

PLAN COMMISSION

INTER-DEPARTMENTAL REVIEW COMMITTEE REPORT

1920 S. HIGHLAND AVENUE

February 19, 2024

Title

PC 24-04

Petitioner

Carriers of Light
1607 Taft Avenue
Wheaton, IL 60189

Property Owner

IHP Highland LLC
c/o Bradford Allen Investment
Advisors
300 S. Wacker Dr., Suite 3500
Chicago, IL 60606

Property Location

1920 S. Highland Avenue
PIN: 06-20-301-031

Zoning

O – Office District

Existing Land Use

Office building

Comprehensive Plan

Office

Approval Sought

Approval of a conditional use to allow
a K-8 private school in the Office
District.

Prepared By

Anna Papke, AICP
Planning and Zoning Manager



LOCATION MAP

PROJECT DESCRIPTION

The petitioner is the contract purchaser of the property at 1920 S. Highland Avenue, which is developed with a three-story office building. The petitioner proposes to convert the building into a private school for K-8 students. Planned exterior improvements include reconfiguring the parking lot to add an outdoor recreational space for students and adding stacking and queuing lanes within the parking lot to address student drop-off and pick-up.

The subject property is located in the O Office District, where schools are a conditional use. The petitioner is requesting approval of a conditional use for a school on the subject property. No additional variations or deviations are requested.

APPROVAL(S) REQUIRED

The petitioner requests that the Village approve a conditional use pursuant to Section 155.412(C)(18) of the Lombard Village Code to allow for a school, private, full-time: elementary, middle and high, to operate on the subject property located within the O Office District.

EXISTING CONDITIONS

The subject property is developed with a three-story office building and associated surface parking lot.

PROJECT STATS

Lot & Bulk

Parcel Size: 97,139 SF
Building Size: 53,665 SF
Parking Spaces: 100 spaces (52 required)

Submittals

1. Petition for a public hearing, dated 1/16/24;
2. Response to Standards, prepared by the petitioner;
3. ALTA/NSPS land title survey, prepared by Intech Consultants, Inc., dated 5/17/18;
4. Site plan and landscape plan, prepared by Fragment Architecture, dated 1/26/24; and
5. Proposed queue management plan and demand model, prepared by the petitioner.

INTER-DEPARTMENTAL REVIEW

Building Division:

The Building Division has the following comment on the petition. Additional comments may be forthcoming during permit review.

1. The building will need to meet all applicable Building, Fire, and Accessibility codes for a new school. This will be handled as part of the permit process.

Fire Department:

The Fire Department has no comment on the petition. Additional comments may be forthcoming during permit review.

Private Engineering Services:

Private Engineering Services has the following comments on the petition. Additional comments may be forthcoming during permit review.

1. These improvements will be subjected to the DuPage County Stormwater Management ordinance requirements for BMP's, if the net increase in impervious area is 2,500 square feet or greater. A table with the existing and proposed impervious area measurements should be included on the civil engineering/site plans.
2. Turning movements in the parking lot should be evaluated based on the design vehicle for the new use. If large trucks or buses will need to access the parking lot, the civil engineer should verify (using AutoTurn or a comparable method) that the vehicle can maneuver through the lot unimpeded.

Public Works:

The Department of Public Works has no comment on the petition. Additional comments may be forthcoming during permit review.

Planning Services Division:

The Planning Services Division (PSD) notes the following:

1. Surrounding Zoning & Land Use Compatibility

	Zoning Districts	Land Use
North	O	Office building
South	O and R2	Office building and single-family residences
East	B3	Office building
West	R2PD	Single-family residential subdivision (Norbury Crossings)

The subject property is located along Highland Avenue in an area developed with a mixture of office buildings, religious institutions, governmental uses (fire station) and residential land uses. Schools, which are commonly located adjacent to residential or commercial areas, are compatible with the surrounding land uses.

2. *Comprehensive Plan Compatibility*

The Comprehensive Plan recommends office uses on the subject property. A school is consistent with this designation.

3. *Zoning Compatibility and Request for Conditional Use for a Private School*

The subject property is in the Office District. Elementary, middle, and high schools are conditional uses in the Office District. Schools are generally compatible with other land uses commonly found in the Office District, including office buildings, medical offices, and religious and cultural institutions. In practice, schools in the Village of Lombard are located in a variety of zoning districts and contexts with respect to surrounding land uses. Many of the local elementary schools are located in single-family residential districts, while other schools are located in the Office District (National University of Health Sciences) and Business Districts (ILM Montessori Academy). The subject property is located in an area of the Village that has a mixture of office, residential, and institutional land uses. The petitioner has proposed modifications to the parking lot to address queuing for student drop off and pick up in an effort to limit traffic impacts to nearby properties (discussed in more detail below). Staff finds the proposed school is consistent with the standards for conditional uses.

4. *Parking and Traffic Circulation*

The parking lot on the subject property currently contains 151 parking spaces serving the office building. Access is provided by a curb cut on Highland Avenue and a curb cut on 20th Street. Highland Avenue contains a raised landscaped median, effectively making the Highland Avenue curb cut a right-in/right-out driveway. The 20th Street curb cut provides full access. The Highland Avenue driveway is shared with the office building on the adjacent property at 1910 S. Highland. A cross access easement provides for shared use of the Highland Avenue driveway by both 1910 and 1920 S. Highland. There is also a cross access easement across the subject property that allows users of 1910 S. Highland to access the 20th Street driveway on the south side of the subject property.

The petitioner proposes to modify the parking lot to accommodate student activities as well as pick-up and drop-off of students. The area immediately south of the building will be developed with an outdoor recreation area including playground equipment and a grass playfield. The parking lot south of the outdoor recreation area will be re-stripped to four queuing lanes to accommodate vehicles bringing students to and from the school. Vehicles will wait in the lanes on the south side of the building, with student loading and unloading occurring on the west end of the building. No changes are proposed to the parking areas on the north or east sides of the building. The existing pattern of cross access with the property at 1910 S. Highland will remain as-is. The modified parking plan will provide 100 parking spaces on site. 52 spaces are required by Village Code.

The Village's traffic consultant, KLOA, reviewed the parking lot modifications and the petitioner's stacking and queuing plan. KLOA notes the following:

- Approximately 66-72 vehicles will be able to queue internally in the parking lot without spillover onto adjacent roads.
- The current student population at the petitioner's Wheaton location is 130 students. Based upon the petitioner's data and field work conducted by KLOA staff, the maximum vehicle queue

length during student drop off and pick up is 31 vehicles. Assuming vehicle queue length increases proportionally with student enrollment, a doubling in student enrollment to 260 students would result in a queue of approximately 62 vehicles. The proposed stacking area can accommodate this projected queue.

- The petitioner's maximum student design capacity is 414 students. Again assuming a proportional increase in vehicle queue and student enrollment, 414 students would result in a queue of approximately 100 vehicles. This will exceed the capacity of the stacking lanes in the proposed plan.

Given the potential for vehicle stacking to exceed available on-site stacking space at maximum student enrollment, KLOA recommends that a follow-up study/evaluation be conducted once student enrollment reaches 260 students. The follow-up study will allow for additional data gathering, and recommendations can be made for providing staggered dismissal times in order to reduce and manage the vehicle queue. A condition of approval noting the requirement for this follow-up study is included in the Findings and Recommendations below.

KLOA reviewed the on-site parking and notes that the 100 proposed spaces will meet the needs for the current enrollment of 130 students, as well as a potential future student population of 260 students. At the maximum design enrollment of 414 students, KLOA projects a peak parking demand of 145 spaces, which is more than the 100 spaces available on site. KLOA thus recommends that parking requirements be assessed in the follow-up study recommended when enrollment reaches 260 students.

With respect to traffic generation, KLOA states that the proposed school with 130 students will generate a similar level of traffic as the office building at full occupancy. If the student population doubles, the school will generate more traffic during peak morning and afternoon hours than the office building at full occupancy. Trip generation during the evening peak hour will be lower than that of the fully occupied office building.

5. ***Existing Nonconformities: Open Space and Transitional Landscape Yard***

Village Code requires properties in the Office District to maintain a minimum of 35% of the lot area as open space. Existing conditions on the property provide 23.8% open space. Proposed parking lot modifications will result in a slight increase in open space to 25.2%. Village Code also requires a transitional landscape yard of 30 feet along the west property line where adjacent to the Norbury Crossings Subdivision. As developed, there is a landscape yard of approximately 15 feet between the property line and the edge of the parking lot. The petitioner proposes to install a six-foot tall privacy fence along the west property line and will maintain the existing landscaping along the perimeter of the parking lot.

The subject property was built in 1986. The 1978 Zoning Ordinance did not set minimum open space requirements or transitional landscape yard requirements. Additionally, Village records indicate that the development was approved administratively with no need for variances. Therefore, these existing features are considered legal nonconformities. Section 155.303 of Village Code allows for a nonconforming site feature to be maintained or altered provided that such maintenance or alteration does not create an additional nonconformity or increase the degree of nonconformity. As the petitioner's plans do not increase these nonconforming site features, no zoning relief is required for open space or the transitional landscape yard.

SITE HISTORY

PC 79-06: Approval of annexation and rezoning of property to O/I District.

FINDINGS & RECOMMENDATIONS

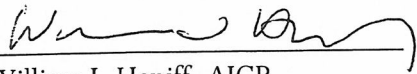
Staff finds that the proposed conditional use is consistent with its surrounding context, the Village of Lombard Comprehensive Plan, and the Zoning Ordinance.

The Inter-Departmental Review Committee has reviewed the standards for the requested conditional use for a school in the Office District and finds that the petition **complies** with the standards established by the Village of Lombard Zoning Ordinance, subject to conditions of approval based on the above considerations. As such, the Inter-Departmental Review Committee recommends that the Plan Commission make the following motion for **approval** of PC 24-04:

Based on the submitted petition and the testimony presented, the petition does comply with the standards required by the Village of Lombard Zoning Ordinance and that approval of the petition is in the public interest and, therefore, I move that the Plan Commission accept the findings of the Inter-Departmental Review Committee Report as the findings of the Plan Commission, and recommend to the Village Board **approval** of PC 24-04, subject to the following conditions:

1. That the petitioner shall satisfactorily address all comments noted within the Inter-Departmental Review Committee Report;
2. That the petitioner shall develop the site in accordance with the plans submitted as part of this petition and referenced in the Inter-Departmental Review Committee Report, except as they may be changed to conform to Village Code;
3. That upon reaching a student enrollment of greater than 260 students, a follow-up study and evaluation of the drop-off/pick-up operations and parking needs on the subject property shall be conducted. Such study shall be conducted per the recommendations of the KLOA evaluation dated February 9, 2024, and made a part of this report. The petitioner or the petitioner's successor shall reimburse the Village for costs associated with the follow-up study;
4. That no vehicle stopping, standing, stacking, or queuing shall be permitted on Highland Avenue, 20th Street, or adjacent properties;
5. That the petitioner shall apply for and receive building permits for the proposed improvements; and
6. This approval shall be subject to the commencement time provisions as set forth within Section 155.103(F)(11).

Inter-Departmental Review Committee Report approved by:


William J. Heniff, AICP
Director of Community Development
c. Petitioner

Attachment: Memorandum re: Carriers of Light School, Traffic Evaluation, prepared by KLOA, dated 2/9/24.

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MEMORANDUM TO: Anna Papke, AICP
Village of Lombard

FROM: Javier Millan
Principal

DATE: February 9, 2024

SUBJECT: Carriers of Light School
Traffic Evaluation
Lombard, Illinois

This memorandum summarizes the results of a site plan and on-site circulation evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed plans to convert an existing 53,655 square feet office building located at 1920 S. Highland Avenue into a kindergarten to 6th grade private school. Access to the site will continue to be provided via a full access drive off 20th Street and a right-in/right-out access drive off Highland Avenue.

Existing Conditions

The site is located in the northwest quadrant of the unsignalized intersection of Highland Avenue with 20th Street and is currently occupied by a vacant office building. It is important to note that the site is part of an office complex which includes another office building north of the site. Land uses in the vicinity of the site are primarily office complexes north and east of the site and single-family residential to the west and south. The Lombard Fire Station 11 is also located south of the site. **Figure 1** shows an aerial view of the site.

The principal roadways in the vicinity of the site are described in the following paragraphs.

Highland Avenue is a north-south major arterial that provides two lanes in each direction divided by a raised landscaped median. No exclusive turn lanes are provided at its unsignalized intersection with 20th Street. It is important to note that southbound "U-turns" are not allowed. Highland Avenue has a posted speed limit of 35 mph and is under the Illinois Department of Transportation (IDOT) jurisdiction along the site's frontage.

20th Street is an east-west, two-lane residential road that extends from Elizabeth Street east to Highland Avenue where it becomes St. Regis Drive. 20th Street has a posted speed limit of 25 mph and is under stop sign control at its intersections with Main Street and Highland Avenue.



Aerial View of Site

Figure 1

School Traffic Characteristics

Below is a summary of the school operations and traffic characteristics:

- The school is currently located at 1607 Taft Avenue in Wheaton and has an approximate enrollment of 130 students from pre-kindergarten to 6th grade.
- Arrival for preschool/pre-kindergarten and kindergarten is typically from 8:00 - 8:10 AM.
- Arrival for all other grades is from 7:45 - 8:00 A.M.
- Dismissal for preschool is typically at 11:30 P.M.
- Dismissal for all other grades is at 3:30 P.M.
- The proposed school could double their enrollment to 260 students over time and have a maximum student population of 414 students based on the number of available classrooms.

Observations of Existing School Pick-up Operations

KLOA, Inc. conducted observations of the pick-up operation on Friday, February 2 and Tuesday, February 7, 2024 during the 3:00 to 4:00 P.M. hour. Based on our field visit, the following is a summary of our observations:

- Vehicles typically start arriving at the school around 3:20 P.M.
- The total maximum queue observed was 31 vehicles. Approximately 10 vehicles were queued on Taft Avenue and three on Roosevelt Road with the rest of the queue contained internally.
- There were approximately two to three staff members managing the loading of students and directing traffic through the loading zone.
- The pick-up operation lasted for approximately 17 minutes and operated fairly efficiently.

Trip Generation Comparison

As previously indicated, the site is currently occupied by a 53,665 square foot office building. The volume of traffic that could be generated by the proposed school during the weekday morning, weekday afternoon and weekday evening peak hours under the three population scenarios was estimated based on trip rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition and compared to that of an office building. **Table 1** shows a trip generation comparison of each population scenario and that of an office building.

Table 1

TRIP GENERATION COMPARISON

53,665 S.F. OFFICE BUILDING COMPARED TO PROPOSED USE BY APPLICANT

ITE Land- Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour			Weekday Evening Peak Hour			Average Daily Traffic Volume
		In	Out	Total	In	Out	Total	In	Out	Total	
710	General Office (53,665 s.f.)	86	12	98	25	28	53	17	82	99	675
530	Private School (130 students)	58	45	103	31	35	66 ¹	16	18	34	295
	Difference	-28	+33	+5	+6	+7	+13	-1	-64	-65	-380
710	General Office (53,665 s.f.)	86	12	98	25	28	53	17	82	99	675
530	Private School (260 students)	139	109	248	52	59	111 ¹	31	37	68	590
	Difference	+53	+97	+150	+27	+31	+58	+14	-45	-31	-85
710	General Office (53,665 s.f.)	86	12	98	25	28	53	17	82	99	675
530	Private School (414 students)	234	185	419	96	109	205 ¹	50	58	108	940
	Difference	+148	+173	+321	+71	+81	+152	+33	-24	+9	+265

1 – Trip generation is based on the number of students that depart school at 3:30 P.M. It does not take into account pre-kindergarten, part-time, or instructor families that depart before 3:30 P.M.

As can be seen, the current school population will generate similar traffic volumes during the weekday morning and weekday afternoon peak hour as those to be generated by a fully occupied office building. If the student population is doubled or the maximum capacity is reached, the trip generation will be higher during the weekday morning and afternoon peak hours than that of a fully occupied office building. However, it is important to note that the trip generation during the evening peak hour will be less or approximately the same as that of a fully occupied office building. As such, the proposed land use will have a lesser impact during the evening peak hour than an office building. Furthermore, the proposed school under either of the three population scenarios will generate less daily traffic volumes than a fully occupied office building.

Drop-Off/Pick-Up Evaluation

As part of the development, the parking lot on the south side of the building will be reconfigured to accommodate stacking of vehicles for pick-up and drop-off operations. Inspection of the site plan indicates that vehicles will enter the queuing lane from the north along the east side of the building and wrapping around the south and west side of the building. Based on a review of the plan approximately 66 to 72 vehicles can queue internally without spilling into the adjacent roads. This proposed stacking area will accommodate very efficiently the queues observed (31 vehicles) under the existing student population of 130 students.

If the student population doubles and assuming a proportionate increase in the queues, this means that a queue of approximately 62 vehicles could be experienced under this scenario. This projected queue can be accommodated by the proposed stacking area.

Assuming the maximum design capacity of 414 students will yield a queue of approximately 100 vehicles, which will exceed the available stacking area. Given this, the following should be considered by the Village:

- Once the school doubles its population, a follow-up study/evaluation of the drop-off/pick-up operation should be conducted to determine if the operation is working efficiently and if the school requires additional staff directing traffic internally.
- The follow-up study should collect the number of vehicles in and out of the school as well as the queues on three separate days.
- Once this information has been collected, recommendations can be made as it relates to providing staggered dismissal times in order to reduce and manage the queues of vehicles.

Parking Analysis

As proposed, the site will provide approximately 100 off-street parking spaces. Based on the Village of Lombard off-street parking requirements, the proposed school should provide one space for every employee and eight visitor spaces and two spaces per 1,000 square feet of daycare space. Given the school will have 40 employees and approximately 2,000 square feet of daycare space, the proposed school development would need to provide 52 off-street parking spaces. As such, the proposed number of parking spaces will exceed the Village of Lombard parking requirements.

For comparison purposes, KLOA, Inc. also looked at the estimated peak parking demand of the proposed school based on the ITE *Parking Generation Manual*, 6th Edition. Based on the ITE parking rates for a private school, the proposed school will have the following estimated peak parking demand:

- 130 students = 46 spaces
- 260 students = 91 spaces

Should the school reach the maximum capacity of 414 students, it could experience a peak parking demand of 145 spaces. As such, it is recommended that the school population be capped at 260 students until a follow-up study can be conducted to determine the actual peak parking demand and evaluate if the maximum population peak parking demand can be accommodated by the proposed number of off-street parking spaces.

Conclusion

The Village of Lombard is considering a proposal to convert an existing office building to a private kindergarten to 6th grade school. Based on a review of the site plan and the area, the following is concluded:

- The traffic to be generated by the proposed development of a school with 130 students will be similar to that generated by the full occupancy of the existing office building.
- Should the school double its population, the trip generation will be higher during the weekday morning and afternoon peak hours than that of a fully occupied office building. However, the trip generation during the evening peak hour will be less as that of a fully occupied office building.
- Based on KLOA, Inc.'s observations of the existing school, the maximum queue observed during the weekday afternoon dismissal period was 31 vehicles. This queue can be accommodated by the proposed stacking area.
- If the student population doubles and assuming a proportionate increase in the queues, the projected queue of approximately 62 vehicles can be accommodated by the proposed stacking area.
- Assuming the maximum design capacity of 414 students will yield a queue of approximately 100 vehicles which will exceed the available stacking area. As such, the following should be considered by the Village:
 - Once the school doubles its population, a follow-up study/evaluation of the drop-off/pick-up operation should be conducted to determine if the operation is working efficiently and if the school requires additional staff directing traffic internally.
 - The follow-up study should collect the number of vehicles in and out of the school as well as the queues on three separate days.

- Once this information has been collected, recommendations can be made as it relates to providing staggered dismissal times in order to reduce and manage the queues of vehicles.
- The proposed school off-street parking spaces will meet and/or exceed the Village of Lombard requirements as well as the estimated peak parking demand based on ITE rates under existing and doubling the student population.
- Should the school reach the maximum capacity of 414 students, it could experience a peak parking demand of 145 spaces.
- Consistent with our previous recommendation, it is recommended that the school population be capped at 260 students until a follow up study can be conducted to determine the actual peak parking demand and evaluate if the maximum population peak parking demand can be accommodated by the proposed number of off-street parking spaces.

Papke, Anna

From: Michael Henkel <[REDACTED]>
Sent: Wednesday, February 7, 2024 2:54 PM
To: Community Development
Subject: Case PC 24-04

I would like to provide feedback to the proposed change from office space to private school for 1920 S Highland Ave, Lombard, IL 60148.

I don't have any problem with the building becoming a school as long as traffic flow, speed limits, etc are not changed on Highland Avenue.

I don't want to see a SCHOOL ZONE for 20mph max during certain time periods being implemented on Highland avenue. This is a high traffic area and this would not be a positive effect on the neighboring existing office spaces. I would suggest the owner be forced to make a second parking lot entrance on 20th street so that parent traffic/busses can ONLY utilize 20th street to enter and exit the parking lot. I would suggest the existing entrance from highland avenue be used for 1920 S Highland ave only. I don't know how you force this but I am concerned about traffic impact to Highland Ave.

As long as traffic for this school is forced to use 20th street rather than adding backups to Highland ave during loading/unloading times, I would be in favor of the rezoning.

If the village does not want to force the traffic to the 20th street side street, I would be against such a change as it will impact a lot of existing office spaces that use Highland Avenue.

Thanks
Michael Henkel
Owner/Manager
1806 S Highland Ave
Lombard, IL 60148

Description of Request:

The petitioners request the approval of conditional use to adaptively reuse the existing structure located at located at 1920 S. Highland Ave. Lombard, IL 60148 as a K-8 private school pursuant to the Village of Lombard Code of Ordinances **§ 155.412(c)**

Response to Applicable Standards

1. *That the establishment, maintenance, or operation of the conditional use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare;*

The use of the subject property as a private school will not be detrimental to public health, safety, morals, comfort, or general welfare. It will not introduce the operation of equipment or practices that will be injurious to surrounding properties, and the pattern of usage of the property will be consistent with the use of a K-8 school facility with little if any activity at night or on weekends.

2. *That the conditional use will not be injurious to the uses and enjoyment of other property in the immediate vicinity for the purposes already permitted, not substantially diminish and impair property values within the neighborhood in which it is to be located;*

The requested conditional use to repurpose the subject property as a private school will not be injurious to the use of other property for purposes already permitted. As an office building at peak occupancy, the property would have seen peak traffic patterns coinciding with rush hour. Furthermore, there would be smaller peaks of activity around lunchtime.

As a private school, traffic patterns would peak outside of current peak rush hour periods.

Without a corresponding burst of activity at lunch time.

Furthermore, the site plan accommodates parking and queuing for student pickup and drop-off on the property itself at the enrollment design capacity without impacting surrounding residential or arterial streets.

Finally, the site plan proposes a solid fence between the subject property and the Norbury Crossing subdivision immediately west of the subject property so as to improve screening between the two property uses.

3. *That the establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district;*

The properties surrounding the subject property at 1920 S. Highland are already substantially developed in accordance with existing land use and zoning regulations.

4. *That the adequate public utilities, access roads, drainage and/or necessary facilities have been or will be provided;*

The conditional use requested reuses the existing improvements currently in place at the property which are more than sufficient to adapt the property to the use as a private school.

5. *That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets;*

The property currently provides for eastbound and westbound ingress and egress from 20th St. Highland Ave, a divided four-lane arterial, also provides southbound ingress and southbound egress. Traffic approaching the property from northbound Highland Ave. may use westbound 20th St. to access the property.

The site plan provides for ample parking for student pickup and drop-off. Additionally, the site plan includes dedicated queuing lanes for pickup to mitigate the need for queueing on public streets. The site plan submitted can accommodate parking and queuing at the design capacity for the building in use as a private school.

6. *That the proposed conditional use is not contrary to the objectives of the current Comprehensive Plan for the Village of Lombard;*

The 2014 Village of Lombard Comprehensive Plan designates as Office. One portion of the vision of the 2014 comprehensive plan is that “Lombard will continue to develop a diverse, prosperous, and strong economic base”.

Given the current state of the commercial office rental market in the Chicagoland area, removing the 53k square feet of Class-B rental office capacity from the 22nd street rental corridor improves the health of the overall office rental market in Lombard.

7. *That the conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Plan Commission.*

The application for conditional use does not request any other variance from the ordinances applied to properties zoned as Office District in the Village of Lombard other than the usage of the existing structure and improvements at the subject property as a private school