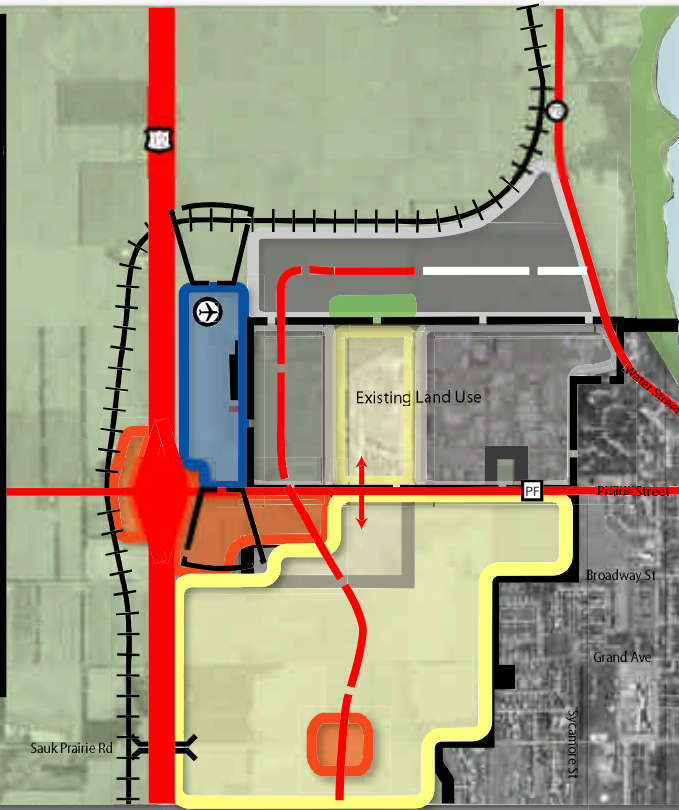


12/PF PLANNING AREA ALTERNATIVES

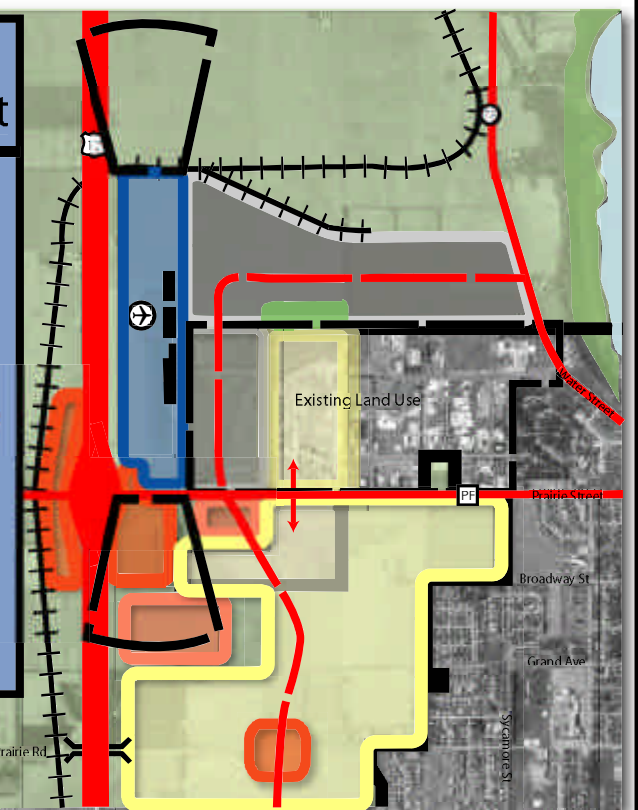
Alternative 1 Reuse Existing Airport

- Airport maintained as mainly recreational use facility.
- Limited additional airport-related economic development potential
- Commercial uses west of 12 remain agricultural-related.
- Lands south of Airport/PF developed with mainly commercial uses.
- Industrial expansion north of current industrial park, with buffer for residences.
- Building heights limited south of PF to minimize landing/takeoff obstructions.
- Noise-sensitive existing and planned residential uses in general Airport vicinity.
- Possible interchange and rail re-alignment may enhance safe access.
- New west side collector road provides convenient linkages.



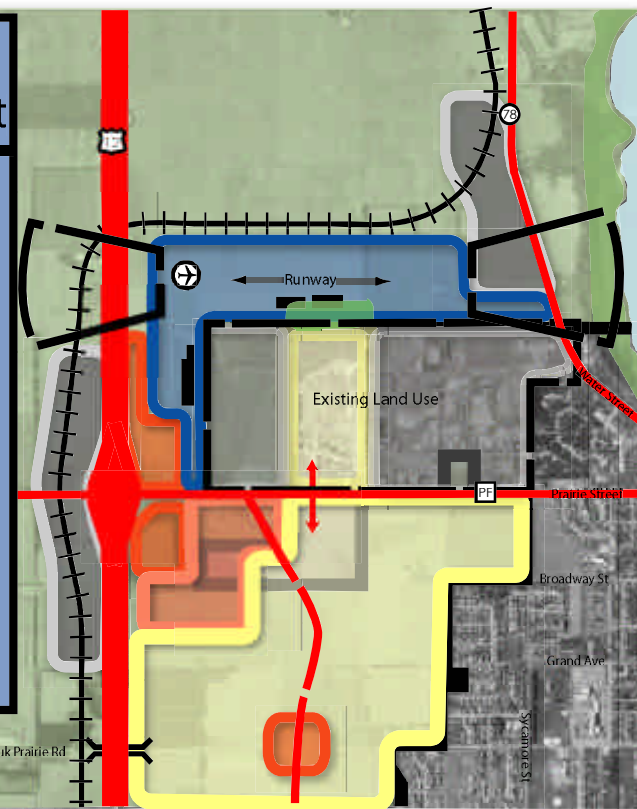
Alternative 2 Expand Existing Airport

- Airport expanded to north for more types and number of planes.
- Airport expansion likely requires larger municipal ownership role (e.g., to obtain grants).
- Airport expansion increases on- and off-site business opportunities.
- Lands south of Airport/PF developed with commercial and office uses.
- Commercial expansion west of Airport/12.
- Industrial expansion north of current industrial park, with buffer for residences.
- Height and land use rules at runway ends may affect more land area.
- Noise-sensitive existing and planned residential uses in general Airport vicinity.
- Possible interchange and rail re-alignment may enhance safe access.
- New west side collector road provides convenient linkages.



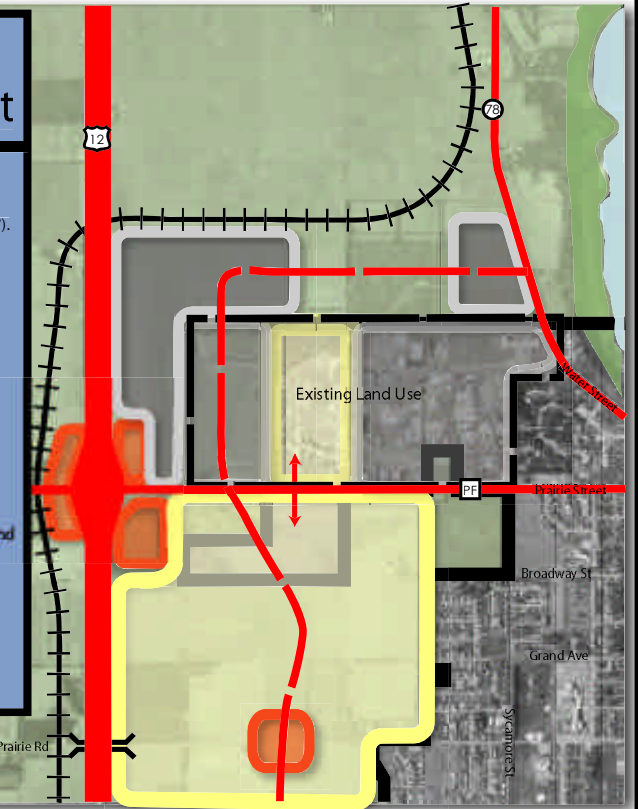
Alternative 3 Expand/ Realign Airport

- Airport expanded to east to accommodate more types and number of planes.
- Airport expansion requires major municipal ownership (e.g., land acquisition).
- Airport expansion increases on- and off-site business opportunities.
- Industrial growth shifted to 78, current airport property, and west of 12
- Commercial opportunities at PF/12.
- East-west runway orientation affects fewer planned development areas.
- Greater residential growth potential south of PF (compared to alternatives 1 & 2).
- Noise-sensitive residential uses south of new runway; some buffering.
- Possible interchange and rail re-alignment may enhance safe access.
- New west side collector road discontinued before reaching 78.



Alternative 4 Remove Existing Airport

- Airport relocated away from current location or closed.
- Relocation potential uncertain (site selection? funding?).
- Businesses desiring air access less inclined to select Sauk Prairie.
- Airport users travel to nearby airports as alternative.
- Currently unknown airport needs not addressed locally.
- Industrial main future use of current airport land; less industry to east.
- Commercial uses west of 12 remain agricultural-related.
- New commercial and office land use opportunities east of PF/12.
- Expanded range of options for land use without airport and building heights without airport.
- Greatest residential potential south of PF.
- Possible interchange and rail re-alignment may enhance safe access.
- New west side collector road remains possible, but less justification.



TRANSPORTATION	
	Highway 12 No Access
	Existing Highways
	Future Collector Road
	Underpass/Overpass
	Possible Railroad Realignment
	Primary Airport Effected Area

LAND USE	
	Residential
	Office
	Commercial
	Industrial
	Airport

