

Chapter 11 **Infrastructure**

UTILITIES

The location and capacity of municipal water and sanitary sewer systems help to determine the form of the City's growth, and the control of stormwater runoff helps to protect the environmental qualities which help to make the Williamsburg region so unique.

Water

Existing System. The public water system consists of raw water sources, a water treatment plant and a water transmission, distribution and storage system.

Raw Water Sources. The primary raw water source for the City is the Waller Mill Reservoir located northwest of the City in York County. With a surface area of 308 acres, the Waller Mill Reservoir has a capacity of 1.5 billion gallons. The reservoir has an approved safe yield of 3.0 mgd (million gallons per day). In addition to the Waller Mill Reservoir, the City has a well adjacent to the reservoir with a yield of 0.5 mgd, for a total of 3.5 mgd.



To supplement these water sources, the City has a long-term contract with the City of Newport News, whose raw water lines pass through Williamsburg. The contract allows the City to purchase up to 2.0 mgd.

Treatment. The raw water from both the Williamsburg and Newport News systems is purified at the City's water treatment plant adjacent to the Waller Mill Reservoir. A major renovation was completed in 1998. The water treatment plant is a "conventional" plant which utilizes chemical addition, flash mixing, flocculation, sedimentation, filtration and disinfection to treat the water. The plant currently treats between 2.0 and 3.0 mgd in the winter months and between 3.5 and 5 mgd in the summer months, and is certified to treat up to 7.0 mgd. This system transmits the treated water into the City's distribution and storage system.



Transmission and Distribution. The water transmission mains in the City system consist of 12-inch, 18-inch and 20-inch lines that carry water from the treatment plant to the distribution system in the City. The major distribution mains are 6-inch, 8-inch and 12-inch lines. Some lines in the older sections of the City are 1-1/2-inch and 2-inch steel lines, and the City is replacing these lines on an as-needed basis.

The water distribution system serves all of the residential and commercial uses in the City. Water is also provided to portions of York County on both a retail and wholesale basis. The City retails residential and commercial water to several areas of the County including Bypass Road, Route 143, Waller Mill Road, Richmond Road and Middletown Farms. The City provides water to Camp Peary in York County through a master meter. The City formerly provided water to portions of James City County at four different master meter locations. The County has developed a desalinization plant and water can be provided by the City on an emergency basis only.

Storage. The City currently has six tanks with a combined storage capacity of 4.25 million gallons. Two ground level tanks are located at the filter plant, one 500,000 gallon tank which is the original clearwell and a 1,000,000 gallon tank which was constructed in 1983 and is at the same overflow elevation as the clearwell. Treated water is stored in these tanks and pumped to the distribution system, which includes four additional storage tanks located around the City. The latest 0.75 mg elevated storage tank for the Quarterpath at Williamsburg development was constructed in 2011-12. An additional storage tank is anticipated in the future at the western end of the City in the Richmond Road/Mooretown Road area.

Water Demand. Through analysis of water billing and water treatment records, the City estimates that the average annual water demand for Williamsburg is 3.2 mgd. The major identified users include Williamsburg’s commercial customers (hotels, motels, restaurants and retail establishments), the College of William and Mary, Colonial Williamsburg and Camp Peary.

Projected Demand. Earlier studies estimated that the 3.2 mgd currently used by the City will increase to 5.0 mgd by the year 2040. The current yield of the Waller Mill Reservoir (and well) is 3.3 mgd. There is an excess demand for water in the City in the absence of a new raw water supply source. The City has a long-term contract with Newport News – 2.0 mgd is available until 2024, at which time the amount reduces to 1.0 mgd, but the City has the right to purchase another 1.0 mgd.

Conservation. The City developed and adopted a Water Conservation Plan in 1993, which includes the following water conservation measures: meter calibration and change-out program, metering of all customer connections, plumbing code enforcement, water rates set to reflect the true cost of water, a flat single rate structure, availability fee charges, and outreach programs for water customers. The City provides water conservation kits to help reduce water use. Williamsburg is an active member of the Hampton Roads Water Efficiency Team (HRWET), which is made up of representatives of local government, water suppliers and public information offices. Its mission is “to develop and implement a regional approach to communicating water efficient practices by all residents, businesses and industries in Hampton Roads.”

Future Service Improvements. In sizing the City’s water mains, an attempt was made to provide mains large enough to provide sufficient fire flow to developed areas. The City retains the right to review main sizes as future development occurs to ensure that they are adequately located and sized to provide Insurance Services Office (ISO) recommended fire flows and also meet the normal demands for the area. In general, water line extensions will be required to serve all future development. Therefore, such extensions will be development-driven and will be extended as warranted by future development patterns.

Based on computer analysis and fire flow tests performed on hydrants throughout the City, several improvements have been made to upgrade the existing distribution system. A water line extension and a 0.75 million gallon water storage tank have just been completed for the Quarterpath at Williamsburg development in the Quarterpath Road/Tutter’s Neck Pond area. Future water system infrastructure improvements include other extensions to serve proposed developments in the City. Water extensions for the Capitol Landing Road/Merrimac Trail development areas are planned. In addition, water line improvements are anticipated in the Bypass Road/Mooretown Road areas of the City’s service area in York County.

Sanitary Sewer

Existing System. The Williamsburg Sanitary Sewer System consists of sewer mains and pumping stations that carry wastewater to a regional treatment plant. This system came into existence when the City’s sewerage plant on South England Street was abandoned in April, 1972 after Williamsburg contracted with the Hampton Roads Sanitation District (HRSD) for treatment of sanitary sewage. HRSD built and now operates a large pumping station on the old plant site which pumps untreated sewage to the HRSD Williamsburg Treatment Plant in the Grove area of James City County.

This regional treatment plant operates at a capacity of 22.5 mgd. Given the fact that current demand flows are in the neighborhood of 12-13 mgd, the Williamsburg plant is quite capable of handling current and projected sewage treatment demands generated within the City in the foreseeable future. HRSD has replaced its existing pump station located at the intersection of Route 60 and 132.

While it appears that the HRSD system is capable of handling current and projected sewerage over the planning period, the City must continue to upgrade the existing collection system and plan for the optimal expansion of privately-developed sewage systems. With the continued infill of developed commercial and residential areas, the City must also be careful not to overload existing lines, which are quite old in many instances. In several areas throughout the City, infiltration/inflow (I/I) is a significant problem in the sewer system, as stormwater filters through cracks and other openings into the sanitary sewerage system during heavy storms. This “I/I” problem will only increase in the absence of rehabilitation in the coming years as the City infrastructure continues to age and demand continues to increase. Likewise, HRSD is unable to handle the excessive flows resulting from I/I at their treatment plant.

Future Service Improvements. The City will need to work with the development community as the utility infrastructure is expanded to handle new development. City standards are applied to this new infrastructure to insure compatibility, and these standards will need to be upgraded periodically to take advantage of desirable new technology.

Maintaining the integrity of existing aging infrastructure is a primary mission of the City. The City has joined other jurisdictions in the Hampton Roads Planning District in a regional effort to address sewer system overflows and infiltration/inflow related issues. A long term plan for sewer system rehabilitation and replacement will be developed using a priority system based on age and cost-benefit analysis.

Public Utility Extension Policy

Sewer and water extensions in the City have historically been driven by development. Today, few developed areas within the City remain without access to public water and sewer facilities. In fact, the City’s Department of Public Works and Utilities estimates that over 95% of the City’s developed land has access to City water and sewer lines. The City has been active in extending public sewer to areas which were on private septic systems. Currently, only 24 properties are not on City sewer, a significant reduction from the 64 properties identified in the 1998 Plan, and from the 38 properties identified in the 2006 Plan.

However, extension of services to a few areas may need to wait until private development results in the extension of water and sewer mains and the construction of sewer pump stations. Although the existing City Code does not require residents to connect to City sewer and/or water systems if they have a functioning septic and/or well system, it is hoped that once the service extensions are in place, residents will be willing to hook-up to the system, thereby decreasing the potential long term community health risks posed by aging well and septic systems.

Solid Waste Management

In an effort to develop an effective regional disposal system, a comprehensive solid waste management plan for the Peninsula has been prepared. In response to this plan, the Virginia Peninsula Public Service Authority (VPPSA) was formed to handle solid waste and refuse for the entire Peninsula. Garbage is collected door to door in the City by a contracted private firm and is transported by truck to the regional landfill in Hampton. The City’s recycling program for residential use, which was one of the first of its kind in the Commonwealth, includes curbside pick-up of glass, aluminum and paper. The reports from this recycling effort indicate that it has been a successful program for the residents of Williamsburg.



TRANSPORTATION

The Transportation section incorporates the Comprehensive Transportation Study for James City County/Williamsburg/York County, dated March 2012, and prepared by the Hampton Roads Transportation Planning Organization, which is included as Appendix 3.

The transportation plan encompasses a variety of transportation modes: roads, sidewalks, bikeways, mass transit, and rail. An efficient transportation system will use all of these modes, providing a variety of options for residents, visitors and businesses. The character of these transportation facilities needs to be compatible with the land uses proposed in the Future Land Use Plan, and should minimize impacts on Williamsburg's residential and commercial areas.

Road Classification

These five levels of road classifications are based on VDOT's functional classification of City Streets.

- Interstates, Freeways and Expressways. Interstates, freeways and expressways are multi-lane highways, and may have partial or complete control of access and medians separating opposing traffic. Interstate 64 and Route 199 fall under this classification.
- Principal Arterials. The principal arterial is a multi-lane highway, and may have partial or complete control of access and medians separating opposing traffic. Route 60 (Richmond Road/Bypass Road/Page Street/York Street) and the Colonial Parkway, a National Park Service facility, are the City's principal arterials.
- Minor Arterial Streets. These streets route traffic to and from interstates and major arterials. The minor arterial is intended to handle trips between major traffic generators and to accommodate internal traffic movements (collection and distribution) within a defined area. Minor arterial streets also give access to immediately adjacent lands. Richmond Road east of Bypass Road, Jamestown Road, Ironbound Road, Monticello Avenue, Lafayette Street, North Henry Street/Route 132, Capitol Landing Road north of the Colonial Parkway, Second Street and Merrimac Trail are the City's minor arterial streets.
- Collector Streets. Collector streets serve to distribute traffic between minor arterial streets and activity centers. While their primary function is to collect relatively high volumes of local residential traffic, the local collector can normally sustain the demands of minor retail, office, and tourism generators or other commercial establishments along its alignment. Collector streets are traditionally two-lane undivided sections (often with turning lanes), with the relatively unrestricted spacing and configuration of access entrances. Longhill Road, Treyburn Drive, John Tyler Lane, South Henry Street, Francis Street, Visitor Center Drive, Penniman Road and Quarterpath Road are the City's collector streets.
- Local Streets. The fifth category of street is the local street. These streets can be further categorized into sub-collectors, lanes, and places (or cul-de-sacs). Their major purpose is to conduct traffic to and from other higher category streets.

Existing Streets

The configuration of the existing major thoroughfare system for Williamsburg gives the appearance of a typical city system of radial and circumferential streets centered on a central business district. The outer circumferential is Route 199 which connects to I-64 both northwest and southeast of Williamsburg. U.S. 60 together with Bypass Road and Lafayette Street form an almost complete inner circumferential. The radial streets within the system are Henry Street (Route 132), which forms a north-south connection between I-64, Bypass Road and Route 199; Jamestown Road, which links Route 199 and the Historic Area; Richmond Road, which links Route 60 and the Historic Area; and Monticello Avenue, which forms a connection between Route 5, Route 199, Ironbound Road and Richmond Road.

Unlike most similarly sized cities, this system is disconnected and often confusing because traffic patterns have been routed around the Historic Area and the College for reasons other than sound traffic conveyance. Although central and attractive as the geographic center of the City, the Historic Area is

quite different from the typical central business district and yields unique parking requirements and distinct traffic circulation patterns which are uncommon to any other Virginia community. Because of this fact, a number of major thoroughfare improvements of the past have been undertaken with the purpose, at least partly, of relieving the streets of the Historic Area from traffic. These improvements include Bypass Road, Routes 132 and 143, Lafayette Street, and most recently the extension of Route 199.

Improvements since the 2006 Comprehensive Plan

Major improvements to transportation facilities have been made since the adoption of the 2006 Comprehensive Plan. The Richmond Road Improvement Project from Brooks Street to New Hope Road, and Treyburn Drive from Monticello Avenue to Ironbound Road were completed in 2006. Improvements to the Monticello Avenue/Ironbound Road intersection were also completed in 2006. Improvements to Quarterpath Road from York Street to the Village at Quarterpath subdivision were completed in 2008. The reconstruction and improvement of the Quarterpath Road/Route 199 intersection as a part of the Quarterpath at Williamsburg development was completed in 2009. Battery Boulevard, a new collector street that is part of Quarterpath at Williamsburg and connects Quarterpath Road with Route 60 East is under construction and will be completed in early 2013. The reconstruction and widening of Ironbound Road from the Longhill Connector to Strawberry Plains Road, located primarily in James City County, is under construction and will be completed by 2013. These improvements will provide more interconnections and options for travel in the Williamsburg area.

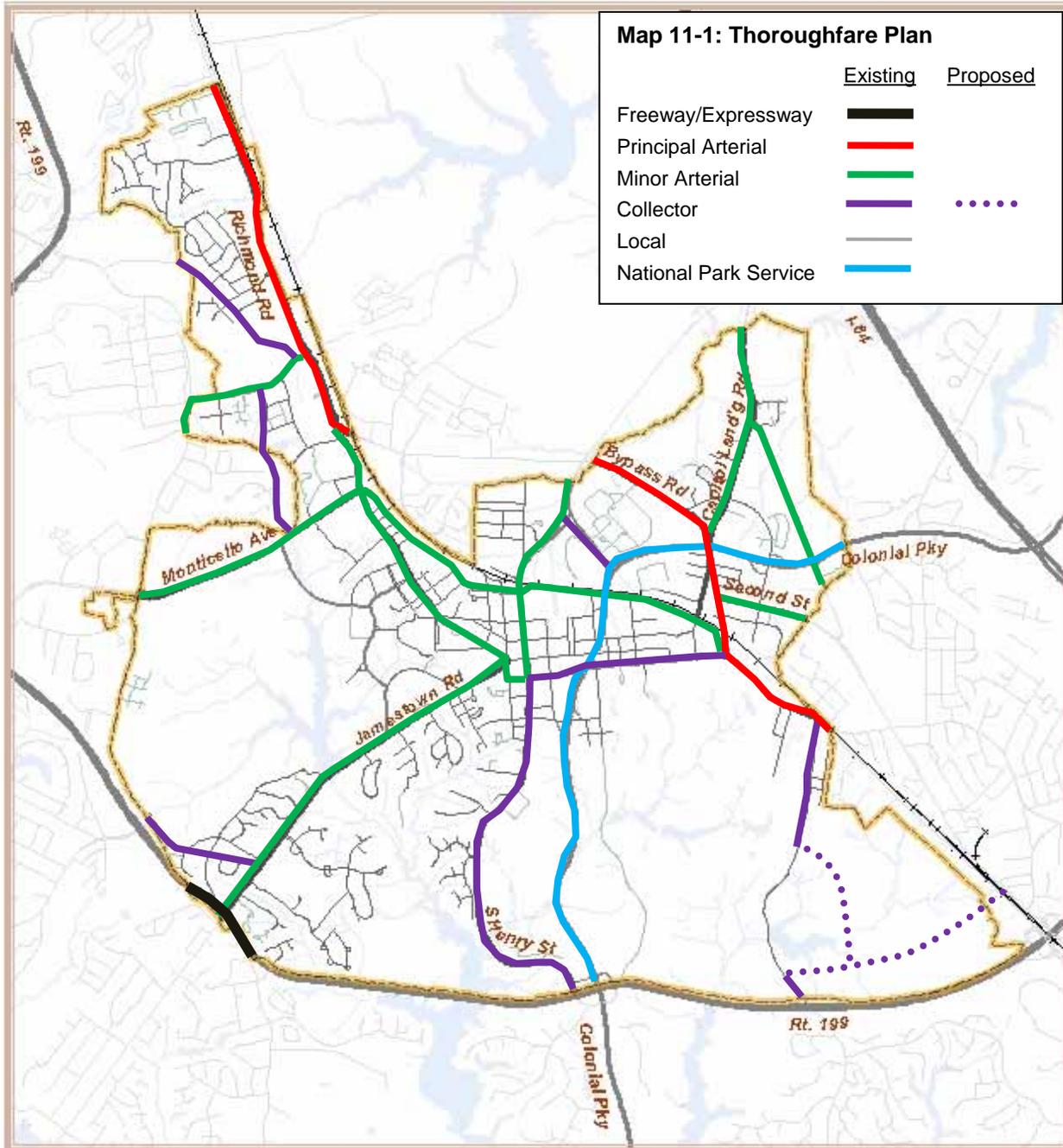
Existing and Projected Traffic Volumes

Table 11-1 lists actual and projected weekday traffic volumes for selected streets in Williamsburg, with projected 2034 volumes based on the HRTPO traffic model. Williamsburg experienced a 6.7% growth in vehicle-miles of travel between 2001 and 2010, well below the increase in James City County (24.9%) and in York County (+22.3). Additional details are provided in the *Comprehensive Transportation Study for James City County/Williamsburg/York County*, which is attached as Appendix C.

Table 11-1: Selected Weekday Traffic Volumes, Actual and Projected

Street	Location	2001	2010	Change 2001-2010	Projected 2034	Change 2010-2034
Bypass Road	Richmond Rd to York CL	28,684	26,802	-6.6%	36,000	+34.3%
Bypass Road	Rt 132 to Parkway Dr	20,073	15,868	-20.9%	30,000	+89.1%
Cap Landing Rd	Bypass Rd to Merrimac Tr	8,391	n/a	n/a	11,000	n/a
Henry Street	Rt 199 to Ireland St	3,874	3,801	-1.4%	7,000	+84.2%
Henry Street	Lafayette St to Rt 132Y	8,022	6,853	-14.6%	13,000	+89.7%
Ironbound Rd	James City CL to Longhill Rd	7,789	9,913	+27.3%	14,000	+41.2%
Ironbound Rd	Longhill Rd to Richmond Rd	12,335	15,292	+24.0%	19,000	+24.2%
Jamestown Rd	Rt 199 to John Tyler Ln	10,315	11,994	+16.3%	13,000	+8.4%
Jamestown Rd	John Tyler Ln to Boundary St	11,709	13,820	+18.0%	18,000	+30.2%
Merrimac Tr	York CL to Cap Lnd Rd	6,329	7,217	+14.0	13,000	+80.1%
Merrimac Tr	Cap Lnd Rd to York CL	9,112	9,445	+3.7%	15,000	+58.8%
Monticello Ave	Ironbound Rd to Compton Dr	n/a	17,358	n/a	26,000	+48.2%
Monticello Ave	Compton Dr to Richmond Rd	13,944	17,074	+22.4%	26,000	+52.3%
Page Street	Cap Lnd Rd to Second St	20,971	15,332	-26.9%	32,000	+108.7%
Page Street	Second St to Lafayette St	20,750	15,804	-23.8%	35,000	+121.5%
Richmond Rd	James City CL to Ironbound Rd	22,401	23,783	+6.2%	33,000	+38.7%
Richmond Rd	Ironbound Rd to Bypass Rd	32,730	25,987	-20.6%	45,000	+73.2%
Richmond Rd	Bypass Rd to Monticello Ave	20,168	19,001	-5.8%	28,000	+47.4%
Richmond Rd	Monticello Ave to Boundary St	13,180	13,511	+2.5%	19,000	+40.7%
Route 199	Jamestown Rd to James City CL	32,067	36,180	+12.8%	49,000	+35.4%
Route 199	Henry St to Mounts Bay Rd	30,731	33,078	+7.6%	57,000	+72.3%
Route 199	Mounts Bay Rd to Rt 60	28,732	31,169	+8.5%	57,000	+82.9%
Second St	Parkway Dr to York CL	17,976	15,123	-15.9%	24,000	+58.7%
York St	Lafayette St to James City CL	17,894	13,385	-25.2%	20,000	+49.4%

Source: Comprehensive Transportation Study for James City County/Williamsburg/York County, March 2012



Recommended Transportation Improvements

Quarterpath Road area. The most concentrated road improvements in the City are proposed in conjunction with the Quarterpath at Williamsburg development just north of Route 199 between Quarterpath Road and Route 60 East. The design details of these improvements will need to be finalized in conjunction with the development of the site and subdivision plans for the new development. In addition to Riverside Doctors' Hospital, this area is planned for 400,000 square feet of medical use, 140,000 square feet of retail and restaurant use, 595,000 square feet of office use, plus up to 1,467 dwelling units. The specific improvements needed are described on the following page.

- *Battery Boulevard* is a major east-west collector street paralleling Route 199, first proposed in the 1989 Comprehensive Plan. It will connect Quarterpath Road with Route 60 East and will be the major collector road serving the entire Quarterpath at Williamsburg project, providing access to Riverside Doctors' Hospital. Battery Boulevard is under construction and will be completed in early 2013.
- *Redoubt Road* will be the major collector road leading north from Battery Boulevard, extending through the residential area north of Tutter's Neck Pond to Quarterpath Road. This will provide a secondary access to the non-residential uses along Battery Boulevard.

The center section of Quarterpath Road is proposed to be closed to through traffic when a new north-south connection is established via Redoubt Road, connecting to Quarterpath Road just north of Redoubt 2, and then following Quarterpath Road to York Street. This alignment, coupled with Battery Boulevard and the improved Quarterpath Road/Route 199 intersection, will provide adequate traffic capacity for Quarterpath at Williamsburg and for the Quarterpath Crossing Shopping Center on the west side of Quarterpath Road. Design details will need to be approved in conjunction with the subdivision and site plan review process to ensure that adequate levels of service are maintained in this area.

This new alignment will allow the preservation of the historic Quarterpath Road trace alongside Tutter's Neck Pond and Redoubt #1, as well as preservation of the sensitive environmental areas around the Pond and Tutter's Creek. Most importantly, the historic setting of Quarterpath Road and Redoubt Park will be preserved, greatly enhancing the ability to interpret these sites (Redoubts 1 and 2) from the 1862 Peninsula Campaign. This setting would largely be destroyed if this section of Quarterpath Road were improved as a two-lane collector street as proposed in the 1989 and 1998 Comprehensive Plans. However, the existing Quarterpath Road right-of-way for this center section should be preserved in the event that unforeseen future needs necessitate further road improvements for this area.

Ironbound Road. The widening of Ironbound Road is proposed between the Longhill Connector and Richmond Road. Ironbound Road is an important connection between Richmond Road and the Ironbound Road/Longhill Road corridor that provides connections to Route 199 and Monticello Avenue. This project includes widening Ironbound Road from two to three lanes, providing an additional turn lane onto Richmond Road, and relocating and improving the Ironbound Road/Longhill Road intersection. A multi-use trail is proposed on the north side of Ironbound Road, connecting with the existing multi-use trail along the Longhill Connector, and adjoining utility lines will be placed underground. This will provide improved capacity and traffic flow for Richmond Road and the High Street development. By 2034, Ironbound Road is expected to carry 14,000-19,000 vehicles each weekday, up from 10,000-15,000 in 2010. Construction for the first phase of this project is anticipated in 2016, and is the City's top priority for use of its VDOT Urban Allocation funds, and other funds as they may come available.

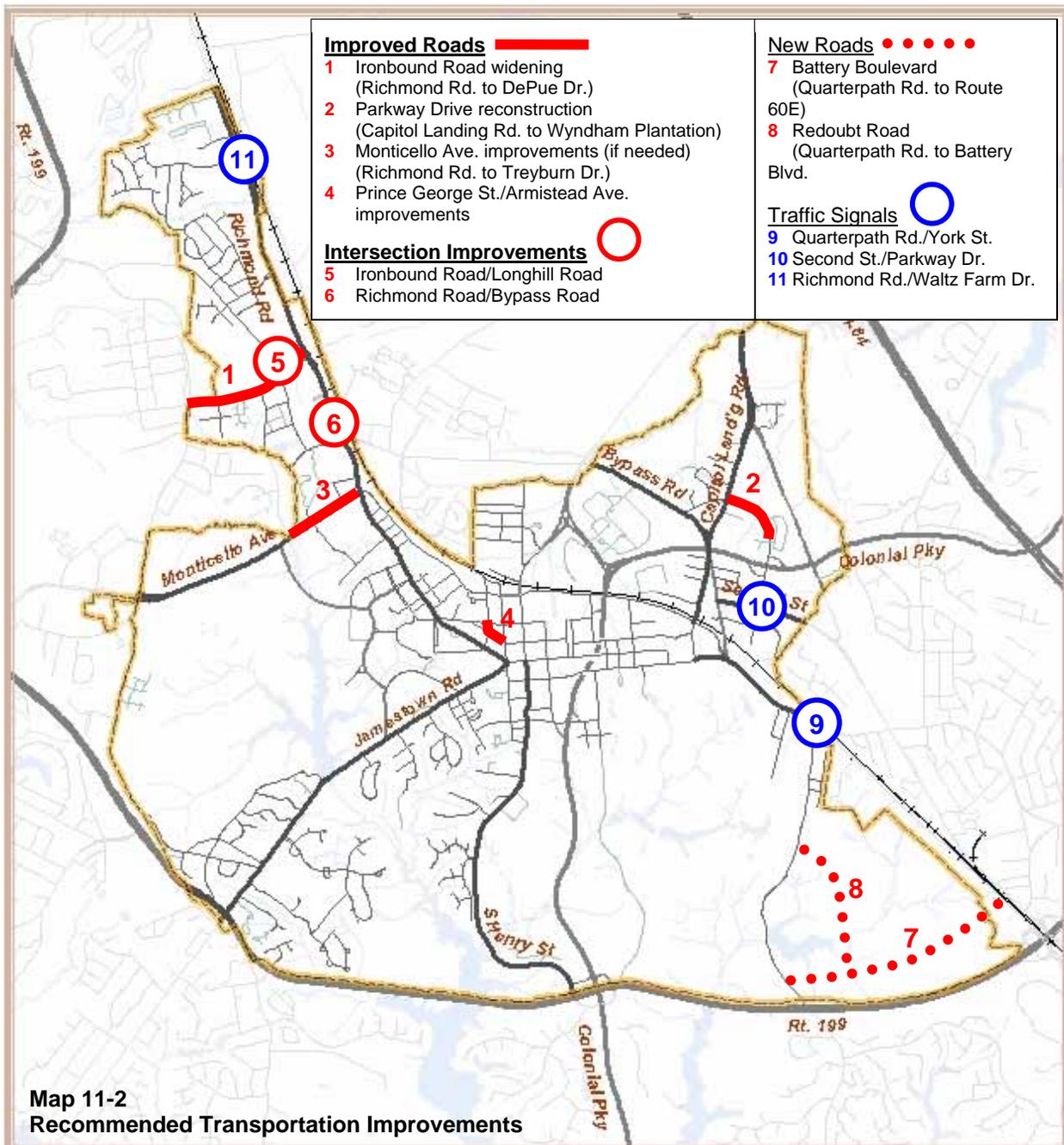
Parkway Drive. As a result of the report of the Northeast Triangle Focus Group, it is proposed to reconstruct Parkway Drive between Capitol Landing Road and the entrance to Wyndham Plantation. This will allow the construction of bike lanes, and a sidewalk on the north side of the street, when the street is rebuilt with curb and gutter. Traffic capacity will not be increased, but interconnectivity for pedestrians and cyclists will be improved.

Richmond Road. To increase traffic flow into the Midtown and Downtown Planning Areas, the Richmond Road/Bypass road intersection should be studied to see if it is feasible to convert the center left turn lane into a left turn and through lane, which would add a second eastbound lane going into town. Additional right-of-way may be needed for this improvement.

Monticello Avenue. As a result of the recommendations for the Midtown Planning Area, it is recognized that major redevelopment of the Williamsburg Shopping Center, Monticello Shopping Center and/or the Lawson Apartments may necessitate improvements to Monticello Avenue between Richmond Road and Treyburn Drive. Any needed improvements should be a part of the redevelopment project.

Prince George Street. The Prince George Street/Armistead Avenue improvements are a major project in the Downtown Planning Area, and are described in detail on page 10-6. It is identified in VDOT's Six Year Improvement Program, and includes replacing and widening sidewalks, new curb and gutter, resurfacing, upgrading water and sewer lines and adding new street lights. Construction is scheduled for Fall 2013 at an estimated cost of \$594,950.

Traffic Signals. New traffic signals may be necessary in select locations as the City's growth continues. Traffic signals should be added only if warranted by new development and/or significant changes in traffic volumes. Improvements in intersection geometry, traffic calming measures and signage may be able satisfactorily address traffic flow issues in lieu of traffic signals. In instances where the installation of a new traffic signal is justified, pedestrian and bicycles accommodations should be considered.

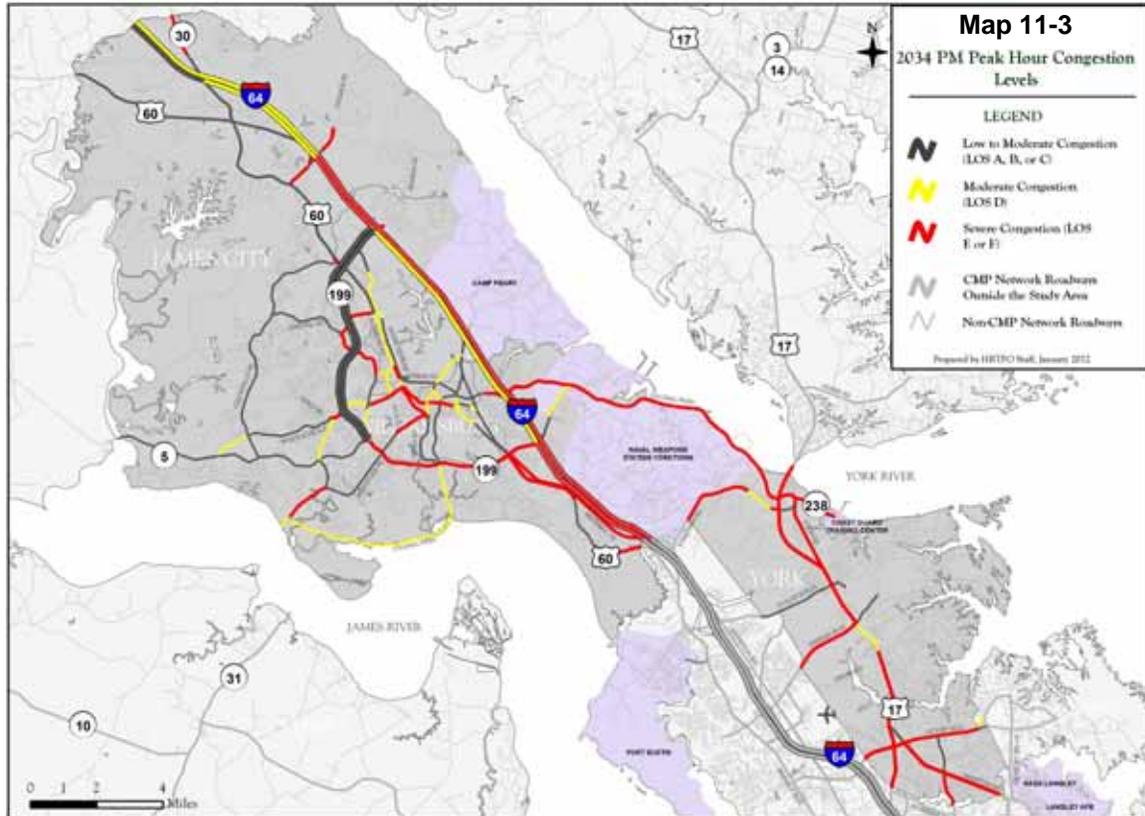


2034 Hampton Roads Long-Range Transportation Plan

The 2034 Hampton Roads Long-Range Transportation Plan (LRTP) was approved by the Hampton Roads Transportation Planning Organization (HRTPO) in January 2012. The purpose of the LRTP is to guide investments in projects designed to meet the transportation goals of the HRTPO: mobility, safety, economic vitality and environmental protection. The LRTP is updated on a quadrennial cycle per federal regulations and encompasses a minimum 20-year time horizon, much longer than the Six-Year Improvement Program (SYIP) and the four-year Transportation Improvement Program (TIP), both important parts of the regional transportation planning process. The next LRTP will be for 2040, and work has already started on this update. More information on the regional transportation planning process, as well as the associated SYIP and TIP, is on pages 21-36 of the *Comprehensive Transportation Study for James City County/Williamsburg/York County*, which is included as Appendix C.

As part of the long range transportation planning efforts, HRTPO forecasts traffic volumes and peak hour congestion levels. These volumes are based on output from the regional transportation model, which estimates raw traffic volumes based on socioeconomic projections as well as the assumption that all of the projects included in the LRTP are constructed. Low to moderate congestion has a Level of Service (LOS) of A, B or C, Moderate Congestion has LOS D, and Severe Congestion has LOS E or F. In 2010, only one roadway segment in Williamsburg was identified with Severe Congestion – Jamestown Road between Lake Matoaka and College Corner.

In 2034, four additional Williamsburg streets are identified with Severe Congestion: Richmond Road from Ironbound Road to Bypass Road and from Monticello Avenue to College Corner, Monticello Avenue, Lafayette Street, South Boundary Street/Francis Street from College Corner to South Henry Street, and Route 199 at Jamestown Road. In addition, Route 199 in James City County is shown with Severe Congestion between Jamestown Road and Route 143. These are shown graphically on Map 11-3: 2034 PM Peak Hour Congestion Levels.

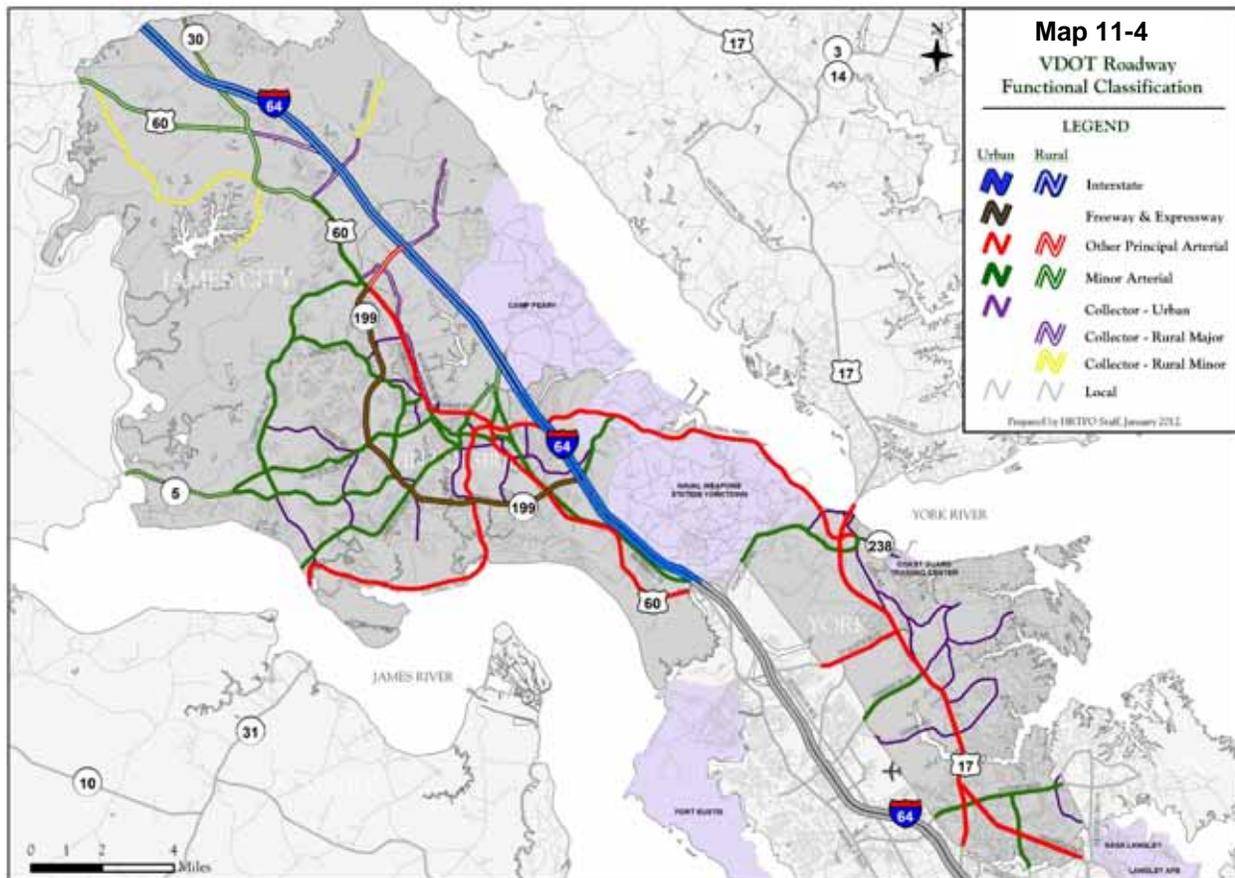


Source: Comprehensive Transportation Study for James City County/Williamsburg/York County, March 2012

When looking at these projections, it should be noted that traffic forecasting is not an exact science, and no traffic model is perfect. Long range forecasts of severe future congestion do not necessarily indicate that improvements will be needed or can be made. In Williamsburg, most of the streets that are projected to be severely congested are located in areas with unique historical and cultural features, and streets in these areas cannot be widened without severely impacting community character. Of the five streets projected for severe congestion in 2034, only Monticello Avenue has potential for widening. This makes improvements to pedestrian, bicycle and transit facilities all the more important for accommodating future transportation needs.

Interstate 64

Although not located in Williamsburg, a major deficiency in the regional transportation network is Interstate 64, the major northern gateway into the Historic Triangle and the Hampton Roads region. In 1999 a Major Investment Study was made of the I-64 corridor that identified the need to widen I-64 to six lanes between Richmond and the eastern Route 199 interchange, and to eight lanes (including two HOV lanes) between Route 199 and I-664 in Newport News. This recommendation was endorsed by James City County, Williamsburg and York County, with the proviso that VDOT pay particular attention to preserving the aesthetic value of this scenic corridor. Thirteen years later, no progress has been made toward widening I-64, and VDOT is once again studying the corridor. With this in mind, the Comprehensive Plan supports the widening of I-64 while stressing the need for VDOT to carefully explore the tradeoffs between widening I-64 within the median versus widening along the edge of the right-of-way with the goal of preserving at least some of the wide and partially vegetated median.



Bicycle Facilities

The area's first bikeway system was developed in 1976 in cooperation with the Virginia Department of Transportation. This plan, as originally designed and installed, was to be the center spoke of a plan that was expected to branch outward throughout James City County and York County, but was never extended. By 1990, bikeway elements had been adopted as a part of each jurisdiction's Comprehensive Plan, but there was no regional effort at implementation of a coordinated regional system. With the adoption of the federal ISTEA legislation (Intermodal Surface Transportation Efficiency Act), there was increased local interest in developing a bikeway plan for the region. The governing bodies of the three jurisdictions authorized the Regional Issues Committee (composed of representatives of all three jurisdictions) to develop a regional bikeways plan in October 1992. Following a series of public meetings, the Regional Bikeway Plan was adopted in June 1993. Following the adoption of the initial plan, the Historic Triangle Bicycle Advisory Committee (HTBAC) was formed to advise the three governing bodies and planning commissions on bicycle issues, and was responsible for the update of the Regional Bikeway Plan in 1998. This update was incorporated into all three jurisdictions' Comprehensive Plans. HTBAC again assisted the three jurisdictions as the Regional Bikeway Plan was updated as a part of the 2012 Coordinated Comprehensive Plan update process.

Bicycle facilities fall into three basic categories:

- **Multi-Use Paths** are constructed physically separate from the highway. They are usually eight to ten feet wide and are designed to accommodate two-way bicycle traffic. The multi-use path along Quarterpath Road and the Waller Mill Rail are examples of this type of facility. The Virginia Capital Trail, a regional multi-use path in James City County, is a regional example.
- **Bike Lanes** are constructed adjacent to traffic lanes and are generally delineated by pavement markings. These lanes are typically four to six feet wide and are considerably less costly to construct than multi-use paths. To accommodate two-way traffic, bike lanes must be constructed on each side of the road. Bike Lanes can often be constructed in conjunction with highway construction or repaving projects. Williamsburg examples are Treyburn Drive (new construction) and South Henry Street and Lafayette Street (repaving).
- **Shared Roadways** are travel lanes that are shared by all users of the roadway. Occasionally, the travel lanes are widened to 14 or 15 feet rather than the standard 12 feet. There are no bikeway pavement markings associated with these facilities, and the roadway may be signed as a bicycle route. Shared Roadways are typically designed on roadways with very light traffic and in developed areas where other modes are not feasible. Portions of Jamestown Road, Richmond Road and Francis Street fall into this category.

Bikeways should also be incorporated into subdivision and site plans when these developments are located along designated bike routes, and should be considered when reviewing rezoning requests and special use permits. Provisions for bicycle parking facilities and accommodations for bicycles at signalized intersections also need to be considered as an integral part of the City's bikeway facilities.

There are 69 miles of existing bikeway facilities in the three jurisdictions, plus 40 additional miles of shared roadway facilities on roads maintained by the National Park Service (Colonial Parkway, Jamestown Island Tour Roads and Yorktown Battlefield Tour Roads). Many bike lanes in the area have received federal funding through the Transportation Enhancement or CMAQ process. An important part of the bikeway system is the Virginia Capital Trail that, when completed, will connect Williamsburg to downtown Richmond via the Colonial Parkway and 54 miles of multi-use path.

Table 11-2: Recent Bicycle Facility Construction in Williamsburg

Project	Completed
Bike Lanes – Jamestown Road from John Tyler Lane to Ukrop Way	2002
Bike Lanes – Penniman Road	2005
Bike Lanes – North Henry Street/Route 132 from the CSX Railroad to Bypass Road	2006
Bike Lanes – Longhill Road	2008

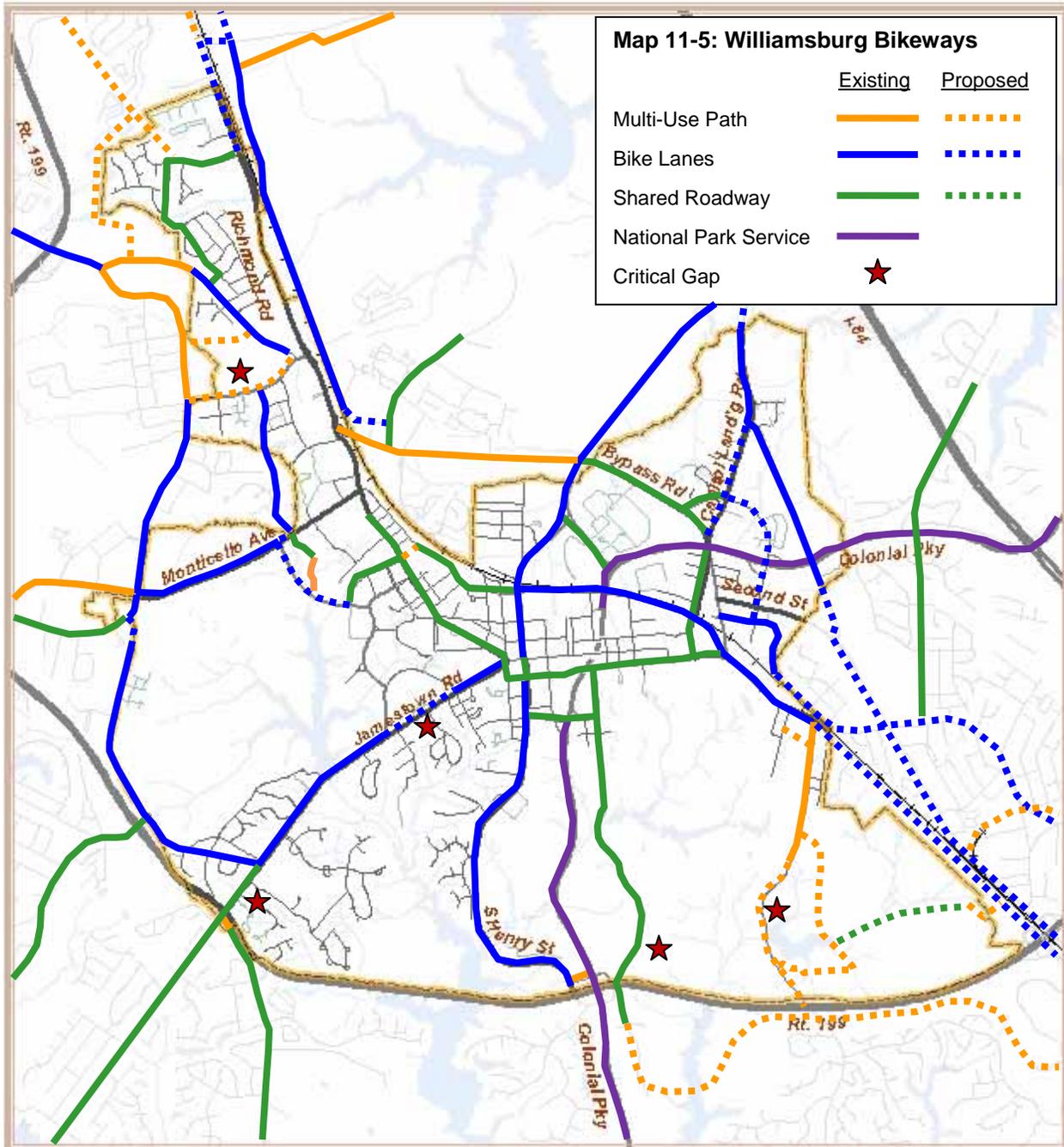
In spite of the large existing bicycle facility network in the three jurisdictions, the Regional Bikeway Plan has a vision for a much larger, complete system. This would both provide further accommodation of people using bicycles as a means of transportation and recreation, but also make the area more likely to become a destination for bicycle tourism. The complete Regional Bikeway Plan includes proposed multi-use paths, bike lanes and shared roadways, as well as conceptual corridors. Combined, these existing, proposed and conceptual corridors total approximately 400 miles of bicycle facilities for Williamsburg, James City and York County. This will take many decades and millions of dollars to become a reality.

In the shorter term, the *Comprehensive Transportation Study for James City County/Williamsburg/York County* focused in addressing gaps in the existing system that, if completed, would best connect the existing facilities and creates an integrated system of bikeways throughout the area. The critical gaps identified for Williamsburg are:

- Capitol Landing Road (Lafayette Street to Merrimac Trail). This provides a connection between the bike lanes on Lafayette Street and the existing bike lanes on Merrimac Trail and Capitol Landing Road, as well as to the planned extension of the Capitol Landing Road bike lanes to East Rochambeau Drive. A possible method of providing this connection would be to reduce the number of lanes on the northern section of Capitol Landing Road from four to three lanes with bike lanes, and to sign the section between the Colonial Parkway and Lafayette Street as a shared facility. Current and future traffic volumes are low enough on the existing four-lane section to not impact congestion levels.
- Ironbound Road (Longhill Connector to Longhill Road). This will connect existing bicycle facilities on Ironbound Road, Longhill Road, DePue Drive (Longhill Connector), and Treyburn Drive. A multi-use path should be constructed in conjunction with the widening of Ironbound Road, and this is recommended in the City's recently completed *Ironbound Road Corridor Study*.
- Jamestown Road (Route 199 to John Tyler Lane). This link would connect the Jamestown Road and John Tyler Lane/Strawberry Plains Road bike lanes to a multi-use path across Route 199 that connects too many neighborhoods and provides access to the Colonial Parkway, and to future planned bike lanes on Jamestown Road west of Route 199. Unfortunately, due to the turn lanes at the Route 199 intersection, there is no room to add bike lanes without widening the road.
- Jamestown Road (Ukrop Way to Landrum Drive). This short segment along the William and Mary campus connects the Jamestown Road and John Tyler Lane/Strawberry Plains Road bike lanes with downtown Williamsburg and the College. On-street parking is now permitted on portions of this section of Jamestown Road, and on both sides of the road on Sundays. Bike lanes should be designated on both sides of this section of Jamestown Road, with on-street parking only allowed on Saturday and Sunday mornings for religious services.
- Quarterpath Road (Redoubt Park to Battery Boulevard). This facility would connect to the existing multi-use path on the west side of Quarterpath Road that runs from the Quarterpath Recreation Center to Redoubt 2 in Redoubt Park. The existing gravel section of Quarterpath Road between Redoubt 1 and Battery Boulevard will be closed to vehicular traffic and improved as a multi-use path when Redoubt Road, a parallel street, is constructed, preserving the historic and environmental character of the area. This would also enable future connections to bicycle and pedestrian facilities in the adjacent Quarterpath at Williamsburg development. In the future, it may be possible to link this facility with the South England Street/Country Road facility mentioned below, creating a scenic recreational loop.
- South England Street/Country Road. This facility would establish an important recreational connection for cyclists and pedestrians between Colonial Williamsburg, the James City County Government Center and Kingsmill, utilizing South England Street as a shared roadway connecting to the former Carter's Grove Country Road between South England Street and Mounts Bay Road. Implementation will require cooperation between Williamsburg, James City County and the Colonial Williamsburg Foundation.

In addition to the bicycle facility improvements listed previously, bicycle parking facilities need to be improved. Additional facilities are needed in the Downtown Planning Area (Municipal Center, Merchants Square and College Commercial areas), Midtown Planning Area (Arts and Cultural District, Shopping Centers), and along the City’s commercial corridors. Improved facilities are needed for most public buildings, and bicycle parking facilities could be added to the Prince George Parking Garage and the City Square Parking Terrace. The parking regulations in the Zoning Ordinance should be revised to encourage the provision of bicycle parking facilities.

As a part of the City’s Bicycle Facilities program, recognition should be sought from the League of American Bicyclists for Williamsburg as a Bicycle Friendly Community.



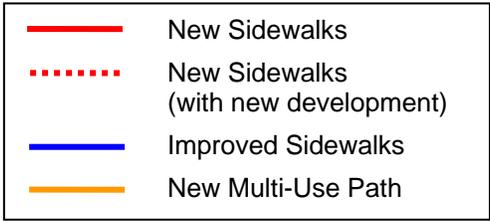
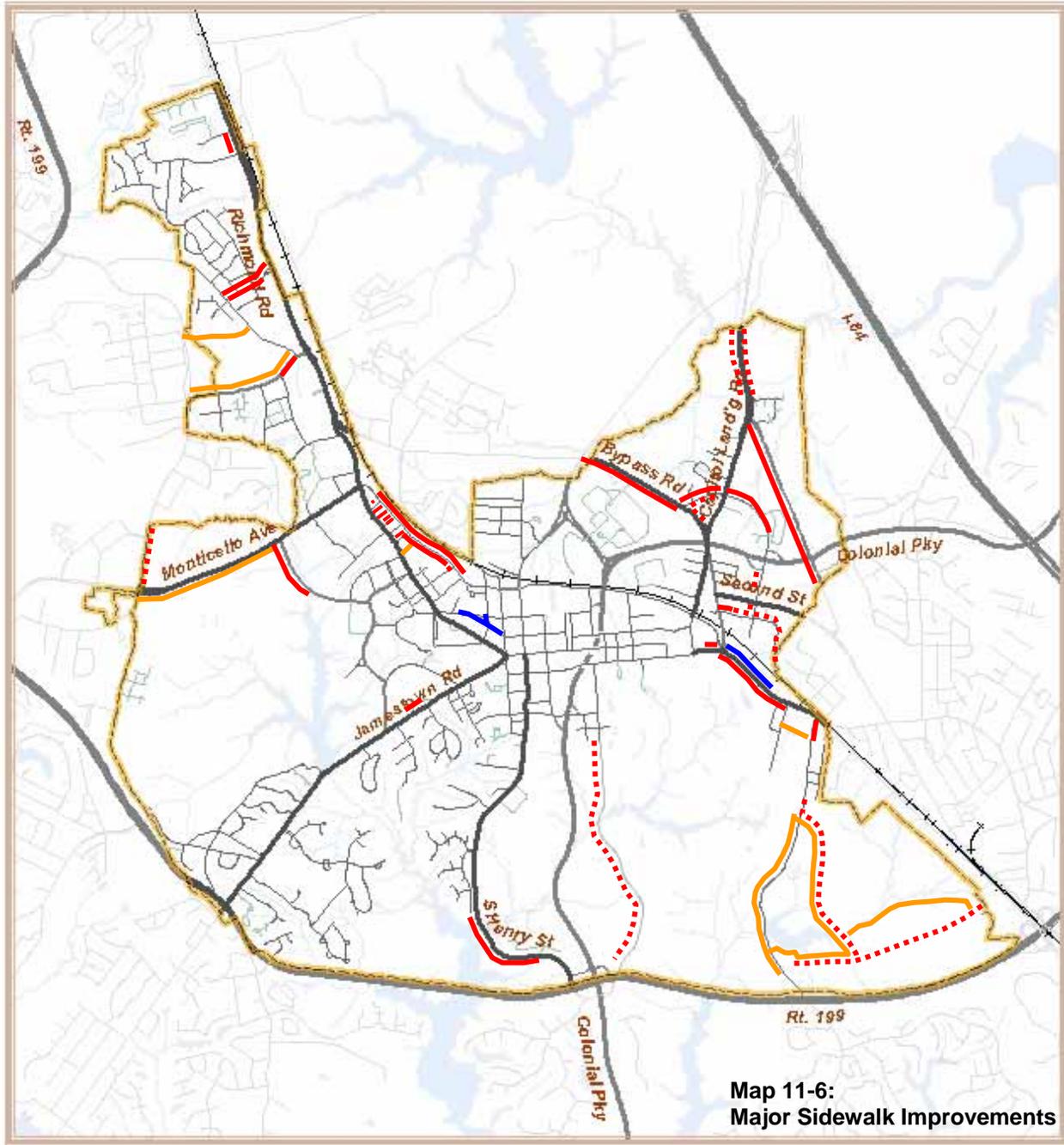
Pedestrian Facilities

The relatively compact scale of the City has allowed for the development of an extensive network of pedestrian walkways and sidewalks. According to the 2005-2009 American Community Survey (U.S. Census), 26% of workers living in Williamsburg reported that they either walked or biked to work, compared with 1% in James City County, 5.4% in York County, 3.2% in Hampton Roads, 2.6% in Virginia and 3.4% nationwide. This is an increase from the 17% listed for Williamsburg in the 2000 Census, and remains the highest figure for any locality in Hampton Roads. The increasing number of houses proposed for higher density mixed-use developments in the City should increase this number in future years, and reinforces the need to continually plan for improved pedestrian facilities.

Over the past 25 years, the City has filled in many gaps in the sidewalk system, but there are still areas that need sidewalk improvements. It is the City's responsibility to retrofit existing developed areas with sidewalks, but it is the developer's responsibility within areas planned for future development. The City's Subdivision Ordinance requires that sidewalks be built on both sides of public streets, and this is particularly important in conjunction with the trend toward higher density housing. In addition, sidewalks should be provided as an integral part of major street projects. It is also important to plan for interconnections between Williamsburg and the adjoining jurisdictions, and this is particularly evident in the Northeast Triangle Planning Area (see *Chapter 10 – Commercial and Economic Development*).

Major sidewalk improvements are shown on Map 11-6. Not included are minor infill areas that may exist in individual neighborhoods and are funded as a part of the annual Public Works Department operating budget. These improvements will be implemented both by the City through its Capital Improvement Program, and by new developments adjoining these facilities. Major improvements include:

- Improved sidewalks between Merchants Square and the Delly area at Richmond Road and Scotland Street. These will increase pedestrian connectivity to new and proposed commercial uses (Tribe Square, Cooke Building, Prince George Commons) in the area adjoining William and Mary.
- New sidewalks along Lafayette Street on the south side between Harrison and Wythe Avenues, and on the north side between the Municipal Building and Chesapeake Bank, plus improvements on side streets in the Arts and Cultural District and Harrison Avenue, and a multi-use path between Lafayette Street and Richmond Road at Brooks Street to improve pedestrian circulation.
- A new sidewalk on Richmond Road between Patriot Lane and Waltz Farm Drive will fill in the last remaining sidewalk gap on Richmond Road.
- New sidewalks along Governor Berkeley Road between Richmond Road and Longhill Road will improve pedestrian connections for the Skipwith Farms and Longhill Woods area.
- New sidewalks and multi-use path along Compton Drive and Monticello Avenue will improve access from the main campus of William and Mary to the High Street and New Town areas. These improvements are on the campus of William and Mary and along VDOT maintained Monticello Avenue, and are not directly funded by the City.
- New sidewalks in the Northeast Triangle Planning Area (Bypass Road, Parkway Drive, Merrimac Trail and Penniman Road) will provide increased interconnectivity to existing neighborhoods and to adjoining jurisdictions, as well as safer pedestrian connections from the higher density housing along Merrimac Trail and Parkway Drive into the downtown area.
- New and improved sidewalks on York Street between Page Street and Pocahontas Street, and a multi-use path between Pocahontas Street and Quarterpath Park, will provide new connections.
- New sidewalks and multi-use trails along Quarterpath Road and in the Quarterpath at Williamsburg area will serve this emerging mixed-use area in which over 1,400 homes are planned. This will provide access to planned commercial and medical uses, Redoubt and Quarterpath Parks, and also connections to Colonial Williamsburg and the downtown area.
- A new sidewalk on South Henry Street will provide sidewalk to The Oaks, connecting this townhouse development to the City's sidewalk system.

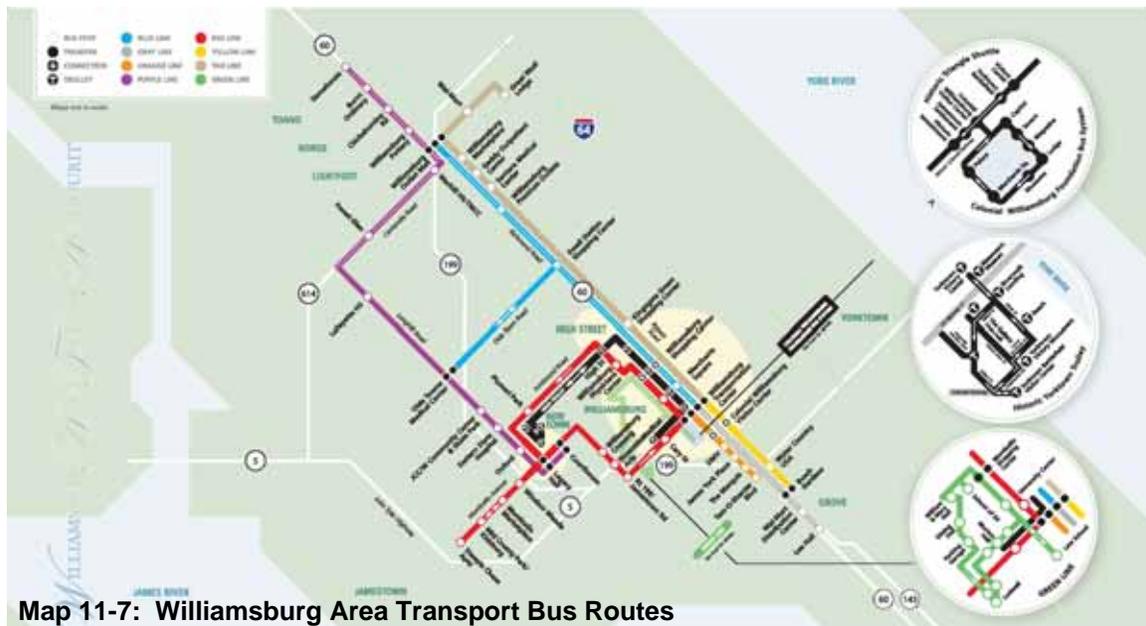


Public Transportation

Williamsburg Area Transit Authority (WATA) provides public transportation services for Williamsburg, James City County and York County, and has evolved from the James City County Transit Company, created in 1980. In March 2006, the General Assembly authorized the formation of a Regional Transit Authority



between James City County, York County, the City of Williamsburg, the College of William and Mary and the Colonial Williamsburg Foundation. The Williamsburg Transit Authority (WATA) was established in August 2008. Local bus, trolley and ADA paratransit services are directly operated by WATA. Through an agreement with WATA, the Colonial Williamsburg Foundation continues to operate service around and throughout the historic Williamsburg area, as well as to historic Jamestown, Jamestown Settlement, and historic Yorktown. The Williamsburg Transportation Center serves as a central transfer point for WATA buses as well as AMTRAK, Greyhound Bus Lines and taxi service. A more detailed discussion of public transportation is presented in Appendix 3, *Comprehensive Transportation Study for Williamsburg/James City County/York County*, pages 37-44.



Map 11-7: Williamsburg Area Transport Bus Routes

WATA also operates the Williamsburg Trolley between Colonial Williamsburg, Merchants Square, the College of William and Mary, High Street and New Town. The service, provided on a 40-minute basis, is geared toward area visitors, William and Mary students and residents. The College accounted for 42% of all trolley riders in September 2012. Ridership levels have been the highest in the spring and fall when regular semester classes at William and Mary are in session – over 33% of trolley ridership in 2012 was in September, October and November.



Improvements are needed to the number, design and location of bus shelters throughout the City. Frequency of service and hours of operations should be increased to better serve the community, and a smartphone interface should be developed to provide additional information to patrons.

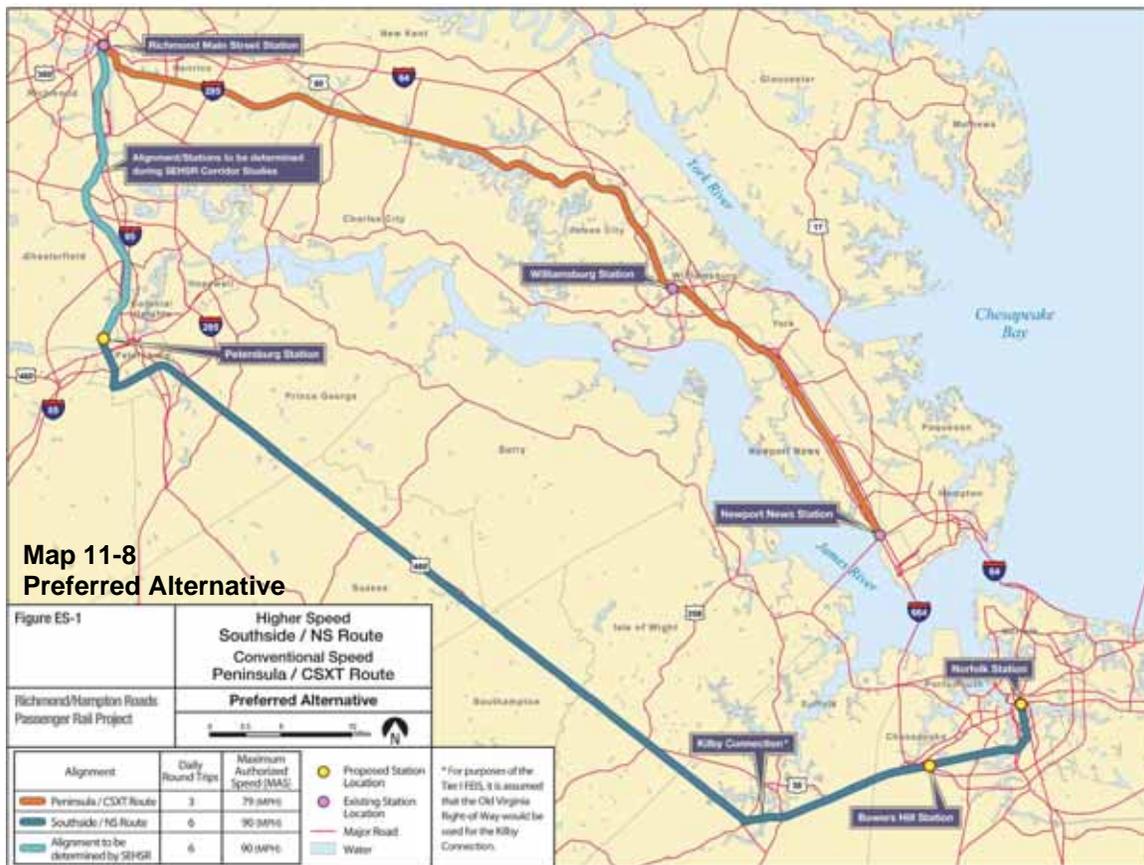
Intercity Passenger Rail

A main line of the CSX Railroad runs through the City, and passenger access to the railroad is provided at the Transportation Center located at the northern terminus of North Boundary Street and Armistead Avenue. In addition to the existing AMTRAK passenger service, the Williamsburg area will be served in the future by improvements to the existing rail service. Williamsburg's City Council has gone on record supporting the addition of high speed rail on the Peninsula, which would be a great benefit to the tourist-oriented economy of Williamsburg.



The Virginia Department of Rail and Public Transportation and the Hampton Roads Transportation Planning Organization (HRTPO) are cooperatively conducting studies to improve intercity passenger rail to the Hampton Roads Region. Expansion of intercity passenger rail is a priority of the Hampton Roads Transportation Planning Organization, and the HRTPO Board approved a resolution in October 2009 supporting the Commonwealth's efforts to enhance the existing intercity passenger rail service on the Peninsula and to establish high-speed passenger rail service on the Southside.

The Tier 1 Final Environmental Impact Statement for the Richmond to Hampton Roads Passenger Rail Project was issued in August 2012. The Preferred Alternate proposes to provide passenger rail service from Richmond to points southeast ending at Norfolk and Newport News. Service on the Peninsula will continue on the CSX Railroad route with an additional round-trip per day (for a total of three) at conventional speeds of up to 79 mph. The Final EIS estimates that the additional train on the Peninsula would almost double the number of passengers in 2025, from 250,000 passengers per year up to 450,000 passengers per year.



Source: Richmond/Hampton Roads Passenger Rail Project, Tier I Final Environmental Impact Statement

Transit Vision Plan

The Hampton Roads Regional Transit Vision Plan, February 2011, was developed by the Virginia Department of Rail and Public Transportation, Hampton Roads Transit, and the Williamsburg Area Transit Authority. Its purpose is to provide a concept for a regional rapid transit network that connects major employment and population centers in Hampton Roads. The Plan includes a number of proposed corridors and projects, classified as short range (today to 2015), mid range (2016-2025), long range (2026-2035), or extended range (2035+). Two of these corridors include Williamsburg: Corridor 11-Downtown Newport News to Williamsburg, and Corridor A – Downtown Newport News to Toano.

Corridor 11 runs for 31 miles from Williamsburg to Downtown Newport News and commuting demand in the corridor is high. The Transit Vision Plan envisions expanding the existing express bus service along Corridor 11 in the short and mid range, and in the long range recommends replacing express bus service with commuter rail.

Corridor A follows the CSX Railroad corridor from Toano in James City County through Williamsburg to Downtown Newport News. The Transit Vision Plan recommends that commuter rail be operated along the CSX railway in this corridor between Williamsburg and Downtown Newport News in the long range, with service being extended to Lightfoot and Toano in the extended range. This commuter rail service would replace the express bus service in Corridor 11 recommended for the short and mid ranges. Commuter rail, which is commonly used for trips that are from 20 to 60 miles in length, consists of heavy rail equipment such as diesel locomotives pulling multiple rail coach cars. The Virginia Railway Express in Northern Virginia is an example of commuter rail. Additional details for these recommendations are presented in Appendix 3, *Comprehensive Transportation Study for Williamsburg/James City County/York County*, pages 45-46.



Air Travel

Four airports serve the greater Williamsburg Area – the Williamsburg-Jamestown Airport located in James City County, Newport News/Williamsburg International Airport located in Newport News, Norfolk International Airport, and Richmond International Airport. The Williamsburg-Jamestown Airport, located southwest of the City, is a privately owned general aviation facility which does not offer any commercial passenger or freight services but does offer facilities for owners of private and business aircraft.

Newport News-Williamsburg International Airport's Master Plan projects passenger enplanements to increase from 520,000 in 2010 to between 622,000 and 1.092 million by 2025. Norfolk International Airport's Master Plan anticipates significant growth from the current level of 1.7 million enplanements per year up to between 3-3.75 million enplanements per year by 2024. Richmond International Airport's Master Plan forecasts passenger enplanements to increase from the current 1.7 million to between 2.5 and 3.5 million passengers per year by 2026.

PARKS AND RECREATION

The City maintains a system of public parks and recreational facilities, and the demand for these active and passive recreational areas will increase as the Williamsburg area continues to grow. The physical planning aspects of the Parks and Recreation system will be discussed in the following sections, focusing first on the existing facilities and then on recommended improvements. The location of these parks are shown on Map 11-10.

Existing Facilities

Williamsburg's existing facilities can be divided into two categories based on the types of activities which take place in the parks. Passive Parks are generally utilized or developed for aesthetic beauty or historic interest. Active parks are primarily developed for active recreation and include facilities such as ball fields and tennis courts and/or special facilities for activities such as fishing, cycling and boating.

Passive Parks

Berkeley Park. This park is located at the cul-de-sac end of Berkeley Lane, adjacent to Jamestown Road and across from Walsingham Academy. This park was improved in fall 2010 to better serve the surrounding neighborhoods by replacing benches, adding a picnic table, and planting more flowers.

Bicentennial Park. This four acre park is landscaped to provide sitting and strolling areas for residents and visitors, as well as users of the adjacent National Center for State Courts and the Law School. The park's importance is underscored by its location along the South Henry Street entrance corridor, one of the major routes into the Historic Area. It serves to enhance the visual entrance statement provided to visitors and residents by preserving valuable greenspace along this important entranceway. In the future its importance will be heightened when the adjacent Museums of Colonial Williamsburg are expanded.

College Landing Park. This park is built on the site of one of Williamsburg's two colonial ports. The historic two-acre site has been developed to provide for aesthetic and recreational opportunities. It includes a scenic overlook, a marsh walk, a boat access for shallow draft boats, a picnic area and parking facilities.

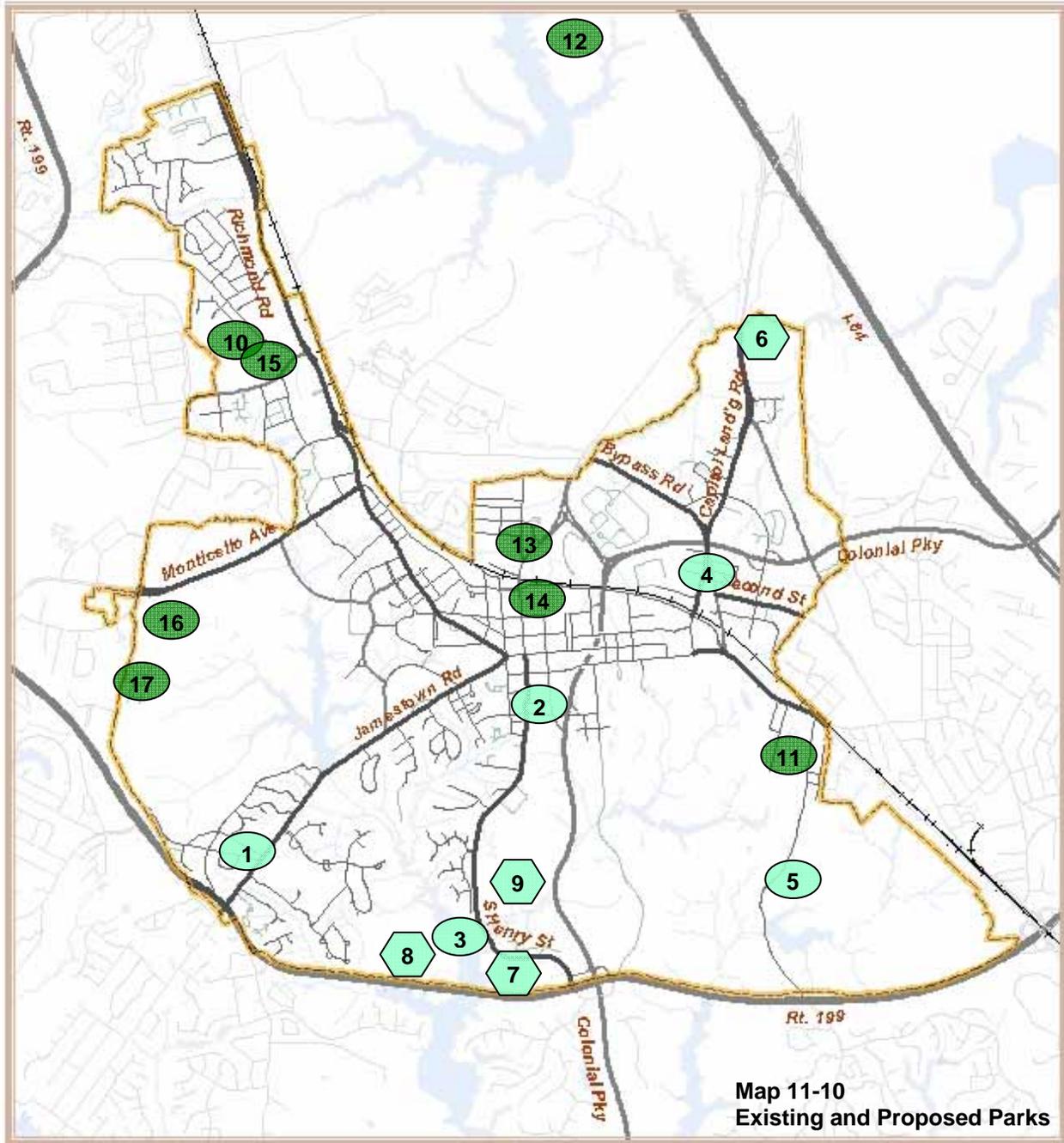
Minor Park. This 0.17 acre facility, purchased by the City in 1987, has been improved and helps to beautify the Capitol Landing Road/Page Street area.

Redoubt Park. Redoubts 1 and 2 along Quarterpath Road formed part of Confederate General J. B. Magruder's Third Peninsula Line. Redoubt Park makes these earthworks accessible to the public while simultaneously providing interpretation about the Battle of Williamsburg and other historical features found in this parcel. The planning for the park was a joint effort between the City and the Virginia War Museum Foundation, and is



1. Redoubts #1
2. Redoubts #2
3. Historic Quarterpath Road
4. Tutter's Neck Pond
5. Proposed Quarterpath at Williamsburg Development
6. Viewshed from Observation Deck at Redoubt #1

part of an overall effort to preserve and interpret 1862 Peninsula Campaign sites on the lower Peninsula. Riverside Health Care dedicated 21.4 acres for the park in 2006 as a part of their Quarterpath at Williamsburg project. The future conversion of the unpaved portion of Quarterpath Road to a multiuse trail will help to preserve the historic setting of Redoubt Park.



Passive Parks		Active Parks	
	Existing		Existing
1.	Berkeley Park	10.	Kiwanis Park
2.	Bicentennial Park	11.	Quarterpath Park
3.	College Landing Park	12.	Waller Mill Park
4.	Minor Park	13.	Highland Park Community Park
5.	Redoubt Park	14.	Matthew Whaley Elementary School
	Proposed	15.	James Blair
6.	Capitol Landing Park	16.	Berkeley Middle School
7.	College Creek Nature Area	17.	Strawberry Plains Neighborhood Park
8.	College Creek Conservation Area		
9.	Papermill Creek Park		

Active Parks

Kiwanis Park. The twenty-seven acre facility located on Longhill Road, adjacent to James Blair Middle School, underwent major improvements in 2007-2009. This created a new configuration for the three lighted softball fields and expanded the parking lot. A variety of recreational facilities on the developed twelve acres include seven lighted all-weather tennis courts and three lighted softball fields for the Recreation Department's youth slow pitch and fast pitch softball programs, including weekend tournaments, plus a concession and restroom building. Numerous pieces of multi-station playground apparatus are provided, as well as a shelter and a full size basketball court. Fifteen acres of undeveloped woods adjoin the facility.



Quarterpath Park. This twenty-three acre facility located on Quarterpath Road near Route 60 East includes three lighted softball fields; two sand volleyball courts; a 25-meter, 6-lane, z-shaped outdoor swimming pool; three all-weather tennis courts; playground equipment; and a picnic shelter accommodating approximately 75 people. It is also the site of the Quarterpath Recreation Center, a 36,144 square foot facility that was renovated in 2002. The Recreation Center houses offices for the Williamsburg Parks and Recreation Department, an 18,000 sq. ft. double gymnasium, a 1,700 sq. ft. dance/aerobics room, two classrooms and a 1,900 sq. ft. multipurpose room. Various instructional classes, athletic programs for youth and adults, sports camps, and special events are held throughout the year at this facility.



Highland Park Community Park. This 2-acre neighborhood park is located on North Henry Street in the Highland Park Community. This facility has playground equipment, a half-court basketball court, a picnic shelter with grills and a paved walking trail.

Waller Mill Park. Located on Airport Road between I-64 and Richmond Road, Waller Mill Park's 2,705 acres are situated around the City's Waller Mill Reservoir. The park was opened to the public in July 1972. The 308-acre lake is open for fishing, boating, pedal boating, canoeing and kayaking with a tunnel connecting the upper and lower sections of the lake. Numerous picnic tables, four shelters accommodating from 25 to 150 people, play fields, and playground equipment are nestled among the trees providing a scenic picnic area.

There are over seven miles of hiking trails throughout the park, providing interesting, picturesque walks with water and wooded views. The two-mile long Waller Mill Rail Trail, a paved multi-use path, provides walking and biking opportunities and is connected to bike lanes on Mooretown Road and East Rochembeau



Road. A short hike from the park along this trail will bring you to the Lookout Tower, which offers a panoramic view of the water and woodlands.

Matthew Whaley Elementary School. The school grounds contain a softball field and numerous pieces of multi-station playground equipment.

James Blair Middle School. This facility provides a regulation baseball field, softball field and batting cage. It also offers Cooley Field, which hosts Jamestown and Lafayette High School football and soccer activities.

Berkeley Middle School. The school grounds contain a baseball and a softball field, as well as the capability of having a football field superimposed on the baseball field. The playfield at this school provides facilities for after-school and summer recreational programs. The indoor facilities also provide opportunities for year-round program scheduling.

Wales Community Park. This 0.2 acre park is located in the Wales Subdivision, and includes a multi-station playground equipment and swing set.

Strawberry Plains Community Park. This 0.7 acre park is located in the Strawberry Plains subdivision. It contains multi-station playground apparatus, a swing set and several benches. There is also a small open area for children to play kickball, soccer and even football.

Other Facilities

In addition to these municipal facilities, the Williamsburg area has a number of private and nearby public areas which enhance the community's available resources. These include the beautiful green areas and facilities of the College of William and Mary and Colonial Williamsburg, and nearby regional facilities including the York River State Park, Chippokes State Park and the Colonial National Historic Park (Yorktown Battlefield, Jamestown Island and the Colonial Parkway).

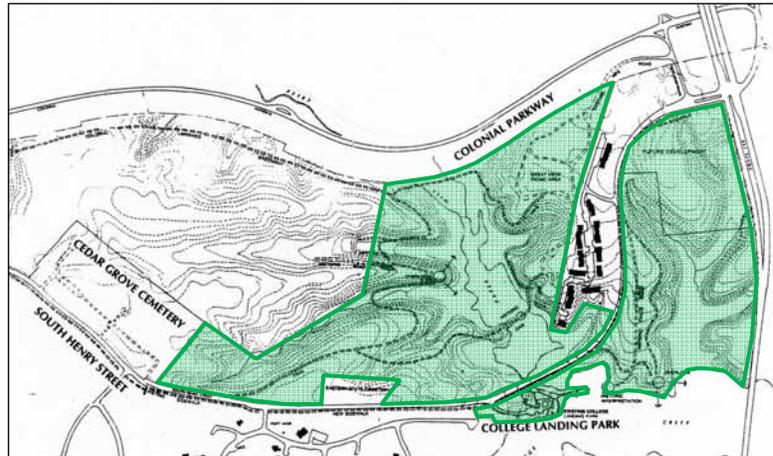
Planned Improvements

Passive Parks

Capitol Landing Park. A portion of the Capitol Landing site on Queens Creek should be acquired to preserve the historic site of one of the City's two colonial ports, and to provide an additional passive recreation opportunity in the northeastern section of the City. The scope of the park should be similar to that of College Landing Park; the site of the City's other colonial port. Potential also exists for the site to be interpreted as a colonial port, and this idea should be explored with the Colonial Williamsburg Foundation.

College Creek Parks. The four parks listed below have the potential to form a unique system of over 217 acres of linked open spaces, creating an important open space preserve in the southern portion of the City.

- *College Landing Park* is built on the historic site of one of Williamsburg's two colonial ports, and a scenic overlook, a marsh walk, a boat access, a picnic area and parking facilities have been incorporated into the park.
- *Papermill Creek Park* will have at its core 37 acres on the north side of Papermill Creek. The park will have a definite ecological orientation and will take advantage of the wetlands of Papermill Creek, with trails and marsh overlooks. Access to this park will be available from the south at College Landing Park and from the north at South Henry Street opposite the entrance to the Port Anne subdivision. The northern section of the park is topographically suited for the location of a facility such as an art museum and gallery or a nature center, and can also serve as the "trail head" for the park. It may also be possible to incorporate the former Great Neck Picnic Area into the park, which requires approval from the National Park Service. This could allow a pedestrian connection to downtown from The Oaks subdivision.
- *College Creek Nature Area* is a 45 acre undeveloped area bordered by South Henry Street, Route 199 and College Creek, and should be acquired by the City. The northern part of the site should be connected to the College Landing Park marsh walk, and the remainder of the area should be preserved as open space to maintain South Henry Street as a scenic entry corridor.
- *College Creek Conservation Area* is a 105 acre conservation area acquired by the City in 1996. It should remain undeveloped and preserved in its natural wooded state to serve as a viewshed and as a place of quiet enjoyment. Public access should be maintained from the adjacent public streets in the Holly Hills subdivision, but no off-street parking should be constructed. It may be possible to provide a pedestrian connection to this area from College Landing Park by constructing a pedestrian bridge from College Landing Park across College Creek.



Active Parks

Kiwanis Park. Future proposed improvements for Kiwanis Park include development of a fourth lighted softball field between fields 1 and 3, and the development of a multi-use path through the wooded area that will connect the developed portion of the park with the multi-use path along the Longhill Connector.

COMMUNITY SERVICES FACILITIES

The City of Williamsburg has well developed facilities to support basic community service needs. These include City owned facilities such as the Municipal Building, Fire and Police Stations, Library, Community Building, Transportation Center, City Shop and Cedar Grove Cemetery; jointly operated facilities such as the Williamsburg/James City County Courthouse, Regional Jail and Olde Towne Medical Center; and facilities that are operated by other levels of government or are operated by other organizations, such as the Riverside Doctors' Hospital and the Post Office.

The Municipal Center

The City's Municipal Center includes the City's major governmental functions and public buildings, and covers a 25-acre area centered on City Square on North Boundary Street. This area has long been the focus of planning efforts by the City. By 1980, most of the present Municipal Center buildings were in place: the Stryker Building (1968), Library (1973), Police Station (1978) and Fire Station (1978). Another group of buildings were completed prior during the 1980s: Arts Center (1982), City Shop (1985), Municipal Building (1988), and the remodeling of the Stryker Building for the present City Council Chamber (1989).

A major upgrade to the Municipal Center was completed in 1999 with the creation of City Square, a large tree-lined green that serves as the area's centerpiece and defining element, and which unifies the varied architectural styles of the surrounding buildings. Surrounding City Square, in addition to the Library (expanded in 1999) and Stryker Building, is the 153-space Parking Terrace (1999) and the Community Building (1999) which provides community meeting space in two adjoining meeting rooms. Sites for three commercial and/or office buildings with approximately 18,000 square feet of floor area were provided on the west and south sides of the Parking Terrace and two of these buildings have been completed. The Transportation Center, the City's multimodal transportation hub, was renovated in 2002, and functions as a central terminal for Amtrak, Greyhound Bus Lines, and Williamsburg Area Transport bus service. Long-term parking, automobile rental and taxi services are also provided.

Recent improvements to the Municipal Center include a new Emergency Operation Center and Fire Administration offices as an addition to the Fire Station (2011), and the expansion and renovation of the Municipal Building (2011). This expansion provided needed facilities for the City administration, and included space for bringing the City Attorney's office and the Williamsburg Redevelopment and Housing Authority into the Municipal Building.

The next steps in the evolution of the Municipal Center will include the replacement of the aging Stryker Building with a new Stryker Center fronting on City Square. This new facility will advance the partnership between the City and the Williamsburg Regional Library to better meet the city's governmental needs and to satisfy unmet demands for civic and community activity space. A site for future development is also reserved on the southwest corner of North Boundary Street and Lafayette Street, adjacent to the Stryker Center. In addition, the acquisition of a key lot south of City Square and across Boundary Street from the Library would complete the 60 year development of the Municipal Center into the City's civic center. Map 11-11 on page 11-27 shows the layout of the Municipal Center.

The Municipal Center in 2012. The major components of the Municipal Center are:

The Municipal Building. This 39,500 square foot building was renovated and expanded in 2011, and houses the following offices: City Manager, City Attorney, Planning and Codes Compliance, Public Works and Public Utilities, Finance, Tax Assessor, Human Services, Commissioner of the Revenue, Treasurer, Williamsburg Redevelopment and Housing Authority, and Voter Registrar. A conference room on the third floor accommodates public meetings and work sessions.

Stryker Building. This facility includes a 140 seat Council Chamber. The remainder of the building is vacant. This building will be replaced in the future with the Stryker Center.

Williamsburg Library. The Library was built in 1973 as a part of the original Municipal Center master plan. In 1977, Williamsburg and James City County established, by contract, a Regional Library. York County was invited to participate but declined. However, they did agree to enter into a financial arrangement in which the library serves the County's Bruton District. The City expanded the Library in 1982, and a multi-purpose auditorium, meeting rooms and art gallery were added. In 1997, the James City County Library in Norge was added as a second Williamsburg Regional Library location. A major expansion of the Williamsburg Library was completed in 1998 increasing its size to 30,000 square feet and making it the most prominent public building in the Municipal Center. In FY11, through both library locations and Mobile Library Services vehicles, the Williamsburg Regional Library circulated 1,328,633 items to 48,416 registered borrowers. The Libraries house a collection of 344,698 items in a variety of formats. Many information databases are available both in-house and at home to those with Internet access.



Performing Arts. The City's major performing arts space is located in the Arts Center in the Williamsburg Library, which contains a 268-seat auditorium. This facility hosts a wide range of performances throughout the year and also serves as an important community meeting facility. Other local venues are Phi Beta Kappa Hall at the College of William and Mary (763 seats), the Kimball Theatre on Merchants Square (410 seats), the Virginia Room at the Williamsburg Lodge (968 theater-style seats), the Hennage Auditorium at the Wallace Museum (267 seats) and the Lake Matoaka Amphitheater (1,700 seating capacity with 575 fixed seats).

Community Building. The Community Building, completed in 1999, is located at the eastern terminus of City Square, and was designed to provide meeting facilities that complement those available at the Williamsburg Library across North Boundary Street. The building contains two adjoining meeting rooms totaling 2,525 square feet which can be used together or separately. A small catering kitchen is provided to serve the meeting rooms. An outdoor terrace at the front of the building offers a westerly vista of City Square and the Library Plaza, and concerts can be staged from the steps of the terrace. During 2011, the Community Building hosted 62 City functions and 100 private events.



Parking Terrace. This two-level, 153 space structure was designed to be an integral part of the Municipal Center. Sites for three commercial and/or office buildings with approximately 18,000 square feet of floor area were provided on the west and south sides of the Parking Terrace, reducing its visual impact and providing a building edge to the north side of City Square. Two of these buildings have been completed.

Police Station. The Police Station was completed in 1978 and expanded in 1997, and is located on the south side of Lafayette Street between North Boundary Street and Armistead Avenue. The 11,000 square foot building provides for a training room and the necessary audio-visual equipment, a line-up room which allows separation and privacy for crime victims viewing suspects, a forensics lab for analyzing evidence and photographic work, and an exercise room and office space for administrative staff.

Fire Station. The City is served by one fire station located on the north side of Lafayette Street between North Boundary Street and Armistead Avenue. Additional service is provided by several James City County and York County fire stations through mutual aid agreements. The City fire station, built in 1978, is centrally located and contains 18,000 square feet of floor area, a hose drying tower, sleeping quarters and other support facilities. Fire Administration is co-located with the City's Emergency Operations Center (EOC) at 444 North Boundary Street, directly behind the Fire Station. The EOC serves as a centralized location from which emergency operations can be directed and coordinated. It houses state-of-the-art technology including 21 computers, 11 video displays, radios and an audio system to communicate throughout the EOC. When not in use during an emergency, the space is utilized as a conference room, training room and plans review area.



A one-acre parcel on Ironbound Road near the intersections of Middle Street and Longhill Road has been reserved for the addition of a second fire station as the need arises to expand the depth of operation and to address increased response times. There are no plans to construct a second fire station in the immediate future.

City Shop. This facility was established in 1985 on Armistead Avenue north of Lafayette Street and the Municipal Building and west of the Transportation Center. The site contains a 16,000 square foot shop building and two covered storage sheds, as well as a 1,000,000 gallon water storage tank. It houses the streets, water and sewer, landscape and vehicle maintenance division of the Public Works Utilities Department, and serves as the fuel dispensing station for the entire fleet of City vehicles and equipment.

Transportation Center. The Transportation Center is located at the northern terminus of North Boundary Street and Armistead Avenue, and is the only center in the state that is a full service transportation center. This 5400 square foot brick building was built in 1935 as a part of the restoration of Colonial Williamsburg. In 2000, it was purchased by the City from the Colonial Williamsburg Foundation and was renovated and restored. The Transportation Center functions as a central terminal for Amtrak, Greyhound Bus Lines, and Williamsburg Area Transport bus service. Long-term parking, automobile rental and taxi services are also provided. It is conveniently located to serve both Colonial Williamsburg and the College of William and Mary. For future needs, the Transportation Center is a strategically located part of the City's evolving transportation network, and will be a major part of the advanced transportation network planned for the Hampton Roads Region which includes future commuter rail service.



Post Office. The Post Office moved to its present location on the north side of Lafayette Street between North Henry and North Boundary Streets in 1989. This site was selected to maintain convenience to downtown residents and businesses, and to relieve Merchants Square of undesirable truck traffic. However, subsequent experience has shown that this downtown location is not suitable for the Post Office processing and transport center because of the volume of employee parking and mail delivery traffic that it generates. To supplement this facility, a second Post Office was built in James City County on Monticello Avenue west of the City in November 2003.



WILLIAMSBURG MUNICIPAL CENTER

Map 11-11

EXISTING:

- | | |
|-------------------------|----------------------------|
| ① Transportation Center | ⑦ Chamber of Commerce |
| ② Public Works Center | ⑧ Williamsburg City Square |
| ③ Municipal Building | ⑨ Community Building |
| ④ Fire Station/EOC | ⑩ Library |
| ⑤ Post Office | ⑪ Library Plaza |
| ⑥ Parking Terrace | ⑫ Police Station |

FUTURE:

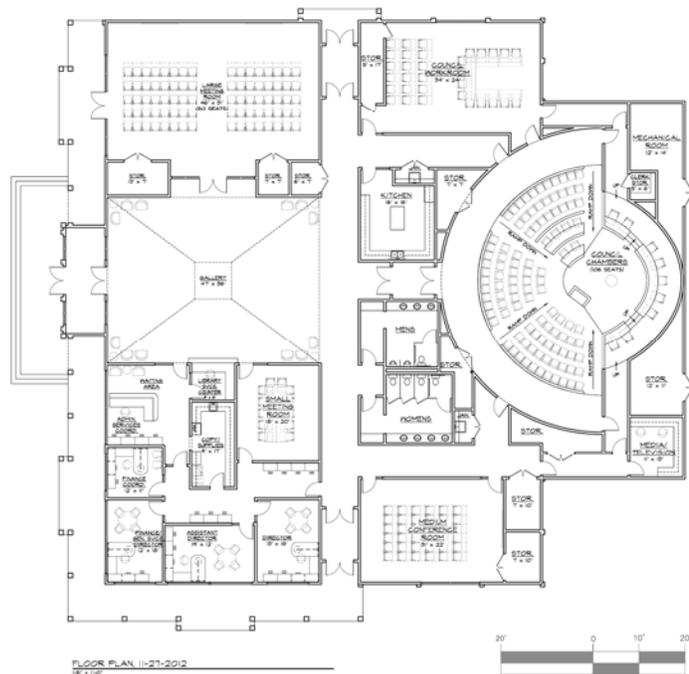
- Ⓐ Stryker Center (future)
- Ⓑ Police Expansion [Lower Level] (future)
- Ⓒ Future Development

Proposed Expansion of the Municipal Center.

The next project in the continuing development of the Municipal Center will extend the partnership between the City and the Williamsburg Regional Library to meet the city’s governmental needs and to satisfy unmet demands for civic and community activity space.



The existing Stryker Building is proposed to be demolished and replaced with a 12,000 square foot “Stryker Center,” to include the City Council chamber, meeting rooms, administrative space for the Williamsburg Regional Library, and exhibition, gallery and reception space. The public spaces will be shared with Library uses such as educational and arts programming, video production and origination, film screening, and diverse community meeting and activities. The Stryker Center will become a place where citizens interact easily with government and one another, and it will be located near the Williamsburg Library and the Community Building, emphasizing City Square as a true public meeting space for the community.



In addition to the Stryker Center, three sites are available for future development of the Municipal Center:

- Lower-level expansion for the Police Station.
- A site for future development is reserved on the southwest corner of North Boundary Street and Lafayette Street adjacent to the proposed Stryker Center.
- A site for future development is identified at the southeast corner of North Boundary Street and City Square. This property would need to be acquired by the City if it were to be made a part of the Municipal Center.

Community Services Facilities Outside The Municipal Center

Although the majority of the City's facilities are located in the Municipal Center, several facilities are located elsewhere in order to best serve the residents of Williamsburg and adjoining jurisdictions.

Cedar Grove Cemetery. The City owned and operated Cedar Grove Cemetery is located on South Henry Street south of Mimosa Drive. The original four acres of the cemetery were deeded to the City in 1859 and an additional 12 acres have been added outside of the original brick wall that marked the boundary of the 1859 cemetery. Approximately 250 Confederate soldiers were buried in a common grave in the northeast section of the cemetery following the Battle of Williamsburg in May, 1862. In 1929, 13 cedar trees were planted by the Daughters of the American Revolution, one for each of the 13 original colonies. Burial in the cemetery is limited to City residents and eligible City employees. There are a total of 12,882 burial spaces, and 9,656 have been sold. The City has established a cremains area within the cemetery. An average of 50 burial spaces are sold each year, and burials average 55 per year. If cemetery expansion is needed in the future, the City could initiate discussions with the College of William and Mary to acquire adjacent undeveloped College property to the east, which could result in an expansion area of between nine and 35 acres.

Courthouse. The Williamsburg/James City County Courthouse moved to its present location on a 10-acre site Monticello Avenue near the corner of Ironbound Road in November 1999, and the site was subsequently annexed into the City. The 70,000 square foot Courthouse houses the Williamsburg-James City County Circuit and General District Courtrooms and allied offices.

Regional Jail. The Williamsburg, Poquoson, James City County and York County formed the Virginia Peninsula Regional Jail Authority in 1995. A 290-bed facility was constructed on Route 143 in lower James City County. As a part of the formation of the Regional Jail Authority, the Williamsburg and James City County Sheriff's Departments were consolidated and provide courtroom security and the serving of civil papers for both jurisdictions.

Juvenile Detention Center. The Merrimac Center is a secure detention facility that houses 48 juveniles. Adjacent to the regional jail, it serves Williamsburg and 18 other localities that comprise the Middle Peninsula Juvenile Detention Commission. The Center provides a full range of custodial services to juveniles who are placed there while awaiting a hearing after having been charged with an offense. Pre-dispositional placement is temporary: the typical stay is between 30 and 60 days. Because of State funding mandates, 10% of the space at the Center is reserved for post-dispositional placements (juveniles who have been found guilty of an offense and area committed to the Center to serve out their sentence or to await transfer to an adult facility when they reach the age of 18 years). The Center has a full time administrator and staff, including teachers from the Williamsburg-James City County school system. The Center also provides emergency care of juveniles who need to be removed from their homes for their protection.

Community Medical Facilities

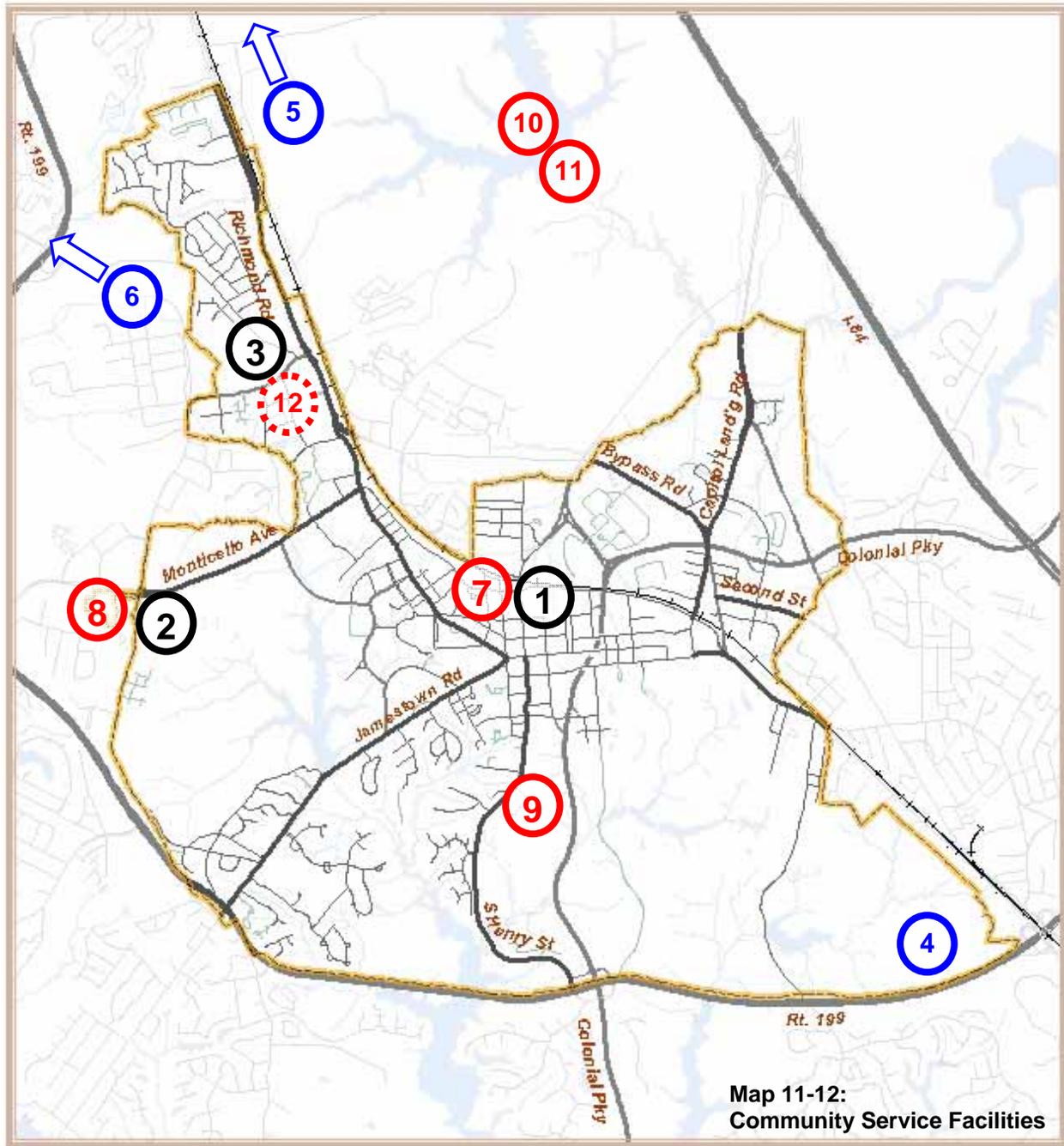
Riverside Doctors' Hospital Williamsburg. Riverside Health System is facilitating the development of the mixed-use Quarterpath at Williamsburg in the southeast quadrant of the City, which will include residential, commercial, retail and health care uses. Over twenty acres of the 350-acre development are allocated for healthcare facilities and services. The initial health care component is Riverside Doctors' Hospital of Williamsburg, a 40 bed acute care hospital, which is scheduled to open in Spring 2013. The Hospital is licensed for 40 private rooms – 33 medical/surgical rooms and 7 intensive care rooms. The full-service Emergency Department will have 12 private patient rooms. Surgical Services features two operating rooms, plus eight private patient preparation and recovery rooms dedicated to patients undergoing surgical procedures. Other services provided by the Hospital include Radiology, Intensive Care, Cardio/ Pulmonary Services, Outpatient Diagnostic Services, Inpatient and Outpatient Surgery, Pharmacy and a Lifelong Health Center which will focus on simplifying the transition from inpatient acute care to other settings outside the hospital.



Sentara Williamsburg Medical Center. The Sentara Williamsburg Medical Center, located on 120 acres in York County on Mooretown Road near Route 199, was established as Williamsburg Community Hospital in Williamsburg on Mount Vernon Avenue in 1961. In 1996, the hospital affiliated with the Sentara Health System, a regional provider of tertiary and other hospital services, insurance products, Home Health, mental health and physician practices. The hospital offers a full complement of medical services for the greater Williamsburg area. The inpatient facility is licensed for 145 patients, and the hospital is equipped with five operating rooms providing services on an inpatient and outpatient basis.

Olde Towne Medical Center (OTMC) is classified as a rural safety net clinic servicing Williamsburg, James City County and York County. The Center's mission is the provision of preventative care and early intervention services to a vulnerable and disadvantaged population with services to children and their families a priority. This public-private non-profit 501(c)3 agency has provided cost effective, comprehensive health care (including obstetrical) to the uninsured, Medicaid, and Medicare population since 1993. Today, OTMC is a Rural Health Center operated as a family practice staffed by a Medical Director, Dental Director, Clinical Director, Physician and Dental Assistants. In addition, extensive volunteer community support includes 11 physicians, 16 dentists and 45 other non-medical individuals who provide on average over 650 volunteer hours per month.

On average, OTMC provides more than 1,350 medical and dental patient visits per month to uninsured, underinsured, Medicaid and Medicare residents. Services continue to expand to address growing community needs. Innovative programs such as Chronic Care which addresses issues with diabetes and asthma and the Medication Access Program which provides access to low cost medications have evolved to better serve OTMC patients. OTMC is also an integral part of the community Project Care initiative which brings together local physicians to coordinate care across multiple disciplines. Services include: chronic disease care, minor surgery, baby and well child care, routine women's and men's healthcare, routine physicals, screening and referrals for mental health and sexually transmitted diseases, immunizations and flu shots, and health education and information.



Schools	Other Facilities
1 Matthew Whaley Elementary	7 Williamsburg Municipal Center
2 Berkeley Middle School	8 Williamsburg-James City Courthouse
3 James Blair Central Office	9 Cedar Grove Cemetery
Medical Facilities	10 Waller Mill Reservoir
4 Doctors' Hospital of Williamsburg	11 Water Treatment Plant
5 Sentara Williamsburg Regional Medical Center	12 Ironbound Road Fire Station (proposed)
6 Olde Towne Medical Center	

EDUCATION

Public Schools

Williamsburg-James City County Public Schools serve the students of Williamsburg and James City County with 15 schools: nine elementary, three middle and three high schools. This joint school system was formed in 1953, and is headed by a Superintendent, who is responsible to a seven member school board comprised of two City residents and five County residents. City School Board members are appointed by City Council while County School Board members are elected.



The Williamsburg-James City County Public Schools adopted a new Strategic Plan in June, 2012. The Strategic Plan is summarized in its “Values, Vision and Mission.”

Core Values

Individualism, Integrity, Innovation, Accountability and Collaboration

Vision

Pursuing excellence and championing the success of all students.

Mission

WJCC provides each and every student with the knowledge, skills and values to be a lifelong learner, communicate, think critically, work and live productively, and contribute constructively to the lives of others. WJCC is committed to providing the variety of programs necessary to address the range of students’ interests and needs as they grow academically, socially and emotionally.

The five-year contract for the operation of the joint school system was last negotiated with James City County in 2012, and will be renegotiated in 2017. The City pays local operating and capital costs based on a three-year student count average with a 1.14 multiplier applied. The cost sharing for additional schools within the contract period will be negotiated between the City and County at that time.

The Division operates 15 schools: nine elementary schools, (Clara Byrd Baker, Rawls Byrd, D.J. Montague, Norge, Matthew Whaley, James River, Stonehouse, Matoaka and J. Blaine Blayton); three middle schools (Berkeley, Toano and Hornsby); and three high schools (Lafayette, Jamestown and Warhill). James Blair Middle School has been converted into the Central Office for the WJCC School Administration, but can be converted back to a Middle School when needed. Two schools and the administrative offices are located in the City:

Matthew Whaley Elementary School. Built in 1930, Matthew Whaley Elementary School is located at 301 Scotland Street and serves most of the City's elementary students. The school was renovated in 1997 and has a design capacity of 513 students.

Berkeley Middle School. Berkeley Middle School, built in 1965, is located on twenty-three acres at the intersection of Ironbound Road and Strawberry Plains Road. The school was renovated and expanded in 1998-99, and has a design capacity of 884 students.

James Blair Central Office. This school, built in 1955, is located on twelve acres at the corner of Ironbound Road and Longhill Road. It was discontinued as a middle school in 2010 and has been converted to administrative offices for the Williamsburg James City County Schools.

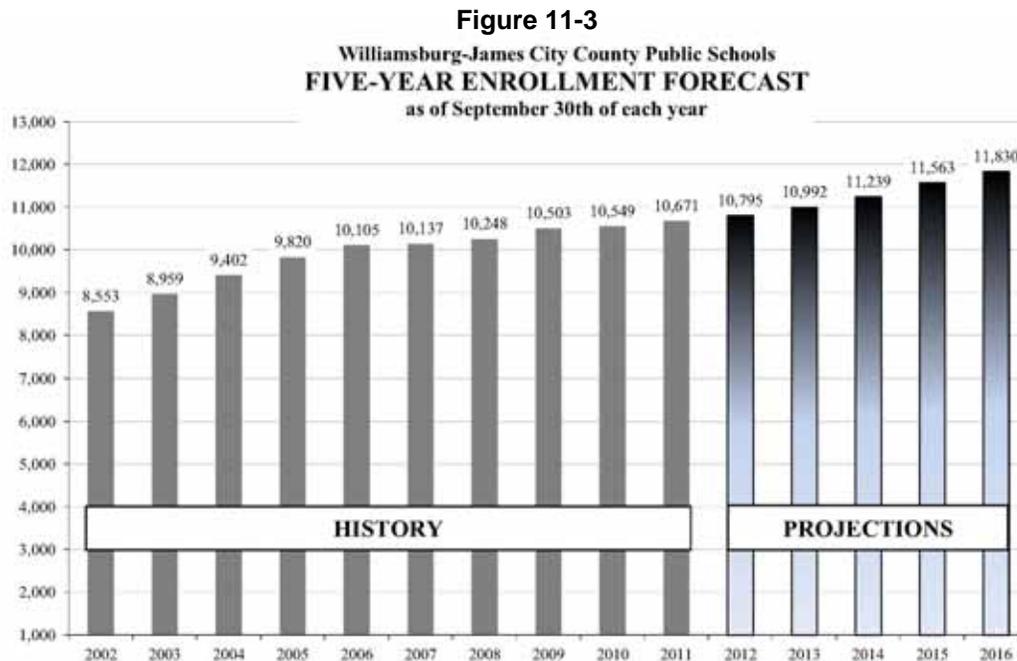
Although City students attend most schools in the system, the majority of City students attend three schools: Matthew Whaley Elementary School on Scotland Street and Berkeley Middle School on Strawberry Plains Road, both of which are located in the City; and Lafayette High School on Longhill Road, located in James City County. Since the figures included in the 2006 Comprehensive Plan for the 2005-2006 school year, total enrollment has grown by 1,170 students (+11.9%), and the City enrollment has grown by 180 students (+22.8%). The City share of students in system has grown from 8% in 2005-06 to 8.8% in 2011-12, an increase of 10%. Table 11-3 below lists the 2011-12 enrollment in the various schools within the Williamsburg-James City County Public School System:

**TABLE 11-3
2011-12 School Enrollment Summary**

School	Williamsburg Enrollment		James City Enrollment		Total
<u>Elementary</u>					
Clara Byrd Baker	92	16.0%	482	84.0%	574
Rawls Byrd	45	8.3%	499	91.7%	544
D.J. Montague	2	0.5%	435	99.5%	437
Norge	18	2.7%	646	97.3%	664
Matthew Whaley	324	67.5%	156	32.5%	480
James River	2	0.4%	487	99.6%	489
Stonehouse	0	0.0%	663	100.0%	663
Matoaka	8	1.1%	720	98.9%	728
Blayton	4	0.7%	532	99.3%	536
Elementary Total	495	9.7%	4,620	90.3%	5,115
<u>Middle</u>					
Berkeley	221	23.4%	722	76.6%	943
James Blair	0	0.0%	0	0.0%	0
Toano	1	0.1%	710	99.9%	711
Hornsby	4	0.4%	932	99.6%	936
Middle Total	226	8.7%	2,364	91.3%	2,590
<u>High</u>					
Lafayette	191	18.4%	845	81.6%	1,036
Jamestown	4	0.3%	1,152	99.7%	1,156
Warhill	53	4.8%	1,040	95.2%	1,093
High Total	248	7.5%	3,037	92.5%	3,285
Total Division	969	8.8%	10,021	91.2%	10,990

Future growth in the public school system will be primarily to accommodate population growth in James City County. No new schools are proposed to be located within the City; however, a fourth middle school will need to be opened in 2017-18 time frame, and the preferred approach at this time is to return the James Blair site to use as a middle school.

Williamsburg-James City County Public Schools prepared a five year enrollment projection in November 2011. The 2016-17 enrollment projection is 11,830, a 7.6% increase from the 2011-12 enrollment of 10,990. Figure 11-3 shows the five year enrollment forecast.



Source: WJCC Public Schools Five Year Enrollment Projections 2012-2016, November 2011

Private Schools

Williamsburg has one private school, Walsingham Academy. Walsingham is a parochial school run by the Catholic Sisters of Mercy. Located on Jamestown Road, it operates a lower division consisting of a pre-school and grades K-7. There are 44 children in the pre-school program and 270 students in the lower grades. The upper division serves pupils in grades 8-12; there are 222 students in this division.

Thomas Nelson Community College

Thomas Nelson Community College is a two-year institution of higher education established as a part of a statewide system of community colleges. It primarily serves the residents of the cities of Hampton, Newport News, Poquoson, and Williamsburg, and the counties of James City and York. The college operates under policies established by the State Board for Community Colleges and with the guidance of the Thomas Nelson Community College Board. The administration of the college is directly responsible to the chancellor of the Virginia Community College System. The college is financed primarily by state funds, supplemented by contributions from the participating localities and the federal government. The annual local contribution is based on the college’s capital improvements program.

The Hampton Campus of Thomas Nelson Community College opened in 1968. The Historic Triangle Campus, serving the greater Williamsburg area, opened in 2009, and is located on Opportunity Way in James City County. It includes a 120,000-square-foot, three-story facility that contains 25 classrooms, seven computer classrooms, five science laboratories, a Nursing laboratory and numerous offices. In 2012/13, 3,323 students took at least one course at the Historic Triangle Campus or at a site under its responsibility. These students enrolled in 31,096 credit hours, generating 1,037 FTE.

Thomas Nelson Community College provides financially accessible, high quality, comprehensive educational programs and services to meet the educational needs of citizens of all ages and to support the economic development of the Commonwealth. To this end, the college offers:

- associate's degree programs to prepare individuals for careers as technical and paraprofessional workers;
- associate's degree programs to prepare individuals for transfer, as upper-division students, to baccalaureate degree programs at four-year institutions;
- diploma and certificate programs to prepare individuals for careers as technicians and as skilled and semi-skilled workers;
- developmental courses to prepare individuals for further instructional programs;
- student development services to assist individuals with decisions regarding occupational, educational, and personal goals;
- industrial training programs for new or expanding businesses, industries, and professions;
- continuing education programs, including credit and non-credit courses, seminars and workshops for individuals who wish to continue or expand their learning experiences; and,
- cultural and educational opportunities for the community.

College of William and Mary

The College of William and Mary is discussed in *Chapter 9 – Institutions*.

COMMUNICATION

Communication services are an increasingly important part of the public infrastructure, and are an important means for the City government to engage and share information with its citizens and businesses.

- Cable television service is provided within the City by Cox Communications through a franchise agreement. Channel 48 provides notices, televises City Council and Planning Commission meetings, features presentations on local government issues and occasional programming from the Colonial Williamsburg Foundation and the College of William & Mary.
- The City's web site, www.williamsburgva.gov, provides City information, regional links, email links to City Council and City staff, and direct "e-government" services. Citizens can sign up for email notifications organized by area of interest. Anyone with internet connection can view City Council and Planning Commission meetings streamed live, and access archived video and audio playbacks. As it is often the first look at the City for prospective businesses and visitors, efforts are made to present a vibrant appearance with images that reflect a diverse, modern community with charm offering a unique character and high quality of life.
- The Williamsburg WiFi Zone, a free wireless internet services is available for visitors, residents and students in the Merchants Square area and Amtrak station.
- Transparency and openness are essential for effective communication. As an example, the City's video system for recording meetings is integrated with the agendas, so at williamsburgva.gov/emeetings, it's possible to search on topic and keyword and go directly to viewing the pertinent section. That link can be also be shared.
- The City has an active presence in social media to engage citizens of all ages, with a facebook page (Williamsburg.Virginia), Twitter account (@WilliamsburgGov) and YouTube channel (WilliamsburgGov). In addition to sharing general information, social media have been very useful in communicating information before, during and after emergencies.
- The City utilizes smartphone technology, as more than 95% of residents have cellphones. City411 texting services and the City411 app enable residents to report non-emergency issues. The app (for both iPhone and Android-based phones) also allows residents to include a photo and voice mail. The City411 texting service allows the City to send emergency texts, which is especially helpful during power outages.