



2100 K STREET NW

AN ADDITION TO THE IFC HEADQUARTERS

WASHINGTON, DC

A PLANNED UNIT DEVELOPMENT SUPPLEMENTAL SUBMISSION

Prepared For

BLAKE REAL ESTATE



Prepared By

shalom baranes associates | architects



September 03, 2014



ORIGINAL DESIGN

MARCH 03, 2014



ALTERNATIVE DESIGN

JULY 10, 2014

By sloping the top of the embellishment down to the height limit at the west end. The embellishment surface area along K street is reduced by roughly 50%, and the triangular elevation form references the triangular plan form of the tower.



PROPOSED DESIGN WITH NO ROOF EMBELLISHMENT

SEPTEMBER 03, 2014

The architectural embellishment is removed. The top of the cornice is 130' above the measuring point.



ORIGINAL DESIGN

MARCH 03, 2014



ALTERNATIVE DESIGN

JULY 10, 2014

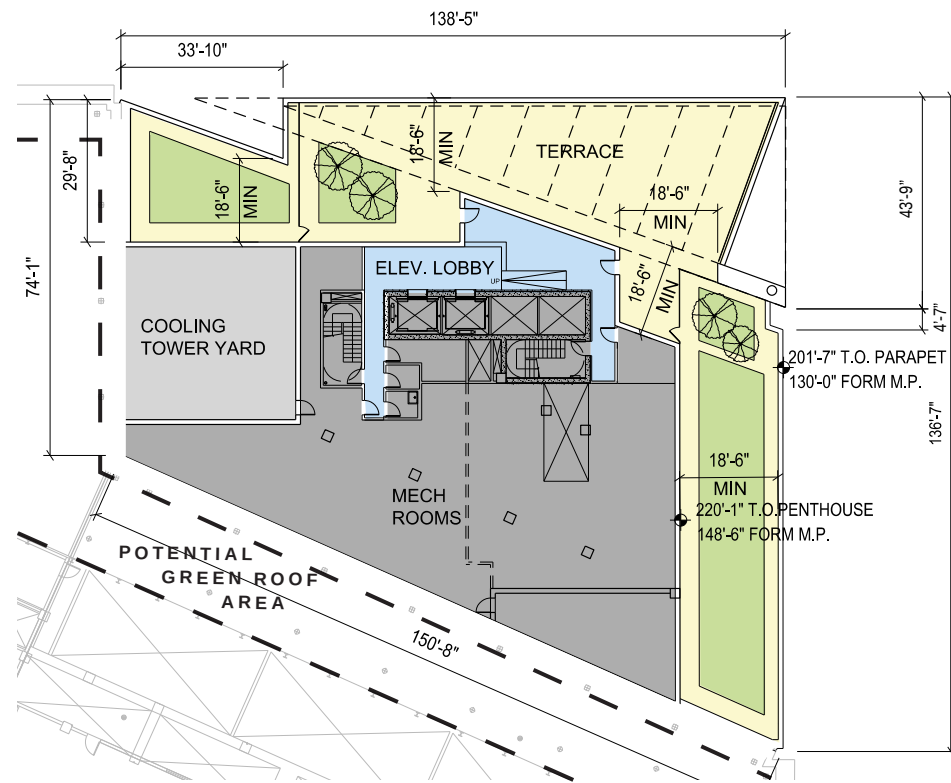


PROPOSED DESIGN WITH NO ROOF EMBELLISHMENT

SEPTEMBER 03, 2014

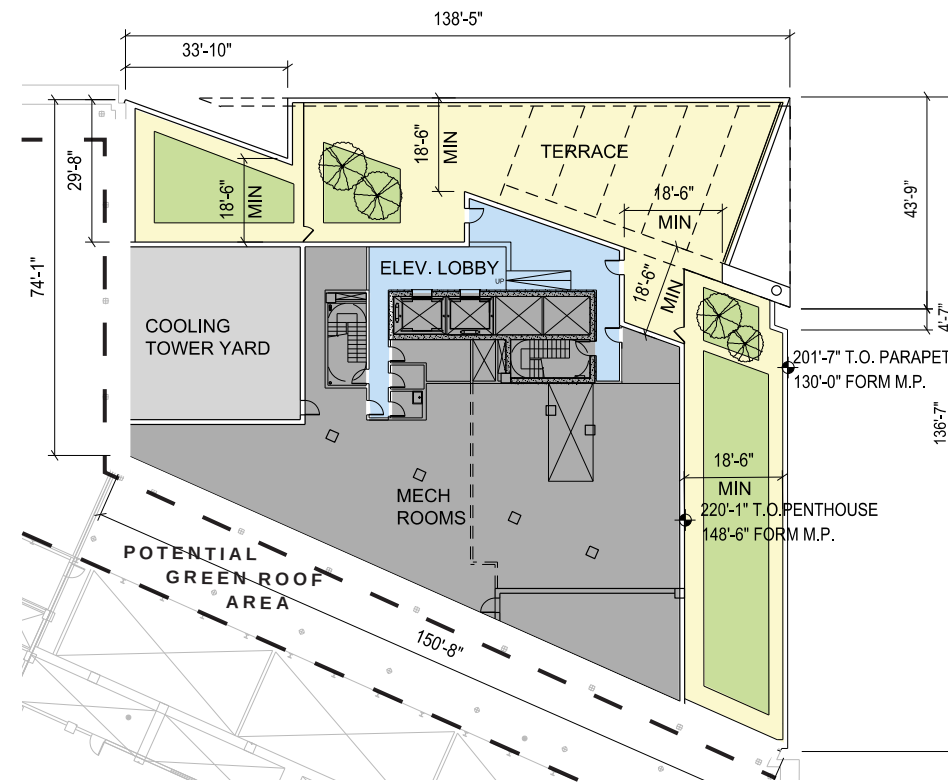
VIEW FROM INTERSECTION OF 21ST AND L ST NW LOOKING SOUTH

ROOF PLANS



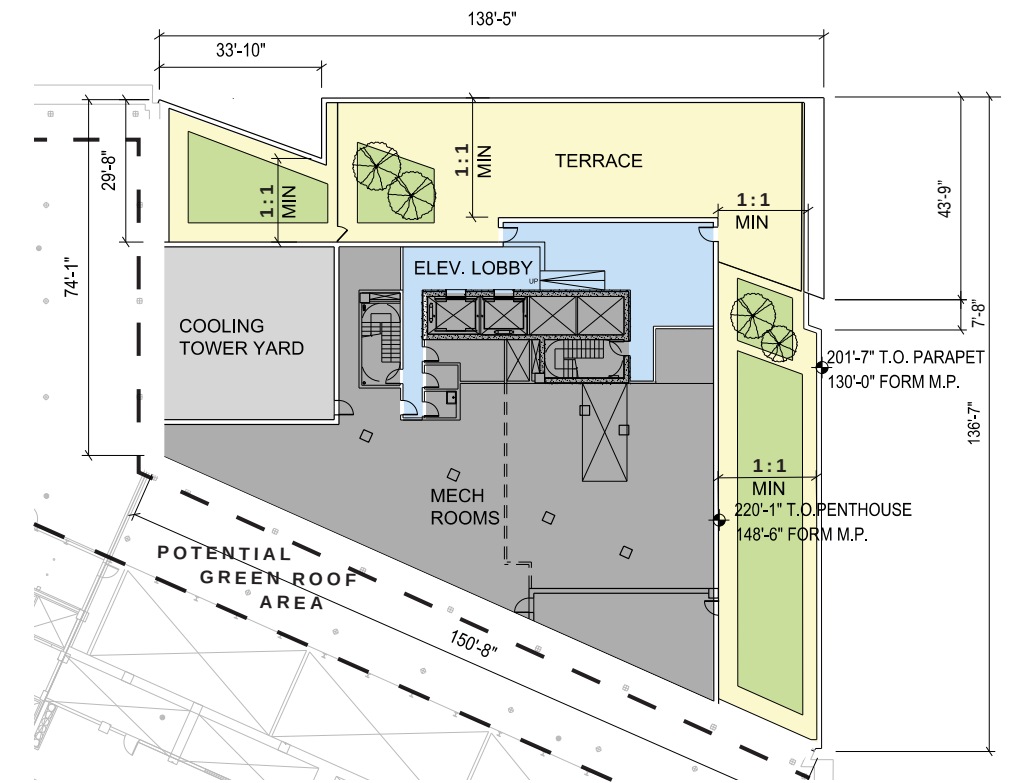
ORIGINAL DESIGN

MARCH 03, 2014



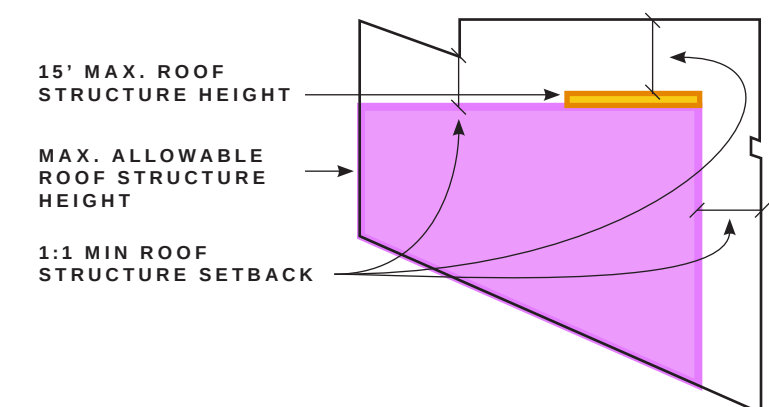
ALTERNATIVE DESIGN

JULY 10, 2014

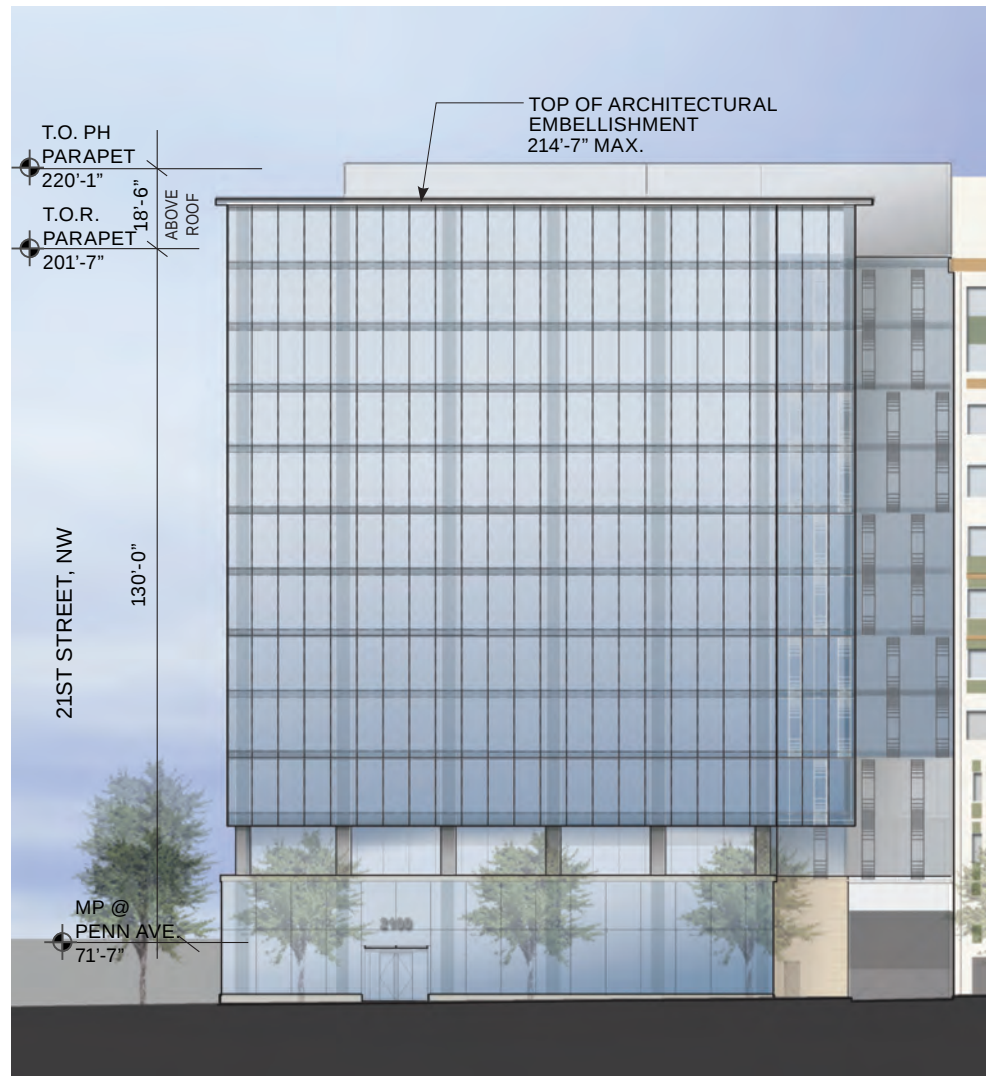


PROPOSED DESIGN WITH NO ROOF EMBELLISHMENT

SEPTEMBER 03, 2014

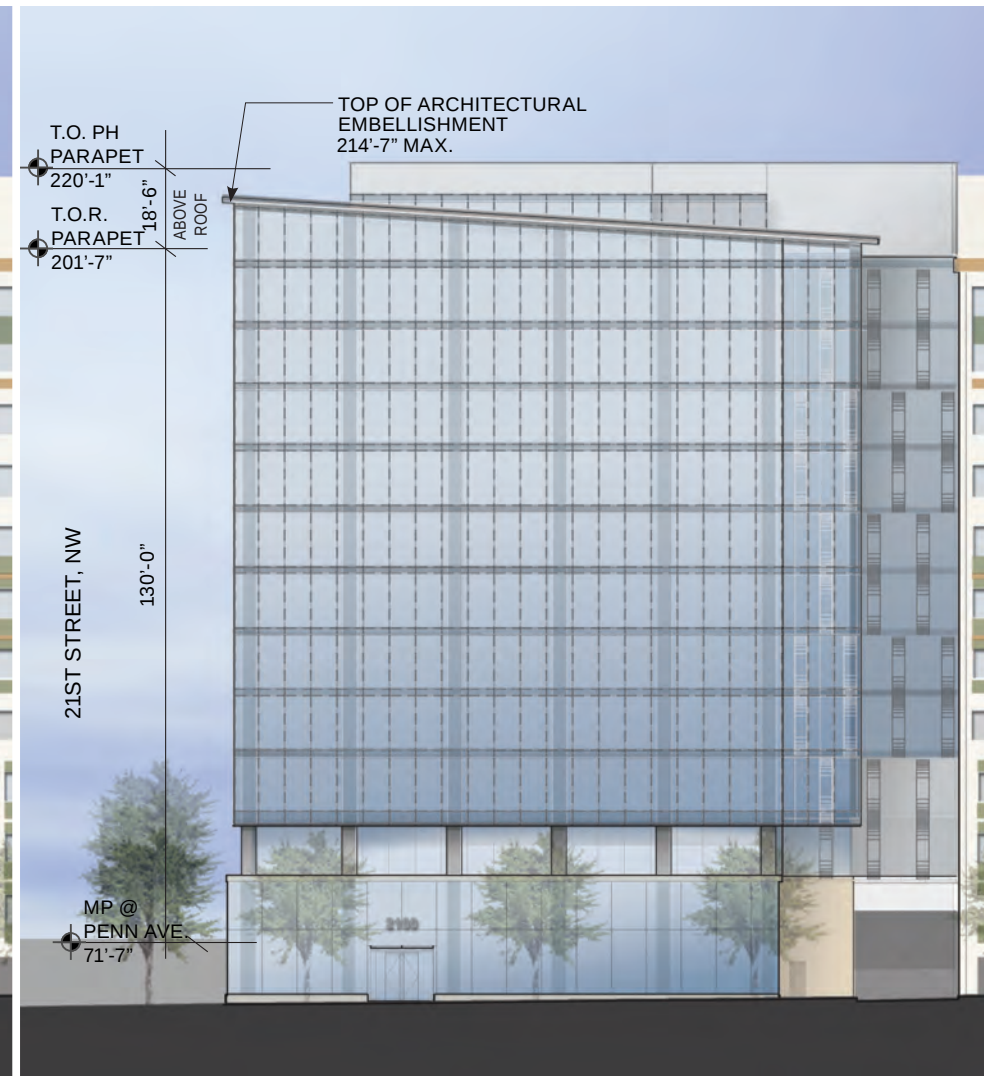


NORTH ELEVATIONS (K STREET)



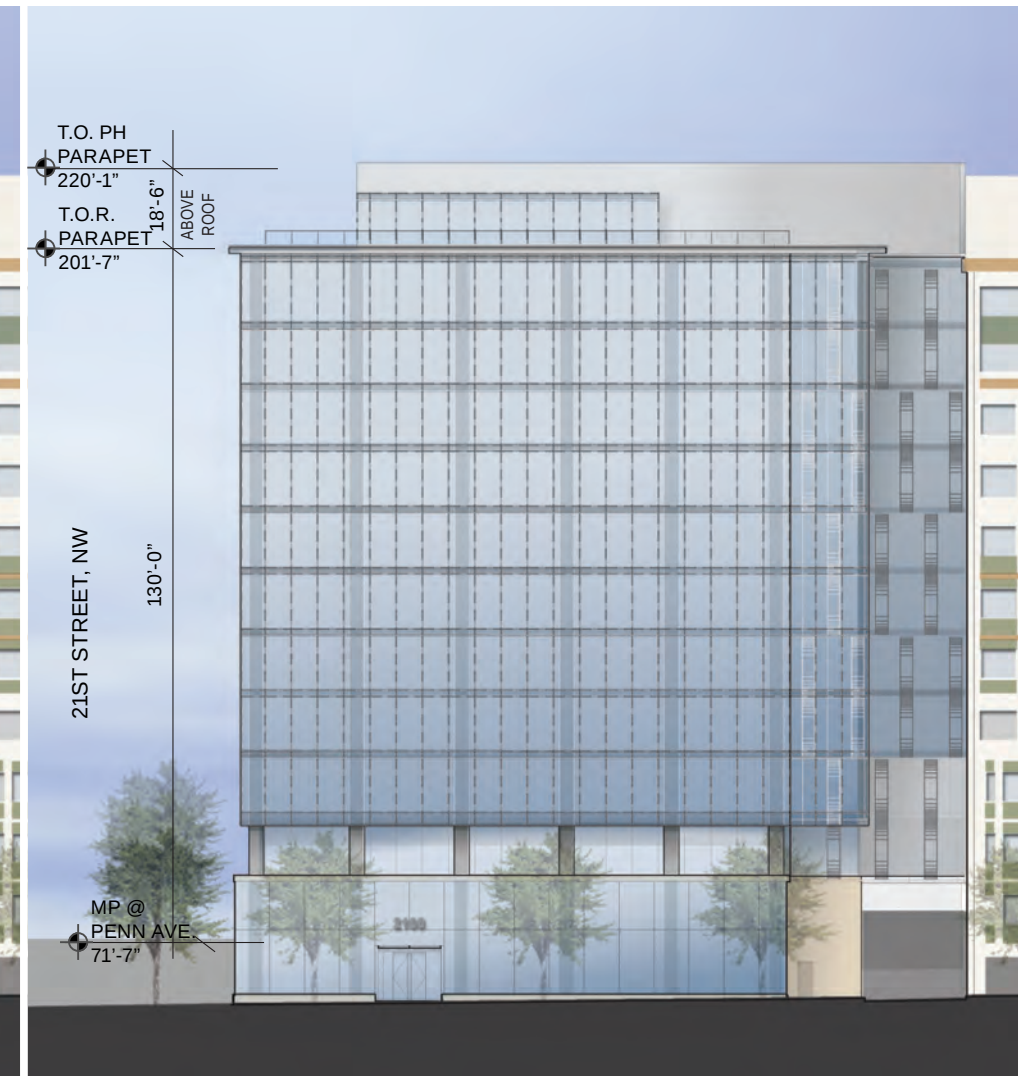
ORIGINAL DESIGN

MARCH 03, 2014



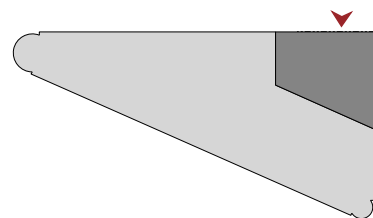
ALTERNATIVE DESIGN

JULY 10, 2014



PROPOSED DESIGN WITH NO ROOF EMBELLISHMENT

SEPTEMBER 03, 2014





ORIGINAL DESIGN

MARCH 03, 2014



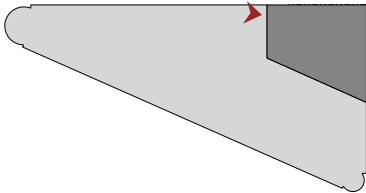
ALTERNATIVE DESIGN

JULY 10, 2014



PROPOSED DESIGN WITH NO ROOF EMBELLISHMENT

SEPTEMBER 03, 2014





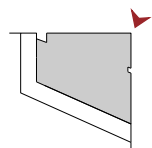
ORIGINAL DESIGN

MARCH 03, 2014



PROPOSED UPDATE DESIGN - CENTER COLUMN ON 21ST STREET ELIMINATED

SEPTEMBER 03, 2014



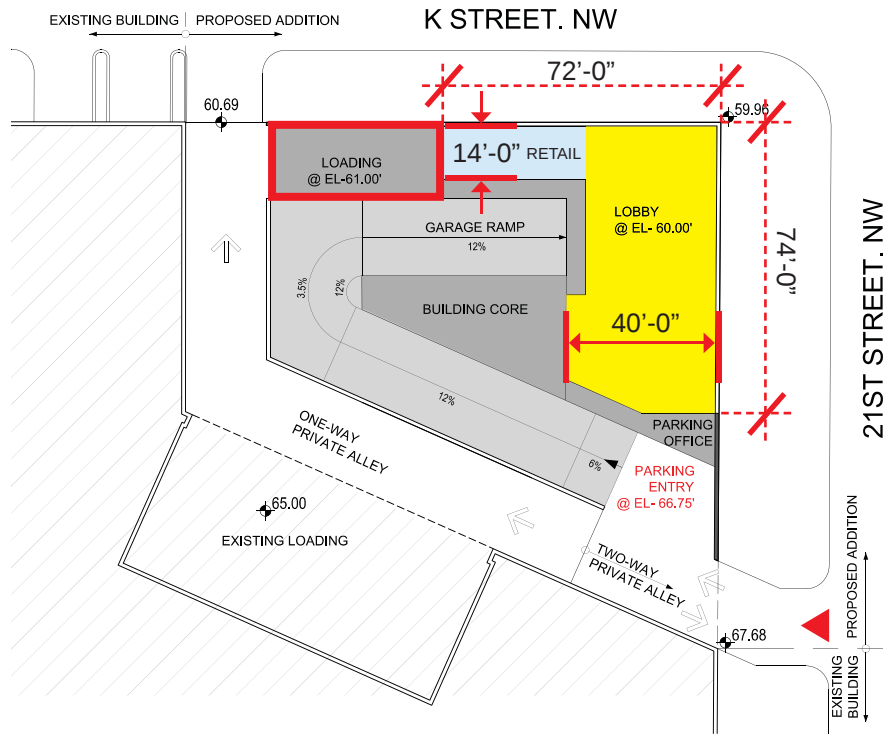
2100 K STREET, NW

WASHINGTON, D.C. March 03, 2014 Update September 3, 2014

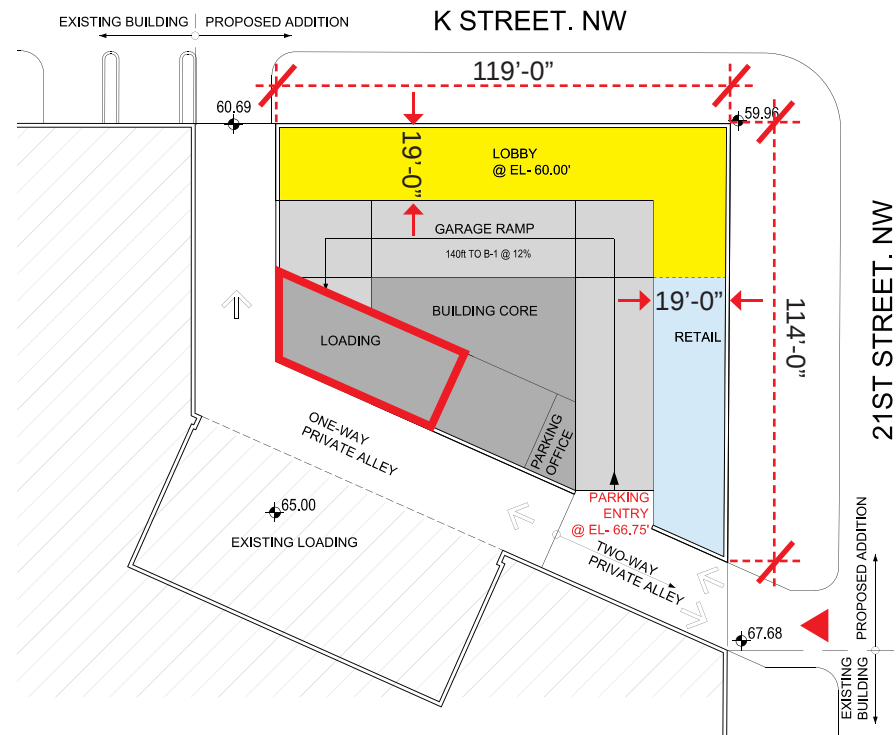
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ADDITIONAL PARKING STUDY



REJECTED DESIGN - CASE 1
1 ENTRY ON 21ST STREET, NW



REJECTED DESIGN - CASE 2
1 ENTRY ON 21ST STREET, NW

Compared to the proposed PUD design, the parking ramps in the rejected designs start at a higher grade elevation and deeper into the ground floor footprint, and therefore required more ground floor area to slope down to below-grade parking.

Lobby shifts to 21st St and corner

No retail space on 21st St.

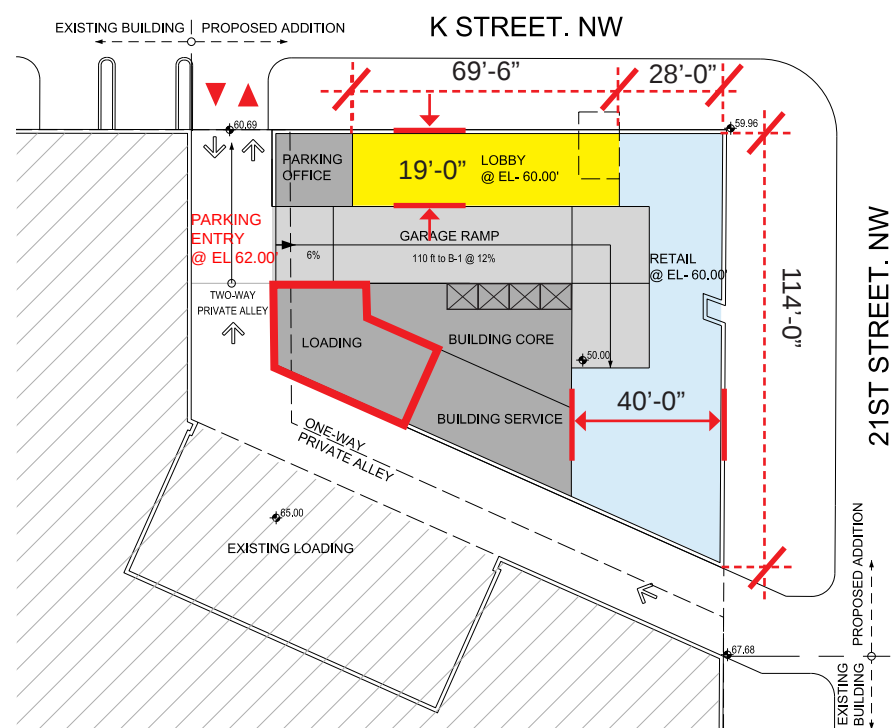
Narrow and small retail on K St.

Loading area with K St frontage.

No access from the street to the building core.

GROUND LEVEL PLAN DIAGRAMS

ADDITIONAL PARKING STUDY

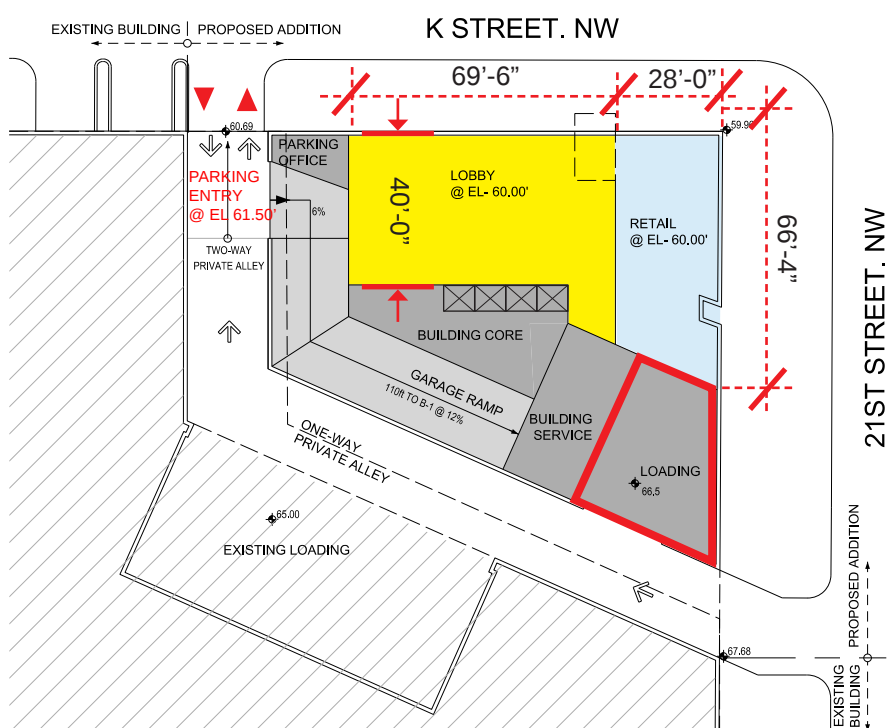


REJECTED DESIGN - CASE 3

1 ENTRY ON 21ST STREET, NW

No access from the lobby to the building elevators.

Note: The building's elevator core location is fixed by the layout of the upper office floors and the below-grade parking levels



REJECTED DESIGN - CASE 4

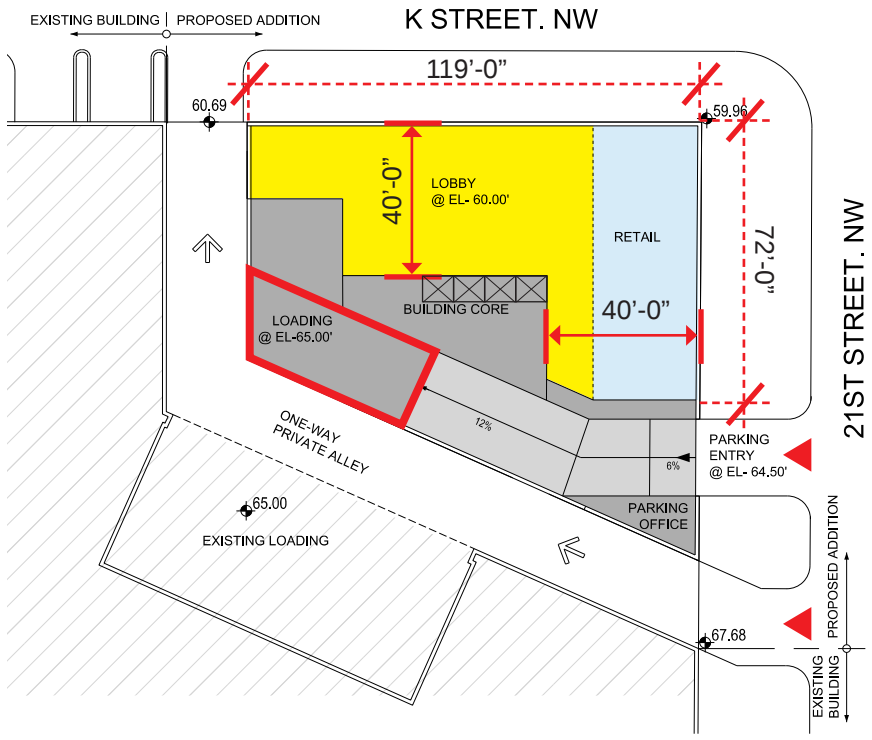
1 ENTRY ON 21ST STREET, NW

Loading is at a higher grade elevation than the proposed design. In this location it extends vertically into the current 2nd floor retail location, eliminating street-facing retail windows at this level.

Ground floor retail square footage is similar to the proposed design. 2nd floor retail opportunities are more limited.

- If retail were located directly above ground floor retail, the ceiling height at the corner of 21st and K streets would be reduced from 21'-6" to 10'-8". The view into the building at the corner of 21st & K would be impacted and the building would lose its two story reading of the base.

- Shifting the retail to a location above the K street office lobby would result in the same reduction in ceiling height for the lobby. This 10'-8" ceiling height would not be consistent with any recent "Class A" office buildings and would not be acceptable to the IFC.



ORIGINAL DESIGN (DDOT APPROVED)

2 ENTRIES ON 21ST STREET, NW

Space for lobby and retail along K St and 21st St.

Concealed loading area.

All curb cuts are existing, but some are narrowed

GROUND LEVEL PLAN DIAGRAMS