

Subject: Support for the Proposed TC1 Rezoning

From: Peter Yu

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To: Planning <Planning@a2gov.org>

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I'm Keunwoo Peter Yu, a PhD student at Oakcliff Apartments in Traverwood, neighboring the rezoning site in question. I'm reaching out to wholeheartedly endorse the proposed rezoning of the Plymouth Road area to TC1.

Many University of Michigan graduate students are attracted to this locale, largely owing to its closeness to North Campus, simplifying our commutes. Yet, surging living expenses are morphing this convenience into an unaffordable luxury. The ample, underused areas, especially in shopping mall parking lots, are brimming with potential for addressing our housing predicament. Promoting mixed-use developments not only tackles the housing shortage but also fosters a community less dependent on cars. Consider the economic ease we'd feel if our neighborhood allowed us to access essentials like eateries and stores on foot or by bike, cutting out hefty car-related costs!

Some may argue that TC1 doesn't assure affordable housing, but we need to adopt a long-term perspective. Expanding housing stock through dense, mixed-use construction sets the stage for a steady, sustainable market adjustment. Though initially deemed 'luxury,' these dwellings are set to become more accessible as they mature.

On the topic of TC1 business regulations, I champion flexibility and applaud the recent nod to car-centric enterprises. Our community's intricate needs defy one-size-fits-all rules. Empowering the free market to flourish, car-oriented businesses included, is key. It's community support that will seal their fate, guaranteeing a natural selection of sorts for businesses.

Moreover, I'm advocating a Plymouth Road makeover to boost pedestrian and cyclist safety. Its present "stroad" layout is a minefield for regular cyclists like myself. The standing 35 mph speed limit is daunting, the token bike lanes lack real security (prompting many, myself included, to opt for sidewalks), and the broad lanes subtly invite speeding. I envisage a Plymouth Road pared down to two slim lanes for private cars, supplemented by a pair of bus-only lanes, and distinct, safeguarded paths for pedestrians and cyclists. This revamp could potentially nix the need for traffic signals and reroute private car traffic away from our live-and-work sphere.

I'm confident you'll weigh my reflections in your rezoning progression and road safety deliberations. These initiatives are pivotal in tackling the dual challenges of housing affordability and road safety.

Best regards,

Keunwoo Peter Yu