

Glendale City Council Candidate Questionnaire

June 2026 Municipal Elections

The following questionnaire is intended to help inform the members of the Glendale Association of REALTORS® and the public about candidate perspectives on key issues facing the City of Glendale. The questions reflect voter priorities, findings from the Glendale Smart Growth Poll (2025) (<https://gaor.org/smart-growth-poll-2025/>), current fiscal realities, and ongoing land-use policy discussions in the City. Please answer all questions as completely as possible.

Candidate Information

Candidate Name: [Alek Bartrosouf](#)

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Campaign Phone: [818-359-0108](tel:818-359-0108)

1. Traffic & Road Safety

Glendale voters overwhelmingly cite traffic and road safety as the top issue. What specific, measurable steps will you take in your first 12 months to reduce speeding, improve pedestrian safety, and manage congestion without removing vehicle travel lanes?

Candidate Response:

[I am the only candidate who is an Urban Planner, a Transportation Planner, and has served on the Transportation and Parking Commission \(currently as chair and has served two terms\). I have been a professional transportation planner for over ten years, and I know what it takes to make our streets safer.](#)

[I have a lot of ideas, but I will list a few examples of what we can explore with the community, our traffic engineers, and transportation planners.](#)

[Engineering - We need to design our roadways to reduce common collisions. Every street is different, but options can include introduction of a center turn lane, curb extensions, traffic circles, speed humps, and signal modifications to reduce collisions between left-turning](#)



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vehicles and pedestrians crossing the street. These options are all on the table when redesigning a roadway and should be discussed in community forums.

Education - I support redirecting repeat offenders to mandatory community service, expanding fix-it tickets to discourage illegal modifications to vehicles, and reinforcing rules of the road for drivers, pedestrians, and bicyclists. I 100% support Glendale Police Department's current education campaign about e-motorcycles and modified scooters that are illegal on all roadways and sidewalks. Raising awareness about the dangers of these devices to children is a top priority and will save lives.

Enforcement - I support Glendale's automated speed enforcement program that will launch in a couple months. This program will automatically issue tickets to speeders in 9 locations across Glendale. This automated enforcement is designed to alleviate pressure from GPD to focus on other priorities and other neighborhood nuisances. During my campaign, I have heard many complaints from residents about lack of police presence deep in the neighborhoods and on quieter streets. If police don't need to have a constant presence on Glenoaks to catch drivers going 80 mph, then those officers can increase their presence and effectiveness in other parts of the city where they are also needed.

Glendale ranks the worst in California when it comes to collisions involving elderly pedestrians (of cities in similar size). Our kids don't walk anymore to school and people don't feel safe walking, biking, or taking transit in our city. If we don't make improvements to make our streets safer, and folks consider driving to be the only option to get around town, our city will choke with congestion as the population grows.

2. Balancing Growth Perception vs. Data

Nearly half of voters believe residential development is happening too fast, even though Glendale's 10-year data shows otherwise. How will you balance voter perception with actual production data when evaluating development proposals and RHNA-related obligations?

Candidate Response:

RHNA-related obligations are largely not understood by the general public. My number one priority is to launch a community engagement strategy that expands the public's awareness about hot topics like housing (affordability), traffic safety, and others. If we are able to have a frank discussion about state mandates, SCAG's process for establishing local RHNA allocations, and the city's ability to control local land use/zoning, I think we will make significant progress with voter perception on housing.

I think its also worth noting the progress we have made with community plans, including the Tropico Transit-Oriented Development plan, Downtown Glendale Specific Plan, and the North Glendale Community Plan just to name a few. These plans help inform housing and



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land use policies. Its important for local residents to be more aware of these outreach opportunities and I support more community engagement on this topic.

3. Housing Policy: Perception vs. Evidence

Glendale must plan for more than 13,000 additional housing units under the State's Regional Housing Needs Assessment (RHNA). At the same time, the Smart Growth Poll indicates that many residents believe development is occurring faster than the available data suggests.

When voter perception conflicts with objective housing production data and state housing requirements, which principle should guide your decisions?

- ☐ Development decisions should primarily reflect voter perception and neighborhood sentiment
- ☐ Development decisions should primarily reflect objective housing data and state housing requirements

X - A balance of both

Please explain:

A local elected official should honor both voter sentiment and also adhere to state/local zoning laws. The fundamental responsibility of a councilmember is to do just that. We have seen the consequences of local elected leaders that have pulled the levers too far in either direction. Other cities have been made an example of when trying to challenge the state, including Redondo Beach, Santa Monica, and La Canada. Glendale cannot afford to get into losing lawsuits to challenge state mandates. Glendale City council flirted with this idea in recent months on the Sears project, which prompted a potential legal action against the city from the state and the developer.

I think it takes a collaborative effort with state legislators to craft housing policy that is both context-sensitive while also helping address regional housing needs.

4. Housing Types & Development

In general, which types of housing development do you believe Glendale should prioritize?

- ☐ Large apartment buildings
- ☐ Mid-scale multifamily developments (approximately 8–16 units)
- ☐ Ownership housing such as single-family homes, condominiums, and townhomes

X- A balanced mix depending on location



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Please explain:

Our inventory of condos and townhouses are aging and not being replaced. I think entry-level housing for sale should be emphasized and encouraged in a time when only large apartment buildings are being built. For-sale housing introduces a refreshed inventory for people to buy (and afford) as they look to invest in property and upgrade their housing situation. There is a growing need for “missing middle” housing and that housing type is lacking in Glendale. During the campaign, I have heard many stories from native Glendale residents who are ready to buy a house but buy elsewhere because of inaccessible housing stock in Glendale.

I personally relied on a condo when it was time to take that step into home ownership. I could not afford a single family house at the time, and the option of buying a condo at all was what allowed me to stay and invest in Glendale. As my generation continues to feel squeezed by lack of housing options, I think more condos and townhouses should be part of our housing portfolio.

5. Building Permit Process

Developers, homeowners, and small property owners often cite slow permitting and plan-check timelines as a barrier to housing production and renovation. What specific steps would you support to streamline Glendale’s building permit and plan-check process while maintaining safety and quality standards?

Candidate Response:

I have personally been through permitting hell in recent years after purchasing a home that was neglected for decades and needed major renovations. One of the worst experiences I had was replacing windows for a home that is not in a historic district. Unfortunately the case manager went on vacation just as I was getting close to receiving my permit after a minor modification had to be made. Time was not on my side when contending with a rainstorm that caused severe leaks and damages in my home.

I support increased permitting staff to expedite permit issuance, especially for households in wildfire risk zones and for small businesses. I think we can look at express permitting for more permit types, a version of prefab or preapproved ADU types, and a streamlined process for replacing like-for-like materials. I am open to any and all suggestions to address this problem. I hope our new Planning Director can bring fresh perspectives and ideas to work toward this goal of a better permitting structure for Glendale.



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6. Bike Lane Policy

Do you support or oppose removing vehicle lanes to create bike-only lanes in Glendale? If you support lane reductions, what evidence do you have that voters agree? If you oppose lane reductions, what alternative mobility or safety improvements do you propose?

Candidate Response:

I do not support lane removal for the sole purpose of adding a bicycle lane. As a transportation planner, we often look for opportunities to make a street safer for all users, including drivers, pedestrians and also bicyclists too. A good example of this includes San Fernando Road, where landscaped medians and bicycle lanes were added without any lane loss. I think the addition of a bicycle lane is tangential to any lane reconfiguration project like the one we see now on La Crescenta Avenue. The number one primary benefit to that project is the new addition of a center turn lane, which significantly reduces collisions based on FHWA and California studies. The introduction of a center turn lane reduces rear-end collisions, broadside collisions, and sideswipe collisions, while also reducing speeding and providing a safe refuge for drivers to get in and out of driveways/side streets.

I think ANY lane reduction or reconfiguration should be very carefully studied and also be context-sensitive. We all learned the N. Brand demonstration was a failure and I very actively and vocally encouraged staff/council to make adjustments as soon as it was installed to relieve concerns about congestion and safety. Unfortunately that didn't occur.

I support the city's newly adopted roadway design guidelines that speaks to this issue at length and sets parameters for when lane reconfigurations may be appropriate. Again, it really depends street by street, its context, its configuration, and its possible widths for improvements along that corridor.

7. Publicly Owned Parking Lots

Do you support or oppose developing publicly owned parking lots—such as in Montrose or around the Civic Center—into mixed-use housing? If you support the idea, how will you address parking displacement and protect small businesses?

Candidate Response:

I do not support any changes to the Montrose parking lot without input from the merchants and property owners that rely on those parking lots for their livelihoods. I think we should have a frank discussion about what it would take to bring that parking lot into a state of good repair, upgraded to be ADA compliant, and serve the needs of the shopping park and its patrons. My dad was a small business owner for decades and access to parking was critical for his business' survival.



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8. Bus Rapid Transit (BRT)

Do you support or oppose the creation of dedicated Bus Rapid Transit lanes on streets such as Glenoaks, Central, and Broadway? If implemented, what performance metrics or contingency plans should the City establish if BRT results in significant traffic congestion or reduced access to local businesses?

Candidate Response:

The voters of Glendale overwhelmingly supported both Metro Measure R and Measure M. They both promised public transportation investments in the county, one specifically calling for the BRT project through Glendale. Here are the Glendale-specific results for those measures:

2008 Measure R - 65% of Glendale voters approved

2016 Measure M - 69% of Glendale voters approved

I think it would be irresponsible to reject the one and only public transportation infrastructure project that Glendale is getting and ask Metro to spend those Glendale taxpayer dollars somewhere else. Not only does it pose a financial/moral issue of rejecting improvements we taxed ourselves for, but it also poses a challenge of inhibiting the use of public transportation while also increasing our population.

In my view, we have slowly created a congestion problem by only providing driving as a convenient option for all residents to get around in Glendale. If even a fraction of residents walk, bike, or take transit, we will make significant improvement with traffic that frees up parking spots and freeways for people who do drive and rely on that parking space at the end of their trip.

Having said that, I think the BRT should be closely monitored for performance. I support intercept surveys to assess transit rider experience, and also surveying the community immediately adjacent to the BRT route to best understand the project's limitations and how it can be improved. I would like to see assurances from Metro that adjustments can be made post-implementation and we continue to work as partners to ensure the BRT project is efficient and meets the stated goals of Glendale and Metro.

9. Electrification Policy

What is your position on building electrification policies that restrict or phase out natural gas appliances in new construction or building upgrades? How would you balance climate goals with housing affordability and renovation costs for homeowners and small property owners?

Candidate Response:



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I support incentives in place to reduce fossil fuel consumption. I think the Council's recent decision to encourage electrification by adopting generous financial incentives to switch to heat pump systems is a good strategy. This helps with reduction in fossil fuels while also not discouraging renovations and remodels. We need to make these types of transitions easy for homeowners, not difficult.

10. Rent Registry

Do you support or oppose a mandatory rent registry in Glendale? If you support it, what specific data should be collected and how should sensitive information be protected? If you oppose it, what alternative data sources should the City rely upon for rental market analysis?

Candidate Response:

I don't really have an opinion on this issue right now. I know there is a growing interest in understanding the status of rental properties in Glendale, vacancy rates, and relevant data points that may be helpful in shaping policy. As I learn more about housing policy I hope to learn GAOR's thoughts on this issue.

11. Glendale's Budget Deficit

According to City financial projections, Glendale faces an ongoing structural budget deficit of roughly \$20 million per year over the next several years. What are the three most specific actions you would take in your first year on the City Council to address this structural imbalance?

Candidate Response:

Every option to raise revenue, and every option to cut costs, should be on the table.

The first thing I would like to see happen is that we adopt what I have seen in other agencies called "Participatory Budgeting". This comes in many forms and it can be tailored for Glendale, but in my view we should do a much better job of helping stakeholders understand the budget process and be more involved in suggesting where investments should be made and how. Currently, our budget sessions are during the day when no one is paying attention, leaving enormous budgetary issues up to five council members with little input from the community. Given the structural deficit, I would insist this be incorporated in our process for the next fiscal year.

While I support the city's efforts to find savings in each and every department, I do not think we will be able to balance our budget on cuts alone. We need to explore options for generating revenue. I don't have specific proposals in mind that I officially support, but I have heard about creative options like more billboards, transferring air rights for development, leasing office spaces, selling unused land and asking voters their thoughts on



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a sales tax increase. I think all options should be looked at, assessed, and brought forward for community input to help balance our budget.

12. Revenue Measures

To address Glendale's projected structural budget deficit, some have proposed placing various revenue measures before voters.

Would you support placing any of the following measures on the ballot?

Measure	Yes	No	
Parcel tax	☐	☐	I need more info
Real estate transfer tax	☐	☐	I need more info
Sales tax increase	X	☐	
Vacancy tax on residential or commercial property	☐	☐	I need more info

Please explain your reasoning:

As I mentioned in my previous response, I think all options should be carefully considered. Balancing a budget during a structural deficit requires us to look at all options, particularly if our rainy day fund is low and options are limited. I would need to know more about the various options above to take an official position on these options.

However I do understand the time-sensitive sales tax option. Given that the county is proceeding with a similar increase that would divert local dollars for county purposes, we may want to ask voters in Glendale to increase the sales tax but keep it locally. This ensures local control over how those additional revenues are spent.

13. Cost-Cutting Strategy

If your plan relies primarily on cost reductions, which specific services, positions, or budget categories would you reduce or restructure? How much savings do you estimate your proposal would generate?

Candidate Response:

I support asking all departments to increase efficiency and reduce costs without compromising excellent customer services and programs that our stakeholders rely on. I would not support a reduction in services or programs without extensive outreach by way of a participatory budgeting process that outlines those impacts. Those proposed cuts should be made public and should clarify associated savings or impacts depending on the proposed change.



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14. Council District Elections

Do you support or oppose transitioning Glendale from at-large elections to district-based Council elections? Why? If you support districts, how many should Glendale have and what criteria should guide the map? If you oppose districts, how would you address the City's CVRA exposure and potential litigation costs?

Candidate Response:

I have struggled with this question for many years. I think there are legitimate pros and cons for districting and an at-large system. If ultimately the voters decide on districting or not, I think we can move forward on a ballot initiative to settle the issue once and for all. Because both the GUSD and GCC systems are districted, we have local examples of that structure type working. It also reduces the barrier of entry for candidates and diversifies the socioeconomic and geographic representation of elected officials. As a first time candidate running in an at-large city race, I see the challenges as a candidate as well with securing the necessary funding needed to reach all 100,000 registered voters.

Ultimately I support what voters will decide. If this means we should ask them directly on the ballot to settle the case, I say let's move forward with it and hear what residents have to say.

Regarding composition and map structure, I don't have a direct answer right now. Generally speaking, I would support a map structure that is intuitive geographically, and perhaps given the size of our city we may want to expand to potentially 7 members but I do not have a strong opinion about that right now.

15. Campaign Information

Please provide a brief update on your campaign.

Total funds raised to date: \$120,000

Campaign fundraising goal: \$200,000

Approximate campaign budget: \$200,000

Key endorsements received (if any):

Elected Officials

Fmr. Glendale Mayor - Frank Quintero

Glendale Councilmember Dan Brotman

Glendale Community College Board of Trustees - Desiree Rabinov

Glendale Unified School Board President - Ingrid Gunnell

Glendale Unified School Board Member - Telly Tse



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Glendale Unified School Board Member - Neda Farid

Fmr. Glendale Unified School District Board President - Nayiri Nahabedian

CA Assemblymember (former) Mike Gatto

Burbank Mayor Tamala Takahashi

Burbank Councilmember Konstantine Anthony

Organizations

Crescenta Valley High School Democrats

Los Angeles County Democratic Party

East Area Progressive Democrats

Los Angeles League of Conservation Voters

Unions

Glendale Teachers Association

LA County Federation of Labor

LA/OC Building and Construction Trades Council

Engineers and Architects Association (IBEW Local 11 Affiliate) Union

Operating Engineers #12

Painters District Council #36

UA Local 761 Plumbers and Fitters



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