Past Studies

Past MRMC land use studies have been a component of past Milwaukee Grounds Land Use Plans, the first of which was completed in 1989. Below is a summary of previous MRMC land use plans:

- **1989 Milwaukee County Grounds Land Use Plan** – This plan provided a framework to accommodate short and long term MRMC growth. The plan confirmed that expansion of the MRMC was good public policy and recommended future MRMC growth through increasing density in the SE Quadrant and reserving the NE Quadrant for future MRMC use. In 1989, the MRMC contained 4.1 million square feet of development. The plan predicted an additional 2.8 million square feet of development in the SE Quadrant by the year 2009, totaling 6.9 million square feet. The actual amount of development in the SE Quadrant in 2008 is about 6 million square feet. The plan also recommended transportation improvements, tenant expansion zones, and design standards.
- **1992 Update of the 1989 Land Use Plan** – This plan focused on developing the Milwaukee County Research Park in the SW Quadrant of the Milwaukee County Grounds, though did provide a couple of MRMC recommendations. First, MRMC future expansion needs in the SE and NE Quadrants must be given priority, and future Research Park uses should compliment the MRMC. Second, as the MRMC and the rest of the Milwaukee County Grounds increases in density, mass transit options, such as light rail, should be explored and incorporated into a Milwaukee East – West Corridor system.
- **1994 Proposed Land Use Update for the SE and NE Quadrants** – This plan addressed concerns over incompatible uses on the Milwaukee County Grounds. The plan reiterated the priority of medical uses on the MRMC campus due to the health and economic impact on the community. The plan proposed Medical Expansion Areas, rather than expansion zones for each MRMC Member. The plan also recommended no additional surface lots be constructed on the MRMC campus and suggested a new alignment for 87th Street.
- **1996 Interim Report** – This supplemental report states that due to change from traditional facilities to clinic-focused and ambulatory services, the MRMC's future expansion can be met in the SE Quadrant and a small portion of the NE Quadrant. The remaining portion of the NE Quadrant should be allocated for commercial, mixed use, residential and green space land uses. An area was also designated as a power plant expansion zone.
- **1999 Milwaukee County Land Use Planning Committee Recommendations for the Milwaukee County Grounds** – This document was a response to the public's concern over development in the NE Quadrant. In June of 1997, the Milwaukee County Board of Supervisors adopted a resolution to impose a two-year development moratorium in the NE Quadrant. The Milwaukee County Executive appointed a Land Use Planning Committee to prepare a community driven plan for the highest and best use of NE Quadrant County-owned land. The resulting recommendations were to preserve 85% of the land in the NE Quadrant for public open space and parkland, maintain 50-60 acres for development, develop a set of development design guidelines, and preserve the Eschweiler buildings.
- **2001 Parking Study** – This study had two purposes. The first was to determine the parking demand over the next five years and recommend appropriate solutions. The second was to suggest parking management approaches. The study found that additional parking will be needed to accommodate future parking demand for the Blood Center of Wisconsin and Medical College of Wisconsin. Recommendations included expanding parking east of 87th Street, constructing a new parking lot for Medical College visitors, and exploring the development of a central parking authority starting with the lot east of 87th Street.
- **2001 Transportation and Access Study** – This study offered detailed recommendations to improve internal and external access and roadway circulation. Recommendations included the creation of an internal roadway network, providing additional access to the MRMC Campus and parking areas, and minimizing vehicular/pedestrian conflicts.