To testify at the hearing:

Whether participating in-person or virtually, you must submit a speaker card. You can submit one online at:

https://www.cityofpasadena.net/CITY-CLERK/PUBLIC-COMMENT

Or you can submit a hard copy form at the meeting. They are the yellow cards on the table by the exit/entrance doors.

The city council meeting begins at 6pm. The hearing will be item #7 on the agenda.

1. **In person**: Pasadena City Council Chambers, 100 N. Garfield Ave., Rm s249 (southeast corner of second floor).
2. **Virtual**:
    - Computer or electronic devices, join the meeting at: cityofpasadena.net/cczoom
    - Telephone only dial-in: 1-669-900-6833, Meeting ID: 161 482 446

We will likely get only 1 or 1.5 minutes each to speak so prepare your remarks accordingly. One minute is about 150 words.

Talking Points to Defend Affordable Housing Coming to East Pasadena

Background:

Three 100% Affordable Housing Developments at 1756-1776 EAST COLORADO BLVD, 2155-2193 EAST COLORADO BLVD, and 600 NORTH ROSEMEAD BLVD will bring a total of 437 affordable housing units to east Pasadena. All three of these

projects will use a type of financing called tax-exempt Private Activity Bonds (PABs) that are subject to hearings known as TEFRA hearings that are mandatory public hearings required by the Tax Equity and Fiscal Responsibility Act of 1982. They allow the public to comment on proposed projects and bond financing. These hearings can result in a denial of funding.

Opposition to these projects has been mobilizing on social media, arguing that these projects will bring parking and traffic problems and that their scale and density are incompatible with the surrounding neighborhoods.

We can advocate for this affordable housing with the following points:

- We are still in an affordable housing crisis and desperately need these projects.
- This housing helps integrate our city by placing it in east Pasadena which has had very little affordable housing.
- Traffic and parking issues are overblown because many of the people living in these buildings won't have cars.
- Dense affordable housing throughout the city brings benefits for everyone.

These talking points are further fleshed out below:

Pasadena continues to be in a housing and homelessness crisis:

- More than 45% of Pasadena renters are considered cost-burdened, spending over 30% of their income on housing, which highlights the urgent need for more affordable housing options. *Source: U.S. Census Bureau, American Community Survey*
- The city's median home price exceeds $1 million, making homeownership unattainable for many residents. *See Zillow*.
- The Point In Time homeless count continues to show over 500 unhoused individuals in Pasadena, while the Annual Count shows over 1,000 individuals to be experiencing homelessness, with about a quarter of them experiencing homelessness for the first time. *See Pasadena Homeless Count*.
- Contrary to misconceptions, the crisis affects local residents: over half (56%) of those unhoused in 2024 were already residing in Pasadena for an average of 22 years before losing their homes. *See Here*.

This housing will increase racial and class integration which is good for our community:

- East Pasadena has almost no affordable housing. Almost all affordable housing is in the western part of the city.
- These three developments will bring more than 400 units of affordable housing to an area that has not had it.
- The history of housing in the U.S., including Pasadena, has been one of racial and economic segregation. Segregation by class and race has made us a weak and divided society. We need to structure our city in a way that integrates our population. *See here for data and analysis*.

Many low income households don't own cars and can't afford them.

- *According to the Public Policy Institute of California*, 34% of low-income households do not own a car. In Pasadena, this percentage is likely significantly greater due to the high cost of housing.
- *According to the Bureau of Transportation Statistics,* Low-income households often face severe financial strain from transportation, with costs frequently reaching 30% to 39%—of their budget, often limiting their ability to afford vehicle ownership or maintenance. These high expenses, coupled with housing costs, severely restrict disposable income for other necessities.
- *According to the Bureau of Transportation Statistics*, in 2022, low-income households who owned at least one vehicle spent 38% of their after-tax income on transportation; while households with the same income who did not own or lease a vehicle spent 5% of their after-tax income on transportation

Not only young people, but people of all ages increasingly want to live car-free.

- In 1983, 46.2% of 16-year-olds and 80% of 18-year-olds had driver's licenses. By 2021, only 25% of 16-year-olds and 60% of 18-year-olds were licensed drivers. What's more, only 80% of adults in their 20s had a driver's license in 2020, down 10% from 1997. *See here*.
- 10% of U.S. adults are nondrivers – that is, they say they seldom or never drive a car or other vehicle – according to a new Pew Research Center survey. This includes 6% who say they don't drive at all.
- Almost every age group under 70 years old appears to be driving less. *See here*.
- According to the National Household Travel Survey, younger adults are driving fewer miles than previous generations, and many cite affordability, environmental concerns, and urban living preferences as reasons for choosing alternative transportation options. *See here*.

- Residents without guaranteed off-street parking are much less likely to own a car at all. A study of an affordable housing lottery program in San Francisco showed that in projects that offered at least one space per unit 81% of residents owned a car, while in projects that didn't offer off-street parking only 38% of residents owned cars. (Millard-Ball et al. 2021, page 21)

Dense affordable housing leads to improved quality of life for everyone

- According to the Center for Housing Policy, households in dense urban areas spend up to 31% less on transportation compared to those in less dense, suburban locations. *See here*.
- After examining over 150 major metro areas across the United States and additional internal metro areas, A USC study found that regions making substantial public investments in housing experienced significantly lower rates of unsheltered homelessness. This research confirms public housing as a vital tool in addressing homelessness and ensuring housing security. *See here*.
- Studies show that dense affordable housing neighborhoods experience 20% - 50% lower rates of chronic diseases, attributed to greater walkability and access to healthy food options. See here, here, here, and here.
- Studies show that every $1 invested in affordable housing generates up to $3 in local economic activity, benefiting both residents and the broader community. *See here and here*.
- A study by the National Association of Home Builders (NAHB) found that building 100 affordable rental homes generates approximately $11.7 million in local income, $2.2 million in taxes and other revenue for local governments, and 161 local jobs in the first year alone . *See The Impact of Affordable Housing on Local Economies*.

We need to move toward being a community that makes car-free living possible. Becoming a city that makes car-free living possible improves the quality of life for everyone by

- drastically reducing air pollution
- reducing noise pollution
- creating safer streets
- freeing up space for green areas and community interaction.
- promoting active, healthier lifestyles through walking and cycling

- reducing traffic stress
- fostering a stronger sense of community connection.

Fewer cars means:

- **Improved Public Health:** Reduced traffic-related emissions and noise pollution lead to better respiratory health. Active transport (walking/cycling) increases physical activity, decreasing risks of obesity and cardiovascular diseases.
- **Enhanced Urban Spaces:** Reclaiming road space and parking allows for more parks, trees, and public seating, reducing urban heat islands and improving the aesthetic and environmental quality of the city.
- **Increased Safety & Accessibility:** Fewer cars mean fewer traffic accidents, providing a safer environment for pedestrians and cyclists. This increases mobility for everyone, regardless of age or ability.
- **Stronger Community & Well-being:** Pedestrianized zones create vibrant spaces for social interaction, improving mental well-being and reducing stress.
- **Economic Vibrancy:** Car-free areas often lead to higher foot traffic, boosting local retail sales and supporting small businesses.

Studies show that the areas of cities with high residential density subsidize the areas of the city with low residential density which do not support themselves, even when the high density areas have a lower average household income.

- Research indicates that high-density neighborhoods generate greater tax revenue per acre compared to low-density areas, often offsetting municipal costs for infrastructure and services. *See this video*.
- *A study by Smart Growth America* found that compact urban development can save cities up to 38% in infrastructure costs per housing unit compared to sprawling, low-density development.
- Analysis from the Lincoln Institute of Land Policy shows that high-density urban zones contribute disproportionately to city budgets, even when residents have lower average incomes, due to efficient land use and higher property value per square foot. *See also here*.
- Urban economist Joe Minicozzi's studies demonstrate that downtown and high-density neighborhoods routinely subsidize outlying, low-density districts, especially in terms of public services and maintenance. *See his page here*.

- In cities such as Portland, Oregon (*see here*), and Charlotte, North Carolina (*see here*), fiscal impact studies reveal that tax revenue from high-density areas frequently covers deficits created by low-density, car-dependent neighborhoods.