



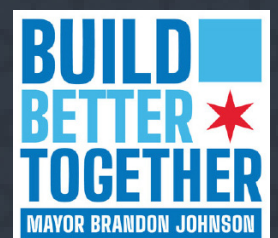
City of Chicago
Brandon Johnson, Mayor

Request for Proposals 87th & Vincennes



Catalytic Corridor Site

Department of Planning and Development
Ciere Boatright, Commissioner
City Hall Room 1000
121 N. La Salle St.
Chicago, IL 60602



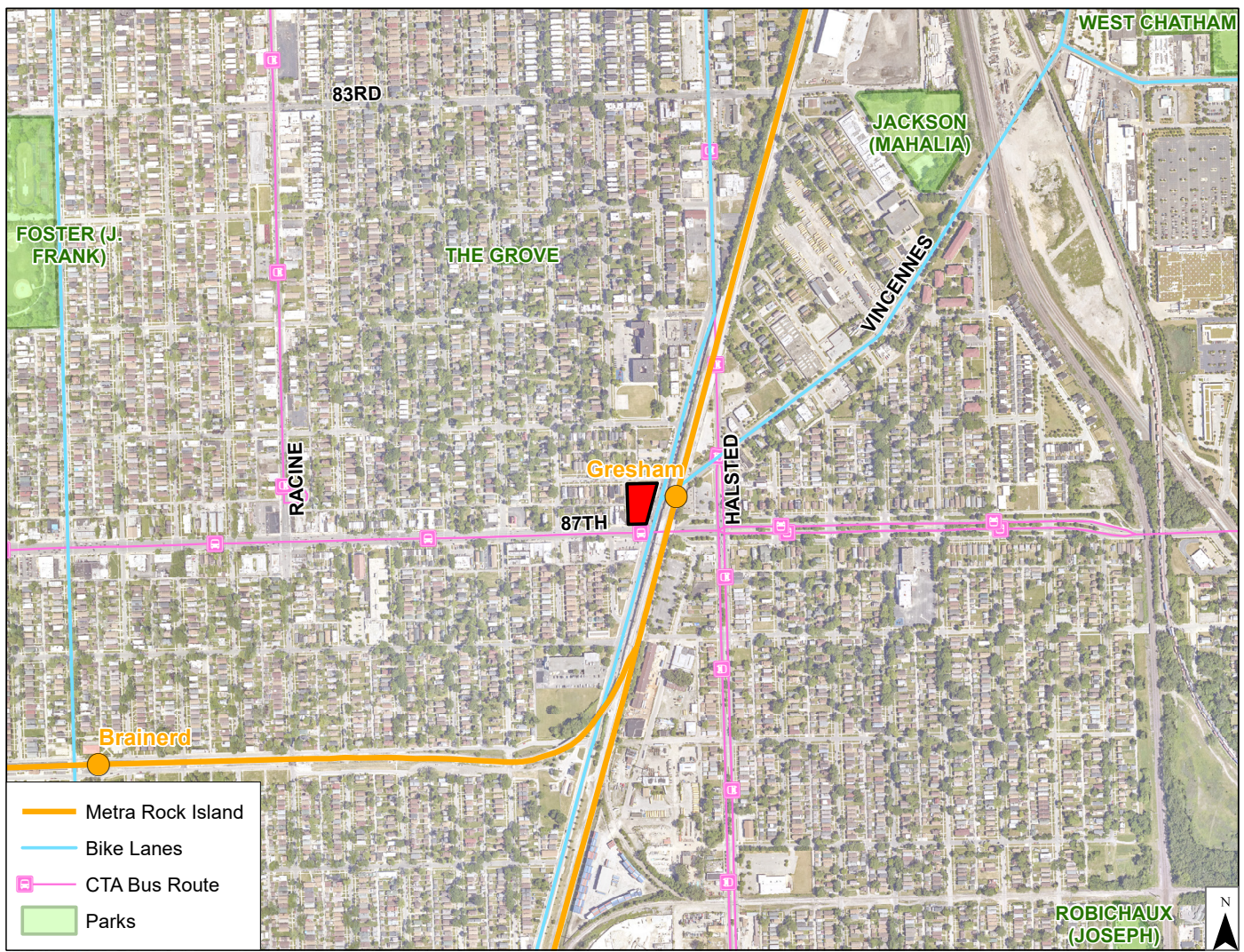
August 1st, 2025

I. The Process

INTRODUCTION

The City of Chicago is seeking applications from development teams to redevelop nine City-owned parcels at 8676-94 S. Vincennes Ave. in the Auburn Gresham community. Consisting of 36,415 square feet, the development site presents a unique opportunity to create an equitable, transit-oriented development (eTOD) near the Gresham Metra Rock Island line station, the Brainerd Bungalow Historic District, and recently completed improvements that include Auburn Gresham Apartments, Save-A-Lot grocery store, and the GAGDC Healthy Lifestyle Hub.

Figure 1: Area Context



Department of Planning and Development

Interested development teams must submit applications through the City's ChiBlockBuilder (CBB) web portal to be considered as the site's developer. Applications are evaluated based on the development team's financial capacity, relevant experience, ability to complete developments of a similar scale, the conceptual proposal for the site, among other criteria. The City expects the selected development team to secure financing by 2027 and to start vertical construction within 60 days of closing.

The selected development team is expected to implement a vision that meets the City's goals for the site as outlined in this document. The selected team will be responsible for site planning, architectural design, securing entitlements and financing, attracting anchor tenants, environmental remediation, marketing to potential users, and other needs.

As a matter of policy, City-owned land is offered for sale based on a market valuation determined by the Department of Planning and Development (DPD). Purchase price exceptions are only considered for proposals that provide affordable housing beyond the City of Chicago's Affordable Requirements Ordinance (ARO) or proposals for non-profit and/or cultural uses with substantial public benefits.

ChiBlockBuilder Applications

Applications must be submitted through the City's ChiBlockBuilder.com land sale portal by **11:59 p.m. Friday, Oct. 31, 2025**.

Schematic design drawings are not required to apply but respondents are asked to include detailed information about their development concepts. City staff will review applications for completeness and eligibility and conduct evaluations based on the rubrics outlined in this document.

Following application review, DPD and Ald. Ronnie Mosley (21st) will organize a public meeting where eligible and shortlisted development teams will present themselves and their proposals to the community. Presentations will also be posted to DPD's website with an online survey.

Responses should be labeled as follows: 8676-8694 S Vincennes_[developer name]

Questions about the application process may be submitted by email between August 1 and Sept. 29, 2025, to London.Walther@cityofchicago.org. Questions will be compiled and published at regular intervals in FAQ format until Oct. 15, 2025.

Pre-Submission Webinar

A pre-submission webinar with DPD staff will be held at 2 p.m. on August 15, 2025. To register for the pre-submission meeting, visit Zoom Link: https://us02web.zoom.us/webinar/register/WN_OZIfxnTFSb2KWkD66rmP6Q

Site Ownership and Descriptions

All parcels listed for this development opportunity are owned by the City of Chicago, according to the City's City-Owned Land System (COLS) database. Note, the COLS database and CBB should not be used as substitutes for title research, title evidence, or as a substitute for legal, accounting, real estate, business, tax or other professional advice.



II. The Opportunity

THE VISION

A design vision for this site will redevelop this long vacant parcel to offer mixed-use development that prioritizes missing middle or transit-oriented housing with retail or an active use at the corner of 87th and Vincennes Avenue, to complement the 87th Street corridor and to support ridership along the Metra Rock Island line. Reactivation of this opportunity site will offer additional employment and residential opportunities, catalyze new development in the area and strengthen the urban fabric of the surrounding community.

SITE QUICK FACTS

- » **Site Location:** 8676-94 S. Vincennes Avenue
- » **PIN:** 20-32-430-022-0000, 20-32-430-023-0000, 20-32-430-024-0000, 20-32-430-025-0000, 20-32-430-026-0000, 20-32-430-027-0000, 20-32-430-028-0000, 20-32-430-039-0000, 20-32-430-040-0000
- » **Property size:** approx. 36,415 sq ft
- » **Zoning:** C1-1 District

Figure 2: Parcel Map



Target Price

The site has an aggregate market value of \$81,935.15, based on a valuation under the current zoning performed for DPD by CBRE in June 2025. With a rezoning of the site to B3-3, this market value would be \$109,246.86 based on a valuation performed by CBRE in July 2025. The market value with the zoning needed to implement the project is DPD's target price. The target price is not a minimum bid, however, respondents are advised that purchase price is an important consideration in DPD's evaluation of applications.

Community Priorities

Auburn Gresham redevelopment initiatives include numerous projects and programs. Under Mayor Brandon Johnson, more than \$22 million in economic development projects are recently completed or moving forward through DPD assistance, along with more than \$21 million in residential improvements through Department of Housing resources.

Site Specific Programming Goals

Housing units can be varied. For example, the site could accommodate a mix of three-flats with a 20-unit building; a single 40- to 50-unit building, or a pair of 40- to 50-unit buildings. Retail uses are encouraged at the corner of 87th and Vincennes. The scale and massing of proposed buildings should be sensitive to existing neighborhood context. See Figures 2-3.

DPD would support the rezoning of the property up to B3-3 to encourage a mix of uses and transit-oriented development at this site. Upon the selection of a proposal and demonstration of project readiness, DPD will work with the impacted Alder to rezone the parcel so that the selected project may be permitted as-of-right. If the selected proposal requires a Planned Development, entitlement process, or zoning adjustment/variations, these will need to be applied for and completed by the selected developer prior to closing. Please note that it is DPD's expectation that the final purchase price matches the adjusted market value based on the zoning needed to implement the selected project.

The City of Chicago is committed to advancing racial equity, public health, economic growth, and climate resilience through equitable Transit-Oriented Development (eTOD). Transit-oriented developments typically include a mix of residential, commercial, and public uses in a walkable environment that prioritizes transit, bicycle, and pedestrian infrastructure. Equitable Transit Oriented Development prioritizes investments and policies that close the socioeconomic gaps between predominately black and brown neighborhoods and majority White neighborhoods. Development opportunities that exist within transit-rich yet historically under-invested communities are critical candidates for eTOD. This opportunity site provides an opportunity to demonstrate eTOD best practices. For more on the benefits of eTOD, see resources from the Center for Neighborhood Technology (<https://etod.cnt.org/>) and the Metropolitan Planning Council ([https:// www.metroplanning.org/work/project/30/subpage/5](https://www.metroplanning.org/work/project/30/subpage/5)).

Site Specific Urban Design Principles

The following design principles should be incorporated into the proposed project's design, in addition to the City's Neighborhood Design Guidelines and Sustainable Development Principles.

Retail/Services

Ground-floor retail should prioritize independent operators over national chains. Ground floors should be directly accessible from the street. Refer to the City of Chicago Neighborhood Guidelines on implementation strategies.

Open Space

All efforts should be made to meaningfully activate the primary street frontage and provide pedestrian amenities. Shared public open space should be incorporated into ground floor uses at the sidewalk level, potentially including outdoor seating, dining spaces, water features and similar features.

Public Art

Public art that adds character should be considered and implemented through local artists wherever possible. The Department of Cultural Affairs and Special Events (DCASE) can help a selected Development Team in identifying and engaging local artists.

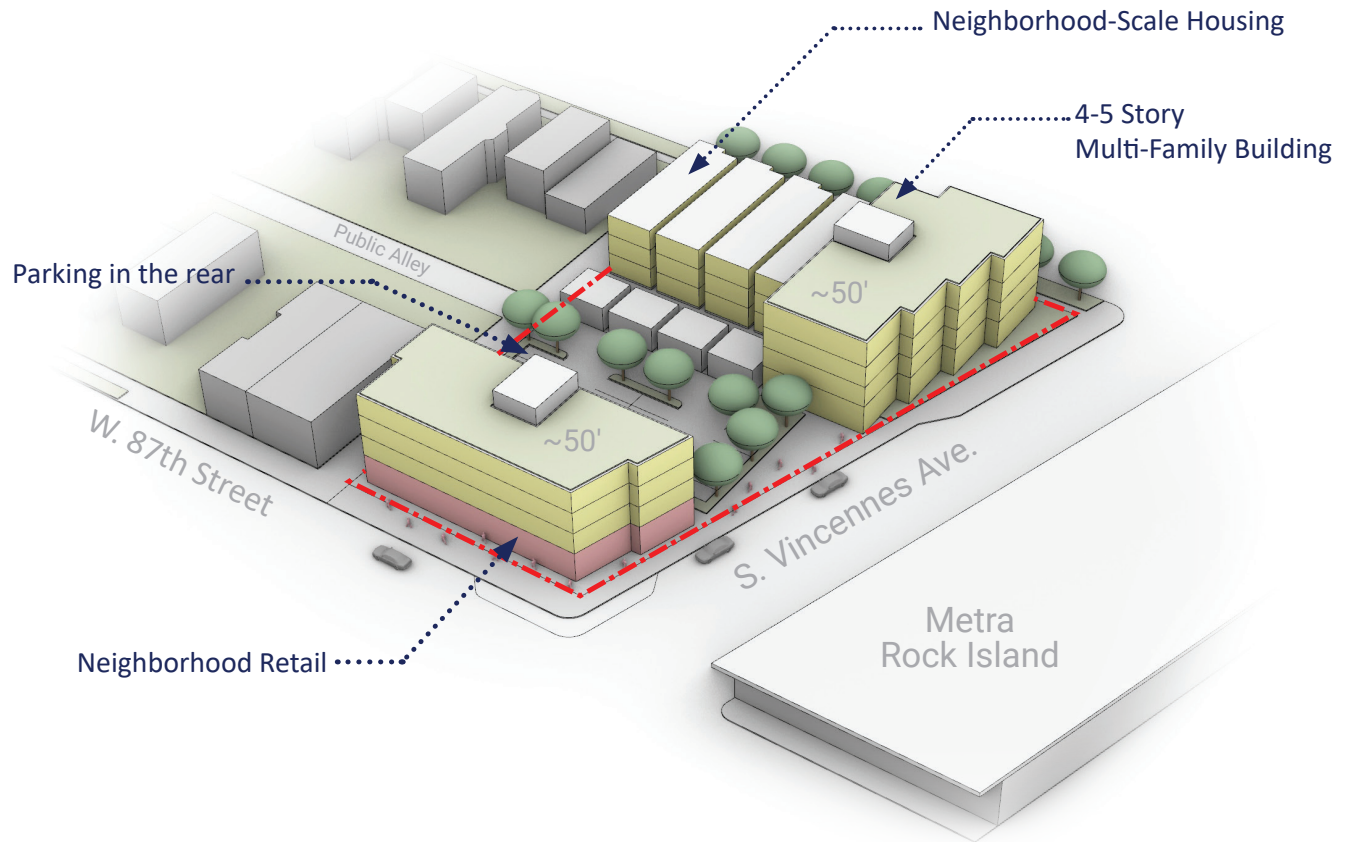
Pedestrian Connectivity

The proposed development should meaningfully engage the public realm and contribute to an improved pedestrian experience. Design should consider vegetation, sunlight, pedestrian walking experience, lighting, safety/security, designs to promote on-site water management with the use of materials and equitable access to all. All public open spaces, whether programmed or passive, should strive to connect public points of entry such as street, sidewalk or building entries, provide a balance for solar access and shade to create a comfortable, safe and visually attractive space for pedestrians. Design for open spaces should incorporate trees, varied paving materials to distinguish private/ public, pedestrian amenities, seating, and follow the City's Complete Streets standards and Neighborhood Design Guidelines.

Vehicular Circulation and Parking

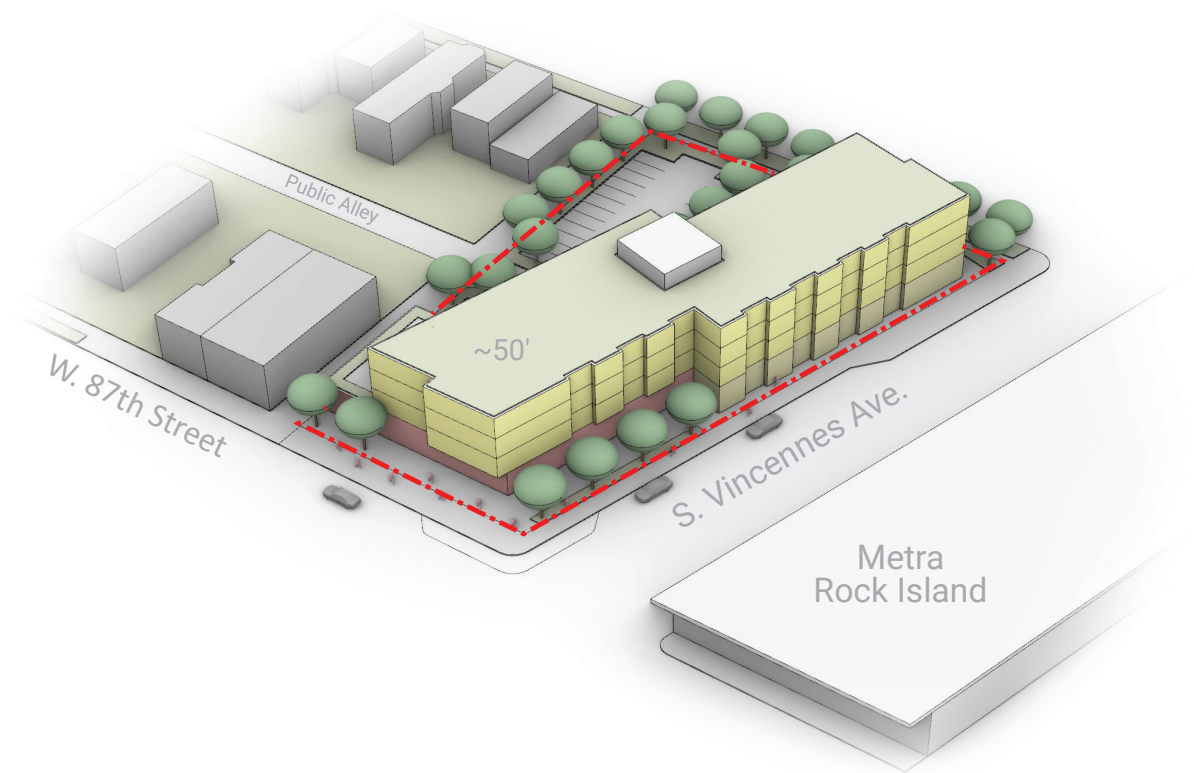
The proposed design should mitigate automobile-pedestrian conflict points and accommodate vehicle traffic in a way that minimizes congestion. The design should provide safe access to parking that supports retail and business use spaces while preserving the public realm. Parking should be minimized, oriented towards the back of the site to reduce visibility from the street, and accessed from the alley. Interior parking and/or uncovered surface spaces should also be in the rear. Any uncovered interior parking should be landscaped with on-site storm-water management and pedestrian connections to the building and any open spaces.

87th & Vincennes | Development Scenarios

**Example Scenario 1 | B2-3 Zoning**

The site is developed with a four story mixed-use building on the corner of 87th & Vincennes and neighborhood-scale housing on 86th Street.

- Site Area = 36,415 ft²
- FAR (2) = 75,570 ft² Allowable Area
- Maximum Allowable Height = 65'
- 40 - 50 Units Estimated
- A 3 FAR may be required due to MLA restrictions, if not for total square footage

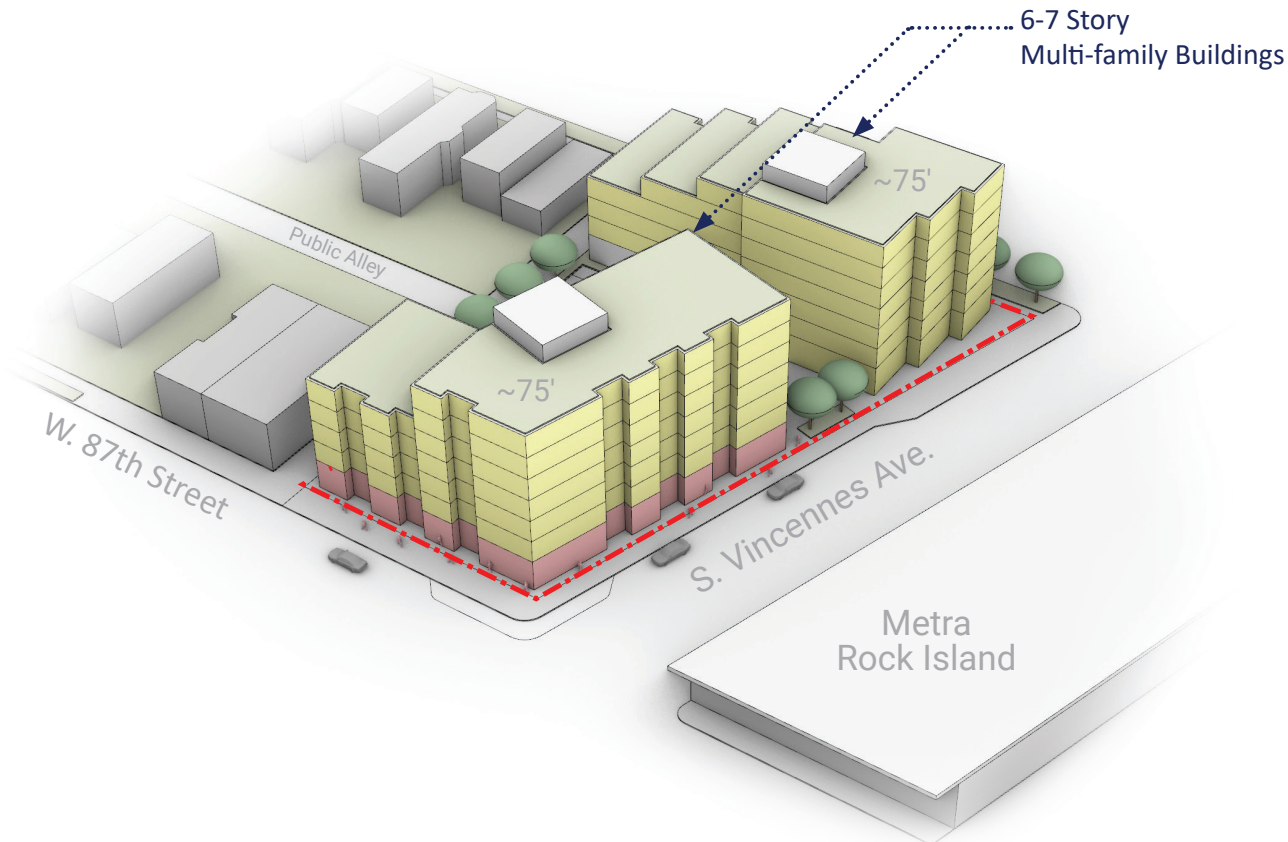


Example Scenario 2 | B2-3 Zoning

The site is developed as a single low-rise, multi-family building with neighborhood retail fronting 87th Street and parking in the rear.

- Site Area = 36,415 ft²
- FAR (2) = 75,570 ft² Allowable Area
- Maximum Allowable Height = 65'
- 40 - 60 Units Estimated
- A (3) FAR may be required due to MLA restrictions, if not for total square footage
- Mandatory Planned Development Triggered at 60 units

87th & Vincennes | Development Scenarios

**Example Scenario 3 | B3-3 Zoning**

The site is developed to maximize its transit-oriented potential with two 40-60 unit multi-family buildings and ground-floor active use prioritized.

- Site Area = 36,415 ft²
- Maximum FAR (4 | Transit-Served Location) = 151,140 ft² Allowable Area
- Maximum Height = 75' | Transit-Served Location
- 80 - 110 Units Estimated
- [Mandatory Planned Development Triggered at 60 units](#)

III. Selection Criteria

Applications are scored to assess development team qualifications, project budget and other factors based on the categories below. If DPD determines all proposals for a given development opportunity fail to adequately advance local planning goals, the department may opt not to select any applicant.

DPD may request additional information from applicants. Applicants may be given additional time during the evaluation process to refine their submissions. Final submissions would then be re-evaluated by DPD following the same scoring rubric.

Proof of experience (0-30)

Priority is given to applicants who demonstrate qualifications, proven experience completing similar projects and capacity to execute the project as proposed in a timely manner. Development experience in the community area is also considered. Rubric below:

- 0 to 10 Team composition
- 0 to 10 Development team experience
- 0 to 10 Capacity to timely execute the project

Financial capacity and feasibility (0-30)

Priority is given to development teams that have the financial capacity and a viable plan to secure funding. Rubric below:

- 0 to 10 Financial capacity
- 0 to 10 Detailed budget
- 0 to 10 Financial feasibility and plan to secure funding

Programming and Design Goals (0-10)

Priority is given to proposals that meet the programming goals stated in this document and that propose high-quality designs that meet the stated urban design principles, within the local context and culture and with high quality materials. Applications that maximize the full development potential of the site are preferred. Rubric below:

- 0 to 5 Programming goals
- 0 to 5 Design goals and high-quality materials

Purchase offer amount (0-10)

Priority is given to applications that offer a reasonable purchase price that meets or exceeds the site's market value. Purchase offers less than market value may result in a lower application score, lower financial feasibility score and lower project readiness score. DPD may decide to decline any application with a purchase offer less than market value. Alternatively, DPD may consider an offer less than market rate if the development meets local redevelopment goals or offers commensurate public benefits. Rubric below:

- 0 to 10 Purchase offer

Public benefits (0-10)

Priority is given to concepts that provide tangible public benefits, such as a variety of mixed-income housing units, new or retained jobs, new retail services in an underserved community, cultural activities, social services, fiscal benefits, environmentally sustainable features, or other priorities identified for the site. Applicants that propose site assembly with adjacent non-City owned parcels will be considered in terms of catalytic impact as well. Rubric below:

- 0 to 5 Programmatic public benefits
- 0 to 5 Fiscal, jobs and catalytic impact public benefits

Conformance to plans and community engagement (0-10)

Priority is given to projects that conform or achieve the goals of existing plans (adopted by the City or the community) and demonstrate engagement with elected officials, adjacent neighbors, community organizations and nearby businesses. Rubric below:

- 0 to 5 Conformance with plans
- 0 to 5 Community engagement

The City may review additional information as it relates to the above criteria, including but not limited to provided references or staff research.

Following the review of an evaluation committee consisting of City staff, a recommendation is submitted to the commissioner of DPD. The commissioner finalizes the team selection. Applicants that are not selected have the opportunity for detailed feedback from staff to help improve future submissions.

For projects that include City financial assistance or County tax classification incentives, the development team must comply with the inclusion of Minority Business Enterprises (26% of construction costs) and Women Business Enterprises (6% of construction costs), City residency targets for workers, and prevailing wages.

Proposed projects and property conveyances are subject to City Council review and approval. Following City Council approval, DPD has authority to execute a redevelopment agreement (RDA), a purchase agreement, or a deed with covenants and restrictions.

Cancellation

The City reserves the right, at any time and in its sole and absolute discretion, to reject any or all submissions, or to withdraw the land sale application request without notice. In no event shall the City be liable to respondents for any cost or damages incurred by respondents, team members, consultants, or other interested parties in connection with the land sales process, including but not limited to any and all costs of preparing the preliminary cost budget or other submitted materials, and participation in any conferences, oral presentations or negotiations.

Conditions of Acceptance

The City reserves the right to request clarification and/or additional information from the respondents during the evaluation and selection process. Any respondent that makes a material misrepresentation will be eliminated from further consideration. The City reserves the right to disregard any informality in the submission. All submitted materials are the property of the City. Any release of these materials for publication without the prior written permission of DPD is cause for disqualification.

IV. Developer Rights and Responsibilities

The City is seeking well-qualified development teams with compelling visions for the site. The selected applicant will be tasked with preparing a comprehensive plan for redevelopment with a clear framework that allows for development flexibility.

Redevelopment Agreement

To achieve the development guidelines and financial objectives outlined above, the City intends to enter into a redevelopment agreement (RDA) with one developer selected through the application process. Developer responsibilities include, but are not limited to:

- Producing detailed schedules for planning, design, financing, construction, and maintenance activities
- Developing a plan that adheres to City development guidelines as outlined above
- Managing community engagement throughout the redevelopment process and working with key stakeholders
- Procuring all entitlements, regulatory approvals, building permits, environmental documentation, and any other required approvals and permits
- Coordinating redevelopment activities with the necessary City agencies, including the Park District and City Departments of Planning and Development, Transportation, etc.
- Managing tenant or anchor-attraction efforts
- Devising a financing structure and securing required debt and equity for land development

- Overseeing and financing all environmental remediation efforts
- Constructing and financing all on-site and off-site infrastructure
- Managing ongoing operations and maintenance of infrastructure and land within the site
- Complying with all City requirements for the use of financial assistance tools, if required
- Initiating vertical development

In exchange, the City will offer the following:

- Exclusive right to purchase City-owned land for private uses
- Exclusive right to serve as a vertical developer

The City's role in the development process will include the following:

- Assisting with the necessary development review process and approvals.
- Participating in or cooperating with additional land acquisition pursued by the Developer, as appropriate.
- Providing appropriate negotiated concession for environmental remediation, infrastructure; and other public improvements.

The City will enter into an RDA with the selected developer, committing the developer to construct its project in accordance with the proposal identified in the application. The City reserves the right to negotiate changes to advance the objectives of the site offering, including changes resulting from community input or an analysis of market conditions and financial feasibility.

For proposals that offer market value or higher that do not include any City financial assistance or County tax classification incentives, the City can elect to sell the land via an RDA, a purchase agreement, or a deed with covenants and restrictions. This clarification is applicable to the term RDA throughout this document.

Property Transfer

The selection of a winning proposal does not commit the City to action until the City enters into an RDA with, and conveys the land to, the selected respondent. The RDA must be consistent with all representations made by the development team and the proposed project. The development team must demonstrate, without limitation, the wherewithal to complete the proposed project.

Property disposition to the development team will occur upon proven commitments that both horizontal infrastructure and vertical construction are financed, designed, approved and will be completed to support the development. Property transfer will be structured as an outright sale.

Conveyance of land will be done on an "as-is" basis, without warranty by the City as to its physical condition. The Development Team will be allowed access to the site, pursuant to a right-of-entry, to conduct due diligence prior to the RDA being executed. See Appendix for additional information regarding environmental remediation.

Developers are required to initiate construction of vertical development within 60 days from the execution of an RDA. If the development team is unable to initiate construction, it is the absolute and sole discretion of the City to terminate the RDA and select a different applicant.

Site Preparation

The selected developer will assume the costs of clearing and disposing of existing infrastructure and debris such as paved surfaces, foundations, curbs and gutters, fill, fencing, and lighting. The selected developer is solely responsible for bearing all costs and making all arrangements associated with the abandonment, relocation, or installation of private or public utilities.

The selected developer is also responsible for reconstructing sidewalks and relocating street lighting, fire hydrants, or other facilities within the public way if such work is necessitated by the project. Any construction in the public way must be made according to the City's specifications and the work must be fully bonded.

V. Appendix

REGULATORY CONTEXT

Household and Community Wealth Building

The City of Chicago is committed to closing the racial and ethnic wealth gap and to promoting economic growth and prosperity for Black and Latinx individuals, households, and communities. DPD is committed to equitable economic development that advances both household and community wealth building.

Affordable Requirements Ordinance

If a developer constructs 10 or more units as part of the same residential project, the developer must comply with the Affordable Requirements Ordinance (ARO). In low-moderate income areas, the current ARO requires developers of residential projects with 10 or more units to sell (i) 10% of the total number of units in the project for purchase prices with a weighted average of 100% of AMI, or (ii) 8% of the total for purchase prices with a weighted average of 80% of the AMI. In either case, buyers of ARO units may earn no more than 120% of the current AMI. The ARO units must remain affordable for 30 years under the current ordinance.

Zoning Code

The city-owned lot is currently zoned C1-1 zoning district. As part of a selected redevelopment proposal, DPD would support the rezoning of this parcel from C1-1 to a B3-3. Based on the targeted number of units, the entitlement process will require a Planned Development process subject to the review and approval of City Council. Zoning district details and the standards and process for Planned Developments can be found in the zoning ordinance online.

Chicago Landscape Ordinance

The Chicago Landscape Ordinance establishes standards for on-site and parkway plantings. Landscaping permits are obtained as part of the normal process of building and zoning permit applications. Landscape plans must be approved by DPD to meet on-site requirements and by the Chicago Department of Transportation and Bureau of Forestry for public way requirements.

Chicago Townhouse Ordinance

The Chicago Townhouse Ordinance establishes special zoning requirements for townhouse developments (two or more single family dwellings that share party walls). Townhouse permits are obtained as part of the building permit zoning process.

Construction Requirements

For any proposal seeking City financial assistance or County tax classification incentives, at least 26% of qualified project costs must be paid to City-certified Minority Business Enterprises (MBEs) and at least 6% must be paid to City-certified Woman Business Enterprises (WBEs) during construction. In addition, Chicago residents must perform at least half of all construction-worker hours. Projects that receive City financial assistance must pay prevailing wage rates for all construction jobs. For proposals that offer market value or higher and that do not include any City financial assistance or County tax classification incentives, these Construction Requirements would not apply.

Sustainability

Chicago Sustainable Development Policy strategies can be found here: <https://www.chicago.gov/city/en/sites/sustainable-development-policy/home.html>

Equitable Transit-Oriented Development

Equitable TOD (eTOD) is development that enables all people regardless of income, race, ethnicity, age, gender, immigration status or ability to experience the benefits of dense, mixed-use, pedestrian-oriented development near transit hubs. eTOD elevates and prioritizes investments and policies that close the socioeconomic gaps between neighborhoods that are predominately people of color and those that are majority white. eTOD projects and processes elevate community voice in decision making processes and in realizing community-focused benefits such as affordable housing, public health, strong local businesses, and environmental sustainability. The 2022 Connected Communities Ordinance identifies additional practices for equitable development near transit with provisions that expand existing TOD incentives, improve street and sidewalk safety, and increase housing opportunity, affordability, and accessibility. Learn more about the City's eTOD policy at <https://www.chicago.gov/etod>.

Environmental Conditions

At the applicant's request, DPD will provide an initial right-of-entry agreement to the applicant to conduct a Phase I Environmental Site Assessment, survey and other non-invasive due diligence. At the applicant's request, the Department of Fleet and Facility Management will provide a separate right-of-entry agreement for a Phase II Environmental Site Assessment or other sampling work, soil borings and other invasive testing.

Additional environmental conditions information will be provided by the City in the coming weeks via an RFP Addendum.

Stormwater Management Ordinance

The Stormwater Management Ordinance regulates development projects that disturb more than 15,000 square feet of land or projects that create an at-grade impervious surface of 7,500 square feet or more. Developers of such projects are required to prepare a stormwater management plan for submission to the City for review. The plan must include rate control (by using the City's calculations guideline or by using Chicago vortex restrictors) and volume control (by using stormwater BMPs to capture up to 0.5 inch of rain from impervious areas or by achieving a 15 percent reduction in impervious surfaces from an established baseline).

Community Area Demographic Profile

The site is located in the Auburn Gresham Community Area. Auburn Gresham is a predominantly Black neighborhood with 46,468 people. About 75% of the neighborhood is between the ages of 20 and 64. The area has a median household income of \$41,000. 57% of residents are in the labor force, with 81% of those being actively employed. Housing is primarily made up of single-family homes and small multi-unit buildings.

Transportation and Infrastructure

The City-owned parcels at 8676–94 S. Vincennes Avenue are located near several major transportation corridors and the under-construction 87th Street Metra Station. 87th Street also offers convenient access to the nearby Chatham and Ashburn neighborhoods and I-90/94. Halsted Street provides a direct route to Englewood, New City, Chinatown, and destinations further north. The site is accessible by the #87 and #44 bus routes.

Market Demand

Mixed-use development plays a critical role in creating vibrant, walkable communities by integrating residential, commercial, and recreational uses. It maximizes land use efficiency, supports local economies, and promotes sustainability by reducing reliance on cars and encouraging density near existing infrastructure. Demand for mixed-use development continues to grow, driven by shifting consumer preferences toward convenience and livability, increasing urban housing needs, and supportive zoning policies. These developments often demonstrate strong market performance and long-term resilience, making them a valuable strategy for equitable and sustainable urban growth. Recent examples of this on Chicago's southside include the 43 Green in Bronzeville, Thrive Exchange in South Chicago, Thrive Englewood, and the Auburn Gresham Apartments developments.

Development Incentives

This site is within the Illinois Opportunity Zone, created as part of the Tax Cuts and Jobs Acts of 2017, and provides a temporary tax deferral for Opportunity Zone investors.

Community Development Grants may be pursued through the City of Chicago's Department of Planning and Development for commercial and mixed-use residential developments.

To assist with the construction financing of new affordable residential units, low-income housing tax credits (LIHTC) and other multi-family affordable financing assistance sources may be pursued. Together, these funding mechanisms position the site as a strong candidate for catalytic investment and long-term affordability.

Development incentives that are not administered by the city include HB 2621, called Affordable Illinois, which provides property tax incentives for residential buildings that set aside between 15%-35% of their units as affordable. The U.S. Department of Housing and Urban Development's Section 221(d)(4) insures mortgage loans to facilitate the new construction of multifamily rental or cooperative housing for moderate-income families, elderly, and the handicapped.

Recent City-Supported Projects

Healthy Lifestyle Hub – 839 W. 79th Street

Developed by the Greater Auburn Gresham Development Corporation, the Healthy Lifestyle Hub opened in 2022 through an \$11 million New Market Tax Credit (NMTC) allocation. The Hub includes a University of Illinois health clinic and urgent care center, a UIC neighborhood tutoring and small business center, a Bank of America branch, a community kitchen, and a pharmacy.



Auburn Gresham Apartments – 757 and 834-858 W. 79th

The Auburn Gresham apartment development, with two buildings and a total of 58 affordable homes, was recently completed. AYO West African Foods, a community center and supper club will operate within the ground floor commercial spaces.



Auburn Park Metra Station – 609 W. 79th Street

Opening in the fall of 2025, this \$35 million commuter rail station will provide service between downtown Chicago and the south suburbs.



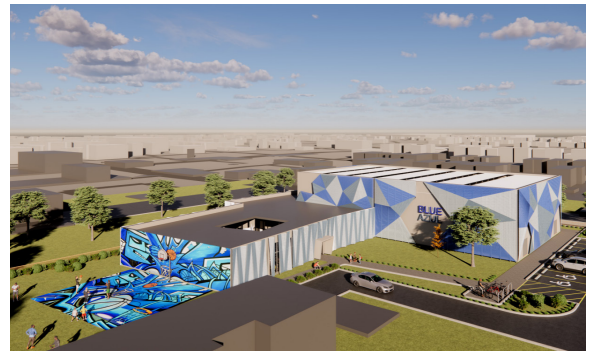
Save-a-Lot – 7908 S. Halsted Street

Reopened in January 2025 through \$13.5 million in Tax Increment Financing and \$13 million in New Market Tax Credits, this new grocery store provides convenient access to fresh food and vegetables.



Blue Azul – 7950 S. Emerald Street

Recently awarded a Department of Planning and Development Grant, this planned community center will include a fitness center, commercial kitchen, multi-purpose rooms, and a full sized basketball court.



Green Era Campus – 650 W. 83rd Street

A recipient of a \$10 million Chicago Prize in 2020, this \$35 million project includes an anaerobic digester that turns food waste into compost for gardening. Led by the Urban Growers Collective, the campus is moving forward with an expansion that will include a vertical farm and community education center.



Acknowledgements

DPD thanks Ald. Ronnie Mosley for his leadership and commitment to the visioning and redevelopment of this site.

