

MM.DD.YYYY (DRAFT)

Departures Presentation John Marshall Interim Site Modernization and Addition

SEATTLE PUBLIC SCHOOLS



Agenda

PRESENTATION CONTENT

01 Process



- / Purpose and Intent
- / Evaluation Criteria
- / Recommendation & Public Comment

02 Project Overview



- / Site Context
- / Proposed Design

03 Departures



- / Building Height
- / Setback
- / Reader Board
- / Bike Parking

04 Public Comment



Project Scope

- / Modernization of the existing 1927 building to accommodate a 650 student elementary or a 1000 student middle school.
- / Seismic upgrades, new energy efficient electrical and mechanical systems.
- / Site improvements creating better site security, pedestrian pathways, and play areas.

MILESTONES

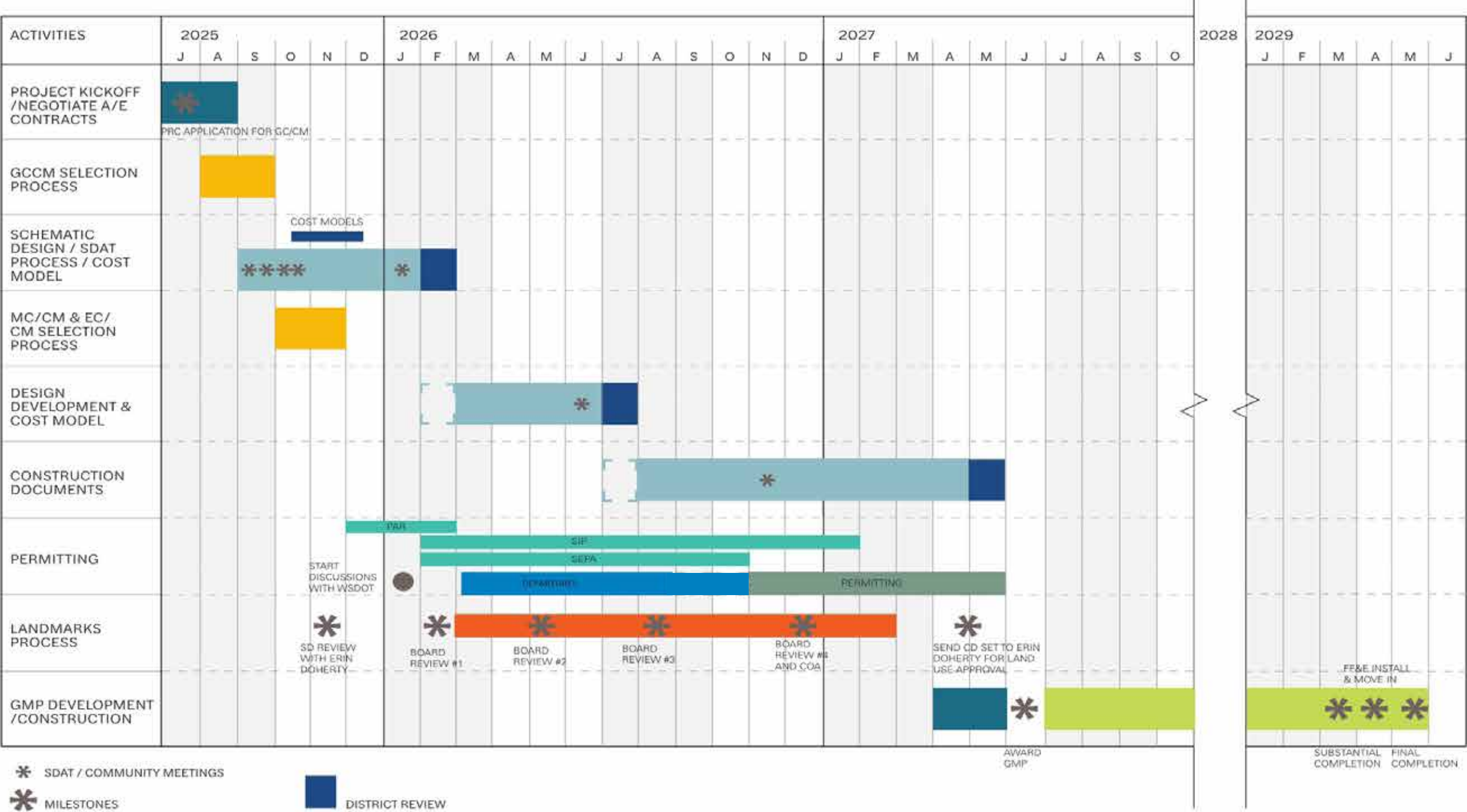
- / Anticipated start of Construction: April 2027
- / Anticipated Occupancy:

DESIGN TEAM

- | | |
|--------------------------|------------------------|
| / Owner: | Seattle Public Schools |
| / Architect: | Bassetti Architects |
| / Landscape Architect: | Fora |
| / Civil Engineer: | CPL |
| / Mechanical Engineer: | Metrix |
| / Electrical Engineer: | TFWB |
| / Structural Engineer: | CPL |
| / Acoustical Consultant: | Greenbusch |
| / Food Service: | JLR Design Group |



Schedule



01

Process

PUBLIC SCHOOL DEPARTURES OVERVIEW



Purpose & Intent

- / Most schools are in residential zoned neighborhood, the land use code does not include a “school zone.”
- / Renovations and additions often will not meet the underlying zoning; therefore, public schools can request exemptions, known as departures from the land use code.
- / This process is an opportunity for neighbors and the surrounding community to give the City feedback on the requested departures.
- / At this time, the Advisory Committee, taking into consideration public comment, will recommend the maximum departure that may be allowed for each requested development standard departure, and may recommend conditions necessary to mitigate the impacts of granting the departure(s).”

Evaluation Criteria - Consistency

SMC 23.79.008

Departures shall be evaluated for consistency with the general objectives and intent of the City's Land Use Code, including the rezone evaluation criteria in Chapter 23.34 of the Seattle Municipal Code, to ensure that the proposed facility is compatible with the character and use of its surroundings.

Evaluation Criteria - Relationship

SMC 23.79.008

In reaching recommendations, the director of the Office of Community and Planning shall consider and balance the interrelationships among the following factors:

Relationship to Surrounding Areas. The advisory committee shall evaluate the acceptable or necessary level of departure according to:

1. Appropriateness in relation to the **character and scale** of the surrounding area;
2. Presence of **edges** (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale;
3. Location and design of structures to **reduce the appearance of bulk**;
4. Impacts on **traffic, noise, circulation and parking** in the area; and
5. Impacts on **housing and open space**. More flexibility in the development of standards may be allowed if the impacts on the surrounding community are anticipated to be negligible or are reduced by mitigation; whereas, a minimal amount or no departure from development standards may be allowed if the anticipated impacts are significant and cannot be satisfactorily mitigated.

Evaluation Criteria - Need

SMC 23.79.008

Need for Departure. The physical requirements of the specific proposal and the project's relationship to educational needs shall be balanced with the level of impacts on the surrounding area. Greater departures may be allowed for special facilities, such as a gymnasium, which are unique and/or an integral and necessary part of the educational process; whereas, a lesser or no departure may be granted for a facility which can be accommodated within the established development standards.

Meeting Process

Robert's Rules of Order - Office of Planning & Community Development (OCPD) staff serves as non-voting chair

Presentations from School and SDOT (if necessary)

Public Comment

Committee Deliberation - reference criteria (SMC 23.79.008)

Vote on each departure individually

Schedule

TBD, Committee Formed (90-day clock starts to conduct meetings)

TBD - First Meeting

TBD - 2nd Meeting, if needed

TBD - 3rd Meeting, if needed

Recommendation report due to director of SDCI (drafted by OCPD, with the committee's final approval):

If 1 Meeting = TBD(30 days after first meeting)

If 2-3 Meetings = TBD(90 days after first meeting)

TBD, SDCI Director issues decision

Advisory Committee Recommendations

Recommendations must include consideration of the interrelationship among height, setback and landscaping standards when departures from height or setback proposed.



02

Project Overview

Engagement Plan

Since an Interim Site requires special consideration to appropriately serve different school populations, the design team met with city agencies and school district departments throughout the design process. Engagement with these groups is ongoing and will continue throughout the remaining design and construction phases.

SCHOOL DESIGN ADVISORY TEAM (SDAT)

The design team held four SDAT meetings with district staff, including specialists in landscape, maintenance, security, mechanical systems, and school relocation, plus regional directors and capital projects staff. Two SPS principals also participated: one who had used John Marshall as an interim site and could speak to its site-specific and operational conditions, and one with experience operating a middle school there.

These meetings established **project guiding principles** and reviewed the building program, site plan options, and building plan options, providing feedback that helped shape the project.

PROGRAMMING & ASSESSMENT

The design team met with SPS Capital Projects several times to align a site specific interim site program with SPS’s education specifications of a 650 student elementary and 1000 student elementary school.

USER GROUP MEETINGS

The design team met numerous times with representatives from the following SPS district departments to include their feedback into the development of the project.

- | | |
|-----------------------|-----------------------|
| / Library | / Health Center |
| / Science | / Operations |
| / Teaching & learning | / Before & After care |
| / CTE | / Maintenance |
| / Athletics | |

Project Vision and Goals

DISTRICT AND SITE SPECIFIC GUIDING PRINCIPALS

Learner-Centered Environment

Students' needs come first, supporting the District's academic achievement mission. Safe play areas and outdoor learning connect students to the outdoors.

Personalizing Environment

Each student is known and cherished by adults and peers. The interim site should be a blank slate that feels like home and can adapt to and showcase art (see Aesthetics) for future incoming schools.

Program Adaptability

Flexible, adaptable learning spaces support a wide variety of approaches and multiple instructional strategies. Multi-functional spaces should accommodate any future elementary or middle school.

Community Connections

Spaces encourage the community to join the learning community and allow outside resources and services to be delivered on-site. Traffic must be controlled on an urban site with neighbors.

Aesthetics

The facility is warm, appealing, and inviting, reflecting the school's values and focus and inspiring students to achieve. Space to showcase art and school spirit brings a sense of place.

Safety

Students are safe and cared for in all important aspects of their lives. Buffers and fencing separate the site from unsafe adjacent areas, and parent traffic is controlled before and after school.

Collaboration

Spaces support collaborative work for everyone, celebrating diverse groups by fostering communication, teaming, and expression of commonalities that support school tradition, history, spirit, and identity. Spaces should be correctly scaled, safe, and inviting, with good acoustics, materiality, and transparency.

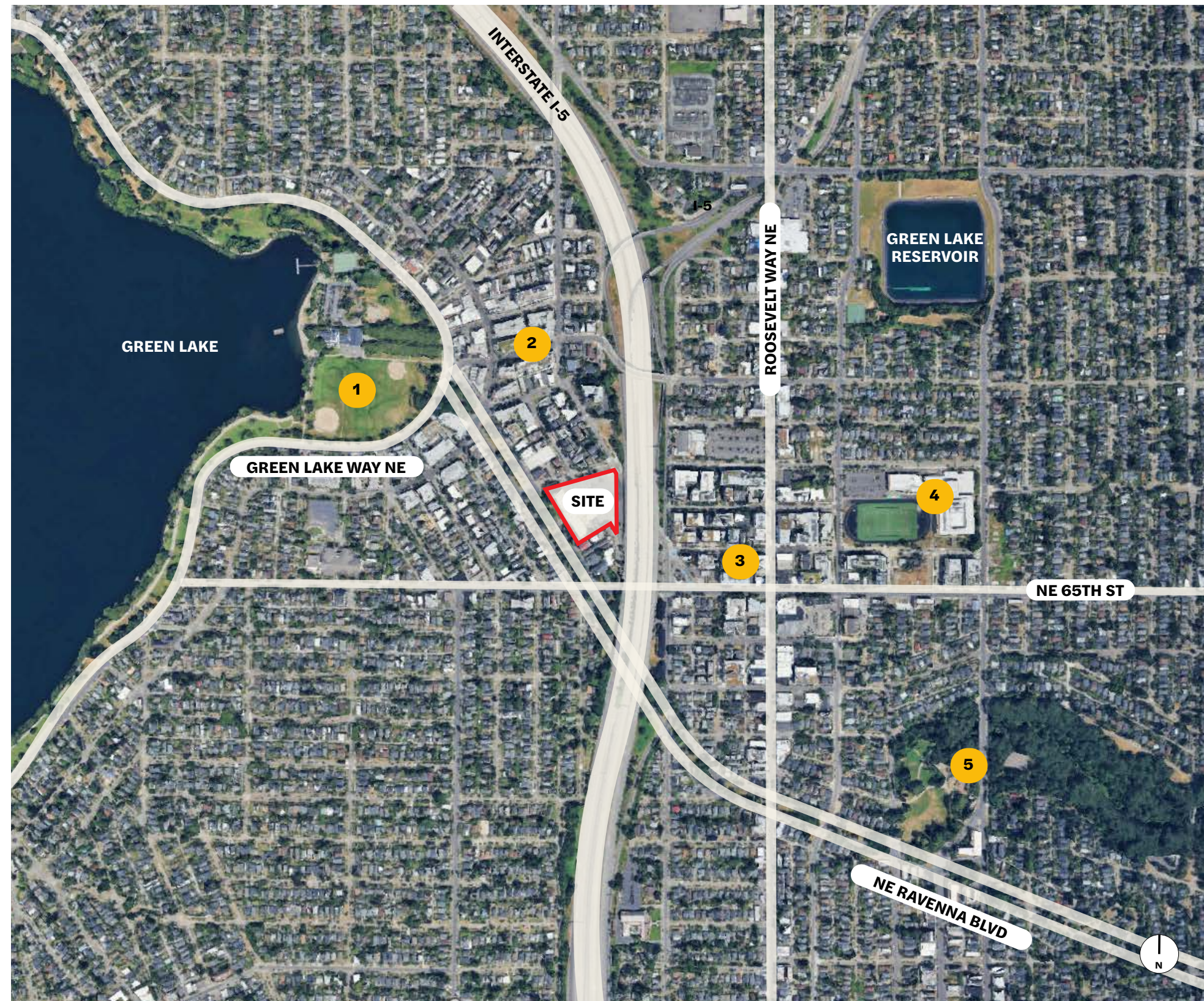
Site Context

GREENLAKE & ROOSEVELT

John Marshall Interim School is located in the Green Lake Residential Urban Village of north Seattle, just west of Interstate 5.

The site's zoning is primarily LR3 (M), with the Green Lake Commercial and Retail District to the west and Green Lake Park to the North.

Nearby Neighborhood amenities and services include Green Lake Play Fields (1), Cowen Park (5), PCC (2), Roosevelt Link Light Rail station (3), and Roosevelt high school (4).



Existing Site Analysis

The existing 1926 school has been used for a number of programs at Seattle Public Schools and as an interim site for elementary schools since 2013. The school sits prominently on Ravenna Blvd and the east portion is highly visible from I-5 Southbound lanes. SPS intends to continue using the building as an interim site for elementary and middle schools.

The site area is limited and does not meet SPS education specifications for outdoor play areas.

The site lacks a dedicated loading dock and the current parking lot overlaps with the building loading area which does not meet SPS standards for school or nutrition services deliveries.

- EXISTING BUILDING

EXISTING SPORTS FIELD & PLAYGROUNDS

EXISTING PARKING
- BUILDING ENTRANCE

VEHICULAR ENTRANCE

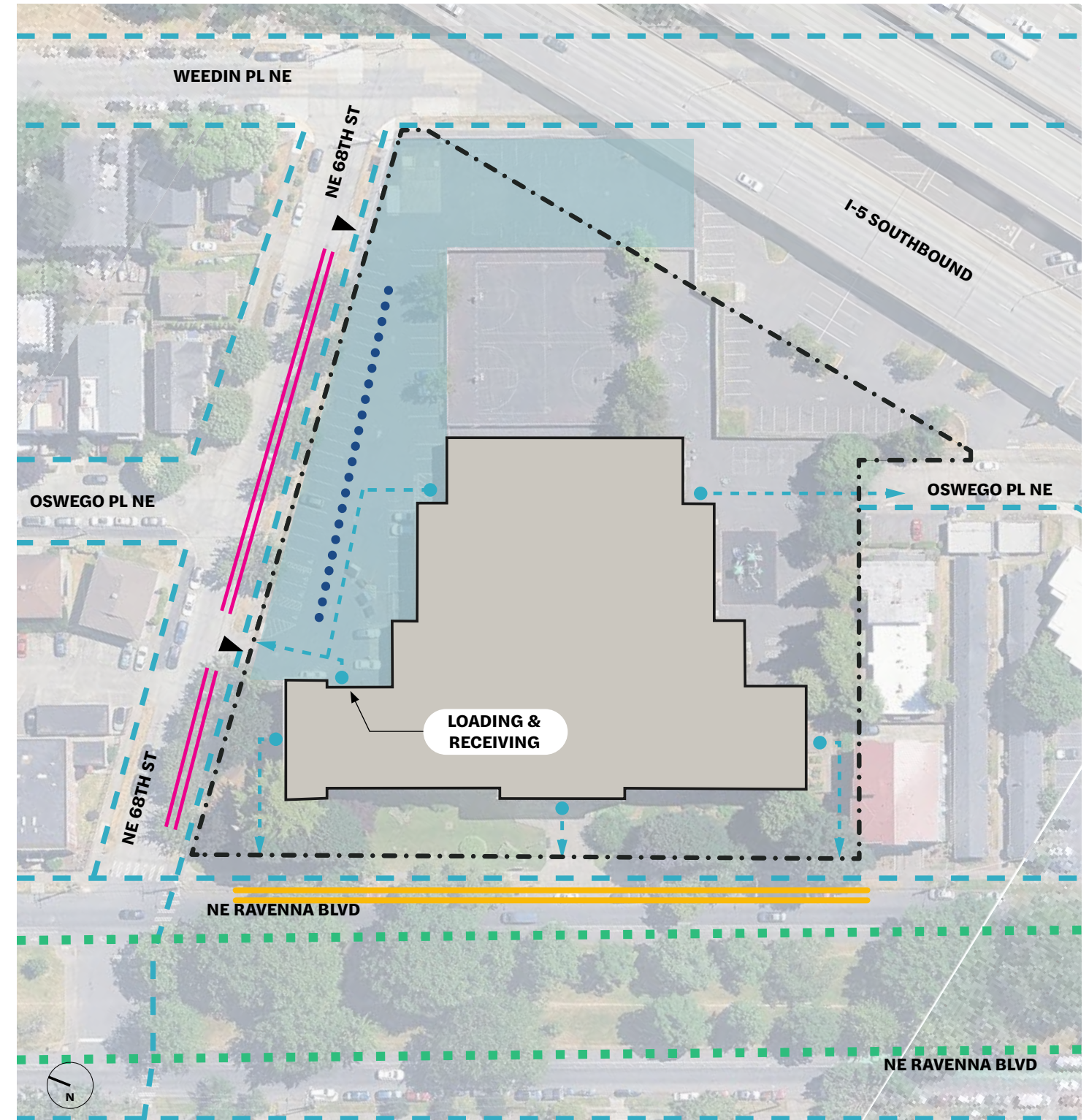
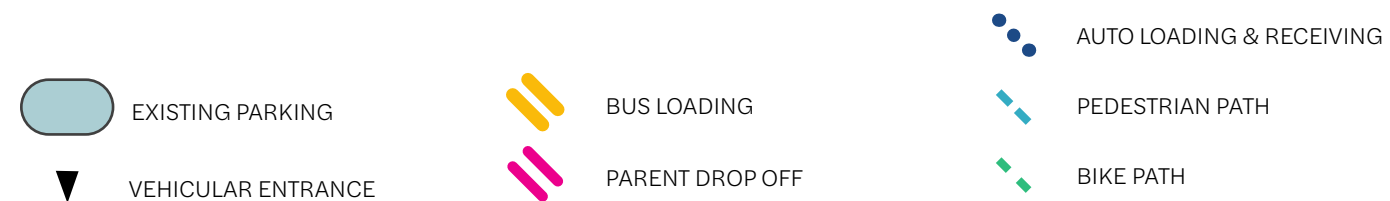
EXISTING SITE FENCING



Existing Circulation & Parking

The existing vehicular entries are located on the North end of the site, on NE 68th St. One of the main pedestrian entries is adjacent to NE Ravenna blvd. However, pedestrians may also access additional entrances along the North and South sides of the building.

The school buses pick and drop-off students along NE Ravenna Blvd and NE 68th ST, while private vehicles use the on site parking lot.



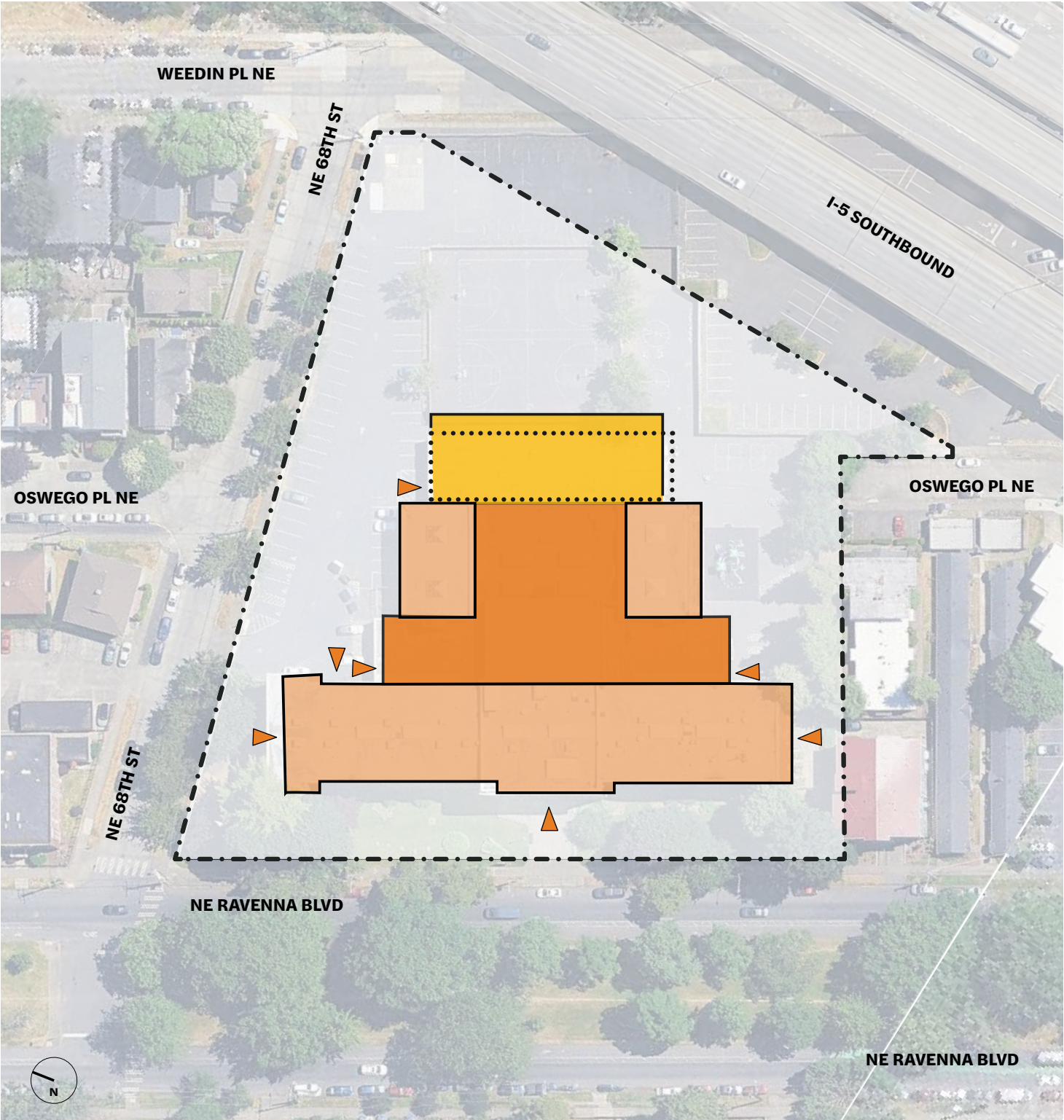
Existing & Proposed Buildings

The distinctive three story classroom volume with prominent facade facing Ravenna Blvd will remain, along with the two separate gym buildings with tall arched windows. The low unreinforced brick volume to the East (facing I-5) will be removed. The center of the building between the remaining existing portions will be demolished down to the first floor slab over the existing crawlspace.

EXISTING BUILDING

PARTIAL DEMO & NEW CONSTRUCTIONNEW ADDITION

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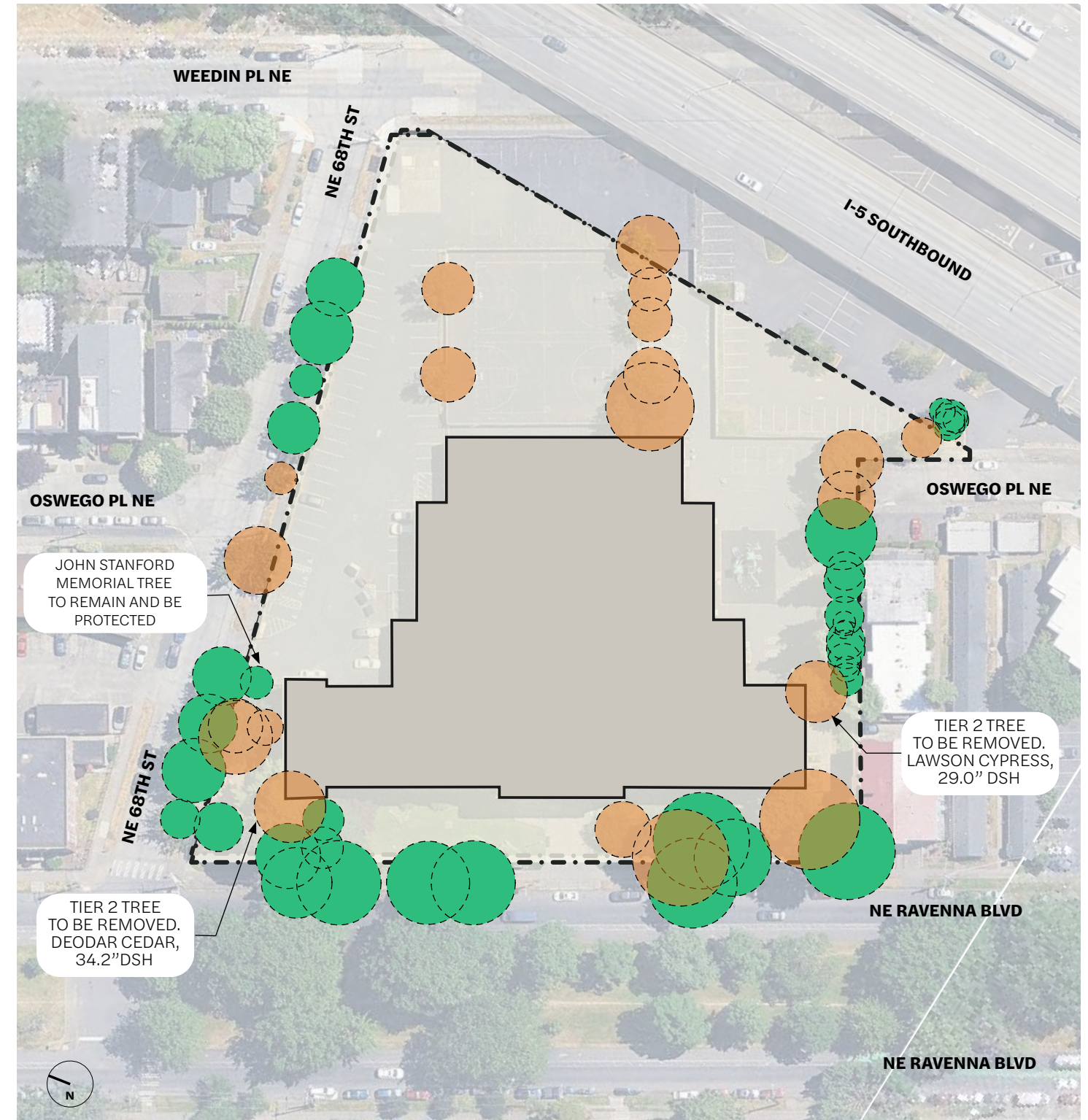
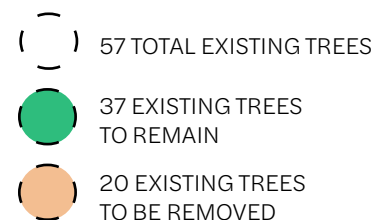
BUILDING ENTRANCE

Tree Removal Plan

The design team has worked with SDOT to maintain the existing street trees along Ravenna Blvd as well as 68th St. The existing John Stanford Memorial tree along the North facade will also remain. There is also a buffer of existing trees along the South property line to remain.

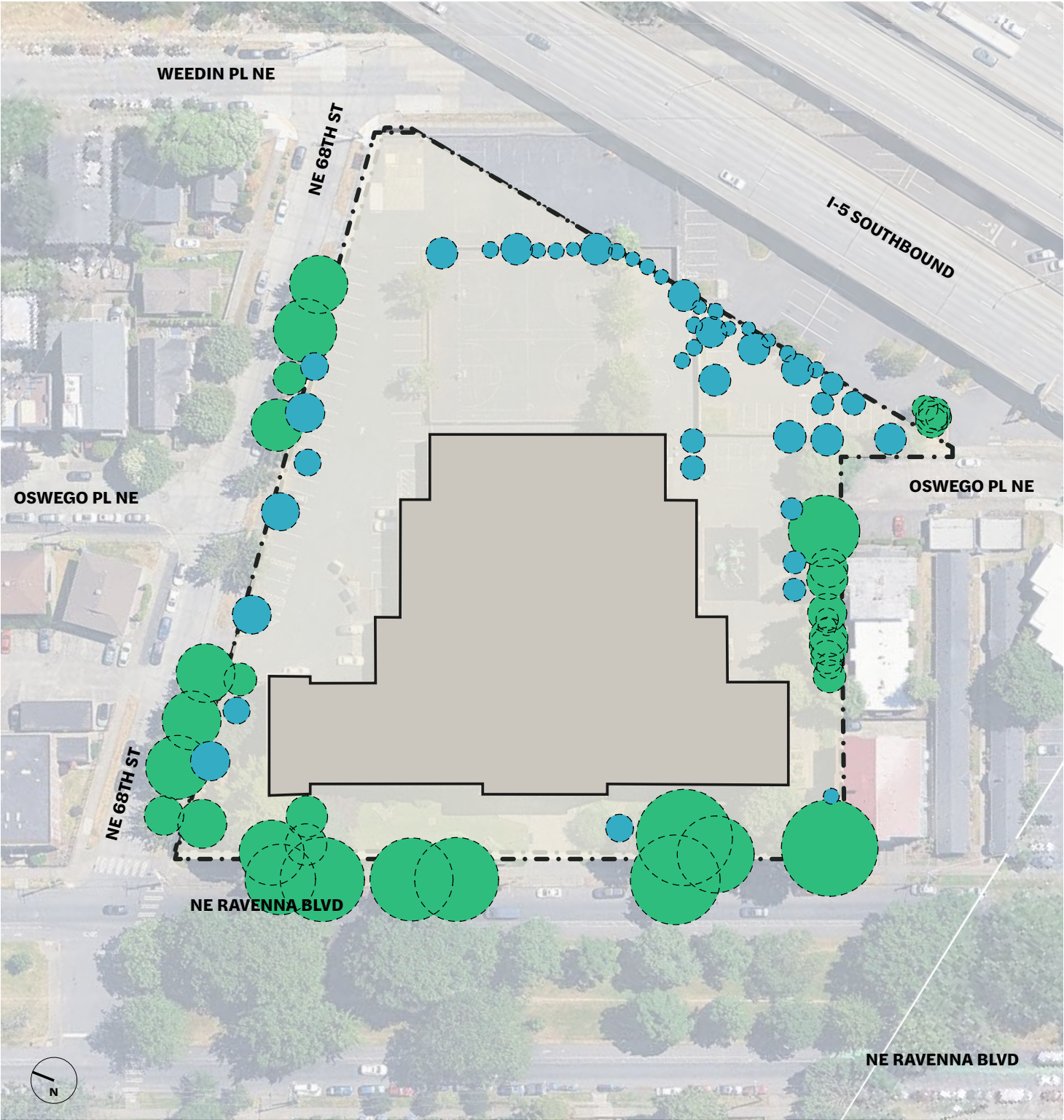
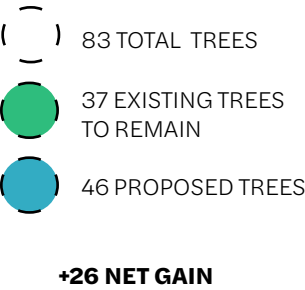
The trees around the site are being removed for site improvements such as ADA pathway improvement, Vertically bored geoloop wells and required upgrades from SDOT.

The existing tier 2 trees planned to be removed are too close to the existing building and impact long term maintenance of the facility. These will be replaced with more than the minimum required trees onsite.



Existing and Proposed Tree Plan

The new proposed tree locations are focused on providing a natural buffer from I-5 and adjacent traffic while soften the edges of student outdoor play areas. Existing onsite tree canopy will increase by 45% and help the project achieve Washington State Sustainable Protocol (WSSP) points reducing urban heat island impacts.



Street Views



Street Views



Street Views



Proposed Site Plan

23.51B.002 - Public Schools in Residential Zones

- Public Schools are allowed & permitted outright in all neighborhood residential and multifamily zones.

23.44.080A - Max Lot coverage: 50%

-Proposed Lot Coverage = 36.2%

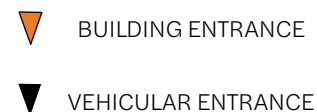
23.51B.002.TABLE E & F - Setbacks for additions on an existing public school site

North: 15' - Requested departure for 10'

East: 5'

South: 25'

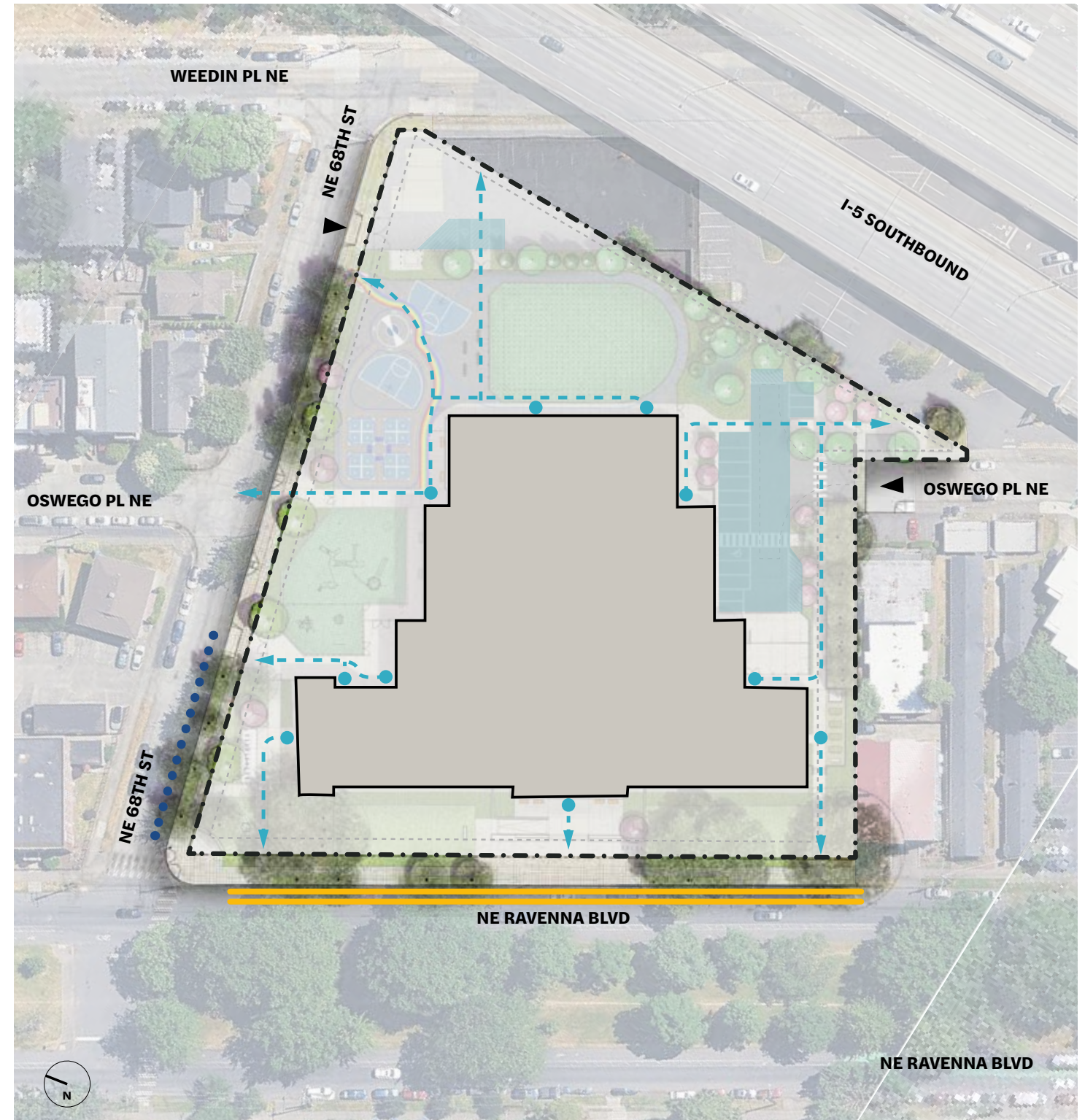
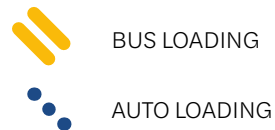
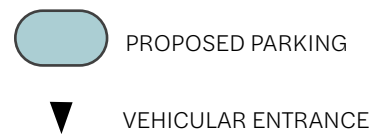
West: 10'



Proposed Circulation and Parking

23.54.015 TABLE C - Parking

- 23.54.015.TABLE A.J - Located in an urban village & served by a frequent transit area, no minimal parking stalls are required.
- Proposed parking count 17 total stalls (3 ADA)



Phased Work - Phase 1

INTERIOR DEMOLITION
NO DEPARTURES REQUIRED

The first phase of construction involves removing non-load bearing partitions on the interior of the building. Constructed in 1926, the majority of the existing partitions that remain are constructed of hollow clay tile (HCT) which are often heavy and unbraced. These partitions pose a safety concern during a seismic event and removal is the first step in a full seismic structural improvement to the building.

This step allows the design team to expose the conditions of the building's existing structural systems and understand impacts to the design. The design team is focusing on saving key areas of original interior plaster detailing including at the main entry vestibule and areas of exposed concrete beams planned for the proposed design.

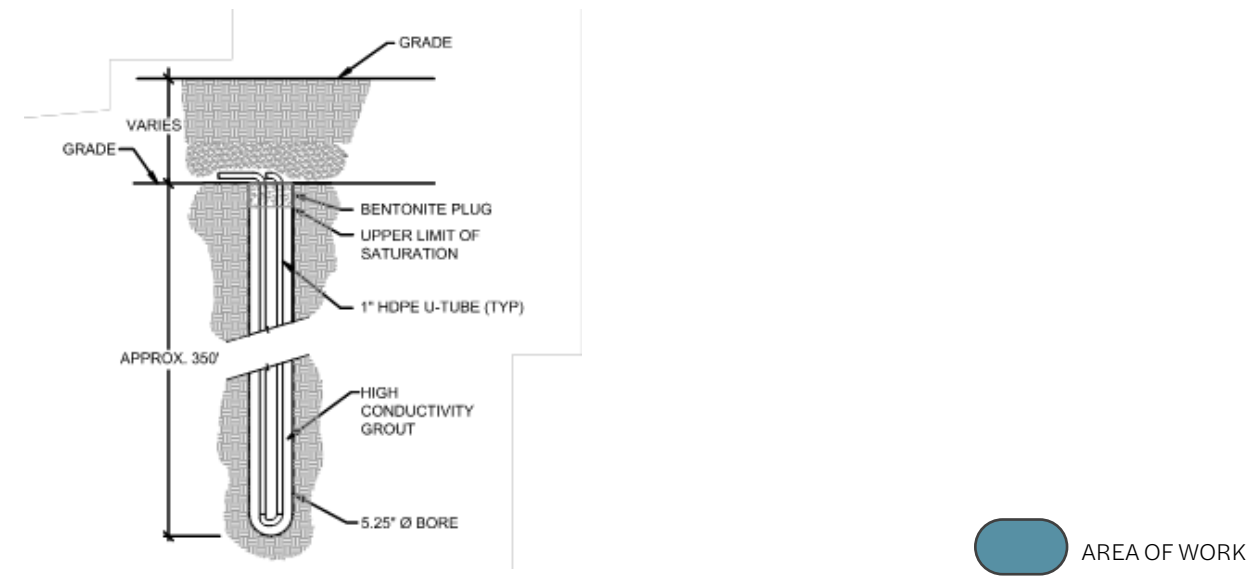
..... AREA OF WORK



Phased Work - Phase 2

SITE DEVELOPMENT & GEO LOOP WELLS
NO DEPARTURES REQUIRED

Phase 2 involves site only demolition and boring for geoloop wells. These vertically bored geoloop wells supports a highly efficient new mechanical system which draws heating & cooling for the building from the surrounding soil of the site. The project has planned 105 wells over 6 zones, each approximately 350 feet deep. This phase will also allow for excavation of new storm water detention systems to control surface water run-off.



Phased Work - Phase 3

EXISTING STRUCTURE DEMO & NEW CONSTRUCTION

Phase 3 is the main phase of construction for the project. The single story unreinforced masonry east portion of the existing building will be removed to be replaced with a large two-story volume proposed. This also allows construction access to the interior portion of the building between existing gyms and the existing three-story classroom bar. New foundations, shear walls and structural improvements will be installed to tie the entire new structure together and meet the current building and structural code.

A three story classroom bar addition on the East will add eight (8) additional teaching stations accessible from the existing classroom bar, while leaving the West facing Ravenna Facade and existing gym volumes in place.

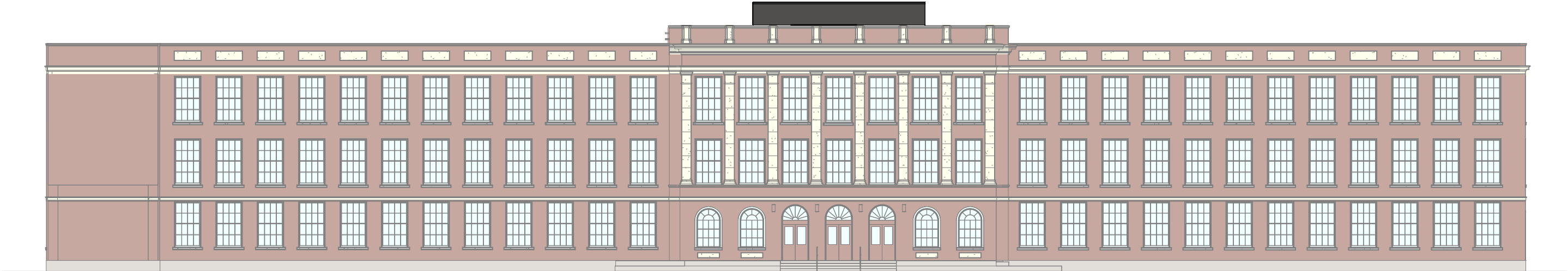


Proposed Elevations

- PROPOSED BUILDING
- EXISTING BUILDING TO REMAIN



NORTH ELEVATION



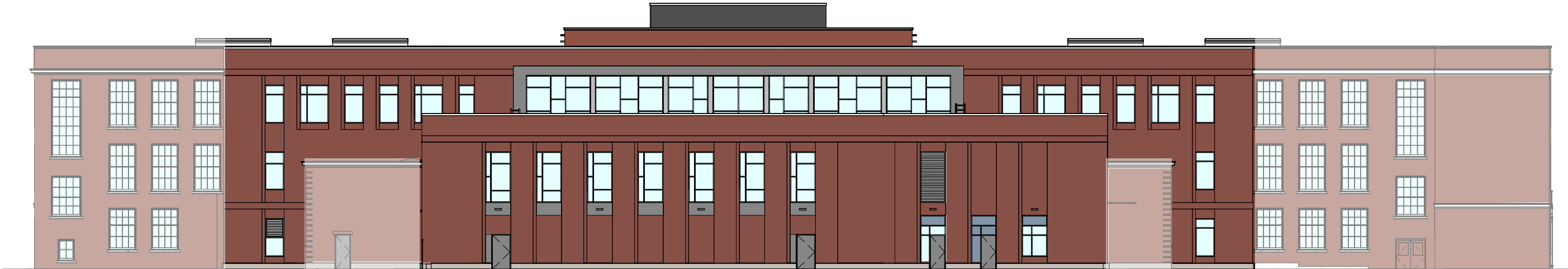
EAST ELEVATION

Proposed Elevations

- PROPOSED BUILDING
- EXISTING BUILDING TO REMAIN



SOUTH ELEVATION



WEST ELEVATION

03

Departures



Departure 1:

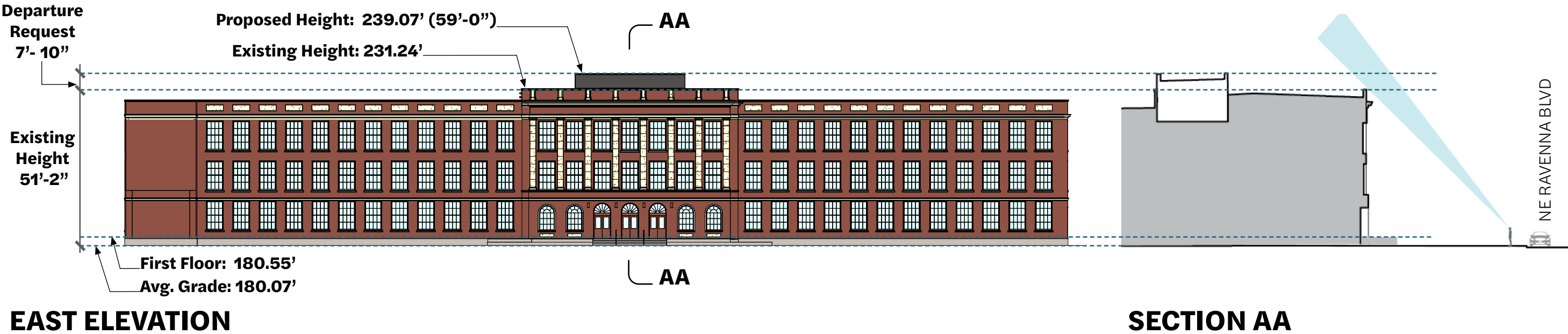
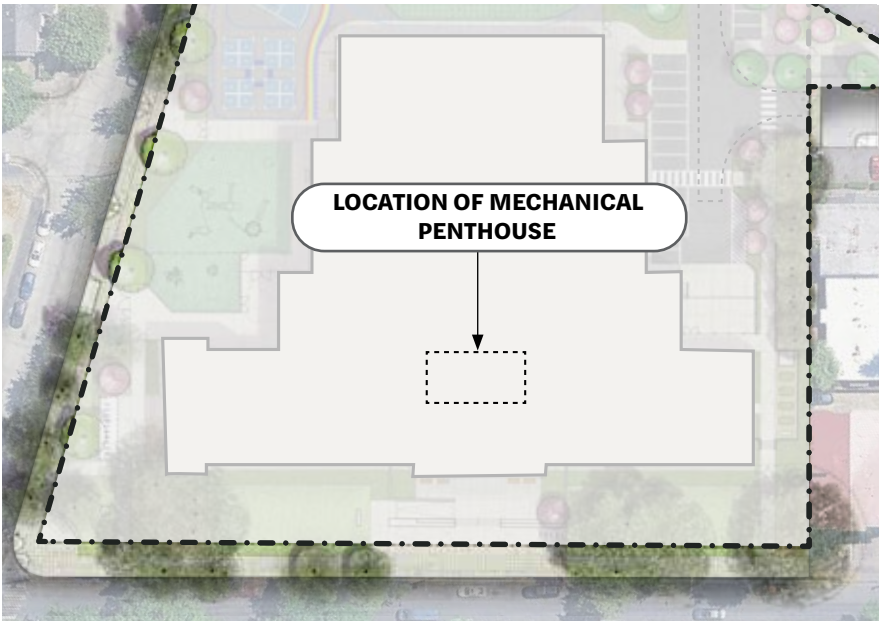
23.51B.002.D - BUILDING HEIGHT

Code Requirement: 23.51B.002.D.c - For additions to existing public schools on existing public school sites, the maximum height permitted is the height of the existing school (**51'-2"**) or 35 feet plus 15 feet for a pitched roof, whichever is greater.

Proposed Max Height: 59'-0"

Criteria Compliance 23.79.008.C.1:

- a.** Relationship to surrounding areas: The additional height is limited to the enclosed mechanical penthouse, a rooftop element with a small footprint relative to the existing building. It has been setback from the primary facade and surrounding residential units, minimizing its perceived height, scale, and bulk as experienced by pedestrians and vehicles traveling on Ravenna Blvd. The penthouse does not introduce a new edge condition or compromise existing transitions in scale, preserving the character of the existing building and relationship with surrounding areas. The areas east of the building are primarily defined by the character and scale of the I5 Interstate overpass and not meaningfully impacted by the penthouse's additional height.
- b.** Need for Departure: The mechanical system replacement requires larger mechanical units than the existing system located in the same area, and adequate penthouse clearance to house this equipment cannot be achieved within the base height standard. The building's mechanical systems are integral to safe and functional school operation.



Departure 2:

23.51B.002 TABLE E - SETBACKS

Code requirement: Setabck for additions greater than 50'-0" on an existing public school site located across a street or alley from a residential zone: **15'-0"**

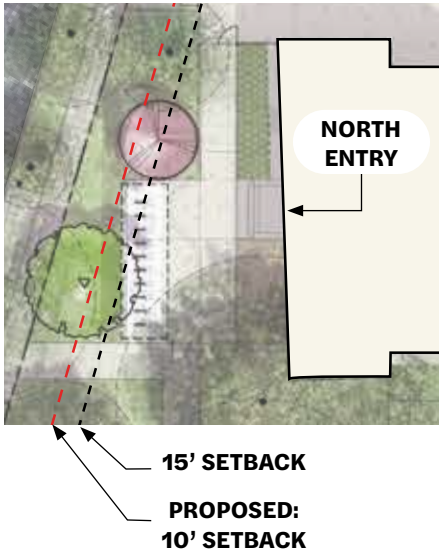
Proposed north setback: 10'-0" (requested departure of 5'-0" for north setback)

Criteria Compliance 23.79.008.C.1:

- a.** Relationship to surrounding areas: The reduced north setback affects only a small, long-term covered bicycle parking structure. Oriented parallel to the existing building rather than following the angle of 68th Street, the structure avoids adding massing that would read as a new edge condition. Locating it north of the existing building, with enough buffer for bicycle maneuvering and egress, preserves the character and scale of the building's primary frontage on Ravenna Blvd and retains the character of the north entry, without adding bulk.
- b.** Need for Departure: The long term bicycle parking's location is a functional necessity for the school's staff because it is located within proposed securely fenced areas, is easily supervised and provides convenient access to bike lanes along Ravenna and building entrances. Meeting the standard setback would decrease the character preserving buffer, or force the bicycle parking into a less secure, less supervisable location to the east.



NORTH ENTRY OF JOHN MARSHALL



Departure 3:

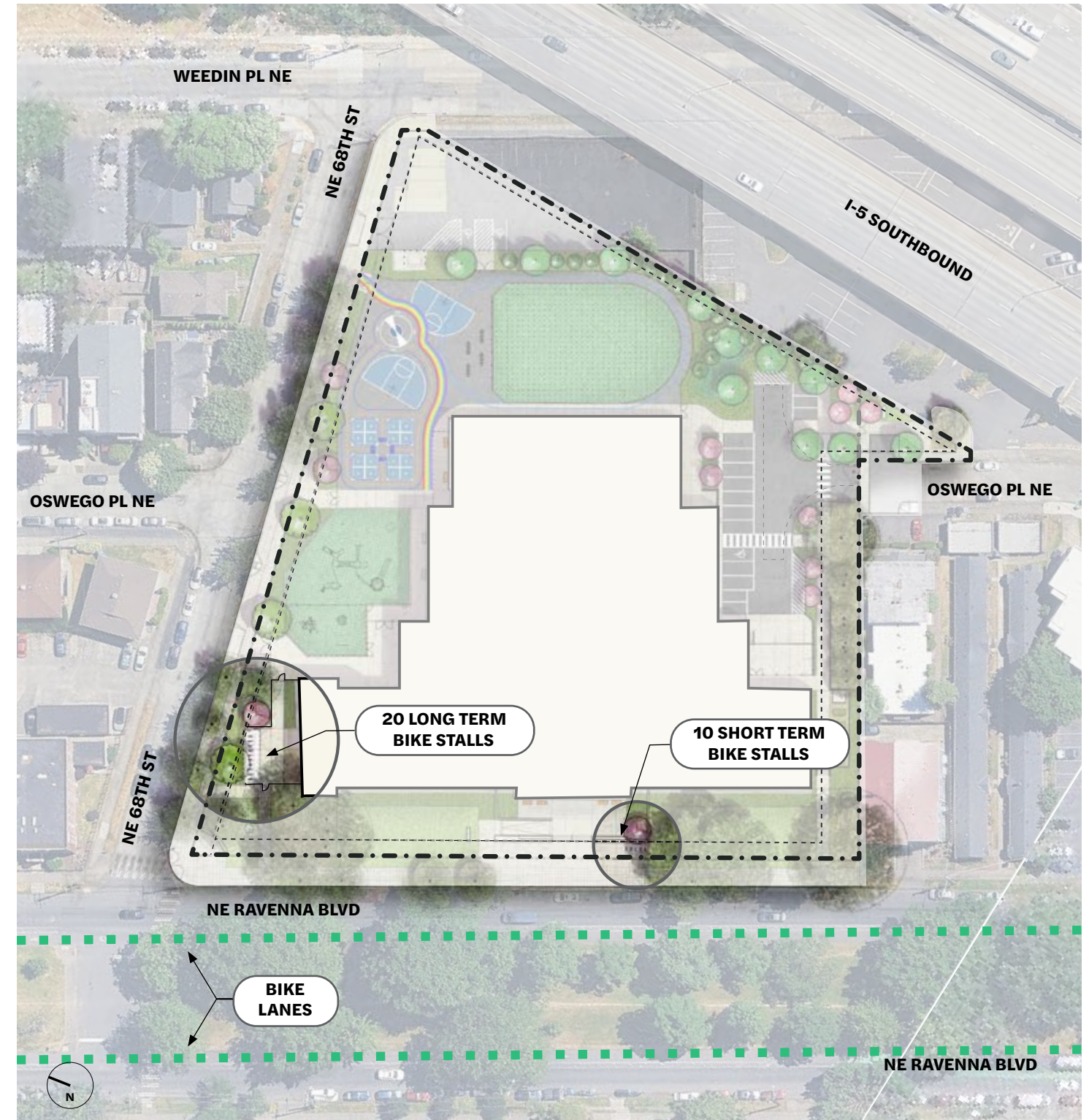
23.54.037 TABLE A - BICYCLE PARKING

Code requirement: Required bicycle parking includes long-term and short-term amounts shown in Table A B.9: 114 long-term & 38 short-term stalls

Proposed Amount: 20 long-term stalls & 10 short-term stalls

Criteria Compliance 23.79.008.C.1:

- a. Consistency & Relationship:** Reducing the bicycle parking requirement will maintain consistency with the intent of the City's Land Use Code. The intent of the requirement is to encourage a school's population to bike rather than drive by providing secure, convenient parking spaces. The standard requirement assumes that the schools population lives within the surrounding area, which is not the case for an interim site. Meeting the required bicycle parking ratio will result in a reduction of open space and unused bicycle parking.
- b. Need for Departure:** Because the school population originates from its home school's attendance area rather than the neighborhood immediately surrounding this interim site, the standard bicycle parking ratio does not reflect the actual travel patterns of the interim school community and will result in unused facilities. Given the existing site area, larger bicycle storage facilities would not be able to be located near primary entries or primary bicycle paths.



Departure 4:

23.55.022.B - SIGNS IN MULTIFAMILY ZONES

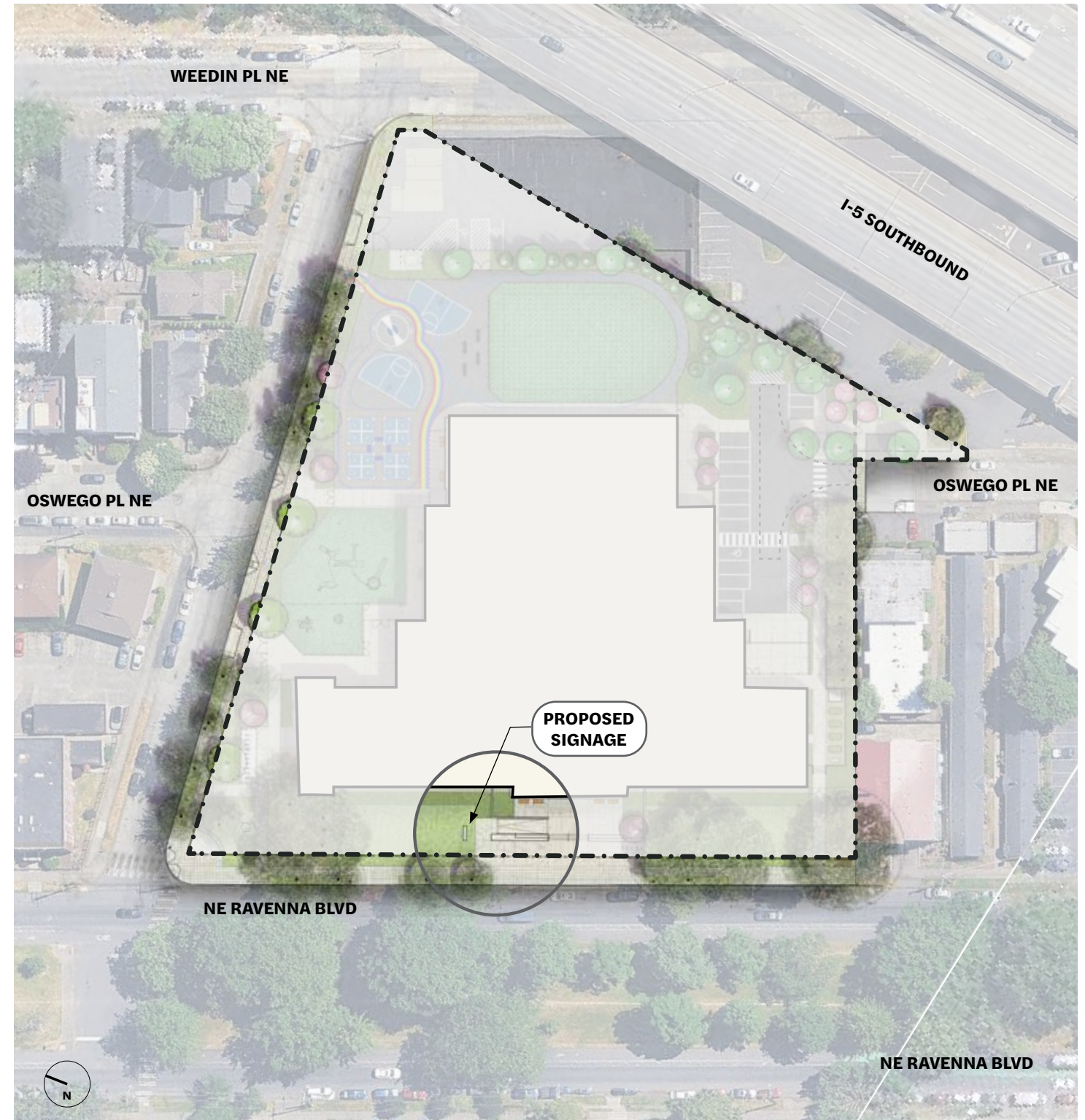
Code requirement: No flashing, changing image or message board signs shall be permitted.

Proposed Departure: one double sided illuminated reader board with changing text.

Criteria Compliance 23.79.008.C.1:

a. Relationship to surrounding areas: The proposed illuminated signage is scaled and located to remain appropriate to the character of the neighborhood with no increase to the structure bulk or original building form.

b. Need for Departure: Illuminated Multilingual signage will ensure safe and effective wayfinding for a relocated student and family population that will include several non-English-speaking communities. This need cannot be met within the existing development standard without compromising legibility and equitable access for all languages served.



Requested Departures Summary

Departure 1: 23.51B.002.D - Building Height

Code Requirement: 23.51B.002.D.c - For additions to existing public schools on existing public school sites, the maximum height permitted is the height of the existing school (**51'-2"**) or 35 feet plus 15 feet for a pitched roof, whichever is greater.

Proposed Max Height: 59'-0"

Departure 2: 23.51B.002 Table E - Setbacks

Code requirement: Setback for additions greater than 50'-0" on an existing public school site located across a street or alley from a residential zone: 15'-0"

Proposed north setback: 10'-0"

Departure 3: 23.54.037 Table A - Bicycle Parking

Code requirement: Required bicycle parking includes long-term and short-term amounts shown in Table A B.9: 114 long-term & 38 short-term stalls.

Proposed Amount: 20 long-term stalls & 10 short-term stalls

Departure 4: 23.55.022.B - Signs in Multifamily zones

Code requirement: No flashing, changing image or message board signs shall be permitted.

Proposed Departure: one double sided illuminated reader board with changing text.



04

Public Comment



John Marshall Interim Site Modernization & Addition

PUBLIC COMMENT

Thank you for taking the time to review this document.

We welcome your input. Submit your comments on the requested departures, including any mitigation measures or conditions of approval by DAY MONTH 2026 to:

Dipti Garg

dipti.garg@seattle.gov

City of Seattle, Office of Planning & Community Development

ATTN. Dipti Garg

PO Box 94649

Seattle, WA 98124-4649