

Presents...

The Chicago Neighborhood Initiative:

Revitalizing Our Marketplace

Garfield Ridge

MLS 8056



Canvassed in 4/2009

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.

The community area of Garfield Ridge was annexed piecemeal by the City of Chicago beginning in 1889. By 1921, it was fully part of the city. The community's population increased dramatically from the 1940s to the 1960s, peaking in 1970 with about 43,000 residents. In the 1950s, an explosion in bungalow construction overtook the area's industry. However, the neighborhood began to suffer from population loss with the expansion of O'Hare Airport at the expense of Midway Airport, on which many local businesses depended. The area is home to four TIF Districts and ranked the 43rd safest community in the city.

The South Archer Avenue corridor between Austin and Harlem Avenues both begins and ends with low-density office and commercial strips. Development seems to have taken place during the post-World War II years, as evidenced by the area's wide thoroughfare and off-street parking lots. Though there are some low-density buildings interspersed throughout the corridor, the vast majority of low-density buildings are located within a few blocks south of Austin and north of Harlem avenues. There are many vacant lots (both for parking and undeveloped land).

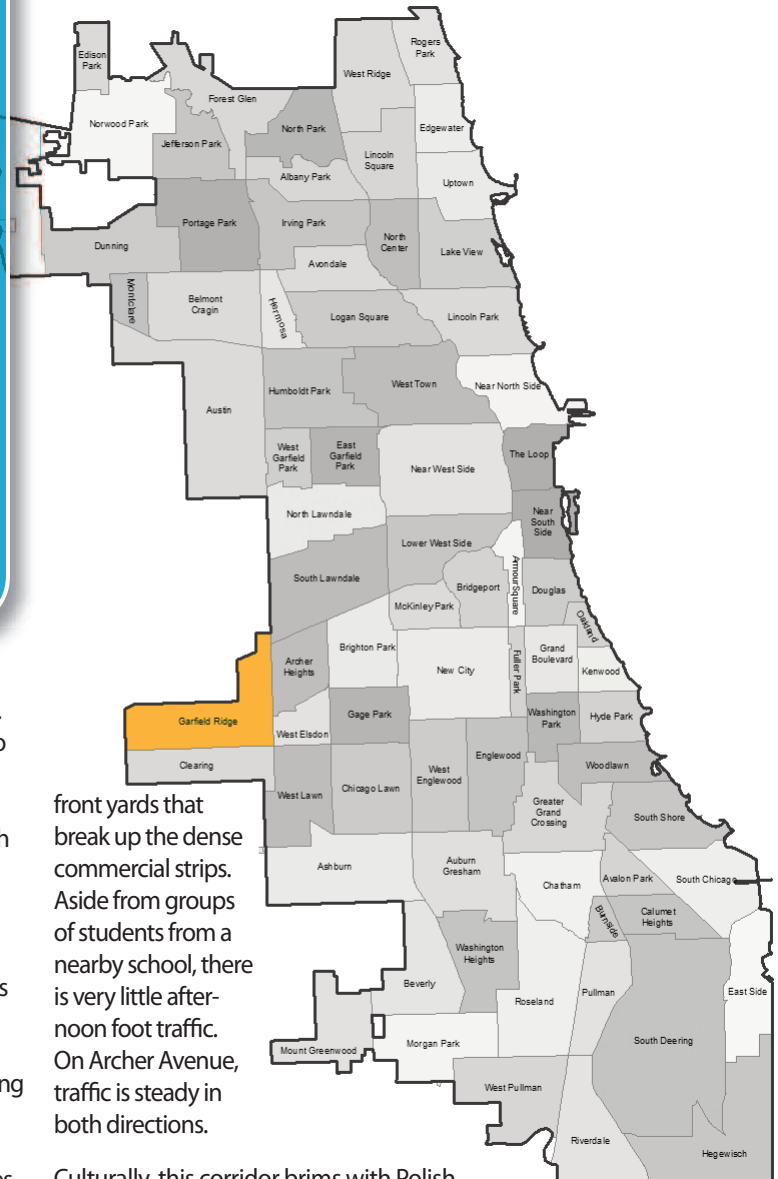
This corridor lacks true walk-ability due to its intense motor vehicle traffic. While walking down the street, cars were estimated to be driving at an average of 40 to 50 miles-per-hour. Because of the multitude of traffic lanes and lack of true sidewalk walking space, this corridor tends toward typically suburban development patterns rather than urban.

Approximately two miles west of Midway Airport, single-story storefront buildings and well-kept single-family homes (predominantly English-style bungalows) on adjacent residential streets comprise the majority of the built environment. Despite this lower density, very little open space is evident along Archer Avenue. The exception is a small, wedge-shaped park at an intersection with difficult pedestrian access.

Few businesses are equipped with gates or bars, indicating crime is not a pressing concern along the corridor.

Buildings on this corridor are primarily in good condition. There is a large variety of façade types (brick, stone, siding) rather than a single Archer Ave. "look." Buildings on this corridor are generally one or two stories. Directly along Archer Ave., most multiple residential dwellings have large

City of Chicago Community Areas



Chicago Metropolitan Agency for Planning, 2010.

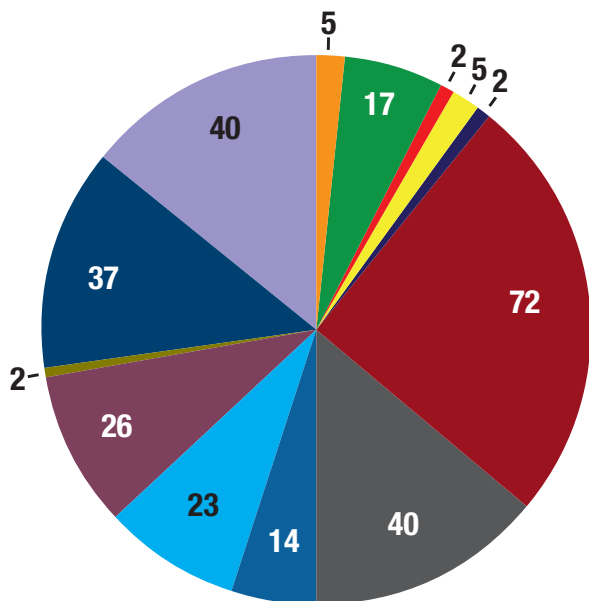
front yards that break up the dense commercial strips. Aside from groups of students from a nearby school, there is very little after-noon foot traffic. On Archer Avenue, traffic is steady in both directions.

Culturally, this corridor brims with Polish pride and a multitude of salons, law and medical offices, bars and grocers. Bilingual and Polish-only signage is evident on a number of businesses. However, there are few ethnic grocery stores or restaurants. The majority of commercial properties are medical offices (primarily dentists and orthodontists) and banks. A handful of restaurants include a few that seem to be neighborhood institutions, such as Weber's Bakery and Peaches & Pears. In between these neighborhood destinations are commercial giants such as McDonald's, Taco Bell and Walgreens. Most buildings along this corridor are occupied.

The neighborhood's nearest rail connections are the Midway and Pulaski stations on CTA's Orange Line to Midway Airport. CTA Bus Route 62 provides direct service to and from the Loop on Archer Ave. and State St. CTA Route 62H provides direct service from Archer Ave. to Midway Airport.

Residential profile: Garfield Ridge's housing stock consists mostly of single-family homes with trees and yards. There are multi-unit buildings along the commercial corridor.

Archer Ave. Snapshot



285 Businesses in Surveyed Area of Garfield Ridge

- | | |
|------------------------|-----------------------|
| Bar and Lounge | Residential |
| Financial Institutions | Restaurants |
| Government | Retail |
| Grocery | School |
| Liquor/Convenience | Service |
| Office | Vacant Lot/Storefront |
| Parking Lot/Garage | |



Chicago Metropolitan Agency for Planning, 2010.

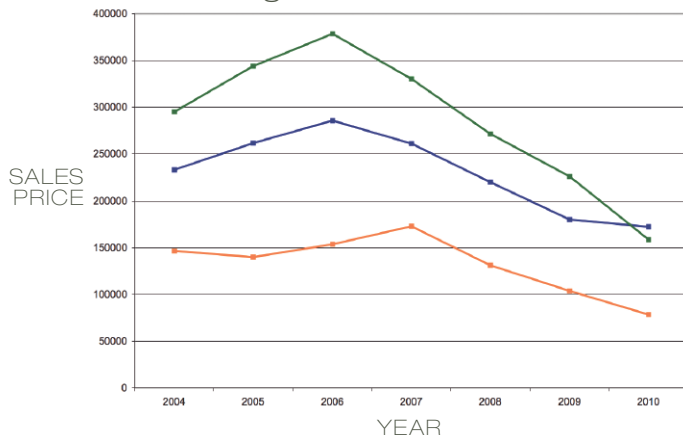
- LEGEND**
- | | |
|------------------|--------------------------------------|
| Schools K12 | Commercial Corridors |
| Higher Education | Roads |
| Public Libraries | INTERSTATE |
| Hospitals | RAMP |
| Nursing Homes | Streets |
| Fire Stations | Metra Stations |
| Police Stations | Metra Lines |
| Water Bodies | CTA Rail Stations & Lines |
| Parks | Blue |
| Forest Preserves | Brown |
| Cemeteries | Gray |
| | Orange |
| | Pink |
| | Purple |
| | Red |
| | Yellow |
| | CTA Bus Stops |



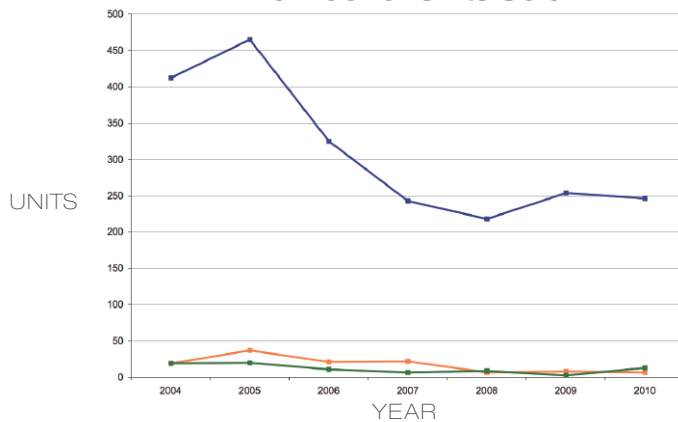
Garfield Ridge by the Numbers

Housing Statistics

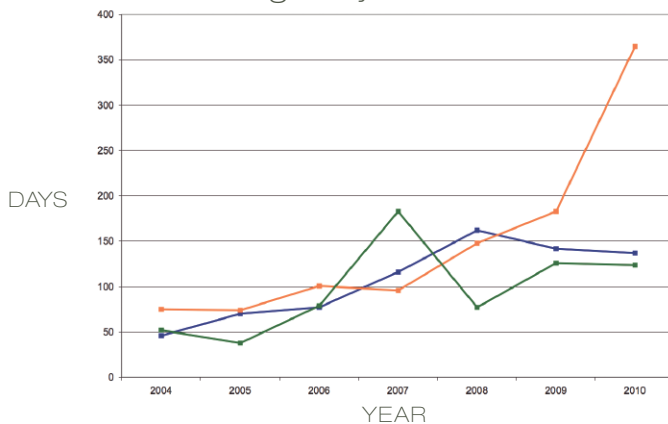
Average Residential Sale Price



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

Archer Ave.
55th/Austin
55th/Narragansett
Archer/ Harlem

Bus Routes

CTA 62
CTA 55A
CTA 55N
CTA 62H

Ridership 2009*

2,439,397
3,323,163
174,379
390,895

Ridership 2008

4,554,289
N/A
N/A
403,069

Ridership 2007

4,238,681
N/A
N/A
365,944

Street/Corridor

Archer Ave./Pulaski
Midway Airprt

CTA "L" Train/Metra

Orange Line
Orange Line

Ridership 2009*

685,552
1,283,779

Ridership 2008

1,527,004
2,771,112

Ridership 2007

,503,172
2,804,640

*2009 Chicago Transit Authority ridership numbers are through second quarter only. Chicago Transit Authority (CTA) ridership numbers were sourced through the CTA website www.transitchicago.com.

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