Proposal for LRT Station - [Level 1]
Kingsbridge Garden Circle & Hurontario



Analyzed by:

Kingsbridge matters

Table of Contents

Executive Summary 3

Proposal Objective 3

Highlights - Metrolinx & City of Mississauga Vision 4

Foundation #1 - High Density Residential 4

Foundation #2 - High Density Commercial 5

Foundation #3 - Future Development 6

Foundation #4 – AODA / Accessibility 8

Foundation #5 - Medical Demand 8

Technical Analysis #1 – Location & Distance 9

Technical Analysis #2 –Time & Capacity 10

Technical Analysis #3 – Layout & Design 12

Technical Analysis #4 – COST & Revenue 14

Additional Item #1 – Integration with Transit 16

Additional Item #2 – Details of Office Tenants 17

Additional Item #3 - Safety and Perception 17

Conclusion 18

Appendix 1

Appendix 2

Appendix 3

Appendix 4

Appendix 5

Appendix 6

EXECUTIVE SUMMARY

Kingsbridge and Tucaca communities are calling for an LRT stop at Kingsbridge Garden Circle & Hurontario Street. Metrolinx's estimates allocated an average of **just 0.07% of total project capital costs** to infrastructure at each stop, a fraction of the investment, with the potential to make a substantial difference to this community.

While the full cost of adding Kingsbridge requires an updated estimate, this historical figure highlights an opportunity worth examining within a multibillion-dollar transit investment.

A **Kingsbridge station** would connect **existing and future residents** with rapid transit, **support office employment and local businesses**, and improve access to a concentration of **medical clinics** and essential services. For **seniors, people with disabilities** and **patients attending medical appointments**, shorter walks and fewer transfers could make the difference between practical access and a difficult journey.

This proposal calls for the inclusion of a station at Kingsbridge Garden Circle & Hurontario Street. **The opportunity is to improve everyday access for an established community and accommodate its growth for generations.**

PROPOSAL OBJECTIVE

This proposal makes the case for an LRT station at Kingsbridge Garden Circle and Hurontario Street. It examines the surrounding residential density, office employment, medical services, accessibility needs and future development potential, together with the location's physical and operational considerations. The objective is to secure a station that serves this established community and supports its growth for generations.;

Primary Influencers

- Foundation #1: High Density Residential **= Maximized Ridership** ✔
- Foundation #2: High Density Commercial **= Encourage Business Growth** ✔
- Foundation #3: Future Development **= Encourage Population & Retail Growth** ✔
- Foundation #4: Accessibility/AODA **= Provide Accessibility to Persons with Disabilities** ✔
- Foundation #5: Medical Centre **= Boosting LRT ridership from all across GTA** ✔

Technical Details

- <Analysis #1: Location & Distance>
- <Analysis #2: Time & Load Capacity>
- <Analysis #3: Layout & Design>
- <Analysis #4: Cost & Revenue>

HIGHLIGHTS - METROLINX & CITY OF MISSISSAUGA VISION

Guiding Principles laid out by the City of Mississauga, Metrolinx and independent third party reports, highlight the Master Plan for the Hurontario LRT. These guiding principles focus on strategic goals for the Hurontario LRT as a method for sustainable transportation along the corridor. These include:

- Supporting transit in high density areas to effectively move people and goods throughout Peel
- Establish community cohesion along the corridor and putting pedestrians first by establishing desirable walking distances to LRT stops along the "main street"
- Encourage development on small block sizes (400m perimeter) to maximize access and walking
- Catalyze office employment by creating an urban "downtown" environment with suburban rental rates. "*This urban environment cannot wait another decade to occur – office will go elsewhere – it has to be built now*" [1]
- Seamless integration with pre-existing transit systems
- Adopting parking strategies that support urban design excellence, foster economic growth and implement transportation demand management; and
- Comfortable and convenient transportation while catering to the accessibility requirements of riders

FOUNDATION #1 – HIGH DENSITY RESIDENTIAL

Based on a visual of the surrounding area, the intersection at Kingsbridge and Hurontario is easily one of the most densely populated residential areas in Mississauga. An LRT stop at Kingsbridge would be the primary location for two thousand four hundred and seven (2,407) condo units and hundreds of family homes. The population of the condominium buildings alone is approximately ***ten-thousand (10,000) residents***. The condominium buildings that are within a few hundred meters of this proposed stop include:

• 4450 Tucana Court	21 Stories	200 Units[2]
• 4460 Tucana Court	21 Stories	250 Units[3]
• 4470 Tucana Court	21 Stories	250 Units[4]
• 50 Kingsbridge	17 Stories	249 Units[5]
• 25 Kingsbridge Garden Circle	34 Stories	770 Units[6]
• 35 Kingsbridge Garden Circle	34 Stories	
• 45 Kingsbridge Garden Circle	36 Stories	357 Units[7]
• 55 Kingsbridge Garden Circle East	23 Stories	331 Units[8]
• 55 Kingsbridge Garden Circle West	23 Stories	

TOTAL: 2,407 Units within 200 meters

---

[1] http://www6.mississauga.ca/onlinemaps/planbldg/images/DT21/Downtown21_FINAL_2010-04-08_web.pdf - *Page 5*

[2] *PCC 455 – Kingsbridge Grand III support letter – Appendix 4*

[3] *PCC 422 – Kingsbridge Grand II support letter – Appendix 4*

[4] *PCC 400 – Kingsbridge Grand I support letter – Appendix 4*

[5] *PCC 338 – California Condo support letter – Appendix 4*

[6] http://squareonelife.com/skymark-condos/

[7] http://squareonelife.com/park-mansion-condo/

[8] http://squareonelife.com/mansion-condo/



Additionally there are hundreds homes and townhomes to the east & west of Hurontario. These residence would only be able to access the new LRT line from a Kingsbridge Station! The Kingsbridge LRT would cater to the #1 most densely populated area along the 18km Hurontario LRT route and would become one of the most utilized stations along the entire track.

FOUNDATION #2 - HIGH DENSITY COMMERCIAL

This booming neighborhood prides itself as a major employment area with a commercial presence totaling nearly 200,000 sq.ft. This segment of commuters are categorized as 'high-activity' of public transit because they require transportation to get to work and leave work. The commercial properties include:

- 10 Kingsbridge Garden Circle 8 Stories 138,000 sq.ft
- 20 Kingsbridge Garden Circle 2 Stories 22,000 sq.ft
- 4550 Hurontario 2 Stories 16,000 sq.ft

The Emerald Business at 10 & 20 Kingsbridge Garden Circle, is comprised of over 160,000 sq.ft of office and retail space. The HSBC at 4550 Hurontario is roughly 16,000sq.ft of office and retail. There are **700 - 800 employees** at this node that would love access to a Kingsbridge LRT stop. Furthermore there are numerous clients and customers that visit the tenants in these complexes. The business utilization from the employees and customers traveling to this district alone surpasses several of the approved LRT stops in Mississauga.

FOUNDATION #3 - FUTURE DEVELOPMENT

The proposed location of the Kingsbridge LRT stop is unique not just because it's the most densely populated along the 20km route, but because it has only reach ½ it's potential for development. The blue highlighted are is developable land. Elia Corp owns everything on the east side of Hurontario. Elia Corporation is going to develop all this land…to the tune of **2.4 Million square feet** of condominiums and apartments. An LRT station is needed! Otherwise a gridlocked

> *"The LRT system is intended to be a catalyst for development, intensification, improved quality of life and a long-term municipal sustainability. It therefore has an important 'city-building' role in addition to its transportation function"*
>
> - *Appendix B.12 "Preliminary System Operations Plan" - June 2014*

disaster will eclipse this entire area and result in traffic constantly backing-up onto the 403, bringing this major highway to a grinding halt! [*Appendix 1 for current zoning*]



If the Kingsbridge station is not developed now, this node will suffer for generations to come. "*This urban environment cannot wait another decade to occur – it has to be built now*"

NEW DEVELOPMENT!



Mockup of the new developments taking place by Elia Corporation

4615 Hurontario Street, 25, 35, 55, 105 and 110 Elia Avenue and 136 Eglinton Avenue East

The proposed development will permit;

- Nine (9) Apartment towers ranging from 28 to 45 stories.
- Eight (8) Blocks of 3-story back-to-back stacked townhouses.

  A total of 4,690 dwelling units.

- Office Space totaling 194,619 sq.ft; and
- Retail ground floor space totaling 46,240 sq.ft.
- A new public park

30 Kingsbridge Garden Circle – [Area 30]

As outlined in Appendix '1', pg.1, this area is categorized as Zone O-6. Complementing the two (2) existing commercial buildings at 10 & 20 Kingsbridge Garden Circle, a new structure can be erected on the property with the address of 30 Kingsbridge Garden Circle. Utilizing the LRT will allow for higher density buildings which can comfortably accommodate commercial tenants, residential apartments and retail stores without the burden of high parking ratios.

Benefits

- Population Growth and more discretionary spending
- Increase in commuter utilization and increased fare revenue
- Lower ridership costs and improved economics for the Hurontario LRT Project
- Greater cohesion with the community and Mississauga's Master Plan for the area.

FOUNDATION #4 – AODA / ACCESSIBILITY

A Kingsbridge LRT station would accommodate the accessibility requirements of both; the numerous patience visiting the multitude of medical clinics at Kingsbridge, the clients visiting the office buildings and the thousands of Persons with disabilities who depend on accessible transit to carry on their daily lives. The office complex is proud to serve several large tenants who help persons with disabilities. The "Coalition for Persons with Disabilities/Employment Access" is one of the largest agencies in the province of Ontario who support this demographic. Their clients and staff have cognitive and physical disabilities. The majority of people with physical disabilities require mobility aids such as crutches and wheelchairs. If an LRT station is not built at Kingsbridge, imagine the burden imposed on this vulnerable group of citizens.

The province of Ontario is striving to be completely accessible by 2025 with the introduction of the Accessibility for Ontarians with Disabilities, 2005, S.O. 2005, c.11 (AODA) Act. This location is the #1 highest demand location for persons with disabilities along the 'current' 19 station Hurontario LRT line. The next closest station is on the north side of Eglington Avenue. Accessing the services at Kingsbridge requires crossing 19 of the most high-traffic and dangerous lanes of traffic in the entire city. A person *without* a disability takes 7-9 minutes to walk to Kingsbridge after disembarking from the planned Eglington station. This is provided we are making this journey at a time when we are not experiencing a harsh Canadian winter and there is some luck with all three traffic lights, which would otherwise make the trek much longer.

To respect the spirit of the AODA Act, there needs to be an LRT stop at Kingsbridge. This route isn't just an inconvenience for a person with disabilities, it's an incredible dangerous situation! This distance is a barrier to travel and the majority of persons with disabilities are completely excluded from the option of traveling by LRT.

> *[Statistics Canada illustrated that auto use carries a higher risk of death or injury than transit use. Canada had 2,227 fatalities and over 11,000 serious injuries resulting from motor vehicle crashes in 2010[9]. By contrast, the fatality and serious injury rate for transit users is effectively nil. Consequently, any reduction in auto usage will result in a safety benefit.]*

Furthermore, there is a large population traveling to Kingsbridge for medical treatment (Foundation #5). This results in an even greater population of commuters which are vulnerable. A station needs to be built for this multitude of people whose safety is at risk. Sadly there are constantly injuries and fatalities at these intersections. The intersections at Eglington and especially Kingsbridge are the most dangerous in all of Mississauga [*Appendix 5*]. This politically contrived mode of transportation has a huge oversight which is too hazardous be ignored.

Emphasized in the Metrolinx report: "*The LRT … has a number of interdependencies with other projects. One of the key inter-related projects include the development of mobility hubs along the corridor*[10]." If the Kingsbridge station was construction, it would be a proud demonstration of Mississauga, Metrolinx and the Province of Ontario's willingness to support Persons with Disabilities.

FOUNDATION #5 - MEDICAL DEMAND

The Emerald Business Centre (10 & 20 Kingsbridge Garden Circle) is proudly the home to one of the biggest medial hubs in Mississauga. The complex hosts a collaboration the following medical specialties:

- Tucana Medical Clinic with GP doctors on site
- GNMI (MRI)
- Pharmacy
- Physio Therapist
- Dentist
- Optometrist
- Chiropody (Foot Specialist)
- Chiropractor
- Vein Specialist
- X-Ray Services

[9] *Statistics Canada: Canadian Motor Vehicle Traffic Collision Statistics: 2010* http://www.tc.gc.ca/eng/roadsafety/tp-1317.htm#2

[10] http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/Benefits_Case-Hurontario_Main.pdf; *Point 4.7*

The quantity and breadth of medical services offered at this complex makes it one of Mississauga's largest and most convenient medical centers. This massive medical hub welcomes patience in droves of thousands each and every year. An LRT stop at Kingsbridge and Hurontario is imperative to support the rapid and convenient access of medical services to thousands of citizens in Mississauga and all across the GTA.

TECHNICAL ANALYSIS #1 – LOCATION & DISTANCE

The following map shows the number of stations and corresponding distance in meters between each stop. The total distance is around 23 kilometers when including the circle at City Centre with an average stopping spacing of 894 meters. The red arrow ← indicates where the Kingsbridge LRT station would fall.

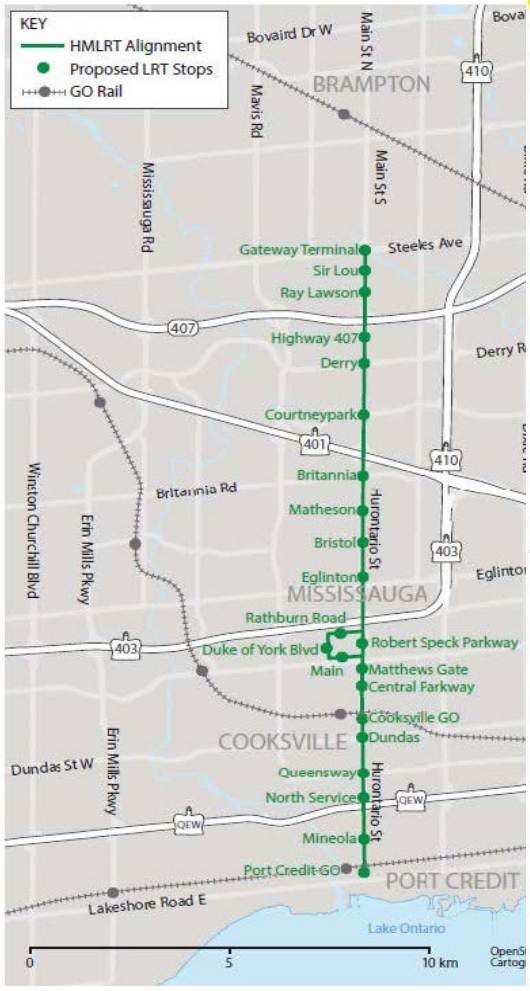


Table 3.1: LRT Distances and Run Times – North Service

Origin Station	Destination Station	Length (m)	Time (min)
Gateway Terminal	Sir Lou	670	1.6
Sir Lou	Ray Lawson Blvd	470	1.1
Ray Lawson Blvd	Highway 407	1,340	2.2
Highway 407	Derry	630	1.2
Derry	Courtneypark	1,540	2
Courtneypark	Britannia	1,680	2.7
Britannia	Matheson	930	1.6
Matheson	Bristol	770	1.4
Bristol	Eglinton	1,200	1.8
Eglinton	Robert Speck Parkway	1,670	3.3
Robert Speck Parkway	Main Street	930	2.3
Main Street	Duke of York Blvd	710	2
Duke of York Blvd	Rathburn	640	2
Rathburn	Eglinton	1,825	4.6
Subtotal		*15,005*	*29.8*
Robert Speck Parkway	Rathburn	1,010	2.6
Rathburn	Duke of York Blvd	705	1.9
Duke of York Blvd	Main Street	635	1.9
Main Street	Matthews Gate	610	2
Subtotal		*9,140*	*22.4*
Matthews Gate	Central Parkway	480	1.1
Central Parkway	Cooksville GO Transit	940	1.7
Cooksville GO Transit	Dundas	650	2
Dundas	Queensway	980	2
Queensway	North Service	510	1.2
North Service	Mineola Street	1,425	2.7
Mineola Street	Port Credit GO Transit	620	1.7
Total		14,745	34.8

"Hurontario LRT Benefits Case Analysis" prepared by Steer Davies Gleave, dated March 2016 – Table 3.1 & 3.2"

The Kingsbridge stop would be situated between the Rathburn Rd and Eglinton Ave stops. With a stop at Kingsbridge the estimated distance between Rathburn and here would be 1,100 meters. The distance between Kingsbridge and Eglinton would be roughly 600 meters. The shorter section, between Kingsbridge and Eglinton is a reasonable distance considering there are 7 stops which have similar or shorter distances.

Furthermore, the Eglinton Crosstown LRT includes a total of 28 stops including 25 along Eglinton Avenue. The average stop spacing for this project is **approximately 660 to 670 meters**[11].

[11] http://thecrosstown.ca/sites/default/files/pdf/reports/Crosstown-LRT-Environmental-Project-Report/executive-summary.pdf, page 4

The map below helps illustrate where all the stops are located in City Centre based on the LRT Infrastructure Design document dated June 4, 2014[12]. The pink are the existing stops while the green at the top right is where the Kingsbridge LRT would be located. The location is ideal based on the pre-existing lay-out.



Distance to Highway 403

The proximity to Highway 403 is a frequent question raised about the Kingsbridge station. Based on Google Maps, the distance between Highway 403 and the proposed Kingsbridge LRT station is **441 meters**. This provides ample space to locate this much needed station.

For perspective, the distance between the QEW and North Service Road station is only **271 meters**. This further illustrates that a station can be placed at Kingsbridge considering stations have been located closer to highways.

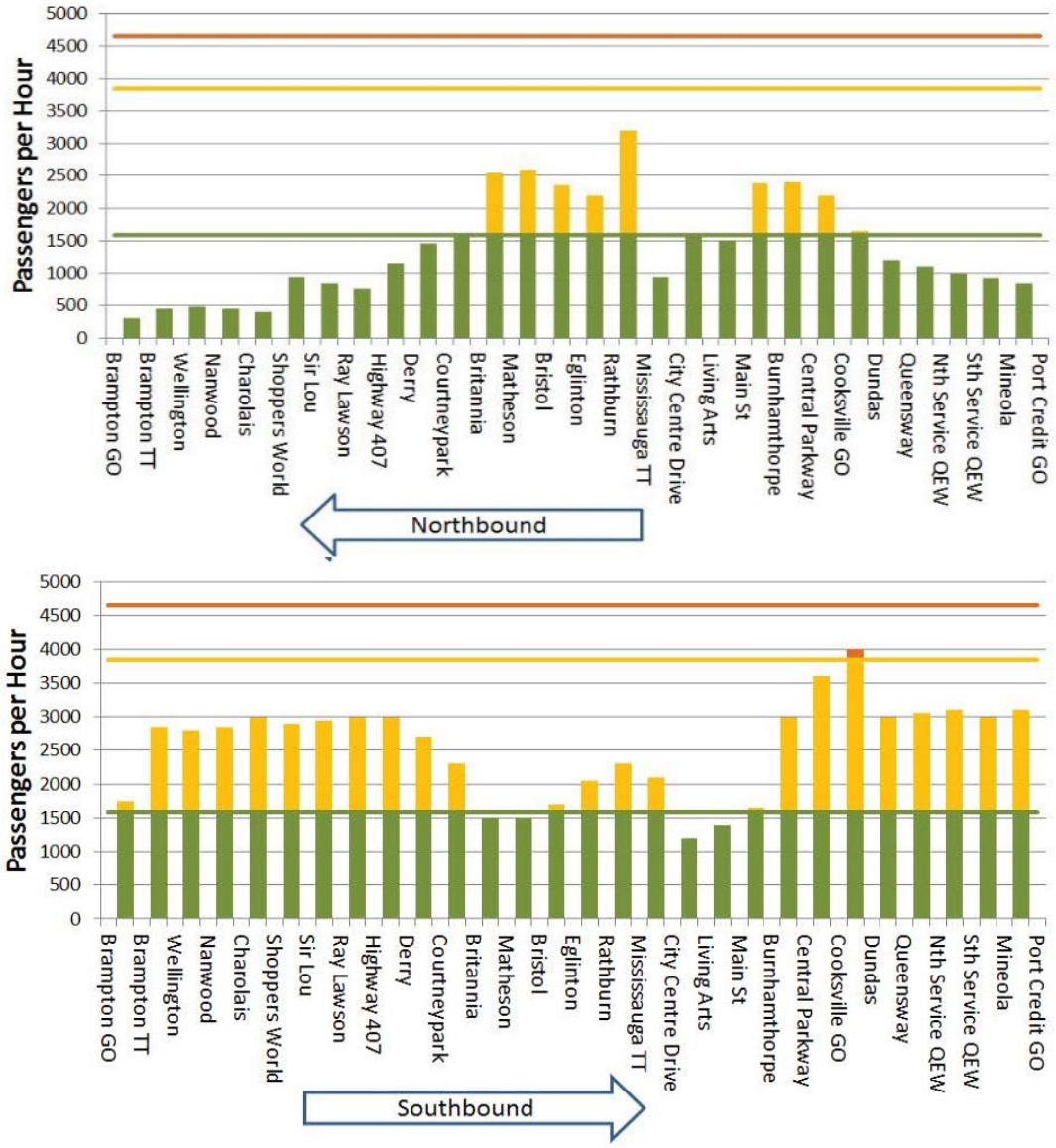
The city of Mississauga and MTO are in the process of completely changing the on-ramps/off-ramps at the 403 to accommodate the LRT track. This is the perfect time to integrate the Kingsbridge LRT into the Hurontario LRT plan.

TECHNICAL ANALYSIS #2 –TIME & CAPACITY

Regardless if an LRT stop is placed at the intersection of Hurontario and Kingsbridge, the train would stop here to allow traffic to turn left onto Kingsbridge from Hurontario. There is a massive density on the west side of Hurontario which must turn left! In the interest of efficiency, an LRT stop here would be logical based on the existing traffic pattern. The volume turning left at this intersection is crazy through the day. There is the morning work crowd from 8:00am – 9:00am, the clients visiting the offices and doctors throughout the day and then the thousands of residents returning home at the end of the day. This is likely the longest advanced left turn in Mississauga because a disastrous traffic back-up would occur otherwise. An LRT station here is not only logical based on the volume of cars turning left, it is essential to avoid lengthy back-ups and to help reduce the number of people needing to travel by car all together.

[12] http://www.metrolinx.com/en/docs/pdf/hurontario_epr/Appendix_A1_LRT_Infrastructure_Design.pdf

The Kingsbridge LRT stop would be situated between the Rathburn and Eglinton stops. This is located in the heart of the high density area of central Mississauga. This location is illustrated to be in the “Standing Load (yellow)” with approximately 2,000 – 2,500 passengers per hour Northbound and approximately 1,500 to over 2000 passengers per hour going Southbound. Constructing a stop at Kingsbridge will alleviate the standing time and make the ride more comfortable for commuters.

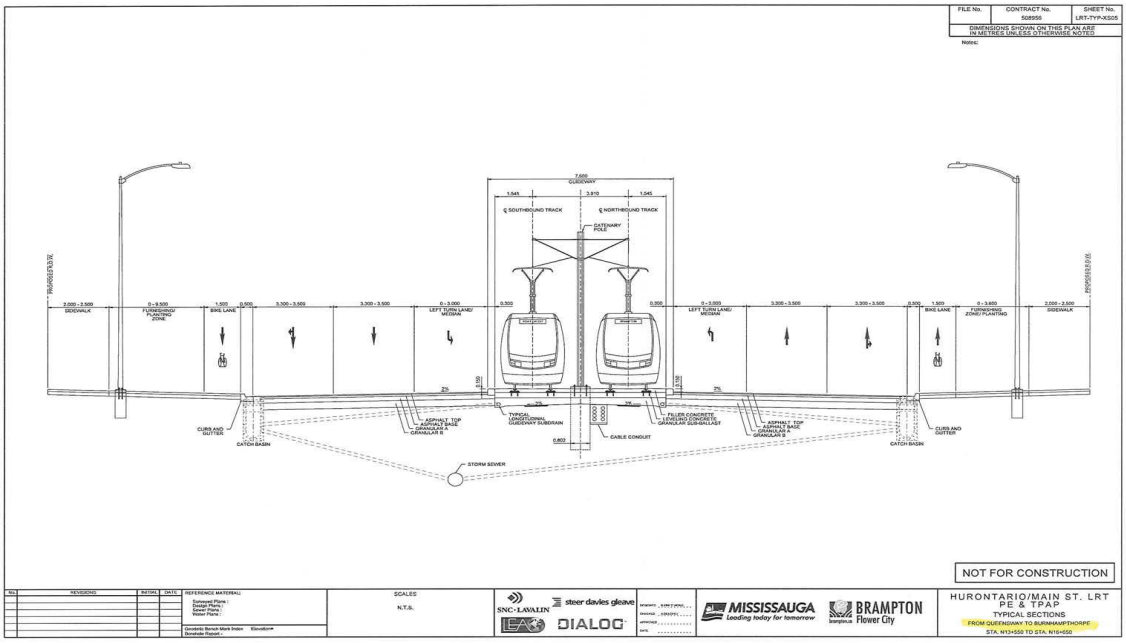


The current round trip time from Port Credit to the Brampton GO is planned to take around 40 minutes based on the 28 stops in the above proposal. Each additional LRT stop adds about 35-40 seconds to the journey time per direction[13]. This is a notional increase based on the overall time projections. With the numerous short stops in City Centre, the addition of a stop at Kingsbridge would be in line with all of these stations and very welcome by all the commuters.

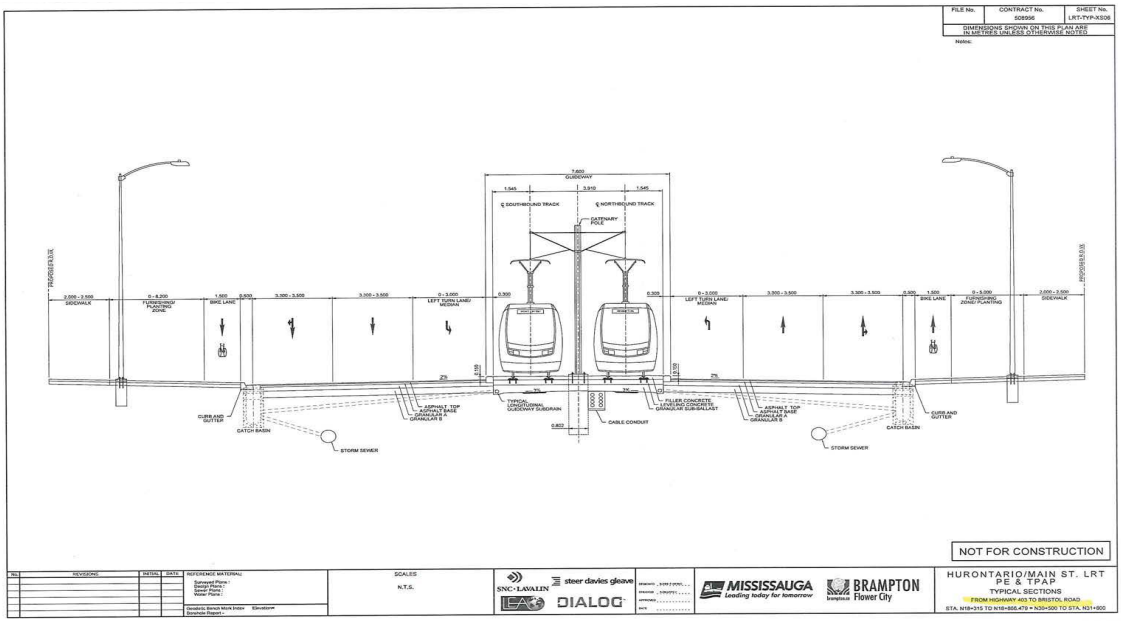
[13] http://www.metrolinx.com/en/docs/pdf/hurontario_epr/Appendix_B12_Preliminary_System_Operations_Plan.pdf, *Point 2.12*

TECHNICAL ANALYSIS #3 – LAYOUT & DESIGN

Stops are configured either as twin side platforms or an island platform depending on opportunities and constraints. Analyzing the stop north at Eglinton and south at Robert Speck, the track designs are identical. Therefore no modifications are required for the track lay-out at Kingsbridge. The layout of the storm sewers is the only difference.



From Queensway to Burnhamthorpe Road[14]



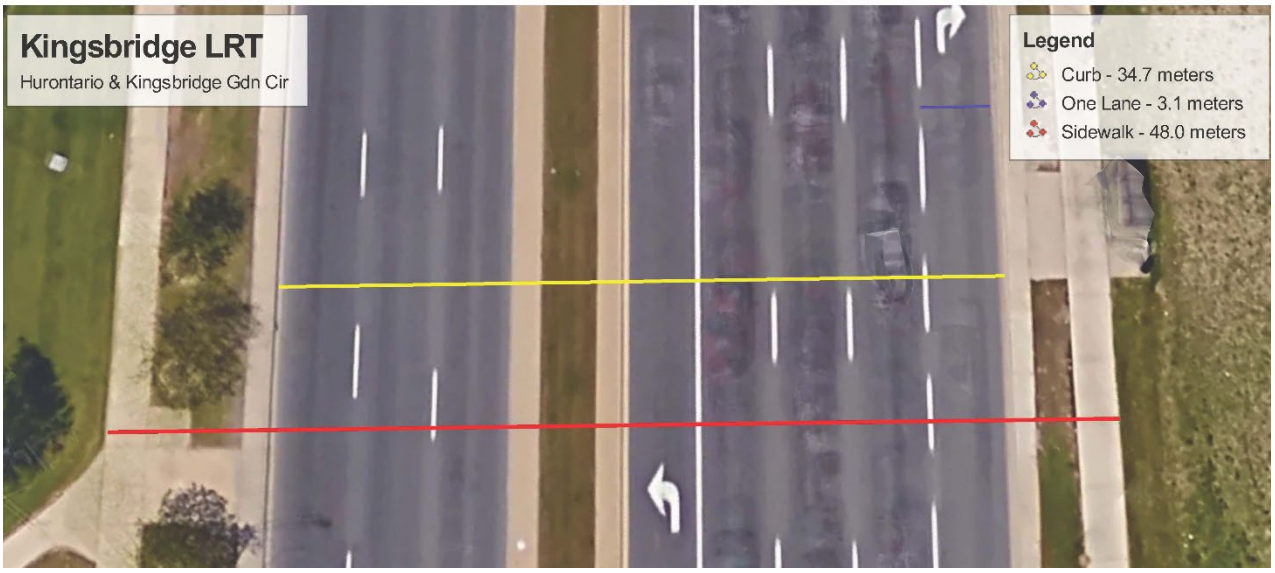
From Highway 403 to Bristol Road[15]

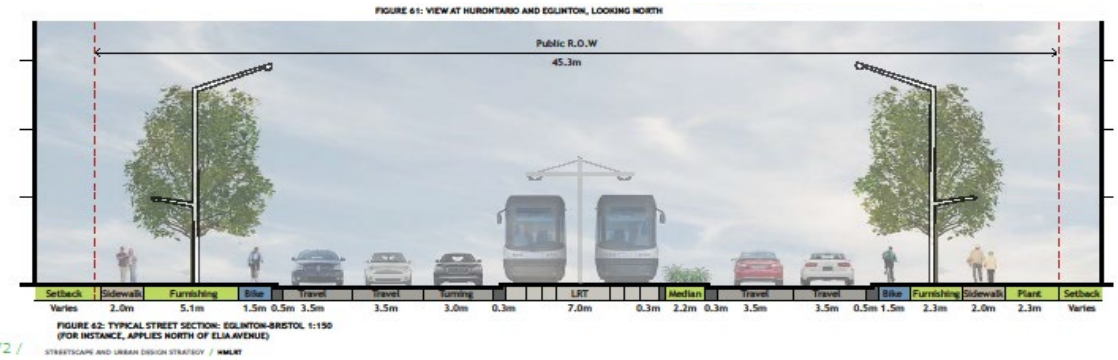
[14] http://www.metrolinx.com/en/docs/pdf/hurontario_epr/Appendix_A1_LRT_Infrastructure_Design.pdf

[15] http://www.metrolinx.com/en/docs/pdf/hurontario_epr/Appendix_A1_LRT_Infrastructure_Design.pdf

The location of the Kingsbridge Station would be best suited south of Kingsbridge Garden Circle for several reasons:

1. The width required for an LRT stop is important to analyze for all stops. The Kingsbridge Stop would mimic the design at Eglinton with optional changes to the plant furnishing. There is available land on both the east and west side of Hurontario if the stop is placed on the south side of Kingsbridge. The physical restrictions of the building on the north side of this intersection would be avoided.
2. The proposed width of the Eglinton stop is 45.3 meters which includes 9.7 meters of tree furnishing and plants. The distance from sidewalk to sidewalk is 43 meters at Eglinton station. Utilizing Google earth, we can determine the distance south of Kingsbridge from sidewalk to side walk is 48.0 meters. Therefore the exact same design at Eglinton can be used at Kingsbridge with the bonus of roughly 5 meters. This bonus space can be used for an additional left or right turn lane and planting.





*[Pictures **ARE** to scale. Alignment is based on left sidewalk]*

TECHNICAL ANALYSIS #4 – COST & REVENUE

Cost

The Hurontario LRT project is one of several rapid transit projects planned in Ontario. The government is projected to spend more than $160 Billion[16] over the next twelve years to stimulate economic growth and create jobs. The Hurontario project was original budgeted for $1.6 Billion with 26 stops[17]. Since the induction of the Hurontario LRT, there have been several changes, including the removal of Brampton altogether. The estimated price of the station stops is $18.5 million in a report outlining 22 locations which works out to only **$840,909** per station. Considering all the arguments above, the incremental cost of this stop the **$840,909** is nominal based on all the benefits gained.

Further budgeted costs are "Land" of $63.8 million. Fortunately, after analyzing the existing road width outlined above, no additional land will need to be extradited from the land owners. This means that there are no "Land" costs associated with this stop, which is a much larger cost savings than the incremental cost of the added station.

Item	Original	Adjusted	2012 prices
Guideway	127.2	127.2	123.5
Bridges/Walls	16.3	21.1	15.9
Trackwork	165.3	191.1	160.5
Traction Power	66.1	77.5	64.2
Signalling and Communications	115.5	124.2	112.1
Vehicles	220.9	256.0	214.4
MSF (maintenance & storage facility)	72.6	84.1	70.5
Stops	18.5	28.0	17.9
Signage	3.8	4.5	3.7
Direct cost	**806.2**	**945.9**	**782.7**
Indirect cost	138.3	118.4	97.6
Risk and contingency	120.9	141.9	117.4
Other items	86.1	80.1	44.0
Mark-up	46.1	41.2	33.1
Total design and construction cost	**1,197.5**	**1,327.4**	**1,074.8**
Land	63.8	75.0	60.1
Management	86.7	101.7	84.1
Total project cost	**1,347.9**	**1,281.0**	**1,219.0**
Road maintenance cost savings	-26.8	-26.8	-25.3
Net capital cost of HLRT	1,321.1	1,254.2	1,193.7

<Source: http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/Benefits_Case-Hurontario_Main.pdf **- Table 5.1>**

Revenue

As outlined in this Benefit Analysis Case, there are multiple benefits of locating a station at Kingsbridge. Existing population density exceeding 10,000, daily office commuters of 700 - 800 and the addition of several hundred daily medical users provides a high return on investment for this stop location. Furthermore future development of the vacant lands will only increase the ridership and fare revenue at the Kingsbridge station.

[16] http://www.fin.gov.on.ca/en/budget/ontariobudgets/2016/bk2.html

[17] https://www.thestar.com/news/gta/transportation/2015/04/21/hurontario-lrt-gets-a-boost-from-queens-park.html

Property Tax Increase

10 Kingsbridge Garden Circle has been burdened with high vacancy for several years. See [Appendix 2] for the vacancy rebate applications. These rebates would be a direct future revenue stream for the City of Mississauga with a stop at Kingsbridge. Furthermore, adding an LRT station would ensure that this property is a more desired office location, thereby ensuring the tax revenue at this node remains high. Furthermore, the inclusion of a stop would increase the property values above their existing status which would further increase property tax revenues.

Future developments in the vacant lots would also contribute to future tax revenue. The existing seven (7) vacant lots would be fueled to develop quickly with an LRT station at Kingsbridge and generate income over and above a "farming" classification with the estimated 3,000 additional residential units.

The catchment area around each at-grade LRT stop is typically 500 metres. As shown in Table 6.21, the introduction of rapid transit will provide a modest lift in percentage terms to land values within the applicable area of station impact.
Table 6.21 Property Value Uplift Factors

	Residential	*Commercial*
Low Scenario	*2%*	*2%*
High Scenario	*4%*	*4%*

[Current Tax Valuation of 10 & 20 Kingsbridge is roughly $30,000,000. Lets say property increases by 3%. Therefore $30,000,000 x 3% = $900,000]

Therefore the increase in property value for this one property alone exceeds the $840,000 price tag of building this station. The additional increase in value of all the properties within 500 meters of this station will further add to the tax revenue generated from a station at Kingsbridge.

Stakeholder Involvement

To fund this project, the provincial government may need to find stakeholders who will invest. Maximizing the return on investment is imperative to the LRT success. The incremental cost of a stop at Kingsbridge is under $1,000,000. The outlined benefits of ridership and land development at this location are plentiful and far surpass the incremental cost of building a station. Introducing a station here would maximize the overall return on investment for the Hurontario LRT project by adding a valuable revenue producing location.

There would be minimal cannibalization of revenue from the Eglinton stop because of the accessibility components and the future development encouraged by a stop at Kingsbridge. The Eglinton stop is too far away to be considered convenient to access at Kingsbridge.

ADDITIONAL ITEM #1 – INTEGRATION WITH TRANSIT

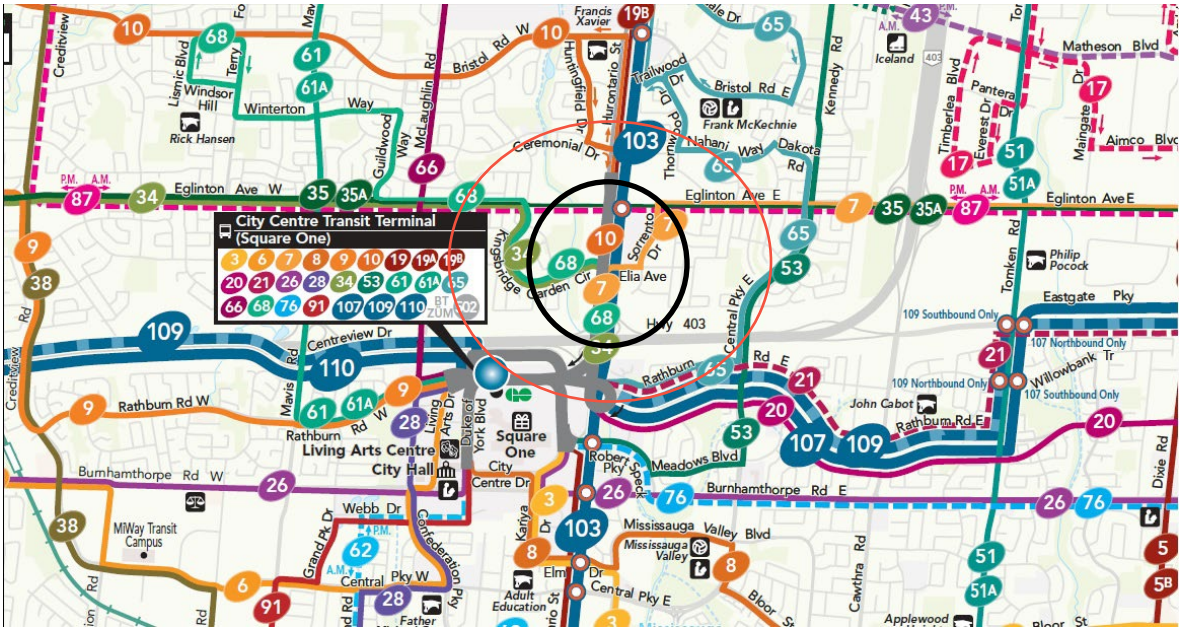
Bus Routes

The following diagram details the bus routes in the City Centre and more importantly Kingsbridge and Elia Ave. Coalition for Persons with Disabilities is an 8,000+ sq.ft tenant who has been in the Emerald Centre for over 25 years. They have been here for so long because of the handicap accessible bus stops. There is the high demand for people with disabilities to take public transit to this location. All LRT stations will be handicap accessible and to have a truly AODA compatible LRT line along Hurontario, it's imperative that there is an LRT station at Kingsbridge to accommodate these brave individuals.

The (34) Route and (68) Route would conveniently arrive at the Kingsbridge LRT station providing access from the west of the city without the need to depart, walk, or wait for another bus for a connection.

The (7) Route enables convenient access to the Kingsbridge LRT from the east of the city without the need to depart, walk or wait for another bus for a connection.

As the bus routes are currently designed, a stop at Kingsbridge would be seamlessly integrated with the LRT and integral for the rapid transportation of users across Mississauga. Mississauga is expected to increase considerably, and having convenient stops will reduce the proportion of transfers required, saving time.



MiWay Weekday Map Dec_2012 (http://www.mississauga.ca/file/COM/WeekdayMap_Dec2012.pdf)

The integration with the Bus route will aide in the objective of integration with other transportation modes[18]. Mobility Hubs are key in the network where multiple routes come together. They have (or are expected to have) a high density of population, employment or other services. The Kingsbridge would act as one of many Gateway Hub's and would also allow the bus routes to be shortened.

[18] http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/Benefits_Case-Hurontario_Main.pdf - Point 4.28

ADDITIONAL ITEM #2 – DETAILS OF OFFICE TENANTS

To further support the location of a LRT station at Kingsbridge, this section will analyze the current Tenants occupying the office tower at 10 Kingsbridge Garden Circle. Within the Complex there are several high-demand users.

Medical Clinics

The complex is proud to have twelve (12) different medical clinics which call this community Home. The MRI clinic alone sees over 23,000 patients in a year. The combined total of people across the GTA which seek out medical treatments at this hub is immense. These people are suffering from injuries or ailments which either prevent them from driving and walking. They would depend on public transit which is accessible to receive treatment they are depending upon. If we can help Tens of thousands of people in need, why wouldn't we do that?!

Coalition for Persons with Disabilities

This charitable tenant was mentioned in the sections above and how they specifically cater to people with disabilities. These people would be very grateful for a convenient public transit stop at Kingsbridge and Hurontario. Allowing people with disabilities the ability to have independence is very important factor. Several of the clients of this organization are unable to drive. Providing an AODA compliant LRT station allows people with mobility limitations the inspiring ability to travel independently and not require the assistance of other to help them.

ADDITIONAL ITEM #3 - SAFETY AND PERCEPTION

The introduction of the Light Rail Transit line along Hurontario is intended to have both an actual and perceived benefit to travel time along the corridor. The stop at Eglinton is north of the intersection which means commuters are forced to cross two dangerous intersections to arrive where the Kingsbridge LRT should be located. This is a massive psychological barrier for commuters who may just prefer to drive.

> *[A study published by Steer Davies Gleave; Passengers prefer one minute of transit in-vehicle time compared to one minute of walking or waiting for transit[19].]*

There have been dozens of studies published researching the safety perceptions of public transit including the Department for Transport in the UK and easing fears of transportation[20] published in California. Some of the top elements to ease ridership perceived safety include:

- Proximity of Stops and Stations
- Visibility of Stops and Stations from the street
- Lighting of Stops
- Landscaping features (design, plants etc.)

[19] http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/Benefits_Case-Hurontario_Main.pdf; Point 6.3

[20] http://transweb.sjsu.edu/MTIportal/research/publications/documents/2611-women-transportation.pdf

A key consideration for public transit operators is addressing concerns for personal security when traveling. When the public sector demonstrates policies and resources are in place, it results in more passengers and more revenue while increasing patronage.

> *[From the 2002 survey data, 25% of respondents say they would make more journeys by public transport, if measures for enhancing personal security were in place. Of those who would make these additional journeys, 62% are women and over 50% are car owners. Over 66% of these respondents are younger than 45 years of age[21].]*

Furthermore, residents of Mississauga are accustomed to driving everywhere. To encourage a habitual shift away from driving and towards public transit, stations need to be as convenient as possible. Neglecting the opportunity of the Kingsbridge station will not only increase the risk of pedestrian and car accidents but also miss the opportunity to reduce traffic, CO^2 emissions and road wear & tear.

Other Benefits

Placing a stop at Kingsbridge is strategically wise to narrow the gap between the City Centre and north of the 403. Having the Kingsbridge station encourages community cohesion between this psychological barrier of the 403 and encourages residents to travel conveniently, resulting in positive economic impacts.

CONCLUSION

The citizens of Mississauga and the surrounding businesses support the vision of Metrolinx and the City of Mississauga by encouraging the construction of the Kingsbridge LRT station. I am confident that benefits of this station exponentially outweigh any small challenges that may be present. Lisgar Commercial real estate and the fine citizens of Mississauga stand ready to cooperate with Metrolinx and the City of Mississauga in delivering an effective Light Rail Transit network along Hurontario and specifically at Kingsbridge Garden Circle.

If you have questions on this proposal, feel free to contact Kingsbridge Matters at your convenience. We look forward to hearing back from you.

Thank you for your consideration,

info@kingsbridgematters.ca
www.kingsbridgematters.ca

[21] http://webarchive.nationalarchives.gov.uk/+/http:/www.dft.gov.uk/pgr/crime/ps/perceptions/researchfindings