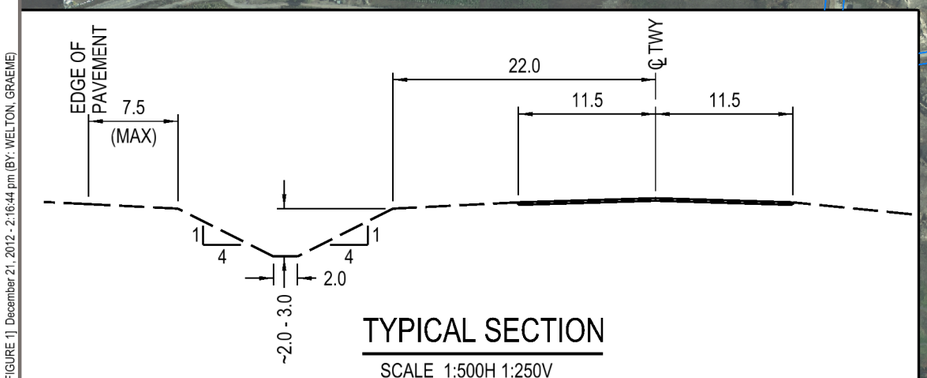
NOTES:
1. MAXIMUM BUILDING HEIGHTS SHOWN ARE BASED ON THE FOLLOWING:
   POTENTIAL APRON AREA ELEVATIONS ARE EQUAL TO THE ADJACENT RUNWAY CENTRELINE ELEVATIONS.
   LINE OF SIGHT FROM ATC TOWER IS UNOBSTRUCTED TO FUTURE CODE E TAXIWAY SURFACE AND EXISTING RUNWAY SURFACE. YLW TO CONFIRM THIS MEETS NAV CANADA REQUIREMENTS.
2. THIS IS A CONCEPT PLAN ONLY, BASED ON OLD TRANSPORT CANADA CONTOUR DATA.

UPSTREAM STORAGE
SEDIMENTS TRAP
POTENTIAL 8m GROUNDSIDE ROAD R.O.W.
POTENTIAL HANGAR / APRON DEVELOPMENT AREA
POTENTIAL 20m GROUNDSIDE ROAD R.O.W.
OLD VERNON ROAD
POTENTIAL HANGAR / APRON DEVELOPMENT AREA
POTENTIAL 20m GROUNDSIDE ROAD R.O.W.
GRADED STRIP
CODE E TAXIWAY STRIP
CODE C RUNWAY STRIP
GLIDEPATH SENSITIVE AREA (TYP)
CODE E TAXIWAY STRIP
FUTURE CODE E TAXIWAY
GLIDEPATH CRITICAL AREA
TWY G
TWY H
TWY J
TWY K
EXISTING POWER DUCT (TYP)
EXISTING COMM DUCT (TYP)
60.0
RUNWAY 16-34
TAXIWAY D
OLD VERNON ROAD
APRON I
FUTURE APRON
CODE C TAXIWAY STRIP
CODE E TAXIWAY STRIP
CODE D TAXIWAY STRIP
BULLMAN ROAD
HWY 97



TYPICAL SECTION
SCALE 1:500H 1:250V

2015 DEVELOPMENT FROM INTERVISTA'S 2007 MASTER PLAN 2025
2025 DEVELOPMENT FROM INTERVISTA'S 2007 MASTER PLAN 2025

0 100 200 300 400 500
Scale: 1: 10000 (metres)

CLIENT
City of Kelowna

MILL CREEK RELOCATION
KELOWNA INTERNATIONAL AIRPORT

OPTION 1B

eba A TETRA TECH COMPANY

PROJECT NO.	DWN	CKD	REV
V13203027-01	GMW	DM	0
OFFICE: VANC	DATE: March 18, 2013		

Figure 7

K:\V13203027-31 - mill creek\EBA\TB FIG_11x17_L.dwg [FIGURE 1] December 21, 2012 - 2:16:44 pm (BY: WELTON, GRAEME)

OPTION 1B 11x17.dgn 3/18/2013 3:32:39 PM G.Welton C.Tech

NOTES:
1. MAXIMUM BUILDING HEIGHTS SHOWN ARE BASED ON THE FOLLOWING:
   POTENTIAL APRON AREA ELEVATIONS ARE EQUAL TO THE ADJACENT RUNWAY CENTRELINE ELEVATIONS.
   LINE OF SIGHT FROM ATC TOWER IS UNOBSTRUCTED TO FUTURE CODE E TAXIWAY SURFACE AND EXISTING RUNWAY SURFACE.
   YLW TO CONFIRM THIS MEETS NAV CANADA REQUIREMENTS.
2. THIS IS A CONCEPT PLAN ONLY, BASED ON OLD TRANSPORT CANADA CONTOUR DATA.

N

POTENTIAL 20m GROUNDSIDE ROAD R.O.W.

OLD VERNON ROAD

SEDIMENTS TRAP

POTENTIAL 8m GROUNDSIDE ROAD R.O.W.

POTENTIAL HANGAR / APRON DEVELOPMENT AREA

POTENTIAL HANGAR / APRON DEVELOPMENT AREA

POTENTIAL 20m GROUNDSIDE ROAD R.O.W.

GRADED STRIP

CODE E TAXIWAY STRIP

CODE C RUNWAY STRIP

GLIDEPATH SENSITIVE AREA (TYP)

CODE E TAXIWAY STRIP

FUTURE CODE E TAXIWAY

GLIDEPATH CRITICAL AREA

TWY G

TWY H

TWY J

TWY K

EXISTING POWER DUCT (TYP)

EXISTING COMM DUCT (TYP)

150.0 RESA

60.0

RUNWAY 16-34

TAXIWAY D

OLD VERNON ROAD

APRON I

FUTURE APRON

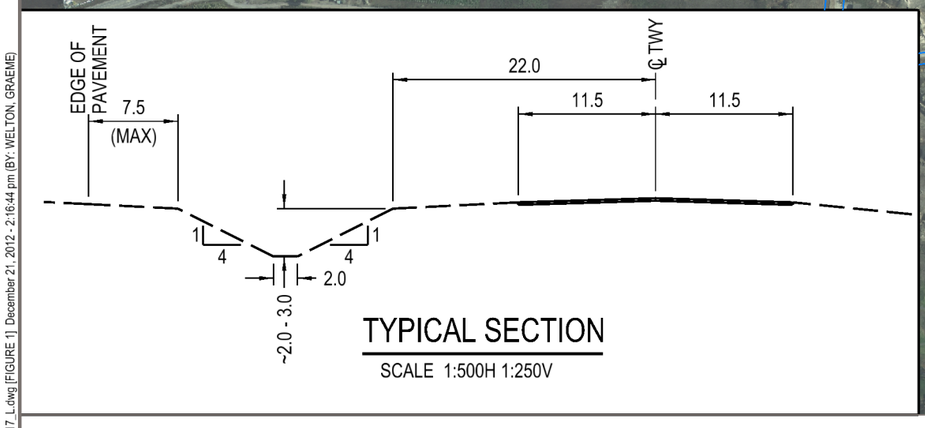
CODE C TAXIWAY STRIP

CODE E TAXIWAY STRIP

CODE D TAXIWAY STRIP

BULLMAN ROAD

HWY 97



TYPICAL SECTION

SCALE 1:500H 1:250V

2015 DEVELOPMENT FROM INTERVISTA'S 2007 MASTER PLAN 2025

2025 DEVELOPMENT FROM INTERVISTA'S 2007 MASTER PLAN 2025

CLIENT

City of Kelowna

MILL CREEK RELOCATION
KELOWNA INTERNATIONAL AIRPORT

OPTION 2A

eba A TETRA TECH COMPANY

PROJECT NO.	DWN	CKD	REV
V13203027-01	GMW	DM	0

OFFICE: VANC

DATE: March 18, 2013

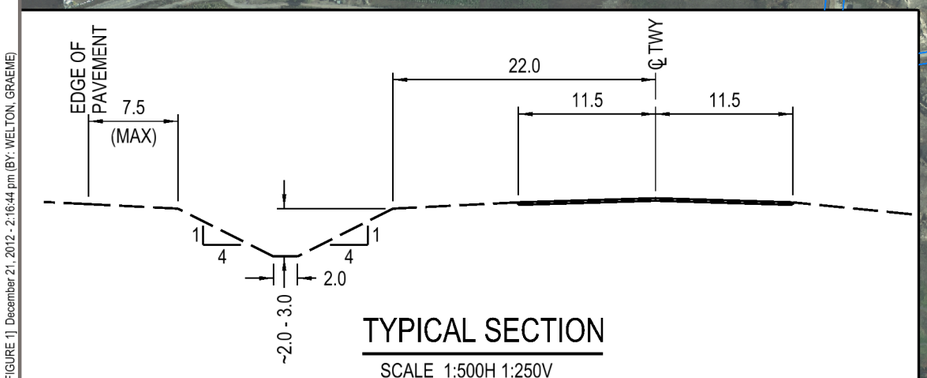
Figure 9

K:\V13203027-31 - mill creek\EBA\TB FIG_11x17_L.dwg [FIGURE 1] December 21, 2012 - 2:16:44 pm (BY: WELTON, GRAEME)

OPTION 2A 11X17.dgn 3/18/2013 3:33:30 PM G.Welton C.Tech

NOTES:
1. MAXIMUM BUILDING HEIGHTS SHOWN ARE BASED ON THE FOLLOWING:
   POTENTIAL APRON AREA ELEVATIONS ARE EQUAL TO THE ADJACENT RUNWAY CENTRELINE ELEVATIONS.
   LINE OF SIGHT FROM ATC TOWER IS UNOBSTRUCTED TO FUTURE CODE E TAXIWAY SURFACE AND EXISTING RUNWAY SURFACE.
   YLW TO CONFIRM THIS MEETS NAV CANADA REQUIREMENTS.
2. THIS IS A CONCEPT PLAN ONLY, BASED ON OLD TRANSPORT CANADA CONTOUR DATA.

UPSTREAM STORAGE
SEDIMENTS TRAP
POTENTIAL 8m GROUNDSIDE ROAD R.O.W.
POTENTIAL HANGAR / APRON DEVELOPMENT AREA
POTENTIAL 20m GROUNDSIDE ROAD R.O.W.
OLD VERNON ROAD
POTENTIAL HANGAR / APRON DEVELOPMENT AREA
POTENTIAL 20m GROUNDSIDE ROAD R.O.W.
GRADED STRIP
CODE E TAXIWAY STRIP
CODE C RUNWAY STRIP
GLIDEPATH SENSITIVE AREA (TYP)
CODE E TAXIWAY STRIP
FUTURE CODE E TAXIWAY
GLIDEPATH CRITICAL AREA
TWY G
TWY H
TWY J
TWY K
EXISTING POWER DUCT (TYP)
EXISTING COMM DUCT (TYP)
150.0 RESA
60.0
RUNWAY 16-34
TAXIWAY D
OLD VERNON ROAD
APRON I
FUTURE APRON
CODE C TAXIWAY STRIP
CODE E TAXIWAY STRIP
CODE D TAXIWAY STRIP
BULLMAN ROAD
HWY 97



TYPICAL SECTION
SCALE 1:500H 1:250V

2015 DEVELOPMENT FROM INTERVISTA'S 2007 MASTER PLAN 2025
2025 DEVELOPMENT FROM INTERVISTA'S 2007 MASTER PLAN 2025

0 100 200 300 400 500
Scale: 1: 10000 (metres)

CLIENT
City of Kelowna

MILL CREEK RELOCATION
KELOWNA INTERNATIONAL AIRPORT

OPTION 2B

PROJECT NO.	DWN	CKD	REV
V13203027-01	GMW	DM	0
OFFICE: VANC	DATE: March 18, 2013		

Figure 10

eba A TETRA TECH COMPANY

K:\V13203027-31 - mill creek\EBA\TB FIG_11x17_L.dwg [FIGURE 1] December 21, 2012 - 2:16:44 pm (BY: WELTON, GRAEME)

OPTION 2B 11x17.dgn 3/18/2013 3:39:53 PM G.Welton C.Tech

NOTES:
1. MAXIMUM BUILDING HEIGHTS SHOWN ARE BASED ON THE FOLLOWING:
   POTENTIAL APRON AREA ELEVATIONS ARE EQUAL TO THE ADJACENT RUNWAY CENTRELINE ELEVATIONS.
   LINE OF SIGHT FROM ATC TOWER IS UNOBSTRUCTED TO FUTURE CODE E TAXIWAY SURFACE AND EXISTING RUNWAY SURFACE. YLW TO CONFIRM THIS MEETS NAV CANADA REQUIREMENTS.
2. THIS IS A CONCEPT PLAN ONLY, BASED ON OLD TRANSPORT CANADA CONTOUR DATA.

N

SEDIMENTS TRAP
POTENTIAL 8m GROUNDSIDE ROAD R.O.W.
POTENTIAL HANGAR / APRON DEVELOPMENT AREA
POTENTIAL 20m GROUNDSIDE ROAD R.O.W.
OLD VERNON ROAD
POTENTIAL HANGAR / APRON DEVELOPMENT AREA
POTENTIAL 20m GROUNDSIDE ROAD R.O.W.
24.2 FROM TWY ℄ TO TOP OF BANK
38.2 FROM TWY ℄ TO TOP OF BANK
47.5
47.5
GRADED STRIP
CODE E TAXIWAY STRIP
CODE C RUNWAY STRIP
GLIDEPATH SENSITIVE AREA (TYP)
CODE E TAXIWAY STRIP
FUTURE CODE E TAXIWAY
GLIDEPATH CRITICAL AREA
TWY G
TWY H
TWY J
TWY K
EXISTING POWER DUCT (TYP)
EXISTING COMM DUCT (TYP)
60.0
RUNWAY 16-34
TAXIWAY D
OLD VERNON ROAD
APRON I
FUTURE APRON
CODE C TAXIWAY STRIP
CODE E TAXIWAY STRIP
CODE D TAXIWAY STRIP
BULLMAN ROAD
HWY 97

℄ TWY
VARIES (APPROX. 24.2 - 38.2)
22.0
GRADED STRIP
11.5
11.5
EX. GROUND (ASSUMED)
EX. CREEK
FUTURE TAXIWAY (TYP)

TYPICAL SECTION
N.T.S.

2015 DEVELOPMENT FROM INTERVISTA'S 2007 MASTER PLAN 2025
2025 DEVELOPMENT FROM INTERVISTA'S 2007 MASTER PLAN 2025

0 100 200 300 400 500
Scale: 1: 10000 (metres)

CLIENT
City of Kelowna

MILL CREEK RELOCATION
KELOWNA INTERNATIONAL AIRPORT

OPTION 3A

eba A TETRA TECH COMPANY

PROJECT NO.	DWN	CKD	REV
V13203027-01	GMW	DM	0

OFFICE	DATE
VANC	March 18, 2013

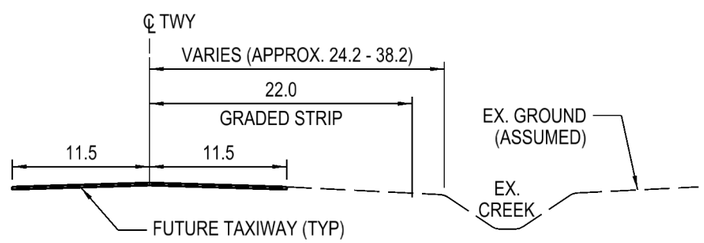
Figure 11

K:\V13203027-31 - mill creek\EBATB FIG_11x17_L.dwg [FIGURE 1] December 21, 2012 - 2:16:44 pm (BY: WELTON, GRAEME)

OPTION 3A 11x17.dgn 3/18/2013 3:34:48 PM G.Welton C.Tech

NOTES:
1. MAXIMUM BUILDING HEIGHTS SHOWN ARE BASED ON THE FOLLOWING:
   POTENTIAL APRON AREA ELEVATIONS ARE EQUAL TO THE ADJACENT RUNWAY CENTRELINE ELEVATIONS.
   LINE OF SIGHT FROM ATC TOWER IS UNOBSTRUCTED TO FUTURE CODE E TAXIWAY SURFACE AND EXISTING RUNWAY SURFACE.
   YLW TO CONFIRM THIS MEETS NAV CANADA REQUIREMENTS.
2. THIS IS A CONCEPT PLAN ONLY, BASED ON OLD TRANSPORT CANADA CONTOUR DATA.

UPSTREAM STORAGE
SEDIMENTS TRAP
POTENTIAL 8m GROUNDSIDE ROAD R.O.W.
POTENTIAL HANGAR / APRON DEVELOPMENT AREA
POTENTIAL 20m GROUNDSIDE ROAD R.O.W.
OLD VERNON ROAD
POTENTIAL HANGAR / APRON DEVELOPMENT AREA
POTENTIAL 20m GROUNDSIDE ROAD R.O.W.
APPROX. LIMIT OF GRADING
24.2 FRCM TWY C TO TOP OF BANK
38.2 FROM TWY C TO TOP OF BANK
GRADED STRIP
CODE E TAXIWAY STRIP
CODE C RUNWAY STRIP
GLIDEPATH SENSITIVE AREA (TYP)
CODE E TAXIWAY STRIP
FUTURE CODE E TAXIWAY
GLIDEPATH CRITICAL AREA
TWY G
TWY H
TWY J
TWY K
EXISTING POWER DUCT (TYP)
EXISTING COMM DUCT (TYP)
60.0
RUNWAY 16-34
TAXIWAY D
OLD VERNON ROAD
APRON I
FUTURE APRON
CODE C TAXIWAY STRIP
CODE E TAXIWAY STRIP
CODE D TAXIWAY STRIP
BULLMAN ROAD
HWY 97



TYPICAL SECTION
N.T.S.

2015 DEVELOPMENT FROM INTERVISTA'S 2007 MASTER PLAN 2025
2025 DEVELOPMENT FROM INTERVISTA'S 2007 MASTER PLAN 2025

0 100 200 300 400 500
Scale: 1: 10000 (metres)

CLIENT
City of Kelowna

MILL CREEK RELOCATION
KELOWNA INTERNATIONAL AIRPORT

OPTION 3B

eba A TETRA TECH COMPANY

PROJECT NO.	DWN	CKD	REV
V13203027-01	GMW	DM	0
OFFICE: VANC	DATE: March 18, 2013		

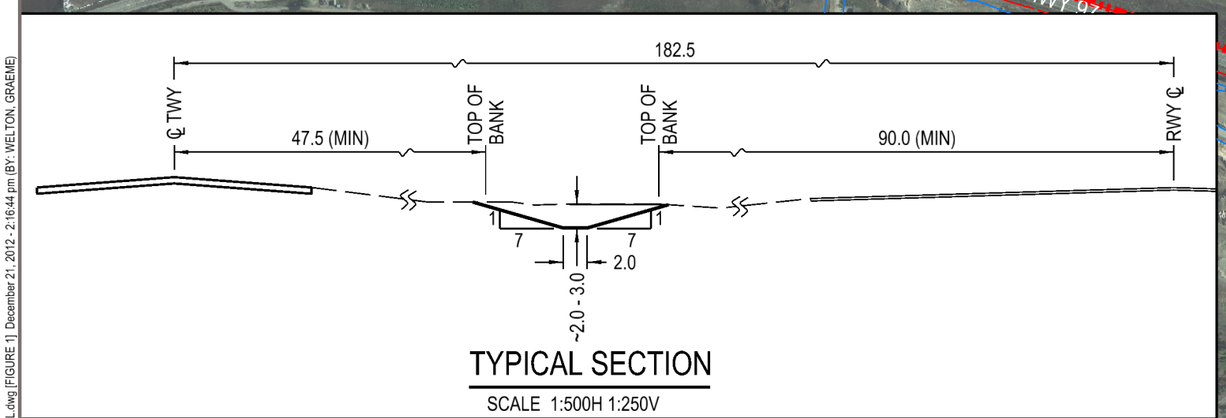
Figure 12

K:\V13203027-31 - mill creek\EBATB FIG_11x17_L.dwg [FIGURE 1] December 21, 2012 - 2:16:44 pm (BY: WELTON, GRAEME)

OPTION 3B 11x17.dgn 3/26/2013 9:35:01 AM G.Welton C.Tech

NOTES:
1. MAXIMUM BUILDING HEIGHTS SHOWN ARE BASED ON THE FOLLOWING:
   POTENTIAL APRON AREA ELEVATIONS ARE EQUAL TO THE ADJACENT RUNWAY CENTRELINE ELEVATIONS.
   LINE OF SIGHT FROM ATC TOWER IS UNOBSTRUCTED TO FUTURE CODE E TAXIWAY SURFACE AND EXISTING RUNWAY SURFACE. YLW TO CONFIRM THIS MEETS NAV CANADA REQUIREMENTS.
2. THIS IS A CONCEPT PLAN ONLY, BASED ON OLD TRANSPORT CANADA CONTOUR DATA.

POTENTIAL 20m GROUNDSIDE ROAD R.O.W.
OLD VERNON ROAD
SEDIMENTS TRAP
POTENTIAL 8m GROUNDSIDE ROAD R.O.W.
POTENTIAL HANGAR / APRON DEVELOPMENT AREA
POTENTIAL HANGAR / APRON DEVELOPMENT AREA
POTENTIAL 20m GROUNDSIDE ROAD R.O.W.
GRADED STRIP
CODE E TAXIWAY STRIP
CODE C RUNWAY STRIP
GLIDEPATH SENSITIVE AREA (TYP)
CODE E TAXIWAY STRIP
FUTURE CODE E TAXIWAY
GLIDEPATH CRITICAL AREA
TWY G
TWY H
TWY J
TWY K
EXISTING POWER DUCT (TYP)
EXISTING COMM DUCT (TYP)
60.0
RUNWAY 16-34
TAXIWAY D
OLD VERNON ROAD
APRON I
FUTURE APRON
CODE C TAXIWAY STRIP
CODE E TAXIWAY STRIP
CODE D TAXIWAY STRIP
BULLMAN ROAD
HWY 97
2015 DEVELOPMENT FROM INTERVISTA'S 2007 MASTER PLAN 2025
2025 DEVELOPMENT FROM INTERVISTA'S 2007 MASTER PLAN 2025



TYPICAL SECTION
SCALE 1:500H 1:250V

0 100 200 300 400 500
Scale: 1: 10000 (metres)

CLIENT
City of Kelowna

MILL CREEK RELOCATION
KELOWNA INTERNATIONAL AIRPORT

OPTION 4

eba A TETRA TECH COMPANY

PROJECT NO.	DWN	CKD	REV
V13203027-01	GMW	DM	0
OFFICE: VANC	DATE: March 18, 2013		

Figure 13

K:\V13203027-31 - mill creek\EBATB FIG_11x17_L.dwg [FIGURE 1] December 21, 2012 - 2:16:44 pm (BY: WELTON, GRAEME)

OPTION 4 11x17.dgn 3/28/2013 1:25:40 PM G.Welton C.Tech