

Site Number	Site Name	Coordinates	Neighbourhood	Located Inside Urban Boundary?	Percentage of Site Owned by City	Existing Land Use	Holding Provision	Total Site Area (ha.)	Estimated Developable Area (ha.)	Development Profile	Estimated Number of Units (RU)	Estimated Number of Units (UL)	Estimated Number of Units (UM)	Estimated Number of Units (UH)	Development Readiness / Site Suitability Description	Cost Effectiveness of Extending Roads and Services	Desirability Description
Future Development Zones																	
1	McVicar Creek	89.2491385°W 48.4747777°N	Rural North Ward	No	0%	Grasslands / Cleared forest	H15	27.83	0.00	Rural - Large Lot	0	0	0	0	~ Appears to young, replanted trees ~ Outside of urban settlement area ~ Holding provision 15 (Environmental Impact Study) applies to 29% of the total zone ~ No existing road access. Current Official Plan prohibits rural road extensions. ~ Adjacent to large parcels of City-owned land to the east that may be better suited for development ~ On fringes of urban settlement boundary, but within limits	~ Over 500m from existing sewer and water lines ~ No existing road access, so this would have to be built	~ Southern boundary is defined by transmission corridor ~ Far from services and amenities ~ Vehicle required, no nearby transit
2	Dawson & Wardrope	89.2702578°W 48.4633441°N	Rural North Ward	Yes	2%	Forest	No	22.01	13.00	Urban - Mixed Use	0	125	74	0	~ Bedrock will make servicing difficult but not impossible ~ Some swampy ground reduces the estimated developable area ~ Many trees would likely need to be cleared for development ~ No other major development constraints	~ Water and sewer would need to be extended from neighbouring parcels to the east ~ Water pressure issues in this area due to terrain height will lead to added costs	~ Terrain height poses problems for water pressure ~ Located between low-density residential to the east and rural density to the east ~ Far from services and amenities ~ Wide views
3	Wardrope and Balsam	89.2285579°W 48.4620696°N	Rural North Ward	Yes	57%	Forest, low-density residential	No	27.99	15.85	Urban - Low- / Mid-Density Housing	0	247	136	0	~ Exposed bedrock in several areas poses challenges to development ~ Mostly city owned ~ Current residents may object to loss of trees, especially in the south portion of the site ~ South side has some undeveloped lots, north side must be subdivided	~ Sewer and water lines must be extended, although existing lines nearby ~ Water pressure issues in this area due to terrain height will lead to added costs ~ Suitable for low-density residential in the south, could support low to medium density in the north	~ Terrain height poses problems for water pressure ~ Community centre and Jr K-8 school nearby (but separated from northern half of site by the Expressway) ~ Adjacent to Castlegreen Co-operative (west) and a mature neighbourhood (south) ~ Potential for highway noise ~ Good connectivity through transit and expressway proximity
4	LPH North / Boulevard Ridge	89.2050138°W 48.4580859°N	Current River Hudson Heights Shuniah	Yes	< 1%	Forest and trails	No	39.10	20.00	Urban - Mid- / High-Density Housing	0	0	627	505	~ Designated as a Site Specific Policy Area in the official plan, with one objective to create a residential neighbourhood. ~ Forests and trails on north part of property. One survey comment said, "I want this treed area and greenspace to be preserved as connecting wildlife habitat corridor enhancing the Trowbridge Forest's Centennial Park and Boulevard Lake areas, encircling the lake and providing a significant buffer to this body of water" ~ Not city owned (provincially owned). ~ Piped infrastructure services are readily available and currently bisect the site. ~ Roads - connections to Algoma, Arundel and Chamberlain at Toledo/Conmee. Probably don't want to connect to Lyon Blvd as this is not a good road for more traffic - lots of pedestrian activity and very curvy alignment. ~ Some public resistance to redeveloping these lands is anticipated as much of the area is a greenspace	~Very cost effective in terms of servicing and land development costs. • Water - available from trunk mains along Algoma Street and other local mains. Area near Arundel has low pressure due to elevation and small mains. • Sanitary sewer - only access point is at Algoma and Clarke - old 375mm main from the LPH grounds. Some may be able to go to Toledo Street but not much. • Storm - ideally will go to Boulevard Lake as land slopes that way - no significant pipes on Algoma ~Would support notable density, but preference only on the south half of the site.	~Very desirable due to views of Boulevard Lake and access to trails and parks. ~Particularly of interest for condominium, 55+, and other forms of seniors housing. ~Close proximity to high school. ~Close proximity to the Thunder Bay Jail; however this facility is expected to close in 2026 when the new Thunder Bay Correctional Facility is complete. ~Uncertainty related to use and development on LPH site. ~Mainline transit runs along Algoma. ~ South half is the easiest land to develop while preserving forested area north of current sewer and water lines - however, may be slightly worse from desirability perspective.
5	Strathcona and Rail	89.1781390°W 48.4639424°N	Current River Hudson Heights Shuniah	Yes	87%	Forested	No	25.05	25.05	Urban - Low- / Mid-Density Housing	0	391	214	0	~ Possible topographic constraints and limitations, particularly the north part. ~ Would need significant amount of fill for development. ~ Currently forested, which provides ecological value. ~ Large water and sewer pipes and power line cut through site east-west. ~ Roads - local connections to Hodder Ave/Cumberland Street. Would need new internal roads. ~ Almost entirely city-owned. ~ Rail line noise and vibration would have notable constraints on site development.	~ Not the cheapest to develop because of the rugged terrain and fill required, but possible. ~ But does have large pipe here. • Water - trunk 600mm mains along railway tracks • Sanitary - 900mm trunk main along railway to Lillian Street and 300mm main on Strathcona Ave from Lillian to Arundel Street • Storm Drainage - east to lake across railway tracks. Industrial land east of the tracks so easements will be needed. ~ Would be most suitable to low-density to medium-density residential.	~Rail corridor (mainlines) run along east edge of site. ~Main transit corridor runs along Hodder, a few blocks west of the site. ~Not close to other amenities or services.
6	Strathcona and Audrey	89.1706486°W 48.4744005°N	Current River Hudson Heights Shuniah	Yes	5%	Mostly low-density residential. Hydro corridor. Forested.	No	9.07	0.00	Urban - Low-Density Housing	0	0	0	0	~ No sewer ~ Water lines, but may be water pressure issues in this area and limits on pipe size. ~ Largely built out	~ Only small strip of city-owned land that could be developed - rest of the site is already built out. ~ Would be costly to extend sewer to this site for the amount of development potential.	~ Nice forested area close to golf course ~ Far from city centre ~ Near Stratcona (truck route) ~ Near rail line

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7	McIntyre Falls (northeast of Conservation Lands)	89.2748044°W 48.4379045°N	Rural North Ward	Yes	< 1%	Forest, Radio Mast, Transmission Lines, some housing	No	48.45	29.47	Urban - Low-Density Housing	0	566	0	0	~ Mostly forested. Ecological benefits. May be community opposition to developing this area. ~ Sewer and water lines don't run south of the McIntyre Creek or across Trans Canada Highway.	~ Sewer and water lines don't run south of the McIntyre Creek or across Trans Canada Highway. Would be expensive to extend, but a connection appears to be available between Linden Court and Cascade Crescent. ~ Low-density development would be most appropriate here, but would be hard to justify servicing cost at that density.	~ Double bisected by transmission lines. ~ Large radio mast north part of site. ~ North part of site near creek could be attractive. ~ Not good connectivity to other parts of the city. ~ No close transit routes.
8	Conservation Lands	89.2788860°W 48.4261754°N	Rural North Ward	Yes	48%	Forest, Transmission Line, Radio Tower, Wetland	No	51.03	30.00	Urban - Mixed Use	0	288	171	0	~ Currently forested areas on the site - provides habitat and ecological benefit. May be community opposition to developing this area. ~ Property is also a designated / protected wetland for a good portion of the overall property. This designation came in after the 2011/2012 Renew Thunder Bay Golf Links / Junot Avenue Corridor study. ~ Not serviced now. Services currently end adjacent to the parcel on the east side. ~ Roads - Possible connections to Golf Links Road at Sunrise Blvd. at the Hospital entrance and along Burwood Ave extension. Future Expressway upgrades will have a grade-separated crossing for the Northwest Arterial just south of Riviera Dr. ~ Large piece is owned by City	~ Fairly cost effective to extend services - Water available from 400mm main on Golf Links Road or 300mm main on Oliver Road. In Zone 2N - higher pressure zone. - The only sanitary sewer at present is along Oliver Road east of Burwood. The City is planning to extend a trunk sewer up Burwood Ave from Central Ave in 2024 - will go to about 150m north of Oliver Road for now. - Storm drainage is on surface now to Oliver Road and down Golf Links Road or to a watercourse crossing Golf Links Road on the north side of the Hospital.	~ Close proximity to Regional Health Centre ~ Adjacent to the Trans Canada Highway (good access, but traffic noise, etc.) ~ Wooded site, could be attractive if significant areas of forest can be retained. ~ Transmission Corridor bisects the site north/south ~ Near existing transit lines and AT paths ~ Large radio tower on south edge of site ~ Could be attractive for seniors housing due to location
9	InterOcean (excluding ball diamonds)	89.2667401°W 48.4111138°N	Lakehead University / Confederation College	Yes	24%	Low-density residential, forest, sports/recreation	No	33.84	17.07	Urban - Mid- / Low-Density Housing	0	102	535	0	~ InterOcean special policy area: "A Development Plan approved by the City shall be prepared prior to the development or redevelopment of these lands." (Official Plan p. 91). The objectives of this policy area include residential development. ~ Lots historically laid out in a Garden City suburb style - would need to be resubdivided prior to development. ~ Roads - access primarily to Central Ave. via Riverside Dr. and Reaume Street. Also potential access to Amber Dr for the Baseball Central lands. ~ The City has been slowing acquiring land through here with the intent of reworking the unopened road allowances for something that makes more sense. ~ No site suitability concerns.	~ Sewer stubbed in nearby, some cost to extend services ~ Water service runs through site, but existing residential area is on septic fields. •Water - 450mm trunk main along Central Ave •Sanitary Sewer - would need to connect to nearby lines: 250mm main along Reaume Street or a 450mm sanitary sewer on Amber Cr from the Baseball Central lands. There is stub for this and a right-of-way available north of Enbridge Gas property. A second sanitary stub was added a few years ago from Amber Drive. This sewer is meant to extend all the way to Riverside, beside the river. •Storm Drainage - to McIntyre River. Not a well-defined system at present. ~ Large area, with significant potential for a range of housing densities	~ Between two post-secondary institutions, could be ideal for off-campus student housing ~ Existing greenspace, close to recreation fields (baseball, etc.) ~ Close to central Thunder Bay
10	Hillyard Lands	89.2479443°W 48.4177612°N	Lakehead University	Yes	99%	Off-leash dog park, trail, and forest	No	13.32	3.35	Urban - Mid- / High-Density Housing	0	0	105	85	~ Water line readily available and bisects the site; sewer line must be extended ~ Fully city owned ~ Road would need to be upgraded - just a path now ~ Part of the site serves as a greenspace / dog park for the nearby residential neighbourhood	~ Costly sewer extension needed ~ Costly road upgrades needed ~ Features a drainage ditch from the floodway to the harbor ~ Site is a former rail marshalling yard used primarily for iron ore. Costly environmental remediation may be necessary.	~ South part is directly adjacent to light industrial lots, not desirable. ~ North part is desirable, but would have to cut down trees to develop, which currently serve as a barrier between residential to the N & NE and the industrial/commercial uses to the S & SW ~ Located near employment opportunities ~ Bus service to the north and the south ~ Centrally located on the north edge of Intercity ~ Suitable for off-campus housing for the nearby Lakehead University
11	East End Railyards	89.2339150°W 48.3969041°N	East End	Yes	15%	Rail, industrial, forest, greenfield	No	8.49	1.88	Non-Residential	0	0	0	0	~ Main rail line runs through middle of this area north-south. ~ Water and sewer lines adjacent to the site. Assume sufficient capacity. ~ City-owned property on west side of tracks. However, could be former industrial site and may have contamination. ~ NW corner along river could be nice, but parts may be low-lying. Looks like diking was built along the river here in 2011.	~ Depending upon contamination of the site, would be easy to extend Athabasca north through the City-owned property. This would give 12-19 new residential lots on the west side of Athabasca alone, double that if residential also built adjacent to tracks. ~ Northwest part adjacent to river could support more units, but may be low-lying.	~ Close to rail tracks, noise and vibration issues. ~ Close to industrial uses and secondary sewage treatment plant. ~ Northwest corner of the site is a triangular parcel on the McIntyre River, which could be attractive. But have to travel around to cross rail. ~ Basements in this area have flooding issues. ~ Less desirable part of town for residential demand

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12	Mapleward - Trans Canada North	89.3336865°W 48.4087760°N	Rural South Ward	No	15%	Forest	H15 (part)	253.63	0.00	Rural - Large Lot	0	0	0	0	~ Environmental Impact Study necessary for large parcels of land in the FD zone ~ Outside of Urban Settlement Area - road extensions currently not permitted ~ Subdivision of lots is necessary ~ Lots of forestry and some water bodies ~ No nearby water or sewer access	~ Increased long-term costs to city through new infrastructure ~ Large upfront investment to extend water and sewer lines ~ Very small portion of the land is city-owned, however there is a lot of city-owned land along the highway adjacent to the site ~ Costly water extension necessary, very far from sewer connection ~ Water also requires a new pressure zone and associated infrastructure for pumping and storing. The volume available from the Oliver Road system would require review.	~ Site bisected by hydro transmission corridor ~ Far away from amenities ~ No public transit, car dependent ~ Surrounded by Environmental Protection Zone to the SE, could be attractive ~ No schools in the area
13	West Arthur - Trans Canada South	89.3393715°W 48.3970839°N	Rural South Ward	Yes	10%	Forest, marsh	Enviro. Overlay (part)	189.25	63.80	Urban - Low-Density Housing	0	1,225	0	0	~ Water and sewer access from the SW corner of site, but nothing in the site itself ~ Land is heavily treed with several water bodies ~ Large site. West half of land is most suitable, adjacent to Parkdale (a new residential development) ~ A large portion of the site (mostly eastern) is within an environmental overlay and is subject to permitting with the Lakehead Regional Conservation Authority ~ A small portion of the east part of the site is within the William Bog Nature Reserve	~ Requires new sewer and water lines throughout the site, extension from Parkdale possible ~ Very small portion of the land is city-owned, all close to the highway away from the areas currently under development (Parkdale) ~ Wetland parts of the site would require costly drainage and fill before development, if permitted ~ Increased long-term cost to city through new infrastructure	~ Several kilometres away from amenities ~ No public transit, car dependent ~ Lack of schools in the area ~ Close to natural areas, surrounded by Environmental Protection Zone to the SE ~ Parkdale development nearby is selling large homes for >\$650k
14	West Arthur - Melody Court North	89.3386531°W 48.3826629°N	Rural South Ward	Yes	0%	Forest, greenfield	No	9.30	7.00	Urban - Low-Density Housing	0	134	0	0	~ Land is mostly treed	~ No sewer nearby, water readily available from Parkdale ~ Would likely need road connection between Garden Ave and Vanguard Ave to access the site, at least 700 m.	~ Access to bus service on Arthur St W
15	West Arthur - Neebling River	89.3240250°W 48.3831398°N	Rural South Ward	Yes	12%	Riparian forest	No	19.91	13.50	Urban - Mid- / High-Density Housing	0	0	423	341	~ Largely forest and uneven terrain ~ Possible road-access issues if development only occurs in the FD zone	~ Lengthy sewer and water extension needed ~ Would require at least 1.6 km road extension to be built connecting Parkdale Boulevard to Vanguard Ave.	~ Potential for riverfront lots ~ Located near Arthur Street Marketplace ~ Potential for airport noise ~ Access to bus service on Arthur St W
16	Airport North	89.3217615°W 48.3802258°N	Rural South Ward	Yes	0%	Forest, low-density residential	No	13.52	11.82	Non-Residential	0	0	0	0	~ Requires clearance of development holding provision #14 ~ Requires clearance of trees from land ~ Water lines throughout the site; sewer lines need extension	~ Suited to low-density, low-rise residential ~ 0% of the land is owned by the city	~ Very close to airport, could be noisy ~ Access to bus service on Arthur St W ~ Some services nearby at Arthur Street Marketplace (Big box stores, banking, food)
17	Nipigon and Mountdale	89.2962871°W 48.3618926°N	Westfort Green Acres Hyde Park	Yes	11%	Low-density residential, greenfield, rail	No	8.90	1.16	Urban - Mid- / Low-Density Housing	0	7	36	0	~ Most of the site is built out to low-density residential. However, the city-owned parcels are located on clear lots. ~ Water and sewer connections readily available ~ Strong candidate for infill housing ~ Would have to verify there are no concerns of contamination on this site as there were previous industrial uses in the area	~ Requires < 130m of road to be built ~ Water, sewage, and road extension is minimal	~ Situated between CP and CN rail lines. Could be significant noise concerns. ~ Near manufacturing plants ~ < 3 km to Mount McKay ~ One transit line several blocks north on Frederica St W
18	Deepwood Cavar	89.3714443°W 48.3222936°N	Rural South Ward	No	0%	Forest, greenfield	H15	85.09	0.00	Rural - Large Lot	0	0	0	0	~ < 5km from the Urban Settlement Area ~ Road extensions currently not permitted in this area under the Official Plan ~ Near water lines, but no sewer in area ~ Site is bisected by water- appears to be a wetland and requires an Environmental Impact Study diagonally across the site. Previous EIS identified conflicts with wildlife ~ Eastern half of site is mostly clear, level land. Western half is forestry	~ Septic tanks necessary as sanitary sewer not possible, but water is nearby ~ Suited to larger lots and rural lifestyle ~ EIS could cause delays ~ No city-owned land in the site	~ Elementary school, community centre nearby ~ Short drive to an indoor ice-rink, the Mt. McKay Trailhead, Fort William Country Club for recreation ~ Small but growing semi-rural community ~ < 1km north of a large adult correctional complex and a youth detention centre ~ Far from services/amenities
19	Federica St. West	89.3096893°W 48.3658923°N	Westfort Green Acres Hyde Park	Yes	9%	Grassland, shrub	Enviro. Overlay (part)	10.27	8.50	Urban - Mid- / Low-Density Housing	0	51	266	0	~This site is a combination of two FD zoned areas - one north and one south of Federica St. W. ~North site is covered by an environmental overlay - this area is subject to the Lakehead Region Conservation Authority's (LRCA) permit system. A permit from the LRCA is required for most forms of development or site alteration in these areas. ~Site is mostly shrub-covered, with some trembling aspen. Only two small lots with existing development. ~Approximately 9% City-owned land	~Easy servicing connections - water and sewer could be extended from existing servicing on Federica St. W or water from the north and south edges of the sites. ~Intact grid pattern, so roads could be extended efficiently.	~Directly south of Westfort ball diamonds and playfield, which would be an attractive amenity ~Both areas abut CN rail line on west. The south site abuts the CP line on the south. May be concerns about noise, vibration and safety.
	Other FD zoned sites under 20 ac							47.29	11.82	Urban - Low- / Mid-Density Housing	0	184	101	0			

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Urban Growth Area																	
	Urban Growth Area	89.2862834°W 48.4345212°N	Rural North Ward & Rural South Ward	Yes	<1%	Low-density residential, greenfield, commercial / industrial	No	595.55	294.39	Low- to Mid-Density	0	4,592	2,517	0	<ul style="list-style-type: none"> ~ Much of the site is presently unavailable for development due to rural housing lots, but the gaps could be filled in to increase residential density ~ Existing commercial structure and cellphone tower on property; not owned by city ~ Much of the land must be cleared of forest to develop 	<ul style="list-style-type: none"> ~ Water lines exist on south end of site and could be extended. Sewer exists less than 350m outside of site ~ Some portions of the site are beyond the gravity sanitary sewer services, west of Sunflower along John Street. Property adjacent to Paquette Road does not have access to sanitary sewer ~ Water service could be challenging due to the height of the land. A new pressure zone would be required. Water volume may be an issue as supply from the east is reaching the limit of the existing system 	<ul style="list-style-type: none"> ~ Surrounded by rural-density homes to the north, east, and west and suburban-density homes to the southwest ~ Adjacent neighbourhood serviced by public transit, route could possibly be extended ~ Adjacent to natural attractions like Rabbit Mountain Lookout to the west ~ Attractive to those seeking a quiet area and a rural lifestyle ~ Close to Intercity for shopping and/or employment opportunities ~ Disconnected from public transit; car dependent