

Presents...

The Chicago Neighborhood Initiative:

# Revitalizing Our Marketplace

# Bridgeport

MLS 8060



Canvassed in 5/2009

# 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.

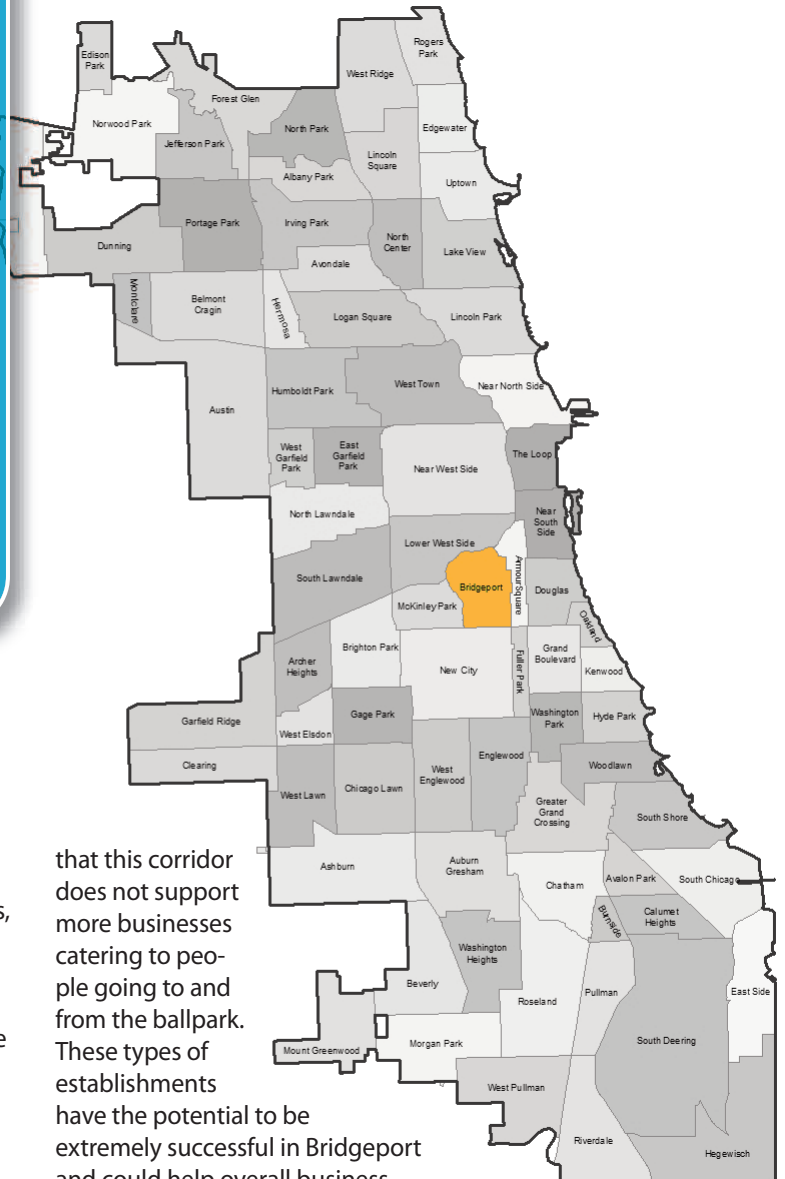
The Bridgeport community area, particularly its Halsted Street corridor between 31<sup>st</sup> to 38<sup>th</sup> streets, seems to have a split personality. While many areas are dense and walkable, with clustered residential and retail space, others lack walk-ability and mixed use in their design. The areas that seem most promising have newly enhanced facades, repaved sidewalks, planters and retail space at street level with residential units on floors above. Other areas are filled with block-long warehouse/industrial spaces, parking lots, vacant lots and vacant retail/residential spaces.

Although some areas have residential and retail spaces that are in excellent condition, the vast majority of residential spaces in these redevelopments are vacant. One example is a development that occupies an entire city block. It has a Buffalo Wings and Rings restaurant at its base, with approximately 100 empty residential spaces above it. This development is not alone, as many of the façade enhancements and redevelopments along this corridor were completed during the housing/economic collapse in 2008.

Overall, this corridor has great potential due to its established and well-maintained infrastructure, close proximity to downtown and neighborhood attractions, including U.S. Cellular Field. Because it is so close to a major sports complex, it is surprising



## City of Chicago Community Areas



*Chicago Metropolitan Agency for Planning, 2010.*

that this corridor does not support more businesses catering to people going to and from the ballpark. These types of establishments have the potential to be extremely successful in Bridgeport and could help overall business development in the area.

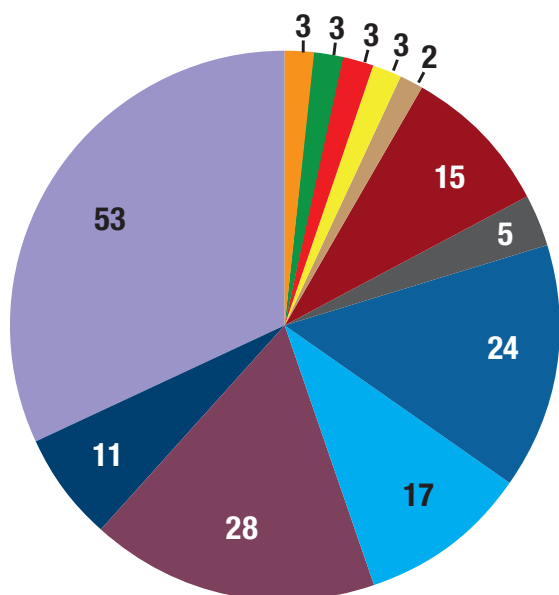
Once the markets rebound, particularly housing, this area has the potential to continue the growth and revitalization that it began in 2007 and 2008. The area boasts a diverse mix of restaurants—Lithuanian, Mexican and Chinese—along with many retail and service-oriented businesses, like tailors, dentists, party suppliers and bike shops.

There is some concern expressed by a few of the local business owners about increasing parking meter costs. One business owner claims to receive about 75 percent of his business from customers who drive to his location. The closest public transit locations are the CTA Red Line-35<sup>th</sup> Street stop and China Town stop. However, there is easy access to the neighborhood via the CTA #8 bus that runs along Halsted Street.

Residential profile: Bridgeport contains almost equal percentages of single-family, multi-unit and two- and three-flat homes, many of which have yards and nearby park space.

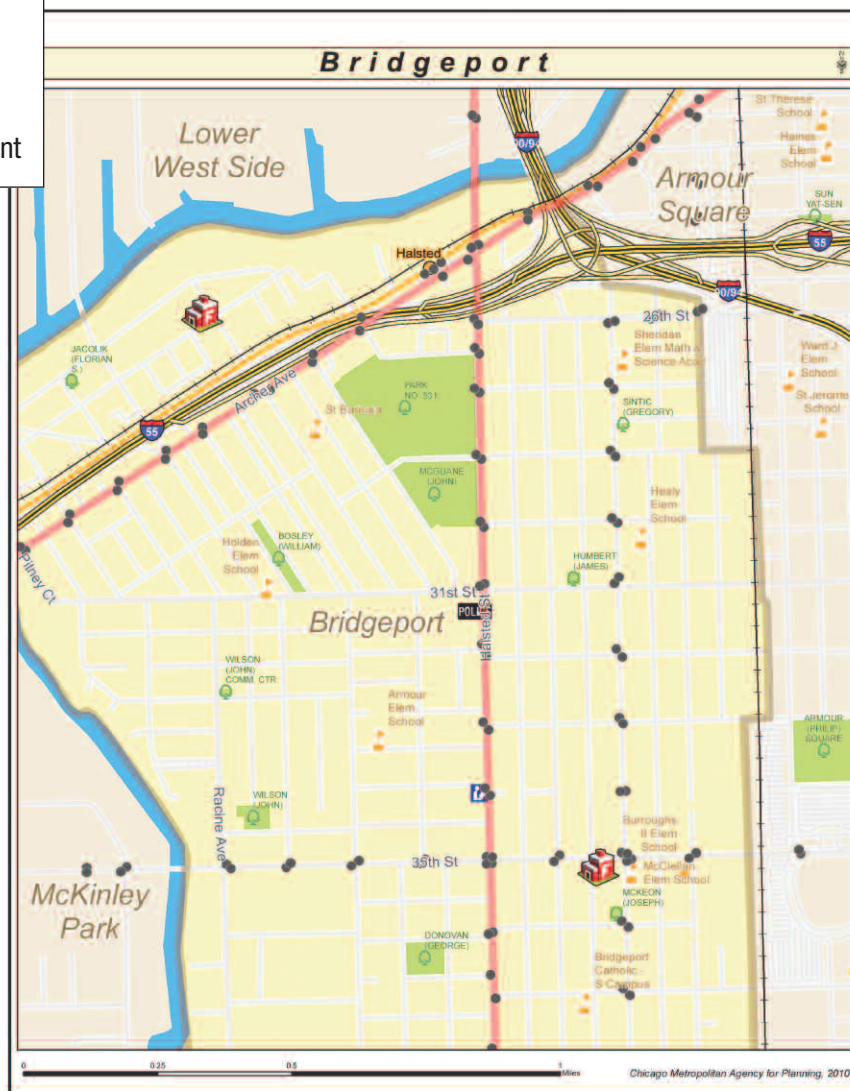
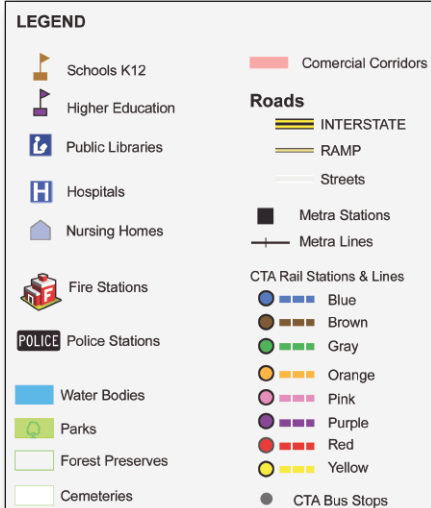


# Halsted St. Snapshot



167 Businesses in Surveyed Area of Bridgeport

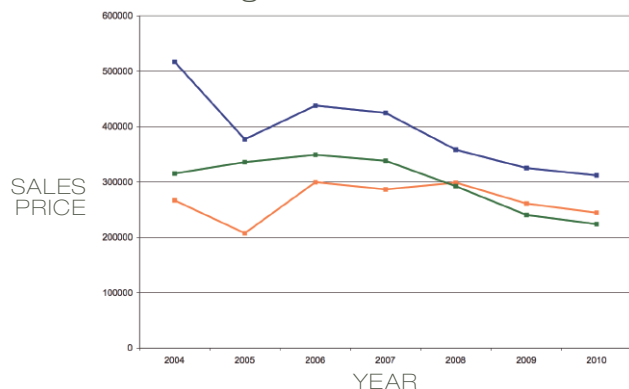
- |                        |                       |
|------------------------|-----------------------|
| Bar and Lounge         | Parking Lot/Garage    |
| Financial Institutions | Residential           |
| Government             | Restaurants           |
| Grocery                | Retail          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



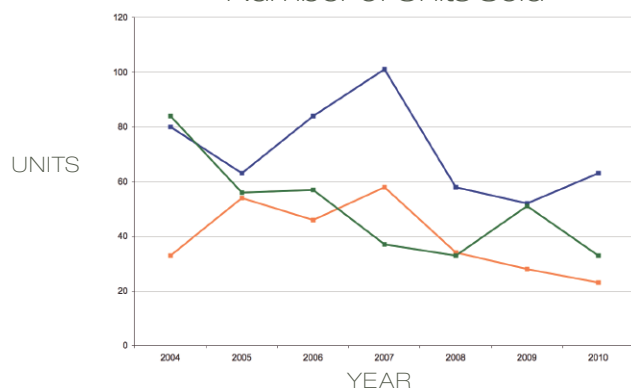
# Bridgeport by the Numbers

## Housing Statistics

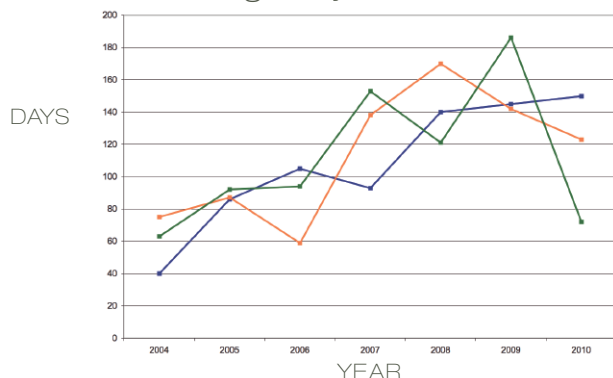
Average Residential Sale Price



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

S. Halsted St.  
35<sup>th</sup> Street  
Pershing St.

### Bus Routes

CTA 108  
CTA 35  
CTA 39

### Ridership 2009\*

345,348  
1,664,023  
511,632

### Ridership 2008

687,737  
1,898,320  
505,828

### Ridership 2007

609,655  
1,954,432  
470,398

### Street/Corridor

S. Halsted St.  
35<sup>th</sup>/Dan Ryan

### CTA "L" Train/Metra

Orange Line  
Red Line

### Ridership 2009\*

362,731  
727,160

### Ridership 2008

778,021  
1,512,291

### Ridership 2007

748,028  
1,380,787

\*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](http://www.transitchicago.com).

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