



To: Plan Commission

From: Daniel Ritter, AICP, Community and Economic Development Director
Ronald Mentzer, Community and Economic Development Consultant

Date: February 12, 2026

Re: 1618 Plainfield Road, Proposed QuikTrip Redevelopment of Former Crest Hill City Hall - City Code and Zoning Ordinance Variation Requests and Preliminary/Final Plat of Subdivision – Plan Commission Case # V-26-2-2-1

Project Details

Project:	New QuikTrip Convenience Store/Gas Station #4452 and Adjacent Future Commercial Project
Applicant:	QuikTrip Corporation
Requests:	Zoning variations for increased driveway widths on Plainfield Road/Route 30 and Knapp Drive, City Code Sign Code variations for an off-premises sign with an increased sign area, an increased number of wall signs, and adjustments to the permitted locations for wall signs. A Preliminary and Final Plat of Subdivision that resubdivides the 4.9-acre site into three separate lots.
Location:	1618 Plainfield Road/U.S. Highway Route (the "Subject Property")

Site Details

Lot Size:	Approximately 4.9 acres
Existing Zoning:	B-3, Business Service District
Existing Improvements:	Former two-story City of Crest Hill City Hall, Public Works, and Police Department Building, stormwater detention pond, and approximately 66 parking spaces.

Surrounding Zoning and Land Use Summary

	Land Use	Comp Plan	Zoning
Subject Parcel	Vacant former Municipal Building and a Vacant Development Parcel	Community Facilities and Local Commercial	B-3
North	Bank	Local Commercial	B-1
South	U.S. Route 30/City of Joliet.	Unknown	Unknown
East	Senior Living Facility	Multi-Family Residential	R-2
West	Bank, Misc. Commercial and Route 30	Local and Regional Commercial	B-1 and City of Joliet

Site Location Map



APPLICATION MATERIALS

The application materials submitted for this project/case and reviewed by City staff/consultants are listed on attached Exhibit A and have been distributed with this report.

APPLICATION BACKGROUND AND PROJECT SUMMARY

The Subject Property is owned by the City of Crest Hill. The eastern portion of the 4.9 +/- acre site is improved with the former City Hall/Public Works/Police Department Building which has been vacant since the City took occupancy of its new Public Works Building on Oakland Avenue and the new City Hall on City Center Boulevard. The western portion of the site is a vacant future commercial development site.

In the summer of 2024, the City of Crest Hill executed a purchase and sale agreement for the Subject Property with QuikTrip Corporation (QT). QT is proposing to demolish the existing building and pavement improvements on the Subject Property, resubdivide it into three lots, and develop each lot as follows:

- **Lot 1** (eastern lot): Construct a new 6,445 square foot QT convenience store, an eight pump island fueling canopy, 48 parking spaces, a right-in/right-out driveway on Route 30, and a new full access driveway on Knapp Drive.
- **Lot 2** (western lot): Construct a new full-access driveway on Route 30 at the very west edge of the lot, a new internal cross-access driveway between it and Lot 1 and prepare the lot for future sale and development. It is anticipated to be marketed for a quick-serve restaurant or a multi-tenant commercial building.
- **Lot 3** (northern lot): Expand the existing stormwater detention facility in this area of the Subject Property.

Collectively, these improvements comprise the “Project”.

QT’s purchase and redevelopment of the Subject Property is contingent on securing acceptable driveway permits from the Illinois Department of Transportation and obtaining City of Crest Hill approval of the variations outlined in this report.

REQUESTED VARIATIONS

QT has requested City approval of the following specific variations for the Project:

- 1. Increased Driveway Widths:** Section 11.6-7.2 of the Zoning Ordinance limits the maximum width of commercial driveways to 40 feet measured at the property line. QT is proposing to eliminate the large northern-most driveway on Knapp Drive and has requested approval of variations that allow for:
 - a. The remaining proposed full-access Knapp Drive driveway on Lot 1 to be 81 feet wide
 - b. The proposed eastern Route 30 right-in/right-out driveway on Lot 1 to be 95 feet wide
 - c. The proposed western Route 30 full-access driveway on Lot 2 to be 47 feet wide
- 2. A Multi-Tenant Off-Premises Monument Sign with Increased Sign Area**
 - a. Section 15.12.067 of the City’s Sign Code specifically prohibits off-premises signs “except when approved by the City Council”. QT has requested a variation that allows for a 15-foot-tall, multi-tenant, vertical monument sign (MV-E2PQ-CC-65-BB) to be installed on the very west edge of proposed

Lot 2, adjacent to the Project's only full-access drive on Route 30. As reflected in the application materials for this sign, it will include a tenant panel for the future business that operates on Lot 2 and miscellaneous advertising and gas pricing information for the proposed Lot 1 QT store.

- b. Section 15.12.080 (D)(1)(d) of the Sign Code limits the area of a freestanding commercial sign on the Subject Property, excluding electronic gas pricing components, to 50 sq. ft. per face. QT has requested a variation that allow for the proposed multi-tenant monument sign on Lot 2 to have a combined sign face area, excluding the electronic gas price component, of approximately 67 sq. ft.

3. Increased Number of Commercial Wall Signs

- a. Section 15.12.080 (C)(1) of the Sign Code allows one wall sign per public right of way and no more than two wall signs along each street frontage. QT has requested approval of a variation that allow for the following wall signs to be installed on Lot 1:
 - i. **Knapp Drive Frontage:** An IDB 56 sq. ft. QT wall sign on the QT building and an IDC 20 sq. ft. QT wall sign on the gas pump island canopy.
 - ii. **Route 30 Frontage:** An IDB-56 sq. ft. QT wall sign and a 43.5 sq. ft. Gen4-CL60 Quick Trip Wall sign on the building and an IDC 20 sq. ft. QT wall sign on the gas pump island canopy.
 - iii. **West Interior Side Property Line:** An IDC 20 sq. ft. QT wall sign on the gas pump island canopy.

4. Location of Wall/Canopy Signs

- a. Section 15.12.080 (C)(2) of the Sign Code prohibits a wall sign from projecting above the top of the façade/wall it is attached to. QT has requested a variation that allows each of the three IDC 20 QT wall signs proposed on the gas pump island canopy to extend four inches above the top edge of the canopy.

5. Increased Area of Commercial Wall Signs

- a. Section 15.12.080 (C)(3) prohibits the area of individual wall signs from exceeding 15% of the wall/façade surface the sign is mounted to. QT has requested a variation that allows the IDC 20 QT wall signs proposed on the east and west façades of the gas pump island canopy to cover approximately 17.1% of the canopy face they are mounted to.

OVERALL STAFF ANALYSIS

Overall, staff believes the QT's proposed Final Plat of Subdivision and project plans reflect the desirable redevelopment of a tax-exempt, obsolete governmental facility with a new high-quality, tax-generating QT convenience store and fueling station and a separate, yet to be identified, stand-alone complimentary commercial project. The proposed site circulation, driveway, and landscaping improvements will enhance the commercial character and desirability of the area while effectively managing the projected new traffic the Project will generate on the adjacent roadways. Staff is of the opinion that the requested variations are reasonable and acceptable given the underlying zoning of

the property, similar approvals the City has granted for other comparable projects in the community, and the character of the Subject Property and the adjacent commercial corridors. The resubdivision of the property and the creation of two adjacent commercial lots interconnected by an internal shared access drive that accommodates desirable private commercial development and businesses.

STAFF INPUT ON SPECIFIC PROJECT COMPONENTS

Traffic and Circulation

The Illinois Department of Transportation (IDOT) controls access onto the segment of Route 30 adjacent to the Subject Property. Late in 2025, IDOT finalized its review of the concept plans for this project and indicated the conceptual location and configuration of the project's Route 30 access driveways were acceptable.

The Lockport Fire Protection District has reviewed the application documents for the Project and has no objections or requested revisions at this time.

An attorney representing the Willow Falls Townhouse Association (the Association) submitted the September 16, 2025, letter attached as Exhibit B to formally document the Association's position regarding the proposed project and its request that all vehicular access to it be limited to Route 30 (no access allowed on Knapp Drive). This position is consistent with recent concerns Willow Falls residents have expressed regarding the speed, volume, and level of cut-through traffic on Knapp Drive. Knapp Drive is operated and maintained by the City of Crest Hill.

At the January 26, 2026, City Council Work Session meeting, the City's Director of Engineering presented a study summarizing traffic calming options that the City's traffic engineering consultant prepared for Knapp Drive in December of 2025. The detailed agenda packet backup information for this presentation can be accessed by clicking on agenda item 1. on the January 26, 2026, City Council Work Session agenda available on the City's Website [here](#). The City Council ultimately concurred with Staff's recommendation to install:

- All-way stop signs at the Willow Circle South/Knapp Drive intersection.
- A barrier median on Theodore Street at the Knapp Drive intersection that prohibits left turns from eastbound Theodore Street to northbound Knapp Drive.
- Signage on Knapp Drive that prohibits left turns from southbound Knapp Drive to eastbound Theodore Street during the evening peak traffic hours of 3:30-7 PM Monday through Friday.
- Signage at the Knapp Drive driveway entrance to El Guero Fresh Market which will prohibit cut-thru traffic.

The Applicant prepared and submitted a detailed traffic impact study for the proposed Project. The City's Director of Engineering has reviewed the study and concurs with the following key study conclusions and staff recommendations:

- The traffic projected to be generated by the Project will be reduced due to the volume of pass-by traffic.
- The signalized intersections of Plainfield Road with Theodore Street and Larkin Avenue have sufficient reserve capacity to accommodate Project-generated traffic.

- The intersection of Theodore Street with Knapp Drive can accommodate the additional traffic this Project will generate once the staff recommended Knapp Drive traffic calming improvements are in place.
- Vehicular access to the Project will be provided via a right-in/right-out access drive on Route 30 and a full-access driveway on Route 30 and Knapp Drive.
- Inbound left-turn movements at the proposed full movement access drive on Route 30 can be accommodated within the existing two-way left-turn median.
- A new continuous right-turn lane will be constructed to serve both of the Project's planned Plainfield Road driveways.
- The planned full-movement access driveway on Plainfield Road will connect to an internal private drive and access easement that serves both the Lot 1 QT Project and the adjacent future commercial development on Lot 2.
- The proposed access system will adequately accommodate the traffic estimated to be generated by the Project and will ensure that efficient and flexible access is provided.

Driveway Width Variations

The Director of Engineering has also reviewed the various engineering-related site plans submitted for the project and has concluded that the design/width of the proposed access drives are substantially consistent with sound engineering principles and approved City of Crest Hill construction details and therefore has no objection to the City's approval of the requested driveway width variations. Community Development Department Staff believes the width and configuration of proposed driveways support safe and efficient vehicular access to and from the Project. Reductions to the width of these driveways compromise the ability of the Subject Property to support quality commercial end users and have a negative impact on the operational efficiency and safety of these driveways. It is important to note that the final configuration and alignment of these driveways will be determined during the final engineering review and permitting processes for this project.

Sign Code Variations

In general, the City's Sign Code does not effectively allow a reasonable level of gasoline pump island canopy signage or multi-tenant monument signs for adjacent commercial lots with a shared driveway configuration like what is proposed in this Project. Overall, the number, size, and location of proposed signs in this Project is generally consistent with the signage packages the City has approved for other gas/convenience store projects. The proposed signs will be constructed of high-quality materials, have a desirable coordinated design, and be appropriately located, given the amount of elevation change and somewhat irregular corner lot configuration of the Subject Property.

VARIATION APPROVAL STANDARDS AND FINDINGS

Section 12.6-2 of the Zoning Ordinance states the Plan Commission shall recommend, and the City Council shall grant a variation only when it shall have been determined, and recorded in writing, that all of the following standards are complied with. Staff has drafted the following findings of fact identified in bold italic font. These drafted findings can be modified or changed as the Plan Commission deems fit and based on the specific findings from the public hearing. The Applicant has also included its responses to these standards in the supporting application materials distributed to the Plan Commission for this case.

1. That the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.

The Subject Property cannot yield a reasonable return if it is limited solely to the uses and development standards permitted under the existing Zoning Ordinance and Sign Code regulations. Without approval of the requested driveway width variations, vehicular access to the site will be severely constrained and potentially less safe than the proposed design. Without the approval of the requested Sign Code variations, the quantity and placement of shared monument, wall, and canopy signage is less than the City has approved for other combined convenience and fueling facilities and adjacent commercial lot configurations within the community.

These limitations would place the Subject Property at a competitive disadvantage, diminish its desirability, and negatively affect its overall value. Approval of the requested variations is necessary to allow the Project to be developed as proposed, ensuring that the property can operate safely and efficiently while yielding a reasonable return.

2. That the plight of the owner is due to unique circumstances.
The plight of QT is due to unique circumstances specific to the property. The irregular corner-lot configuration, coupled with the existing configuration of adjacent roadway improvements, the operational requirements of the proposed commercial uses, and the necessity of shared internal driveway improvements, creates site-specific conditions not generally applicable to other properties in the zoning district. These unique circumstances justify approval of the requested variations.
3. That the variations, if granted, will not alter the essential character of the locality.
QT proposes to eliminate an existing excessively wide driveway on Knapp Drive and reconstruct the remaining three existing driveways serving the Subject Property in a manner consistent with sound engineering principles and the approved City of Crest Hill construction details.

The number, size, and placement of the proposed signs are generally consistent with signage packages previously approved by the City for other gas and convenience store developments. The proposed signage will be constructed of high-quality materials, feature an aesthetically pleasing and coordinated design, and be appropriately located given the site's elevation changes and irregular corner-lot configuration.

Accordingly, the requested variations will not negatively impact the overall commercial character of the adjacent commercial corridors.

In addition, Section 12.6-2 of the Zoning Ordinance further suggests the Plan Commission supplement the above standards by taking into consideration the extent to which the facts listed on Exhibit C have been established by the evidence presented during the public hearing process and further support the approval of the Applicant's requests.

STAFF RECOMMENDATION

Based on the drafted findings reflected in this staff report, Staff recommend the following motion to provide a recommendation to City Council. This motion may be amended by any Plan Commission member making the motion based upon the findings of the public hearing. Staff recommends that any motion be made in the positive form to correspond with the applicant's request and avoid confusion on the recommendation.

The Plan Commission recommends that the City Council approve the QuikTrip No. 4452 Final Plat Subdivision and the Zoning Ordinance and Sign Code variations outlined in the February 12, 2026, Plan Commission staff report for Case # V-26-2-2-1, subject to the following conditions and requirements:

- 1. The final plat of subdivision shall satisfy all applicable City ordinance, staff, and City Attorney requirements and shall include (either on the plat or in a separate document recorded with the Final Plat) appropriate cross-access easement and maintenance provisions for shared site improvements (pond, sign, and roadway). Any separate agreements/covenants shall be approved and recorded prior to any building occupancies or sale of any lots.***
- 2. All final engineering plans, related supporting information, and development security for the project shall be submitted for the Director of Engineering's review and approval in conjunction with the formal building permit application submitted for the project. Said plans shall be substantially consistent with the application documents submitted for Plan Commission Case #V-26-2-2-1.***
- 3. All final architectural, signage, and landscape plans for the project shall be submitted for Community Development Department staff review and approval in conjunction with the formal building permit application submitted for the project. Said plans shall be substantially consistent with the application documents submitted for Plan Commission Case #V-26-2-2-1.***
- 4. No new permanent driveway improvements shall be constructed onto the adjacent public roadways until proper permits have been issued by the authority having jurisdiction over the adjacent public roadway.***
- 5. The final design for the 15-foot-tall, multi-tenant, vertical monument sign (MV-E2PQ-CC-65-BB) installed on the very west edge of proposed Lot 2 shall be updated so that the tenant panel for the yet-to-be identified future commercial tenant on Lot 2 is located at the top of the sign face. A private agreement and covenant for this sign shall be approved by the city and recorded prior to issuance of a sign permit.***

Exhibit A

QuikTrip Application Materials for Store #4452

Misc. Application Materials

- 1/16/2026 Application for Development/Variations and Plat of Subdivision
- Undated Applicant "Development Request" Responses to Standards for Variations
- 12/24/2025 Traffic Impact Study Proposed QuikTrip Convenience Store
- 12/19/2024 Final Plat QuikTrip No. 4452 Subdivision (Sheets 1-3)
- Preliminary Stormwater Drainage Report for QuikTrip Store #4452 sealed 1/9/2026

Building Elevations and Floor Plan

- 02/04/2025 Building Elevations Sheet BE001
- 12/17/2025 Rough Dimension Floor Plan Sheet A110

Engineering/Site Plans

- 01/09/2026 Overall Development Plan Sheet C010
- 01/09/2026 Demolition Plan Sheet C030
- 01/09/2026 Overall Site Plan Sheet C100
- 01/09/2026 Site Plan Sheet C101
- 01/09/2026 Vehicle Tracking Delivery Trucks Sheet C103
- 01/16/2026 Emergency Vehicle Tracking Exhibit
- 01/09/2026 Overall Grading Plan Sheet C110
- 01/09/2026 Grading Plan Sheet C111
- 01/09/2026 Storm Sewer Plan Sheet C120

Signage

- 01/09/2026 Signage Plan Sheet C102
- 12/22/2025 4452 G4 Vertical 8 Gas Canopy drawing
- 03/06/2025 Approved IDB-56 SF Building ID Sign Plans (3 Sheets)
- 04/08/20 IDC-20 SF Building ID Sign (3 Sheets)
- 01/08/2026 MH-E2PGQ-CC-38-BB Horizontal Monument Sign (7 Sheets)
- 01/08/2026 MV-E2PQ-CC-65-BB 12'-0" Vertical Monument Sign (9 Sheets)
- 3/27/25 Approved Gen4 – CL60 Building Channel Letter Sign (4 Sheets)

Lighting

- 01/09/2026 Photometric Site Plan C160
- QuikTrip Store 4452 Lighting Cut Sheets for LSI Site Lights (8 pages), LSI Fuel Canopy Lights (6 pages), LSI Building Canopy Lights (4 pages), LSI Building Wall Sconces (5 pages), and LSI Light Poles (8 pages)

Landscaping

- 01/09/2026 Overall Landscape Impervious Surface Plan Sheet L100
- 01/09/2026 Landscape Plan Sheet L101

Exhibit B
Willow Falls Townhome Association Letter



NAPERVILLE
114 East Van Buren Avenue
Naperville, IL 60540
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CHICAGO
181 W. Madison, Suite 4700
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Correspondence response to be sent to the Naperville office.

September 16, 2025

VIA EMAIL, REGULAR AND CERTIFIED MAIL

rsoliman@cityofcresthill.com

Mayor Raymond R. Soliman
City of Crest Hill
20600 City Center Blvd.
Crest Hill, IL 60403

Re: Quick Trip Development – Knapp Corridor

Dear Mayor Soliman:

Our firm represents the Willow Falls Townhome Association (the "Association"), which consists of 104 Townhomes located near the intersection of Knapp Drive and Willow Circle Drive in Crest Hill. This correspondence is sent on behalf of the Association to formally express its position regarding the proposed Quick Trip Development between U.S. Route 30 and Knapp Drive.

While the Association is encouraged by the City of Crest Hill's continued efforts to support economic development, it has significant concerns regarding the increased vehicular and pedestrian traffic, and the resulting safety impacts, that the proposed development is likely to bring to the surrounding residential area. These concerns, however, would likely be substantially mitigated by restricting vehicle access to the development from Knapp Drive. Accordingly, the Association respectfully requests that all vehicular access to the Quick Trip Development be limited to U.S. Route 30.

As you are aware, Knapp Drive currently experiences a high volume of non-local traffic using the corridor to bypass major intersections, including those at Larkin/Weber, IL Route 7, and U.S. Route 30. Residents have frequently observed this non-local traffic, as well as patrons of local businesses, disregarding the clearly posted 25 mph speed limit, creating serious safety concerns for other vehicles and pedestrians within the area. It is our understanding, however, that the City is seeking to reduce or eliminate the issues caused by this cut-through traffic, as evidenced by the recently approved resolution authorizing a Traffic Impact and Calming Analysis along the Knapp Corridor, from IL Route 7 (Theodore Street) to Larkin Avenue/Weber Road. The Association appreciates and supports this proactive initiative as it has been a cause of concern for quite some time.

KEOUGH & MOODY, P.C.

To further support the City's initiative to reduce cut-through traffic, the Association urges the City to restrict vehicular access to the Quick Trip Development from Knapp Drive and require all ingress and egress to be routed exclusively via U.S. Route 30. Allowing access from Knapp Drive will likely undermine the City's efforts to mitigate cut-through traffic by providing another route for non-local traffic – thereby exacerbating congestion and safety concerns along the Knapp Corridor.

Conversely, directing all traffic to and from the development through U.S. Route 30 would provide patrons with efficient access immediately after the intersection of IL Route 7 and U.S. Route 30. Given the already elevated traffic volumes and speeding issues along Knapp Drive, the introduction of commercial traffic from a high-volume establishment such as Quick Trip would only intensify the existing challenges.

Accordingly, the Association strongly urges the City to restrict access to the development from Knapp Drive and to require all ingress and egress be routed exclusively through U.S. Route 30. Doing so would not only help preserve the character of the Knapp Corridor and the safety of its residents but may also support the City's broader goals of mitigating cut-through traffic.

We would like to be notified of any updates related to the Traffic Study and the Quick Trip Development. Please direct all notifications and correspondences regarding this matter via email to rrb@kmlegal.com.

Thank you for your attention to this matter.

Very truly yours,



REBECCA R. BRONKEMA
Attorney at Law

cc: Willow Falls Townhome Association

Exhibit C
Supplemental Variation Approval Facts to Consider Per
Zoning Ordinance Section 12.6-2

1. *That the particular physical surroundings, shape, or topographical condition of the specific property involved will result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out.*
2. *The conditions upon which the petition for a variation is based are unique to the property owner for which the variation is sought and are not applicable, generally, to the other property within the same zoning classification.*
3. *That the alleged difficulty or hardship is caused by the Ordinance and has not been created by any person presently having an interest in the property.*
4. *That the proposed variation will not impair an adequate supply of light and air to adjacent property or substantially increase congestion in the public streets or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the adjacent neighborhood.*
5. *That the variation does not permit a use otherwise excluded from the particular zone except for uses authorized by the Plan Commission, subject to the approval of the City Council, as “similar and compatible uses.”*
6. *That the variation granted is the minimum adjustment necessary for the reasonable use of the land.*
7. *That the granting of any variation is in harmony with the general purposes and intent of the Zoning Ordinance, and will not be injurious to the neighborhood, be detrimental to the public welfare, alter the essential character of the locality, or be in conflict with the Comprehensive Plan for development of the City.*
8. *That, for reasons fully set forth in the recommendations of the Plan Commission, and the report of the City Council, the aforesaid circumstances or conditions are such that the strict application of the provisions of the Zoning Ordinance deprives the applicant of any reasonable use of his land. Mere loss in value shall not justify a variation; there must be a deprivation of beneficial use of land.*