



REMINGTON NEIGHBORHOOD PLAN



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DEPARTMENT OF PLANNING MISSION STATEMENT

To provide the highest level services and leadership in urban and strategic planning, historical, and architectural preservation, zoning, design, development, and capitol budgeting to promote the sustained economic, social, and community development of the City of Baltimore.

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1. THE PLAN FOR REMINGTON

1.1 PURPOSE STATEMENT

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 living and working in 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 community members.

1.2 PLAN GOALS

By 2025, 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 at neighborhood appropriate speeds.
6. Be a place where community members can live, work, and play in a safe and clean environment, without fear of becoming victims of crime, and where public areas are kept clean and free of trash and debris.

These Goals are synergistic with the Homewood Community Partners Initiative (HCPI). The Homewood Community Partners Initiative was launched by Johns Hopkins in partnership with 10 neighborhoods and a commercial district near the Homewood Campus, including Remington, in an effort to identify shared interests, shared values and creates a shared vision of the neighborhoods. HCPI offers 29 recommendations focusing on quality of life, housing and residential development, public education, retail and commercial development, and job development through local hiring and purchasing. The shared vision derived through the HCPI process defines the direction and suggests an overall strategy:

- A vibrant urban center, growing dramatically by 3,000 more households in 10 years with exciting accessible retail and arts, entertainment, and cultural institutions attracting the region;
- A livable community, with a strong residential real estate market, high-caliber amenities, quality and attractive public schools; and
- Active collaborative stakeholders who work closely together, support each other's projects, and combine in the HCPI strategy and programs with anchor institutions, including JHU and others.

The HCPI vision and agenda provides an invitation for Remington residents and stakeholder to join a broad collaboration which can assist in realizing the vision and goals of the Remington Neighborhood Plan.

1.3 PLAN DEVELOPMENT

The idea of a neighborhood plan for Remington was born out of necessity. For decades, Remington existed without a land use strategy in place. Beginning in 2008, community leaders 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. This process included 14 steering committee and volunteer team meetings and several community workshops focusing on the planning process, work timeframes and community outreach strategies.

In March 2009, the 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.

In September 2009, the steering committee and NDC began holding monthly planning discussion sessions to discuss the community feedback gathered (a total of five meetings during the fall 2009/winter 2010 seasons). 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 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.

On April 2, 2013, a first draft of the Plan was presented to the Remington community. Residents and other stakeholders were given the opportunity to submit comment during a subsequent 30-day comment period. Following the conclusion of the comment period, the feedback received from community members was analyzed and portions of the Plan were modified. A second public meeting was held on July 30th, 2013, to review the updates and allow the public to comment during a final 30-day comment period.

In March of 2015, a follow-up meeting was held to update the commercial section of the community approved master plan, taking into consideration development planned and underway in the neighborhood. A public meeting was held in June of 2015 and a 30-day outreach period began to facilitate community input and improve turnout at the final July 2015 public meeting to review final updates before submission of the plan to the Department of Planning for adoption.

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.

DRAFT

1.4 PLAN BOUNDARIES

Remington is located in north central Baltimore on the east side of the Jones Falls River. Its historical boundaries are the Jones Falls 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 Remington Neighborhood Plan boundaries are the same as those described above and shown on the map on the right. The neighborhood covers a total area of about 200 acres (.33 square miles).

Remington's character is greatly defined by the presence of diverse land uses with a variety of densities. Surrounding neighborhoods include Reservoir Hill to the west, Hampden to the northwest, 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 THE REMINGTON NEIGHBORHOOD

2.1 NEIGHBORHOOD 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 in 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.

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. Currently, there are no public school facilities within Remington's boundaries, so most public school students attend either Margaret Brent Elementary/Middle School in nearby Charles Village, or Dallas Nicholas Elementary School in Barclay.

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 Remington's residents.

2.2 NEIGHBORHOOD HISTORY

Early History

The neighborhood's name comes from William Remington, an early landowner, who named the road 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 and south of what is now Hampden Avenue, and mined a type of rock called gneiss. The stone lacks the aesthetic qualities of other types of rock, but is very durable, so it was most often used for building foundations. Two notable example of gneiss used for decorative purposes are the exterior of the Charm City Cakes building, and the 29th Street Bridge.

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 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, just south of 26th Street. The line is now owned by CSX and is still a major freight route 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.

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

Mid-20th Century

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 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 line closed, part of the increased American preference for automobiles. Shortly thereafter, planning began for the Jones Falls Expressway, a new model for intracity transportation. Planning for interstate highways in Baltimore began in the 1950's, and the JFX opened in 1962, with new on- and off ramps 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.

Impacts of Social Change

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. Remington was also one of few North Baltimore neighborhoods that was "redlined," meaning banks refused to issue mortgages there, a practice that also helped prevent investment. 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, many of those with means to move away did so. Nationwide drug epidemics struck urban areas of the country especially hard during this time. Heroin and crack cocaine were the most prevalent street drugs in Remington and 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. Drug users enjoyed easy access to the neighborhood via I-83. The crime rate skyrocketed as drug users burglarized homes and cars to help feed their habit, and drug sellers fought over territory.

Remington Renaissance

By 2000, things began to change for the better. After the country’s large economic growth 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.

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 MICA.

In the 2000s, two new community associations were founded, the Remington Neighborhood Alliance in 2000 and the Greater Remington Improvement Association in 2007. The latter was founded by community members who embarked on neighborhood beautification efforts, tree planting, community cleanup projects, community gardens, and working with local businesses. Numerous incentive programs for homebuyers have supported increased rates of homeownership in Remington, 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.

2.3 NEIGHBORHOOD PROFILE

Demographics

According to the U.S. Census, in 2010, Remington had a population of 2,476 residents in 947 households. Over half of these households owned their homes. In contrast to the overall loss of population in Baltimore City, Remington's population increased almost 8 percent since 2000.

2010 Census Data	2000	2010	% of Total	Change	% Change
Total Population	2,301	2,458	100.0%	157	6.8%
White	1,372	1,440	58.6%	68	5.0%
Black	726	643	26.2%	-83	-11.4%
American Indian	7	8	0.3%	1	14.3%
Asian	129	213	8.7%	84	65.1%
Other Race	17	63	2.6%	46	270.6%
Two or More Races	50	91	3.7%	41	82.0%
Hispanic	40	113	4.6%	73	182.5%

This growing population is increasingly educated: the percentage of adult residents with certain educational achievements have more than doubled between 2000 and 2010, according to data from the 2010 Census.

Educational Attainment in Remington	Number	Percent
Population 25 years and over	1,412	
Less than 9th grade	53	3.8%
9th to 12th grade, no diploma	245	17.4%
High school graduate (includes equivalency)	314	22.2%
Some college, no degree	201	14.2%
Associate's degree	86	6.1%
Bachelor's degree	301	21.3%
Graduate or professional degree	212	15.0%

Source: 2007-2011 American Community Survey 5-Year Estimates

Remington is diverse in terms of income, race/ethnicity and family makeup. 2010 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 2A).

Remington Neighborhood Plan

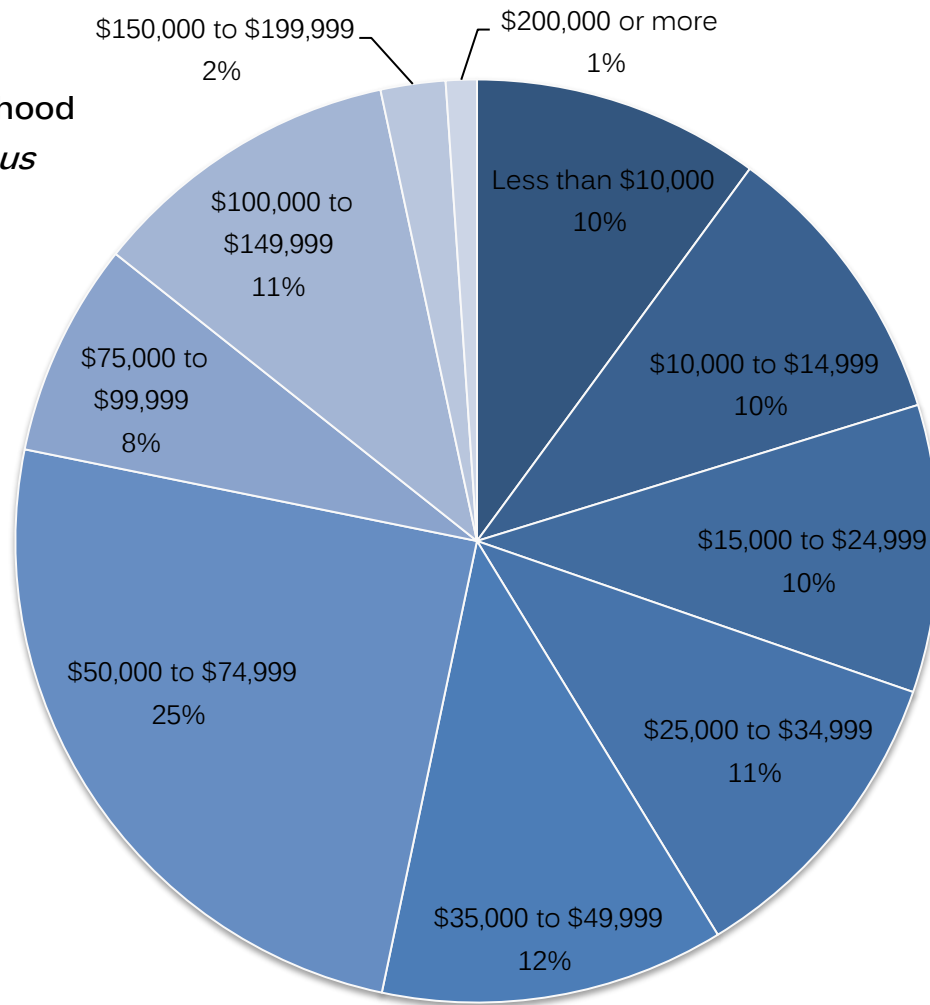
The table below shows how household composition has changed in Remington since 2000. 2010 Census Data shows that the neighborhood is increasingly popular for two-parent families. Meanwhile, a decrease of single-parent families in the community has also taken place during this time period.

Family Household Type in Remington	2000	2010	% of Total	Change	% Change
Total Families	538	463	100.0%	-75	-13.9%
Married Couple Family	255	232	50.1%	-23	-9.0%
With Persons Under 18	96	94	40.5%	-2	-2.1%
Male Householder, No Wife Present	66	70	15.1%	4	6.1%
With Persons Under 18	28	38	54.3%	10	35.7%
Female Householder, No Husband Present	217	161	34.8%	-56	-25.8%
With Persons Under 18	151	95	59.0%	-56	-37.1%

Finally, with regards to income, 2010 Census data shows 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).

Remington Neighborhood Plan

**Income for the
Remington Neighborhood**
Source: 2010 Census



Land Use

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.

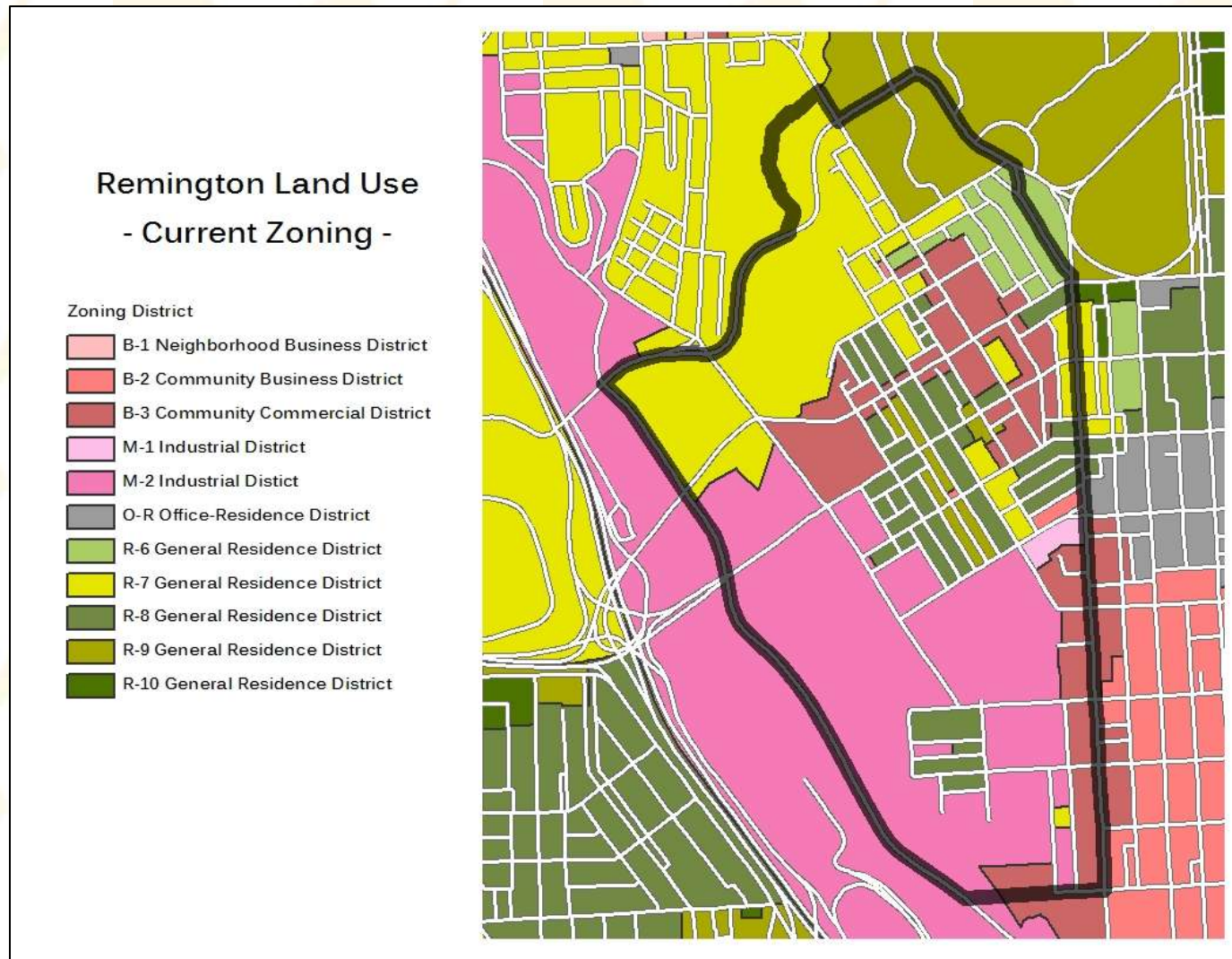
Perhaps because of its relative anonymity, the neighborhood has been able to maintain Baltimore's tradition of moderate density, pedestrian scaled mobility, and mixed uses. Residents view Remington's character as similar to a village, albeit within a larger urban context. The row houses in the neighborhood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

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 a few buildings that tower over the landscape: twelve-story Wyman House senior apartments and the Wyman Park Building which houses Johns Hopkins University and healthcare offices. Additionally, Cresmont Lofts, a seven-story apartment building constructed in 2004, stands much higher than most buildings in the area.

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.



2.4 NEIGHBORHOOD 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 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, and increased neighborhood business activity providing eyes on the street, 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 changes relatively recently. Others, like Barclay and Greenmount West, 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 improvement. According to the seven urban neighborhoods regeneration trends described above, below describes how Remington has fared over the past decade:

1. **Rehabilitation of vacant or abandoned houses.**

Since 2000, Remington has seen a significant improvement in the number of vacant homes that have been purchased and renovated for either renters or homeowners. Remington has also seen improved outcomes

for vacant and neglected properties through Baltimore Housing's Vacants to Value program. In addition, developers have constructed a new mid-rise apartment building, converted a historic industrial building into workforce apartments, and plans are underway for over 150 new apartments. Overall, there were 150 more housing units in 2010 than there were in 2000, according to the 2010 U.S. Census (see 'Housing Characteristics' Table Below).

2. Conversion of primarily renter-occupied houses to more homeowner-occupied homes.

From 2000 to 2008, homeownership in the Remington neighborhood 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 approximately 49 percent (see 'Housing Characteristics' Table Below).

Housing Characteristics	2000	2010	% of Total	Change	% Change
Total Housing Units	1,174	1,250	100.0%	76	6.5%
Occupied Units	972	1,072	85.8%	100	10.3%
Owner Occupied	509	521	48.6%	12	2.4%
Renter Occupied	463	551	51.4%	88	19.0%
Unoccupied Units	202	178	14.2%	-24	-11.9%
For Sale Only	47	32	18.0%	-15	-31.9%
For Rent	69	70	39.3%	1	1.4%
Not for Sale or Rent	86	76	42.7%	-10	-11.6%

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 spaces.

Residents populated vacant lots with community gardens, pocket parks and playgrounds. Although still a problem, streets and sidewalks are 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. In addition, several new major mixed-use developments are currently under construction, and the neighborhood is working to restore vacant corner properties to their original use as small-scale commercial development.

6. Lower crime and increased perception of public safety.

Crime has dropped significantly in the neighborhood during the past ten years. Rehabilitation of vacant homes, a more active streetscape from local businesses, 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.

3 ENHANCING THE PHYSICAL ENVIRONMENT

3.1 OVERVIEW

The Remington Neighborhood Plan is intended to serve as a blueprint to address community issues and guide 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 facilities, or other arrangements.
- ❖ The **COMMERCIAL/INDUSTRIAL** element addresses the development and use of private and public property.
- ❖ The **OPEN SPACE** element addresses the use of public space in the community, including sidewalks, alleys, front yards, parks, playgrounds, vacant lots, 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 and sanitation.

3.2 RESIDENTIAL

One of Remington's greatest assets is its residents and its residential housing stock. Overall, the housing stock is well-maintained and 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 enhance the stability, affordability and character of the community for current and future residents.

Baltimore City's 2011 Housing Market Typology identifies the northern half of the Remington neighborhood as "Middle Market Choice," the second *highest* classification. Neighborhoods in this category have housing prices above the city's average with strong ownership rates, and low vacancies. However, these neighborhoods show slightly increased foreclosure rates. Modest incentives and strong neighborhood marketing should be used to keep these communities healthy, with the potential for growth. Conversely, the southern half of the neighborhood as "Middle Market Stressed," the second *lowest* classification. Neighborhoods in this category have slightly lower home sale values than the City's average, and have not shown significant sale price appreciation. Vacancies and foreclosure rates are high, and the rate of population loss has increased in this market type, according to the 2010 Census data. Based on these market conditions, intervention strategies should support homeowners who may be facing economic hardships due to adverse changes in the national economy.

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, such as the 200 and 300 blocks of 27th Street. Some rowhomes feature decorative marble or stained glass and house fronts may be 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 adapted for workforce housing and office use in 2009. The Remington Row project, currently under construction, will add more multifamily housing stock to the neighborhood. Outside of the neighborhood's northeast boundary, Wyman House, a high-rise apartment building, provides low-income housing for senior citizens.

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 and Healthy



Single-family homes in Remington are generally affordable and The Community desires to maintain historic socioeconomic diversity and a family-friendly atmosphere. There are 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.

The community is adamant about maintaining the diversity of housing types. 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 (see 'Household Characteristics' table in section 2.4 for more information).

Neighborhood Stability

With projected population increases 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. Residents support aging-in-place strategies as well as a range of housing types 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. 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. For example, Baltimore Housing's LIGHT program screens clients for resources ranging from energy-efficiency/weatherization, home rehabilitation, lead hazard reduction, fall/injury prevention, asthma reduction, healthcare, employment and financial security.

Other programs include assessment appeals, assistance with minor to moderate renovations, Healthy Neighborhood initiatives and programs that help to alleviate utility costs.

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 or infill of vacant and underutilized properties. 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.

Residential Recommendations and Action Items:

- R1. Ensure that Remingtonians of all ages, ethnicities, incomes and family structures will have access to adequate housing.
 - a. Ensure that a diversity of tenure types are available and that large numbers of one tenure type is concentrated in a single building or space.
 - b. Support workforce housing like the Miller's Court project for teachers.
- R2. Consider adaptive re-use of historic industrial/commercial buildings to meet residential housing demand, where appropriate.

- R3. Actively participate in the development process for any proposed residential and mixed-use developments.
- a. Ensure that project design takes the existing neighborhood aesthetic into consideration.
 - b. Create a design review committee with assistance from Neighborhood Design Center to review new and potential development projects in Remington.
 - c. Work with City agencies to stay informed of major housing development projects and will be given the opportunity to comment on the architecture and land use considerations of those projects.
 - d. Ensure that developers of new housing will meet parking requirements required by zoning, and will not build excessive off-street parking, allowing the neighborhood to maintain its compact, walkable character.
 - e. Request that developers of new multifamily housing provide bicycle parking spaces above and beyond requirements in Baltimore City's zoning code.
 - f. Ensure that Baltimore City's zoning map and regulations designate non-resident land for uses compatible with Remington's residential character.
- R4. Encourage residential and mixed-use development (both new construction and rehabilitation) that incorporates sustainable building practices.
- a. The newly created neighborhood land use committee will work with developers to ensure that

Green Building Standards are implemented in development and historic building features are not destroyed.

- R5. Engage City and community partners that offer programs to help residents maintain, improve and stay in their homes.
- a. Healthy Neighborhoods, a program that helps people improve properties by offering low-interest loans and grants to buy, refinance and renovate their homes.
 - b. Homestead Property Tax Credit awareness and other available city and state programs.
- R6. Foster a partnership between the community and City government, in particular Baltimore Housing, to address vacant properties and code violations.
- a. Work closely with the City's Vacants to Value program, which uses a market-based approach to addressing neighborhood vacancy issues, to further lower the number of vacant and abandoned houses in Remington.
 - b. Develop a resident-led code enforcement watchdog group to partner with groups such as the Greater Homewood Community Corporation and Baltimore Housing to mitigate and correct code violations.
 - c. Encourage residents to actively report observed code violations using Baltimore City's 311 system.
 - d. Where appropriate, code-compliant land uses that enhance the neighborhood should be supported rather than maintaining underutilized vacant lots.

- R7. Provide resources to individual renters and neighbors who have problems with irresponsible landlords and support efforts to enforce responsible rental property ownership.
- a. Work with Baltimore Neighborhoods Incorporated and other organizations to provide resources
- R8. Actively market and promote the Remington neighborhood to new residents.
- a. Work with community partners such as Greater Homewood Community Corporation and Johns Hopkins University to actively market the neighborhood to homebuyers and renters.
 - b. Continue to recruit Neighborhood Ambassadors to register with Live Baltimore, which will help promote the neighborhood to prospective homebuyers.

3.3 COMMERCIAL AND INDUSTRIAL

Remington's commercial base was historically tied to manufacturing and other industrial uses. Many of those heavy commercial uses still exist in the form of auto-oriented businesses, building contractors, excavation, light manufacturing, warehouse and storage and others who serve a diverse range of local, national and even international clients. Alongside the heavy commercial, there have always been small businesses serving the daily needs of residents, such as laundromats, beauty parlors, gas stations, corner stores, delis, bakeries, restaurants and taverns. These businesses have traditionally found home in Remington's corner properties.

Over the last few decades, Remington's commercial base has greatly diversified. The neighborhood has welcomed businesses across a wide range of sectors including education, arts, non-profit, and food/beverage. But while the commercial interest in Remington has grown, the historical pattern of Baltimore corner stores are no longer able to be used in a commercial capacity due to zoning restrictions. Many of the several dozen corners located throughout Remington are currently shuttered in spite of their long history of serving the community. These vacant and under-utilized properties are a weakness for Remington. With proper zoning, they could be an asset, attracting new and different types of businesses into the neighborhood.

Commercial / Industrial Recommendations and Action Items:

- C1. Commercial uses of a variety of sizes and functions will be welcomed in the neighborhood, particularly those that encourage greater social interaction, such as outdoor seating, and those that enhance quality of life by reducing noise, air, water and visual pollution.
- C2. New, nonresidential development will occur in a manner and density that respects the neighborhood's low density, walkable mixed-use character.
 - a. Existing commercial, industrial and institutional uses will develop and maintain their properties in a manner that is compatible with existing residential uses.
 - b. Developers will maintain regular contact with Remington residents throughout the planning and construction stages to ensure that resident concerns are heard and adequately mitigated.
- C3. The community will support the continued existence and growth of educational facilities within the neighborhood.
- C4. Oversaturation of one type of use, such as taverns, carryout restaurants, or convenience stores should be discouraged.

- C5. Promote neighborhood-scale commercial uses along four major corridors: Remington Avenue, Huntingdon Avenue, 28th Street, and 29th Street, as well as minor corridors with historic storefronts.
- C6. The community encourages adaptive reuse of underutilized historic buildings. (detail on pg. 46-49)
 - a. The community will welcome conversions of old industrial and commercial sites to new uses that are compatible with the existing residential community.
 - b. The community will work to comprehensively rezone historic small-scale neighborhood commercial buildings to their intended commercial purpose, mitigating vacancy and providing local access to opportunity, and jobs.
 - c. The community will seek a National Register designation as a historic neighborhood to encourage, but not mandate, historic rehabilitation of properties.
- C7. Work with City government to enact zoning regulations that allow neighborhood-scale businesses and residential activities to coexist peacefully.
 - a. The majority of industrial and automobile-scaled commercial uses will be concentrated along Sisson and Howard streets.
 - b. Enforce existing laws prohibiting the installation of new general advertising signs (billboards).
 - c. Signage for nonresidential entities will be compatible with the low-density, mixed-use nature of the community; excessive signage will be prohibited.

- C9. Support forming a Remington Merchant Association.
- a. Advocate on the behalf of and provide support for existing businesses
 - b. Work with BDC and building owners to recruit new businesses to locate in or to the neighborhood.
 - c. Market/brand Remington businesses to residents and potential consumers from other areas.
- C10. The community will support the creation of cottage industries or home-based businesses that will generate income for Remington residents.

C6 Detail: Proposed Historic Neighborhood Commercial Zoning Changes

Because the existing zoning conditions are limited, and the Transform Baltimore zoning conditions have yet to be implemented, the community will work to comprehensively rezone as B-1-2 historic small-scale neighborhood commercial buildings to their original intended purpose, mitigating vacancy and providing local access to opportunity and jobs. The community will expect these properties to be rezoned C-1 in Transform Baltimore.

This rezoning will be phased to facilitate ample research time, community input, political climate, and market development. Phase I will concentrate on properties adjacent to the 28th Street Corridor and south to 26th Street. Phase II will concentrate on Properties north of the 28th Street Corridor. See next page for map:

Remington Neighborhood Plan

The existing Remington zoning conditions and proposed Transform Baltimore zoning conditions are below.



Existing Zoning Conditions



Proposed Transform Baltimore Zoning Conditions



Historic Commercial Phase I (proposed zoning to B1-2/C1):

2623 Huntingdon Avenue
2701 Huntingdon Avenue
200 West Lorraine Avenue
201 West Lorraine Avenue
2600 Huntingdon Avenue
2602 Huntingdon Avenue
2658 Huntingdon Avenue
2740 Huntingdon Avenue
2745 Huntingdon Avenue
2648 Hampden Avenue
501 West 27th Street
2656 Miles Avenue
2743 Miles Avenue



Historic Commercial Phase II:

The Phase II study is currently underway.

Examples of historic storefronts can be found at the intersections of 28th Street and Remington and Huntingdon Avenues, 29th Street and Huntingdon Avenue, 31st and Remington Avenue, and elsewhere in the study area.

3.4 OPEN SPACE

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 preserve and enhance existing open spaces, identify opportunities for new ones, and ensure that they are all accessible to community members. This section will identify the neighborhood's existing open space resources and recommend future actions for maintaining and improving upon them.

Public Parks

The northern portion of Remington is surrounded by Wyman Park. This public open space bifurcated into two major elements that are regularly utilized by community members. The western portion of Wyman Park is a linear park that follows the route of the Stony Run stream. It 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 grounds of the Greenmount School, which has its own playfield.

The eastern portion of Wyman Park includes Wyman Park Dell, a 16-acre public park. Wyman Park Dell is noted for its steep enclosing slopes and a large, sweeping lower lawn. It is one of the few parks in Baltimore fully conceived and designed by the Olmsted Brothers, the landscape architecture firm responsible for the City's first comprehensive park system plan in 1904.

Trails

The Stony Run Trail follows the alignment of the Maryland and Pennsylvania Railroad through Wyman Park. It is a mostly unimproved trail used mainly by walkers, joggers, and pet owners.

The Jones Falls Trail enters the neighborhood near the Steiff Silver building, continuing west into Druid Hill Park and south to Downtown Baltimore. It is an improved trail used by bicyclists, walkers, joggers, and pet owners. Recent connections to this trail have been made to Remington through neighborhood won grants, improving a trail connection at the end of Huntingdon Avenue.

Remington Neighborhood Plan



Stony Run Trail Map



Jones Falls Trail Map

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

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

Adopted Lots

In 2014 the Greater Remington Improvement Associated adopted a vacant lot at 27th and Sisson Streets, the site of a former industrial laundry. Efforts are underway to design a community greenspace including a children's play area, community gardens, a performance stage, and picnic and recreation spaces.

Community Gardens and Orchards

Remington's main community garden, the 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.

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.

Yards and Right-of-Ways

While not open space in the traditional parkland sense, sidewalks are the open spaces most-experienced by 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.

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. Other efforts to reduce impermeable surface areas in alleys will be explored.

Trees

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 have explored a number a avenues to increase the tree canopy in Remington: Parks and People Foundation have helped with an ongoing tree survey and Homewood Community Partners Initiative (HCPI) has committed money to fund streetscape improvement along 28th and 29th Streets in Remington, which would include street trees and landscaping

Open Space Recommendations and Action Items:

- O1. Ensure that a network of open spaces should be available and accessible to everyone who lives, works, and plays in Remington.
- O2. Ensure that publicly-owned parkland is properly maintained by the City, and work with owners and users to

ensure adequate maintenance of pocket parks, public gardens and orchards and other community spaces.

- a. Residents will be responsible for maintaining the front yards, sidewalks and planting strips in front of their homes.
- b. Community members will respect the use of public parks and playgrounds by school attendees during school hours.
- c. 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.
- d. The community will continue working to establish a formal connection or trailhead to the Stony Run portion of Wyman Park.

O3. Support the creation and maintenance of pocket parks and community gardens on vacant lots.

- a. Retain and maintain the vacant lots at the corner of 26th Street and Miles Avenue as community gardens.
- b. Retain and maintain the adopt-a-lot agreement at 27th and Sisson Street, and explore permanent status as a city park.
- c. Work with Baltimore Housing to identify and adopt other available vacant lots that can be used for community managed open space.

- O5. Add trees, greenery, signage and amenities along streets and in vacant lots to enhance the curb appeal of the area and help residents feel safe.
- a. Install a 'Welcome to Remington' sign at either end of 28th and 29th streets to identify the neighborhood and establish a sense of place.
 - b. Create unified signage or common elements such as trash and recycling bins to give community parks and green spaces a common identity.
 - c. Collaborate with youth-centered initiatives to create lasting improvements to public sidewalks, yards and planting strips.
 - d. Collaborate with organizations like Healthy Neighborhoods, Tree Baltimore and Johns Hopkins University Neighborhood Fund to plan and execute block beautification projects.
 - e. Work with Homewood Community Partners Initiative to implement streetscaping efforts along 28th and 29th streets and eventually throughout the neighborhood
 - f. Work with business owners to 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.
- O6. 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 to engage community members, particularly youth, in neighborhood beautification.
- b. Residents will maintain active participation with area conservation organizations including Friends of Wyman Park Dell, Friends of Stony Run, Parks and People, etc.
- c. Remington will investigate hosting citywide or regional athletic tournaments at its ball fields at Wyman Park.

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3.5 MOBILITY

As noted in the History section, 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. This section will describe various transportation modes in use in Remington and suggest action items to improve transportation quality and accessibility for all residents.

Walking

The primary form of 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. 19% of Remington residents walk to work, higher than both the city and national average.

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, higher than both the city and national average. 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; however, all new construction will be required to provide bike parking. The installation of the Maryland Avenue cycletrack in 2015-2016 in Charles Village and Old Goucher will create a primary bicycle commuting corridor parallel to Remington. The neighborhood will follow guidance of the Baltimore Bike Master Plan and prioritize bike boulevard connections to this commuter corridor on 26th and 27th Streets, and follow other recommendations for the neighborhood in the plan.

Public 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. In fact, according to the 2010 Census, 23% of the neighborhood uses public transportation to commute to work, higher than both the city and national average.

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.

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. 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. The Charm City Circulator Purple Line is scheduled to expand along the Charles and Saint Paul Street corridor, serving as an additional public transportation route to Downtown and Federal Hill.

The Johns Hopkins Shuttle is a private shuttle that stops at 27th Street and Charles and Saint Paul Streets, and provides service for many Remingtonians who work or study at the Johns Hopkins Peabody or Medical campuses.

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

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.

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, while Sisson Street is the busiest western street. 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.

As of 2015, very few of these suggestions have been implemented due to the new, delayed plans for 25th Street Station. The community is again working to comprehensively address traffic and infrastructure, partnering with developers, Johns Hopkins, and the Central Baltimore Partnership.

Mobility Recommendations and Action Items

- M1. Ensure that all parts of Remington are accessible by foot, mobility devices, bicycle and automobile.
- M2. Work with the Baltimore City Department of Transportation to ensure that the neighborhood streets and sidewalks are safely passable by pedestrians and bicyclists by studying and implementing, where feasible, the following short term improvements:
 - a. Installation of traffic calming devices such as bump-outs and vegetation along 28th and 29th Streets to slow down fast-moving traffic and make the area more accessible to pedestrians.

- b. Installation of crosswalks at major intersections and at key locations along the thoroughfares of 28th and 29th Streets to promote pedestrian safety.
 - c. Installation of pedestrian count downs at all intersections with stoplights.
 - d. Retrofitting of non-compliant sidewalks to meet ADA requirements for handicapped accessibility.
 - e. Removal of peak hour parking restrictions and installation of striped, full-time parking on Howard, 28th, and 29th Streets.
- M3. Undertake a study on the conversion of 28th and 29th Streets back to two-way, neighborhood scale streets.
- M4. Work to improve existing transportation options in the neighborhood.
- a. Work with MTA to determine proper locations and spacing of bus stops in the neighborhood.
 - b. Advocate for the addition of sidewalks along Sisson Street to connect the Fawcett community with the rest of Remington.
 - c. Advocate for increased service frequency on the #98 and #27 bus routes.
- M4. Improve bike infrastructure.
- a. Implement all recommendations in the Baltimore Bike Master Plan, prioritizing bicycle boulevard connections to the Maryland Avenue cycletrack and connections to the Johns Hopkins Campus, Hampden, and Druid Hill Park.

- b. Encourage Remington businesses to install bike racks in front of their buildings.
 - c. Advocate for bike-share locations in the neighborhood.
- M5. Support efforts to bring new transportation options to Remington.
- a. Support efforts to extend the Charm City Circulator and the Baltimore Streetcar to the area, in order to enhance Remingtonians' access to downtown.
 - b. Advocate for a new light rail stop located off Wyman Park Drive.
 - c. Work with Johns Hopkins University to establish a shuttle stop in the neighborhood.
 - d. Petition car sharing services such as Zipcar to place more vehicles throughout the neighborhood.
- M6. Work with the Baltimore City Departments of Transportation and General Services to implement road improvements necessitated by redevelopment of the Anderson Automotive site.
- M7. Work with Baltimore City Department of Transportation and the Baltimore City Police Department to ensure that heavy truck traffic does not overwhelm neighborhood streets and is routed onto major thoroughfares like Sisson Street and Howard Street.
- M8. Work with the Homewood Community Partners Initiative to implement streetscaping efforts along 28th and 29th streets, and eventually expand these streetscaping efforts throughout the community.

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3.6 PUBLIC SAFETY

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.

Between 2007 and 2013, data shows a total of 1232 reported crime incidents in the neighborhood.

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 6G shows Remington's crime rate relative to some of its neighbors.

Based on the data, the worst block for violent crime between 2007 and 2013 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.

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 experienced no incidents between 2009 and 2013. 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 (2007-12), which represents over half the crimes on that block in that period.

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.

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. Baltimore City's 311 system receives numerous calls about these behaviors, including the following:

- ❖ 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.

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.

Public Safety Recommendations and Action Items:

- P1. Ensure that all Remingtonians can live, work and play in a safe and sanitary environment.
 - a. Encourage residents and businesses to maintain all parts of their properties and, in particular, avoid overgrown plantings and storage of trash or materials in backyards to prevent rats and vagrancy.
 - b. Encourage residents and businesses to use garbage cans, and recycle bins with fitted lids to avoid attracting pests.
 - c. Encourage businesses to keep the public areas and publicly visible areas of their properties free of debris and trash.
 - d. Activate vacant lots to discourage illegal dumping.

- P2. Work closely with City agencies to address sanitation issues.
 - a. Establish a sanitation watchdog group to monitor and report on trash, vagrancy, rat abatement and general cleanliness issues.
 - b. Encourage residents to actively report sanitation issues to Baltimore City 311.
 - c. Work with the Department of Public Works to enforce the City's illegal dumping ordinance to reduce and deter dumping on public and private property.
 - d. Work with the appropriate City agencies to study the feasibility of placing trashcans on street corners and in all public parks, pocket parks and community gardens.

- P3. Engage with the Baltimore City Police Department's Northern District command to facilitate increased police presence and effectiveness in Remington.
- a. Work directly with the Northern District's community liaisons on crime and safety issues.
 - b. Educate residents on security measures like leaving porch lights on and/or installing motion detector to deter criminal activities.
- P4. Develop a coordinated community effort to monitor, address, report and eliminate criminal and suspicious activity.
- a. Encourage residents to report incidents and problems to programs like Crime Watch and 311
 - b. Work with Baltimore City Department of Transportation to survey existing street lighting and identify areas for improvement to ensure that Remington streets are adequately lit at night by pedestrian level street lighting to discourage criminal activity.
 - c. Organize residents themselves into block clubs to create a greater sense of block unity and security.
 - d. Encourage residents to know the names and telephone numbers of the people on their block in case of emergency.
 - e. Establish and maintain a "Citizens on Patrol" program to bring neighbors together, explore the neighborhood, and send a message to lawbreakers.

- f. Advocate for CPTED (crime prevention through environmental design) principles to be considered in public and private projects (see Appendix B).

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4. GUIDING FUTURE GROWTH

4.1 INTRODUCTION

Community members, through numerous public workshops and meetings, have indicated how they would like development sites in the neighborhood to be improved and what uses they prefer. The overall consensus among residents is that they would prefer to live in a walkable neighborhood, with a variety of housing types and commercial services available.

The land uses that most Remingtonians want in a walkable, dense neighborhood include:

- ❖ rowhouses or other forms of single family homes
- ❖ small and medium-size apartment buildings
- ❖ restaurants, coffee houses, cafes and high-quality taverns
- ❖ small boutique shops for household goods
- ❖ garden shops or nurseries
- ❖ full-service grocery store
- ❖ office buildings
- ❖ local schools, daycares, and other educational facilities

Uses that community members have said they prefer not to have include:

- ❖ auto repair or auto service
- ❖ off-street parking and storage
- ❖ junkyards or materials storage
- ❖ heavy commercial uses
- ❖ warehouses
- ❖ convenience stores
- ❖ gas stations
- ❖ low-quality taverns or nightclubs

Many of these uses have been part of the neighborhood's fabric for decades, but residents favor a greater diversity of smaller businesses they can walk to. Ideally, these businesses would be locally-owned.

4.2 POTENTIAL DEVELOPMENT SITES

Remington has at least twenty development sites within its boundaries that could support transformative residential, commercial, industrial or mixed-uses that provide living spaces and/or employment opportunities for current and future Remingtonians. Potential development sites throughout Remington were identified and evaluated for size and tenure. Each of the sites is greater than 4,000 square feet in lot area and/or over 60 percent of the site is used for parking or is vacant.

While this is not meant to be an exhaustive list, it is intended to pinpoint properties that could someday support more intensive land uses.

Table: Potential Development Sites in Remington

Address	Lot Size	Current Zoning	Proposed Zoning	Current Use
242 West 29th Street	1.5 acres	Commercial/Public	Commercial	Police Department
210 West 29th Street	0.25 acres	Commercial	Commercial	Film Production
220 West 28th Street	0.4 acres	Commercial	Industrial Mixed Use	Parking lot and vacant
2847 Huntingdon Avenue	0.5	Commercial	Commercial	Vacant

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	acres			
317 West 29th Street and 2824 Fox Street	0.2 acres	Commercial	Commercial	Parking lot
211 West 28th Street	0.34 acres	Commercial	Commercial	Convenience store
501 West 29th Street	0.17 acres	Commercial	Commercial	Auto sales
2810 Hampden Avenue	0.15 acres	Commercial	Commercial	Contractor office and storage
2800 Hampden Avenue	0.37 acres	Commercial	Commercial	Storage
2400 Sisson Street	0.5 acres	Industrial	Commercial	Vacant
2500-2600 Sisson Street	3.4 acres	Industrial	Commercial	Taxi parking lot
2701 Sisson Street	2.2 acres	Industrial	Commercial	Vacant
401 West 26th Street	1.7 acres	Industrial	Industrial	Parking lot and vacant
330 West 23rd Street	1.15 acres	Industrial	Industrial Mixed Use	Vacant warehouse
300 West 23rd Street	2 acres	Industrial	Commercial	Plumber and warehouse
2230 Hampden Avenue	0.7 acres	Industrial	Industrial	Warehouse

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2100-2108 Howard Street	0.25 acres	Commercial	Commercial	Parking lot
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4.3 ACTIVE DEVELOPMENT SITES

In addition, there are several large development sites that have major developments planned or in progress. One of these sites includes the east side of the 2700, 2800 and 2900 blocks of Remington Avenue, otherwise known as “Remington Row.” A major mixed-use development project calling for a mix of office, residential and ground floor retail is currently proposed for these blocks.

Another major mixed-use development planned for the neighborhood was the “25th Street Station” project proposed for the blocks bounded by Huntingdon Avenue/25th Street/Maryland Avenue/24th Street/Sisson Street/CSX Railroad Tracks. This 11-acre site straddling Charles Village and Remington has functioned as the Anderson automobile dealership for several decades. In 2010, developers planned to build a large, mixed-use development on the property, including a Walmart, several smaller retailers, about 70 apartments, and parking structures. This project is no longer underway, and a new developer has purchased the site. The community will work with them to develop the site in an urban context.

A third parcel, a former tire shop at 2600 North Howard Street, has been redeveloped into a butcher shop, restaurant, and theater space.

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