

Figure 1-4 Major Airport Projects Completed Since 2001

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MASTER PLAN  
 CHIPPEWA VALLEY REGIONAL AIRPORT (EAU)  
 EAU CLAIRE/CHIPPEWA FALLS, WI  
 May 2013



Source Information: City of Eau Claire, Wisconsin

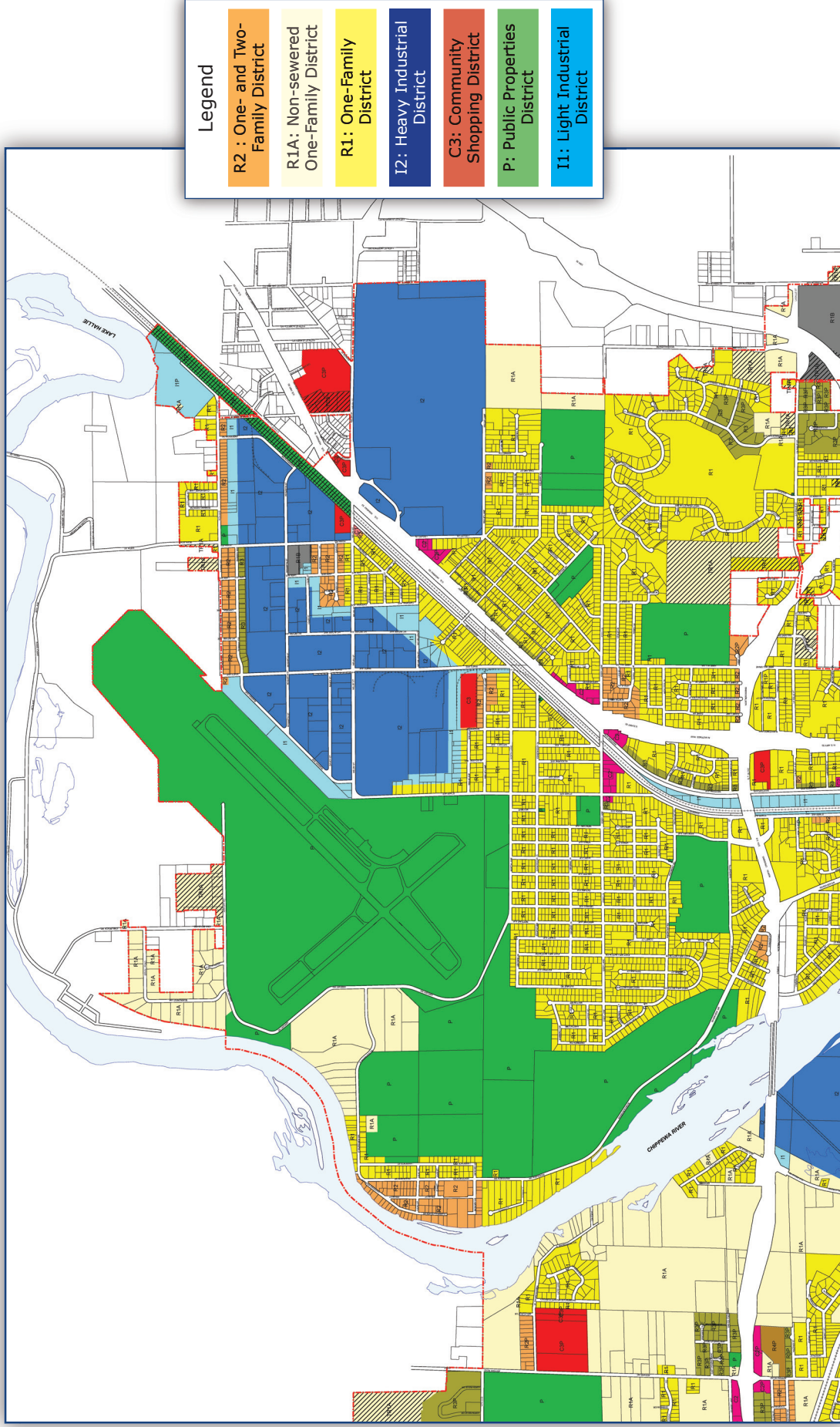


Figure 1-5 City of Eau Claire Zoning Map

PREPARED BY:  
**Mead & Hunt**  
Engineering  
Architecture  
for service  
Planning  
Environmental

MASTER PLAN  
CHIPPEWA VALLEY REGIONAL AIRPORT (EAU  
EAU CLAIRE/CHIPPEWA FALLS, WI  
May 2013

  
Chippewa Valley  
REGIONAL AIRPORT

Source Information: City of Eau Claire, Wisconsin

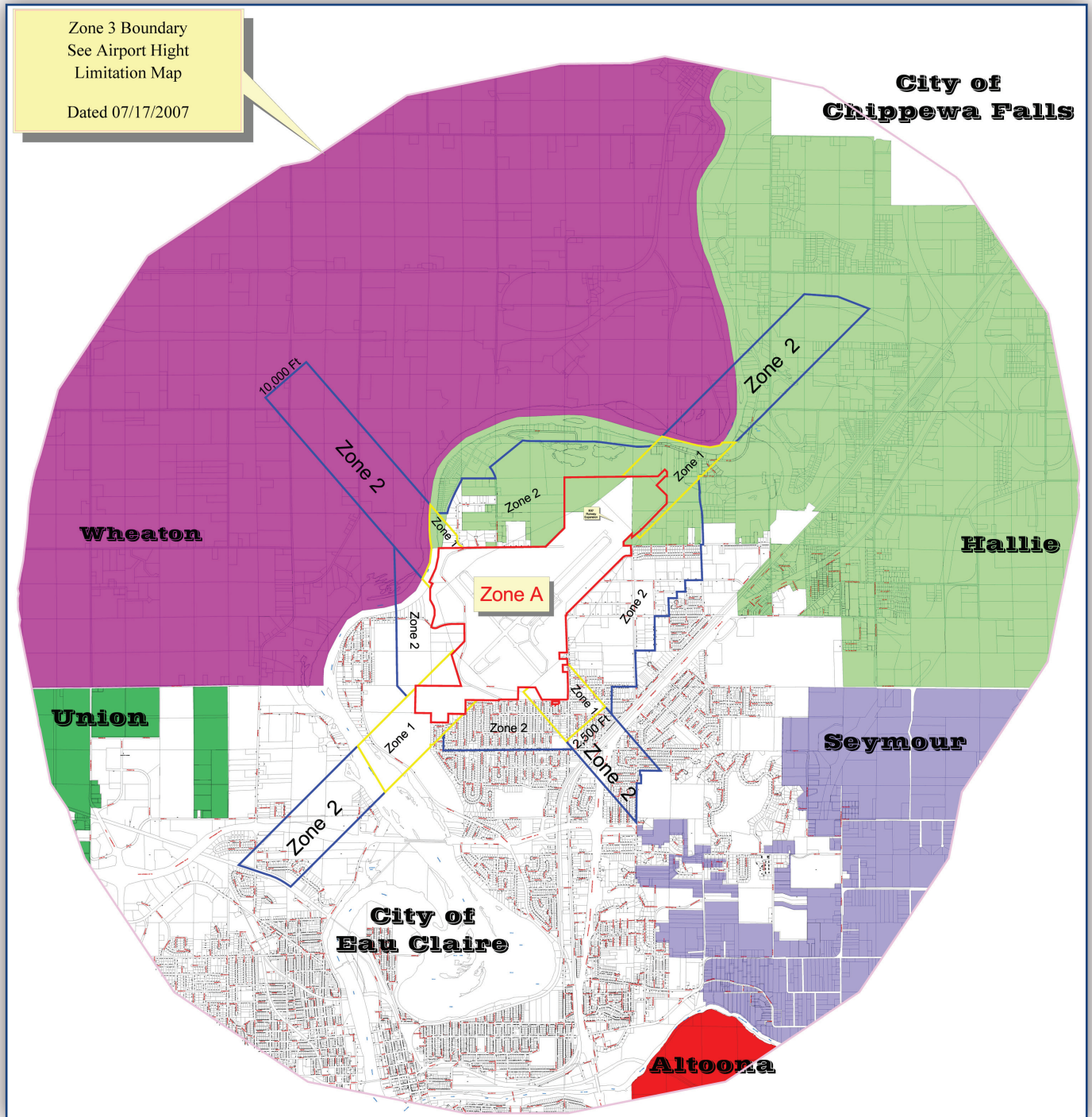


Figure 1-6 Airport Zoning Map

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Source Information: City of Eau Claire, Wisconsin

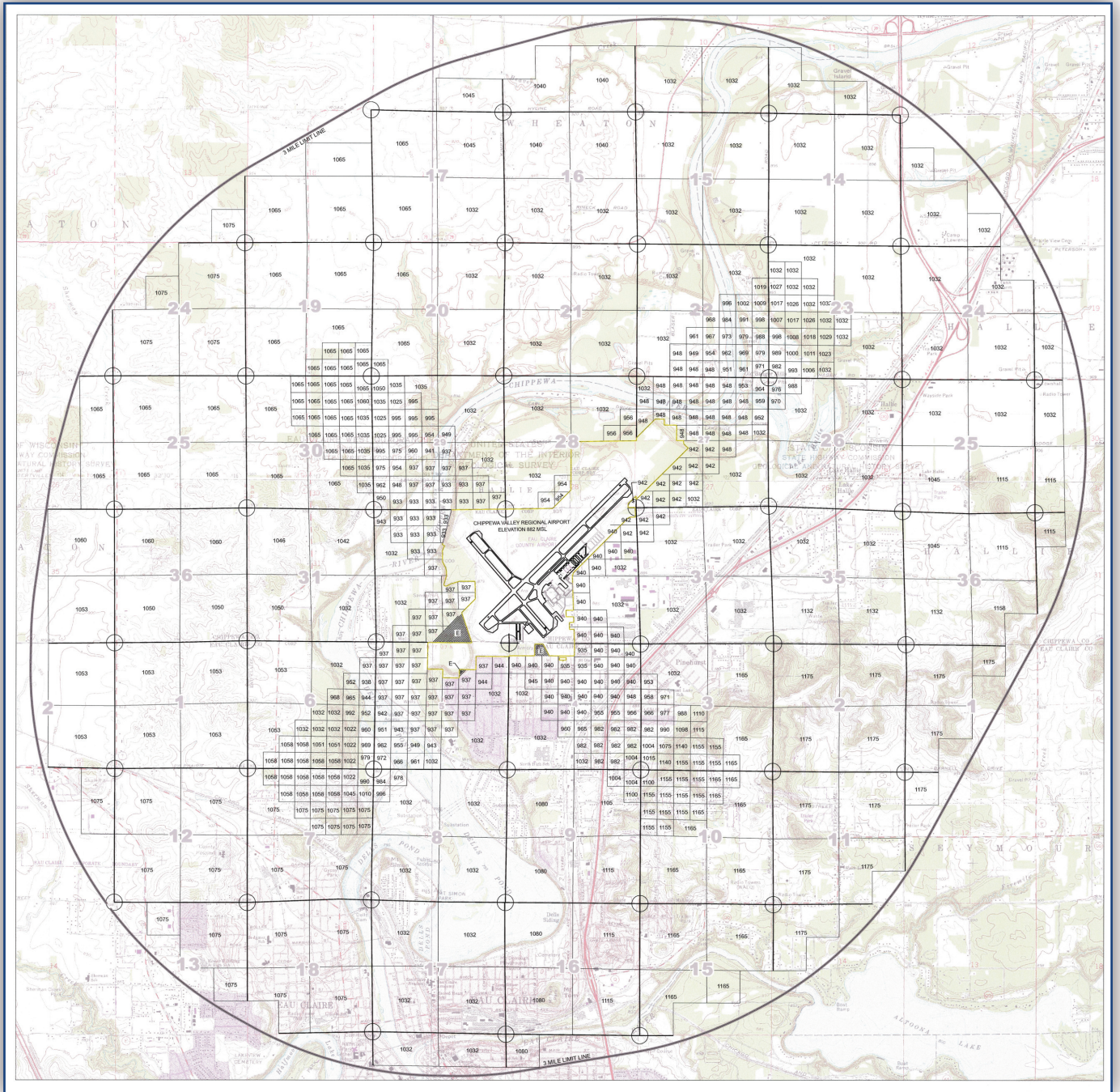


Figure 1-7 Height Limitation Zoning Ordinance Map

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May 2013



### 1.2.5 2003 Tier 2 Airport Study

In 2003, a study was completed that assessed Tier 2 airports located just outside the Minneapolis-St. Paul metropolitan area. Tier 2 airports are defined by the 2003 study as those that have the capacity to act as reliever airports to Minneapolis-St. Paul International Airport (MSP). The airports analyzed included the three Tier 2 airports in Minnesota (St. Cloud, Rochester, and Duluth), as well as EAU. The purpose of the study was to identify long-term capital improvement needs that are directly linked to expanded roles for these airports. The study involved an advisory committee consisting of the FAA, MnDOT, WisDOT, the Twin Cities Metropolitan Council and Metropolitan Airport Commission, and representatives from each of the Tier 2 airports.

According to the 2003 study, EAU captures approximately 18% of its potential local passenger traffic, which it defined as traffic originating from Eau Claire, Chippewa, Dunn, Barron, Rusk, Taylor, and Clark Counties. This capture rate is similar to St. Cloud's, but significantly less than the capture rates for Rochester and Duluth. However, the study stated that local business travelers use the Airport for approximately one-third of their trips. The study found that EAU has pursued an active air service development program, with Chicago as its number one market and desired service point. The study also found that Eau Claire's close-in location positions it well as an inter-modal transportation center; that some incompatible land use issues exist with new homes south of the airfield and topography to the north and west; and that the Airport makes good use of its terminal space as a revenue generator. Overall, the study concluded that EAU "has the pieces in place to act as a reliever to MSP."

### 1.2.6 2003 City of Eau Claire Comprehensive Plan

Chapter Four of the City of Eau Claire's Comprehensive Plan (2003) identified the regional airport as one of its key transportation issues. The plan stressed the importance of effective coordination between implementation of the EAU master plan; the use and maintenance of City streets, bridges, and utilities near the Airport; and the long-term impacts of Airport activity on adjacent residential neighborhoods. The comprehensive plan outlined two policies relating to the Airport:

1. Airport Facilities Layout: Coordinate with the administrators of the Chippewa Valley Regional Airport in their effort to maintain and improve passenger and freight service. The City should encourage airport improvements that are designed in a way that minimizes adverse effects on nearby roads, bridges, utilities, and existing or future residential neighborhoods.
2. Airport Access: Work cooperatively with the Chippewa Valley Regional Airport regarding airport investments in improvements to Melby Street or in providing signage from U.S. 53 Freeway to the airport.

Policy 2, above, was partially achieved in 2006, when US Highway 53 was bypassed and signage was improved. However, Melby Street requires additional improvements to provide easier access to the Airport from US Highway 53.