

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: Dr. Carolyn Kaloostian

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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:

Traffic and road safety are among my top priorities, and in my first 12 months I will focus on practical, measurable improvements that reduce speeding, improve pedestrian visibility, and ease congestion without removing vehicle travel lanes. Data from the Office of Traffic Safety shows Glendale had 593 fatal and injury victims in 2023, including 72 pedestrian victims and 22 adults over age 65—ranking among the worst in this category—and 72 speed-related fatal and injury collisions in 2022, which as a geriatrician I take very seriously. I will direct staff to publish Glendale's top 10 speeding and injury corridors using OTS, local collision, and citation data, with quarterly reporting on 85th percentile speeds, crashes, pedestrian injuries, nighttime incidents, and resident complaints, with a goal of reducing top speeds by 3–5 mph within 12 months. As we implement the AB 645 speed camera pilot, we will conduct pre- and post-installation speed studies on both main corridors and nearby residential streets at 3, 6, and 12 months, paired with neighborhood surveys to track perceived safety, racing, and cut-through traffic, aiming for a 20% reduction in extreme speeding while preventing more than a 5% increase on adjacent streets. We will expand visible traffic enforcement with marked patrols and targeted anti-racing operations in high-risk corridors, with monthly public reporting of deployment, citations, and outcomes, and measure reductions in nighttime crashes. We will also



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prioritize traffic signal retiming on the most congested corridors using existing infrastructure, measuring travel time, stops, and queue lengths, with a goal of reducing peak delay by 10–15% within a year. Finally, we will install dynamic speed feedback signs in school zones and senior corridors, targeting at least a 3 mph reduction in speeds, ensuring a data-driven, accountable approach that improves safety while keeping Glendale moving.

Glendale has already secured roughly \$17 million for electric buses and \$8.7 million for electrification infrastructure, and I would evaluate using a portion of those funds to pilot solar and/or electric, trackless vintage-style trolleys along key commercial corridors like Brand, Central, Pacific, Broadway, Colorado, and San Fernando. These circulators would connect our business districts, reduce short car trips, ease parking demand, and support local commerce—similar programs have shown 20–40% increases in ridership and up to 15–30% retail growth. (American Public Transportation Association). By refurbishing vintage trolley vehicles with modern electric propulsion and ADA-accessible design, we can preserve historic character while reducing costs compared to purchasing new fleets. At the same time, I would prioritize pedestrian safety improvements—high-visibility crosswalks, better signage, and expanded lighting, including solar-powered bollards—since improved lighting can reduce nighttime crashes by about 30%. (Federal Highway Administration). With Glendale’s abundant sunlight, we can pair clean transit with solar-powered infrastructure to improve mobility, reduce collisions, and create safer, more vibrant streets. Glendale currently receives ~285 sunny days a year, enough solar energy to power all ~11,000 city streetlights (NREL; NOAA).

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:

Nearly half of voters feel residential development is happening too quickly, but the data tells a more nuanced story. According to California housing data, Glendale added roughly 3,000 housing units between 2010 and 2020, an increase of about 4–5%, which is slower than many neighboring cities in Los Angeles County (California Department of Housing and Community Development). This gap between perception and reality often stems from how development looks and feels, not simply how much is built. Much of the recent construction has been large, institutional-style concrete block-based buildings designed for efficiency and cost optimization, which can feel imposing when concentrated in visible corridors. In other words, the concern many residents express is often about design quality and neighborhood compatibility rather than growth itself. I believe that perception is an important form of feedback, it signals dissatisfaction with the form and character of development, not necessarily the need for housing. My approach would be to meet RHNA housing obligations while improving design standards, architectural variation, and human-scale development patterns that prioritized quality of life outside the unit, such as courtyard housing, mixed-use integration, underground parking, and street-oriented buildings that



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contribute green-space to the community. High-rise podium-block housing has historically been associated with higher crime and lower resident satisfaction because they reduce natural surveillance and community ownership. Studies of public housing have shown higher crime rates in high-rise buildings compared with low-rise housing. Housing developments redesigned with defensible-space principles such as visible entrances, smaller building clusters, and semi-private courtyards experienced 30–50% reductions in crime after redesign (U.S. Department of Housing and Urban Development, Creating Defensible Space, 1996) By focusing on city beautification, human-focused design, and architectural harmony, we can meet our housing responsibilities while ensuring new development enhances Glendale’s character without overwhelming it.

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

☒ A balance of both

Please explain:

Globally, the most successful housing strategies combine data-driven planning with community-sensitive design. Cities such as Vienna, Copenhagen, and Singapore demonstrate best practices by prioritizing infill development, mixed-use corridors, and redevelopment of blighted or underutilized sites, increasing housing supply while reducing sprawl and preserving neighborhood character. My approach would follow these data-backed strategies by identifying opportunities such as freeway-corridor infill, redevelopment of dilapidated properties, and strategic mixed-use housing along existing commercial and transit corridors. Objective data should guide responsible housing planning, while community input helps shape how and where development occurs. I would use data to develop multiple planning options, giving residents meaningful alternatives to evaluate rather than imposing a single direction. In this way, data informs responsible planning while community feedback refines the outcome, allowing Glendale to meet state housing obligations while improving the design and livability of the city’s-built environment.



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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:

As a suburban oriented mid-size city, Glendale should prioritize human scale and community focused housing that balances density with livability. While large podium block apartment buildings can add units quickly, they often lack meaningful outdoor space and neighborhood integration. A more sustainable model is mid-scale, courtyard oriented urbanism, including rowhouses, townhomes, and smaller multifamily developments organized around shared outdoor public and private interior courtyards. Studies show that “missing middle” housing such as courtyard apartments and rowhouses can achieve densities of about 20 to 40 units per acre while maintaining neighborhood scale (American Planning Association). Access to nearby green space has also been linked to higher physical activity levels and improved mental health outcomes (World Health Organization). Dual courtyard designs, featuring public facing pocket parks and private interior courtyards, provide safe outdoor spaces for walking, strollers, and pets while maintaining neighborhood character. Housing with semi-private shared spaces like courtyards strengthens resident ownership and natural surveillance, contributing to 30–50% crime reductions after defensible-space redesigns (Newman, Creating Defensible Space, U.S. HUD, 1996).

Efficient land use can be achieved through linked rowhouses, underground parking, and alley loaded designs, where alleys function as green pedestrian corridors with landscaping, shade trees, water features, and bike paths, similar to the pedestrian friendly planning seen in master planned towns like Alys Beach, Florida. This style of development also reflects the courtyard traditions seen in many historic Glendale buildings and churches, creating a familiar architectural language while increasing housing supply.

In appropriate commercial corridors, mixed use buildings with neighborhood serving retail on the ground floor, such as markets, pharmacies, and essential services, can further reduce short car trips and support walkable communities. Residents in walkable mixed use neighborhoods take 20 to 40 percent fewer car trips than those in single use areas (U.S. Environmental Protection Agency). This approach allows Glendale to add housing while strengthening neighborhood cohesion, improving public spaces, and reducing traffic impacts.



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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 would focus on implementing data backed global best practices used by high performing cities to streamline permitting while maintaining safety standards. First, Glendale should expand digital permitting and plan review systems that allow applicants to submit, track, and revise plans online. Cities that adopt full digital permitting systems have reduced approval timelines by 30 to 50 percent (International City/County Management Association).

Second, the City should implement parallel plan review, where departments such as planning, fire, utilities, and building review applications simultaneously rather than sequentially. This approach has been shown to significantly shorten approval timelines while maintaining safety compliance (Urban Land Institute best practices).

Third, Glendale can introduce pre-approved building templates for common housing types that align with the city's thematic vision and historical preservation standards, including accessory dwelling units, mixed use dual courtyard designs, and small multifamily projects. Cities that provide pre-approved plans have seen permitting timelines reduced by several months while maintaining full building code compliance (California Department of Housing and Community Development).

Finally, establishing clear permitting timelines and performance metrics for plan check departments can improve accountability and predictability for homeowners and small builders. By combining digital systems, parallel review, standardized plans, and transparent timelines, Glendale can speed up housing production and renovations while maintaining high safety and design standards.

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:

Main streets are often not the safest location for bike lanes because they place the most vulnerable road users next to the largest and heaviest vehicles. Research shows that crash risk for cyclists increases significantly on high-traffic arterial roads, especially where large vehicles such as buses and trucks are present (Federal Highway Administration). Instead of fragmented bike lanes that start and stop along busy streets, Glendale should focus on continuous, separated cycling corridors where riders are protected from traffic. Studies show that protected bike lanes reduce cyclist injury risk by about 50% compared with riding in mixed traffic (British Medical Journal).



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A better approach is to develop continuous bike networks through lower-traffic routes such as paved alleyways and riverside corridors. Cities that implement connected off-street bike paths see significantly higher usage; with an increased ridership by 50–75% (U.S. Department of Transportation). Glendale already has a major opportunity with the Los Angeles River corridor, which can function as a continuous regional bike and pedestrian route separated from traffic. Creating connected alley greenways and riverside paths would provide a safer network for cyclists while preserving vehicle capacity on major streets and improving overall mobility for everyone.

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 support preserving publicly owned parking wherever possible, while increasing the development of underground parking for new developments. Many small businesses rely on convenient parking, and studies show that over 60% of customers in suburban commercial districts arrive by car (International Council of Shopping Centers). Removing large amounts of public parking without adequate replacement can harm local retail activity. New development should incorporate underground or structured parking, which preserves surface space while maintaining access. Research shows that structured or underground parking can free up 30–40% more surface land for productive use such as housing, public space, or retail (Urban Land Institute).

Excessive infill can block sunlight, reduce open space, and create canyon-like streets if not carefully planned. Preserving sightlines, sunlight access, and open public space is a key element of livable cities and are recognized urban planning standards. My approach would prioritize maintaining public parking capacity, encouraging underground parking developments, and ensuring that proposals preserve visibility, comfortable access and neighborhood character, particularly in areas outside major commercial corridors.

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 Bus Rapid Transit as currently proposed, particularly if it reduces roadway capacity or impacts access to our neighborhoods and businesses. Instead, I support alternative transit solutions that fit Glendale’s character—such as a solar-electric, trackless



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trolley circulator connecting our commercial corridors without removing travel lanes or disrupting traffic flow. That said, if BRT is moving forward despite community concerns, I would use every legal and procedural tool available to delay and reassess the project, build coalitions with neighboring cities, and ensure we have strong legal representation to advocate for Glendale's interests.

If implementation ultimately proceeds, my priority is community protection and accountability. Transit stop placement must be done with direct resident and business input, ensuring neighborhoods are informed and supportive. I would also oppose any linkage to broader policies like SB 79 that could alter zoning—especially in single-family residential areas—without local control.

Critically, the city must establish clear performance metrics and contingency plans upfront. These should include: changes in travel time and intersection delay, traffic diversion into residential streets, parking occupancy and turnover near business districts, retail sales trends and foot traffic, emergency response times, and collision rates. If data shows increased congestion, reduced business access, or neighborhood spillover, there must be pre-defined triggers for action—such as signal retiming, lane reconfiguration, stop relocation, parking mitigation strategies, or even partial rollback of segments.

This is about accountability: if a project changes how our city moves, we must measure its real-world impact and be prepared to adjust quickly to protect our residents, businesses, and quality of life.

The corporate modernism of Bus Rapid Transit is a mismatch for Glendale's identity as a suburban-leaning mid-size city that values its historical charm. People have consistently protested the removal of travel lanes, and studies show that over 70 percent of trips in suburban cities like Glendale are still made by car, meaning lane reductions on major corridors can create congestion and access challenges for local businesses (U.S. Department of Transportation). For that reason, I have proposed a Main Street clean transport alternative that provides linear connectivity while reducing traffic and maintaining cultural character.

A railless solar/electric trolley that operates within existing lanes like another vehicles on the street would be an attractive alternative to conventional buses. Transit research shows that trolley and streetcar style systems can increase ridership by about 20 to 40 percent compared with traditional buses, because their design, identity, and beauty encourage higher usage (American Public Transportation Association). These systems have also been shown to increase nearby retail activity by up to 15 to 30 percent and contribute to tourism and city identity (Brookings Institution).

Trolley systems are already used successfully in cities that share Glendale's scale and character, including Charleston, South Carolina; Laguna Beach and Dana Point in California; San Francisco's historic streetcars; and even locally at the Americana at Brand. These systems provide convenient circulation while strengthening a city's visual identity and visitor experience. A modern solar trolley approach would allow Glendale to improve mobility, support local businesses, and maintain the charm that residents value without removing existing traffic lanes



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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 a complete phase out of natural gas, particularly if it increases housing costs or places financial pressure on homeowners and small property owners. Electrification should be pursued in a way that strengthens grid reliability while avoiding excessive costs for homeowners and small property owners. A practical strategy is diversifying the grid through decentralized energy systems, including local microgrids powered by solar, small scale wind, and other distributed sources. Microgrids improve resilience and reduce outage risk, and studies show they can lower electricity costs by 10 to 20 percent while improving grid stability during extreme events (U.S. Department of Energy). In Glendale, solar shading installations in urban heat island areas and bird safe vibration based wind systems in appropriate windy locations could generate clean local energy while easing demand on the central grid.

My proposal for an elevated water retention lake in the Verdugo Mountains would serve multiple purposes. In addition to improving water security and wildfire preparedness, elevated reservoirs can support hydroelectric generation, providing reliable local clean energy. Hydropower already supplies about 16 percent of global electricity and remains one of the most dependable renewable energy sources (International Energy Agency). Projects that combine water storage, energy generation, and recreation can also create economic value through amenities such as waterfront housing, parks, and public open space. By focusing on local clean energy production, microgrids, and multi use infrastructure, electrification can advance climate goals without overwhelming the grid.

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:

If Glendale collects rental data, it should be limited to non-identifying, market-level information that helps the city understand housing conditions and affordability trends without compromising tenant or landlord privacy. For example, the City could collect unit



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type, number of bedrooms, general rent ranges, building age, vacancy rates, and whether units are rent-controlled or market-rate, while excluding names, personal financial information, or other sensitive identifiers.

This type of limited data collection is consistent with best practices used by cities studying rental markets, where aggregated and anonymized housing data is used to analyze supply, affordability, and vacancy trends without exposing private individuals. By focusing only on the data necessary for policy analysis, Glendale can better understand the rental market while protecting privacy and avoiding unnecessary administrative burdens on small property owners.

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:

Glendale is facing a projected structural deficit of roughly \$20 million annually, and addressing it requires discipline, transparency, and modernization—not simply raising taxes. Our city budget has grown significantly over time, from approximately \$800 million to about \$1.3 billion, which suggests that the issue is not a lack of revenue, but how resources are being allocated and managed.

First, I would initiate a comprehensive performance-based budgeting audit, conducting a zero-based review of major departments to evaluate program effectiveness, eliminate redundancies, and ensure every dollar aligns with measurable outcomes and community priorities. This includes benchmarking against peer cities and identifying opportunities for operational efficiencies.

Second, I would implement a multi-year financial sustainability plan, requiring departments to align spending with long-term revenue projections, incorporate cost-containment strategies, and prioritize core services. This would include modernizing procurement, leveraging technology to reduce administrative overhead, and identifying opportunities for shared services and public-private partnerships.

Third, I would focus on strategic revenue optimization without increasing tax burden, including better utilization of city-owned assets, economic development that strengthens our commercial corridors, and targeted fee restructuring where appropriate—ensuring fairness while supporting small businesses.

Also, I will focus on waste to energy strategies that turn wasted resources into revenue for the city. Every city must optimize based on what it has in excess. Glendale has high traffic corridors, water rich mountains, and a sun rich valley, and these assets can be converted into productive infrastructure. Identified through geographic information systems data analysis to maximize return on investment, high traffic zones could incorporate piezoelectric roadway technology, which converts vehicle pressure into electricity and



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captures energy that is otherwise lost on heavily traveled roads. Pilot studies indicate that a single busy lane can generate roughly 44 to 100 megawatt hours of electricity per kilometer annually depending on traffic volume (U.S. Department of Energy research pilots). Glendale also receives about 285 sunny days per year (NOAA), and millions of kilowatt hours of energy are lost through urban heat island conditions. Installing solar shading structures connected to local microgrids can capture this wasted solar energy while reducing municipal electricity costs and strengthening grid resilience. Harvesting the lost solar energy in Glendale's urban heat zones can statistically power all ~11,000 city streetlights, cutting costs, adding revenue and turning wasted heat into usable energy (NREL; NOAA). Another wasted economic resource Glendale has is water from our highlands that is literally money down the drain. Through Geographic Information systems mapping, Glendale should identify the locations before urban pollution occurs to capture mountain runoff through strategic elevated retention lakes. The tributaries of the Verdugo Hills contribute an estimated 2 to 3 billion gallons of water annually to the Los Angeles River system (Heal the Bay). Once this runoff enters the concrete river channel it mixes with toxic pollutants and flows directly into the ocean. This lost water not only harms marine ecosystems but also represents an economic loss. At Southern California wholesale water prices, that volume represents roughly \$9 to \$14 million worth of water each year. Capturing this runoff, selling excess water, and using the remainder for hydroelectric generation could help offset Glendale's structural deficit while improving water security and wildfire preparedness.

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:

I generally believe that a government that cannot generate growth will rely on taxation. My plan focuses on both boosting revenue and reducing costs through data analysis, expert partnerships and multi-benefit infrastructure development. Glendale's annual budget is roughly \$1.3 billion, which is comparable to the budget of a small nation. Glendale already has significant resources, and the priority should be better management and allocation of existing funds rather than creating new taxes for residents and businesses. Before asking voters to approve additional taxes such as parcel taxes, transfer taxes, sales tax increases, or



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vacancy taxes, the City should focus on improving fiscal efficiency, identifying waste, and developing new revenue streams through economic growth and innovation. Strengthening local business activity, expanding the tax base through thoughtful development, and investing in infrastructure that generates long term revenue are more sustainable approaches than increasing the tax burden on residents.

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:

First, I have proposed developing clean utilities for the City through bird safe wind, solar, and hydroelectric systems in appropriate data backed locations. One immediate opportunity is water recovery. The tributaries of the Verdugo Hills alone contribute billions of gallons of water annually to the Los Angeles River system, representing up to \$14 million worth of water each year that is currently lost to pollution (Heal the Bay). Recovering and storing part of this water through elevated retention reservoirs could increase that value while generating both water revenue and small scale hydroelectric power.

Second, implementing solar powered microgrids for municipal, parking, and industrial facilities can reduce city operating costs. Studies show that microgrids and distributed solar systems can reduce electricity costs for public facilities by roughly 10 to 20 percent while improving resilience during outages (U.S. Department of Energy). These savings would directly reduce operating expenses for public works, utilities, and municipal buildings.

Third, I have proposed clean transit circulators such as solar or electric powered trackless vintage style trolleys along major commercial corridors. Transit systems with strong identity and permanence have been shown to increase ridership by 20 to 40 percent and increase nearby retail activity by up to 15 to 30 percent (American Public Transportation Association). Refurbishing vintage style trolleys rather than purchasing entirely new fleets can reduce capital costs while creating an attractive mobility option that supports local businesses and transportation revenue.

By combining clean utility diversification, resource recovery, and efficient infrastructure investment, Glendale can reduce expenses, create new revenue streams, and move toward closing the structural deficit without relying on higher taxes.

As mentioned above, I would initiate a comprehensive performance-based budgeting audit, conducting a zero-based review of major departments to evaluate program effectiveness, eliminate redundancies, and ensure every dollar aligns with measurable outcomes and community priorities. This includes benchmarking against peer cities and identifying opportunities for operational efficiencies.

14. Council District Elections



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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 support the current at large election system because it keeps councilmembers focused on the needs of the entire city rather than fragmenting representation into districts. It also allows residents to reach out to multiple councilmembers, rather than being limited to a single representative. District systems can sometimes amplify income disparities between neighborhoods and create the risk of resource gerrymandering, where investment is distributed unevenly based on district boundaries instead of citywide priorities.

While I support the current system, I believe the mayor should reflect the will of voters. The councilmember who receives the highest number of votes citywide should automatically serve as the first round mayor after the election, ensuring the role reflects the democratic majority.

I understand the seriousness of the CVRA and the real financial exposure cities face, often millions in litigation and settlement costs. I would pursue a proactive legal and demographic analysis with top CVRA counsel to fully assess Glendale's risk, identify any racially polarized voting patterns, and explore legally defensible alternatives before litigation occurs. I would also expand community-based representation and engagement, including neighborhood councils, advisory boards, and structured input processes to ensure that all communities, especially historically underrepresented ones, have a consistent voice in decisionmaking.

15. Campaign Information

Please provide a brief update on your campaign.

Total funds raised to date: ____\$31,810_____

Campaign fundraising goal: ____\$50,000_____

Approximate campaign budget: ____\$17,898_____

Key endorsements received (if any): _____



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