

The project is requesting flexibility on the setback requirements as noted in Section 21.301.10(f). The vast majority of the site allows for a 4-story residential building of a typical height utilizing the OHO height increase and current zoning language. A small portion of the 4th floor is within the area within the 1:1 setback area from the property line (approximately 10') for a portion of the eastern frontage.

The shadow study was performed to evaluate the impact on adjacent properties to the rear yard. With the deep residential lots and homes that hold the Harriet Ave. Street front and are located to the eastern edge, the impact on the adjacent properties does not substantially change. The current tree height and cover in the rear yards of both the Lyndale and Harriet Avenue properties provides shade similar to the proposed building.

The design was adopted to minimize the bulk on the east side to work with the irregular rear lot lines by placing the entry drive to the sub-grade to the east, also shielding the homes from the internal parking. In addition, the building finished floor elevation was moved down as much as possible while still maintaining coverage of the city sewer at the entry drive.

An alternative was evaluated to re-allocate the building bulk to a combination of 5 stories on Lyndale and 3 stories on the rear yard. However, the additional cost requiring a modification in construction type versus the benefit was deemed not worth the additional expense and complication. In addition, the 4 story height is appropriate for a maximum height along Lyndale.

The building massing on the site is meant to hold the Lyndale Ave. frontage to maintain a more urban edge, and is a consistent 4-story height. This is consistent with the Lyndale Avenue Suburban Retrofit Plan and 98th St. Station Area plan. In these plans providing 4-story density adjacent to neighborhood nodes and the primary intersection of 98<sup>th</sup> and Lyndale is positive. In addition, it's location to the bus stop at the SW corner makes for multi-modal transit opportunities.