INTRODUCTION

Revere is a Gateway City in Suffolk County in the Commonwealth of Massachusetts commonly referred to as the “Gateway to the North Shore”, approximately five miles outside of Boston. Revere is largely composed of middle-income and low-income families and individuals. Our newer residents, immigrants, have and are settling in neighborhoods in the city that are walkable and close to transit and commerce. However, in neighboring and nearby cities such as East Boston, Chelsea, Cambridge, Somerville, and Boston, newer residents near MBTA stations in these newly hot neighborhoods attract what are called knowledge workers and the “creative class,” who in turn often displace working-class residents who can’t afford the skyrocketing housing prices.

How can pedestrian traffic increase around the Revere’s three MBTA Blue Line stations, Beachmont, Revere Beach, and Wonderland? Is there a clustering of businesses within a 0.25 mile walkability of MBTA Blue Line stations? Will businesses stay the same or evolve to meet the needs of residents and tourists coming to America’s First Public Beach? What makes Revere different in current market forces and gentrification vulnerability? When or will Revere tip over?

METHODOLOGY

This research looks at 3 neighborhoods closest to the Beachmont, Revere Beach, and Wonderland MBTA Blue Line stations to show:

1. Public Transportation – MassGIS data for service territory of MBTA subway and bus routes that go through these areas to show points of connection of the neighborhoods to the rest of the city.
2. Walkability – 0.25 mile buffers around the three Blue Line stations and number of businesses within this buffer.
3. Businesses – NAICS codes to identify small businesses such as shopping centers, convenience stores, restaurants and dry cleaning and laundry.

1. Socio-Demographics – MA HomeTown Locator data in the table lists the economic value of the median and average home values and household income, and per capita income of the population of the 3 neighborhoods compared to the city.

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<th>Census Tract, Revere Data &amp; Demographics (As of July 1, 2015)</th>
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<tbody>
<tr>
<td>Population</td>
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<td>Total Population</td>
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<td>Population Density per sq mi (0.25mi)</td>
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<td>Diversity Index out of 100 (0.25mi)</td>
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<td>Households</td>
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The MBTA Blue line travels through Boston, East Boston, and Revere. Boston and as of recent East Boston are gentrifying very quickly, but will it stop there? Revere’s major community challenges to well-being and development include:

1. A history of heavy gang violence in the late 1980’s and 1990’s. The remnants of this history has been hard to shake as gang violence has substantially decreased in the past 10-15 years.

Revere ranks 7th of the state’s 351 municipalities, with the highest number of opioid deaths per capita according to 2015 data from the Massachusetts Department of Public Health and the US Census.

The 2009 – 2013 US Census shows the persons below poverty level at 15.4% compared to 11.4% for the state.

With the proximity and access to Boston, how can Revere leverage its public transportation assets for development not displacement?

Discussion

To address community challenges and social determinants of health of residents with Transit Orientated Development (TOD) the following are proposed based on neighborhood needs:

1. Workforce Development
   - Increase collaboration and access amongst workforce development service providers.
   - Create and advertise pathways to existing education, job training, job placement programs and employment.
2. Housing
   - Increased creation and preservation of affordable owner-occupied housing to provide support for low-income residents to avoid displacement.
   - Development and improvement of lower income rental housing and provision of assistance public services.
3. Business Support
   - Work with building owners including business renters on instituting facade improvements such as small business loan programs.
   - Support business owners to explore ownership opportunities to have more control over the maintenance and upkeep of their store.
4. Economic Growth
   - TOD have greater potential for success because of naturally higher concentrations of residences, jobs, and amenities.
   - Transit investments redistribute growth, instead of generating it, there must be growth to redistribute for development to occur.
   - Public sector commitment to development, forward planning and sustained coordination of effort, including the leveraging of funds with other public and private resources are needed.

Dimple J Rana
Course: UEP 232 Intro to GIS
December 18, 2015
Data: Tufts M Drive – MassGIS, Political Boundaries, TownsPoly, Census 2010 Geography Block Groups, Infrastructure – MBTA Blue Line Stops and Bus Routes, Reference SHA using the Census/NAICS code, Google Maps to Gecocode Business Data, MA HomeTown Locator

Economic, Housing, Employment, and Business Development

- Unemployment and underemployment are major challenges for the city with limited workforce development or job training programs being offered.
- The majority of businesses in these neighborhoods are run by family or friends with 1-2 employees & are renting their store spaces.
- Analyze the housing conditions in the neighborhoods to have an understanding of the economic conditions to enhance opportunities.

Policy Recommendations