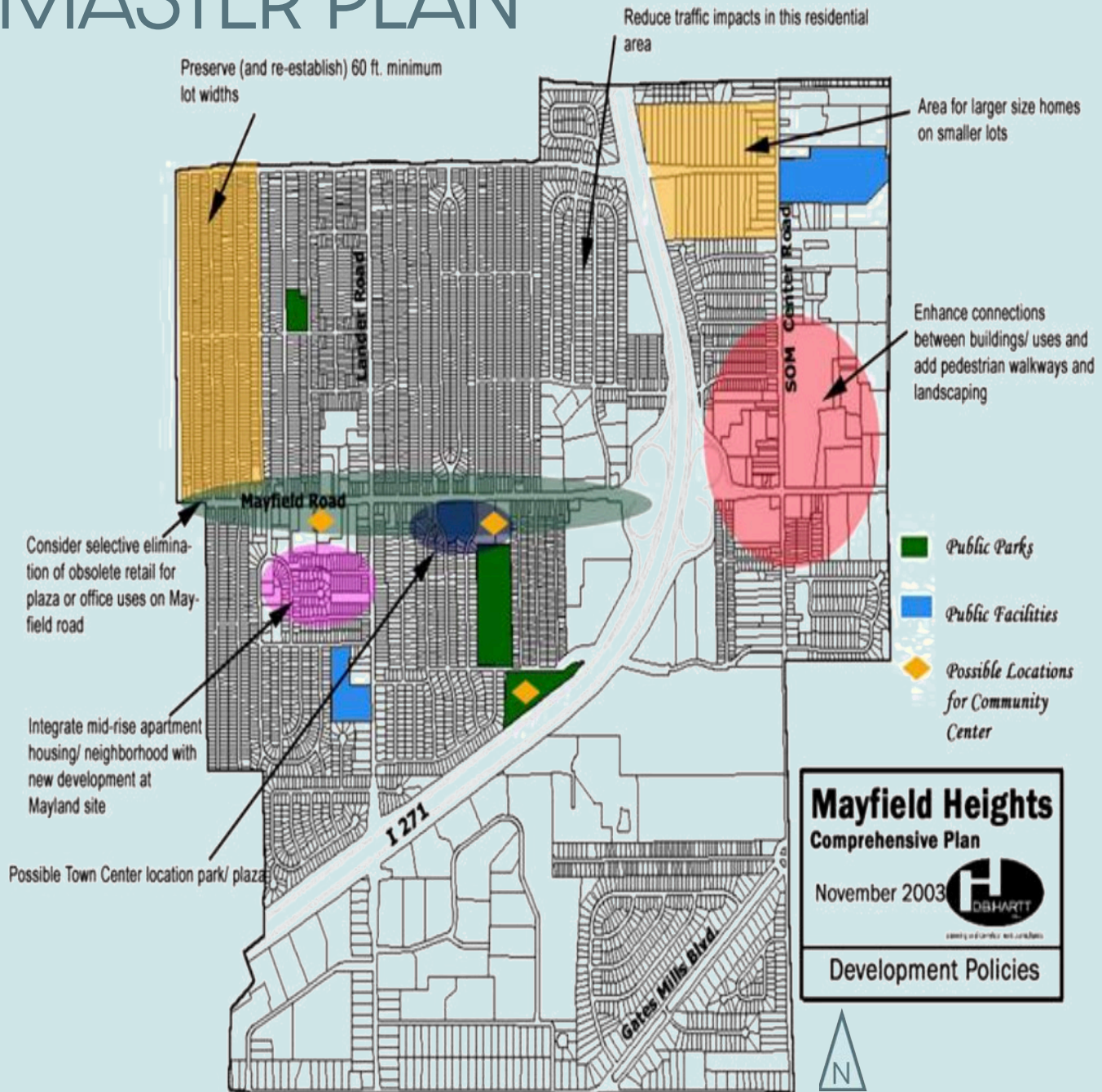


Figure 15: Mayfield Heights Comprehensive Plan Development Policies Map (Mayfield Heights, 2004).

In Mayfield Heights' 2004 Master Plan, the city highlighted ideas to enhance walkability and integrate mixed-use developments into the city's fabric as shown in Figure 15. The plan also discusses plans for a community center that has since been developed along with plans to reduce traffic in areas and review commercial uses within the city (Mayfield Heights, 2004). The plan, while over 20 years old, focuses on pedestrian and bike friendly development while continuing to attract traffic to their retail centers (Mayfield Heights, 2004). Additionally, within the walkable network, the plan calls for dense mixed-use development including multi story buildings with commercial use on the first floor and residential use on the upper floors (Mayfield Heights, 2004).

# ZONING



Figure 16: Mayfield Heights Zoning Map (Mayfield Heights, 2024).

According to the 2024 zoning map of Mayfield Heights, as shown in Figure 16, the area northwest of Interstate 271 is primarily single-family residential zoning with the exception of the commercial corridor along Mayfield Road. In the area southeast of Interstate 271, there are a variety of zoned uses including commercial-use retail centers and office parks, the cemetery district, apartments, medical centers, and some single-family areas. (Mayfield Heights, 2024).

- U-1 SINGLE-FAMILY HOUSE ESTATE DISTRICTS
- U-1(1) SINGLE-FAMILY HOUSE SUBDISTRICT 1
- U-1(2) SINGLE-FAMILY HOUSE SUBDISTRICT 2
- U-2 TWO-FAMILY HOUSE DISTRICTS
- U-2A PLANNED UNIT DEVELOPMENT DISTRICTS (MIN 40 Ac.)
- U-2A(1) PLANNED UNIT DEVELOPMENT DISTRICTS (MIN 3 Ac.)
- U-3 GARDEN-TYPE APARTMENT HOUSE DISTRICTS
- U-3(1) TOWNHOUSE APARTMENTS SUBDISTRICT 1
- U-3A MEDIUM HIGH-RISE TYPE APARTMENT HOUSE DISTRICTS
- U-3B HIGH-RISE APARTMENT HOUSE DISTRICTS
- U-3C SENIOR CITIZEN APARTMENTS W/LIFE CARE FACILITIES DISTRICTS
- U-4 LOCAL RETAIL/WHOLESALE DISTRICTS
- U-4A DEVELOPMENT DISTRICTS
- U-4B PLANNED OFFICE & RESTRICTIVE SERVICE DISTRICTS
- U-5 AUTOMOTIVE DISTRICTS
- U-6 CEMETERY DISTRICTS
- U-7 HEADQUARTERS OR EXECUTIVE OFFICES PARK DISTRICTS
- U-8 OFFICE, ENGINEERING, MEDICAL & RESEARCH BUILDING DISTRICTS
- COMMUNITY REINVESTMENT AREA
- ENTERPRISE ZONE

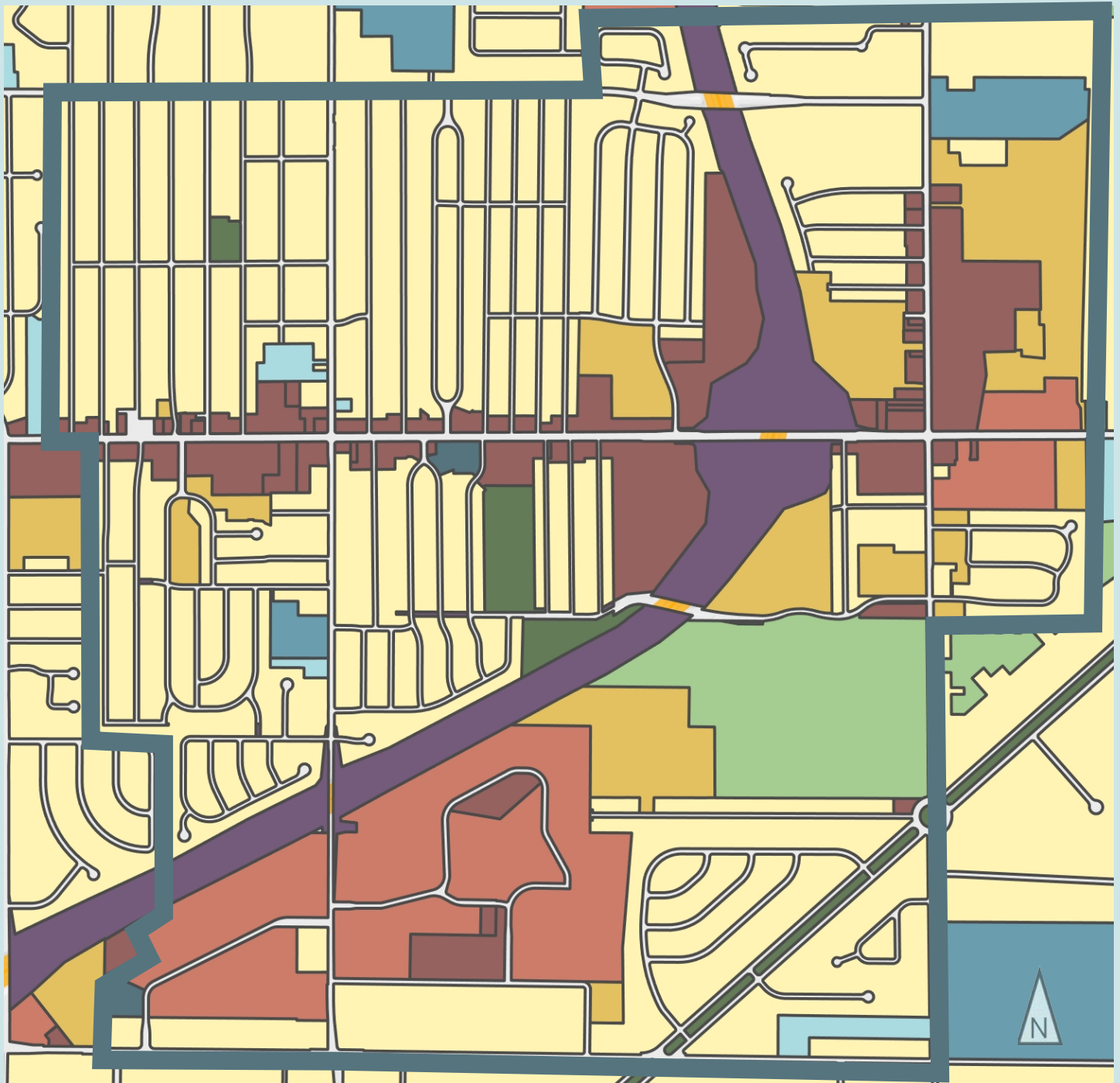


Figure 17: Mayfield Heights current land use (Cuyahoga GIS).

## LAND USE

The land use map shown in Figure 17 is nearly identical to the city's 2024 zoning map in Figure 16. West of Interstate 271, there are primarily single-family residential-use properties with a commercial corridor along Mayfield Road and some multi-family buildings, green space, and institutions. East of Interstate 271, there are some single-family residential properties, a school, and a church, but primarily there are commercial office and retail spaces, apartments, and green space (Cuyahoga GIS).

- SINGLE-FAMILY
- MULTI-FAMILY
- COMMERCIAL RETAIL
- GOVERNMENT
- SCHOOL
- RELIGIOUS INSTITUTION
- TRANSPORTATION
- ACTIVE GREEN SPACE
- PASSIVE GREEN SPACE
- COMMERCIAL OFFICE

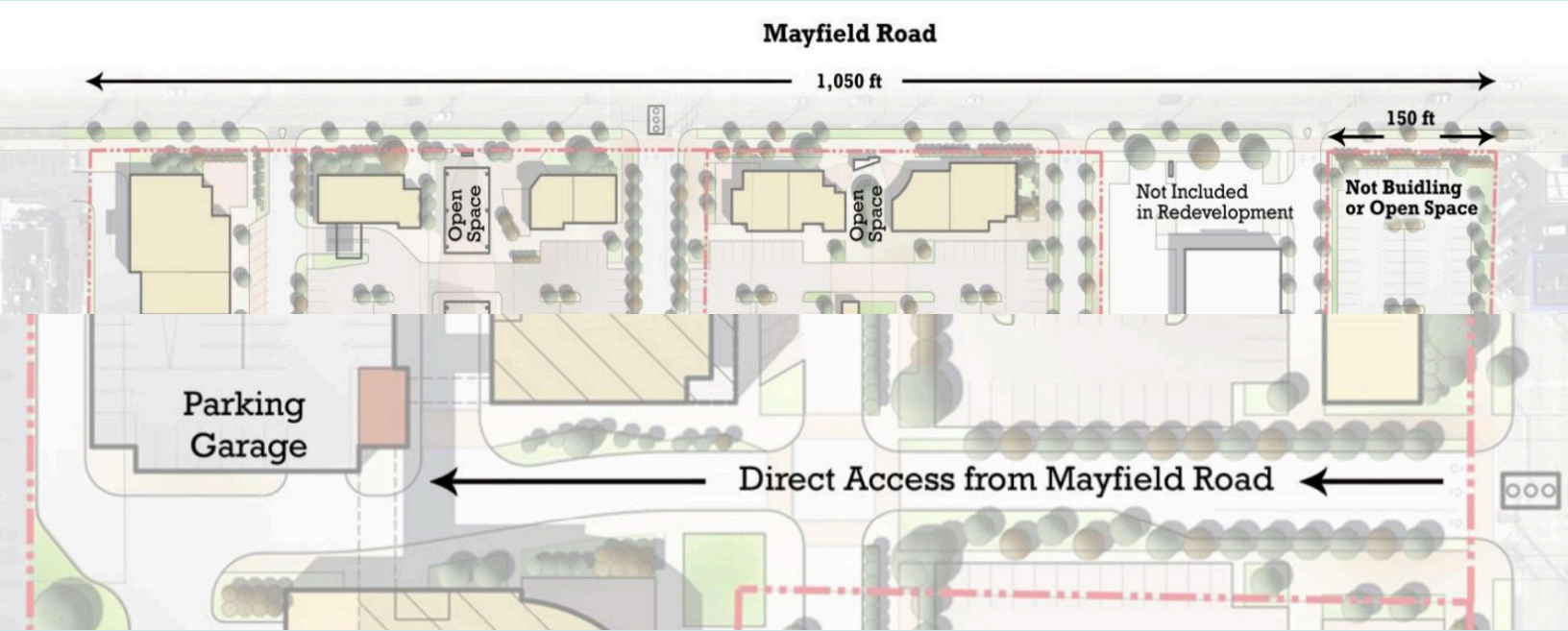
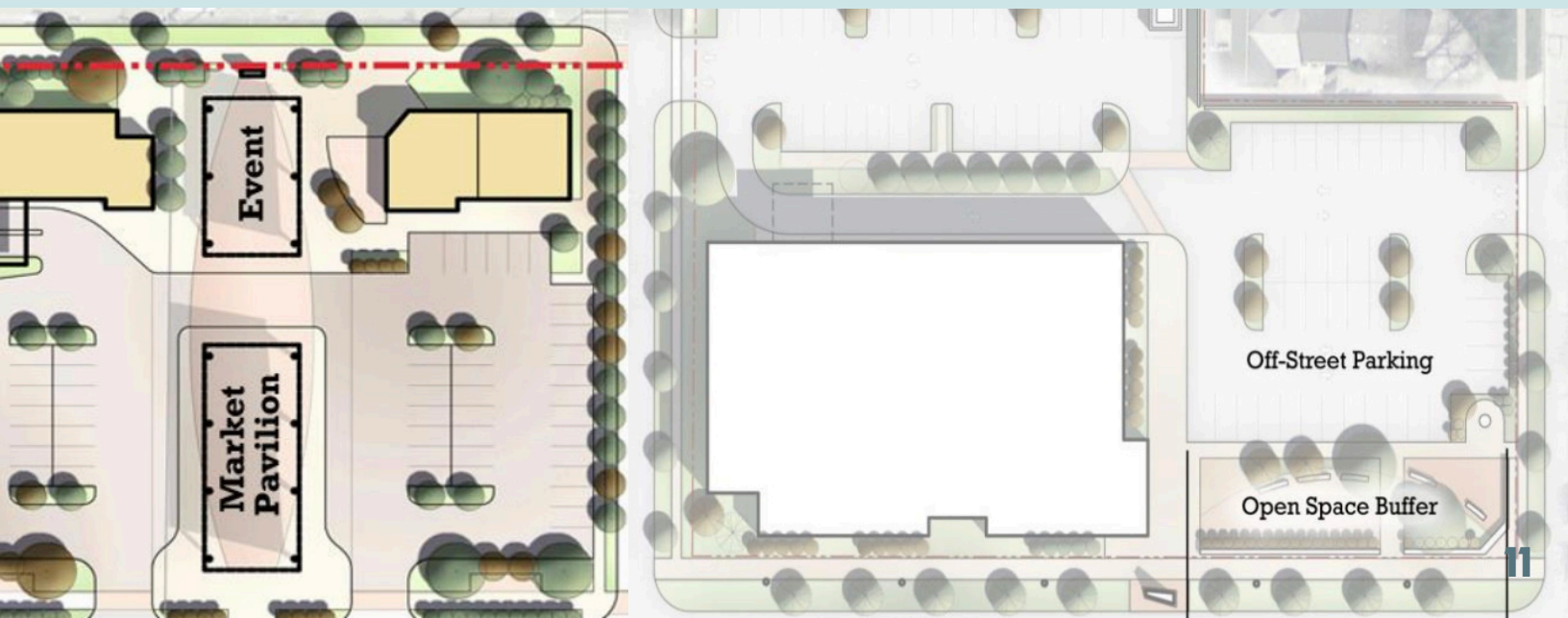


Figure 18: Examples of walkable redevelopment along Mayfield Road Commercial Corridor (AECOM, 2016).

# DESIGN MANUAL

In 2016, Mayfield Heights published their Commercial Corridor Design Manual created in partnership with AECOM (AECOM, 2016). Currently all new development proposals located in the commercial corridor along Mayfield Road and SOM Center Road must adhere to the principles detailed in the manual. The manual includes examples of walkable redevelopment layouts as shown in Figures 18 and 19, requiring street buffers, green infrastructure, buildings located close to the streets, and promoting mixed-use development that includes commercial and residential space (AECOM, 2016). The design manual also shows design examples, shown in Figure 20, of storefront and wayfinding signage designs, lighting, street buffers and medians, plazas, street art, and crosswalks to create a walkable and desirable mixed-use commercial area (AECOM, 2016). The design manual also includes a guide of native vegetation recommendations and proposes street section updates, building heights, and parking garage designs to improve the area (AECOM, 2016).

Figure 19: More examples of walkable redevelopment along Mayfield Road Commercial Corridor (AECOM, 2016).



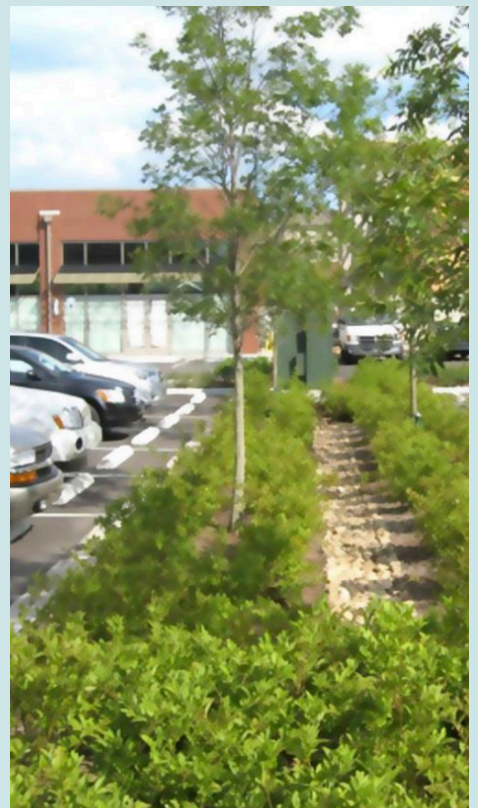
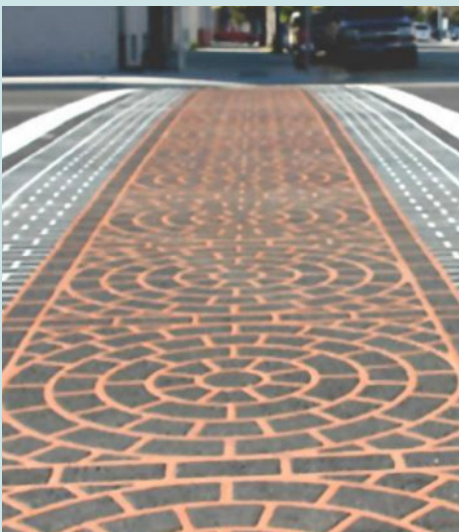
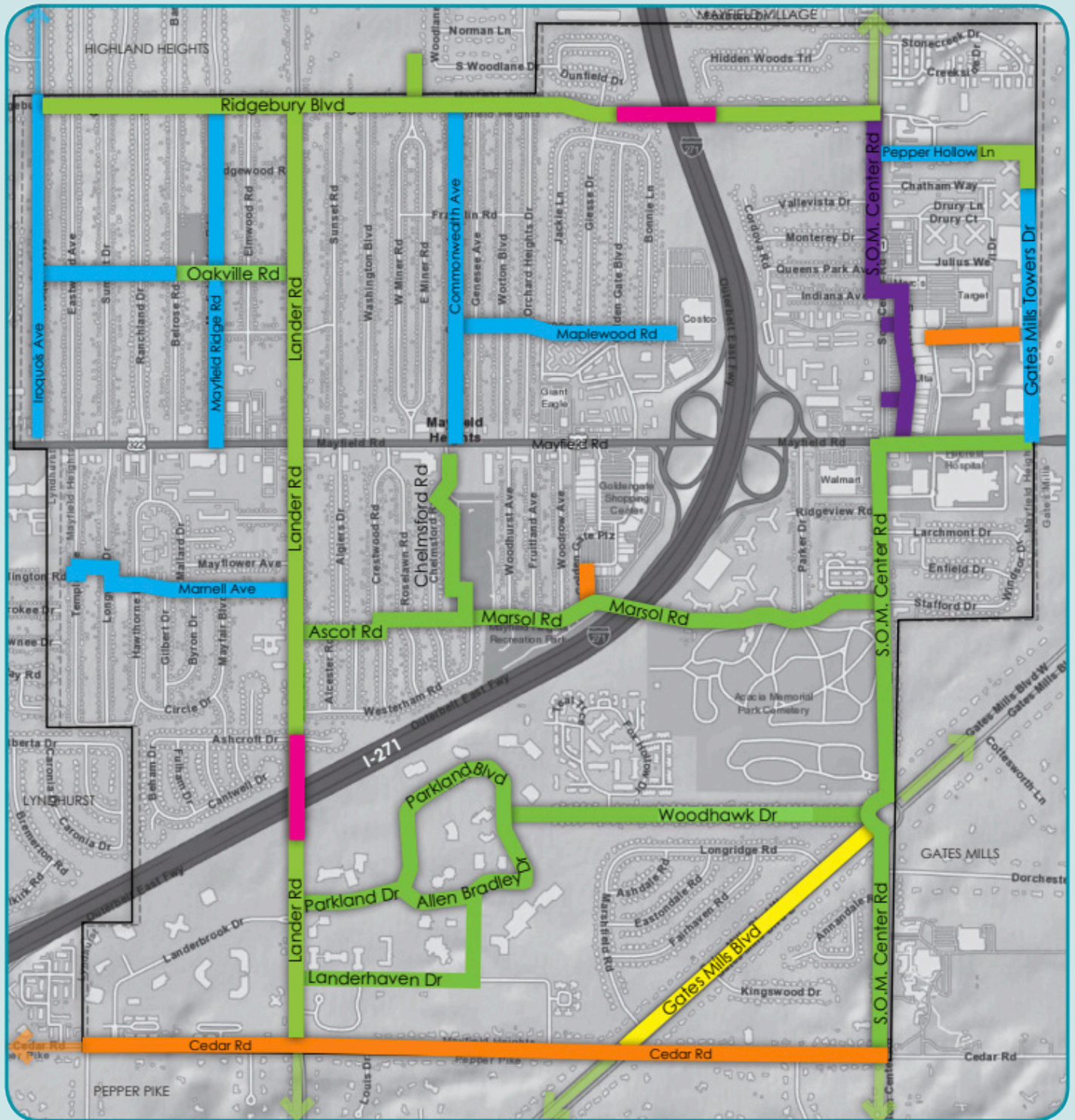


Figure 20: Moodboard created from design manual inspiration and references (AECOM, 2016).

# CONNECTIVITY STUDY



## Legend

- Shared Use Path
- Bicycle Boulevard
- Median Path
- Sidewalk Improvement
- Protected Overpass Path
- Retail Promenade

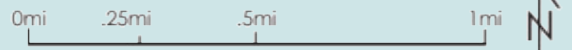
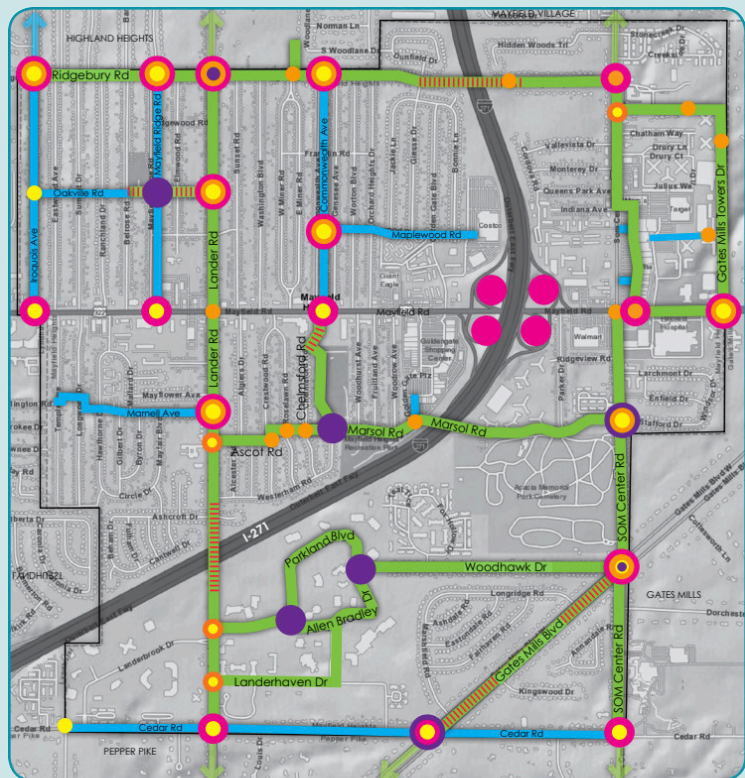


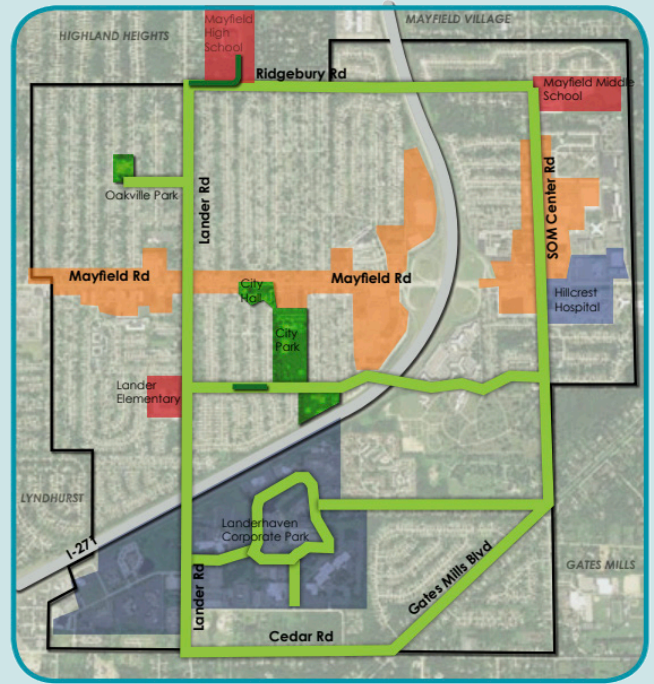
Figure 21: Mayfield Heights Proposed Connectivity Map (AECOM, 2019a).



Wayfinding Improvements

Legend

- Primary route
- Secondary route
- Gateway
- Kiosk
- Directional sign
- Street sign logo
- Banners



Route Opportunities

Legend

- Schools
- Parks
- Employment center
- Commercial core
- Existing trails
- Opportunity routes

Figure 22: Mayfield Heights Wayfinding Improvements Map (AECOM, 2019a).

Figure 23: Mayfield Heights Route Opportunities Map (AECOM, 2019a).

# PROPOSED IMPROVEMENTS

In 2019, AECOM in partnership with Mayfield Heights, published a connectivity study that proposed route improvements shown in Figure 21, wayfinding improvements shown in Figure 22, and route opportunities in Figure 23, among other analyses of connectivity in the city (AECOM, 2019a). The study focuses on creating safe pedestrian and bicycle paths through additional paths and implementation of proposed street sections designs like the one shown in Figure 24, including buffers, medians, crosswalks, and traffic calming recommendations (AECOM, 2019a). Additionally, the plan details wayfinding, sidewalk safety, and design improvements including directional signs, lighting, kiosks, gateways, and crosswalk designs that align with the city's commercial corridor design manual (AECOM, 2019a).

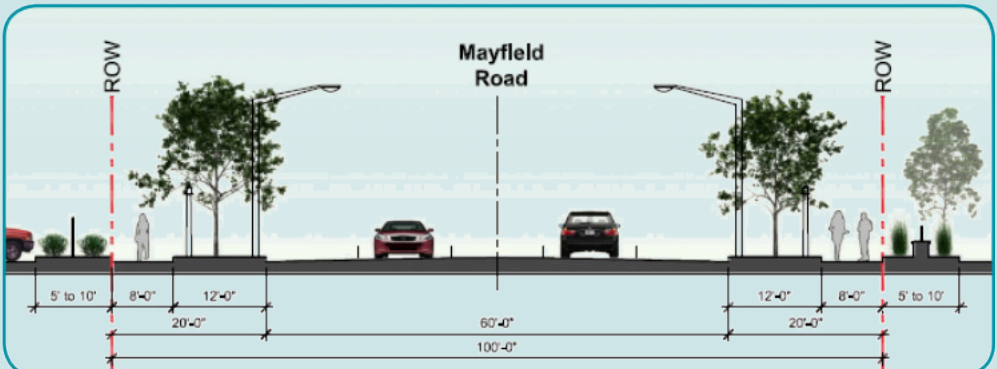


Figure 24: Typical proposed street section of Mayfield Road (AECOM, 2019a).

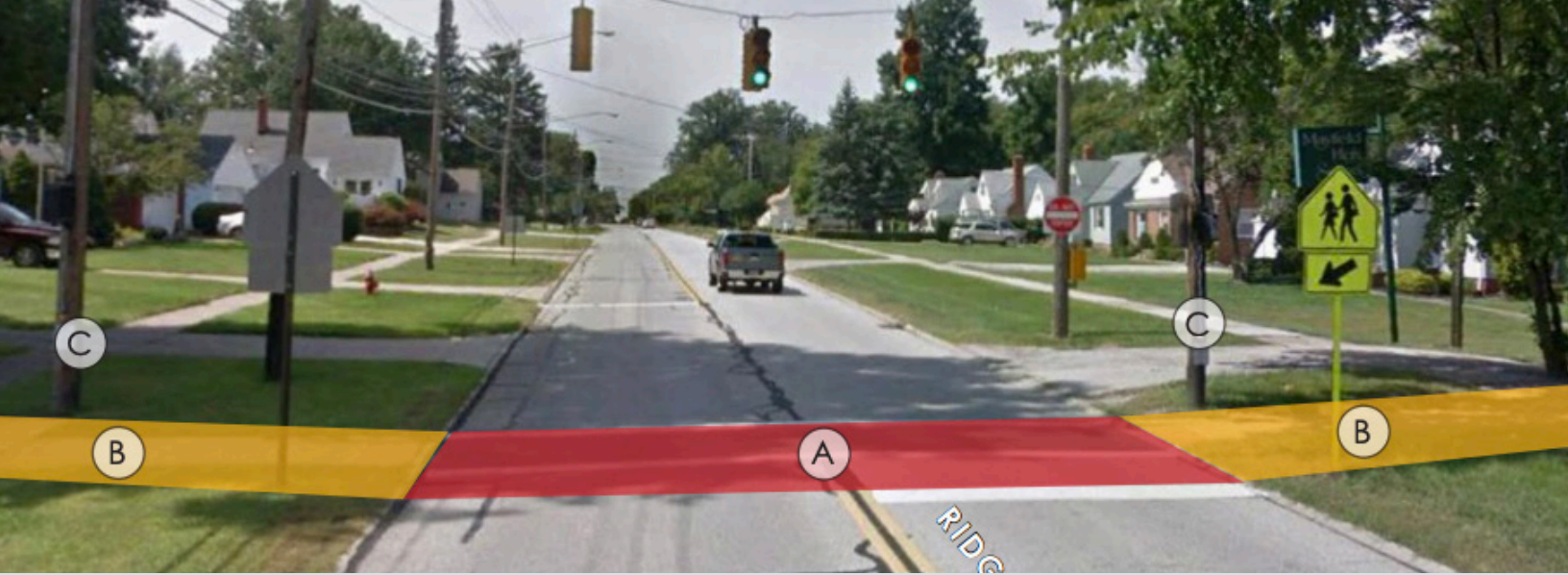


Figure 25: Proposed crosswalk improvements on Ridgebury Boulevard (AECOM, 2019b).

# INTERSECTION SAFETY PLAN

In 2019, AECOM also produced an intersection safety improvement in partnership with Mayfield Heights detailing improvement for a number of intersections and crosswalks throughout the city to improve pedestrian safety as shown in Figures 25, 26, and 27 (AECOM, 2019b). The plan includes locations in need of improved sidewalk ramps, high visibility embedded thermoplastics crosswalks and high visibility concrete crosswalks, curb replacements and sidewalk replacements, as well as medians (AECOM, 2019b). Additionally, the plan includes implementation of updated safety and wayfinding signage at the intersections (AECOM, 2019b).

Figure 26: Mayfield Rd and Chelmsford Road Proposed Improvements (AECOM, 2019b).

Figure 27: Mayfield Rd and Chelmsford Road Proposed Improvements mockup (AECOM, 2019b).





Figure 28: New community aquatic center located between I-271 and the city park (Mayfield Heights, 2025).

# RECENT PROJECTS

In 2023, the city of Mayfield Heights completed the redevelopment of two new community assets located in the recreational area between the city park and Interstate 271 (Mayfield Heights, 2025). The area is highly connected with the city park, creating a walkable recreation area managed by the city's department of parks and recreation (Mayfield Heights, 2025).

## COMMUNITY AQUATIC CENTER

The community aquatic center offers four lap lanes, a diving well, and a water slide area with three slides as shown in Figure 28 (Mayfield Heights, 2025).

## COMMUNITY EVENT CENTER

The community events center offers an event and conference space for public and private events as shown in Figure 29 (Mayfield Heights, 2025).

Figure 29: New community event center located between I-271 and the city park (Mayfield Heights, 2025).



# MAYFIELD HEIGHTS

15-MINUTE CITY LOCATION



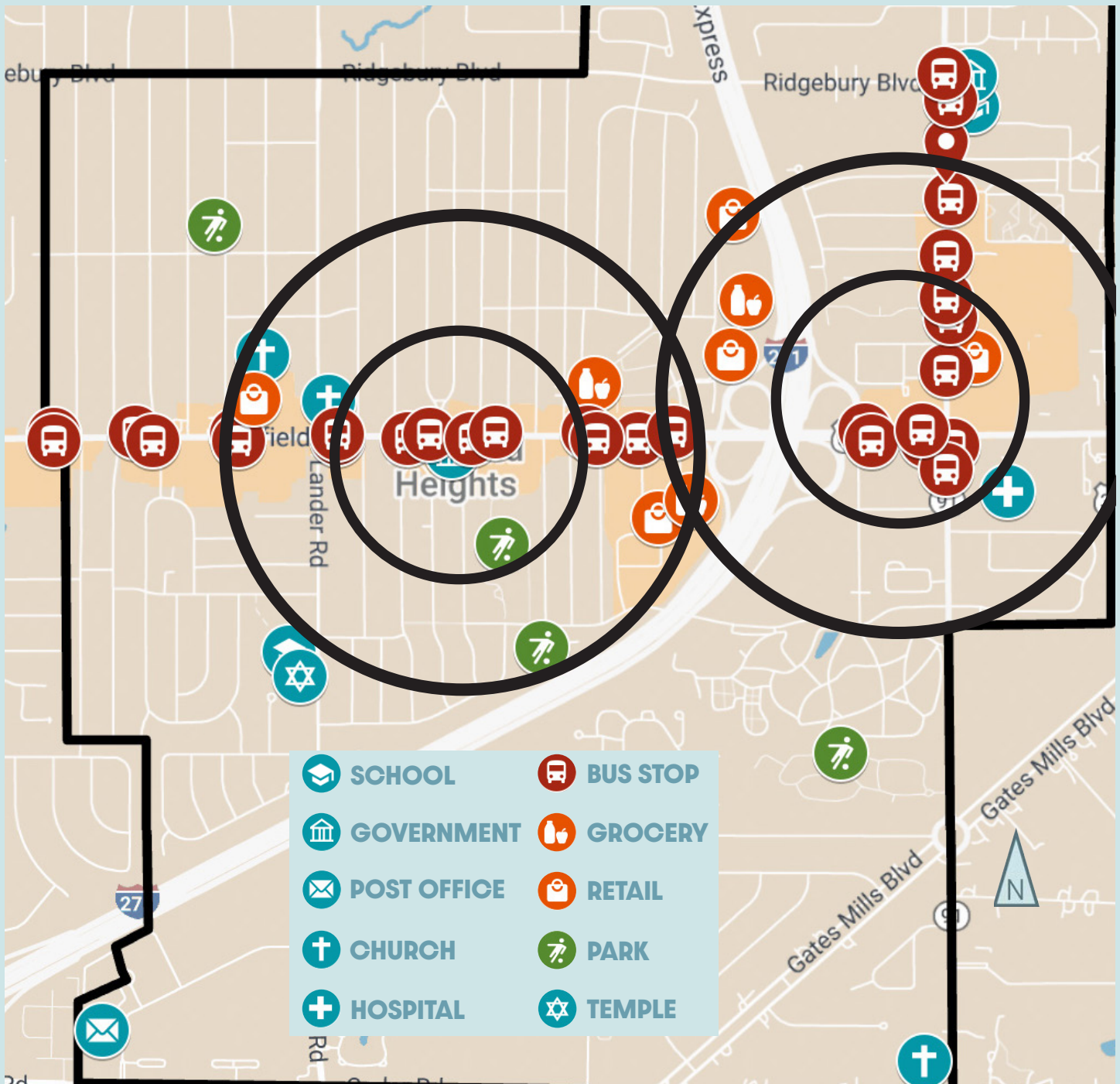


Figure 30: Potential 15-minute city locations (Google My Maps).

# POTENTIAL LOCATIONS

Figure 30 shows two circled potential locations within Mayfield Heights for a 15-minute city, both situated along RTA routes. West of Interstate 271, lies an area centered around city hall, the city park, and the Mayfield Road Commercial Corridor. Single-family residential-use properties are abundant in this location, and there is an elementary school, aquatic and event community centers, and three religious institutions. East of Interstate 271, there is another potential location anchored by the Mayfield Road and SOM Center commercial district that is surrounded by apartment complexes, Hillcrest Hospital, and limited single-family housing.

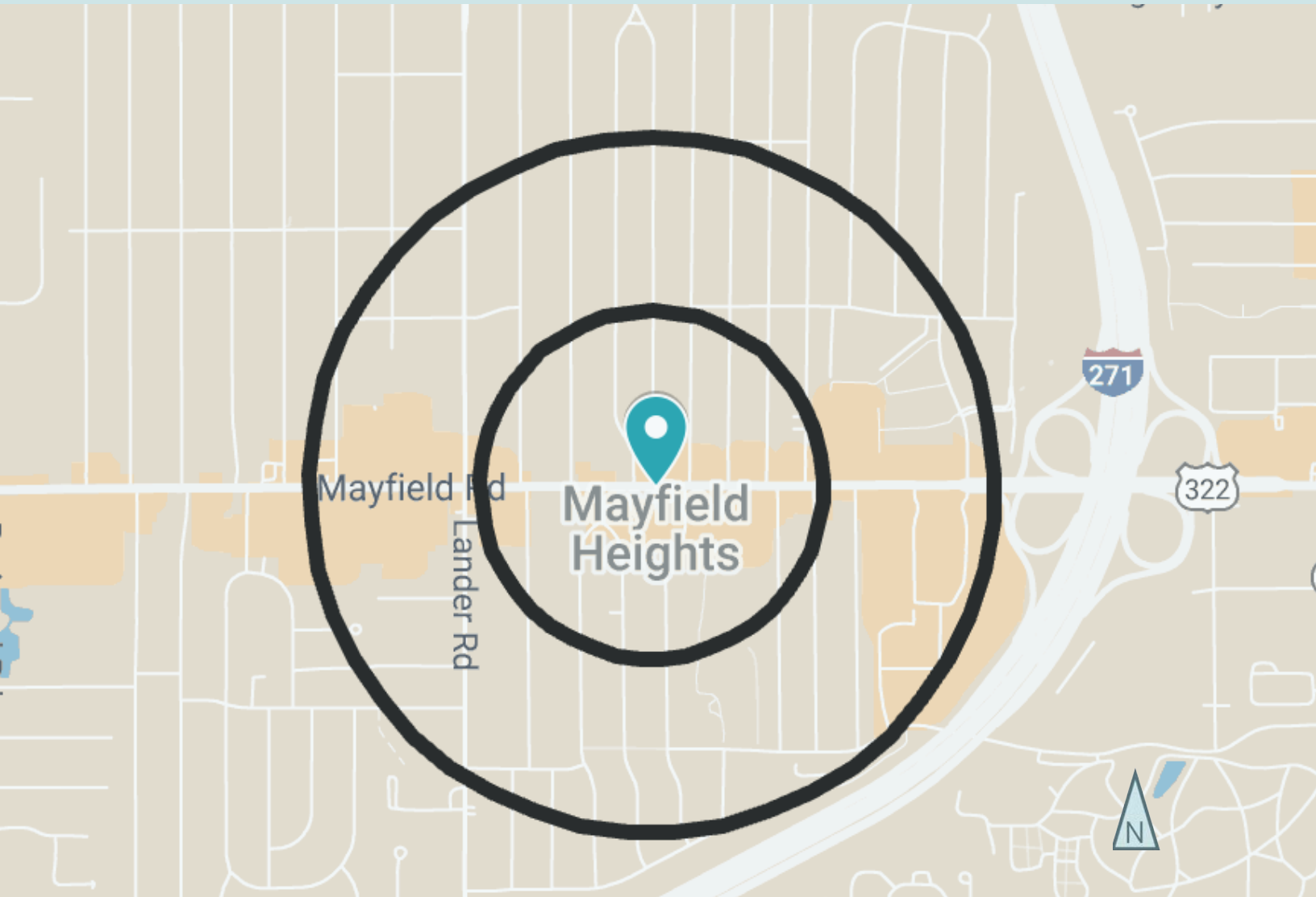
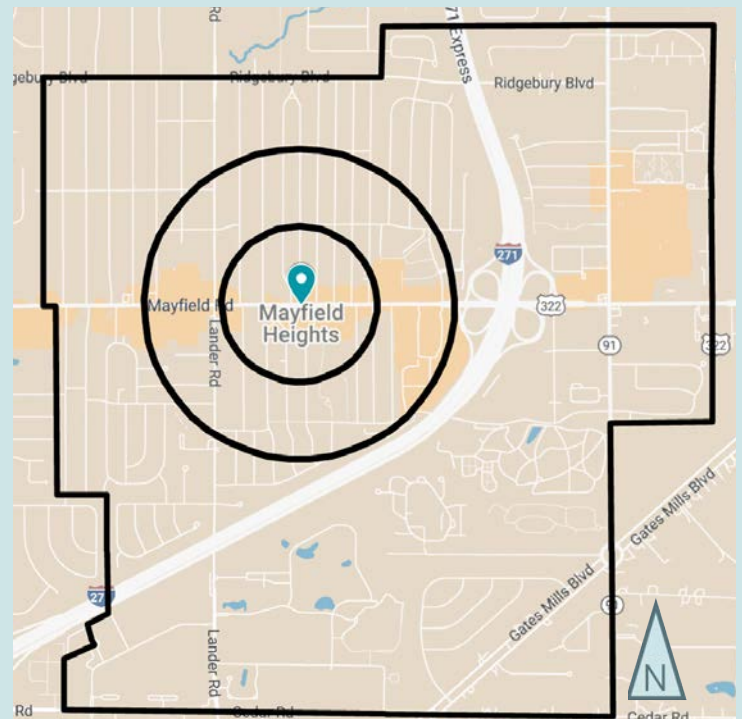


Figure 31: 15-minute city proposed location (Google My Maps).

# LOCATION

The selected 15-minute city location is centered near the government building along Mayfield road with a quarter mile core radius and a half mile outer radius as shown in Figures 31 and 32. This area is situated in the west side of a bend of Interstate 271. The selected focal points are the commercial corridor along Mayfield Road, Golden Gate Plaza located on the south side of Mayfield Road west of 271, and the interconnected government and recreation area off of Mayfield Road that includes the government building, city park, community aquatic center, and community event center.

Figure 32: 15-minute city proposed location (Google My Maps).



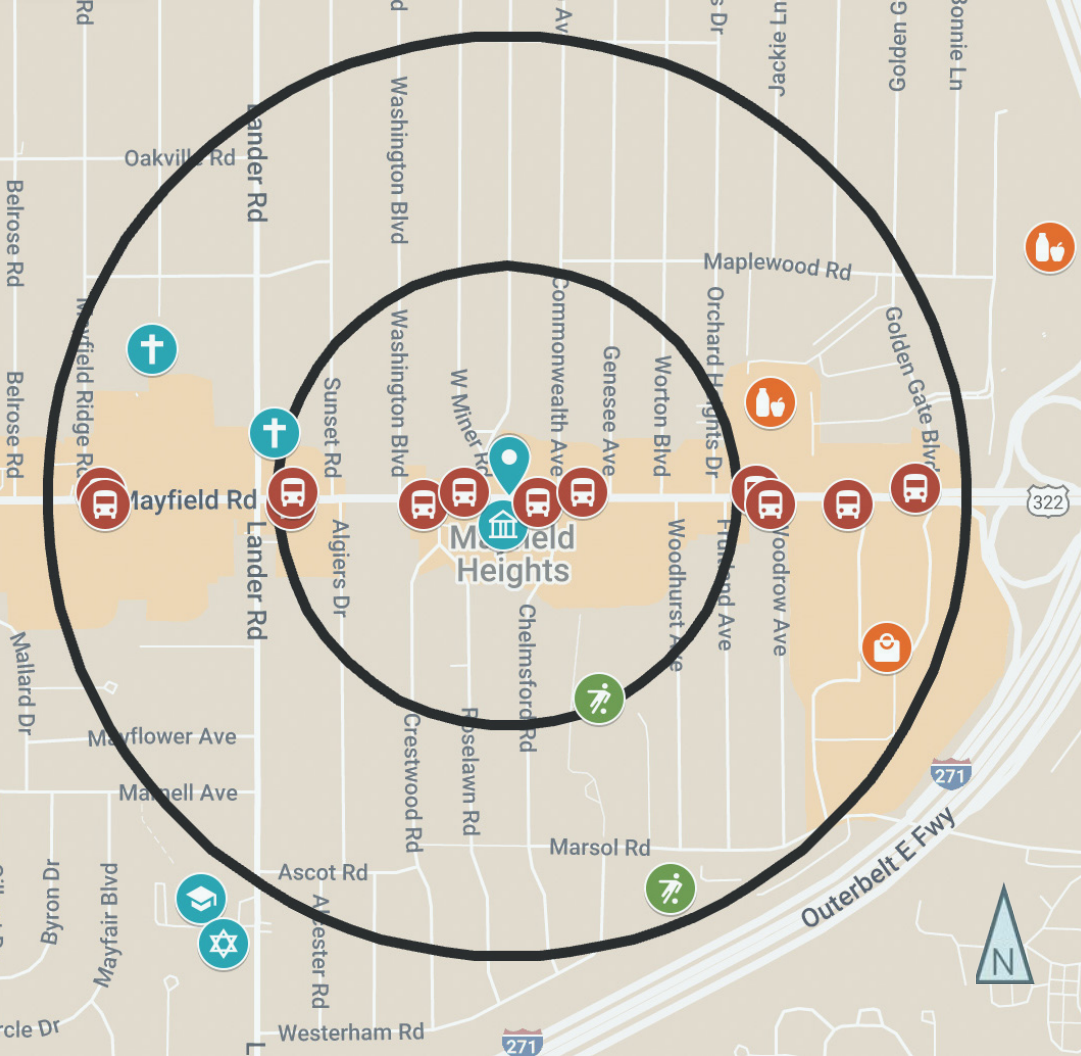
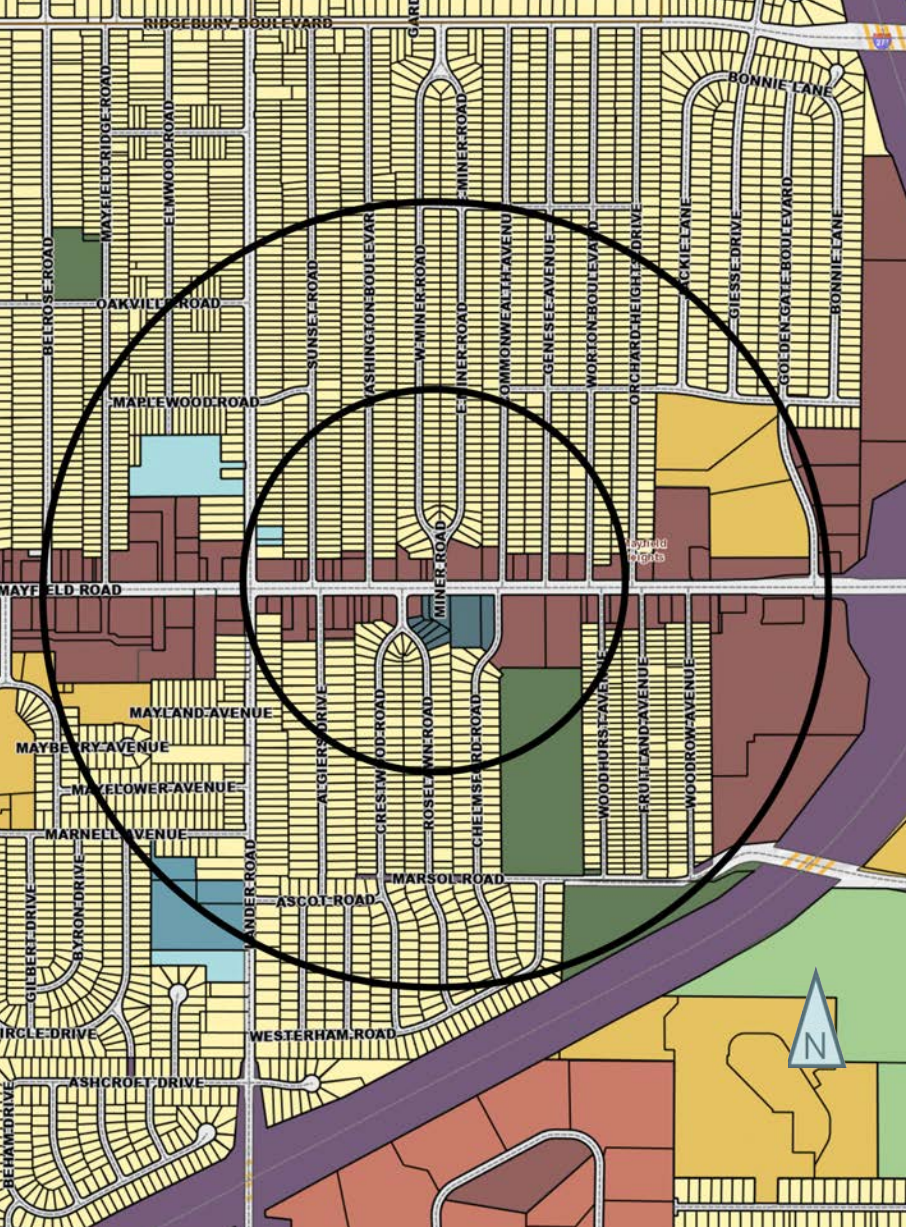


Figure 33: 15-minute city area assets and bus stops map (Google My Maps).

## ROUTES & ASSETS

Mayfield Road is the main route and commercial corridor through the 15-minute city location running east to west with a RTA line that operated every 30 minutes through the area (RTA, 2025). With its location situated just inside a bend in Interstate 271, entrances and exits to the highway draw traffic from throughout northeast Ohio fostering a high traffic commercial retail area within the city. Lander Road acts as a secondary path running north to south through Mayfield Road. The street grid in the area is made up of long blocks running north to south from Mayfield Road with few connecting paths between blocks other than Mayfield Road. Along that path assets include the government and emergency services building, commercial centers including Golden Gate Plaza, churches and grocery stores as shown in Figure 33. Additionally, in the surrounding areas, assets include the city park, the community aquatics center, the community event center, Lander Elementary School, and a Jewish temple. The elementary school and temple are located barely outside of the half mile radius, situated out of the way from the interconnected areas. The elementary school is one of five in a shared district with another elementary school located only a few blocks west in neighboring Lyndhurst.



- SINGLE-FAMILY
- MULTI-FAMILY
- COMMERCIAL RETAIL
- GOVERNMENT
- SCHOOL
- RELIGIOUS INSTITUTION
- TRANSPORTATION
- ACTIVE GREEN SPACE
- PASSIVE GREEN SPACE
- COMMERCIAL OFFICE

Figure 34: 15-minute city area current land use (Cuyahoga GIS).

# LAND USE

The land use map of the selected 15-minute city area of Mayfield Heights that is illustrated in Figure 34 was created from the Cuyahoga County GIS website. The primary land uses within the 15-minute city are single-family residential and commercial use as shown in Figure 34. The commercial use is all located along or off of Mayfield Road in the Mayfield Road Commercial Corridor with the large commercial areas next to Interstate 271 including the Golden Gate Plaza and a Costco. Within the 15-minute city radius there are some multi-family apartment complexes and institutional-use properties that include the government buildings, elementary school, temple, and two churches. The large sized green spaces within the 15-minute city are the city park and community centers area situated south of the commercial corridor, nested in the single-family residential area. Most notably absent from the map are mixed-use designations as there are no properties with documented mixed-use within the designated 15-minute city location as seen in Figure 34.

- SINGLE-FAMILY
- MULTI-FAMILY
- COMMERCIAL RETAIL
- GOVERNMENT
- SCHOOL
- RELIGIOUS INSTITUTION
- TRANSPORTATION
- ACTIVE GREEN SPACE
- PASSIVE GREEN SPACE
- COMMERCIAL OFFICE
- BUILDING

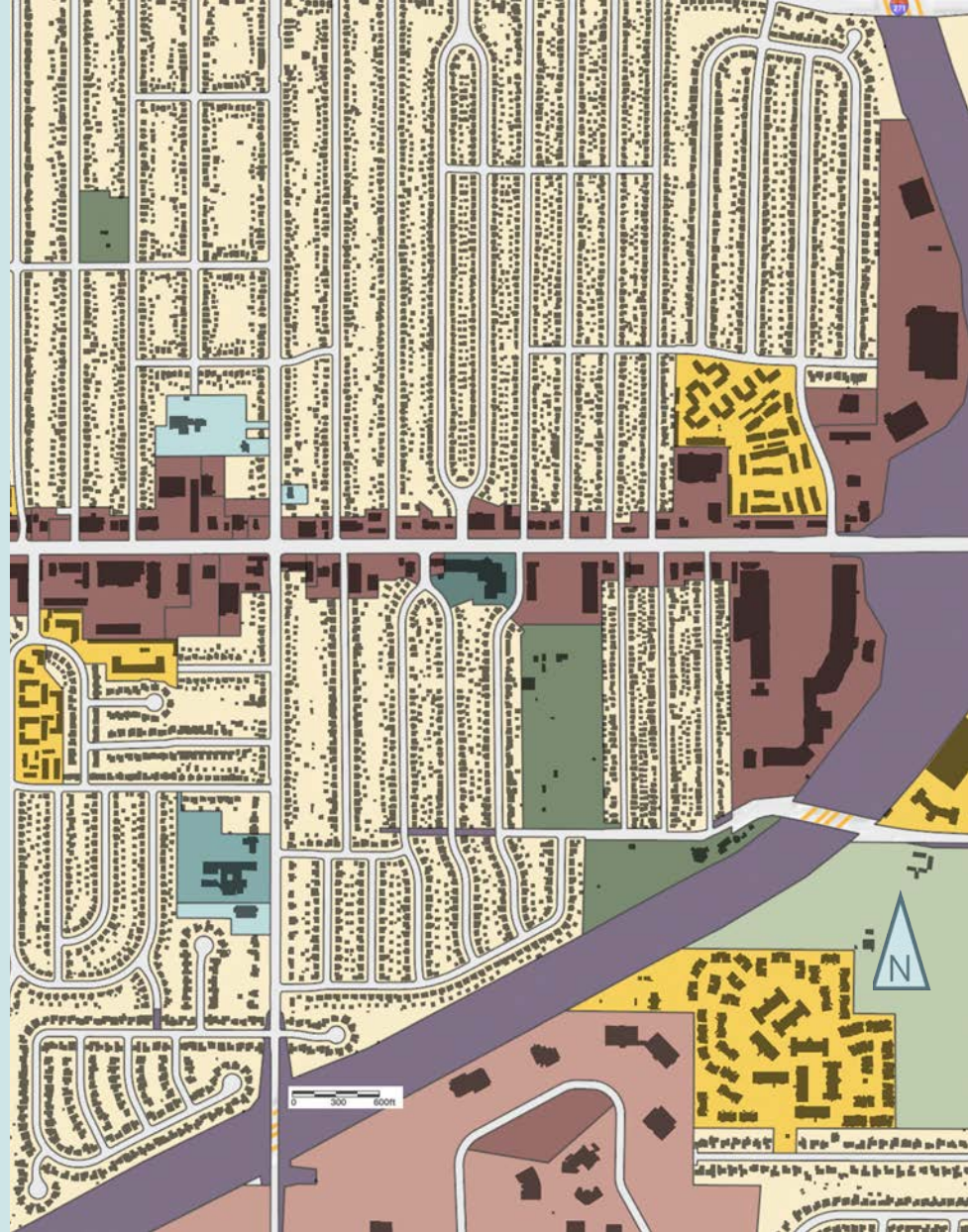


Figure 35: 15-minute city area 2017 building map (Cuyahoga GIS).

# BUILDINGS

The map in Figure 35 shows the buildings and structures located in the selected 15-minute city area of Mayfield Heights as of 2017. Absent from this map are the newly developed community aquatics center and community event center as they were not completed until 2023. In the commercial corridor, buildings are set far back from the road with parking lots separating the buildings from the paths furthering the automobile-centric nature of the area. Parking structures do not exist in the area though the development could alleviate the extent of land used for parking and allow for higher density development that is lacking in the current figure ground map. Namely, in the eastern portion of the 15-minute city location, Golden Gate Plaza maintains a large parking area in the center which all the retail buildings face, making accessibility via foot difficult. As shown in the map, the city park is lined with houses on its east and west side making access to the park limited to only the northwest corner entrance and the southern edge lining a residential street.



Figure 36: 15-minute city area block analysis.

- WALKABLE**  
 Ideal lengths less than 300 feet by less than 600 feet.
- SOMEWHAT WALKABLE**  
 Ideal length on one side & within 1 - 1/3 of ideal length on the other side.
- NOT SO WALKABLE**  
 Ideal length on one side & above 1 - 1/3 of ideal length on the other side or both lengths greater than ideal lengths but within 1 - 1/3 of ideal length.
- NOT WALKABLE**  
 All lengths are greater than 1 - 1/3 of ideal lengths.
- EDGE**  
 Areas without walkable paths on one or more sides.

## BLOCK ANALYSIS

Figure 36 shows a block analysis of the 15-minute city location and surrounding area. In the map there are no ideal walkable blocks in the current state. Many of the blocks in the area are long thin blocks, some categorized as not walkable blocks and others that are categorized as not so walkable with ideal lengths east to west, but exceeding 1- 1/3 the ideal length from north to south as they funnel traffic to Mayfield Road. There are only two somewhat walkable blocks located in the analyzed area, in single-family residential areas near Interstate 271. The interstate creates four edge blocks that do not have a walkable path on one or more edges of the block. These blocks act as a barrier of movement between this area and the southeastern part of Mayfield Heights. With the many not walkable and not so walkable blocks, there is a lack of permeability for movement, walkability, and flow of traffic throughout the 15-minute city location.

# KEY ISSUES

The analysis of the proposed walkable 15-minute city area shows a number of challenges and issues hindering walkability in its current form. Many of these issues have been discussed in context of the city's master plan, design manual, connectivity study, and intersection safety study with many proposed solutions but few implemented currently.

## 1. INADEQUATE COMMERCIAL AREA WALKABILITY

The commercial areas currently lack walkability due to their design, parking lot layouts, and setback from the road. These not walkable areas deter access and desire to walk in the area while furthering the auto-centric nature of the area.

## 2. ABSENCE OF MIXED-USE DEVELOPMENT

The area lacks dense mixed-use development that would promote walkability. The current separation of uses creates greater walking distance between destinations. Mixed-use development would allow for more people to live within and actively use, and walk around, the areas.

## 3. DISCONNECT BETWEEN KEY ASSETS

Within the area there are key assets that lack close and walkable connections to the broader area including the elementary school, Golden Gate Plaza, and to an extent, the city park due to its lack of entrances.

## 4. LACK OF WALKABLE SIZE BLOCKS

No blocks within the area are considered walkable and only two are considered somewhat walkable. The presence of the large walkable blocks maintains a lack of walkability and permeability throughout the city.

# MAYFIELD HEIGHTS

15-MINUTE CITY PLAN



# FOCUS

The plans and guidelines set out in the Mayfield Heights commercial corridor design manual, connectivity study, and intersection safety plans should continue to be implemented, developed and upheld as they outline many best practices for walkability and accessibility within the city. The principles and regulations in those plans should be maintained throughout all plans for the 15-minute city. Within that framework here are three additional focused proposals to increase walkability in the area.

## 1. INCREASE PATH GRID PERMEABILITY

Creating new paths, whether streets or simply walking and biking paths, through blocks will increase the access and permeability throughout the area and promote non automobile travel throughout the area.

## 2. PROMOTE MIXED-USE DEVELOPMENT

Mixed-use development with inner streets, small setbacks, and parking garages should be promoted throughout the commercial corridor and other select areas to increase density, use, and walkability throughout the corridor.

## 3. REDEVELOP KEY AREAS

### MAYFIELD ROAD COMMERCIAL CORRIDOR

The Mayfield Road Commercial Corridor should be redeveloped in accordance with the corridor's design manual and connectivity study to create a mixed-use and walkable core for the 15-minute city.

### CIVICS AREA - RECREATION AREA

The combined civics, park, and community center area has the potential to become a vibrant public space housing institutions and mixed-use areas. This includes the addition of paths to and through the area, rezoning to allow mixed commercial use, and relocation of the elementary school to centralize access increase connection to other assets.

### GOLDEN GATE PLAZA

Golden Gate plaza offers a large commercial space primed for redevelopment into a large walkable mixed-use district with parking garages and inner pedestrian only paths, inspired by the Van Aken District and similar mixed-use developments.



Figure 37: 15-minute city area new path grid block analysis.

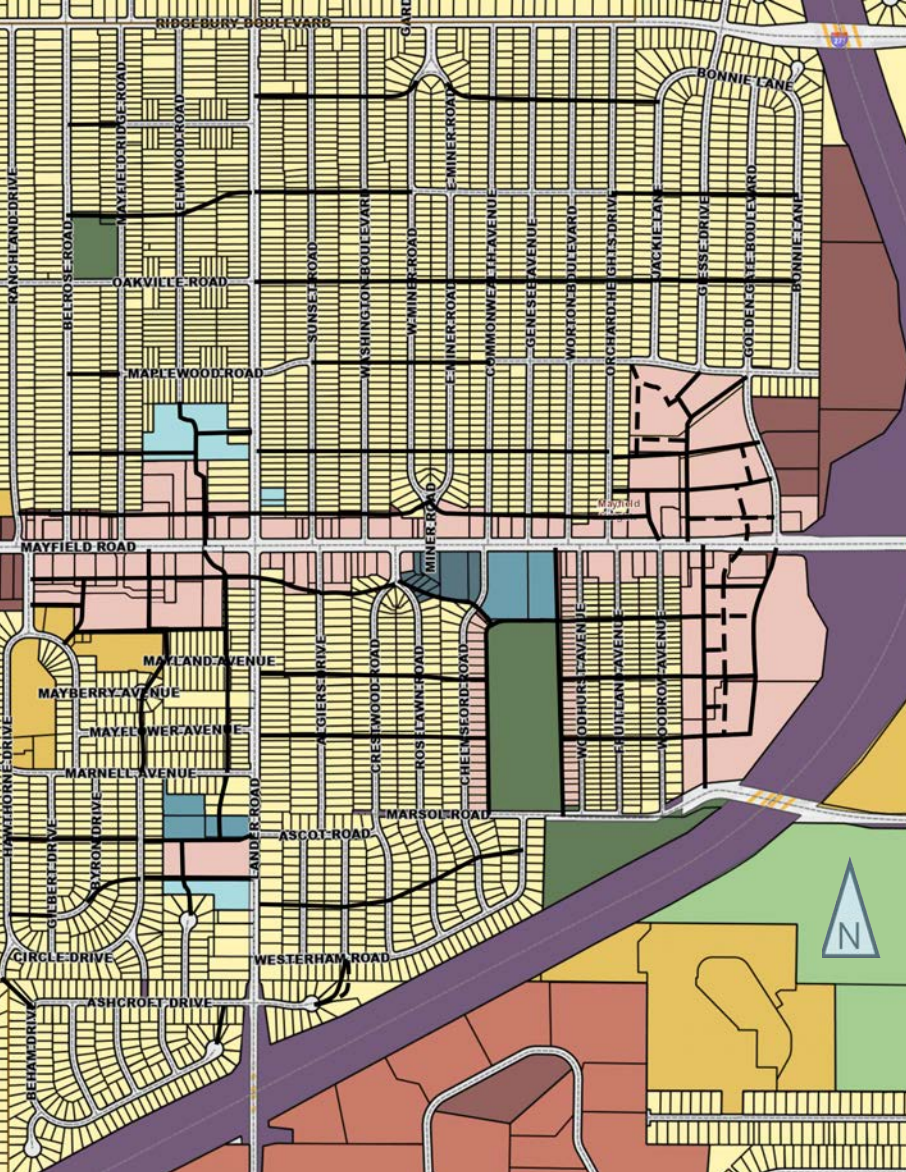


Figure 38: 15-minute city area block analysis for comparison

- WALKABLE**  
 Ideal lengths less than 300 feet by less than 600 feet.
- SOMEWHAT WALKABLE**  
 Ideal length on one side & within 1 & 1/3 of ideal length on the other side.
- NOT SO WALKABLE**  
 Ideal length on one side & above 1 & 1/3 of ideal length on the other side or both lengths greater than ideal lengths but within 1 & 1/3 of ideal length.
- NOT WALKABLE**  
 All lengths are greater than 1 & 1/3 of ideal lengths.
- EDGE**  
 Areas without walkable paths on one or more sides.

## PATH GRID

To increase walkability within the 15-minute city area and surrounding location, the proposed update path grid, shown in Figure 37, offers an example of where paths could be added as street or walking and biking paths. The new path grid features mostly walkable and somewhat walkable blocks and includes many east to west paths to permeate the large north to south blocks in comparison to the current blocks as shown in Figure 38. South of Mayfield Road these paths would help increase walkability and accessibility to the city park. Additionally paths were added within and outlining the city park to transform the city park into a mall lawn inspired by University of Arizona's main mall. Paths were also added throughout the commercial corridor and within Golden Gate Plaza as an example for walkable mixed-use redevelopment, although the exact paths will be determine as the corridor is redeveloped.



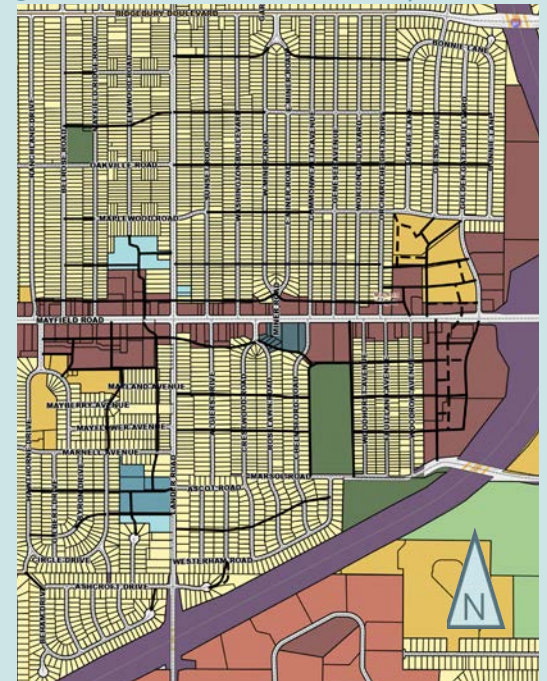
- SINGLE-FAMILY
- MULTI-FAMILY
- COMMERCIAL RETAIL
- GOVERNMENT
- SCHOOL
- RELIGIOUS INSTITUTION
- TRANSPORTATION
- ACTIVE GREEN SPACE
- PASSIVE GREEN SPACE
- COMMERCIAL OFFICE
- MIXED-USE

Figure 39: 15-minute city area proposed land use and path grid

# LAND USE

The proposed land use map shows the proposed path grid along with land use in Figure 39 compared to the current land use shown in Figure 40. One major change in the proposed land use map is the redevelopment of the commercial area and multi-family apartment complexes to be mixed-use areas. Additionally, mixed-use area was added around the city park which would be rezoned. Furthermore, the properties just north of the park would become the new location of the local elementary school going from commercial use to institutional use with its former location becoming mixed use. These proposed uses would increase desire to walk and density of people to increase foot traffic in the target areas.

Figure 40: 15-minute city area proposed path grid with current land use for comparison



# REDEVELOPMENT

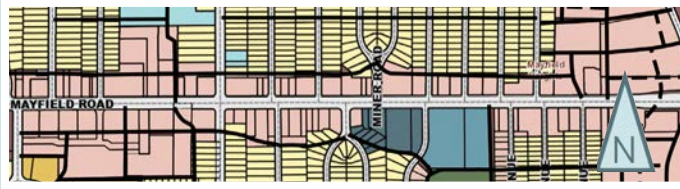


Figure 41: Commercial Corridor close up.

## COMMERCIAL CORRIDOR

Redevelop area shown in Figure 41 for walkability and mixed-use by bringing storefronts closer to paths, develop parking garages to limit parking lots, increase density by developing multi-floor, mixed-use buildings, and add interior streets and foot paths to allow for more movement and density in area.

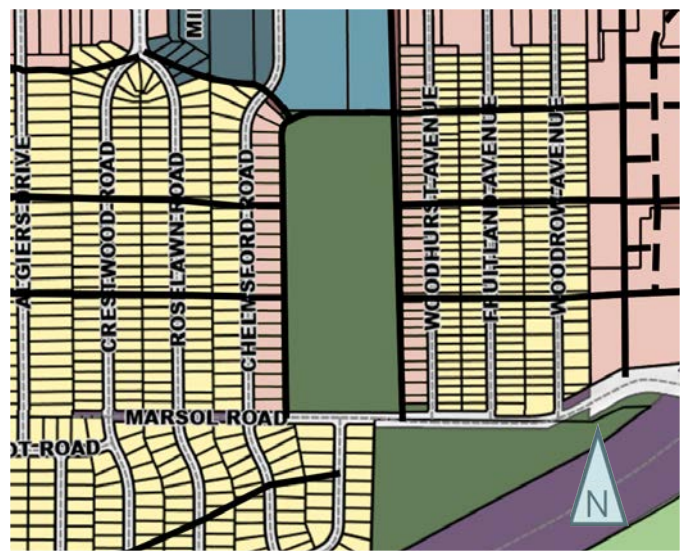


Figure 42: Civic-recreation district close up.

## CIVIC-RECREATION DISTRICT

In area shown in Figure 42, create an outdoor lawn mall lined with mixed-use development and additional paths. Additionally relocate the elementary school to district to create a core institutional, recreational, commercial, and residential district anchored by the city park.

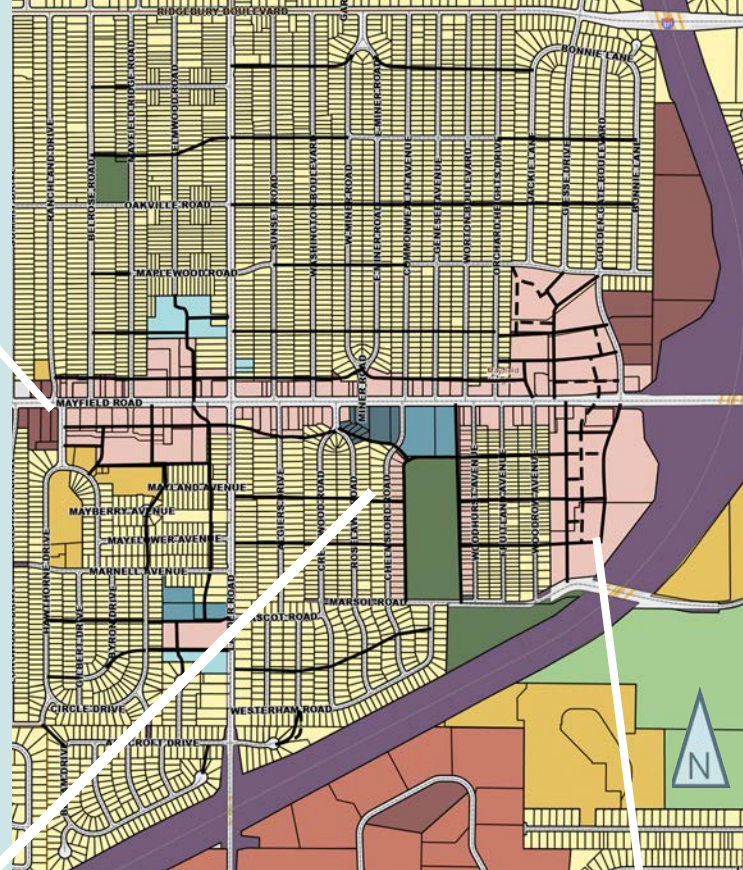


Figure 39: 15-minute city area proposed land use and path grid



Figure 43: Golden Gate Plaza close up.

## GOLDEN GATE PLAZA

Redevelop area depicted in Figure 43 into a mixed-use district with interior walkable paths, mixing commercial and residential use, and developing parking structures to limit parking lots, inspired by the Van Aken District.

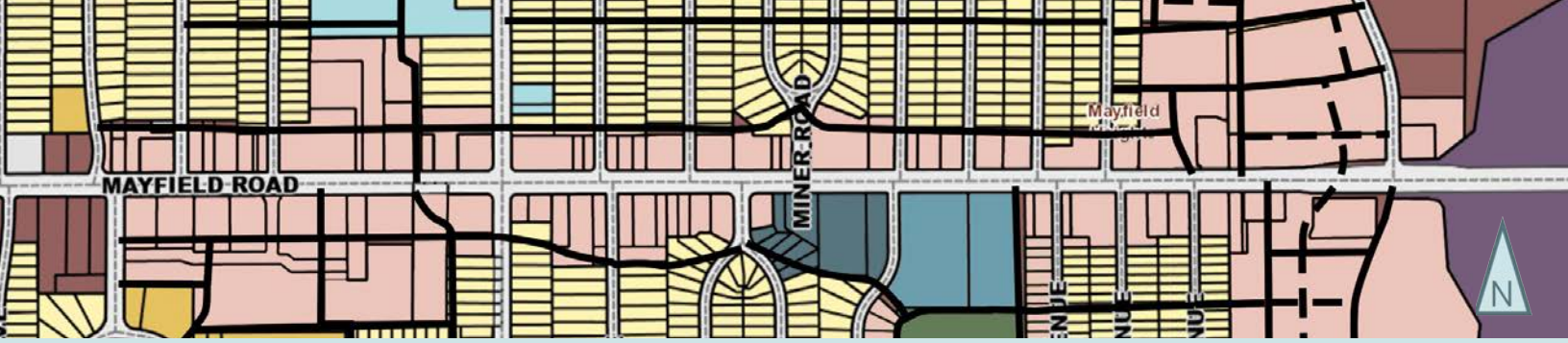


Figure 41: Commercial Corridor close up.

# COMMERCIAL CORRIDOR

The commercial corridor along Mayfield Road currently lacks any mixed-use development and the commercial buildings are set far back from the road making for decreased walkability. Figure 44 shows an example of how parts of the corridor can be redeveloped to become a walkable, mixed-use corridor. To decrease parking lot space, develop parking garages behind mixed-use areas while bringing buildings closer to the roads. Any surface parking lots should include shade trees, green infrastructure, and safe walking paths. Interior roads and walking paths should be constructed to further increase walkability through the area. Plazas and pavilions can be added to create outdoor community spaces. Mixed-use buildings should include lower level retail and office spaces and upper levels should be residential spaces. Residential spaces should also be mixed-income, guaranteeing a portion of low-income and affordable units with larger luxury units available for those of higher incomes.

Figure 44: Example of mixed redevelopment design for commercial corridor (AECOM, 2016).



# CIVIC-REC AREA

Around the civic-recreation area, parcels should be rezoned and redeveloped over time for commercial/residential mixed-use with paths added along the outer edges of the park to create the environment of a mall lawn. Additionally, the elementary school located on Lander Road should be relocated to the parcels north of city park, east of the government buildings. Design inspiration for the area is shown in Figure 45, drawing ideas from the University of Arizona Main Mall. This will create a core walkable civic-recreation-residential-commercial area through the centralization of assets and increased accessibility of the area.

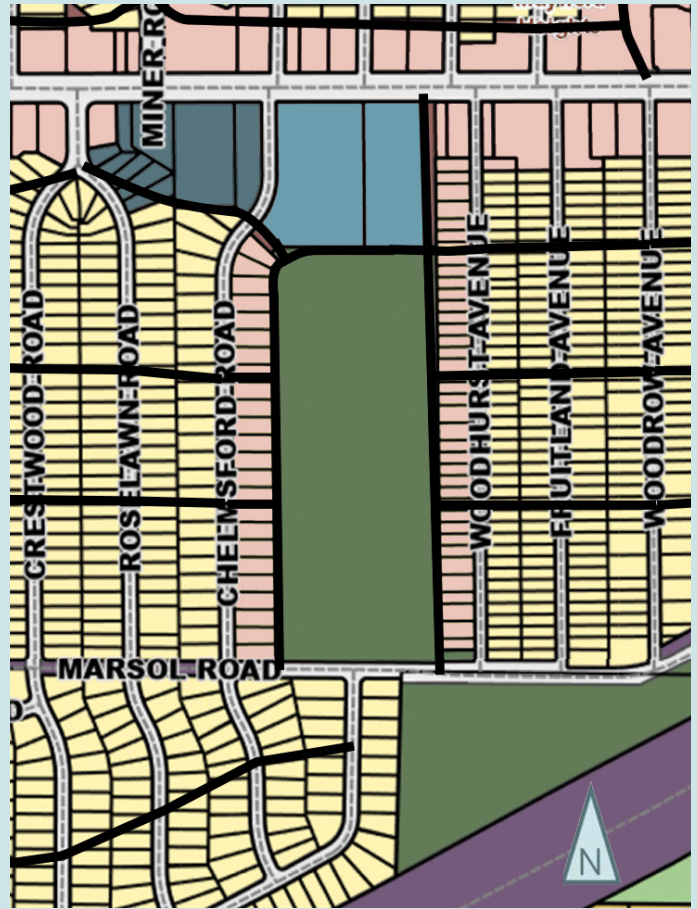


Figure 42: Civic-recreation district close up.

Figure 45: Inspiration for civic-recreation district mall redevelopment (OMNIPLAN, n.d.) (MA Design, 2024) (University of Arizona 2025).



# GOLDEN GATE PLAZA

Golden Gate Plaza should be redeveloped into a large scale walkability mixed-use center. The design will draw inspiration from the Van Aken District and other mixed-use developments as depicted in Figure 46. Parking lots will become sparse, replaced by parking garage tucked away in the development. Ground level will be commercial offices and retail while upper floors will be residential use. Like the commercial corridor these residential units should be mixed-income with luxury apartments and a designated amount of low-income and affordable units. Plazas and Parks should be developed within the district to create community spaces for events and recreation. A grocery store should be included within the development for optimal walkability.

Figure 46: Inspiration for Golden Gate Plaza redevelopment (RDC, 2025) (JHP, 2024) (Emerald Built Environments).

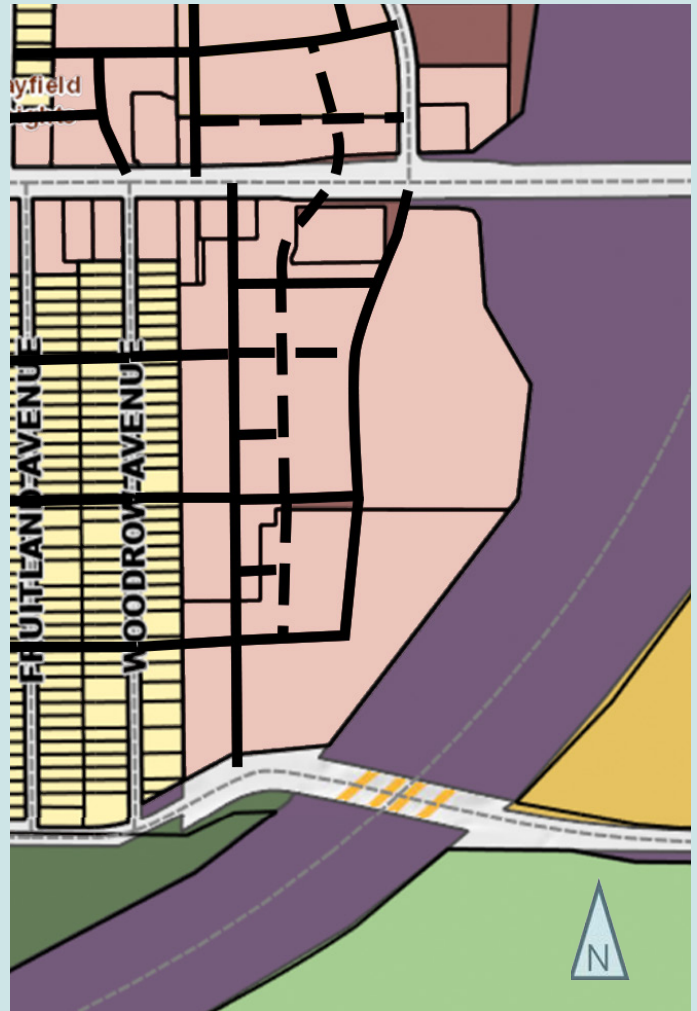


Figure 43: Golden Gate Plaza close up.



# MAYFIELD HEIGHTS

## CONCLUSION



# KEY POINTS

## ISSUES

1. Inadequate commercial area walkability.
2. Absence of mixed-use developments.
3. Disconnect between key assets.
4. Lack of walkable blocks.

## GOALS

1. Increase path grid permeability.
2. Promote mixed-use development.
3. Redevelop key areas to be accessible.
4. Implementation of Commercial Corridor Design Manual.

## RECOMMENDATIONS

1. Add paths to create walkable blocks.
2. Zone and redevelop areas for mixed-use.
3. Redevelop Mayfield Road Commercial Corridor.
4. Redevelop Civic-Recreation Area.
5. Redevelop Golden Gate Plaza.
6. Implement plans from Commercial Corridor Design Manual.

# CONCLUSION

Many changes are proposed to transform an automobile-centric area of the city of Mayfield Heights into a walkable 15-minute city. The Mayfield Road Commercial Corridor, City Park, and Golden Gate Plaza provide distinct commercial and recreational cores and asset hubs to be the foundation of walkable mixed-use districts. Additionally, the Mayfield Road Commercial Corridor Design Manual, the Mayfield Heights Master Plan, the Intersection Improvement Plan, and Mayfield Heights Connectivity Study offer strong frameworks to guide the 15-minute city proposal. Increasing permeability of the street grid through additional paths, promoting mixed-use redevelopment, and increasing walkability through the commercial corridors are key objectives for success in developing the walkable city. Additionally, the plan proposes three key areas for redevelopment, the three distinct cores: The Mayfield Road Commercial Corridor, the civic and recreation district, and Golden Gate Plaza. It is proposed to redevelop the commercial corridor for mixed use with less setback from the road and the addition of parking garages and interior streets. Similarly, the Golden Gate Plaza is proposed to be redeveloped into a large mixed-use residential and commercial walkable district with new buildings, interior streets, and parking garages. The civic and recreation district would include relocating Lander Elementary to the district, creating mixed-use spaces surrounding the city park, and adding paths around the city park to create a mall lawn. The proposed plans would significantly increase permeability through the city grid while creating dense mixed-use districts that encourage walking and biking. Throughout development and implementation of the plan, it is crucial to adhere to the corridor's design manual as it serves as a cohesive design framework and detailed guide to implement mixed-use development, while enhancing sidewalk safety and walkability throughout the city.

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