



THE VOICE OF REAL ESTATE® IN CHICAGO



Presents...

The Chicago Neighborhood Initiative:

Revitalizing Our Marketplace

West Lawn

MLS 8065



Canvassed in 10/2010

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.

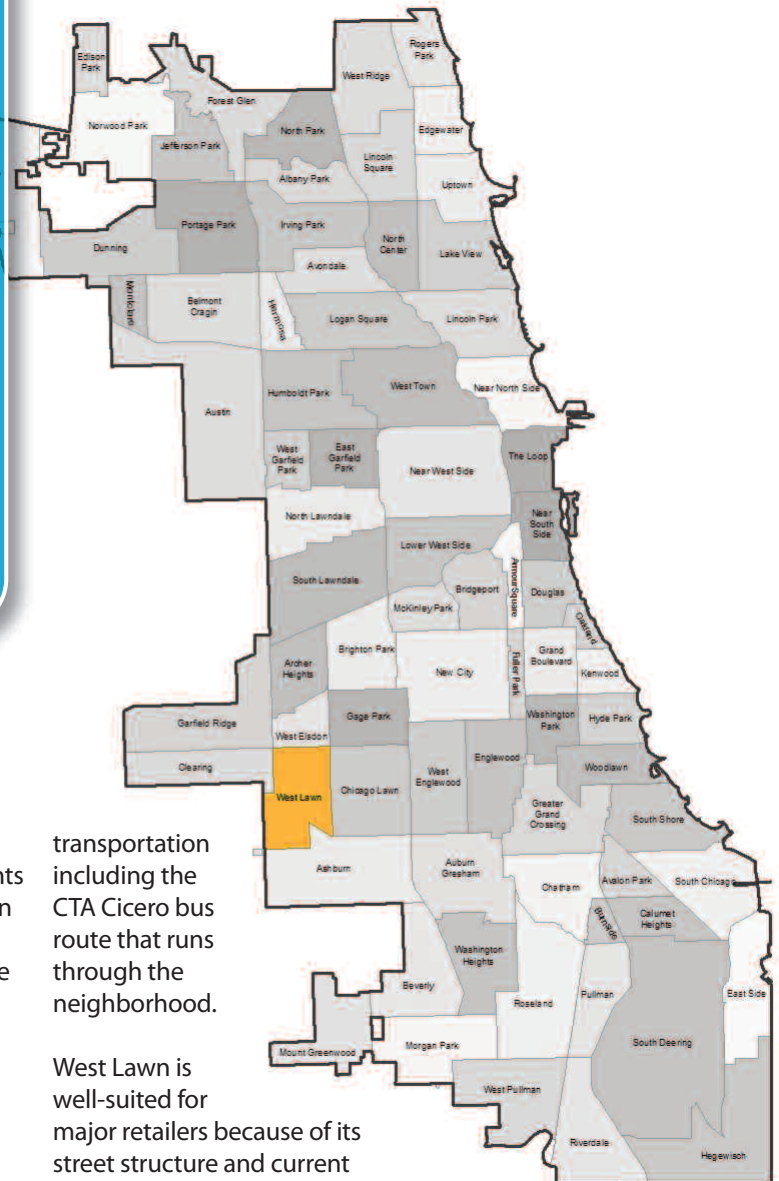
Following is our finding.

West Lawn's commercial corridor, located on Cicero Avenue between W. 63rd Street and W. 78th Street, is full of available land parcels and many "big-box" businesses. Residential areas outside the corridor are primarily composed of well-maintained single-family homes.

Because West Lawn is adjacent to Chicago's Midway Airport, flights pass directly above it to take off and land, creating noise pollution at the north end of the corridor. A large portion of the area just south of Midway is lined with hotels catering to the airport on the west side of the street, which are generally set far back from the road and fenced off.

Heading south, the area has few sidewalks, pedestrian paths or crosswalks, making it difficult to walk the strip or access buses. Some elderly people or people with disabilities would be challenged to navigate this bustling corridor. Cicero Avenue favors vehicle traffic and is very active. Installing crosswalks and sidewalks would allow for a significantly more pedestrian-friendly environment. These relatively low-cost projects would also enhance patron access to modes of public

City of Chicago Community Areas



Chicago Metropolitan Agency for Planning, 2010.

transportation including the CTA Cicero bus route that runs through the neighborhood.

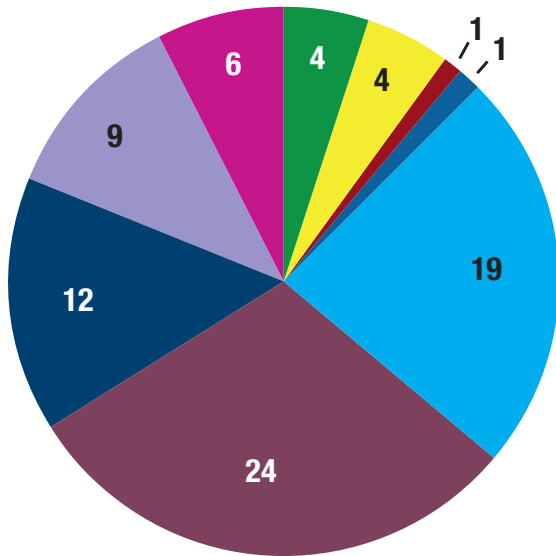
West Lawn is well-suited for major retailers because of its street structure and current abundance of big-box stores that might make it difficult for small and midsize businesses to compete, especially compounded by the presence of Ford City Mall at the southern end of the area canvassed. Aside from a large industrial manufacturing plant and a few auto-oriented businesses, the corridor is almost exclusively large strip malls. Many of these strip malls have ample parking that seems unutilized during midday.

West Lawn seems to have found a niche in the location and availability of certain businesses. Though its array of available retail space could cause problems with re-use, the corridor is a destination for consumers seeking national retail brands and restaurants.

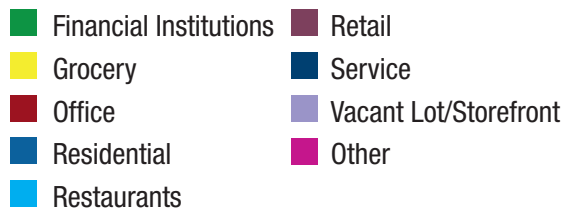
Residential Profile: West Lawn is predominantly a single-family home community.



Cicero Ave. Snapshot



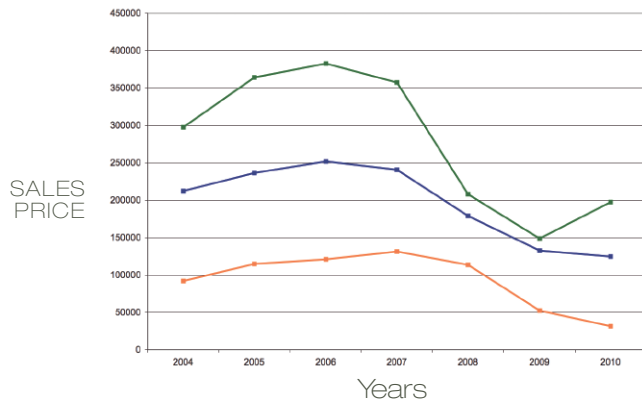
80 Businesses in Surveyed Area of West Lawn



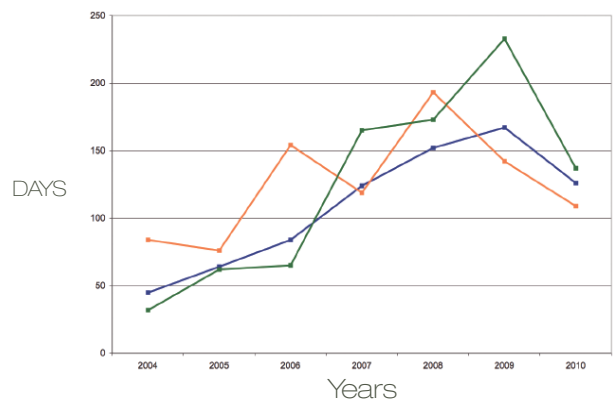
West Lawn by the Numbers

Housing Statistics

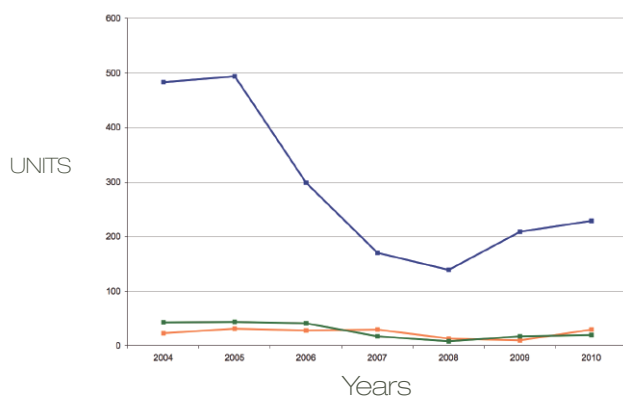
Average Residential Sale Price



Average Days on the Market



Number of Units Sold



■ 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*
Kedzie/California	CTA 52	3,862,326	4,224,007	4,386,734	3,582,541
South Kedzie	CTA 52A	1,435,632	1,465,180	1,400,156	1,179,311
South Pulaski	CTA 53A	2,353,556	2,349,532	2,213,074	2,026,773
63 rd	CTA 63	7,018,388	7,386,879	7,112,319	5,674,609
South Cicero	CTA 54B	1,275,987	1,286,973	1,286,689	1,118,185
67 th /69 th /71 st	CTA 67	4,573,276	4,707,646	4,555,488	3,893,688
79 th	CTA 79	10,932,888	11,341,771	10,925,340	8,769,877
Midway Orland Square	Pace 379	N/A	N/A	N/A	N/A
Central/Clearing	Pace 382	N/A	N/A	N/A	N/A
South Cicero	Pace 383	N/A	N/A	N/A	N/A
Narragansett/Ridgeland	Pace 384	N/A	N/A	N/A	N/A
87 th /111 th /127 th	Pace 385	N/A	N/A	N/A	N/A

Street/Corridor	CTA "L" Train/Metra	Ridership - 2007	2008	2009	2010*
Midway Airport	Orange Line	2,804,640	2,771,112	2,693,284	2,205,170

*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.

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