



Hans Grotelueschen, Prairieview Park, LLC
Champaign-Urbana Mass Transit District
Under Embargo Until: 11am, Tuesday, July 18, 2017

Contact:
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Downtown Hotel Project To Move South, Merge with Illinois Terminal Expansion, Seek Hockey & Event Arena Partnership

Champaign, IL—Developer Hans Grotelueschen’s major downtown Champaign project once sited at Washington and Walnut streets will move several blocks south and east to merge with a proposed expansion of Illinois Terminal being planned by the Champaign-Urbana Mass Transit District (MTD). As part of a new vision for this development, Grotelueschen and MTD officials are also evaluating a hockey arena and athletics event center for approximately 5000 spectators. In so doing, they hope to partner with the University of Illinois Division of Intercollegiate Athletics (DIA), which recently announced that it was studying the feasibility of adding Division I ice hockey.

“When we were in the beginning planning stages for the development at Washington & Walnut,” explained Grotelueschen, “we quickly realized that we would have tremendous benefits from a location that was proximate to a transportation hub. I heard through the grapevine that MTD was considering an expansion of their terminal in downtown Champaign, and have been working toward the development of that site.”

“With the site’s expanded footprint (approximately 8-10 acres versus the original 4-acre site), and given DIA’s expressed interest in exploring Division I hockey, the opportunity to include an athletics event center in the plan makes the development project that much more attractive and impactful for the Champaign-Urbana community.”

The project will be immediately accessible by bus, train, bicyclists and pedestrians, and will cement the strong and growing connection between Downtown, Midtown, and Campustown.

“Expanding Illinois Terminal has been something that we’ve been working on for a few years now,” said MTD Managing Director Karl Gnadt, “and combining our project with Hans’ makes so much sense. It brings a significant amount of dynamic activity right to the heart of our transit services, making for extremely efficient operations. Effective partnerships like this maximize resources and benefits for Champaign, Urbana, and the University.”

Bruce Knight, Planning and Development Director for the City of Champaign, noted that the new location still accomplishes the same goals for the City as the northern site did, “It is in the same newly formed Tax Increment Finance District, brings new investment to downtown that builds the customer base for the many locally owned bars and restaurants in the area, and redevelops underutilized land. The new site has the added benefit of advancing a long-time City Council goal of better connecting

downtown and the University District. City staff is very excited to bring this concept to City Council for its consideration.”

The Champaign City Council is scheduled to conduct a study session for this development on August 22, 2017.

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Press Availability:

Developer Hans Grotelueschen; Karl Gnadt, MTD Managing Director; and Bruce Knight, City of Champaign Planning Director will be available for one-on-one interviews to discuss the proposed project.

Event Details

**Illinois Terminal CityView (4th Floor), Tuesday, July 18th, at 11 AM
45 East University Avenue, Champaign, IL 61820**

High Res Project Rendering Available Upon Request, FAQs Available At & After Event

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FAQs:

Developer Hans Grotelueschen's major downtown Champaign project once sited at Washington and Walnut streets will move several blocks south and east to merge with a proposed expansion of Illinois Terminal being planned by the Champaign-Urbana Mass Transit District (MTD). As currently proposed, this public-private project will include:

- An expansion of Illinois Terminal
- 175—200 hotel rooms
- 200 apartment beds
- 100,000 sq ft office space
- First floor retail
- Parking to support development

As part of a new vision for this development, Grotelueschen and MTD officials are also seeking a partnership with the University of Illinois Division of Intercollegiate Athletics (DIA), to include a hockey arena and event center that would seat approximately 5000 spectators. The addition of a sports complex could add three sheets of ice for hockey practice & tournaments year-round that could be readily converted to floor space to accommodate:

- 4 full-size basketball courts
- 11 half-size basketball courts
- 15 volleyball courts
- 24 wrestling mats
- Men's & women's gymnastics events
- A public ice skating rink

Such flexibility could allow for a variety of uses by DIA, along with broad community use for youth sports, tournaments, etc.

Who are the project partners?

Developer Hans Grotelueschen and the Champaign-Urbana Mass Transit District (MTD) will partner on the project with the City of Champaign. The developers have expressed interest in also partnering with Illinois Athletics if Illinois chooses to pursue a Division I hockey program.

Where will it be located?

Aspects of the current plan include 8 to 10 acres of land on the south side of downtown Champaign that are loosely bounded by the railroad tracks to the east, University Avenue on the north, Springfield Avenue on the south, and Neil & Walnut Streets to the west.

Why merge the downtown project with the Illinois Terminal expansion?

Sharing resources allows the project to be both an efficient use of funding as well as land. Both projects benefit enormously from merging—and the public benefits when public transportation and private developments work in tandem. A development of this size will generate significant ridership at Illinois Terminal that makes it possible to provide the most efficient, effective, and environmentally friendly transportation options to the whole community, and Illinois Terminal will create ready access to a variety of development activities.

Can you give some examples?

We've already seen this work on a local level with MTD's existing Illinois Terminal in downtown Champaign. Larger transit oriented development projects have been successful all over the country—just look at Mockingbird Station in Dallas, Alameda Station in Denver, Lindbergh City Center in Atlanta, or Fruitvale Village in Oakland. High-frequency transit connectivity directly associated with event centers, conference centers, residential clusters, and businesses drives dollars, revitalizes even blighted areas, and ties the bow on true place-making.

How much will it cost?

The project is still in the initial planning stages. We won't know cost estimates until we calculate the full size and scale of the project including the infrastructure needs.

When would construction begin? How long will it take?

We don't yet have a firm timeline, but this is likely to be a multi-phased development.

When will you know if the hockey/event center is a go?

Illinois first must determine whether it will add hockey. It then must evaluate potential facility options. We are simply expressing an interest and ability to provide a superb location and facility for a sports & events arena.

Why expand Illinois Terminal?

Illinois Terminal is and has been at maximum capacity for both leasable space and transportation space. Illinois Terminal is revenue neutral, meaning it generates the income it needs to pay its operating costs, so we know that we can do this in a fiscally responsible manner and that there is demand for more office and retail space downtown. Champaign is the fastest growing city in Illinois—and as communities grow, transportation hubs must grow, too.

How will public money be invested in the project?

In January 2017, the City of Champaign established a new Tax Increment Finance (TIF) District to encourage new development, eliminate blighted properties, and improve failing infrastructure. It is anticipated that this new development and possible event center will be taxable, meaning that tax revenue generated by the project will be reinvested back in the project. This minimizes any risk the public is being asked to incur while achieving multiple goals of the TIF District.

How much parking is being proposed?

The City of Champaign will work with the developer and MTD to plan for and implement parking strategies to meet the development's needs. There are two parking structures included in the concept

and, like the development itself, it is anticipated that funding of these structures will come at least in part from the TIF District.

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