

McMillan, Acquanette (Netta)

From: hannah belk-ye
Sent: Thursday, April 2, 2026 5:35 PM
To: PublicComment-AutoResponse
Subject: TEFRA Hearings for 1756-1776 EAST COLORADO BLVD, 2155-2193 EAST COLORADO BLVD, and 600 NORTH ROSEMEAD BLVD

Some people who received this message don't often get email from [redacted] [learn why this is important](#)

[i] **CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you **know** the content is safe. Report phish using the Phish Alert Button. For more information about the Phish Alert Button view article "KB0011474" on the DoIT portal.

Dear Mayor and City Council,

My name is Hannah, and I live in District 7 and work for a Pasadena based non-profit.

I am writing in support of approving the affordable housing developments at 1756-1776 EAST COLORADO BLVD, 2155-2193 EAST COLORADO BLVD, and 600 NORTH ROSEMEAD BLVD which will bring a total of 437 affordable housing units to east Pasadena.

We desperately need this affordable housing because we are still experiencing an affordable housing crisis. More than 45% of Pasadena renters are considered cost-burdened, spending over 30% of their income on housing. The city's median home price exceeds \$1 million, making homeownership unattainable for many residents. 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.

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 and helps us to become a strong and united community.

Many of the opponents of these developments are saying that they will bring parking and traffic problems, but most of the people who choose to live in these buildings will likely not own cars. 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). According to the Public Policy Institute of California, only 66% of low income residents own cars. 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

4/6/2026
Item 6

many cite affordability, environmental concerns, and urban living preferences as reasons for choosing alternative transportation options.

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, and fostering a stronger sense of community connection.

Sincerely,
Hannah Belk-Yee
Pasadena Resident (91106)