

Summer | Autumn 2002

QUARTERLY

JULY - DECEMBER 2002

NATIONAL CAPITAL PLANNING COMMISSION

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The National Capital Urban Design & Security Plan

The Commission, at its October meeting, approved *The National Capital Urban Design and Security Plan* to help guide perimeter security at federal facilities. The Plan's adoption culminates a major effort by the Commission's Interagency Security Task Force to make our capital city a model for well-designed security. While the Plan primarily focuses on federal facilities in the Nation's Capital, its principles and concepts can easily be applied to other public and private facilities in cities across the nation.

The visual and functional problems created in the Nation's Capital and elsewhere by ad-hoc barriers, planters, and fencing are plain to see. *The National Capital Urban Design and Security Plan* proposes a variety of security design solutions that will protect civic icons and buildings while honoring their urban design and symbolic importance. Included in the Plan are a variety of streetscape design measures including "hardened" street furniture and landscaped planting walls that can enhance local streetscapes and provide good security. Through a comprehensive approach, the Plan aims to ensure that improvements along streets in the Nation's Capital are complementary, and that they enhance the unique character of each precinct while





THE VAN VALKENBURGH CONCEPT FOR PENNSYLVANIA AVENUE IN FRONT OF THE WHITE HOUSE ENTAILS A PEDESTRIAN PRECINCT THAT IS WELCOMING, DIGNIFIED, AND ABLE TO ACCOMMODATE MULTIPLE USES.

The National Capital Urban Design & Security Plan

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PROPOSED MARYLAND AVENUE STREETSCAPE DESIGN LOOKING TOWARD THE U.S. CAPITOL



SECURITY DESIGNS INCLUDE LOW RETAINING WALLS AND DECORATIVE FENCES COMPOSED OF A VARIETY OF ELEMENTS SUCH AS GRANITE PILLARS, SEATS, BENCHES, BOLLARDS AND SHRUBBERY



accommodating the special security needs of individual facilities. The Plan also proposes that traffic and parking studies be undertaken to consider the feasibility of developing centralized parking facilities to replace parking spaces lost as a result of installing new security measures. A Circulator transit system is proposed as a surface vehicle to serve popular routes in the Monumental Core and to reduce traffic congestion.

Based on legitimate security considerations, the Commission had determined that Pennsylvania Avenue in front of the White House should remain closed to normal vehicular traffic, unless great strides are made in security technology. Commission members called for doing away with barricades and creating a new, distinguished, pedestrian-oriented public space that respects the historic integrity of the street. The Commission selected the design team of Michael Van Valkenburgh Associates, Inc., a renowned landscape architecture firm from New York, to create a great public space in front of the White House. In consultation with key stakeholders, the Van Valkenburgh firm is now conducting a verification study to determine the programmatic needs of this historic project. Scoping meetings planned for early 2003 to identify environmental and historic preservation issues represent the final step in the verification study and will be followed by the concept design phase. As the design proceeds, the public will have the opportunity to attend meetings on the project, including a special meeting on historic issues and project review meetings held by the Commission of Fine Arts and the National Capital Planning Commission.

The National Capital Urban Design and Security Plan reflects the contributions of numerous participating agencies and organizations, and it reflects the views expressed by citizens during a 60-day public comment period. The final Plan is available on NCPC's website at www.ncpc.gov and in hard copy.

South Capitol Street Study



At its January meeting, the National Capital Planning Commission released an urban design study envisioning several potential approaches for a new future for South Capitol Street between the U.S. Capitol and the Anacostia River. Today, South Capitol Street is a one-mile stretch in a blighted corner of the Nation's Capital, where abandoned lots and vacant businesses testify to the area's neglect over the years.

The new *South Capitol Street Urban Design Study* points the way for the corridor to become a great new business, cultural, and residential address for the Nation's Capital. The NCPC study, undertaken in cooperation with the District of Columbia Office of Planning and prepared by the Chan Krieger & Associates consulting firm, provides urban design direction for the planning work now being done for the revitalization of the South Capitol Street Corridor and the Southeast Waterfront.

The study details three scenarios for the street and for the open space and bridge alignment at the terminus on the Anacostia waterfront:

SOUTH CAPITOL STREET CAN RIVAL THE BEST URBAN SPACES OF CITIES AROUND THE WORLD

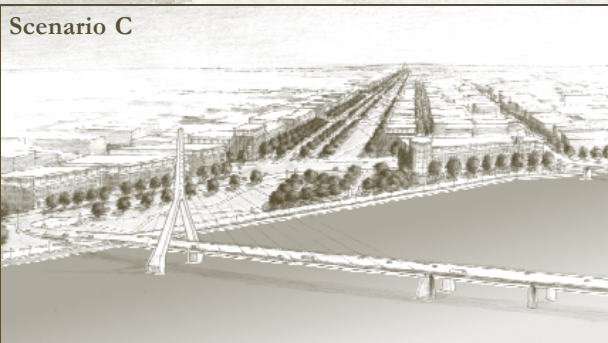
Scenario A



Scenario B



Scenario C



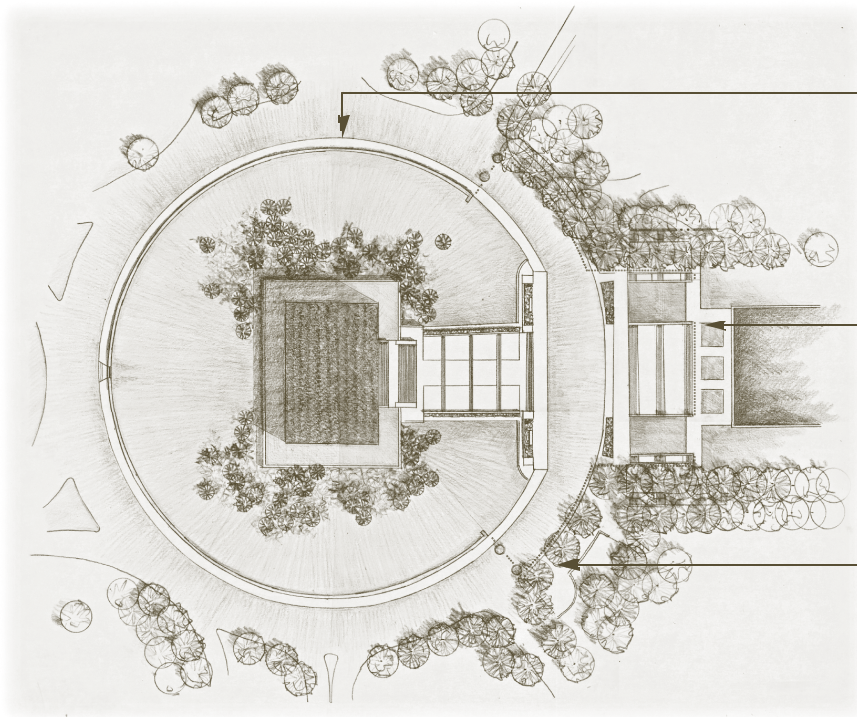
Scenario A maintains the current 130-foot width of South Capitol Street but converts its present highway-like character to a more pedestrian-friendly, landscaped boulevard. This scenario includes a seven-acre park where the street meets the river and the alignment of the new Frederick Douglass Bridge is moved slightly to the south.

Scenario B expands the width of the street to 220 feet allowing for a substantial 100-foot landscaped center median that could provide a setting for small-scale memorials along the length of South Capitol Street. In this concept, the alignment of the new bridge would allow ample space for a nine-acre waterfront park suitable for commemoration and public gatherings.

Scenario C is the most ambitious of the three concepts and creates new monumental public spaces. In this scenario, a 140-foot-wide park runs along the east side of South Capitol Street that could accommodate memorials and museums. A new bridge would be located significantly south of the existing one, creating a large amount of developable land at Poplar Point. A 12-acre waterfront with important building sites to the north and south is also envisioned in this scenario.

The *South Capitol Street Urban Design Study* is providing base analysis and design guidance for open space, commemoration, and land use for the South Capitol Street Gateway and Improvement Study now being prepared by the District's Office of Transportation. The Congressionally funded Gateway Study will provide detailed recommendations for the corridor and is scheduled for release in fall 2003.





A GRANITE RETAINING WALL ALONG THE NORTH, SOUTH, AND WEST WITH GATE ACCESS ON THE WEST.

STONE BOLLARDS EXTENDING WEST OF THE REFLECTING POOL AND IN FRONT OF THE MONUMENTAL STAIRWAY LEADING TO THE LINCOLN MEMORIAL.

METAL BOLLARDS ON THE EAST SIDE OF THE MEMORIAL, CROSSING THE PEDESTRIAN PLAZA AND REACHING TO THE FIRST SET OF STEPS LEADING TO THE REFLECTING POOL.

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LINCOLN MEMORIAL

*Circle Rehabilitation and Security Improvements
Washington, D.C.*

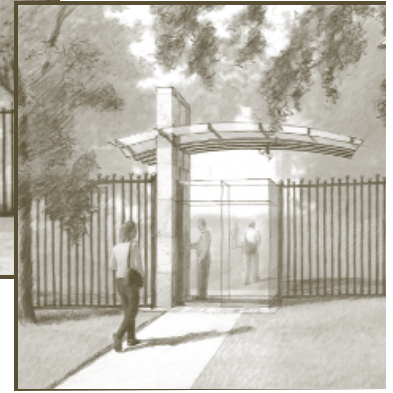
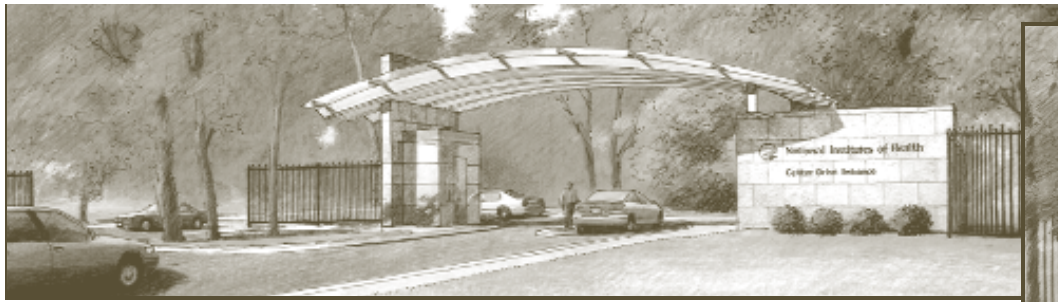
The Commission approved the design concept for improvements to the Lincoln Memorial Circle and for security measures along Constitution Avenue and Bacon Drive, NW.

Several elements comprise the overall plan for roadway improvements to the Lincoln Memorial Circle. These elements, which should enhance the visitor experience, include providing definitive pedestrian and vehicular traffic signalization, providing a separate lane for the Tourmobile, and reserving the eastern portion of the circle for a new plaza to accommodate pedestrians during public gatherings. The provision of handicapped parking spaces, access points for public transit, and concession kiosks would also benefit visitors to the memorial.

Proposed security improvements at the Lincoln Memorial are consistent with the framework outlined in The National Capital Urban Design and Security Plan. Measures for the Lincoln Memorial include:

- A granite retaining wall along the north, south, and west with gate access on the west.
- Stone bollards extending west of the Reflecting Pool and in front of the monumental stairway leading to the Lincoln Memorial.
- Metal bollards on the east side of the memorial, crossing the pedestrian plaza and reaching to the first set of steps leading to the Reflecting Pool.

In preparation of preliminary site development plans, the Commission asked that the National Park Service consider using painted steel in an accessible section of the perimeter wall; prepare a mock-up of the metal and stone bollards proposed for the east side of the circle; use granite or stone rather than scored concrete for pedestrian areas on the east side of the circle; and recognize NCPC as a cooperating agency in the preparation of the NEPA document. (7/11/02)



RENDERINGS OF NIH'S SECURITY PROJECT DEPICT A VEHICULAR GUARD BOOTH OFF ROCKVILLE PIKE (LEFT) AND A PEDESTRIAN CONTROL GATE FOR EMPLOYEES (RIGHT).

NATIONAL INSTITUTES OF HEALTH

*Perimeter Security
Bethesda, MD*

The National Institutes of Health submitted preliminary and final site and building plans to add guard booths and vehicular barriers, controlled-access gates for vehicles and pedestrians, and a fence around the Bethesda campus. The Commission tabled consideration of the project at its December meeting, and requested that NIH assess the feasibility of less intrusive security solutions.

From its beginnings, in the 1930s, the NIH campus in Bethesda has been open to the public and is currently used by residents as a pleasant and convenient walkway to the Medical Center Metro Station. With its changing mission, including programs such as bioterrorism research, and with the security environment that has pervaded the region, Congress directed NIH to improve security on the campus.

Following a risk assessment, NIH determined that a perimeter enclosure, which would replace temporary security measures, was necessary to meet its security requirements. The proposal

would fully enclose the campus and limit access to the site. The proposed security enhancements consist of a nine-foot metal fence with five employee-only pedestrian and bicycle entrances; six manned vehicular entrances; and vehicular barriers for maintaining a 250-foot vehicle standoff distance from occupied buildings. Entry would be limited to NIH employees, patients, and visitors. In addition, NIH proposed to add a lighted path along the metal fence on the south side of the campus, and an enhanced shuttle system to serve the perimeter of the site, stopping at six locations, including the Metro station.

In its deliberations, the Commission considered its recently adopted security plan, which encourages maintaining openness to the extent possible. The Commission asked NIH to resubmit its project after assessing less intrusive methods of security; to consider alternatives for providing area residents with access through the facility; and to provide an assessment of the threat levels for the various campus buildings. (12/5/02)

THE PENTAGON

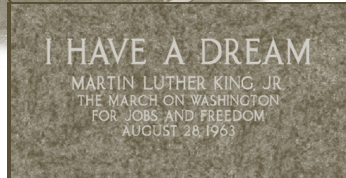
*Security Bypass and Secure Access Lane
Arlington, VA*

Due to the need for increased security at the Pentagon since September 11, the Department of Defense submitted a project that would enhance the reservation's perimeter security. The Commission approved design concept plans for a secure access lane for the Remote Delivery Facility at the Pentagon and a security bypass along its eastern side.

The secure access lane, which will serve delivery trucks, affects the west perimeter of the reservation from the Columbia Pike/Route 27 interchange on the south to the Remote Delivery Facility on the north. Adjacent to Route 27, the plan calls for a tree planting strip that emulates the existing landscape, a lighted pedestrian or bike path, a second tree planting strip alongside the path, and a secure access lane. A security checkpoint will be placed outside of the 360-foot standoff and a 20-foot-high blast protection wall will be erected next to the access lane.

The Pentagon security bypass affects the east side of the reservation, realigning Route 110 from the point at which it passes under Route 27 on the north to its intersection with I-395 on the south. The new alignment will impact other areas, including the north parking area and Boundary Channel Drive, and will require constructing one vehicular and two pedestrian bridges.

In its approval, the Commission requested that, in preparing preliminary site and building plans, the Department of Defense explore ways to improve the pedestrian friendliness of the pathway along the secure access lane by considering other design options. (12/5/02)



THE INSCRIPTION WILL BE PLACED AT THE ACTUAL SITE WHERE DR. KING DELIVERED HIS SPEECH.

LINCOLN MEMORIAL “I HAVE A DREAM” COMMEMORATION

Washington, D.C.

Dr. Martin Luther King, Jr.’s “I Have a Dream” speech will be commemorated with an inscription at the Lincoln Memorial. The Commission unanimously voted at its January meeting to place the inscription at the actual site where Dr. King delivered his historic speech on August 28, 1963.

The National Capital Planning Commission and the Commission of Fine Arts had rejected an initial proposal presented in September by the National Park Service to place the inscription near the bottom of the memorial’s steps. Both commissions urged the Park Service to support the recommendation of the NCPC staff to place the inscription as close as possible to the exact location where Dr. King delivered his speech. Nearly a dozen congressional members, as well as Mrs. Coretta Scott King, also supported the staff recommendation.

The revised and approved proposal will have the inscription oriented in the direction of the Washington Monument, so that visitors can read the inscription and visualize the event, as did Dr. King.

PENTAGON MEMORIAL TO THE VICTIMS OF SEPTEMBER 11

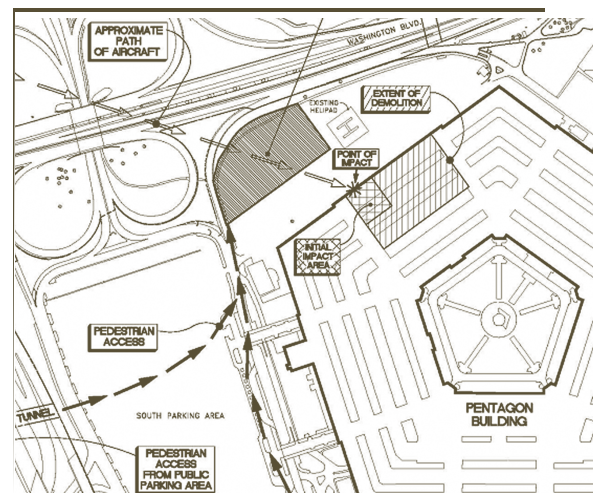
Arlington, Virginia

Shortly after September 11, Congress passed the National Defense Authorization Act for fiscal year 2002, giving the Secretary of Defense authority to establish a memorial on the grounds of the Pentagon in memory of the victims of the terrorist attack. Due to its authorization, the memorial is not subject to the Commemorative Works Act of 1986.

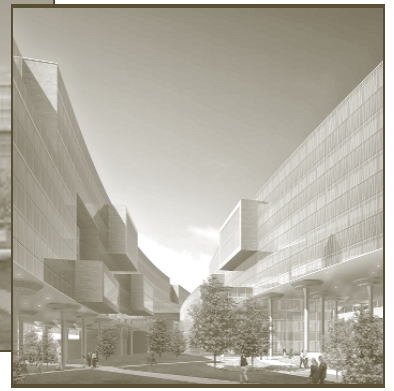
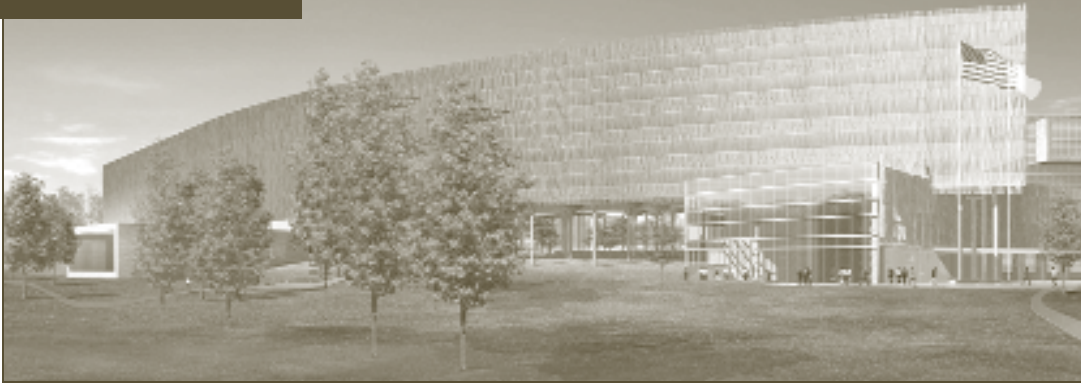
The Pentagon memorial project has been a collaborative effort by representatives from the victims’ families and from the military services and Pentagon offices, Arlington National Cemetery, the Commission of Fine Arts, and NCPC. The group identified and evaluated ten potential sites located on or within close proximity to the Pentagon Reservation.

The site closest to the area of impact quickly emerged as the preferred location. Nearly two acres in size, and located within 165 feet of the face of the Pentagon, the selected site provides unobstructed views to the impact area and offers practical benefits, such as close proximity to parking and the Pentagon Metro Station. The National Capital Planning Commission approved the preferred site to memorialize the 59 passengers and crewmembers of American Airlines Flight 77 and the 125 military and service personnel who were killed as a result of the September 11 attack on the Pentagon.

An international competition for memorial design concepts is underway and the Commission looks forward to reviewing a design that will pay lasting tribute to the victims and that will preserve the visual integrity of the Pentagon, a national historic landmark. (7/11/02)



New Facilities



RENDERINGS OF THE NEW CENSUS BUREAU HEADQUARTERS DEPICT THE FACILITY'S MAIN ENTRANCE (LEFT) AND INNER COURTYARD (RIGHT).

CENSUS BUREAU HEADQUARTERS

Suitland, MD

A new headquarters facility at the Suitland Federal Center will consolidate Census employees located in leased space and in offices on the Suitland campus that are in disrepair and are unsuitable for the bureau's space needs.

The 1.5-million-square-foot facility will house the Census Bureau's 6,000 employees. Eight stories in height with a number of one- and two-story pavilions projecting out from the main façade, the new headquarters should meet the objectives of sustainable design, maximizing access to natural light, creating outdoor gathering spaces, integrating the building into the surrounding landscape, and encouraging use of the nearby Metro station. The facility will include approximately 200 surface parking spaces for visitors and 3,000 employee parking spaces in two structured parking garages. The Transportation Management Plan for the entire Suitland Federal Center site, including the new Census Headquarters, identifies goals and programs for reducing traffic in and around the center. The proposed parking ratio for the Census Building is one space for every two employees which meets the ratio recommended by the Commission in its Comprehensive Plan.

The Commission first reviewed preliminary site and building plans for the headquarters in October, omitting several aspects of the plan from its approval: building elevations; landscape screening along the Suitland Parkway; parking garage screen system; and pedestrian and vehicular access. The Commission found the revised plans to represent a more thoughtful treatment of those four areas, though additional design work and coordination are required prior to submission of final site and building plans.

In its November approval of revised preliminary site and building plans, the Commission requested that, prior to submission of final site and building plans, the General Services Administration address landscaping along the Suitland Parkway; pedestrian access to the campus from Metro; and the design of the urban plaza as an active, pedestrian space. The Commission expects GSA to submit a lighting art feature for the headquarters prior to, or along with, the final plans. (10/3/02 and 11/7/02)

GREENBELT MAIN POST OFFICE

Greenbelt, MD

The Commission approved preliminary site and building plans for a new post office on Hanover Parkway and Ora Glen Drive, a commercial area with residential property. The new building will be a one-level masonry structure of approximately 20,000 gross square feet, located on five acres in an easily accessible Greenbelt location. The project also includes walkways, an entrance road, loading platforms, and vehicle parking. The new post office is intended to alleviate inadequate working conditions and to provide improved customer service.

Awaiting completion of the Transportation Management Plan for this site, the Commission did not include the employee parking area design in its approval. The Commission listed several requirements prior to submission of final site and building plans, including the re-evaluation of the drop-box lane location to provide additional queuing and the substitution of a higher chain link fence in lieu of the proposed barbed wire extension. (11/7/02)



RENDERING OF THE DEWITT ARMY COMMUNITY HOSPITAL, AS SEEN FROM A SOUTHWEST PERSPECTIVE, DEPICTS THE THREE-STORY STRUCTURE DIVIDED BY AN ATRIUM SPACE.

FORT BELVOIR REGIONAL COMMUNITY SUPPORT CENTER AND DEWITT ARMY COMMUNITY HOSPITAL

Fairfax County, VA

In an effort to achieve consistency between a 1993 development plan for Fort Belvoir’s Regional Community Support Center and projects that are being planned for that area, the Department of the Army submitted two proposals, which NCPC approved. They submitted a revised Subarea Plan for the support center, and preliminary and final site and building plans for a replacement of Fort Belvoir’s DeWitt Army Hospital.

The Regional Community Support Center was planned as the focal point of activities for the Fort Belvoir community and for the larger Department of Defense community in the region. The replacement hospital facility will include the main hospital building, a separate central energy plant, a helipad, an ambulance shelter and emergency decontamination facility, and parking. Replacing the current hospital with a more modern facility will benefit military personnel and their families, and relocating the hospital as proposed will advance Fort Belvoir’s long-term goal of concentrating its support services in one area.

In its approval, the Commission recommended that the Department of the Army construct a dual southbound left turn lane at the intersection of Woodlawn Road and Route 1 to accommodate the increased demand for this movement generated by the proposed hospital development. In addition, the Commission encouraged the Army to update the master plan for all of Fort Belvoir and coordinate with Fairfax County to resolve outstanding transportation issues. (8/1/02)

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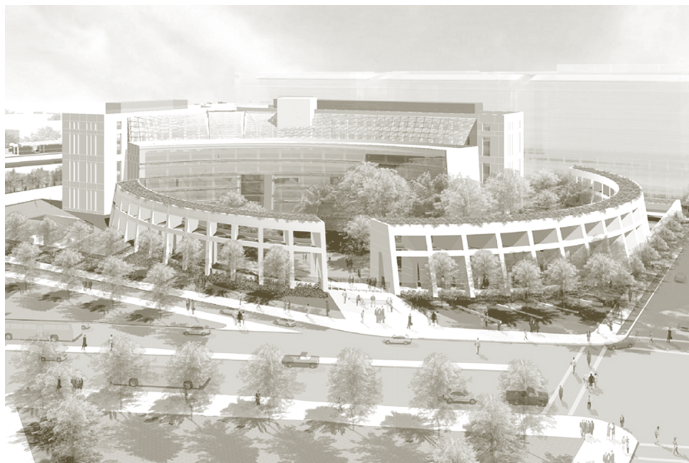
BUREAU OF ALCOHOL, TOBACCO AND FIREARMS

Washington, D.C.

A new headquarters building for the Bureau of Alcohol, Tobacco and Firearms is planned in Northeast D.C. at New York and Florida Avenues. The Commission approved final site and building plans for the new facility, which will house approximately 1,200 employees in 422,000 gross square feet of office space.

The main entrance will be located on 2nd and N Streets, directly across from the planned Metrorail station; and a secondary entrance will be located at the intersection of New York and Florida Avenues. A curved, arcaded, three-story-high structure will enclose the majority of the site while defining the street edge and the large interior garden. The new office space will encompass two building wings arranged in an L shape and a crescent-shaped building within the crook of the L. These two elements will be joined by a glazed atrium that provides daylight to the inner faces and central space adjoining the wings.

In its action, the Commission stated that the following elements were not part of the approval and must be refined: the final design of the garden wall, fence railing, and entry gates; the design of the public zone at the intersection of 2nd and N Street, including the major public amenity; and the design of the three bays of blank wall at the intersection of 2nd and N Streets. The Commission delegated approval of the refinements to the Executive Director. (10/3/02)



A CEREMONIAL ENTRANCE TO THE NEW ATF HEADQUARTERS CONVEYS BOTH SECURITY AND OPENNESS.



NEW YORK AVENUE METRORAIL STATION

Washington, D.C.

The Commission approved final site and building plans for a new Metro station along the Red Line, between the Rhode Island Avenue Station and Union Station. Amending the Metrorail system to include this station is one significant component in a larger public-private partnership to promote economic development in this area of Northeast Washington. The planned headquarters for the Bureau of Alcohol, Tobacco and Firearms on New York and Florida Avenues is one of the major developments that will be served by the new station.

The new station will have two entrances—one from Florida Avenue and the other from the corner of M and 2nd Streets. To provide vehicular access to the Florida Avenue entrance, 2nd Street will be redesigned to connect Florida Avenue and M Street. Passengers will board Metrorail from an elevated platform, accessible by elevators, stairs, and escalators. A canopy of metal framing with glass roofing that provides a skylight effect will enclose the platform in a style that appears consistent with the canopy feature of the Metro entrance.

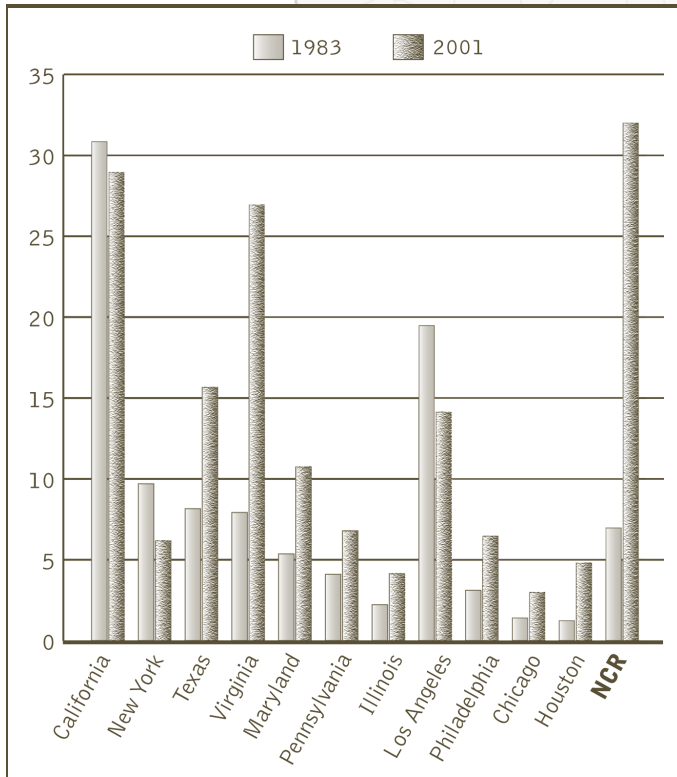
The New York Avenue Metrorail Station will extend the Washington Metropolitan Branch Trail, a regional bike trail that runs from the Capital Crescent Trail at Maryland’s Silver Spring Metrorail Station to the District’s Union Station. The elevated trail will run adjacent to the northbound track, separated by an acoustical barrier. The trail will connect to the entrance of the Metrorail Station by a switchback ramp, leading trail users to the at-grade entrance.

Among the Commission’s recommendations to WMATA were coordination with adjacent properties, including the new ATF headquarters building, and attention to various aesthetic details that would enhance the station’s design. (12/5/02)



FEATURING GLASS WALLS AND A SKYLIGHT CANOPY, THE FLORIDA AVENUE ENTRANCE TO THE NEW METRO STATION WILL APPEAR BRIGHT AND OPEN.

CHANGING FEDERAL PROCUREMENT PATTERNS IN THE U.S.
 SELECTED STATES AND METROPOLITAN AREAS, FY1983 AND
 FY2001 (IN BILLIONS OF CURRENT YEAR DOLLARS)



Federal Spending Fuels the Regional Economy

A new study released by the National Capital Planning Commission indicates that federal contract and procurement spending has been one of the most important forces driving the Washington-area economy during the past decade. The study, entitled *The Impact of Federal Procurement on the National Capital Region*, was prepared for the Commission by Stephen S. Fuller, University Professor and Director of George Mason University’s Center for Regional Analysis. It reports the effects of federal contract spending from 1990 to 2000 and analyzes the impacts on business development and job and income generation.

federal procurement spending accounted for an impressive 21 percent of total Gross Regional Product.

In the past, the role of the federal government in the region has been measured by the size of the federal workforce. The new study is helping policy-makers and the business community to better understand that role in view of the impact of government procurement spending. The shift away from direct payroll and towards procurement spending by the federal government has important implications for locally based businesses and for state and local governments seeking to strengthen the area’s competitiveness through tax, transportation, and workforce training policies.

NCPC will work with business and economic development groups and planning authorities to help local jurisdictions effectively compete to best meet the procurement needs of the federal government, and in so doing strengthen the economic vitality of their own communities. A strong and economically vibrant National Capital Region enhances the image and efficient functioning of the federal government.

Visit NCPC’s website at www.ncpc.gov to view the report, *The Impact of Federal Procurement on the National Capital Region*.

The study is helping the Commission to develop planning and policy guidance and to understand the changing role of the federal presence

The study, undertaken in conjunction with NCPC’s preparation of the Comprehensive Plan for the National Capital, is helping the Commission to develop planning and policy guidance and to better understand the changing role of the federal presence in the region and the way its spending extends into the surrounding economy. From 1993 to 2001 federal procurement spending doubled from \$15.6 billion to \$31.5 billion and the number of contractor jobs grew from an estimated 194,500 to 389,000. In 2000, direct and indirect

Federal Capital Improvements Program for the National Capital Region, FY 2003-2008

Each year, the Commission prepares the Federal Capital Improvements Program (FCIP) as a guidebook to projects that are anticipated in the coming six years. The latest program adopted by the Commission, covering Fiscal Years 2003-2008, contains 185 projects totaling \$9.7 billion.

This year's FCIP reflects a new effort to improve the usefulness of the program for both planning and budgeting purposes. NCPC is now working in conjunction with the Office of Management and Budget on asking federal agencies to provide updates on their planned projects and, by moving up the submission deadline for these project updates, OMB gains additional time to review NCPC's recommendations prior to sending out Presidential budget decisions. These changes came about as part of the Government Performance and Results Act of 1993 in which OMB emphasized the necessary linkage between federal agency resources and performance.

Endeavoring to highlight major capital projects that advance critical Commission planning objectives, NCPC introduced a new project recommendation category in the latest FCIP: Recommended and Strongly Endorsed. Whether submitted by other federal agencies or suggested by the Commission, projects of this category are vital to federal interests or to advancing and implementing key planning policies. This year's FCIP, for example, recommends and strongly endorses projects that use thoughtful urban design solutions to improve the security of workers, residents, and visitors in the Nation's Capital.

The program has also been reformatted so that proposed projects are organized by political jurisdiction. This allows users to easily identify the overall impacts of projects within specific jurisdictions, permitting local communities to assess federal capital expenditures against local employment, economic development, transportation, and other infrastructure objectives at an early stage in the planning process.

The FCIP was circulated for public comment, resulting in revisions to the program. The final draft is available at www.ncpc.gov and will soon be available in print.

Richard Friedman, Chairman of the Interagency Security Task Force, spoke at a New York symposium in September, "Designing for a Secure Future," to examine the integration of design into security responses. NCPC Executive Director, Patti Gallagher, moderated the symposium's panel discussion addressing the public perception and response to security measures. The American Society of Landscape Architects and the American Planning Association sponsored the conference. Over the past several months, NCPC has participated in more than a dozen speaking engagements to present its work on The National Capital Urban Design and Security Plan. Audiences have included the New York City Planning Commission, the Federal City Council, and the Harvard Design School.

Over the summer, the Commission and the Washington Geographic Information System (GIS) Consortium hosted the Historically Black College and University Summer Faculty GIS Workshop. Howard University's Continuing Education Program coordinates this annual workshop with the support of federal agencies.

In the fall, staff met with representatives from a Japanese government agency that constructs computer-mapping systems to manage utility infrastructure and that produces digital data for spatial mapping. The group showed an interest in the Washington GIS Consortium and in studying the latest American technologies and applications for Geographic Information Systems. The consortium was represented by NCPC, the Metropolitan Washington Council of Governments, the District Department of Transportation, and the Washington Metropolitan Area Transit Authority.



Hillary Altman has joined the Commission as Director of Urban Design and Plans Review. Having served in positions that include Director of GSA's Center for Urban Development, Senior Urban Designer for Skidmore Owings and Merrill, and Director of Professional Practice at the American Institute of Architects, Ms. Altman brings to NCPC tremendous planning and design experience. The Commission and staff also congratulate Deputy Executive Director Marcel Acosta on his appointment to Senior

Executive Service and welcome new staff members Dena McClurkin, Public Affairs Specialist, and Margaret Kaii-Zeigler and John Mann, Community Planners for the Planning, Research and Policy Division.

The Commission and staff extend best wishes to Robert Gaines, who served as a Presidential Appointee to the National Capital Planning Commission from March 1995 through January 2003. During his tenure, Mr. Gaines made significant contributions to the Commission as Chairman of several initiatives, including the Legacy Plan, the Memorials and Museums Master Plan, and the Interagency Task Force on the Martin Luther King Jr. Memorial. Mr. Gaines also represented the Commission in establishing the Washington Geographic Information Systems Consortium and guided the collection and sharing of geospatial information in the region. His leadership has been a great asset to the Commission over the years and we thank him.

The Commission and staff also extend best wishes to Priscilla Woods and Jerry Gilreath, who retired from NCPC. Ms. Woods started with the Commission in 1979 and became an expert on the Federal Capital Improvements Program. Mr. Gilreath's accomplished career as a community planner included 37 years of federal service, almost 30 of which were with NCPC. The Commission would also like to offer its best wishes to Ron Wilson and Cliff Moy. Mr. Wilson, whose distinguished career at NCPC started in 1978, served as Director of the Office of Long Range Planning and was instrumental in producing the Commission's Memorials and Museums Master Plan, which was honored with three APA awards in 2001. Cliff Moy joined NCPC in 1975, serving as a key coordinator for NCPC's regional outreach and most recently worked on Comprehensive Plan activities. The Commission and staff appreciate their dedication and excellent contribution to public service and to NCPC. We wish them well in their future endeavors.

QUARTERLY

NCPC Quarterly

SUMMER | AUTUMN 2002

July – December

The National Capital Planning Commission is the federal government's planning agency in the District of Columbia and surrounding counties in Maryland and Virginia. The Commission provides overall planning guidance for federal land and buildings in the region. It also reviews the design of federal construction projects, oversees long-range planning for future development, and monitors capital investment by federal agencies.

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The Honorable Joseph I. Lieberman
Chairman, Senate Committee on Governmental Affairs

The Honorable Dan Burton
Chairman, House Committee on Government Reform

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