

Table 3: Private Redevelopment Sites: Density and Height Analysis

Private Development Sites		Settlement (1983)			Currently Allowed			Proposed (2011 Plan)			Change	
Site	Land Area	Existing Development	Development	FAR	Max Height	Development	FAR	Max Height	Development	FAR	Max Height	Currently Allowed vs Proposed
	sq. ft.	sq. ft.	sq. ft.		ft.	sq. ft.			sq. ft.		ft.	sq. ft.
Robinson Terminal North	141,181	91,814	238,816	1.69	30/45/66	195,296	1.38	30/45/55	238,816	1.69	30/45/66	43,520
Robinson Terminal South	163,696	NA	380,528	2.32	50	327,393	2.0	50	380,529	2.32	50	53,136
Cummings/Turner Block (Total)	62,380	70,732				124,760	2.0	50	187,140	3.0	50	62,380
220 S. Union St.	21,299	21,240				42,598	2.0	50	63,897	3.0	50	21,299
203, 205, 211 Strand	26,148	19,232				52,296	2.0	50	78,444	3.0	50	26,148
204-206 S. Union St., 2, 6, 10 Prince St.	14,933	30,260				29,866	2.0	50	44,799	3.0	50	14,933
Total	367,257					647,449			806,485			159,036

Note: The Currently Allowed column depicts the maximum potential development on a site, taking into consideration current zoning, height restrictions, and other limitations. For Robinson Terminal North in particular, height restrictions do not permit development to reach the 2.0 FAR permitted by the current zoning.

Table 4: Private Redevelopment Sites: Uses

Private Development Sites: Uses					
Site	Owner(s)	Current Use	Required Uses	Preferred Uses	
Robinson Terminal North	Washington Post	Warehouse	Ground Floor Retail	Hotel	
Robinson Terminal South	Washington Post	Warehouse	Ground Floor Retail	Hotel	
Cummings/Turner Block (Total)	Various				
214-220 S. Union St.	Cummings	Warehouse with Art League Annex	Ground Floor Retail	Hotel	
203, 205, 211 Strand	Turner	Retail, parking lot, PRC office, Chadwicks	Ground Floor Retail	Hotel	
204-206 S. Union St., 2, 10 Prince St.	Cummings/Young	Historic warehouses, retail (gemstones, bikes)	Ground Floor Retail, Civic, Cultural	Civic, Cultural	