



WELCOME!

We're glad you joined us today

Project Timeline

Kick-Off/ Plan Vision & Framework

Data Collection & Analysis

Community Charrettes

Final Plan

Plan Adoption

Implementation

The City of Revere is working with the Metropolitan Area Planning Council (MAPC) to develop **NEXT STOP REVERE** a comprehensive Master Plan to guide Revere into the future.

What is a Master Plan?

A Master Plan is a policy guide that provides a framework for the physical development of a municipality. It tells a community what it looks like today and in what direction it wants to go in the future. It includes assessments of existing resources and issues, projections of future conditions and needs, and consideration of collective goals and desires.

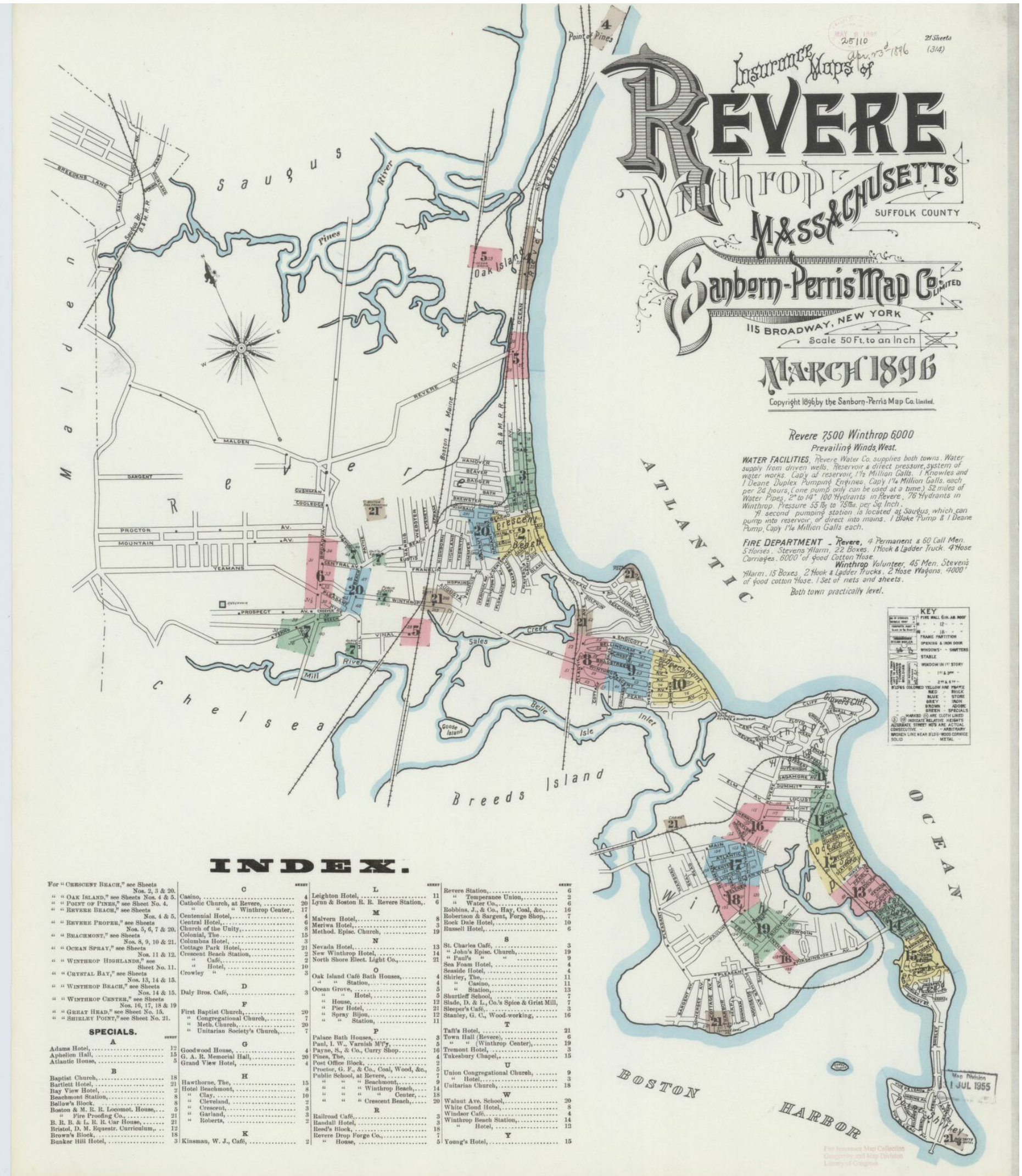
While the emphasis is on buildings and infrastructure, it does not ignore the important social, natural resource and economic values of the community. The plan is a method of translating the community's values into specific actions over a period of 10 - 20 years. The Master Plan is NOT a zoning bylaw, a subdivision regulation, a budget, a capital improvement program, or other regulatory document. It is meant to provide the framework for the development of these plan implementation tools.

What is involved in preparing a Master Plan?

- Review of prior planning studies
- Data collection and analysis that will ultimately be rolled into the Master Plan document
- Public outreach and meetings where residents and other stakeholders can provide input
- Preparation of the chapters of the plan (sometimes called plan elements)
- Creation of an implementation plan with recommendations

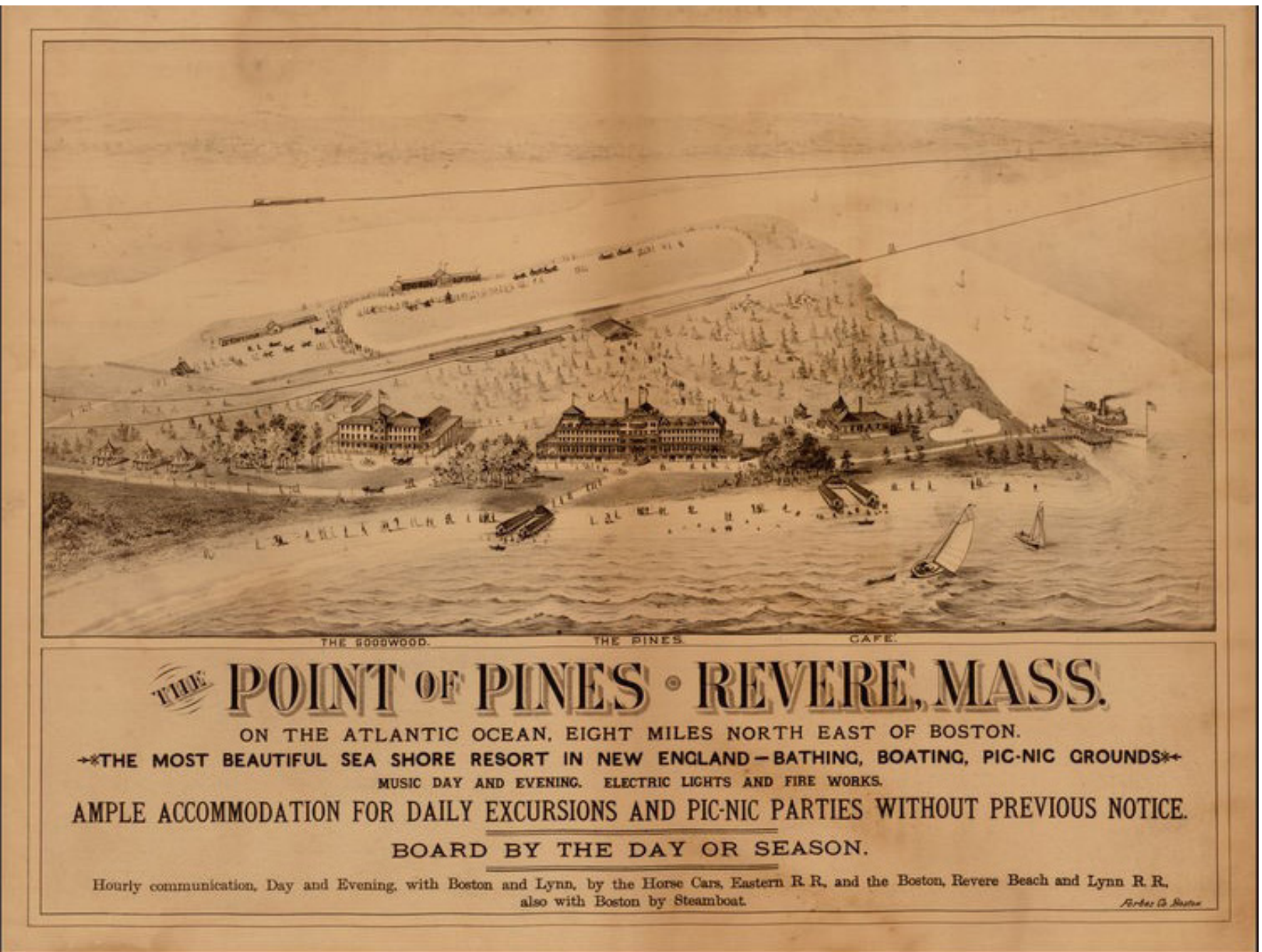
History of the Community

Revere's first inhabitants were Native Americans who belonged to the Pawtucket Tribe and were known as the Rumney Marsh Indians. White settlers arrived to the area in 1614 when Captain John Smith explored the coast of New England.



1896 Revere Sanborn Map, Image Source: Library of Congress

On September 25, 1634, Rumney Marsh was annexed to Boston, but it became part of Chelsea in 1739. The name “Revere” was first established in 1871 after the patriot, Paul Revere. The use of Revere Beach as a pleasure resort began in 1834 when the first small tavern was built in the Point of Pines for the enjoyment of sportsmen. The completion of the Eastern Railroad in 1838 (later to become the Boston and Maine Railroad) and the Boston, Revere Beach, and Lynn Railroad (the Narrow Gauge) in 1875 signaled the beginning of rapid population growth for the town and the development of the Beach as a summer resort because of the increased accessibility the railroads provided.



Advertisement for the Pines Hotel, Image Source: Barry Lawrence Ruderman Antique Maps

By 1881, a company of prominent Massachusetts men formed a company and purchased 200 acres of land in the Point of Pines. They invested \$500,000 in a complete

summer resort, hotels, bandstand, racetrack, amusements, piers, and bathhouses. Using gas jets and special globes, they provided gaslight illumination through beautiful arches above the walks and driveways. Over 2,000 people were present at opening ceremonies for the Pines Hotel, considered the largest on the Atlantic Coast at the time.

By 1885, the town had increased to 3,637 people, more than tripling in size over 15 years. By 1890 the population grew to 5,668. From the time of Revere's incorporation as a City in 1915 until the 1970s, Revere's growth continued. The most rapid period of growth and residential development occurred after World War II. Between 1960 and 1980, most of the development that occurred in Revere was on former farmland, much of which was undeveloped in 1960. The land is now completely built up and fully developed.



Revere Beach in the 1920s, Image Source: RevereBeach.com

The Great Ocean Pier was constructed in 1881 along with the opening of the Pines Hotel. By this time, the beach had become a lively and heavily used resort area, but because of the proximity of the railroad tracks to the water at high tide and the number of beach structures, the pier was not safe. The Metropolitan Park Commission (later the Metropolitan District Commission and now the Department of Conservation and Recreation) took over management of Revere Beach in 1896.

Wonderland Park opened in 1906, and it was Revere's greatest attraction. It was situated approximately where the shuttered Wonderland Dog Track is today, not far from the beach. The park was designed to be a fantasyland with Disney-like amusements and events. It lasted only five years, but its impact is still felt today, in name and in the area.

From its inception, Revere Beach was “the people's beach,” used mostly by the working class and the many immigrants who chose to settle in the area. This tradition continues today as new immigrants and ethnic groups move to the area.



Revere Beach 1968, Image Source: Boston Globe

The beach began to deteriorate in the 1950s, and by the early 1970s, it had become a strip of bars and abandoned buildings. The “Great Blizzard of 1978” proved to be the final death knell for the “old” Revere Beach, as many of the remaining businesses, amusements, pavilions, sidewalks, and much of the sea wall, were all destroyed. The beach was the focus of a major revitalization effort by the MDC and the City of Revere in the 1980s, and was officially reopened in May 1992 with a resanded beach, restored pavilions, and a renovated boulevard. The restoration of Revere Beach reached a high point in summer 1996 with the highly successful Centennial Celebration of the nation's oldest public beach.

As the result of a professionally conducted study of the City's recreation and conservation needs in 1977, the City embarked upon a decade-long effort to develop and upgrade its park and recreation system. During this time, an extensive system of parks was developed and improved upon using a variety of funding sources. Unfortunately, financial difficulties in the late 1980s, vandalism, and normal wear and tear resulted in deterioration of most of these parks. Since 1992, the City has invested heavily in the restoration and rehabilitation of its existing parks and the building of new ones.



International Sand Sculpting Competition at Revere Beach, Image Source: Ganley Images

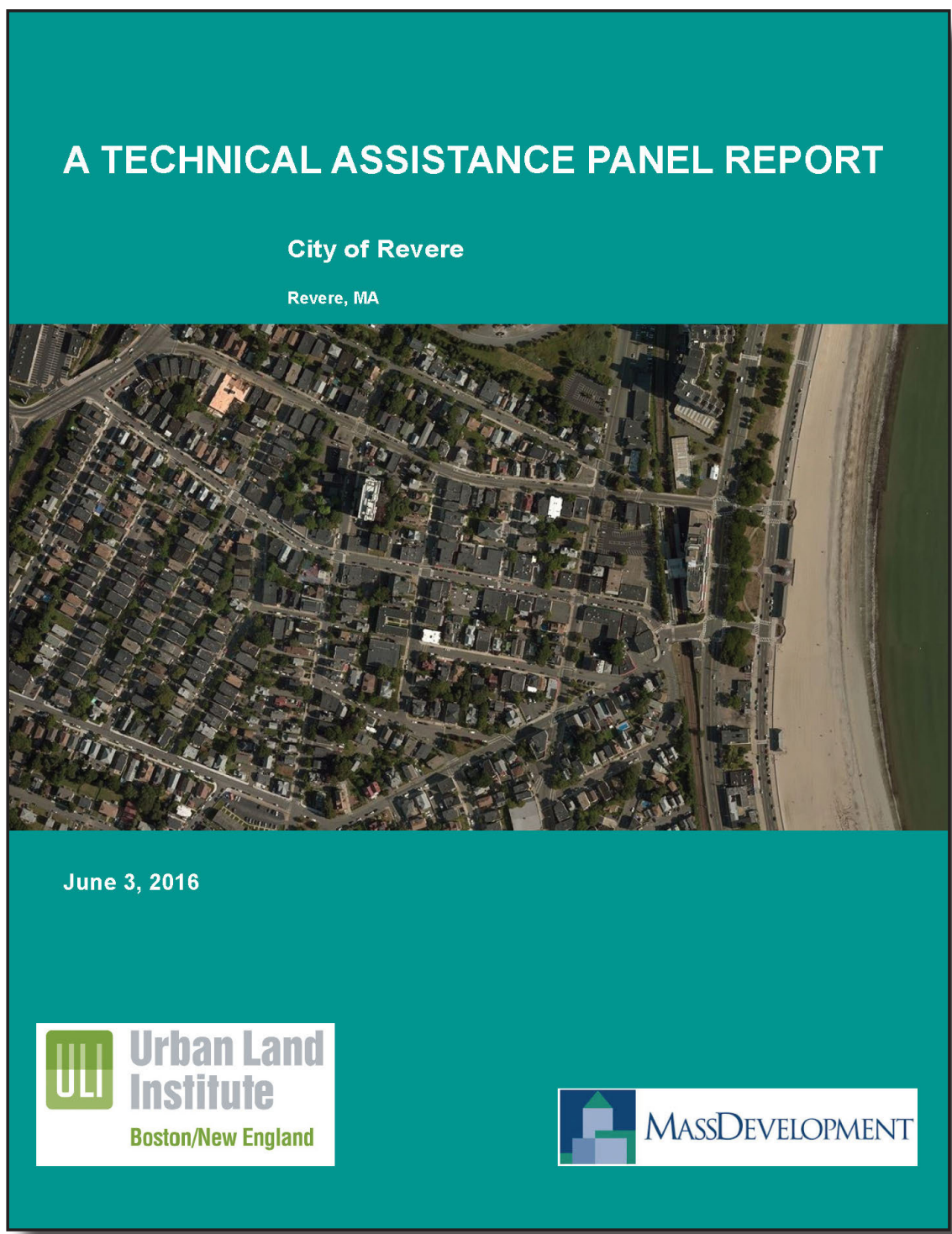
Excerpted from City of Revere Website: www.revere.org/mayors-office/history

How we got here...

This Master Plan builds on and will be informed by a number of other City efforts, both citywide plans and neighborhood specific projects and programs, including those listed in the timeline below.



2010 Community Health Assessment



2016 Revere Technical Assistance Panel Report



2018 Revere Open Space & Recreation Plan



2009 Shirley Avenue Neighborhood Gateway Initiative



2013 Cultural Districts Initiative Application



2017 Boston Amazon HQ2 Proposal



2019 Next Stop Revere



MAP OF REVERE



POPULATION CHARACTERISTICS

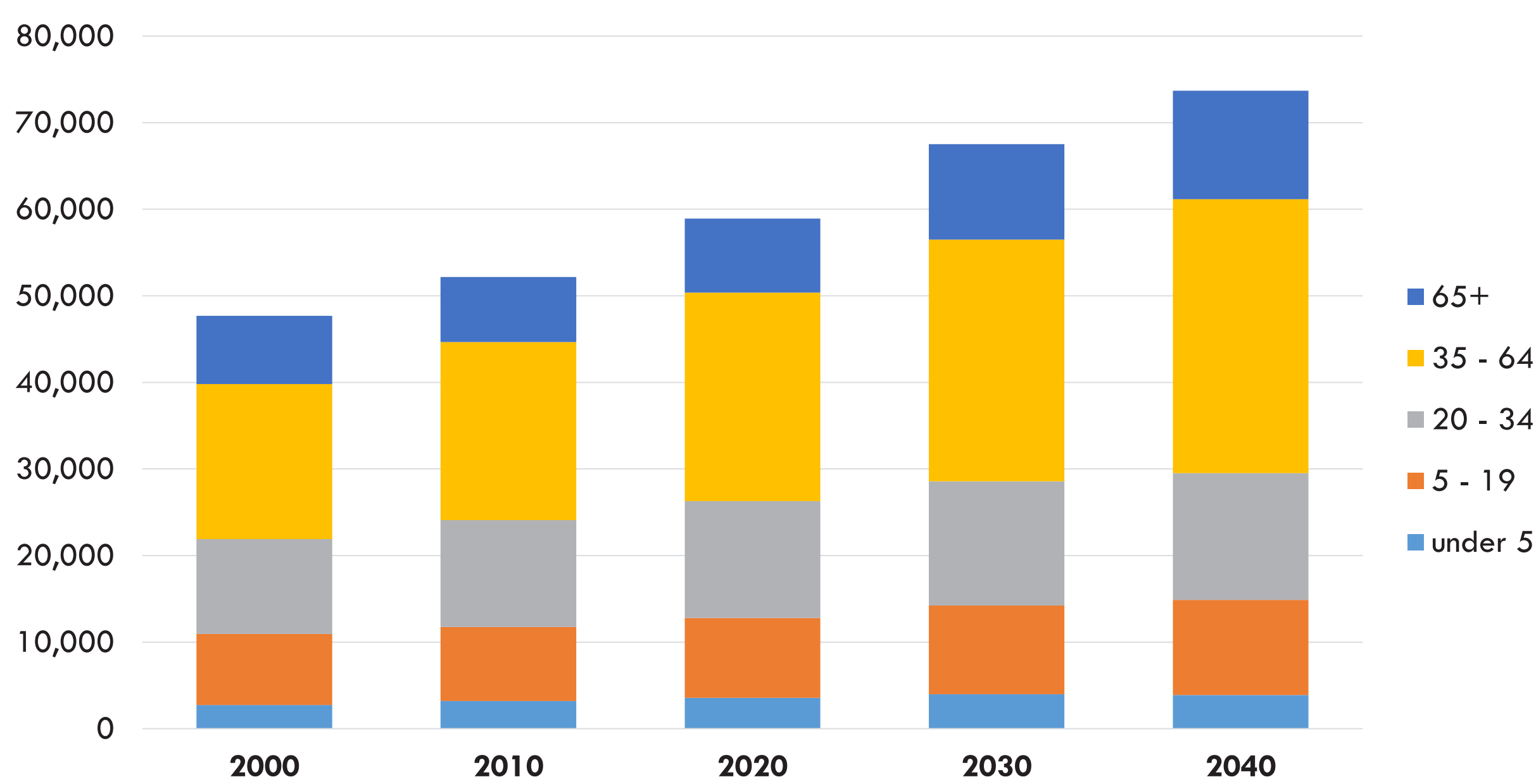
Total Population



53,864 RESIDENTS

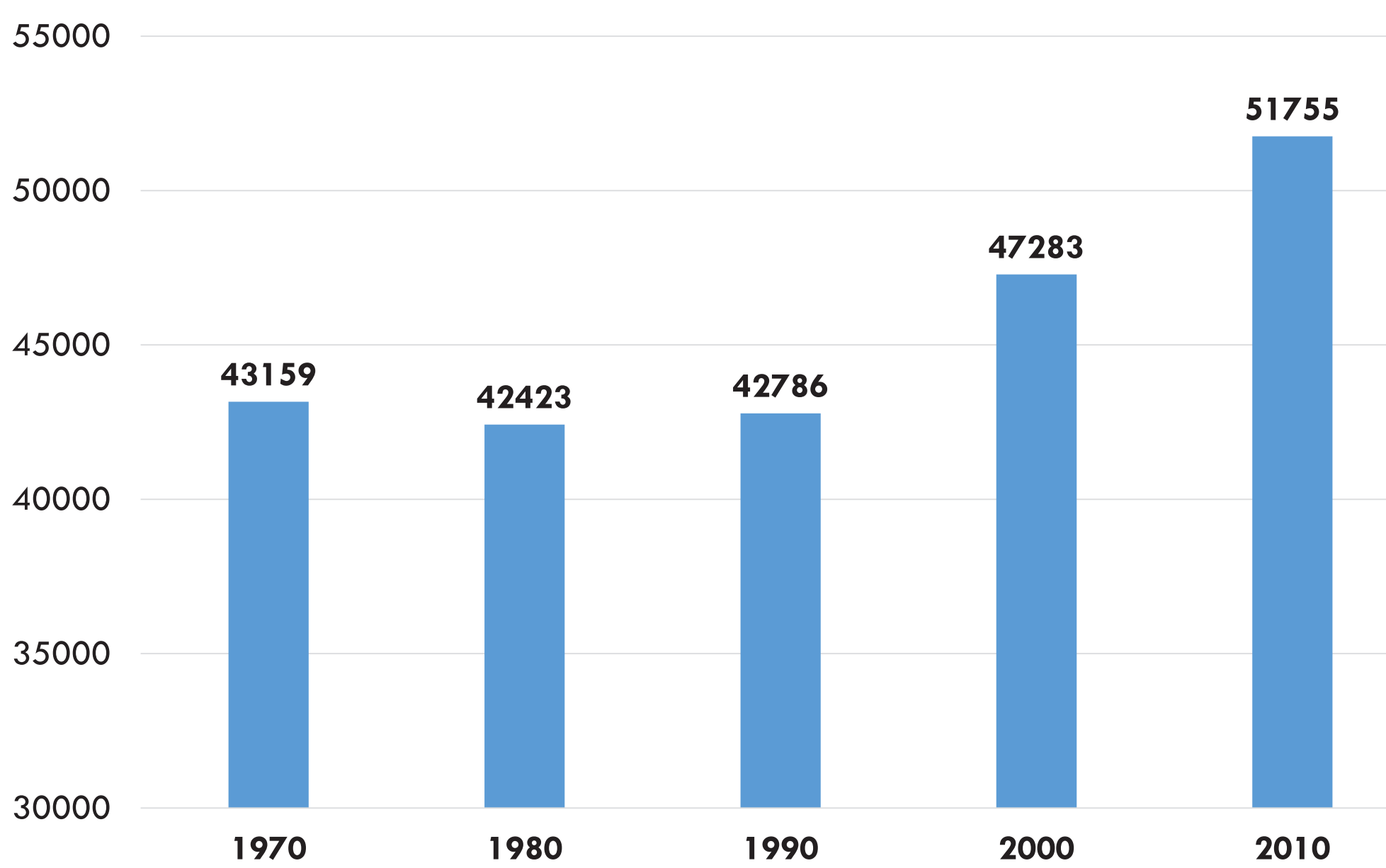
Source: US Census, ACS 2017 5-Year Estimates

Population and Projections by Age



Source: US Census and MAPC SR Projections

Total Population

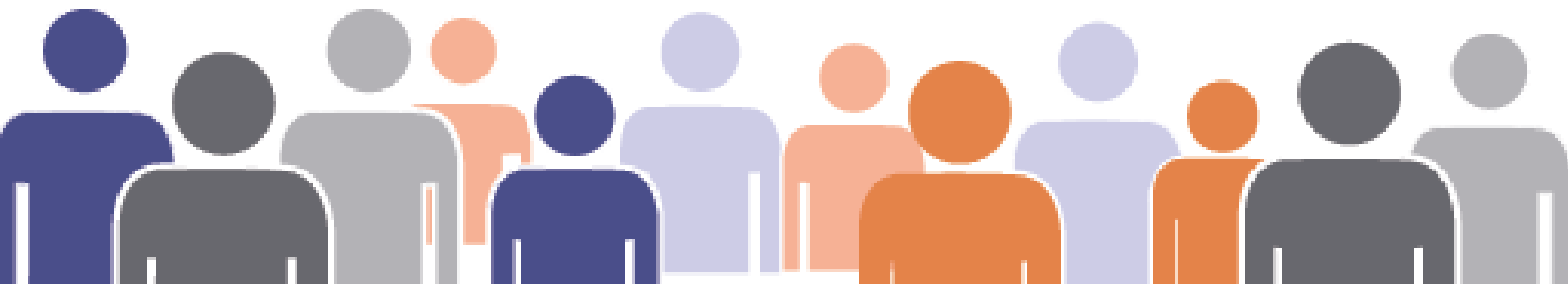


Source: US Census, ACS 2015 5-Year Estimates

Population and Projections by Age Table

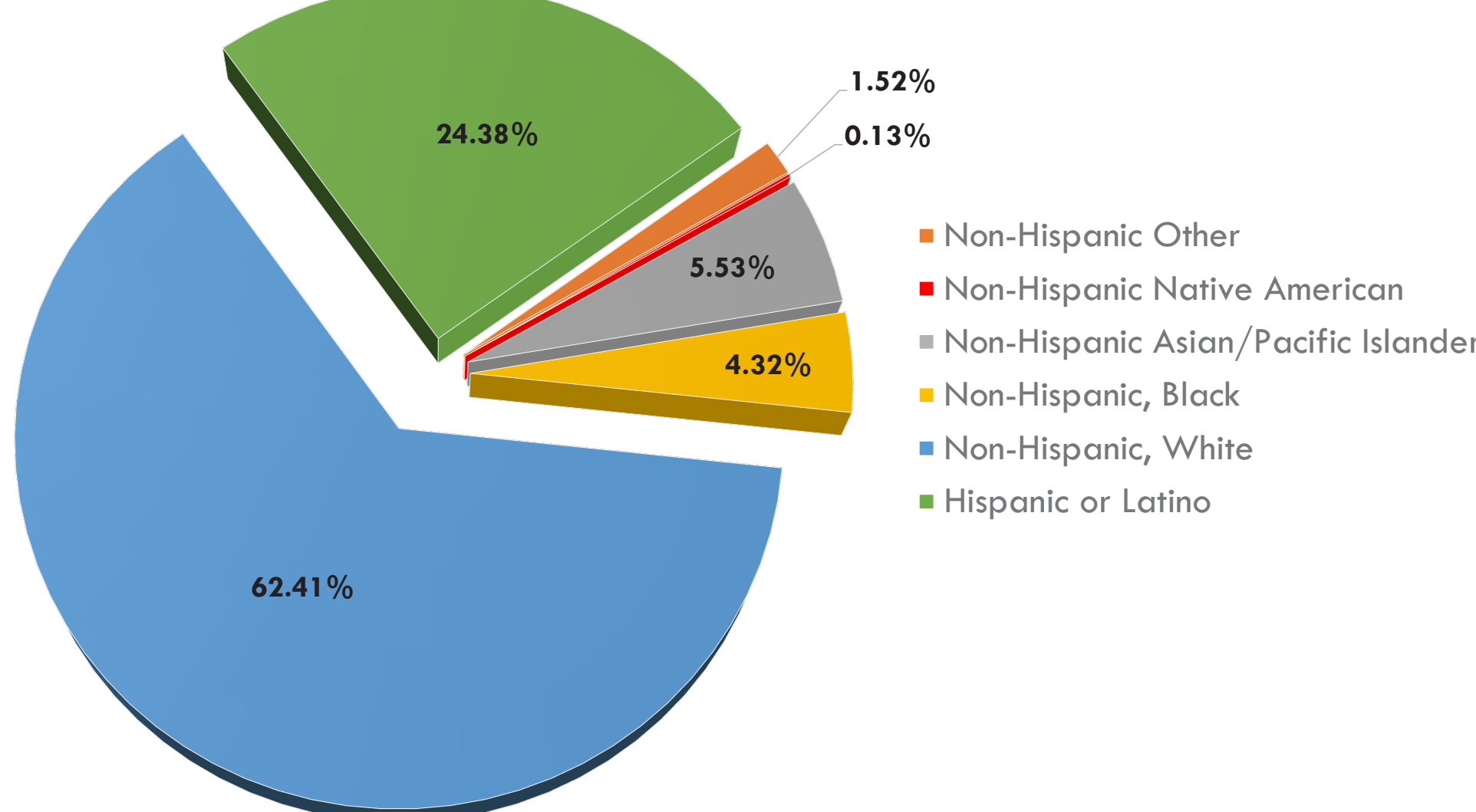
Age	2000	2010	2020	2030	2040	% Change, 2010-2040
0-5	2,741	3,195	3,575	3,980	3,893	21.8%
5-19	8,199	8,553	9,217	10,244	10,983	28.4%
20-34	10,958	12,346	13,489	14,344	14,648	18.6%
35-64	17,919	20,566	24,095	27,927	31,645	53.9%
65+	7,870	7,520	85,43	11,018	12,526	66.6%

Source: US Census and MAPC SR Projections



DEMOGRAPHIC CHARACTERISTICS

Race and Ethnicity



Source: US Census

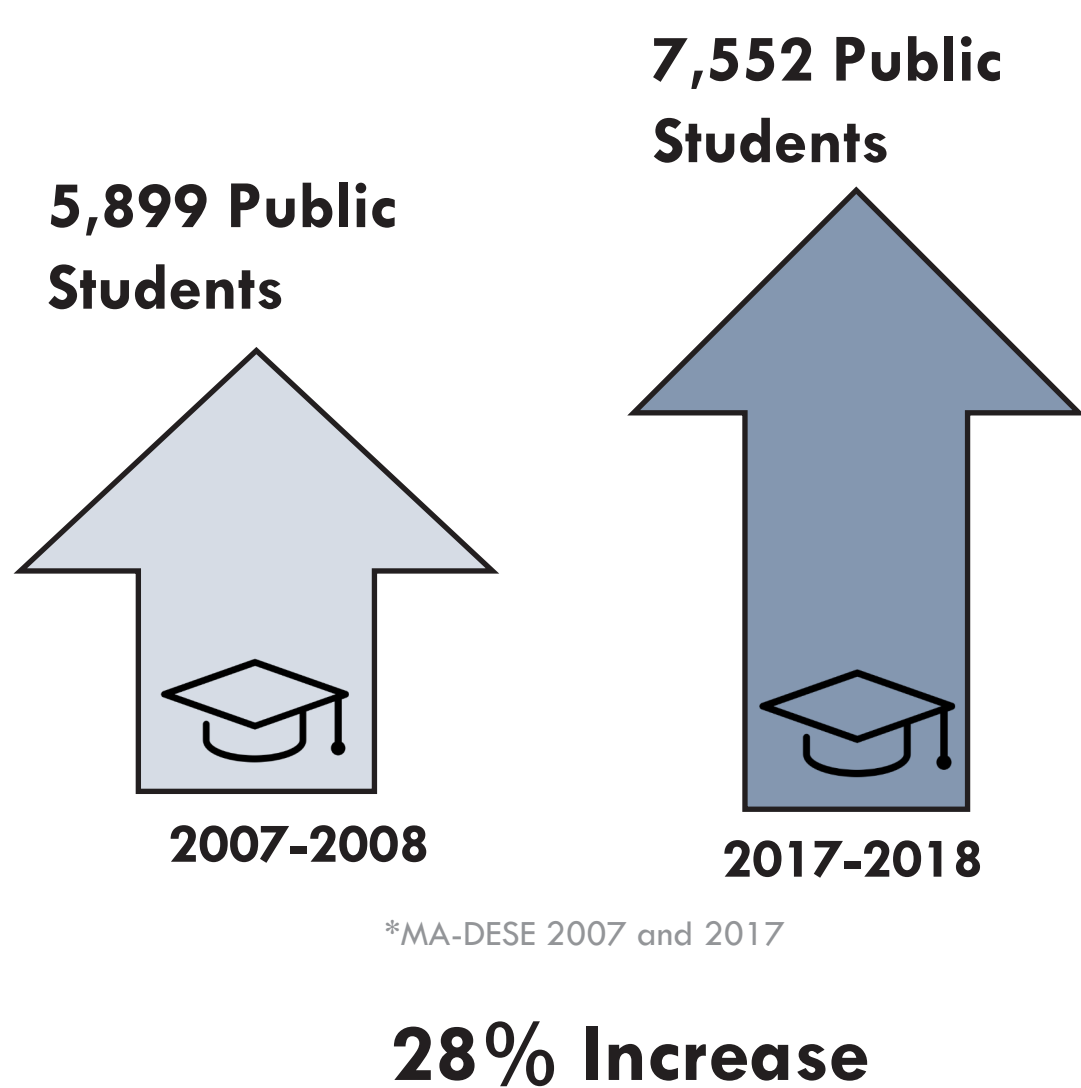
Average Household Size



2.6 PERSONS

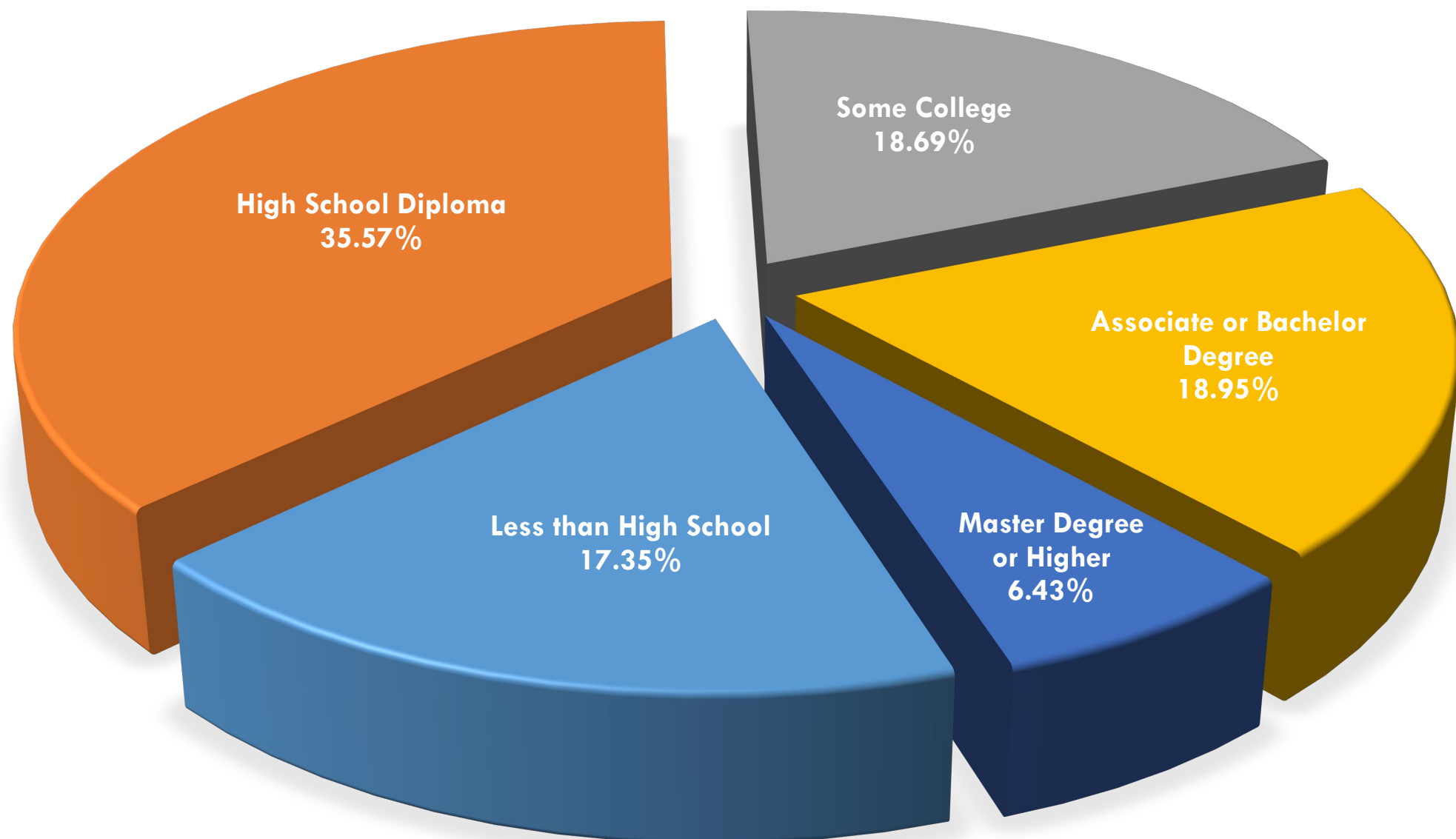
EDUCATION

School Enrollment



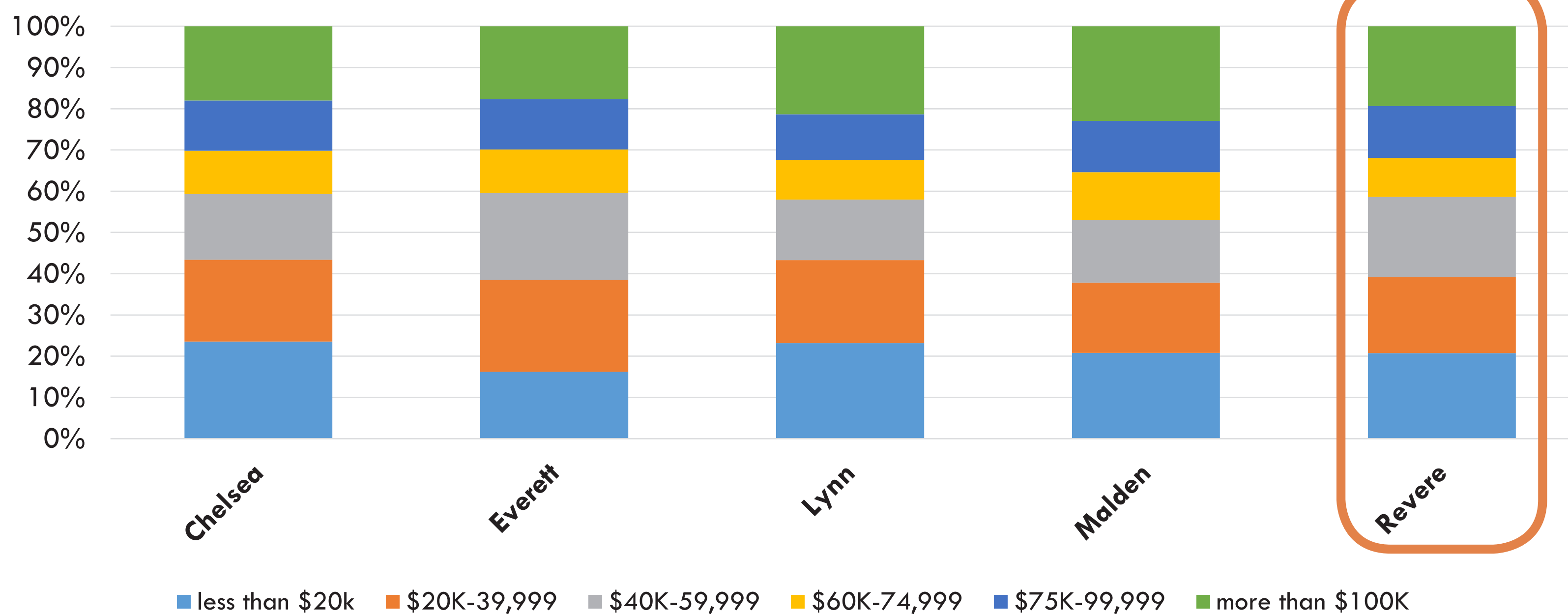
*MA-DESE 2007 and 2017

Educational Attainment



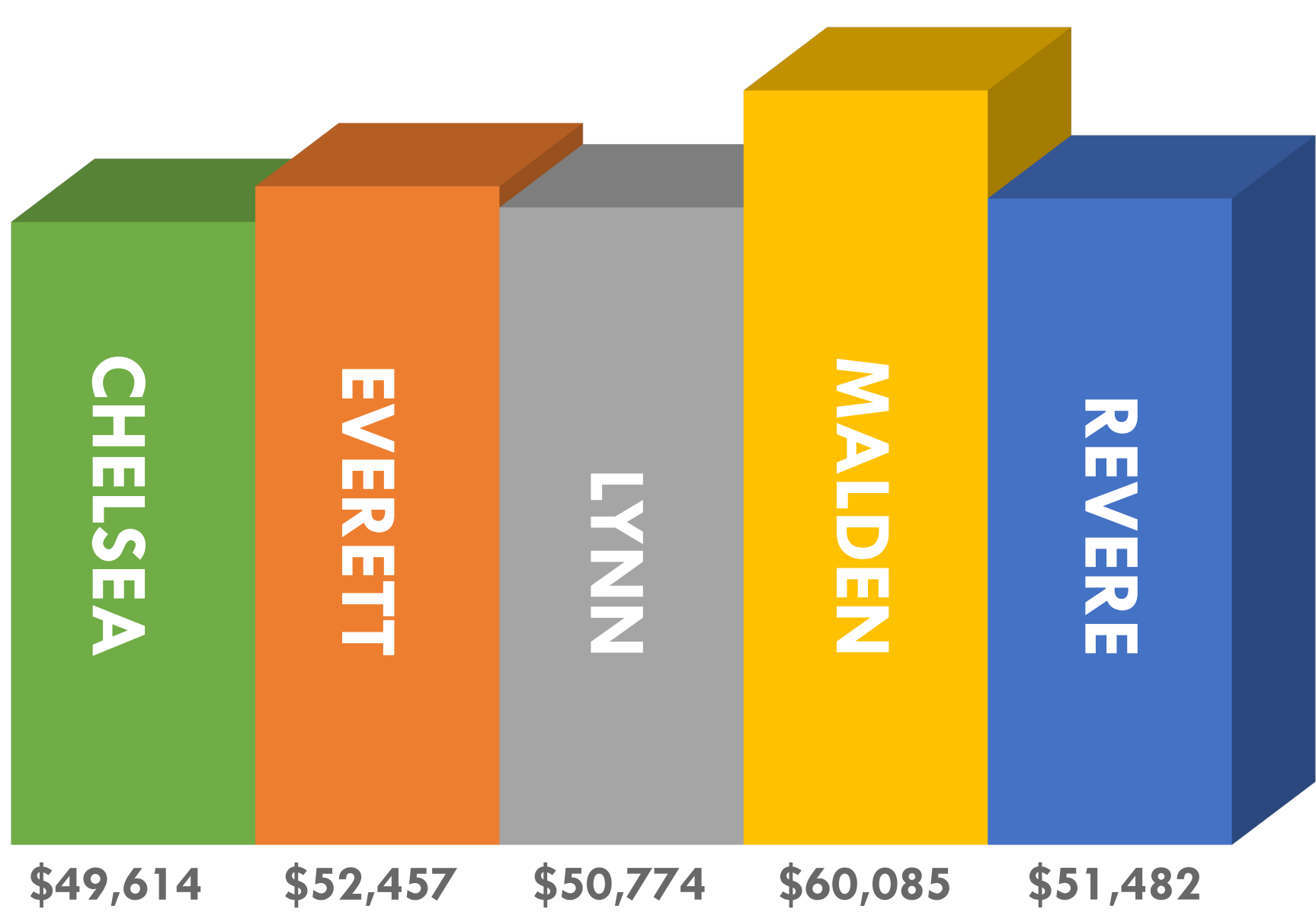
HOUSEHOLD INCOME

Household Income Distribution, Revere and Surrounding Communities



Source: ACS 2015 5-Year Estimates

Median Household Income



Source: ACS 2016 5-Year Estimates

HOUSING

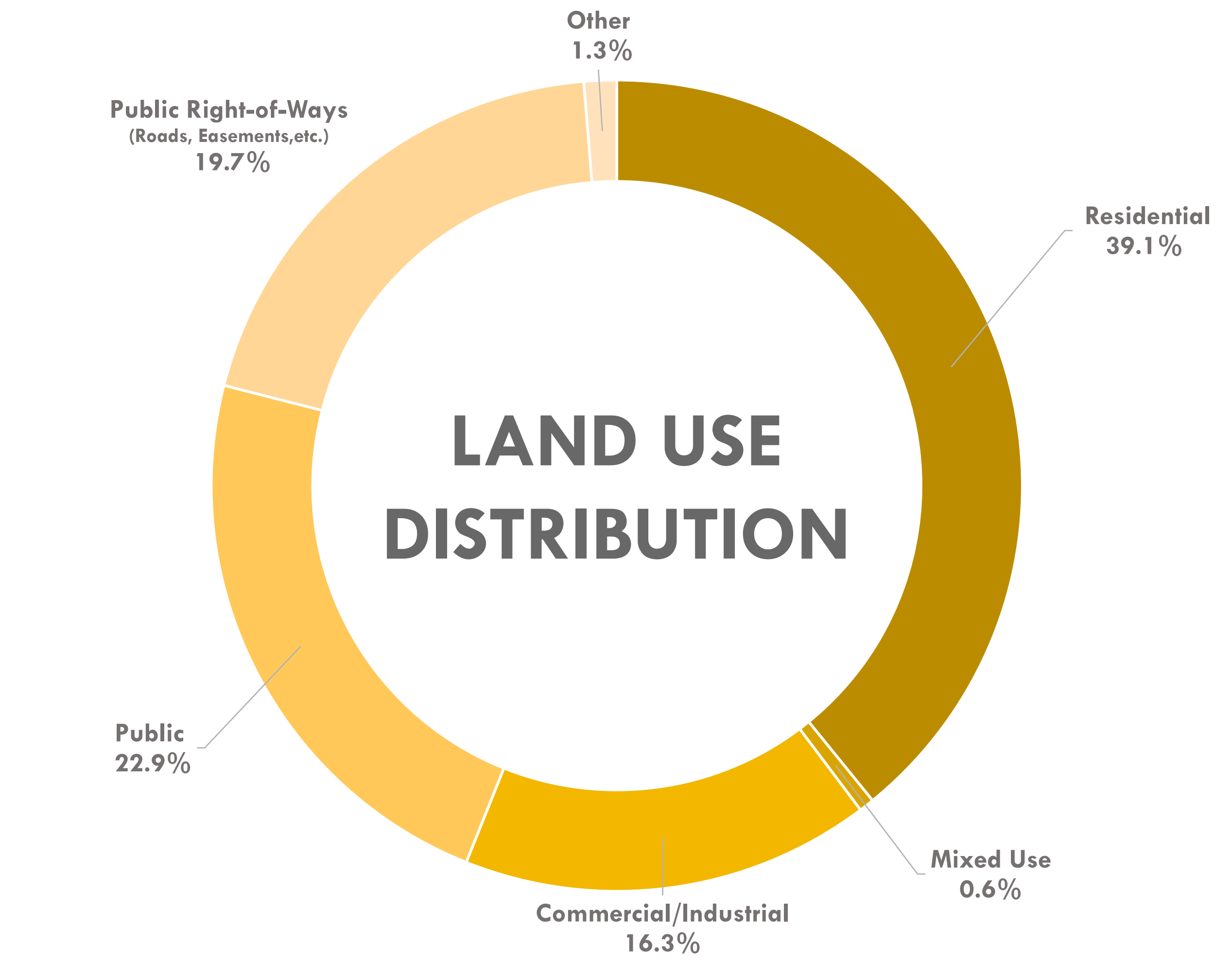
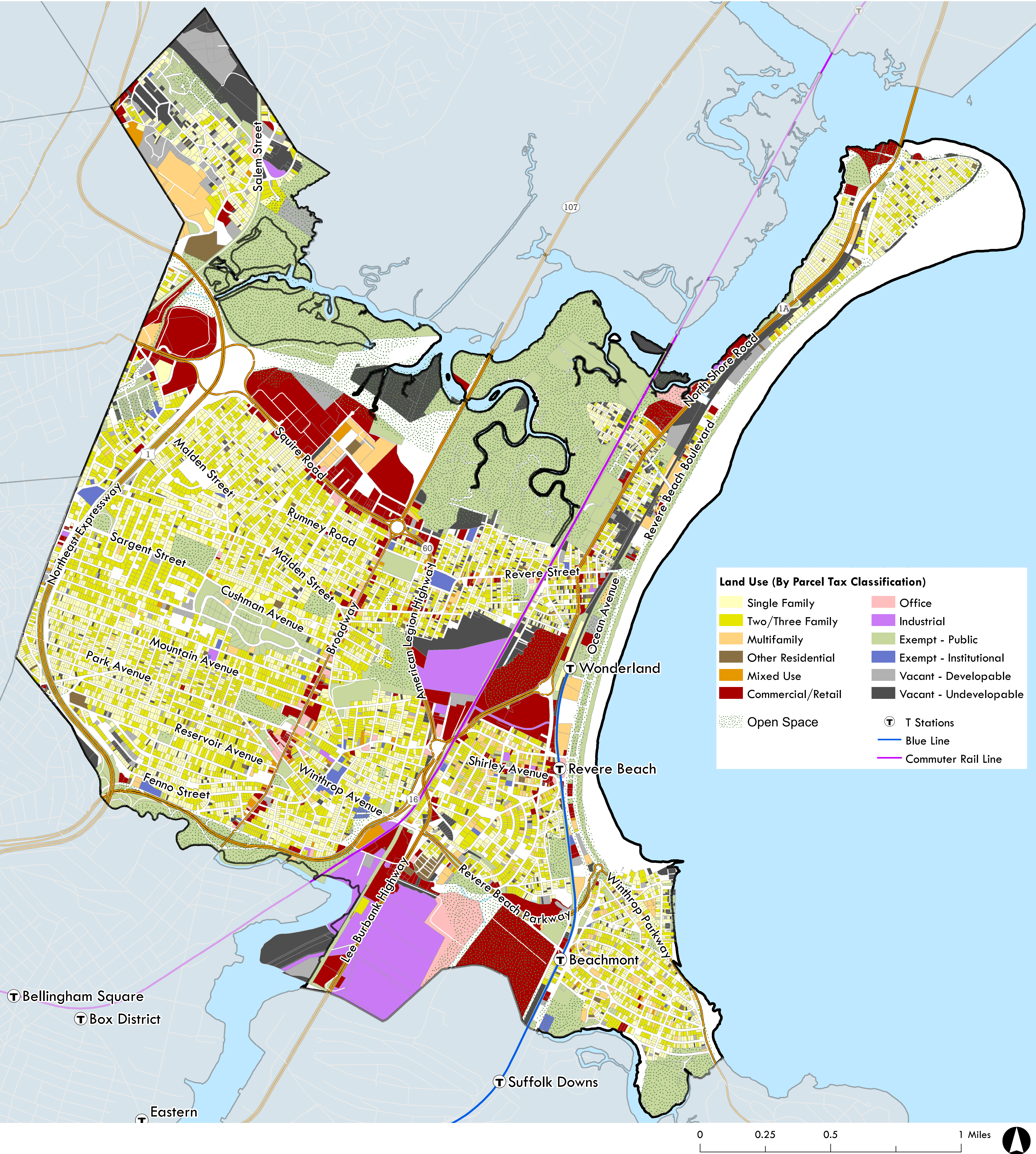
Total Dwelling Units



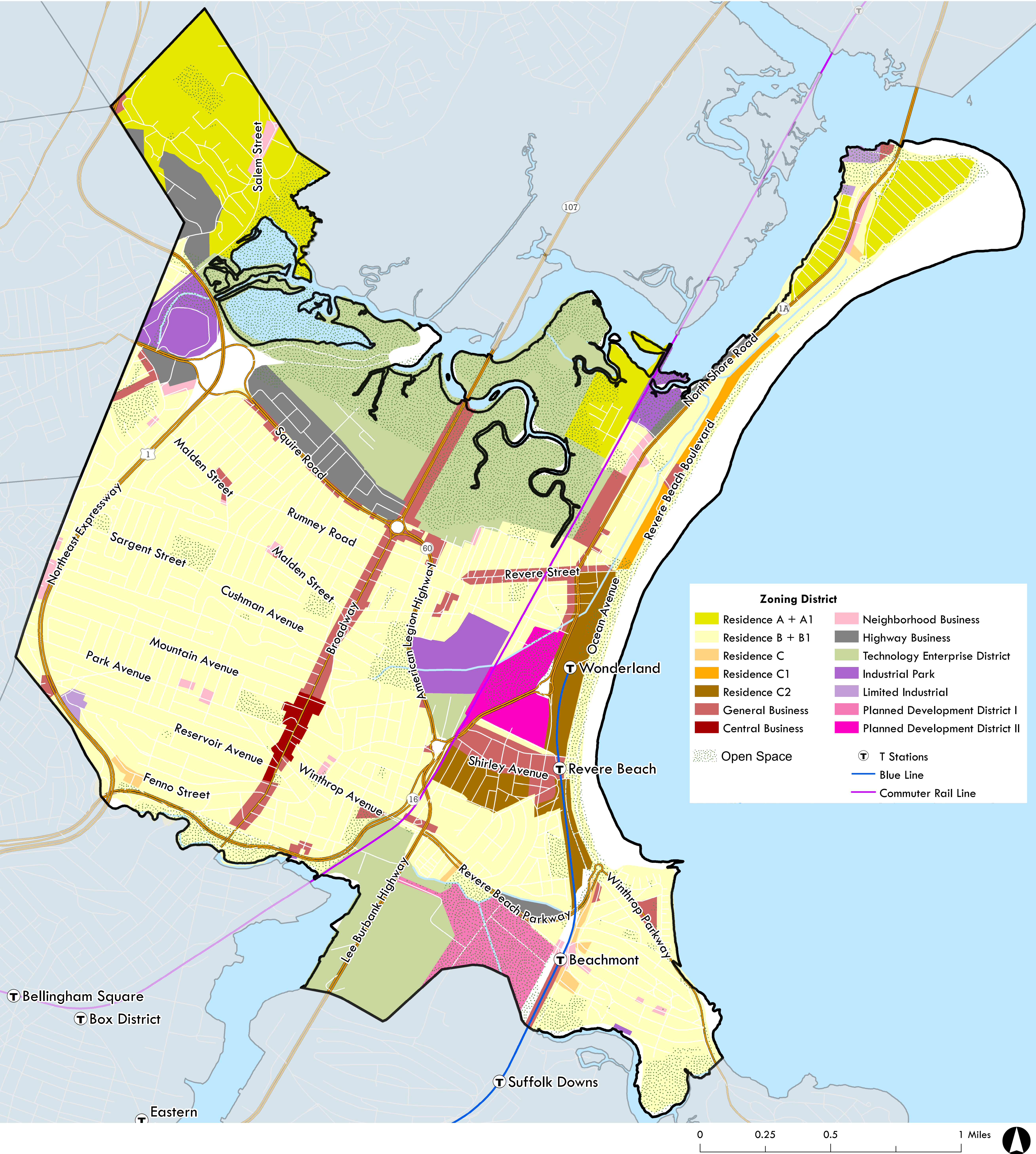
21,584



Source: ACS 2016 5-Year Estimates

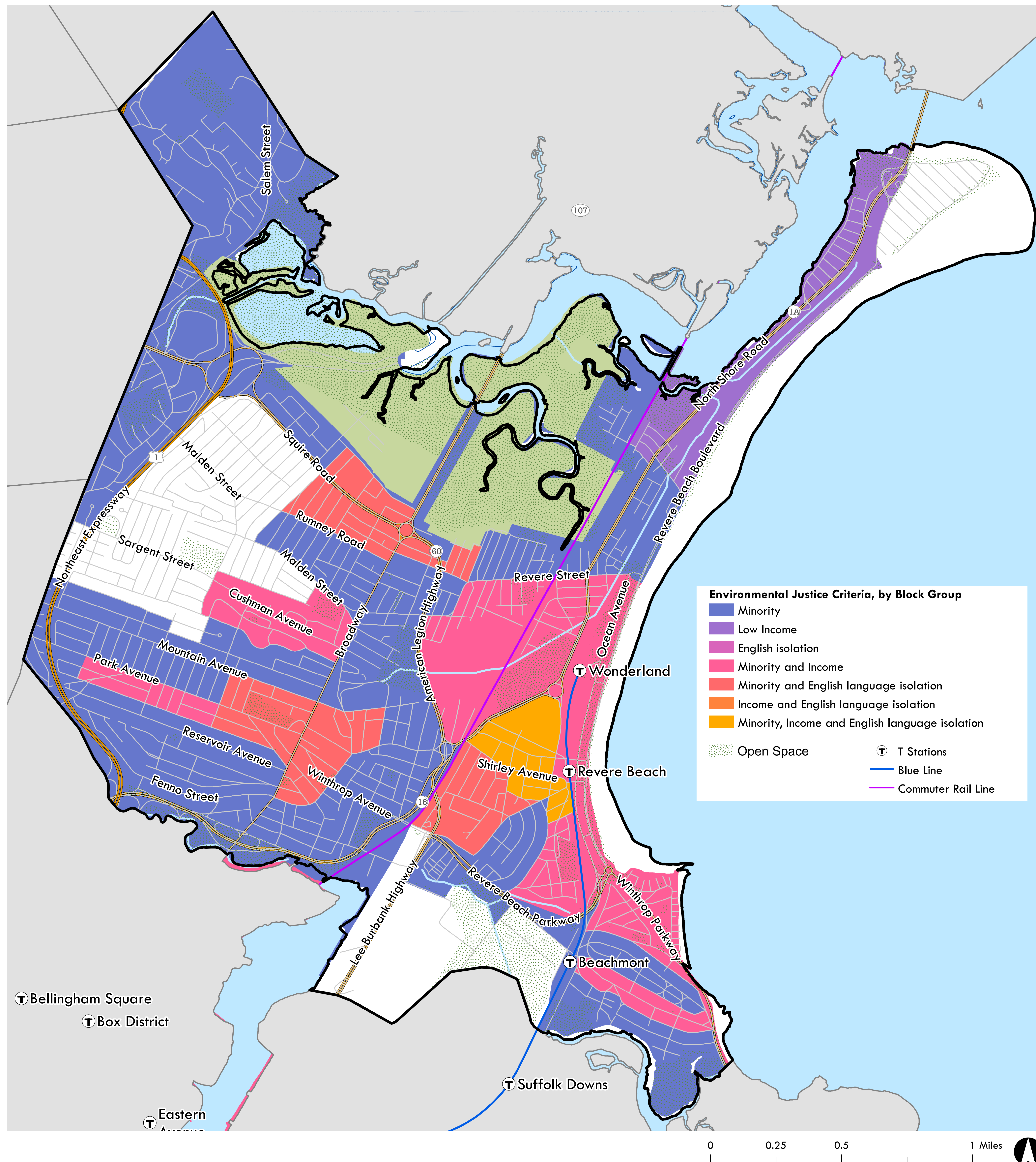


Property Type	Square Feet	Acres	% Total
Residential	64,709,714.6	1,485.53	39.1%
Single Family	22,607,048.0	518.99	13.7%
Two/Three Family	25,190,699.0	578.30	15.2%
Multifamily	6,136,564.7	140.88	3.7%
Other Residential	1,534,212.9	35.22	0.9%
Vacant - Developable	3,179,212.9	72.98	1.9%
Vacant - Undevelopable	6,061,977.3	139.16	3.7%
Mixed Use	939,832.8	21.58	0.6%
Commercial/Industrial	26,941,057.0	618.48	16.3%
Commercial/Retail	14,057,334.7	322.71	8.5%
Office	1,935,422.7	44.43	1.2%
Industrial	6,160,666.2	141.43	3.7%
Vacant - Developable	1,093,875.3	25.11	0.7%
Vacant - Undevelopable	3,693,758.2	84.80	2.2%
Public	37,887,674.0	869.78	22.9%
Exempt	36,891,693.4	846.92	22.3%
Institutional	995,980.5	22.86	0.6%
Right-of-Ways	32,620,313.7	748.86	19.7%
Other	2,197,837.3	50.46	1.3%
Total	165,296,429.4	3,794.68	100.0%



BASE ZONING DISTRICTS

District Name	Description	Max. Height/Stories	Min. Lot Size
Residence A (RA)	Single-family dwellings	30 feet/2.5	6,000 sf
Residence A1 (RA1)	Single-family dwellings	35 feet/2.5	8,000 sf
Residence B (RB)	Single- and two-family dwellings	35 feet/2.5	8,000 sf
Residence B1 (RB1)	Single- and two-family dwellings	35 feet/2.5	8,000 sf
Residence C (RC)	Apartment dwellings	50 feet/5	10,000 sf
Residence C1 (RC1)	Apartment dwellings	120 feet/13	25,000 sf
Residence C2 (RC2)	High rise mixed use	140 feet/14	25,000 sf
Residence C3 (RC3)	Multifamily dwellings	35 feet/3	10,000 sf
Planned Development District 1(PDD1)	Planned unit development by special permit	180 feet/18	130,000 sf
Planned Development District 2 (PDD2)	Planned unit development by special permit	200 feet/20	3 acres
Neighborhood Business (NB)	Convenience business	35 feet/2.5	10,000 sf
General Business (GB)	General business and professional offices	50 feet/5	10,000 sf
General Business 1 (GB1)	General business and professional offices	35 feet/3	10,000 sf
Central Business (CB)	Community commercial center	60 feet/6	4,000 sf
Highway Business (HB)	Highway commercial and regional business	50 feet/5	15,000 sf
Technology Enterprise District (TED)	Research and development, biotechnology, office park, and hospitality	50 feet/5	25,000 sf
Limited Industrial (LI)	Less intensive industrial use	30 feet/2	15,000 sf
Industrial Park (IP)	Master-planned industrial development	50 feet/5	130,000 sf



ENVIRONMENTAL JUSTICE POPULATION

Environmental justice is based on the principle that all people have a right to be protected from environmental hazards and to live in and enjoy a clean and healthful environment regardless of race, color, national origin, income, or English language proficiency.

Environmental justice is the equal protection and meaningful involvement of all people and communities with respect to the development, implementation, and enforcement of energy, climate change, and environmental laws, regulations, and policies and the equitable distribution of energy and environmental benefits and burdens.

What are Environmental Justice Populations?

Environmental Justice Populations are those segments of the population that Executive Office of Energy and Environmental Affairs (EEA) has determined to be “most at risk of being unaware of or unable to participate in environmental decision-making or to gain access to state environmental resources.”

These populations are those that meet one or more of the following criteria:

- The median annual household income is at or below 65 percent of the statewide median income for Massachusetts
- 25 percent of the residents are minority
- 25 percent of the residents are foreign born
- 25 percent of the residents are lacking English language proficiency



Revere Transportation & Circulation by the Numbers

- Number of MBTA subway stations in Revere (Wonderland, Revere Beach, and Beachmont stations on the Blue Line) **3**
- Number of MBTA bus routes that connect to Wonderland station (110, 116, 117, 411, 424, 426, 439, 441, 442, 448, 449, 450, and 455) **13**
- Number of miles from Revere City Hall to nearest MBTA Commuter Rail station (Chelsea Station) **2**
- Number of Uber and Lyft trips that originated in Revere in 2017 **722,136**

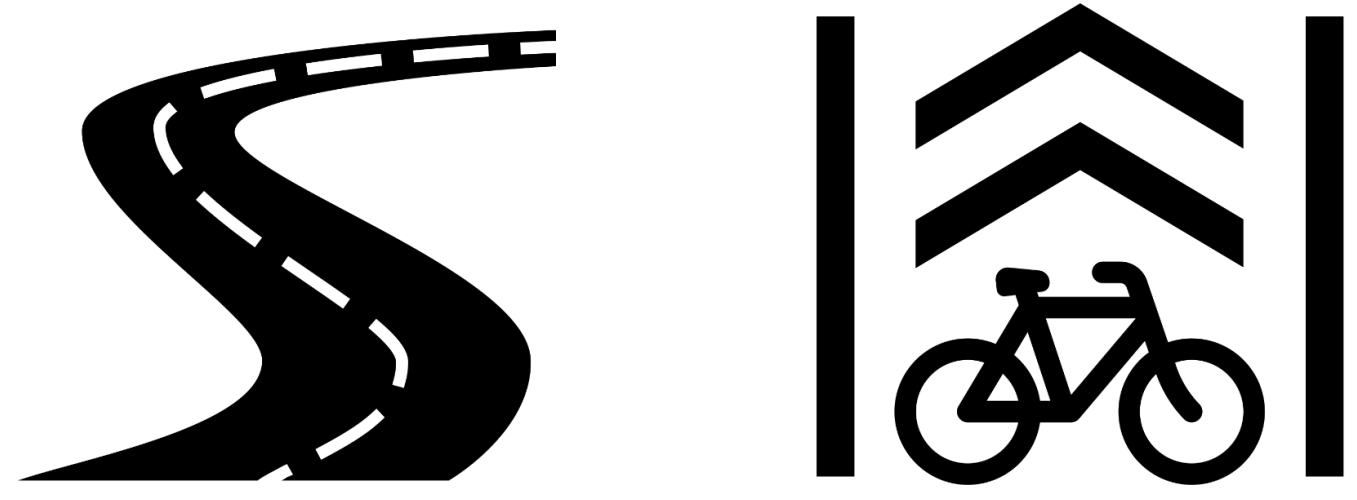
Key Considerations

Safety first: Consider roadway improvements from a holistic perspective. A Complete Streets approach promotes the safety and accessibility of all roadway users, and can help prioritize the mobility of the most vulnerable.

Connect the dots: Similar to our roadways, a network of bicycle and pedestrian facilities significantly enhances the utility of sidewalks, bicycles lanes, and other similar infrastructure.

If you build it, they will come: Infrastructure investments can be used as a tool to guide mode shift.

A growing footprint: Transportation is the largest source of greenhouse gas emissions in Massachusetts. This, coupled with the growth projected for the region, should encourage thought toward more efficient vehicles and more alternative modes of transportation.

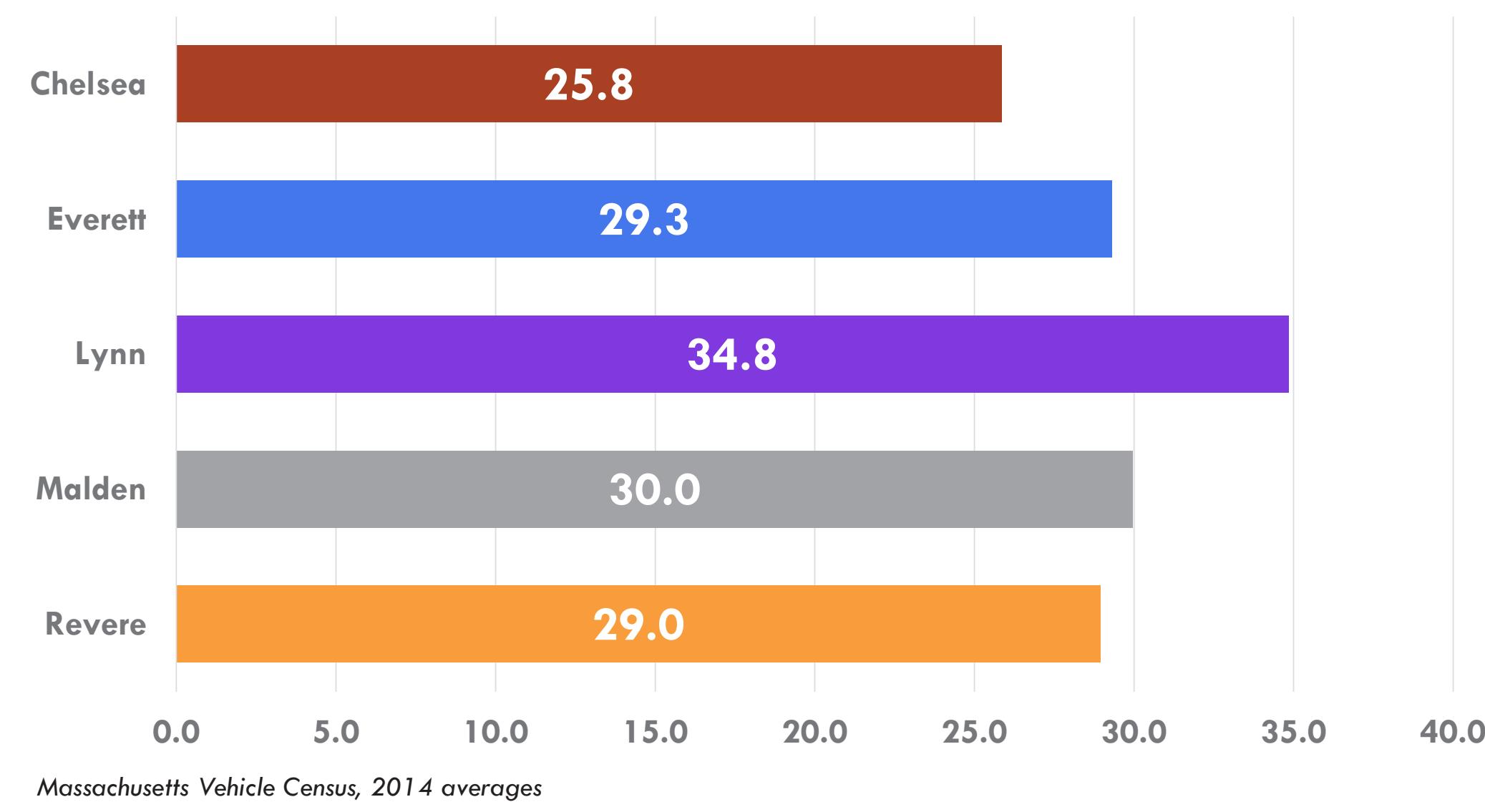


There are approximately **107** miles of roadway in Revere. The City owns the majority of roads (84 miles), followed by MassDOT (13 miles) and other owners (10 miles).

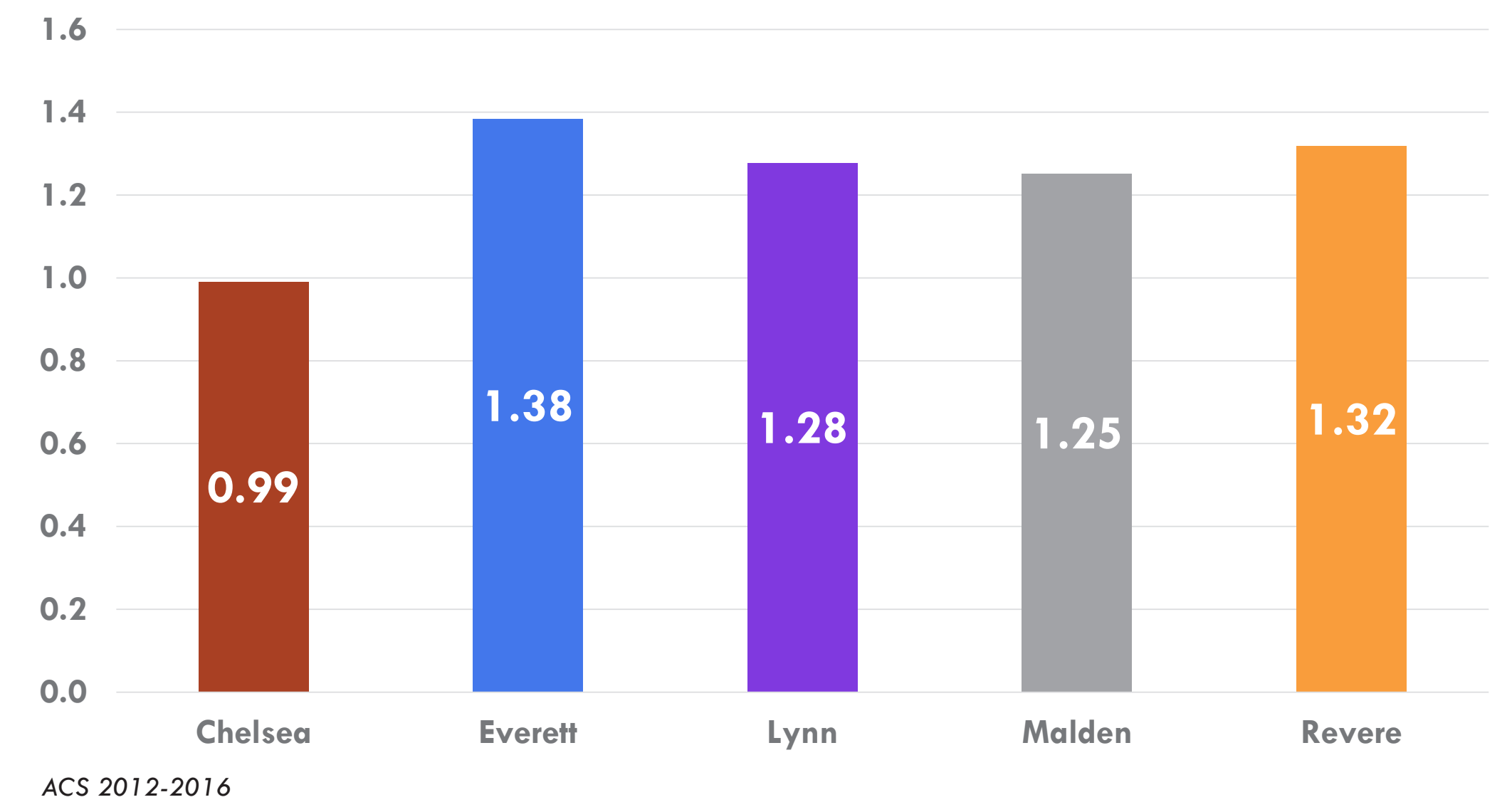
There are approximately **5.2** miles of bike trails, bike paths, and bike lanes in Revere.

MassDOT Road Inventory; MAPC Bicycle Facilities

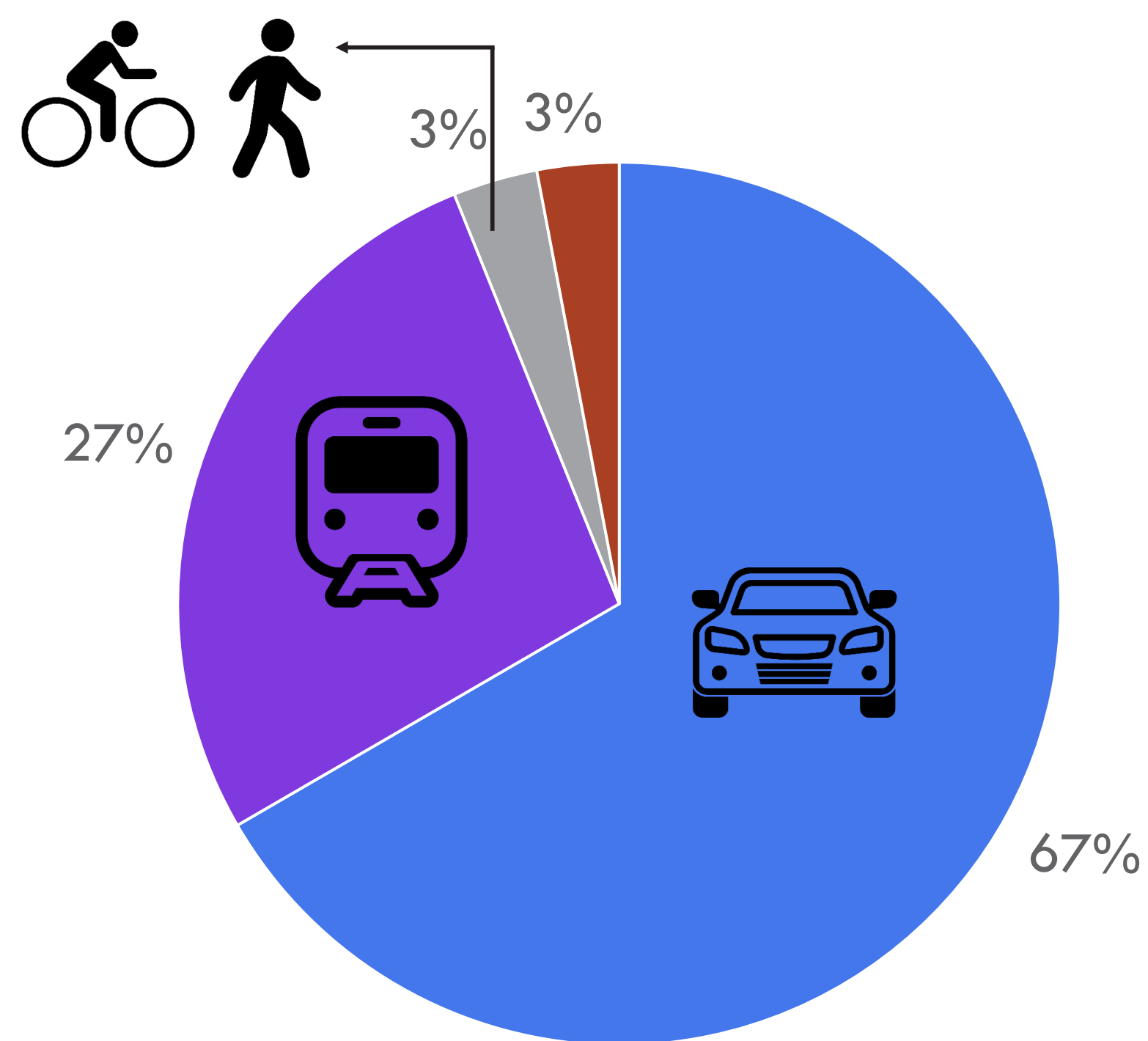
Average Daily Passenger Miles Traveled per Household



Average Number of Vehicles Per Household



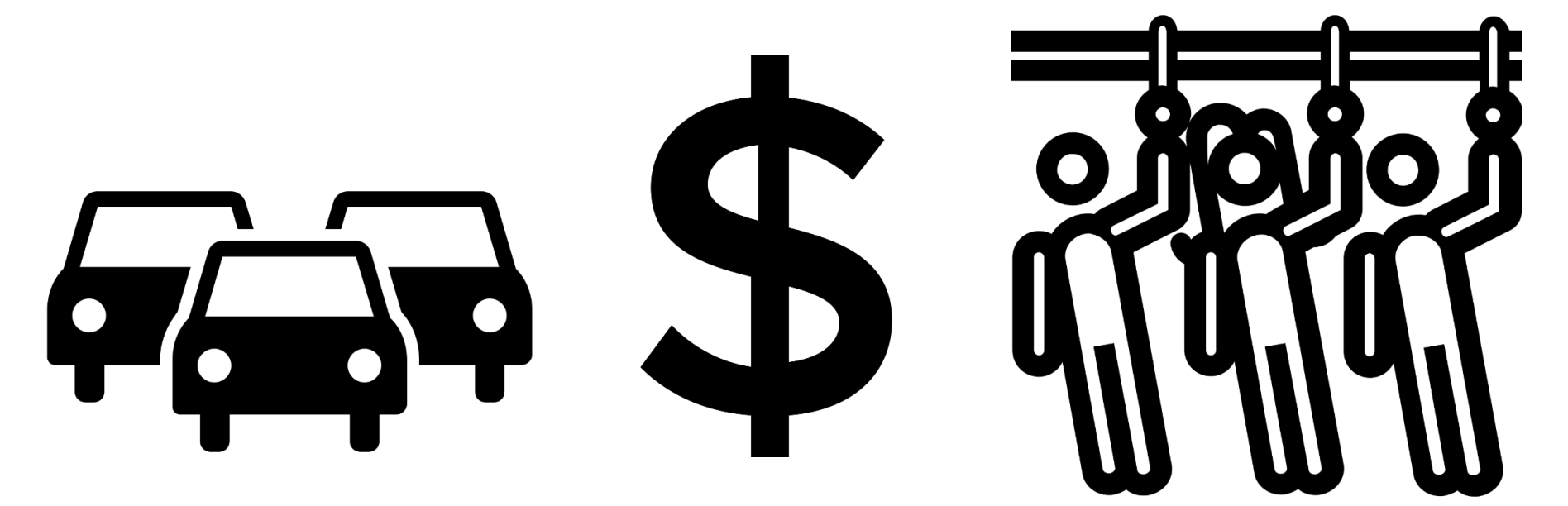
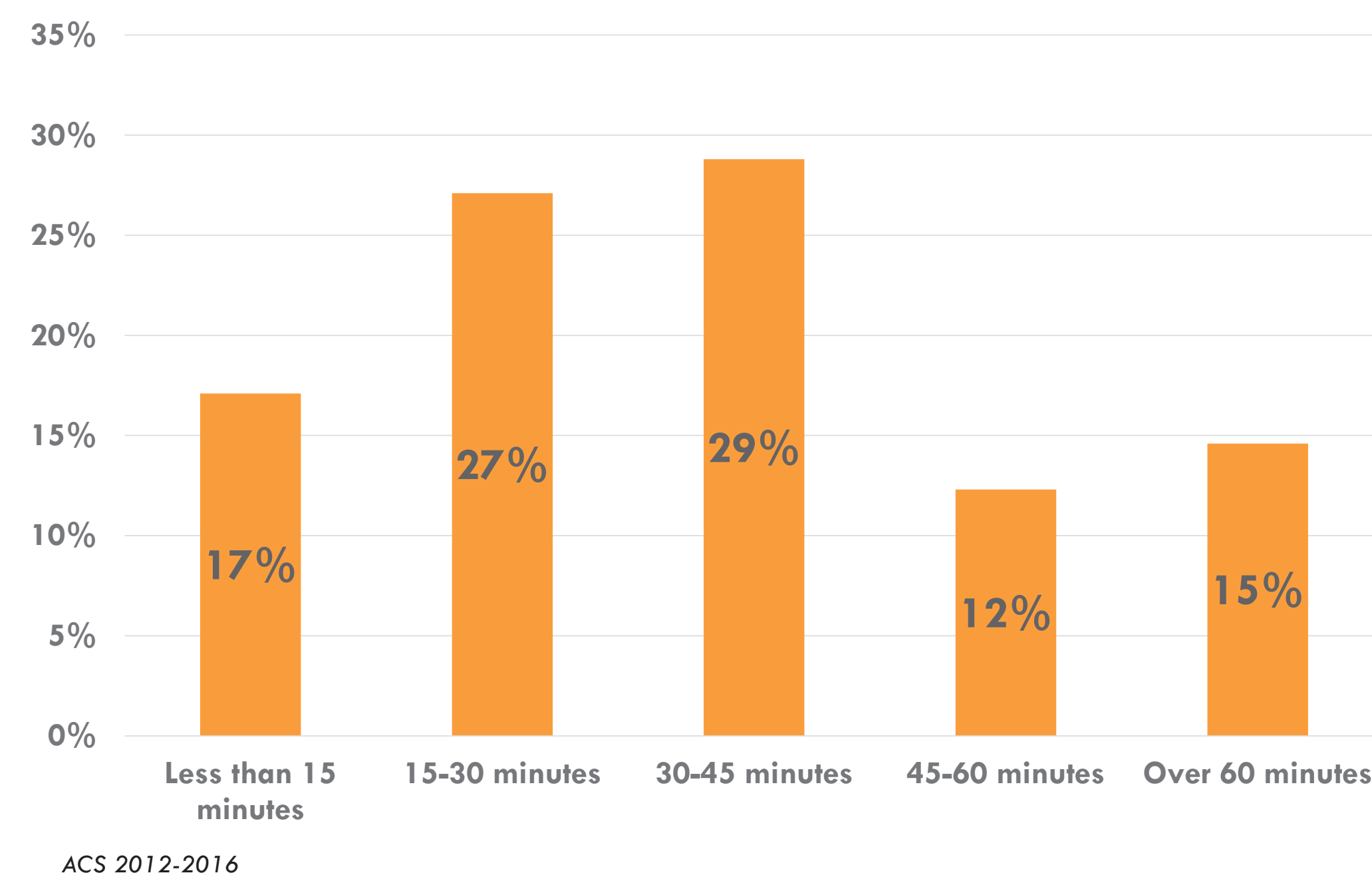
Commute Mode Share



■ Drive ■ Public Transit ■ Walk or Bike ■ Other

ACS 2012-2016

Travel Time to Work



Among Revere residents that **drive to work**, **55%** have a commute time of **less than 30 minutes**, and **8%** have a commute time of over **60 minutes**.

Among Revere residents that **take public transit to work**, **13%** have a commute time of **less than 30 minutes**, and **31%** have a commute time of over **60 minutes**.

57% of Revere residents that take public transit to work **earn less than \$35,000 per year**.

ACS 2012-2016

Major Bicycle and Pedestrian Facilities



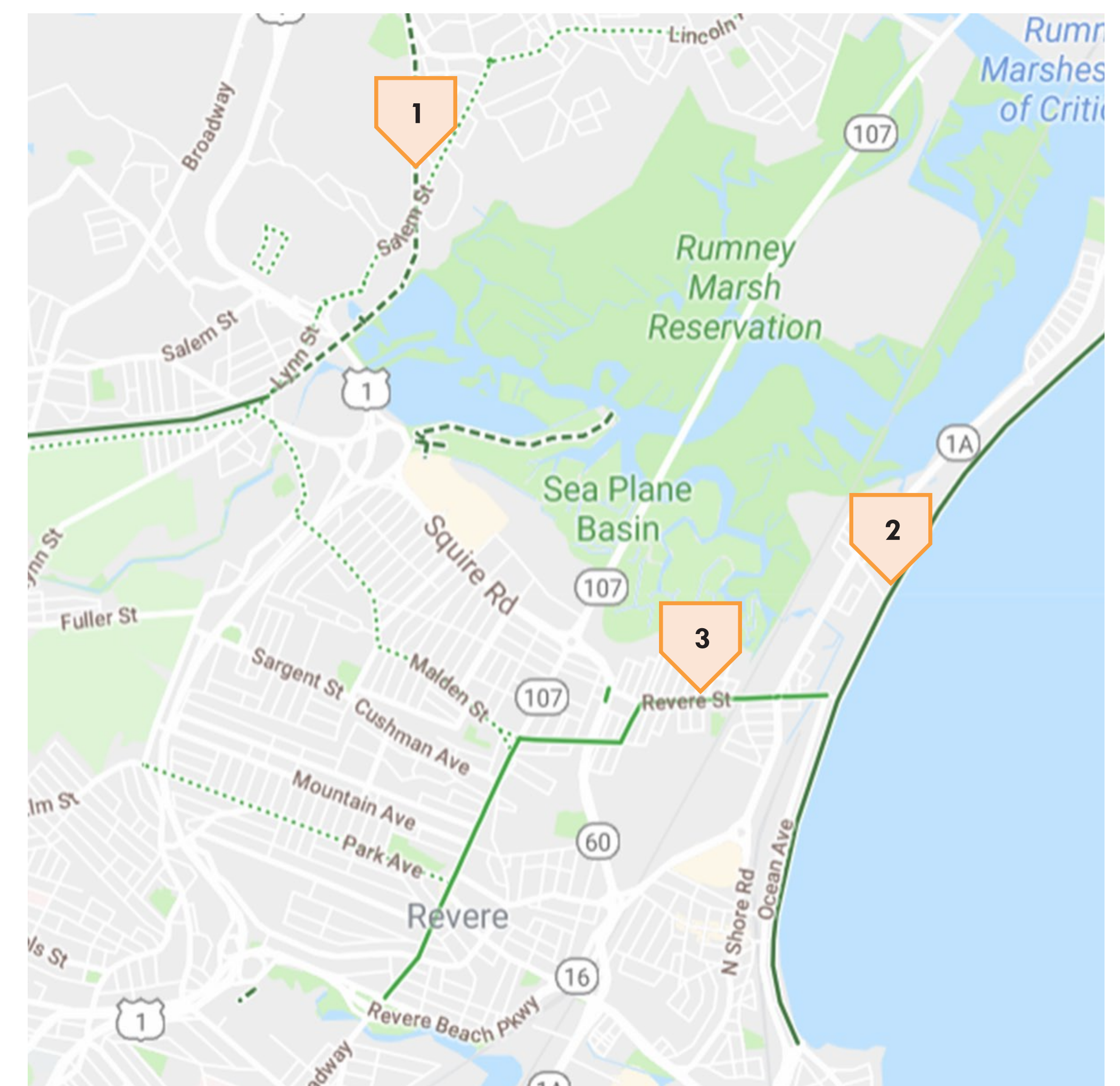
1. Northern Strand Rail Trail



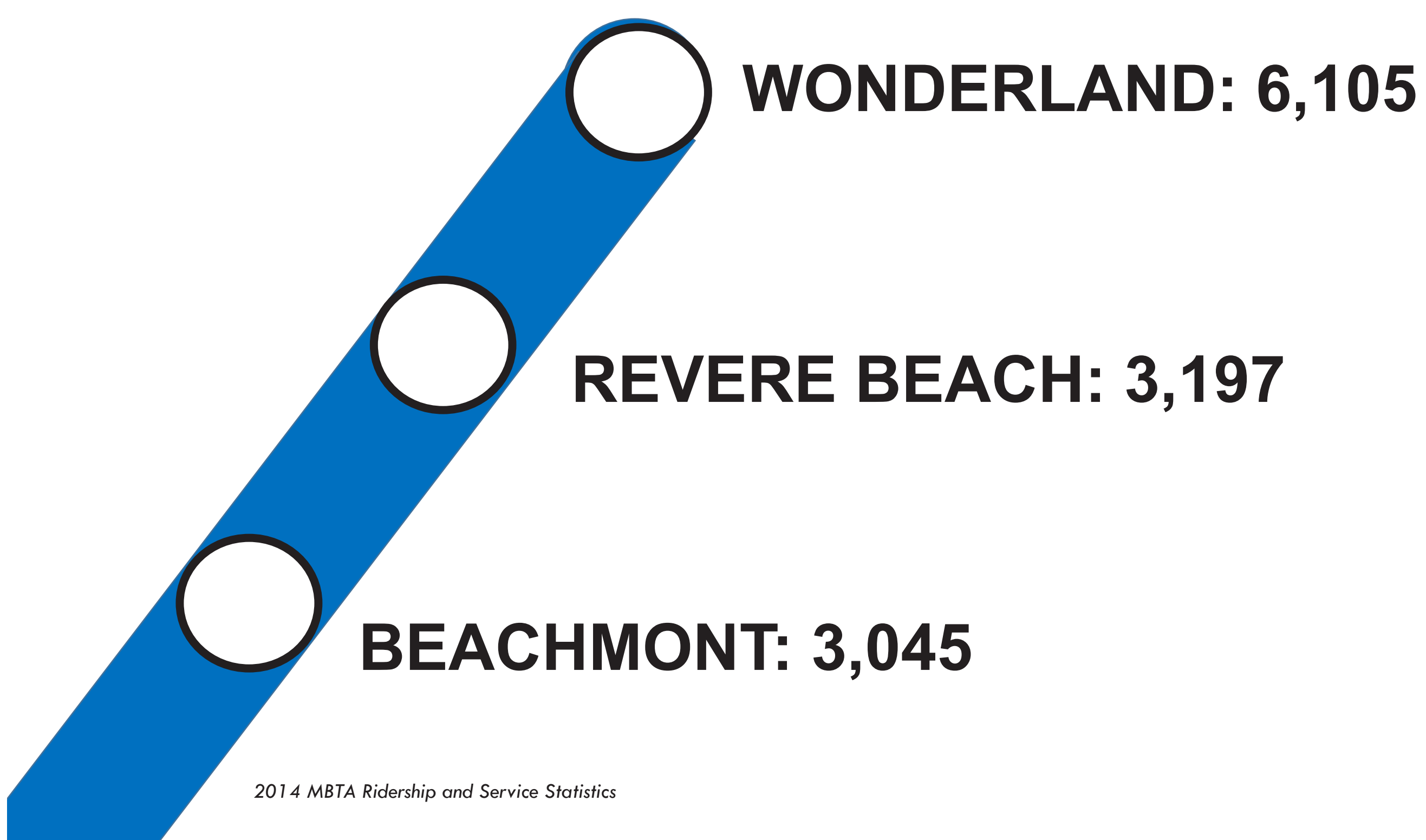
2. Revere Beach Boulevard



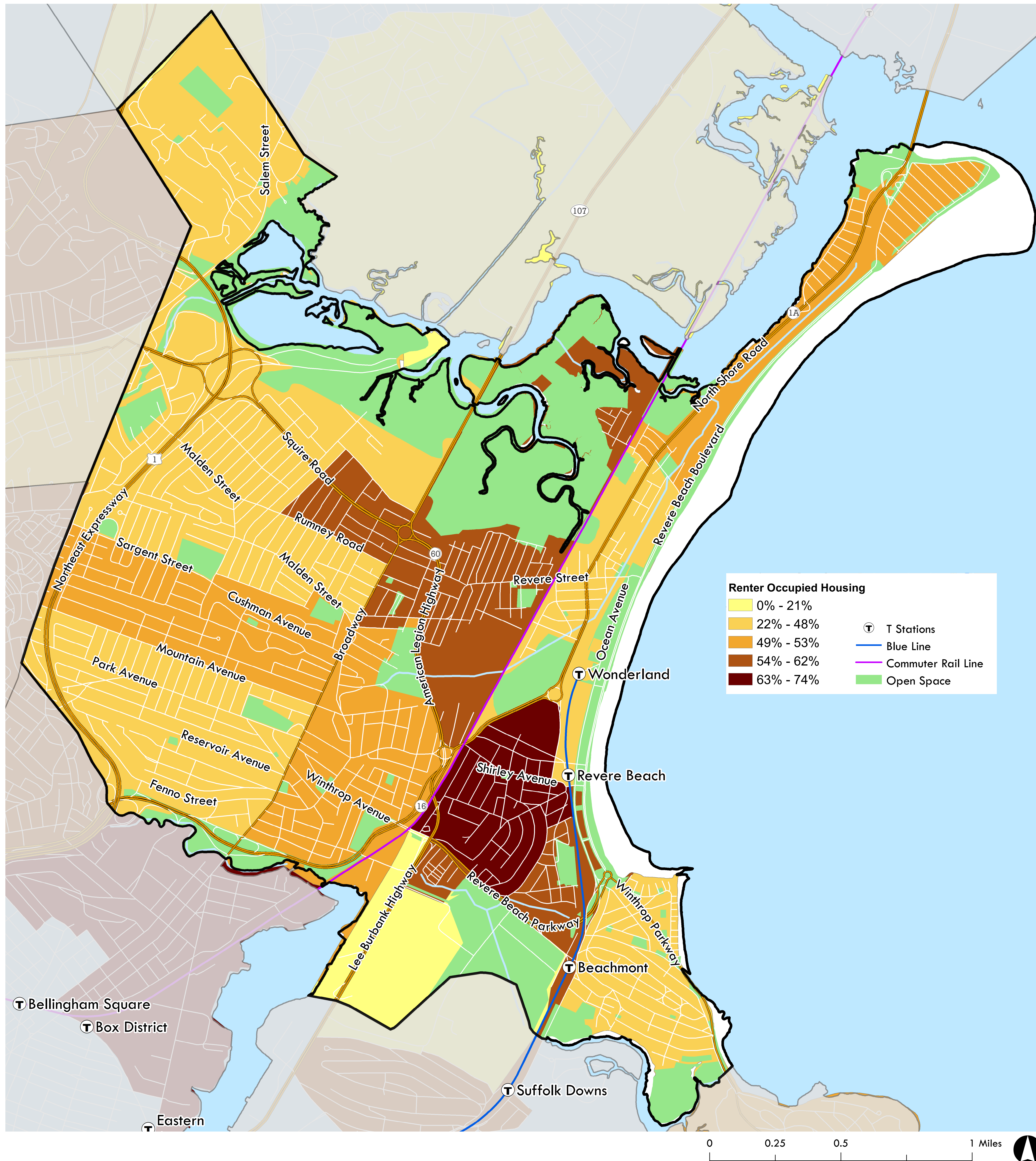
3. Revere Street Bike Lane



Typical Weekday Station Entries (2014)



2014 MBTA Ridership and Service Statistics

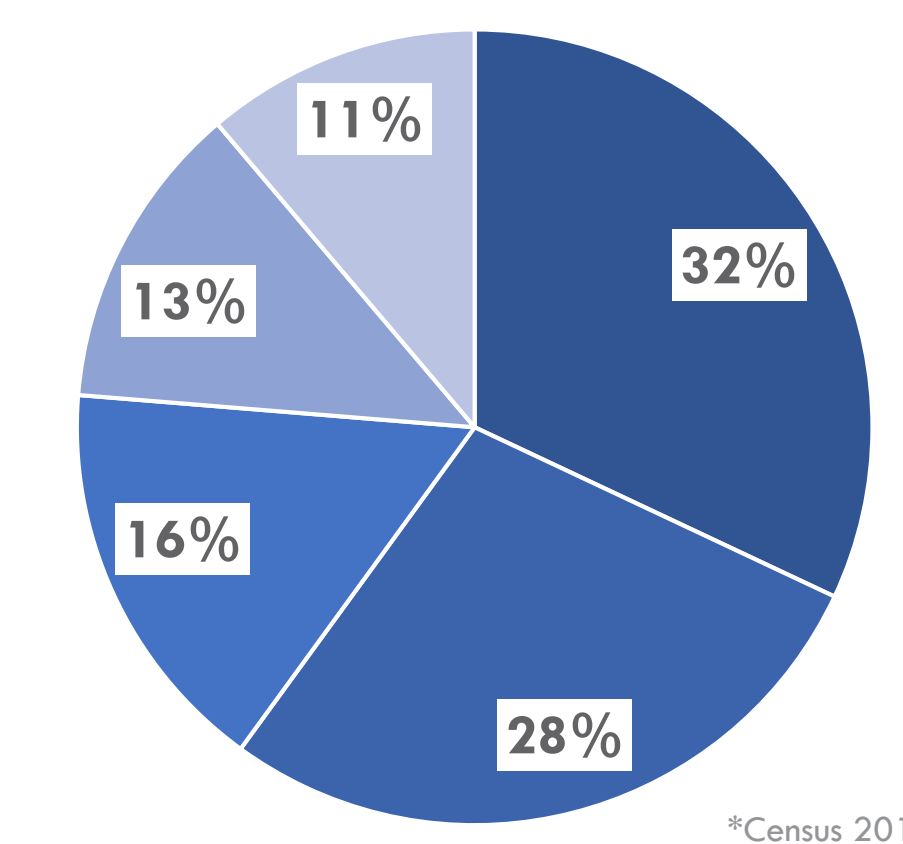


PERCENTAGE OF RENTER AND OWNER HOUSEHOLDS

This map shows the percentage of housing that is lived in by renters. The higher the number, the more renters live in that area. Over 50% means that more than half of the area's houses are lived in by renters. Under 50% means that more than half of the area's houses are lived in by the owner.

HOUSEHOLD SIZE

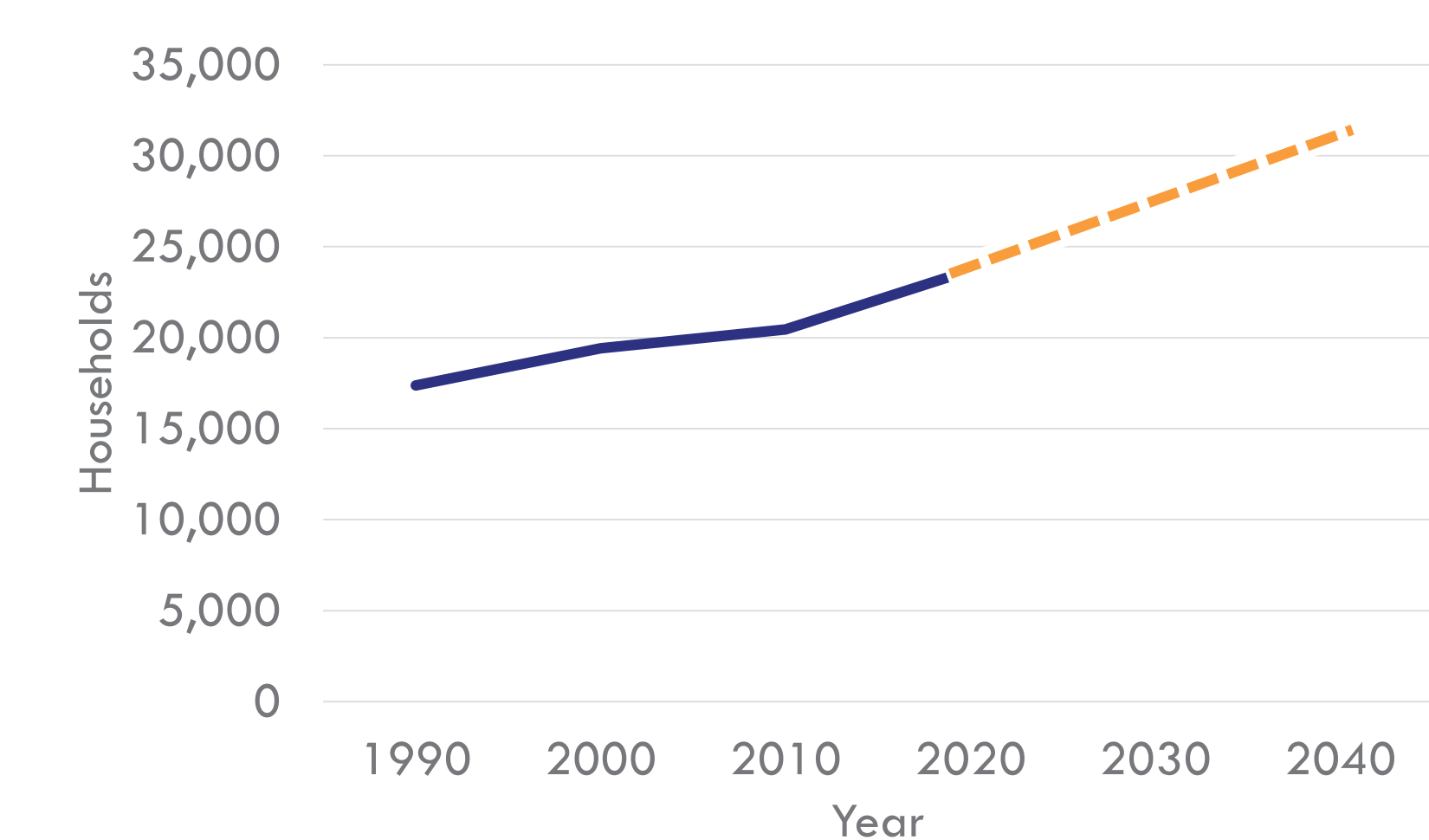
Average
 2.88
*ACS 2012-2016



■ 1 person ■ 2 person ■ 3 person ■ 4 person ■ 5 or more

60% of households in Revere are either single-person or two-person households. Single-person households may have more difficulty being able to afford housing.

NUMBER OF HOUSEHOLDS

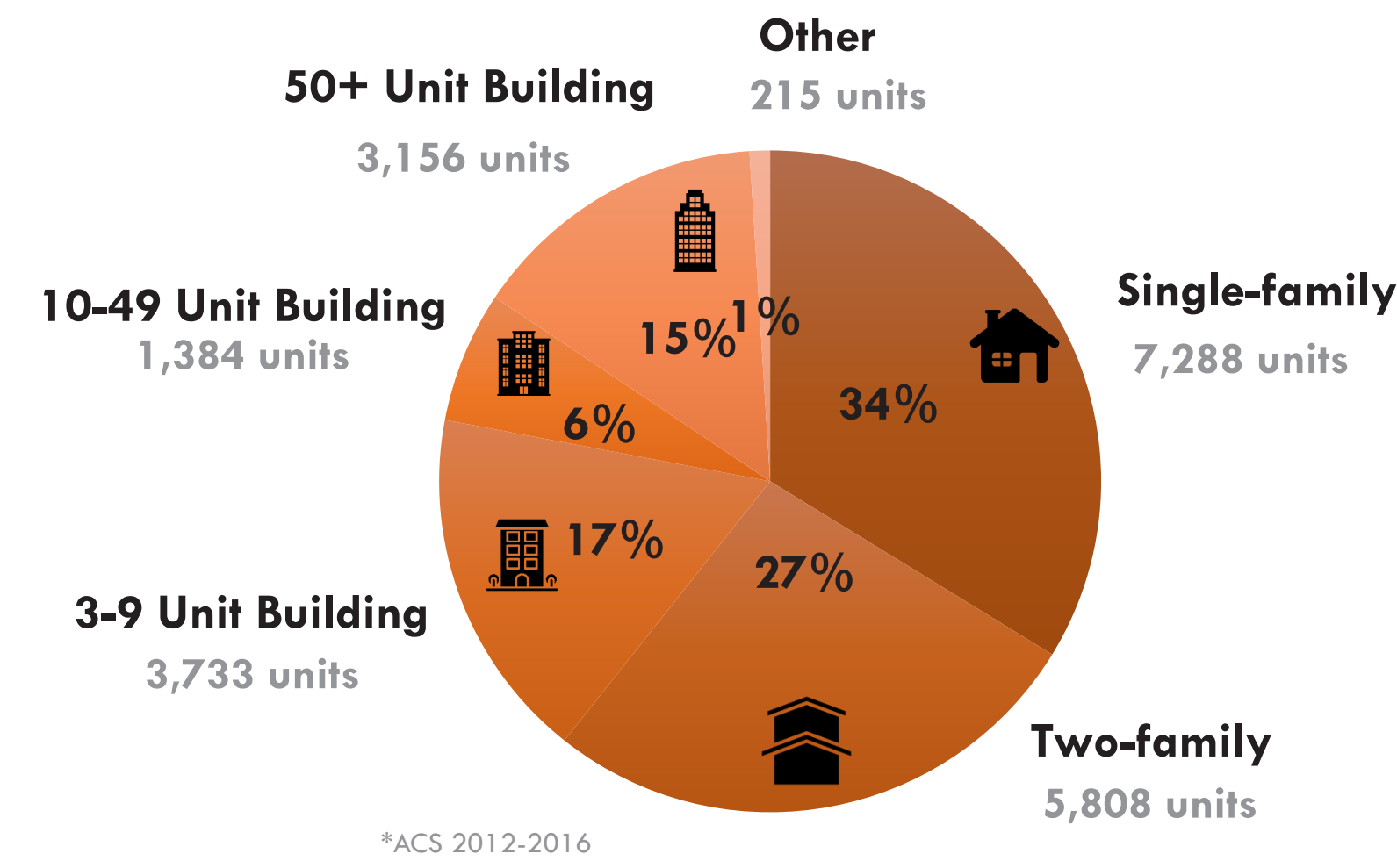


*Census and MAPC Stronger Region Projections

The number of households in Revere is growing and is expected to reach over 30,000 households by 2040.

HOUSING TYPES

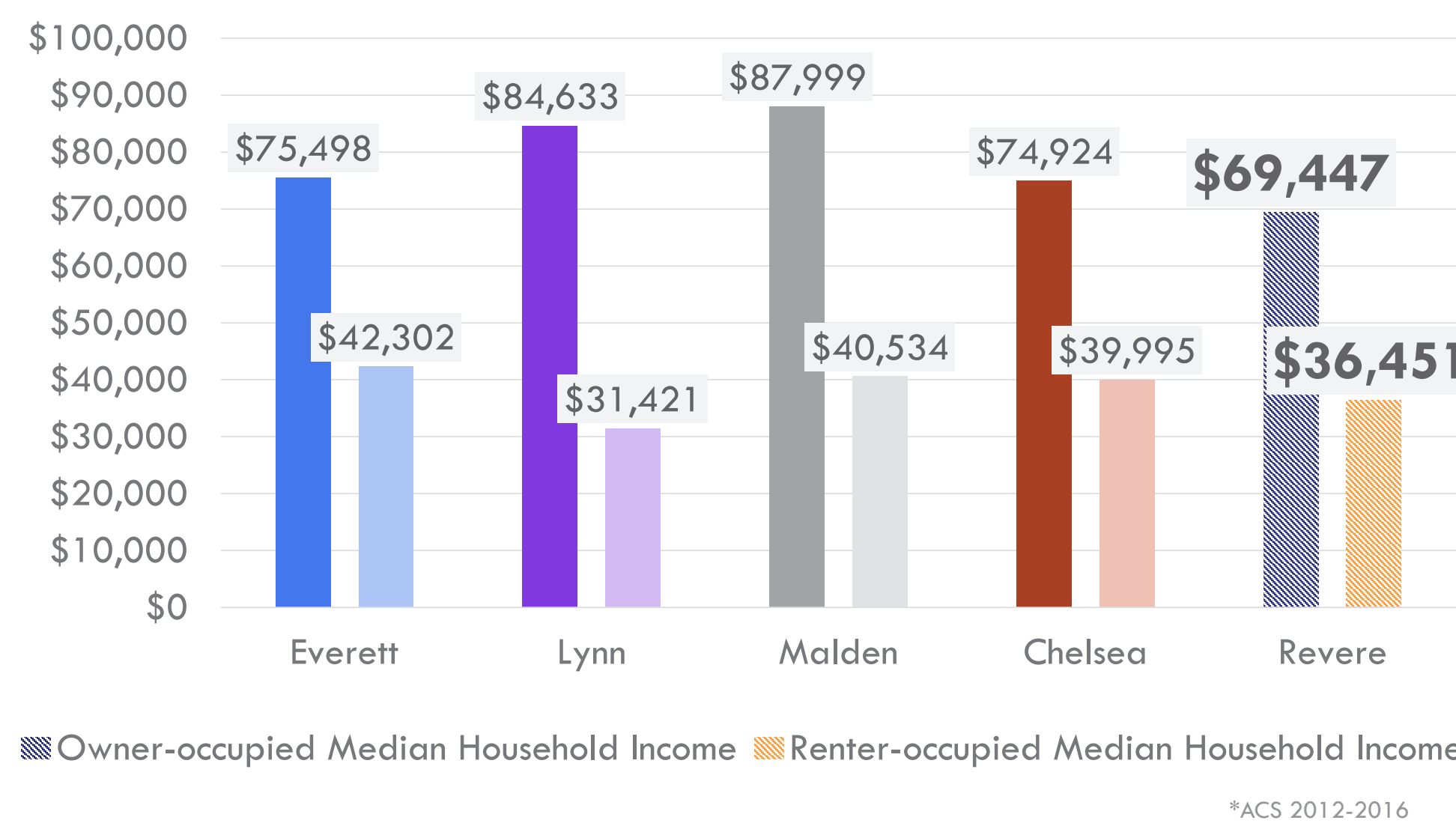
Single and Two-Family



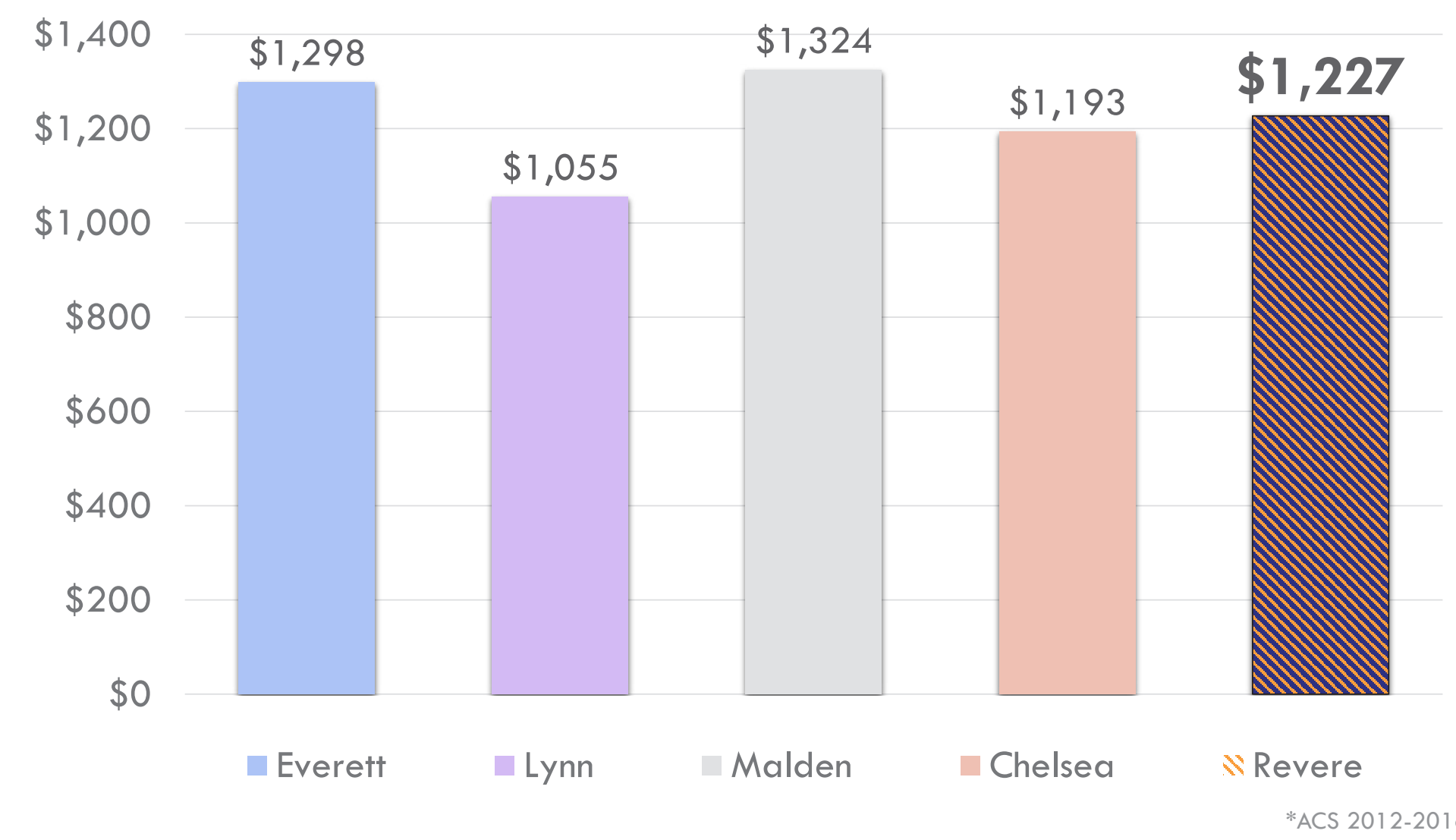
Multi-Family



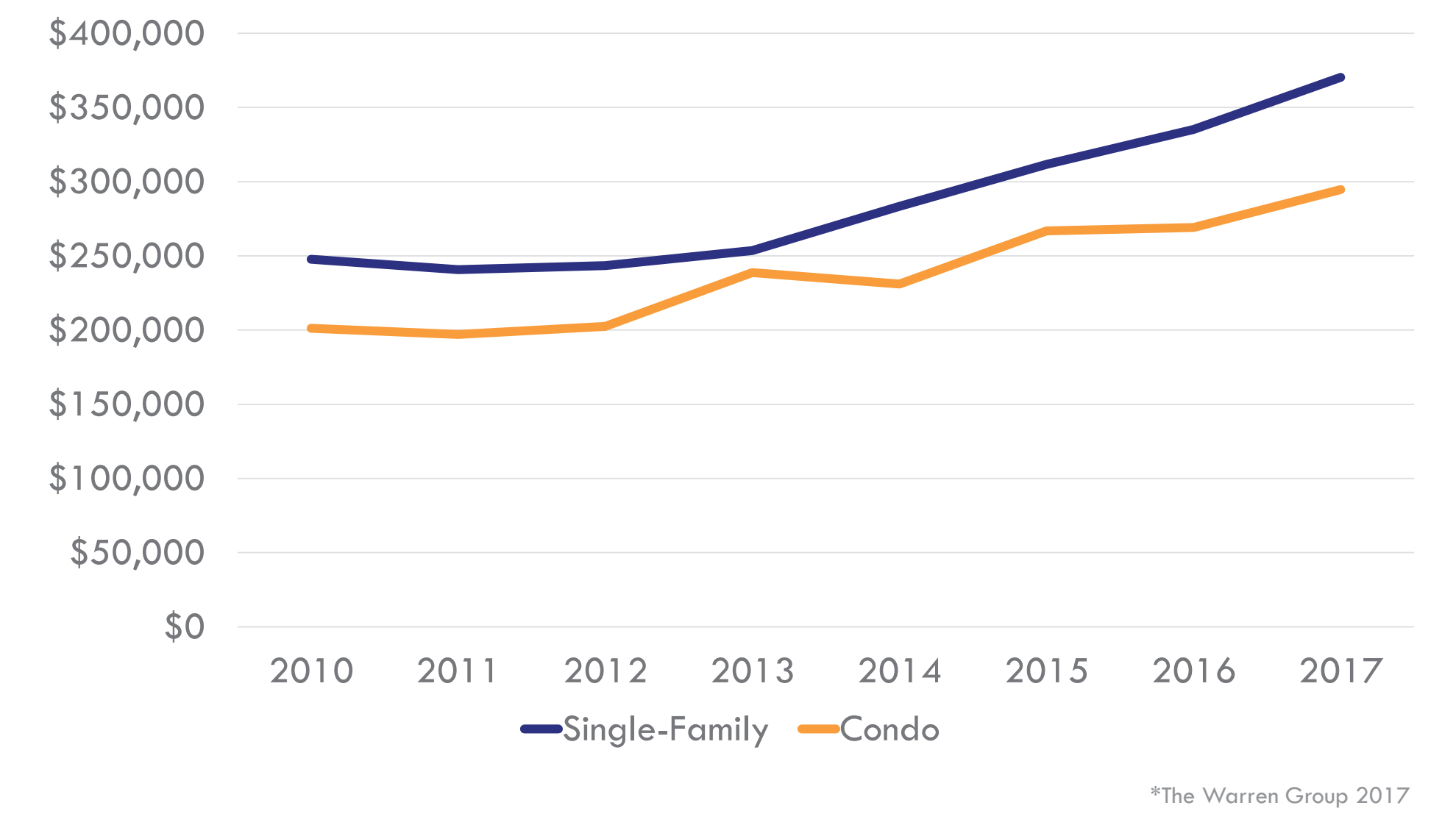
MEDIAN HOUSEHOLD INCOME



MEDIAN GROSS RENT



AVERAGE SALE PRICE



AFFORDABLE HOUSING ELIGIBILITY

Eligibility for deed restricted affordable housing is determined by the Area Median Income (AMI) and HUD income limits. Households making 80% AMI or less are eligible for subsidized Affordable Housing.

Area Median Income (AMI) \$107,800				
Household size	1	2	3	4
Low-income 80% AMI	\$56,800	\$64,900	\$81,100	\$94,100
Very low-income 50% AMI	\$37,750	\$43,150	\$53,900	\$62,550
Extremely low-income Less than 50% AMI	\$22,650	\$25,900	\$32,350	\$37,550

*HUD Income Limits

AFFORDABLE HOUSING INVENTORY

State law Ch.40B requires 10% of housing units in each municipality be Affordable Housing units. This is also called the Subsidized Housing Inventory (SHI). Currently, Revere will need to add 416 units to its SHI to meet the state requirement.

12,205 out of 20,485 households make less than 80% AMI and are eligible for Affordable Housing, representing more than half of all households in Revere.

*CHAS 2011-2015

$$\frac{1,780 \text{ Affordable units}}{21,956 \text{ Market units}} = 8.11\%$$

*DHCD 2017

An addition of approximately **2,000** market rate units to the housing stock is expected in the next few years, likely causing the City's SHI percentage to decrease.

HOUSEHOLDS MAKING 80% OF AMI OR LESS

COST BURDENED HOUSEHOLDS

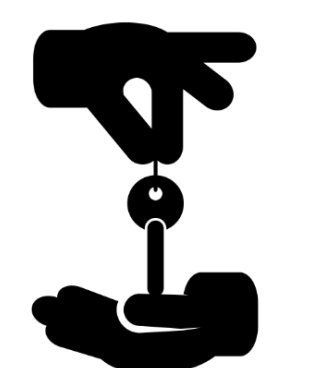
Owners



4,300 out of 9,734 owners spend more than 30% of their household income on housing costs and 1,895 owners spend more than half their income on housing costs

44% of owners are cost burdened

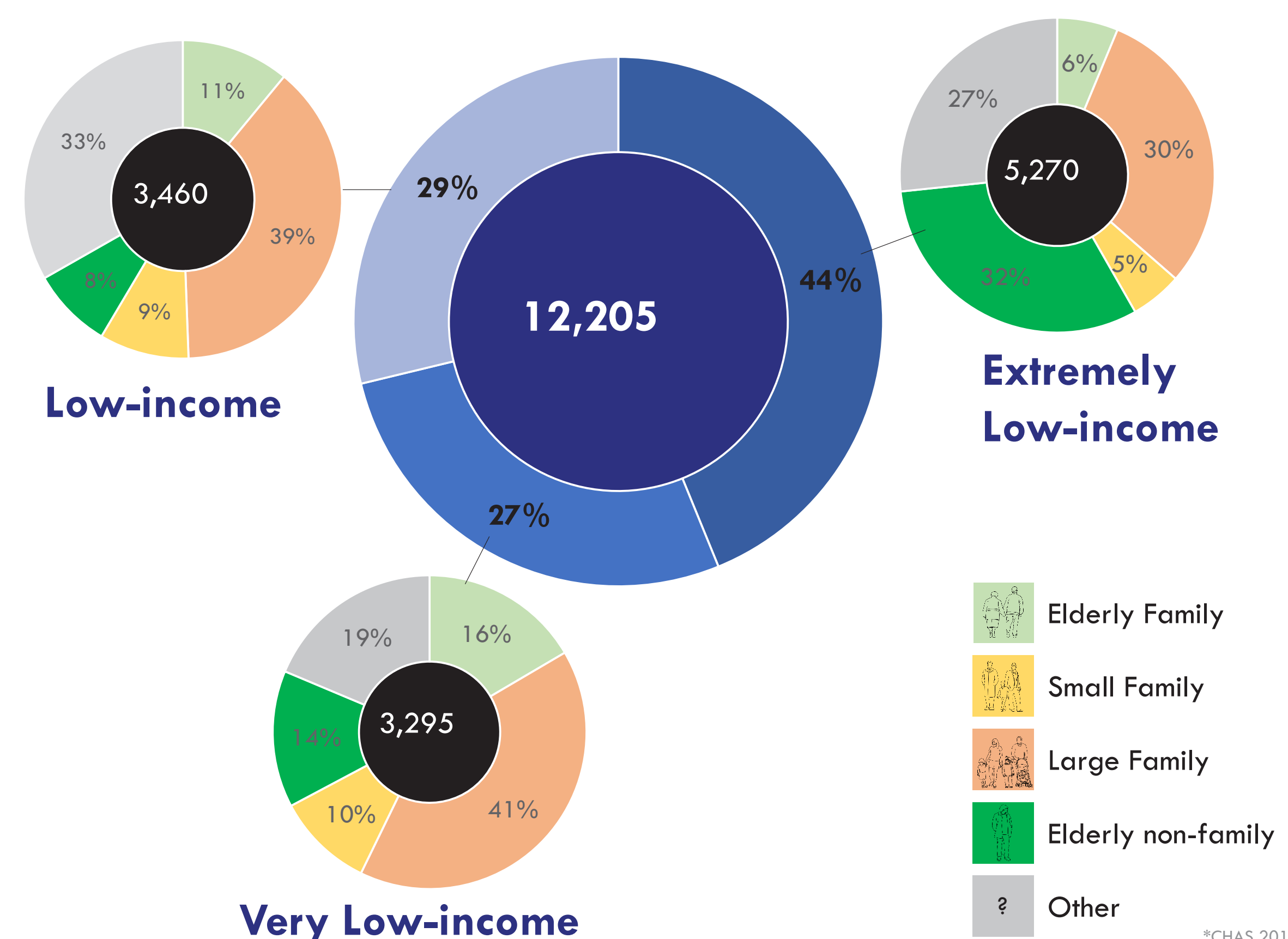
Renters

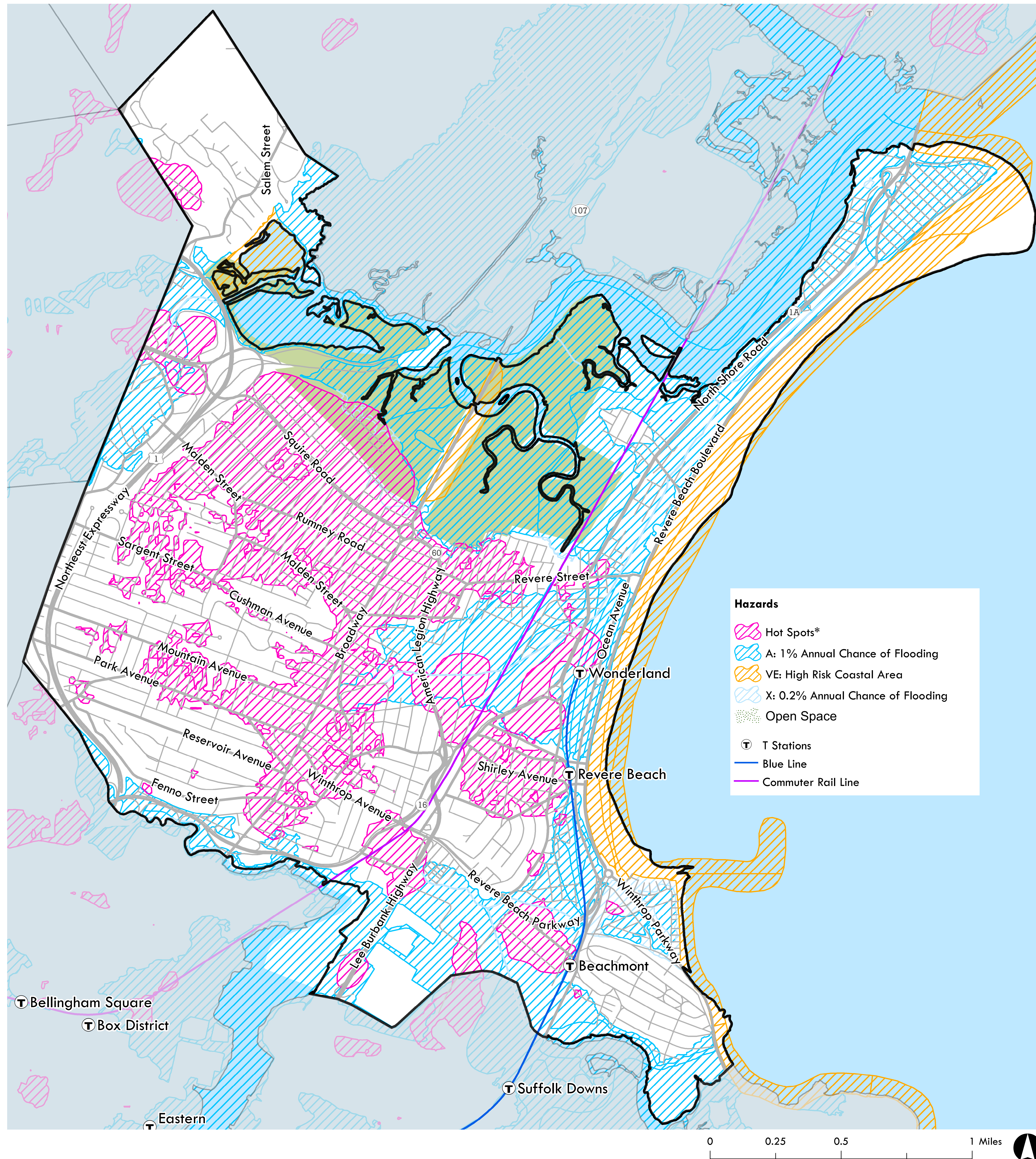


5,559 out of 10,498 renters spend more than 30% of their household income on housing costs and 3,044 renters spend more than half their income on housing costs

53% of renters are cost burdened

*ACS 2012-2016





CLIMATE VULNERABILITIES

The City of Revere has made several efforts to reduce the amount of energy it uses. Revere received money from the State to make some buildings owned by the City more efficient and buy electric cars and trucks. The City has also received help to make some of the public schools more energy efficient. Also, the City is part of a program that helps Cities plant more trees, which has many benefits like improving the air, increasing property values, and helping with water from storms.

This map shows areas of Revere that are at risk of flooding and hot spots.*

*Hot Spots are areas identified by MAPC as the hottest 5% of land area in the MAPC region. Data from 2016. The analysis of remotely sensed land surface data was produced in-house.

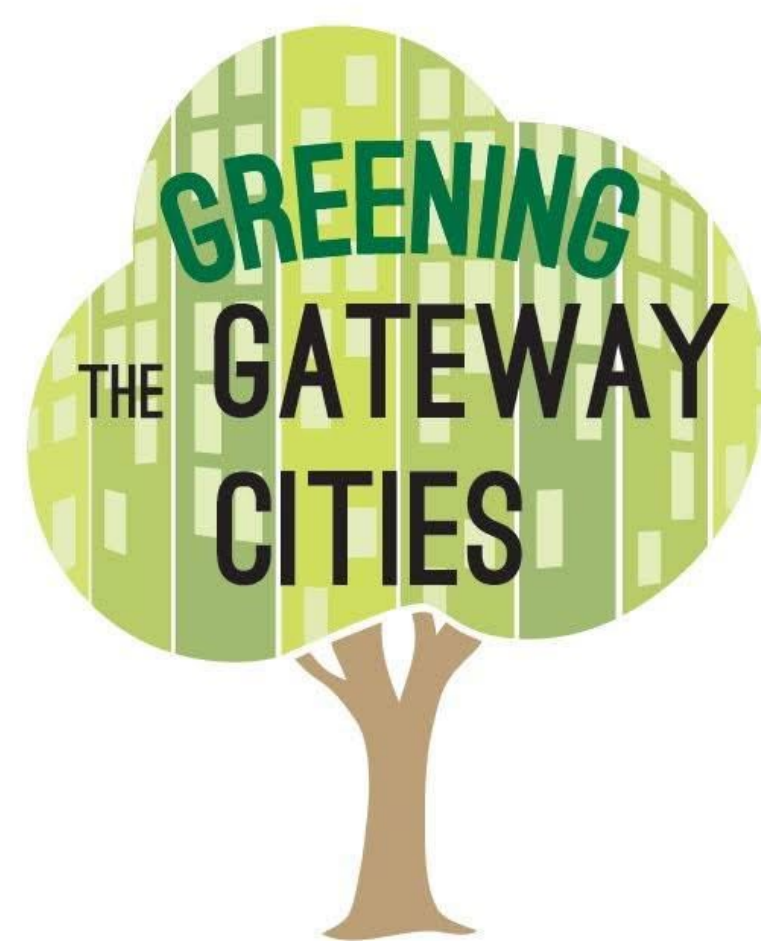
MUNICIPAL ENERGY REDUCTION



Revere was designated a Green Community in 2011 and received \$456,060 in grant funding from the state for energy efficiency conservation measures in municipal buildings, including:

- Upgrades to the energy management systems, improvements to the efficiency of the steam heating systems, additional insulation, lighting retrofits, and weatherization.
- Purchasing of electric vehicles and EV charging stations.

Additionally, Revere public schools have worked with Ameresco through an Energy Service Performance Contract (ESPC) to invest in energy efficiency and renewable energy in public schools in a “budget neutral” way. This means that Ameresco pays for all upfront costs and a portion of the annual cost-savings to the City help pay for the investment. Over time, the City will see annual cost savings due to these upgrades.

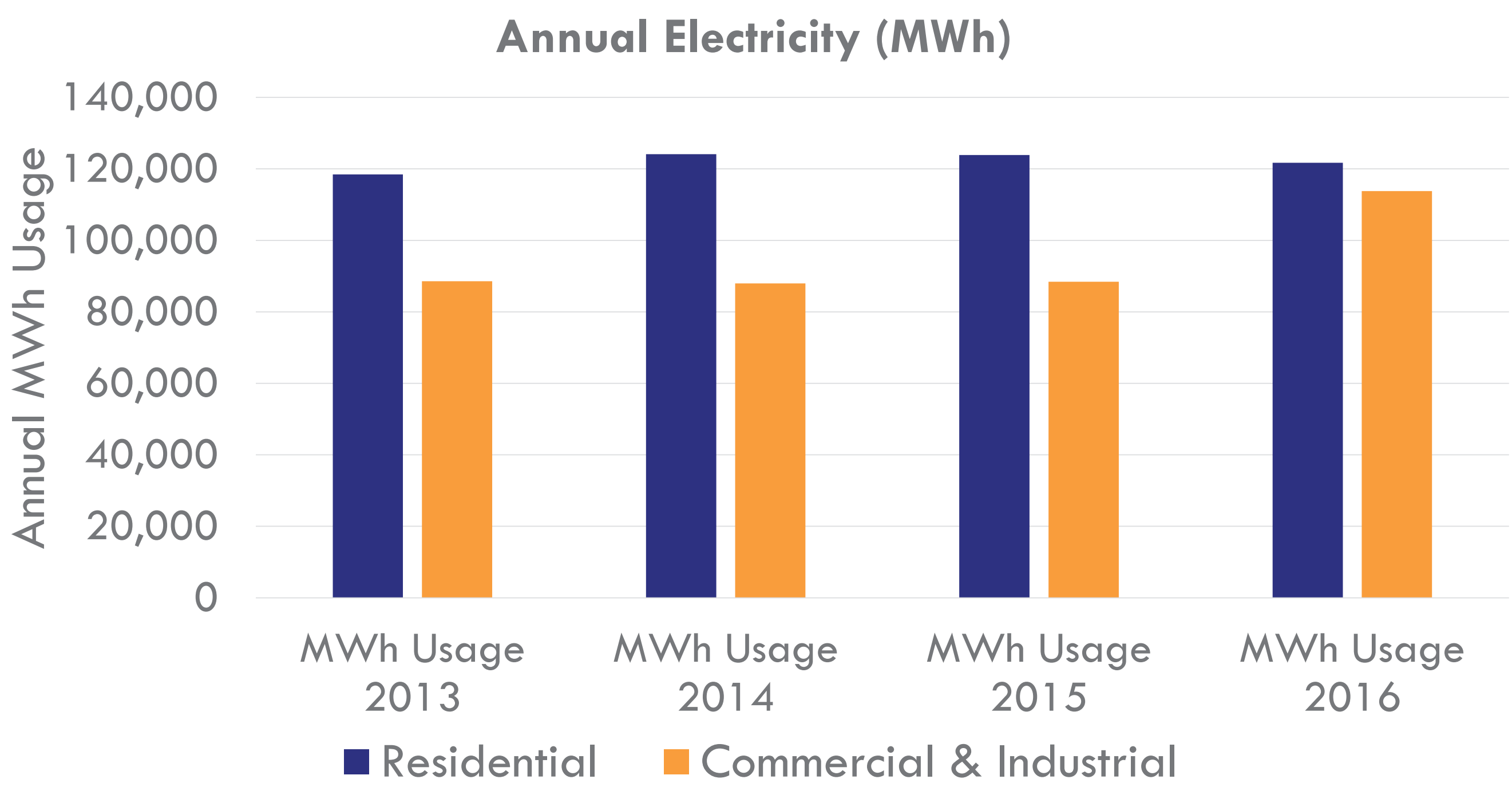


Revere is a participant of the Massachusetts Greening the Gateways Cities Program (GGCP), which is aimed at increasing urban tree canopy and planting more trees. Increasing urban tree canopy can have the following benefits:

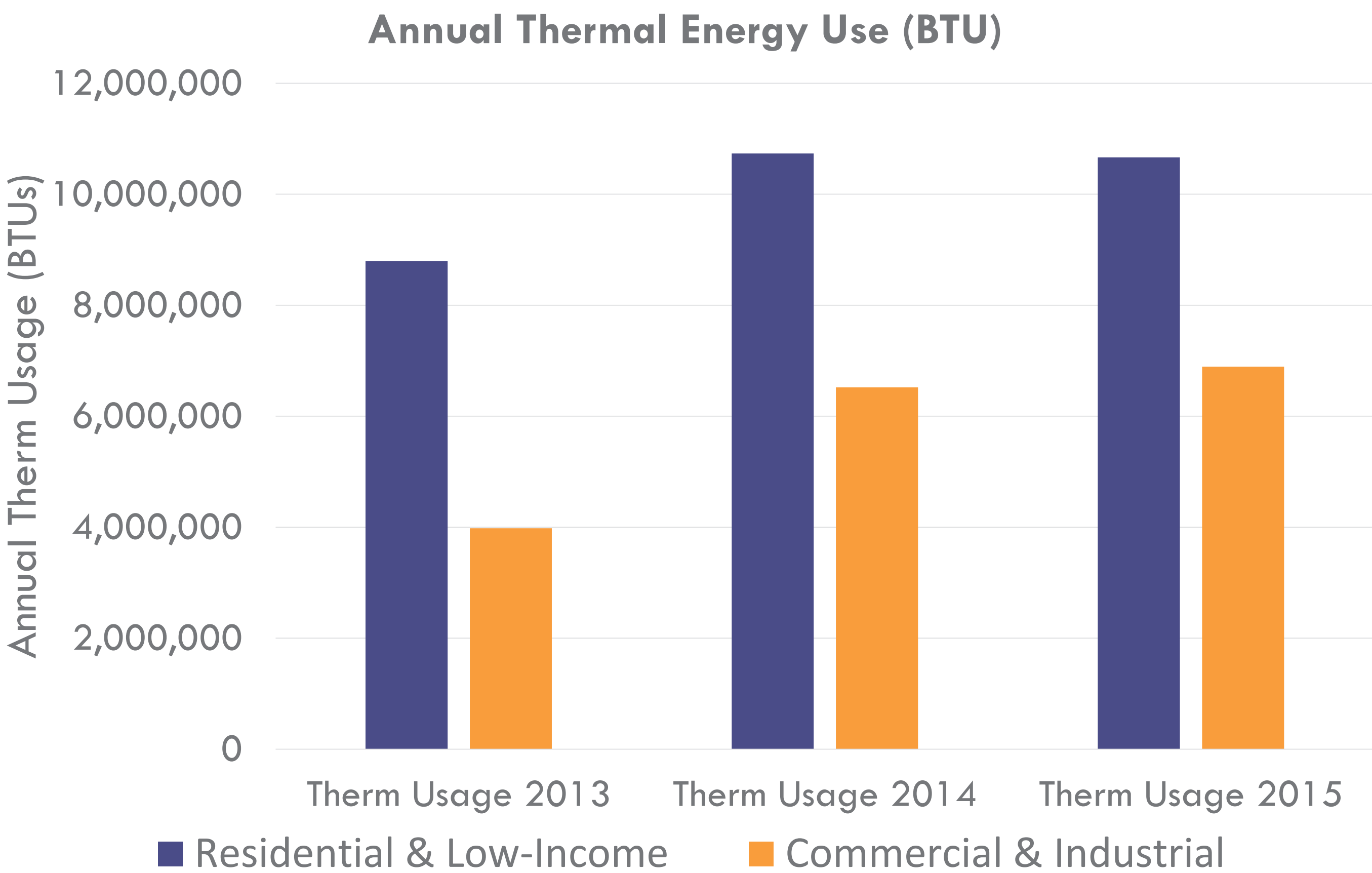
- Increased energy efficiency by reducing heating and cooling needs
- Reduced stormwater runoff
- Improved air quality
- Increased property values

ENERGY USE ACROSS REVERE

The following graph show electricity use from the residential sector and commercial and industrial (C&I) sectors in Revere. Electricity is measured in “Mega-Watt hours” (MWh). 1 MW is equivalent to 1,000 kilowatts (kW), which is 1,000 watts. So 1 MW is equal to 1,000,000 watts. 1 MWh would be equivalent to the electricity required to power 10,000 100-watt light bulbs for one hour.



The following graph shows the thermal energy used from the residential and commercial and industrial (C&I) sectors in Revere. Thermal energy describes the energy used to heat a home or business from natural gas. Thermal energy is measured in “British Thermal Units” or BTUs.



SOLAR POTENTIAL IN REVERE

According to Google’s Project Sunroof, which maps solar potential of existing buildings, 88% of the roofs in Revere may be viable for solar. This would produce 123 MW of solar electricity, which would avoid 61,000 metric tons of CO2. The estimated median roof space would be 529 sq. ft. for a 7.5 kW system (enough to power an average household use).

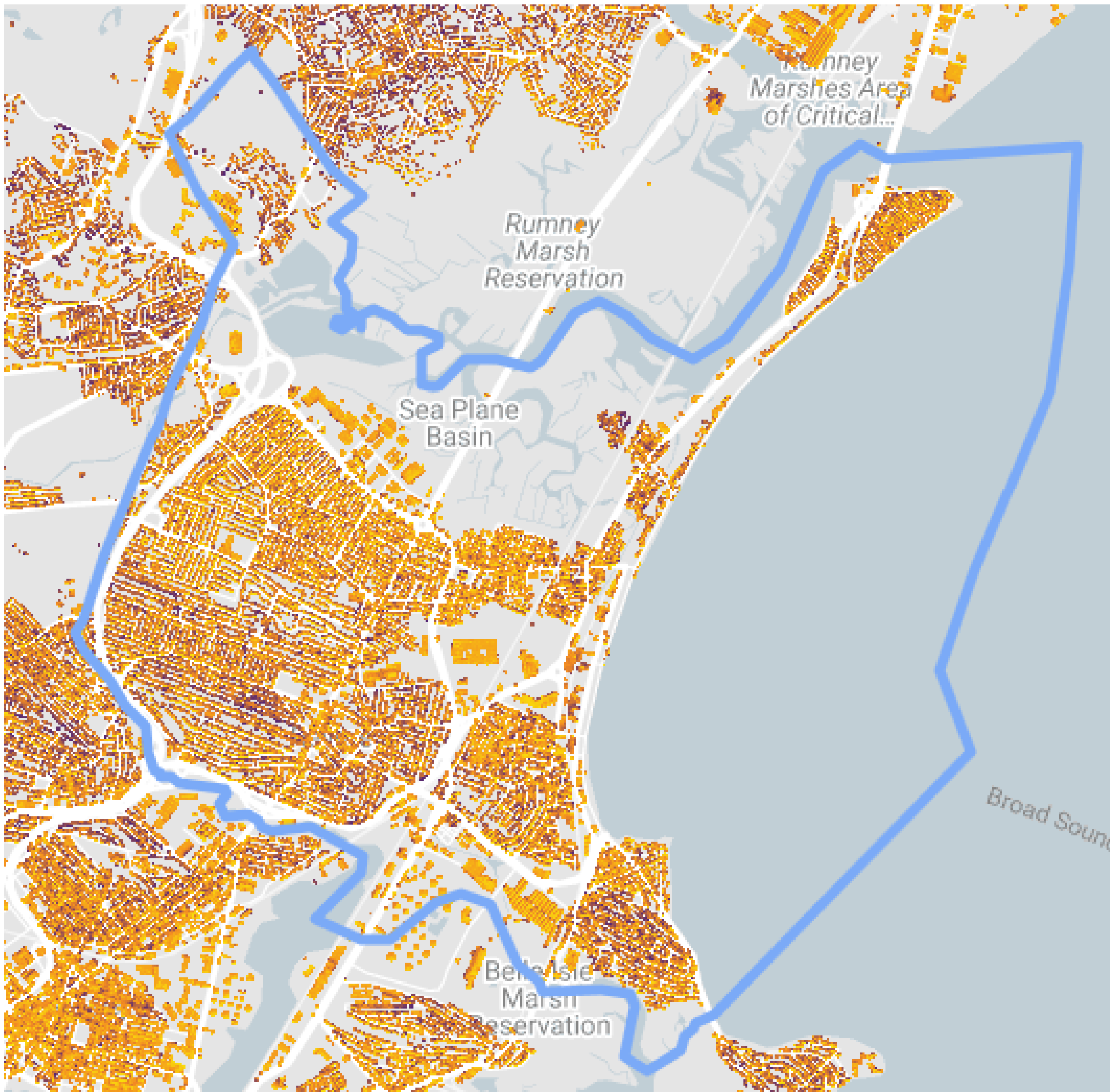
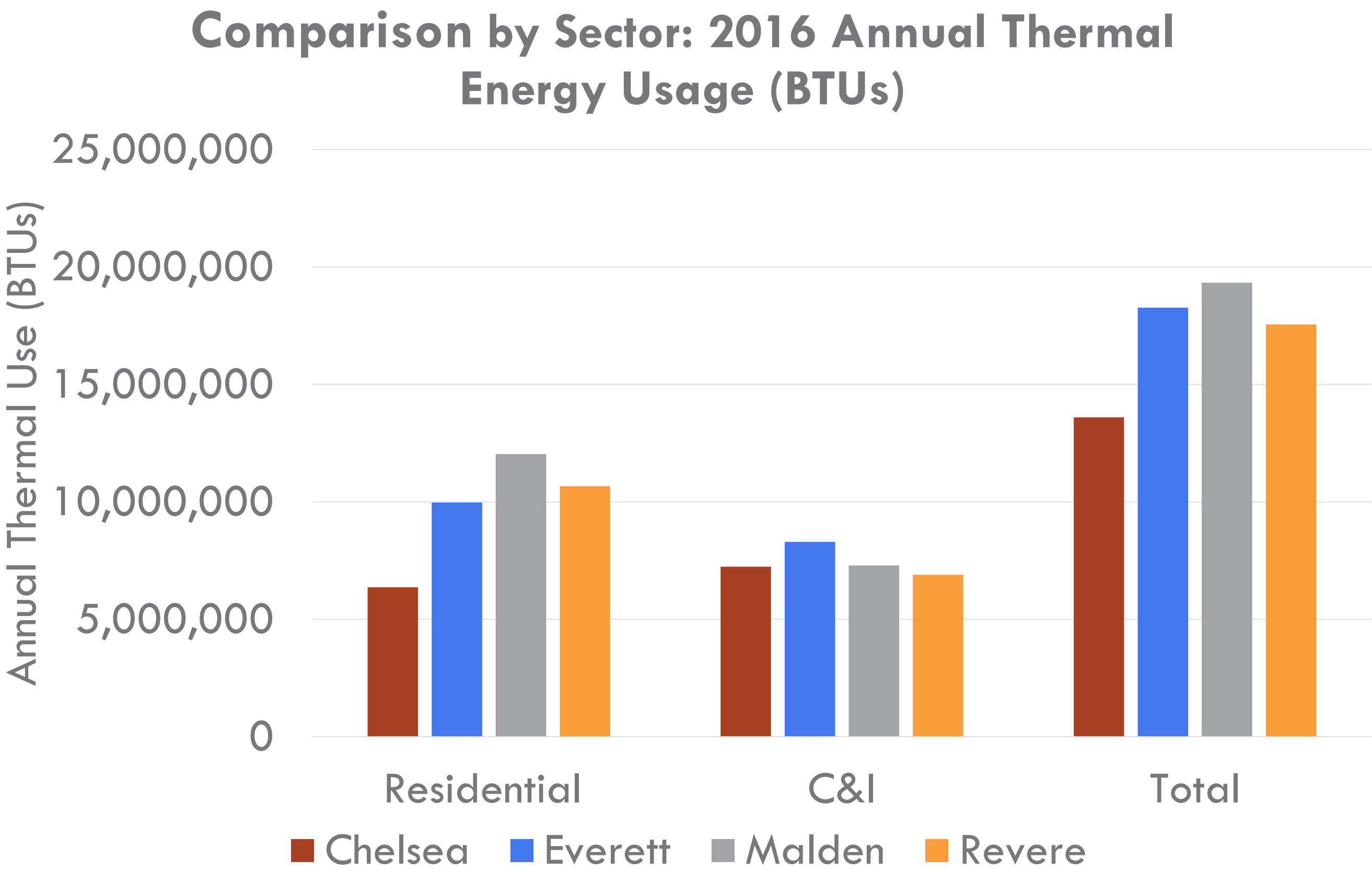
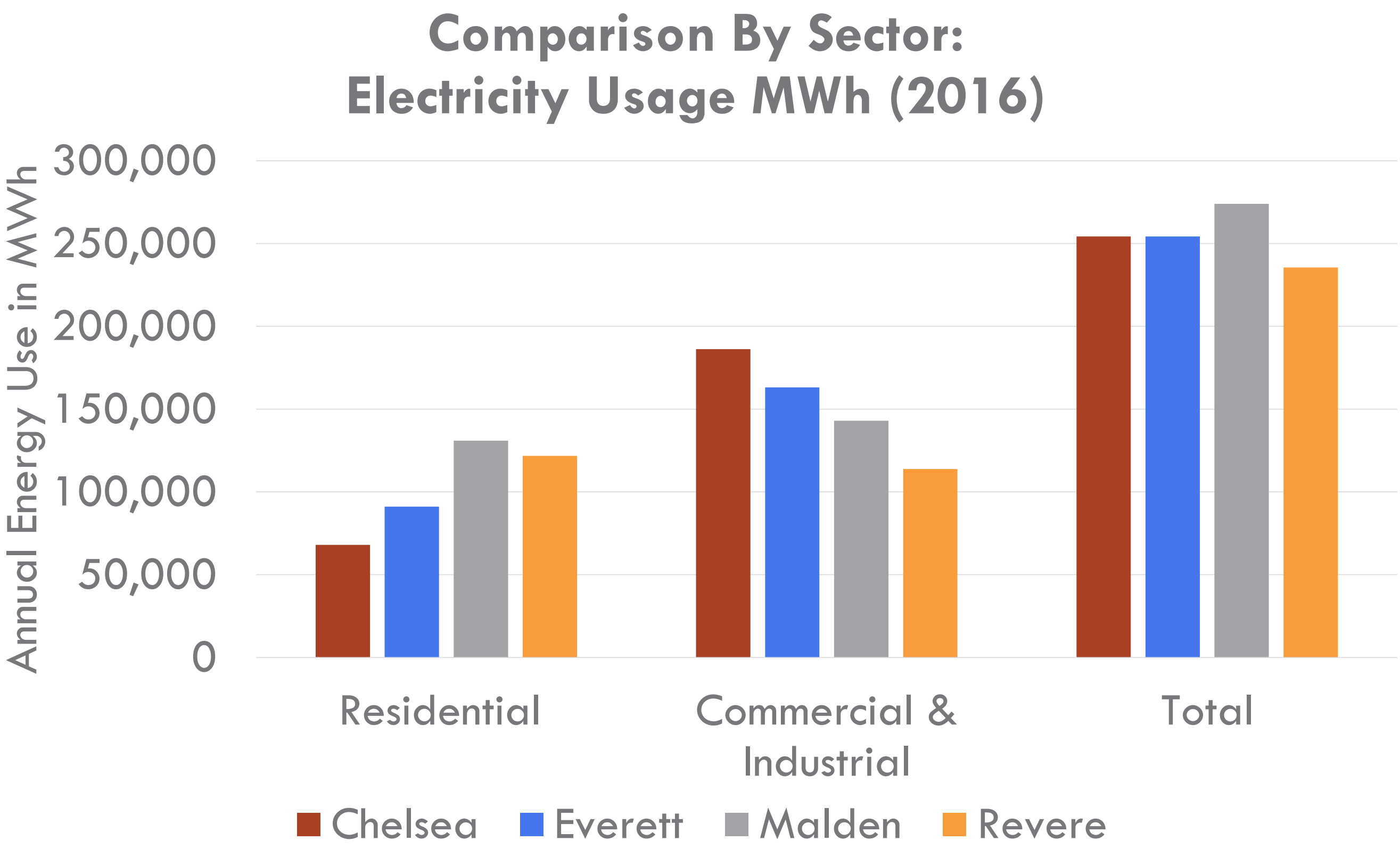


Image Source: Project Sunroof data explorer (May 2018)

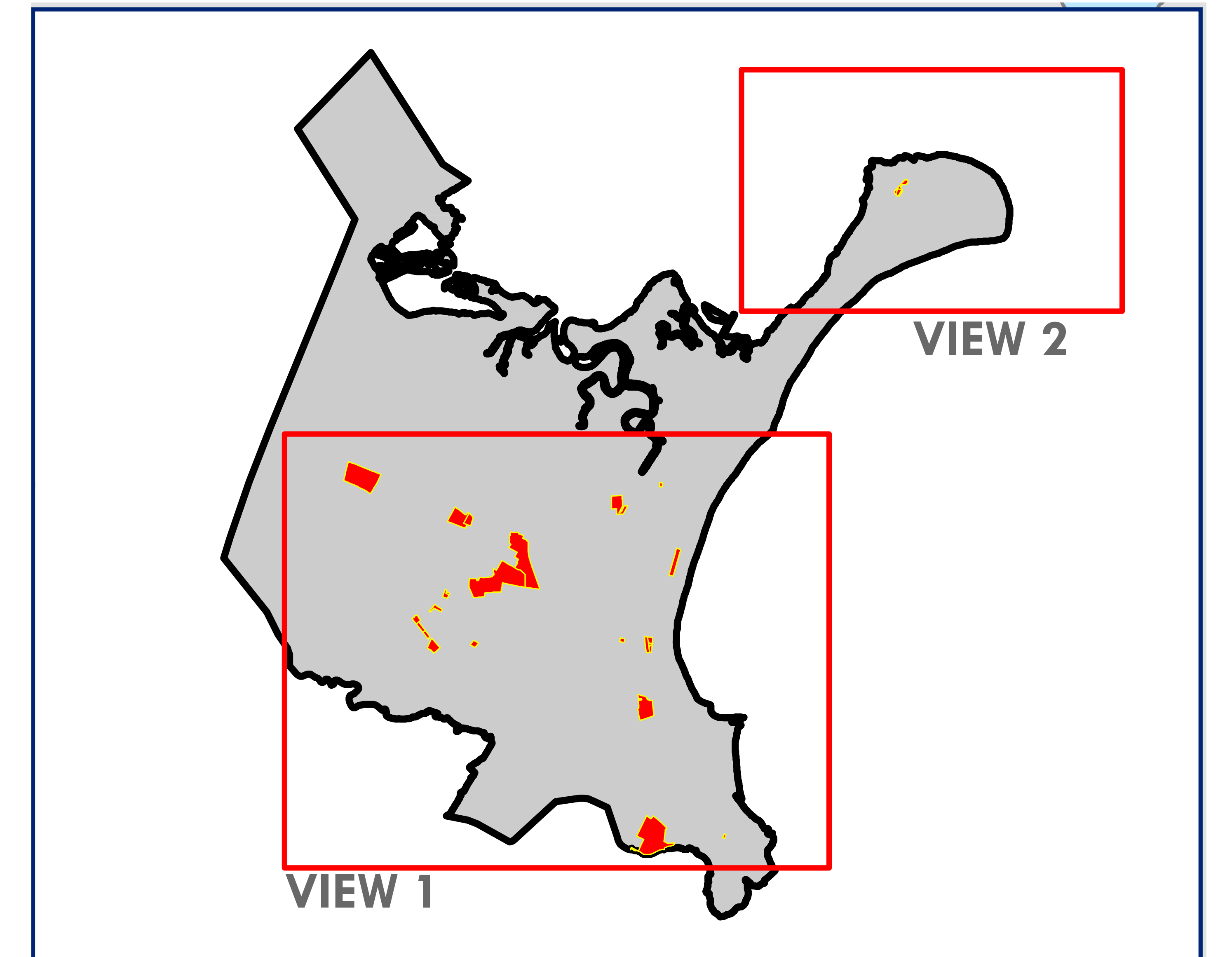
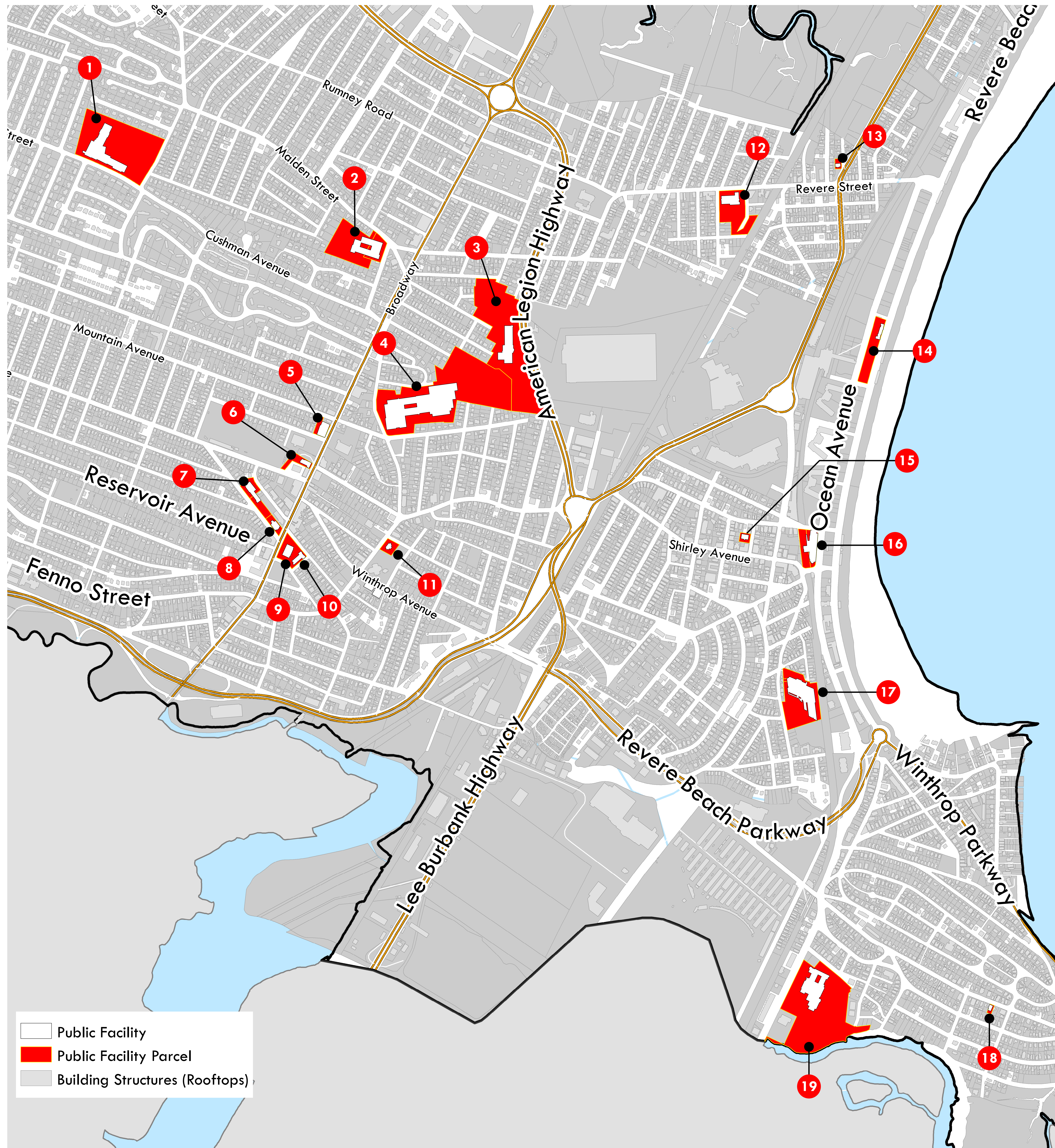
The above map from Google Sunroof shows the solar potential of existing rooftops, the lighter orange and yellow areas show the greatest potential for solar electricity, where the deep red indicates shady roofs that may not be viable for solar.

ENERGY USE COMPARED TO NEIGHBORING COMMUNITIES

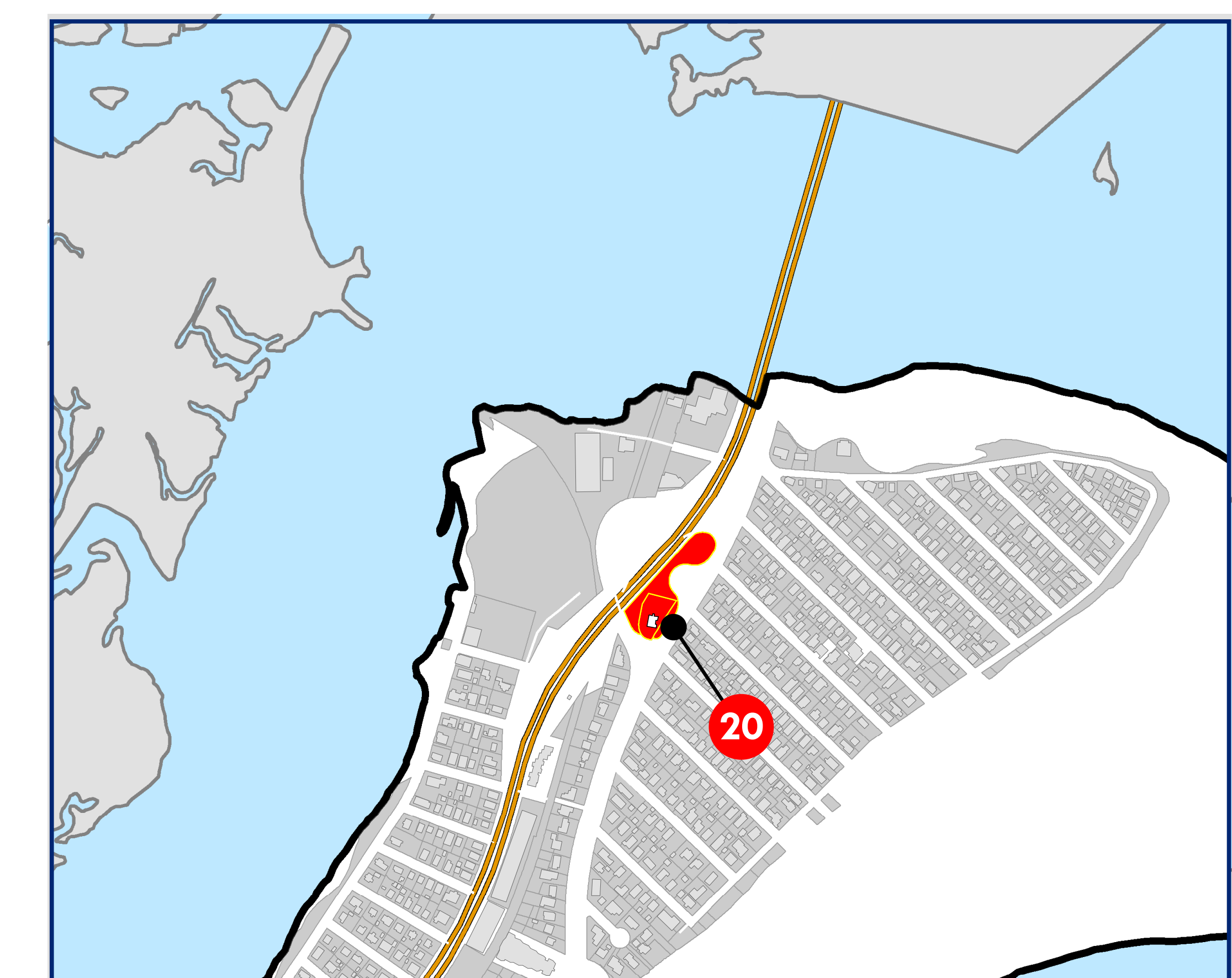
The following graphs show a comparison between Revere and several neighboring communities with similar population sizes (Lynn was not included due to a greater difference in population). The graphs show a slightly higher energy use in residential sector, slightly lower in commercial & industrial, and about parity with neighbors for total energy use.




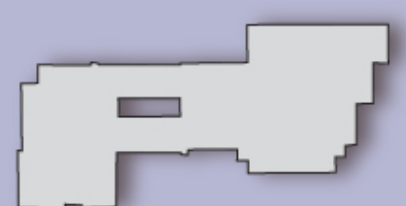






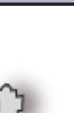






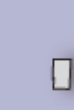
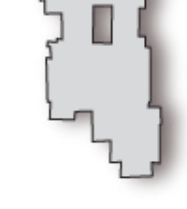
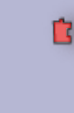


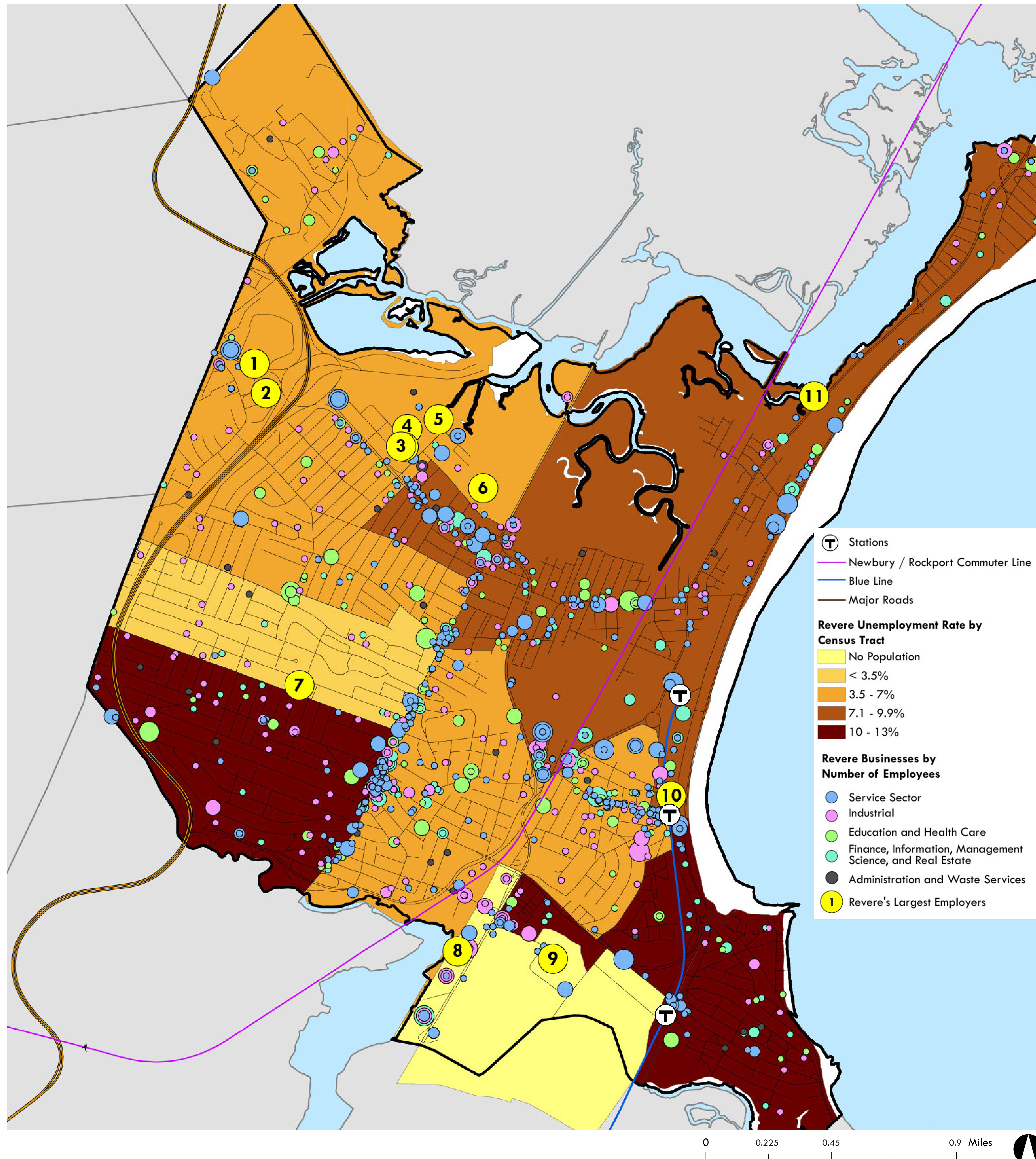
Population estimates:
Chelsea: 40,227 Everett: 44,636 Malden: 61,264 Revere: 53,993



KEY MAP



REVERE PUBLIC FACILITIES						
Site ID #	Building	Building Footprint	Address	Current Use	Year Constructed	Square Footage
1	Susan B. Anthony Middle School A. C. Whelan Elementary School		107 Newhall St.	School/Educational	2005	241,299
2	Abraham Lincoln		68 Tuckerman Street	School/Educational	1967	69,096
3	Rumney Marsh Academy		140 American Legion Highway	School/Educational	2008	134,945
4	Revere High Seacoast School MGH at Revere High School		101 School Street	School/Educational	1974	422,028
5	Revere Family Health Center		454 Broadway	Medical	2000	21,137
6	Revere Fire Department: Engine 4, Ladder 2 (Headquarters)		400 Broadway	Municipal Services	1900	10,258
7	William McKinley		65 Yeaman Street	School/Educational	1904	28,448
8	MGH Revere HealthCare Center		300 Broadway	Medical	1930	7,501
9	Revere City Hall		281 Broadway	Municipal	1898	26,682
10	Revere Police Department		281 Broadway	Municipal Services		8,206
11	Revere Public Library		179 Beach St.	Institutional	1902	5,444
12	Paul Revere		395 Revere Street	School/Educational	2009	42,260
13	Revere Fire Department: Engine 5		4 Freeman Street	Municipal Services	1916	3,984
14	State Police Revere		220 Revere Beach Blvd	Municipal Services	1899	12,827
15	Revere Fire Department: Engine 1, Ladder 1		13 Walden Street	Municipal Services	1900	7350
16	MGH Community Health Associates MGH Revere Health Care Center		300 Ocean Avenue	Medical	1988	97,672
17	Garfield Elementary School Garfield Middle School		176 Garfield Avenue	School/Educational	1990	108,216
18	Revere Fire Department: Engine 3		929 Winthrop Avenue	Municipal Services	1940	4,313
19	Beachmont Veterans Memorial School		15 Everard Street	School/Educational	1979	135,379
20	Revere Fire Department: Engine 2 (Decommissioned Facility)		140 Lynnway	Decommissioned		1,616

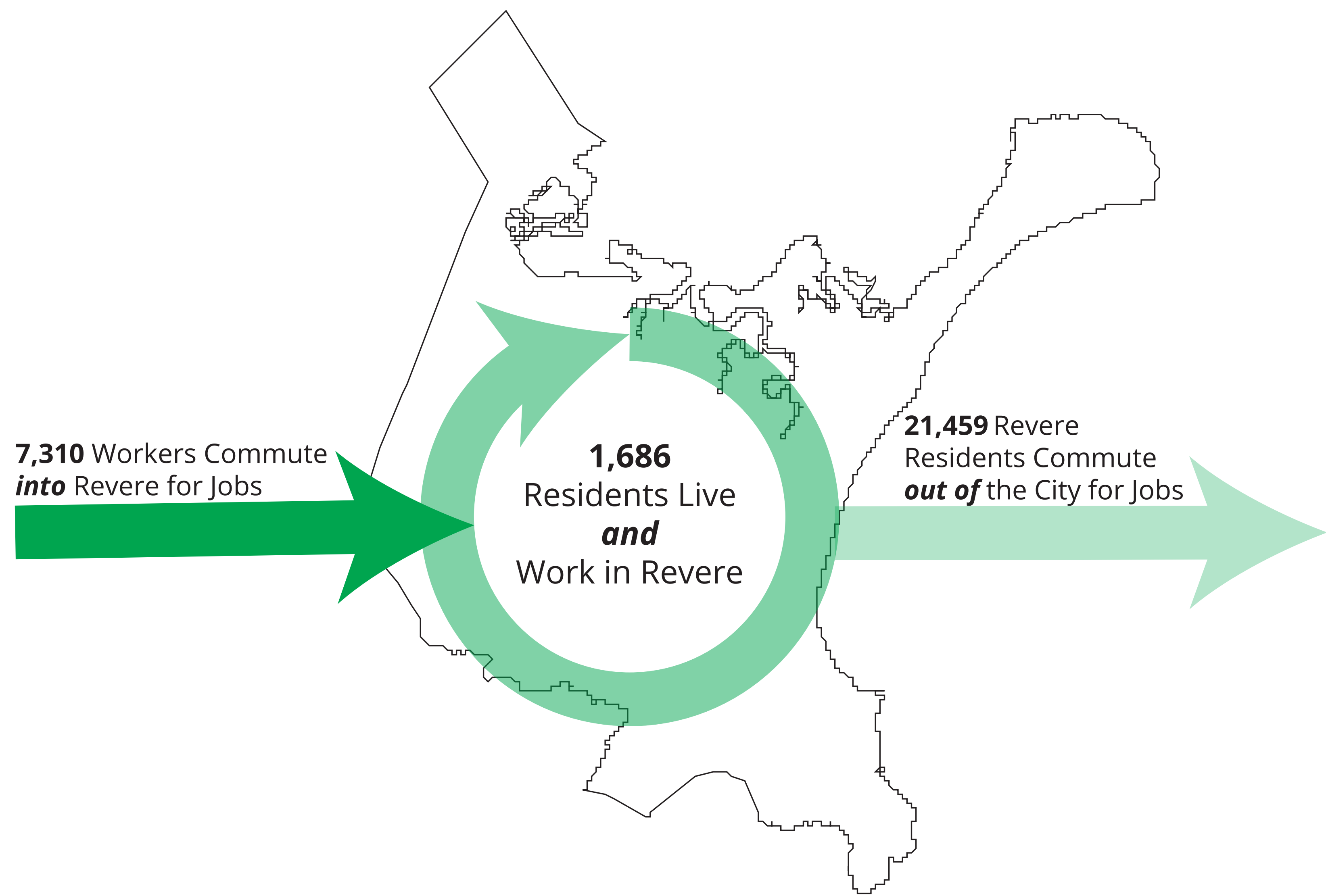


REVERE'S LARGEST PRIVATE EMPLOYERS

- 1 Showcase Cinemas**
100 Employees
\$22,193 Avg Annual Wage
- 2 Super Stop & Shop**
150 Employees
\$24,050 Avg Annual Wage
- 3 Price Rite**
183 Employees
\$24,050 Avg Annual Wage
- 4 Market Basket**
200 Employees
\$24,050 Avg Annual Wage
- 5 Republic Services**
100 Employees
\$50,750 Avg Annual Wage
- 6 BJ's Wholesale**
95 Employees
\$24,050 Avg Annual Wage
- 7 Lighthouse Nursing Center**
180 Employees
\$36,300 Avg Annual Wage
- 8 OceanAir**
100 Employees
\$90,750 Avg Annual Wage
- 9 Stop & Shop**
150 Employees
\$24,050 Avg Annual Wage
- 10 MGH Revere Health Center**
200 Employees
\$36,300 Avg Annual Wage
- 11 BeDriven**
100 Employees
\$51,000 Avg Annual Wage

REVERE RESIDENTS' COMMUTING PATTERNS

Source: US Census On the Map, LEHD 2016



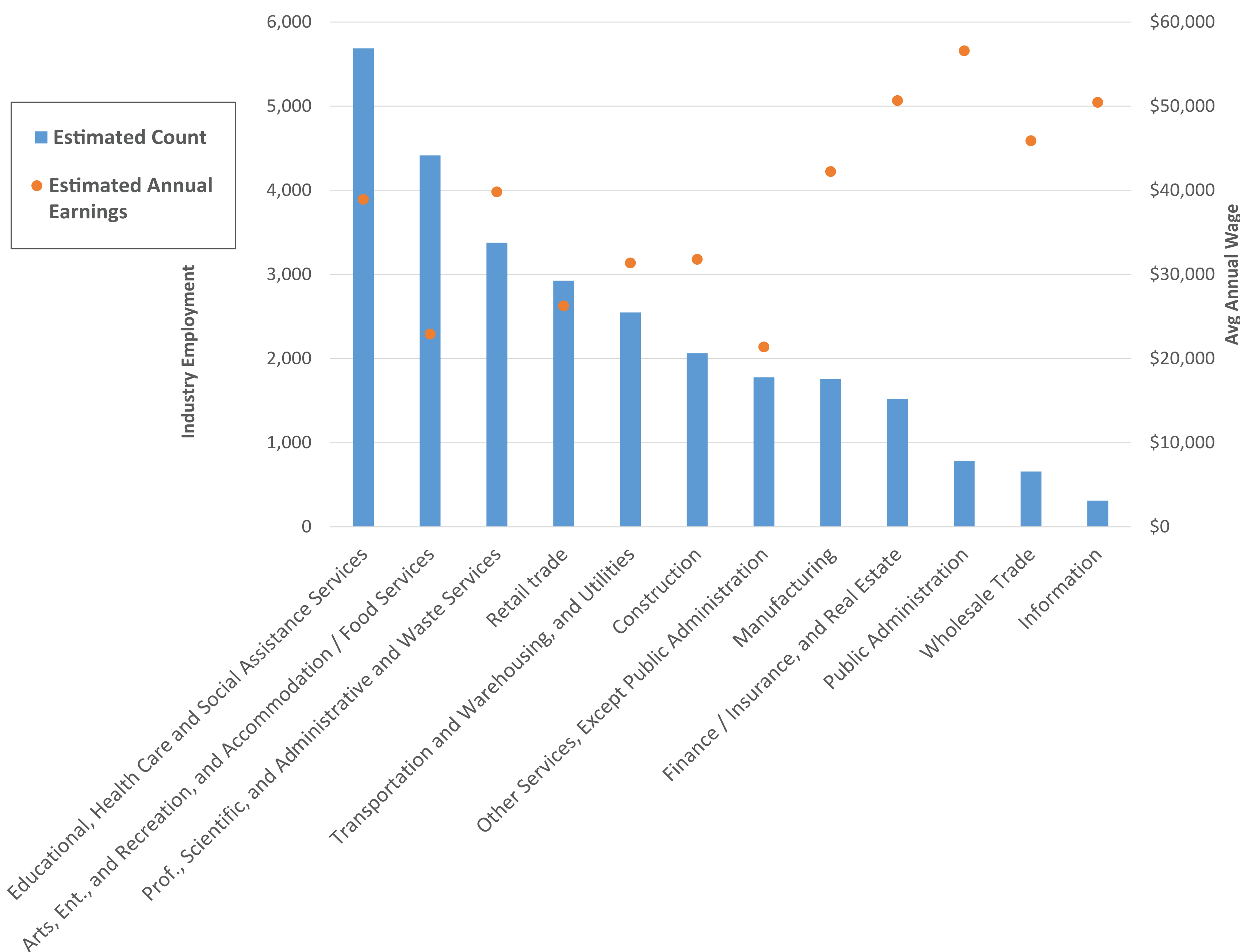
Revere residents have quick and accessible transportation to job centers in Boston and the region via the three Blue Line stops in the City, nearby commuter rail connections in Lynn, and Silver Line connections in Chelsea. Historically, Revere's major industries have been in the recreation and entertainment sectors, and has lacked a major magnet employer.

The closing of NECCO, Suffolk Downs, and Wonderland Race Track has changed the employment landscape of the city, with major employers now concentrated in the service and health care industries. As such, the majority of Revere residents commute outside of the city for work, with the majority traveling to Boston (35%). Other cities that offer employment opportunities to Revere residents are Revere itself (7.5%), Cambridge (5%), Chelsea (4.75%), and Lynn (4.5%).

REVERE RESIDENTS BY INDUSTRY EMPLOYMENT AND ANNUAL WAGE

Source: US Census ACS 5 Year 2016

Total Estimated Employed Revere Residents ~ 27,850



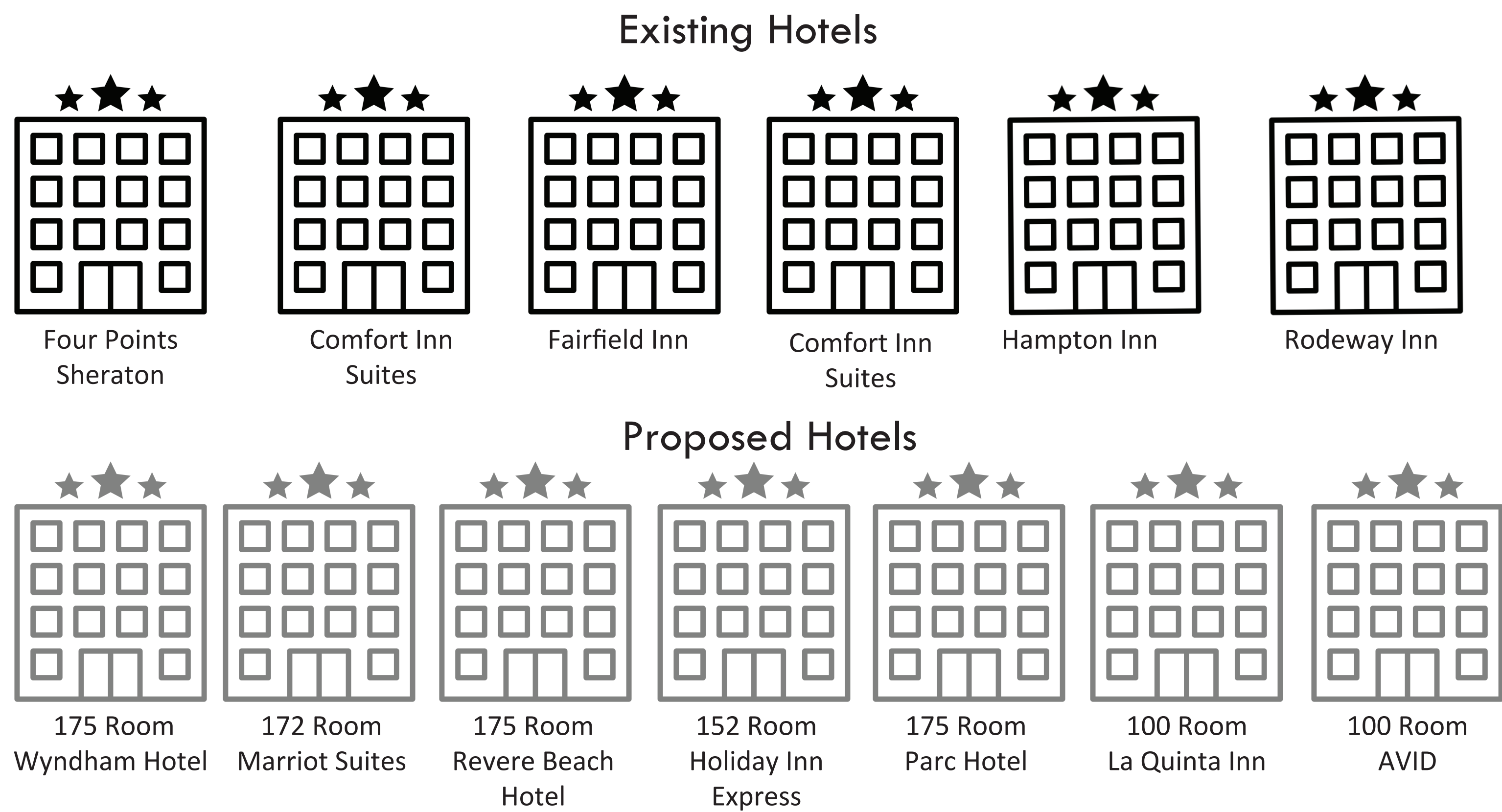
Revere has been a traditionally blue collar town with an annual median household income in 2016 of \$51,482, significantly less than the Boston Metro Area average of \$77,809. Revere residents are employed in a range of sectors with a clear concentration in the Educational and Health Services industry.

REVERE HOTEL DEVELOPMENT TRENDS

Source: InfoGroup USA 2016, ItemLive

8 HOTELS ARE ON TRACK IN REVERE UNDER CONSTRUCTION OR IN THE PERMITTING STAGES

June 13 2018, Tom Grillo



Revere's close proximity to Logan Airport and beach amenities has driven a recent explosion in hotel development within the city. There are currently 7 hotels projected to open in the city, essentially doubling the number of bedrooms available for guests.

While hotels deliver consistent tax revenue with little impact on municipal services, the wages offered at non-union operations are meager. With the nearby Encore Casino development almost complete and the state's workforce investment in the hospitality industry, Revere could position itself to not only attract new tax revenue but also support hundreds of new living wage jobs.

health is...

neighborhoods built for healthy living



Access to quality parks can promote and increase physical activity. **Over half (55%) of Revere residents lack regular exercise.** This is significantly worse than statewide rates, but similar to comparison communities. Green space can also improve air quality, build community, and reduce stress.

*The Trust for Public Land reports that **93.2% of Revere is within a 10 minute walk from a park, playground or natural space - higher than the national average.***



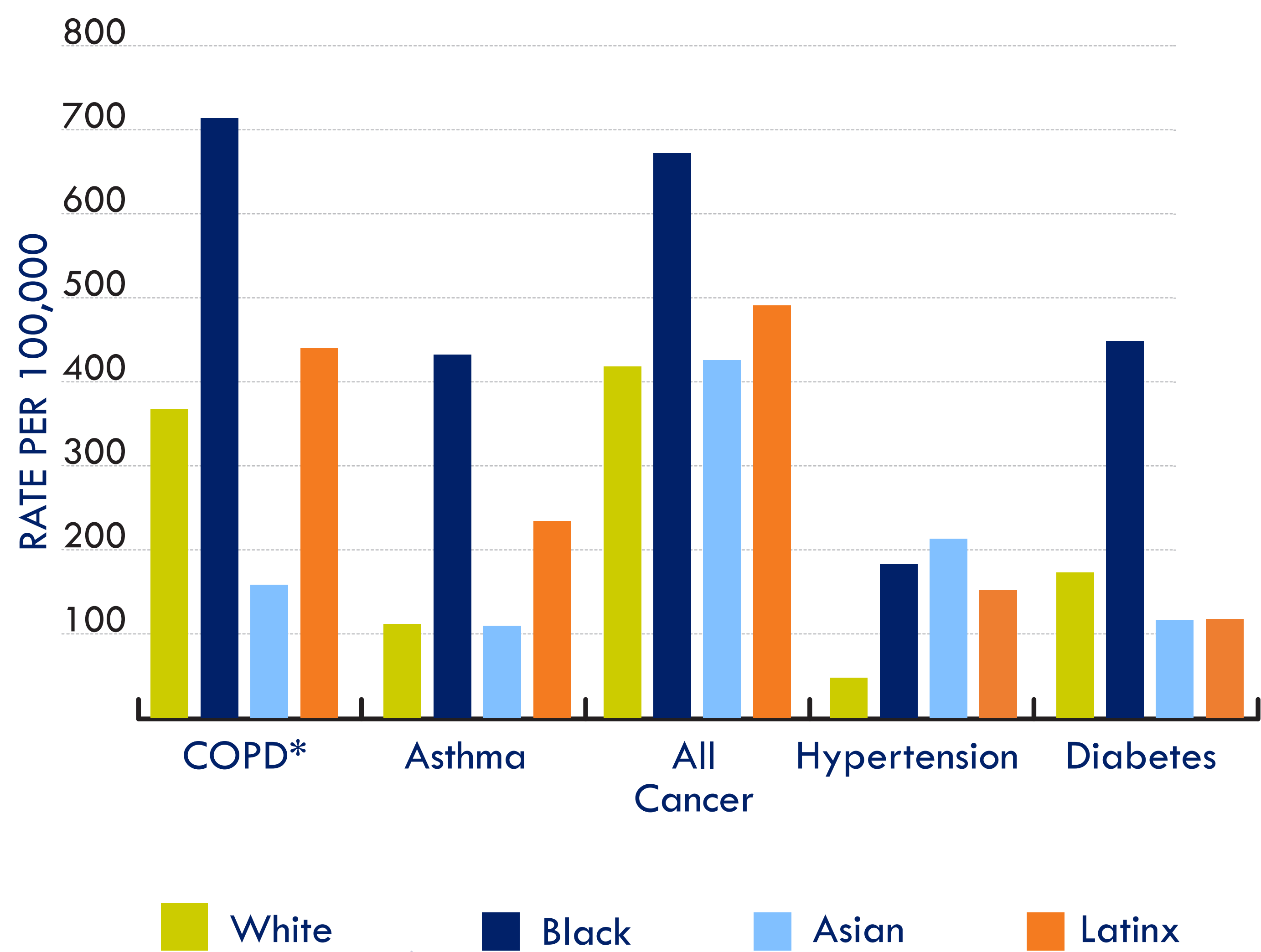
safe and affordable homes



Over three fourths (76%) of housing in Revere was built before 1979. The United States banned the manufacture of lead-based house paint in 1978 due to evolving knowledge about the risks of lead poisoning. In addition, older housing is less likely to be ADA accessible and may allow air pollutants to accumulate when too much outdoor air enters indoors.

* COPD = chronic obstructive pulmonary disease; ** Food insecurity describes the condition of having limited financial resources to buy food

well-being for all residents

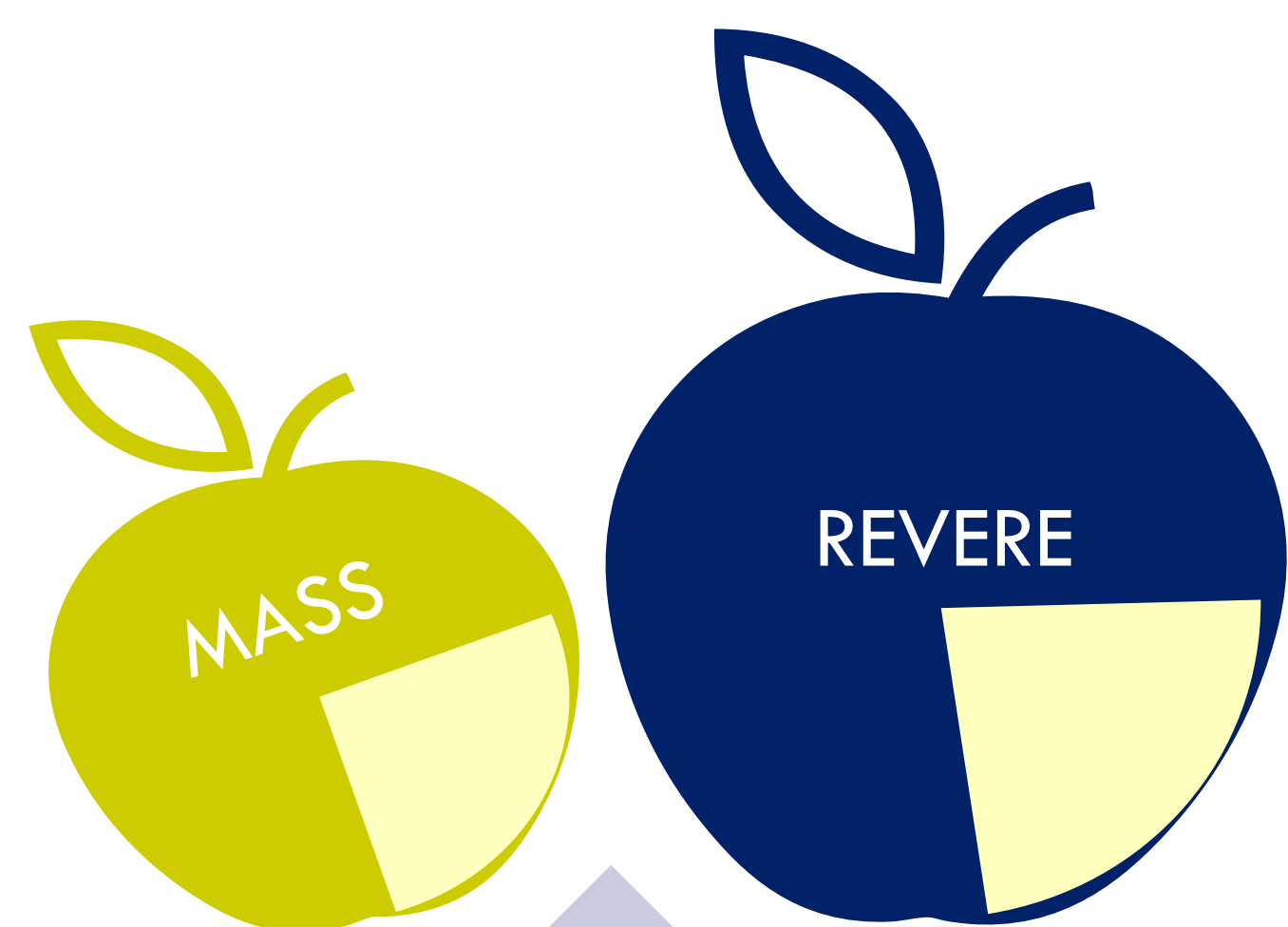


In Revere, there are health inequities by race and ethnicity. In general, white residents have lower hospitalization rates than other residents. Health outcomes are influenced by community conditions such as housing and food options.

*A 2015 Community Health Needs Assessment found that **Latinx participants reported food and housing insecurity** at double or triple rates of their non-Latinx counterparts.***

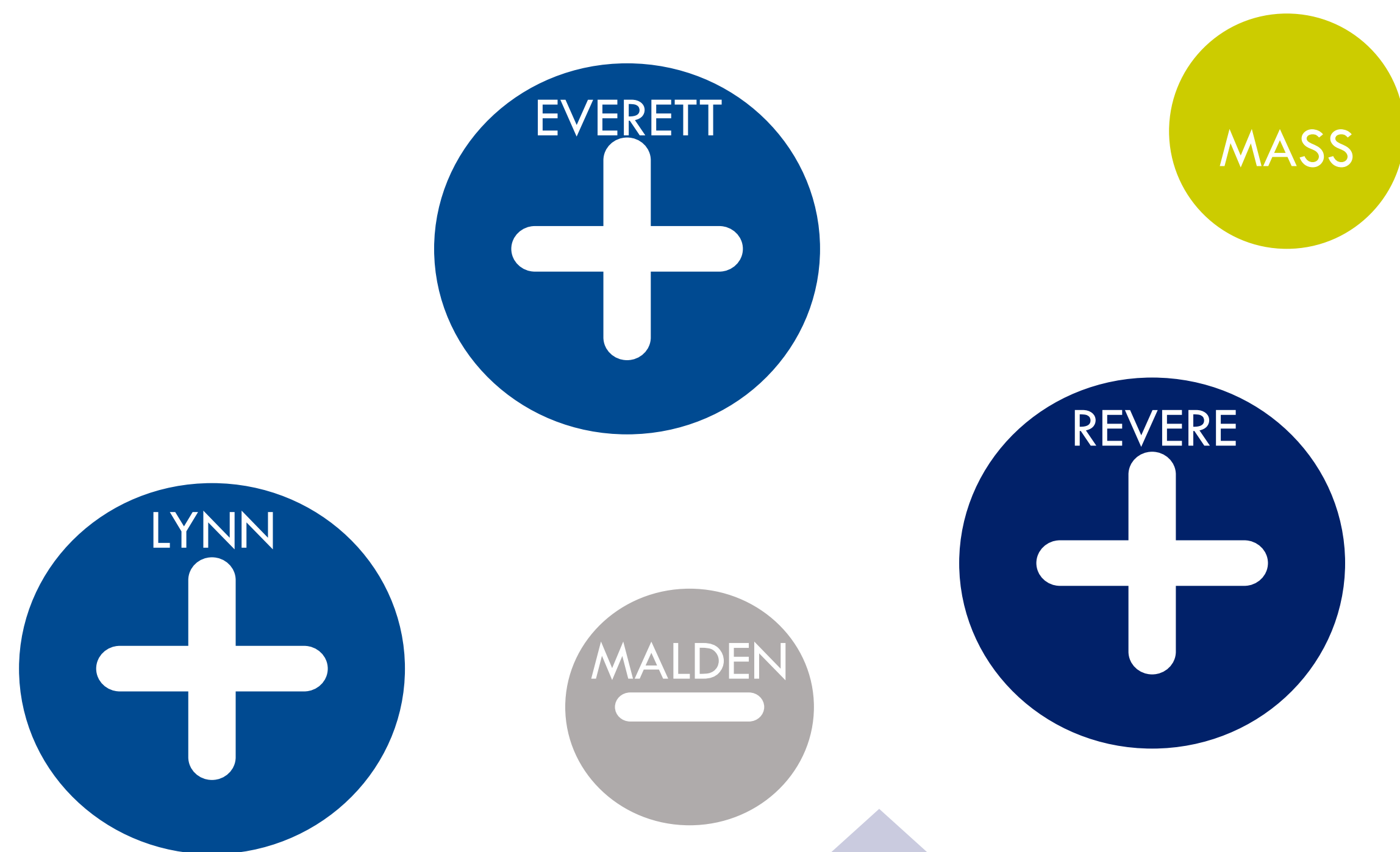
health is...

food that nourishes



Less than a fourth (23%) of Revere residents eat the recommended 5 daily servings of fruits and vegetables. This is less than the statewide rate (30%).

About 10% of Revere residents are food insecure. This is similar to statewide rates.



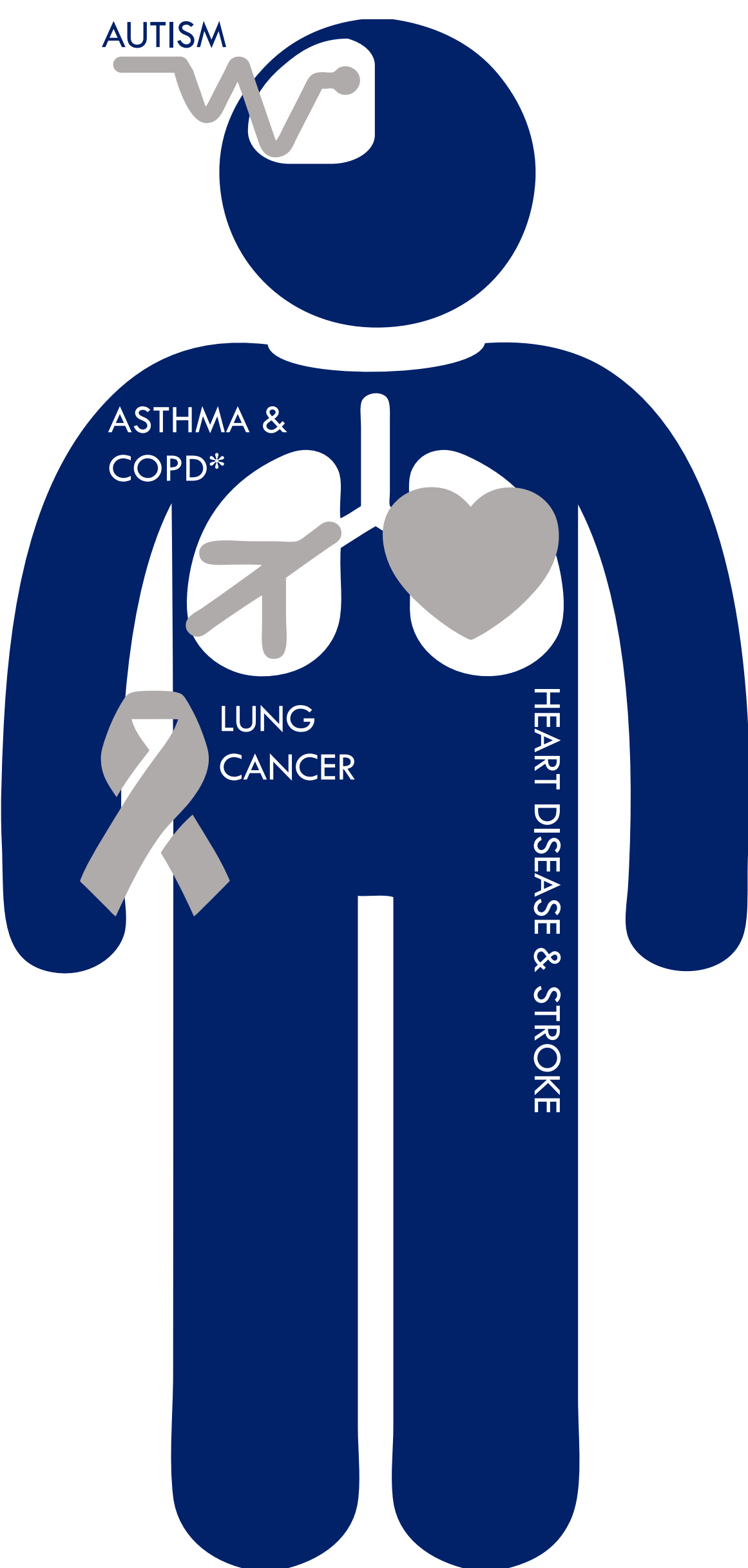
The group of communities with the highest percent of residents who are obese or overweight adults includes Revere, Everett, and Lynn. Obesity was a top community concern in the 2012 and 2015 MGH CHNA.

* COPD = chronic obstructive pulmonary disease

an environment where life thrives

A *clean environment* was identified as an essential component of a healthy community in a 2015 Community Health Needs Assessment

Many Revere homes and the Rumney Marsh Academy are located along high-traffic roadways without much protection from the road. Traffic related air-pollution has been linked to:



The 2017 Open Space and Recreation Plan found that routes to school can require road crossing in high-traffic areas, like Bell Circle.

