



Presents...

The Chicago Neighborhood Initiative:

Revitalizing Our Marketplace

Logan Square

MLS 8022



Canvassed in 11/2009

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.

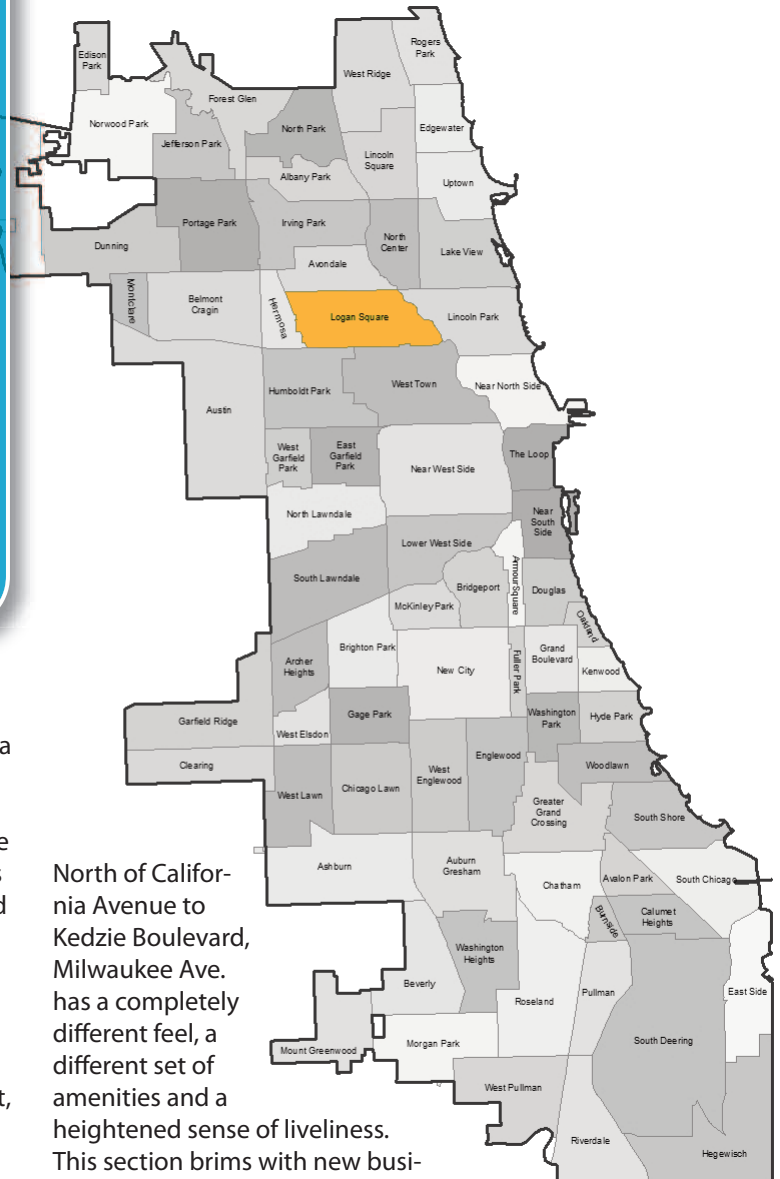
Following is our finding.

The Milwaukee Avenue corridor that runs through the heart of Logan Square is a prime commercial development location for a variety of reasons. The majority of the corridor has a strong Hispanic influence, felt mainly through its multiple Mexican restaurants and Spanish-language signs. Both the CTA Blue Line and the #56 Milwaukee Avenue bus run along the corridor. This stretch of Milwaukee Avenue, especially between Armitage and California avenues, has a mix of small businesses and big-box developments but also an exorbitant array of vacancies and vacant lots.

In addition to Logan Square's easy access to the CTA, the community has convenient entry to Wicker Park, just northwest, one of Chicago's most commercially active neighborhoods. Logan Square, however, has not been able to piggyback on its neighbor's commercial rise. From Armitage to California avenues, businesses such as thrift stores, liquor stores, neighborhood bars and hole-in-the-wall eateries predominate but there is a limited number of full-service restaurants. With its proximity to transit stops and high volume of foot traffic, the corridor should be a prime area for restaurants to succeed.



City of Chicago Community Areas



Chicago Metropolitan Agency for Planning, 2010.

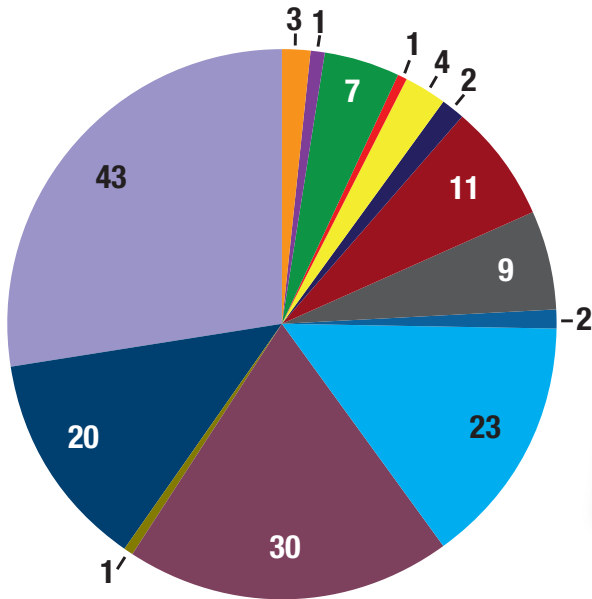
North of California Avenue to Kedzie Boulevard, Milwaukee Ave. has a completely different feel, a different set of amenities and a heightened sense of liveliness.

This section brims with new businesses that seem to be in greater numbers with more efficient building designs. With a few exceptions, the majority of this stretch exhibits strong potential for mixed-use development. Multiple façade enhancement projects and residential/commercial combination developments have recently been completed.

There are also several new boutiques and restaurants in this stretch, highlighted by a microbrewery nearing completion. Building conditions in this area seem good and slightly better than in the other portion of the corridor. The sidewalk traffic seems heavier with this section's increased concentration of businesses. Despite this, there are many vacant storefronts and parcels.

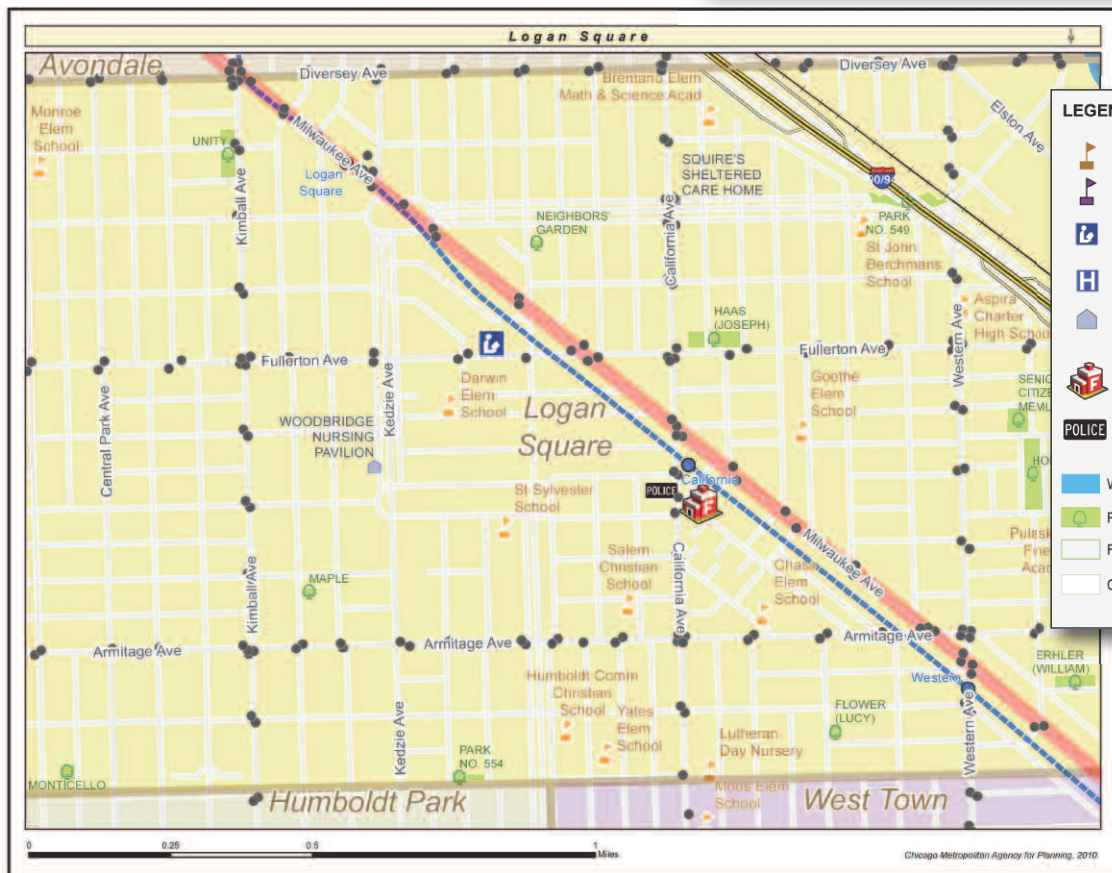
Logan Square's corridor contains big box developments, such as CVS and Blockbuster, small abandoned warehouses and car dealer lots. Popular Milwaukee Avenue destinations include the Congress Theater and trendy bars/restaurants. There bike lanes and racks throughout the majority of the stretch. Although traffic can be congested, there are multiple safe crosswalks.

Milwaukee Ave. Snapshot



157 Businesses in Surveyed Area of Logan Square

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



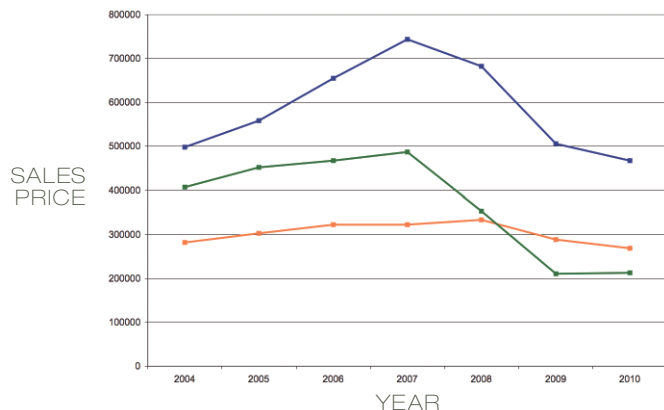
LEGEND

- | | |
|------------------|--------------------------------------|
| 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 |

Logan Square by the Numbers

Housing Statistics

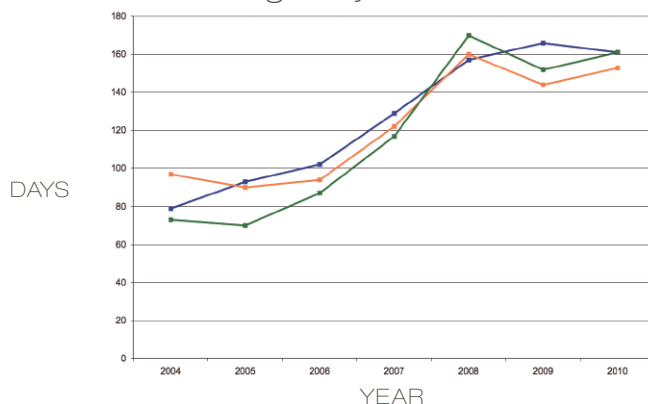
Average Residential Sale Price



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

Milwaukee Ave.
Fullerton
California/Kedzie
Armitage
Diversey
Kimball/Homan

Bus Routes

CTA 56
CTA 74
CTA 52
CTA 73
CTA 76
CTA 82

Ridership 2009*

2,093,519
3,975,759
4,386,734
1,764,261
3,637,789
5,864,557

Ridership 2008

4,460,722
4,037,207
4,224,007
1,748,497
3,522,081
6,025,167

Ridership 2007

4,339,211
3,933,780
3,862,326
1,587,602
3,360,031
5,721,250

Street/Corridor

California
Logan Square

CTA "L" Train/Metra

Blue Line
Blue Line

Ridership 2009*

552,654
825,519

Ridership 2008

1,126,328
1,715,200

Ridership 2007

1,005,917
1,558,426

*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.

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, Andrew Piazano and Eric Roach, Technical support from The Full Circle Project at Chicago Metropolitan Agency for Planning.