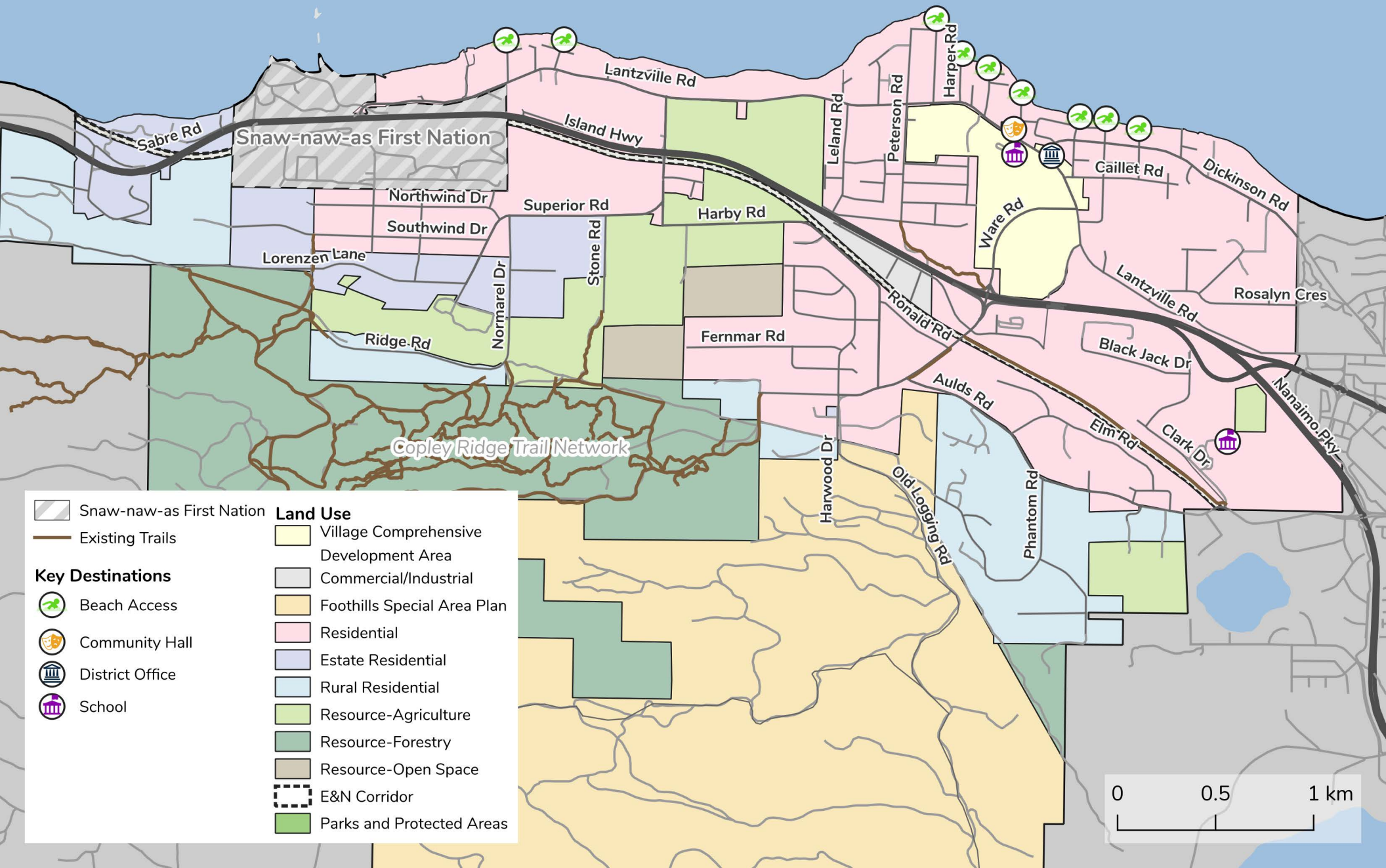
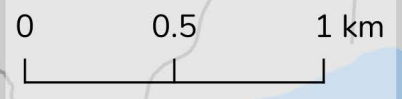


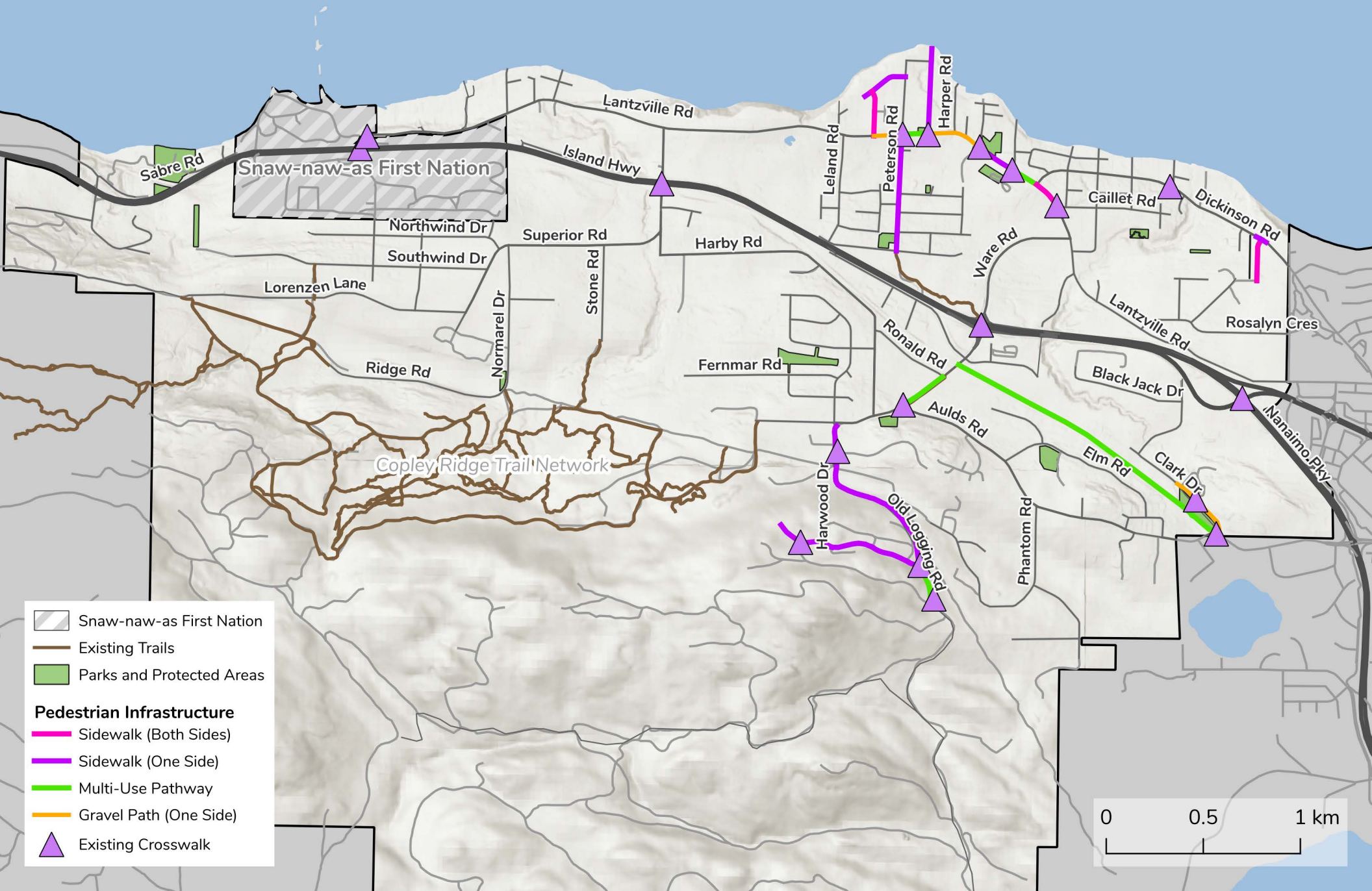
Land Use and Destinations



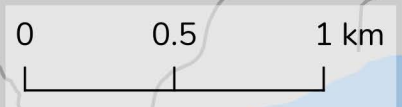
Snaw-naw-as First Nation	Land Use
Existing Trails	Village Comprehensive Development Area
Key Destinations	Commercial/Industrial
Beach Access	Foothills Special Area Plan
Community Hall	Residential
District Office	Estate Residential
School	Rural Residential
	Resource-Agriculture
	Resource-Forestry
	Resource-Open Space
	E&N Corridor
	Parks and Protected Areas



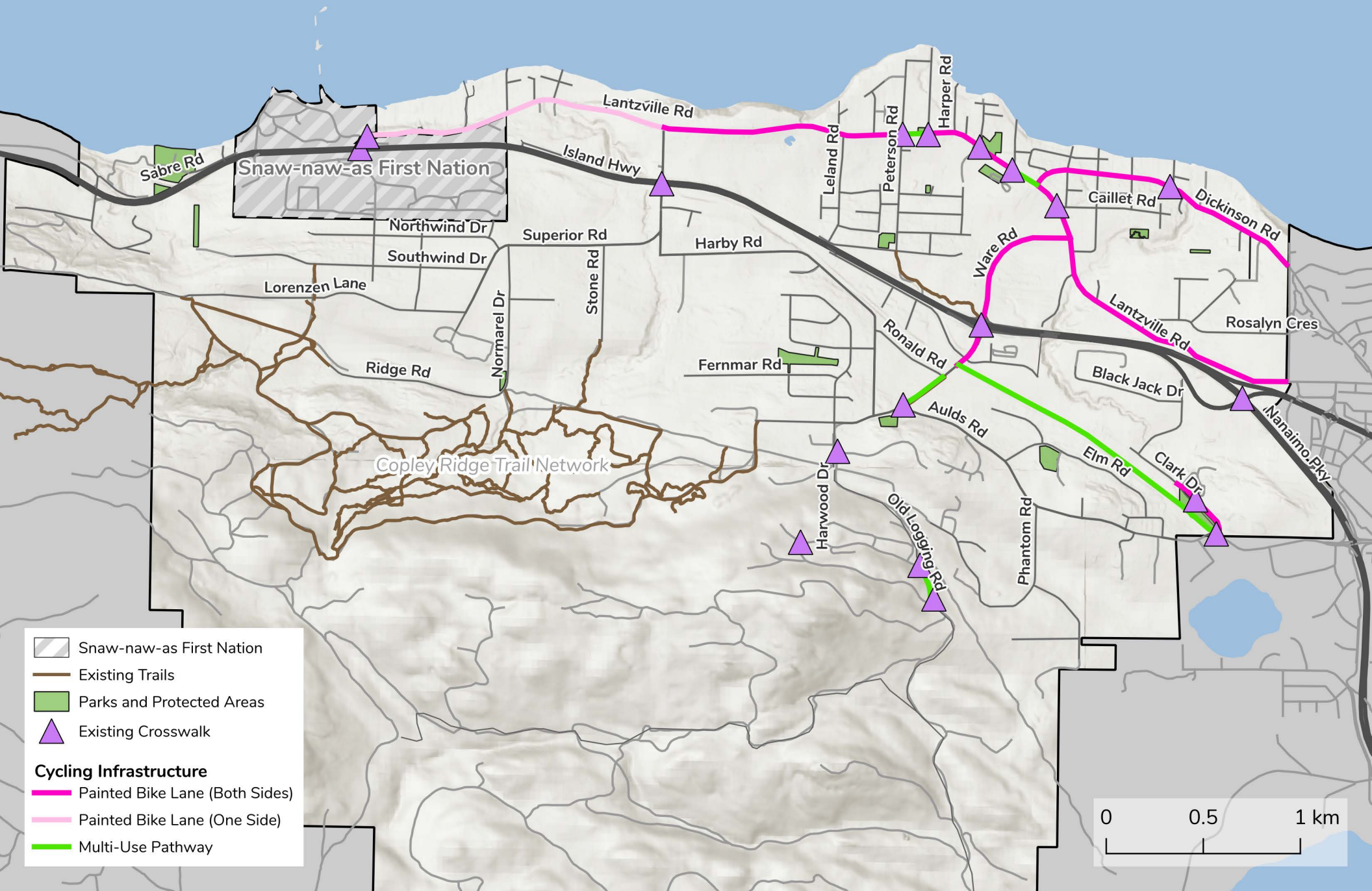
Existing Pedestrian Infrastructure



- Snaw-naw-as First Nation
- Existing Trails
- Parks and Protected Areas
- Pedestrian Infrastructure**
- Sidewalk (Both Sides)
- Sidewalk (One Side)
- Multi-Use Pathway
- Gravel Path (One Side)
- Existing Crosswalk



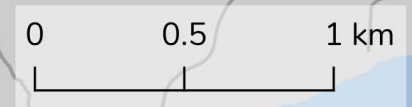
Existing Cycling Infrastructure



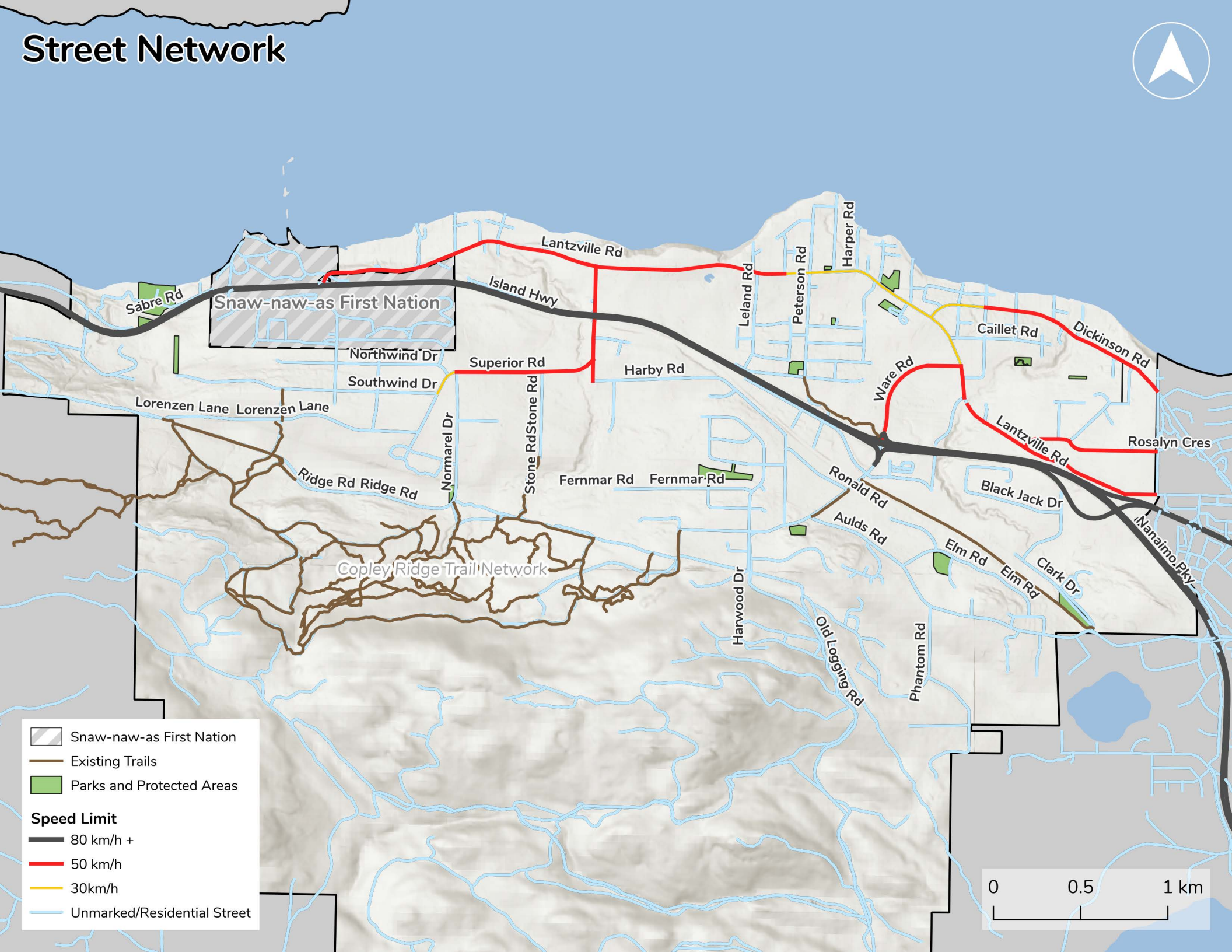
- Snaw-naw-as First Nation
- Existing Trails
- Parks and Protected Areas
- Existing Crosswalk

Cycling Infrastructure

- Painted Bike Lane (Both Sides)
- Painted Bike Lane (One Side)
- Multi-Use Pathway



Street Network



Snaw-naw-as First Nation

Existing Trails

Parks and Protected Areas

Speed Limit

80 km/h +

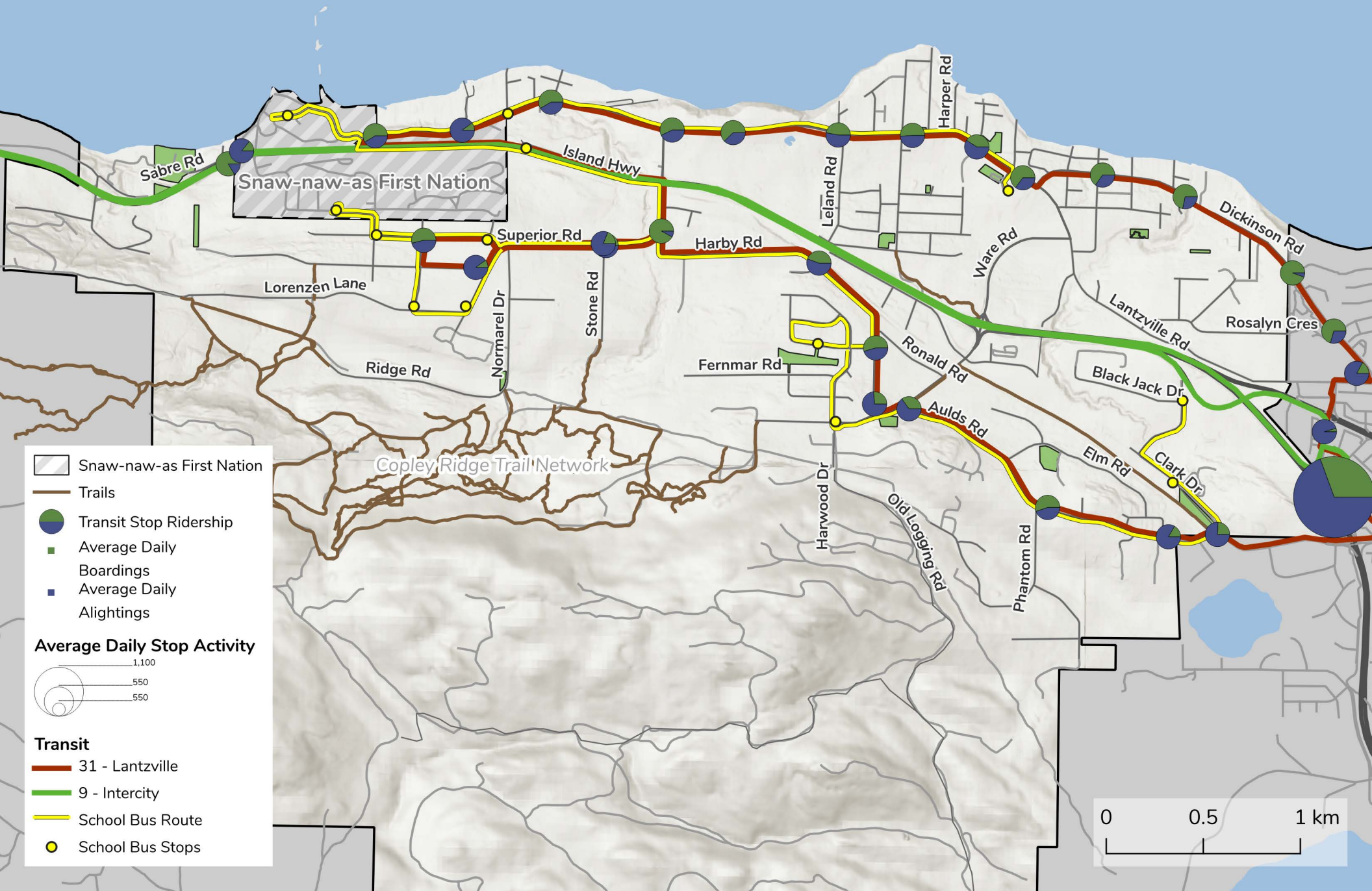
50 km/h

30km/h

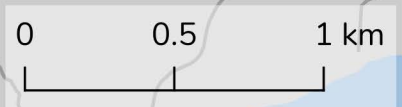
Unmarked/Residential Street



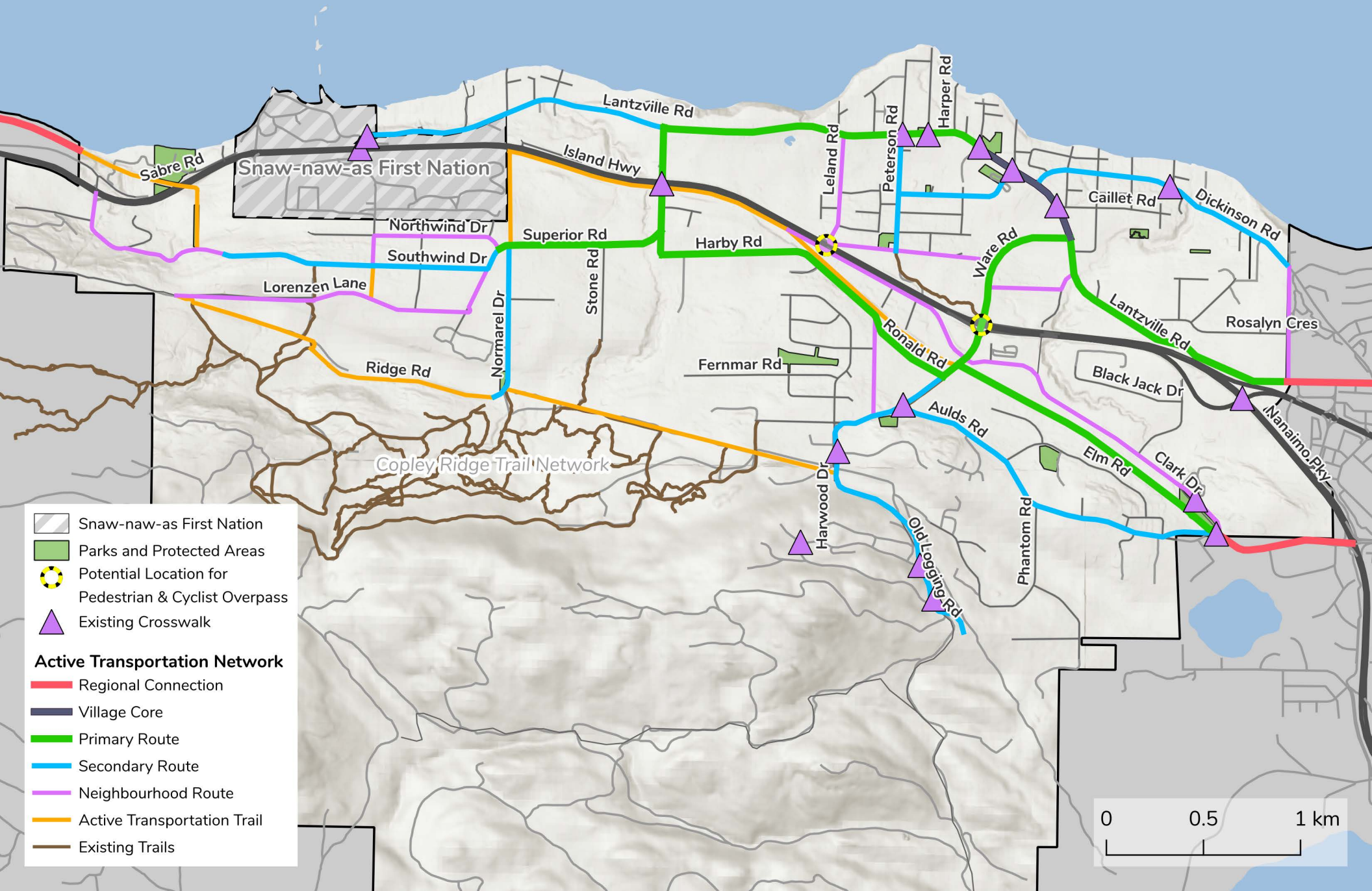
Public and School Transit



Snaw-naw-as First Nation
 Trails
 Transit Stop Ridership
 Average Daily Boardings
 Average Daily Alightings
Average Daily Stop Activity
 1,100
 550
 550
Transit
 31 - Lantzville
 9 - Intercity
 School Bus Route
 School Bus Stops



Future Active Transportation Network



- Snaw-naw-as First Nation
- Parks and Protected Areas
- Potential Location for Pedestrian & Cyclist Overpass
- Existing Crosswalk

Active Transportation Network

- Regional Connection
- Village Core
- Primary Route
- Secondary Route
- Neighbourhood Route
- Active Transportation Trail
- Existing Trails

