

Goodmorning,

I'm writing today to show my support for alternative considerations for the downtown rail separation and express my opposition to the proposed under/over pass designs.

My husband and three kids live on Paisley Road, just west of the Edinburgh intersection, and we've seen the draft plans for a possible underpass in the works. This seems like a short-sighted and damaging proposal that would negatively impact the community in which we live. We have been in this community for over ten years and have met some of the most friendly and kind people, enjoyed the park and social gatherings there, and feel like the Junction is one of the hidden gems of Guelph.

The negative repercussions of the underpass include, but are not limited to:

- Tearing down historic homes and displacing families and community members.
- Closing small businesses that are only just bouncing back from the effects of the pandemic.
- Splitting up one of Guelph's historic and community-centered neighbourhoods
- Eliminating pedestrian and bike access and deterring people from choosing these greener-forms of transportation.
- Ignoring the fact that the Paisley Rd crossing is the more problematic and traffic-halting train rail.
- Failing to prioritize connecting Silvercreek N & S and diverting some Edinburgh traffic.
- Environmental Impact: I've read that there will be an environmental assessment and have no doubt the conclusions will not be in support of this proposal. It is 2022 - the time to be mindful of our environmental impact is more critical than ever.

I want to be clear: I am not opposed to improving our rail system and making it a more accessible and feasible choice for commuters and travellers. But I'm having a hard time understanding exactly what the benefit of this underpass is. Is it just to shave off 90 seconds of waiting time? Surely we as a community and city can propose some more creative and intuitive solutions rather than laying down more pavement and concrete and spending a fortune doing so. I would like to propose we look at other examples (probably in Europe) of how commuter-rail systems have been incorporated into historic neighbourhoods without the long list of negative ramifications. And if there are no good examples, then maybe that's all the evidence we need to understand that this is a bad idea.

Thank you for your attention to this matter.

Sincerely,

Annica & Andrew Napier