



Presents...

The Chicago Neighborhood Initiative:

Revitalizing Our Marketplace

Montclare

MLS 8018



Canvassed in 7/2009

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.

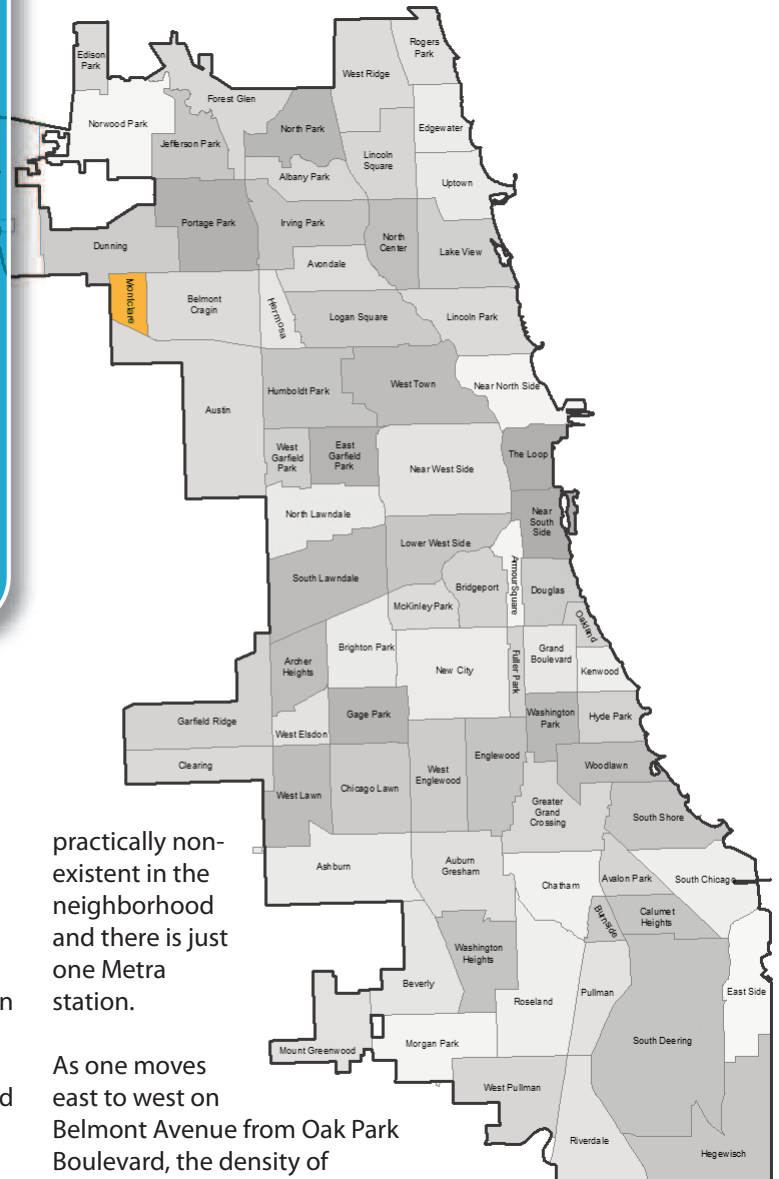
The far northwest Chicago neighborhood of Montclare is removed from downtown Chicago geographically and in its layout, which is sprawling in a manner more common to the suburbs than the city. Montclare's commercial corridor, located on W. Belmont Avenue between Oak Park Boulevard and Cumberland Avenue, displays reasons why the corridor is successful as well as areas for improvement.

Montclare is traditionally home to a large Italian-American community whose influence is visible through an array of Italian restaurants. Today, however, the neighborhood is even more strongly influenced by people of Polish heritage. Many offices and businesses along the commercial corridor are Polish-owned and operated.

Montclare's Belmont Avenue storefronts, restaurants and other commercial outfits are generally in good condition and limited to one level. The corridor's fast-paced street traffic somewhat hinders safe bicycling and walking. Public transportation is limited, as CTA service is



City of Chicago Community Areas



Chicago Metropolitan Agency for Planning, 2010.

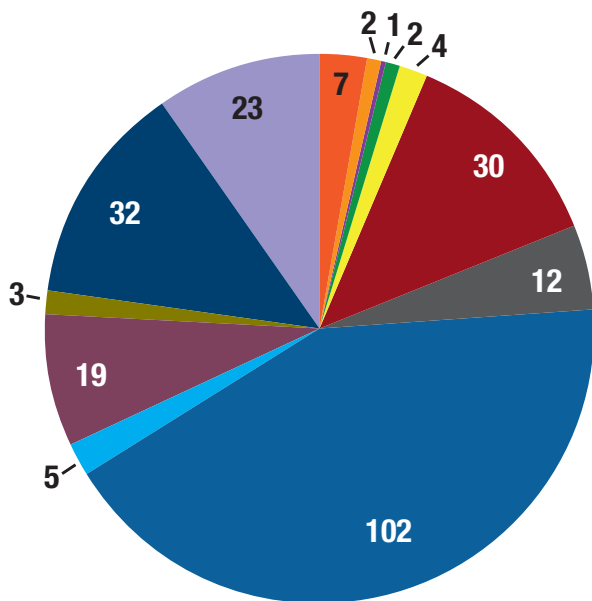
practically non-existent in the neighborhood and there is just one Metra station.

As one moves east to west on Belmont Avenue from Oak Park Boulevard, the density of commercial facilities gradually gives way to predominantly residential stock. At the east end of the corridor, big-box developments are common and there are office buildings, a Walgreens and a large funeral home. The western portion of the strip is about 90 percent residential. At this end, where commercial spaces are less valuable, an auto body shop, a theater school and small warehouses are the main non-residential properties.

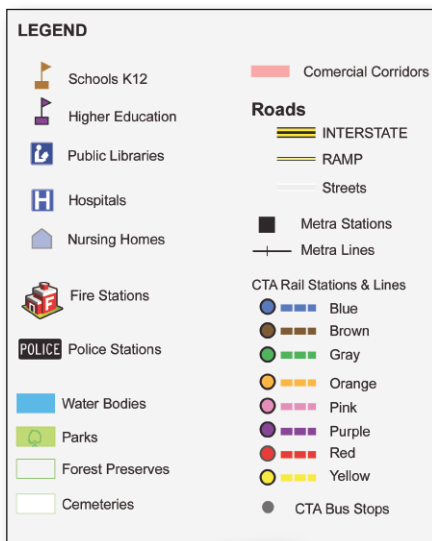
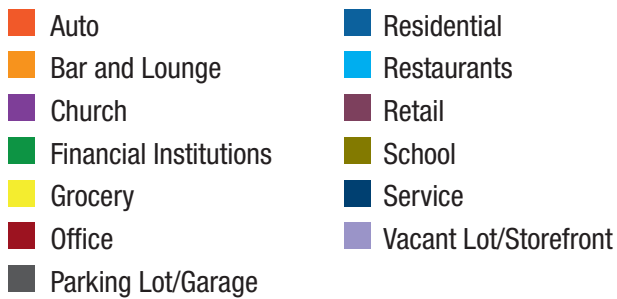
Montclare is unusual among Chicago neighborhoods because its low density and preponderance of single-family homes are enticing to people who want a suburban feel with big-city amenities.

Residential profile: Montclare's residential stock is extensive; most side streets along Belmont Avenue are filled with bungalows in "good" to "excellent" condition. There are also many multi-unit housing developments on street corners along this corridor, each containing between 20 and 40 apartment and condominium units.

Belmont Avenue Snapshot



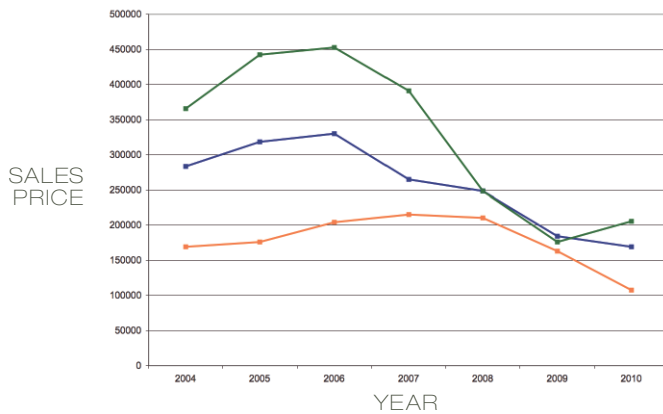
242 Businesses in Surveyed Area of Montclare



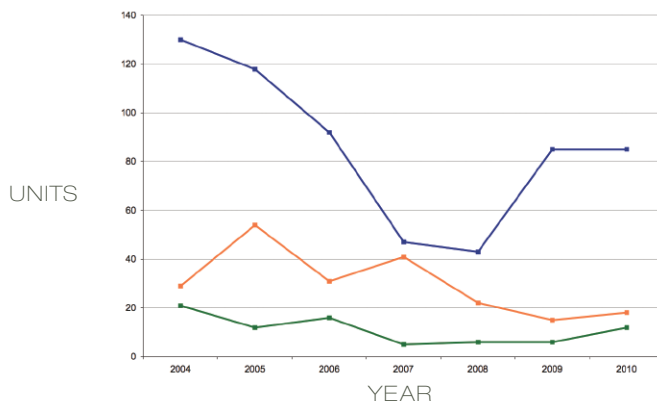
Montclare by the Numbers

Housing Statistics

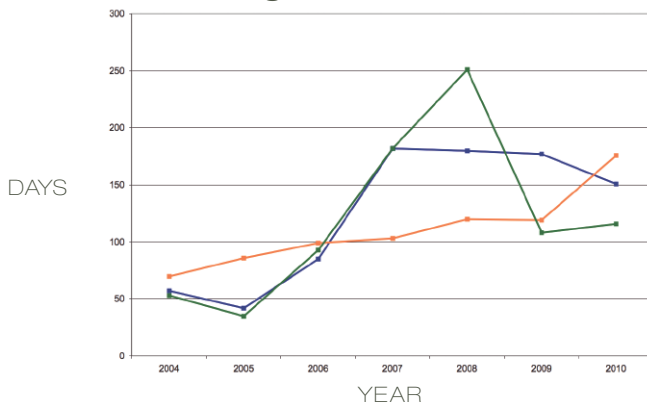
Average Residential Sale Price



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

N. Harlem Ave.
W. Addison Ave.
W. Belmont Ave.

Bus Routes

CTA 90
CTA 152
CTA 77

Ridership 2009*

1,703,122
3,091,686
3,483,433

Ridership 2008

1,836,080
3,382,139
7,335,704

Ridership 2007

1,780,069
3,253,362
6,991,669

Street/Corridor

River Grove Station

CTA "L" Train/Metra

Metra - UPW

Ridership 2009*

N/A

Ridership 2008

N/A

Ridership 2007

N/A

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