



**The Collection (Formerly Chevy Chase Center):  
The Collection I, Site Plan Amendment No. 82001021F, and  
The Collection II, Site Plan Amendment No. 82001013D**

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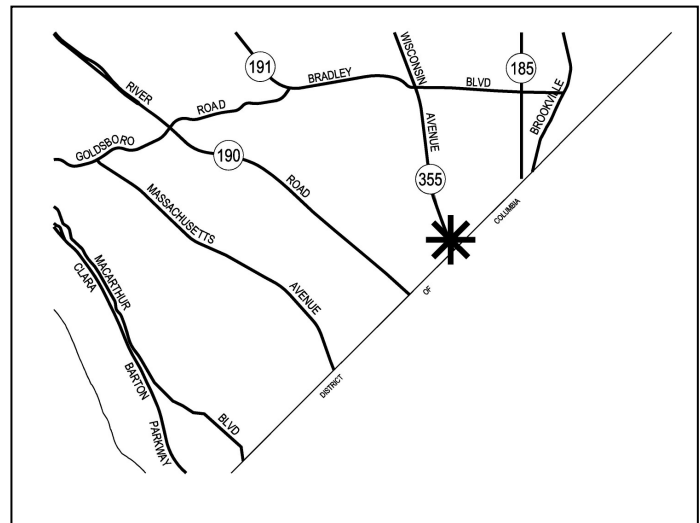
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Staff Report Date: 7/10/2017

**Description**

- Amendment for modifications to site design, circulation, parking, hardscape, landscape & lighting; reintroduction of parking control gates, elimination of certain speed humps; modest reduction in amount of parking;
- Located at the northeast quadrant of the intersection with Wisconsin Avenue and Wisconsin Circle;
- 10.35 gross acres zoned CR 2.0, C 2.0, R 1.5, H 90T and CR 0.75, C 0.75, R 0.25, H 55T in the 1998 *Friendship Heights Sector Plan*;
- Applicant: Chevy Chase Land Company;
- Acceptance Date: April 26, 2017;
- Review Basis: Section 59-D-3.7 of 2004 Zoning Ordinance.



**Summary**

- This is a split-zoned site that is governed, in part or in whole, by a Project Plan, Development Plan, Preliminary Plan, and Site Plans and amendments, all of which were approved between 1999 and 2017. The Amendments propose modifications to site design, circulation, parking, hardscape, landscape & lighting; reintroduction of parking control gates, elimination of certain speed humps; modest reduction in amount of parking.
- The Applications are being reviewed under the CBD-1 Zone and TS-M Zone development standards in effect on October 29, 2014, as permitted under Section 59.7.7.1.B.3 of the Zoning Ordinance.
- Staff has not received correspondence regarding the Amendments.
- Staff recommends approval of the Site Plan Amendments, ~~with conditions.~~

## SECTION 1 - SITE DESCRIPTION

### Site Vicinity and Analysis

The Subject Property is located within the wedge formed by Wisconsin Avenue and Western Avenue, NW, north of Wisconsin Circle. The Western Avenue, NW, right-of-way forms the border between the State of Maryland and the District of Columbia. Adjacent to the site to the northeast is Chevy Chase Village. To the west, across Wisconsin Avenue, are higher-density commercial and residential buildings. The Friendship Heights Metro station is located at the intersection of Wisconsin Avenue and Western Avenue, with entrances on all four corners. The general context of this area consists of higher-density development along Wisconsin Avenue scaling down to one-family residential behind.



Figure 1 – Site Aerial



Figure 2-Vicinity Map

The subject site was split-zoned CBD-1 and TS-M<sup>1</sup>, with the Chevy Chase Neighborhood Retail Preservation Overlay Zone over the CBD-1 portion. The portion of the site currently referred to as The Collection I was zoned TS-M, while the portion referred to as The Collection II was zoned CBD-1. The combined Chevy Chase Center shopping center includes a supermarket, several restaurants, and high-end retail development. Each of the buildings fronts directly onto Wisconsin Avenue, Wisconsin Circle, or a private interior drive. Surface parking lots above underground structured parking are located behind the buildings and are themselves buffered from the adjacent single-family residential

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<sup>1</sup> The CBD-1 and TS-M zones are being referenced here because Site Plans 820010130 and 820010210 were submitted prior to the adoption of the 2014 Zoning Ordinance that changed the zones.

development by a landscaped pedestrian path installed by the Applicant with the original development of this site. Vehicular entry to the site is provided off Wisconsin Circle, Wisconsin Avenue, Montgomery Street and Western Avenue, NW. There are no known rare, threatened, or endangered species on site.

## **SECTION 2 - AMENDMENT DESCRIPTION**

### **Previous Approvals**

Because the site is split-zoned CBD-1 and TS-M, the initial approvals for the project were conducted under separate mechanisms. For the CBD-1 portion of the site (The Collection II), the Planning Board approved Project Plan 919990020 on July 29, 1999, for 300,000 square feet of office, retail, and restaurant uses. For the TS-M portion (The Collection I), the District Council approved Local Map Amendment G-775 on February 27, 2001, allowing 112,000 square feet of office, retail, and restaurant uses.

Both parts of the development were combined into Preliminary Plan 119990830, which the Planning Board approved on May 31, 2001. On that date the Board also approved two site plans, 820010130 for the CBD-1 portion of the site and 820010210 for the TS-M section. The joint resolution, mailed December 20, 2001, reconfirmed the maximum development area established by the Project and Development Plans and established new public use and amenity space amounts.

On August 15, 2005, the Director of the Planning Department approved Site Plan Amendments 82001013A and 82001021A for minor changes to the site. On August 23, 2007, the Applicant submitted another Amendment, 82001021B, for outdoor restaurant seating in the TS-M area of the site; however, the Applicant withdrew the application on October 23, 2007.

On May 13, 2010, the Planning Board approved Project Plan Amendment 91999002A, for streetscape improvements on the CBD-1 portion of the site, and recommended approval of DPA 10-1, for modification of the central public space to allow for a private outdoor dining area, minor reconfiguration of the parking lot, and streetscape improvements on the TS-M portion of the site. On July 13, 2010, the District Council approved DPA 10-1.

On October 20, 2010, the Planning Board approved Site Plan Amendments 82001013B and 82001021C for: modifications of Farr Park to include a private dining area; upgrades to streetscape, including plantings, paving, and street furniture; reconfiguration of former taxi stand; and a waiver of limits for ground floor uses required by the overlay zone.

On January 16, 2013, the Director of the Planning Department approved Site Plan Amendment 82001021D to convert a portion of restaurant's outdoor private dining area to public use space and to add square footage to entrance vestibule of restaurant.

On September 8, 2017, the Planning Board approved Site Plan Amendments 82001013C and 82001021E to modify to the public use and amenity space, on-site pedestrian and vehicular circulation, architecture, and revise the quantity of on-site parking based on standards set forth in the New Zoning Ordinance.

### **Conformance to Conditions of Approval**

The proposed development must comply with the conditions of approval for Site Plan

82001013C and 82001021E as enumerated in the respective Planning Board Resolutions, dated September 15, 2016, except as modified herein.

### **Description of Amendment(s)**

The Applicant requests the Subject Amendments for approval of modifications to the Site Plans, which include refinement of the site design determined by the Applicant to be necessary to implement the most recent Site Plan approvals. The Amendments propose modifications to site design, circulation, parking, hardscape, landscape & lighting; reintroduction of parking control gates, elimination of certain speed humps and a modest reduction in amount of parking. A detailed summary of the modifications sought through this amendment is provided in Attachment A.

### **SECTION 3 - PUBLIC NOTICE**

A notice regarding the subject amendment was sent to all parties of record by the Applicant on May 1, 2017. A subsequent revised notice was sent to all parties of record by the applicant on May 12, 2017, to clarify the full extent of the Subject Amendments. Each of these notices gave interested parties 15 days to review and comment on the amended site plan per Montgomery County Zoning Ordinance Section 59.7.3.4.J.2. Staff received no inquiries regarding the proposed amendment.

### **SECTION 4 - RECOMMENDATION AND CONCLUSION**

The proposed modifications to the site plan will not alter the overall character or impact of the development with respect to the original findings of approval. Further, these modifications will not affect the compatibility of the development with respect to the surrounding neighborhood. Staff recommends approval of Site Plan Amendments 82001013D and 82001021F.

### **APPENDICES**

- A. Summary of proposed modifications



5/12/2017, updated 6/30/2017

**Amendment to Approved Site Plan:**  
**Detailed, sheet by sheet listing**

**Amendment 82001021F**

**Civil Sheets:**

**Sheet C-1**

- The only edit to the tabulations is the number of provided spaces, due to reintroduction of a parking management system, with parking arms on the upper deck. In order to continue traffic flow, the parking in one area on the south side of the project on the upper deck was reconfigured. See description and other plans included for review for this area of the project. Totals for project open space also added to the table
- The sheet index indicates sheets which changed, using asterisks. Intake review for this amendment identified the need to split the previous approved landscape set into two individual sets, so some sheets were added or removed as they pertain to the other site
- Amend letter E changes to letter F for this amendment in the Developer's Certificate, the Sheet Title, in note number 8, and the drawing number at lower right in the title block
- Summary Listing of changes for this amendment edited to reflect this plan's proposed changes

**Sheet C-1A, C-1B, C-1C, C-1D or C-2**

- There are no planned changes to these sheets

**Sheet C-3**

- The composite plan shows the new summary of edits to the approved site plan for this amendment, and reflects on one sheet, all the proposed edits as shown and detailed on sheet C-4, below
- The summary of edits proposed for this amendment is shown

**Sheet C-4**

- The summary of edits proposed for this amendment is shown
- Several of these edits are driven by the structural review, and retaining the integrity of the existing structure, and to house trees and additional planting
- At Montgomery Street, for reference, the roundabout is shown. The previously approved design has changed to include a combined entry/exit point for parking management on the adjacent Saks property (not part of this Amendment – included for context only)
- A planted 'pork chop' island was added behind the northern building to direct traffic to go right, into a counter clockwise movement on the roundabout, and to discourage vehicles from tuning left, down Montgomery Street

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- Several other grading edits occurred, as part of the construction documents and are being incorporated into this amendment. Grades in this area were studied in order to get ample drainage and to prevent vehicular issue with pedestrians
- Parking arms were reintroduced on the upper deck to manage on-site parking, which adds an island to house the controls for ticketing and payment, as well as the arms themselves
- Pedestrian movement has been improved with a raised crosswalk in this location, and via added ramps in this area with the parking arms, after studying the grading further
- A planted area was removed in this area due to the logistics of grades and geometry, and solely becomes hardscape against the eastern curb as vehicles exit the Collection, to the Montgomery Street roundabout
- Two speed humps were removed (one from each site plan for this project), originally requested by Chevy Chase Village (CCV) to control on site speed, due to the parking arm reintroduction, but one central speed hump remains. The central speed hump was shifted to avoid an existing expansion joint
- Islands removed: at the parking garage opening by Farr Park; and on the top deck where the ramp goes to below grade parking
- Paving along the east side of the lower travel way from the Tiered Plaza to Farr Park was reduced, and planting increased in order to retain the existing planter
- Parking all along the west side of the lower deck and travel way behind the stores fronting Wisconsin Avenue was shifted to honor the existing planters, and the valet and ADA space locations were adjusted
- Four Van ADA spaces were added on the upper deck to provide ADA parking in times of the lower travel way being closed for special events (see the last amendment's Statement of Justification, which stated, "*Vehicular access to the internal drive aisle, which is located adjacent to the proposed plaza along the rear of the Collection, will be controlled to allow the street to be closed to traffic for special events like concerts, markets, festivals, and performances.*"). The Applicant's team felt that this was needed to satisfy ADA parking in all situations. Subsequently, the sidewalk was revised in this area to provide adequate access with ramps
- Parking arms were reintroduced at the southern entry to the upper deck. In order to continue to provide traffic flow, some layout changes were made, resulting in a parking space loss. Two inbound and two outbound points are proposed, and as discussed in the edits to sheets C-7 & C-8
- The curb at the singular bank of parking containing mostly ADA spaces by the Giant reverted back to the existing, as built location (slight adjustments from approved plan), due to concerns with the existing structural below. Subsequently, the one way travel in this area remains counter clockwise (requested by site plan amendment 82001013D)
- The proposed height bar on the entry from Western Avenue has been shortened in length to restrict inbound movement only
- Benches and bike racks along the property frontage for Western Avenue were removed due to their locations within the Washington, DC right of way
- The Applicant wishes to retain the existing ramped brick walkway leading from Western Avenue, along the small parking lot to the east of Giant. In order to do this with the added curbs on either side for parking reconfiguration (last approval), small curb walls were added along either side to help the grade

- 'Option B' for Montgomery Street (with no roundabout) has parking arms, and an island for the controls, just as in the preferred option, but has no need for the pork chop island, since there is no roundabout
- Pay on foot parking stations have all been removed and now are located in the garage below grade (these were previously shown and labeled on the LA set)
- Additional trees were added on the western side of the upper deck by the Tiered Plaza (see Landscape Plans and described edits to the approved plans)
- Seat wall removed from the north side of the vehicular entry off Wisconsin Avenue (see Landscape Plans and described edits to the approved plans)
- The vehicular entrance off Wisconsin Avenue was redesigned slightly, to avoid roadway curb conflicts with existing manholes and utilities (covered by amendment 82001013D)
- Farr Park's design was edited (see Landscape Plans and described edits to the approved plans)
- Bike racks on the site were relocated due to reconfiguration of other elements, but remain the same in provided number as previously approved

#### **Sheets C-5 & C-6**

- The changes to off-site amenity areas are all minor and follow the edits to curbs on site, as mentioned above. Both of these sheets have the summary of edits proposed to the approved site plan
- The previous approval had an incorrect figure cited for the area of reduced off-site amenity for Option B – additional off-site amenity area is proposed along Montgomery Street in connection with the implementation of the roundabout. This area is now reflected correctly as 3,600 sf
- While the layout changed, the chart numbers will not. The chart numbers reflect an area and a percentage which is lower than that shown on the plan. This has been done of purpose, to preserve some flexibility to adjust elements on site while still meeting the intended figures. The image shows more than is reported

#### **Sheets C-7 & C-8**

- Arrows have been added by height restriction bar near Western Avenue to specify traffic circulation to and from the site
- Vehicular movement has been updated near the existing stairwell, due to curb & parking system additions/alterations, reflecting proposed movements based on parking consultant direction
- Arrows added to entrance off Wisconsin Avenue to indicate two-way traffic
- Circulation has been specified to indicate pedestrian movement with carts to the small parking lot to the east of Giant
- Pedestrian circulation from Giant to the stairwell has been indicated and improved with the deletion of a planter on the stairwell's south side
- Pedestrian circulation now indicates several options for crossing the lower deck travel way
- Pedestrian circulation around and from roundabout has been revised with adjusted curb and sidewalk revisions
- Arrows indicate traffic flow on the Saks property with the combined entry/exit and parking management system
- Pedestrian movement has been adjusted to use the crosswalk south of roundabout, on the upper deck



**Lighting Sheets AL-1 & AL-2:**

- Updated legend, key and photometric summary on both sheets
- Adjustment made to reflect the layout changes mentioned above

**Lighting Sheet AL-3:**

- Details 5, 6 & 7 change pole height from 15'-6" to 15'-0"
- Detail # 12 added to show typical pole elevation for Type TC-2D

**Landscape Sheets:****Sheet LS 1.0 of COLLECTION I 82001021F (compared to Sheet LS 1.0 from Certified Site Plan)**

- Entry area from Wisconsin Avenue
  - Signage Wall and planter removed to expand pedestrian space
  - Brick Paver Area reduced along existing building to the north to retain as much existing brick as possible
- Proposed Street/Promenade
  - Parking space locations adjusted
  - Raised tree planters refined to match proposed condition and locations adjusted slightly to correspond to parking adjustments
  - Site furnishing locations adjusted per parking modifications
  - Sidewalk along east side of proposed street removed per the following:
    - to retain existing planter (which was found to have been built into the parking garage)
    - avoid conflict with the existing stair, which blocked sidewalk access
    - proposed sidewalk had less than a 3' clear zone to walk
  - Two benches added at entrance into garage near Tiered Plaza
  - Pay to park stations removed
- Upper Level Garage
  - Speed hump locations adjusted per civil plans
  - Handicap parking locations and ramp added/adjusted
- Tiered Plaza
  - Stair tower and garage access retained, which improves circulation and access between parking garage and amenity areas. This adjustment, combined with new structural information has required the following changes:
    - Staircase from upper level parking to street level adjusted
    - Temporary program area on western side adjusted and situated above stair tower
    - Existing planter on western edge is now retained and planted with new trees and plantings

- Planters on top of tiered plaza refined to match proposed condition and locations adjusted slightly
- Tiered wall heights adjusted and material noted as sod or artificial turf
- Farr Park
  - Runnel fountain/grate replaced with scrim water features due to grading constraints
  - Minor adjustments to raised wooden deck. Tree location altered due to discovered structural condition below planter area.
  - Temporary program area removed to retain existing planting on site (which was found to have been built into the parking garage). Raised wooden deck added to create focal point and seating area at plaza terminus.
  - Minor adjustments to site furnishing locations
  - Minor adjustments to locations of planters and bollards along flush street
  - Fountain basin at Wisconsin Avenue to be potential art/sculpture opportunity
  - Second potential art/wayfinding opportunity identified in central area near raised wood platform
  - Slight relocation of the wayfinding element, to be within the property boundaries
- Wisconsin Avenue Streetscape
  - Bench location and design adjusted to eliminate impacts to existing tree pits and based on updated survey information
  - Relocation of trash receptacles to respond to bench adjustments
  - Proposed planting areas added to existing tree pits

**Sheet LS 1.1 of COLLECTION I 82001021F with Roundabout Option (compared to Sheet LS 1.1 from Certified Site Plan)**

- Wisconsin Avenue Streetscape
  - Bench location and design adjusted to eliminate impacts to existing tree pits and based on updated survey information
  - Relocation of trash receptacles to respond to bench adjustments
  - Proposed planting areas added to existing tree pits
- Montgomery Street
  - Tree pits on south side to remain as existing shape, eliminating need to narrow them
  - Sidewalk on north side adjusted to increase planted area
  - Painted crosswalk replaced by brick crosswalk at Wisconsin Avenue
  - Minor adjustment to ramp to flush condition and crosswalk alignment
- Proposed Roundabout Area
  - Size of potential signage reduced
  - Access to Saks property adjusted (not part of this Amendment – included for context only) and parking gates/controlled access added
  - Street lights shown from lighting designer
  - Ramp to flush condition adjusted per engineering plans

- Parking gates and controlled access added to upper level parking area. Sidewalk, crosswalk and overhead bar locations adjusted.
- Proposed Street/Promenade
  - Bike racks at roundabout removed
  - New curb island added to create refuge at pedestrian crossing
  - Bollards added at entry to proposed street/promenade
  - Parking spaces adjusted so that existing planters built into parking garage structure can be retained
  - Pay to park stations removed

**Sheet LS 1.1 of COLLECTION I 82001021F with Without Roundabout Option (compared to Sheet LS 1.2 from Certified Site Plan)**

- Montgomery Street
  - Tree pits on south side to remain as existing shape, eliminating need to narrow them
  - Parking gates and controlled access added to upper level parking area. Sidewalk, crosswalk and overhead bar locations adjusted.
- Proposed Street/Promenade
  - Bike racks removed
  - Bollards adjusted at entry to proposed street/promenade
  - Parking spaces adjusted so that existing planters built into parking garage structure can be retained
  - Adjustments to site furnishing locations

**Sheet LS 2.0 of COLLECTION I 82001021F (compared to Sheet LS 2.0 from Certified Site Plan)**

- Hardscape Details
  - Updated detail examples to show refined design intent

**Sheet LS 2.1 of COLLECTION I 82001021F (compared to Sheet LS 2.1 from Certified Site Plan)**

- Hardscape Details
  - Updated detail examples to show refined design intent
  - Removed Accent Wall Detail and Tree Grate Detail, both of which were removed from the design

**Sheet LS 2.2 of COLLECTION I 82001021F (new sheet)**

- Hardscape Details
  - Added Temporary Dining Platform Detail. See plan for potential locations.
  - Added Typical parking Gate and Barrier Detail

**Sheet LS 3.0 of COLLECTION I 82001021F (compared to Sheet LS 3.0 from Certified Site Plan)**

- Planting Details

- Added typical dimensions to Detail 2/Raised Tree Planting

**Sheet LS 3.1 of COLLECTION I 82001021F (compared to Sheet LS 3.1 from Certified Site Plan)**

- Planting List
  - Updated/Revised tabulation per plan changes and adjustments

**Sheet LS 4.0 of COLLECTION I 82001021F (compared to Sheet LS 4.0 from Certified Site Plan)**

- Proposed Street/Promenade
  - Tree locations adjusted per parking space and layout changes previously noted on hardscape site plans.
  - Additional tree added along parking garage wall with refinement of tiered plaza
  - Raised tree planter locations and quantities adjusted per parking space and layout changes previously noted on hardscape site plans.
  - Raised tree planters refined to match proposed condition
- Upper Level Garage
  - Trees in raised planters added to upper level of Tiered Plaza
  - Tree planting in stormwater management updated to match updated design intent
  - Trees and planters added with new parking configuration across from Giant
- Farr Park
  - Location of tree adjusted per new structural information.
- Wisconsin Avenue Streetscape
  - Proposed planting areas added to existing tree pits
- Entry Area off of Western Avenue
  - Trees adjusted to match updated design intent
  - Planter at sign wall removed to increase pedestrian space

**Sheet LS 4.1 of COLLECTION I 82001021F with Roundabout Option (compared to Sheet LS 4.1 from Certified Site Plan)**

- Proposed Roundabout Area
  - Tree and planting adjustments per reconfigured access to Saks property as outlined in hardscape site plan
  - Planting adjustments per reconfigured site access to upper level parking garage as outlined in the hardscape site plans.
- Upper Garage Area
  - Planting along Property line adjusted and trees added
  - Trees at parking island at terminus to Farr Park removed
- Proposed Street/Promenade
  - Parking spaces adjusted so that existing planters built into parking garage structure can be retained
- Wisconsin Avenue Streetscape

- Proposed planting areas added to existing tree pits

**Sheet LS 4.1 of COLLECTION I 82001021F without Roundabout Option (compared to Sheet LS 4.2 from Certified Site Plan)**

- Montgomery Street
  - Tree and planting adjustments, with trees added.
- Proposed Street/Promenade
  - Parking spaces adjusted so that existing planters built into parking garage structure can be retained

**Forest Conservation Plan sheets FCP-1 & FCP-2**

- Some changes to LOD driven by changes noted above, but added tree protection measures noted on the plans, driven by M-NCPPC staff
- As before, newly planted trees ON structure are not being counted for credit. Existing trees on structure previously counted for credit remain for credit. The same methodology is applied with this amendment
- For Option B, seven (7) trees along Montgomery Street previously noted as being removed, now are to remain
- For Option B, the proposed tree near the first entrance off of Montgomery Street has been shifted toward Montgomery Street due to the revised curb layout
- The planting layout surrounding the roundabout has been revised per the changes to layout mentioned on sheets above, with the combined entry/exit to the Saks property. There were nine (9) trees but now there are eight (8) trees
- Two trees at the northeast intersection of Wisconsin Avenue and Montgomery Street were previously noted to be removed, but will now remain
- Proposed shade trees between Farr Park and Montgomery Street on the back side of the Collection and the western side of the lower deck travel way have been shifted, with revised curb layouts
- A proposed shade tree between Farr Park and Montgomery Street on the western side of the lower deck travel way in an existing structural planter, replaces an existing tree proposed for removal
- The proposed tree on the east side of Farr Park in the raised wooden deck is now an ornamental tree, rather than a shade tree
- On the eastern side of the lower deck travel way, a proposed shade tree has been added across from Farr Park
- At the intersection with the entryway off Wisconsin and the lower deck travel way (near the crosswalk), two trees shifted slightly
- On the western side of the upper deck travel way, two (2) previously proposed shade trees in the median for the parking lot have been removed due to structural issues below
- Just north of the tiered plaza, on the western side of the upper deck travel way, a proposed shade tree has been added to a total of four (4), and the position of shade trees has been revised per new hardscape layout
- On the western side the of the lower deck travel way between the entrance from Wisconsin Avenue and Farr Park, proposed trees were shifted, per new curb layout

- On the south side of the tiered plaza, additional ornamental & shade trees have been added, complementing the revised hardscape design
- On the east side of the tiered plaza on the upper deck, two (2) proposed shade trees have been added and all four (4) proposed trees are now in raised planters
- Due to revised layout changes to incorporate parking management on the eastern side of the property, two (2) proposed shade trees were added and an existing tree is now specified as removed
- At the entry and exit points with parking arms, two trees are proposed for removal, and two shade trees are being proposed in an existing structural planter
- Some trees along the travel way on site, not in an existing structural planter, are in raised planter boxes
- In the eastern corner off Western Avenue, a shade tree for credit has been added
- Legend item 'raised planter' box added
- East of the Giant loading area in the former taxi stand area, four (4) proposed (not in structure) shade trees have been added just beyond the parking lot
- In the far end of the tiered plaza, in front of the Giant, a proposed shade tree has been added
- Three (3) proposed shade trees along roadway in front of Giant have been removed due to conflicts with below grade structure
- In the north end of Johnston Park, two (2) proposed ornamental trees have been added and the layout of the trees has been revised
- On FCP-1, at the end of the entry drive off Western Avenue, trees mistakenly were shown, despite being within within SWM. These are now turned off on this plan
- Option B on sheet FCP-2 now shows an additional tree being impacted by the parallel parking. This has been reflected in the number of existing trees to be credited
- The Forest Conservation Worksheet has been updated:
  - Credit for trees and landscaping remains at 0.79 acres, with a total of 34,540 SF, rather than 34,226 SF
  - There are now 96 rather than 100 shade trees to remain
  - There are now 110 rather than 109 large provided shade trees
  - There are now 14 rather than 9 proposed shade trees
  - Afforestation requirement remains at 0.44 acres and will be met with fee in lieu →0.44 Acres (19,038) proposed, (previously 19,352)

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