

Housing-Enabling Core Servicing Fund

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Report Summary

This report provides information regarding the Province’s Housing-Enabling Core Servicing Stream of funding and outlines the City’s plans to apply to the fund by the October 18 deadline.

Relationship to the Strategic Plan, Health Impact Assessment and Climate Action Plans

The Housing-Enabling Core Servicing Stream of Funding aligns with Council’s Strategic Priorities including “Expand Affordable and Attainable Housing Options” and “Develop and Promote Solutions to Support Existing Housing Choices”. The Housing-Enabling Core Services Stream would assist in implementing the Housing Supply Strategy which will address the actions outlined in the Housing goal of the Strategic Plan, which reflects Council’s desire for all citizens, especially vulnerable populations, to have access to safe, affordable, attainable and suitable housing options in the City of Greater Sudbury.

The Housing-Enabling Core Servicing Stream of funding supports the creation of compact, complete communities, Goal 1 of the CEEP.

Financial Implications

There are no financial implication associated with this report. Should the City be successful in its application to the Housing-Enabling Core Servicing Stream fund, a subsequent report will be brought forward with additional information.

Background

The Housing-Enabling Core Servicing Stream (HECS) is a \$400 million Provincial Fund to help municipalities build, maintain and repair municipal roads, bridges and culverts. These projects will unlock new housing opportunities and ensure communities have safe and reliable roadways and transit infrastructure. HECS eligibility and program parameters include:

- A project must include a capital component and may also include pre-construction planning and design work.
- A project must enable housing development (i.e., new housing units that would not be enabled

without the project).

- A project can be any of the following project types: new construction; rehabilitation/repair; reconstruction; or expansion.
- Projects must have a clear start and end point.
- Projects must be in the process of or completed the design and planning phase.
- Projects must meet all relevant provincial regulatory requirements.
- Projects must have assembled the required land prior to applying.
- The application must include a clearly defined scope of work in order to enable a comprehensive assessment of the project (financial, technical, risk, etc.). For example, an application must clearly define how it enables housing development, define how it improves or develops more reliable roads and/or bridges and specify any issues/risks and the construction activities that will be undertaken to address the issue. All project work and components should be clearly defined.

Ineligible project types include:

- Projects that have started construction.
- Indigenous projects as stand-alone projects.
- Planning and design work as stand-alone projects.
- Recreational trails and paths (trails that are solely intended for cross-country skiing, mountain biking or the use of motorized snow vehicles or offroad vehicles).
- Roads within a subdivision unassumed by a municipality.
- Trade corridor and industrial roads (except portions that connect communities and maintain and enable housing).

The application package must include the application form, a project map, land use planning information and a traffic impact study. Additional supporting information may include Environmental Assessments, Mast Plans, Engineering Plans, Active Transportation Plans and design Reports.

The application window for the HECS is now open with an application deadline of October 18, 2024.

Proposed Project for HECS – Long Lake Road Improvements:

Based on the program parameters, including the need for the project be at a certain stage of development, not require additional land acquisition and the amount of housing development that could be unlocked, staff intend to apply to the program for road improvements planned for Long Lake Road between St. Charles Lake Road and Gateway Drive. The improvements include the installation of a centre left turn and side walk(s).

The Long Lake Road improvements would enable the development of a 60-unit multi-residential development located at 2216 Long Lake Road and will have the benefit of enabling additional residential and mixed-use development in the immediate vicinity. The majority of the project components are already included in the capital budget. The table below provides a summary of the project phases or components that will form part of the application. It should be noted that there are TIS's available for development adjacent to the 60-unit apartment development which is the residential development that is directly connected to the road improvements, but that the requirement for the left-hand turn lane was made a condition of development without the additional requirement for a site specific TIS.

The project phases proposed to be included in the HECS application include:

Phase/Component	Estimated Cost	Included in Capital Budget
Long Lake Road from St. Charles Lake Road to Gateway Drive) – Arterial/Connector Roads Rehabilitation and Resurfacing – including left-hand turn lane	\$7.5M	Yes
St. Charles Lake Road from Long Lake Road to Brenda Drive (west) – Pavement resurfacing and rehab	\$700K	Yes
South End Transportation Study	\$500K	No

Sidewalks – Long Lake Road – St. Charles Lake Road to Gateway Drive	\$600K	Yes
Total Estimated Cost	\$9.3M	
Provincial Contribution (50% to maximum of \$20M)	\$4.65M	
Municipal Contribution	\$4.65M	

*slight adjustments may be made to the funding amounts based on detailed project parameters

Residential Development Potential

Applications must demonstrate a direct connection between the proposed project and those units that would not be able to proceed without the infrastructure project proposed in the application. In total, the proposed road improvements would enable the development of 60 residential units that could not proceed without the centre left turn lane and additional road improvements and rehab that would occur concurrently with the construction of the turn lane would facilitate or support the development of additional residential development to the north and south of the project area. There are also vacant commercial parcels along this stretch of Long Lake Road that could accommodate additional residential units with the recent changes to the City's zoning by-law to permit multi-residential, long-term care and retirement home uses in certain commercial zones.

Additionally, the City's recently updated Population Projections identify the City's south end as an area that will experience significant growth over the next 30 years. It is projected that the south end will see an increase of 2,850 people, 1,260 homes and 1,380 jobs by 2051 under the reference scenario. Additionally, there are vacant lands within the settlement boundary and existing draft approvals that could accommodate an additional 4,000 residential units in the City's south end.

Conclusion

Based on the HECS parameters and the current status of the Long Lake Road Project, staff believe that the project would be an excellent candidate for the funding opportunity and intend to apply as per the information contained in this report.

Resources Cited

1. Housing-Enabling Core Servicing Stream <https://www.ontario.ca/page/housing-enabling-core-servicing-stream#:~:text=Contact%20us-,Overview,reliable%20roadways%20and%20transit%20infrastructure.>