



2011 Charlottesville City Council Candidate Interview September 2011

Candidate: Kathleen Galvin (D)

On November 8, 2011, voters in the City of Charlottesville go to the polls to elect their representatives to three seats on Charlottesville City Council. This recording is Brian Wheeler's September 26, 2011 interview with Kathy Galvin (D). Other candidates in this race include: Scott Bandy (I), Brandon Collins (I), Bob Fenwick (I), Satyendra Huja (D), Dede Smith (D), and Andrew Williams (I).

*The audio of this interview is available online in the
Charlottesville Tomorrow News Center*

http://cvilletomorrow.typepad.com/charlottesville_tomorrow_/2011/10/galvin.html

Complete election coverage is available on the Charlottesville Tomorrow website
<http://www.cvilletomorrow.org/elections>

INTERVIEW

Ms. Galvin, thank you for participating in this interview with Charlottesville Tomorrow. The complete audio and written transcript for this interview will be available online.

Information from this interview will be used in the compilation of the non-partisan voter guide being co-produced by Charlottesville Tomorrow and The Daily Progress. Charlottesville Tomorrow does not endorse any candidates and our goal is to provide information to the public so they can make an informed vote on issues primarily related to land use, transportation and community design.

As you are aware, candidates been provided in advance only the general topics for these questions. All City Council candidates will be asked the same questions. We ask that you keep these questions confidential until all candidates have been interviewed.

Each candidate will be provided an opportunity to review the excerpts selected for the voter guide before its publication. Are you ready to start?

1. Please describe your past experience that qualifies you to be on City Council?

Well by profession I am an architect and urban designer. That inherently means that I look at things comprehensively, I don't look at anything in isolation because one thing is related to the other. If I did that when I designed a building that building would fall down.

Having said that, I am also very civic-minded, and that goes way back to the kind of commitment my parents instilled in me to do public service. It began when I lived in Boston, I worked on feasibility studies for the Boston Housing Authority and we looked at how to improve the quality of life for residents at the same time giving them more opportunities. It also was when I became an onsite manager for assisted housing. It gave me a first-hand glimpse of what poverty does, what concentrated poverty can do to a whole neighborhood, and then how we can start moving people up and out of poverty instead of [being] trapped in poverty, as some of the public housing programs have done.

So then I decided, throughout all of this, that I want to become an architect because I do understand the impact of the physical environment on people. I come to Virginia, go to UVA, and immediately after graduation I am plugged in to the social development commission, the Charlottesville Housing Foundation, I become an architect for the Charlottesville Housing Improvement Program. I also later became the assistant director of the Design Resource Center, which was the precursor to...the [Charlottesville] Community Design Center. In that capacity I was very much involved in the Eastern Planning Initiative which gave me a regional approach to planning, particularly transportation planning, because it was through the Thomas Jefferson Planning District Commission and the Metropolitan Planning Organization.

After that, I was more or less poised to assume one of my most challenging and rewarding positions, which was chair of the Development Initiatives Steering Committee for Albemarle County. That was a twenty-three member board comprised of neighborhood association presidents, landscape architects, architects, planners, developers, environmental protection advocates, and we forged a growth management policy for the county's growth areas within the urban ring.

That was because it was perceived in the mid-1990s that that was on the verge of sprawling, it was actually sprawling land development patterns, and we wanted to get the most out of those growth area boundaries by doing a better job. That taught me a lot about the county, a lot about how you can forge consensus with very, very disparate groups of people.

Throughout all that, I was also a mother of two young sons, became the PTO president of Johnson Elementary School, became very involved with a lot of the planning and management that went along with the PTO council—it was like an umbrella group of PTOs—that then engaged with central office in terms of parent concerns, selection of superintendents, and so forth.

Long story short, I wind up becoming a candidate for the Charlottesville City School Board in 2007 and I was elected and I am just completing my four year term. That gave me an incredible opportunity to understand the interface between policy and action, how to work with your CEO—in our case the superintendent—that to me has a parallel to the city manager in city government. And so consequently as I have gone through having a wide range of professional experience, then governing experience, civic experience, I understood very clearly that so many of the challenges that our students face in the classroom begin outside of the classroom. When I look at our problems, with having never really dealt with chronic high unemployment in some of our neighborhoods and I see the poverty that a lot of our children live in—55 percent of our students right now are in the free and reduced lunch program compared to 33 percent twenty years ago—that's telling me that something isn't quite right and I can bring a lot of my skills to bear in a bigger arena and that's why I am running for city council and that's why I think I will be very, very effective and make a very good contribution to council.

2. What is your transportation agenda for the city? Does it require more money? How will you fund AND implement it?

Well I have often said that a problem I see in the city is that...we don't have enough housing for the people that work here, and we don't have enough jobs for the people that do live here. When you look at the commute patterns, for example, 65 percent of our [teachers] cannot find housing in the city. They live in Louisa, Fluvanna, and Greene and they come in, that is by choice, however they have no real good options in the city for workforce housing. The Urban Land Institute defines that as 60 percent to 120 percent [Area Median Income] (AMI) as opposed to very, very low income categories which would be, for example, 30 to 50 percent AMI which is what the low-income housing tax credit funding mechanism supports.

So I see the workforce housing as a discernable gap of a housing category in our city, and that's the backbone our middle class, the teachers, the police officers, the firefighters. So my transportation agenda is tied to a housing agenda because the housing and the jobs are linked. If we then increase our [public transit] ridership, which we would do if we very, very strategically and carefully planned for more workforce housing—that also by the way would accommodate one of the goals of the university as well—then we do increase the ridership that we need to start supporting that [public] transportation.

Currently we have on average 5...dwelling units per acre. I hear a lot around town—when I go to town halls, and when I talk to residents and citizens—they would really love to see a street car system. That takes 10 dwelling units per acre to sustain just basic ridership and an efficient bus service needs about 7 dwelling units per acre. So you can see why we don't have a very efficient bus service and so we need to get the ridership up to start supporting that, but we need to also think about our connectivity. If we start increasing our ridership without thinking about additional routes, then you are going to get congestion, more so than you have today. So it's this balancing act of wanting to give greater connectivity, increasing the housing opportunity so people get off the road, and then at the same time also putting in place a sequence of investments to go from more efficient bus service to hopefully bus rapid transit, which is another rubber tire solution, but these would be able to jump intersections by having their own controls of traffic lights for example.

So that's dealing with what I'm calling more of a public transportation system. I know in 2008 we were on the cusp of a regional transit authority. At that time, the economy started to go downhill, but we had at that point had reached an agreement with the county, the university, and the city, to actually go to Richmond to then get the authority [from the General Assembly], because we are a Dillon Rule state, to get the authority to have a referendum in the city to just simply allow us to have a regional transit authority. A regional transit authority would have independent capabilities such as taxing, a half cent retail tax might do the trick, bonding authority to get better buses. Again it gets back to that connectivity thing. We're talking about the need for a Hillsdale Drive, the need for a Meadow Creek Parkway, the need for a Sunset-Fontaine Connector to provide alternative routes to the roads that we currently have now. And when we do that it does provide access as well to a greater region with greater job opportunities. A high efficiency bus service along the Meadow Creek Parkway will then allow many residents of the south side, central part of the city, direct access to the growth that's going on in the county. The county is growing much faster right now in terms of jobs than the city.

We need manufacturing jobs. MicroAire on Airport Road is a perfect example of the kind of work that is a rung on the ladder to get people up and out of poverty. We don't currently have that kind of job opportunity here. Again, transportation, jobs, housing, as the architect-urban designer I am, I see the linkage between all three.

Finally, looking at bike-[pedestrian]...I am a cyclist—I didn't come by bike today because I didn't want to get my hair all messed up—but the thing is that if you are going to get serious about that, you have got to look at places like Madison, Wisconsin that have a real bonafide alternative, parallel network of bike routes and then when they get the bikes on the street everyone

understands the rules of the road. But one thing I have noticed keenly as a cyclist is that we don't have good access management on our corridors. By that I mean the interactions between cyclists, pedestrians, and cars is more frequent than just intersections with roads, it is the curb cuts to the driveways and into the parking lots. Some establishments on West Main Street have nothing but open parking lots so you are constantly getting cars coming in and out on all sides. That's going to require much more comprehensive planning, looking at small area plans to see the detail—how can we get shared parking on our corridors so that we limit those conflicts between bike, pedestrian, and cars? So it gets down to the regional level as well as down to the detail and the quality of the streetscape.

[Brian Wheeler] So I do think you covered your agenda, I do want to give you a chance to follow up on the money question and how you would fund your vision for transportation?

To be effective we have to get to the point that we a regional transit authority. I have looked at the [city's capital budget], we have made increasing investments in transportation, but we are not going to get to the point where we could have an overlapping bus system without some vehicle, like an authority, that can start giving us dedicated funds. If we can't get that, then I do think we need to look at our own infrastructure bank. Increasing ridership will be very important, as I said....Some of our neighborhoods have less than 2 dwelling units per acre, and some of them, like around Venable, the Corner, of course, that's 21 dwelling units per acre because of all the student housing.

We have got to get to that moment where we have on average 7-10 dwelling units per acre in strategic locations along our corridors. I teach a class every spring on transit-oriented design. I have worked in consulting firms where I have worked with transportation planners trying to create those moments in your corridors where you get the density enough to create the ridership that you need to at least have a steady cash flow that you need. So that's talking about just annual maintenance, but to get it up and running I'm thinking that we're going to need some more major investments, right down to different, you know more buses. If we can poise ourselves to move towards bus rapid transit, we are talking about maybe dedicated lanes that have their own clear distinction. I know that West Main Street has the right-of-way to accommodate, ultimately, a street car system...but again usually you cannot get into track investment until you have exhausted all your rubber tire, and rubber tire is much more cost-effective right now and I don't see being able to afford a track solution for quite some time.

3. How should the city, county and the University of Virginia work together to enhance our community's unique character and economic vitality??

Well, fundamentally they do have a mutual interest in working with each other. It is Charlottesville city within the context of a county that has done an excellent job of preserving its agricultural and rural landscape. That combination of good town-city form with open landscape is what makes UVA, one of things that makes UVA, so exciting to students and so appealing to parents that fund the bill for these students. So it behooves the university to work with both jurisdictions, and likewise, when you look at where the job growth has been happening in the city, it is under the category of state government. That is UVA. So even though we have issues with student housing, because it hasn't always benefitted our neighborhood circumstances, especially when that housing is not well maintained, especially when that housing leads to distortions in the housing market because the students are able to afford, when they live in a group situation, much higher rents than a family on a restricted income, for example. But having said that, it is an economic engine for the city. So I just wanted to establish that we all have a vested interest in helping and working together.

Historically and currently there is the Planning and Coordination Council, the PACC, and I am actually quite enthused by a recent product of that body, which was the LCAPP, the [Local Climate Action Planning Process]. It's about dealing with our growth, managing it in a very smart way with good public transportation, well-designed communities—that can achieve the ridership that we need to support that transportation—and its moving us towards a really “green” approach to everything from stormwater, to how we build our buildings, to how we plan. So that to me is a very important document. So if we...start implementing that, we need to operationalize those recommendations, that gives us a real clear focus on how we should work together.

Secondly, the other planning initiative that's going on is the Livable Communities process through the Thomas Jefferson Planning District Commission. That was a grant that was achieved with both county and city cooperation because it was acknowledging the thirty years of incredible smart-growth management that this region has succeeded in achieving by the growth area boundaries in the county, by emphasizing infill and adaptive reuse, both in the county and the city, retrofitting the suburban areas and really promoting infill development in our corridors in the city.

What that process is going to reveal to both jurisdictions is where again we might benefit greatly if we start sharing some of those principles of development, looking at how we can translate those into shared development standards, if you will. The [county's] Neighborhood Model is a really good example of how that might be something that both jurisdictions could share.

That again is going to help us coordinate with the university's growth expansion. They are going to be growing their student body over the next ten years. We need to be poised for that both in terms of our land use, our housing strategies, and our transportation.

So looking at the PACC, looking at the products the PACC has already produced, like the LCAPP, and then also being very engaged with the TJPDC effort right now, that's going to be how we begin to really get a good positive working relationship with the county and the university. And I will just add one little coda, I think in recent years because of the difficulty we've had in following through with our agreements, with for example the water plan, and with the Meadow Creek Parkway, I think there is an attitude that—everyone's kind of looking at each other with some sort of restraint, or wondering how well we can trust each other—I think now that we have standing votes on those two issues, we can now really look at these other opportunities that are ahead of us.

4. What changes, if any, would you make to the city's Comprehensive Plan?

I would really emphasize the importance of expanding our toolbox of planning tools, if you will. It is a narrative document at this point in time, and it establishes goals, however—and this is again part of my experience in working in places as small and as far away as Mount Jackson in Virginia to Albemarle County next door, to studying places like Virginia Beach and Hampton Roads, and I'm currently working in Fauquier County—we as a city do not create what they call small area plans where we get into more detail about what we would like to see, where and why, in terms of housing, in terms of jobs, in terms of recreation. So the public is left somewhat in the dark in terms of when there is going to be a master plan on one of the local parks or when there is a development proposal that is taking a piece of land that they may have cherished as their own open space.

I have looked over the city's history and I think in 2006 there was a design day where all the neighborhoods were asked to be part of a process to identify strengths, and weaknesses, and goals, for their community, their smaller community, and nothing was done in terms of a next step, i.e. what is the vision? We have identified weaknesses, strengths, opportunities, centers even, but what's the next step? So that never was followed through.

Second in 2009, the Weldon Cooper Center did a management efficiency study of the city and one of the interesting observations that they made was that there seemed to be a lack of analytical mapping in the city that would begin to start both helping us assess what our needs are as well as then illustrate, visualize for the public what we could be doing.

Now having said that, I would as part of a comprehensive plan redo, I would love to move towards a more small area planning approach where we are strategic about where we need to do our small area plans and that we are very cognizant of the fact that we have multiple neighborhoods and they all need to look at the city holistically, as well as from their own perspective. I think if we pick key corridors in our city to focus on, along with the straddling neighborhoods for example, we can start to begin to get that visualization that we need, as well as developing the metrics that we need to measure progress on achieving things like reducing unemployment, getting numbers of jobs in place that help us do that, getting a balanced housing agenda, a menu, do we have enough transit stations in this area, is there a library—currently there is not a library on the south side of town—parks. It's a rule of thumb for good walkable communities is that there is a park—it doesn't have to be a large one, in fact the smaller the better in a city because you get that nice effect of "eyes on the street," that self-policing phenomenon when it has a lot of houses and street activity around it—but right now we don't have anything that gives us a measure to say, for example, [that we should have] a park within a half a mile or a quarter mile walking distance of every residence. That would give us a tool a yardstick to measure how well we are providing park space. Because right now, it seems like there is not an understanding of where our new park land is coming from and there is a need for it, there is definitely a need for it in the community. Not the large 8 acre parks like Tonsler, but I am talking about smaller parks.

I'd just like to point out too that there has been a lot of issues with the development community and neighborhoods. Now the development community is just going in to develop land based on what it perceives the goals of the comp plan and the rules of the game are at that given point in time. One of those rules was the Planned Unit Development. You see all over the city small parcels that have been developed under the PUD overlay district. The PUD was relaxed at one point so that it had no bottom limit to the size, but interestingly enough PUD's were originally intended to provide compact development to allow for more open space. But if you've got such small land areas, then there's no room for open space and all the public sees is the lack of open space and they see high density [housing] pockets that don't seem to make sense in the middle of very low density single family detached [homes]. Again if you look at what other communities are doing with their planning strategies, they move towards an approach that identifies areas for more intense development and they have transitional zones from those areas down to the existing single family detached [housing] areas. We don't have, as far as I can tell, we don't have that sort of fine tuning, if you will, in the way that we both do the comp plan and the way it translates into the zoning ordinance. So I think if we did that, if we began to look at things in more detail and engage the public from the get go, we would provide the background that then gives the developer a clear understanding, as well as

the public, what's expected, instead of having everyone come to loggerheads at the point that a site plan is submitted.

5. Last month the Charlottesville Regional Chamber of Commerce reported that Charlottesville lost 3,248 jobs during the years 2000 to 2010. What specifically should city council do to promote employment?

That's a two-fold issue. You've got the need to create the jobs, have the jobs, and then you have the need to have a workforce that is ready for those jobs. That statistic that you just relayed is all about the loss of jobs, it doesn't even talk about whether or not our workforce is matched up to the employment opportunities that we currently have or that we're gearing our economic development strategies to attract certain jobs to match our workforce skills. So I believe we need to, and it's already underway, we need to look at our workforce readiness. The Thomas Jefferson Partnership for Economic Development is about to undertake a very intensive study about that very question—What is the skill level of our citizens in Charlottesville? Where are we in terms of their skill sets and where do we need to go to get the kind of growth-track jobs that will really move people out of poverty?

I am focusing now on a group in our city, and if I read the census data correctly, it's close to 30 percent of our population in the city do not earn enough money to cover basic expenses. They are always catching up. That's partly because one of the growth sectors in the city is hospitality. That is excellent for the tourist industry, but it doesn't necessarily mean that you are going to be able to support a family on that. The other important growth areas has been the medical profession. You need a high level of skill for that and I think we need to be very candid that some of our adult population probably have literacy issues.

This is not anything new under the sun. Louisville, Kentucky, same problem. They dealt with it head on, clear eyed and they worked very closely with their community college as well as their adult education programs, which brings up a solution. I know we've got a very good relationship with [the Piedmont Virginia Community College] (PVCC). They are already creating another alternative route, with two-year certificate programs to get people into more medical professions, into homeland security professions, they have a biotech program. However, we have these programs, we are creating graduates, but then, talking recently with one of the owners of the biotech industry, in seven years he has only hired one graduate of PVCC's biotech training program and they graduate 12 every year.

So we need to grow. We need to grow our industry. We need to support our existing industry. We need to make sure we have a workforce that's ready for these jobs and currently that's not totally lined up. I think the other important thing to keep in mind, is that the city has been investing in a lot of job training

programs. I have looked at the city's strategic plans, it is one of their goals to have a sustainable economy. I am not clear yet how they've been measuring progress. I am not sure how we as a city are holding our own efforts accountable to a goal. And that's very important because in addition to the city's multiple training programs, there's movement afoot to create microloan avenues, there's gap financing, there's even a group that has gotten a group of public housing residents together to do canning. But do you see what is happening? A lot pieces, a lot of fragments, but there's nothing pulling it together in a comprehensive way and telling us if we are really solving the problem. Are we just duplicating effort? Are we really achieving our goal which is to deal with the chronic unemployment, the structural unemployment. And I know we also, on top of that, we also have a serious issue with our men and women coming out of prison—the re-entry issue. The Dialogue on Race but also [the Offender Aid and Restoration program] has been dealing with that for years. I want to make sure that we are all not just duplicating efforts again. What is the goal? What is the next step? Who is going to implement it? And when we get back together in a year are we going to see unemployment has gone down from 20 percent in some of our African-American neighborhoods to 15 percent? That's the kind of thing we need to be doing. It's multifaceted, it's got to be coordinated, and it's got to be held accountable. And that means some one entity needs to be responsible for it, and right now I don't see exactly who that is.

6. What is your top priority for action by City Council if you are elected?

Well I have looked at some of the city council's goals, and I really do agree with most all of them. I appreciate the fact that they have added children as a focus. But as I mentioned earlier—and I see the poverty in our schools, and I've looked at the goals—we are very concerned about providing services to make sure our children's needs are being met. I want to focus on the families and the neighborhoods of our children who are living in poverty so that at some point they are going to see their parents independent and also successful. That's one of the best ways to influence a child's own motivation is to see that their own parents are successful.

So currently I look at the city council's goals, and I feel like I might just want to change emphasis, and I think as I mentioned earlier, we have an odd situation where we have not enough housing for the people that work here and not enough jobs for the people that do live here. So when we look at our affordable housing goals and the [Charlottesville] Housing Fund is a pretty substantial piece that has been invested into that category, let's diversify that diet of housing, make sure we get the workforce housing that we need, and get it distributed around the city, get affordable housing distributed around the city so that we are not concentrating poverty as we tend to do. We've done it ever since I've lived here since 1983.

[W]e just talked about job growth and workforce readiness. When I looked at the economic development section of our budget...it's like 0.3 percent, it's tiny. I think we need to be more aggressive in looking and going after work. We need to be more aggressive in getting a regional transportation network that gets people to where the jobs are currently growing. It does mean being very aggressive about doing adaptive reuse and sensitive infill along our corridors and former industrial sites, and maybe some of those industrial sites should remain industrial sites. Greenville, South Carolina, did an amazing job in providing replacement manufacturing for an industry that left, it was probably related to furniture making. They got an electric bus manufacturing plant, Proterra, which gave people pride, retained their jobs, and it made it so children didn't slip into poverty and parents were not slipping into depression and despair.

So, I would like us to, as a city, to revisit these goals and look at them through a lens of making it so that our individuals in need are moving towards more opportunity—access to jobs, access to education, access to the transportation that's going to get them there, and access in neighborhoods that have the kind of viability to them that only comes with having a variety of people with different income levels that can sustain a variety of businesses to service those households.

That's the kind of image I think we need to move towards. It's holistic, but these are very complex problems and they are not going to be solved by looking at things in isolated categories.

7. What would you improve with respect to the city's parks and recreational facilities?

I would like to improve the planning process. I am actually looking forward to, I believe tonight, is going to be the opening meeting of the east [McIntire Park] plan, but as I have looked at some of the documents on the web, I am concerned again that it's not being viewed in the context of a bigger picture, both of the entire park as well as all the neighborhoods surrounding it.

I've talked about this with some of the members of my own design community, landscape architects in particular, and that is something that is a bit frustrating for a lot of us that we don't always look at things in context, and so we don't see how they are connected. But when you look at, say, the potential for a botanical garden, it is going to be right at the nexus of all of our trails, hiking trails that then lead to that nice network around the city. We need to make sure that we really encourage access, that we make sure that all those trails are being built, and we also need to make it part of our brand, part of our awareness as a city that we have our own central park.

And I look at that almost in the context of a campus. Now you will have [the Charlottesville Albemarle Technical Education Center] (CATEC), the [Charlottesville] High School, possibly a future YMCA, all within easy biking distance, hiking distance, of a botanical garden. A botanical garden can then feed into a horticultural program at CATEC that they used to have but discontinued because there was no interest. That will provide a living laboratory for science programs in the high school. So I think again it's a problem of looking at things in isolation both in terms of the graphic map, and how we can connect them to other parts of the city, as well as see how the programming of different aspects, in this case education, and a park, can create these wonderful synergies together and improve the use of both facilities, both the park and the schools.

I have already mentioned the need, I believe, for walkable parks more pervasive throughout the city so that we have a goal so that every resident can get to a park within a five to ten minute walk. That's the half mile, quarter mile walking distance.

It's interesting, I have a great old book, circa 1920, published by the American Institute of Architects, that talked about urban design standards, actually it's like 1914, I think it was before WWI, and there was a map of Cambridge, Massachusetts, that had walking circles, walking sheds, with the bulls eye on every park and the precise, explicit goal was that every mother or nanny was able to take their stroller within a five to ten minute walk to that park.

So it's not like we haven't done this before, it's just that in that era we were so automobile-centric we forgot that we might need to walk again. And I think that's a selling point for the city, is that we are compact, we have great potential for more connectivity for bike-[pedestrian], and if we have this idea of a connected park network, a green infrastructure if you will, then we're really going to be able to encourage more families with children, and businesses will be very excited to come here because their employees will want to live here too. You'll get all that workforce wanting to live here and save money on gas and maybe not be so upset that they don't have a big yard because, guess what, down the street is a park they can walk to where their children are going to be able to have fun with their friends that they also go to school with. So that's kind of the vision, and I'd like to throw in a branch library again too. So again, if you do this right, if we start looking at our development opportunities—and look at them as opportunities, not as something that's negative—we're going to start seeing that we can get more amenities because that is what happens when you do begin to introduce notions of development you can get through a proffer agreement. You can get more parks, you can get more institutions like libraries. Right now we don't seem to do that as well as some other places that I have seen.

8. Are you planning to seek a new vote by the council on the previously approved 50-year water supply plan and how would you change the plan, if at all?

I'm not going to seek a new vote. I believe that water plan is an important piece of infrastructure to support the 30 years of growth management that the county and city have been trying to do, and I should throw in the Thomas Jefferson Planning District because of the Eastern Planning Initiative.

When you provide public water and sewer, you are saying this is where you want your growth to happen, and by providing a reservoir for that, you are saying that in the urban ring, and in the city, this is where we want most of that growth to occur—as well as in Crozet [which] has its own water supply, and Scottsville. So, if we don't provide adequate water for these growth areas, these designated growth areas, we are setting ourselves up for what I call sprawl development into the rural areas of the county.

It's particularly of concern for me now because now the whole Western Bypass [of U.S. Route 29] has become front and center once again, something I know from experience being on the planning design team for the Places29 [Master Plan], that road isn't necessary if we did all the improvements recommended by the Places29 study on 29—if we did have Hillsdale Drive and the Meadow Creek Parkway in place.

So when I see that kind of road infrastructure going in place, which is a sprawl generator—when you start putting roads in open space like that—and coupled with the possibility, that some people would love to be a reality, that we don't have an adequate water supply to service the growth areas that we have worked very hard to get over the last 30 years, then you are leaving no other option but then for people to go out into the rural areas of the county with their own well and septic, and completely riddling the whole landscape that I personally think at some point we are going to have to really return to cultivation for our own local food. And also just the beauty, it's our signature heritage that goes hand in glove with the beautiful city that we have.

So I think that the water supply plan is really an important aspect of smart growth in the community, and it's not talked about that way, but ultimately that's what it's trying to do, it's trying to service that growth area.

9. Would you support switching from at-large seats to ward-based representation for elections to Charlottesville City Council? Why or why not?

I am going to have to say that I need more time to understand this issue. On face value, I don't see a problem with it. I would love to make sure that we have built in place also at-large seats so we don't run into the problem of having wards pitted against each other. I think right now, even as it is, with our neighborhoods, I think there's a perception between neighborhoods that some get more favored treatment than others. I have to really look into that to see why that sense is coming out. I hear that in the town halls.

I want us to make sure that whatever we do that we are looking at this for not only for the benefit of individual wards but also the benefit of the entire city, because we are only 10 square miles. When I think of Boston, where I went to school as an undergraduate, that was like almost the size of one neighborhood. Boston prided itself on its neighborhoods but actually at times they became really, really at loggerheads with each other, especially when you did things like bussing in the 1970s.

Having said that, I think the ward system speaks to a genuine, sincere and legitimate need of many of our community who feel that they need better or more representation. I am all for that and I think it does also speak to the need to make sure that people are encouraged to run for political office. That they are informed, and they are given the tools, so that they are well-equipped to run for political office. I learned a little bit how to do it by running for school board, it's a bit of a training ground, however I have to say the run up to the primary was intense. It's an intense process, and you have to raise money. And you have to be on top of your game. You have to give it a lot of time. I am self-employed. I was able to work nights and weekends. If you've got some people who want to run for office and they have a very rigid 9-5 job, or they work at night, that's going to be a very strong hardship on them. So again, I think it also brings into the discussion, do we want to reconsider the salary that we give council members if we truly want a broader representation because you are asking some folks to run that it will really mean they may not be fully able to meet their own family's needs. So it's a much more complicated question than just saying yes / no. It needs to be researched. I want to get at what the core of it is which is a feeling on the part of many in our community that they are not being represented well.

10. If the federal lawsuit opposing the construction of the grade-separated interchange for the Meadow Creek Parkway is unsuccessful, will you support completion of the parkway?

Yes I will support completion of the parkway. I have alluded to some of the benefits already, but in a nutshell, it provides access to where the jobs are currently growing, especially if we can get a high-efficiency bus on that road connecting from downtown and the south side [of the city] up to the northern part of the county. It provides access to what will be a beautiful park, better access to [the Charlottesville-Albemarle Technical Education Center] (CATEC) and the [Charlottesville] High School from points south. It will also begin to create connections between what I am calling the “civic center north,” which is the botanical garden, along with the campus of the high school, and CATEC, with the YMCA, you’ve got now, finally, access to the Vietnam Memorial, access to all the other amenities that people have never availed themselves of before. And then if we do get to the point, which I hope we do, that we actually have a central market, a permanent market, that then is almost like another feature that is drawing people into the Downtown Mall, that’s like “civic central.” And then if we create...better access to what I am calling “civic center south,” where we currently have the Boys & Girls Club, and we have the [Smith] Aquatics Center, and we have—I believe we really do need to invest in a state-of-the-art middle school—then you are also creating another bigger network of connected public spaces that provide destinations....Then at the other end of Cherry Avenue they are redesigning and reinvesting in Tonsler Park. Maybe Cherry Avenue could become one of our small area plans that we focus on, because you’ve got at both ends of the corridor amazing public investments going on that could create some of the energy and excitement to bring people down into Cherry Avenue. [That] could jump start a lot of businesses, African-American businesses, there, that will then feed into wealth creation, job opportunities, for a neighborhood that has really suffered tremendously, not just in this recession, but ever since a lot of our manufacturing left 30 years ago.

11. Should city council support moving the Rivanna Sewer Pump Station from its current location in Woolen Mills even if it will cost city and county ratepayers an additional \$15 million to \$18 million to do so?

Yes, that’s a tough question. I have looked at the various scenarios of what to do with that pump station and the most expensive one is \$40 plus million. Having said that, it is a very valuable neighborhood to the city of Charlottesville. It has seen some of the most creative infill development and it has also seen some of the most successful public processes, working with [the Jefferson Area Board for Aging] (JABA), for example, meeting their goals of developing affordable housing for seniors, but also working with the community.

So you have got a community that is willing and able to work with change. And what I have seen unfortunately is a lot of broken promises and broken agreements, over the years, with this neighborhood. So I have not made a decision on this. I am not dismissing it out of hand. It is extremely expensive. I see it as competing with things like creating a better middle school, and a state-of-the-art early childhood development center.

It is fundamentally a storm water problem. The reason they want to expand it is because of what happens during peak overload during storms. So my question is why don't we start looking at a much more progressive "green" stormwater system, that is very much akin to what's going on at UVA right now, with the Dell for example and [the John Paul Jones arena]. The county is doing a lot of green stormwater investment. We, with the high school, are doing it. I know that there's been an attempt to create some tax revenue streams tied to the amount of impervious or pervious surface on people's properties. I would like to look at that as a way to create some revenue streams and also to move towards true green infrastructure that gets down to our stormwater management.

So I cannot say out of hand right now that I would not approve such an investment. I need to look at everything together. I know that there has been some talk that there's yet another option that might come up that deals with the design of a new pump station. I know that in Des Moines, Iowa, I believe, that along their riverfront they did have a very edgy state-of-the-art pump station created that brought in some of the best designers and visual artists in the country to create almost a sculptural piece in the park landscape. But my hunch is, to do it that way, to do it with that high level of quality, we are going to be talking \$40 million.

So we have just not dealt with Woolen Mills in a respectful way for years—competing priorities, people aren't aware of it—but the bottom line, or the end result, has been a neighborhood that just doesn't trust the process. So I am still looking at all the options. I know in October, I believe, there is going to be another public hearing on what's going to happen there. Again I need to look at all of the options on the table, fully cognizant of the fact that Woolen Mills is an asset to our city. It has been doing innovative, creative development over the years, on its own. I don't want to squander that trust or that creative energy. That's the best I can answer right now. I still need to hear and see the details and then I need to just look at everything combined.

What is the most pressing? It is a pressing problem, I do want to underline that. Having sewage go into the river is unacceptable. We can't allow that to happen. That river is our asset. I would love to see more access to the Rivanna [River]. The Torti Gallas study that was done 12 years ago, that needs to be updated and in the public eye to see where we are, had indicated that at every road that is perpendicular to the Rivanna Trail would have a

public park entrance point. So here we are...I'm thinking that river needs to get greater access to the city as a whole, but we've got this awful situation that we are not coping with and we're just looking at it as if it's just a Woolen Mills problem, it's a city-wide problem, so that's why we have to take it very, very seriously.

Kathy Galvin, thank you for participating in this interview with Charlottesville Tomorrow.