



REMINGTON NEIGHBORHOOD PLAN

2013-2023

greater
remington
improvement
association



OVERALL GOALS

By 2023, Remington will:

1. Become a neighborhood where people of all ages, ethnicities and backgrounds will be comfortable living and working.
2. Boast a diverse stock of housing options of a variety of shapes and sizes that can suitably accommodate neighborhood residents.
3. Retain its existing commercial and industrial activity while welcoming new businesses that provide job opportunities to residents, increase social interaction, and strengthen the neighborhood's economic base.
4. Maintain and expand its network of public open spaces that enable community members to relax, recreate, garden and connect with nature.
5. Become more easily and safely accessible to pedestrians and bicyclists while ensuring that automobile traffic moves through the community in a safe manner.
6. Be a place where community members can enjoy their lives without fear of becoming victims of crime, and where public areas are kept clean and free of trash and debris.

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INTRODUCTION

The Remington Neighborhood Plan (the Plan) is a collaborative effort by residents, business owners, community associations and interested partners to guide the neighborhood's development in the 21st century. The Plan's overarching goal is to ensure that physical, social and environmental development is consistent with the vision of those with the closest ties to the Remington community. Through its goals, policies and maps, this Plan will create a framework through which changes to land use may occur for the benefit of current and future Remington residents.

1.1 Plan Development

The idea of a neighborhood Plan for Remington was born out of necessity. For decades, Remington grew without a land use strategy in place that would be beneficial for all community stakeholders. Beginning in 2008, the community, with leadership from the Greater Remington Improvement Association (GRIA), sought technical assistance to develop a master plan that would address community needs. From mid-2008 to early 2009, the community worked with the Neighborhood Design Center (NDC) to begin the process of researching neighborhood history, creating a master plan steering committee and examining community plans from nearby communities. In March 2009, the master plan steering committee worked with community leaders to discuss what residents liked about Remington and discuss opportunities to improve the neighborhood. Working along with the NDC, further opportunities for community engagement took place through summer 2009 to learn about the neighborhood's challenges and residents' ideas for its future.



Community engagement meeting, October 10, 2010.

In September 2009, the master plan steering committee and NDC began holding monthly Planning discussion sessions to discuss the community feedback gathered. Attended by residents, businesses, local non-profits, faith-based organizations and elected officials, the sessions informed all stakeholders of resident concerns and desires, made request for further new ideas and put forth potential Plan goals and recommendations. At the conclusion of the sessions, the master plan steering committee began to develop the master plan document. Further technical assistance

was sought from Greater Homewood Community Corporation and Johns Hopkins University for Plan development.

The following document presents a multi-year effort by all stakeholders to put forth a vision for Remington over the next ten years. Policy recommendations are provided in the following Plan element areas: Residential, Commercial, Open Space, Mobility and Public Safety. It is expected that the implementation of these policies will be a collaborative effort involving the Remington community and local government.

NEIGHBORHOOD OVERVIEW

Remington is located in north central Baltimore. Its official boundaries are Sisson Street to the west, Wyman Park Drive and Johns Hopkins University to the north, Howard Street to the east and West 21st Street to the south. The neighborhood covers a total area of 160 acres (.25 square miles). Remington's character is greatly defined by the presence of diverse land uses with a variety of densities.

Surrounding neighborhoods include the Jones Falls Industrial Area to the west, Hampden to the northwest and Charles Village to the east and Old Goucher to the southeast. Remington maintains close communal ties with its surrounding neighbors, as residents of these areas enjoy mutually beneficial relationships including schoolchildren from Remington attending school in Charles Village and shared use of the community post office located in Hampden.

2.1 Community Identity

Remington's identity lies within its social character. Those who call the neighborhood home know that generations of families live there, that its history is based in the working class, and that it has evolved into an economically and ethnically diverse community. The tradition of friendliness and mutual resident concern remains strong.

Remingtonians maintain connections their community in a variety of ways. Most residents take time to socialize with neighbors. They patronize businesses in the neighborhood and utilize community parks, playgrounds and open spaces. Many residents are active in the community associations that work in the area, and a few participate in more active work such as tree planting, gardening, and advocacy with local officials.



Remington is bounded by Howard Street, John Hopkins University, Wyman Park Drive, Sisson Street, the CSX railroad tracks, and 21st Street.

Churches and a range of other community resources are scattered throughout the neighborhood. Beyond worship facilities, churches provide other community services for neighborhood residents, such as thrift stores, food pantries, tool banks and community

gathering spaces.

Other important local resource providers lie just outside Remington's boundaries, with programs that serve the community in a variety of ways. Nearby nonprofits provide services such as: assistance to seniors, such as aging in place, medical, energy, food stamp, and water bill discount assistance; adult literacy programs and English language instruction; homeownership and credit counseling; alcohol and substance abuse treatment; and arts and cultural activities.

Remington's identity is strongly linked to a diverse array of businesses that call the neighborhood home. Commercial operations range from small, mom-and-pop stores to large companies with hundreds of employees that have called Remington home for decades.



Schools also enrich the identity of the community. Within Remington is the private GreenMount School and The Community School, which offers academic and mentoring programs. Public school students attend Margaret Brent Elementary/Middle School in nearby Charles Village.



Since the mid-1800s, Remington has been a transportation hub. It began as a streetcar suburb and is still bisected by a CSX freight train line. Since the middle of the 20th century, Remington has had a close relationship with automobile traffic from nearby Interstate 83. This distinction presents both an opportunity and a challenge: the community is visible to thousands of motorists every day, but the presence of so many cars passing through creates quality of life challenges for many residents.

Located catty corner from each other at 30th Street and Huntingdon Avenue, Greater Faith Baptist Church and The Community School are two important landmarks and gathering places for Remingtonians.

NEIGHBORHOOD HISTORY

The neighborhood's name comes from William Remington, an early landowner, who named the road in next to his estate 'Remington Avenue.' Other streets in the neighborhood--such as Sisson and Atkinson--are named after early landowners. Remington's early history is tied to three main factors: stone quarries, water-powered industrial development along the Jones Falls, and commercial activity along North Avenue, which was once the city's northern boundary.

The neighborhood's quarries date from 1792, and continued operating until the mid-20th century. The quarries were located west of what is now Hampden Avenue, and mined a type of rock called gniess. The stone lacks the aesthetic qualities of other types of rock, but is very durable, so it was most often used for building foundations. One notable example of gniess used for decorative purposes is the exterior of the Charm City Cakes building.

Like neighboring Hampden, early Remington residents also worked in industries that captured the natural water power from the Jones Falls for mills. The first mills were built to grind grains into flour. Known as grist mills, these mills were later converted to produce other materials. The first flour mill was built in 1789 and was located between what are now the 29th Street and Wyman Park Drive bridges. By the middle of the 1800s, some of the early mills along Jones Falls were converted to produce cotton duck cloth.

During the 19th century, Remington benefitted from being adjacent to the bustling North Avenue business district. Many shopkeepers and businessmen during that era kept their homes only a few blocks away from their places of business, helping cement Remington's role as a bedroom community. During the late 19th century, Baltimore became a major producer of canned goods, and several canning production facilities were located in the Remington area.

Around 1830, the first railroad in the area was built by the Baltimore and Susquehanna Railroad Company along the Jones Falls. The tracks belonging to the Maryland and



This 1906 map shows Remington growing up along the City & Suburban streetcar line on Huntingdon Avenue. Much of the surrounding area is platted, but not yet built.

Pennsylvania Railroad were constructed in the 1870s and 1880s, passing through Remington along Stony Run. In the 1890s, the Baltimore and Ohio Railroad built the Baltimore Belt Line through Remington. The line is now owned by CSX and is still used by freight trains to this day.

By the middle of the 19th century, horse-drawn streetcars were operating throughout the City. In 1885, Remington became a witness to public transit history when an inventor named Leo Daft electrified a portion of the Huntingdon Avenue horsecar line, using an electrified third rail embedded in the pavement between the tracks. Soon, most of the city's streetcars became electrified. The Huntingdon Avenue portion was operated by the City and Suburban Railway (CSR) and connected Remingtonians to Roland Park and City Hall. The CSR included a maintenance yard at 25th and Howard streets and a spur ran from 33rd Street down Remington Avenue.

Prior to 1888, North Avenue was the northern boundary of Baltimore City, and Remington was part of Baltimore County. During the 1870s, Remington competed with three other County jurisdictions for the prize of being the Baltimore County seat. The Remington family estate, which was located above what is now 29th Street and Remington Avenue, was pitched as the future site of the courthouse and government center. However, Towson was eventually chosen, and Remington was annexed into Baltimore City shortly thereafter.



This photograph shows the large stone quarries that characterized the western half of Remington until the mid-20th century. The Marine Hospital is clearly visible in the background. Photo courtesy The Baltimore Sun.

At the time of the 1888 annexation, Remington was an attractive streetcar suburb. Its higher elevation and transportation assets made it an appealing place to live. Most of the neighborhood consisted of small houses.

The Great Baltimore Fire of 1904 destroyed much of downtown. Debris from the fire was brought north, and much of it was dumped in Remington. Many neighborhood homes and businesses are built on the ruins from the fire.

By the second half of the 19th century, development and institutions were emerging in neighboring areas. To the east, land was being acquired and developed for what would come to be known as Charles Village.

Notable community landmarks built during the late 1800s and early 1900s include the H.F. Miller and Son tin can factory (1874), the first Marine Hospital (1890), the Guardian Angel Episcopal Church (1898), Wyman Park Dell (1902), the Johns Hopkins University Homewood Campus (1914), the Saints Philip and James School (1917), the Stieff Silver factory (1925) and the Baltimore Museum of Art (1929). Most of the houses in existence today were constructed in phases between 1900 and 1920.



The Marine Hospital continues to tower over Remington to this day. When this expansion was completed in the 1930s, it was the second-largest such facility in the country.

By the 1940s, some of Remington's historical industries began to die off. For example, the quarries on the western edge of the neighborhood had begun closing in the 1930s. By 1938, the cotton duck mills operating in the Jones Falls Valley were operating on half time. Remington retained its blue collar character, but once-reliable industrial jobs were beginning to disappear. Other projects, such as an enormous expansion to the Marine Hospital, kept Remingtonians employed. Companies such as the canning and silverware factories kept humming along. The City Dairy building at 29th Street and Remington Avenue was built, and automobile dealers, seeking to capitalize on Americans' newfound penchant for cars, began setting up shop in Remington.

In the 1950s, the Huntingdon Avenue streetcar closed, one of many casualties of the Great American Streetcar Scandal. Shortly thereafter, planning began for the Jones Falls Expressway, a new model for



The corner of 29th Street and Sisson Street in the 1950s included auto dealerships and gas stations. The new 29th Street Bridge had been completed a few years before.



28th Street and Miles Avenue in the 1950s. This intersection would become one of Remington's most active corners for drug dealers as the neighborhood declined in the 1980s and 90s.

interstate highways in Baltimore began in the 1950's, and the JFX opened in 1962, with new on- and offramps connecting directly to 28th and 29th streets. Whereas Remington had once been primarily identified as a stop on the streetcar line, its new identity would be tied to the cars flowing through the neighborhood on these two thoroughfares.

The 1960s and 70s were a period of rapid change for Remington. For over a century, Remingtonians had relied on steady jobs at the quarries, mills and factories. By the 1960s and 70s, those jobs were mostly gone. With less money in their pockets, residents couldn't afford

to make repairs or improvements to their homes, so the quality of the housing declined. With little educational attainment, residents couldn't find new jobs. Many turned to substance abuse, alcoholism and crime to get by.

This social upheaval caused many people to leave Remington to seek opportunities elsewhere. Between 1960 and 1970, the neighborhood's population declined by 14 percent, to 3,842, according to the 1970 Census. A 1979 Baltimore Sun profile describes Remington as tight-knit blue collar community suffering from "many problems--youthful alcoholism, vandalism, poor housing, few stores, traffic congestion..." A 1980 study by Greater Homewood Community Corporation details Remington's lack of a drug store, supermarket, fire station and school and notes that 80 percent of the population never finished high school. The report also mentions an increase in vacant housing and a marked lack of recreation space.

During the 1970s, several attempts were made to combat the decline of the neighborhood. A civic group, the Remington Improvement Association, was created to address quality of life issues. The neighborhood successfully lobbied the City to build a new community center. The Wyman Park Multipurpose Center opened in 1977 on West 30th Street. Residents created a community newsletter, called the "Remington Rambler," and began distributing it to their neighbors.

Despite these efforts, Remington's population continued to decline in the 1980s and 1990s. With low rates of employment and education, those with means to move away

did. Nationwide drug epidemics struck urban areas of the country especially hard. Heroin and crack were the most prevalent street drugs in Remington and the surrounding areas. The neighborhood's appetite for drugs enabled drug dealers to start doing business in the area, working from street corners and vacant rowhomes. The crime rate skyrocketed as drug users burglarized homes and cars to help feed their habit, and drug sellers fought over territory.

By 2000, things began to change for the better. After the country's large economic expansion in the 1990s, living in central cities became popular again after decades of urban decline and suburban expansion. Remington became a destination for young, new residents seeking an affordable alternative to more expensive neighborhoods like Charles Village, Hampden and the waterfront neighborhoods. Remington has gained a reputation as a relatively safe, inexpensive place to live, making it popular among students and staff at nearby colleges like Johns Hopkins University and Maryland Institute College of Art.

In 2007, the Greater Remington Improvement Association was founded by community members who embarked on neighborhood beautification efforts, tree planting, community cleanup projects, community gardens, and working with local businesses. Living in Remington has been helped by numerous incentive programs for homebuyers, including Live Near Your Work grants and Healthy Neighborhoods loans. The 2010 Census shows the area's increasing popularity: the population rose for the first time in over 80 years.

Despite the massive changes that have affected it over the course of its 200-year history, Remington appears to now be heading in the right direction. This neighborhood planning effort is an attempt to chart a course for Remington's continued success in the next several decades.



Members of the then-newly formed Greater Remington Improvement Association complete a tree planting project on Huntingdon Avenue in 2008.

EXISTING CONDITIONS

Until recently, Remington was less-noticed than its neighboring communities of Hampden and Charles Village; however, its location and character have attracted growing attention. Perhaps the predominant image that those not well-acquainted with the neighborhood is that 28th and 29th streets are the access corridors to and from Interstate 83. Although construction of this interstate is on the edge of Remington, and construction did not destroy the long-existing fabric, the volume and speed from traffic from the Interstate 83 tends to travel much faster than what is safe.

Perhaps because of its relative anonymity, the neighborhood has been able to maintain Baltimore's tradition of moderate density, pedestrian scaled mobility, and mixed uses. Residents view Remington's character as similar to a village, albeit within a larger urban context. The row houses in the neighborhood reflect, in a variety of incarnations, the tradition of Baltimore's residential settlement pattern. The proximity of residences to the industrial buildings and land recalls an era when workers lived near their primary source of employment.



Remington is a diverse community. Informal interactions such as this one on the 2800 block of Hampden Avenue are common on the neighborhood's stoops and porches.

Most of Remington's rowhomes are two or three stories in height. Some of the old industrial buildings survive or have been adapted for new uses. Corner stores and other commercial buildings are scattered throughout the neighborhood, generally of compatible scale with nearby homes, and help define the most active intersections along Remington's main streets. Typically, corner buildings have commercial uses on the first story, with commercial or residential on the upper levels. The creative façades of recent businesses have brought new color, interest, and activity to the neighborhood.

There are only two buildings that tower over the landscape, near Remington's eastern and northern boundaries: twelve-story Wyman House senior apartments and the Johns Hopkins University health care system building.

Green and forested spaces border the community's northern boundary and much of the greenway along the Jones Falls has survived. Shade trees along several of the streets create an attractive pedestrian environment. Existing murals also contribute to the colorful character, and convey the voice of Remington.

4.2 Demographics

In 2010, Remington had a population of 2,476 residents and has continued to grow since then. In comparison with the overall loss of population in Baltimore City, Remington's population increased almost 8 percent since 2000. The community's population consists of 947 households with over half of households owning their homes.

Remington is diverse in terms of income, race/ethnicity and family makeup. The most recent census data shows a white population of approximately 59 percent, a black population of 26 percent, people of Asian descent comprising 8 percent and Latinos 4 percent. Biracial/multiracial persons and persons of other races or ethnicities make up almost 7 percent of the community's population.

Table 4A: Racial Diversity

Race	2000 #	2000 %	2010 #	2010 %
White	1458	63	1449	59
Black	740	32	646	26
Asian	55	3	219	8
White (Hispanic)	16	1	113	4
Other	16	1	71	3
Biracial/Multiracial	28	1	91	4

Source: U.S. Census

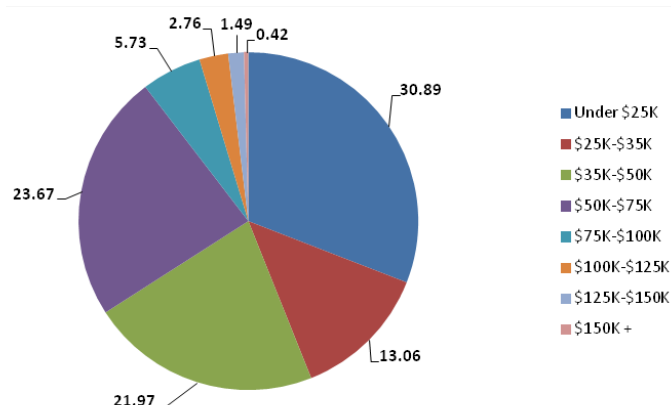
Table 4B below shows how family structures have changed in Remington since 2000. The data show that the neighborhood is increasingly popular for two-parent families. Another encouraging sign is the dramatic reduction in the number of single mothers.

Table 4B: Family Structure

Family Makeup	2000	% in 2000	2010	% in 2010
Married with children	96	17.8	99	26.7
Single Male w/ children	26	4.8	0	0
Single Fem. w/ children	151	28.0	34	9.2
Other	265	49.4	238	64.1

Source: U.S. Census; Policy Map

Figure 4C: Household Income



Census data show that nearly one-third of households in Remington earn less than \$25,000 per year. 90 percent of Remington households earn less than \$75,000 per year (Figure 4C). Other encouraging data show that Remington residents are becoming increasingly educated. Percentages of adult residents with certain educational achievements have more than doubled since 2000 (Figure 4D).

Figure 4D: Educational Achievement

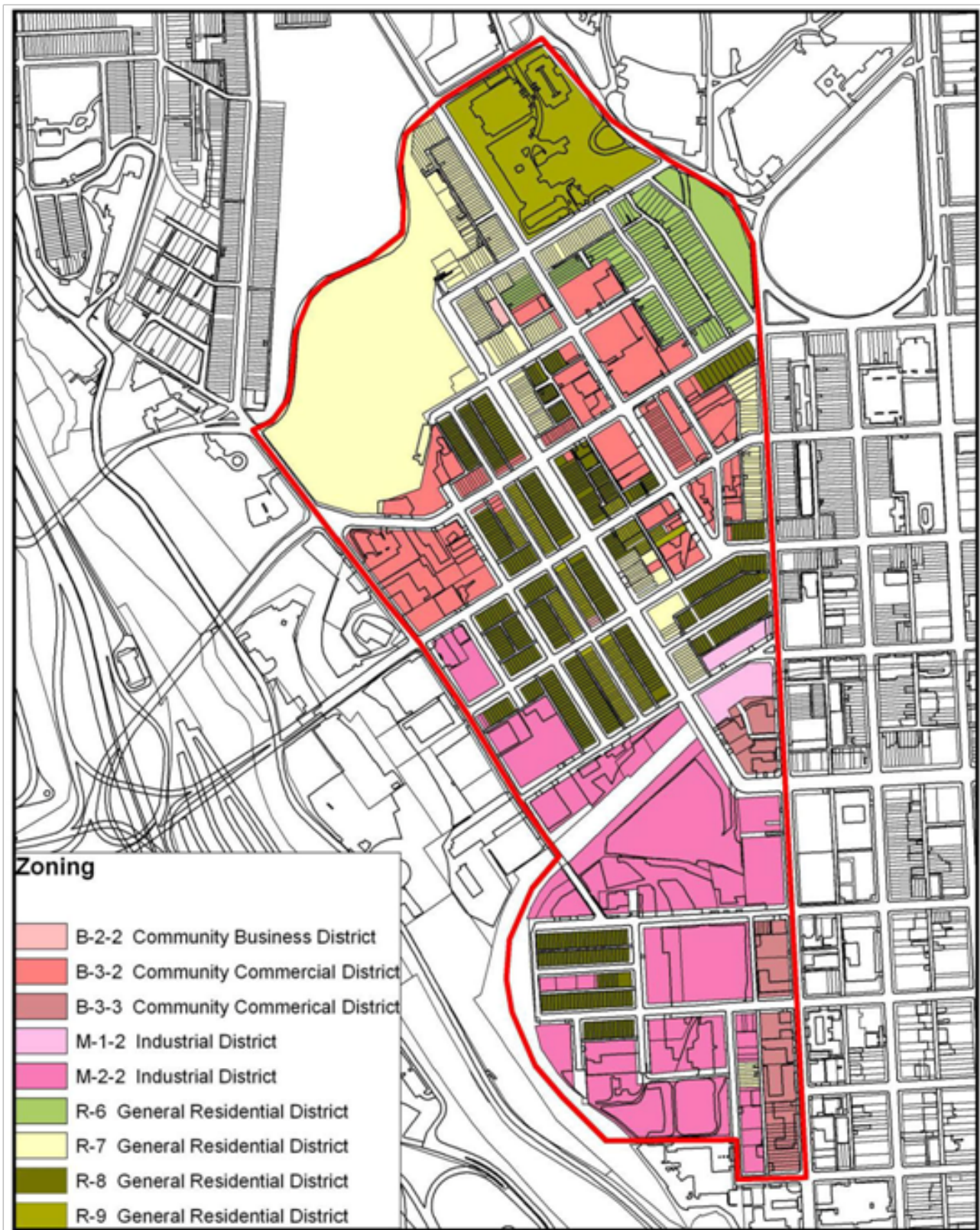
Educational Achievement	2000 (%)	2010 (%)
Less than 9 th grade education	14.0	4.8
High school diploma only	33.1	17.8
Some college or Associate's degree	10.0	18.8
Bachelor's degree or higher	18.7	38.3
Graduate degree	8.0	16.0

Source: U.S. Census

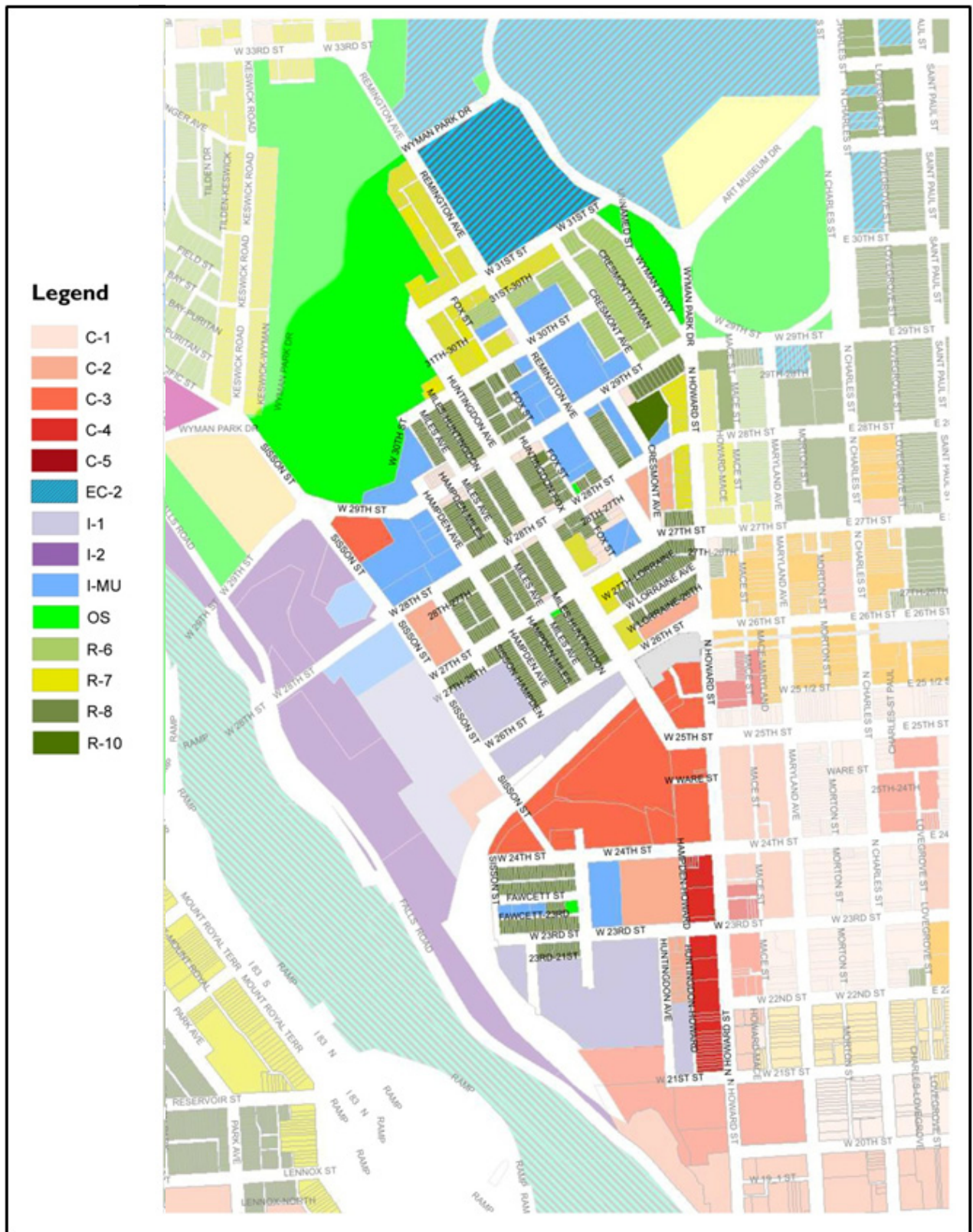
4.3 Zoning

Over the past two years, the Baltimore City Planning Department has been working to revise the City's zoning code, which saw its last significant change take place in the early 1970s. The newly revised zoning code will implement zoning changes to most of Baltimore's neighborhoods, Remington being one of the communities impacted. During summer and fall 2011, Remington residents met with Planning Department staff to discuss and recommend zoning changes that would promote mixed-uses and ensure industrial uses are compatible with the neighborhood's character.

CURRENT ZONING



PROPOSED ZONING*



*Planning Department September 2011 recommendation

COMMUNITY TRENDS

Remington's long-term success is ultimately dependent on trends occurring not just in the immediate vicinity, but throughout Baltimore and in other large cities in the United States. Baltimore's population has been declining for over 60 years, but there are signs that it is stabilizing. Large swaths of the city that were once emptying out have been revitalized as new residents have moved in, renovating homes and rejuvenating tired commercial districts and parks.

The following trends are usually indicative of regeneration in urban neighborhoods like Remington:

1. **Rehabilitation of abandoned or vacant homes.** Investors and homebuyers feel confident enough about a neighborhood that they are willing to undertake significant renovations to modernize and make abandoned houses livable again.
2. **Conversion of primarily renter-occupied houses to more homeowner-occupied homes.** Areas with higher rates of homeownership tend to have lower crime and properties are better taken care of and more visually appealing.
3. **Higher property values.** Higher demand for homes and businesses in certain areas raise property values. Unfortunately, increased demand also leads to higher assessments, which means higher property taxes.
4. **Reclamation of public spaces.** Parks and playgrounds are better maintained because they are used more often and residents demand that the city take care of them. Sidewalks and streets are clean and free of weeds and trash, and planting strips and front yards are usually filled with flowers, shrubs and grass, and trees line the streets. Vacant lots are reclaimed as community gardens and pocket parks.
5. **More diversified neighborhood economy and availability of goods and services.** With greater spending power and economic independence, residents demand a diverse array of goods and services



These long-vacant storefronts on Washington Blvd. in Pigtown were renovated in 2012. A variety of new businesses often signals the rebirth of a neighborhood.



Camden Crossing is a new home development in Pigtown. New housing indicates strong market demand in revitalized neighborhoods.

within walking distance of their homes. Small, neighborhood-scaled businesses like cafes and specialty shops begin appearing in historically commercial spaces on street corners or where allowed by zoning. Many such businesses are owned by local residents.

6. **Lower crime and increased perception of public safety.** With increased numbers of residents who care about their safety and the attractiveness of the neighborhood, criminals choose to do their business elsewhere.

Residents call 311 to report housing, sanitation and public works issues. Residents form partnerships with the police and have neighborhood watch programs. The neighborhood feels safe at all hours of the day and night.

7. **More active community involvement.** Residents are concerned about the future of their neighborhood and join community organizations. They form block clubs to interact with their neighbors, and elect block captains. Neighbors interact with each other and deal with problems on a block level.

A stroll through many north central Baltimore neighborhoods, including Remington, would reveal that most are in various stages of this regeneration process. Some of Remington's immediate neighbors, such as Hampden, have gone through these steps relatively recently. Others, like Barclay and Greenmount West, that are just beginning to see some of the renewal described here.

Most residents in Remington realize that their neighborhood has made significant strides in the past decade, but there is still room for plenty of improvement. According to the seven urban neighborhood regeneration steps described above, this is how Remington has fared over the past decade:

1. **Rehabilitation of vacant or abandoned houses.** Since 2000, several dozen vacant homes have been purchased and renovated for either renters or homeowners. In addition, developers constructed a new mid-rise apartment

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2. **Conversion of primarily renter-occupied houses to more homeowner-occupied homes.** From 2000 to 2008, homeownership grew from 53 percent to about 56 percent. The onset of the late-2000's recession erased those gains, though, and the homeownership rate by the 2010 Census was 49 percent.
 3. **Higher property values.** The median home value in Remington increased by more than \$100,000 in the past ten years, topping \$146,000 in 2010.
 4. **Reclamation of public space.** Residents populated vacant lots with community gardens, pocket parks and playgrounds. Although still a problem, streets and sidewalks are much cleaner and better taken care of than they were ten years ago.
 5. **More diversified neighborhood economy and availability of goods and services.** Many new businesses have opened, several of them in previously vacant industrial and commercial buildings.
 6. **Lower crime and increased perception of public safety.** Crime has dropped significantly in the neighborhood during the past ten years. Conversions of vacant homes, reinvestment in the community, and more active resident involvement all contribute to a declining crime rate.
 7. **More active community involvement.** Over the past decade Remington community organizations have become active in addressing neighborhood issues. These organizations have worked to reclaim vacant lots for community gardens and parks, planted trees, and advocated for improvements with City government. Several community driven efforts include the provision of grants from the City, Tree Baltimore and Blue Water Baltimore for neighborhood cleanup days and environmental restoration. Community groups have also supported Remington's young people through participation in Wide Angle Youth Media, PorchArt, Homework Club and tutoring sessions.



Houses on the 2600 block of Howard Street undergo renovation.

NEIGHBORHOOD PLAN

The Remington Neighborhood Plan is intended as a blueprint intended to address community issues and serve as a blueprint for neighborhood improvement and development over the next ten years:

The **RESIDENTIAL** element deals with all aspects of housing Remington's people, whether in houses, apartments, condominiums, senior living and other arrangements.

The **COMMERCIAL/INDUSTRIAL** element addresses the use of private and public property for the purpose of generating income.

The **MAJOR DEVELOPMENT SITES** section is intended to complement the Residential and Commercial/Industrial elements by identifying sites within Remington where future development could occur.

The **OPEN SPACE** element discusses all aspects of public space within the community, including sidewalks, alleys, front yards, parks, playgrounds and community gardens.

The **MOBILITY** element addresses all methods of travel within and through the area, including sidewalks, roads, parking, stoplights, crosswalks, mass transit and bike lanes.

The **PUBLIC SAFETY** element deals with issues like crime, sanitation, personal safety and trash.

RESIDENTIAL

6.1 Residential Element

One of Remington's greatest assets is the community's residential areas. Overall, the housing stock is well maintained and is generally affordable, supporting a mixed-income population. The community's residents believe this asset contributes to a sense of livability and are interested in preserving the housing stock in order to preserve and enhance the stability, affordability and character of the community for current and future residents.

- Existing Housing Stock

Over 80 percent of the housing built in Remington was developed prior to 1939. Most homes in Remington are two- and three-story rowhouses with brick or Formstone fronts. In some cases, entire blocks of homes consist of one architectural style. Some rowhomes feature decorative marble or stained glass and house fronts maybe flat, swelled or bowed. Three-story homes tend to be clustered, and there are several duplex homes near Wyman Park. Multifamily housing stock includes Cresmont Lofts, a mid-rise apartment building built in 2004, and Miller's Court, a mixed-use apartment community which is housed in a former industrial building that was readapted for multifamily housing in 2009. Just outside of the neighborhood's northeast boundary, Wyman House, a high-rise apartment building, provides low-income housing for senior citizens.



Examples of Remington's diverse housing stock include (from top) large daylight rowhomes on Cresmont Avenue, apartments at Wyman House and Cresmont Loft, and small alley houses on Miles Avenue.

Table 6A: Housing Types

<i>Type</i>	<i>Number of Homes</i>	<i>Percentage of Homes</i>
Single family detached homes	28	2.43%
Single family attached homes	989	85.93%
2-unit homes and duplexes	45	3.91%
Units in small apartment buildings	74	6.43%
Units in large apartment buildings	8	0.70%
Mobile homes or manufactured housing	7	0.61%

Source: U.S. Census

- Vacant Housing

According to 2010 U.S. Census data, approximately 14 percent of Remington's housing was vacant, an almost two percent decline since the 2000 Census. "Vacant" includes homes that are for rent or for sale. In addition to detracting from the overall neighborhood character, residents have expressed that vacant properties are a draw for squatters, illegal activity and potential health and safety hazards. It is possible that some of the vacant structures have deteriorated to a poor enough state that the structures

may need to be demolished, making way for new or infill development. Several City and non-profit programs such as Vacants-to-Value (which uses a receivership strategy to obtain vacant properties) and Healthy Neighborhoods (a program that helps people improve properties by offering low-interest loans and grants to buy, refinance and renovate their homes) have aided in the reduction of vacant housing during over the past few years.

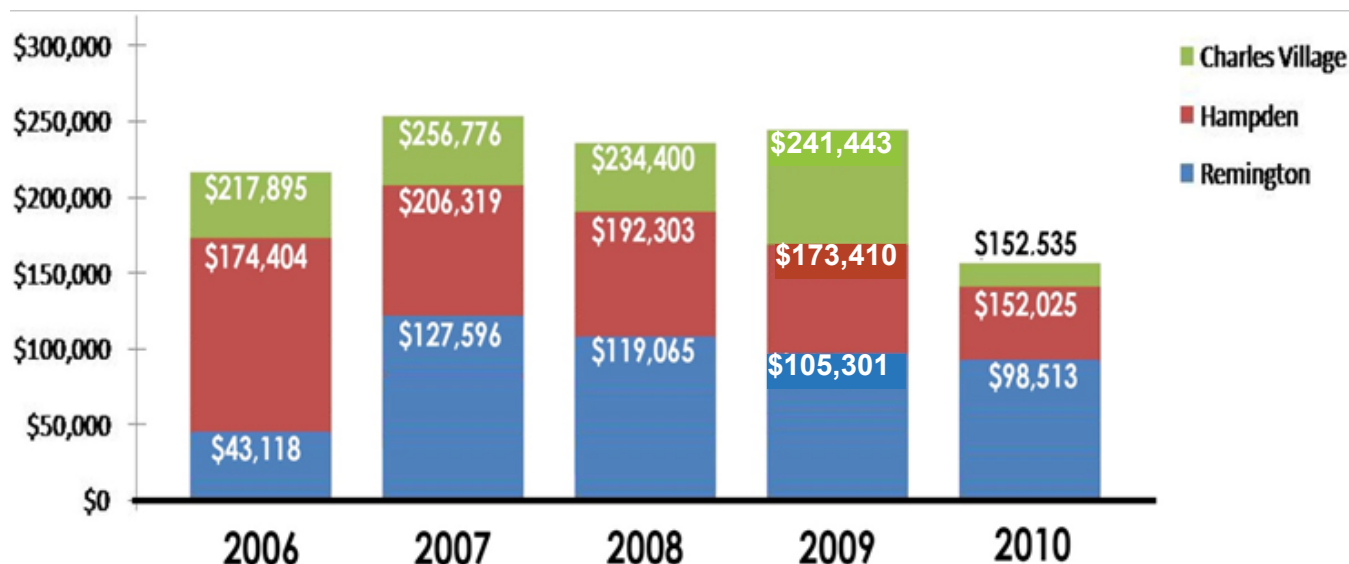


City-owned vacant houses have been a drain on the 2600 block of Miles Avenue for years.

- Affordability

Remington homes are more affordable in comparison to adjacent communities. In 2010, the median sales price for a Remington home was \$98,513. In Hampden and Charles Village, communities adjacent to Remington, the median sales price was \$152,025 and \$152,535 respectively. A look at median housing sale prices during the past five years show the price fluctuations in these neighborhoods. Although the average home sales price for Remington more than doubled between 2006 and 2010, Remington still remains affordable, with housing prices significantly lower than surrounding neighborhoods in north central Baltimore.

Table 6B: Median Housing Prices Relative to Adjacent Neighborhoods



Sources: Greater Homewood Community Corporation, Policy Map

According to the 2010 Census, 49 percent of housing in the community was owner-occupied, 37 percent was renter-occupied, and 14 percent was vacant. Within the community, there are concerns about maintaining socioeconomic diversity and a family-friendly atmosphere. There are also concerns about the possibility of property tax increases as a result of increased home renovation activity, which typically leads to an increase in home values; however, area community organizations will encourage residents to take advantage of homestead tax credits and other incentives for homeowners. More renovation activity is commonly tied to higher rates of homeownership, lower crime rates and general neighborhood stability.

- Neighborhood Stability

With projected population increase in the Baltimore metropolitan area, it is imperative that housing options are provided for new residents, which in turn will further stabilize the community. It is also vital that the neighborhood continue to move forward with stability and livability efforts in order to serve its current population, particularly its at-risk residents.

The community is adamant about maintaining the diversity of housing types. Residents support aging-in-place strategies as well as a range of housing that meets the needs of people in various stages of life. Some residents have difficulty staying in their homes due to factors such as loss of income, limited mobility, maintenance costs or escalating property taxes. Remington residents want their seniors to know about all possible programs that will help them reduce expenses and be able to stay in their homes. These include assessment appeals, assistance with minor to moderate renovations, Healthy Neighborhood initiatives and programs that help to alleviate utility costs. The community wants to provide residents with as many tools as possible to stay in their current homes and is interested in learning about other strategies or measures to help keep neighbors and seniors in Remington.



Millers Court is a great example of an adaptive reuse of an old industrial building to residential and commercial uses.

There are several opportunities for new housing, especially housing types that are new to Remington. New housing development may be possible through adaptive reuse of commercial and industrial buildings, infill of vacant or underutilized properties, and conversion of existing housing to denser uses. It is probable that new development will alter the character of Remington to an extent; however, the community has expressed its desire to pursue more residential development that will enable greater living options for community members.

Housing Recommendations and Action Items:

- Adequate housing will be available for Remingtonians of all ages, ethnicities, incomes and family structures.
- A variety of housing typologies will be available to meet residents' specific needs and desires.
- Generate community and local support for development of affordable and multifamily housing with project design taking the existing neighborhood aesthetic into consideration.
 - a. Create a design review committee to review new and potential development projects in Remington.
 - b. Neighborhood residents will be informed of major housing development projects and will be given the opportunity to comment on the architecture and land use considerations of those projects.
 - c. Apartment buildings will be mixed-income or market rate, and will not concentrate large numbers of low-income tenants in a single building or space.
 - d. Developers of new housing will provide adequate, but not excessive, off-street parking to meet residents' needs but allow the neighborhood to maintain its compact, walkable character.
 - e. Developers of new multifamily housing will provide publicly accessible bicycle parking spaces.



Thin Flats (top) and the 100K houses, both located in Philadelphia, are examples of modern houses built on typical, narrow rowhouse lots like those found in Remington.

- f. Baltimore City's zoning map and regulations will designate non-residential land for uses compatible with Remington's residential character.
- Encourage future residential and mixed-use development to adhere to Baltimore City's Green Building Standards.
 - a. Neighborhood design review committee will work with developers to make certain that Green Building Standards are implemented in development.
 - b. Underutilized industrial and commercial buildings will be considered as strong candidates for conversion to mixed-use or residential uses.



Rendering (top) of what renovated houses on Lorraine Avenue may someday look like. Image courtesy Seawall Development. A vacant house is sandwiched between three recently renovated houses on 28th Street (bottom).

- c. The community will encourage the creation of second-story apartments located above ground floor commercial uses on the neighborhood's historically commercial corners.
- Remington community leaders will engage community partners that offer programs to help residents maintain or improve their homes, such as Healthy Neighborhoods, Baltimore Housing's weatherization program, and Citizens Planning and Housing Association's initiatives.
- Encourage a partnership between the community and City government, in particular Baltimore Housing's Code Enforcement Division, to address vacant properties and code violations within community boundaries. The City's Vacants-to-Value

program, which uses a market- based approach to addressing neighborhood vacancy issues, will be a strategy to further lower the number of vacant and abandoned houses in Remington.

- a. Develop a neighborhood-based code enforcement watchdog group to partner with groups such as the Greater Homewood Community Corporation and Baltimore Housing to mitigate and correct code violations.
 - b. Baltimore City will pursue aggressive housing code enforcement to pressure noncompliant property owners to improve their properties.
 - c. Functioning, code-compliant land uses will be preferred over vacant lots that encourage crime and project a negative image of the neighborhood.
- Community members will work with community partners such as Greater Homewood Community Corporation and Johns Hopkins University to actively market the neighborhood to homebuyers and renters.
 - The neighborhood will continue to recruit Neighborhood Ambassadors to register with Live Baltimore which will help promote the neighborhood to prospective homebuyers.
 - The community will devise a promotion strategy to introduce and encourage potential residents to relocate to Remington.
 - A comprehensive support system for Remington's senior population to allowing this demographic to age-in-place will be provided.
 - a. Engage community faith-based institutions to provide services to assist seniors. Such programs include Medicare technical assistance, health and wellness programs and legal representation.

COMMERCIAL / INDUSTRIAL

6.2 Commercial and Industrial Element

Over 80 businesses are located in Remington. The great majority are service providers whose clients are local, national and even international. A few retailers and food and beverage establishments cater to both Remington residents and surrounding neighborhoods. A few businesses have capitalized on the neighborhood's quirky character to market themselves to a citywide and regional audience. One establishment even had its own television show on a major network.

Businesses are scattered throughout Remington rather than concentrated in one area. The historical Baltimore pattern of corner stores on residential blocks has survived in the neighborhood, although many historical corner stores are no longer used in a commercial capacity. Other businesses evolved along the more major streets and where permitted by zoning. There are significant areas of commercial entrenchment, with rows of houses sandwiched between.



Remington's diverse array of businesses includes Sterling's Seafood on 29th Street, Baltimore Collision Center on Howard Street and Allen N. Walpert and Son electrical contractors on Hampden Avenue.

Table 6C: Remington Businesses

Businesses	<u>Specific Type</u>	Number of establishments
Service	Automobile repair, rental and services	25
	Building construction and maintenance	13
	Product manufacturing	6
	Personal services	3
	Other	9
		Total: 56
Retail	Food/beverage	8
	Automobiles and parts	3
	Furniture	2
	Other	5
		Total: 18
Hospitality	Dine-in restaurants	5
	Carry-out restaurants	3
	Taverns	2
		Total: 10
	TOTAL REMINGTON BUSINESSES = 84	

Source: Field Observation, December 2011

In addition to those businesses operating, there are several dozen spaces throughout Remington that are currently shuttered businesses or places where businesses have operated in the past, such as corner stores. Numerous Remington residents operate businesses from their homes. Since these types of operations exist within private homes, devoid of signage or advertising, they are difficult to count.

Commercial and Industrial Use Recommendations and Action Items:

- Commercial uses of a variety of sizes and functions will be welcomed in the neighborhood.
- Existing commercial, industrial and institutional uses will recognize that they are located in a mixed use area and will develop and maintain their properties in a manner that their particular uses are compatible with residential activities.



Possible mixed-use development on the corner of 28th Street and Remington Avenue, with ground floor commercial uses and apartments above.

- New nonresidential development will occur in a manner and density that respects the neighborhood's low density, mixed use character.
- Commercial activities that encourage greater social interaction with amenities like outdoor seating will be welcomed in the neighborhood.
- Promote neighborhood-scale commercial uses along four major corridors: Remington Avenue, Huntingdon Avenue, 28th Street and 29th Street.

- Neighborhood-scale businesses will provide publicly-accessible bicycle parking in front of their buildings.
- Oversaturation of one type of use, such as taverns, carryout restaurants, or convenience stores will be avoided.
- The community will work to fill the currently vacant spaces on the first floor of historically commercial corner buildings.



The Dizz is a model small business: use of a historical corner commercial space and sidewalk dining that encourages interaction between diners and passersby.

- Developers will maintain regular contact with Remington residents throughout the planning and construction stages to ensure that resident concerns are heard and adequately mitigated.
- Rehabilitation of vacant or underutilized parcels will be encouraged to fill in gaps in the neighborhood fabric and add vitality to the area.

-
- The community will welcome conversions of old industrial and commercial sites to new uses.
 - Nonresidential development in new structures will provide off-street parking, but only if the project is of sufficient size and disruption of the street wall can be avoided.
 - Baltimore City will enact zoning regulations that allow neighborhood-scale businesses and residential activities to coexist peacefully.
 - The community will support the continued existence and growth of educational facilities within the neighborhood.
 - Baltimore City will not permit land uses that generate an excessive amount of noise, air, water or visual pollution that degrades the quality of life for neighborhood residents.
 - a. The majority of industrial and automobile-scaled commercial uses will be concentrated along Sisson and Howard streets.
 - b. Baltimore City will ensure that heavy truck traffic does not overwhelm neighborhood streets and is routed onto major thoroughfares like Sisson Street and Howard Street.
 - c. Baltimore City will prevent new billboards from being constructed in Remington.
 - d. Signage for nonresidential entities will be compatible with the low-density, mixed use nature of the community; excessive signage will be prohibited.
 - Continue working towards establishing a Remington business group to advocate on the behalf of existing businesses and work to recruit new businesses to locate in or to the neighborhood.
 - The community will support the creation of cottage industries or home-based businesses that generate income for Remington residents but lack the scale, signage and traffic of traditional businesses.

MAJOR DEVELOPMENT SITES

24 development sites have been identified within Remington's boundaries that could support transformative residential, commercial, industrial or mixed-used development to provide living spaces and/or employment opportunities for current and future Remingtonians.

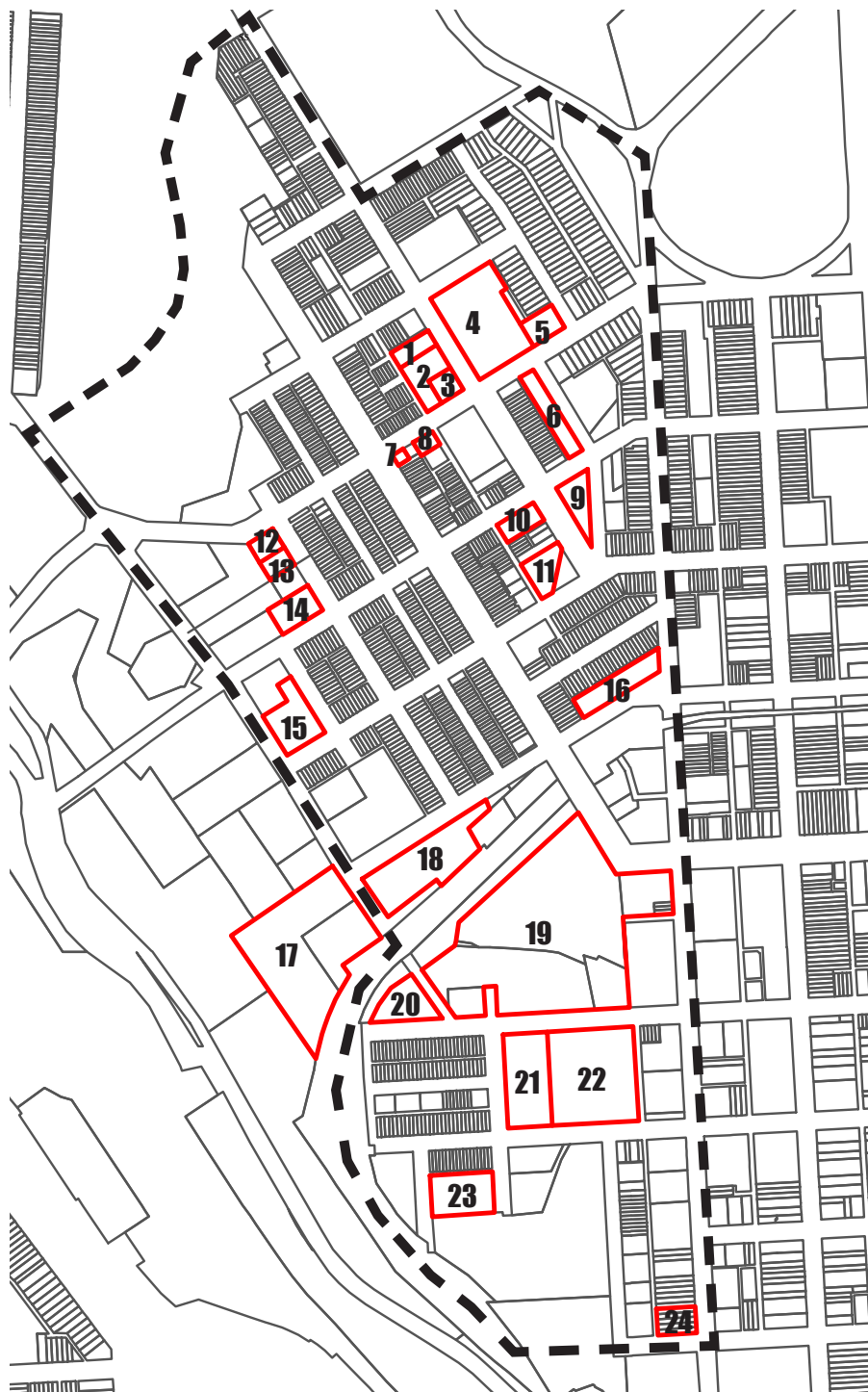
Potential building sites throughout Remington were documented and evaluated using four criteria. Each of the 24 sites fits one or more of the following criteria:

- The site is greater than 5,000 square feet in area,
- The existing building(s) total more than 5,000 square feet,
- The site and/or buildings are vacant, and
- Less than 50 percent of the property is in active use.

Table 6D: Major Development Sites

#	Street Address	Current Use	Lot SF	Bldg SF	Curr. Zoning	Prop. Zoning
1	2926 Remington Ave.	vacant commercial building	9,000	7,729	B-3-2	C-2
2	320 W. 29th St.	vacant commercial building, parking	18,600	10,800	B-3-2	C-2
3	300 W. 29th St.	Pizza Boli's carryout, parking	8,100	600	B-3-2	C-1
4	242 W. 29th St.	Baltimore Police Dept, parking	72,765	26,758	B-3-2-P	R-9
5	210 W. 29th St.	vacant commercial building	11,494	8,036	B-3-2	R-9
6	220 W. 29th St.	vacant commercial building, parking	18,165	7,416	B-3-2	R-9
7	2847 Huntingdon Ave.	vacant commercial building	1,786	6,300	B-3-2	C-1
8	317 W. 29th St.	parking	4,180	na	B-3-2	C-1
9	211 W. 28th St.	7-Eleven convenience store, parking	14,854	2,560	B-3-2	C-2
10	301 W. 28th St.	church, parking	10,500	7,700	B-3-2	C-2
11	310 W. 27th St.	commercial building, parking	16,026	3,816	B-3-2	C-2
12	501 W. 29th St.	auto sales, parking	7,492	1,316	B-3-2	C-2
13	2810 Hampden Ave.	vacant office building, storage yard	6,490	9,536	B-3-2	C-2
14	2800 Hampden Ave.	Baltimore Art Museum warehouse	16,248	7,350	B-3-2	C-2
15	2701 Sisson St.	vacant lot, community garden	30,322	na	M-2-2	C-2
16	2600 Howard St.	tire service, vacant industrial building	26,134	21,770	M-1-2	C-2
17	2500-2600 Sisson St.	taxi parking	148,365	30,829	M-2-2	C-2
18	401 W. 26th St.	auto service, junk storage	74,313	13,840	M-2-2	C-2
19	25th Street Station	auto dealership, various buildings	329,531	41,485	M-2-2	C-3
20	2400 Sisson St.	vacant commercial building	22,000	8,778	M-2-2	C-1
21	330 W. 23rd St.	commercial building, parking	50,312	49,940	M-2-2	C-2
22	300 W. 23rd St.	commercial building, parking	96,136	16,288	M-2-2	C-2
23	2230 Hampden Ave.	warehouse, parking	30,885	12,300	M-2-2	C-2
24	2100-2108 Howard St.	equipment storage	13,500	na	B-3-3	C-3

Map 6E: Major Development Sites



Sites 1, 2 2925 Remington Avenue and 320 West 29th Street

This large, 18,600 square-foot L-shaped lot is currently on the market with a list price of \$850,000. The lot contains two buildings totaling 28,000 square feet on two levels. Both buildings have been vacant for several years. A parking lot with space for about 30 cars is accessed from Remington Avenue.

Site 3 300 West 29th Street

This is a prominent lot on the corner of 29th Street and Remington Avenue currently occupied by a Pizza Boli's restaurant.

Site 4 242 West 29th Street

This large site is currently occupied by Baltimore Police Department's Forensic Unit. It was previously occupied by a Rite Aid drug store. Some community members have identified this site as a prime location for a future school.

Site 5 210 West 29th Street

This building originally housed a Chesapeake Auto Group dealership. The building is currently used by a film production company.

Site 6 220 West 29th Street

This long, narrow site currently functions as the parking lot for the Paper Moon Diner and a vacant business on 28th Street. The parking functions could be maintained, but the airspace above could be developed into more productive uses.

Site 7 2847 Huntingdon Avenue

This prominent building originally housed a grocery store, and later a laundromat and dry cleaner. It was recently purchased at auction for just over \$100,000. The building would be ideal for a ground-floor retailer or restaurant, with apartments upstairs.

Site 8 317 West 29th Street

This is a parking lot located between Anderson Automotive and Sav-It Liquors that is most commonly used by area employees and liquor store patrons. The lot is completely paved and has room for about 16 cars.



Site 3, currently used as a Pizza Boli's restaurant and carryout, could someday be home to an apartment building with ground floor retail and restaurant space.

Site 9 211 West 28th Street

This property is currently used as a 7-Eleven convenience store. The site is poorly designed and large amounts of the property are vacant or underutilized. The convenience store could be retained in a new arrangement that respects Remington's walkable character.

Site 10 301 West 28th Street

Until recently, this property was used as the Bethel Church of God. It's currently for sale.

Site 11 310 West 27th Street

Recently used as a daycare center, this triangular-shaped parcel is currently for sale. It sits adjacent to several commercial properties and is probably best suited for some sort of commercial use.

Site 12 501 West 29th Street

This corner lot is currently used as an auto sales and repair business. It is located on heavily trafficked 29th Street and is appropriate for commercial and/or residential development.

Site 13 2810 Hampden Avenue

Site 13 is home to an office building for a mechanical contractor and storage yard. It is adjacent to active businesses on both sides and is across the street from a row of homes, and could easily be converted to residential uses.



Site 6: elevated townhomes such as these could preserve the Paper Moon Diner parking lot while adding living spaces and increasing the vitality one of the most dynamic blocks in the neighborhood.

Site 14 2800 Hampden Avenue

This is a storage warehouse for the Baltimore Museum of Art.

Site 15 2701 Sisson Street

This a large vacant lot bounded by 27th, Sisson and Atkinson streets. It was previously used as a laundromat and dry cleaning business until being torn down several years ago. The lot is currently being used as an informal gathering space and community garden. In 2011, neighborhoods residents developed a vision plan for this property as a neighborhood park. The land is owned by the City.



Site 16 2600 Howard Street

This block-long industrial building along 26th Street is home to a tire business, but most of the building is vacant and dilapidated. Seawall Development has proposed an restaurant, theatre and parking on this site.

Site 17 2500-2600 Sisson Street

This 3.4-acre lot is used as parking for much of Baltimore's taxi fleet. Community members have envisioned a large apartment project on this prime development parcel.



Site 17: This 3.4 site could accommodate a large apartment development similar to 281-unit Union Wharf, top, or 200-unit The Fitzgerald, two recently completed projects in Baltimore.

Site 18 401 West 26th Street

This property is used to store junk vehicles, boats and other miscellaneous items.

Site 19 25th Street Station

An 11-acre site straddling Charles Village and Remington that has functioned as the Anderson automobile dealership for several decades. In 2010, developers received approval to build a large, mixed-use development on the property, including a Walmart, several smaller retailers, about 70 apartments, and two parking garages.

Site 20 2400 Sisson Street

This triangular parcel holds a currently-vacant commercial building.

Site 21 330 West 23rd Street

Known throughout the neighborhood as the Ice House, this large building was in fact originally used as a warehouse to store ice. The building contains a cavernous space that has been difficult to market to developers in the past.

Site 22 300 West 23rd Street

Two-acre Site 22 has a newish building which is used by a plumbing contractor. Most of the site is covered by parking.

Site 23 2230 Hampden Avenue

This warehouse at the south end of the Lower Remington community is currently occupied by a vending company.

Site 24 2100-2108 Howard Street

This corner lot is currently used as parking lot for nearby Veolia Transportation.



Site 19: The 25th Street Station project will create hundreds of jobs and make Remington a shopping destination.



Site 16: Conversion of the Tire Shop at 26th and Howard streets to a new live theater venue, restaurant, and office space will create a dramatic and attractive entrance to the neighborhood. Image courtesy Seawall Development.

OPEN SPACE

6.4 Open Space Element

Open spaces are essential resources for the Remington neighborhood. Open spaces are those places that can be experienced by all community members: public parks, pocket parks, community gardens, playgrounds and natural areas, recreational areas, planting strips, orchards, private front yards and alleys. Open spaces serve as valuable assets that contribute to community character, enhance the built environment, and provide places for relaxation and exercise. As the neighborhood continues to grow and change, steps can be taken to protect and preserve existing open spaces, identify opportunities for new ones, and ensure that these open spaces are accessible by community members.



Wyman Park Dell (top) is a popular gathering point for soccer, dog running, reading and meditation. Parents and children enjoy the playground at 30th Street and Miles Avenue on a cool autumn day (bottom).

Public Parks

The northern portion of Remington is surrounded by Wyman Park. This open space has two major elements that are regularly utilized by community members. The western portion of Wyman Park follows the Stony Run stream. It is a linear park and is mostly undeveloped, except for a primitive trail following the path of the old Maryland and Pennsylvania Railroad and two new ball fields at the park's southern terminus. The Stony Run portion of the park also includes the GreenMount School, which has its own playfield.

Pocket Parks and Playgrounds

At the corner of 30th Street and Miles Avenue lies a small extension of Wyman Park. This pocket park includes a playground and a small, grassy green space. A small pocket park at 28th Street and Fox Street contains four benches situated around an oval-shaped concrete play area.

Map 6F: Remington's Open Spaces



At 27th Street and Miles Avenue, there is a vacant lot surrounded by a chain link fence and covered with wood chips. It is accessible via a gate. The wall of the adjacent house is painted with an iconic 'Remington' mural. This pocket park currently receives little use.



26th & Miles Community Garden, first planted in 2012.

The lower Remington community has a small playground at the corner of Fawcett Street and Hampden Avenue.

Although not within the neighborhood boundaries, the playground at Margaret Brent School, which Remington students attend, is a nearby recreational space. It contains playground equipment and a basketball court. The school and neighborhood are currently working on redesigning and rebuilding this important outdoor community space.

Community Gardens and Orchards

Remington's Village Green is located on Fox Street, midway between 28th and 29th Streets. This roughly 5,000 square-foot community garden was started in 2007. Village Green members grow a variety of produce during the summer months. Recent efforts have been made to establish community gardens in the neighborhood. Two vacant rowhouse lots at the corner of 26th Street and Miles Avenue were cleared beginning in 2010, and the garden now boasts a picnic table and several trees. Another site is the half-acre lot bounded by Atkinson Avenue, 27th Street and Sisson Street. In 2011, this site was purchased by the City with the intention of creating a community space. Shortly thereafter, the community began planning for how to use this land for the benefit of Remington residents.

In 2009, residents of the community planted clusters of fruit trees throughout Remington. Tree types include peaches, plums, pears, paw paws, apples, cherries and figs. The largest cluster is located at 29th Street and Sisson Street, and is known as the Remington Community Orchard. Other fruit trees are located on the 2700 block of Remington Avenue and the 500 block of 27th Street.

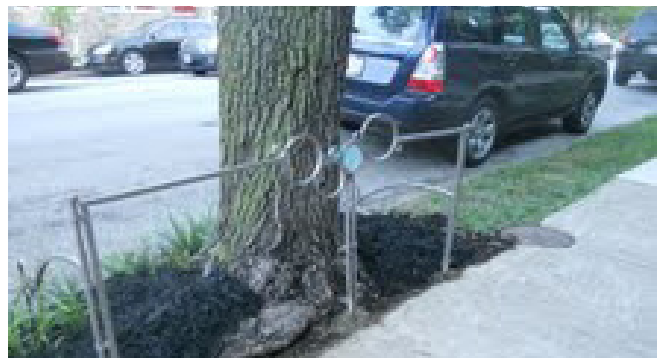
Recreation Spaces

Remington has two small developed playgrounds located at opposite ends of the neighborhood. Two new ball fields at the southern end of Stony Run were recently completed by the City.

Sidewalks, Planting Strips, Private Front Yards and Alleys

Sidewalks are public spaces experienced by most Remington residents on a daily basis. They are used not just for mobility but also for socializing with neighbors, areas for placing potted plants and greenery. Planting strips are the areas located between the sidewalk and street. They are usually less than 10 feet in width, and are present throughout Remington. Despite usually being in the public right-of-way, City regulations require that private property owners maintain these spaces. The maintenance and care of sidewalks and planting strips usually is an obvious indicator for how invested residents are in their community: well-maintained, weed-free sidewalks and planting strips with trees and shrubs show that residents care about the appearance of their block; lack of maintenance and plantings shows general disregard.

One notable neighborhood-wide effort to beautify Remington's planting strips was the placing of several dozen blue-painted wooden boxes in 2006. New shrubs and trees were planted inside the boxes. Although some of these boxes remain, many of the boxes have since been removed due to lack of maintenance.



Residents on the 2700 block of Howard Street have made creative use of the small yards and planting strips in front of their houses, planting colorful shrubs and placing decorative fences around the trees.



Alley gating efforts, such as this one in Upper Fells Point, create lively interaction spaces in places that were once forlorn and intimidating.

Private front yards exist for only a small number of homes in Remington, mostly the daylight rowhouses along Cresmont Avenue, Wyman Parkway, and Howard Street, and homes set back from the street on Remington Avenue. Like planting strips, maintenance and care of private front yards is usually a key indicator of how much residents value their block's appearance.

Alleys have traditionally been used for service purposes. Before modern electrical grids came to Baltimore, alleys were used to deliver coal and other raw materials

used for heating and cooking. Nowadays, alleys are mostly used for the collection of trash and recyclables. Their location in the rear of houses and primary function as service corridors often leads to their reputation as forgettable, repugnant spaces. Lawbreakers often use alleys as places to take refuge or conduct illegal activities, causing alleys to become public safety liabilities. Neighborhoods in other parts of the Baltimore have attempted to reclaim alleys as usable space. One of the most notable efforts is alley gating, where only the residents and sanitation workers have access to the right-of-way.

Public Open Space

Increasing the tree canopy has been promoted by the City's Tree Baltimore Urban Forestry Management Plan, which calls for doubling tree canopy over next 30 years. Increasing the number of trees in Remington can help to improve air and water quality, provide shade, beautify the streetscape, and provide wildlife habitat.

Remington has a number of blocks where shade trees enhance the living and pedestrian environment, including portions of 27th Street, Wyman Parkway, Wyman Park Drive, Remington Avenue, Cresmont Avenue, and Huntingdon Avenue.

Realizing the potential to add more shade trees in Remington, residents, in partnership with Parks and People Foundation, have engaged in an ongoing tree survey to identify distressed and decaying trees and identified areas for additional street tree plantings.

Open Space Recommendations and Action Items:

- A network of open spaces should be available and accessible to Remington community members of all backgrounds and ages.
- Publicly owned parkland will be maintained by Baltimore City, while pocket parks, public gardens and orchards and community spaces will be maintained by their owners or users.
 - a. Community members will respect the use of public parks and playgrounds by private school attendees at certain times of the day.
 - b. Open space will be made accessible to both humans and their non-human companions, as long as the latter do not adversely impact enjoyment of the space by humans.
 - c. The community will continue working to establish a formal connection or trailhead to the Stony Run portion of Wyman Park.
- Pocket parks and community gardens will be considered acceptable uses of vacant lots, as long as they are properly maintained.
- Trees, greenery, signage and amenities will be added along streets, on street corners and in vacant lots to enhance the curb appeal of the area and help residents feel safe.
 - a. The community will investigate the possibility of placing 'Welcome to Remington' signs at either end of 28th and 29th Streets to identify the neighborhood to drivers passing through.
 - b. The vacant lot bounded by Sisson, Atkinson and 27th Streets will be converted into a community open space with the understanding that the site will be developed in



The Open Walls project in Greenmount West enlivens public space with large murals on the sides of buildings



Planting trees and installing historic-looking street lamps (top) could have a big visual impact on streets like 29th; the Harwood neighborhood's distinctive mosaic welcome sign (middle); residents plant a community orchard in front of the 7-11 on 28th Street (bottom).

the future. If the site is developed, the community should be a key participant in determining what is built and how the site is developed.

- c. The vacant lots at the corner of 26th Street and Miles Avenue will be retained as into community gardens.
- d. Residents will be responsible for maintaining the front yards, sidewalks and planting strips in front of their homes.
- e. Community members will investigate the possibility of creating unified signage or common elements such as trash and recycling bins to give community parks and green spaces and a common identity.
- f. Residents will advocate that business owners add trees and other plantings to the street side of their properties to soften the distinction between residential and nonresidential.
- g. Remington will work to plant new trees in empty tree wells.

h. Residents will investigate the opportunity to collaborate with youth-centered initiatives to create lasting improvements to public sidewalks, yards and planting strips.

i. Community leaders will work with Baltimore City to ensure that open spaces are adequately lit at night to discourage criminal activity.

- Community members and groups will engage in relationship building activities with relevant organizations to improve accessibility to open spaces in Remington.

a. The community will continue to build meaningful relationships with arts organizations like Art on Purpose and MICA.

b. Community members will work with organizations like Healthy Neighborhoods and Tree Baltimore to plan and execute block beautification projects.

c. Residents will maintain active participation with area conservation organizations (i.e., Friends of the Dell and Friends of Stony Run).

d. Remington will investigate the possibility of hosting citywide or regional athletic tournaments at its new ball fields at Wyman Park.



The Alligator, top, located at 28th and Sisson streets, is perhaps Remington's best known work of public art. Below, decorative wooden fences surround the trees at 29th Street and Hampden Avenue.

6.5 Mobility Element

As noted in the History section, Remington developed due to its proximity to nearby mills, and the construction of a streetcar line through the neighborhood led to Remington's continued development as a streetcar suburb of Baltimore. Since those early days, some forms of mobility have changed and some have remained the same. The neighborhood's small scale encourages walking, just like a century ago, but the predominance of the private automobile as a primary transit mode has caused major changes in Remington's appearance and function.

Walking

The primary form of point-to-point transportation within the neighborhood is walking. Remington's compact size, closeness of houses, proximity to neighborhood businesses and plentiful sidewalks provide community members with numerous opportunities for walking. There are approximately 11 miles of sidewalks within Remington, and most streets have sidewalks on both sides of the street. According to the popular website Walkscore.com, which scores neighborhoods on accessibility to goods and services, Remington currently has a walk score of 87, and is the 27th "most walkable" neighborhood in Baltimore. The city's average walk score is 64. Approximately 19% of Remingtonians walk to work.



Seven percent of Remingtonians commute by bicycle, despite the neighborhood's relative lack of facilities or bike lanes. Photo courtesy The Alligator.

Bicycling

Many residents utilize bicycles to reach points within the neighborhood and surrounding areas. Bicycling is a popular option for commuting to work for Remingtonians; the costs of bicycle ownership and maintenance are much lower than owning a car, and bikes are much easier to store. Approximately 7% of Remington residents ride bicycles to work. There are few bicycle amenities currently available. There is one signed bike route with "sharrows" along Wyman Parkway on the neighborhood's northern edge; this route connects with the Jones Falls Trail, just to the west. A few Remington businesses and community

centers have installed designated bike parking. In 2011, several blocks of Huntingdon Avenue were chosen to be reconfigured for allowance of bike lanes.

Transit

As noted previously, much of Remington's development in the early 20th century can be attributed to the streetcar which used to run on Huntingdon Avenue. Although that is no longer an option, other public transportation opportunities still exist.

Remington is currently served by two Maryland Transit Authority (MTA) bus routes. The #98 bus is a circular route that connects Remington with Hampden and the Woodberry light rail stop. The #27 bus runs between Reisterstown Plaza in northwest Baltimore and Port Covington in South Baltimore. It provides access to neighborhoods such as Mount Washington, Roland Park, Hampden and Mount Vernon, downtown and Federal Hill. There are a total of 19 bus stops in the neighborhood. According to the 2010 Census, 23% of the neighborhood uses public transportation to commute to work.

Other public transit options are a short walk away. MTA buses run on the three nearest north-south streets in Charles Village. The #11 bus runs on Maryland Avenue and Charles Street, connecting suburban Towson with downtown, Fells Point and Canton. The #3 and #61 routes travel on Saint Paul and Charles Streets. The #3 bus connects Northeast Baltimore with downtown, while the #61 runs bus on a limited basis between the city center and the Roland Park area. The #13 bus, which runs on North Avenue, connects Remington to Walbrook in West Baltimore and large portions of East Baltimore, including Highlandtown, Fells Point, Canton and the Johns Hopkins medical campus.

27 bus

Baltimore's Light Rail travels to major transportation hubs like BWI Airport, Pennsylvania Station and Camden Station and connects the city to suburban areas to the north and south. The nearest MTA Light Rail stop to Remington is at North Avenue, a little less than one mile from the center of the neighborhood and about a 15-minute walk. The Hampden Shuttle Bug, MTA route 98, offers service directly to the Woodberry Light Rail station. The Woodberry stop is two miles away and is a 40 minute walk.

The other major local transit system is the Metro Subway. The nearest station is at State Center, about 1.6 miles away from Remington. Because of the great distance to the station and limited connectivity to points of interest, the Subway is not popular with Remingtonians.

Pennsylvania Station is the closest major rail station, which is served by MARC commuter trains and Amtrak. Many Remington residents currently use MARC service to commute to jobs in the Washington, D.C. area. Bolt Bus, a long-distance bus company, currently stops in the Station North area, a 15-minute walk from central Remington. Bolt Bus offers direct service to New York City and Newark, New Jersey.

Automobile Travel

The primary form of transportation through Remington is private and commercial automobiles. Remington's street network totals about 7 miles and includes 16 traffic signals. Only six of these signals are within Remington proper; the other ten are shared with adjacent neighborhoods. Among residents, 42% reported commuting to work by driving alone in 2010, while 9 percent carpooled. Approximately 87% of Remington households have access to at least one car.

28th street traffic

Automobile travel was greatly enhanced by the Interstate Highway program in the 1950s. In Baltimore, Interstate 83, the Jones Falls Expressway (JFX), was completed in the early 1960s. The JFX included a new interchange, Exit 7, which required a new bridge crossing the Jones Falls valley leading to 28th Street. Today, eastbound 28th Street and westbound 29th Street are one-way, multi-lane thoroughfares that carry an enormous volume of traffic on and off the JFX. The great majority of people driving on these streets are not from the neighborhood, and many do not live in Baltimore City. Because there are few traffic calming devices on these streets, traffic often moves at speeds much higher than the legal limit.

Howard Street is the main commercial street bordering Remington to the east. Sisson Street is the main thoroughfare on the neighborhood's western edge. Both streets carry substantial volumes of commercial traffic. Other primary streets include Huntingdon Avenue and Remington Avenue, which both contain the highest concentrations of businesses in the central part of the neighborhood. These streets are also heavily residential as well. Both streets connect to main arterials in adjacent neighborhoods: Huntingdon to 25th Street in Charles Village and Remington to Keswick Road and Chestnut Street in Hampden.

With increased traffic as a consequence of the impending 25th Street Station development, community leaders made a total of 75 specific suggestions to improve the neighborhood's mobility infrastructure and ensure that the traffic doesn't significantly impact residents' quality of life. After studying each suggestion, the City's Department of Transportation has indicated that they would implement a majority of the recommendations. Since 2010, several changes have taken place according to this agreement. Most of the changes thus far involve conversion of two-way streets to one-way or vice versa; once the project gets underway, more long-term changes such as permanent street closures will begin occurring.

Other Methods

Other methods of mobility in Remington exist but do not warrant a full-scale description. Many residents have disabilities or age-related ailments that confine them to wheelchairs. With passage of the Americans with Disabilities Act in the 1990s, the needs of those individuals with disabilities must now be considered. Other transportation devices include roller blades and roller skates, skateboards and scooters; use of such items is often limited to the neighborhood's children.

Mobility Recommendations and Action Items:

- Community members will work to ensure that all parts of Remington are accessible by foot, bicycle, motorcycle, automobile and wheelchair.
- The community will work with the City's Department of Transportation to ensure that the neighborhood's streets and sidewalks are safely passable by pedestrians and bicyclists.
 - a. Traffic calming devices such as bump-outs and vegetation will be installed along 28th and 29th Streets to slow down fast-moving traffic and make the area more accessible to pedestrians.



Pedestrian countdowns (top), such as these installed in 2012, should be located at all intersections with stoplights; bike lanes help slow down traffic and make streets safer for cyclists and pedestrians alike (middle); bumpouts are good traffic calming devices (bottom), photo courtesy CycleMoco.

- b. Baltimore City will install crosswalks at major intersections and at key locations along the thoroughfares of 28th and 29th Streets to promote pedestrian safety.
- c. Baltimore City will install pedestrian countdowns at all intersections with stoplights.
- d. Baltimore City will ensure that sidewalks in Remington meet ADA requirements for handicapped accessibility.
- e. Baltimore City will add sidewalks along Sisson Street to connect the Fawcett community with the rest of Remington.
- f. Where appropriate, bike lanes will be painted and existing roads reconfigured to accommodate bicyclists.
- g. Baltimore City will ensure storm drains and other public works devices do not pose a hazard to cyclists traveling on city streets in Remington.
- h. Remington businesses will install bike racks in front of their buildings.

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- The community will work with MTA to determine proper locations and spacing of bus stops in the neighborhood.
 - The community will support efforts to bring new transit options such as the Charm City Circulator and the Baltimore Streetcar to the area, which will enhance Remingtonians' access to downtown.
 - Remington will advocate for a new light rail stop located off Wyman Park Drive.
 - The community will advocate for a JHU shuttle stop in the neighborhood.
 - Baltimore City and community members will work to implement road improvements necessitated by redevelopment of the Anderson Automotive site.

6.6 Public Safety Element

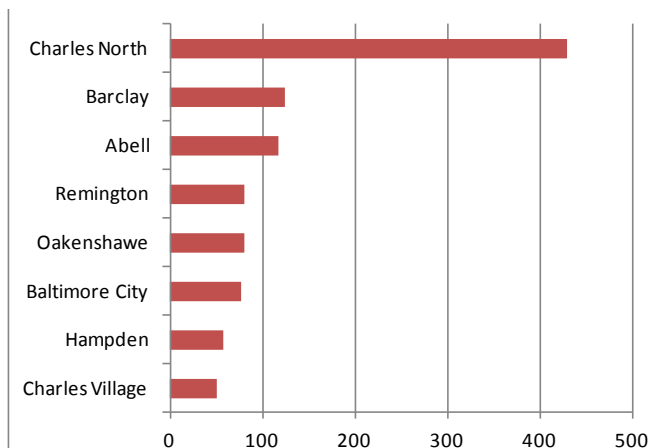
Crime

As mentioned earlier in the Plan, Remington is a neighborhood with significant community cohesion and involvement. However, crime and other sanitation issues impact neighborhood safety. Over the past decade, crime—particularly property crimes and illegal drug activity—have been of great concern to residents. Vacant buildings located throughout Remington exacerbate crime issues in the community, providing hidden or partially hidden spaces for illegal activity to take place. To discourage criminal activity, the Remington community continuously works with Northern District community relations officers of the Baltimore City Police Department, sharing concerns regarding suspicious activity observed in the community.

Tables 6___ and 6___ on the following two pages illustrate the prevalence of reported violent and property crimes in Remington since 2007. The data show a total of 1232 reported crime incidents in the neighborhood during this six-year period.

The crime data is broken down by violent crime versus property crime. Violent crimes include offenses like homicides, shootings, rapes, robberies, aggravated assault, and simple assault--those actions where the intent is to injure or kill another person. Property crime, including arsons, burglaries, thefts, items stolen from cars, and stolen cars, are offenses that target someone's possessions. Overall, Remington's crime rate is slightly higher than the city's average, but lower than many surrounding neighborhoods. Table _____ shows Remington's crime rate relative to some of its neighbors.

Table ____: Crimes per 1,000 Residents



Based on the data, the worst block for violent crime between 2007 and the present was the 2600 block of Miles Avenue, where 33 violent crimes occurred. The worst block for property crime was the 200 block of West 26th Street, where 34 incidents occurred. The majority of violent crime was concentrated along Miles Avenue and the 2600 blocks of Huntingdon and Hampden Avenues, while property crime was spread more evenly throughout the neighborhood. Maps on the following pages show

distribution of crime incidents during the reporting period.

The tables show that both violent crime and property crime have declined during the past six years. The great majority of blocks in Remington have had little or no violent crime in recent years. For example, the 2900 block of Miles Avenue had seven violent crimes between 2007 and 2009, but has not experienced a single incident since. Some blocks have higher numbers largely because of one or two businesses that are repeatedly targeted. For example, the 7-Eleven convenience store on 28th Street was robbed on 11 different occasions over six years, which represents over half the crimes on that block.

Table ____: Violent Crime

NUMBER OF VIOLENT CRIME INCIDENTS IN REMINGTON, 2007-2012						
OFFENSE & YEAR	2007	2008	2009	2010	2011	2012*
Homicide	1	2	0	1	1	0
Shooting	2	3	0	1	1	0
Rape	1	1	1	1	1	0
Robbery	19	10	13	16	20	5
Aggravated Assault	21	28	17	20	22	6
Common Assault	52	38	26	46	30	21
TOTAL CRIMES	96	82	57	85	75	32
Source: Baltimore City Police Department						
*2012 data covers January through September						

Blocks that rarely experience violent crime, such as those north of 29th Street, sometimes experience lots of burglaries, car break-ins, and other property crime. In addition, the neighborhood's convenience stores often deal with petty theft incidents, which lead to higher property crime rates. Like violent crime, property crime appears to also be on the decline, based on the data in these tables.

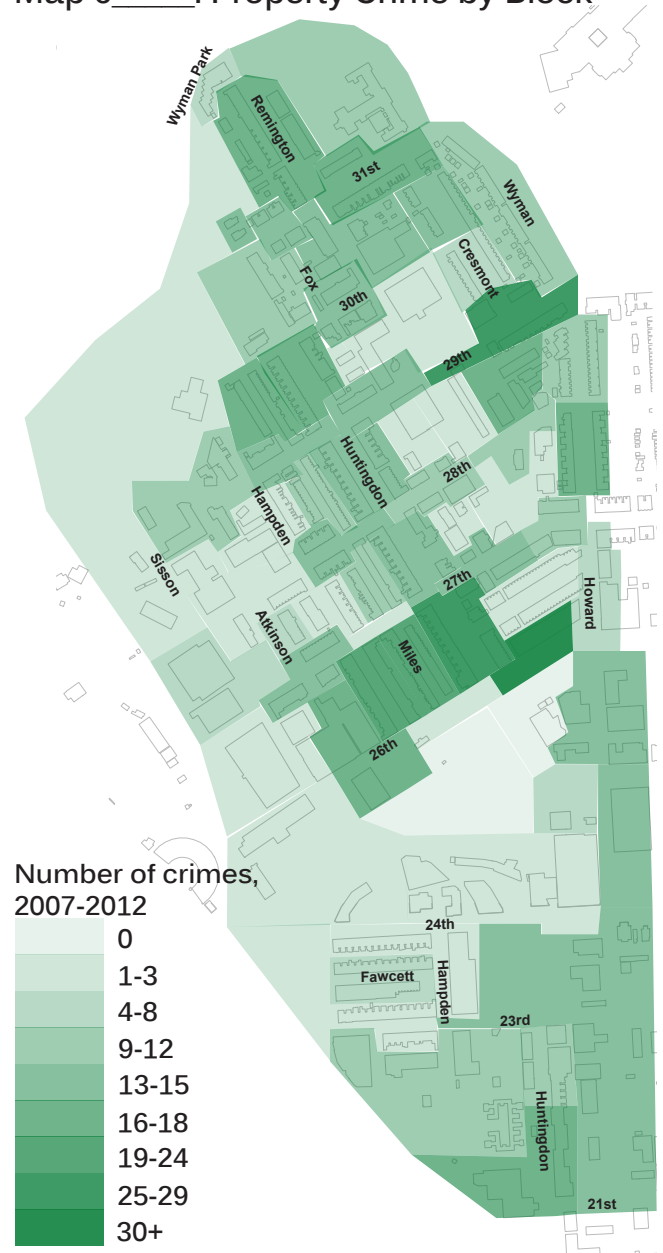
Table ____: Property Crime

NUMBER OF PROPERTY CRIME INCIDENTS IN REMINGTON, 2007-2012						
OFFENSE & YEAR	2007	2008	2009	2010	2011	2012*
Arson	2	1	4	0	0	0
Burglary	40	32	35	29	53	29
Larceny	65	47	44	32	47	35
Larceny From Auto	45	33	36	39	16	12
Auto Theft	19	24	28	20	26	12
TOTAL CRIMES	171	137	147	120	142	88
Source: Baltimore City Police Department						
*2012 data covers January through September						

Map 6____: Violent Crime by Block



Map 6____: Property Crime by Block



Although the data might indicate that Remington is a high-crime community, the crime rate in Remington and many surrounding neighborhoods had fallen significantly in recent years. Areas that were once defined by blight and crime have been reclaimed, as new and old residents have worked together to improve homes and public areas, and criminals have gradually been pushed out of the area.

Sanitation

In addition to crime, sanitation issues have much to do with the health and safety of Remingtonians. Sanitation includes topics such as maintaining cleanliness in outdoor areas, controlling trash, preventing rat and rodent infiltration, reducing water pollution, recycling and curtailing illegal dumping activities.

Many residents and visitors are guilty of poor sanitation habits that cause public health and environmental concerns. Some of these actions include:

- Failing to use lids on trash cans, which allows trash to be blown away by the wind and provides rats with a steady food supply.
- Not recycling, which increases the likelihood of wind-blown trash and results in more landfill space being taken up.
- Throwing trash onto the ground, which feeds rats and rodents, clogs storm drains, and creates an unsightly appearance.
- Pouring hazardous chemicals and substances on the street, which pollutes waterways like Stony Run, the Jones Falls and Chesapeake Bay.
- Dumping large quantities of trash in vacant lots, alleys and public parkland.



Improper trash can use (top) and illegal dumping contribute to the buildup of trash and proliferation of rats and rodents in Remington.

City sanitation workers can also be guilty of harming the neighborhood's cleanliness. On trash and recycling pickup days, employees don't always do a complete job, and alleys and streets are often strewn with items that Public Works employees missed or neglected to collect.

Community leaders have, in the past, held neighborhood-wide events to raise awareness about trash and sanitation in Remington. Residents have been given free trash cans and recycling bins to encourage their use. Regular clean-up events are held throughout the year, giving residents numerous opportunities to contribute to a cleaner community. The City has multiple bulk-trash days each year where residents can get rid of large items. One of the City transfer stations is conveniently located on Sisson Street, a short distance from anywhere in Remington.

Other neighborhoods have attacked the trash problem in different ways. In neighboring Charles Village, property owners pay an additional tax to fund the Charles Village Community Benefits District, which, among other things, installs public trash cans on street corners throughout the neighborhood and hires a team of sanitation workers to empty them regularly. The Clean Team can also be seen walking around the community picking up litter from streets, sidewalks and alleys.



Frank, a Charles Village Community Benefits District Clean Team employee, empties one of the street corner trash cans dotting Charles Village.

Public Safety Recommendations and Action Items:

- Community members will work to ensure that all Remingtonians can live, work and play in a safe and sanitary environment.
- The community will work closely with City agencies to address sanitation issues.
 - a. A sanitation watchdog group will be established to monitor and report on trash, vagrancy, rat abatement and general cleanliness issues.

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- b. Baltimore City will enforce its illegal dumping ordinance to reduce and deter dumping on public and private property.
 - c. Community members will put vacant lots to active use to discourage illegal dumping.
 - d. Residents will maintain all parts of their properties and avoid overgrown plantings and storage of trash or materials in backyards to prevent rats and vagrancy.
 - e. Residents will place garbage and recyclables in containers with lids to keep out rats.
 - f. Trashcans are to be placed on street corners and in all public parks, pocket parks and community gardens.
 - g. Businesses will keep the public areas and publicly visible areas of their properties free of debris and trash.
- The community will further engage with the Baltimore City Police Department's Northern District command to facilitate increased police presence and effectiveness in Remington.
 - a. Remington leaders will continue to work directly with the Northern District's community liaisons on crime and safety issues.
 - Residents will develop a coordinated community effort to monitor, address, report and eliminate criminal and suspicious activity.
 - a. Residents should take advantage of programs like Crime Watch and 311 to report incidents and problems.
 - b. Residents will consider security measures like leaving porch lights on and/or installing motion detectors to deter criminal activities.
 - c. Baltimore City will ensure that Remington streets are adequately lit at night.
 - d. Residents will organize themselves into block clubs to create a greater sense of block unity and security.

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- e. Residents will know the names and telephone numbers of the people on their block in case of emergency.
 - f. Residents will establish a “Citizens on Patrol” program to bring neighbors together, explore the neighborhood, and send a message to lawbreakers.
 - Encourage the application of ‘crime prevention through environmental design’s (CPTED) principles in public and private projects.
 - a. The neighborhood design review committee will provide recommendations to public/private entities on strategies for improved design that employs the four principles of CPTED: Natural Surveillance, Natural Access Control, Territorial Enforcement and Maintenance.
 - b. Natural Surveillance examples include: making sure there is an adequate visual connection between residential, commercial and public areas. Floor plans of new development will take into consideration placement of high activity rooms so that these areas will allow for good views of street activity.
 - c. Natural Access Control examples include: the use of elements to deny entry to potential criminals such as the use of shrubs, fences, and gates, particularly in public areas. The inclusion of such controls in design of new projects also signals that there will be a greater risk in exposure if engaging in criminal activity.
 - d. Territorial Enforcement examples include: including design elements in new projects such as landscaping techniques to distinguish between public and private spaces. Elements could be low walls, landscape and paving patterns that signal private/public ownership.
 - e. Maintenance examples include: with new projects and developments, minimum requirements (possibly in the form of a memorandum of understanding) will be put into place to ensure property upkeep.