



CLEVELAND PARK
SMART GROWTH

2022 ANC Candidate Questionnaire

Name: **Warren Gorlick, warren4anc3c07@gmail.com** SMD: **3C07**

1) What are the main issues you hope to address as an ANC Commissioner?

Many issues:

Biking – Completion of the PBL on CT Ave. as soon as possible. I am disappointed with the construction timeframes we are hearing from DDOT running into 2025, which is just a recipe for trouble with opponents seeking to derail the project during the lead-up to construction. The project should also run right up to Chevy Chase Circle, rather than ending at Legation Street, as is currently planned. It should also run further south, with at least one of the two sidewalks on the Taft bridge converted to cycling, and then connecting with the new 20th Street bike lane the in Dupont Circle area.

Sidewalks – Sidewalks are a bit of a mess throughout Ward 3. They are not being maintained as they used to be. This is particularly an issue for seniors and the disabled.

Housing – I would like to see better use of space on the commercial strips. The recent removal of the former Comcast store and parking lot for housing is a great example of what should be done elsewhere. Why do we still have an Exxon gas station selling overpriced gas and not even providing basic amenities such as a public bathroom or shoveling its sidewalks right next to a Metro station? This should be condemned for housing. Same with the Sam's Parkn'Shop across the street.

Schools – I am very concerned that the schools are overcrowded. It is not clear how Oyster and John Eaton will accommodate more students in light of the forthcoming Marriott development. Even more abysmal is the situation at the high school level, as Wilson is bursting at the seams. The proposal for 500 seats for Ward 3 students at a former Palisades schools is not nearly sufficient, and will be difficult to access since there is no public transit.

Mass Transit – I would like to see high speed buses running the length of CT and Wisconsin Avenues. This would NOT be modeled on the so-called 14th Street WMATA "Demonstration Project," where there was a failure to properly invest in a high speed bus project. Rather, the model should be 1st and 2nd Avenues in NYC, where high speed buses, specially designed with extra large and wide doors, and where customers purchase their tickets from machines before they enter, and with limited stops and dedicated lanes, whisk local residents up and down the Manhattan corridor much faster than even a taxi could get them to their destinations. These

buses have proved immensely popular and shows that the demand for mass transit exists when sufficient investments are made.

College – While it is obviously beyond the remit of the ANC to address college costs, I hope to be part of the solution. Currently, local schools such as AU and GWU do not pay any property taxes or payments in lieu of taxes, as do similar 4 year colleges in states such as Massachusetts. At a minimum, schools such as AU and GWU should provide substantial tuition discounts (similar to what a public college usually charges), to DC residents.

2) The Cleveland Park and Woodley Park commercial areas on Connecticut Ave are now allowed to be zoned for greater residential density. What will be your priorities and approach to any rezoning requests for the area that come before the ANC?

As noted above, there are many vacant and underutilized sections in our business district that should be devoted to housing. And in both of these business districts, I also see potential that above the one- or two-story businesses, there could be additional housing built above those storefronts. Some of this has already occurred in WP, but only to a limited extent. More residential housing would also support the local businesses, which are not doing well. And a reasonable percentage of any new housing should be designated and set aside for affordable housing.

3) How will you incorporate racial equity in your approach as an ANC Commissioner?

This is a problem, because average income (and rents and housing prices), are high in our community. But affordable housing can assist in this regard, and the example of the Idaho Ave. homeless shelter is an example of what can be done.

Also, one has to look at the bigger picture. As the President pro tem of the DC Bicycle Advisory Council, and Ward 3 representative, I have pushed such issues as the Idaho Stop legislation that CM Cheh sponsored, because it would permit cyclists to cross the street on a red light where safe to do so. Such issues are a racial equity issue, because it is far more likely that local police agencies (including, but not limited to, the MPD), might arrest or otherwise sanction a person of color for crossing the street on a red light, than they would a white person.

4) ANC 3C includes the Woodley Park Historic District, most of the Cleveland Park Historic District and several historic landmarks. How will you approach Historic Preservation applications in your SMD (if applicable) and in ANC 3C generally?

Historic preservation has sometimes been abused. For example, the great renovation and additional housing provided by the new Wisconsin Ave. Giant was delayed for years when a small faction within the CPCA delayed and litigated against the new Giant supermarket on the grounds that the old building was “historic.” We cannot allow that to happen. Similarly,

downtown, the MLK Library would have been a much better renovation if it had been torn down, with a new building from scratch (and, cheaper to build as well), rather than what occurred with the re-building of the old building on the supposition that the former building had been designed by a famous architect. Much better judgement needs to be brought to what buildings truly merit protection. And even where buildings do get protection, that should not prevent, in appropriate cases, building on top of such structures to create more affordable housing.

5) Are you committed to supporting the Connecticut Ave reconfiguration approach known as Concept C? (Yes or No), and what will be your priorities when it comes to the reconfiguration of Connecticut Ave?

Yes – I support Concept C as discussed above, including expanding it from Legation St. to Chevy Chase Circle, and ensuring connecting with other existing or new bike paths. A particular priority is speeding up the construction of the bike lane. DDOT has not explained why it should take until 2025 to build this project. The existing, and seemingly never-ending, road construction project in the CP area currently does not give one much hope that the CT Ave. bike lane will be built in an efficient and expedited manner. The ANC needs to oversee this much more than what currently appears to be the case.

6) What else do you want neighbors to know about you and why you are running to represent them?

Please see my answers to #1 above. That provides an indication of my views on various issues. I also believe that my years of service as an officer for the Woodley Park Community Association, President Pro Tem of the DC Bicycle Advisory Council, and work as a member of the ANC3C Transportation Committee where I helped draft ANC resolutions, provides a broad base of experience and knowledge that will be useful to the ANC.

About Cleveland Park Smart Growth

CP Smart Growth is a community of over 500 Cleveland Park-area residents who share an interest in promoting and discussing urbanist issues. Our mission is to advance smart growth policies in Cleveland Park to ensure an economically vibrant, environmentally sustainable, and socially inclusive neighborhood. We do this through education, organizing, and advocacy.

Learn more at cpsmartgrowth.com