Q1
Contact information

<table>
<thead>
<tr>
<th>Name</th>
<th>Jim Malec</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email</td>
<td><a href="mailto:malecforanc@gmail.com">malecforanc@gmail.com</a></td>
</tr>
<tr>
<td>Campaign-related social media accounts</td>
<td><a href="https://x.com/JimMalec">https://x.com/JimMalec</a></td>
</tr>
<tr>
<td>Fundraising link, if applicable (if not, please write &quot;N/A&quot;)</td>
<td><a href="https://secure.actblue.com/donate/jim-malec">https://secure.actblue.com/donate/jim-malec</a></td>
</tr>
</tbody>
</table>

Q2
Select the Advisory Neighborhood Commission in which you are running:

| 2A         |

Q3
Select the SMD in which you are running:

| 08         |

Q4
Please upload a headshot that GGWash has your permission to use in its materials related to the 2024 election and endorsements process in the District, which may include publication on our website, in emails, on social media, or in other formats.

K3LSrJsE_400x400.png (267.4KB)
Q5
Where in your Advisory Neighborhood Commission, not just your SMD, do you think density should be increased to accommodate the construction of new housing? If you do not think density should be increased in your ANC, please write, "I do not think density should be increased in my ANC."

As a general principal, I would support increasing density throughout ANC 2A with few exceptions. Specifically, there may be opportunities to increase density along Pennsylvania Avenue, and in my first term on the Commission, I supported the proposal to demolish the old Salvation Army building at 2626 Penn NW and replace it with 31 new housing units. I think projects of that nature are a good idea and should be pursued in cases where the existing property is either not utilized or significantly underutilized. At the same time, we are already a relatively dense community, so there are two specific opportunities that I think are most worth highlighting. First, I strongly support the conversion of office space into housing, even in mixed-use scenarios. And second, I’m in favor of completely reimagining how space is used in the western part of the neighborhood (including the areas around the Watergate and the waterfront), including the elimination or reconfiguration of the area’s absurdly complicated and inefficient highway system.

Q6
I consider affordable housing to be (check all that, in your opinion, apply):

- Means-tested or income-restricted,
- Built by the government,
- Subsidized,
- Rent-controlled,
- Costing no more than 30 percent of one’s household income

Q7
I consider market-rate housing to be (check all that, in your opinion, apply):

- Costing more than 30 percent of one’s household income

Q8
The District’s inclusionary zoning law “requires that eight to 10 percent of the residential floor area be set-aside for affordable units in most new residential development projects of 10 or more units.” The cost of doing so is paid by a project’s developer, and IZ units are income-restricted. Because the number of IZ units is tied to floor-area ratio, the larger a building is, the more IZ units will be built. Conversely, if the initial density proposed by a developer is reduced during the approvals process, rather than maintained or increased, fewer IZ units will be built. ANC commissioners are likely to hear from some constituents concerned by a project’s potential impact—real or assumed—on traffic, parking, views, and property values and rents, and whether it fits the character of the neighborhood. While it is not a guarantee that a development proposal including IZ units will come before your ANC, if one does, what would you do, given the likelihood of at least some pushback?
Q9
Planned unit developments are projects in which developers are able to exceed the height and density allowed by the District’s zoning code up to the density allowed by its Future Land Use Map (typically a modest increase in scale) in exchange for a community benefits agreement. While it is not a guarantee that a PUD will be proposed in your ANC, if one is, the commission is likely to be the party negotiating that community benefits agreement with a developer. The following are examples of benefits that an ANC might push for in such an agreement. Please rank them in the order in which you would prioritize them.

More income-restricted, subsidized units than are required by District law 1
Income-restricted, subsidized units restricted to lower income levels than initially proposed by the developer 3
Income-restricted, subsidized units with more than one bedroom 2
Parks, landscaping, and/or public art 4
A Capital Bikeshare station 6
Improvements or repairs to, or replacement of, streets and sidewalks 5
Direct cash payments to local organizations, such as civic associations and ANCs 8
Direct cash payments to local schools and youth programs 7

Q10
Check any of the below combinations of features that you would consider social housing.

District-owned housing on District-owned land, built by a District agency and managed by a District agency

District-owned housing on District-owned land, built by a District agency and managed by a private property-management company

District-owned housing on District-owned land, built by a private construction company and managed by a District agency

District-owned housing on District-owned land, built by a private construction company and managed by a private property-management company

Q11
Should apartments be legal to build District-wide?

Yes

Q12
Which statement do you agree with most?

New housing should be built both along major corridors and throughout existing residential neighborhoods, in buildings of all sizes.
<table>
<thead>
<tr>
<th>Q13</th>
<th>Historic districts are problematic, and we have too many of them.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q14</td>
<td>Creating opportunities for new housing in my commission's area</td>
</tr>
<tr>
<td>Q15</td>
<td>Too few bars and restaurants</td>
</tr>
<tr>
<td>Q16</td>
<td>Too many cars</td>
</tr>
<tr>
<td>Q17</td>
<td>Yes</td>
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The Sustainable D.C. 2.0 plan includes a target of reducing commuter trips made by car to 25 percent. Do you agree that incentivizing residents and visitors to drive less should be an explicit policy goal of the District?
Incentives for people to drive less and nudges to make them drive safely can prevent drivers from killing other people, but research shows such “carrots” won't be enough to curb the public health crisis of increasing traffic fatalities. Keeping people alive and safe on District roads requires policies that actively reshape our transportation systems and built environment to decrease single-occupancy vehicle trips, and to slow down drivers when they do make those trips. Please rank the following policies in the order that you would like to see the District government pursue them.

<table>
<thead>
<tr>
<th>Policy</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implementing a road-pricing program</td>
<td>10</td>
</tr>
<tr>
<td>Increasing the cost to own a car in the District, including RPP and parking registration</td>
<td>11</td>
</tr>
<tr>
<td>Removing minimum parking requirements in new developments near transit</td>
<td>2</td>
</tr>
<tr>
<td>Implementing road diets on arterial streets</td>
<td>3</td>
</tr>
<tr>
<td>Making some streets, especially residential streets, car-free</td>
<td>1</td>
</tr>
<tr>
<td>Regional reciprocity for automated traffic enforcement</td>
<td>4</td>
</tr>
<tr>
<td>Building more housing and affordable housing in the District proximate to transit and job centers</td>
<td>5</td>
</tr>
<tr>
<td>Regularly removing travel lanes for bus lanes</td>
<td>6</td>
</tr>
<tr>
<td>Regularly removing parking lanes for bus lanes</td>
<td>8</td>
</tr>
<tr>
<td>Regularly removing travel lanes for bike lanes</td>
<td>7</td>
</tr>
<tr>
<td>Regularly removing parking lanes for bike lanes</td>
<td>9</td>
</tr>
</tbody>
</table>
Q19

The above question asks about systemic policies to reduce trips by car that the District’s executive and legislative branches would need to initiate. As a commissioner, your powers are only advisory, but the intensely local nature of the role means that you can direct your attention to shepherding improvements to the built environment in your neighborhood that, while smaller in scale than changing District law or instituting a new citywide program, are no less important to making all road users safer. Please rank the following initiatives in the order you would be most enthusiastic about your ANC considering a resolution concerning them.

The installation of more automated traffic enforcement cameras to ticket drivers for speeding or running red lights and stop signs  
2

The removal of parking spaces as a part of a project to widen sidewalks  
6

The removal of parking spaces as part of a project to build a protected bike lane  
7

The removal of parking spaces as part of a project to build a bus-priority lane  
8

The removal of parking spaces near crosswalks to increase the visibility of pedestrians to drivers, referred to as “daylighting”  
5

The removal of residential parking spaces to enable short-term parking for delivery drivers  
9

The installation of speed bumps to slow down drivers  
3

The installation of raised crosswalks with high-visibility signage to alert drivers to pedestrians  
4

The temporary or permanent closure of certain streets to single-occupancy vehicles to create zones for pedestrians  
1

Q20

On-street parking occurs in public space. This means that an on-street parking spot does not belong to a specific individual, and people park in different places at different times. What do you consider a reasonable rule of thumb for deciding if a neighborhood has enough street parking?

A resident is able to find an available public street parking space within one to two blocks in any direction of their residence (about a two- to four-minute walk), most of the time

Q21

The District’s goal to be carbon-free by 2050 requires most of the reduction of its transportation emissions to come from residents turning existing single-occupancy vehicle trips into transit, walking, and biking trips. Please describe at least one trip you currently take by car (even if you, yourself, are not driving) that you can commit to taking on foot, by bus, by train, via a mobility device, or by bike instead.

I do not regularly travel by car. Instead, I walk, bike or use my own upright electric scooter (it’s a Ninebot E4). One of the reasons I love living in the heart of the city is so that I don’t have to deal with driving on a regular basis.
Q22

What do you feel is the biggest issue in your neighborhood, and what is your position on it? And, given the limited scope of commissioners’ and commissions’ authority, what would you, most realistically, do about that issue if you are elected?

I feel the biggest issue in my neighborhood is, and my position on it is:

If elected, I would:

The planned opening of the Aston bridge housing facility at 1129 New Hampshire Ave NW.

I am committed to ensuring this important, necessary housing program is successfully and harmoniously integrated into the community. I’ve been an outspoken advocate for the project since it was announced, imploring my colleagues and neighbors to consider what is morally and ethically right (which, in this case, is prioritizing the needs of those in our community who are most vulnerable). I believe this is an opportunity to show the entire city that any neighborhood, regardless of its demographics or socio-economic profile, can play an active role in ending homelessness. If re-elected, I’ll continue working to ensure the project helps as many people as possible and becomes a source of pride for our community.

Q23

ANC commissioners represent about 2,000 constituents and, when sworn in, commit to upholding the District of Columbia's interests, not solely your commission's or single-member district's. With the understanding that you are not going hear from every single one of your constituents during your term, and that commissioners are sworn to act in the interest of the entire District, describe how you might make decisions as an elected representative.

There are some constituents and Commissioners who believe that the role of an elected official (or at least the role of an ANC Commissioner) is to act as a proxy for the loudest voices in the room. I wholeheartedly reject that vision of governance. After all, if we only listen to our most actively engaged neighbors, our decisions will only represent a limited (and usually narrow) range of interests. Instead, I aim to do the most good I can for the most people that I can. As part of that process, I actively seek consultation from constituents with varying perspectives (even perspectives I disagree with). But ultimately, I think we’re evaluated and elected based on our background, temperament, character and judgment, and that our community expects us to make decisions that are informed by those factors. So, throughout my term, I have listened hard, had many difficult conversations, and done my best to make decisions that were (a) morally and ethically right, (b) representative of the views of my constituents, and (c) in the best interests of the city as a whole. Balancing those three prongs is a challenge for any elected official, and we don’t all prioritize them equally. For me, nothing matters more than simply doing the right thing, even when it’s the hard thing. So if I’m fortunate enough to be re-elected, that’s the approach I’ll continue to follow.
Q24

Why do you think you are the right person to serve as an ANC commissioner for your SMD?

I became Chairperson just five months into my first term, and was tasked with leading a Commission that had, for years, been characterized by chaos, toxicity and bullying. When I was elected to that role, I made a commitment to my colleagues and the public that I would do everything in my power to ensure the Commission operated fairly, transparently, and respectfully. That commitment was put to the test less than a month later, when the District announced its plan to open the Aston. The weeks and months that ensued were difficult and often contentious, but we held more than 10 hours of public meetings, came together to pass a resolution in support of the project, and even held what I believe is the District’s first ever ranked-choice vote (for our appointments to the Aston’s community advisory team). It wasn’t always smooth sailing, but I’m incredibly proud of the work we did on behalf of the community. And I believe that throughout this process, I demonstrated that my commitment to the good governance principles I talk about is real. Because of that, I think I’ve earned the trust of my neighbors — many of whom disagree with me about certain policy issues — because they know that I’ll always be honest with them and I’ll always treat them fairly. With that in mind, I think I’m the right person to represent my SMD because I have been deeply engaged with the District regarding the Aston since Day 1, and I understand how important it is, for both the sake of this community and the people the facility will serve, to make sure the city implements and operates this program effectively. We have an opportunity to do something truly impactful, but the community has a right to expect transparency and meaningful communication. I’ll make sure they get it.