

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Regional Green Development Code Amendments		
<b>DEPARTMENT:</b>	Planning & Community Development		
<b>PRESENTED BY:</b>	Kim Lehmberg, Associate Planner Rachael Markle, AICP, Director		
<b>ACTION:</b>	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

**PROBLEM/ISSUE STATEMENT:**

For the past year, Shoreline staff has been collaborating with a regional code development team as part of the Sustainable Cities Roundtable. This Regional Code Collaboration (RCC) team, led by King County Green Tools and the City of Seattle, has been working on a number of building and development code changes to promote and facilitate green building practices in the region, as an alternative to adopting the International Green Construction Code (IGCC). The intent behind this alternative is to make it easier for developers to build green by having the same or similar codes in multiple, adjoining jurisdictions. The regional package of amendments includes building, plumbing, electrical (building code), and land use (development code).

Before Council tonight are those amendments that are specific to the Development Code (Attachments A through E). These include provisions for electric vehicle infrastructure and bicycle parking, setback flexibility for rainwater catchment and exterior insulation, and light pollution and light trespass.

The Planning Commission reviewed these five amendment topics at a study session on March 7, held a public hearing on April 4, and is recommending Council adoption (Attachment G).

**RESOURCE/FINANCIAL IMPACT:**

There is no anticipated resource or financial impact to the City of these amendments.

**RECOMMENDATION**

This item is for discussion purposes this evening. Adoption of the recommended development code changes is currently scheduled for June 10.

Approved By: City Manager **JU** City Attorney **IS**

## **INTRODUCTION**

The Regional Code Collaboration effort was initiated by the City of Seattle and King County Green Tools as a way to leverage resources of jurisdictions in the area, saving money and time and consolidating stakeholder and public outreach. The proposed amendments address water, energy and materials conservation, sustainable transportation and light pollution. The ultimate objective is for the participating jurisdictions to have the same or very similar green code amendments to make implementing green building practices simpler for developers who work across jurisdictions. Extensive stakeholder and public outreach was conducted, as summarized later in this report.

Of the 12 amendments included in the overall regional package, five are specific to the Development Code. Under Shoreline Municipal Code (SMC) Section 20.30.070, Amendments to the Development Code are a “Type L” Legislative decision. The Planning Commission held a study session in March and a Public Hearing in April. The Planning Commission’s recommendation is to adopt the amendments, incorporating changes made during the public hearing. Links to those staff reports, including minutes, are here:

[March 7, 2013 Planning Commission – Green Code Staff Report](#)

[March 7, 2013 Planning Commission Minutes](#)

[April 4, 2013 Planning Commission – Green Code Staff Report](#)

[April 4, 2013 Planning Commission Minutes](#)

The regional package includes amendments to the building, plumbing, and electrical codes as well as land use (development) codes. The amendments before Council tonight are specific to Shoreline’s Development Code. These include provisions for:

1. Setback flexibility for exterior insulation;
2. Setback flexibility for rainwater catchment;
3. Light pollution and light trespass;
4. Electric vehicle infrastructure; and
5. Bicycle parking.

The associated proposed amendments to the building code will be included with the normal building code adoption cycle, to be brought before Council later this summer.

## **BACKGROUND**

On October 10, 2011, Council was introduced to the International Green Construction Code (IGCC), as a way of further implementing Shoreline’s Environmental Sustainability Strategy. Council asked staff to research the costs of adopting the IGCC, and staff also began to look at alternatives to the IGCC. That staff report can be found here:

[October 10, 2011 Staff Report - International Green Construction Code](#)

There is little data available on the costs to developers of adopting the IGCC, as it is relatively new and not many jurisdictions have adopted it. Staff research on the costs of green building in general reveals an estimated increased construction cost of between one and four percent over conventional building construction, however, some estimates are as high as a twenty percent. Much of the added costs associated with green building are in materials that have not yet become commonplace on the market. Cost is expected to come down as more builders and owners seek sustainable materials. Other major costs associated with green building have to do with the labor cost of learning to use new methods and materials that they and their crews are unaccustomed to. Costs here are also expected to decrease as demand for green buildings increases due to economies of scale.

The cities of Seattle, Issaquah, Tacoma, Mountlake Terrace, Shoreline, and to a lesser extent Redmond, Kirkland, and Friday Harbor have all been involved with this regional effort. The effort included considerable public process and outreach to the community, including builders, stakeholders, and the public.

The Regional Code Collaboration has been a forum for addressing codes related to sustainable building with the perspective of multiple jurisdictions, and enabled a broader spectrum of public input than would be possible on a jurisdiction by jurisdiction basis. The prevailing thought was that developers would have a difficult adjustment if the IGCC were adopted during the economic downturn.

See the chart (Attachment F) for a snapshot of what the participating jurisdictions have adopted or expect to adopt.

## **DISCUSSION**

### **CRITERIA**

Amendments to the Development Code (legislative action) may be adopted if they meet the criteria under SMC 20.30.350, as follows:

*A. Purpose. An amendment to the Development Code (and where applicable amendment of the zoning map) is a mechanism by which the City may bring its land use and development regulations into conformity with the Comprehensive Plan or respond to changing conditions or needs of the City.*

*B. Decision Criteria. The City Council may approve or approve with modifications a proposal for the text of the Land Use Code if:*

- 1. The amendment is in accordance with the Comprehensive Plan; and*

See below under "Policy and Comprehensive Plan Support."

2. *The amendment will not adversely affect the public health, safety or general welfare; and*

The amendments are intended to improve public health, safety and welfare by encouraging sustainable building practices, healthy transportation options, and safe lighting.

3. *The amendment is not contrary to the best interest of the citizens and property owners of the City of Shoreline. (Ord. 238 Ch. III § 7(g), 2000).*

The amendments are consistent with the community vision and Council goals.

## ANALYSIS OF PROPOSED AMENDMENTS

- Setback flexibility for exterior insulation on additions

The intent is to allow installation of continuous insulation applied to the exterior face of an existing building to encourage the most economic and energy-efficient method of improving the insulation value of existing building walls. This provision would apply to all existing buildings in zones with setback or yard requirements.

The current code allows projections into setbacks such as decks, entryways, eaves, gutters and other architectural features. It does not address additions of exterior insulation.

Public comment on this item focused on allowing the exception for new development as well as remodels. The regional committee agreed that for new development, the setbacks can be taken into account during the design process so would not need the exception. The exception is intended to help make existing buildings become more energy efficient without loss of existing usable interior space, which is also an inherent green solution.

- Setback flexibility for rainwater catchment

The intent is to provide exemptions from development standards in single family and multifamily zones of local Land Use Codes to accommodate installation of cisterns to encourage rain catchment for certain domestic uses, thereby reducing demand on the potable water supply.

The current code allows projections into setbacks such as decks, entryways, eaves, gutters and other architectural features. It does not address rainwater catchment devices other than roof gutters.

There were a few public comments received on this. One requested more of an exception for larger systems; one appreciated the requirement for screening. There was a request to require the cisterns be labeled as non-potable water; however the team found such a requirement to be unnecessary.

- Light Trespass

The intent is to reduce both intrusion of light over property lines and excessive lighting contributing to light pollution, harmful glare, and unnatural sky glow. This provision would apply to all uses

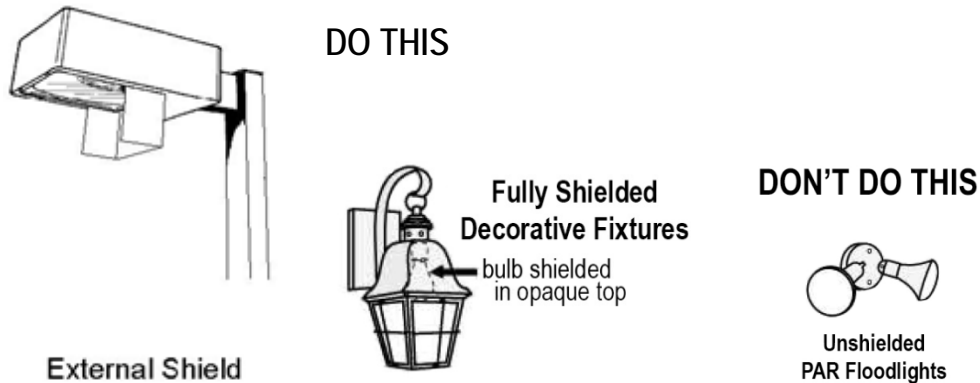
Current Code: SMC 20.50.115, Single-family Design Standards, states that “*Any lighting should be non-glare and shielded to minimize direct illumination of abutting properties and adjacent streets.*” SMC 20.50.170, in the multi-family design standards, requires that building entries be lit with at least four foot-candle of light. The new commercial design standards have a provision that all private lighting shall be shielded to prevent light from entering onto neighboring properties. SMC 20.50.410(Q), states that *all parking lot lighting should be non-glare and shielded to minimize direct illumination of abutting properties and adjacent streets.*

The new code provisions will strengthen the commitment to preventing light pollution and light trespass. Exterior lighting (with certain exceptions) will be required to be downlit and shielded, and certain types of lighting will be prohibited. Note that although this provision involves potential lighting reductions, it is not being pursued as an energy savings initiative.

The Planning Commission recommended inserting graphics to help illustrate the intent of the code language. There was some discussion on the meaning of “shielding” and also some discussion on whether the list of exemptions was complete. They ultimately recommended adoption as written, with the insertion of the graphics that were presented during the public hearing. However, staff recommends that the full page of graphics (see Attachment D) not be inserted into the code, for the following reasons:

1. The fixtures shown may soon become outdated.
2. The fixtures shown could be confusing and possibly misleading. For example, a full-cut off fixture (as shown under “Do This”) could still result in light trespass if it is not shielded, depending on where it is located, and it would have to be shielded to meet the intent of the code.
3. The graphic is somewhat too large to have in the code and still be legible; it is better suited for a handout that can be easily changed as the industry changes.

Staff recommends these following graphics to be inserted in the code as examples, instead of the larger sheet of graphics as recommended by the Planning Commission:



- Electric Vehicle (EV) Charging Infrastructure

The intent is to reduce greenhouse gas emissions by encouraging electric vehicle use. The proposed code would require infrastructure for plug-in electric vehicles in multi-family developments. The regional version of this section is from the City of Mountlake Terrace code which is quite extensive. Staff proposes a simplified version for Shoreline, removing the majority of the definitions, removing the requirement for dedicated spaces for commercial uses, and eliminating a separate section on permitted uses.

The requirement for dedicated commercial spaces at this time may be burdensome given the lack of knowledge of how much demand there will be for such spaces. This is an area where the market may be a better determinant for determining commercial use requirements.

The current code does not address EV charging stations as a specific use in the Permitted Use Tables, however, EV charging stations will fall under the general land use category of “fuel and service stations” in the use tables (as recently amended under the Commercial Design Standards). Therefore a separate section allowing the use is not necessary.

Shoreline’s new commercial standards allow reductions in parking requirements if conduit for EV parking spaces is provided.

The Planning Commission wondered what the cost difference would be for a developer between providing conduit only instead of conduit and wiring as the amendment is proposed. They ultimately decided to recommend adoption as written. Staff has gathered some information from the City of Mountlake Terrace

regarding this issue. Installing the conduit alone is of minimal cost; the wiring is the big expense. The stations themselves are an additional major expense.

The Planning Commission had also requested clarification as to what was meant by “multi-family,” in that it is a rather broad category under the Development Code. The SMC 20.20.016, defines multi-family dwellings as “...*townhouses, apartments, mixed use buildings, single-family attached, and more than two duplexes located on a single parcel.*” This encompasses many styles of development, some of which, like townhouses, usually have a garage where the owner or tenant can plug in their car. Since the intent of the code is to provide the capacity for EV parking in situations where a tenant may need it and not otherwise have access to it, this section was re-written to exempt multi-family complexes where all of the units are provided individual garages.

- Bicycle Parking – Short and Long Term

The intent is to reduce greenhouse gas emissions by encouraging bicycle use for transportation. This provision would require bicycling infrastructure for both long and short-term bicycle parking requirements, and bicycle rack requirements which increase the safety of both riders and bicycles. Staff made some revisions to the regional draft of this section, eliminating different ratios for office versus retail, while maintaining the ratio above 300 spaces. These minor changes were due in part to input from the City’s Transportation Planning Division.

The current code (SMC 20.50.440) requires short term bike parking to be installed at a rate of one bike stall per 12 vehicle stalls for developments with six or more parking spaces. The proposed code removes the exemption for the first six vehicle parking spaces.

For long-term parking, the current code requires one indoor bicycle storage space be provided for every two dwelling units in townhouse and apartment residential uses, unless individual garages are provided for every unit. Also, the current code requires long-term parking for businesses having ten or more employees, but does not specify numbers.

## POLICY AND COMPREHENSIVE PLAN SUPPORT

The proposed amendments are a first step toward developing a green building program in Shoreline, which is supported by the Shoreline Environmental Sustainability Strategy, Focus Areas #2 *Energy Conservation and Carbon Reduction*, #3, *Sustainable Development and Green Infrastructure*, and #4 *Waste Reduction and Resource Conservation*. Also in the Strategy are Strategic Directions #2: *Develop a Residential Green Building Program* and #7: *Adopt a clear and aggressive green building policy*.

The following goals and policies provide support for one or more of the proposed amendments.

**Land Use:**

- **Goal LU II:** Establish land use patterns that promote walking, biking and using transit to access goods, services, education, employment, recreation.
- **Policies: LU10:** The Mixed-Use 2 (MU2) designation is similar to the MU1 designation, except it is not intended to allow more intense uses, such as manufacturing and other uses that generate light, glare, noise, or odor that may be incompatible with existing and proposed land uses.
- **LU12:** Reduce impacts to single-family neighborhoods adjacent to mixed use and commercial land uses with regard to traffic, noise, and glare through design standards and other development criteria.

**Transportation:**

- **Goal T II:** Develop a bicycle system that is connective, safe, and encourages bicycling as a viable alternative to driving.
- **Goal T VI:** Encourage alternative modes of transportation to reduce the number of automobiles on the road, promote a healthy city, and reduce carbon emissions.
- **Policies T3:** Reduce the impact of the city's transportation system on the environment through the use of technology, expanded transit use, and non-motorized transportation options.
- **T19:** Develop standards for creation of bicycle facilities.

**Natural Environment:**

- **Goal V:** Protect clean air and the climate for present and future generations through reduction of greenhouse gas emissions, and promotion of efficient and effective solutions for transportation, clean industries, and development.
- **Policy NE37:** Advocate for expansion of mass transit and encourage car-sharing, cycling, and walking to reduce greenhouse gas emissions, and as an alternative to dependence on automobiles.

## **STAKEHOLDER OUTREACH**

### **Process and Public and Stakeholder Outreach to Date**

Kathleen Petrie, Sustainable Codes Analyst at the City of Seattle, coordinated the groups for stakeholder and public outreach.

The following list includes the groups who were invited to the presentations on the proposed amendments, as well as the open houses hosted by the RCC. There have been countless numbers of e-mails and phone calls to various groups to share the specific topic related to their organization and see if they wanted a personal presentation. Ms. Petrie also sent out e-mails to all major professional organizations such as Associated General Contractors (AGC) and the American Institute of Architects (AIA).



2-9-12:	Open Session for public hosted at Department of Planning & Development (DPD - City of Seattle)
4-17-12:	Structural Engineers Association of Washington
5-2-12:	Seattle Bicycle Advisory Board
5-23-12:	NW Ecobuilding Guild
6-12-12:	Open Session for public hosted at DPD
7-16-12:	King County Plumbing Inspections
8-13-12:	Open House for public
8-1-12 to 8-24-12:	First Public comment period
9-11-12:	Seattle Branch Steering Committee of Cascadia
9-18-12:	Home Performance Washington
10-29-12:	Open House for public
10-22-12 to 11-12-12:	Second Public comment period
12-12-12:	Master Builders Association
12-19-12:	American Society of Plumbing Engineers
1-29-13:	Master Builders Working Group on Waste Diversion Process
3-7-13:	Shoreline Planning Commission Study Session
3-19-13:	Department of Commerce notified of pending code amendments
3-13-13 to 3-28-13:	SEPA Determination of Nonsignificance Issued, Shoreline Public Comment Period, Posting on Website, Currents (no public comment received)
4-4-13:	Shoreline Planning Commission Public Hearing (no public testimony received)

### **RESOURCE/FINANCIAL IMPACT**

There is no anticipated resource or financial impact to the City associated with these amendments.

### **RECOMMENDATION**

This item is for discussion purposes this evening. Adoption of the recommended development code changes is currently scheduled for June 17.

### **ATTACHMENTS**

Attachment A: Proposed Amendment: 20.20.018  
Attachment B: Proposed Amendment: 20.50.040  
Attachment C: Proposed Amendment: 20.50.050  
Attachment D: Proposed Amendments Lighting: 20.50.115, 20.50.205, 20.50.240  
Attachment E: Proposed Amendments Parking: 20.50.390, 20.50.410, 20.50.440  
Attachment F: Participating Jurisdictions  
Attachment G: Planning Commission Transmittal Memo for Recommendations

**20.20.018 E definitions.**

Early Notice	The City's response to an applicant stating whether it considers issuance of a determination of significance likely for the applicant's proposal (mitigated determination of non significance (DNS) procedures).
Easement	A grant by the property owner of the use of a strip of land by the public, corporation or persons for specific purposes.
Egress	An exit.
<u>Electric vehicle infrastructure (EVI)</u>	<u>Where indicated in this code, this requires that the site design must provide electrical, associated ventilation, and wiring connection to transformer to support the additional potential future electric vehicle charging stations pursuant to the most current edition of the National Electrical Code Article 625.</u>
<u>Electric vehicle parking space</u>	<u>Any marked parking space that identifies the use to be exclusively for the parking of an electric vehicle.</u>
Elevation	<p>A. A vertical distance above or below a fixed reference level;</p> <p>B. A fully dimensioned drawing of the front, rear, or side of a building showing features such as windows, doors, and relationship of grade to floor level.</p>
Emergency	A situation which requires immediate action to prevent or eliminate an immediate threat to the health or safety of persons, property, or the environment.
Engineer	A professional engineer licensed to practice in the State of Washington.
Engineer, City	City Engineer having authorities specified in State law or authorized representative.
Enhancement	An action which increases the functions and values of a stream, wetland or other sensitive area or buffer.

Equipment Enclosure, Wireless Telecommunication Facility	A small structure, shelter, cabinet, or vault used to house and protect the electronic equipment necessary for processing wireless communications signals. Associated equipment may include air conditioning and emergency generators.
Erosion	The wearing away of the land surface by running water, wind, ice, or other geological agents, including such processes as gravitational creep. Also, detachment and movement of soil or rock fragments by water, wind, ice, or gravity. (Ord. 531 § 1 (Exh. 1), 2009).
Erosion Hazard Areas	<p>Those areas in the City of Shoreline underlain by soils which are subject to severe erosion when disturbed. Such soils include, but are not limited to, those classified as having a severe to very severe erosion hazard according to the USDA Soil Conservation Service, the 1973 King County Soils Survey or any subsequent revisions or addition by or to these sources. These soils include, but are not limited to, any occurrence of River Wash (Rh) or Coastal Beaches (Cb) and the following when they occur on slopes 15 percent or steeper:</p> <ul style="list-style-type: none"> <li>A. The Alderwood gravely sandy loam (AgD);</li> <li>B. The Alderwood and Kitsap soils (AkF);</li> <li>C. The Beausite gravely sandy loam (BeD and BeF);</li> <li>D. The Kitsap silt loam (KpD);</li> <li>E. The Ovall gravely loam (OvD and OvF);</li> <li>F. The Ragnar fine sandy loam (RaD); and</li> <li>G. The Ragnar-Indianola Association (RdE).</li> </ul>
Excessive Pruning	Pruning more than four years of branch growth, unless necessary to restore the vigor of the tree or to protect life and property.

## ATTACHMENT B

### 20.50.040 Setbacks – Designation and measurement.

#### I. Projections into Setback.

1. Projections may extend into required yard setbacks as follows, except that no projections shall be allowed into any five-foot yard setback except:

a. Gutters;

b. Fixtures not exceeding three square feet in area (e.g., overflow pipes for sprinkler and hot water tanks, gas and electric meters, alarm systems, and air duct termination; i.e., dryer, bathroom, and kitchens); or

c. On-site drainage systems.

d. Where allowed by the International Building Code and International Fire Code minimum fire separation distance requirements, required yard setback distance from adjacent property lines may be decreased by a maximum of 4 inches- only for the sole purpose of adding insulation to the exterior of the existing building structural frame. Existing buildings not conforming to development standards shall not extend into required yard setback more than what would be allowed for a conforming structure under this exception.

e. Rain barrels, cisterns and other rainwater catchment systems may extend into a required yard setback according to the following:

1. Cisterns, rain barrels or other rainwater catchment systems no greater than 600 gallons shall be allowed to encroach into a required yard setback if each cistern is less than 4' wide and less than 4.5' tall excluding piping.

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2. Cisterns or rainwater catchment systems larger than 600 gallons may be permitted in required yard setbacks provided that they do not exceed 10% coverage in any required yard setback, and they are not located closer than 2.5' from a side or rear lot line, or 15' from the front lot line. If located in a front yard setback, materials and design must be compatible with the architectural style of the building which it serves, or otherwise adequately screened, as determined by the Director.

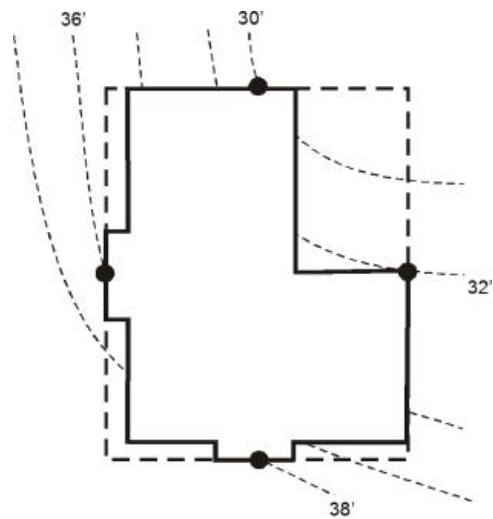
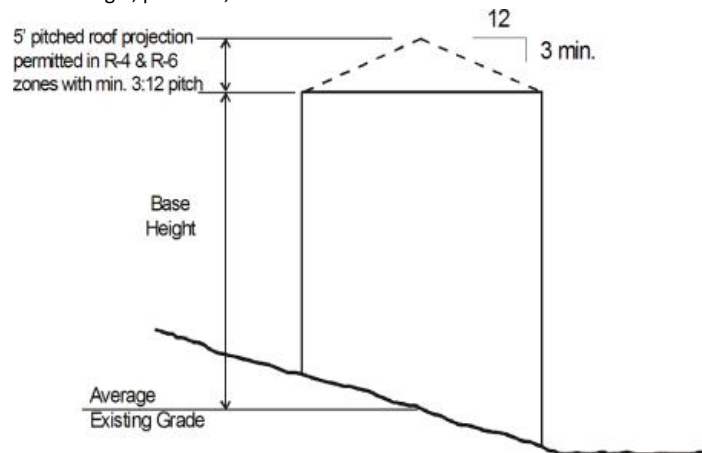
3. Cisterns may not impede requirements for lighting, open space, fire protection or egress.

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## ATTACHMENT C

### 20.50.050 Building height – Standards.

The base height for all structures shall be measured from the average existing grade to the highest point of the roof. The average existing grade shall be determined by first delineating the smallest rectangle which can enclose the building and then averaging the elevations taken at the midpoint of each side of the rectangle; provided, that the measured elevations do not include berms.



$$\text{Average Existing Grade} = \frac{30' + 32' + 36' + 38'}{4} = 34'$$

**Figure 20.50.050(A): Building height measurement.**

Exception 20.50.050(1): The ridge of a pitched roof on the principal house in R-4 and R-6 zones may extend up to 35 feet; provided, that all parts of the roof above 30 feet must be pitched at a rate of not less than three to 12.

Exception 20.50.050(2): The ridge of a pitched roof on the building in the R-18 through R-48 zones may extend up to 40 feet; provided, that all parts of the roof above 35 feet must be pitched at a rate of not less than four to 12. (For further exceptions to height limits in the R-48 zone, see Exceptions 20.50.020(8) and (9).)

Exception 20.50.050(3): The following structures may be erected above the height limits in residential zones:

- Roof structures housing or screening elevators, stairways, tanks, ventilating fans, or similar equipment required for building operation and maintenance;
- Fire or parapet walls, skylights, flagpoles, chimneys, and utility line towers and poles; and
- Steeple, crosses, and spires when integrated as an architectural element of a building. (Ord. 352 § 1, 2004; Ord. 238 Ch. V § 1(B-4), 2000).
- The maximum allowable roof height may be increased by 8 inches, only for the purpose of adding insulation to the exterior of the existing building structural frame. Existing buildings not conforming to development standards shall not exceed the maximum allowable height limit by more than what would be allowed for a conforming structure under this exception. The Director may prohibit additional roof height encroachments in view-sensitive areas.

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ATTACHMENT D

20.50.115 Lighting – Standards.

**A. Light Trespass Standard.** Any lighting ~~should~~ shall be non-glare and shielded to minimize direct illumination of abutting properties and adjacent streets. (Ord. 299 § 1, 2002). All light fixtures shall be located, aimed or shielded so as to minimize stray light trespassing across property lines. The light source (lamp or bulb) in a fixture must be shielded such that the light source is not directly visible from other properties or the public right-of-way.

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**B. Prohibited Lighting.** The following types of lighting are prohibited:

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1. Outdoor floodlighting by flood light projection above the horizontal plane.
2. Search lights, laser source lights, or any similar high intensity light,
3. Any flashing, blinking, rotating or strobe light illumination device located on the exterior of a building or on the inside of a window which is visible beyond the boundaries of the lot or parcel.

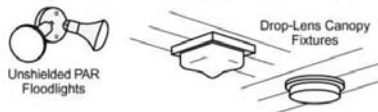
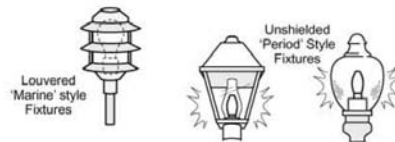
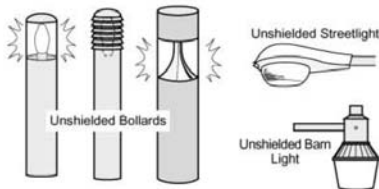
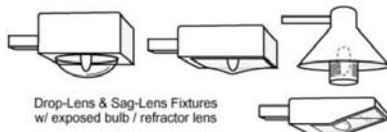
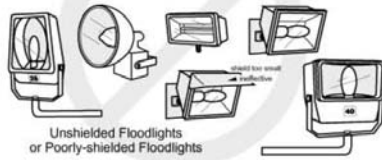
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**Exemptions:**

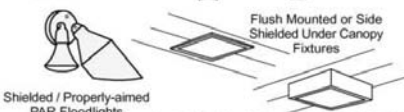
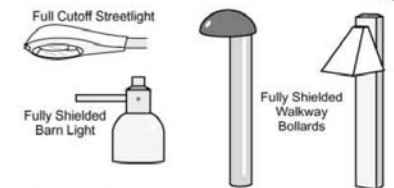
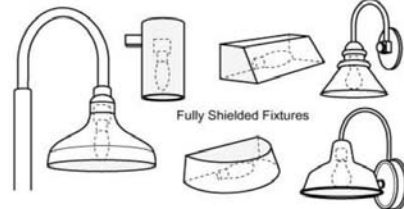
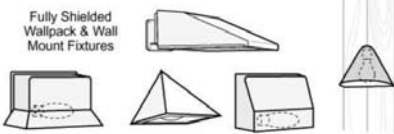
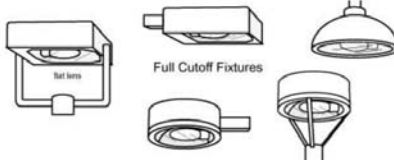
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1. Lighting required for emergency response by police, fire, or medical personnel (vehicle lights and accident/crime scene lighting).
2. Lighting in swimming pools and other water features governed by Article 680 of the National Electrical Code.
3. Signs and sign lighting regulated by SMC 20.50, Subchapter 8.
4. Holiday and event lighting (except for outdoor searchlights and strobes).
5. Sports and field lighting;
6. Lighting triggered by an automatic emergency or security alarm system.

## Don't Do This



## Do This



Rendered for the Town of East Hampton, NY by Bob Crelin ©2008



20.50.205 Lighting – Standards.

**A. Light Trespass Standard.** All light fixtures shall be located, aimed or shielded so as to minimize stray light trespassing across property lines. The light source (lamp or bulb) in a fixture installed on a property and visible from any residential property must be shielded such that the light source is not directly visible from that property.

**B. Prohibited Lighting.** The following types of lighting are prohibited:

- 1 Outdoor floodlighting by flood light projection above the horizontal plane.
- 2 Search lights, laser source lights, or any similar high intensity light.
- 3 Any flashing, blinking, rotating or strobe light illumination device located on the exterior of a building or on the inside of a window which is visible beyond the boundaries of the lot or parcel.

**Exemptions:**

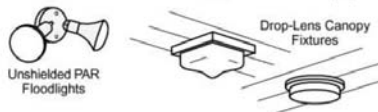
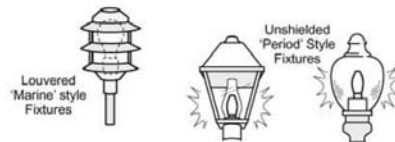
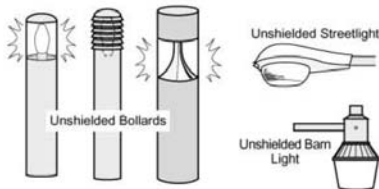
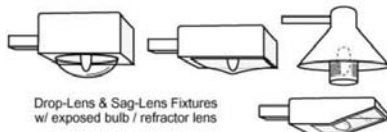
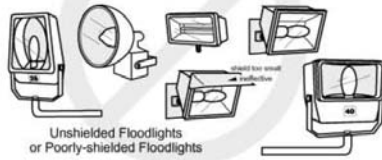
- 1 Lighting required for emergency response by police, fire, or medical personnel (vehicle lights and accident/crime scene lighting).
- 2 Lighting in swimming pools and other water features governed by Article 680 of the National Electrical Code.
- 3 Signs and sign lighting regulated by SMC 20.50, Subchapter 8.
- 4 Holiday and event lighting (except for outdoor searchlights and strobes).
- 5 Sports and field lighting;
- 6 Lighting triggered by an automatic emergency or security alarm system.

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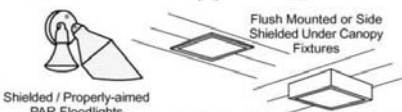
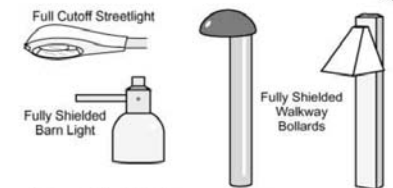
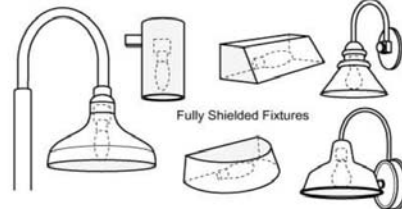
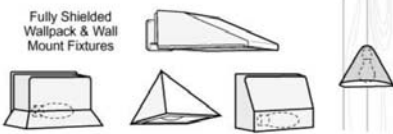
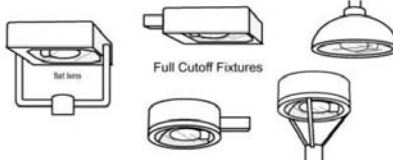
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20.50.240

H. Outdoor Lighting.

1. All publicly accessible areas on private property shall be illuminated as follows:
  - a. Minimum of one-half footcandle and maximum 25-foot pole height for vehicle areas;
  - b. One to two footcandles and maximum 15-foot pole height for pedestrian areas; and
  - c. Maximum of four footcandles for building entries with the fixtures placed below second floor;
2. All private fixtures shall be shielded to prevent direct light from entering neighboring property.

3. Prohibited Lighting: The following types of lighting are prohibited:

a. Mercury vapor luminaries ~~are prohibited.~~

b Outdoor floodlighting by flood light projection above the horizontal plane.

c. Search lights, laser source lights, or any similar high intensity light.

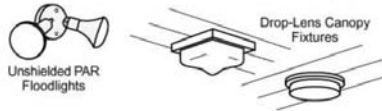
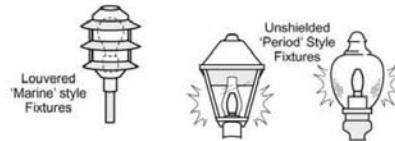
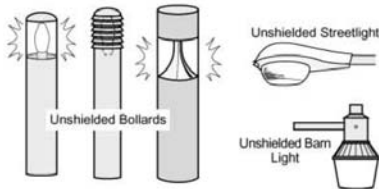
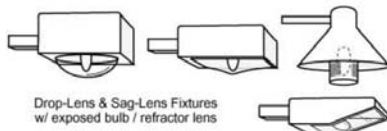
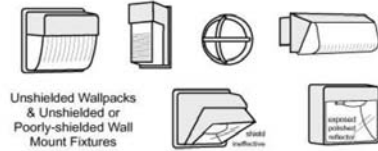
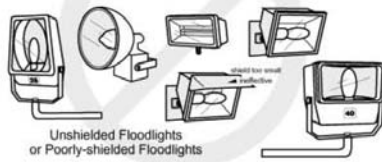
d. Any , flashing, blinking, rotating or strobe light illumination device located on the exterior of a building or on the inside of a window which is visible beyond the boundaries of the lot or parcel.

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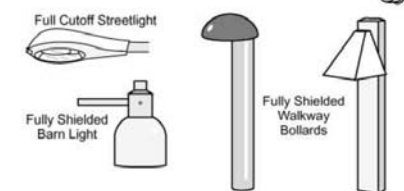
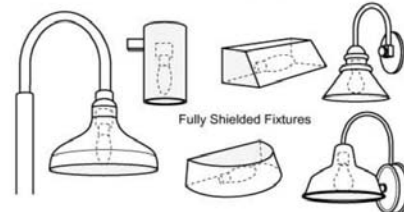
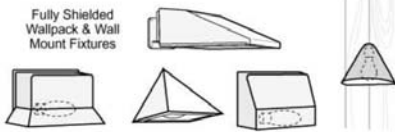
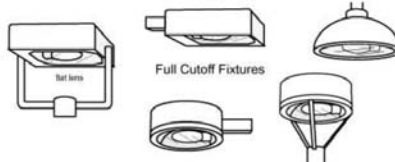
Exemptions:

1. Lighting required for emergency response by police, fire, or medical personnel (vehicle lights and accident/crime scene lighting).
2. Lighting in swimming pools and other water features governed by Article 680 of the National Electrical Code.
3. Signs and sign lighting regulated by SMC 20.50, Subchapter 8.
4. Holiday and event lighting (except for outdoor searchlights or strobes).
5. Sports and field lighting;
6. Lighting triggered by an automatic emergency or security alarm system.

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ATTACHMENT E

20.50.390 Minimum off-street parking requirements – Standards.

A. Off-street parking areas shall contain at a minimum the number of parking spaces stipulated in Tables 20.50.390A through 20.50.390D.

Table 20.50.390A – General Residential Parking Standards

RESIDENTIAL USE	MINIMUM SPACES REQUIRED
Single detached/townhouse:	2.0 per dwelling unit
Apartment:	<u>Ten percent of required spaces in multifamily and residential portions of mixed use development must be equipped with electric vehicle infrastructure for units where an individual garage is not provided.<sup>1</sup></u>
Studio units:	.75 per dwelling unit
One-bedroom units:	.75 per dwelling unit
Two-bedroom plus units:	1.5 per dwelling unit
Accessory dwelling units:	1.0 per dwelling unit
Mobile home park:	2.0 per dwelling unit

Table 20.50.390B – Special Residential Parking Standards

RESIDENTIAL USE	MINIMUM SPACES REQUIRED
Bed and breakfast guesthouse:	1 per guest room, plus 2 per facility
Community residential facilities:	1 per 2 units
Dormitory, including religious:	1 per 2 units
Hotel/motel, including organizational hotel/lodging:	1 per unit

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ATTACHMENT E

Senior citizen assisted:	1 per 3 dwelling or sleeping units
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Note: Square footage in this subchapter refers to net usable area and excludes walls, corridors, lobbies, bathrooms, etc.

<sup>1</sup> If the formula for determining the number of *electric vehicle parking spaces* results in a fraction, the number of required *electric vehicle parking spaces* shall be rounded to the nearest whole number, with fractions of 0.50 or greater rounding up and fractions below 0.50 rounding down.

**20.50.410 Parking design standards.**

- A. All vehicle parking and storage for single-family detached dwellings and duplexes must be in a garage, carport or on an approved impervious surface or pervious concrete or pavers. Any surface used for vehicle parking or storage must have direct and unobstructed driveway access.
- B. All vehicle parking and storage for multifamily and commercial uses must be on a paved surface, pervious concrete or pavers. All vehicle parking in the MUZ zone shall be located on the same parcel or same development area that parking is required to serve. Parking for residential units shall be assigned a specific stall until a parking management plan is submitted and approved by the Director.
- C. On property occupied by a single-family detached residence or duplex, the total number of vehicles wholly or partially parked or stored outside of a building or carport shall not exceed six, excluding a maximum combination of any two boats, recreational vehicles, or trailers. This section shall not be interpreted to allow the storage of junk vehicles as covered in SMC [20.30.750](#).
- D. Off-street parking areas shall not be located more than 500 feet from the building they are required to serve. Where the off-street parking areas do not abut the buildings they serve, the required maximum distance shall be measured from the nearest building entrance that the parking area serves:
1. For all single detached dwellings, the parking spaces shall be located on the same lot they are required to serve;
  2. For all other residential dwellings, at least a portion of parking areas shall be located within 100 feet from the building(s) they are required to serve; and
  3. For all nonresidential uses permitted in residential zones, the parking spaces shall be located on the same lot they are required to serve and at least a portion of parking areas shall be located within 150 feet from the nearest building entrance they are required to serve;
  4. No more than 50 percent of the required minimum number of parking stalls may be compact spaces.

Exception 20.50.410(D)(1): In commercial zones, the Director may allow required parking to be supplied in a shared parking facility that is located more than 500 feet from the building it is designed to serve if adequate pedestrian access is provided and the applicant submits evidence of a long-term, shared parking agreement.

- E. The minimum parking space and aisle dimensions for the most common parking angles are shown in Table 20.50.410E below. For parking angles other than those shown in the table, the minimum parking space and aisle dimensions shall be determined by the Director. Regardless of the parking angle, one-way aisles shall be at least 10 feet wide, and two-way aisles shall be at least 20 feet wide. Parking plans for angle parking shall use space widths no less than eight feet, six inches for a standard parking space design and eight feet for a compact car parking space design.

Table 20.50.410E – Minimum Parking Stall and Aisle Dimensions

A	B	C	D	E	F
Parking Angle	Stall Width (feet)	Curb Length (feet)	Stall Depth (feet)	Aisle Width (feet)  1-Way 2-Way	Unit Depth (feet)  1-Way 2-Way
0	8.0* Min. 8.5 Desired 9.0	20.0* 22.5 22.5	8.0 8.5 9.0	12.0 20.0 12.0 20.0 12.0 20.0	** ** 29.0 37.0 30.0 38.0
30	8.0* Min. 8.5 Desired 9.0	16.0* 17.0 18.0	15.0 16.5 17.0	10.0 20.0 10.0 20.0 10.0 20.0	** ** 42.0 53.0 44.0 54.0
45	8.0* Min. 8.5 Desired 9.0	11.5* 12.0 12.5	17.0*	12.0 20.0 12.0 20.0 12.0 20.0	** ** 50.0 58.0 51.0 59.0
60	8.0* Min. 8.5 Desired 9.0	9.6* 10.0 10.5	18.0 20.0 21.0	18.0 20.0 18.0 20.0 18.0 20.0	** ** 58.0 60.0 60.0 62.0
90	8.0* Min. 8.5 Desired 9.0	8.0* 8.5 9.0	16.0* 20.0 20.0	23.0 23.0 23.0 23.0 23.0 23.0	** ** 63.0 63.0 63.0 63.0

## Notes:

\* For compact stalls only

\*\* Variable, with compact and standard combinations



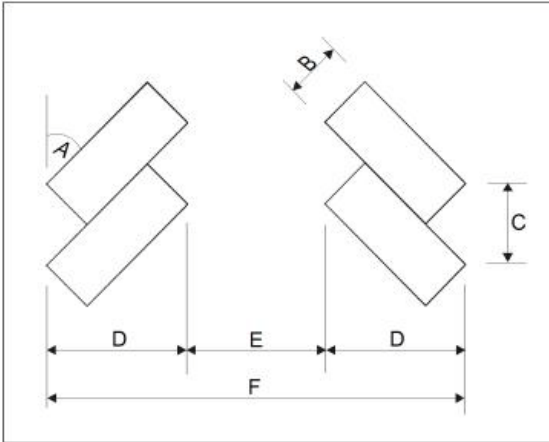


Figure 20.50.410(E)(1): Diagram of corresponding parking dimensions A through F from Table 20.50.410.

Exception 20.50.410(E)(1): The parking space depth may be reduced up to 18 inches when vehicles overhang a walkway under the following conditions:

1. Wheel stops or curbs are installed that provide a maximum 18-inch overhang; and
2. The remaining walkway provides a minimum of 60 inches of unimpeded passageway for pedestrians.

Exception 20.50.410(E)(2): Tandem or end-to-end parking is allowed in residential developments. Single-family, duplex and townhouse developments may have tandem parking areas for each dwelling unit but shall not combine parking for separate dwelling units in tandem parking areas.

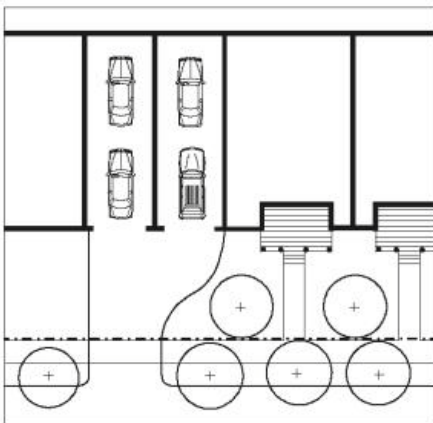


Figure Exception to 20.50.410(E)(2): Illustration of tandem parking.

**ATTACHMENT E**

**Exception 20.50.410(E)(3):** Vanpool/carpool parking areas shall meet the following minimum design standards;

- 1.** A minimum vertical clearance of seven feet, three inches shall be provided to accommodate van vehicles if designated vanpool/carpool parking spaces are located in a parking structure; and
- 2.** A minimum turning radius of 26 feet, four inches with a minimum turning diameter (curb to curb) of 52 feet, five inches shall be provided from parking aisles to adjacent carpool/vanpool parking spaces.

**F.** Asphalt or concrete surfaced parking areas shall have parking spaces marked by surface paint lines or suitable substitute traffic marking material in accordance with Washington State Department of Transportation standards. Wheel stops are required where a parked vehicle encroaches on adjacent property, pedestrian access or circulation areas, right-of-way or landscaped areas. Typical approved markings and wheel stop locations are illustrated in Figure 20.50.410(F).

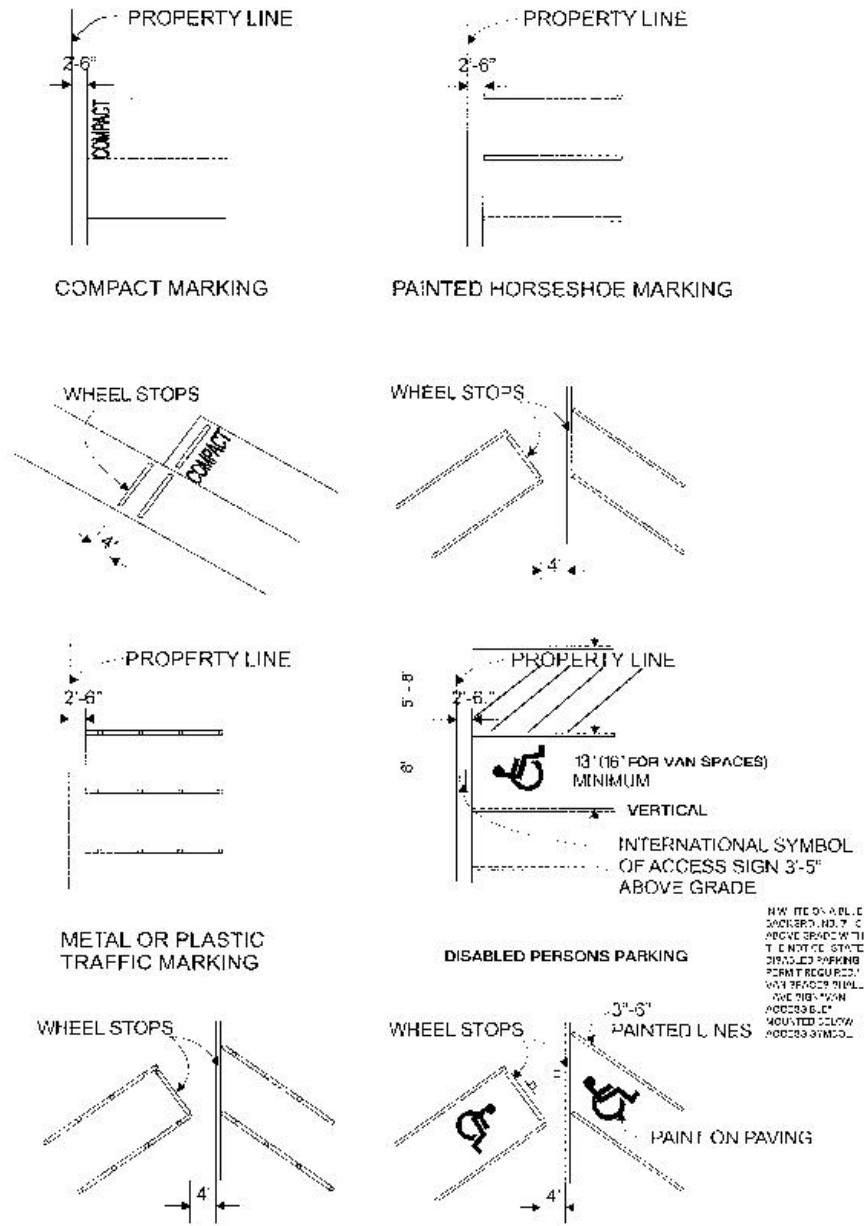


Figure 20.50.410(F): Pavement marking and wheel stop standards.

*Note that parking spaces must meet setbacks from property lines where required by the zone.*

ATTACHMENT E

G. Any parking spaces abutting a landscaped area on the driver or passenger side of the vehicle shall provide an additional 18 inches above the minimum space width requirement to provide a place to step other than in the landscaped area. The additional width shall be separated from the adjacent parking space by a parking space division stripe. This requirement does not apply to single-family and duplex developments.

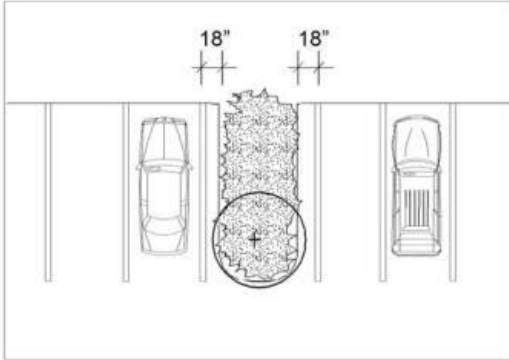


Figure 20.50.410(G): Illustration of buffer between parking and landscaping.

H. Required parking spaces shall be located outside of any required setbacks, provided driveways located in setbacks may be used for parking.

Exception 20.50.410(H)(1): If parking is located below grade, parking may be located within the required setback; provided, that the portion of the parking structure located within setback is landscaped or serves as pedestrian access.

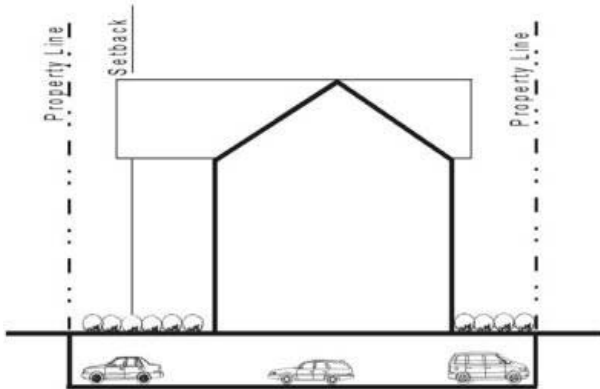


Figure Exception to 20.50.410(H)(1): Illustration of underground parking.

- I. Any parking stalls located in enclosed buildings must be totally within the enclosed building.
- J. Off-street parking and access for physically handicapped persons shall be provided in accordance with WAC 51-40-1100 Chapter 11 – Accessibility and subsequent addendum.
- K. Every nonresidential building engaged in retail, wholesale, manufacturing or storage activities, excluding self-service storage facilities, shall provide loading spaces in accordance with the standards listed below in Table 20.50.410K.

Table 20.50.410K

GROSS FLOOR AREA	REQUIRED NUMBER OF LOADING SPACES
10,000 to 16,000 square feet	1
16,001 to 40,000 square feet	2
40,001 to 64,000 square feet	3
64,001 to 96,000 square feet	4
96,001 to 128,000 square feet	5
128,001 to 160,000 square feet	6
160,001 to 196,000 square feet	7
For each additional 36,000 square feet	1 additional

- L. Every building engaged in retail, hotel, office building, restaurant, hospital, auditorium, convention hall, exhibition hall, sports arena/stadium, or other similar use shall provide loading spaces in accordance with the standards listed in Table 20.50.410L.

Table 20.50.410L

GROSS FLOOR AREA	REQUIRED NUMBER OF LOADING SPACES
40,000 to 60,000 square feet	1
60,001 to 160,000 square feet	2

ATTACHMENT E

160,001 to 264,000 square feet	3
264,001 to 388,000 square feet	4
388,001 to 520,000 square feet	5
520,001 to 652,000 square feet	6
652,001 to 784,000 square feet	7
784,001 to 920,000 square feet	8
For each additional 140,000 square feet	1 additional

M. Each loading space required by this section shall be a minimum of 10 feet wide, 30 feet long, and have an unobstructed vertical clearance of 14 feet six inches, and shall be surfaced, improved and maintained as required by the Engineering Development Guide. Loading spaces shall be located so that trucks shall not obstruct pedestrian or vehicle traffic movement or project into any public right-of-way. All loading space areas shall be separated from required parking areas and shall be designated as truck loading spaces.

N. Any loading space located within 100 feet of areas zoned for residential use shall be screened and operated as necessary to reduce noise and visual impacts. Noise mitigation measures may include architectural or structural barriers, berms, walls, or restrictions on the hours of operation.

O. Multi-story self-service storage facilities shall provide two loading spaces, single story facilities one loading space, adjacent to each building entrance that provides common access to interior storage units. Each loading berth shall measure not less than 25 feet by 12 feet with an unobstructed vertical clearance of 14 feet inches, and shall be surfaced, improved and maintained as required by the Engineering Development Guide.

P. Any floor area additions or structural alterations to a building shall be required to provide loading space or spaces as set forth in this section.

Q. All parking lot lighting ~~should~~ shall be nonglare and shielded to minimize direct illumination of abutting properties and adjacent streets. (Ord. 560 § 4 (Exh. A), 2009; Ord. 469 § 1, 2007; Ord. 391 § 4, 2005; Ord. 352 § 1, 2004; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 6(B-3), 2000).

RI Electric Vehicle Signage.

1 -Electric vehicle charging stations available for public use shall have posted signage, as identified in this subsection, allowing only charging electric vehicles to park in such spaces. For purposes of this subsection, "charging" means that an electric vehicle is parked at an electric vehicle charging station and is connected to the charging station equipment.

2 Signage for parking of electric vehicles shall include:

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a. Information about the charging station to identify voltage and amperage levels and any time of use, fees, or safety information.

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b. As appropriate, directional signs at appropriate decision points to effectively guide motorists to the charging station space(s).

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3. EV signage is exempt from a sign permit.

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**20.50.440 Bicycle facilities – Standards.**

**A. Short-term bicycle parking.** Short-term bicycle parking shall be provided as specified in Table A. Short term bicycle parking is for bicycles anticipated to be at a building site for less than four hours.

**TABLE A: Short-Term Bicycle Parking Requirements**

<u>Type of Use</u>	<u>Minimum Number of Spaces Required</u>
<u>Multifamily</u>	<u>1 per 10 dwelling units</u>
<u>Commercial and all other non-residential uses.</u>	<u>1 bicycle stall per 12 vehicle parking spaces (minimum of 1 space)</u>

**Installation of short-term bicycle parking.** Short-term bicycle parking shall comply with all of the following:

- 1. It shall be visible from a building's entrance;**

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**Exception:** Where directional signage is provided at a building entrance, short-term bicycle parking shall be permitted to be provided at locations not visible from the main entrance.

- 2. It shall be located at the same grade as the sidewalk or at a location reachable by ramp or accessible route;**
- 3. It shall be provided with illumination of not less than 1 footcandle at the parking surface;**
- 4. It shall have an area of not less than 18 inches by 60 inches for each bicycle;**
- 5. It shall be provided with a rack or other facility for locking or securing each bicycle;**
- 6. The rack or other locking feature shall be permanently attached to concrete or other comparable material; and**
- 7. The rack or other locking feature shall be designed to accommodate the use of U-locks for bicycle security.**

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**B. Long-term bicycle parking.** Long-term bicycle parking shall be provided as specified in Table B. Long term bicycle parking is for bicycles anticipated to be at a building site for four or more hours.

**TABLE B: Long-Term Bicycle Parking Requirements**



ATTACHMENT E

<u>Type of Use</u>	<u>Minimum Number of Spaces Required</u>
<u>Multifamily</u>	<u>1 per studio or 1-bedroom unit</u> <u>2 per unit having 2 or more bedrooms</u>
<u>Commercial and all other non-residential uses</u>	<u>1 per 25,000 square feet of floor area; not less than 2 spaces</u>

Installation of long-term bicycle parking. Long-term bicycle parking shall comply with all of the following:

1. It shall be located on the same site as the building;
2. It shall be located inside the building, or shall be located within 300 feet of the building's main entrance and provided with permanent cover including, but not limited to, roof overhang, awning, or bicycle storage lockers;
2. Illumination of not less than 1 footcandle at the parking surface shall be available;
3. It shall have an area of not less than 18 inches by 60 inches for each bicycle;
4. It shall be provided with a permanent rack or other facility for locking or securing each bicycle.

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~~A. In developments required to provide six or more parking spaces, bicycle parking shall be provided. Bicycle parking shall be bike rack or locker type parking facilities unless otherwise specified. Off-street parking areas shall contain at least one bicycle parking space for every 12 spaces required for motor vehicles.~~

~~One indoor bicycle storage space shall be provided for every two dwelling units in townhouse and apartment residential uses, unless individual garages are provided for every unit. The Director may reduce the number of bike rack parking spaces if indoor bicycle storage facilities are available to all residents.~~

~~Exception 20.50.440(A)(1): The Director may reduce bike rack parking facilities for patrons when it is demonstrated that bicycle activity will not occur at that location provided bike rack parking is not completely eliminated.~~

Exception 20.50.440(A)(2): The Director may require additional spaces when it is determined that the use or its location will generate a high volume of bicycle activity. Such a determination will include, but not be limited to:

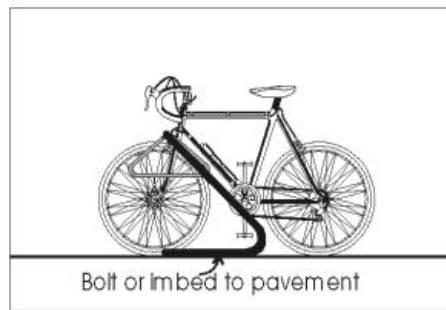
1. Park/playfield;
2. Marina;

ATTACHMENT E

3. Library/museum/arboretum;
4. Elementary/secondary school;
5. Sports club; or
6. Retail business and office (when located along a developed bicycle trail or designated bicycle route).

7. Campus zoned properties and transit facilities.

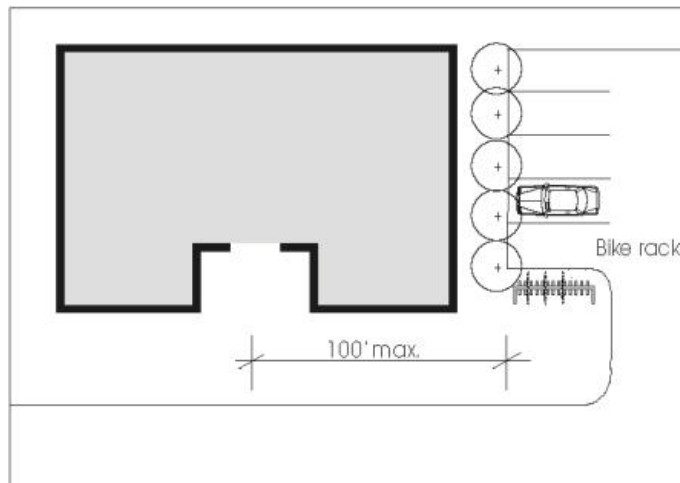
8. Bicycle facilities for patrons shall be designed to allow either a bicycle frame or wheels to be locked



to a structure attached to the pavement.

Figure 20.50.440(B): Illustration of bicycle facility suitable for locking a bike to the structure.

C. All bicycle parking and storage facilities shall be located within 100 feet of the building entrance and shall be located in safe, visible areas that do not impede pedestrian or vehicle traffic flow, and shall be



well lit for nighttime use.

Figure 20.50.440(C): Illustration of desired bicycle facility location.

**ATTACHMENT E**

~~D.—When more than 10 people are employed on site, enclosed locker type parking facilities for employees shall be provided. The Director shall allocate the required number of parking spaces between bike rack parking and enclosed locker type parking facilities. (Ord. 555 § 1 (Exh. 1), 2009; Ord. 238 Ch. V § 6(C 2), 2000).~~

## Attachment F

	Hand Washing Sinks - IBC	Fixtures and Fittings - IBC	Rain barrels, cisterns and other rainwater catchment systems	Diversion of Building Materials from Landfills - IBC	Moisture Prevention - IBC	Electric Vehicle Charging Stations	Short and Long-term Bicycle Parking	Showers and Changing Facilities	Setback Dimension Exception for Exterior Insulation	Heat Island Mitigation - IBC	Light Trespass
Shoreline	X	X	X	X		Less stringent	X*		X	X	X
King County	X	X	X	X		?	?	?	X	?	X
Tacoma	X	X	X	X					X	X	X
Redmond	I	I	I	?		I		I		I	I
Seattle	X	X	X	X	X				X	X	
MLT							Stringent		?		
Issaquah	X	X	X	X		?		X	X	X	

### KEY

X Intent to adopt

? Adoption not yet determined

Similar code requirement already in place

I Adopted Incentive-based Code

\* Note that Shoreline has similar code in place but is anticipating adopting additional regulations



## Memorandum

**DATE:** May 10, 2013  
**TO:** Shoreline City Council  
**FROM:** Shoreline Planning Commission  
**RE:** Planning Commission Recommendation on Amendments to the City's Development Code.

---

The Planning Commission held a study session and public hearing on amendments to Title 20 of the Shoreline Municipal Code related to "green development". The amendments are based on concepts developed by the Regional Code Collaboration (RCC) Team, a group of jurisdictions in King and Snohomish Counties, and include provisions for electric vehicle infrastructure; bicycle parking; setback flexibility for rainwater catchment and exterior insulation; and light pollution and light trespass. The Commission concluded the public hearing on April 4, 2013, and is forwarding this recommendation with the attached amendments for City Council consideration.

During review of the proposed amendments, the Planning Commission discussed Electric Vehicle (EV) infrastructure and lighting at length.

**EV Infrastructure:** The Commission requested that staff look into the cost difference for a developer between providing conduit only versus conduit and wiring. Staff gathered information from the City of Mountlake Terrace regarding this issue. Installing conduit alone is of minimal cost; wiring is the big expense. The stations themselves are an additional major expense. While the Commission still had some reservations about the cost burden discouraging development in Shoreline, we ultimately decided to recommend adoption as proposed by staff.

**Lighting:** Concerns arose regarding the description of "shielding" under the proposed lighting code. To help clarify this section, graphics presented and discussed at the hearing were added as a recommendation.

The Planning Commission believes that the amendments meet the applicable criteria in SMC 20.30.350.

**A. Purpose.** An amendment to the Development Code is a mechanism by which the City may bring its land use and development regulations into conformity with the Comprehensive Plan, or respond to changing conditions or needs of the City.

**B. Decision Criteria.** The City Council may approve, or approve with modifications, a proposal for the text of the Land Use Code if:

1. *The amendment is in accordance with the Comprehensive Plan;*

**Land Use:**

- Goal LU II: Establish land use patterns that promote walking, biking and using transit to access goods, services, education, employment, recreation.
- Policies: LU10: The Mixed-Use 2 (MU2) designation is similar to the MU1 designation, except it is not intended to allow more intense uses, such as manufacturing and other uses that generate light, glare, noise, or odor that may be incompatible with existing and proposed land uses.
- LU12: Reduce impacts to single-family neighborhoods adjacent to mixed use and commercial land uses with regard to traffic, noise, and glare through design standards and other development criteria.

**Transportation:**

- Goal T II: Develop a bicycle system that is connective, safe, and encourages bicycling as a viable alternative to driving.
- Goal T VI: Encourage alternative modes of transportation to reduce the number of automobiles on the road, promote a healthy city, and reduce carbon emissions.
- Policies T3: Reduce the impact of the city's transportation system on the environment through the use of technology, expanded transit use, and non-motorized transportation options.
- T19: Develop standards for creation of bicycle facilities.

**Natural Environment:**

- Goal V: Protect clean air and the climate for present and future generations through reduction of greenhouse gas emissions, and promotion of efficient and effective solutions for transportation, clean industries, and development.
- Policy NE37: Advocate for expansion of mass transit and encourage car-sharing, cycling, and walking to reduce greenhouse gas emissions, and as an alternative to dependence on automobiles.

The amendment is intended to support the planning efforts of the City and implement policies in the Comprehensive Plan.

2. *The amendment will not adversely affect the public health, safety or general welfare; and*

The amendments are intended to improve public health, safety and welfare by encouraging sustainable building practices, healthy transportation options, and safe lighting.

3. *The amendment is not contrary to the best interest of the citizens and property owners of the City of Shoreline.*

The amendments are consistent with the community vision and the over-arching Council goal of environmental sustainability.

The Planning Commission reviewed the proposal in light of the criteria and determined that the proposal met the criteria for amendments to Title 20 of the Shoreline Municipal Code.

Date: 5/10/2013

By: Donna Moss  
Donna Moss, Planning Commission Chair