

March 27, 2018

Boise:
2785 N. Bogus Basin Road
Boise, Idaho 83702

City of Boise
Planning & Development Services
150 N. Capitol Blvd.
Boise, ID 83701-0500

RE: Conditional Use and Variance Application for DCIP Phase 1 - Letter of Explanation

St. Luke’s DCIP Phase 1 project consists of a replacement Central Plant, a new Northwest Parking Garage and Shipping and Receiving building. These buildings are apart of the overall St. Luke’s Masterplan and are required to support the hospital expansion. We are requesting variances to setbacks along 1st Street, 2nd Street, Jefferson, State, and Bannock. The project also requires CUP for height increase for Central Plant. Additional information is provided for each request below.

The proposed Central Plant (298’ x 60’) will service the whole downtown St. Luke’s hospital campus, including the future Medical Office Plaza and North Tower. The utility demands for the whole campus require a large amount of equipment. Most of that equipment requires access to the roof or exterior walls for fresh air and exhaust. Based on the constraints of where the Central Plant can be located on the campus to maintain current hospital functions and the programmatic needs of the facility balanced with accommodating the needed additional parking garage on the same block requires that the extent of the building extend up to the right-of-way for the length of the building along Jefferson and 2nd Street and at a few locations along 1st Street. The building has a sub-basement and basement level to keep the building below height limitations. It is not feasible to go higher with more levels since the equipment on Roof level requires it to be open air to sky.

On this building we are also asking for a height variance for the 1st St. side of the building. This piece of the central plant serves as the elevator lobby and stair egress for the Parking Garage, Central Plant, and the future MOP building spanning 1st street, as described in the masterplan. The reason for the height variance is for the elevator/stair lobby to reach the top floor of the future MOP. It exceeds the height variance by approximately 15’ and is required to access the future top floor of the MOP with the elevators, stairs. From the Central Plant and Shipping/Receiving Buildings will be underground tunnels and transformer vaults. The tunnels allow essential building utilities and logistics to travel to and from the hospital. These will require variance/easements under Jefferson and 1st streets. There are two transformer vaults shown in these projects, given the size of the transformers required the vaults will allow access and not be visible to the public.

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City ordinance in the HS district requires edge of buildings be setback 20' from the property lines facing the street. This means that on 1st, 2nd, and Jefferson streets a 20' setback would be required. It has been discussed that the city would not be as concerned about the setback requirements for internal facing property lines. In this case 1st and Jefferson Street would not be as closely examined as 2nd street.

If there were no variances given on 2nd street these would be the impacts to the Central Plant program:

- A loss of the Boiler Bay C1-C2
- A truncated bay would result on structural bay C2-C3
- The equipment elevator would need to be relocated.
- Loss of space for electrical rooms, logistics, and mechanical space

The Shipping and Receiving Building at 237 feet long and 48 feet wide is designed to be the main drop off and pickup point for the downtown campus. The building as designed will require a 15-foot encroachment on the 2nd St. setback and a complete 20-foot encroachment of the Bannock St. setback. A 14-foot encroachment on the Jefferson St. setback for a ramp. The south encroachment is to accommodate for the requirements of the bulk Medical Gas Storage. If the south setback variance is not approved it would reduce needed program space by 20 feet, thus a loss of one needed loading dock, storage space and one generator set. These would have to be relocated to a future expansion in another part of the campus which would add a level of complexity to the electrical system. The west infringement is required to accommodate the turning radius of the semi-trucks and compactor trucks. If required to comply with west setback, the building would have to be rotated 180 degrees with dock doors facing 2nd Street and whole length of block with have concrete drive aisle all along street front. The area available would not be adequate for a standard semi's turn radius which would require smaller trucks making more trips which would dramatically increase the truck traffic on the streets.

The Northwest Parking Garage (276' x 182') will serve as the primary parking location for the campus. Total capacity for the garage is 1,130 stalls, which will be needed once the masterplan is fully built out. This number is derived from a parking study back in 2013 by Walker Parking Consultants. Please see the St. Luke's masterplan for more information. We are requesting setback variances on 2nd, State, and 1st streets. Based on the constraints of where the parking garage can be located on the campus to maintain current hospital functions and the programmatic needs of the facility balanced with accommodating the needed central plant on the same block requires that the extent of the building extend up to the right-of-way for the length of the building along 2nd Street and small encroachments (<1') into the setback on State and 1st Streets. If it is not possible to extend into setbacks the only other option to meet the St. Luke's parking demand would be to build up. Since we are working with a car module the loss of space to comply with the setbacks would require us to have 10 stories above grade versus the 6 we are currently showing. Making a change like this would likely decrease

the efficiency of the garage and would increase time required to get in and out of the garage. Building lower than we currently are would be cost prohibitive, as we are already showing 2 parking levels below grade.

It should be noted that the buildings that currently reside on that block and elsewhere in that area are encroaching into the current zoning setbacks. See the existing site plan in our application.

In conclusion these buildings as designed are requesting variances to the existing zoning to provide essential services for the downtown campus. These building are designed the way they are to give the most efficient layout for the functions they serve. To not be allowed these variances would have a significant impact on the ability to serve the hospital's future expansion.

Sincerely,



Brandon Taylor, AIA
Architect, Hummel