

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

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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:

First of all, let me say how pleased I am that the Association does not support removing vehicle traffic lanes to deal with road safety. I am amazed on a daily basis that this is even a controversial issue.

I believe that several things have to happen to make our streets safer. First, the issue has to be given the sense of urgency it deserves. Unsafe streets and reckless driving are among the most pressing concerns raised by Glendale residents, yet the City's response has fallen short of the urgency the community expects. (I have gone to almost every council meeting for the past year, and I've never even seen this on the agenda, even though the city-wide survey last year put it as the #1 serious concern of Glendale residents.) Urgent problems demand immediate solutions and real progress on road safety demands more than intermittent



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traffic crackdowns—it requires a sustained, citywide commitment and a PLAN built on the proven “Three E’s” of traffic safety: Enforcement, Education, and Engineering.

Although Glendale cannot set state traffic fine amounts or independently decide when vehicles are impounded, we still have significant authority to improve safety through local action. I support a comprehensive, multi-faceted street-safety initiative that can be implemented in one year: greater traffic police presence in high-risk and speeding corridors, revolving speed traps, cameras (which are on the way), greater “discretion” in writing citations, public education campaigns to change the messaging that speeding is “cool,” in the same way that smoking campaigns VERY successfully created a negative “stigma” around cigarettes and vaping, and bringing back hands-on driver’s education in high schools through private funding and grants since these programs are no longer funded by the state.

I also support a pedestrian public safety campaign using the lessons I learned navigating the crazy streets of New York City. People have to learn to walk the streets so they can protect themselves. I also thought that it would be a wonderful idea to create a mini racetrack in Glendale so that the pent-up aggression so many drivers seem to have could be burned off while making Glendale money.

We can also adopt local ordinances that carry administrative penalties—such as restrictions on excessive vehicle noise, cruising, or illegal car gatherings—which would let us impose our own fines and consequences separate from state traffic tickets.

Long term, we can implement engineering safety measures such as road speed humps, curb extensions, roundabouts, improved crosswalks, and more and better street lamps. Together, these strategies would allow us to meaningfully address reckless driving and unsafe streets within our existing legal authority.

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:

The premise of the question assumes that the state production data tells the full story—but it doesn’t. State housing targets and 10-year production numbers are based on broad formulas and projections that don’t necessarily reflect Glendale’s actual population trends, needs, or neighborhood conditions.



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If the Association study showed that half the respondents were expressing concern that development is happening too fast, that isn't something to dismiss—it reflects real, lived experiences related to density, traffic, infrastructure strain, and neighborhood character.

So this isn't actually a matter of balancing perception versus data. It's about recognizing that the data itself has limitations, and that community experience is a critical form of evidence.

When evaluating development proposals and RHNA obligations, I would not treat state-mandated numbers as infallible. Instead, I would weigh them alongside on-the-ground impacts and community feedback. If there is a disconnect, that's a signal to reassess how those targets are being applied locally, not to ignore what residents are saying.

Responsible planning means aligning policy with reality as people actually experience it, not just as it appears in a spreadsheet. I say this with all due respect and having put a lot of thought into this matter.

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:

While state housing requirements and RHNA targets provide an important framework for planning, they're based on projections and assumptions that may not fully capture local conditions in real time. For that reason, I do not view the data as perfectly objective or infallible, as I said above.

At the same time, cities are legally required to comply with state housing mandates, which limits the extent to which local decision-making can diverge from those requirements. In practice, this means development decisions cannot rely solely on either data or public perception.



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I know that the “right” answer is that there should be a balanced approach. Objective housing data and state requirements should guide overall planning obligations, while neighborhood sentiment and local input should play a meaningful role in shaping how development is implemented. Strengthening that local voice, especially around project design, scale, and infrastructure impacts, can help ensure that required housing is delivered in a way that is both responsive and acceptable for the community.

On a personal note, I would prefer a system with much greater local control in shaping development outcomes. In my view, many neighborhoods, including lower-density multifamily areas like my own, might be more open to new housing if it clearly respected neighborhood character and incorporated resident input. A more locally responsive approach could help build broader community support for development, rather than relying on a one-size-fits-all framework. For that reason, I strongly value the role of neighborhoods and residents in helping guide what their communities should look like, even within the constraints of state requirements. But I think that anyone who has heard me speak at council knows that.

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

Please explain:

I support a balanced mix of housing depending on location; however, I do not support further large apartment developments, particularly in already dense areas like downtown Glendale.

Based on my own observations living downtown and the research of others, some of these newer large apartment buildings appear to have higher vacancy rates than commonly assumed, with units being used for short-term rentals or corporate housing rather than long-term residency. This suggests that continued large-scale development is not effectively addressing local housing needs.

Additionally, large apartment projects tend to favor well-capitalized, corporate developers, because the cost of building large-scale developments is so high that smaller, local “mom-and-pop” builders are effectively excluded. Because these projects are so expensive to



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construct, developers must charge higher rents in order to recoup their costs, which results in most new units being offered at market rate. In many cases, these developments provide only a small percentage of “affordable” units (often around 15%, if any), which limits their impact on overall housing affordability. As a result, this type of development has not reduced housing costs and may be contributing to the opposite effect.

Instead, Glendale should prioritize:

- Mid-scale multifamily housing (8–16 units) that is more feasible for smaller developers
- Neighborhood-sensitive development outside already saturated downtown areas
- Ownership opportunities such as condominiums and townhomes, particularly in areas where land costs are lower

Encouraging home ownership is also important, but current legal and regulatory barriers—such as liability risks associated with condominium development—should be reviewed to make these projects more viable.

Overall, housing policy should focus on diversity of housing types, local ownership opportunities, and realistic affordability outcomes, rather than continued concentration of large, high-cost developments in already dense areas.

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’ll be honest, I’m the last person someone would call an expert on the details of Glendale’s permitting process. But I do hear from homeowners and small property owners that it can be extremely slow, confusing, and unpredictable, and that creates real barriers to building or even making basic improvements.

So, from my perspective, the goal should be pretty straightforward: make the process faster, easier to navigate and more predictable, without cutting corners on safety.

A few common-sense things I would want to look at would be:

First, just having clearer timelines. People shouldn’t be left guessing how long something will take or where their application stands.



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Second, better online systems. In 2026, it shouldn't be hard to submit plans, track progress, or communicate with the city.

Third, seeing if departments can review things at the same time instead of one after another, which seems like an obvious way to save time.

Fourth, making it easier for simpler, routine projects, like small remodels or ADUs, so they're not treated the same as large, complex developments.

And finally, I'd want to understand whether delays are a staffing issue, a process issue, or both, and fix that accordingly.

I think most people aren't asking for less oversight. They just want a system that's clear, efficient, FAST, and fair. That's the balance I would focus on.

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 STRONGLY oppose removing vehicle lanes to create dedicated bike lanes in Glendale.

First, this entire proposal is unnecessary. Bicyclists have safely navigated Glendale for decades without the need to eliminate vehicle lanes. They already have viable alternatives, particularly quieter side streets, parks and trails, which are safer and more appropriate for recreational cycling. Unlike drivers, bicyclists are not confined to major arterial roads and can choose lower-traffic routes.

Second, the cost-benefit analysis does not justify this policy. One percent of Glendale residents regularly ride bicycles, overwhelmingly for recreational rather than utilitarian use, while 80% rely on cars for daily needs such as commuting to work, attending medical appointments, and transporting children to daycare or school. Spending millions of dollars and reducing roadway capacity to serve such a limited use case is not something I could ever justify.

Third, lane reductions raise serious safety concerns. Removing a traffic lane can increase congestion, which in turn affects not only everyday commuters but also emergency response times. Ambulances, fire trucks, and other first responders depend on available road capacity to reach people in critical situations. A bicyclist can choose an alternate route; an ambulance transporting a patient cannot. Policies that risk delaying emergency services should not even be entertained.



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Glendale should focus on improving safety and efficiency for all residents without reducing critical infrastructure that the vast majority depend on.

Instead of removing lanes, the city should pursue alternative solutions such as:

- Enhancing safety on existing roads through better signage, visibility, and enforcement
- Expanding bike access on low-traffic side streets or parks
- Improving traffic signal timing and flow to reduce congestion
- Investing in road maintenance and intersection safety upgrades

These approaches can improve safety for both drivers and bicyclists without compromising roadway capacity or emergency response.

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 strongly oppose the proposal to convert publicly owned parking lots—whether in Montrose, around the Civic Center, or elsewhere—into mixed-use housing.

The premise that these lots are “surplus” (which is the pre-condition to their sale or lease for housing) is fundamentally flawed. These parking areas are essential infrastructure that support local businesses, community institutions, and daily life. In Montrose, for example, small businesses depend on nearby public parking to remain viable. Removing that access risks reducing foot traffic and directly harming the very businesses the city claims to support.

The same is true for civic and community spaces. The Civic Auditorium relies on its adjacent parking to accommodate attendees. Without it, events become less accessible, attendance drops, and the venue itself is undermined.

Even more concerning is the inclusion of the parking lot used by St. Gregory’s Armenian Church. Labeling this as “surplus” ignores its critical role in enabling the free exercise of religion. Suggesting that it should be repurposed because it is not in constant daily use (according to an email of one sitting councilmember) is deeply misguided and seriously disrespectful. Religious services, holidays, and community gatherings require reliable parking, and removing that access would place an unfair burden on congregants.



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Downtown, the situation is no different. If the city is serious about being pro-business, it cannot simultaneously eliminate parking that customers rely on. This contradiction reveals a deeper issue: this policy appears less about addressing housing needs and more about generating revenue through redevelopment. (In fact, the same councilmember who remarked about the part-time parking needs of the church also admitted to this.)

In short, these parking lots are not excess land, they are vital assets. Converting them into housing would damage small businesses, restrict community access, and disrupt longstanding institutions. I cannot support a policy that undermines the economic and social fabric of our city.

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:

I do not support dedicated bus lanes on the BRT as that will trigger SB79, which will essentially eliminate single-family neighborhoods. The city of Glendale has plenty of land south of downtown and in commercial areas that can be used and repurposed for development. There is a serious lack of creative thinking when it comes to the city council as far as where and how they should be incentivizing development.

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:

I do not support policies that force builders or property owners to install specific types of appliances. Decisions about what to build and how to build should be left to those investing in and living in these properties—not dictated by government mandates.

I also do not support imposing climate-driven policies that increase costs for residents. Our priority should be protecting the health, well-being, and financial stability of all residents. That includes making sure people can afford to own, rent, and maintain their homes without being burdened by costly requirements.



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Right now, too many policies are driven by ideology rather than practicality. The city's focus should be on the immediate needs of its people - public safety, housing affordability, and economic stability - not an aggressive pursuit of climate targets at any cost.

The push for "net zero" has, in many cases, translated into real financial strain for working families and small property owners. Policies should not leave people with zero flexibility and zero savings.

I am committed to putting people first—before politics, before ideology, and before costly mandates. You will not find a candidate more focused on protecting residents and their financial well-being than I am.

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 WAS a huge advocate of a rental registry, and wanted to use the revenue for rental assistance, but many discussions with two VERY SMART small landlords has made it so that I am currently on the fence and no longer see it as a source of anything except information. Regarding a mandatory rental registry, I am open to supporting one only if it is narrowly designed and does not create unnecessary burdens on housing providers.

In principle, I support the idea of a rental registry for one primary reason: to establish an accurate, real-world vacancy rate. If the state of California is setting housing mandates for cities like Glendale, those mandates should be based on reliable data. Without a true understanding of how many units are actually vacant, we risk making major planning and infrastructure decisions based on projections that may not reflect reality. A well-designed registry could provide that clarity.

However, I would only support a registry if it is limited in scope and focused strictly on essential data. At most, the city should collect whether a unit is occupied or vacant, how long it has been vacant, and possibly general information about tenancy duration. I do not believe it is necessary to collect exact rent amounts—if anything, rent could be reported in broad ranges rather than precise figures. No personally identifiable tenant information should ever be collected.

Privacy and data protection are critical. Any data gathered should be anonymized and only released in aggregate form, such as citywide or neighborhood-level statistics. It should not



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be possible for tenants, landlords, or third parties to identify what any individual renter is paying or whether a specific unit is vacant.

My biggest concern is the potential burden on small landlords. Even if a registry starts as low-cost or free, fees often increase over time. I have spoken with small housing providers who are genuinely concerned about this, and I believe those concerns are valid. If a registry is implemented, the city should strongly consider exempting small landlords or limiting requirements to larger, corporate-owned properties. Any fees, if imposed, should be minimal, clearly justified, and not used as a general revenue source.

If the city cannot design a registry that is limited, privacy-protective, and low-burden, then I would be hesitant to support it. In that case, the city can rely on alternative data sources such as tenants themselves, who could sign up with the city to provide their own data. (This was actually an idea from one of those very smart small landlords.)

In short, I am open to a rental registry as a tool for better data and better decision-making, but only if it is carefully structured to avoid unintended consequences for housing providers and residents alike.

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:

To address Glendale's projected structural deficit, my first year would focus on restoring fiscal discipline, improving accountability, and prioritizing core city services.

First, I would initiate a top-to-bottom independent audit of city spending and management practices (and I have the people in mind to do it). This would identify inefficiencies, overlapping programs, and areas where leadership or operational changes are needed. Fiscal problems of this scale don't happen overnight—they reflect systemic issues that must be transparently evaluated and corrected.

Second, I would implement a temporary "essential spending only" policy for the first fiscal year. This means prioritizing core services like public safety, infrastructure, and basic city operations, while pausing or deferring nonessential projects. This would give the city a clear baseline of what it truly costs to operate responsibly and help reset spending priorities.

Third, I would place a moratorium on discretionary spending that is not legally required, particularly large-scale initiatives that are not state-mandated. This includes carefully



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reviewing programs related to climate or electrification that are currently mostly driven by council candidates whose goals are political and ideological.

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	☐	☐
Real estate transfer tax	☐	☐
Sales tax increase	☐	☐
Vacancy tax on residential or commercial property	☐	☐

Please explain your reasoning:

NO NEW TAXES.

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:

My approach to cost reduction would focus on efficiency and accountability rather than across-the-board cuts, except for one or two key positions I would like to have replaced. I would of course prioritize protecting essential services such as public safety, emergency response, and core community programs.

I would begin by reviewing administrative overhead and outside consultant contracts, where we spend extravagantly btw, auditing ALL of our spending, looking at duplicative services across departments, find out why we have so many poorly negotiated contracts, and stop our over-reliance on external vendors. I would also freeze or eliminate any and all current council “pet” projects that are personally, politically, or ideologically driven which are not legally required.



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I would be guessing here, because this is not my forte, but I am told that based on typical municipal budgets, a targeted “efficiency” approach could realistically generate savings in the range of 5–10% of discretionary spending, depending on the scale of reforms implemented.

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 strongly oppose transitioning Glendale from at-large elections to district-based council elections.

I believe district elections would make Glendale’s existing political divisions even worse. We already have too much dysfunction, factionalism, and hostility in local government. Districts would encourage council members to think even more narrowly, represent smaller political camps, and fight over turf instead of serving the city as a whole. In every place where I’ve looked, district systems have not reduced conflict. On the contrary, they have often intensified bitterness, bloc politics, and constant battles over boundaries, representation, and power.

I want council members to be accountable to the entire city, not just to one slice of it. Glendale needs leadership that thinks citywide and works for everyone. (They can’t even do that right now, so imagine how much worse it would be with districts.)

That said, I do take the City’s CVRA exposure seriously. Opposing districts does not mean ignoring litigation risk. If Glendale wants to preserve at-large elections, then it should proactively explore every lawful option to improve fairness, representation, and public confidence before a court forces a change. That could include independent legal review, serious public analysis of voting patterns, expanded outreach to underrepresented communities, reforms that increase access and participation, and consideration of alternative election structures that preserve citywide accountability while addressing legitimate concerns about representation.

My position is that Glendale should not see districts as if they are a cure-all. They are not. Far from it. If the city faces CVRA concerns, it should address them thoughtfully, transparently, and with the goal of protecting both fair representation and civic unity. I want solutions that keep councilmembers accountable to the whole city rather than locking Glendale into a district system that could deepen division for years to come. The sad reality is this, even if you create districts, you cannot force voters to vote. And IF you create



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districts and those voters have a BAD choice, you have actually created a system that is less fair, less representative, and less accountable to the people.

15. Campaign Information

Please provide a brief update on your campaign.

Total funds raised to date: _____

Campaign fundraising goal: _____

Approximate campaign budget: _____

Key endorsements received (if any): _____

I will not be sharing this information at this time.

I want to thank you for the opportunity to answer this questionnaire. I really got a chance to clarify my positions, even to myself. As a renter, I am not holding out hope for an endorsement. But I do want you to know that I truly want to do what's best for everyone. And I believe that the best idea wins. It doesn't have to be my idea.

Thank you,

Beth Brooks



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