

**THE CITY OF ROSLYN, WASHINGTON  
A NATIONAL HISTORIC DISTRICT**

# **Updated Comprehensive Plan**

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**With 2007 Updates**

**Approved May 13, 2008**

**The following document was updated by the Roslyn City Council to include revised Goals and Policies that have been consolidated into a single chapter. Minor amendments to the to the Historic Preservation Element have been made based on recommendations from the Historic Preservation Commission. It is anticipated that the City Council may revise the Capital Facilities Element and the Future Land Use Map as a part of the 2007 update cycle and may make further revisions to the narrative in this document during subsequent amendment cycles.**

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## **PREFACE**

This version of the updated Roslyn Comprehensive Plan includes amendments that originated in the 2007 update process. The focus of the 2007 update process was on the Comprehensive Plan Goals and Policies and as a result, it is anticipated that the City will further update the document in future years to incorporate desired revisions to the supporting narrative. In the event of conflicts between the most recent revisions to this document and previous provisions, the most recent provisions shall prevail. In addition, it should be noted that the City has included in the Appendices several documents as supporting or reference materials. While an integral part of the comprehensive planning process in the community, these documents should not be considered as a part of the Comprehensive Plan per se, and as a result, may be amended by the City more frequently than through the annual amendment process.

## **Chapter 1 INTRODUCTION**

Comprehensive planning by county and city jurisdictions is a state mandate contained in RCW 36.70A. Prior to 1990, mandatory elements were limited to land use and traffic circulation. In 1990 the state legislature passed ESB 1025, otherwise known as the Growth Management Act. This law required jurisdictions which were either mandated or "opted in" (Kittitas County "opted in") to complete new comprehensive plans addressing five mandatory issues; housing, land use, transportation, utilities, and capital facilities and meeting 13 goals that address community issues.

Prior to 1990, Roslyn was in the process of developing its first comprehensive plan. This process began in 1987 when the City conducted a community survey. An initial comprehensive plan was presented in the spring of 1991 and approved later that year. It was completed with funding from the Rural Economic Assistance Project (REAP), administrated by Washington State University (WSU) and the Washington State Department of Community Development (DCD). Contributions to that plan were made by Dick Winchell, PhD AICP, and Alan Gladfelter at Eastern Washington University (EWU), with direction from the Roslyn Planning Committee led by Hank Fraser. The project was coordinated by Dan Groves at Yakima Valley Community College and Dick Winchell, with assistance from Denny Houle at DCD and Dan Greene at WSU.

The first version of the Roslyn Comprehensive Plan developed under the Growth Management Act was adopted by the City Council in August of 1997. This edition of the comprehensive plan was a major revision to the first complete version, which was completed before final criteria were completed and approved for comprehensive plans required under the Washington State Growth Management Act

In response to the requirement of the GMA to update the comprehensive plan every five years and to changing conditions in Upper Kittitas County resulting from increased development, the City reviewed and updated the Comprehensive Plan in 2001-2002. This update was intended to reflect changing conditions in the community, to reflect changes in the GMA requirements as the result of

new legislation, to add a historic preservation element and to address issues or errors that the original plan did not address or did not address adequately. The City reviewed further and updated the plan again in 2003. Most recently, in 2007 Roslyn began a process to review and update the Goals and Policies in the Comprehensive Plan which resulted in this document.

## **1.1 ROSLYN BACKGROUND**

In early 1987, the ad-hoc Planning Committee completed a survey of the residents. The survey showed a strong support for maintain the local historical character and limiting intensive development.

It is hoped that this comprehensive plan, along with the zoning ordinance that implements it, will effectively help preserve the characteristics of Roslyn that are valued by the community. The Comprehensive Plan should be used by elected officials, staff and citizens in making day to day decisions regarding the future of the town.

The historic City of Roslyn is nestled in the foothills of the Cascade Mountains in the Yakima-Cle Elum River Valley in western Kittitas County. The City boundaries include an area of 5.8 square miles. Primarily located in Section 17, Township 20 North, Range 15 East, at an elevation of 2,222 feet, the city is situated in a small broad valley. The Roslyn Ridge rises steeply above the city on the north side.

The two major resources responsible for attracting attention to this area were coal and timber. The first discovery of the coal deposits under Roslyn Ridge were made in the early 1880's. When the Northern Pacific Railroad was built, its course came within a few miles of the site of Roslyn. It was the Northern Pacific Railroad which developed most of the mines and established the cities of Roslyn and Cle Elum to serve the mines. Timber was cut for mine supports and to supply the needs of the town and larger cities in the region.

In the 1930's, the mines began to decline due to depletion of coal resources and competition from petroleum and other fuels. The last mine closed in 1963. A sustaining factor during and after the decline of the coal mines has been the timber industry. Currently the economy is largely based on tourism, retirees and workers who commute to job opportunities in large cities to the west and east. For a more detailed history see the Historic Preservation Element.

At present there are a 1,020 people residing in Roslyn, but this number has the potential to increase due to the increasing popularity of the city and recreation opportunities in the area. Recent jumps in housing prices in the Seattle Metropolitan Area have also made the 80 mile commute from Roslyn to Seattle increasingly acceptable to commuters seeking lower housing costs.

Roslyn's character and the quality of life it offers stems from its geographical setting as well as its historic structures and urban design. The city's plat structure reflects 19th century coal mining town traits: narrow, closely packed lots each large enough for a small single family residence and ancillary



out buildings, with narrow alleys providing access to the rear of the lots in most blocks.

Complementing the high density occupancy of the town is an expansive surrounding rising from the scenic Cle Elum River to the top of the densely forested Cle Elum Ridge. The territory in this 'Roslyn influence area' has seen many uses including native American hunting & gathering, industrial age resource extraction (coal & timber), and post industrial recreational use and abuse. This surrounding territory survives today as a quality of life resource for Roslyn and its citizens.

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## **1.2 COMPREHENSIVE PLAN REQUIREMENTS**

The State of Washington's Growth Management Act, passed in 1990-1991, gives a very specific set of requirements for Comprehensive Plans (RCW 36.70A.070). A comprehensive plan is required to address housing, land use, transportation, utilities and capital facilities through goals and policies. These plans must be tied to prioritized needs and use six year financial forecasting. Through comprehensive planning, generally a community plans to:

- Make sure the tax dollars invested in public roads, water and sewer, fire stations, parks and other public services are spent wisely.
- Inject long-range considerations into decisions on short-range actions
- Promote the public interest rather than the interest of individuals or special groups within the community.
- Improve the physical environment of the community as a setting for human activities.

In adopting the Growth Management Act, the Washington State Legislature found that uncoordinated and unplanned growth posed a threat to the environment, sustainable economic development, and the health safety and quality of life for the residents of the state. The Growth Management Act has established fourteen goals to guide local jurisdictions in the creation and adoption of comprehensive plans and implementing development regulations. These fourteen goals provide the basis for Roslyn's Comprehensive plan and the specific goals and policies within the document. The fourteen goals are:

1. Urban Growth: Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
2. Reduce Sprawl: Reduce the inappropriate conversion of undeveloped land into sprawling, low density development.

3. Transportation: Encourage efficient, multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
4. Housing: Encourage the availability of affordable housing to all economic segments of the population of the state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
5. Economic development: Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of the state, especially for unemployed and disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services and public facilities.
6. Property rights: Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
7. Permits: Applications for both state and local permits should be processed in a timely and fair manner to ensure predictability.
8. Natural Resource Industries: Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.
9. Open Space and Recreation: Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water and develop parks.
10. Environment: Protect the environment and enhance the state's high quality of life, including air and water quality and the availability of water.
11. Citizen Participation and Coordination: Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
12. Public Facilities and Services: Ensure that those public facilities and services necessary to support development shall be adequate to serve development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimums:

13. Historic Preservation: Identify and encourage the preservation of lands, sites and structures that have historical or archaeological significance.
14. Shorelines. Prevent harm to the Shorelines of the State through uncoordinated and piecemeal development.

The Comprehensive Plan, as directed by the Growth Management Act, includes the following elements:

- LAND USE - which includes provisions for housing, commerce, industry, recreation, open space, public utilities, public facilities; and issues such as population density, population growth, water quality and availability, and drainage, including protection of the ground water quality, must be taken into account.
- HISTORIC PRESERVATION – this voluntary element includes a history of the town, a discussion of its important features, a historic inventory and goals and policies to preserve and protect the historic characteristics.
- HOUSING - which includes an inventory of existing and future housing requirements; plans for preservation and upgrade of existing housing stock; and provisions for low income and affordable housing needs.
- CAPITAL FACILITIES - which includes an inventory of existing public facilities and their capacity; forecasts of future facilities needs; proposed locations and capacities of new facilities; and a financing plan to meet new facilities requirements.
- UTILITIES - which includes an inventory of existing facilities; and an outline of proposed new facilities requirements, including electric, telecommunications, gas lines, and other utility facilities as appropriate.
- TRANSPORTATION - which includes air, water, and land facilities with alignments; levels of service, and financing forecasted for 10 years; and intergovernmental coordination.
- ECONOMIC DEVELOPMENT- which includes a summary of the local population, employment, payroll, sectors, businesses, sales and other information; a summary of strengths and weaknesses of the economy; and an identification of policies, programs, and projects to foster economic growth and development and to address future needs.

PARKS AND RECREATION- which includes estimates of park and recreation needs; and evaluation of facilities and services; and an evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreation needs.

The Comprehensive Plan includes goals and policies for the long-term development of the

community. The goals and policies of the Comprehensive Plan become the goals and policies of the community when the plan is formally adopted by its advisory body, the Planning Commission, and by the legislative body, the City Council.

- Goals are general expressions of the community's hopes and aspirations about future development and a statement of where it wants to be in 20 years.
- Policies are broad statements of intent to guide or direct action in order to achieve the goal. Policies can prohibit, permit or require various actions.

Once accepted and put in force, the Comprehensive Plan may be changed no more frequently than once a year (RCW 36.70A.130). Amendments to the plan will fall into several categories including capital facilities, technical amendments, errors, emergency amendments, plan updates, and map amendments. The following criteria and processes shall be followed when considering plan amendments:

- The City will accept requests from citizens for amendments to the Comprehensive Plan document or Maps once per year. The City Council shall review the submitted proposals to determine if they should be forwarded to the Planning Commission for review and recommendation.
- Emergency amendments or amendments made to address a decision of the GMA hearings board or a court of competent jurisdiction are permitted at any time.
- Amendments to the list of capital facilities in the Capital Facilities Element can be amended during the budget process.
- The City shall conduct a complete review of the Comprehensive Plan at least once every five years.
- All plan amendments shall be consistent with the Washington State Growth Management Act, other applicable state laws and shall not conflict with other elements of the Roslyn Comprehensive Plan.
- Amendments to the 20-year plan map shall also be consistent with the Comprehensive Plan.
- The Planning Commission shall conduct at least one public hearing to take testimony on proposed amendments to the Comprehensive Plan.
- The City Council shall conduct at least one public hearing to take testimony on the recommendation of the Planning Commission.

The Comprehensive Plan is not a regulatory document. Specific regulations must be adopted into the City Code to implement the plan. Additional action of the City is necessary to adopt appropriate regulations to insure that the goals and policies in the comprehensive plan are achieved. The zoning ordinance and other development regulation must be consistent with and implement the comprehensive plan.

## **Chapter 2 Goals and Policies**

### **2.1 Vision Statement**

**The City of Roslyn seeks to preserve and enhance its historic character, maintain its small town uniqueness, remain economically viable, and create a better community for all of its citizens. In order to accomplish this, the City shall**

- ✓ Preserve and enhance the historic and development pattern of the community;**
- ✓ Require that Project Sponsors pay for the costs associated with new development;**
- ✓ Promote safe pedestrian and non-vehicular connections throughout the community; as well as adjacent communities, forests, and open space.**
- ✓ Encourage local ownership of businesses and job generating activities;**
- ✓ Diversify and strengthening the local economy;**
- ✓ Support outdoor recreation activities and heritage tourism while balancing the needs for plant and wildlife habitat protection and restoration; along with human and wildlife corridors.**
- ✓ Promote effective communication in the community and the region.**
- ✓ Maintain and strengthen Roslyn's designation as a National Historic District.**

### **2.2 Goals and Policies**

#### **Historic Preservation (HP) Goals and Policies**

<b>HP Goal #1</b>	<b>Maintain and update the City's designation as a National Historic District.</b>
HP Policy #1-1	All new development and redevelopment activities must be consistent with the historic character and historic development pattern of the community.
HP Policy #1-2	City-owned mine tailings shall be preserved.
HP Policy #1-3	New residential development shall reflect, but not necessarily mimic, historic housing styles

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| HP Policy #1-4    | The design of residential buildings shall be regulated to reflect the historic development pattern of the community  |
| HP Policy #1-6    | The City shall periodically review and update the inventory of historic properties within the City. This shall include an inventory and assessment of outbuildings to be preserved.  |
| HP Policy #1-7    | The City should identify and prioritize property for acquisition necessary for the preservation and enhancement of the historic character of the community.  |
| HP Policy #1-8    | The City shall prepare and implement a plan to preserve and protect its historical records.  |
| HP Policy #1-9    | Priority consideration shall be given to preserving historic properties in the downtown core with a particular emphasis on buildings fronting SR 903 and Pennsylvania Avenue.  |
| HP Policy # 1-10  | The Roslyn Historic Preservation Commission shall assist in the identification of grants and other forms of assistance for historic preservation.  |
| HP Policy # 1-11  | The City shall work with Washington State's Department of Archaeology and Historic Preservation to update Roslyn's listing on the National Register of Historic Places.  |
| HP Policy # 1-12  | The City Council shall review, formally adopt, and promote the use the historic architectural elements as outlined in the Historic Preservation Standards and Guidelines recommended by the Historic Preservation Commission.  |
| <b>HP Goal #2</b> | <b>Protect the surrounding landscape that provides the historic backdrop of the City.</b>  |
| HP Policy #2-1    | It is the intent of the City, in partnership with Kittitas County, the Washington State Department of Fish and Wildlife, and affected property owners, to develop regulations and procedures to protect and enhance view corridors, wildlife habitat, open spaces, public lands, and natural resource areas in and outside of the city limits. |
| HP Policy #2-2    | Encourage the acquisition of areas outside of the city limits by public agencies, non-profit organizations, or public/private partnerships for   |

- preservation, recreation, or sustainable resource development.
- HP Policy #2-3 SR 903 shall be preserved as a bi-directional, two-lane road to:
- a. Preserve all adjacent structures;
  - b. Maintain historic traffic patterns;
  - c. Maintain historic setbacks and spatial relationships between structures and SR 903; and
  - d. Preserve traditional parking patterns.
- HP Policy #2-4 Preserve historic structures along Roslyn streets by keeping road widths to original platted dimensions, following historic grid patterns.
- HP Policy #2-5 Existing alleys shall be protected as travel ways for both vehicles and pedestrians.
- HP Policy # 2-6 Prepare a Land Stewardship Plan (LSP) for the City's cemeteries and adjacent forest lands.
- HP Policy # 2-7 Support the Land Stewardship Plan (LSP) in Roslyn's Urban Forest Zone.
- HP Policy # 2-8 The City shall amend the National Register of Historic Places application to include all the Section 17 lands that it has acquired.
- HP Goal # 3** **Ensure that development activities protect historic resources.**
- HP Policy # 3-1 Rehabilitation work on existing residential properties shall preserve, to the greatest extent feasible, the existing historic character and building fabric.
- HP Policy # 3-2 Preservation, restoration, and rehabilitation of Roslyn's original residential, commercial, and public structures shall take precedence over demolition that makes way for new construction.
- HP Goal #4** **It is the intent of the City to prepare, implement and maintain an integrated system of signage.**
- HP Policy #4-1 The City shall continue to identify important features and structures with interpretive signs, plaques, and/or historic markers.



- HP Policy #4-2      The Planning Commission, in partnership with the Historic Preservation Commission, shall periodically review the City's sign standards and may make recommended revisions to the City Council. This may include, but is not limited to:
- a. Improvements to the signs at the entrances to the city;
  - b. Improving the usefulness of signage for visitors to the community;
  - c. Improved visibility of signs;
  - d. Integrate signage into design features;
  - e. Updating standards for onsite signage; and
  - f. Eliminating sign pollution.
- HP Policy # 4-3      Develop entryway signs that recognize the City's listing on the National Register of Historic Places.
- HP Goal # 5      Preserve, maintain and enhance existing commercial structures and encourage development that reflects and enhances existing historic features and buildings.**
- HP Policy # 5-1      Assist landowners, contractors and developers in finding appropriate uses for historic structures.
- HP Goal # 6      Protect the historic nature of the Roslyn Cemeteries**
- HP Policy #6-1      All modifications, improvements, or deletions to the cemeteries including but not limited to grave markers, fences, and plot demarcations including rings of stones in the City cemetery or adjacent Urban Forest must be reviewed and approved by the Cemetery Commission.
- LU Goal # 1      Support sustainable new development and redevelopment consistent with the historic character of the community.**
- LU Policy #1-1      The City's Development Regulations should be revised to promote infill development and the efficient use of land, consistent with the historic character and historic development pattern of the community.
- LU Policy #1-2      Develop a parking management strategy to address parking needs in the community. This may include, but is not limited to shared parking and/or the

- development of small dispersed parking areas as opposed to larger parking lots or structures.
- LU Policy #1-3      Non-residential development site planning shall avoid or mitigate potential adverse impacts by incorporating greenbelt buffers, landscaping, adequate utilities, noise, air, and water pollution control devices, attractive fencing or similar measures in keeping with the historic character of the community.
- LU Policy #1-4      The City Planning Commission should review the existing land use pattern and make recommended revisions to the Future Land Use and/or Official Zoning Map, with a particular emphasis on addressing non-conforming uses.
- LU Policy # 1-5      Ensure dark skies within Roslyn and work with Kittitas County to enact dark skies ordinances county-wide.
- LU Policy # 1-6      Consider the establishment of a new zoning overlay for existing historic business properties outside the central business core.
- LU Goal #2          Prepare and implement a Master Planned Development process to regulate development of designated Unique Community Assets.**
- LU Policy #2-1      Areas designated as a Unique Community Asset may be developed in accordance with the provisions of a Master Plan approved by the City Council, provided that:
- a. “Unique Community Asset” is defined as a contiguous parcel or parcels, under common ownership or control located solely within the City’s municipal boundaries, designated by the City Council as a Unique Community Asset based on a finding by the City Council that the site has unique historic attributes or characteristics, contains or is adjacent to environmentally sensitive areas, and is located near or adjacent to public facilities, such as public trails.
- LU Policy #2-2      The City’s development regulations and zoning controls shall be revised to establish a Master Planned Development process for the any designated Unique Community Assets. The Master Planned Development process shall provide for public comment and shall identify:
- a. The range, mix, and intensity of uses permitted;
  - b. A binding site layout defining areas not suitable for development with inclusion of setbacks, buffers, and landscaping requirements;
  - c. Access and development standards;

- d. Provisions to protect the City's historical character and designation as a National Historic District; and
  - e. Design guidelines.
- LU Policy # 2-3      Approved Master Planned Developments shall be integrated into the City's Comprehensive Plan as sub-area plans.
- LU Policy #2-4      The City may execute development agreements in accordance with the provisions of the Revised Code of Washington to implement approved Master Planned Development(s).
- LU Policy #2-5      The City shall review subsequent project specific development proposals through the preparation of Planned Action Environmental Impact Statements or similar approaches that provide timely and meaningful opportunities for public involvement and that protect the historical character of the site and the environmental quality of the community.

#### **Natural Environment (NE) Goals and Policies**

- NE Goal #1      Protect and enhance environmentally sensitive areas in accordance with the principles of Best Available Science and Best Management Practices.**
- NE Policy #1-1      Identify, preserve, and protect wetlands, river and stream corridors, steep slopes, open spaces, and areas that provide habitat for endangered or threatened plant or wildlife species, and/or State of Washington Priority Species and habitat.
- a. Priority consideration shall be given to measures that avoid potential adverse impacts, followed by measures that minimize potential adverse impacts, and then by measures that adequately mitigate potential adverse impacts.
- NE Policy #1-2      The City shall utilize the wetlands rating criteria provided in the Washington State Wetland Rating System in Eastern Washington, revised August 2004, or as subsequently updated and adopted by the City.
- NE Policy #1-3      It is the intent of the City to work with Kittitas County to retain and enhance the ridges surrounding the City as open space.
- NE Policy #1-4      It is a priority of the City to explore the full range of funding sources to preserve and restore to natural conditions the forested areas surrounding the City to allow for wildlife migration, to protect the City from wildfires, avoid

insect infestation, and to maintain the rural setting of the community.

- NE Policy #1-5      It is a priority of the City to retain and supplement native trees within the built environment of the City.
- NE Policy #1-6      The City shall periodically review and update regulations to protect environmentally sensitive areas utilizing the principals of Best Available Science and Best Management Practices.

### **Housing (H) Goals and Policies**

- H Goal #1              Encourage the provision of affordable housing designed to be compatible with the historic character and development pattern of the community.**
- H Policy #1-1      A variety of housing types shall be encouraged, provided that the design is consistent with the historic character and development pattern of the community.
- H Policy #1-2      It is the intent of the City to encourage innovative approaches that are historically appropriate in the provision of affordable housing including but not limited to accessory dwelling units, cottages, live/work spaces, lofts, and/or mixed use developments.
- H Policy #1-3      It is the intent of the City to preclude the consolidation of lots and/or the construction of large scale single family residences not in keeping with the historic character and development pattern in the community.
- H Policy #1-4      The City shall review onsite parking requirements for residential developments including accessory dwelling units and may make revisions to its Development Regulations to promote the construction of a variety of housing types that is consistent with the historic character and development patterns of the community.
- H Policy #1-5      It is the intent of the City to support home ownership opportunities for local residents and all economic segments of the community.

### **Parks and Recreation (PR) Goals and Policies**

- PR Goal #1:              Maintain and improve recreational opportunities in the community and promote physical activities.**
- PR Policy #1-1      Establish a pedestrian and bicycle path from Ronald to the Cle Elum High School with links from "The Ridge" to the Cle Elum River and the Coal

Mines Trail. This path shall include adequate signage and measures to promote safe crossings of SR 903 and local streets.

- PR Policy#1-2      Encourage the continued development of the Coal Mines Trail through Roslyn as a recreational corridor and part of a regional trail system for bicycles, hikers, equestrians, and other appropriate users.
- PR Policy # 1-3      The City should map existing trails and shall identify and prioritize missing segments. This shall include, but is not limited to the development of a pedestrian walkway connecting the downtown with the cemeteries, other historic sites, and the forested areas surrounding the City.
- PR Policy # 1-4      The City supports efforts to make existing trails and sidewalks ADA accessible where realistically feasible and incorporating safety prevention strategies into the entire design when recreation opportunities are developed.
- PR Policy #1-5      The City shall pursue easements with private property owners to maintain access to public trails, to fill missing links, and/or to extend community trails.
- PR Policy #1-6      Promote the development of a walking tour of historic buildings and places in the community.
- PR Policy #1-7      Identify opportunities to add small pocket or community parks in residential neighborhoods where appropriate.
- PR Policy #1-8      Improve the recreational opportunities for children through improved play structures in City parks and encouraging the development of recreation programs.
- PR Policy #1-9      It is the intent of the City to update the Master Plan for all City parks to identify and prioritize improvements to increase its use, to add playground equipment, improve the irrigation system, and to improve the pedestrian connection to the Downtown.
- PR Policy #1-10      The City shall continue to promote physical activities and community health by encouraging the creation and expansion of community events and recreational programs for all its citizens.
- PR Policy #1-11      The City shall seek at all times to maintain a balance between non motorized recreational opportunities and the habitat needs of plants and wildlife in the Urban Forest.
- PR Policy # 1-12      The City shall close all platted roads to all motor vehicles in the Urban

Forest, except for forest management, maintenance of utility corridors and facilities, and emergencies and maintenance of utility corridors as permitted by the City in order to increase safety, decrease fire danger, and protect habitat.

PR Policy # 1-13      The City shall consider minimizing or removing closed Urban Forest roads to enhance recreation and habitat and to minimize storm run off.

PR Policy # 1-14      The City shall seek and encourage partnerships to inventory and preserve heritage fruit trees and varieties.

Economic Development (ED) Goals and Policies

**ED Goal #1:**            **Establish and maintain Roslyn as a self sufficient community with a viable and diversified economic base without adversely affecting Roslyn's unique history or the quality of life of its residents.**

ED Policy #1-1        Encourage the local ownership and operation of businesses and job generating activities.

ED Policy #1-2        The City shall look for partnerships and strengthen existing ones to encourage a strong and sustained heritage tourism and recreation industry in Roslyn.

ED Policy #1-3        Encourage the creation and expansion of community events and activities to attract tourists to Roslyn.

ED Policy #1-4        Encourage the development of strategies to encourage visitors to experience the unique features of Roslyn's history.

ED Policy #1-5        Encourage the development of light industry within Roslyn to broaden and deepen the economic base of the city

ED Policy #1-6        Support home businesses and cottage industries that are compatible with the historic character and historic development pattern of the City.

ED Policy #1-7        Encourage industrial park-like development of the light industrial and warehouse area in keeping with the historic character of the community.

ED Policy#1-9        Encourage community based organizations and public-private partnerships that promote local community and economic development efforts.

ED Policy #1-10      Encourage the retention of existing businesses within the City.

## **Transportation (T) Goals and Policies**

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| <b>T Goal #1</b> | <b>Preserve the integrity and pattern of the grid network of streets and alleys serving the community.</b>  |
| T Policy #1-1    | The City shall not issue permits for proposed developments that exceed adopted Level of Service standards, unless Project Sponsors adequately mitigate projected impacts.   |
| T Policy #1-2    | The City shall, in partnership with the City of Cle Elum, Kittitas County, and the State of Washington to maintain the existing two-lane, bi-directional cross section for SR 903.  |
| T Policy # 1-3   | The City of Roslyn should coordinate access for new development off of Highway 903 with the Washington State Department of Transportation, Kittitas County and City of Cle Elum so as to avoid strip development.   |
| T Policy #1-4    | Through, or regional traffic shall be discouraged in Roslyn's residential areas.  |
| T Policy #1-5    | The City shall not vacate street right-of-ways unless necessary to resolve long standing property disputes or to achieve priority community benefits.   |
| T Policy #1-6    | The City shall study current snow removal and storage practices and plan for future needs.  |
| T Policy #1-7    | The City shall, in conjunction with regional partners, explore opportunities to improve public transportation.  |
| <b>T Goal #2</b> | <b>Provide safe pedestrian and non-vehicular access throughout the community in all seasons.</b>  |
| T Policy #2-1    | The City will improve pedestrian amenities through public improvements, signing regulations, and development standards. The maintenance of public and private improvements shall be given priority commensurate with the Central Business Districts role as the focal point of the community. |
| T Policy #2-2    | The City of Roslyn shall give priority consideration to establish cross walks improvements in areas which contain public services or in areas which demonstrate a risk to pedestrian safety and that promote connectivity and physical activity.  |
| T Policy #2-3    | Work with local, regional, and state jurisdictions to develop land use  |

development strategies that will support public transportation.

- T Policy #2-4 Road improvements should be designed to promote safe use by pedestrians, bicycles, and other non-motorized transport, such as skiing, snowshoeing, and rollerblading.
- T Policy #2-5 The City should prepare, based on the availability of funds, a bicycle, pedestrian, snowshoeing, cross country skiing, and other non-motorized transportation plan for inclusion in the City's Comprehensive Plan.
- T Policy #2-6 It is a priority of the City to work in partnership with the School District to promote safe routes to schools.
- T Policy # 2-7 Encourage use of walkways and bikeways by developing a comprehensive non motorized circulation plan and implementation program, to ensure connection of community trails systems. Ensure that redevelopment should make every effort to design bikable and walkable communities as new development is required to do.
- T Policy # 2-8 Reduce auto demand on local and arterial streets by retrofit existing streets with pedestrian, bicycle, and other non-motorized transport facilities, and develop, design and construct standards for walkways which emphasize connectivity and reduce operations and maintenance costs.
- T Policy # 2-9 Increase pedestrian, bicyclist, and other non-motorized transport safety along local and arterial streets by using traffic calming measures such as narrower road widths, traffic circles, speed bumps, and other devices to slow traffic, and encourage enforcement of traffic laws and traffic safety education programs for drivers, pedestrians and bicyclists.
- T Policy # 2-10 Link dead end streets as adjacent parcels are developed. At a minimum, ensure bicycle, pedestrian, and other non-motorized transport only connections are developed.
- T Policy # 2-11 Improve known accident locations as well as high risk locations for pedestrians, bicycles, other non-motorized transport, and motorists, paying particular attention to at risk groups including the young and the aging.

#### **Utilities (U) Goals and Policies**

- U Goal #1 Prepare and implement utility plans to meet existing and projected needs in a timely manner consistent with the Goals and Policies of this Comprehensive Plan.**



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| U Policy #1-1  | Encourage the joint use of utility corridors. This shall include, but is not limited to public trails and connections with open space and wildlife corridors.  |
| U Policy #1-2  | Utilize existing rights-of way for utility corridors and minimize the need to locate utilities in or near the urban forest.  |
| U Policy #1-3  | Power lines should be undergrounded to reduce possible storm damage, address safety concerns, and/or aesthetic clutter.  |
| U Policy #1-4  | On an annual basis, provide all private utility companies copies of the City of Roslyn revised 6-Year Capital Facilities Plan, particularly the schedule of proposed road and public utility construction projects so that the companies may coordinate construction, maintenance, and other needs in an efficient manner.   |
| U Policy #1-5  | The City will utilize the Eastern Washington Storm Water Manual prepared by the Department of Ecology as the basis to update the City's Storm Water Regulations.   |
| U Policy # 1-6 | The City will explore the feasibility of expanding the storm water system and investigate the other approaches, i.e. bio-swales, pretreatment, etc. and/or the number of hook-ups in an effort to reduce the impacts on the sanitary sewer system.   |
| U Policy #1-7  | Individual sewer and water hook-ups will be required of all property owners.   |
| U Policy #1-8  | The City shall seek measures to reduce loss from the municipal water system through such measures as repairing leaks, conservation programs, and xero-scaping.   |
| U Policy #1-9  | The City will periodically review and update its Comprehensive Water and Sewer Plans to ensure that service areas are consistent with City boundaries approved proposed annexation, urban growth areas, and adequate capacity will be available to support projected population growth at densities consistent with the historic character and development pattern in the community. |
| U Policy #1-10 | The City will explore the feasibility of sustainable and environmentally responsible alternatives to the burn dump for the disposal of yard waste.   |
| U Goal #2      | <b>Enhance the efficiency and quality of service from public and private</b>   |

**waste and recycling service providers to serve in a manner which is fiscally and environmentally responsible, aesthetically acceptable to the community, and safe for nearby inhabitants.**

- U Policy #2-1 Facility plans for non-City-owned utilities should reflect and shall be consistent with the City of Roslyn Comprehensive Plan and Development Regulations.
- U Policy #2-2 Allow composting and recycling facilities as a permitted use where appropriate.
- U Policy #2-3 Coordinate with other jurisdictions when facility additions or improvements cross jurisdictional boundaries.
- U Policy #2-4 Require service providers to design, locate, and construct facilities within City-owned properties and rights-of-way to reasonably minimize significant, individual, and cumulative adverse impacts to the environment and to protect environmentally sensitive areas.
- U Goal #3 Encourage programs to establish and promote conservation, the reduction of energy consumption, and solid waste reduction/recycling programs.**
- U Policy #3-1 These programs shall include but not be limited to drop-off boxes, buy-back centers, or a combination of both, at solid waste transfer, processing, or disposal site, or at locations convenient to the residents of the city. The drop-off boxes and buy-back centers may be owned or operated by public, nonprofit, or private persons.
- U Policy #3-2 Support the establishment of programs to collect yard waste, if the City finds that there are adequate markets or capacity for composted yard waste within or near the service area.
- U Policy #3-3 Programs to educate and promote the concepts of conservation, the reduction of energy consumption, and solid waste reduction/recycling.
- U Policy #3-4 City procurement practices will prioritize the use of recycled-content products.
- U GOAL #4 Encourage reduced energy consumption, conservation, the use of renewable technologies, and energy responsible land use decisions.**
- U Policy #4-1 Consider cost-effective energy conservation technologies including, but not

limited to, site plans, design, construction methods, materials used, and landscaping and development regulations. Such technologies for methods and materials shall also promote practices that do not compromise human health conditions when occupied or used, reduce the need for future additional utility distribution facilities, and leave options for increasing conservation technologies in the future.

- U Policy #4-2      Support the availability of telecommunications systems and telecommuting as a means to mitigate the transportation impact of development and growth.
- U Policy #4-3      Devote resources to encourage and enforce the Washington State Energy Code during the building permit process.
- U Policy #4-4      Ensure that utility purveyors limit disturbance to vegetation within major utility transmission corridors as necessary for safety and maintenance of transmission lines. This shall include, but is not limited to:
- a. Encourage pruning of trees to direct growth away from utility lines;
  - b. Encourage phased replacement of vegetation located improperly in the right-of-way; and
  - c. Encourage pruning of trees according to professional arboricultural specifications and standards.

#### **Capital Facilities (CF) Goals and Policies**

- CF GOAL #1      Finance the City's needed capital facilities in as economic, efficient, equitable, and timely a manner as possible.**
- CF Policy #1-1      Project Sponsors shall fully mitigate and/or pay their fair share of costs associated with their development proposals.
- CF Policy #1-2      The City shall adopt impact or mitigation fees as a means of ensuring that new development pays their fair share of the cost of required public improvements.
- CF Policy #1-3      The City shall annually review and update the City fee schedule for development permits and utility hook-up fees to ensure that new development is paying its fair share.
- CF Policy #1-4      The City should continue to explore the feasibility of contracting with neighboring jurisdictions to provide or receive local services.

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| CF Policy #1-5   | The City adopts the Roslyn/Cle Elum School Districts Capital Facilities Plan to enable the District to collect impact mitigation fees.  |
| CF Policy #1-6   | The Six-Year Capital Facilities Plan shall be updated annually prior to the City budget process.  |
| CF Policy #1-7   | City plans and development regulations shall identify and provide for the siting of essential public facilities.  |
| CF Policy #1-8   | Work cooperatively with surrounding municipalities and Kittitas County during the siting and development of facilities of regional significance like such as a regional animal shelter. |
| CF Policy #1-9   | General revenues should be used only to fund projects that provide a general benefit to the entire community in the general government functions of the City.                           |
| CF Policy #1-10  | Long-term borrowing for capital facilities should be considered as an appropriate method of financing large facilities that benefit more than one generation of users.                  |
| CF Policy #1-11  | It is a priority of the City to renovate the Old City Hall/Library building for continued public use and enhanced accessibility.  |
| CF Policy # 1-12 | Prepare and implement a strategy to finance the design, renovation, and re-use of the old City Hall/Library building as a community center.   |
| CF Policy # 1-13 | The City may explore the feasibility and community benefit of relocating the City Public Works Building.  |
| CF Policy #1-14  | Prepare and implement a plan to finance the design, renovation, and re-use of the City Administrative Building.   |
| CF Policy # 1-15 | The City may explore the re-use of surplus property at the old sewage treatment plant for light industry or for other beneficial community uses.  |

#### **Governance (G) Goals and Policies**

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| <b>G Goal #1</b> | <b>Promote effective communication and locally based decision-making in the community.</b> |
| G Policy #1-1    | Increase community awareness and involvement in local decision-making.                     |

- G Policy #1-2      Encourage the involvement and input of local business owners in matters affecting the business community.
- G Policy #1-3      Promote the coordination of efforts between the Mayor and City Council, City Staff, the Planning Commission, Historic Commission, and other community based boards and organizations. This may include such efforts as:
- a.    Sponsoring an annual City Leadership Summit to review priorities for the coming year and to coordinate the allocation of community resources;
  - b.    Periodic joint meetings between the City Council and its advisory boards; and/or
  - c.    Sharing minutes of advisory board and City Council meetings
- G Policy #1-4      The City should maintain and enhance a web page on the internet to make information more readily available.
- G Policy #1-5      The City shall support and actively participate in inter-jurisdictional forums to address issues that affect the City and the region.
- G Policy #1-6      Establish and maintain effective working relationships with the communities of Cle Elum, Ronald, and South Cle Elum, along with Kittitas County, and State and Federal resource agencies in order to address issues of mutual concern.
- G Policy #1-7      The City, in partnership with Kittitas County, shall explore strategies such as increasing residential densities in the city limits in return for limiting residential development in the forested areas outside of the city.
- G Policy #1-8      It is the intent of the City to support the establishment of public gathering places that are consistent with the historic character and development pattern of the community.
- G Policy #1-9      The City recognizes the historical importance of volunteerism in the community and supports the ongoing efforts of individuals and organizations to contribute to the betterment of the community.
- G Policy #1-10     The City shall actively encourage and facilitate public participation in the planning process through such means as written notices, verbal announcements, and City e-alerts. In addition, the City shall periodically review the effectiveness of its communication efforts and seek opportunities

for improvement.

G Policy #1-11

It is the intent of the City, to initiate a sub-area planning process for the SR 903 corridor in partnership with the City of Cle Elum, Kittitas County, Suncadia, and other important stakeholders.

## **CHAPTER 3 HISTORIC PRESERVATION**

### **3.1 INTRODUCTION**

### **3.2 HISTORIC DEVELOPMENT PATTERNS**

### **3.3 COMMERCIAL DEVELOPMENT**

### **3.4 CEMETARY DEVELOPMENT**

### **3.5 RESIDENTIAL DEVELOPMENT**

### **3.6 INDUSTRIAL DEVELOPMENT**

### **3.7 NATIONAL REGISTER OF HISTORIC PLACES**

### **3.8 SIGNIFICANT HISTORIC STRUCTURES**

### **3.9 ROSLYN REGISTER OF HISTORIC PLACES**

### **3.1 INTRODUCTION**

Roslyn traces its developmental history to the extraction of rich deposits of coal under the city and surrounding areas. The original establishment of Roslyn by the Northern Pacific Coal Company and the dramatic rise and fall of the coal industry has created a city that retains much of its original fabric. Roslyn is rich in cultural and architectural history, recognized by its National Historic District designation. No single attribute characterizes Roslyn's historic and cultural importance. Rather it is a unique combination of history, development, geography, culture and economics that have created a place unique to Washington State and the nation.

The Washington State Growth Management Act requires all local jurisdictions to "Identify and encourage the preservation of lands, sites, and structures that have historical, cultural and archaeological significance." As development pressures increase, steps must be taken to preserve the historic nature of Roslyn. An historic preservation element acknowledges the city's historical significance, small town quality, livability, economic vitality, and unique surroundings.

The Historic Element of Roslyn's Comprehensive Plan summarizes the city's history and its historic preservation needs, while identifying issues affecting historic preservation; it also establishes goals and policies to guide future decisions that may affect historic preservation. A historic preservation element is critical to maintaining Roslyn's historic integrity.

### **3.2 HISTOIC DEVELOPMENT PATTERNS**

The original town site of Roslyn was platted in November of 1886 by Logan M. Bullitt, of the Northern Pacific Coal Company, which intended Roslyn to function as a mining camp and company town for the coalfields being developed by the company. This original town occupied the narrow strip of flat lands at the foot of the mines. The town developed quickly with several additions expanding its boundaries until the last four additions were filed in May of 1913.

Until 1913 land remained in company ownership, and miners built houses on land leased from the company. The town has not been expanded since 1914, and the 1914 city boundaries are those of Roslyn's National Historic District. Most of Roslyn's structures were originally built between 1886 and 1920, during the earliest and most prosperous years of mining activity.

The town has a number of distinctive development patterns that are important to maintaining its historic context. Commercial development is focused on Pennsylvania Avenue between First and Second Streets with many other commercial services located within one block of this location. A limited area of industrial activities occurred on the east side of town, in an area that is traversed by the former Northern Pacific Railroad right-of-way. Residential uses dominated the other areas of town except for the forested hillsides.

These forested hillsides provide a backdrop of undeveloped forest that sets the town in its historic context. It provides a sharp boundary between the urban developed areas of the town and rural and natural resource lands outside of it. The forested land within the City of Roslyn and north, west, and east of the platted blocks and streets is owned by the City of Roslyn and zoned as Urban Forest. In 2004, the forested hillside that lies in the northern half of section 17 within the City's boundary was put into a land trust to preserve the forested backdrop, which contributes to the City's unique atmosphere.

The section 17 land trust secures not only the forested perimeter north of town, but also historic trails that start at the edge of town and travel to the top of Cle Elum Ridge. However, the land outside section 17 is in various stages of partition and development. When trails cross City limits at the Section 17 boundary, continued public access is not secured and is an ongoing concern for the City.

In 2001, almost 20 acres of forested land adjacent to the historic Roslyn Cemetery was deeded to the City with a permanent conservation easement in place. This secures forever the southern portion of Roslyn's forested perimeter and the forested perimeter of the Roslyn Cemetery.

### **3.3 COMMERCIAL DEVELOPMENT**

Roslyn's commercial area consists of four square blocks bounded by Washington Avenue, Dakota Avenue, First Street and Second Street. Pennsylvania Avenue forms the spine of the commercial area and was the only street originally platted for commercial use. With limited modern examples, most commercial buildings were constructed between 1888 and 1930 and fall into three categories: wood frame, brick masonry, and sandstone. The commercial core has seen relatively little recent development. Most commercial services take place in the historic buildings. While there is a limited area of more recently established commercial services located south of the downtown area along SR 903, commercial development has historically been centered in the core of Roslyn. The City supports maintaining this development pattern.



Wood frame structures make up approximately half the commercial structures in town. These structures are usually narrow in plan and are one and one half to two stories in height. The street facades usually are crowned with high western parapets, are sided with board and batten siding and have large display windows with a recessed entrance. Second floors contain double hung windows. This type of structure dominates the north side of Pennsylvania between First and Second Streets.

Brick masonry structures are generally one story in height and feature flat roofs sometimes hidden by western parapets. These buildings are typified by regular, tabulated openings, large glazed storefronts, and geometric brick corbelling along the roof lines. Examples of this type of structure are the former Northwestern Improvement Company Store located on the north corner of Pennsylvania and First Street and the city administrative offices located on the south corner

Sandstone structures were likely built before the turn of the century out of local sandstone quarried above C Street. These structures are notable for their stepped parapets, round and segmental-arch openings and large glazed storefronts. Existing examples are located on Second Street. One building is the home of the Roslyn Café, made famous by the large mural featured frequently in the Northern Exposure television series.

Roslyn's Western vernacular styles and materials —wood, brick, and sandstone—are to be emulated in any future commercial development.

### **3.4 CEMETARY DEVELOPMENT**

An important element of Roslyn is the 26 cemeteries clustered on the west side of town. These cemeteries represent a physical record of the diverse ethnic heritage of the community members who came to the area to work in the mines. Roslyn's early miners represented a variety of ethnic backgrounds including Croatian, Lithuanian, Serbian, Hungarian, Italians, African-Americans, Scottish, Germans and Scandinavians. The cemeteries represent this melting pot of diverse backgrounds.

A number of the cemeteries are forested with graves set amid the pines while the more modern cemeteries are open and landscaped with turf. Many of the cemeteries represent various fraternal lodges, although there are two city cemeteries, a county cemetery and one veteran's cemetery. Many of the gravesites contain headstones that are uniquely eastern European in flavor some containing inset pictures of the deceased and many are identified in ethnic languages. The cemeteries are all located on hillsides that rise on either side of Memorial Way, and are surrounded by heavy forest all of which has a permanent conservation easement. The forest surrounding the area was formerly owned by the Northwest Improvement Company and is now owned by the City of Roslyn. The development rights have been stripped from the property. Land to the east of the City Cemetery can however be used for Cemetery expansion.

### **3.5 RESIDENTIAL DEVELOPMENT**

Residential land in Roslyn surrounds the commercial core and covers the lower slopes of the hillsides on narrow streets and alleys. Housing stock was constructed early in Roslyn's history and mainly consists of modest miner's shacks, many of which have been modified over the years with additions. However, there is limited intrusion by modern housing styles. Because individuals with the same means built in the same period, most of the houses exhibit a sense of regularity and cohesiveness. There are a few ranch style homes and mobile homes that do not reflect the historic development pattern.

Most of the houses are one to one and one-half story in height and feature gabled roofs, lap or shingle siding, porches with simple railings and posts, corners and sill boards, bay windows, simple square floor plans; double hung two over two windows and wood shingled roofs. Details from other housing types are often incorporated into the houses, and generally, no two are alike. The houses are generally situated close to the street and do not have driveways or garages that are accessed or visible from the street, which reflects the period in which they were built. Walkways connect the front door to the street. Front yards were sometimes enclosed with modest picket fences. Most areas do not contain sidewalks and the streets that serve them are narrow with gravel shoulders and no curbs. The housing has been described as the National Folk Housing style which can be divided into several subcategories. Many historic homes in Roslyn do not fit one particular style. However, they all contain similar characteristics and features that create unity.

The Gable Family Housing Style is characterized by narrow two story houses with relatively steep roof pitches that emulates the façade of typical Greek temples (see picture#). The one story version is often referred to as the "Shotgun" house and features a narrow gable front and is usually one room wide.

The Gable Front and Wing Family Style adds a side-gabled wing to a typical Gable Front style house to form an L or wing shape. A porch is often added within the L formed by the two wings.

The Hall and Parlor Family Style has a simple side gable and is two rooms wide and one room deep.

Pyramidal houses are characterized by their "pyramidal" shaped roofs.

One characteristic that is common to many houses in Roslyn is the presence of outbuildings in the rear yard. These were used for a variety of purposes including washhouses, wood or coal storage or tool and utility. Some alleys are so built up they resemble street scenes. Some of these have been converted to garages or small dwellings. These buildings were smaller than the residences that they served and were simple in design and construction.

### **3.6 INDUSTRIAL DEVELOPMENT**

Historically, Roslyn contains an industrial area of approximately 58 acres on the flatlands east of the present built-up town. Zoning has recognized the industrial nature of these lands. Evidence of industrial mining activity is visible in mine tailing piles and foundation remnants. Mine buildings were characterized by simple and functional architecture that represented the industrial purpose of the structures. The Coal Mines Trail, built on the Northern Pacific Railroad right of way that served the mines, traverses the area.

This land serves as a significant historic reminder of Roslyn's productive coal industry, and since the town grew around the coalmines, the area represents the true heart of Roslyn. Two major mine disasters occurred on this site, the first, an explosion at Mine #1 in 1892 killed all 45 miners in the mine at the time. The second tragedy occurred in 1909 when Mine #4 ("The Shaft") exploded, killing 10 men. The Shaft Mine, the Northern Pacific Coal Company's flagship mine, was a large complex of imposing brick buildings, built in the industrial architectural style of the era.

Because of the major role it played in Roslyn's development, this industrial area is the City's most important historic site. Future development should respect these sites and should be built to reflect past mining facilities.

### **3.7 NATIONAL REGISTER OF HISTORIC PLACES**

The National Register of Historic Places is the nation's listing of properties and places that have historic, archaeological, architectural, engineering or cultural significance. The City of Roslyn is listed on the National Register of Historic Places as a National Historic District.

Nearly the entire City of Roslyn was listed on February 14, 1978 as an historic district in the National Register of Historic Places. The boundaries encompass the entire development portion of the city limits. The nomination form completed for the register contained the following statement of significance to support the nomination:

The town of Roslyn, Washington traces its history to the discovery of vast deposits of coal in the surrounding mountain sides. The dramatic rise and fall of Roslyn's fortunes has reflected the fate of the local coal industry during the past ninety years. Construction of the Northern Pacific Railroad through the Cascade Mountains at Stampede Pass was aided to a great extent by the availability of a fuel source in the Roslyn-Cle Elum area. By the early years of the 20<sup>th</sup> Century, the Roslyn Coal Field represented the most important mineral resource of Kittitas County, and probably the most productive coal mining region in the Pacific Northwest. The town site of Roslyn was platted in 1886 by the Northern Pacific Coal Company, an arm of the Northern Pacific Railroad. Roslyn reached the peak of its prosperity in c.1915 when it boasted a population of nearly 4,000. That number has today been reduced to approximately 1,000 inhabitants, a result of the slowdown and, finally, the complete cessation of all mining activity in the area.

Although its historic industrial base is no longer viable, Roslyn remains a community that is uniquely significant to the State of Washington. The town is a microcosm of great sociological interest, for its population includes representatives of more than twenty nationalities. The broad range of cultural heritages which figure in the history of Roslyn are commemorated in 26 separate fraternal, ethnic, and public cemeteries located on the west side of town. These cemeteries constitute an important element of the historic district.

Roslyn is also special in that the physical fabric of the community as constructed between c. 1890 and c. 1930 remains virtually intact. Because the edges of the early mining town have not been expanded by accretions of modern development, the proposed Historic District encompasses the entire built up portions of town. Within the town itself noticeably few modern intrusions exist. Roslyn's stock of modest dwellings and outbuildings, its western-vernacular commercial structures, its unusual street layout and its rugged topography together create a visual texture that is most uncommon in modern-day communities.

In summary, the significance of Roslyn, Washington lies in the following areas: 1) the importance of its role in the history of coal mining in the northwest, 2) the unusual diversity of its social structure then and now, and 3) a remarkable physical integrity which has been well preserved through an economic "suspension of time."

Listing on the register results in eligibility for federal tax provisions, consideration of impacts from federally funded, licensed or assisted properties, consideration in issuing surface coal mining permits, and qualification for federal historic preservation grants.

### **3.8 SIGNIFICANT HISTORIC STRUCTURES**

The Northwest Improvement Company Store is listed on the National Register of Historic Places. Located on the north corner of Pennsylvania and First Street this structure was originally constructed in 1889 by the Northern Pacific Coal Company as a departmentalized company store. The building is described as a massive one-story structure of local brick with a flat pitch roof and parapet. The Northwestern Improvement Company purchased it in 1898 and it was remodeled in 1916. It is the last remaining structure associated with the Roslyn Coal Field and the last of the three company stores in the area. In fact, the NWI building is the last extant company store in the state of Washington.

Numerous other buildings in Roslyn either exhibit historical styles or have important cultural significance. The Old City Hall- Library Building was constructed in 1902 as the Roslyn Athletic Club to serve local miners and their families. Purchased by the City in 1918, it included such amenities as bowling lanes, a swimming pool, and gymnasium. In 2005, the community decided to save this important historic building. Citizens initiated a renovation project that will expand the library, and transform the gymnasium into a Community Center. Eventually City Administration offices will return to the building.

Roslyn City Administrative Offices are housed in a structure originally built as the Roslyn branch of the Cle Elum State Bank. Built in 1910, the building became City property when Key Bank closed its Roslyn branch. Original bank fixtures remain in use in the building.

The Jensen Cabin is named after the builder Nez "Cayuse" Jensen, who is thought to have built the cabin. The cabin is thought to be the oldest structure constructed on the site of Roslyn. Mr. Jensen is one of the first people to have mined coal in Roslyn. The structure is a round log and chink construction with a roof gable of board and batten construction with a shake roof.

### **3.9 ROSLYN REGISTER OF HISTORIC PLACES**

To complement the City's designation as a National Historic District, and the designation of properties on the National or State Register of Historic Places, the Roslyn City Council has established a local register of historic places. Any building, structure, site, object or district may be considered for inclusion in the Roslyn Register of Historic places if it:

- A. Is significantly associated with the history, architecture, archaeology, engineering, or cultural heritage of Roslyn; and
- B. Has integrity; and
- C. Is at least 50 years old, or is of lesser age and has exceptional importance; and
- D. It falls into at least one of the following categories:
  - 1. Is associated with events that have made a significant contribution to national, state, or local history.
  - 2. Embodies the distinctive, architectural characteristics of a type, period, style, or method of design or construction, or represents a significant and distinguishable entry whose components may lack individual distinction.
  - 3. Is an outstanding work of a designer, builder or architect who has made a substantial contribution to the art.
  - 4. Exemplifies or reflects special elements of Roslyn's cultural, special, economic, political, aesthetic, engineering, or architectural history.
  - 5. Is associated with the lives of persons significant in national, state, or local history.
  - 6. Has yielded or may be likely to yield important archaeological information related to history or prehistory.

7. Is a building or structure removed from its original location but which is significant primarily for architectural value, or which is the only surviving structure significantly associated with an historic person or event.
8. Is a birthplace or grave of an historical figure of outstanding importance and is the only surviving structure or site associated with the person.
9. Is a cemetery that derives its primary significance from age, from distinctive design features, or from association with historic events, or cultural patterns.
10. Is a reconstructed building that has been executed in a historically accurate manner on the original site.
11. Is a creative and unique example of folk architecture and design created by persons not formally trained in the architecture or design professions, and which does not fit into formal architectural or historical categories.

Please refer to the Appendix for a complete list of properties on the Roslyn Register of Historic Places.



## **CHAPTER 4 LAND USE**

The Washington Growth Management Act requires comprehensive plans to include a land use element designating the proposed general distribution and general location and extent of the uses of land that includes population densities, building intensities, and estimates of future population growth. The element must provide for protection of the quality and quantity of groundwater used for public water supplies. Where applicable, the land use element must review drainage, flooding, and storm water run-off in the area and provide guidance for preventing degradation of waters of the state.

This land use element includes the following components:

1. An inventory of existing land uses within the City
2. An overview of the environmental characteristics of the area.
3. Analysis of population trends and projections (See also Housing).
4. Analysis of land use needs for the next 20 years.

### **4.1 INTRODUCTION**

The City of Roslyn is set in a natural basin between the forested Roslyn Ridge and the Cle Elum River, approximately 30 miles east of the Cascade Crest. Views of the forested ridges provide a unique setting and asset for the community. The turn-of-the-century homes and storefronts, the separation from other urban areas and wildlife habitat in the lands adjacent to the developed area lend to Roslyn a character that is valued by residents and visitors alike.

The city limits consist of Section 17, Township 20 North, Range 15 East, along with developed areas annexed along the main road into town. In addition, the land above the water system intake in the Domerie Creek watershed has been annexed as part of the City of Roslyn. Approximately one-half of Section 17 and all of the watershed is forested with little or no urban development activity.

Beyond the city limits, the City of Roslyn has identified a larger 'influence area', extending from the top of the Roslyn Ridge to the Cle Elum River, from BPA power lines to Lake Cle Elum. This influence area creates a unique environment for the City of Roslyn. Development within this influence area can directly impact Roslyn because of visual impacts, population density, wildlife habitat loss, asset as a tourism draw, and the unique environment it provides.

This 'influence area' is critical to the integrity of Roslyn as a historic community. Along with its quaint turn-of-the century architecture, Roslyn is on the National Register of Historic Places because of its perimeter which has remained unchanged for over sixty years. The sprawl associated with

most western towns has not occurred, and forests abut our urban boundary. The physical edges of town border the surrounding resource land, land which has served the community of Roslyn in many capacities since the town was founded.

The land surrounding Roslyn also shapes the community and the people unlike other communities which have lost a tangible connection to the land. Just as our industrial society attaches economic value to the land and its resources, the land adds to the human values inherent in the sense of place and quality of life.

Although the land within the influence area has provided sustenance to people since the ice ages, the focus on resources has changed from the direct subsistence resources of Native Americans to economic resources valued by our modern society. Coal, grazing, and timber have provided an economic resource base in the sphere of influence since Roslyn's beginning. But aside from the major economic resources the 'aboriginal' resources have been used continuously by both Native and European peoples for many generations.

Due to their proximity to our communities, these lands have a long history of aboriginal use by the people of Roslyn and Ronald. Common uses of the land include mushrooming, fishing, hunting, hiking, bicycling, horse riding, camping, and bird-watching. These uses have always been available and continue to define the kinds of people who inhabit Roslyn.

Many of these surrounding lands have been designated as Rural Lands by Kittitas County. They are now receiving pressure to develop into small rural home sites instead of being managed for timber production. These changes will influence Roslyn by changing the landscape and by limiting the ability of the residents to access its resources.

The land encompassed by the sphere of influence is important beyond its value as a backdrop or viewshed for the town. The influence area is not completely contained within the Urban Growth Area or under the jurisdiction of the city of Roslyn and so it is not covered in detail in this plan, but the area remains important to many residents of the area.

Protecting and maintaining this cultural resource is just as important as urban planning, zoning ordinances, and design review are within the city limits. Retaining this resource through interlocal agreements and jurisdictional understandings should be a long term goal for Roslyn and its citizens.

## **4.2 EXISTING LAND USE**

### **4.2a Residential**

The housing element projects a build out potential of 68 additional single family dwelling sites in city limits already plated but vacant. With demographic shifts included and the trend of upgrading vacant homes, there is no present need for zoning undeveloped land as residential. Currently, approximately 95% of the housing in the study area is either single-family or mobile home dwelling



units. The average density is 3.68 units per acre (3.06 for low density residential and 3.19 for low and medium density residential combined). Since the City does have sufficient undeveloped land, higher density residential intermixed with single-family residential could be accommodated within the city limits.

The residential land use of the City of Roslyn is divided into two (2) categories of densities based on the historical nature of housing and the intermixing of residential districts with the commercial downtown of Roslyn. These two categories are Residential Medium Density and Residential Low Density.

#### **4.2a(i) Residential Medium Density**

The Residential Medium Density (RM) District is a residential designation allowing for attached units, especially low income or senior housing including apartments, condominiums, and duplexes.

Associated uses in this district include churches, schools, parks, playgrounds, public uses, and home occupations. These areas are characterized by being located on arterials and adjacent to the downtown business area. To accommodate the housing needs of Roslyn's future residences, approximately 12.8 additional acres of land have been designated on the Future Land Use Map for Residential Medium Density use.

#### **4.2a(ii) Residential Low Density**

The Residential Low Density (RL) District is a designation given to Roslyn's historic established neighborhoods consisting primarily of single family homes. The intent of the district is to preserve these neighborhoods for detached single family dwellings in the historic style of the period in which most homes there were built. It is also important to allow for a range of home prices.

Encouraged uses include single family detached dwellings (one unit per lot), related accessory uses, gardens and orchards. Other associated uses include churches, schools, parks, playgrounds, public uses, home occupations, and bed & breakfast establishments. Accessory housing (more than one residence per lot) may be considered as a special conditional use in this district as long as an accessory housing unit does not cause a significant change in the appearance of the house or character of the neighborhood.

In general, the Roslyn residential areas were laid out with small lots on narrow streets with no provision for automobiles. Houses are small by modern suburban standards. The Historic District application (December 1974) described the residential area:

"The residential portion of the Roslyn Historic District is notable chiefly for its stock of modest miner cottages dating from the period of greatest growth and development, 1886-1920. The large majority of these houses are of frame construction, one and one-half stories in height, with gabled roofs in various configurations. Shiplap siding and wood shingle roofing were the original sheathing materials employed. Many dwellings are situated on steeply sloping sites, and so are partially raised

above grade on cement or wood post foundations. Roslyn's historic neighborhoods are also characterized by a lack of intrusive modern construction.....The majority of Roslyn's residential blocks are bisected by a narrow alleyway. Along these alleys are clusters of outbuildings, in some cases so dense as to form built-up street scenes. Most consistently in evidence are small gabled, board and batten structures built as barns for the family horse or cow. Today these are utilized almost universally as garages... Today Roslyn remains a town suspended in time. Physical change in the form of new residential and commercial development for all practical purposes ceased in the 1930's..."

The city should establish and maintain zoning controls and design guidelines for renovation and new construction to preserve the historic district design motifs and proportions. The city may establish programs to secure grants and loans from the state and other agencies for home improvement by residents, which take advantage of the historic district designation.

Some of the issues that should be considered when making land use decisions are minimizing the effects of commercial and industrial zones on adjacent residential areas through buffers or other means. Also of concern is the increasing cost of housing, and shortage of rental housing.

#### **4.2b Commercial Central**

Commercial lands within Roslyn are characterized as retail with some light manufacturing. Buildings are store fronts and are required to use the city's historical design code. The block long section of Pennsylvania Avenue between First Street and Second Street is the core of the commercial district, with most other commercial activity occurring within one block of this core. Typical activities occurring in this area include retail shops, services, post office, telephone office, restaurants, taverns, movie theater, gas station, barber shop, beauty parlor, grocery store, bakery, brewery, liquor store, city hall, fire department and the town museum. There are currently 15.4 acres (25.6 X .62 for streets, alleys, etc.) of commercial land in Roslyn. Based on the City's 1995 population, there are about 16.4 acres of commercial land per 1,000 people.

Due to its central location, concentration of existing goods and services, pedestrian orientation and commercial site availability, the Commercial Central (CC) District is the area in which **most** commercial development should occur. The city may secure grants and loans from the state and other agencies to support residents in the development of new businesses which take advantage of the historic district designation. This could include efforts of businesses and the city for such projects as renovation and preservation of all historic buildings, infilling vacant lots with new construction in the historic style, continuation of commercial use mix which encourages pedestrian use of the commercial core, restrictions on non-residential uses outside the commercial core, provide vacant space for expansion of the commercial area, including off street parking. The land zoned for commercial uses shall be in proportion to anticipated demand based on the city and the planning areas projected population at full development.

The major commercial land use issue is buffering between an expanding commercial core and

adjacent residential neighborhoods. Residential units within the CC district should be allowed where they do not interfere with the commercial uses (i.e., as second floor or rear alley apartments). Existing homes in the CC district should be allowed to be rebuilt, remodeled, or repaired, but should not consume additional parcels within this district.

#### **4.2c Light Industrial**

The Light Industrial (LI) District allows for industry which has a minimum impact on the community as regards air quality, traffic, water, and especially noise pollution while providing employment opportunities for the residents of Roslyn.

Typical light industrial uses include wholesaling, are housing, and light manufacturing, among other uses. The land zoned for business or industrial uses should not exceed anticipated demand based on the city and the planning areas projected population at full development. Light industrial activities shall be adequately served by community facilities and shall be properly buffered from residential land uses. The City shall encourage pedestrian oriented avenues to the commercial establishments within the City.

When considering light industrial uses, the City may include stipulations which further historical character, beauty, viability of existing businesses, and the city may include any stipulation to prevent detrimental impact on future business or the environmental quality of Roslyn. Industry shall not cause unreasonable dissemination of dust, smoke, visible gas or noxious gasses, fumes, noise, vibration, or odor beyond the boundaries of the site on which it is conducted, hazard of fire, explosion, or other physical damage to adjacent structures or vegetation, block views, or distract or detract from the historic appearance of town. These criteria should be considered a minimum requisite, not an inclusive list.

#### **4.2d Public Lands**

The public lands of the City of Roslyn include City Hall/Police Station/Library, Fire Hall, Utilities (Reservoir & Intake, Sewage treatment ponds), Pioneer Park, Kiwanis Park, Centennial Park, and miscellaneous platted lots deeded to the City for easements and other uses.

##### **4.2d(i) Public Lands**

The Public Lands (P) District designates lands which are owned by the city or other public agency. These lands are held primarily for the performance of public services. Encouraged uses include City Hall, Fire Station, Cemeteries, parks and school sites, city service sites and other public facilities. Other associated uses may include community centers, churches, recreational developments, and parking.

In the next 20 years, the City will need expanded office space for city administration, larger library space, an official corporation yard and a garage for storing and maintaining city equipment and

vehicles. Some of these needs may require trading or acquiring land.

#### **4.2d(ii) Public / Community Service**

The Public / Community Service (P/CS) District designates former public lands which are under private ownership. The uses are similar to the Public Land District, except that this district also includes day care & latch key children facilities, fitness centers, preschools, theater/fine arts groups, psychological counseling, and other establishments (profit or non-profit) that provide services to Roslyn city residents that are not permitted in other districts.

#### **4.2e Parks & Recreation**

Recreational lands within Roslyn consist of Pioneer Park, Kiwanis Park, and Centennial Park. There are approximately 6 acres of recreational land within the city limits or approximately 6.9 acres of recreational land per 1,000 population. Pioneer Park is used for weddings & receptions, large family gatherings, group picnics, baseball leagues and tournaments and other events that draw people from throughout the Pacific Northwest. Many dispersed recreational activities are also available in the surrounding area on private lands and in the nearby Wenatchee National Forest. The Cle Elum River valley provides many opportunities for recreation including bicycling, backpacking, camping, mountaineering, fishing, hiking, horse-back riding, swimming, snowmobiling, Nordic skiing, and other winter sports. Alpine skiing is available at four developed ski areas near Snoqualmie Pass, approximately 30 miles away via I-90. A system of community parks and trails should be encouraged in existing and undeveloped residential areas. This in conjunction with the existing recreation and park plan should accommodate recreational development in the term of this plan. Approximately 6 acres are designated as recreational land use.

#### **4.2f Open Space**

The Growth Management Act requires cities to identify open space corridors within and between urban growth areas. These corridors shall include lands that are useful for recreation, wildlife habitat, trails, and connection of critical areas. Open space corridors provide important linkages of wildlife habitat and can serve to knit the community together through a system of trails.

Currently within the city limits, the only formal provisions for open space exist in Roslyn Land Use Code, Section 1209B, where 40% of the total area for a development must be dedicated to open space or community area. Informal open space corridors exist as trails through residential neighborhoods, the Northern Pacific Railroad right-of-way, the ridge to the north of Roslyn, the area between the city boundary and the Cle Elum river, and areas between Roslyn and Ronald. The Northern Pacific Railroad right-of-way which runs West-East through the city has the potential to be developed as part of a regional trail system that links Roslyn, Cle Elum, South Cle Elum, and surrounding county. As this trail is developed, it could provide an excellent pedestrian link between Roslyn, the Cle Elum/Roslyn School Complex, Downtown Cle Elum, and South Cle Elum.

In addition, the open space corridors along Domerie and Crystal Creeks should be maintained. This area is currently forested land intermixed with residential structures. Roslyn should explore the use of conservation easements or open space acquisition to maintain these important open spaces.

#### **4.2g Urban Forest**

The intent of the Urban Forest (UF) District is for managed tree harvesting under an uneven aged harvest policy. This type of management leaves some trees of all ages at all times. Harvesting should be done selectively using a long term perspective. One hundred years will be used as the assumed economically mature age for a tree. Assuming a 100 year rotation, 10 year harvest schedules are appropriate. Thus, in any decade 10% of the total volume is the maximum which may be harvested.

“Natural Selection” management should be used. This includes the removal of trees which are declining, over-topped, diseased, or otherwise unhealthy. Large healthy trees are not necessarily preferred specimens for removal under this plan. Spacing of trees which are left need not be even.

The intent of this district is to establish a precedent for forest practices in Section 17 which will be viewed as part of a larger area, the sphere of influence, to be managed in a similar fashion. Such factors as wildlife, aesthetics, wind, erosion, noise, recreational opportunities, temperature stability (micro-climate characteristics), and property values are all connected to the type of harvesting allowed.

In the event that any provisions of this section are pre-empted by the Washington State Forest Practices Act, the Forest Practices Act shall be controlling. Implementation of this plan will protect the forest resource for future generations. Any land use change in the Urban Forest District is strongly discouraged. However in the event of any proposed development, a 20 acre minimum lot size shall be observed for single family dwellings only. Land use changes require the compilation of base line data on any and all criteria that the City of Roslyn deems necessary and shall be provided by the applicant. Encouraged uses include commercial forestry, greenbelts, playgrounds and recreational parks (but not amusement parks), single family housing on 20 acre minimum parcels.

#### **4.2h Watershed**

The Watershed (W) District over lays an area annexed by the City of Roslyn for the protection of City's ground water supply. Uses of this land are restricted due to the nature of this primary use and access is controlled by permit to preserve the water quality. Transfer of Development Rights (TDR) may be an appropriate. The land within the Watershed is owned by the US Forest Service.

#### **4.2g Resource Lands**

There are no Agricultural, Mineral or Forest Lands of Long-Term Commercial Significance designated in the City of Roslyn.



### **4.3 ENVIRONMENTAL CHARACTERISTICS**

#### **4.3a Climate**

According to the Coordinated Water System Plan engineering report published May 13, 1993 by Gray & Osborne, the climate of the Roslyn area is influenced by Pacific coastal weather systems. During the autumn and winter prevailing easterly winds send warm marine air toward the Cascade Mountain barrier. As the air rises it cools and precipitation forms. Precipitation is light in the spring and summer months, increases during the autumn and reaches a maximum during the winter months. Annual precipitation for the region (based on the Cle Elum weather station) averages approximately 22 inches, with a recent maximum of 37.5 inches in 1990 and a recent minimum of 15 inches in 1987. The average annual temperature is 47 degrees. Average monthly temperatures range from 18 degrees in January to 83 degrees in July. Recent snowfall ranges from 41.8 inches in 1988 to 115.5 inches in 1990.

#### **4.3b Soils and Geologic Material**

The soils of Roslyn consist primarily of the following soil deposits:

1441 Varelum Loam: 5-25 % slope; consists of well drained soils from sandstone; slope is severe with and fine soil and erodes easily.

224 Roslyn-Racker Complex: 0-5% slope; consists of well drained soils formed in alluvium with mantle of volcanic ash; subject to moderate to severe flooding; soil is small stone to fine texture.

207 Quicksell Loam: 0-5% slope; consists of deep moderately well drained soils from alluvium deposits; soil is moderately wet with a fine clayey texture.

166 Varelum Varient Sandy Loam: 5-30% slopes; consists of moderately deep, well drained soils formed in residium and colluvium from sandstone; highly erosive due to fine texture and slope.

164 Nard Loam: 25-45% slope; well drained soil, finely textured, formed over sandstone and old Alluvium on foothills; highly erosive due to fine texture and slope.

137 Mine Dumps: Primarily located behind city hall near the foot of the ridge, in or near the Light Industrial zone.

A mine hazard may exist at the site of the #4 mine entrance (the Shaft mine), which was a vertical shaft which had a mine explosion on 1909 and was subsequently closed. The shaft was filled with rubble from the surface buildings but may not be stable. This site is 200 yards northwest of the junction of California and 'A' Street.

### **3.3c Aquifer Recharge**

The primary water source for Roslyn is Domerie Creek, un-filtered surface water. The intake is located at an elevation of 2617 ft on Domerie Creek, approximately 5.1 miles west of town. The Domerie and Crystal Creek may recharge the shallow aquifers system laying under the 100 Year Floodplain of these creeks and the Yakima River Basin.

As precipitation reaches the earth it enters into lakes, streams, rivers, oceans, or wetlands or seeps into the ground and becomes groundwater. The water that remains in the ground makes up an aquifer. As aquifers discharge they are recharged by rainfall or the movement of water from adjacent aquifers, lakes, streams, or rivers. The rate and quantity of water entering the ground depends on natural factors (including amount of precipitation, soil type and conditions, vegetation, and topography) and man made factors (including impervious surfaces, channeling of runoff water, compacted soil, and vegetation removal). A hazardous waste spill can make an aquifer unusable for years. Shallow groundwater in Roslyn is susceptible to contamination due to the relatively high permeability of the some soil layers and a generally shallow depth to groundwater.

The City encourages the establishment of land use intensity limitations to protect recharge areas. Best management practices along with hazardous material plans, appropriate zoning, and analysis of future impacts by development should protect the aquifer. Where land use is inappropriate to the environment as in the case of high density residential or industrial land use, density and land use limitations should be adopted.

### **4.3d Wetlands and Floodplains**

Wetlands are transitional areas between upland and aquatic environments where water is present long enough to form distinct soils where specialized plant can grow. Wetlands are typified by three physical characteristics: hydric soils, hydrology, and hydrophidic plants. The National Wetlands Inventory (NWI) map prepared by the U.S. Fish and Wildlife Service indicates where wetlands have been identified in Roslyn. In addition, other small wetlands may exist that are not identified on the map, but which can be identified by physical characteristics.

A small portion of the land within the City of Roslyn is located within the 100 Year Floodplain of Domerie and Crystal Creeks. These waters have experienced some flooding in recent years. Development near these floodplains is limited by FEMA regulations and related ordinances.

## **4.4 POPULATION PROJECTIONS**

For the purpose of deliberating future population trends, population projections are based on estimates prepared by the Kittitas County Council of Governments (KCCOG), a regional council made up of representatives from each of the incorporated cities and the county. The 2019 Washington State Office of Financial Management population figures for Kittitas County range from 48,670 for the high population projection and 38,5798 for the low projection. The 1990 Census



indicated that the population of Kittitas County was 26,725. The 2000 census indicated that the county had grown to 33,362 or a 25% increase. According to the Growth Management Act the County is responsible for adoption a population projection and allocating it to the different jurisdictions. Kittitas County by Ordinance No. 99-16 adopted the high population projection for the County. The County expects population to increase by approximately 15,000 people in the next 19 years.

The population in Roslyn experienced its peak in the early 20<sup>th</sup> Century when the demand for miners swelled the city population to over 4,000. Following the peak population slowly decreased to less than 1,000 with the closing of all the mines and the downturn in timber cutting. Since 1990 Roslyn's population has increased with the desire to live in a small town and the increasing willingness to commute to jobs in the Puget Sound Region. The 1990 Census indicated that Roslyn had a total population of 869. The 2000 Census indicated that the total population had grown to 1,017 or a 17% increase in ten years. Population projections and allocations are reached through the KCCOG, taking into account current growth rates and the projected population growth from OFM. The City of Roslyn has been allocated 1% of the total county growth, or 145 people in the next twenty years by 2019. This will result in a population projection of 1025 1,162 people for the year 2019 to be used for planning purposes. This number is not consistent with the growth experienced in the last 10 years, but it is the number the city must plan for.

Because the growth trend in Roslyn is a recent phenomena after many decades of decline, historic census trends do not help predict the population growth rate. Information on predicted demographic changes and other factors which influence the population growth rate is contained in the Housing Element.

#### **4.5 LAND ANALYSIS**

##### **4.5a Urban Growth Area and Annexation**

Normally population growth would drive the expansion of city boundaries within a larger urban growth area. The town population is now only a fraction of what it was in the 1920s, with many buildings in disrepair and many vacant lots. The projected residential and commercial growth can be accommodated through building renovation and infilling of the vacant land within the existing city boundary.

Annexation of land into the city limits must be from lands that are within the Urban Growth Area Boundary. In declaring the Urban Growth Boundary, the City commits itself to extending city services into this area, and must show in the comprehensive plan how the extension of services will be paid for, and how the level of service will be affected.

The major issue that limits annexation is the limited water right claim to Domerie Creek watershed, and the limitations of that water source. The city must be able to provide adequate water service at full build out. With the large amount of underdeveloped land within the current city limits, it is not

clear that there is a surplus of water available from the current source to support additional annexations.

Given the projected population growth estimate of the City of Roslyn can accommodate the additional residential, commercial, and industrial needs of the community within the present city limits. The conclusion therefore is that the Urban Growth Boundary for the City of Roslyn will stay at the present city limits and all land use considerations will be limited to the present city limits. Based on a average household size of 2.18 persons a total of 67 new housing units will be required by 2019. The current vacancy rate of 4.2 percent an additional three housing units would need to be constructed for a total of 70 new housing units.

#### **4.5b Build-Out Scenario for the City**

To establish a basis for policy decisions, this section will present a population build-out analysis that establishes Roslyn's carrying capacity under present zoning policies. Table 3-0 below shows what would happen if the undeveloped residential, commercial, and industrial zoned lands were infilled 100%. The acreage of undeveloped land shown in the table has been adjusted to reflect 38% of total acreage used as roads and utility rights-of-way.

**TABLE 4-0  
CITY OF ROSLYN  
LAND OCCUPANCY**

Zone Designation	RL	RM	CC	LI	P	UF	W
Total Area: Sq. miles	.44	.02	.04	.05	.08	.48	3.59
Total Area: Acres	281.6	12.8	25.6	32.0	51.2	307.2	2,291
Net Area: Sq. miles	.273	.012	.024	.031	.050	.48	3.59
1995 Buildings	534	30	70	1	4	0	0
Undeveloped acres	68	10.9	30 units	18	0	N/A	N/A
Maximum Density (units per acre)	3.45	15	6.49	(a)	N/A	N/A	N/A
20 Year Build Out (units)	602	132	100	(a)	N/A	N/A	N/A

notes: (a) data does not currently exist

This scenario projects the Roslyn population at full build out under current zoning policy is 1762 persons (based on 734 households with 2.4 residents). The existing city limits can accommodate the

70 additional housing units required for the projected population increase.

## **CHAPTER 5 ECONOMIC DEVELOPMENT**

### **5.1 INTRODUCTION**

The object of economic development in Roslyn is to work toward a self-sufficient community with a viable economic base providing employment and basic goods and services for residents and visitors.

Roslyn was founded on an industrial economy (coal mining) and developed a commercial economy to serve the residents. Since the closing of the mines, there has been no significant industry located within the city to provide an economic base for the town. While tourism has become important to many businesses in the commercial district, it is not a substitute for basic core industry.

The City of Roslyn should support commercial and light industrial development compatible with Roslyn's needs and consistent with the town's historic context. Tourism may be supported with such things as bed and breakfast establishments, small tourist oriented shops and galleries, and eating places, along with providing basic goods and services for residents.

### **5.2 INVENTORY AND ANALYSIS**

Refer to data generated by EDA Grant, 1995, compiled by Michael Cady, especially "A Market Analysis of the City of Roslyn September 1995", Economic Development Plan for the City of Roslyn October 1995", and "Directory of Commercial Sites and Buildings".

**Commercial:** Commercial uses are clustered in the downtown area with a smaller area located to the south along SR 903. Retail Sales is affected by competition from goods & services available in Cle Elum, Ellensburg, Yakima, and the greater Seattle metropolitan area. See the SWOT analysis and the Kittitas County, Cle Elum, and Roslyn gross retail sales data in the "A Market Analysis..." report.

**Industrial:** The City contains approximately 32 acres of industrially zoned land located on the east side of the city. The only use in the industrial land is the local offices for the Plum Creek Timber Company. Currently there are major barriers to additional development in the light industrial zone. This former mine site is unplatted with no roads or utilities located in the site. There is little incentive for a developer to take on a privately financed project due to low lease rates in this market and high costs of development.

Development of the industrial area may prove viable. Roslyn's location in close proximity to Interstate 90 is draw for industrial development. Businesses and Industry must have quick access to markets. I-90 provides rapid access to the Seattle area and east to Spokane. High speed data and voice services from local providers can support the needs of modern business. Roslyn must assure that adequate sewer and water capacity is available for industrial users.

## **CHAPTER 6 HOUSING**

### **6.1 INTRODUCTION**

The Growth Management Act (RCW 36.70.A.70(2)) states that the comprehensive plan must have "a housing element recognizing the vitality and character of established residential neighborhoods that:

- includes an inventory and analysis of existing and projected housing needs;
- includes a statement of goals, policies, and objectives for the preservation, improvement, and development of housing;
- identifies sufficient land for housing, including but not limited to government-assisted land for housing, housing for low income families, manufactured housing, multi-family housing, group homes and foster care facilities; and,
- makes adequate provisions for existing and projected needs of all economic segments of the community."

Because taxes on property are the primary source of revenue for any local community, Roslyn's housing stock represents the city's most significant capital asset. Consequently, the availability and condition of housing in Roslyn, will for the most part, determine the overall character of the community in the future. Since most land within Roslyn has been used to facilitate residential growth, it follows that considerable amount to the city's fiscal outlay will go toward providing those services required by the public.

### **6.2 INVENTORY OF EXISTING HOUSING STOCK**

#### **6.2a Housing Tenure and Type**

Roslyn's existing housing stock consists chiefly of single-family homes. Mobile homes and multi-family duplexes constitute the remainder of the city's available housing. The following table outlines the housing tenure and type in the city for the 190 and 2200 census.

<u>Housing Type</u>	<u># in 1990</u>	<u>% in 1990</u>	<u># in 2000</u>	<u>% in 2000</u>
Owner Occupied	322	53	345	55.3
Seasonally Vacant	128	21	84	13.5
Vacant / Unoccupied	69	11	72	11.5
Renter Occupied	87	15	122	19.6
Total	606		623	

Source: US Census 1990 and 2000

According to the Census in the past ten years 17 dwelling units have been added to the City. At 55%, the home ownership rate in Roslyn is below the statewide average of 64.6% and the county average of 58.3%. The number of seasonally vacant units has gone down in the past 10 years, but is substantially higher than the statewide average of 2.5%. This reflects Roslyn's popularity as a vacation local and as a place for future retirement. The reduction in seasonally vacant units resulted in increases in the owner occupied and renter occupied unit numbers.

Single family homes account for 91% of the housing within the city, with mobile homes accounting for another 4%. Multi-family residences constitute the remaining 5% of the housing stock.

#### **6.2b Value and Cost of Housing**

In the 1990 Census Data, the median value of owner occupied homes in Roslyn was 49,500. A quarter of the homes were valued under \$37,200, and a quarter were valued at over \$65,800. Most monthly rents were at or below \$250.00.

Since the 1990 Census, the cost of housing in Roslyn has risen dramatically. According to records of real estate sales, the average sales price of all real property in Roslyn has risen 69% since 1990. If the trend for homes is the same as for all real property sales, the median home value at the end of 1993 would be \$83,700 (up 69% from 49,500 in 1990 Census data), an average increase of 22.5% per year since 1989.

Year	1989	1990	1991	1992	1993
Sales Price	29,927	39,654	48,148	58,660	67,033
% of 1990 Value	75%	100%	121%	148%	169%

Data per Central Washington Real Estate Services Co., January 1994

#### **6.2c Housing Conditions**

The Kittitas County Planning Department conducted a street survey in the summer of 1993, which found that 68 (12%) of the single-family homes exhibit the type of structural defects which characterized a substandard condition. The survey noted visible defects in the existing housing stock (sagging floors, leaking roofs, foundation problems), which are typical indicators of more serious structural problems. The report of this survey also stated that the local real estate agents claim that up to 40% of Roslyn's housing stock could experience financing problems due to structural, electrical and plumbing defects.

#### **6.2d Housing Stock**

Market forces encourage the development of typical 80-year old home into a historical home meeting modern standards, often with new plumbing, electrical, insulation, heating, and sometimes even a new foundation. As a result of this development, the formerly inexpensive home gains significant value, and may no longer be available to the low-income household.

The predominant housing type in Roslyn is the detached single family home. Because of the historic character of the town, apartment buildings, single wide mobile homes, duplexes, and condominiums are not encouraged. This leads to a shortage of housing stock equivalent to the studio apartment or single bedroom apartment.

#### **6.2e Land Availability for New Housing**

According to the 1993 County Planning Department survey, there are ~~68~~ 325 vacant residential lots available for development within the City of Roslyn. Based on the population growth assumptions, there is no general housing shortage within the 20-year planning period. These vacant lots allow space for development of affordable housing without requiring annexation of adjacent portions of property to the town.

### **6.3 Future Housing Needs**

#### **6.3a Population Trends**

Population figures for the past two decades portray the ongoing decline in population which started in the early part of the century. According to the US Census, Roslyn's population decreased from 1,031 individuals in 1970 to 938 in 1980, a decline of 9%. Census figures from 1990 put the city's current population at 869. This presents a decline of 7.2% during the last decade. However, the declining population trend of the last 50 years appears to have reversed due to population increases in the Seattle Metropolitan Areas and the increasing housing prices there. Most available statistical data does not yet reflect this recent population trend in Roslyn. A 1995 census sponsored by the City and supervised by the Office of Financial Management (OFM) reported the population at 936 persons, an increase of 7.7% over the 1990 Census figures. The 2000 US Census reported a population of 1,017 persons, an increase in 17% over the 1990 census figures

Because of its position along Interstate 90 and its proximity to the Puget Sound, Roslyn has found popularity as a retirement and vacation home center. It is becoming increasingly attractive for commuters working in the Seattle Metropolitan Area due to the relatively high cost of housing there. Also many workers in the timber and construction industries live in the area and travel to jobs throughout the Pacific Northwest and Alaska.

There is an emerging trend toward working at home, made more practical by access to computer networks over telephone lines. For this kind of work (typically computer related jobs or professional consulting services, etc.), the office location is flexible. Towns like Roslyn are attractive to many of these tele-commuters, offering lower housing costs and easier access to outdoor recreation opportunities than larger urban areas.

#### **6.3b Population Projections**



The Washington State Office of Financial Management (OFM) projected 10.4% growth over 20 years for Kittitas County as a whole. In 1992, Bruce Eggelston of the Kittitas County Planning Department projected a 38% growth over 20 years for the entire county, based on projected building permit applications. If county growth was centered around the Ellensburg area, Roslyn's growth was predicted at 15% over 20 years. With that growth weighted toward the upper county, Roslyn was projected to grow as much as 72% over 20 years. Data for the local school district population shows a 6.5% annual increase in the average enrollment in recent years (1991-1992, 924.5; 1992-1993, 967.89; 1993-1994, 1048.88). The Kittitas County Council of Governments (KCCOG) allocated 1% of the county growth predicted by OFM to occur in Roslyn; this was 140 persons above the 1994 OFM number of 885, for a projection of 1025 persons in the year 2014. That allocation was continued in the most recent population projection which allocated Roslyn 1% of the population growth expected in the county or 145 persons. The year 2000 Census indicated that Roslyn's population is now 1,017 which is almost the population expected by 2014.

In a 1995 census sponsored by the City and supervised by OFM, the population of Roslyn was 936. This is an average annual growth rate of 1.49%, which if compounded over 20 years leads to a 20 year growth of 34.4%. If this population growth rate continued the following is the expected population

Year	1970	1980	1990	1995	2010	2015	
Population	1030	938	869	936	1007*	1168*	1258*

\*34.4% Growth/20 Year Projection

### **6.3c Changes in Persons per Household**

The 1990 Census Data shows a large number of single senior citizens living alone (19.6% of currently occupied housing units). Over the next twenty years many of these homes will become available, and there will be a trend for these households to convert from individuals to families or couples. This will cause the 2.12 persons per household number from the 1990 Census to rise over the next 20 years to 2.4 persons per household to be more in line with similar communities. To compare, the 1990 Census 'persons per household' figures for Cle Elum, South Cle Elum, North Bend, Snoqualmie, and Fall City are 2.23, 2.43, 2.38, 2.54, and 2.65 respectively.

### **6.3d Changes in Seasonal Vacancy Rates**

The rate of seasonally vacant housing units is also in a state of change. Due to low costs and availability, there has been a trend over the last 20 years for nonresidents to purchase and remodel homes and keep them for vacation homes or hold them for future retirement home. With the recent sharp increase in property values, it is no longer inexpensive to purchase and maintain a second home in Roslyn. Also as a result of the sharp increase in housing prices, these second homes (and rental houses) have had a significant increase in equity which provides an incentive for the owner to sell the house. The percentage of houses in 1990 which the US Census determined were seasonally vacant was 21% or 128 units. By 2000 this number was reduced to 13.5% or 84 units. The number

of permanently vacant housing units increased by 3 during the same period.

If the decline in seasonally vacant units continues, we project seasonally vacant housing units at 8% in 20 years, which is more in line with similar communities. For comparison, the 2000 Census Data for seasonally vacant units in South Cle Elum and Cle Elum is 5.2% and 3.6%, respectively.

### **6.3e Decrease in Vacant Housing Rates**

The increase in property values has also provided an incentive for renovating vacant houses. The 1990 rate of 11% is likely to decrease as these houses are upgraded and restored. The 2000 Census data did not confirm this expectation and indicated a minor increase in the number and overall percentage of vacant housing units. Our 20 year projection is 4%. This compares to the 1990 census rates of 2.1%, 4.1%, 4.3%, 4.8%, and 10.9% for Fall City, Snoqualmie, North Bend, South Cle Elum, and Cle Elum respectively. In order to achieve the goal the city should explore ways in which it could encourage the occupancy of these vacant housing units.

### **6.3f Projected Needs**

An analysis of Roslyn's current and projected population, as well as existing housing stock and average household size is used to ascertain the future housing needs of the community. Taking the projected 10 and 20 year populations and dividing by the average household size reveals an estimate of housing unit demand for those respective years.

Year	1990	2000	2010	2014
Housing Units 1990	606	606	606	606
PPH	2.12	2.18	2.4	2.4
Occupied Housing Units	409	467	534	534
Seasonally Vacant	128(21.1%)	84(13.5%)	48(8%)	48(8%)
Permanently Vacant	69(11.4%)	72(11.5%)	24(4%)	24(4%)
Population Served	869	1017	1280	1282
Roslyn Population Projections	N/A	1007	1168	1258
KCOG Allocations				1009#

#projections(based on KCCOG-County Wide Planning Policies)

The growth allocation of 145 additional persons would require an additional 67 housing units to accommodate them at the current average household size of 2.17 persons. The existing housing stock could accommodate the new population by converting vacant or seasonally vacant units to permanent units or by increasing the number of units or by increasing the number of persons per unit. A certain number of units will remain vacant for a variety of reason. To determine the number of require units the average vacancy rate of Kittitas County will be used. This assumes that current vacant units will

convert to permanent units over time. In regards to household size the census indicates that housing size is unlikely to increase over time to accommodate the additional population. This results in the need to add new units to accommodate the new population. In the past 10 years 8.7 people have moved to Roslyn for each housing unit added.

Kittitas County as a whole has 18.8% of its housing units vacant. If this rate was applied to Roslyn an additional 43 housing units would need to be converted from seasonal to permanent. Roslyn would then need to add 24 new units. Based on the discussion in 4.2E there is more than adequate existing residential lots to accommodate the demand for new housing units.

The recent influx of Puget Sound moneys in the form of retirement and vacation homes has brought about an abrupt increase in real-estate prices and a shortage of rental units. While the prices of the residential housing market in Roslyn may still be within reach of the fiscally sound, this inflated market is moving beyond what most first time home buyers can afford. Furthermore, increase in property values results in higher property taxes which can cause financial difficulties, especially for the "local" working and retiree's who must manage with less than their neighbors who are commuting to jobs in the Seattle Urban area. If Roslyn wishes to maintain a diverse and viable community, affordable housing must be made available now and in the future.

In order to preserve the rural and historical character of the community, the city should encourage infilling of vacant lots with affordable detached homes, rather than multi-family residences. Eventually the process of infilling will consume the undeveloped land within the city, resulting in higher population densities. Still, given current population growth patterns, this condition should not occur anytime during the term of this plan.

#### **6.4 Affordable Housing**

Statistics for our 20 year planning period do not show an overall housing shortage, but in fact there is a shortage of housing that can be affordable by young families and individuals. The recent escalation of housing prices has all but eliminated the ability of the average wage earner working in Roslyn to own their own home here.

Affordable housing was addressed in days past by a small narrow home built on a 25 foot wide lot, sometimes referred to as a miner's shack or bachelor's house, which serves the function of a single wide mobile home or small apartment. A number of these are still used, and are very appropriate for individuals and young couples. The limited lot size and limited expandability insure that these homes remain at the low end of the housing market.

According to the 1990 US Census, the median price of a detached single family home in Roslyn was \$49,500; in 1993 that value has risen to over \$80,000. If someone wishes to purchase a home at this price with a typical 20% down payment, the monthly mortgage payment for a conventional 6.5% 30 year loan (including interest, taxes, insurance and all closing costs), would total \$690. In deciding who will qualify for a home loan, most loan offices concur with the Department of Housing and

Urban Development (HUD), that a person should not contribute more than 28% of their total net income towards the purchase of a home. Given a monthly payment of \$690, a family would need to earn at least \$29,550 per annum to purchase the average home in Roslyn.

The 1990 US Census figures show the yearly median household income for a household in Roslyn to be \$15,000. There is a \$14,550 difference between the median household income and the amount required to afford the average home in Roslyn.

Affordable housing can be addressed in two ways:

- 1) Increase the stock of affordable housing (building).
- 2) Make existing housing more affordable (financing).

A significant factor that affects affordability is building a larger and more diverse local economy that increase overall household income, especially if it includes new jobs that pay "living wages". A living wage would be one for which local housing costs consume no more than 28% of net income (HUD). It is beyond the scope of the housing element of the comprehensive plan to address this issue, but it is at the core of the issue of affordable housing.

#### **6.4a Financing Options for Affordable Housing**

##### **Federal, State and Local Programs**

##### **Kittitas County Housing Authority**

Federal housing programs are directed by HUD, which together with local and state agencies work to administer and implement housing initiatives. At the time of this writing the Kittitas County Housing Authority-KCHA-was not administering any HUD funded programs for upper Kittitas County municipalities.

##### **Department of Community Development-Housing Division**

The Housing Assistance Program is the Department of Community Development-DCD-housing division's principle program. The Housing Assistance Program provides loans and grants to local governments, public housing organizations, for the benefit of households with incomes below 50% of the area's median income. Program funds are awarded through a competitive process, and are provided as loans which carry a 25-year commitment to maintain the housing for the prospective group. Activities which qualify for, and are administered by the program include:

- New construction
- Rehabilitation or acquisition of low income housing
- Manufactured housing
- Matching funds for related social services, low-income rental assistance, and weatherization

- Technical assistance to non-profit organizations, cities and counties

The Kittitas County Action Council-KCAC-has recently received designation as the local administrator for DCD programs.

### **The Washington State Housing Finance Commission**

The Washington State Housing Finance Commission's-WSHFC-primary role is to provide below market rate financing for first time home buyers with an income less than 80% of the area's median income, adjusted for family size. These below market rate mortgage loans are available through participating lenders.

### **Financing Options for Local Governments**

In addition to federal, state, and local programs, there are several finance options that Roslyn could utilize to foster the development of affordable housing. The Department of Community Development's "Housing Resource Guide" serves as an index for these programs. The local government options include:

- General Funds Estate Sales Excise Tax
- General Obligation Bonds for Housing
- Special Purpose Property Tax Levy

### **6.5 Auxiliary Housing Units**

Growth Management requires each jurisdiction planning under the Act to provide for affordable housing. This means providing a variety of housing for all income levels as well as provisions for specialized housing. Roslyn is faced with several problems when trying to realize this goal. The City is characterized by predominately single-family "stick-built" homes. Apartments, duplexes, and mobile homes have not been encouraged in the city due to residential zoning and a historical building design code. This has restricted the housing market to single-family homes and may have reduced the availability of small, inexpensive housing in Roslyn.

Roslyn is also faced with a mandate to reduce sprawl. This may be done by increasing densities in residential areas and allowing some building on half width lots (25X100).

## **CHAPTER 7 TRANSPORTATION**

### **7.1 INTRODUCTION**

The Transportation Element has been developed in accordance with Section 36.70A.070 of the Growth Management Act to address the motorized and non-motorized transportation needs of the City of Roslyn. This section includes a twenty-year policy plan and a ten-year road improvement plan.

The Transportation Element has been developed in accordance with the County Wide Planning Policies, and has been integrated with all other elements to ensure consistency throughout the comprehensive plan. The Transportation Element specifically considers the location and condition of existing traffic circulation system; identified transportation problems; projected transportation needs; and establishes Level of Service standards by which improvements will be measured. All development will be evaluated on the basis of concurrency, the availability of urban public service or financing for the urban public service to offset the "costs" of that development. The City of Roslyn may require developer impact fees to offset the costs of expanding the transportation infrastructure.

- Inventory and Analysis of Existing Transportation System Conditions
- Future Needs and Alternatives of Future Transportation Needs

### **7.2 SUMMARY**

This section of the plan presents an inventory and description of the existing transportation system, and begins to analyze current and projected needs. The inventory and analysis of service and facilities are intended to provide an assessment of the capability of the existing system to meet existing needs, as well as to correlate system needs with estimates of projected land use and growth in Roslyn.

The Community of Roslyn was not designed for motor vehicles, but rather for pedestrian access to all community activities. As the automobile emerged as a major factor of life, it did not greatly disrupt the community. The design of the downtown and community have preserved a pedestrian orientation where automobiles can park but then persons within the central business district walk from one activity to another. This pedestrian orientation is a major factor in historical preservation and historic viability in Roslyn.

The land use section emphasizes infilling of the city to accommodate projected growth, rather than adding external growth areas. Other than adding roads as part of the development of the currently undeveloped light industrial and medium density zones, the basic infrastructure of the city is sufficient to handle the projected growth (see land use for growth projections). The major transportation issue is the need for off-street parking for increased tourism and commerce in the central business district and the increase in traffic through the city on SR 903 resulting from increased development in the county and recreational users. With improvements to the downtown,



off street parking within or adjoining the central business district will be needed.

### **7.3 STORMWATER SEWER SYSTEM**

#### **7.3a System Description**

Stormwater drainage for public streets in Roslyn is a combination surface and sub-surface system. Prior to 1988 improvements, the system consisted of 1,000 linear feet of 48 inch concrete box culvert; 3,000 linear feet of 36 inch concrete pipe; 3,800 linear feet of 24 inch concrete pipe; and an unknown quantity of smaller concrete pipe and clay tile. Crystal Creek is directed underground through most of the city through the box culvert. Serious problems remain with flows between the sanitary and storm sewer systems. These problems complicate wastewater treatment and may contribute to contamination of Crystal Creek.

New state and federal requirements may require Roslyn to commission an engineering study of stormwater drainage and treatment within the next few years

#### **7.3b Level of Service**

The standard level of service for stormwater on city streets is the installation of a stormwater control system that collects and treats runoff generated by the impervious surfaces consistent with state and federal standards. Such a system shall be installed on new construction or substantial reconstruction of roadways.

The current system of cast iron ditch drain inlets eventually needs to be replaced. They should be replaced with Type I catch basins to prevent the system from plugging with sand and gravel. Such maintenance will reduce stormwater flooding interruptions to orderly pedestrian and vehicular traffic movement.

### **7.4 STREETS AND BRIDGES**

#### **7.4a State facilities**

The only state owned transportation facility within the city limits is State Highway 903. This road is the main route through Roslyn. This road meets Interstate-90 in Cle Elum four (4) miles to the Southeast and terminates in the vicinity of the Lake Cle Elum Dam to the North-Northwest of the city. Approximately one (1) mile of State Route 903 lies within the city limits. The state has responsibility for maintenance of the traveled portion of this route.

#### **7.4b County Roadways**

There are three (3) county roads serving Roslyn and maintained by Kittitas County. These are Shaft (South "A") Street, Nelson Dairy Road, and Horvatt Road.

#### **7.4c City Streets**



Using the Federal Functional Classification System, all roads within Roslyn are Rural Major Collectors (07), Rural Minor Collectors (08), or Rural Local Access (09) (Table 6-2). They are defined as:

*Rural Major Collectors (07)*

1. Serves county seat that is not on an arterial route, larger City not directly served by the higher systems, and other traffic generators of equivalent intra-county importance, such as consolidated schools, shipping points, county parks, and important intra-county travel corridors;
2. Links these places with nearby larger cities, or with routes of higher classification; and
3. Serve the more important intra-county travel corridors.

*Rural Minor Collectors (08)*

1. Should be spaced at intervals consistent with population density to accumulate traffic from local roads and bring all developed areas within reasonable distances of collector roads;
2. Should provide service to the remaining smaller communities; and
3. Should link the locally important traffic generators with their rural hinterland.

*Rural Local Access (09)*

Road which primarily provides access to land adjacent to the collector network and serves travel over relatively short distances.

Within the City of Roslyn, streets will also be defined using the terms Main Arterial, Secondary Arterial, and Neighborhood Streets so as to better understand the local function which they serve.

*Main Arterial*

The main arterial through Roslyn is Highway 903, which follows First Street to Nevada, turns to follow Nevada Avenue to Seventh Street, then turns and follows Seventh Street out of the city. As the highway passes through a portion of the central business district and winds through the residential neighborhoods to the northwest, the drive offers insight into the historic nature of the city.

This route serves as more than an arterial for the city, it is the primary access route for Ronald, Lake Cle Elum, and most recreation activities in the Cle Elum River Valley. This results in significant peak traffic periods that occur on Fridays as people enter the area and Sundays as people leave the area. The addition of the Mountain Star master planned resort will increase the traffic on this route from additional visitors using the recreational areas and from visitors to the resort using the entrance north of town. Current weekday peak hour volumes on 903 south of Pennsylvania Avenue are 656 vehicles. This is expected to increase to 755 at year 10 of the resort development.

*Secondary Arterial*

Sections of Second Street and Fourth Street function as secondary arterials, accepting traffic of Highway 903 and funneling it into the Central Business Districts and Neighborhood Streets.

Second Street, from Wyoming Street on the south side of Roslyn to Nevada on the north side, parallels the highway and serves as a collector near Wyoming Street. It is also the only detour route

if the highway is blocked between California and Montana Streets. As Second Street approaches the Central Business District, it becomes more of an arterial, and from Pennsylvania Avenue to Nevada Street is sometimes used, in lieu of the First Street arterial. Second Street also provides access to Walter Strom Jr. High School and Pioneer Park. When the corner of Pennsylvania Avenue and First Street is blocked, the detour route is on Second Street via Dakota Avenue, up Second Street to Washington Avenue, then back to First Street.

Fourth Street, from Horvatt Road to Pennsylvania Avenue, is used by many people coming from Ronald and Lake Cle Elum as a more direct route to the central business district. A significant portion of that traffic continues to First Street, and joins the main arterial to leave the city. This traffic flow is most noticeable during commute times.

*Neighborhood Streets*

All other streets in the city are neighborhood streets, though some may function as minor collectors for a limited area.

**TABLE 7-0**

**CITY OF ROSLYN STREET INVENTORY**

FFCS	NAME	LENGTH	SIDEWALKS	DRAINAGE
<b>EAST / WEST</b>				
09	Alaska Avenue	2200		
09	Arizona Avenue	2200		
09	California Avenue	1150		
09	Colorado Avenue	300		
09	Dakota Avenue	1320		
09	Hoffmanville Ave	1310		
09	Idaho Avenue	1750		
09	Montana Avenue	1020		
08	Memorial Way	2000		
08	Nevada Avenue	2350		
09	Oregon Avenue	1020		
08	Pennsylvania Ave	1220		
08	South Avenue	1500		
09	Utah Avenue	2600		
09	Washington Ave	2100		
	Private Whitehead Drive	N/A		
09	Wyoming Avenue	600		
08	A Street	3500		
09	B Street	1450		
09	C Street	1450		
09	D Street	420		
09	E Street	420		
<b>NORTH / SOUTH</b>				

	1st Street/HWY 903	
08	2nd Street	4500
09	3rd Street	4500
08	4th Street	1500
09	6th Street	1300
09	7th Street	1300
09	8th Street	450

Roslyn includes 11.5 miles of paved streets. Nearly all city streets have been surfaced following completion of the new city water distribution systems in 1993. Some of the streets commonly used by the public have never been officially acquired by the city or in some cases may have been sold or given away. Roslyn is subject to severe winters, and the street system suffers unusual wear as a consequence. Snow plowing is generally required an average of twice a week from December through February. Nearly all local streets must be paved to accommodate the winter weather, and damage sustained during winter necessitates frequent street repairs.

The Puget Sound Energy maintains a street light network of approximately 97 lights, which is considered adequate for present needs.

#### **6.4d Level of Service**

Each section of the Transportation Element will establish a Level of Service. A Level of Service is the standard by which a decision to expend capital will depend. Levels of Service are not static as Federal, State, and Local regulations and needs change. Therefore, on an annual basis the Transportation program will be reviewed for adequacy and community need. The land use element estimates that approximately 145 people will be added to the City within the next 20 years. This new population will increase the traffic on city streets. The road network will generally function at LOS A during most times. However, during peak travel periods level of service may drop. The city finds that it is acceptable to allow periods where the level of service is lower instead of building and retrofitting roads for infrequent heavy volumes. Development will not be allowed to cause the level of service to drop below D.

Traffic Volumes: Recent traffic volume data is available for a number of roads serving Roslyn:

**Table 7.4.d: Year 2000 Total Summer Daily Traffic Volumes**

Location Description	Average Weekday	Peak Weekend	Peak Hour
SR 903 west of Bullfrog	5,752	7,100	802
SR 903 west of Roslyn	2,479	3,895	469
W. Penn east of 2 <sup>nd</sup> Street	1,758	2,356	214
Horvatt Rd. W. of 7 <sup>th</sup>	336	421	54
W. Penn west of 2 <sup>nd</sup> street	825	1,221	111
S. 2 <sup>nd</sup> Street N of Wyoming	235	257	51

- A. **State Highways** - State Route 903 is the only state owned facility in the City. The Growth Management Act requires that the City include impacts to state roads from land use assumptions identify a level of service and specify that concurrency does not apply to state owned facilities in its comprehensive plan. . Additional construction and maintenance of it is determined by the Washington State Department of Transportation. The additional population of Roslyn will result in minor increases in traffic volumes that are not likely to affect the level of service on this roadway. However, continued growth in unincorporated Kittitas County in the Mountain Star MPR and areas north/northwest of the city will result in increased traffic on SR 903 through the City. Because SR 903 is a primary road which bisects the city the level of service should be the same as for other city streets.
- B. **City Streets** - streets will be maintained and improved according to the following standards:
- (1) **CAPACITY** - for roadways, level of service is typically described in terms of congestion, which is usually measured by average travel speed or vehicle density. Table 6-1 provides general definitions of the level of service (LOS) categories typically used by traffic engineers for roadways. Six levels of service are defined. Each level is given a letter designation from A-F, with LOS A representing the best operating conditions and LOS F the worst. Using the A-F system, roads in Roslyn are typically A, and are unlikely to go below a level of service B with some exceptions for specific turning movements at limited locations. The Average Daily Traffic (ADT) counts taken along State Route 903, and published by the State in an Annual Report, are for locations South and East of Roslyn. In 2000, a traffic count was done in Roslyn. The majority of traffic occurs between a short time period during the am and pm peak traffic periods. This could result in a lower level of service for these peak periods.
  - (2) **ROAD STANDARDS** the second way to evaluate level of service on Roslyn streets is by safety. This is done by using road standards for pavement width and surface material. To do this the City will adopt geometric road standards based on County Design Standards.

Roads are classified functionally. Function is the controlling element for classification and shall govern right-of-way, road width and road geometric. Other elements such as access, arterial spacing (two lanes on all streets in Roslyn), and average daily traffic count (ADT) are used. Within each functional classification, roads are further characterized as urban or rural. An urban or "curb" type road typically requires curb and gutter with inlets and underground pipe drainage. A rural or "shoulder" type road typically requires a shoulder or open ditch drainage. Table 5-2 and 5-3 contain level of service design criteria for roads based on the Federal Functional Classification System and Kittitas County Road Standards.

At a minimum, Horizontal Curvature and Sight Distance Design values as indicated in Table 5-4 are necessary to meet the requirements outlined in Tables 5-2 & 5-3 for selected design speed and roadway classification.

- C. **Snowplowing** - Few city streets were constructed with adequate bases and surfacing depth to resist the adverse weather conditions usually faced each winter. The winter level of service plowing standard is to keep certain streets passable for emergencies such as police, fire and ambulance services and to meet a minimum level of accessibility to homes and business for the rest of the city.

**TABLE 7-1  
CITY OF ROSLYN LEVEL OF SERVICE DEFINITIONS**

**Level of Service A** - Describes a condition of free flow with low volumes and high speeds. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. Stopped delay at intersections is minimal.

**Level of Service B** - Represents reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions.

**Level of Service C** - In the range of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. The selection of speed is now significantly affected by interactions with others in the traffic stream, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

**Level of Service D** - Represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.

**Level of Service E** - Represents operating conditions at or near the maximum capacity level. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increase in flow or minor disturbances within the traffic stream will cause breakdowns.

**Level of Service F** - Describes forces or breakdown flow, where volumes are above theoretical capacity. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations, with stop-and-go waves which are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, and then be required to stop in a cyclic fashion.

**TABLE 7-2**  
**CITY OF ROSLYN**  
**DESIGN CRITERIA FOR RURAL LOCAL ACCESS**  
**AND PRIVATE STREETS AND ROADS**

Classification	Neighborhood	Residential	Commercial/ Industrial	Loop	Cul-de-sac
Serving potential number of Single Family Units	300	100	N/A	50	16
Design Speed	35	30	35		
Maximum Super elevation	6%	6%	6%		
Minimum centerline radius	380 ft	273 ft	273 ft		
Maximum grade	11%	12%	12%	15%	15%
Minimum traveled width	22 ft	22 ft	24 ft	22 ft	22 ft
Minimum pavement width	34 ft	28 ft	40 ft	28 ft	24 ft
Min. right-of-way width	60 ft	60 ft	60 ft	60 ft	50 ft
Min. full access intersections spacing	275 ft	200 ft	275 ft		

**TABLE 7-3**  
**CITY OF ROSLYN**  
**DESIGN CRITERIA FOR COLLECTOR ROADS**

Classification	Rural Major	Rural Minor
A. Maximum spacing (miles)	Over 2 miles	< 2 miles
B. Design Volume	Over 2,000	<2,000
C. Design Speed	50 mph	50 mph
D. Maximum super elevation	6%	6%
E. Minimum centerline radius	955 ft	575 ft
F. Maximum grade	6%	6%
G. Minimum traveled way	24 ft	22 ft
H. Minimum pavement width	40ft	34ft
I. Minimum right-of-way width	60 ft	60 ft
J. Minimum full access intersection spacing	500 ft	275 ft

**Table 7-4  
CITY OF ROSLYN  
STREET DESIGN VALUES FOR ARTERIAL ROADS,  
RURAL RESIDENTIAL AND COMMERCIAL ACCESS**

Design Speed (MPH)	30	35	40	45	50	55
Horizontal Curvature for 6% Super elevation, Radius (ft)	273	380	509	656	849	1,061
Stopping Sight Distance (ft)	200	250	325	400	475	550
Entering Sight Distance (ft)	430	460	555	650	685	750
Passing Sight Distance (ft)	1,100	1,300	1,500	1,650	1,800	1,950

#### **7.4e Proposed Projects**

As noted above, for many years the City has maintained and the public has used streets which have never been officially platted or shown on maps as clearly in city ownership. As a project, legal steps need to be taken to make the following streets official city streets:

- East California Street: 1st Street to South A Street
- Horvatt Road: 8th Street to city limits
- Cemetery Road: Montana Street to 4<sup>th</sup> Street to Veterans Cemetery
- Washington Street: 1<sup>st</sup> Street to A Street
- East Pennsylvania Avenue: B Street to C Street
- Cemetery Roads and Reservoir Road
- Alley: 5th Street and 7th Street and at 7th Street
- South B Street: Hoffmanville Street to South Avenue

The City has identified the transportation needs for the next 20 years on the following table. It is expected that these project will be necessary or are desired during the planning period. This list will be refined through the six year transportation planning process. Funding for the projects will be largely dependent on the City receiving grant funds. The Mayor and City Council have filed a Six Year Street Plan with the State of Washington Department of Transportation, following consultation with the regional engineering of the Transportation Improvement Board.

#### **7.5 Non-motorized transportation**

##### **7.5a System Description**

Sidewalk installations vary widely between the different neighborhoods in Roslyn. Where sidewalks exist, either the city required it or they were installed by the developer or subsequent property owner. In some cases, they were installed at the city's' expense.

The primary function of sidewalks is to promote pedestrian safety by clearly separating vehicular



traffic from pedestrians. Poorly maintained sidewalks can lead to liability problems for the city and property owners. City policy and law in Roslyn is that the adjacent property owner must bear the cost of installing and maintaining the sidewalk adjacent to the border of each parcel of private property in the city. Any contractor who destroys a section of curb and/or sidewalk in the course of work must bear the cost of replacing the curb and/or sidewalk and meeting city construction standards in the replacement.

Curbs and sidewalks are necessary in some areas to separate and protect pedestrians from busy vehicular traffic. In other, quieter neighborhoods, where there is little traffic, there is little need for sidewalks. Because of this, a single design standard that applies uniformly throughout the city is not appropriate. The prime consideration for prioritization of sidewalk projects is the volume of pedestrians and vehicles. The top priority is in the busy commercial core of the city, particularly along Pennsylvania Avenue and its cross streets. The next highest priority is adjacent to State Route 903 where it passes through the city. In general, the priority for sidewalks decreases as the distance from these key thoroughfares increases.

#### **7.5b Level of Service**

A safe pedestrian right-of-way will be provided wherever pedestrian safety is compromised by vehicular traffic.

#### **7.5c Proposed Projects**

The primary responsibility for sidewalk maintenance rests with the adjacent property owners. Because of the age of the community many sidewalks are in disrepair. Before expanding the sidewalk network the existing sidewalks should be repaired and maintained.

Commercial Core:

1. Repair existing damaged sidewalks
2. Install ADA accessible curb ramps

Residential Areas:

1. Repair or replace existing network

### **7.6 PARKING**

Diagonal parking is allowed in the central business district along Pennsylvania Avenue. Elsewhere in the city, parallel parking is the norm for on-street parking. In the central business district there are diagonal parking places, and parallel parking places. Parking in the central business district is insufficient to deal with summertime weekend demand caused by the recent surge in tourism. Currently the overflow from downtown parking expands into adjacent residential areas, and into

undeveloped parking areas at either end of Pennsylvania Avenue.

#### **7.7 RAIL TRANSPORTATION**

During the coal mining days and the boom of logging the railroads were the hub of industry in the community. As the coal mines shut down and logging became dependent on trucks the railroad declined. At present no railroad companies run or maintain lines through the city. The former rail line which connected the City of Roslyn, Ronald and Cle Elum has been abandoned and converted to a regional trail system.

#### **7.8 AIR TRANSPORTATION**

Roslyn has no airfield. The closest regularly scheduled commercial aviation is in Yakima or at Sea-Tac airport south of Seattle. The Ellensburg airport can be used by small commercial airplanes.

The Cle Elum Municipal Airport has a 2,452 foot paved runway that is used by small aircraft. The City of Cle Elum has an Airport Advisory Committee which oversees maintenance and development at the airport. The Washington State Department of Natural Resources maintains an airfield in the Easton area. There is no scheduled air traffic at this facility, although charter service is available in the area. The airport is closed November through March because of snow and hazardous conditions.

#### **7.9 PUBLIC TRANSPORTATION**

There is no regularly scheduled public transportation in Roslyn or Kittitas County. Inter city bus routes (Greyhound) stop in Cle Elum (approximately 3 miles away) but there are no connections to Roslyn. Kittitas County Action Council does provide a phone and pick up service to Ellensburg, but this system is very limited. A taxi service is available on call serving Roslyn and Cle Elum. There is no plan for the city to initiate a public transportation project.

#### **7.10 FINANCING**

Based on the Level of Service standards outlined in this Comprehensive Plan, all developments shall be evaluated to determine their impact to the Transportation Element and establish a developer costs for those impacts.

## **CHAPTER 8 UTILITIES**

### **8.1 INTRODUCTION**

This Utilities Element has been developed in accordance with Section 36.70A.070 of the Growth Management Act to address utility service in the City of Roslyn.

The Utilities Element specifically considers the general location, proposed location and capacity of all existing and proposed utilities, including, but not limited to electrical lines, telecommunication lines and natural gas lines. This element also identifies general utility corridors.

### **8.2 INVENTORY AND ANALYSIS**

#### **8.2a Electrical Facilities**

Electricity is provided to the city by Puget Sound Energy. PSE is a privately owned utility with responsibility for providing service to customers in the Upper County area. The inventory and forecast of utility facility needs is contained in PSE's Growth Management Act Electrical Facilities Plan for Kittitas County.

The Bonneville Power Administration, a Federal Agency, operates regional transmission lines within two corridors through the valley. These lines carry bulk electrical energy from hydroelectric generation facilities on the Columbia River to the Puget Sound Region. There are no local connections to these transmission lines.

#### **8.2b Telecommunication Facilities**

Telephone services are provided by Inland Telephone, a privately owned utility, that serves Roslyn, Ronald, and Lake Cle Elum areas. Inland Telephone provides telephone, cable, fibre optic, and security systems management. Inland Telephone serves many telephone, internet and Cable customers in the area from a central office located in Roslyn. Services are provided via overland and limited buried cable (South end of Roslyn). Extensions of the telephone and cable service can easily be accomplished to serve future growth on a demand basis.

Telecommuting (working at home, communicating via computer to work sites) is a growing trend in the Pacific Northwest and in Roslyn. The low cost of housing has allowed many families to relocate into the Roslyn area. It is possible to 'commute' through modems and telephone lines for some jobs. For most users, access to a computer network becomes practical only when the telephone connection time is toll free, or dialed as a local call. There are a number of service providers in the upper county including Roslyn.

#### **8.2c Natural Gas**

The City is not currently provided with natural gas service. Puget Sound Energy is currently

planning to extend natural gas service to the upper county in 2002-2003. The timing and extent of the extension is not known.

#### **8.2d Sewer**

The existing sewer system is shown on the attached Figure 3-1 from the final Alternative Screening Report dated 9/2000. This map shows the areas served, the dates of construction and improvements and generally the size and type of piping. Details of the sewer system are contained in the Capital Facilities element including planned improvements.

#### **8.2e Water**

The City Council currently has a ban on additional water connections outside the City limits indefinitely.

A new water filtration plant was completed in 1999. The updated facilities meet federal and state requirements. The existing water system is displayed as Figure 5-1 in the City of Roslyn Comprehensive Water System Plan, dated April, 1996. This map shows the areas served and the size of the pipes. This information is still current. Details of the water system are contained in the Capital Facilities element including planned improvements

#### **Cost of infrastructure**

Due to the highly variable nature of factors which go to determine the cost of extension of infrastructure facilities, determination of such cost is dependent on each specific proposal. The City does not maintain a list of standard costs for extension of infrastructure.

### **8.3 FUTURE DEVELOPMENT**

Because the Urban Growth area does not extend beyond the current city limits, there are no major utilities projects needed to support growth in new areas. As in filling occurs and density increases there may be some additional capacity added to some utilities as they are maintained or upgraded, but these needs will be identified on a case by case basis and are part of normal operations.

## **CHAPTER 9 CAPITAL FACILITIES**

Capital facilities are the services which the public sector provides to support land use and is necessary for urban development to occur. The Washington State Growth Management Act (GMA) (RCW 36.70A.070) requires cities to prepare: "A Capital facilities plan element consisting of: a) An inventory of current capital facilities owned by public entities showing the location and capabilities of those public facilities and identifying any current deficiencies; b) a forecast of the future needs for such capital facilities; c) the proposed capacities of expanded or new capital facilities; d) at least a six year plan that will finance capital facilities within the projected funding capacities and clearly identifying sources of public money for such purposes; and e) a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities element, and finance plan within the capital facilities plan element, are coordinated and consistent".

The Capital Facilities element must be consistent with the other elements in the Comprehensive Plan and especially the *Land Use* element. The main capital facilities issue for the City of Roslyn is the maintenance and upgrade of facilities. Because the County Comprehensive Plan does not allocate significant growth to the city, providing facilities to support the growth is a minor issue. This Capital Facilities Element has been prepared in accordance with the Growth Management Act, and applicable Kittitas County countywide planning policies, to the extent possible.

### **9.1 INTRODUCTION**

To approach these projects in a coordinated and cost effective way, the City has developed this Capital Facilities Plan for July 1, 2001 through July 1, 2021 with the input of the community, county, and state officials, and appropriate technical advisors. This plan provides an inventory of existing capital facilities, identifies necessary projects and establishes a construction chronology including possible funding sources for meeting the city's goals.

### **9.2 RECENT PLANNING EFFORTS**

The City of Roslyn Comprehensive Water System Plan was prepared in July of 1989 by Gray & Osborne, Inc. and a City of Roslyn Sewage System Facility Plan was completed by James Vogel, P.E. in March 1981. The Roslyn/Cle Elum Draft Coordinated Water System Plan was prepared in March of 1992, also by Gray & Osborne. A Preliminary Draft Comprehensive Sewer and Wastewater Facility Plan was prepared by Gray & Osborne in 2000. Details of these planning activities are discussed under headings for specific facilities.

### **9.3 CAPITAL PROJECT GUIDELINES AND CRITERIA**

The City of Roslyn provides domestic water supply, sanitary sewer collection and treatment, fire protection and general government services. Each of these systems have been inventoried by Type, Level of Service, and Cost by Year in the Six Year Capital Facilities Plan, 1993-1998. This plan

differs from past Capital Improvement Plans by the establishment of Levels of Services standards and Concurrency, per the Growth Management Act. A Level of Service standard or LOS is a measurement of service to the public. This can be either a technical equation or an aesthetic rule of thumb, which directs capital outlay. Concurrency is a guarantee for the provision of urban public services; it requires the presence or funding for capital facilities at the time of a developments completion. This entire plan is tied to specific funding to assure that this plan is neither a "wish list" nor a "think for today" plan on capital expenditure. In total, this Capital Facilities Plan is a good management technique to assure long range fiscal planning. The city has done its best to strike a balance between a reasonable statement describing a level of service for each area and undue statistical analysis. In all cases levels of service are in compliance with state and federal requirements for service levels.

For the purposes of this plan, a capital project is defined as an expenditure greater than \$7,500.00 for an item with a life span of at least four (4) years. This definition causes the city to classify items such as vehicles as capital projects, while allowing items such as furniture and typewriters to escape excessive scrutiny. Roslyn has three (3) general criteria for the funding of capital improvements projects. First, the city is committed to meeting all county, state and federal laws and regulations, particularly as they apply to public health and safety. Second, the city wishes to meet its capital facilities needs in the most cost-effective manner as possible. To this end, the city will attempt to invest in facilities which, if left unimproved, will cost more dearly in the future or will require higher expenditures on operations and maintenance. Finally, the city attaches much importance to financial responsibility. While the City anticipates that the capital improvements included in this plan will enhance economic vitality, the city does not wish to over-estimate its future financial resources. The capital facilities element should be reviewed on a yearly basis with the yearly budget decisions.

#### **9.4 GENERAL LEVELS OF SERVICE**

Each section of the Capital Facilities Plan will establish a Level of Service. A Level of Service is the standard by which a decision to expend capital will depend. For example:

##### **MINIMUM FIRE FLOW REQUIREMENTS**

Type of Development	Fire Flow Required in Gallons per Minute	Minimum Duration in Minutes
One & two family residence	750	45

If the fire flow does not meet this Level of Service standard then a capital outlay would be warranted to bring the system to this standard (per the Growth Management Act 1990). Levels of Service are not static as Federal, State and Local regulations and needs do change. In addition, the City of Roslyn will insure the concurrency of urban public services. The City may impose developer impact fees to share in the cost of facility development so as to offset the "costs" of development.

#### **9.5 WATER SUPPLY SYSTEM**



Roslyn owns and operates a water treatment and delivery system to serve the City, Water District 2 and areas in unincorporated Kittitas County within its water service area.

#### **9.5a Source and Treatment**

The source of the city water is the Domerie Creek Watershed. Water enters the system from the reservoir on Domerie Creek through an un-metered 5.1 mile twelve (12) inch gravity transmission line completed in 1910. The line crosses the Cle Elum River and travels to the water treatment plant above the town of Ronald. Portions of the transmission line have been replaced but some sections consist of the original line and need replacement or repair. The age of the 5.1 mile line suggests that it needs to be replaced.

The City has a water rights claim to Domerie Creek dating from 1908 at a daily maximum of 2 million gallons and an annual maximum of 446.7 acre feet (.4 MGD). Currently the water system utilizes 328.6 acre feet per year or 74% of the water right. Roslyn's water rights are junior to some other large users in the basin and in 2001 the City was forced to dramatically curtail some water uses in response to demands from more senior water rights holders. This identified a potential problem that needs to be addressed by identifying and purchasing additional rights that may be used in these situations or through other means or by receiving a more senior water right date.

The Water Treatment Plant was completed in 2000 to meet the Safe Drinking Water Act. The plant consists of two slow sand filter beds, an operations building with disinfection equipment using chlorine, two concrete clear wells, and a sampling vault and building. Total daily capacity of the treatment plant is 1,000,000 gallons. Daily demand is approximately 250,000 gallons per day.

#### **9.5b Storage**

A one million (1,000,000) gallon concrete-lined reservoir is located in Western Roslyn at an elevation of 2,460 feet. The highest water service site points in Roslyn are at an elevation of approximately 2,380 feet, while the school complex down the valley is at approximately 2,100 feet. The reservoir was built in the approximately 1910 and relined about 1938.

The tank meets existing standards for safety and storage capacity. A surface cover was added to the reservoir in 1999 to prevent contamination from aerial sources. The tank is cleaned regularly to remove an accumulation of two to three inches of sediment per year. The reservoir has a 12-inch intake pipe, a 16-inch outlet pipe serving the city, and two overflow pipes. The reservoir is considered adequate for fire suppression needs.

#### **9.5c Distribution**

The water service area includes Water District 2 serving Ronald, the entire City of Roslyn and areas to the Southeast approximately one-half mile to the Public School complex, Northwest along Horvatt Road and SR 903. A 10" line serving the high school was installed in 1968 and an additional 8" inch line was installed in 1992.



The replacement of the entire city water distribution system, originally installed between 1910 and 1920, was completed in spring, 1993. Table 8-0 provides an inventory of the approximately 11 miles of new PVC and ductile iron water pipe installed in 1992. In addition to the transmission pipe, 55 hydrants and 667 service meters were installed.

**TABLE 9-0  
CITY OF ROSLYN  
WATER DISTRIBUTION SYSTEM**

Pipe Size	Pipe Quantity	Pipe Material
16 inch	420 feet	Ductile Iron
12 inch	7,250 feet	Ductile Iron
10 inch	11,560 feet	Steel
8 inch	17,480 feet	PVC
6 inch	30,060 feet	PVC
Total	66,770 feet	N/A

#### 9.5d Level of Service

The City of Roslyn will provide potable water that complies with all current federal and state requirements for public water systems, including all provision of the 1986 Federal Safe Drinking Water Act (SDWA). The quantity for residential use will be determined after the recently installed metering system is up and running and solid data is available. The WUCC study by Gray & Osborne is based on an estimate of 174 gallons of water per person, per day, to include all commercial and public uses. This is the LOS we will use, until metered actual use data is available.

#### 9.5e Proposed Projects

Table 9.X

PROJECT	ESTIMATED COST	FUNDING SOURCE(S)
<u>Replace 35,925 feet of 12" transmission line</u>	<u>\$4,500,000</u>	<u>Water fund</u>

#### 9.5f Future Needs.

The *Land Use* chapter estimates that an additional 70 new residential units will be required to accommodate the expected 20-year population growth of 145 persons. Based on the estimate of 174 gallons per person per day an additional 25,000 gallons of water will be necessary per day. Additional commercial and industrial growth will likely result in an increase in water demand as well, however no estimate is readily available.

The existing rights are adequate to meet the expected needs over the 20 years. As indicated previously the water right is junior to some other users in the basin and is subject to interruption in

drought years. To avoid this situation additional water rights or other solutions may be needed for drought years.

## **9.6 Sanitary Sewer System**

### **9.6a System Description**

A combination sanitary and storm sewer for Roslyn was constructed between 1908 and 1921. The Roslyn sewer system currently serves the city limits and limited areas to the southeast of the city limits. Roslyn also provides treatment services to the Ronald area inside Kittitas County Water District No. 2. There are currently 677 sewer service connections. KCWD #2 currently has 107 connections. Improvements were made in 1973 to attempt to separate the sanitary and storm sewers, connect Southern Roslyn to the sanitary system, and build a new two-cell treatment lagoon.

The City of Roslyn Sewage System Facility Plan, written by James E. Vogel, P.E. in 1981 outline a comprehensive strategy for resolving problems with the Roslyn sewer system. The City undertook portions of this plan in 1984 and in 1988 and successfully eliminated many of the mis-feeds between the sanitary and storm sewers. Sanitary and storm sewer improvements were clearly significant North of Pennsylvania Avenue, Montana Avenue, Dakota Avenue, and the First Street areas.

The wastewater treatment plant located southeast of the city was originally constructed in 1973. The existing treatment plant was upgraded in 1989 and consists of three facultative lagoons, a chlorine contact basin and aeration trough, and an outfall to Crystal Creek. The plant is designed for a daily dry weather average flow of .22 million gallons per day (MGD), a daily wet weather average flow of .44 MGD and a peak day of 1.4 MGD.

Two portions of the city are currently served by outdated or inadequate collector networks, resulting in chronic leaks and blockages. There also remain significant problems with inflow and infiltration of the sanitary sewer, but the new water system has reduced flow

Crystal Creek drains into the Yakima River approximately 2/5 mile Southeast of Roslyn. High priority must be given to upgrading the collection system to eliminate mis-feeds between the sanitary and storm sewers, to meet NPDES permit standards and providing adequate capacity for all neighborhoods, especially in light of recent growth pressures. The sewer pipe inventory is as follows:

**TABLE 9-3  
CITY OF ROSLYN PIPE INVENTORY**

Pipe size and Type	Pre1988 pipe (feet)	1988 pipe (feet)	Total
21 inch concrete	3,072	0	3,072
18 inch concrete	5,786	0	5,786
16 inch concrete	1,010	0	1,1010
15 inch concrete	2,044	0	2,044
12 inch concrete	1,041	0	1,041
8 inch PVC	17,550	3,375	20,925
6 inch PVC	18,575	905	19,480

4 inch PVC	274	1,509	2,890
TOTAL	49,352	5,789	56,248

**9.6b Level of Service**

The City of Roslyn will provide a collection and treatment system adequate for all existing domestic, commercial, and public uses within the city. The treatment shall meet all current federal and state treatment requirements, and those effluent limitations that are part of the city's current National Pollution Discharge Elimination System (NPDES) permit. Treatment shall be based on an average per capita daily flow of 267 gallons.

**9.6c Proposed Projects**

In the East Addition, it is necessary to replace the sewers in B Street, in the alley between B and C Streets, in C, D, and E Streets and in East Pennsylvania Avenue, including the connection to the trunk line at the intersection of A Street and Pennsylvania Avenue. Also necessary is an 8" line from Montana Avenue north to SR 903 crossing (reverse grade). This project involves the installation of an estimated 2,530 lineal feet of 8" PVC pipe at a cost of approximately \$146,480.

The second critical sewer project involves replacement of the existing aged sewers on Colorado Avenue and its laterals. New 8" PVC pipe will be installed. In addition, a new 8" PVC sewer pipe would be installed in 1st Street from the Montana Avenue alley to Colorado Avenue, in the alley between 2nd and 3rd Streets from the Montana Avenue alley to Oregon Avenue.

With the completion of these two projects, the City will have replaced the entire original sewer system, reducing the threat to public health and employee morale created by major sewage system breakdowns.

A significant problem to be addressed is the elimination of the inflow and infiltration problems. The separation of the storm and sewer system resulted in significant reductions however inflow and infiltration remains a problem with significant peaks during high precipitation and runoff seasons. Scoping for a study to determine the source of the inflow and infiltration and to identify solutions is occurring.

The City's National Pollutant Discharge Elimination System permit calls for an upgrade in sewage treatment standards. Two alternatives were explored to address the increasing effluent standards; a regional treatment plant or a stand-alone facility. The City of Cle Elum, the Town of South Cle Elum and Trendwest Properties developed a regional treatment plant proposal to construct a facility adequate in size to serve new development in Cle Elum, South Cle Elum and the Trendwest properties, Roslyn and Ronald. The location of the facility is the current site of the City of Cle Elum's plant between I-90 and the BNSF railroad in Cle Elum. The City entered into a interlocal and development agreement with the two cities and Trendwest to participate in the regional system. Roslyn will not need to contribute any funds to the construction of the plan but will have to pay for the cost of retrofitting the existing treatment plant to a attenuation facility and connection it to the regional interceptor to be constructed within 2<sup>nd</sup> Street in Cle Elum. This cost of making these improvements are approximately 2 million dollars. Participation in the regional treatment plan

guarantees Roslyn 750,000 gallons per day of capacity.

The City Engineers, Gray and Osborne in the DRAFT Comprehensive Sewer and Wastewater Facility Plan have developed a preliminary cost estimate of a stand alone system of approximately 5.2 to 5.8 million dollars depending on the type of treatment process selected.

Financing for either method would be a combination of grants and loans to be paid off through increased connection charges and monthly rates.

**Table Sewer Projects**

<b>Project</b>	<b><u>Year</u></b>	<b><u>Cost</u></b>	<b><u>Financing</u></b>
<b>East addition replacement – replace 2,530 lf. of 8” PVC pipe</b>	<u>2004</u>	<u>\$146,480</u>	<u>Grant, loan, municipal bond, levy, sewer reserve fund</u>
<u>Colorado avenue main and lateral replacement-3,235 lf. Of 8” PVC pipe</u>	<u>2005</u>	<u>\$196,139</u>	<u>Grant, loan, municipal bond, levy, sewer reserve fund</u>
<u>Inflow and infiltration study</u>	<u>2002</u>	<u>\$100,000</u>	<u>Grant, loan, municipal bond, levy, sewer reserve fund</u>
<u>E. Pennsylvania Ave Clay pipe replacement</u>		<u>\$397,000</u>	<u>Grant, loan, municipal bond, levy, sewer reserve fund</u>
<u>Upgrade treatment plant or participate in regional plant</u>	<u>2005</u>	<u>\$2,200,000 to \$5,800,000</u>	<u>Combination grant, loan, revenue bond, and fee increases.</u>

#### **9.6d Future needs**

Estimated population growth will add 145 additional persons as well as additional commercial and industrial growth within the next 20 years. The Comprehensive Sewer and Wastewater Plan estimates that the daily flow per person is 267 gallons. The additional population growth will result in minor increases in treatment demands. This growth will not present a significant issue, however it will exacerbate the existing problems of inflow and infiltration and treatment unless proposed projects to address these issues are completed. If the city is unable to address these issues they may be unable to allow additional system connections and the estimated growth could not be accommodated.

The new treatment plant will guarantee Roslyn 750,000 gpd capacity. This amount does not allow for significant additional sewage generation. To add additional capacity the city will either have to but more capacity at the regional plant or eliminate infiltration and inflow.

#### **9.7 City Buildings and Vehicles**

### **9.7a System Description**

The building housing the City Council chambers and Library at the corner of First and Dakota Streets was constructed by the Northwestern Improvement Company in 1902 as a YMCA building and company social club. The two-story extension to the rear originally housed a swimming pool, gymnasium, and bowling alley. The building was damaged by fire in 1910. It was purchased for its present use in 1918. The city is reviewing some short and long-term improvements to this building, many of which are required by the Americans with Disabilities Act. Grants have been received for the renovation of this structure, and assessments are ongoing at this time (April, 2004). It has become apparent that there is an urgent need for a storage facility to be added on to the City Shop structure located behind the old City Hall to house the expensive and light sensitive water, sewer and street supplies and equipment that is presently stored in the old gym section. It is hoped that Roslyn can obtain grant funds to construct this new storage facility, and once the materials are removed from the gym, the restoration of that space can move forward.

City administration offices are located in the former Cle Elum Bank building at First and Pennsylvania. This building was donated to the city, is structurally sound and requires no major capital improvements.

The Fire Station and Public Works vehicle storage areas are located next door to the City Council Chambers. The Fire Hall was remodeled and expanded. - A city shop was built for equipment and so that equipment could be repaired inside. There is a gazebo in the park. The estimated value of city buildings is shown in Table 9-4.

**TABLE 9-4  
CITY OF ROSLYN BUILDING INVENTORY**

<b>Facility and Location</b>	<b>Year Built</b>	<b>Square feet</b>	<b>Value</b>
City Hall – Council Chambers, Public Works, and Library	1902		\$237,800
Administration Building- Finance & Administration	1910		\$468,000
Fire Hall	1955		\$110,330
Pioneer Park Gazebo	1986		\$10,700
Pioneer Park Shelter	1995		\$40,000
Total	N/A		\$866,830

### **9.7b Level of Service**

The City has not defined a specific level of service for buildings. Level of service will be determined by the adequacy of city structures to serve the necessary needs of the city.

### **9.7c Projects**

The estimated population growth is not anticipated to create additional demands for public buildings.

Projects are primarily limited to addressing existing deficiencies. The city council chambers and library in the old YMCA building has a number of problems that need to be addressed to prevent further deterioration. The chambers and library do not meet accessibility standards and the building has suffered over the years. The heating system is a coal fired boiler system and will eventually need to be replaced. A necessary project is to develop public restrooms in the downtown area. Roslyn receives an influx of visitors and there are no public restrooms within the downtown area.

<u>PROJECT</u>	<u>ESTIMATED COST</u>	<u>FUNDING SOURCE(S)</u>
<u>Downtown Public Restroom</u>	<u>\$150,000</u>	<u>County Hotel/Motel tax, grants, loan, LID.</u>
<u>City Hall accessibility improvements, furnace and historic rehabilitation</u>	<u>\$500,000</u>	<u>Historic preservation grants, loans, and bond</u>

## **9.8 City Services**

### **9.8a Police Department**

#### **9.8a (1) System Description**

The City of Roslyn joined with the City of Cle Elum and the Town of South Cle Elum in 2000 for a regional police force. The City of Cle Elum is responsible for the administration of the police force including payroll. The police offices are located in the City of Cle Elum. The force is overseen by a Police Oversight Committee consisting of the mayors of all three jurisdictions. Prior to the regional police force Roslyn maintained its own police force

The police force has total of 8 sworn offices, a police chief and two administrative positions. The police station in Cle Elum provides for administrative office space, records storage and other police needs. The police department maintains 8 patrol vehicles. Planning for new capital facilities is the responsibility of the City of Cle Elum. The police force has an agreement to house prisoners in Sunnyside. The regional police force has a mutual aid agreement with other law enforcement agencies operating in Kittitas County. The Washington State Patrol has police jurisdiction on SR 903 within the city limits.

Roslyn anticipates remaining with the regional police force for the immediate future. However, returning to an individual force is a possibility should the regional force be unable to meet Roslyn's needs. Demand for police service is directly related to the population, employment and visitors in the area. The projected population growth in the city limits will result in limited increased demand for services. A larger potential impact could occur from the number of visitors to the city as a result of the resort development and other rural development in the area. Careful monitoring of police services should be maintained to determine the increase in calls resulting from surrounding development.



#### **9.8a(2) Level of Service**

The City of Roslyn will provide 24 hour police coverage for the City. A response time of 2-5 minutes will be maintained for emergencies and 5-10 minutes for non-emergency calls.

#### **9.8a(3) Capital Improvements**

The City of Cle Elum is responsible for Capital Improvements associated with the joint police force

#### **9.8b Fire Department**

##### **9.8b(1) System Description**

Roslyn has an entirely volunteer fire department. Traditionally it has remained extremely independent from the rest of the city government. It has made its own choice of capital expenditure often funding them with special fund-raising efforts. The city has supplemented the department's independently attained funding with a lump sum amount that the department has been free to expend as it has wished. At some point, the city will take a more active role in directing and controlling the Roslyn Fire Department's budget and service levels.

The fire department capital improvements include a four bay fire station and upgraded vehicles. A pumper was funded by voter approved bonds in 2001.

##### **9.8b(2) Level of Service**

Because of the all volunteer nature of the fire department level of service depends on the availability of volunteers.

##### **9.8b(3) Proposed Projects**

The substantial costs for modern fire-fighting, rescue and emergency first aid vehicles should be included in the vehicle section of this plan. The department also has substantial non-vehicle equipment needs related to hoses, ladders, pumps, hand tools and other protective and life support equipment required for personnel to be effective. These equipment needs have not been itemized. New capital facilities are not anticipated at this time.

#### **9.8f Vehicles**

##### **9.8f(1) System Description**

The city owns a number of vehicles that are used by Public Works, Police and fire employees and volunteers. Many of Roslyn's city vehicles are near or beyond their expected retirement age. This means that the city faces numerous vehicle replacements, though little savings has been accumulated for purchases. This problem is most obvious in the case of the city's snow removal equipment. The



most obvious options open to the city are:

- Issue bonds prior to purchase, eliminating all or part of related interest charges.
- Defer replacement, resulting in higher maintenance costs.
- Purchase used equipment, lowering outlays but also resulting in somewhat higher maintenance costs.

New vehicle replacement is based on a approximately 50% longer vehicle life than larger cities. These estimates assume interest rates on the city's vehicle debt and fund investments of 10%, inflation on vehicles costs of 4%, and inflation of operations and maintenance (including fuel) of 8%; variations in these rates will effect overall costs. Shared costs for vehicles should be reevaluated periodically or whenever new faculties are installed.

Roslyn has achieved some savings in the past by purchasing used vehicles and equipment. The small number of vehicles in the inventory means that there may be significant variation in how long equipment lasts. Regardless of the timing of replacement, however, the costs associated with owning and operating certain types of equipment are relatively stable. By making annual appropriations for vehicle purchases, operations, and maintenance, the city can avoid future problems with deferred purchases and maintenance.

Roslyn may sometimes require the use of additional equipment to maintain its service standards. However, it is often less expensive to rent infrequently used equipment outright, especially if such equipment is not needed for emergency purposes. Roslyn may choose to reduce its vehicle stock in the years ahead, retaining only those vehicles it needs to provide necessary services in a cost-effective manner.

#### **9.8f(2) Level of Service**

The recently adopted level of service standard for the city vehicles is to replace those vehicles whose maintenance or "contracting out" costs exceed depreciated replacement costs.

#### **9.8f(3) Proposed Vehicle Purchases**

Current needs for vehicle replacement are two newer road graders for snow plowing.

<u>PROJECT</u>	<u>ESTIMATED COST</u>	<u>FUNDING SOURCE(S)</u>
Four wheel drive pickup	\$30,000	Equipment Fund
2 graders	\$230,000	Equipment Fund

#### **9.8g Parks**

##### **9.8g(1) System Description**

There are three (3) parks within the City of Roslyn. The Kiwanis Club maintains a small park on First Street; Centennial Park is a small plot located on 3rd at Pennsylvania. Pioneer Park is about five (5) acres in size and has two ball fields, a kitchen shelter, two (2) tennis courts, a play ground, a gazebo and public restrooms.

#### **9.8g(2) Level of Service**

The city currently has a total of 6 acres of park. This is approximately 6 acres per thousand people. The City will pursue appropriate park purchase and development to maintain this level as population grows.

#### **9.8g(3) Proposed Projects**

New restrooms at Pioneer Park; Several other park projects are in the current budget, will be provided with donated funds or are below the \$7,500 capital facility minimum cost.

<u>PROJECT</u>	<u>ESTIMATED COST</u>	<u>FUNDING SOURCE(S)</u>
<u>Public Restrooms</u>	<u>\$100,000</u>	<u>Grants</u>

#### **9.8h Cemeteries**

##### **9.8h(1) System Description**

Roslyn has 26 separate fraternal and public cemeteries located on 12 acres on the Western side of the city. With graves dating back to the 1880's, these cemeteries are a symbol of the community's diverse cultural heritage. Many of the plots and grave markers are distinctive, with the Balkan, Italian, Greek or East European design. Most represent the many fraternal lodges once popular in Roslyn (many organized along ethnic lines), but there are two city burial grounds, one county cemetery, and one veterans cemetery. The city operates the Memorial Garden Cemetery.

##### **9.8h(2) Level of Service**

The memorial garden cemetery is provided with maintenance and operations. The city has acquired additional cemetery property to the east of Memorial Gardens for future cemetery expansion. The City does not anticipate expanding the cemetery area and there is no specific standard for the cemetery area per population.

##### **9.8h(3) Proposed Projects**

None

#### **9.9 Project Financing**

In order to meet anticipated levels of service, the city must undertake a coordinated plan of investment in its capital facilities. Revenues listed reflect only the amounts required to finance the included capital projects and exclude amounts needed for operations and maintenance.

Costs for sewer and water are preliminary estimates and should be used only as examples until more reliable estimates are available from the city engineer. Long-term fund balance estimates are sensitive to small variation in interest and inflation rates. This schedule assumes a steady population increase, steady inflation of 4%, and interest rates on the city's debt and investments at 6%.

One of the most difficult challenges facing the city is created by the substantial number of residents who live in the city only on weekends and reside in the Seattle Metropolitan Area where they work during the week. The city is required to create expensive public works infrastructure for these residential housing units, but receive little in the way of revenue because the rates are based on usage. In addition, most state and federal grants make money available on the basis of population and the seasonal residents are not included in Roslyn's population.

