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D.C. OFFICE OF ZONING  
2001 APR 17 11 44

**1700 K Street NW**

Washington, D.C.

Exhibit A:  
PROPOSAL FOR A CONSOLIDATED  
PLANNED UNIT DEVELOPMENT

April 2001

Developed by:  
CHARLES E. SMITH  
COMMERCIAL REALTY

Owners:  
COMMERCE BUILDING ASSOCIATES, A JOINT VENTURE  
& RIDDELL BUILDING JOINT VENTURE

Associated Architect:

**WDG** WEIHE DESIGN GROUP PLLC

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**Architect's Statement**

**Project Credits**

\* Indicates drawings that describe proposed Public Space projections.

## Zoning Tabulations

PROPERTY: (See Dwg. C-1 for Lot dimensions)

Square: 126  
 Lots: 56 (11,216 SF) + 851 (22,269 SF)  
 Property Area: 33,485 SF

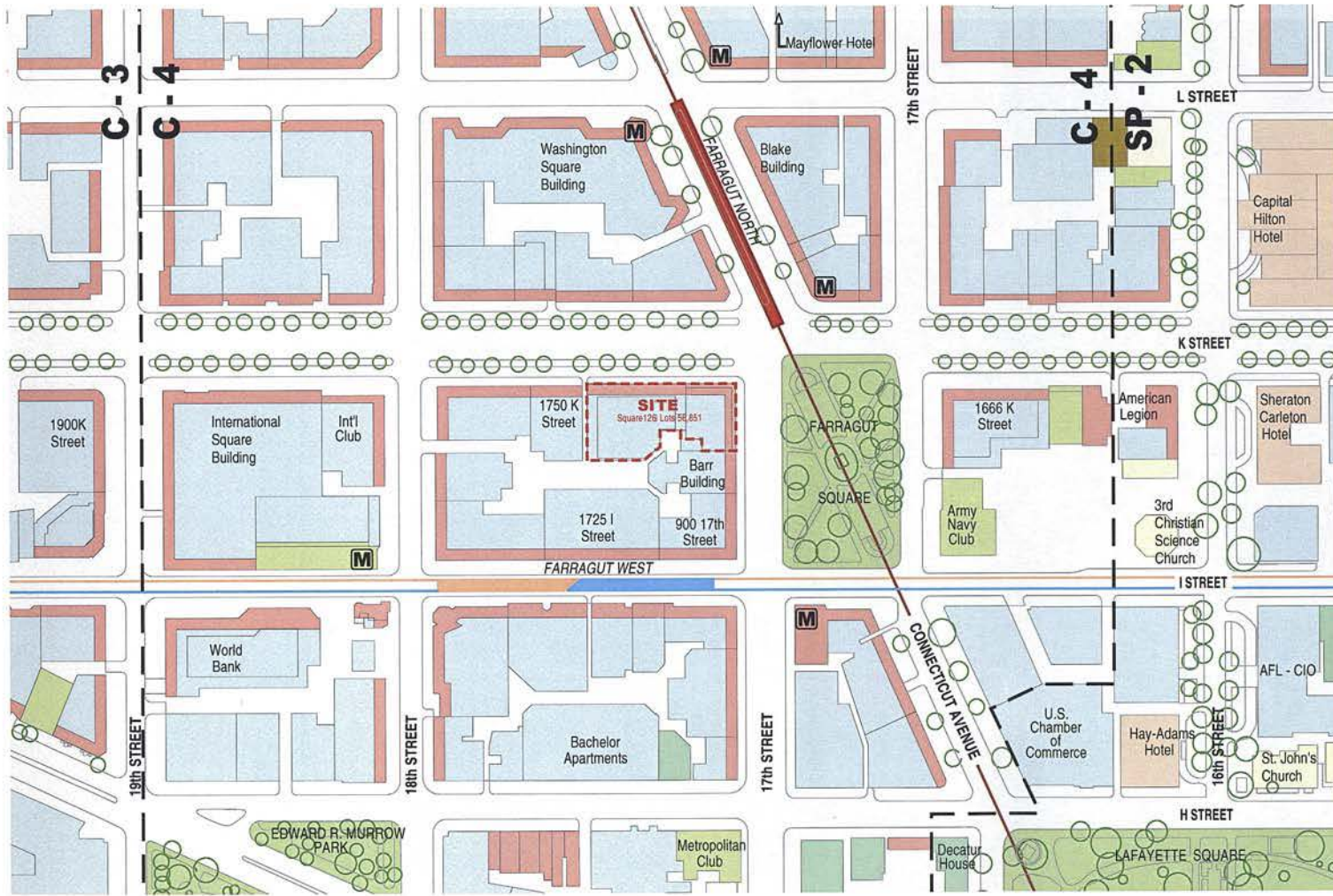
ZONING REGULATIONS:	w / P.U.D. Development Standards:	Proposed P.U.D. Provided:
Zoning:	C-4	C-4
Uses:	Proposed General Office and Retail Uses Permitted	Office: 355,215 SF Retail: 17,920 SF Total: 373,135 SF
FAR:	11.0 + 5% = 11.55 max.	11.14
Roof Structure FAR:	.37 max. additional for Mech'l Equip.	≤ .37
Lot Occupancy:	100% max.	91% @ Level 1 to 99% @ Levels 4-12
Building Height:	130' max.	130'
Roof Structure Height:	18.5' max.	18.5'
Side Yard:	No requirement	-
Rear Yard:	Min. Depth: 2 1/2" per ft. vertical height	None provided
Courts:	Min. Width: 3" per ft. vertical height	None provided
Parking:	Office (> 2,000 GSF: 1 per add'l 1,800 GSF); 206 Retail (> 30,000 GSF: 1 per add'l 3,000 GSF); 0 -25% Metrorail proximity reduction: -51 Total spaces required: 155	225 - 236 self park spaces
Loading:	Office (> 200,000 GSF): 3 berths @ 30' 1 space @ 20' Retail (< 10% total GSF): No add'l req't	3 berths @ 30' 1 space @ 20'
Bicycle Parking:	(min. 5% of parking requirement): 8 spaces	≥ 14 spaces

## Gross Floor Area Tabulations

FLOOR LEVEL:	GROSS FLOOR AREA (General Office unless noted):		TOTAL G.F.A. BY LEVEL:
	A. Private Property:	B. Public Space: <sup>2</sup>	A + B:
LEVEL 12	30,920	225	31,145
LEVEL 11	32,235	225	32,460
LEVEL 10	32,235	225	32,460
LEVEL 9	32,235	225	32,460
LEVEL 8	32,235	225	32,460
LEVEL 7	32,235	225	32,460
LEVEL 6	32,235	225	32,460
LEVEL 5	32,235	225	32,460
LEVEL 4	32,235	225	32,460
LEVEL 3	28,354	219	28,573
LEVEL 2	27,997	-	27,997
LEVEL 1	7,820 + 17,920 Retail	-	25,740 <sup>3</sup>
LEVEL B1	-	(434.5) <sup>1</sup>	-
LEVEL B2	-	(434.5) <sup>1</sup>	-
LEVEL B3	-	(434.5) <sup>1</sup>	-
LEVEL B4	-	(434.5) <sup>1</sup>	-
<b>TOTAL GSF:</b>	<b>370,891 GSF</b>	<b>2,244 GSF<sup>2</sup></b>	<b>373,135 GSF</b>
Vault Area: <sup>1</sup>	-	(1,738 GSF) <sup>1</sup>	(1,738 GSF) <sup>1</sup>
Property Area:	33,485 SF	33,485 SF	33,485 SF
<b>Proposed FAR:</b>	<b>11.08</b>	<b>.06</b>	<b>11.14</b>

Notes:

1. Vault area not included in Gross Floor Area.
2. Refer to drawings for locations of Public Space Air Rights and vault projections.
3. Area of new 5' vehicular movement easement not included in Gross Floor area.



- APARTMENTS
- HOTELS
- RETAIL
- PRIVATE OFFICES
- LOCAL INSTITUTIONS
- FEDERAL INSTITUTIONS
- OTHER INSTITUTIONS
- TRANSPORTATION

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1700 K Street NW Washington, D.C.

LOCATION PLAN

April 2001

S-1

scale: 1" = 200'



**SITE:**  
1700 / 1730 K STREET NW



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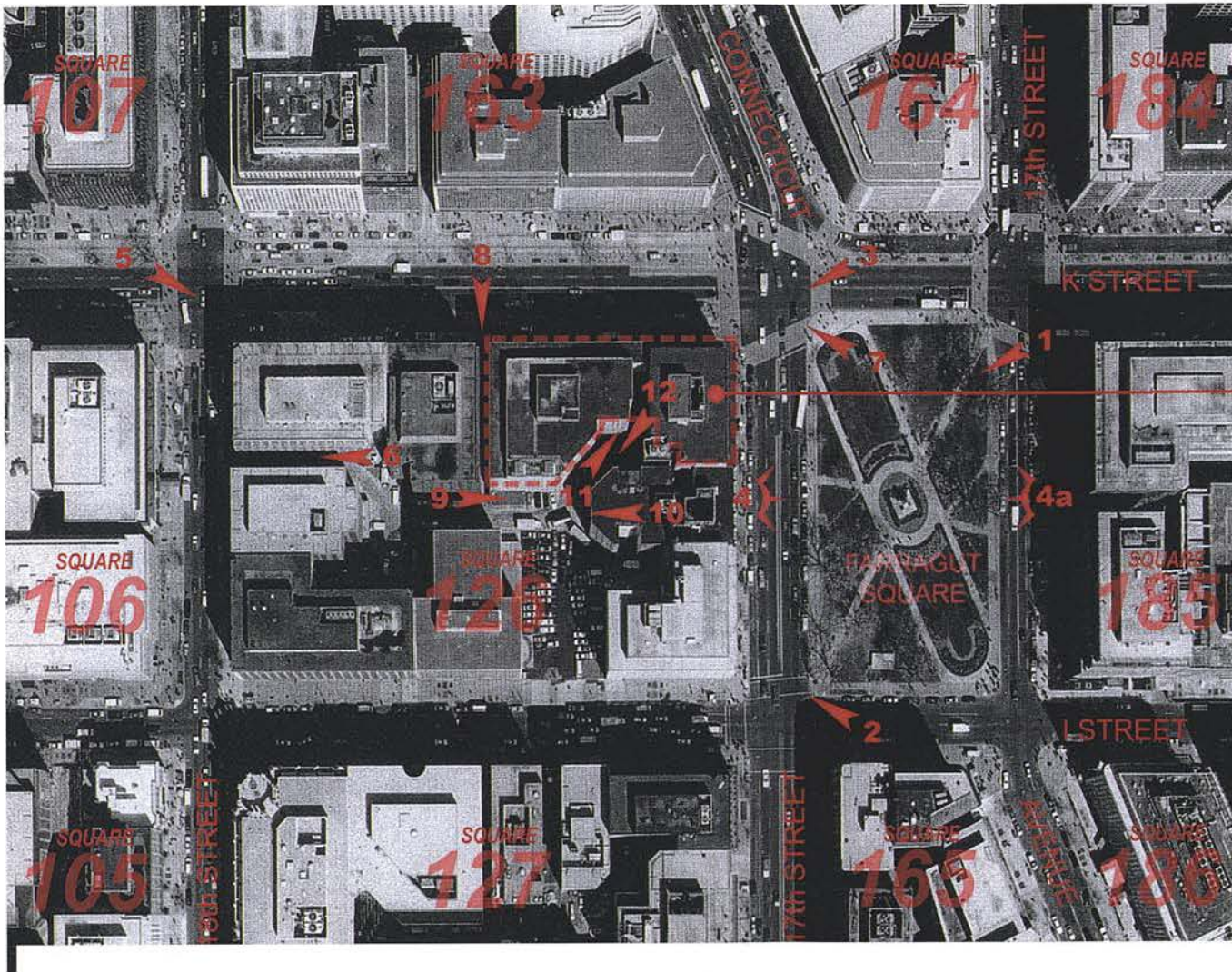
**1700 K Street NW** | Washington, D.C.

AERIAL PHOTOGRAPH

April 2001

**S-2**

scale: N.T.S.



**SITE:**  
 SQUARE 126  
 LOT 56, 851  
 (EXISTING 1700 - 1730 K ST.)





1: View of Square 126 from 17th Street / Farragut Square



2: View of Square 126 from I and 17th Streets



3: View of Square 126 from 17th and K Streets



**4:** View East Towards Farragut Square (from left to right) at Square 164, 184, 185, 186, and 165



**4a:** View West Towards Farragut Square (from left to right) at Square 165, 127, 126, 163 and 164





**5:** View of Square 126 from K and 18th Streets



**6:** View of 20' Alley at Square 126 Looking West to 18th Street



**7:** View of Square 163 from K Street at 17th Street



**8:** View of 20' Alley at Square 126 from K Street Looking South



**9:** View of 20' Alley at Square 126 Looking East Towards Barr Building



**10:** View of 20' Alley at Square 126 Looking West from Barr Building

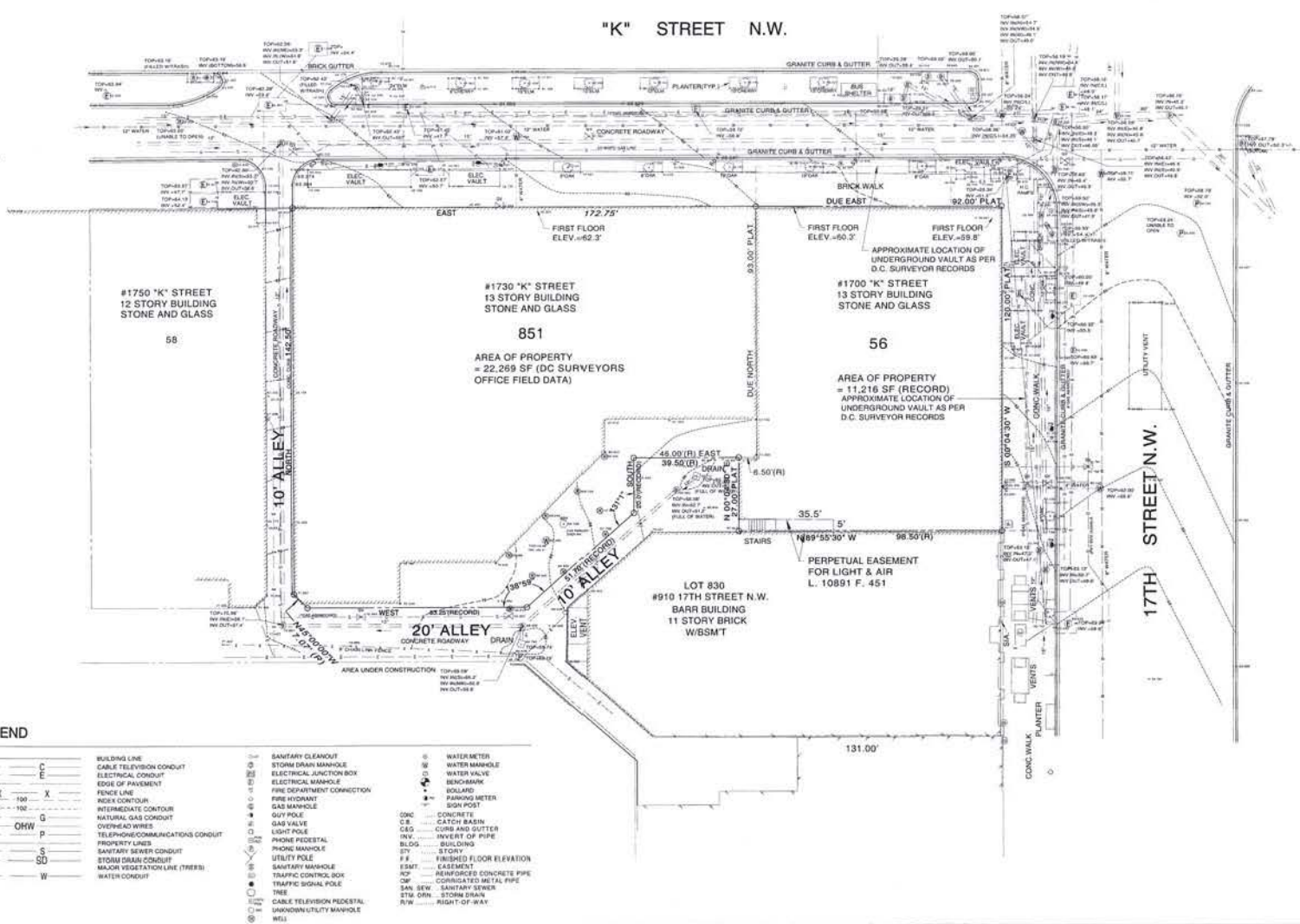


**11:** View Towards Alley Cul-de-sac Between Lot 56, 851 and Barr Building From 20' Alley at Square 126



**12:** View From Alley Cul-de-sac Between Lot 56, 851 and Barr Building Towards 20' Alley

"K" STREET N.W.



**UTILITY NOTE:**  
THE UNDERGROUND UTILITY LOCATIONS SPECIFICALLY NOTED IN THIS TABLE BELOW ARE UNAPPROVED & SHOULD BE VERIFIED BY THE CLIENT PRIOR TO CONSTRUCTION. THE SURVEYOR MAKES NO WARRANTY AS TO THE ACCURACY OF THE UTILITY LOCATIONS SPECIFICALLY NOTED IN THIS TABLE. THE CLIENT IS RESPONSIBLE FOR VERIFYING THE LOCATION AND DEPTH OF ALL UTILITIES. THE SURVEYOR HAS NOT VERIFIED THE LOCATION AND DEPTH OF ALL UTILITIES. THE SURVEYOR HAS NOT VERIFIED THE LOCATION AND DEPTH OF ALL UTILITIES. THE SURVEYOR HAS NOT VERIFIED THE LOCATION AND DEPTH OF ALL UTILITIES.

UTILITY COMPANY	PLAN #	SHEET #
AMERICAN GASWORKS COMPANY	MAP NO. 2	SEE MAP PROVIDED
DC WATER	MAP NO.	SEE MAP PROVIDED
DC POWER	MAP NO.	SEE MAP PROVIDED
DC TELECOM	MAP NO.	SEE MAP PROVIDED
DC TRASH	MAP NO.	SEE MAP PROVIDED
DC STREETS	MAP NO.	SEE MAP PROVIDED
DC WATER	MAP NO.	SEE MAP PROVIDED
DC POWER	MAP NO.	SEE MAP PROVIDED
DC TELECOM	MAP NO.	SEE MAP PROVIDED
DC TRASH	MAP NO.	SEE MAP PROVIDED
DC STREETS	MAP NO.	SEE MAP PROVIDED
DC WATER	MAP NO.	SEE MAP PROVIDED
DC POWER	MAP NO.	SEE MAP PROVIDED
DC TELECOM	MAP NO.	SEE MAP PROVIDED
DC TRASH	MAP NO.	SEE MAP PROVIDED
DC STREETS	MAP NO.	SEE MAP PROVIDED

- NOTES:**
1. THE VERTICAL DATUM IS BASED ON THE D.C. PUBLIC WORKS PLAN 8-4-11 ELEVATIONS PROVIDED FOR THE SERVICE.
  2. A BOUNDARY HAS NOT BEEN PROVIDED FOR THIS SERVICE. THE BOUNDARY INFORMATION SHOWN HEREON HAS BEEN TAKEN FROM RECORDS IN THE D.C. SURVEYORS OFFICE. THE BOUNDARY OF THE PARCELS IS BASED ON RECORD INFORMATION ONLY. SEE RECORD DIMENSIONS.
  3. A 10' TRAIL RIGHT-OF-WAY WAS ASSUMED.
  4. THE COURSE INTERVAL IS 0.010000.
  5. REFER TO COMPASS PLAT SURVEY BY DELAMATER ASSOCIATES, INC. FOR BOUNDARY INFORMATION.
  6. TOTAL PROPERTY AREA = 54,468 SQ.

**LEGEND**

C	BUILDING LINE	○	SANITARY CLEANOUT	○	WATER METER
X	CABLE TELEVISION CONDUIT	○	STORM DRAIN MANHOLE	○	WATER MANHOLE
X	ELECTRICAL CONDUIT	○	ELECTRICAL JUNCTION BOX	○	WATER VALVE
X	EDGE OF PAVEMENT	○	ELECTRICAL MANHOLE	○	BENCHMARK
X	FENCE LINE	○	FIRE DEPARTMENT CONNECTION	○	BOLLARD
X	FIRE HYDRANT	○	GAS MANHOLE	○	PARKING METER
X	INTERMEDIATE CONTOUR	○	GUY POLE	○	SOIL POST
X	NATURAL GAS CONDUIT	○	GAS VALVE	○	CONCRETE
X	OVERHEAD WIRES	○	LIGHT POLE	○	C.B. CATCH BASIN
OHW	TELEPHONE/COMMUNICATIONS CONDUIT	○	PHONE PEDESTAL	○	COBE AND GUTTER
P	PROPERTY LINES	○	SANITARY MANHOLE	○	INVERT OF PIPE
S	STORM DRAIN CONDUIT	○	STORM DRAIN MANHOLE	○	BLOG
SD	MAJOR VEGETATION LINE (TREES)	○	UTILITY POLE	○	1 STORY
W	WATER CONDUIT	○	TRAFFIC SIGNAL POLE	○	FINISHED FLOOR ELEVATION
		○	CABLE TELEVISION PEDESTAL	○	E.S.M.T. EASEMENT
		○	UNKNOWN UTILITY MANHOLE	○	K.C.P. REINFORCED CONCRETE PIPE
		○	M.U.I.	○	SAN. SEW. SANITARY SEWER
		○		○	STW. OVN. STORM DRAIN
		○		○	R/W. RIGHT-OF-WAY

#1700 "K" STREET N.W.  
SQUARE 126  
WASHINGTON, DC

EXISTING CONDITIONS

VIKA REVISIONS

NO.	DATE	BY	DESCRIPTION
1	FEB 22, 2011	DBM	
2	MAR 1, 2011	DBM	

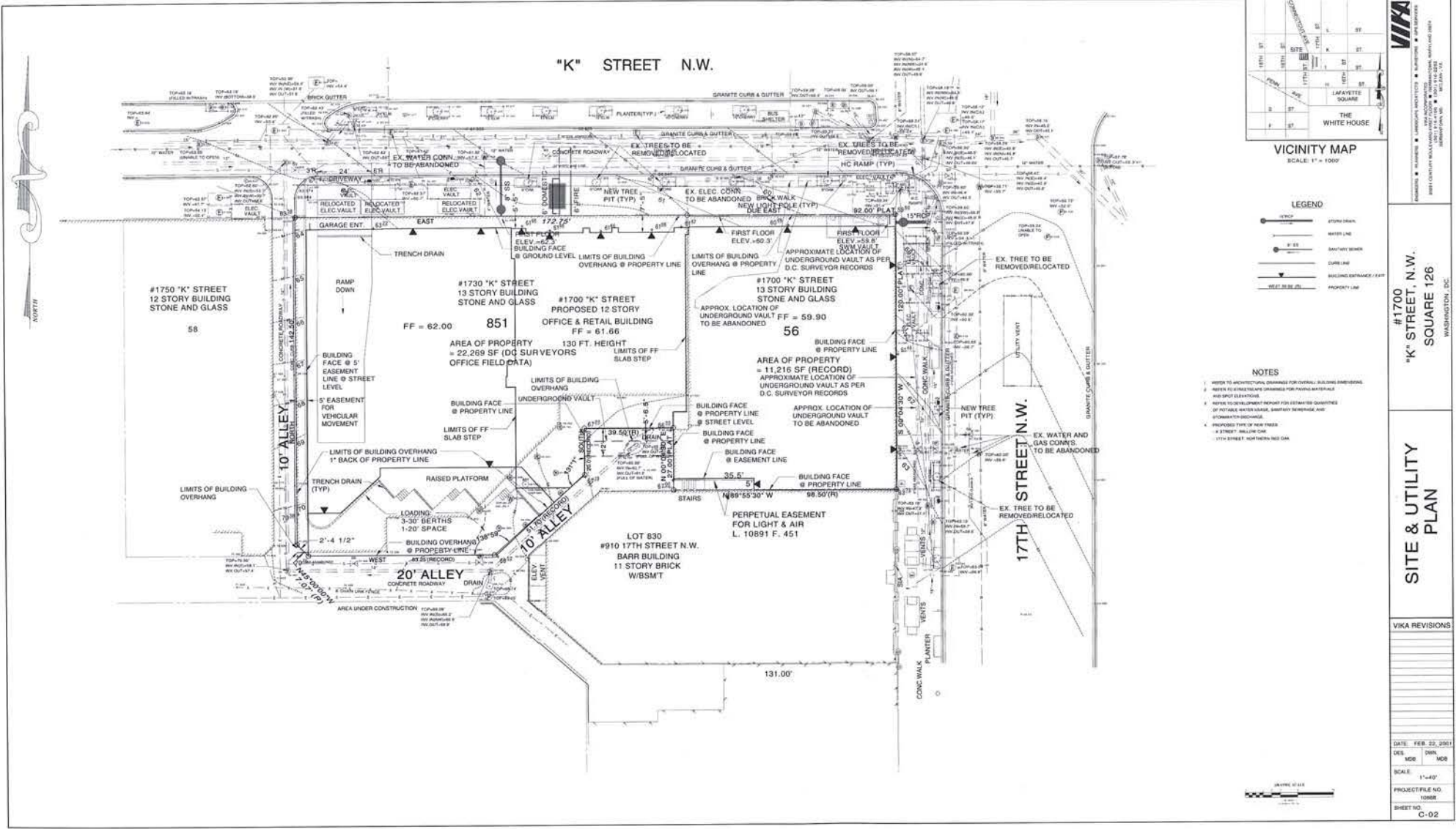
DATE: FEB 22, 2011  
DES: DBM  
SCALE: 1"=40'  
PROJECT FILE NO: 10689  
SHEET NO: C-01

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**SITE SURVEY**  
April 2011  
**C-1**  
scale: 1" = 40'



**NOTES**

- REFER TO ARCHITECTURAL DRAWINGS FOR OVERALL BUILDING DIMENSIONS AND SPATIAL RELATIONS.
- REFER TO ENGINEERING DRAWINGS FOR PAVING MATERIALS AND SLOPE EXISTENCES.
- REFER TO DEVELOPMENT RECORDS FOR UTILITIES CONSTRUCTED OR POTENTIAL WATER, SEWER, GAS, AND ELECTRIC UTILITIES.
- PROPOSED TREE OR TREE PRESERVE:
  - EX. TREE: SHALL BE REMOVED.
  - NEW TREE: NOT INDICATED ON PLAN.

**VKA REVISIONS**

NO.	DATE	BY	DESCRIPTION

DATE: FEB 22, 2001  
 DES: MDR  
 MDR  
 SCALE: 1"=40'  
 PROJECT FILE NO: 10808  
 SHEET NO: C-02

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**1700 K Street NW** Washington, D.C.

**SITE & UTILITY PLAN** **C-2**

April 2001 scale: 1" = 40'

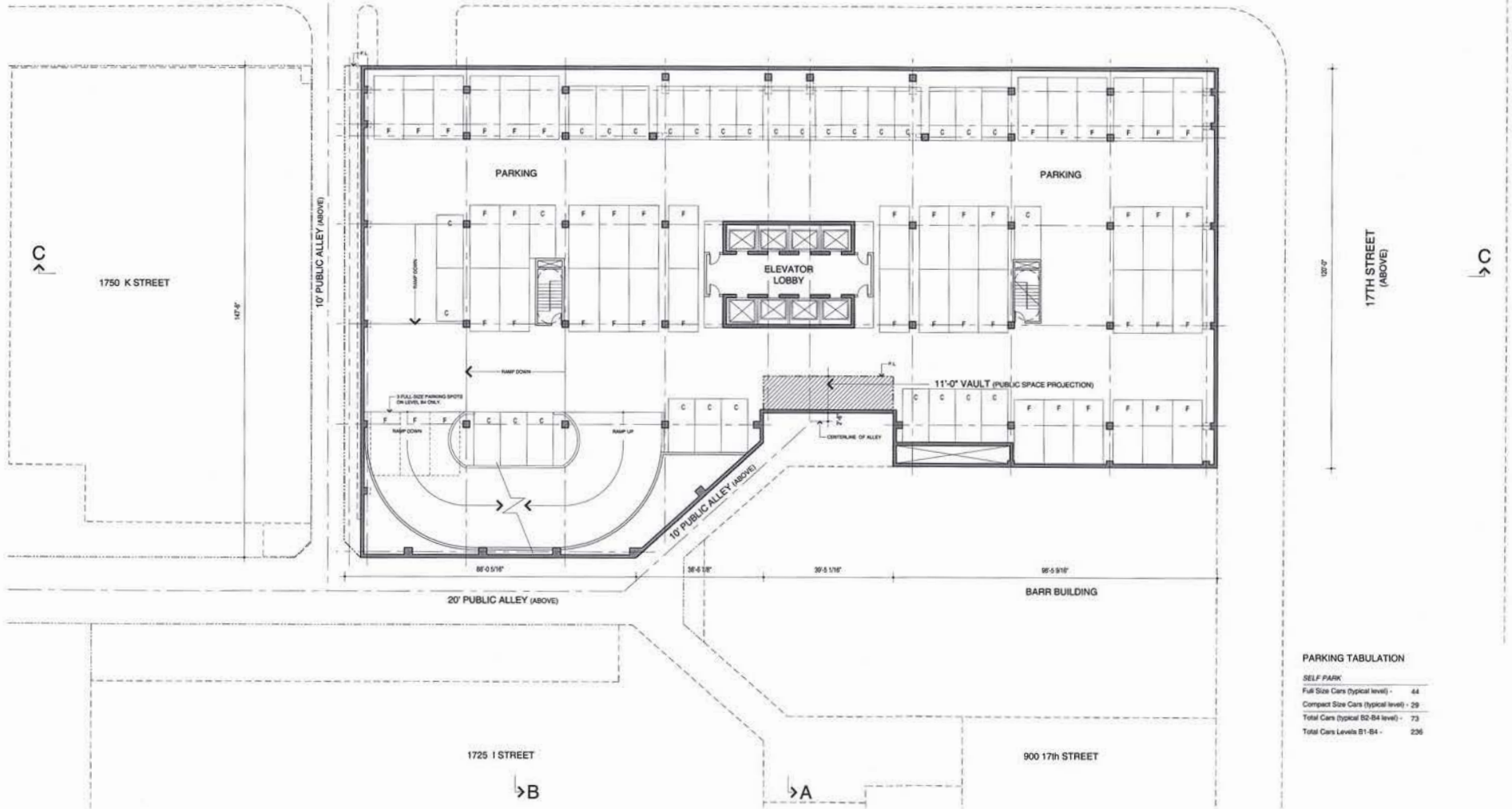
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K STREET (ABOVE)

28'-0"

>B

>A



17TH STREET (ABOVE)

100'-0"

>C

>C

1750 K STREET

142'-0"

10' PUBLIC ALLEY (ABOVE)

20' PUBLIC ALLEY (ABOVE)

BARR BUILDING

1725 I STREET

>B

>A

900 17th STREET

**PARKING TABULATION**

SELF PARK	
Full Size Cars (typical level) -	44
Compact Size Cars (typical level) -	29
Total Cars (typical B2-B4 level) -	73
Total Cars Levels B1-B4 -	236

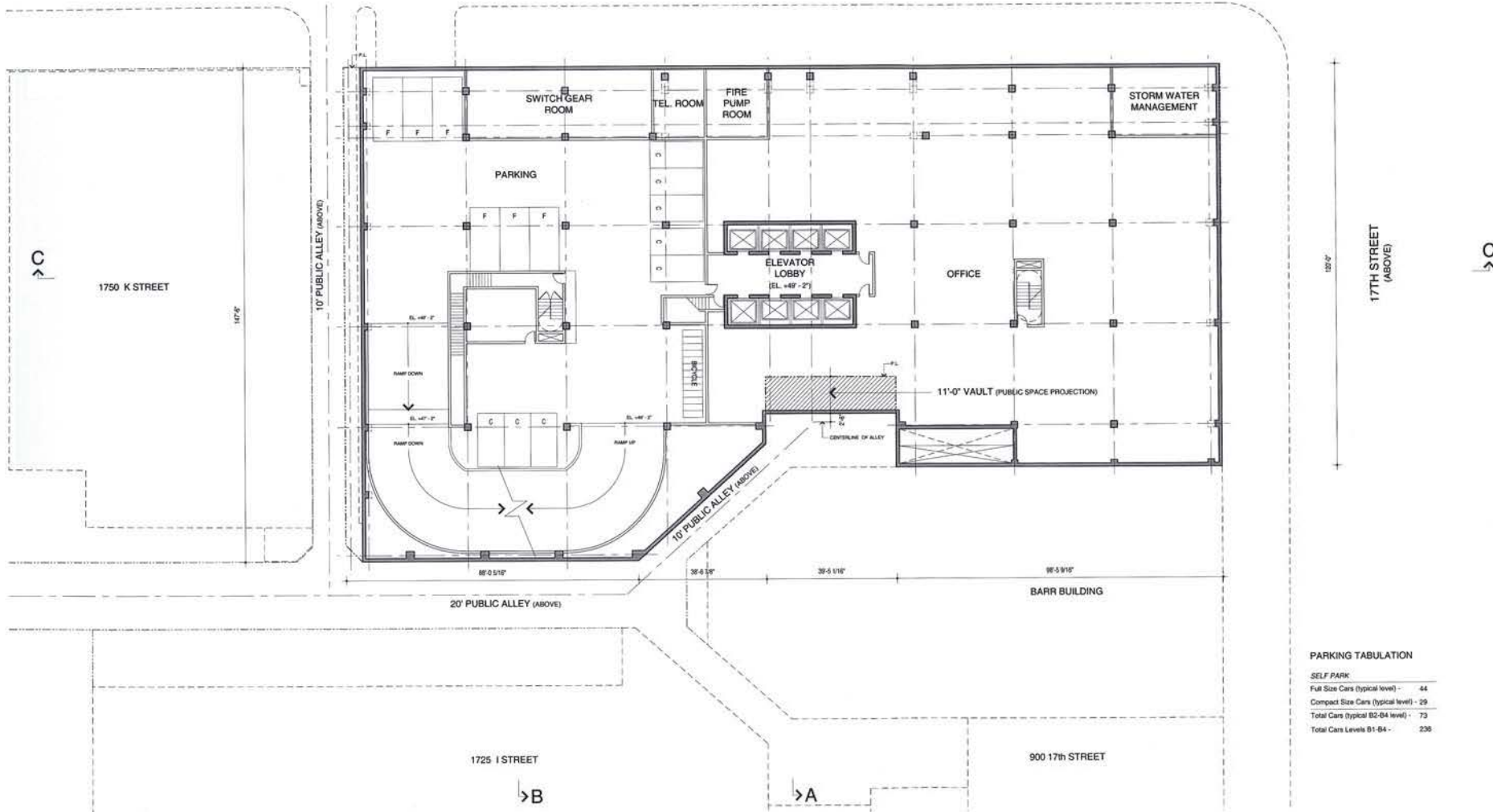


K STREET (ABOVE)

284'-0"

B

A



177TH STREET (ABOVE)

128'-0"

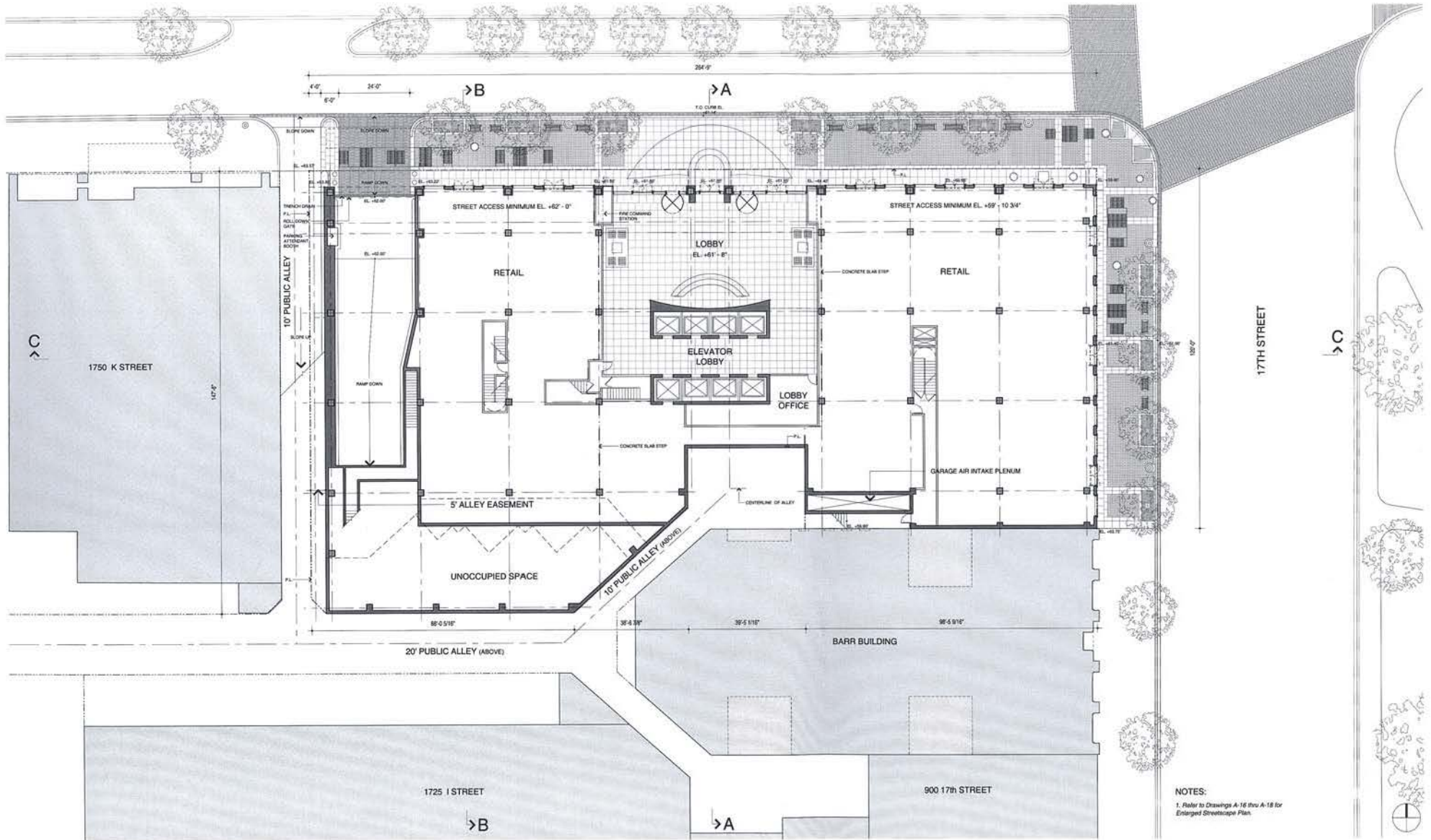
C

**PARKING TABULATION**

SELF PARK:

Full Size Cars (typical level) -	44
Compact Size Cars (typical level) -	29
Total Cars (typical 82-84 level) -	73
Total Cars Levels 81-84 -	236





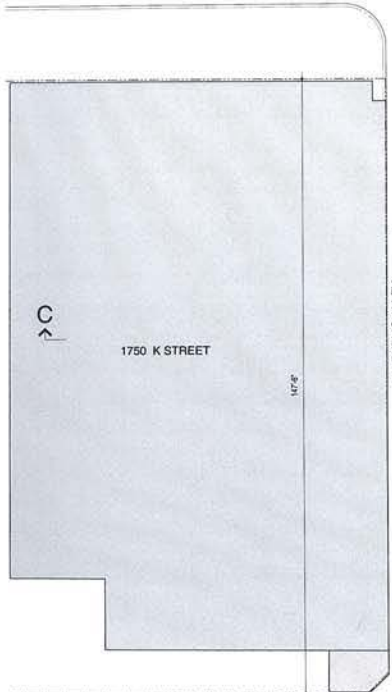
NOTES:  
 1. Refer to Drawings A-16 thru A-18 for Energized Streetscape Plan.

K STREET

26'-0"

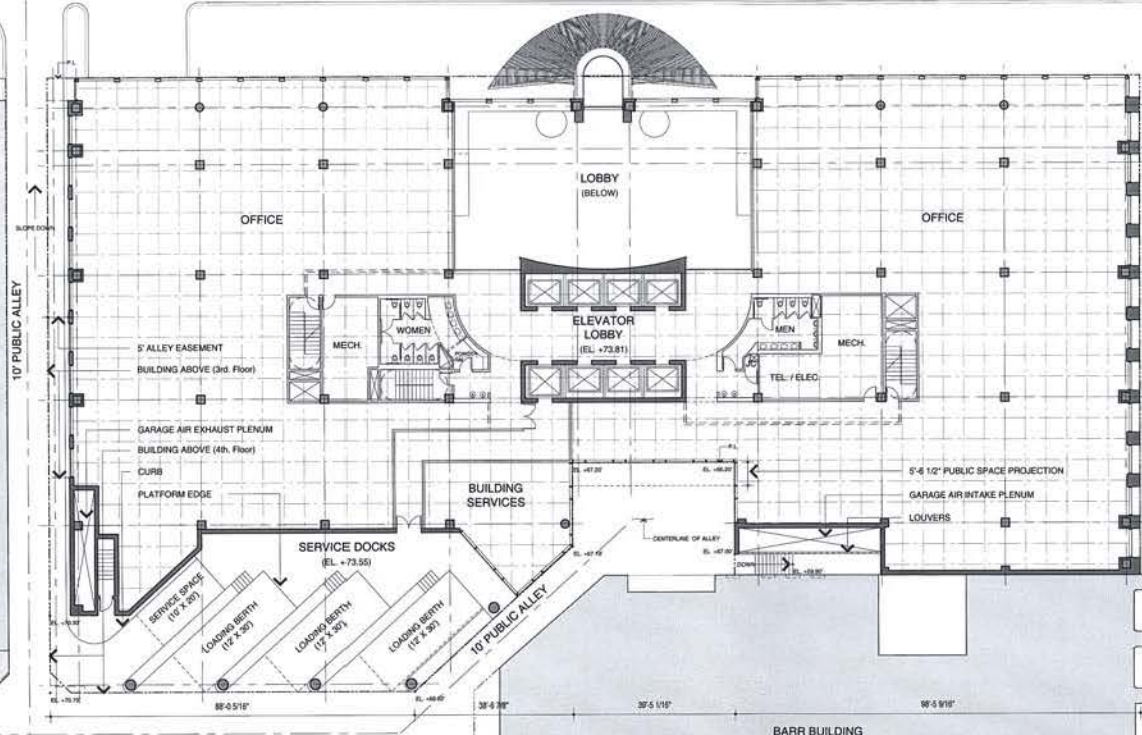
>B

>A



1750 K STREET

117'-0"



LOBBY (BELOW)

OFFICE

OFFICE

ELEVATOR LOBBY (EL. +73.81)

MECH.

WOMEN

MEN

MECH.

TEL / ELEC

BUILDING SERVICES

SERVICE DOCKS (EL. +73.55)

SERVICE SPACES (10' x 30')

LOADING BERTH (12' x 30')

LOADING BERTH (12' x 30')

LOADING BERTH (12' x 30')

5'-6 1/2" PUBLIC SPACE PROJECTION

GARAGE AIR INTAKE PLENUM

LOUVERS

20' PUBLIC ALLEY

BARR BUILDING

1725 I STREET

>B

>A

900 17th STREET

17TH STREET

100'-0"

>C



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LEVEL 2 PLAN

April 2001

A-4

scale: 1"=30'



K STREET

28'-9"

>B

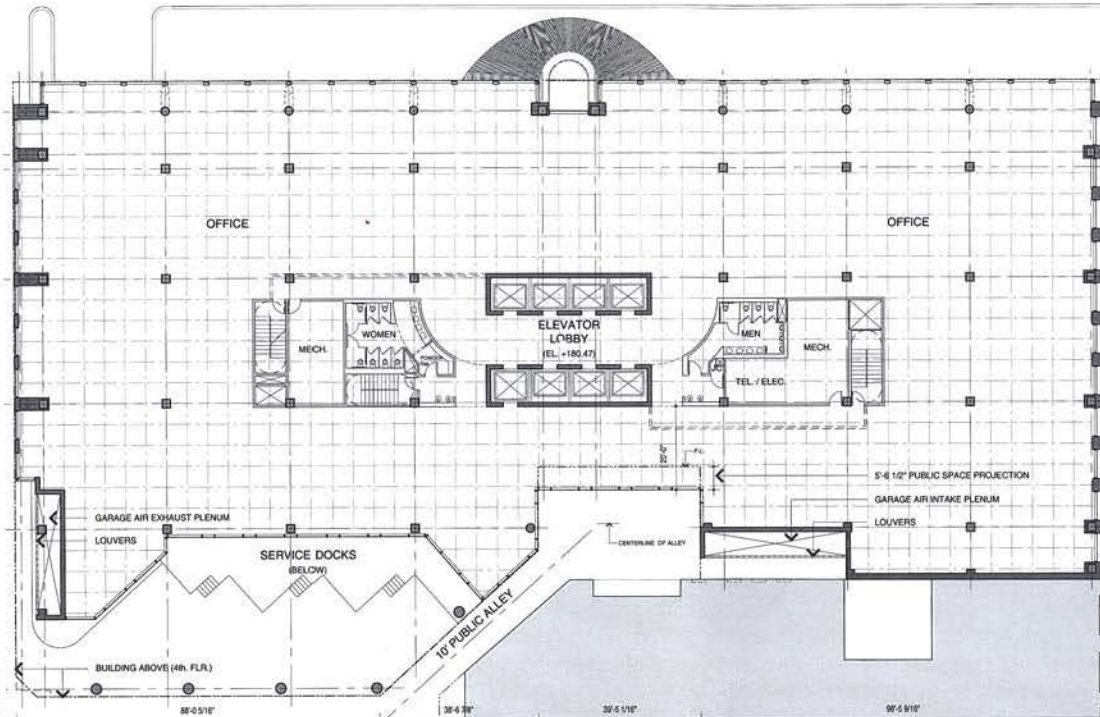
>A



1750 K STREET

14'-0"

10' PUBLIC ALLEY



OFFICE

OFFICE

ELEVATOR LOBBY  
TEL. +180.471

WOMEN  
MECH.

MEN  
MECH.

TEL. / ELEC.

GARAGE AIR EXHAUST FLENUM

LOUVERS

SERVICE DOCKS (BELOW)

BUILDING ABOVE (4th FLR.)

38'-0 5/16"

38'-4 7/8"

38'-5 1/16"

98'-5 9/10"

20' PUBLIC ALLEY

BARR BUILDING

5'-4 1/2" PUBLIC SPACE PROJECTION

GARAGE AIR INTAKE FLENUM

LOUVERS

1725 I STREET

>B

>A

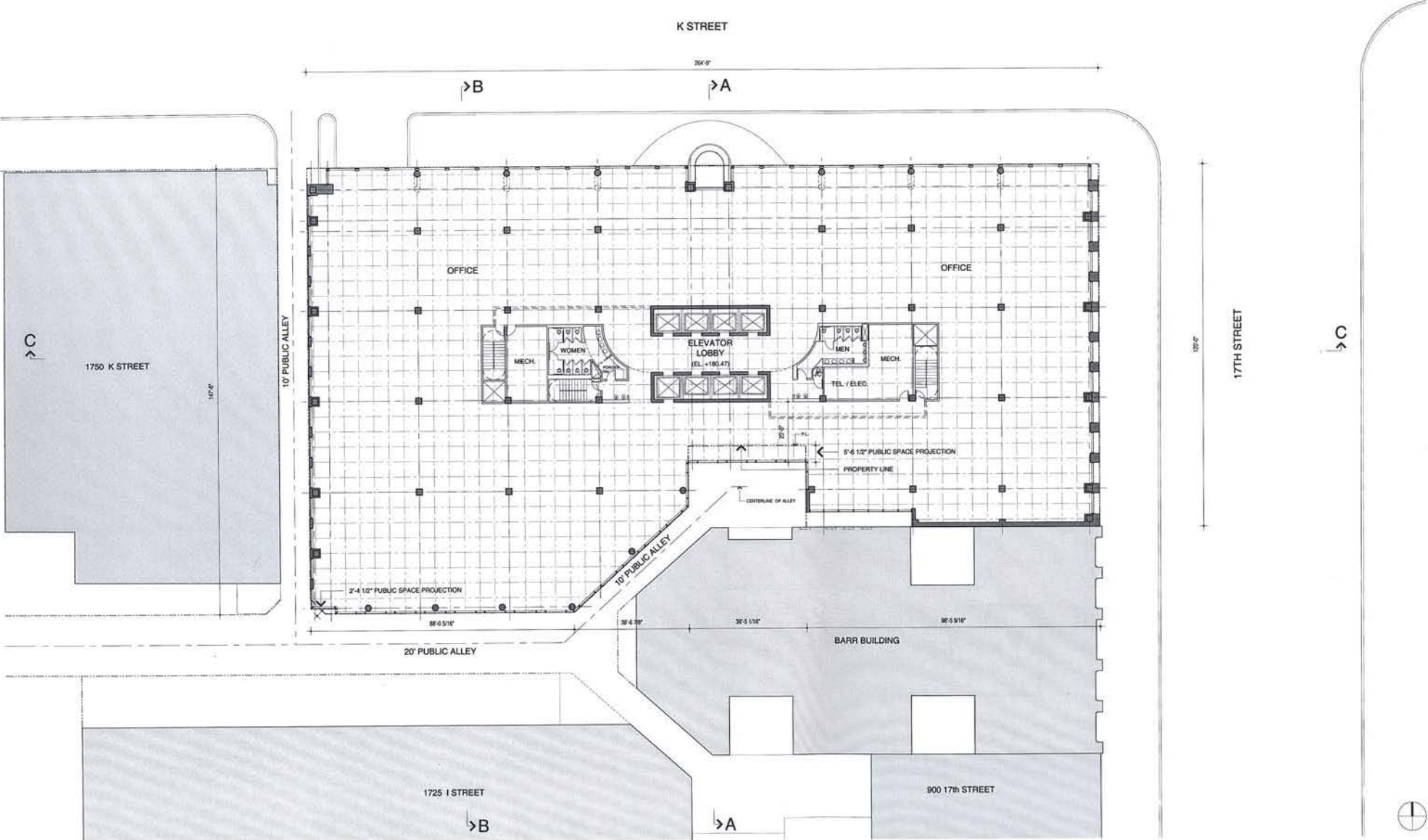
900 17th STREET

17TH STREET

158'-0"

>C





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LEVEL 4-11 PLAN

April 2001

A-6

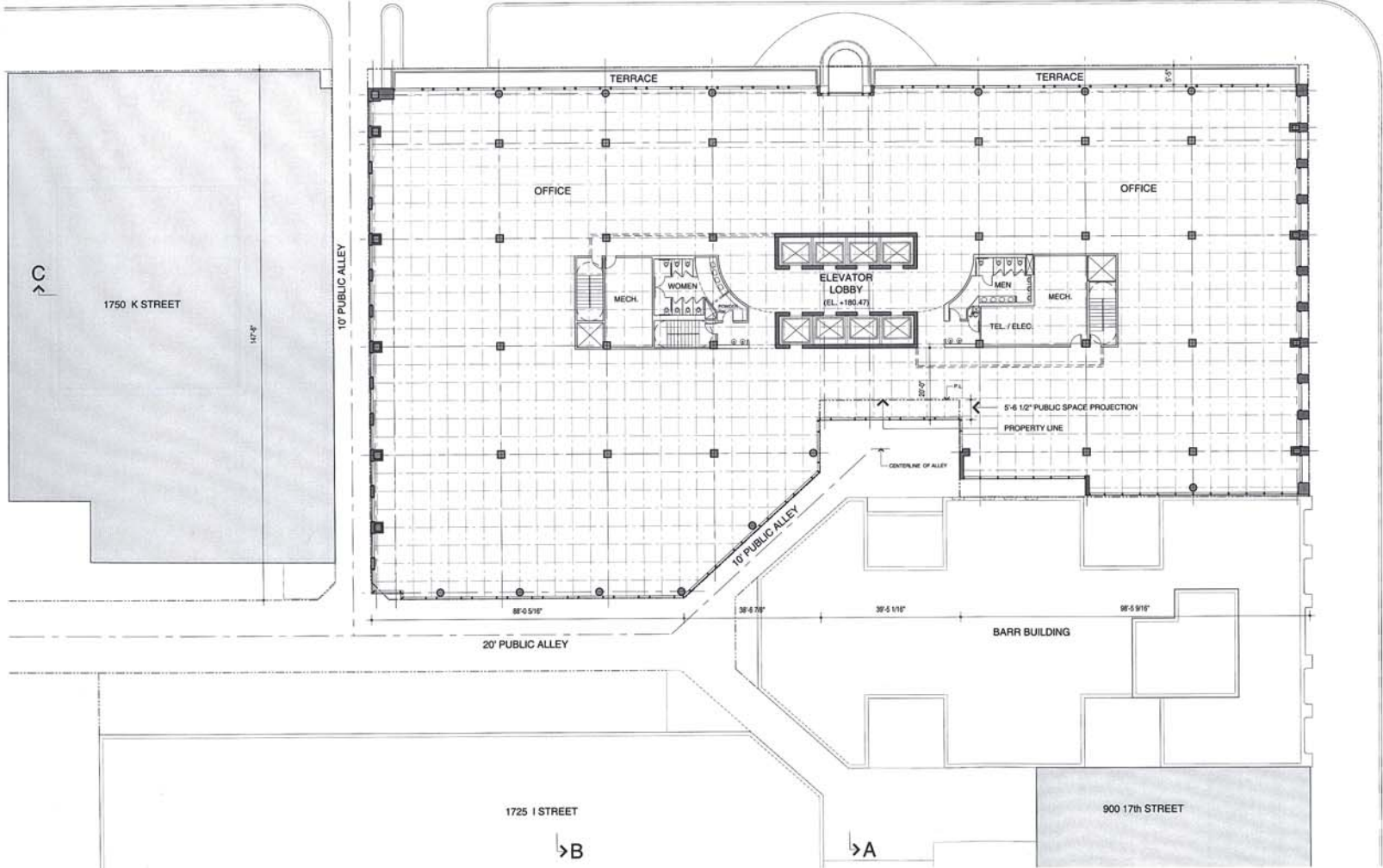
scale: 1" = 30'

K STREET

26'-0"

>B

>A



120'-0"

177th STREET

>C

20' PUBLIC ALLEY

1725 I STREET

>B

>A

BARR BUILDING

900 17th STREET

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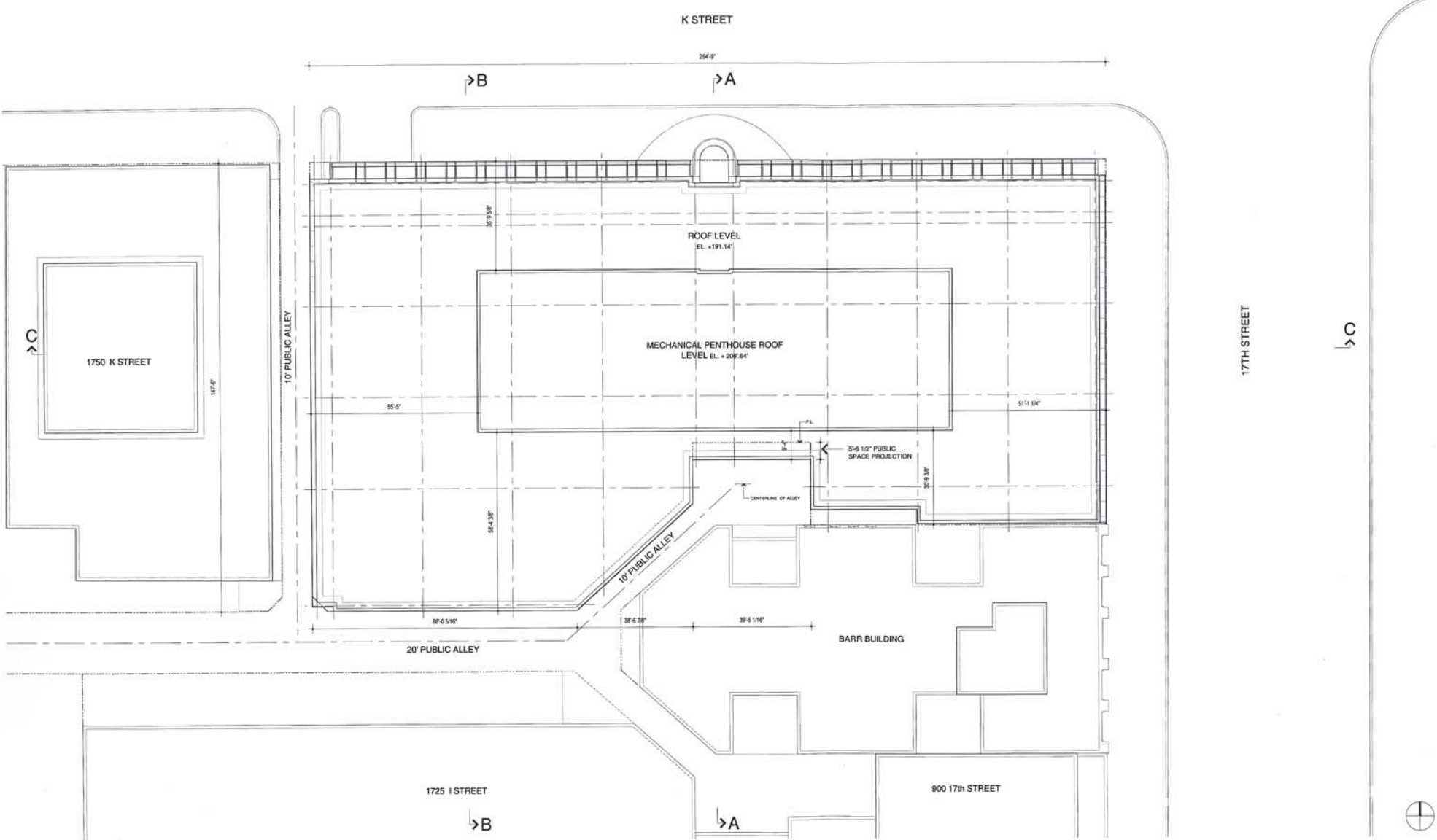
1700 K Street NW Washington, D.C.

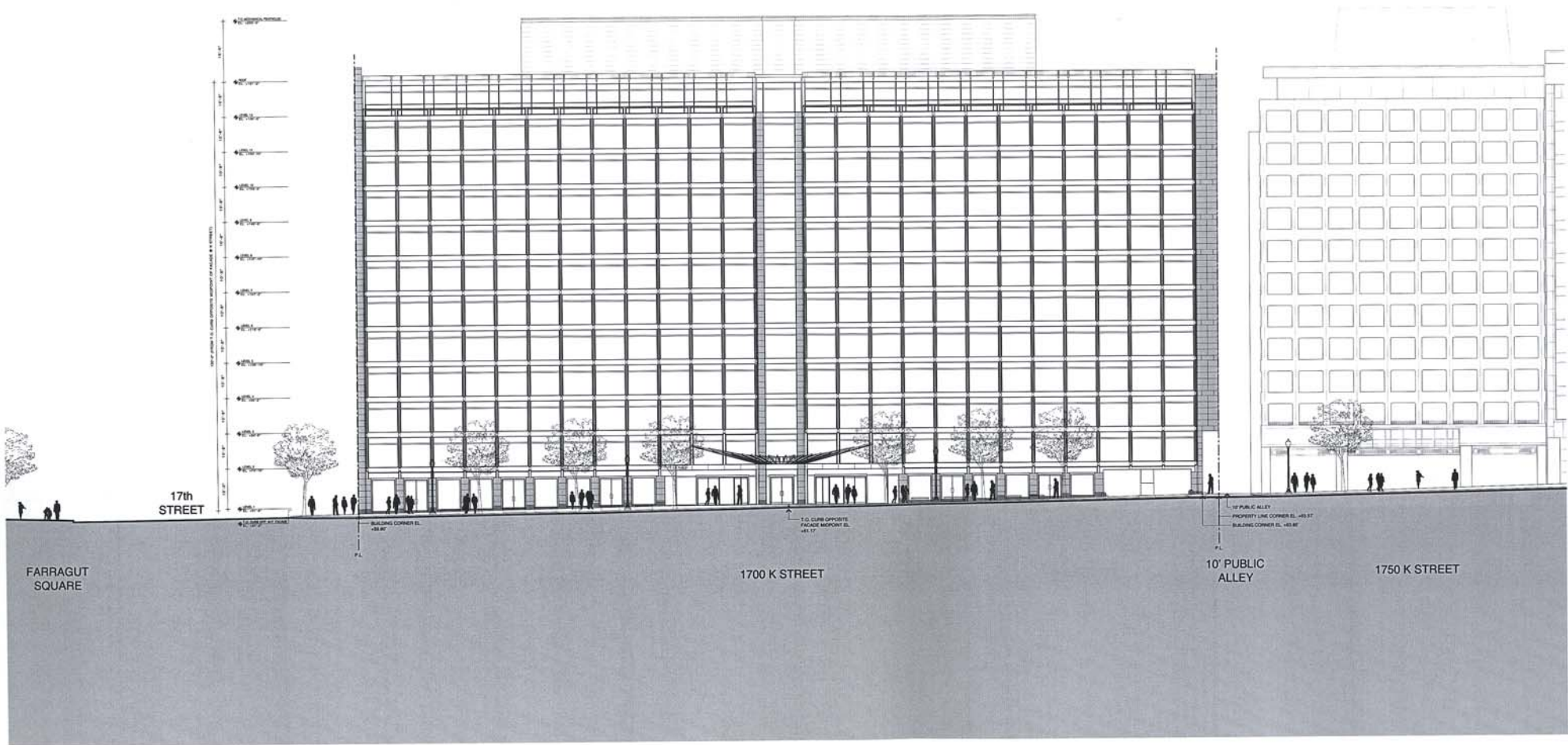
LEVEL 12 PLAN

April 2001

A-7

scale: 1" = 30'





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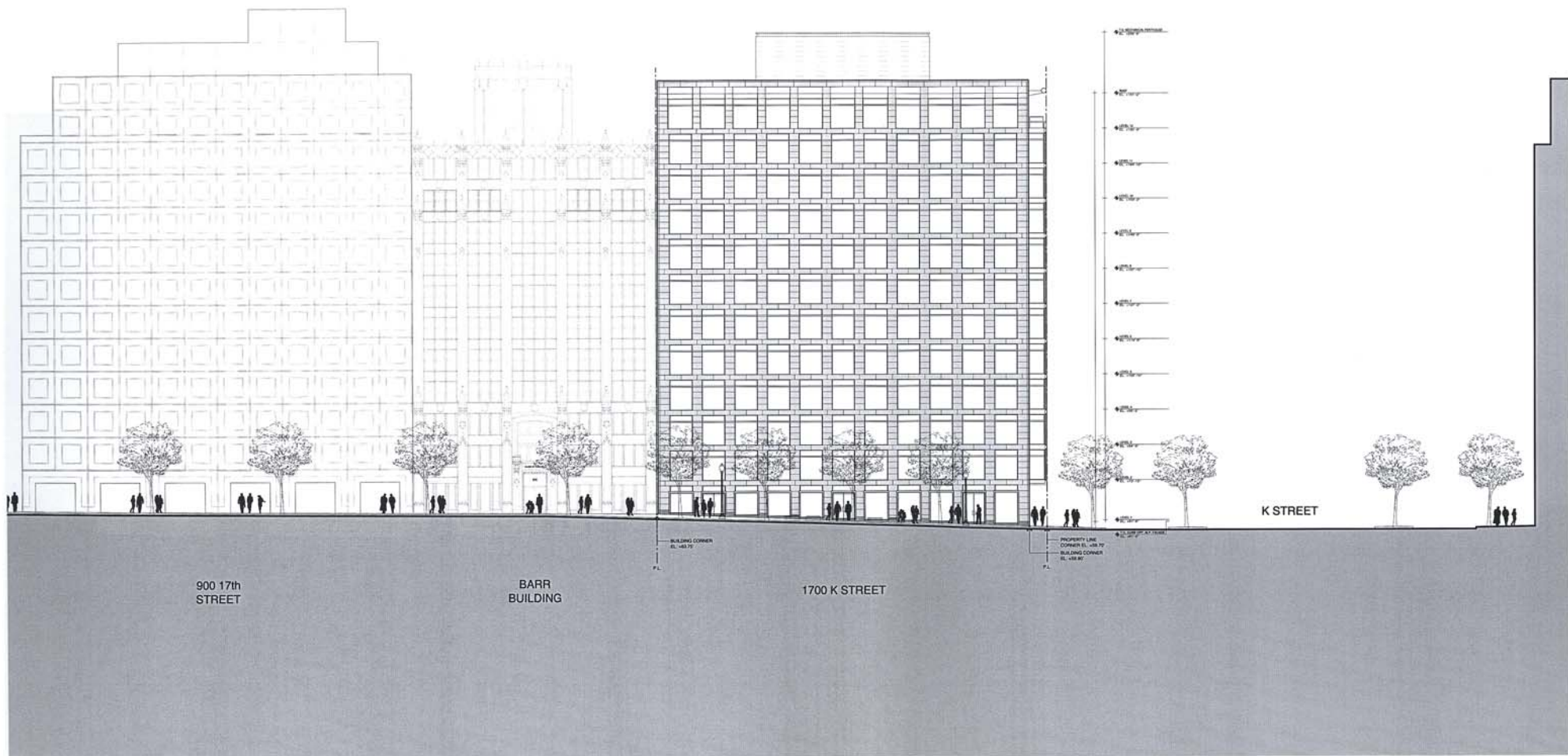
**1700 K Street NW** | Washington, D.C.

K STREET ELEVATION

April 2001

**A-9**

scale: 1" = 30'



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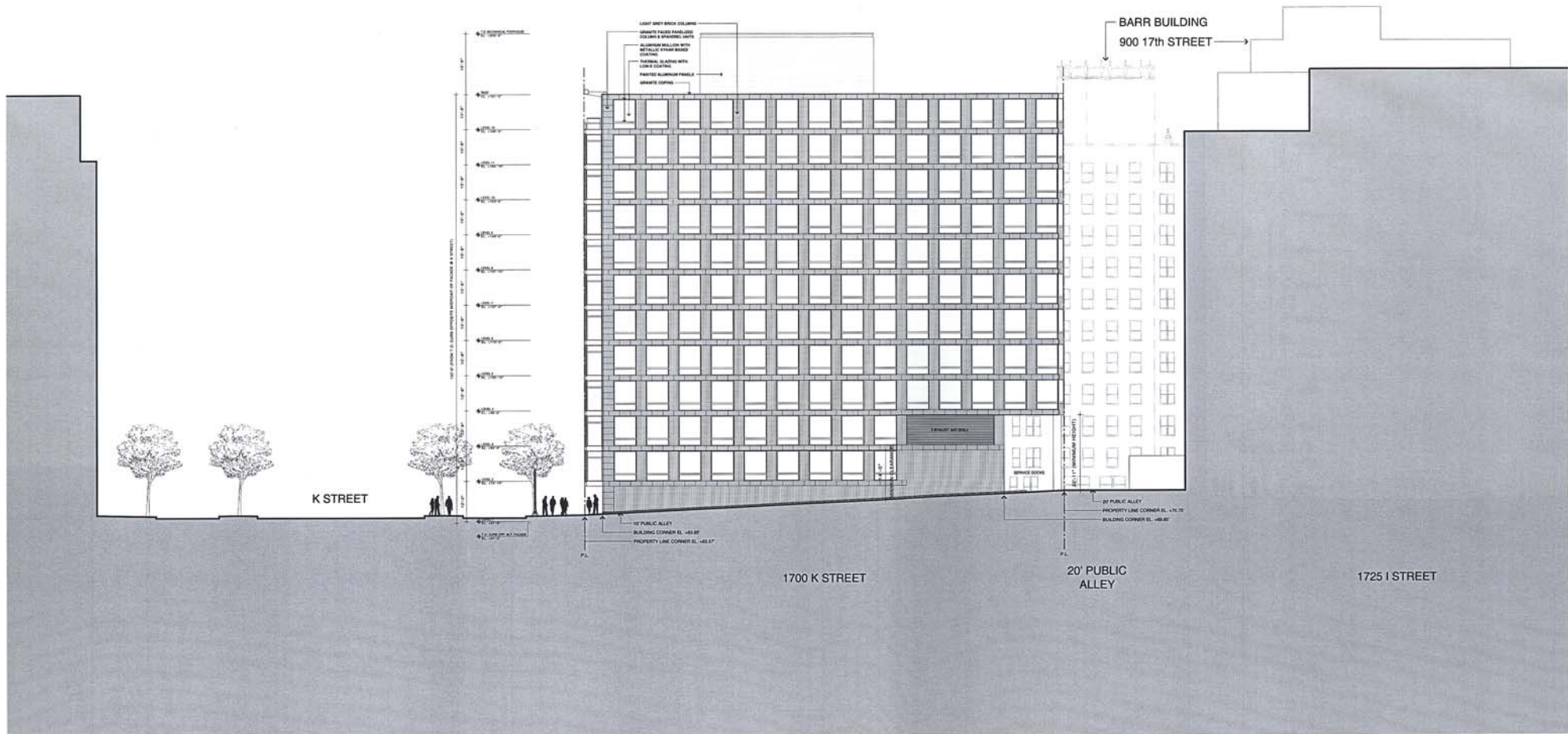
**1700 K Street NW** Washington, D.C.

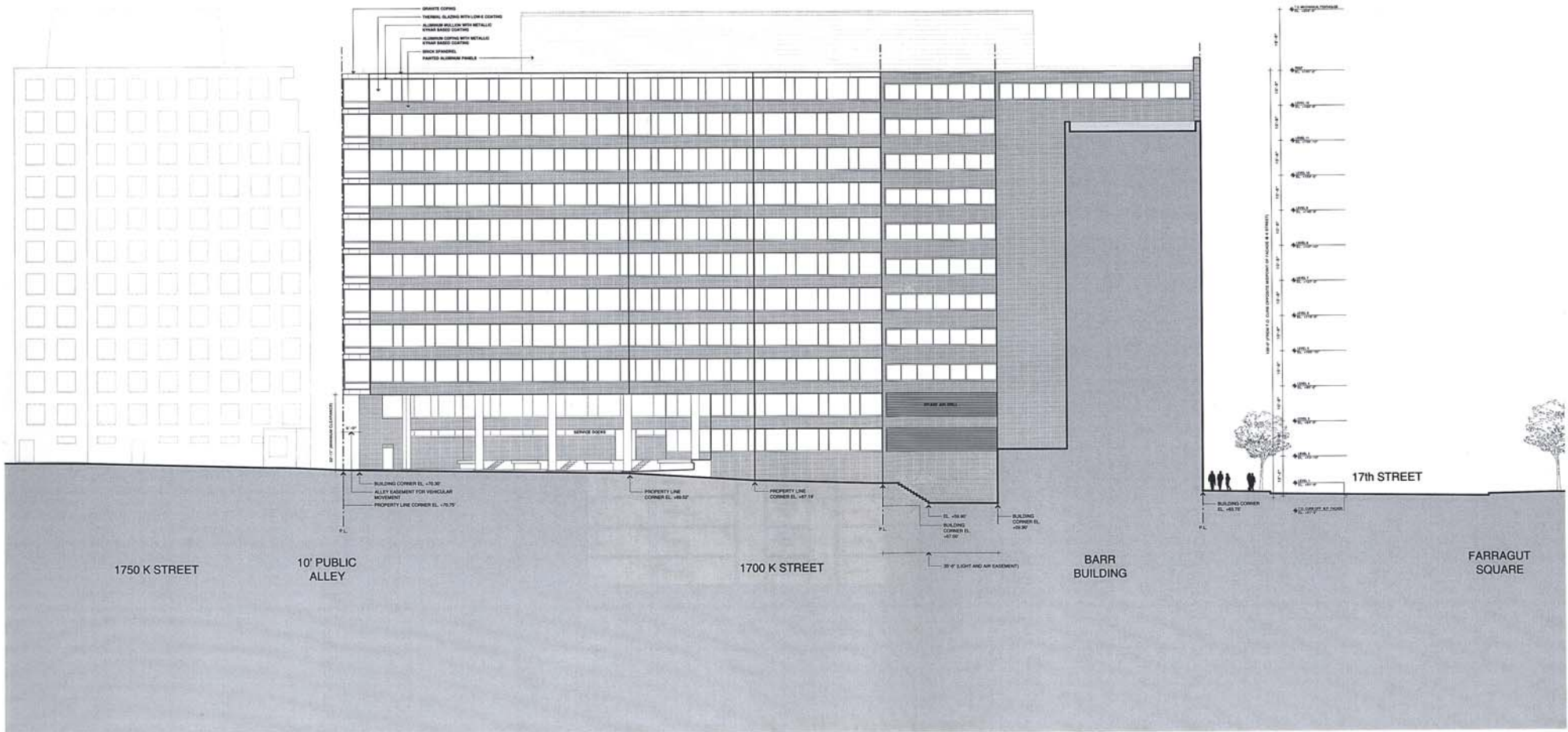
17th STREET ELEVATION

April 2001

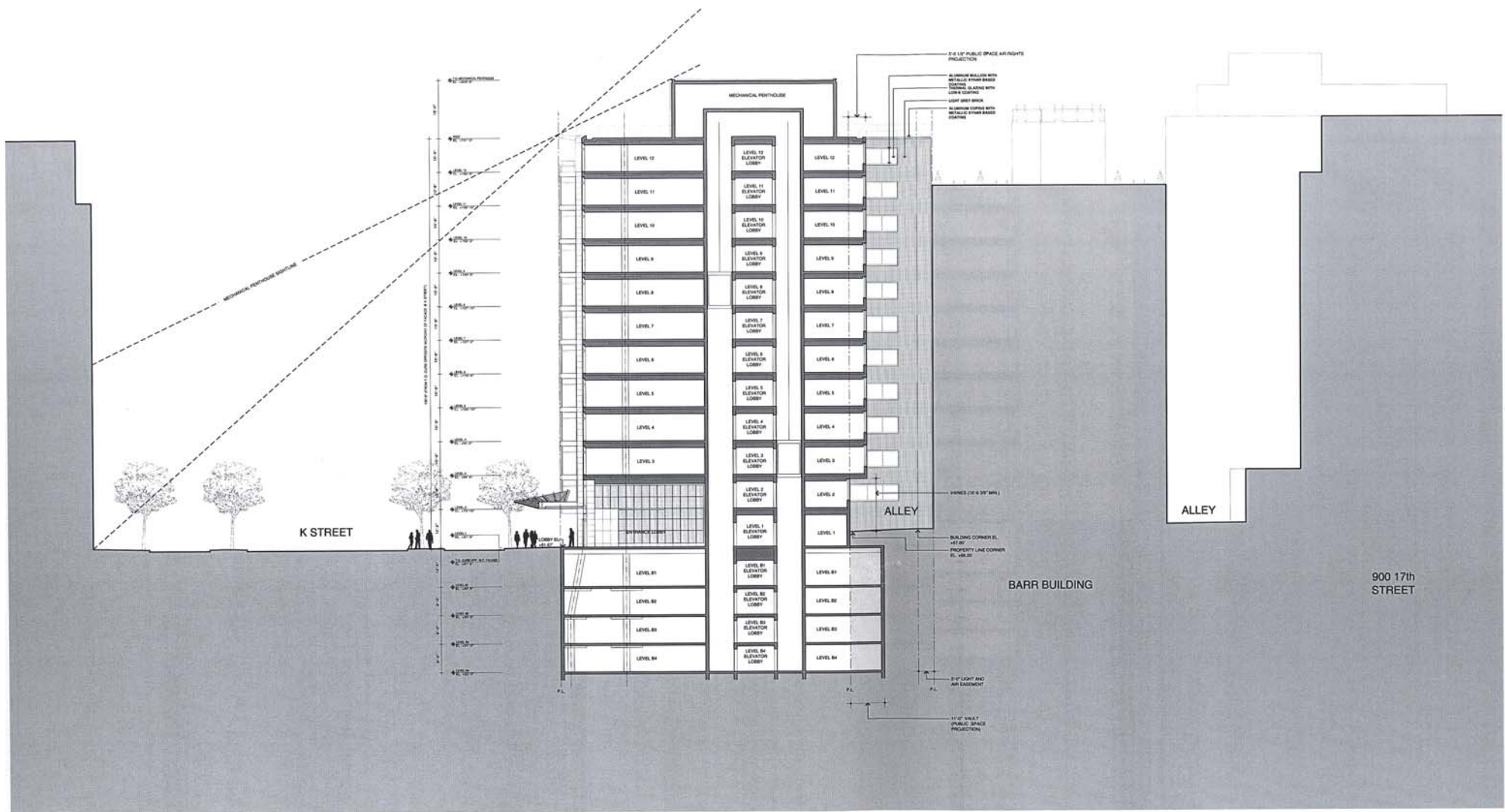
**A-10**

scale: 1" = 30'









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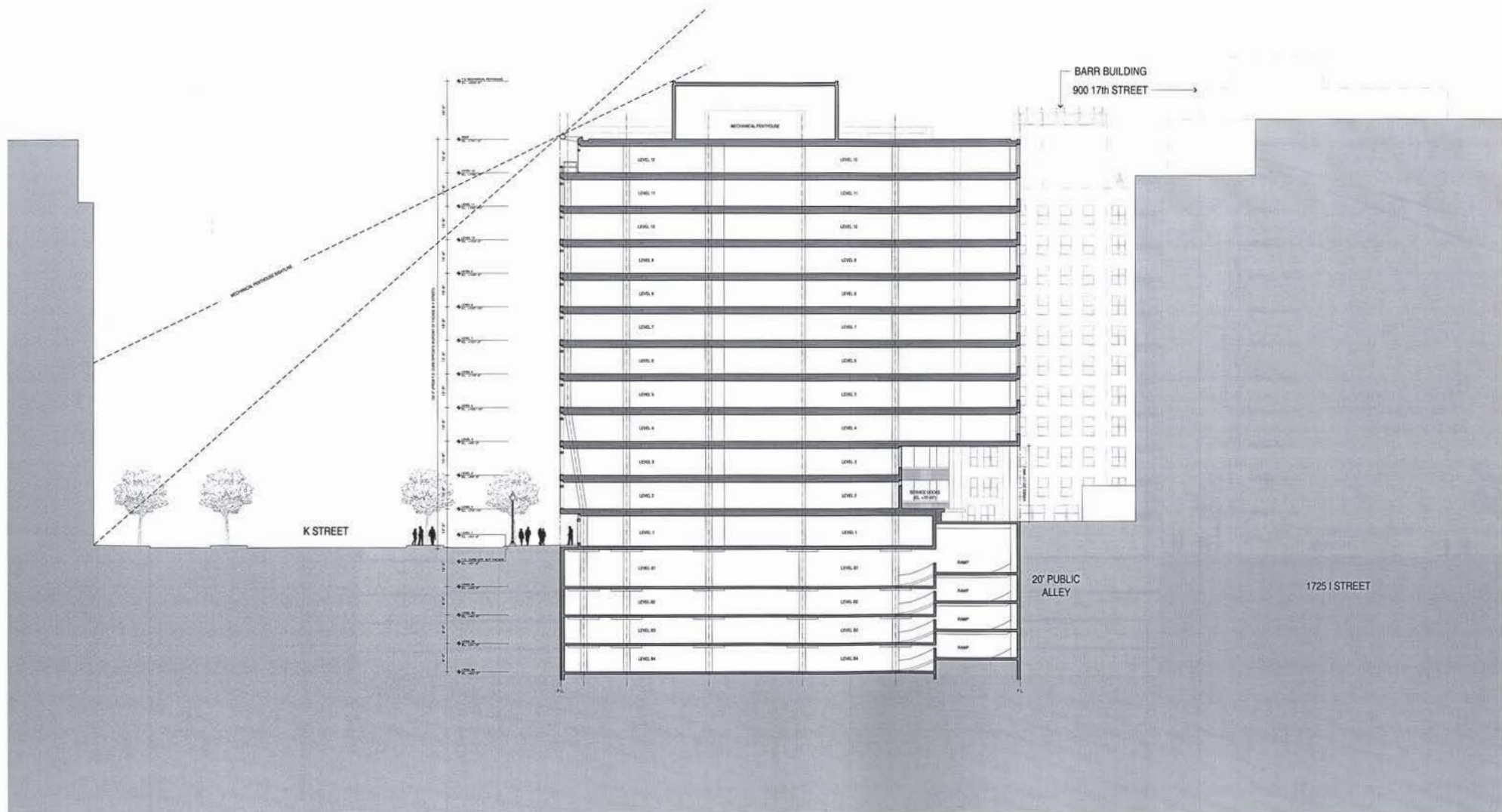
**1700 K Street NW** Washington, D.C.

BUILDING SECTION A-A  
 Transverse @ K Street Lobby

April 2001

**A-13**

scale: 1" = 30'



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Owners:  
COMMERCE BUILDING ASSOCIATES, A JOINT VENTURE & RIDDELL BUILDING JOINT VENTURE

1700 K Street NW

Washington, D.C.

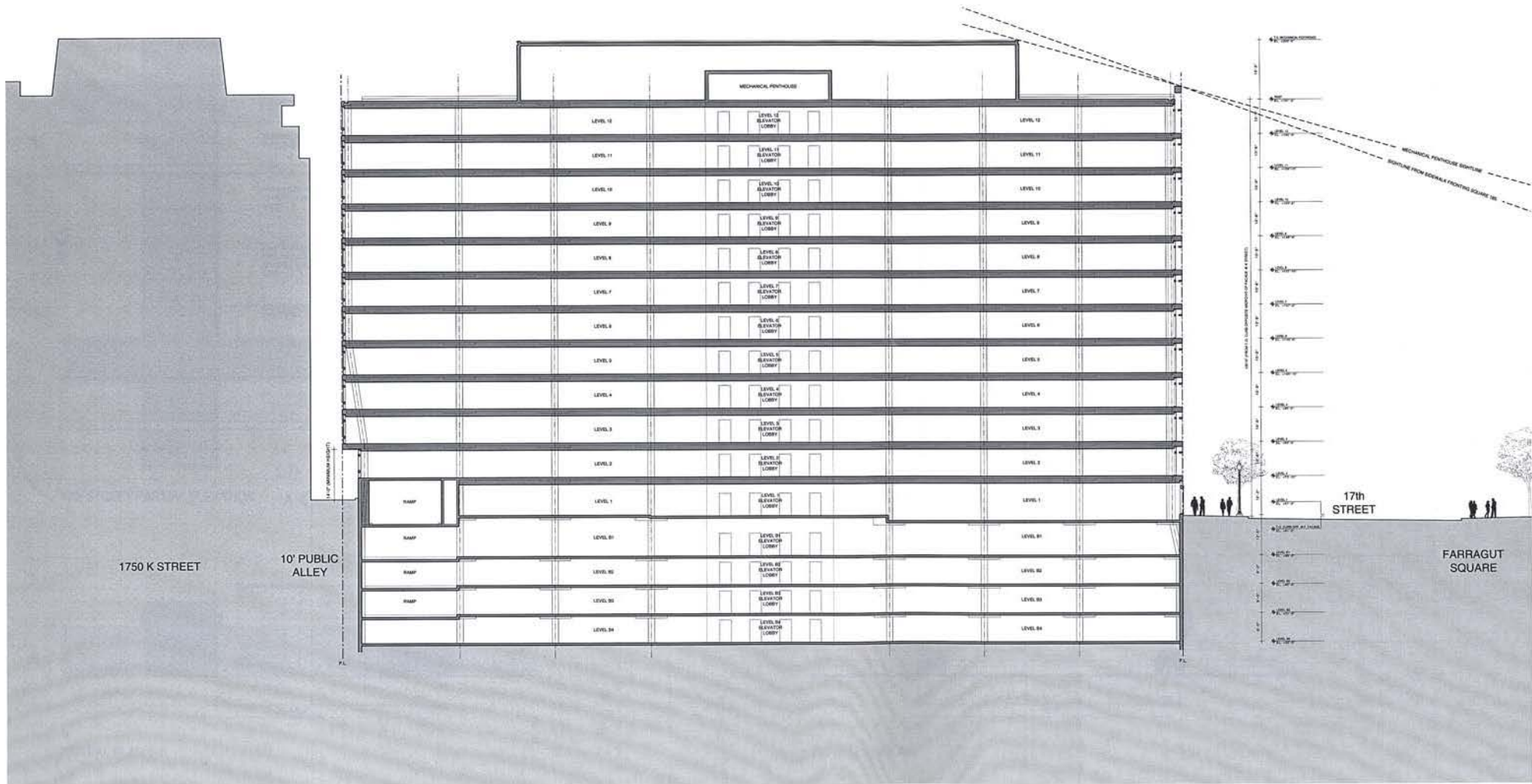
BUILDING SECTION B-B  
Transverse @ Loading Docks

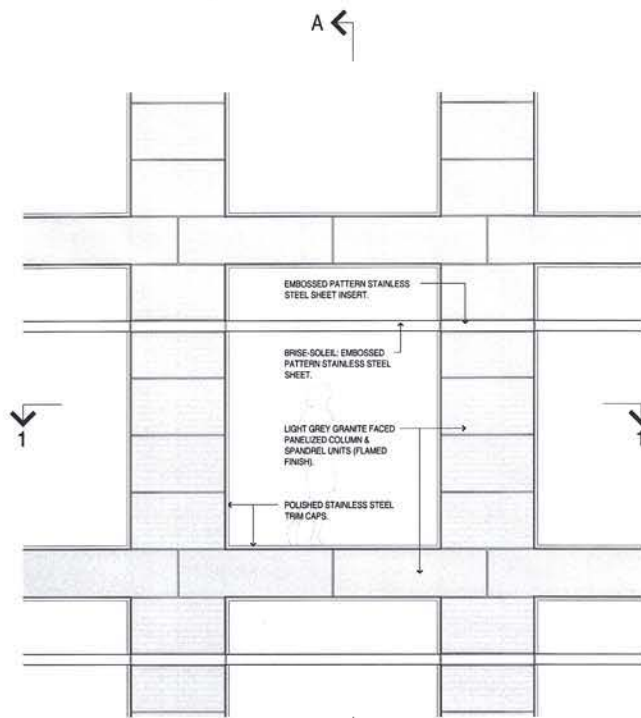
A-14

WDG WEIHE DESIGN GROUP PLLC

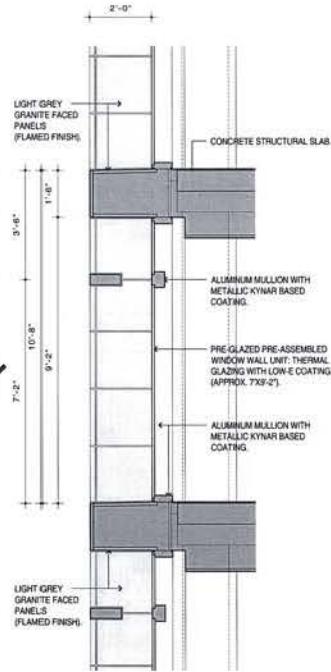
April 2001

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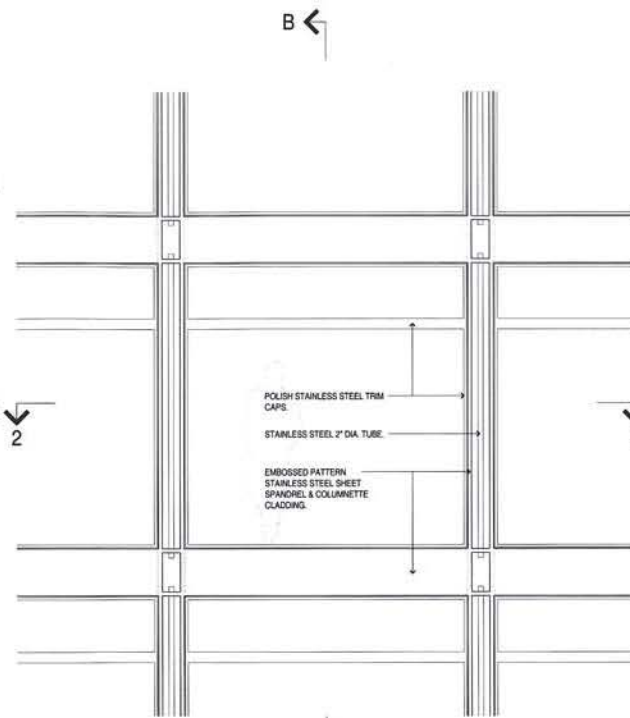




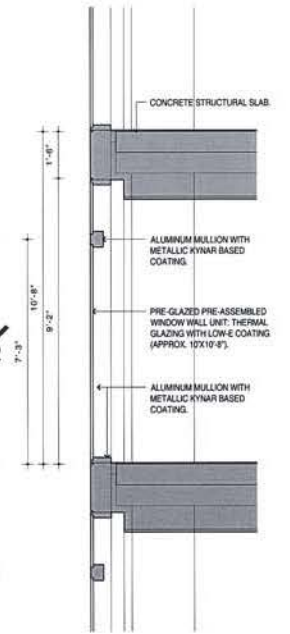
17th STREET PARTIAL ELEVATION



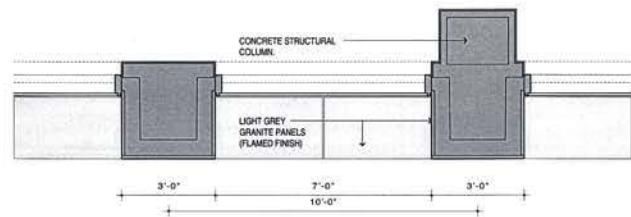
SECTION A-A



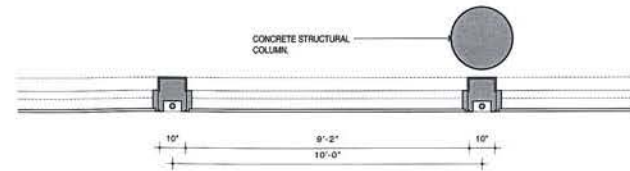
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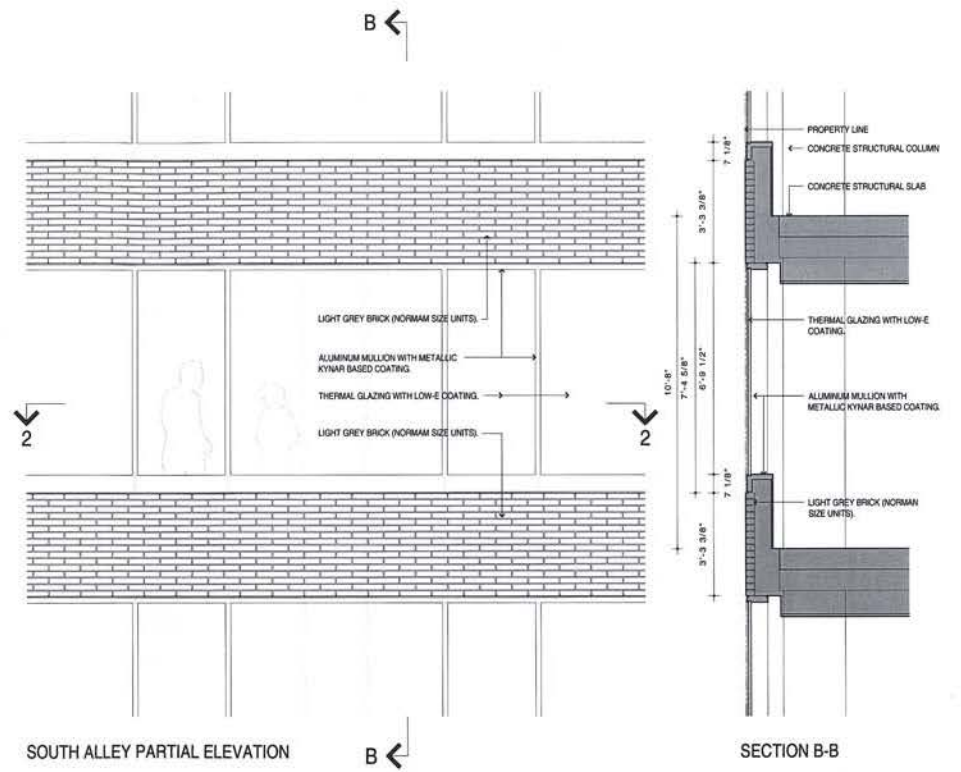
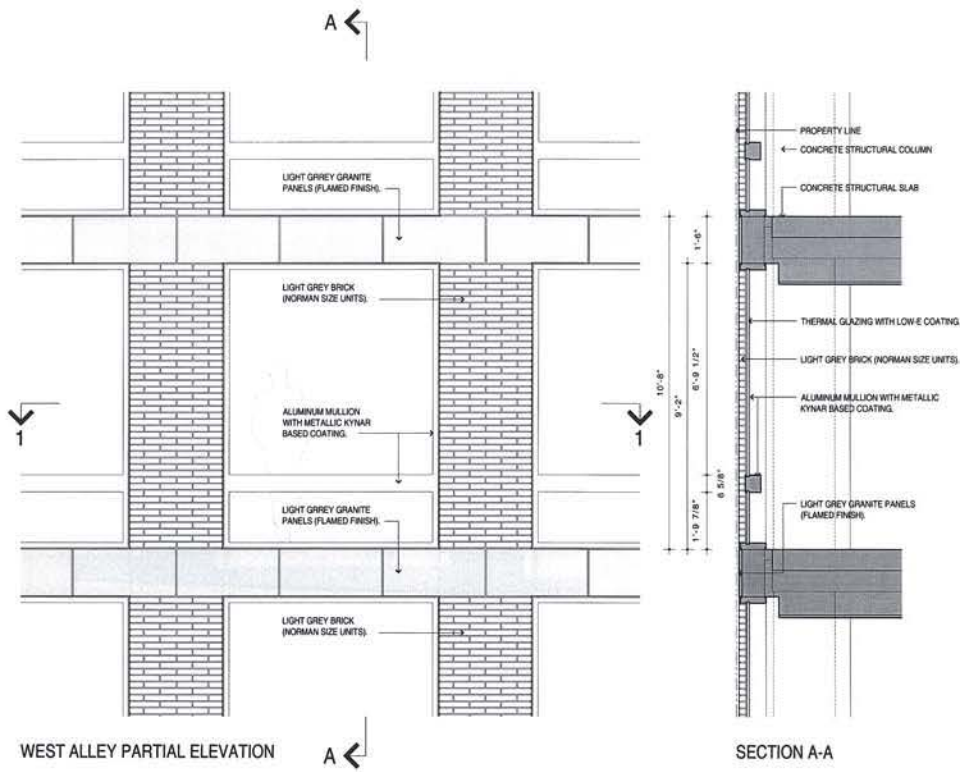
SECTION B-B

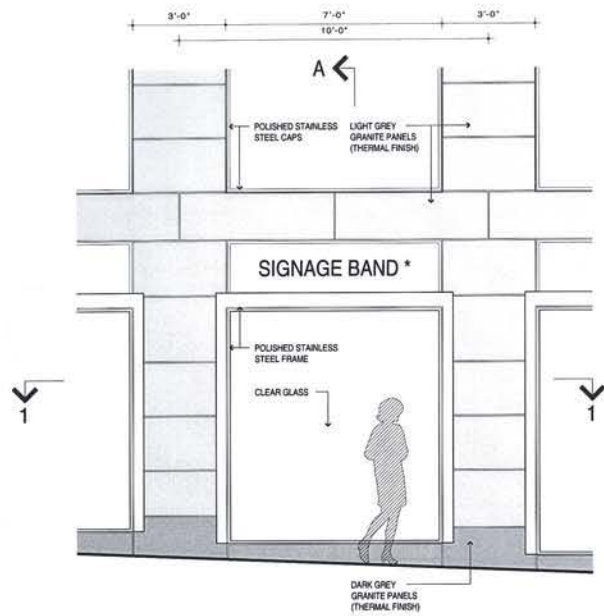


PARTIAL PLAN 1-1

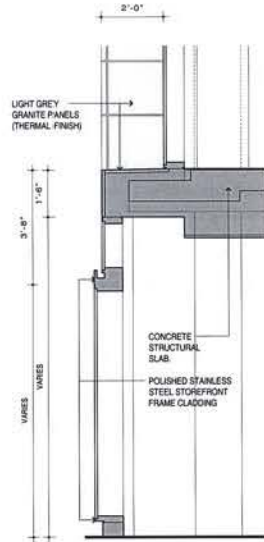


PARTIAL PLAN 2-2

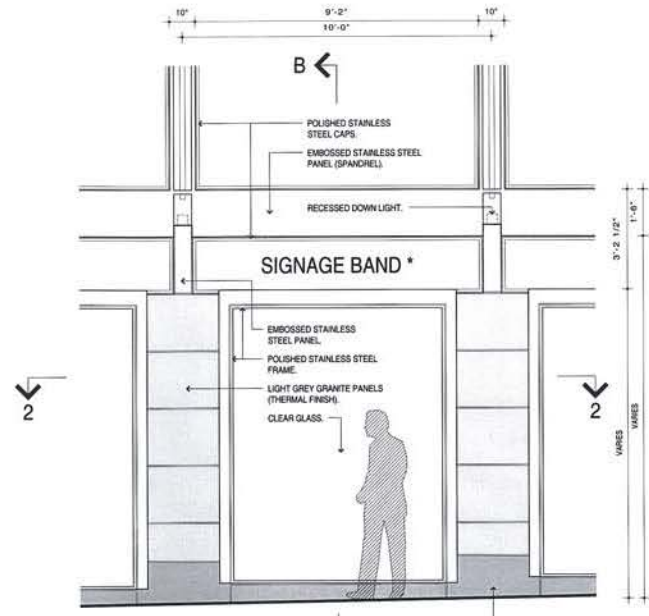




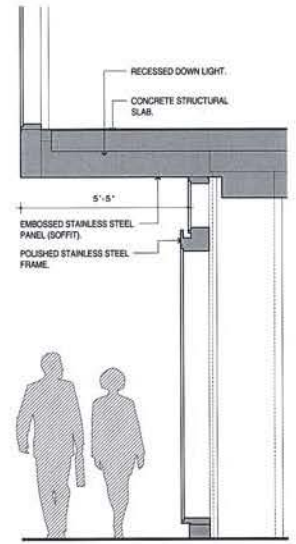
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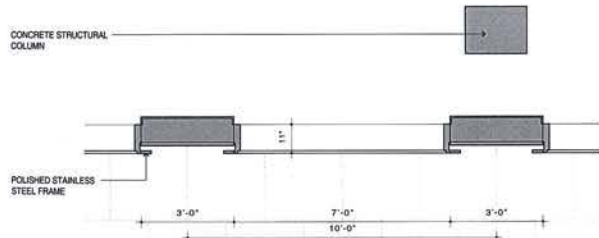
SECTION A-A



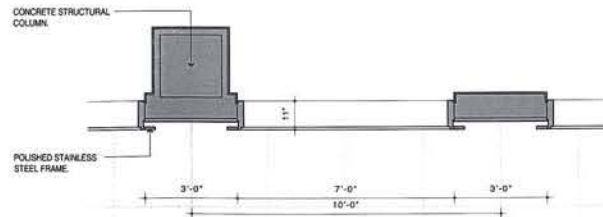
K STREET PARTIAL ELEVATION



SECTION B-B



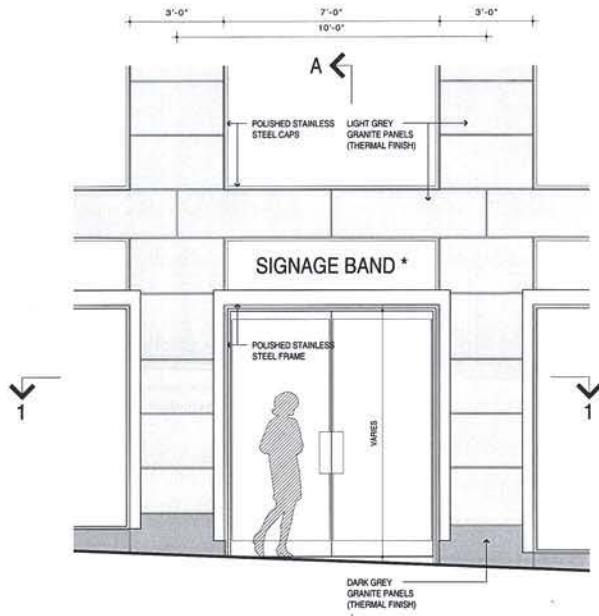
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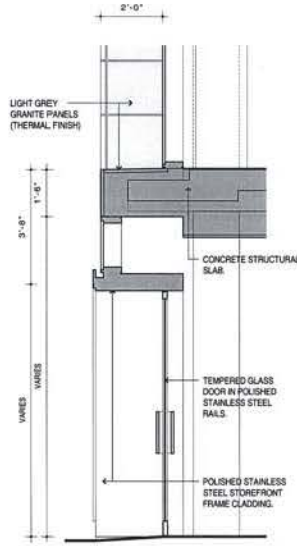
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**\* SIGNAGE BAND OPTIONS:**

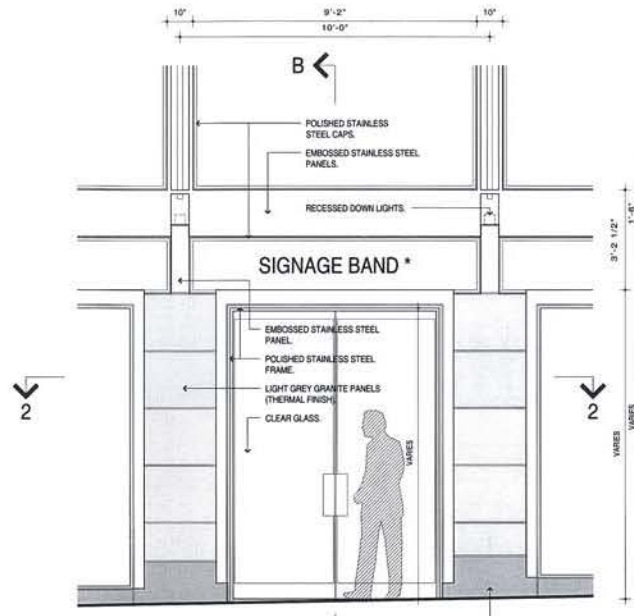
1. GLASS WITH LETTERS IN FRONT OR BEHIND.
2. ILLUMINATED LIGHT BOX.
3. STAINLESS STEEL PANEL WITH ILLUMINATED LETTERS.



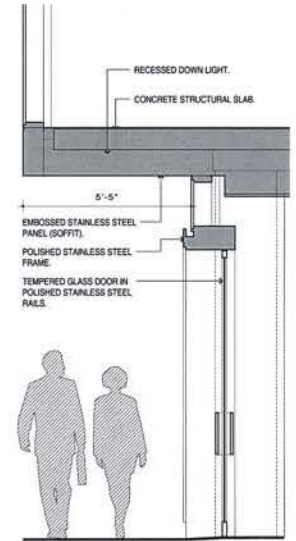
17th STREET PARTIAL ELEVATION



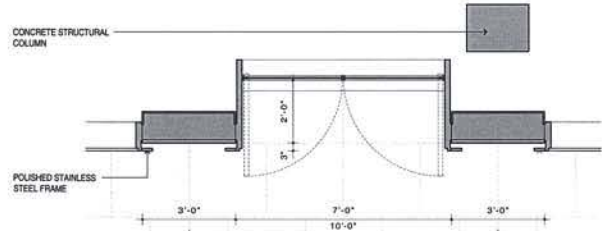
SECTION A-A



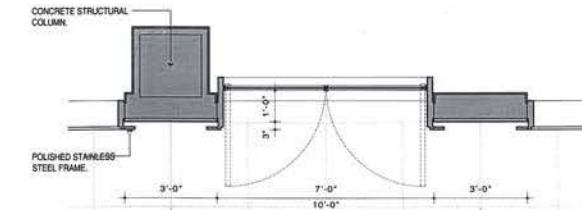
K STREET PARTIAL ELEVATION



SECTION B-B



PARTIAL PLAN 1-1

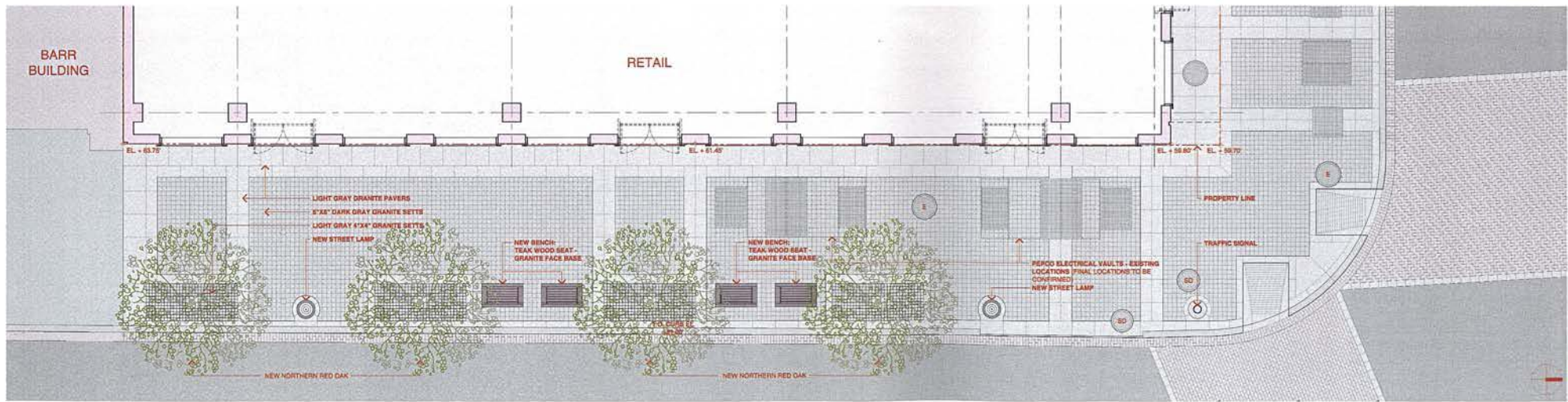


PARTIAL PLAN 2-2

- \* SIGNAGE BAND OPTIONS:**
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  2. ILLUMINATED LIGHT BOX.
  3. STAINLESS STEEL PANEL WITH ILLUMINATED LETTERS

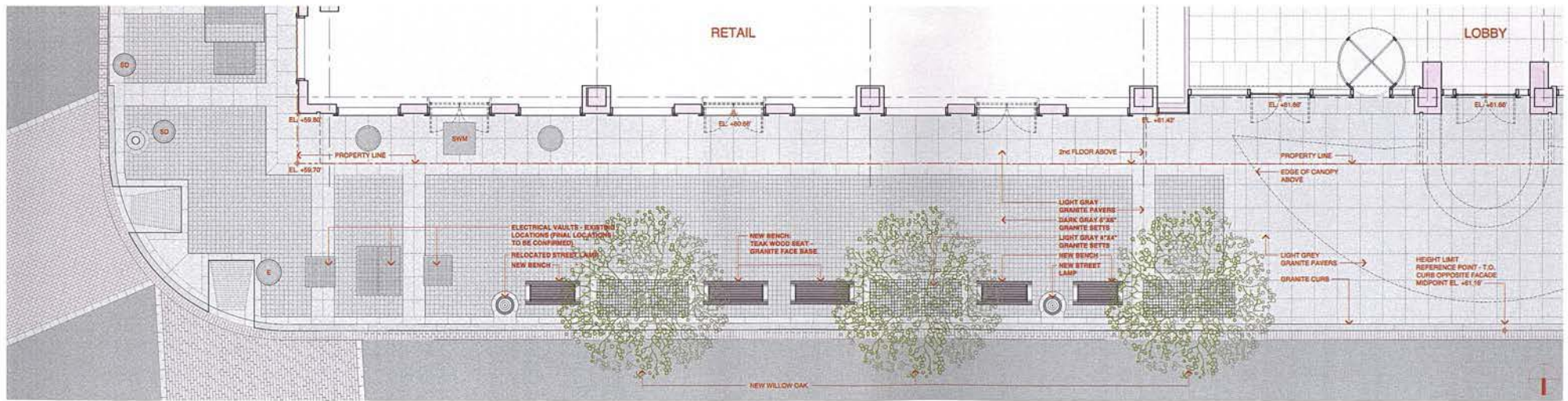


17th STREET ELEVATION



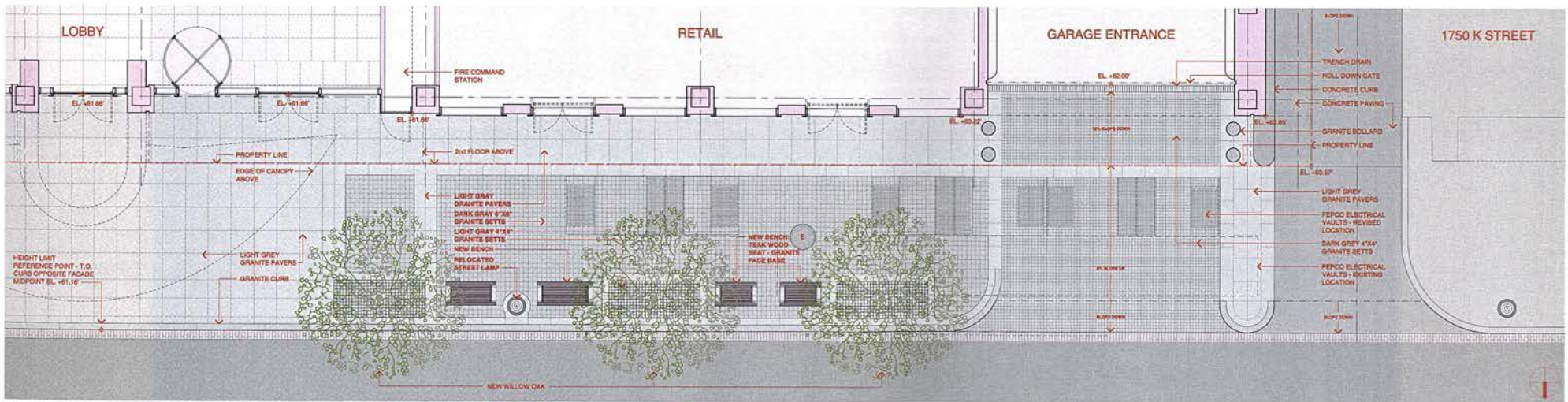
17th STREET PLAN







K STREET ELEVATION - WEST



K STREET PLAN - WEST



Jose I. Sanchez / CONTOUR STUDIOS

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COMMERCE BUILDING ASSOCIATES, A JOINT VENTURE & RIDDELL BUILDING JOINT VENTURE

1700 K Street NW | Washington, D.C.

ELEVATION RENDERING  
K Street

April 2001

A-23

scale: N.T.S.



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**1700 K Street NW** | Washington, D.C.

ELEVATION RENDERING  
17th Street

April 2001

**A-24**

scale: N.T.S.



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**1700 K Street NW** | Washington, D.C.

PERSPECTIVE RENDERING  
Corner View @ 17th & K Streets

April 2001

**A-25**

scale: N.T.S.



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PERSPECTIVE RENDERING  
K Street View

April 2001

**A-26**

scale: N.T.S.



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1700 K Street NW | Washington, D.C.

PERSPECTIVE RENDERING  
K Street Lobby Entrance View

April 2001

A-27

scale: N.T.S.

The building known as 1700 K Street is located at an important corner in downtown Washington, where it connects both park and commercial frontages. The building occupies the northwest corner of the block, facing Farragut Square on 17<sup>th</sup> Street, where it forms a rich boundary-defining urban wall for the park. The building's more animated façade on K Street reinforces that very broad and lively shopping street. To articulate the different streetscapes and also the diverse events that animate the city, we have designed this building to harmonize with, and indeed to continue, the particular character of the area without however disappearing into it. The building's two exposed facades respond individually in a variety of ways.

Limestone and precast concrete buildings give 17th Street, and to a lesser degree also K Street, a relatively light and warm tonality. In order to complement the area, but not disappear into it — the building is, after all, an anchor piece for an important change in materials and direction — it became necessary to distinguish it in a way that would reinforce the unity of the block while accommodating the changing fabric of the city. We have designed the street wall of 17<sup>th</sup> Street as a masonry façade at a scale that is appropriate to its park frontage. This façade is a 2-foot-deep light gray granite screen that adds shades and shadows to the park enclosure, increasing its dimension and character and reinforcing its proper scale.

The K Street façade, by contrast, is primarily glass and metal and is a reflective foil to the street. It is very long, dominating most of the block. In order to bring its scale back to that of neighboring buildings (as well as adjusting to the building's own smaller scale along 17th Street), modulating elements have been introduced. Oversized windows, for example, are framed by recessed miniature colonettes, while a vertical slot is cut at the midpoint of the facade, dividing the street wall into two. The resulting slot is inset 7 ½ feet and is approximately 15 feet wide, marking the entrance of the building. The entrance is both further anchored and enlivened by a projecting glass marquis, which, in its position and crystal-like construction, reads as a large urban chandelier.

The two facades meet the sky, again, in individual ways. The K Street cornice is a bracketed tube housing a series of canopies that can be deployed for summer use. The cornice cantilevers flush with the facade, but the top floor has been set back to create the illusion of a lower building. By contrast, the masonry screen seems to elongate the 17th Street façade by opening a space above the top floor through which the sky can be seen.

The layered planes and roof-lines collectively change and enrich the building's appearance from different vantage points, adding sculptural mass and greater urban variety. The K Street façade turns and slides behind the screen on 17<sup>th</sup> Street at the corner. From a distance, the building may be read as separate overlapping structures, unique, but comfortable with the existing fabric.

The streetscapes are both simple and delicate. Contrasting stone pavers (6"x6") will be used for the sidewalk fields, with the building stone re-introduced to achieve a large-scale sidewalk grid. Storefronts are trimmed with stainless steel and enlivened with illuminated signage. An especially important element of the pedestrian experience is the setback on K Street. Here the ground floor is recessed five feet back from the cantilevered second floor, which remains at the building line. The result of the setback is a net widening of the sidewalk, and the creation of an active "open arcade" that both shelters and invites. An increased complement of trees and benches placed along the two sides of the building further enriches the pedestrian experience. Our aim is to create a lively street-front and a lively façade without reducing qualitative elegance. In other words, we have employed simplicity of means to achieve rather complex ends.

Over the past decade I have designed more than a half dozen buildings in greater Washington, and find that it is one of my favorite venues for making architecture. It is a city that has strong lines and lots of parks. Greenery is especially important here, as is the limit on the heights of buildings; the low of the buildings is even more important. When we started to think about this building, we determined to achieve something really worthwhile, something that would be more than just a building with a very good skin — although that by itself is much indeed.

We have, in fact, designed a building with a very good skin, and more — the result of a number of rigorous investigations that penetrate far beyond the surface. We investigated the park and what it would take to focus and contain it; we explored appropriate responses to the shopping street and studied how to amplify and enrich its activity. We carefully investigated the requirements of a building that is about 1/3 of a block wide and 2/3 of a block long. How to break it up? How to maximize its key downtown site? How to turn the corner? And how, on the site, to articulate the mass when one side gets its liveliness from reflectivity while the other side gets it from the framing of the view?

Our solution provides a new business address and a distinguished design that is unique among other buildings in Washington. At the same time, this building remains quite respectful of its context, and maintains a strong commitment to urban continuity.

**James Ingo Freed**  
March 2001



**Developer**

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1700 K Street NW Washington, D.C.

**Project Credits**