

Presents...

The Chicago Neighborhood Initiative:

Revitalizing Our Marketplace

Belmont Cragin

MLS 8019



Canvassed in 9/2010

Methodology

Because a neighborhood encompasses so much more than what its demographics and statistics reveal, a canvassing report is crucial for creating a more complete picture that also includes non-statistical information, such as the physical condition of buildings, true accessibility, public transportation options, ratio of visitors to residents and the graffiti and littering that a canvasser can witness. Through visits and photos of communities taken during peak hours, an outsider can gain a comprehensive understanding of a neighborhood that falls beyond its demographics.

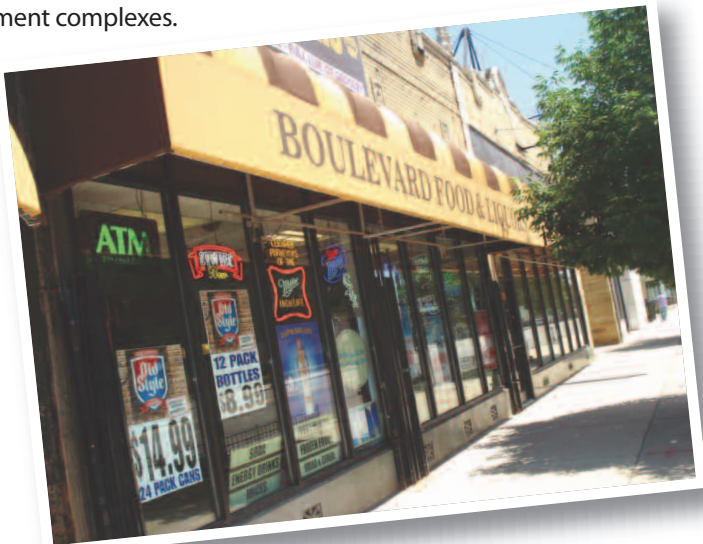
After identifying Chicago community areas defined by the Multiple Listing Service and City of Chicago, C.A.R.'s Economic Development Team visited and walked one commercial corridor in each. We made note of each street-level storefront property address, its use and its condition. We also observed each community area as a whole, pertaining to its cleanliness, walkability, housing stock, traffic patterns and connectedness to other city areas. We visited some local establishments too, to assess their level of business and availability of certain services.

Following is our finding.

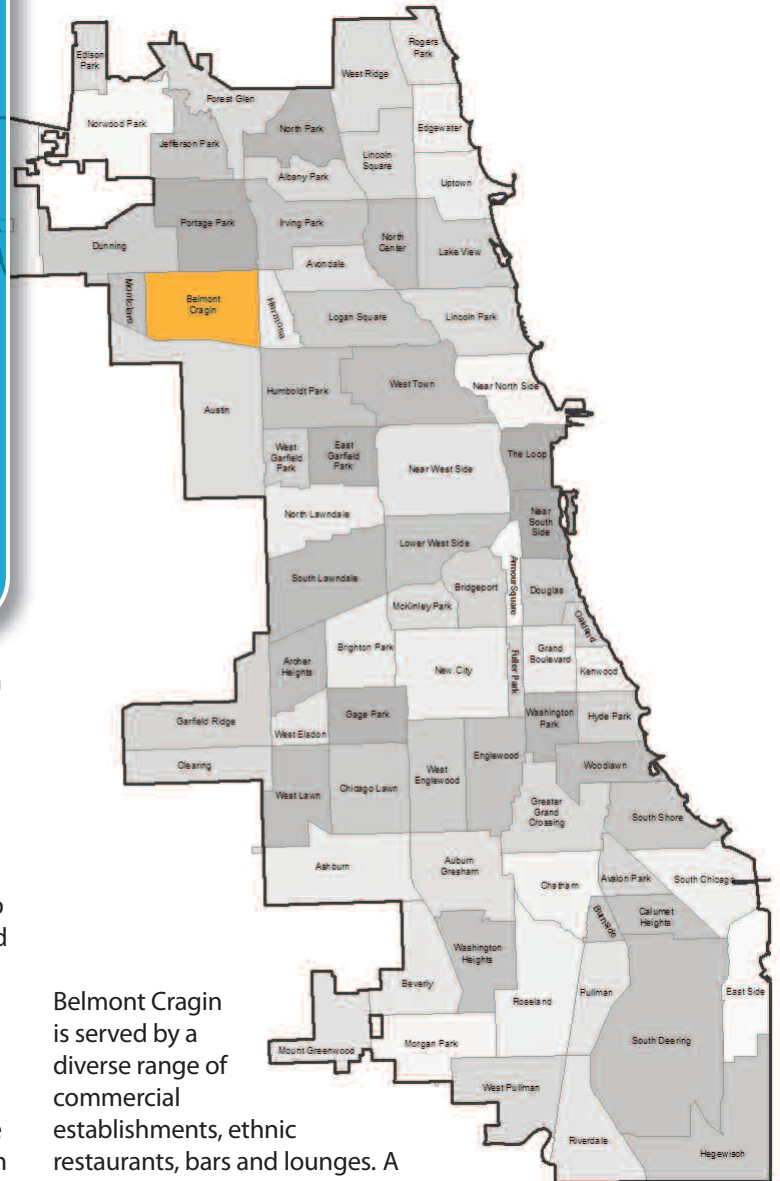
Belmont Cragin's commercial corridor, on Diversey Parkway from Cicero Avenue to Austin Avenue, reflects the nature of the community. The east end of the corridor is densely built, full of what seem to be thriving businesses and few empty storefronts. Heading west, the density lessens and proportion of vacant lots increases.

Unlike many Chicago communities, Belmont Cragin has few strip mall developments. Virtually all commercial buildings are located close to the street, creating energy and a vibrant sense of street life. Many businesses are Hispanic-owned.

The corridor also supports a number of Polish churches and community organizations. The churches tend to have large parking lots that decrease the area's density but do not serve the general community's parking needs; they are reserved for church visitors only. The corridor's west end is primarily residential, including both single-family homes and apartment complexes.



City of Chicago Community Areas



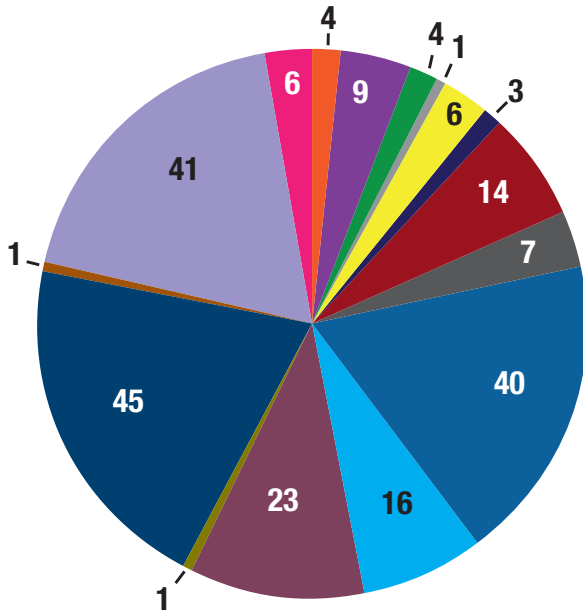
Chicago Metropolitan Agency for Planning, 2010.

Belmont Cragin is served by a diverse range of commercial establishments, ethnic restaurants, bars and lounges. A variety of service-oriented businesses are also apparent, many auto-related, with a handful of grocery stores, small offices and retail stores mixed in. Public transportation is provided along the corridor by the 76 Diversey bus. There is heavy pedestrian and car traffic throughout the day.

Belmont Cragin has the potential to convert unused parking lots and vacant lots into mixed-use developments. On the date of the canvas, there were no signs of new construction. Future development could enhance the corridor and benefit all stakeholders.

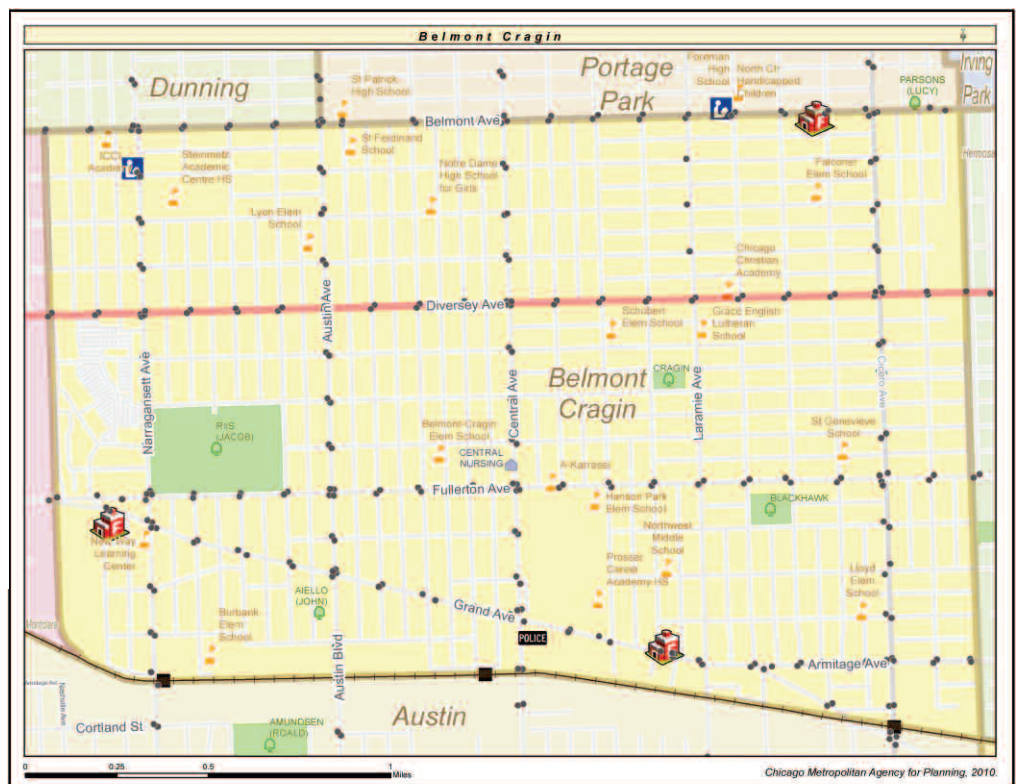
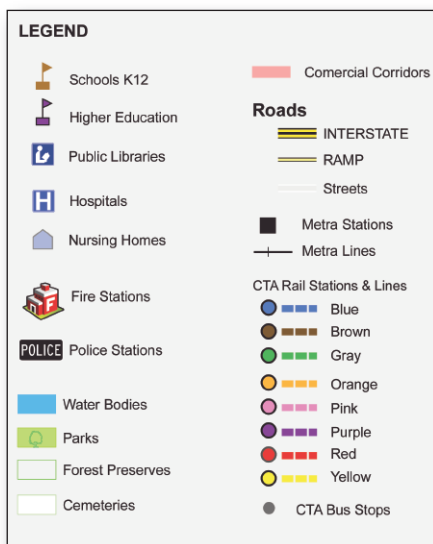
Residential Profile: Side streets off the commercial corridor contain densely built single-family homes. Multi-family building stock is also available.

Diversey Parkway Snapshot



222 Businesses in Surveyed Area of Belmont Cragin

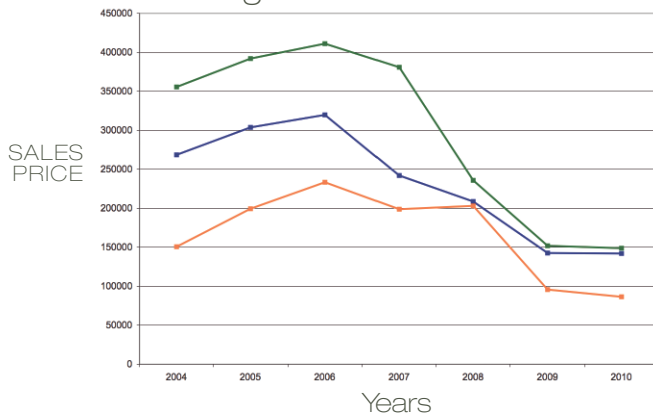
- | | |
|------------------------|-----------------------|
| Bar and Lounge | Residential |
| Church | Restaurants |
| Financial Institutions | Retail |
| Funeral Home | School |
| Grocery | Service |
| Liquor/Convenience | Animal Clinic |
| Office | Vacant Lot/Storefront |
| Parking Lot/Garage | Other |



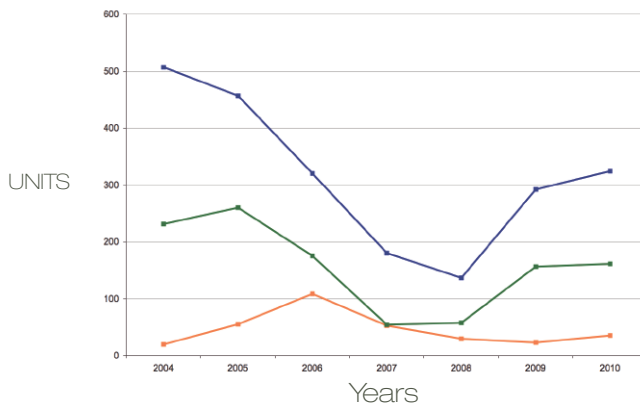
Belmont Cragin by the Numbers

Housing Statistics

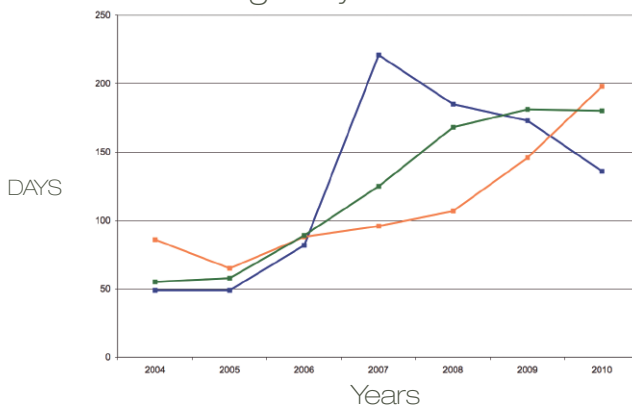
Average Residential Sale Price



Number of Units Sold



Average Days on the Market



■ Type 1 ■ Type 2 ■ Type 3

MLS Information (2004-2010) Property Type Classifications:

Type 1 - Single Family Detached; Type 2 - Multi Unit Attached; Type 3 - 2, 3, 4 Flats

STATISTIC SOURCE: Midwest Real Estate Data LLC (MRED)



Street/Corridor

Bus Routes

Ridership - 2007

2008

2009

2010*

Diversey	CTA 76	3,360,031	3,522,081	3,637,789	3,042,693
Cicero	CTA 54	3,184,852	3,335,352	3,172,894	3,432,030
Central	CTA 85	4,010,770	4,261,697	3,998,964	3,121,934
Austin	CTA 91	2,666,194	2,819,924	2,612,011	2,085,730
Narragansett	CTA 86	591,139	599,236	605,92	534,745

*2010 Chicago Transit Authority ridership numbers are through November 2010 only. Chicago Transit Authority (CTA) ridership numbers were sourced through the CTA website www.transitchicago.com.

Reports created by Caitlin Malloy, Chicago Association of REALTORS®, Department of Government Affairs. Designed by Jim August, Senior Graphic Designer, Chicago Association of REALTORS®. In collaboration with DePaul University, Chaddick Institute; with great support from Steven Field, Brian Izzo and Martin Ellinger-Locke, Technical support from The Full Circle Project at Chicago Metropolitan Agency for Planning.