



January 29, 2026

Frequently Asked Questions for the Superior Road Regional Service Area Official Community Plan (OCP) and Zoning Bylaw Amendment application (Gee Property)

The District of Lantzville Official Community Plan & Zoning Amendment application to establish a regional services land use designation and zone for the following properties has been given first reading:

- 7704 Superior Road - LOT 1, DISTRICT LOT 53, NANOOSE DISTRICT, PLAN 2490, EXCEPT PARTS IN PLANS 23069 AND 40250;
- 7780 Superior Road - LOT 2, DISTRICT LOT 53, NANOOSE DISTRICT, PLAN 2490;
- 7840 Superior Road - LOT 3, DISTRICT LOT 53, NANOOSE DISTRICT, PLAN 2490.

These amendments would allow a variety of commercial and light industrial uses.

The District and the property owner hosted three (3) public information meetings on the following dates at the following locations:

- Monday October 20, 4:00PM-8:00PM in the Council Chambers at Municipal Hall;
- Wednesday October 22, 12:30PM-4:30PM at Costin Hall located at 7232 Lantzville Road;
- Thursday October 23, 9:00AM-12:00PM at Costin Hall located at 7232 Lantzville Road.

Following these meetings, a number of frequently asked questions were identified, which have been outlined below:

Question #1: What are the benefits of the project?

Aside from the increase in tax revenue, the property owner has committed to a number of amenities including a ±1.8 Hectare park (approximately 7% of the lands), a 10 metre greenway and trail buffer along the entire southern border of the site, the construction of a trail from Superior Road (near Harley Drive) to a view point on the easterly side of Knarston Creek, the construction of road frontage improvements from the Island Highway to the westerly boundary of the Regional Services site, water and sewer infrastructure to the southwest corner of the site which will help get water to the Winds neighbourhood, and a onetime community amenity contribution of \$2.37 Million dollars.

Question #2: How will this project help to get municipal water to the Winds neighbourhood?

If this project moves forward, the developer would be paying to bring both water and sewer infrastructure from where it currently ends on Harby Road West to the southwest corner of the project site. The District would look to cover the balance of the costs with the Provincial grant, which would bring the pipe and a water meter to the property line of every property in the Winds neighbourhood. If this scenario is possible, each property owner would then be responsible for their connection fee (\$5,912.26), water meter inspection fee (\$200.00), as well as the cost to bring the pipe from their property line to their house.

Question #3: What is the plan to address all of the new traffic on Superior that would result from this development?

The District initiated discussions with the Ministry of Transportation and Transit about the amendments in 2020. There are Ministry-approved improvements proposed to the intersection of Highway 19 and Superior Road, which include improved left turn lanes, acceleration (merge) lanes, and right turn lanes. There has been concern about whether the Transportation Impact Assessment conducted by Watt in 2021 is still relevant 4 years later. There have been no major changes to the surrounding land use that would impact the Level of Service (LoS) calculations and therefore there is no reason to believe this Traffic Impact Assessment would not continue to be applicable.

Question #4: I heard there is going to be a Costco. What kind of stores are going to be included in this development?

Due to the large upfront servicing and frontage costs, this development will not be feasible without an anchor tenant. An anchor tenant is a large, stable, and well-known business, that occupies a significant space in a proposed development. An anchor tenant is the business that secures the initial financing for the project allowing it to move forward. There is no confirmed anchor tenant at this point. Along with an anchor tenant, the various properties will be occupied with businesses which are permitted through the proposed Regional Service Zone.

Question #5: Is Knarston Creek going to be protected?

Yes. The proposal includes the creation of a new park over the Knarston Creek corridor which runs through the lands, which includes the Provincially mandated setbacks for riparian areas. This is approximately 7% of the lands and satisfies the legislative requirements for park dedication.

Question #6: I see wildlife in this area quite often. Is there a way to mitigate wildlife displacement?

An Environmental Report has been prepared by a Professional Biologist, and is posted on the [District's website](#). Any development has the potential to affect wildlife, including through direct and indirect habitat loss, habitat fragmentation, and changes to wildlife movement patterns. Should this development proceed, the report prepared by Toth and Associates will be implemented, outlining the best practicable mitigation measures to minimize potential impacts on wildlife.

Question #7: What is the process? When can we expect to see construction start?

The OCP and Zoning Bylaw amendments have received first reading and are proceeding through the public engagement process. After second reading, a public hearing will be scheduled and the public will have another opportunity to address Council to speak about the project.

Question #8: Why did the District initiate this application?

The previous Council (2018-2022) recognized the potential benefit to the community of diversifying the tax base and approached the property owner about the District amending the property's land use. See the August 2020 media release regarding the project on the [District's website](#). There is a significant demand on Vancouver Island for developable light industrial land with highway exposure. The estimated annual tax revenue for the District at the full 10 year build out of the site will be \$1.9 million per year. This does not include tax revenues raised for other government entities such as the Regional District or Library Board, or Provincial income tax / sales tax revenues.