

City of Roslyn Comprehensive Plan

June ~~2026~~2019



Prepared for:

City of Roslyn



Prepared By:

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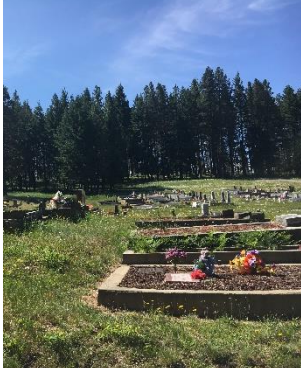
- ~~A. Analysis of Urban Growth Boundary Adjustments~~
- ~~B. Kittitas County Preferred Population and Employment Projections and Allocations, 2015 – 2037~~
- ~~C. Roslyn Register of Historic Places~~
- ~~D. Capital Facilities Plan~~

- A. [Kittitas County Population, Housing, and Employment Allocations \(2020-2046\)](#)
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Preface

This ~~2026~~2019 Roslyn Comprehensive Plan amends and updates the City's ~~2019~~2008 Comprehensive Plan. This updated plan builds on the City's ~~2019~~2008 Comprehensive Plan, responds to community needs, conforms to Kittitas Countywide Planning Policies guidance, and fulfills the Washington Growth Management Act (GMA) requirements for periodic review. Updates in this Comprehensive Plan include revised demographic and other data to reflect current conditions and updated policy guidance to reflect local priorities and goals. It is worth noting that this ~~2026~~2019 plan update carries forward much of the vision for the future developed as part of the 2008 Comprehensive Plan update. In so doing, it continues the broad policy guidance and direction established in earlier plans, while addressing growth and development through ~~2046~~2037.

In the event of conflicts between the ~~2026~~2019 Comprehensive Plan and earlier versions of this plan, the ~~2026~~2019 plan shall prevail. In addition, it should be noted several appendices to this plan provide supporting and background information. ~~While the information provided in these appendices helps to further inform and document discussion in the plan, they are not a formal part of the plan for GMA purposes and are not subject to GMA annual amendment requirements. The City may amend or update this information as needed.~~



1. Introduction

The Roslyn Comprehensive Plan looks forward to ~~2037~~2046, provides a vision for the future, identifies goals and policies to achieve that vision, creates a basis for the City's regulations, and guides future decision-making. This plan builds on the City's existing Comprehensive Plan, responds to community needs, conforms to the Kittitas County Countywide Planning Policies, and fulfills the Washington Growth Management (GMA) requirements for periodic review

This Comprehensive Plan, along with the regulations and programs that implement it, will effectively help preserve the characteristics of Roslyn that are valued by the community. The Comprehensive Plan is used by elected officials, staff, and citizens in making day to day decisions regarding the future of the town.

1.1 Context

Roslyn Background

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 1885. In 1886, the Northern Pacific Railroad surveyed a branch to what would become the future City of Roslyn. It was the Northern Pacific Railroad which developed most of the mines and established the cities of Roslyn, Ronald, 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 1930s, 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 was the timber industry. Currently, the economy is largely based on tourism, small businesses owned by residents, retirees who live in town full time, and workers who commute to job opportunities in large cities to the west and east.

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. Roslyn uniquely has homes which front major alleys.

Complementing the compact nature of the original town is an expansive ridge that rises from the scenic Cle Elum River to the top of the densely forested Cle Elum Ridge. The area has seen many uses including Native American hunting and gathering, industrial age resource extraction (coal and timber), and post-industrial recreational use.

Population and Employment

The estimated population of Roslyn is 965 as of 2025, according to the Washington Office of Financial Management (OFM). There is an estimated five additional residents in the unincorporated urban growth area. In 2024, the median age was 43.8 years with 14% of the population age 65 and older and 18% under the age of 18.

Census OnTheMap, a tool of the United States Census, estimated 532 jobs in Roslyn in 2023. Approximately 553 Roslyn residents are currently employed, in the city or elsewhere, as of 2024. There is an unemployment rate of 6.1%. The largest industries in Roslyn are retail (21% of jobs); arts, entertainment, recreation, accommodation, food services (21%); and construction (14%). Most workers who live in Roslyn commute for 10 minutes or less.

This Comprehensive Plan addresses a 20-year planning period and is based on population and employment growth targets agreed to by the Kittitas County Conference of Governments, of which the City of Roslyn is a member, and adopted by the Board of County Commissioners. Growth targets for Roslyn include 210 housing units and 189 jobs between 2020 and 2046. Population is estimated to reach 1,395 residents by 2046. There is a housing target of 0 for the unincorporated UGA. Job targets are based on a ratio to housing targets so there is no job target for the unincorporated UGA. With the estimated current five UGA residents, Roslyn and its UGA have a projected population of 1,400 residents by 2046.

~~The estimated population in the City of Roslyn was 890 in 2017, 900 in 2018, and 916 in 2019, based on Washington Office of Financial Management data (see Appendix B). According to the U.S Census 2017 American Community Survey (ACS) 5-year Estimates, the median age in 2017 was 41.4 years, with 23% of the population under the age of 18 and 23% age 65 and over.~~

~~With respect to employment, the 2017 ACS 5-year Estimates found “310 Roslyn residents in the available workforce with 305 currently employed and an unemployment rate of 1.5%. Arts, entertainment, recreation, accommodation and food services industries employed the largest share of the workforce. Estimated mean travel time to work in 2017 was 21.5 minutes, suggesting that many residents commute outside of Roslyn for employment.~~

~~ACS data does not provide an estimate of the number of jobs provided in Roslyn. However, a 2017 analysis conducted for Kittitas County and based on Washington State Employment Security Department data estimated 1,150 jobs in Roslyn in 2015 (see Appendix B).~~

~~This Comprehensive Plan addresses a 20-year planning period and is based on population and employment growth targets agreed to by the Kittitas County Conference of Governments, of which the City of Roslyn is a member, and adopted by the Board of County Commissioners. The City’s growth targets of 307 new residents and 202 new jobs by 2037 are accommodated in this Comprehensive Plan.~~

Roslyn’s Vision for the Future

A vision statement is an aspirational description of the future that the City is trying to achieve through its plans and actions. The goals and policies of this Comprehensive Plan are intended to support and implement the City’s vision. Roslyn’s vision, shown below, updates the 2008 vision statement to reflect

2025 and 2026 community engagement input. ~~developed as part of the 2008 Comprehensive Plan update and has been carried forward in this update.~~

Vision Statement



In ~~2037~~2046, the City of Roslyn has: ~~preserved and enhanced its historic character, maintained its small-town uniqueness, remained economically viable, and created a better community for all of its citizens. In order to accomplish this, the City:~~

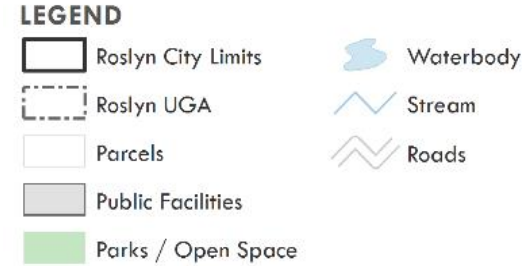
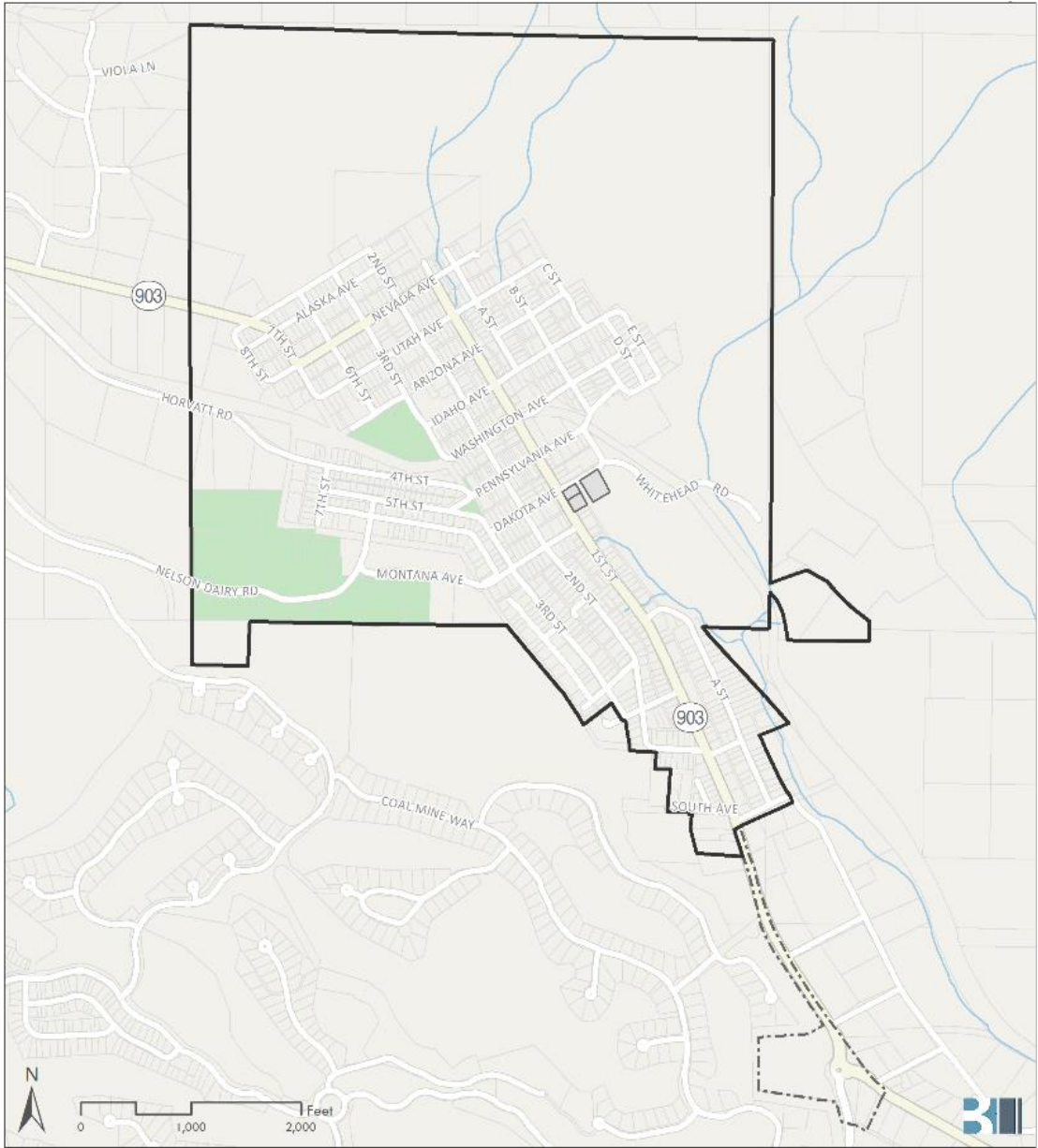
- Maintained and strengthened Roslyn's designation as a National Historic District and preserved our historic heritage, with new development reflecting traditional design features and materials;
- Supported housing affordability and availability of housing options for all phases of life, including young adults, families with children, older adults, multigenerational households, and other types of households;
- Promoted safe pedestrian and non-vehicular connections throughout the community; as well as adjacent communities, forests, and open space;
- Supported outdoor recreation activities while protecting and restoring plant and wildlife habitat and maintaining human and wildlife corridors;
- Diversified and strengthened the local economy and year-round economic opportunities by encouraging local ownership of businesses and job-generating activities and managing tourism in a way that benefits the community;
- Built local resilience to wildfire and other climate-related challenges;
- Sustained a strong sense of community connectedness through local events and opportunities for civic participation;
- Ensured the impacts of new development on infrastructure are mitigated through code and fee requirements;
- Promoted effective communication in the community and the region.
- ~~Preserved and enhanced the historic and development pattern of the community;~~
- ~~Required that project sponsors pay for the costs associated with new development;~~
- ~~Promoted safe pedestrian and non-vehicular connections throughout the community; as well as adjacent communities, forests, and open space~~
- ~~Encouraged local ownership of businesses and job-generating activities;~~

- ~~Diversified and strengthened the local economy;~~
- ~~Supported outdoor recreation activities and heritage tourism while balancing the needs for plant and wildlife habitat protection and restoration; along with human and wildlife corridors.~~
- ~~Promoted effective communication in the community and the region.~~
- ~~Maintained and strengthened Roslyn's designation as a National Historic District.~~

Planning Area

The planning area includes the City of Roslyn and its urban growth area (UGA), shown in Exhibit 1-1.

Exhibit 1-1 Roslyn Comprehensive Planning Area



Source: BERK, 2017.

Planning and the Growth Management Act

Growth Management Act Planning Process

The Washington Growth Management Act [RCW 36.70A] establishes a framework which encourages communities to respond to growth in realistic ways. It recognizes that some central issues exist for all communities and provides guidance for addressing these issues. The statute asks that each community create a comprehensive plan base on the foundation and framework of the major goals contained in the GMA, listed below:

Urban Growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

Reduce Sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

Transportation. Encourage efficient, multi-modal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with county and city comprehensive plans.

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.~~ Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

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.

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.

Permits. Applications for both state and local permits should be processed in a timely and fair manner to ensure predictability.

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.

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.~~ Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

Environment. Protect the environment and enhance the state's high quality-of-life, including air and water quality and the availability of water.

Citizen Participation and Coordination. Encourage the involvement of citizens in the planning process, [including the participation of vulnerable populations and overburdened communities](#), and ensure coordination between communities and jurisdictions to reconcile conflicts.

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:

Historic Preservation. Identify and encourage the preservation of lands, sites and structures that have historical or archaeological significance.

Climate Change and Resiliency. [Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.](#)

Shorelines. The goals and policies of the Shoreline Management Act (RCW 90.58.020) are adopted by reference as a goal of the GMA.

Roslyn Comprehensive Plan

The Roslyn Comprehensive Plan will be used to plan for and accommodate the impacts of anticipated growth through [2037-2046](#). The Comprehensive Plan text includes goals and policies for the long-term development of the city. The statements in the Comprehensive Plan become the direction of the city when the plan is formally adopted by 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 over the long term. 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.

The Roslyn GMA Comprehensive Plan includes the following elements:

Land Use. Provisions for housing, commerce, industry, parks, recreation, open space, public utilities, public facilities, critical areas; and considers issues such as the natural environment, population density, population growth, water quality and availability, and drainage, including protection of the ground water quality.

Historic Preservation. Optional element that 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. Inventory of existing and future housing requirements; plans for preservation and upgrade of existing housing stock; and provisions for housing needs for all income bands. [Appendix D includes additional information about housing affordability and availability in Roslyn.](#)

Economic Development. 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.

Transportation. Air, water, and land facilities with alignments; levels of service, and financing forecasted for 10 years; and intergovernmental coordination.

Utilities. Inventory of existing facilities; and an outline of proposed new facilities requirements, including electric, telecommunications, gas lines, and other utility facilities as appropriate.

Capital Facilities. Inventory of existing public facilities and their capacity; forecasts of future facility need; proposed locations and capacities of new facilities; and a financing plan to meet new facilities requirements.

Climate Change and Resiliency. Policies related to climate change and resiliency are indicated with the “” symbol.

Economic development and parks and recreation elements are required if/when the State of Washington provides funds sufficient to cover local government planning costs. The City of Roslyn has elected to include an Economic Development Element. The topic of parks and recreation is addressed in the Land Use and Capital Facilities elements.

Implementation

Adoption of the Comprehensive Plan is an important first step in reflecting the City’s vision and the desires of citizens and officials as to how the city should evolve over the 20-year period. In order to implement the policy guidance contained in the Comprehensive Plan, the City will consider and adopt regulations consistent with plan guidance. Specifically, the GMA requires that the City assess and, if necessary, amend existing development regulations to ensure consistency with Comprehensive Plan policy guidance. Additional examples of regulations that may be useful in implementing the Comprehensive Plan include zoning, subdivision, building, health, and street and sign codes. The Roslyn Planning and Historic Preservation Commission may recommend changes to these and other codes and programs to implement the Comprehensive Plan. In addition, the City’s annual review and amendment process, described below, will help ensure that the plan continues to be relevant, meaningful, and effective.

Comprehensive Plan Amendments

Following adoption, the Comprehensive Plan may be amended once a year. However, there may be times when a proposed change or revision is necessary to address a public health, safety, welfare issue, and/or court order. Such “emergency amendments” will follow State regulations but may not follow an established comprehensive plan amendment timeline. Other allowed deviations from the annual review process include amendment of a capital facility plan element and appendix concurrent with budget adoption, initial subarea plan preparation, and others. See RCW 36.70A.130.

Comprehensive Plan Amendment Review Process

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 Land Use Designations Map once per year. The City Council will review the submitted proposals to determine if they should be forwarded to the Planning and Historic Preservation Commission for review and recommendation.
- Prior to adoption, all proposed plan amendments, including changes to the Land Use Designations Map, must demonstrate that they are consistent with the Washington State Growth Management Act, other applicable state laws and not in conflict with other elements of the Roslyn Comprehensive Plan.
- The Roslyn Planning and Historic Preservation Commission shall conduct at least one public hearing to take testimony on proposed amendments to the Comprehensive Plan.
- Prior to decision, the City Council shall conduct at least one public hearing to take testimony on the recommendation of the Planning and Historic Preservation Commission.

Governance and Public Participation

The City of Roslyn recognizes that an active and engaged citizenry is essential for a vibrant and healthy community. The City also values its strong working relationship with its agency partners and neighboring jurisdictions. The following governance goals and policies describe the City’s intention for its relationship with its residents, businesses, special districts and neighboring jurisdictions.

1.2 Governance (G) Goals and Policies

Goal G 1	Promote effective communication and locally based decision-making in the community.
Policy G 1.1	Increase community awareness and involvement in local decision-making.
Policy G 1.2	Encourage the involvement and input of local business owners in matters affecting the business community.
Policy G 1.3	Promote the coordination of efforts between the Mayor and City Council, City staff, the Planning and Historic Preservation 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.
Policy G 1.4	Maintain and enhance the City of Roslyn website to make information readily available.
Policy G 1.5	Support and actively participate in inter-jurisdictional forums to address issues that affect the City and the region.

Policy G 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.
Policy G 1.7	In partnership with Kittitas County, 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.
Policy G 1.8	Support the establishment of public gathering places that are consistent with the historic character and development pattern of the community.
Policy G 1.9	Support the ongoing efforts of individuals and organizations to contribute to the betterment of the community.
Policy G 1.10	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.
Policy G 1.11	Endeavor to initiate a subarea planning process for the SR 903 corridor in partnership with the City of Cle Elum, Kittitas County, Suncadia, and other important stakeholders.

2. Historic Preservation

2.1 Introduction

Roslyn traces its 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. This Historic Preservation Element acknowledges the City's historical significance, small town quality, livability, economic vitality, and unique surroundings.

The Historic Preservation 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. This element is critical to maintaining Roslyn's historic integrity.

Historic 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 seven additions were filed in 1970.

Until 1913 land remained in company ownership, and miners built houses on land leased from the company. Most of Roslyn's structures were originally built between 1886 and 1920, during the earliest 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.

The forested hillsides provide a backdrop of undeveloped forest that sets the town in its historic context. They provide 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 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. This area is known as the Roslyn Urban Forest (RUF); please see the Land Use Element of additional information.

The RUF 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, land outside RUF is in various stages of partition and development. When trails cross city limits at the RUF 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 along with the forested perimeter of the Roslyn Cemetery.

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, 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 Roslyn Candy Company.

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



Wood-frame commercial structures

the home of the Roslyn Cafe, 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.

Cemetery Development

An important element of Roslyn are 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 and forests. 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.



Historic cemetery

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 and ethnic groups, although there are two City cemeteries, a County cemetery, and one veteran's cemetery.

Many of the grave sites contain headstones that are uniquely Eastern European with 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.

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. Because individuals with the same means built in the same period, most of the houses exhibit a sense of regularity and cohesiveness. However, there is limited intrusion by modern housing styles. There are a few ranch style homes and mobile homes that do not reflect the historic development pattern.

Most of the houses are single-story or one and one-half story in height and feature gabled roofs, lap or shingle siding, porches with simple railings and posts, comers 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 facade of typical Greek temples. 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 out-buildings 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.

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. 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 miners. 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 an important historic site for the city. Future development should respect these sites and should be built to ~~acknowledge~~~~reflect~~ past mining facilities.

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.

The entire footprint of the 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 town area as it existed in

1914, see Exhibit 2-1. The nomination form that Florence Lenz 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 20th 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.

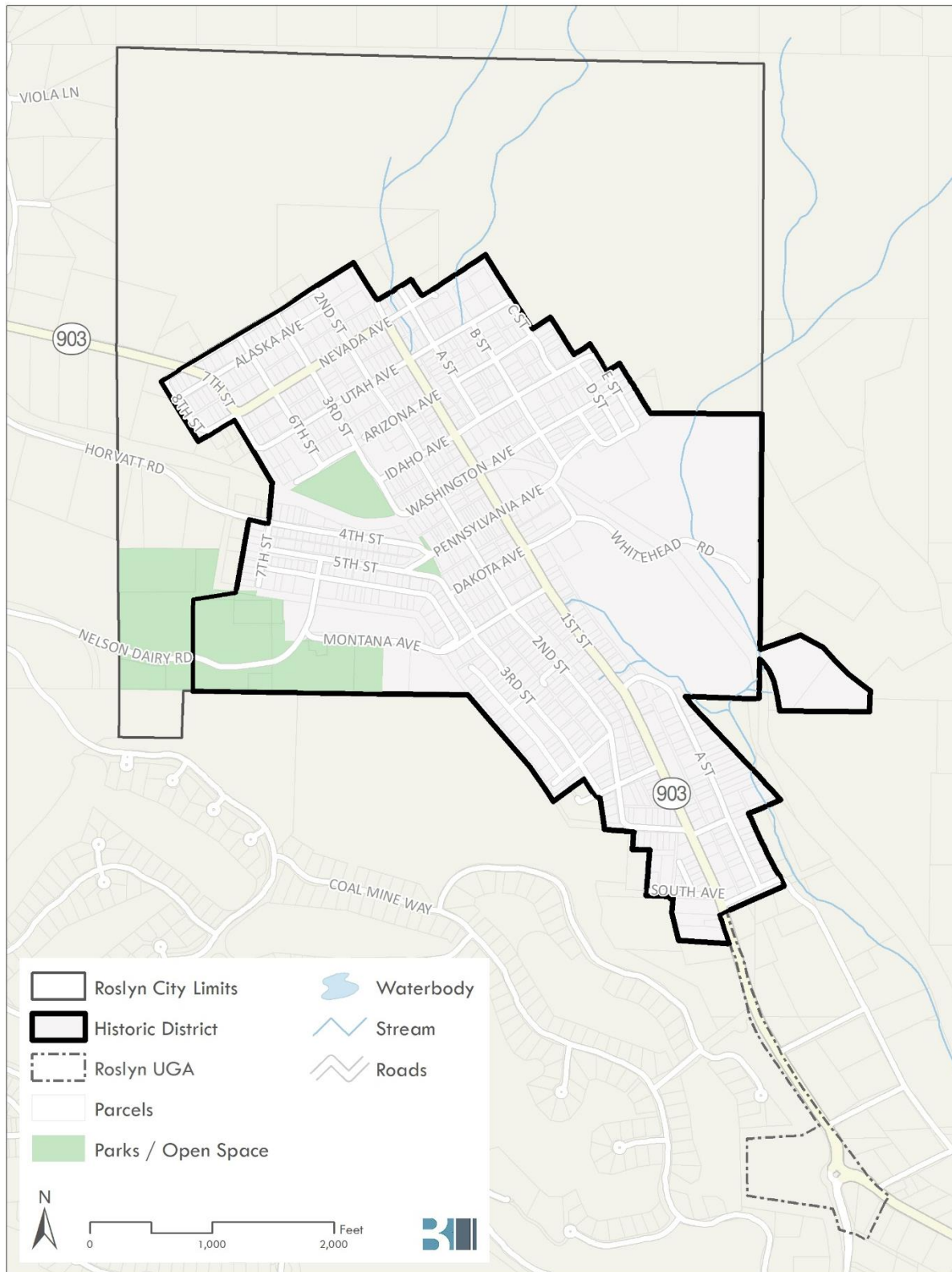
Although its historic industrial base is no longer viable, Roslyn remains a community that is uniquely significant to the State of Washington. The town is a microcosm of great sociological interest, for its population includes representatives of more than twenty nationalities. The broad range of cultural 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.

Exhibit 2-1 Historic District Map



Source: BERK, 2017.

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 existing company store in the state of Washington. [The NWI building was recently remodeled and now provides retail and office space for local businesses.](#)

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 administrative offices will occupy the space the library currently uses.

Roslyn City administrative offices were 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; it was sold in 2017 and is currently occupied by the Roslyn Candy Company. 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. Mr. Jensen is one of the first people to have mined coal in Roslyn and the cabin is thought to be the oldest structure constructed on the site of Roslyn. The structure is a round log and chink construction with a roof gable of board and batten construction with a shake roof.

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:
 - a. Is associated with events that have made a significant contribution to national, state, or local history.

- b. 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.
- c. Is an outstanding work of a designer, builder or architect who has made a substantial contribution to the art.
- d. Exemplifies or reflects special elements of Roslyn's cultural, special, economic, political, aesthetic, engineering, or architectural history.
- e. Is associated with the lives of persons significant in national, state, or local history.
- f. Has yielded or may be likely to yield important archaeological information related to history or prehistory.
- g. 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.
- h. Is a birthplace or grave of an historical figure of outstanding importance and is the only surviving structure or site associated with the person.
- i. Is a cemetery that derives its primary significance from age, from distinctive design features, or from association with historic events, or cultural patterns.
- j. Is a reconstructed building that has been executed in a historically accurate manner on the original site.
- k. 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 Appendix C for a complete list of properties on the Roslyn Register of Historic Places.

2.2 Goals and Policies

Goal HP 1	Maintain and update the City's designation as a National Historic District.
Policy HP 1.1	Require that new development and redevelopment activities <u>reflect</u> are consistent with the historic character and historic development pattern of the community <u>through materials and design features</u> .
Policy HP 1.2	Preserve City-owned mine tailings.
Policy HP 1.3	Reflect, but do not necessarily mimic, historic housing styles in new residential development.
Policy HP 1.4	Regulate the design of residential buildings to reflect the historic <u>materials and architectural features that are typical of Roslyn's heritage</u> development pattern of the community.
Policy HP 1.5	Periodically review and update the inventory of historic properties within the City. This shall include an inventory and assessment of out-buildings to be preserved.

Policy HP 1.6	Seek to identify and prioritize property for acquisition necessary for the preservation and enhancement of the historic character of the community.
Policy HP 1.7	Prepare and implement a plan to preserve and protect its historical records.
Policy HP 1.8	Give priority consideration to preserving historic properties in the downtown core with a particular emphasis on buildings fronting SR 903 and Pennsylvania Avenue.
Policy HP 1.9	Through the Roslyn Planning and Historic Preservation Commission, assist in the identification of grants and other forms of assistance for historic preservation.
Policy HP 1.10	Work with Washington State's Department of Archaeology and Historic Preservation to update Roslyn's listing on the National Register of Historic Places.
Policy HP 1.11	Review, formally adopt, and promote the use the historic architectural elements as outlined in the Historic Preservation Standards and Guidelines recommended by the Planning and Historic Preservation Commission.
<u>Policy HP 1.12</u>	<u>Identify acceptable options for building materials and practices that promote wildfire resilience and are consistent with the Wildland-Urban Interface Code and the historic district design standards.</u> 🌿
Goal HP 2	Protect the surrounding landscape that provides the historic backdrop of the city.
Policy HP 2.1	Work 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.
Policy HP 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, <u>wildfire management</u> , or sustainable resource development.🌿
Policy HP 2.3	Preserve SR 903 as a bi-directional, two-lane road <u>through downtown Roslyn to prevent road impacts to adjacent structures, traffic patterns, setbacks and spatial relationships between structures and SR 903, and parking patterns.</u> 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.
Policy HP 2.4	Preserve historic structures along Roslyn streets by keeping road widths to original platted dimensions, following historic grid patterns.
Policy HP 2.5	Protect existing alleys as travel ways for both vehicles and pedestrians.
Policy HP 2.6	<u>Implement the</u> Prepare a Land Stewardship Plan (LSP) for the City's cemeteries and adjacent forest lands.

Policy HP 2.7	Support the Land Stewardship Plan (LSP) in Roslyn's Urban Forest Zone.
Policy HP 2.8	Amend the National Register of Historic Places application to include all the Section 17 lands that it has acquired.
Goal HP 3	Ensure that development activities protect historic resources.
Policy HP 3.1	Preserve, to the greatest extent feasible, the existing historic character and building fabric in rehabilitation work on existing residential properties.
Policy HP 3.2	Prioritize preservation, restoration, and rehabilitation of Roslyn's original residential, commercial, and public structures over demolition that makes way for new construction, <u>while also accommodating a greater variety of housing types such as through infill and adaptive reuse.</u>
Goal HP 4	Prepare, implement and maintain an integrated system of signage.
Policy HP 4.1	Continue to identify important features and structures with interpretive signs, plaques, and/or historic markers.
Policy HP 4.2	The Planning and Historic Preservation Commission will 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.
Policy HP 4.3	Develop entryway signs that recognize the city's listing on the National Register of Historic Places.
Goal HP 5	Preserve, maintain and enhance existing commercial structures and encourage development that reflects and enhances existing historic features and buildings.
Policy HP 5.1	Assist landowners, contractors and developers in finding appropriate uses for historic structures.
Goal HP 6	Protect the historic nature of the Roslyn cemeteries
Policy HP 6.1	Require that 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 zone—are reviewed and approved by the Planning and Historic Preservation Commission.

3. Land Use

3.1 Introduction

The Land Use Element is intended to promote orderly community growth by providing for planned land use areas that consider environmental, economic and human factors. The plan is designed to meet both the present and future needs of the community and to serve as a guide to decision makers. This Element helps preserve the basic form and pattern of the community while creating opportunities for orderly expansion. As a portion of the Roslyn Comprehensive Plan, the Land Use Element supports the City of Roslyn's 20-year vision for land use planning.

City of Roslyn Overview

Comprised of about 4.3 square miles, 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. Roslyn's character and quality-of-life stem from both its natural and built setting. Important natural features include the scenic Cle Elum River valley in which the city is situated and the expansive forested ridge that rises from the Cle Elum River to the top of the densely forested Cle Elum ridge. Built features include the city's plat structure, which reflects 19th century coal mining town features, including narrow, closely packed lots large enough for a small single-family residence and ancillary out-buildings, with narrow alleys providing access to the rear of lots on most blocks. In recognition of this unique historic character, nearly the entire City of Roslyn is listed on the National Register of Historic Places as a National Historic District, including the historic residential neighborhoods, central business district, cemeteries, and historic industrial area open space to the east of town. Please see the Historic Preservation Element for additional information.

Land Use Requirements

The requirement for a Land Use Element in comprehensive plans is one of the fundamental components of the Growth Management Act (GMA). The GMA requires cities to show how they will accommodate 20 years of growth through sufficient buildable land that is zoned appropriately. Land use elements must also describe the designation and general distribution of land uses, population growth and densities, provide for the protection of groundwater used for public water supplies and demonstrate consideration of planning approaches to promote physical activity.

The Land Use Element meets all requirements of the GMA, guides future use of land in Roslyn and helps to ensure the city's high quality-of-life and community character. The Element includes policies that support preserving Roslyn's historic character while allowing future residential, commercial and industrial growth, creating a master plan process, providing for essential public facilities, protecting critical areas, providing for parks and recreation, and supporting a healthy community.

Land Use Analysis

The land use analysis helps to determine current land uses and what lands are available for development. The analysis ensures that there are adequate residential, commercial and industrial lands to provide adequate capacity for population and employment projections.

Urban Growth Area

Urban Growth Areas (UGAs) are defined by the GMA as areas where urban growth is encouraged and outside of which growth can only occur if it is not urban in character. As an incorporated city, Roslyn is designated as a UGA. Lands that are urban in character or adjacent to urban areas and able to be served with urban services can ~~in~~ be included in a UGA and future annexations may only occur within designated UGAs. In addition to city limits, the Roslyn UGA boundary also includes a portion of the SR 903 corridor.

~~The City's 2008 Comprehensive Plan does not designate urban areas outside of the city, stating 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." With this 2019 2026 Comprehensive Plan update, the City's UGA boundary is expanded along portion of the SR 903 corridor. Additional areas were considered for an expanded urban growth boundary but have not been carried forward. Each of these areas is briefly described below:~~

- ~~▪ SR 903 corridor. The City of Roslyn has been assigned this UGA area by Kittitas County in recognition that the area is within Roslyn's water service area. The area consists of approximately 10.4 acres (excluding rights-of-way) and follows the SR 903 corridor about one-half mile from the existing city boundary to just south and west of the traffic circle at the intersection of Bullfrog Road and SR 903.~~
- ~~▪ Individual parcels. Two locations, one to the west and the other to southwest of the city, were identified by the City or property owners for potential UGA boundary adjustments. In response to these potential proposals, the City conducted a review of key issues, potential demand, and other local circumstances that should be considered in evaluation of these or other proposed UGA boundary adjustments, see Appendix A. At this time, the City has determined to take no further actions on these proposals.~~

~~The expanded UGA boundary along SR 903 is shown in Exhibit 3-5 and is discussed below.~~

Current Land Uses

Current land use acreage information is shown in Exhibit 3-1 and a map of current land use is shown in Exhibit 3-5 for the City and UGA. Predominant land use in the City and in the combined City/UGA is the Roslyn Urban Forest, followed by single-family residential development. The primary land use in the UGA is commercial.

Exhibit 3-1 Existing Land Use Inventory, City and UGA

EXISTING LAND USE	CITY		UGA		CITY + UGA	
	ACRES	%	ACRES	%	ACRES	%
SF Residential	140.4	23%	0.4	4%	140.8	23%
MF Residential	1.4	0%	0.0	0%	1.4	0%
Commercial	5.7	1%	10.1	96%	15.8	3%
Services	2.1	0%	0.0	0%	2.1	0%
Public/Civic	78.7	13%	0.0	0%	78.7	13%
Roslyn Urban Forest	303.0	49%	0.0	0%	303.0	49%
Utilities/Transportation	0.0	0%	0.0	0%	0.0	0%
Vacant/Undeveloped	82.4	13%	0.0	0%	82.4	13%
TOTAL	613.7	100%	10.5	100%	624.1	100%

Source: Kittitas County Assessor, [20262019](#); BERK, [20262019](#).

Comprehensive Plan Land Use Designations

The Comprehensive Plan Land Use Designations Map indicates the planned future land use pattern for the area and is implemented through the City's zoning regulations and official Zoning Map. Exhibit 3-2 shows the acreage of Comprehensive Plan land use designations for the City and UGA and Exhibit 3-5 provides a corresponding map of Comprehensive Plan land use designations for the City and UGA. Just less than 60% of the land area in the City and the combined City/UGA is designated for open space. The majority of this designation is comprised of the Roslyn Urban Forest and the City's historic cemeteries, together with other parks and open space areas. The next largest land use designation is SF Residential, which comprises about one-third of the total area in the City and combined City/UGA.

Exhibit 3-2 Comprehensive Plan Land Use Designation Acres, City and UGA

LAND USE DESIGNATIONS	CITY		UGA		CITY + UGA	
	Acres	Percent	Acres	Percent	Acres	Percent
Single-Family Residential	208.4	34%			208.4	33%
Commercial	24.1	4%	14.2	100%	38.4	6%
Industrial	30.8	5%			30.8	5%
Open Space	350.6	57%			350.6	56%
■ TOTAL	613.9	100%	14.2	100%	628.2	100%

Source: City of Roslyn, [20262016](#).

Analysis of Land Necessary for Residential Growth

Several factors are considered in determining the amount of land needed to accommodate future growth within Roslyn's Urban Growth Area. These include:

Critical Areas: The City of Roslyn has identified critical areas pertaining to flood area, steep slopes, wetlands, and buildable soil hazards which will limit development. These areas represent a small but noticeable impact to development. Data used for the land capacity analysis includes City mapping as well as site-specific survey data where available.

~~Other Public Uses: An assumption of 5% was used to account for a percentage of developable land to be used for unknown future institutional or public uses, such as community centers, day cares, and religious facilities, among others.~~

Market Factor: A market supply factor is important to a community for the purposes of maintaining a choice and selection of residential locations, of maintaining housing supply at all times and to build a reserve of residential land area. For the purposes of calculating the land available for housing, an assumed percentage of vacant land (~~15~~10%) will likely not be available for development during the planning period and an assumed percentage of partially developed and underutilized land (25%) will likely not be available for development during the planning period. These partially developed or underutilized lands have challenges associated with redevelopment and are often less likely to redevelop than vacant lands.

Lands for Public Purpose/ Rights-of-way: The amount of land area needed to accommodate future roads and utility corridors for new development is not a known factor; however, it is assumed that ~~20~~10% of developable land will be used for rights-of-way (ROW).

Residential Density: The Residential zone is a zoning designation given to Roslyn's residential neighborhoods consisting primarily of single-family homes. The intent of this zone is to preserve the historic character of these residential neighborhoods. No specific density is assigned, but architectural review design standards establish specific lot size, lot coverage, setback, footprint and other requirements that limit the development potential in the residential area. These standards have been assumed in the land use analysis for Roslyn. Up to two accessory dwelling units are also allowed on residential lots and this capacity is included in the analysis. It assumes a participation rate of 7.5% of eligible lots, at an average of 1.25 ADUs per lot.

Other zones also allow residential uses in Roslyn. This includes the Commercial zone, where multifamily housing is allowed if constructed as part of a mixed use building, above ground-floor commercial uses. The Light Industrial Master Planned Development Overlay also allows multifamily housing under the same conditions. While no maximum density is specified for either of these zones, maximum building height is 35 feet. The analysis assumes that a mixed use building in the Commercial or Light Industrial Master Planned Development Overlay would be split 50% residential, and 50% commercial, and with this split would achieve a residential density of 12 units per acre. This is based on the assumption that 24 units per acre would be typical for a three story building if solely residential in use.

Finally, religious organizations are allowed to construct affordable housing regardless of zoning. This analysis assumes that only lots without existing buildings on them would be eligible, and could develop at 20 units per acre, which is a density typical of townhomes.

[Exhibit 3-3](#) provides a summary of the total land supply for development, by development type, indicating the deductions described above and the net developable acres. The gross acres include vacant land, partially developed land, and underutilized land.

Collectively, these factors help to determine the necessary land base for the people living in the area. They are used to calculate whether Roslyn has the residential land base necessary to accommodate the projected new population and housing units identified in its growth projection [of 445 new residents between 2020 and 2046](#). ~~of 307 residents, for a total population of 1,203 residents by 2037.~~

Exhibit 3-3 Summary of Land Capacity for Development - Housing (City only)

	Developable Acres				Housing Units						
	Vacant	Partially-used	Underutilized	Total	Vacant	Partially-used	Underutilized	ADUs	Permitted Housing Units	Permitted ADUs	Total
Residential	14.5	4.0	0.	18.5	97	27	0	31	7	4	165
Residential Commercial Overlay	2.0	0.	4.5	6.5	7	0	15	1	1	1	25
Residential Urban Forest Overlay	5.8	7.4	0.	13.3	1	1	0	0	0	0	2
Commercial	2.0	0.	5.6	7.5	24	0	67	0	0	0	91
Commercial Urban Forest Overlay	0.	0.	0.	0.	0	0	0	0	0	0	0
Urban Forest	0.	0.	0.	0.	0	0	0	0	0	0	0
Historic Cemetery District	0.	0.	0.	0.	0	0	0	0	0	0	0
Light Industrial Master Planned Development Overlay	11.0	0.	0.	11.0	132	0	0	0	0	0	132
Church-owned Lot	0.5	0.	0.	0.4	4	0	0	0	0	0	4
Totals	35.6	11.4	10.1	57.1	264	28	82	33	8	5	419

Note: Kittitas County housing targets project 0 new units in the unincorporated Roslyn UGA from 2020-2046, so the land capacity analysis considers city targets and capacity only.

Source: Kittitas County, 2025; BERK, 2026.

Based on guidance from the Washington State Department of Commerce, the land capacity analysis also reviews capacity by income band based on housing types allowed in each zone (Exhibit). ADUs, capacity in the Commercial and Light Industrial Master Planned Development Overlay (assumed to be low-rise mixed-use multifamily), and religious organization housing are assumed to be affordable to under 80% area median income (AMI). Capacity in the Residential and Residential Commercial Overlay zones is assumed to be affordable to 80-120% AMI, as these zones allow duplexes. Capacity in the Residential Urban Forest Overlay is assumed to be available for 120%+ AMI because only single-family detached residences are allowed. Kittitas County population projections, developed in conjunction with its cities, show a need for an additional ~~210~~~~216~~ homes in Roslyn by ~~2046~~~~2037~~. This includes 191 units for 0-80% AMI households and 19 for 80-120% AMI. The City of Roslyn and its UGA have land capacity for an additional ~~419~~~~216~~ units to meet the residential needs through ~~2046~~~~2037~~ while preserving critical areas, providing parks and right-of-way and keeping market values affordable. This includes capacity for all income bands in alignment with the County targets. It should be noted that Roslyn has a relatively high proportion of vacation homes, which are not occupied on a year-round basis. To the extent that additional new homes in Roslyn are purchased as vacation homes, the City’s capacity to meet its growth projection of ~~445 additional~~~~307~~ residents by ~~2046~~~~2037~~ may be constrained.

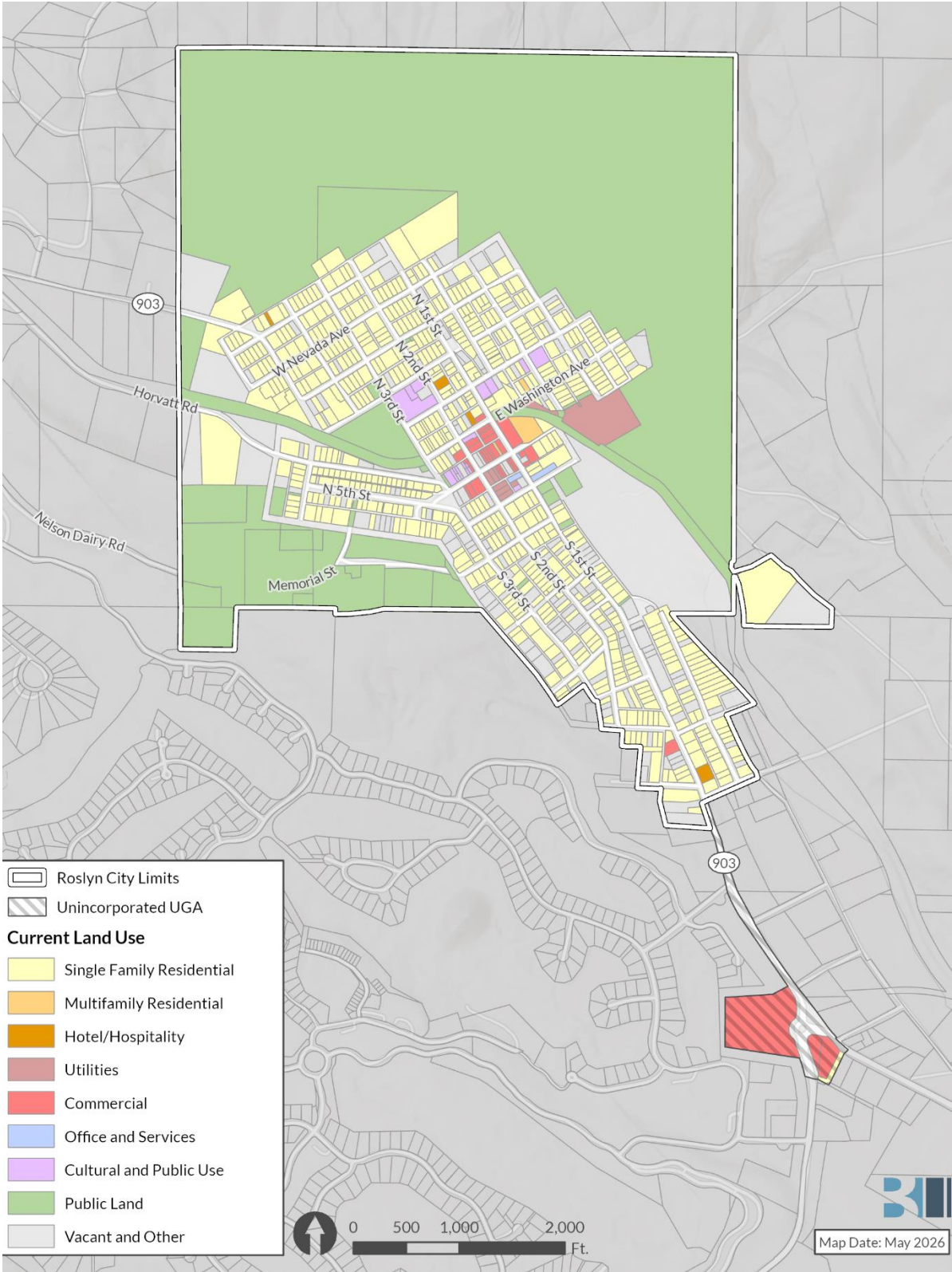
Exhibit 3-4 Housing Unit Capacity by Income Band

	Housing Unit Capacity by Income Band			Total
	0-80%	80-120%	120%+	
Zones	Com, LI-MPDO, religious orgs, and ADUs	Res, Res Com Overlay	Res Urban For	
Capacity	264	153	1	419
Adopted Target (2020-2046)	191	19	0	210
Difference	73	134	1	209

Source: Kittitas County, 2025; BERK, 2026.

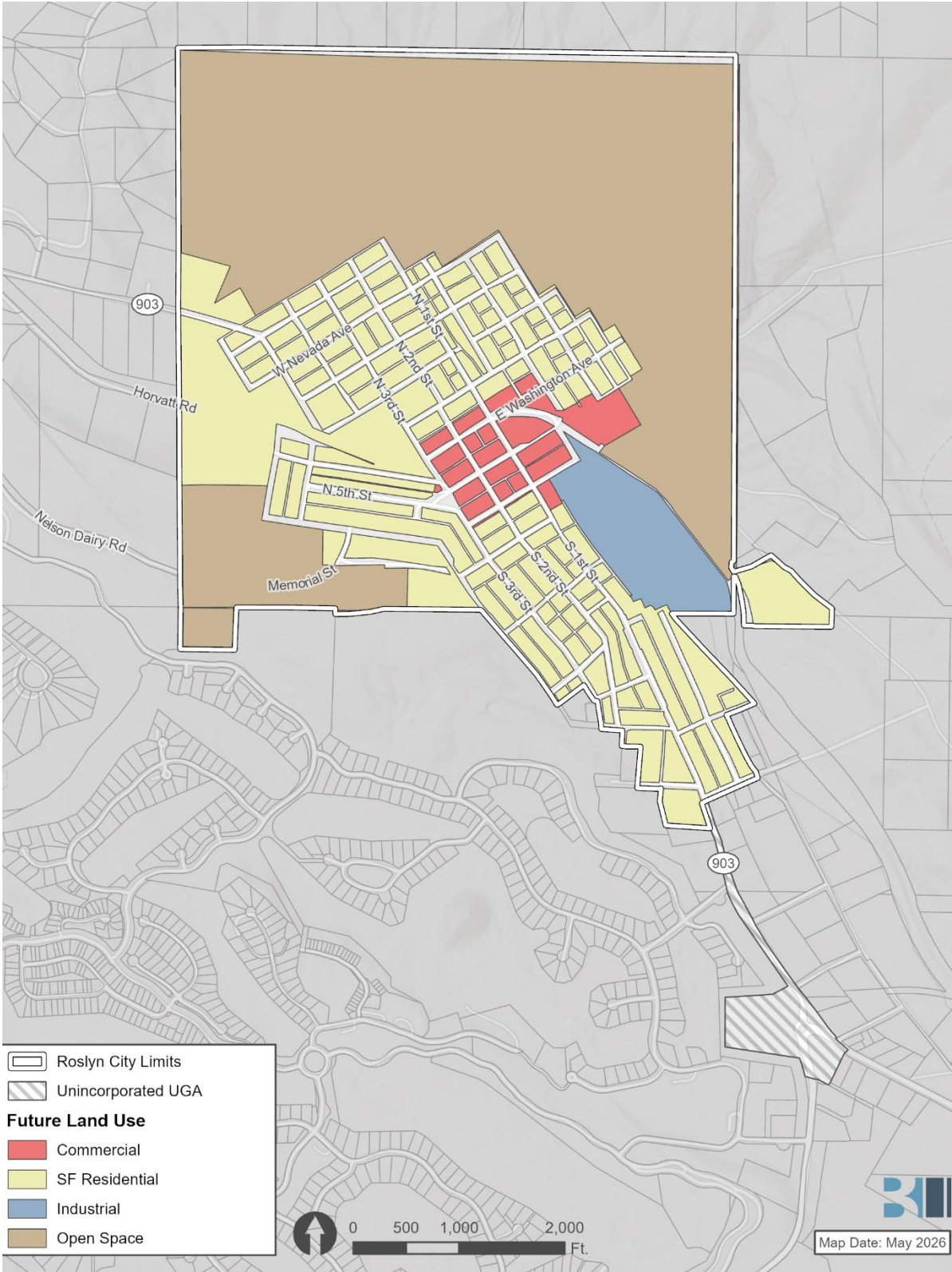
Roslyn’s housing target for the 0-30% AMI income band includes 29 units of permanent supportive housing (PSH). The State defines permanent supportive housing as “subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors.” PSH must be allowed in all zones that allow residential dwellings and hotels/motels, and at same occupancy levels as other types of housing. Based on the land capacity analysis, there is capacity for these 29 units along with the other targets in the 0-80% AMI bands. There is no target for additional emergency housing beds in Roslyn or elsewhere in Kittitas County. There are an estimated 119 emergency housing beds already in Kittitas County, which meet the projected needs through 2046.

Exhibit 3-5 Existing Land Use Map



Source: BERK, 2026; Kittitas County, 2026; Roslyn, 2026.

Exhibit 3-6 Comprehensive Plan Land Use Designations Map



Source: BERK, 2026; Kittitas County, 2026; Roslyn, 2026.

~~Exhibit shows the residential land identified as vacant, partially developed, and underutilized. These lands provide space for future housing growth in Roslyn. Error! Reference source not found. shows the housing capacity once the above factors are applied.~~

~~Exhibit XX Vacant, Partially Developed, and Underutilized Residential Land, City and UGA (Acres)~~

	VACANT				PARTIALLY DEVELOPED AND UNDERUTILIZED				
	Gross Acres	Critical Areas	ROW / Public Use / Market Factor Deductions	Net Developable Acres	Gross Acres	Critical Areas	ROW / Public Use / Market Factor Deductions	Net Developable Acres	TOTAL DEVELOPABLE ACRES
Residential: City	55.4	(5.2)	(20.1)	30.1	20.4	(0.6)	(9.9)	9.9	40.0
Residential: UGA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Residential	55.4	(5.2)	(20.1)	30.1	20.4	(0.6)	(9.9)	9.9	40.0

~~Note: The above table shows the acres of vacant, partially developed, and underutilized land. The market factors above were then applied to these acreages to provide the capacity for housing and jobs shown in Appendix B.
Source: Kittitas County, 2015; BERK, 2017.~~

~~Exhibit XX Housing and Population Capacity (2015)~~

	HOUSING UNIT CAPACITY	HOUSING OCCUPANCY RATE	PERSONS PER HOUSEHOLD	ADDITIONAL POPULATION CAPACITY
City + UGA	216	67%	2.11	307

~~Source: Kittitas County, 2015; BERK, 2017.~~

Employment Overview

Commercial lands within Roslyn can be characterized as primarily retail with some light manufacturing. 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, restaurants, movie theater, gas station, personal services, grocery store, bakery, brewery, government uses, and the town museum. There are an estimated 14.4~~15.4~~ acres of vacant or underutilized commercial land in Roslyn.

Kittitas County employment projections, developed in conjunction with its cities, show a targeted 189~~202~~ additional jobs in Roslyn by the year 2046~~2037~~, based on a jobs to housing ratio of 0.9. The City of Roslyn and its UGA have land capacity for an additional 662~~299~~ jobs to meet the employment growth needs through 2046~~2037~~ while preserving critical areas, providing parks and rights-of-way, and keeping market values affordable. About 60% of this job capacity is in the Commercial and Residential

Commercial Overlay designations and about 40% is in the Light Industrial Master Planned Development Overlay designation.

Exhibit 3-7 shows the ~~commercial and industrial~~ land identified as vacant, partially developed, and underutilized and associated job capacity. ~~These lands provide space for future employment growth in Roslyn.~~ Based on development regulations, the Residential Commercial Overlay, Commercial designation, and Light Industrial Master Planned Development Overlay all allow a mix of housing and jobs. ~~Exhibit XX shows the capacity for jobs once the above factors are applied.~~

Exhibit 3-7 Summary of Land Supply for Development – Employment (City only)

	Developable Acres				Jobs				
	Vacant	Partially-used	Underutilized	Total	Vacant	Partially-used	Underutilized	Permitted	Total
Residential	14.5	4.0	0	18.5	0	0	0	0	0
Residential Commercial Overlay	2.0	0	4.5	6.5	52	0	118	0	170
Residential Urban Forest Overlay	5.8	7.4	0	13.3	0	0	0	0	0
Commercial	2.0	0	5.6	7.5	52	0	146	9	206
Commercial Urban Forest Overlay	0	0	0	0	0	0	0	0	0
Urban Forest	0	0	0	0	0	0	0	0	0
Historic Cemetery District	0	0	0	0	0	0	0	0	0
Light Industrial Master Planned Development Overlay	11.0	0	0	11.0	287	0	0	0	287
Church-owned Lot	0.4	0	0	0.4	0	0	0	0	0
Totals	35.6	11.4	10.1	57.1	390	0	263	9	662

Note: Kittitas County housing targets project 0 new units and therefore 0 new jobs in the unincorporated Roslyn UGA from 2020-2046, so the land capacity analysis considers city targets and capacity only.

Source: Kittitas County, 2025; BERK, 2026.

Exhibit XX Vacant, Partially Developed, and Underutilized Commercial and Industrial Lands

VACANT	PARTIALLY-DEVELOPED AND UNDERUTILIZED
-	

Jobs Type	Gross Acres	Critical Areas	ROW / Public-Use / Market Factor Deductions	Net Developable Acres	Gross Acres	Critical Areas	ROW / Public-Use / Market Factor Deductions	Net Developable Acres	TOTAL DEVELOPABLE ACRES
Commercial: City	3.8	(1.0)	(1.1)	1.6	6.9	(0.9)	(3.0)	3.0	4.7
Commercial: UGA	0.7	0.0	(0.3)	0.4	8.5	0.0	(4.3)	4.3	4.7
Total Commercial	4.4	(1.0)	(1.4)	2.0	15.4	(0.9)	(7.3)	7.3	9.3
Industrial: City	29.8	(6.2)	(9.4)	14.2	0.0	0.0	0.0	0.0	14.2
Industrial: UGA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Industrial	29.8	(6.2)	(9.4)	14.2	0.0	0.0	0.0	0.0	14.2

Source: Kittitas County, 2015; BERK, 2019.

Exhibit XX Employment Capacity (2015)

	COMMERCIAL JOBS	INDUSTRIAL JOBS	ADDITIONAL JOBS
City + UGA	197	102	299

Source: BERK, 2016, 2019.

Climate Impacts

Land use patterns play a central role in responding to climate challenges such as urban heat, flooding, and wildfire risk (see also the Climate Element). Development and growth should be shaped to protect and enhance the surrounding natural systems, including forests, waterways, and open spaces, while reducing greenhouse gas emissions and pollution. Strategies emphasize compact, connected development, preservation of key natural areas, defensible spaces and fire-resistant structures, water efficiency, and integration of green infrastructure, helping the community adapt to changing climate conditions.

Environmental Justice Considerations

Environmental justice ensures that all people have the right to a safe, clean, and healthy environment and that infrastructure, facilities, and major land uses are located fairly across racial, social, and economic groups. Placing additional growth near high-volume roadways may expose residents and workers to poorer air quality and higher noise levels, potentially affecting health, quality of life, and land use compatibility. It is important to understand how land use patterns affect vulnerable populations and sensitive uses such as schools, daycares, elder care facilities, and medical centers. The Growth

Management Act (GMA) requires the Land Use Element to give special consideration to environmental justice by including goals and policies that avoid creating or worsening environmental health disparities. (See also the Transportation, Utilities, Capital Facilities, and Climate elements.)

Siting Essential Public Facilities

Essential public facilities (EPFs) include those facilities that are often difficult to place because they are often undesired in or near a community. EPFs include airports, state facilities, correctional facilities, solid waste handling facilities, and more. GMA requires that no comprehensive plan forbid the placement of EPFs within the area being planned. However, the City can identify an appropriate review process, criteria, and mitigation for the siting of EPFs. Different EPFs may have differing locational needs.

Critical Areas

The purpose of defining resource and critical land is to ensure that land actions will not negatively impact the natural environment or the health, safety and welfare of residents and businesses. The prevention of environmental problems is stressed to avoid long-term costs associated with correcting these problems. The protection of critical areas also supports long-term resilience and protects from the impacts of climate exacerbated natural hazards such as flooding and wildfires. The City does not have any designated agricultural, mineral or forest commercial lands of long-term significance within the City or its UGA.

The community's quality-of-life is directly related to the quality of its natural environmental ~~factors~~, such as air and water issues. The subtle and prolonged degradation of the environment can undermine the community's appeal ~~,and~~ viability, and resilience. The critical areas goals and policies are intended to provide a measure of protection to the environmental elements that contribute to the quality-of-life in Roslyn without being prohibitive as to development potential and private property rights. In reviewing and updating these goals and policies, the best available science was considered to protect the functions and values of critical areas.

The GMA states that local governments must classify, designate and regulate to protect critical areas, which include:

- Wetlands
- Areas with a critical recharging effect on aquifers used for potable water
- Fish and wildlife habitat conservation areas
- Frequently flooded areas
- Geologically hazardous areas

Roslyn Urban Forest

The City of Roslyn manages over 300 acres of urban forest within the city limits (see Exhibit 3-6 Land Use Designations Map). The Roslyn Urban Forest (RUF) hydrology and ecology serve an important purpose to the community, by filtering, absorbing, and retaining stormwater before it enters the City's

system, and by providing food, water, and habitat to the wildlife that live in and around the city. Where applicable, critical areas found in the RUF are highlighted in the discussion below.

Wetlands and Floodplains

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

~~A small area within the City of Roslyn is located within the 100 Year Floodplain of Domerie and Crystal Creeks. These waters have experienced some flooding in the past, but the 100-year flow is primarily managed through the city's stormwater system. Development near these floodplains is limited by FEMA regulations and related ordinances within the floodplain is regulated by the City according to their participation in the National Flood Insurance Program.~~

Roslyn Urban Forest. Four wetlands are found within and adjacent to the RUF (Perteet, 2017). Wetlands are associated with existing streams, surface water and groundwater runoff, and may be associated with historic mining activity that exposed groundwater discharge.

Floodplains

A small area within the City of Roslyn is located within the 100 Year Floodplain of Crystal Creek. These waters have experienced some flooding in the past, but the 100-year flow is primarily managed through the city's stormwater system. Development within the floodplain is regulated by the City according to their participation in the National Flood Insurance Program.

Aquifer Recharge

As precipitation reaches the earth it enters 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). Shallow groundwater in Roslyn is susceptible to contamination due to the relatively high permeability of some soil layers and a generally shallow depth to groundwater.

The primary water source for Roslyn is Domerie Creek. The Domerie Creek intake is in a forested area at an elevation of 2,617 feet, approximately 5.1 miles west of town. Domerie and Crystal Creeks may recharge the shallow aquifers system lying under the 100 Year Floodplain of these creeks and the Yakima River Basin.

Best management practices along with hazardous material plans, appropriate zoning, and analysis of future impacts by development are intended to 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.

Fish and Wildlife Habitat Conservation Areas

Roslyn Urban Forest. The RUF is a significant habitat area in Roslyn. Medium to large mammal species common in the RUF include deer, elk, black bears, mountain lions, bobcats, and coyotes. Douglas squirrels, Townsend's chipmunks, and yellow pine chipmunks can also be found throughout the RUF, as well as a variety of mice, moles, voles, shrews, and one species of gopher. The forest also provides an array of nesting habitats for many resident birds, as well as foraging areas and potential nest sites for birds with large home ranges, ~~:-these~~ including the pileated woodpecker, Williamson's sapsucker, red-naped sapsucker, Cooper's hawk, and sharp-shinned hawk, all of which currently next in the Roslyn vicinity. Owls, such as the great-horned and saw-whet owls commonly nest in this area. Riparian zones provide habitat for amphibians and mollusks, while reptiles such as the western fence and alligator lizards can be found on drier sites. The RUF is also important in seasonal migration patterns, including the northern goshawk and migrating songbirds can be spotted in this area.

Four stream systems found within the RUF include both fish-bearing and non-fish bearing systems. Many of these streams and riparian areas are situated in steep sided gullies caused by erosion that has occurred over time. The narrow and constrained stream channels are susceptible to erosion from surface water flow originating upslope from the RUF boundary.

Geologically Hazardous Areas

Geologically hazardous areas found in Roslyn include mine hazard areas, steep slopes, and unstable slopes. A mine hazard area may exist at the site of the #4 mine entrance (the flagship Shaft Mine). This was a vertical mine shaft that, following an explosion in 1909, was closed. The shaft was filled with rubble from the surface buildings but may not be stable. This site is about 200 yards northwest of the intersection of California Avenue and A Street. Steep and unstable slopes may be found in the foothills that rise from the valley in which Roslyn is situated.

Parks and Recreation

Developed recreational lands within Roslyn consist of Pioneer Park, Kiwanis Park, and Centennial Park. There are approximately six acres of recreational land within the city limits. 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.

The Roslyn Urban Forest (RUF) is 300 acre natural area owned by the City of Roslyn. While providing visitors with a wide variety of recreational opportunities, the forest also provides a vital habitat connection for wildlife moving between the West Fork Teanaway River, the Cle Elum River Easton Ridge, and the Yakima River. The forest contains several miles of trails open to hiking, mountain biking,

snowshoeing and skiing. Motorized vehicles, hunting, shooting, campfire and woodcutting are prohibited. The City's Land Stewardship Plan for the RUF includes the following goals:

- 1. Maintain and enhance conditions for a resilient dry forest ecosystem dominated by ponderosa pine with an old forest/single story structure.
- 2. Reduce the risks associated with uncharacteristic wildfires.
- 3. Provide for Wildlife Habitat and Native Vegetation
- 4. Reduce the risk of major hydrologic events.
- 5. Provide quality non-motorized recreation activities.
- 6. Promote a holistic approach to land-use planning and development of lands adjacent to the RUF and the City of Roslyn.
- ~~Maintain a healthy forest ecosystem~~
- ~~Provide quality non-motorized recreational use~~
- ~~Protect habitat for wildlife~~
- ~~Manage fuel loads to minimize fires~~
- ~~Protect the forest watershed~~
- ~~Preserve historic and cultural sites~~

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.

3.2 Goals and Policies – Land Use

Goal LU-1 Establish a development pattern that allows for a variety of new development while reflecting Roslyn's historic character and promoting a resilient community.
~~Preserves Roslyn's historic character of while allowing for a variety of new development.~~

Policy LU 1.1 Designate the general distribution, location and extent of the uses of land for housing, commerce, recreation, open space, public utilities and facilities, and other land uses.

Policy LU 1.2 Implement the following land use categories and their generalized characteristics and densities through the zoning ordinance and other implementing regulations:

Residential. Intended to ~~preserve~~ serve as low density residential neighborhoods with single-family housing, middle housing, and accessory dwelling units that incorporate historic design features. ~~in the historic style of the period in which most homes there were built.~~ Associated uses include churches, schools, parks, playgrounds, public uses, home occupations, and bed & breakfast establishments. ~~Accessory housing may be considered as a special conditional use.~~

Commercial. Intended to maintain and enhance the historic character and development pattern of the central business district area through the preservation and renovation of historic buildings, infill of vacant sites with

design features that reflect historic character~~consistent with historic character~~, and maintaining the pedestrian scale and orientation with a diversity of retail shops and eating establishments. Upper story residential development is also allowed, providing opportunities for mixed use multifamily housing. Examples of commercial uses include retail, service, health care, and office use. ~~Residential development is allowed under certain conditions.~~

Light Industrial. Provides light industrial development with a minimum impact on the community while providing employment opportunities for the residents of Roslyn. Examples of light industrial uses include wholesaling, light manufacturing, and certain retail uses.

Open Space. Includes City parks, the Roslyn Urban Forest and the Roslyn Cemeteries. Intended to provide open space for recreational use within the City, to protect and enhance the large urban forest in the northern portion of the City and to preserve and enhance the character of Roslyn's historic cemeteries.

- Policy LU 1.3 Provide for Planning and Historic Preservation Commission review of the existing land use pattern and make recommended revisions to the Future Land Use Map, Official Zoning Map, and other regulations, with a particular emphasis on addressing non-conforming uses.
- Policy LU 1.4 Continue to develop and implement small area studies and subarea plans that help the City achieve its vision for the future as needs are identified.

Residential

- Goal LU.2 Maintain an adequate housing supply consistent with the City's needs and that reflects historic~~character~~design features.
- Policy LU 2.1 ~~Preserve and enhance the~~ Acknowledge the historic character of Roslyn's low-density residential neighborhoods while accommodating growth in line with adopted targets, including targets by income band.
- Policy LU 2.2 Provide for accessory dwelling units in residential zones, subject to ~~compatibility with existing the same~~ aesthetic requirements as other housing types~~residential character and quality living environment.~~
- Policy LU 2.3 Provide for a diverse choice of housing types, including duplexes, accessory dwelling units, other middle housing types, and low-rise mixed use multifamily, while maintaining high standards for development, construction, and maintenance.
- Policy LU 2.4 Support innovative design options to help preserve significant natural features, provide transitions between different types of uses, or to meet other community objectives.
- Policy LU 2.5 Monitor new housing development and occupancy types to ensure capacity to meet projected growth targets, including targets by income band.

<u>Policy LU 2.6</u>	<u>Consider incentives and regulations that mitigate the impacts of short-term rentals on the year-round housing supply such as increased home and rental costs, displacement of long term rental housing stock, and traffic and parking concerns.</u>
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Economic Vitality

Goal LU.3	Support the continued development of the commercial area to serve the community and attract regional visitors.
Policy LU 3.1	Promote the central business district as the location for a diverse mix of uses, including retail, office, <u>mixed use multifamily residential</u> , and cultural and community gathering places.
Policy LU 3.2	Encourage tourism with land uses that provide service and tourist destination activities.
Policy LU 3.3	Support measures that encourage small locally-owned business growth and retention.
Policy LU 3.4	Ensure that <u>the design features of</u> new development and redevelopment maintains and enhances compatibility with <u>reflect</u> the historic character of the central business district.
Policy LU 3.4	Promote a pleasant and comfortable pedestrian environment in the central business district, including signage, lighting, drought tolerant landscaping, and bicycle/pedestrian amenities.
Policy LU 3.5	Where appropriate, allow conversion of commercial structures to mixed-use structures, and preserve the commercial street frontage by locating new residential development on the second floor of structures or behind commercial spaces.
<u>Policy LU 3.6</u>	<u>Ensure that sufficient land is available for job growth consistent with adopted targets.</u>

Industrial

Goal LU 4	Support light industrial development that positively contributes to Roslyn's economy and character.
Policy LU 4.1	Encourage clean industrial development compatible with the character of the City and preservation of the natural environment.
Policy LU 4.2	Encourage small light industrial uses that will add to economic diversification in Roslyn. 🌱
Policy LU 4.3	Establish land use designations to ensure that industrial development is compatible with surrounding uses.

Community Character

- Goal LU 5** Support sustainable new development and redevelopment that incorporates design features that reflect the~~consistent with the~~ historic character of the community.
- Policy LU 5.1** Consider revisions to development regulations to promote infill development and the efficient use of land, while also incorporating design features that are consistent with the historic character and historic development pattern of the community.
- Policy LU 5.2** 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.
- Policy LU 5.3** Avoid or mitigate potential adverse impacts of non-residential development 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.
- Policy LU 5.4** Ensure dark skies within Roslyn and work with Kittitas County to enact dark skies ordinances county-wide.
- Policy LU 5.5** Consider the establishment of a new zoning overlay for existing historic business properties outside the central business core.
- Goal LU 6** ~~Prepare and implement a~~ Implement the Master Planned Development process to regulate development of designated Unique Community Assets.
- Policy LU 6.1** Allow areas designated as a Unique Community Asset to develop in accordance with the provisions of a Master Plan approved by the City Council, provided that the following conditions the area: consists of a single parcel or contiguous parcels,
- a. is under common ownership or control and located fully within the City's municipal boundaries,
 - b. is 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.
- Policy LU 6.2** ~~Revise development regulations and zoning controls to establish a~~ Continue to implement the 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.

Policy LU 6.3	Integrate approved master planned developments into the City's Comprehensive Plan as subarea plans.
Policy LU 6.4	Allow development agreements in accordance with the provisions of the Revised Code of Washington to implement approved master planned development(s).
Policy LU 6.5	Provide for tailored environmental review of proposed development that provide timely and meaningful opportunities for public involvement, <u>that ensure Roslyn's heritage is reflected through building and site design</u> , and that protect the historical character of the site and the environmental quality of the community.

Essential Public Facilities

Goal LU 7	Provide adequate locations for siting essential public facilities.
Policy LU 7.1	Locate and develop all essential public facilities so that they are compatible with adjoining land uses.
Policy LU 7.2	Locate essential public facilities where they can best serve the populations that they serve.
Policy LU 7.3	Plan for the location of essential public facilities in coordination with other local and regional planning goals.
Policy LU 7.4	Use the City's established process for review and decisions on the siting of an essential public facility, including appropriate conditions and mitigation to minimize impacts to the community.
<u>Policy LU 7.5</u>	<u>Site essential public facilities in a manner that considers future natural hazards and environmental justice, protects community health, and avoids disproportionate impacts on vulnerable populations.</u> 🌿

Healthy Communities

Goal LU 8	Promote community health through the City's land use pattern.
LU Policy 8.1	Promote connectivity of the City's non-motorized system through connections to the existing and planned trail system, residential neighborhoods, and the commercial center.
Policy LU 8.2	Encourage pedestrian scale improvements, such as directional signs, benches, landscaping, and other features that promote pedestrian activity.
Policy LU 8.3	Within the commercial center, provide attractive street fronts and connecting walkways to accommodate pedestrians.

<u>Policy LU 8.4</u>	<u>Ensure land use, infrastructure, and development decisions advance community health and environmental justice, avoiding health impacts on residents, workers, and vulnerable populations such as children and older adults.</u> 🌿
<u>Policy LU 8.5</u>	<u>Promote a balanced mix of land uses that reduces vehicle miles traveled (VMT) per capita, improving local air quality and reducing emissions.</u> 🌿
<u>Policy LU 8.6</u>	<u>Prioritize at-risk community members for actions that mitigate wildfire smoke and poor air quality, including providing personal protective equipment and filter fans or incentivizing infrastructure updates (e.g., HVAC updates and MERV 13 filters for air intake) for facilities that serve high-risk populations.</u> 🌿
<u>Policy LU 8.7</u>	<u>Share information about local food assistance programs and community gardening opportunities to support access to food.</u> 🌿

Resilient Communities

<u>Goal LU 9</u>	<u>Ensure the City is designed and built sustainably to reduce environmental impacts and remain resilient to extreme weather, wildfire, and other hazards worsened by climate change.</u> 🌿
<u>Policy LU 9.1</u>	<u>Adopt the Wildland-Urban Interface Code and identify building materials and practices that comply with the design standards of the historic district.</u> 🌿
<u>Policy LU 9.2</u>	<u>Support programs that help landowners create and maintain defensible spaces and retrofit existing buildings to be fire-resistant.</u> 🌿
<u>Policy LU 9.3</u>	<u>Identify and protect open space, forested areas, and greenspaces in the City and urban growth areas that are important for wildlife, recreation, ecological services, climate resilience, and the community.</u> 🌿
<u>Policy LU 9.4</u>	<u>Promote participation in the IBHS Wildfire Prepared Home program.</u> 🌿

3.3 Goals and Policies – Critical Areas

Goal CA 1	Protect, <u>restore</u>, and enhance critical areas in accordance with the principles of Best Available Science and Best Management Practices <u>to support healthy and functioning ecosystems and reduce risk from natural disasters and climate change.</u> 🌿
Policy CA 1.1	Identify, preserve and protect wetlands, river and stream corridors, groundwater, steep slopes, open spaces, and habitat areas.🌿
Policy CA 1.2	Maintain development regulations that conserve and protect the functions and value of critical areas, updating development regulations as necessary to respond to best available science, best management practices, and changing conditions in the city.🌿

Policy CA 1.3	Preserve and protect areas that are critical for aquifer recharge and the quality of groundwater used for public water supplies to ensure adequate and healthy future potable water. 🌿
Policy CA 1.4	Require new development to utilize stormwater best management practices, such as low impact development and other natural drainage techniques. 🌿
Policy CA 1.5	Prevent pollution of surface and groundwater resources through regulations, programs, and public education. 🌿
Policy CA 1.6	Recognize wetlands as a valuable resource in water and stormwater management. 🌿
Policy CA 1.7	Strive for no net loss of wetland acreage, function, and value. 🌿
Policy CA 1.8	Support wetland, water and habitat quality of the Roslyn Urban Forest (RUF) through implementation of the 2025-2008 Land Stewardship Plan. 🌿
Policy CA 1.9	Plan for and preserve habitat areas, including wildlife corridors and riparian areas to ensure safe species migration and areas with healthy native ecosystems. 🌿
Policy CA 1.10	Consider and plan for maintaining habitat connectivity during long-range planning efforts. 🌿
Policy CA 1.11	Consult and utilize the Washington Department of Fish and Wildlife Priority and Habitat Species Program (PHS) in planning for habitat preservation areas, such as the RUF. 🌿
Policy CA 1.12	Work with Kittitas County to retain and enhance the ridges surrounding the city as open space. 🌿
Policy CA 1.13	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. 🌿
Policy CA 1.14	Retain and supplement native trees within the built environment of the City. 🌿
Policy CA 1.15	Regulate development in geological and flood hazard areas to ensure that it does not cause safety risks and that appropriate building standards and mitigation measures are taken to address site conditions. 🌿
Policy CA 1.16	Promote retention of vegetation and limit land disturbance in identified steep slope and landslide hazard areas. 🌿
Policy CA 1.17	Protect existing natural areas that provide stormwater storage during floods. 🌿

3.4 Goals and Policies – Parks and Recreation

Goal PR 1	<u>Provide recreational opportunities for all ages and for the diverse population of the community and its visitors.</u>
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<u>Policy PR 1.1</u>	<u>Maintain Park User Committee membership representing the age and cultural diversity of the Planning Area.</u>
<u>Policy PR 1.2</u>	<u>Assess and balance the provision of facilities that invite participation from the full range of ages and abilities.</u>
Goal PR 2	<u>Maintain and improve parks facilities to provide positive recreational experiences for residents and visitors.</u>
<u>Policy PR 2.1</u>	<u>Maintain recreational facilities and open space in a condition appropriate for its use.</u>
<u>Policy PR 2.2</u>	<u>Upgrade or replace facilities at end of service life or when appropriate, to improve public benefits or reduce maintenance and operational costs.</u>
<u>Policy PR 2.3</u>	<u>Follow through on the assessment of the availability of parking to serve parks and as trailheads for the RUF.</u>
Goal PR 3	<u>Encourage involvement by residents and partnerships with other organizations in the development and management of parks.</u>
<u>Policy PR 3.1</u>	<u>Strengthen involvement, coordination, and support from Kittitas County, Cle Elum, Department of Natural Resources (DNR) and Washington Dept. of Fish & Wildlife (WDFW).</u>
<u>Policy PR 3.2</u>	<u>Provide for fish and wildlife habitat and educational opportunities.</u>
<u>Policy PR 3.2</u>	<u>Coordinate with the, Roslyn School District, other public agencies, Suncadia, Evergreen Mountain Bike Alliance and other entities in planning for parks and recreational facilities and management of open spaces.</u>
<u>Policy PR 3.3</u>	<u>Recruit and support an active, ambitious Park Board and community volunteers to assist in public outreach and advise the city regarding implementation of this plan.</u>
<u>Policy PR 3.4</u>	<u>Host City events and support partner events that bring together the Roslyn community and celebrate local history and culture.</u>
Goal PR 4	<u>Balance provisions of facilities for organized sports and events with neighborhood parks and trails.</u>
<u>Policy PR 4.1</u>	<u>Improve linkage between parks with pedestrian and bicycle-friendly pathways.</u>
<u>Policy PR 4.2</u>	<u>Install signage or other identifying markers for each park and open space, welcoming use, providing wildlife and habitat educational signage, and stating park rules appropriate to each park's setting.</u>
Goal PR 5	<u>Broaden and increase sources of funding for recreational features and programs.</u>
<u>Policy PR 5.1</u>	<u>Encourage and honor contributions by volunteers, local organizations and businesses.</u>

- Policy PR 5.2 Search for and connect with grant agencies and foundations with goals matching the City's recreational goals and objectives.
- Policy PR 5.3 Evaluate formation of a parks and recreation district to build additional capacity supporting recreation within the Planning Area.
- Goal PR 6** **Manage parks, recreation, and open spaces using methods that promote long-term resilience** 🌿
- Policy PR 6.1 Preserve, restore, and plant native vegetation and trees in public parks and open spaces while controlling the spread of noxious weeds. 🌿
- Policy PR 6.2 Ensure the long-term resilience of parks, open spaces, and recreational facilities by continually assessing and addressing climate hazards and impacts, such as wildfire risk or flooding. 🌿
- Policy PR 6.3 Utilize water conservation methods, native plantings, xeriscaping, and climate-smart irrigation systems within parks, recreation, and open space areas to reduce water usage, improve stormwater management, and enhance climate resilience. 🌿
- Policy PR 6.4 Ensure all new park, recreation, and open space facilities and amenities are constructed and maintained using materials and methods that reduce the risk of damage from climate exacerbated natural hazards, such as wildfires and flooding. 🌿
- ~~**Goal PR 1** **Maintain and improve park and recreational opportunities in the community.**~~
- ~~Policy PR 1.1 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 downtown.~~
- ~~Policy PR 1.2 Identify opportunities to add small pocket or community parks in residential neighborhoods where appropriate.~~
- ~~Policy PR 1.3 Support and promote physical activities and community health by encouraging the creation and expansion of community events and recreational programs for all residents.~~
- ~~Policy PR 1.4 Improve the recreational opportunities for children through improved play structures in city parks and encouraging the development of recreation programs.~~
- ~~Policy PR 1.5 Consider innovative incentives and regulatory techniques to preserve open space and create recreational opportunities, such as purchase of development rights, transfer of development rights, conservation easements and others.~~
- ~~Policy PR 1.6 In new park and recreational facility plans, consider natural features, topography, floodplains, relationship to population characteristics, user group needs, and standards for access.~~
- ~~Policy PR 1.7 Design indoor and outdoor recreation facilities to provide a wide range of opportunities to meet individual user needs.~~

~~Policy PR 1.8 — Seek and encourage partnerships to inventory and preserve heritage fruit trees and varieties.~~

Trails and Pathways

~~Policy PR 1.9 — Map existing trails and identify and prioritize missing segments, including but 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.~~

~~Policy PR 1.10 — Support 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.~~

~~Policy PR 1.11 — Pursue easements with private property owners to maintain access to public trails, to fill missing links, and/or to extend community trails.~~

~~Policy PR 1.12 — Promote the development of a walking tour of historic buildings and places in the community.~~

~~Policy PR 1.13 — 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.~~

~~Policy PR 1.14 — 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.~~

Roslyn Urban Forest

~~Policy PR 1.15 — Support the long-term health of the Roslyn Urban Forest (RUF) through implementation of the 2008 Land Stewardship Plan.~~

~~Policy PR 1.16 — Seek to maintain a balance between non-motorized recreational opportunities and the habitat needs of plants and wildlife in the RUF.~~

~~Policy PR 1.17 — Close all platted roads to all motor vehicles in the RUF, 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 the urban forest habitat.~~

~~Policy PR 1.18 — Consult with the Washington Department of Fish and Wildlife to plan for, design, and construct water-crossing structures that are appropriately sized to maintain aquatic habitat, function, and continuity.~~

~~Policy PR 1.19 — Consider minimizing or removing closed RUF roads to enhance recreation and habitat and to minimize storm runoff.~~

4. Housing

4.1 Introduction

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.

The Growth Management Act (GMA) at RCW 36.70A.070(2) states that the Housing Element of a comprehensive plan must ensure the vitality and character of established neighborhoods. The Element complies with all GMA requirements and includes the following information:

- Includes an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth including:
 - Units for moderate, low, very low, and extremely low-income households; and
 - Emergency housing, emergency shelters, and permanent supportive housing;
- Includes a statement of goals, policies, and objectives and provisions for the preservation, improvement, and development of housing, including single-family residences and within an urban growth area boundary, moderate density housing options including, but not limited to, duplexes, triplexes, and townhomes;
- Identifies sufficient land for housing all residents of Roslyn in a variety of housing types; and
- Makes adequate provisions for existing and projected needs of all economic segments of the community;
- Identifies local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing;
- Adequate provisions for identified needs and removal of identified barriers.

Housing represents a critical physical feature of the built environment, and the need for adequate housing for all residents of the community is important and can only be realized through a fair and open housing market.

Inventory

The following inventory information includes data from the U.S. Census Bureau's ~~2024~~2017 American Community Survey (ACS) 5-year Estimates, 2025 data from the Washington State Office of Financial Management (OFM), and 2022 data from the US Department of Housing and Urban Development (HUD). The ACS data is an estimate based on five years of surveying the community and represents trends and conditions in the community. Given the small sample size in Roslyn, these estimates tend to have a larger margin of error than larger surveyed areas and should be considered a representation of

the conditions rather than a precise count. The ACS data represents the best estimates available for recent years.

Existing Housing Types

According to ~~OFM estimates~~~~ACS 5-year estimates~~, there were ~~624~~~~553~~ housing units in the City of Roslyn in ~~2025~~~~2017~~. ~~According to ACS estimates, about 68% of units in Roslyn are occupied. Of this total, 288 units, or about 52%, were occupied, for a vacancy rate of approximately 48%.~~ Since 2010, the annual estimated vacancy rate has been above 30%, which is an indicator of Roslyn’s popularity as a retirement and vacation home center. In addition, many workers in the timber, construction, medical, and technology industries live in the area and travel to jobs throughout the Pacific Northwest.

Of the ~~288~~ occupied units, ~~68~~~~67~~% were owner occupied and ~~32~~~~33~~% were renter occupied. The average household size in Roslyn in ~~2024~~~~2017~~ was an estimated ~~2.27~~~~2.53~~ persons for owner-occupied units and ~~1.97~~~~1.84~~ persons per renter-occupied units.

Exhibit 4-1Exhibit shows the structure type breakdown for housing units in Roslyn. In ~~2024~~~~2017~~ an estimated ~~581~~~~516~~ units, or about 93%, were single-family detached. An estimated ~~2~~~~15~~ units were in duplex, ~~triplex or quadplex~~ buildings, with an estimated additional ~~27~~~~15~~ in buildings containing at least ~~5~~~~10~~ units, and ~~14~~~~7~~ estimated mobile homes. In addition, an estimated ~~73~~~~66~~% of units had 2 or 3 bedrooms.

Exhibit 4-1 Housing by Structure Type ~~(2017)~~~~(2025)~~

STRUCTURE TYPE	NUMBER OF UNITS	PERCENT OF TOTAL
Single-family	581	93%
Duplexes	2	<1%
Multi-family (3-4 units)	0	0%
Multi-family (5+ units)	27	4%
Mobile Homes	14	2%
Total	624	100%

Source: Washington State OFM, 2025.

As of ~~2024~~~~2010~~, the median value of owner-occupied housing units was \$~~565,200~~~~221,600~~. The median monthly rental was \$~~1,500~~~~768~~ in ~~2024~~~~2010~~.

Income Range of Households

The income brackets shown in ~~Error! Reference source not found.~~ are based on Kittitas County’s 2017 overall Area Median Income (AMI), which is used for calculating income levels for public assistance programs. The AMI in 2017 was an estimated \$67,200.

Exhibit XX Income Ranges for the Kittitas County AMI (2017)

INCOME LEVEL	LOW END	HIGH END	MONTHLY HOUSING BUDGET (LOW-END)	MONTHLY HOUSING BUDGET (HIGH-END)
Very Low Income (less than 30% of AMI)	\$0	\$20,160	\$0	\$504
Low Income (30% to 50% of AMI)	\$20,161	\$33,600	\$505	\$840
Moderate Income (50% to 80% of AMI)	\$33,601	\$53,760	\$841	\$1,344
Lower Middle Income (80% to 100% of AMI)	\$53,761	\$67,200	\$1,345	\$1,680
Above Median Income (more than 100% of AMI)	\$67,201		\$1,681	

Source: HUD, 2017.

Age of Structure

Exhibit 4-2 shows the age of housing structures in Roslyn. Consistent with the city's historic character, about 58.76% of the housing units in the city were built in 1939 or earlier. ~~Since 1940, the city has experienced an average annual growth of about one to two units annually.~~ Between 2020 and 2025, about 13 new housing units were added in Roslyn, according to OFM estimates.

Exhibit 4-2 Housing Age of Structure (~~2024~~2017)

YEAR BUILT	NUMBER OF UNITS	PERCENTAGE
Built 2000 or later	80	11%
Built 1970 to 1999	98	13%
Built 1940 to 1969	130	18%
Built 1939 or earlier	423	58%
Total	731	100%

Source: U.S. Census ACS 5-year Estimates, 2020-2024~~2013-2017~~.

Income and Housing Cost

Median household income in Roslyn is \$104,800, which is substantially higher than the median for Kittitas County (\$73,800). Based on data from HUD, renters in Roslyn are more likely to have lower incomes than homeowners: 50% of renters are low-income or extremely low-income households. In comparison, only 4% of homeowners are considered low- or extremely low-income.

A threshold of 30% of household income as a measure for housing affordability is a widely accepted standard used by government agencies and policymakers. Use of this standard means that high housing cost burdens are assumed whenever housing exceeds 30% of household income.

Exhibit 4-3 shows the estimated housing costs for owner and renter units. ~~Over one-half of all owners and renters are paying less than 20% of their income for housing costs. Compared to homeowners with a mortgage, a greater share of homeowners without a mortgage and renters paying 30% or more for housing costs.~~ Renters in Roslyn are much more likely to spend more than 30% of their income on housing: 62% of renters are cost-burdened compared to only 16% of owners with a mortgage and 8% of owners without a mortgage.

Exhibit 4-3 Housing Costs (2024~~2017~~)

PERCENTAGE OF HOUSEHOLD INCOME	OWNER UNITS WITH A MORTGAGE	OWNER UNITS WITHOUT A MORTGAGE	RENTER UNITS
Less than 20 percent	50%	77%	15%
20 to 29.9 percent	34%	15%	23%
More than 30 percent	16%	8%	62%
TOTAL	100%	100%	100%

Source: U.S. Census ACS 5-year Estimates, 2020-2024~~2013-2017~~.

Exhibit 4-4 shows the breakdown for the year that householders moved into their units. About 70~~64~~% of householders are estimated to have moved into their units 2010 or later~~between 2000 and 2014~~.

Exhibit 4-4 Year Householder Moved into Housing Unit (~~2024~~2017)

YEAR MOVED IN	PERCENT OF HOUSEHOLDS
2020 or later	14%
2010-2019	56%
2000-2009	19%
1990 or earlier	11%
TOTAL	100%

Source: U.S. Census ACS 5-year Estimates, ~~2020-2024~~2013–2017.

Racially Disparate Impacts and Displacement

Based on estimates from HUD, approximately 23% of White residents are cost-burdened by housing (spending more 30-50% of income on housing) or severely cost-burdened (spending more than 50%) while 38% of residents of color are cost-burdened or severely cost-burdened. It is estimated that 100% of Roslyn’s Hispanic or Latino population rents and is also severely cost-burdened. Higher rates of cost burden among residents of color suggests there are racially disparate housing impacts present in Roslyn.

The Washington State Department of Commerce’s displacement risk mapping shows Roslyn and surrounding areas as low risk for displacement.

Affordable Housing

The city has no known licensed group homes, nursing homes or foster care facilities. The city has one publicly-assisted apartment housing development that offers 30 income-based affordable units.

Emergency Housing, Emergency Shelters, & Permanent Supportive Housing

There are multiple types of housing facilities that serve people experiencing homelessness. Emergency housing provides short-term, temporary indoor shelter without the requirement of a long-term lease. Permanent supportive housing is non-time limited subsidized housing for people with disabling conditions who are experiencing homelessness or are at risk of homelessness. Emergency shelter is a facility providing temporary shelter to currently homeless individuals or families.

There are no existing emergency housing units, permanent supportive housing units, or emergency shelters in Roslyn. In 2024, Kittitas County completed a point-in-time count of people experiencing homelessness and found that 65 were sheltered and 26 were unsheltered (Kittitas County, 2025).

Housing Analysis

According to population projections, there will be around ~~1,395~~^{1,203} residents in Roslyn by ~~2046~~²⁰³⁷. As identified in the Land Use Element, this means around ~~210~~²¹⁶ new units are needed between 2020 and 2046, assuming the current household size in Roslyn. Given that the City's growth targets, including targets by income band, ~~is~~ matches its land capacity for residential development in the urban growth area, needed housing can be accommodated on the vacant, underdeveloped, and partially developed land over the next 20 years. However, as noted previously, Roslyn has a relatively high proportion of vacation homes, which are not occupied on a year-round basis. To the extent that additional new homes in Roslyn are purchased as vacation homes, the City's capacity to meet its growth projection ~~of 307 residents by 2037~~ may be constrained. In addition, full buildout could lead to constraints on housing affordability and housing choice. Consistent evaluation of the zoning and development capacity will ensure that the City can continue to accommodate its residents with diverse, safe, and affordable housing.

See the Land Use Element for information on the number of housing units needed to meet the expected population projections and the corresponding land analysis ~~located in the Land Use Element~~.

4.2 Goals and Policies – Housing

Goal H 1	Encourage the provision of affordable housing <u>a variety of housing types available at all income levels, with design features that reflect the historic character of the community, designed to be compatible with the historic character and development pattern of the community and improve resilience from the impacts of a changing climate.</u> 
Policy H 1.1	Provide an adequate supply of land to accommodate the City's housing growth target, <u>including targets by income band and provisions for permanent supportive and emergency housing</u> .
Policy H 1.2	Encourage a variety of housing types and densities, including multifamily and special needs housing, to provide affordable choices for all.
Policy H 1.3	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.
Policy H 1.4	Consider innovative economic techniques for providing affordable housing as part of the City's overall economic development strategy.
Policy H 1.4	Ensure that manufactured housing is allowed in all residential zones and is not regulated differently than site-built housing.
Policy H 1.5	Support home ownership opportunities for residents and all economic segments of the community.
Policy H 1.6	Encourage development of housing types to support aging in place, special needs, handicapped accessibility.

- Policy H 1.7 Promote and enforce City codes that maintain building safety, property maintenance, and public participation in neighborhood clean-ups and improvement programs.
- Policy H 1.8 Require that new housing includes design features that ~~is consistent with~~ reflect the historic character and development pattern of the community while incorporating resilience to wildfire and other climate change exacerbated hazards in building design and materials. 🌿
- Policy H 1.9 ~~Prevent 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. Discourage the construction of large-scale single family residences in order to reduce demolition of older, more affordable housing stock and to ensure Roslyn's housing capacity for smaller units and a variety of housing types that meet local housing needs.~~
- Policy H 1.10 Review onsite parking requirements for residential developments, including accessory dwelling units, and revise development regulations as needed to promote the construction of a variety of housing types ~~consistent with the historic character and development patterns of the community.~~
- Policy H 1.11 Collaborate with regional jurisdictions to meet housing growth targets and address housing issues that cross jurisdictional boundaries, including needs for emergency and permanent supportive housing.
- Policy H 1.12 Increase housing resilience by prioritizing the preservation and weatherization of housing to protect residents from the harmful impacts of climate change, such as extreme heat and poor air quality. 🌿
- Policy H 1.13 Support and promote programs to install heat pumps and air filtration systems, prioritizing households or facilities with residents (e.g., low-income seniors) most vulnerable to extreme temperature events. 🌿

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 that provides employment and basic goods and services for residents and visitors. Roslyn was founded as a coal-mining industrial economy 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 supports 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 developments that provide basic goods and services for residents.

The 2025 Kittitas County Tourism Strategic Plan found that the impact of domestic tourism in the county is estimated at 2.7 million visit nights and \$359 million in visitor expenditures annually (Kittitas County, 2025). Key themes from public engagement for the plan included concerns over tourism impacts on local infrastructure and quality of life, strain on parks and open spaces, lack of affordable housing for tourism workers, and balancing tourism marketing with capacity. ~~The 2016 Kitsap County Tourism Infrastructure Plan found that combined revenues to Kittitas County, Roslyn, Cle Elum, and Ellensburg's from state-shared taxes and added local lodging taxes increased at an average annual growth rate of 13.7% between 1994 and 2014. A website tourist survey conducted as part of this plan found that historic districts and landmarks, farms/farmer's markets/product stands, museums, Native American sites, historical railroads and roads, hiking trails, art galleries and performances were reported as the most likely to attract visits.~~

This Economic Development Element establishes local goals and policies for economic growth and vitality and a high quality-of-life for Roslyn.

Employment and Trends

In ~~2024~~2017, according to the U.S. Census ~~2024~~2017 American Community Survey (ACS) 5-year Estimates, there were an estimated ~~589,310~~ residents in the labor force, with about ~~67.63~~% of the population age 16 years and over. Of the estimated labor force, an estimated ~~553,305~~ are employed for an unemployment rate of ~~6.1~~4.6%.

The ~~2024~~2017 ACS 5-year estimates found that the largest industries in Roslyn are arts, entertainment, recreation, accommodation and food services (117 employees and 21% of the workforce) and retail (115 and 21% of the workforce) ~~industries employed the largest shares of the workforce, with 112 employees or 37% of the workforce.~~ Other industries that employ relatively large shares of the work force include construction at 14%, manufacturing at 9%, and finance, insurance, real estate, and rental and leasing at 9%. ~~education, health and social services construction at 12%, and retail trade at 11%.~~

As shown in Exhibit 5-1, the number of employed residents has increased from 389 in 2014 to 553 in 2024~~in the workforce has decreased from 470 in 2000 to 305 in 2017. Generally, the type and relative share of industries providing employment to Roslyn residents has been relatively stable over this period, with a few notable exceptions. Some industries have retained a similar share of jobs while others have seen changes in the last ten years. Construction, transportation and warehousing, utilities, educational, health and social services, and public administration have decreased in their share of total jobs, while manufacturing, retail, and finance, insurance, real estate, and rental and leasing have increased. These include art-related industries, which increased from a 21% share of the workforce in 2000 to a 37% share of the workforce in 2017. In contrast, manufacturing, finance-related industries, professional related industries, along with education and health services related industries all employ a smaller share of the local workforce in 2017 compared to 2000.~~ See Exhibit 5-1 for a complete list of employment in all industries.

Exhibit 5-1 Roslyn Employed Labor Force 2014 and 2024~~2000 and 2017~~

INDUSTRY	2014 ESTIMATE		2024 ESTIMATE	
	NUMBER	PERCENT	NUMBER	PERCENT
Agriculture, forestry, fishing and hunting, mining	27	7%	45	8%
Construction	69	18%	79	14%
Manufacturing	11	3%	52	9%
Wholesale trade	0	0%	0	0%
Retail trade	58	15%	115	21%
Transportation and warehousing, utilities	23	6%	5	1%
Information	5	1%	11	2%
Finance, insurance, real estate, rental and leasing	7	2%	47	9%
Professional, scientific, management, administrative	16	4%	19	3%
Educational, health and social services	55	14%	38	7%
Arts, entertainment, recreation, accommodation, food services	80	21%	117	21%
Public administration	18	5%	15	3%
Other services	20	5%	10	2%
TOTAL	389	100%	553	100%

Source: U.S. Census ACS 5-year Estimates, 2010-2014 and 2020-2024. ~~2013-2017; U.S. Census, 2000.~~

~~The 2017 ACS 5-year estimates find that the mean travel time to work in 2017 was 21.5 minutes, suggesting that many residents commute outside of Roslyn for employment.~~ Exhibit 5-2 shows the estimated travel time to work for Roslyn residents. ~~Almost~~ More than 60% commute for 10 minutes or less, suggesting employment in Roslyn, Cle Elum, or other nearby areas. About ~~17~~ 12% commute for 60 minutes or more, which may indicate commutes to east King County or other relatively distant employment centers.

Exhibit 5-2 Travel Time to Work for Roslyn Residents

TRAVEL TIME	PERCENT
Less than 10 minutes	30%
10 to 14 minutes	21%
15 to 19 minutes	10%
20 to 24 minutes	2%
25 to 29 minutes	0%
30 to 34 minutes	6%
35 to 44 minutes	7%
45 to 59 minutes	8%
60 minutes or more	17%
TOTAL	100%

Source: U.S. Census ACS 5-year Estimates, ~~2013-2017~~ 2020-2024; ~~BERK, 2017~~.

Exhibit 5-3 shows the ACS 5-year estimate for the ~~2024~~ 2017 median household income in Roslyn, compared to Kittitas County and Washington State. Estimated ~~2024~~ 2017 median income in Roslyn was higher than Kittitas County and the state. ~~and Kittitas County was lower than in the state. Roslyn's median income was slightly higher than in Kittitas County.~~

Exhibit 5-3 Estimated Median Household Income, ~~2024~~2017

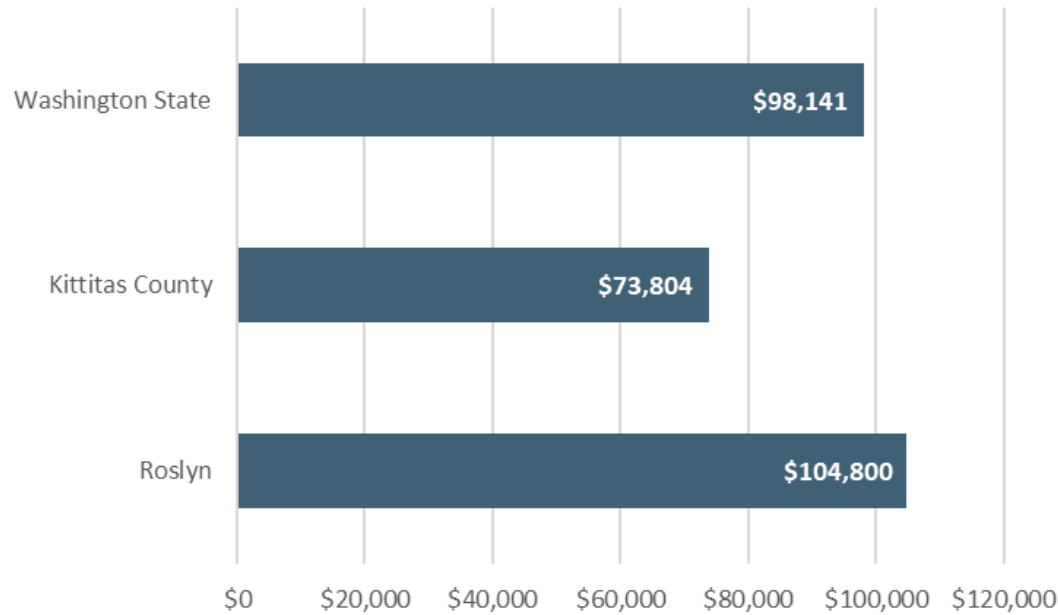
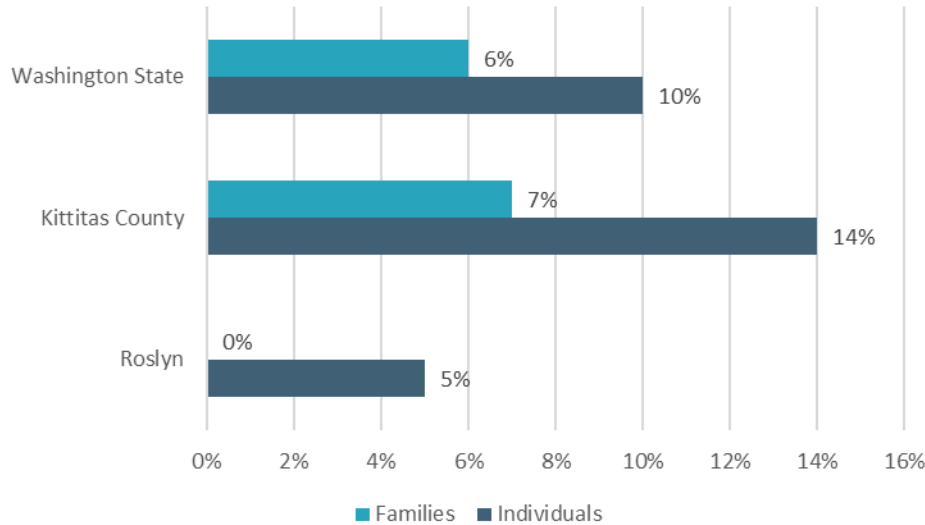


Exhibit 5-4 shows the ACS 5-year estimate for families and individuals that were below the poverty line in the prior 12 months. As shown in this exhibit, Roslyn has a lower individual and family poverty rate than Kittitas county and the state. ~~the estimated share of families living below the poverty line in Roslyn is slightly higher than in Washington state and slightly lower than in Kittitas County. Both Roslyn and Washington state have a lower share of individuals living below the poverty line compared to Kittitas County.~~

Exhibit 5-4 Families and Individuals Below the Poverty Line



Source: U.S. Census ACS 5-year Estimates, ~~2013-2017~~2020-2024.

Employment Capacity

The City has sufficient capacity to meet the ~~2046~~²⁰³⁷ employment target. The employment target for Roslyn is ~~189 new~~²⁰² jobs and the City's current job capacity, excluding the UGA, is ~~662~~²⁰² jobs. Given that the City's growth target ~~is aligned~~^{matches} with its land capacity for new jobs, the employment target can be accommodated on the vacant, underdeveloped, and partially developed land over the next 20 years. Additional capacity for commercial employment could be provided through the City's UGA. Ongoing evaluation of employment development capacity will allow the City to continue to meet the City's economic development needs.

5.2 Goals and Policies

Goal ED 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.
Policy ED 1.1	Encourage the local ownership and operation of businesses and job generating activities.
Policy ED 1.2	Seek partnerships and strengthen existing ones to encourage a strong and sustained heritage tourism and recreation industry in Roslyn.
Policy ED 1.3	Encourage the creation and expansion of community events and activities to attract tourists to Roslyn.
Policy ED 1.4	Encourage the development of strategies to encourage visitors to experience the unique features of Roslyn's history.
Policy ED 1.5	Encourage the development of light industry within Roslyn to broaden and deepen the economic base of the City.
Policy ED 1.6	Support home businesses and cottage industries that are compatible with the historic character and historic development pattern of the City.
Policy ED 1.7	Promote high quality telecommunications service and expanded bandwidth to support economic vitality and the ability for residents to telecommute.
Policy ED 1.8	Encourage industrial park-like development of the light industrial and warehouse area in keeping with the historic character of the community.
Policy ED 1.9	Encourage community-based organizations and public-private partnerships that promote local community and economic development efforts.
Policy ED 1.10	Encourage the retention of existing businesses within the City.
Policy ED 1.11	Work with local and regional economic development interest groups to prepare and implement economic development plans.
<u>Policy ED 1.12</u>	<u>Ensure permitting processes are clear and consistent to provide a predictable and transparent process for businesses and developers.</u>

<u>Policy ED 1.13</u>	<u>Mitigate the impacts of tourism on residents and infrastructure through regulations, incentives, and partnerships.</u>
<u>Goal ED 2</u>	<u>Ensure that the local economy is resilient to climate disruptions and fosters business opportunities associated with climate adaptation.</u>
<u>Policy ED 2.1</u>	<u>Support local businesses' efforts to bolster climate preparedness and continuity of operations.</u>

6. Transportation

6.1 Introduction

The Transportation Element provides a framework that outlines the policies, projects, and programs necessary to implement the City's transportation vision. The Element provides an inventory of the existing transportation system; and begins to analyze current and projected needs. The inventory and analysis 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 intent for this Element is to provide a safe, balanced, and efficient multi-modal system that is consistent with the city's overall vision and serve anticipated growth.

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. This Element aims to provide a vision for Roslyn's transportation system, which respects the community's history and character and supports anticipated growth in the region.

MOTORIZED TRANSPORTATION INVENTORY

Street System *Inventory*

The City of Roslyn maintains 8 miles of paved roadway and 0.73 miles of gravel roadway. In addition, State Route 903, maintained by Washington State Department of Transportation, is 1.53 miles, for a total of 10.25 miles of road within the city. The current road system is shown in [Exhibit 6-1](#).

The only road within Roslyn with a Federal Functional Classification is SR 903, which is classified as a Rural Major Collector (5). The remainder of city roads are classified as local access. For city planning purposes, some roads perform as an arterial, which provide important connections within the city. The principal arterial street is SR 903, which includes portions of 1st Street, Nevada Avenue, and 7th Street. The minor arterial streets include 2nd Street north of Montana Avenue, which serves as a bus route and access to downtown; Pennsylvania Avenue, which provides access downtown and connects to 4th Street; and 4th Street, which connects with Horvatt Road, a county road and alternate access to Salmon la Sac. The remainder of roads provide neighborhood access.

Most of Roslyn's road system was laid out in a grid system that is oriented southwest to northeast, parallel to the historic railroad alignment along Washington Avenue. Other areas are laid out in as close to a grid system as was possible due to topography. Many areas of the city lack connectivity even though the right of way exists, because topography prevents proper road construction due to steep hillsides or other natural features. Some areas of the city are accessible only by alleys because the right

of way on the parcel frontage was never developed into a road. These alleys are maintained as gravel roads by the City.

Transit

Transit is an important alternative to automobile travel for regional trips. Transit is not only useful in reducing traffic volumes and pollution, but is often the only means of transportation available to certain members of the community. Roslyn is served by the Kittitas County Connector West Loop route, provided by HopeSource. The Loop route begins at Safeway, where riders can connect to the Ellensburg route, and travels through Roslyn and Ronald two times daily. Currently dial-a-ride transit through HopeSource is available to residents of Roslyn who are elderly, disabled, or have limited income or no access to transportation; however, the schedule is limited and an advanced reservation is required. The Airporter Shuttle stops daily in Cle Elum with advanced reservation and provides connections to Ellensburg, Yakima, North Bend, and Sea-Tac Airport.

Freight

SR 903 is designated as a T-3 freight route. Because is no outlet north of Roslyn, freight traffic is related to local deliveries, construction, logging, and other types of local uses. Within the City, West Pennsylvania Avenue and the commercial zones of West Washington Avenue, West Dakota Avenue, and Second Street are designated as truck routes. Trucks meeting certain criteria described in RMC Chapter 10.45 that are traveling on other city streets require a permit from the City.

Rail

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 demand for rail services declined. At present no railroad companies run or maintain lines through the city. The former rail line which connected the cities of Roslyn, Ronald, and Cle Elum has been abandoned and converted to the Coal Mines Trail, a regional trail system.

Air

The closest regularly scheduled commercial aviation is in Yakima, Wenatchee, or at Sea-Tac Airport. The Cle Elum Municipal Airport has a 2,452 foot paved runway that is used by small aircraft.

Other Motorized Transportation

The City allows snowmobiles to travel on city streets only between the place of residence and the Coal Mines Trail, and along the route of the Coal Mines Trail on Washington Avenue between A Street and Third Street. They cannot be used as a mode of transportation between destinations within the city. Additional requirements are listed in RMC Chapter 10.25.

The city also regulates the use of motorized or electric foot scooters and other wheeled recreational devices in RMC Chapter 10.50, not including electric bicycles. They are allowed only on city streets under certain conditions and by riders 16 years and older.

Wheeled all-terrain vehicles are not permitted to operate within the City of Roslyn.

ACTIVE TRANSPORTATION INVENTORY

Trails and Pathways

Roslyn's trails and pathway network connects the city to neighboring communities and other destinations. The Coal Mines Trail connects the city to Ronald and the City of Cle Elum. The RUF trails travels in a loop pattern within the urban forest and connect to other trail systems leading to the Cle Elum Ridge and into the Teanaway Community Forest. The Suncadia community is connected to Roslyn along a trail connection onto Nelson Dairy Road, just outside of city limits. Trails are shown on Exhibit 6-2.

Sidewalks

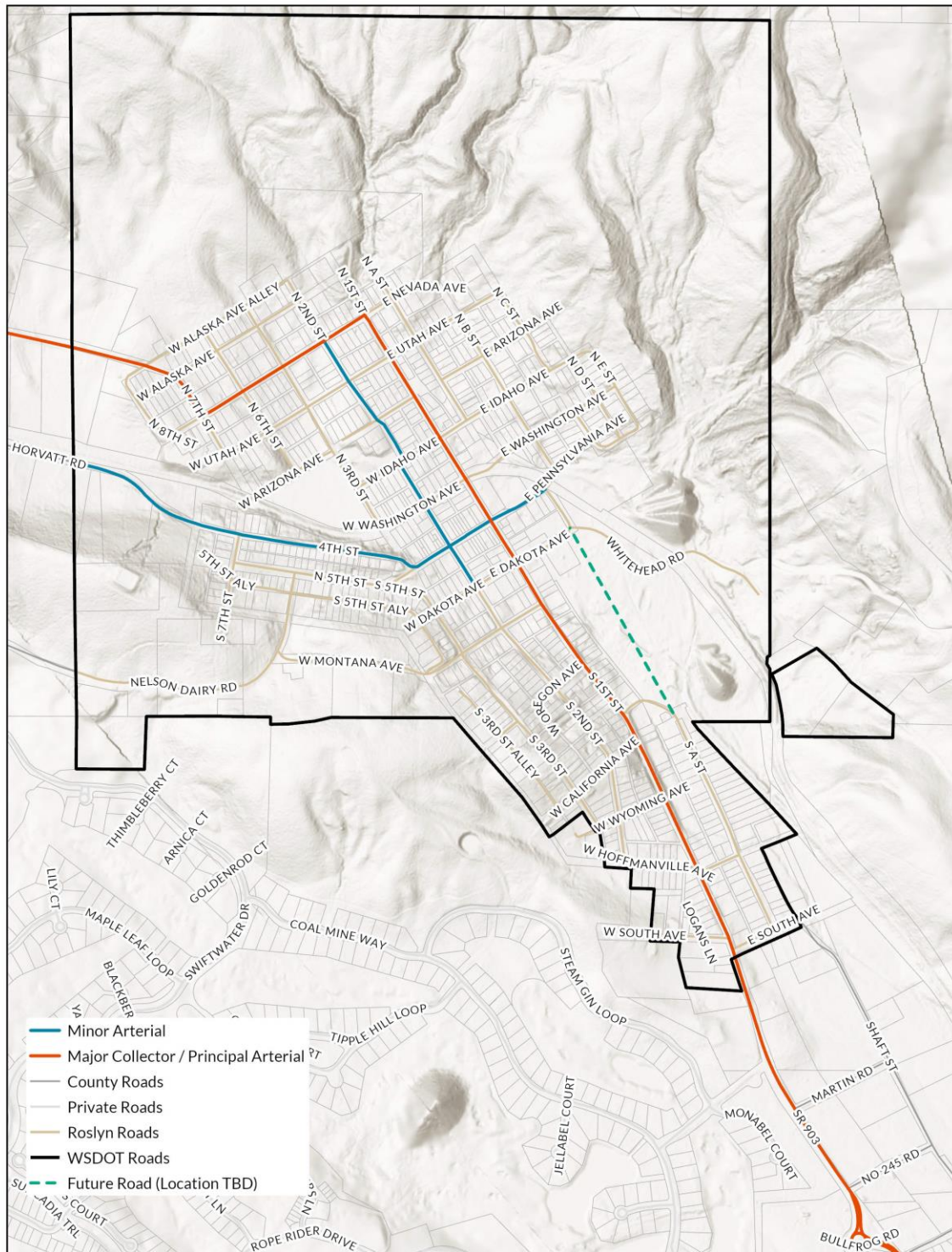
Within the city, sidewalk installations vary widely between the different neighborhoods in Roslyn. The southern portion of the City has very few sidewalks, and there is no sidewalk access along SR 903 south of California Avenue. Existing sidewalks are shown on Exhibit 6-2.

The primary function of sidewalks is to promote pedestrian safety by clearly separating vehicular traffic from pedestrians. Due to the steep topography of the city, some blocks only have partial sidewalks due to the limited buildable area. Many of the steep areas also do not have road shoulders, requiring pedestrians and vehicles to share the road.

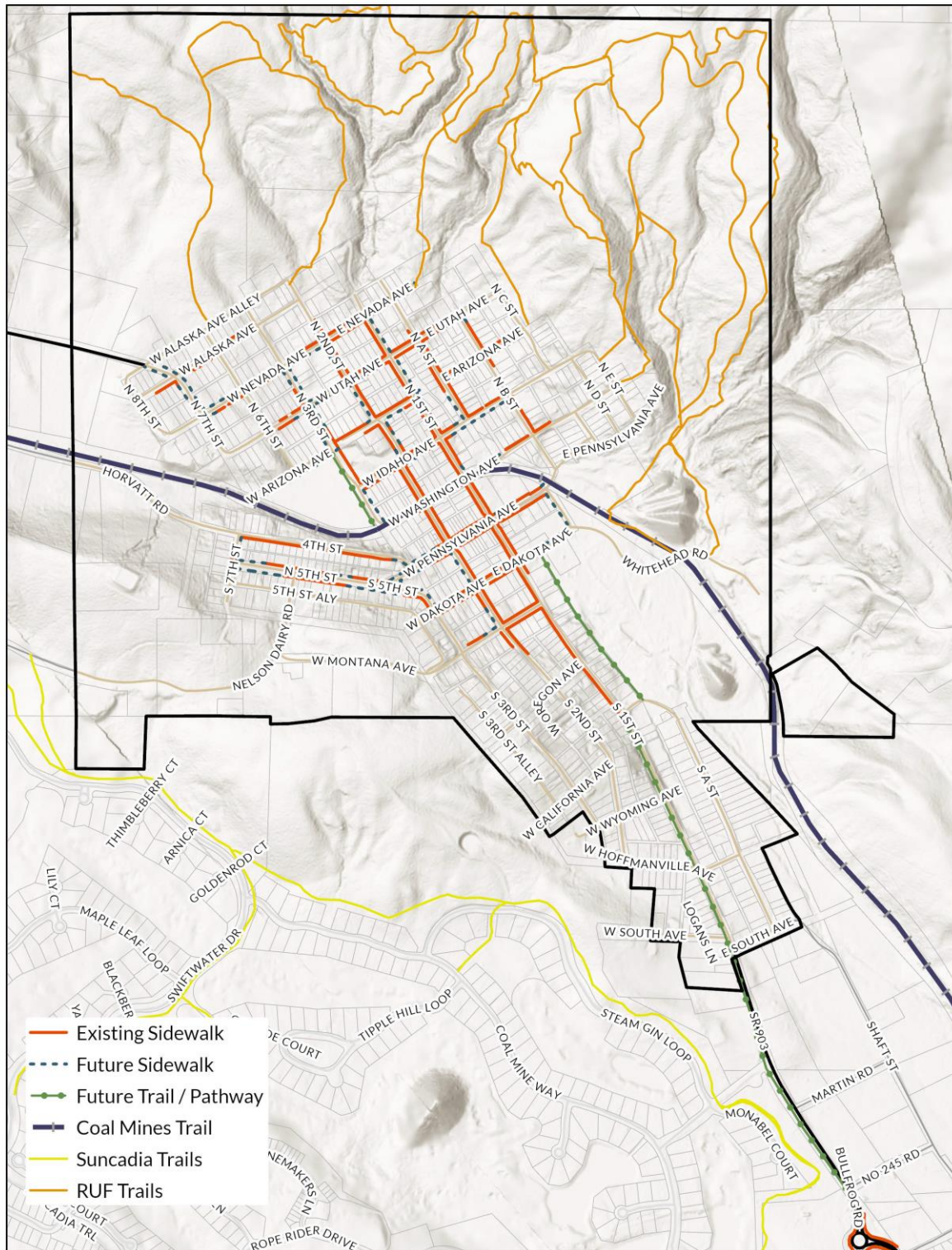
Bicycle

Even though there are no designated bicycle lanes on Roslyn's streets, bicycles are a popular form of transportation and recreation within the city. Most streets safely function as shared streets. Bicyclists can also travel along the Coal Mines Trail and along select trails in the RUF that lead to a network of mountain bike trails along the Roslyn ridge.

Exhibit 6-1 Existing Roadway System



Source: Ardurra, 2026.

Exhibit 6-2 Existing Active Transportation Network

Source: Ardurra, 2026.

Level of Service Standards

The City considers transportation as a system that serves multiple modes of travel. Vehicle level of service (LOS) standards are used to address system capacity and concurrency requirements, while multimodal level of service standards evaluate access, safety, and connectivity for all users.

Vehicle Level of Service Standards

Level of Service (LOS) is a standard method of measuring the performance of transportation facilities. LOS “A” means traffic is generally free flowing, and a LOS “F” means traffic is very congested with long delays at intersections.

For local streets, the City adopts a LOS “D”. For SR 903, the City adopts a LOS “C.” The level of service standards will be maintained through upkeep of the existing circulation system, expansion of transportation services, and/or traffic demand management strategies. As specified in the GMA, transportation capacity must be evaluated when new development is proposed through the City’s adopted Transportation Concurrency process. New development will be required to mitigate ~~for~~ transportation impacts if the level of service is impacted and drops below the adopted standard.

Multimodal Level of Service Standards

Roslyn’s multimodal level of service (LOS) standards reflect the city’s small size, low traffic volumes outside of the downtown core and SR 903 corridor, narrow right of ways, and steep inclines. On most city streets traffic volumes are low, the street network is compact, and many roadways function as shared spaces for vehicles, pedestrians, bicyclists, and other modes of transportation. As a result, multimodal LOS in Roslyn is focused on maintaining safe and reliable access to key destinations rather than expanding system capacity.

The City’s approach emphasizes preservation of the existing system, targeted improvements where needed, and practical enhancements to active transportation access. Multimodal LOS is used to identify and prioritize gaps in connectivity, accessibility, and safety.

Pedestrian LOS

Pedestrian LOS in Roslyn is evaluated based on access to key destinations, the presence and conditions of sidewalks or trails, and overall safety and accessibility.

Because of the city’s size and development pattern, a continuous sidewalk network is not possible nor required in all areas. Instead, pedestrian LOS focuses on maintaining and improving walkable connections in primary locations.

Key considerations include:

- Sidewalk availability in the downtown core and along streets designated as arterials or minor arterials
- ADA-accessible routes and curb ramps, where feasible
- Safe crossings at key locations along SR 903

- Connections between residential areas, parks, and public facilities
- Filling gaps in the sidewalk network that limit safe access
- Maintaining safe surfaces

Bicycle LOS

Bicycle LOS in Roslyn is primarily accommodated through shared use of low-volume streets. Dedicated facilities are not feasible or necessary in most areas due to narrow streets, low traffic volumes, and the compact size of the community.

The City considers bicycle comfort and safety using the Level of Traffic Stress (LTS) approach used by the, recognizing that most local streets in Roslyn operate as low-stress environments due to low traffic volumes and speeds. SR 903 operates as a higher stress environment due to the heavier traffic and narrow right of way, small shoulders, and on-street parking that exist along the corridor.

Bicycle LOS focuses on maintaining these low-stress conditions, identifying alternate routes that do not include SR 903, and improving connectivity to key destinations where higher traffic volumes or speeds may be present.

Key considerations include:

- Low traffic volumes and speeds that support shared use of local streets
- Direct and continuous routes between residential areas, downtown, and community facilities that avoid travel along SR 903
- Safe crossings along SR 903
- Reducing potential stress points where vehicle speeds or volumes are higher
- Opportunities to enhance connections to regional routes and the RUF
- Transit LOS
- Transit LOS in Roslyn is focused on supporting safe, accessible, and visible transit stops. The Kittitas County Connector West Loop route stops are along 1st Street (SR 903) at Pennsylvania Ave (northbound) and Dakota Avenue (southbound).

Traffic Conditions Analysis

Projected traffic within the city will increase along with the population and increase in regional recreational activities and tourism, and is highly affected by development occurring outside of the City, especially to the north. In 2019, the city studied four intersections under normal PM peak hour conditions. The intersections were found to be operating at an LOS A or B.~~A Synchro analysis was prepared for four intersections within the c.~~ No major changes were forecast using growth projections into 2037.

In 2025, a large housing development in Cle Elum completed environmental review, which included a transportation analysis that evaluated several intersections, including Pennsylvania Avenue at 1st Street. The analysis was based on the peak traffic season – summer. Because there is less traffic outside of the

summer season, the analysis likely overstates traffic conditions when considering the average weekday PM peak hour traffic that would normally be evaluated for a comprehensive plan.

The analysis found the intersection to be currently operating at a LOS C on summer weekdays, and projected to operate at a LOS D in 2037. With the project, the analysis found the intersection would operate at a LOS D during summer weekdays in 2032. The mitigation plan identified that a four-way stop at the intersection will improve the intersection operation to a LOS C during summer weekday peak hour. The project is required to implement a traffic monitoring program to track actual conditions and provide a proportional share contribution to complete the work.

~~ity using peak hour traffic counts collected in February 2017. The traffic counts were collected mid-week to remove influence from recreational traffic which peaks on summer weekends. Weekend recreational traffic varies seasonally depending on various conditions, such as the amount of snow at Salmon la Sac, scheduled events, and weather.~~

~~The analysis projected peak hour traffic in 2027 and 2037 and indicates all intersections will operate within the City's LOS standard into the future, with room for growth. Results of the analysis are shown in Exhibit XX.~~

~~Exhibit XX: Traffic Conditions Analysis~~

INTERSECTION	2017 AM	2017 PM	2027 AM	2027 PM	2037 AM	2037 PM
Dakota Ave at 1st Street	B	B	B	B	B	B
Pennsylvania Ave at 1st Street	B	B	B	B	B	B
Washington Ave at 1st Street	A	B	A	B	A	B
Pennsylvania Ave at 2nd Street	B	A	B	A	B	A

~~Source: Perteet, 2019.~~

Transportation Demand Management Strategies

Transportation Demand Management (TDM) strategies are a proven way to reduce traffic congestion in communities of all sizes. Individuals within the community currently work together to help provide ride or car sharing as needed. Additional TDMs that may work in city include:

- Public education and promotion
- Custom Transit Services
- Support for pedestrians and cyclists, such as shelters and benches
- Park & Ride Lots

Concurrency Requirement

Land use changes have a direct impact on transportation. As new development takes place, it must demonstrate to the community that it will not negatively affect the level of service. If a negative impact

is predicted, mitigation measures or alterations to the development will be required. The City may also consider re-evaluation of the land use plan to reduce transportation impacts as development occurs.

Roslyn Municipal Code Section 18.70 requires concurrency review for all projects and requires that projects that cause the LOS to drop below “D” on city-owned facilities must mitigate the impacts through improvements or other strategies that accommodate the impacts of development.

Regional Coordination

The City participates in the Kittitas County Council of Governments and QUADCO, two regional planning organizations. QUADCO is a regional planning organization comprised of Kittitas, Grant, Lincoln, and Adams counties. The City also partners with WSDOT and Kittitas County to ensure coordination and consistency in regional transportation networks. The City is served by SR 903 which is maintained by WSDOT, and connects to three county roads – Shaft Street, Nelson Dairy Road, and Horvatt Road.

Existing Deficiencies

- The City’s ~~road~~street system currently ~~exceeds the~~operates within the City’s Level of Service standards and is expected to meet the needs of the City’s future growth. Future improvements will focus on maintaininging and improving the existing road system and improving ~~access through the City~~multimodal access.
- Traffic operations at Pennsylvania Avenue and 1st Street will be monitored by the developer of the Bullfrog Flats property and mitigated when necessary.
- Currently, north and south travel is limited to ~~the only through routes to or from the south are~~ SR 903 and 2nd Street. If SR 903 is blocked between Montana Avenue and California Avenue, the only other option is 2nd Street which is steep, narrow, and inadequate for serving as an alternate route into or out of the City. Because of topography limitations, 2nd Street cannot be reconstructed to serve as an alternate primary route without extraordinary cost. An alternate route extending north from S A St should be required, if feasible, when the mine property is developed.
- The City’s existing sidewalk system is inconsistent and generally in fair to poor condition. Currently, the city has approximately 4.5 miles of sidewalk. A sidewalk condition survey conducted prior 2019 by the Transportation Improvement Board found that 1.4 miles are rated as good condition, 2.0 miles are rated at fair condition, and 1.1 miles are rated as poor condition. Because the City has not performed any sidewalk improvement projects since then, the condition is assumed to be the same in 2026.

Regional Coordination

~~The City participates in the Kittitas County Council of Governments and QUADCO, two regional planning organizations. QUADCO is a regional planning organization comprised of Kittitas, Grant, Lincoln, and Adams counties. The City also partners with WSDOT and Kittitas County to ensure coordination and consistency in regional transportation networks. The City is served by SR 903 which is~~

maintained by WSDOT, and connects to three county roads — Shaft Street, Nelson Dairy Road, and Horvatt Road. The City also coordinates with Kittitas County Public Works to provide chip sealing and fog sealing of the city streets. This plan element is consistent with QUADCO's Regional Transportation Plan, and was funded by a QUADCO UPWP grant.

Multimodal Transportation

Transit Service

Transit is an important alternative to automobile travel for regional trips. Transit is not only useful in reducing traffic volumes and pollution, but is often the only means of transportation available to certain members of the community. Currently door-to-door transit through HopeSource is available to all residents of Roslyn; however, the schedule is limited and an advanced reservation is required. The Airporter Shuttle stops daily in Cle Elum with advanced reservation and provides connection to Ellensburg, Yakima, North Bend, and Sea-Tac Airport. Additional transit opportunities are available in Ellensburg, including Central Transit, Yakima-Ellensburg Connector, Greyhound, Apple Line (Northwestern Trailways) route from Ellensburg to Omak, and the Grant Transit Authority routes from Ellensburg to various locations within Grant County.

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.

Air Transportation

Roslyn has no airfield. The closest regularly scheduled commercial aviation is in Yakima, Wenatchee, 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.

Proposed Motorized Improvements Projects

Annual Maintenance

Annual maintenance is vital towards keeping a functional road system within Roslyn. An annual maintenance work plan was developed using a ranking method based on criteria shown in Exhibit XX.

The results of the work plan are shown in ~~Error! Reference source not found.~~ Streets with a higher maintenance priority due are identified as Tier 1 street maintenance projects; lower priority streets are identified as Tier 2. This list may change annually street conditions change frequently due to winter. The current 6-year Transportation Improvement Plan (TIP) is shown in Exhibit XX.

Exhibit XX: Annual Maintenance Work Plan Criteria

CRITERIA	POINTS	POINT-DESCRIPTION
Bus Routes		
	2	If bus route
	0	If not bus route
Pavement Condition		
	3	PCR between 40-60
	2	PCR between 60-70
	1	PCR between 70-80
	0	PCR above 80 or below 40
Use Type		
	2	Thru road, or serves commercial areas, or connects to a destination.
	1	Connects residential areas to commercial or SR 903, or medium volume.
	0	Dead-end, or low volume residential service only.
Local Importance		
	2	Improvement are very important to community.
	1	Improvements are somewhat important to community.
	0	Improvements have low importance to community.
Safety		
	2	Improvements could increase pedestrian and vehicle safety.
	1	Improvements could increase vehicle safety.
	0	Improvements would not affect safety.

Source: Petteet, 2019.

Exhibit XX Priority Street Maintenance

Exhibit 6-3 ~~6-Year TIP 2019-2024~~[Project List from 2026-2031 6-Year TIP](#)

PROJECT DESCRIPTION	COST	SOURCE	YEAR
1st Street & Pennsylvania Ave RRFB Improvements	▪ \$140,000	▪ Local funds, TIB	▪ 2026
Washington Ave Reconstruction	\$800,000	Local and state funds	2027
Montana Ave Reconstruction	\$400,000	Local and state funds	2027
S 3rd St Reconstruction	\$400,000	Local and state funds	2028
Pioneer Park Access Improvements	\$1,000,000	Local and state funds	2029
Pennsylvania Ave Overlay	\$500,000	Local and state funds	2029
Pennsylvania Ave Sidewalk Improvements	\$625,000	Local and state funds	

Source: City of Roslyn, 2026.

Future Mobility Improvements

The City has identified two future road connections, to be constructed in conjunction with future development, shown in Exhibit XX. Both future connections begin at the east end of Dakota Avenue. The first extends Dakota Avenue further east to a new parking lot identified within the Towns to Teanaway Trail Master Plan. The second is a new road which will connect to South A Street, from Dakota Avenue to E California Avenue. This new road connection will replace 2nd Street as the alternate access route. The future system also identifies preservation of an existing unofficial parking area adjacent to the Coal Mine Trail which provides an important parking for downtown Roslyn and trail users.

Twenty Year Project List

Road Improvements

Roslyn is not anticipated to require additional road capacity over the planning period. In the long-term, the City will focus on existing road maintenance and preservation.

Future Parking Improvements

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. Parking in the central business district is insufficient to deal with summertime demand caused by tourism and the increase in businesses and

restaurants in the downtown. Currently the overflow from downtown parking expands into adjacent residential areas, and into developed parking areas at either end of Pennsylvania Avenue.

A parking evaluation was completed during a Farmer's Market in August 2018 with an average crowd. There were no other activities occurring that weekend. The evaluation found that within a one- to two-block radius of the Farmer's Market, parking was limited, but abundant parking was available on the residential streets two or fewer blocks from the market. On weekends when there are additional activities occurring, such as an event at Runje Field, similar situations occur centered around the event location.

There is limited guidance for parking leading to inefficient parking in many areas within the two-block radius. For example, in some areas, perpendicular parking permits multiple cars to park in one area, but one car parked parallel limits the area to only one or two cars. The parking evaluation included a suggested parking strategy to improve parking in the downtown core which is recommended for implementation. Future parking improvements include:

1. Implement strategy to improve parking efficiency for existing on-street parking.
2. Preserve public parking area adjacent to the Coal Mine Trail which provides important parking for downtown Roslyn and RUF and Coal Mine Trail users.
3. Improve parking at City Hall to provide important weekend and evening parking for downtown Roslyn and RUF and Coal Mine Trail users.
4. Improve parking lot at the city-owned parcel to the north of Runje Field. Development of an official parking lot at this location will provide important trailhead parking for access to the western portion of the RUF and parking for events held at the park.

~~These future improvements are shown in Exhibit XX.~~

~~Exhibit XX Future Motorized Improvements~~

~~Non-Motorized Transportation~~

~~The ability to walk and bike within the city is very important to the residents of Roslyn. The City is surrounded by an established network of trails, including the Coal Mine Trail which connects Ronald, Roslyn, and Cle Elum, the Roslyn Urban Forest with more than eight miles of City-maintained trails, mountain bike routes including the Rat Pack trail, and the paved trail system within the Suncadia Resort. These trails are also accessible during the winter for cross-country skiing and snowshoeing, although the Coal Mine Trail is open to snowmobiles in the winter. The surrounding trail system is shown in Exhibit XX.~~

~~Exhibit XX Existing Trail System~~

Existing Bike and Pedestrian Network

Roslyn's non-motorized network connects the city to neighboring communities and far away destinations. The Coal Mine Trail connects the city to Ronald and the City of Cle Elum. The RUF trails connects in a loop pattern within the urban forest and to trails systems outside the RUF leading to the Cle Elum Ridge and into the Teanaway. The Suncadia community is connected to Roslyn along a trail connection onto Nelson Dairy Road, just outside of city limits.

Within the city, sidewalk installations vary widely between the different neighborhoods in Roslyn and there are currently no bike lanes on city streets. The southern portion of the City has very few sidewalks, and there is no sidewalk access along SR 903 south of California Ave.

The primary function of sidewalks is to promote pedestrian safety by clearly separating vehicular traffic from pedestrians. Due to the steep topography of the city, some blocks only have partial sidewalks due to the limited buildable area. Many of the steep areas also do not have road shoulders, requiring pedestrians to walk in the driving lanes.

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.

Sidewalk, Bike Path, and Trail Standards

Trails within the RUF are overseen by the Roslyn Urban Forest Citizens Advisory Committee. The committee has developed trail standards, as shown in ~~Exhibit XX A trails system master plan is in progress.~~

~~Sidewalk and bike path standards are specified in the Roslyn Development Guidelines for Public Works Standards, Chapter 4, Section 4.2 and 4.25. City standards require a 5-foot minimum sidewalk width on all city streets that require improvements subject to the Development Guidelines.~~

~~Exhibit XX Trail Standards~~

~~Source: City of Roslyn~~

Existing Deficiencies

The City's existing sidewalk system is inconsistent and generally in poor condition. Currently, the city has approximately 4.9 miles of sidewalk within the city. Of this, 1.5 miles are rated as good condition, 2.2 miles are rated at fair condition, and 1.2 miles are rated as poor condition. Sidewalk location and condition is shown in ~~Exhibit XX. The City's recent downtown sidewalk project improved the condition, safety, and accessibility of sidewalks along Pennsylvania Avenue. The project included installing curb ramps and extensions at the busy 1st Street/SR 903 intersection. Future sidewalk improvement projects~~

~~are intended to radiate outward from the downtown core and provide important connections parks, trails, and other destinations.~~

Exhibit XX — Sidewalk Condition

Proposed Non-motorized Improvements

A non-motorized public outreach effort provided input from community members regarding desired non-motorized improvements within the city. Results of the survey were shared and discussed during an Open House. Through this process, the following non-motorized improvement projects were identified for potential future implementation. ~~A map of the improvements is shown in Exhibit XX.~~

1. Provide additional amenities, such as more bike racks and garbage cans in the downtown.
2. Install vehicle and pedestrian signage to direct vehicles to parking areas and pedestrians to common destinations, such as the Roslyn Urban Forest access points, Runje Park, the cemeteries, or to and along the route of the Coal Mines Trail.
1. ~~3. Preserve existing parking lots, including the lot adjacent to the Coal Miner Trail, upgrade existing parking lots, including City Hall and the lots north of Runje Field, and construct a new parking lot for at the RUF trailhead off Dakota Avenue.~~
3. Provide better access from Ducktown to downtown. This may include a crosswalk on SR 903 at California Avenue to access the existing sidewalk leading to downtown, or a pathway down the alley leading from California Avenue to City Hall.
4. Extend the Progress Path from the school to Roslyn. The preferred location is along the west side of the highway.
5. Support a trail connection to Suncadia at No. 9 Mine Road. This trail would connect into the Progress Path alongside the highway leading ~~to downtown Roslyn~~ towards Roslyn or Cle Elum.
6. Install more crosswalks and safe pedestrian crossings along SR 903 throughout the city. Priority locations are along SR 903 including California Avenue, Dakota Avenue (Library), Washington Avenue (Coal Mines Trail), Utah Avenue, and 2nd Street~~include:~~
 - ~~SR 903 at E California Avenue.~~
 - a. ~~1st Street at Washington Avenue.~~
 - b. ~~1st Street at Idaho Avenue.~~
 - c. ~~1st Street at Utah Avenue.~~
 - d. ~~Nevada Avenue at 2nd Street.~~
 - e. ~~Nevada Avenue at 3rd Street.~~
7. ~~Confirm priority pedestrian routes throughout the city to focus on sidewalk improvements priorities. Current priority routes include:~~
 - a. ~~SR 903 within city limits.~~
 - b. ~~2nd Street from Montana Avenue to Alaska Alley and RUF trailheads.~~

- ~~c. 3rd Street from Washington Avenue to Alaska Alley and RUF trailheads. Connect to parking lot at 3rd Street and Arizona Avenue.~~
 - ~~d. Washington Avenue, along Coal Mines Trail alignment.~~
 - ~~e. Pennsylvania Avenue, from Coal Mines Trail to 5th Street, then along 5th Street to Memorial Road to the Cemetery.~~
2. Focus sidewalk improvements on ~~priority~~ the most used routes, then on repairing existing neighborhood sidewalks, with a long-term goal of constructing more sidewalk city-wide, where possible within the right of way.
 8. Support efforts to develop a multi-use pathway to Salmon la Sac.

~~Exhibit XX — Future Non-motorized Improvements~~

Financing Plan

The City of Roslyn is dependent on state and local funding sources to complete street improvement projects. The limited funding sources require the city to carefully prioritize street maintenance and reconstruction projects and ensure private development complies with concurrency and development regulations. This careful coordination ensures the City will be able to fund improvements identified in the future and maintain the existing road system.

Funding sources available to the City include:

1. Local funds
2. Transportation Benefit District

State law (RCW 36.73) authorizes cities and counties to form transportation benefit districts (TBDs) to raise revenue to fund local transportation projects, usually through vehicle license fees or sales taxes. TBD revenue is typically used for transportation projects such as roadway improvements, sidewalks, bike infrastructure, and transportation demand management. Construction, maintenance, and operation costs are also eligible.

TBDs are most often funded by a sales tax increase or by a vehicle license fee of up to \$100 per year for each vehicle registered within the city.

3. Impact Fees

State law (RCW 82.02.050) authorizes communities to impose impact fees. Transportation impact fees are a one-time charge paid by development, proportional to their impacts to fund improvements that provide new transportation system capacity.

While transportation impact fees cannot be used for roadway maintenance or projects that exclusively address an existing traffic operations or safety issue without providing future capacity, they can fund a wide variety of projects in the street right-of-way.

4. Grants

Currently, the City is dependent on grant funding to secure funds for capital improvements and maintenance. The City depends on TIB to providing funding for annual chip seal. ~~Recently, TIB provided the funding for the downtown sidewalk improvement project.~~

Additional grant sources include Safe Routes to School, WSDOT Bike and Pedestrian Safety, or Federal Aid grants, QUADCO grants, Washington Recreations and Conservation Office funding, as well as several private and foundation grants focused on outdoor recreation.

6.2 Goals and Policies

Goal T 1	Maintain <u>an efficient, safe, well-maintained, and resilient</u> and reliable <u>multimodal transportation system</u> and services at a minimal cost to residents.
Policy T 1.1	Require new development to meet or mitigate street system impacts to maintain acceptable levels of service for capacity and quality. For all local streets, the City adopts a level of service "D." For SR 903, the City adopts a level of service "C."
<u>Policy T 1.2</u>	<u>If a proposed development would cause LOS to fall below adopted standards, require mitigation or deny the proposal unless improvements or strategies are financially committed to complete improvements within six years of development approval.</u>
Policy T 1.2	Work 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.
Policy T 1.3	Coordinate access for new development off of SR 903 with the Washington State Department of Transportation, Kittitas County, and the City of Cle Elum so as to avoid strip development.
Policy T 1.3	Discourage through or regional traffic in Roslyn's residential areas.
Policy T 1.4	Do not allow street vacations unless necessary to resolve long standing property disputes or to achieve priority community benefits.
Policy T 1.5	<u>Study/Evaluate</u> current snow removal and storage practices and plan for future needs <u>such as increased tourist parking or designated active transportation routes.</u>
Policy T 1.7	Work in conjunction with regional partners to explore opportunities to improve public transportation.
Policy T 1.6	Provide for the transportation needs of all citizens, including children, disabled, people with low-incomes, and senior citizens.
Policy T 1.7	Preserve the integrity and pattern of the historic grid network of streets and alleys serving the community.
Policy T 1.8	Maintain and improve the availability of parking facilities in a manner that places reliance on improving the efficiency of the existing system before expanding parking facilities.

Goal T 2	Provide <u>a safe, accessible, equitable, and enjoyable active transportation network</u> throughout the community in all seasons.
Policy T 2.1	Improve pedestrian amenities through public improvements, signage, and development standards. The maintenance of public and private improvements shall be given priority commensurate with the central business district's role as the focal point of the community.
Policy T 2.2	Give priority consideration to e Establish <u>crosswalksafe intersection crossings</u> improvements in areas <u>along routes which lead to</u> which contain public services, <u>parks, and downtown or promote connectivity and physical activity, and</u> or in areas which demonstrate a risk to pedestrian safety and that promote connectivity and physical activity.
Policy T 2.3	Design road improvements to promote safe use by pedestrians, bicycles, and other non-motorized <u>active transporttransportation options</u> , such as skiing, snowshoeing, and rollerblading.
Policy T 2.4	Prepare, based on the availability of funds, <u>an active</u> a bicycle, pedestrian, snowshoeing, cross-country skiing, and other non-motorized transportation plan for inclusion in the City's Comprehensive Plan.
Policy T 2.5	Prioritize working in partnership with the School District to promote safe routes to schools.
Policy T 2.6	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 bikeable and walkable communities as new development is re <u>Require redevelopment and new development to include or improve pedestrian in their project</u> required to do.
Policy T 2.7	Reduce auto demand on local and arterial streets by retrofitting existing streets with pedestrian, bicycle and other <u>active</u> non-motorized <u>transportation</u> facilities, and develop, design and construct standards for walkways <u>sidewalks and trails</u> which emphasize connectivity and reduce operations and maintenance costs.
Policy T 2.8	Increase pedestrian, bicyclist, and other <u>active transportation</u> 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 <u>where needed</u> , and encourage enforcement of traffic laws and traffic safety education programs for drivers, pedestrians and bicyclists.
Policy T 2.9	Link dead end streets as adjacent parcels are developed. At a minimum, ensure bicycle and pedestrian connections are developed.
Policy T 2.10	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.

Policy T 2.11	Expand Americans with Disability Act (ADA) improvements throughout Roslyn's transportation system.
Policy T 2.12	Support a pedestrian friendly community by seeking funding for sidewalks and encouraging development to include pedestrian friendly design, such as lighting, trees, and low shrubs.
Policy T 2.13	Consider Complete Streets policies during future updates to the City's development standards.
Policy T 2.14	Design street lighting to take into consideration the needs of motorists, cyclists, and pedestrians while limiting excessive glare to adjacent residential uses.
Policy T 2.15	Uphold the standard for pedestrian mobility and accessibility so that all people, regardless of their level of mobility, can move safely and conveniently through the transportation system.
Policy T 2.16	Support a high-quality and safe shared street <u>pedestrian</u> environment for users of all ages and all abilities where individual facilities are not required, including the ability to travel safely and conveniently along the street, to have reasonable crossing opportunities, and to have appropriate pedestrian amenities.
Policy T 2.17	Provide a continuous network so that pedestrians are not stranded short of their destination or forced into difficult or potentially dangerous situations.
Policy T 2.18	Require sidewalks to be incorporated along all roadways with planting strips to separate them from the roadways wherever right-of-way exists or where it can be acquired.
Policy T 2.19	Require a planting strip between sidewalks and the street as a mechanism to absorb snow so that both the street and sidewalk can be cleared of snow with new construction, wherever right-of-way exists or can be reasonably acquired.
Goal T 3	Consider land use and budgeting options to minimize short and long-range costs of transportation facilities.
Policy T 3.1	Promote and support paving and maintenance <u>preservation</u> of the existing street, <u>trail</u> , and sidewalk systems.
Policy T 3.2	Place a high priority <u>on securing grant funding</u> for existing and future funding on for the preservation, and maintenance, <u>and improvement</u> of the existing transportation system.
Policy T 3.3	Conduct regular maintenance of existing roadways to minimize degradation.
Policy T 3.4	Encourage street development options, including <u>Consider alternative funding sources such as</u> local improvement districts.
Policy T 3.5	Establish a list of needed <u>multimodal</u> non-motorized improvements so the City is prepared in the event that funding is made available to make these improvements.

Goal T 4	<u>Ensure that the local transportation system — including infrastructure, routes, and travel modes — is able to withstand and recover quickly from the impacts of extreme weather events and other hazards exacerbated by climate change.</u> 
Policy T 4.1	<u>Identify and mitigate transportation infrastructure that is vulnerable to floods, landslides, and other natural hazards that may be exacerbated by climate change.</u> 
Policy T 4.2	<u>Participate in the creation of evacuation plans and outreach materials to help residents plan and practice actions that make evacuation safe and efficient.</u> 
Goal T 5	<u>Support regional transportation planning efforts through coordination and collaboration.</u>
Policy T 5.1	<u>Participate in efforts to conduct a transportation study and related efforts, such as intersection analyses, access management strategies, and multimodal transportation improvements, along the SR 903 and Salmon la Sac corridors to inform future land use decisions; improve public safety, mobility, and long-term transportation function; and manage the impacts of growth on local transportation systems with regional partners such as Kittitas County, WSDOT, and the City of Cle Elum.</u>
Policy T 5.2	<u>Encourage development of a SR 903 and Salmon la Sac transportation plan and subarea plan.</u>
Policy T 5.3	<u>Collaborate with regional partners such as Hopesource to explore opportunities to improve public transportation.</u>
Policy T 5.4	<u>Work with Kittitas County to consider transportation impacts associated with development proposals along the SR 903 Corridor through the application of existing development regulations, level of service standards, SEPA review, concurrency requirements, and other applicable laws and procedures.</u>

7. Utilities

7.1 Introduction

The Washington Growth Management Act (GMA) requires all comprehensive plans to include a Utilities Element that provides goals and policies to guide provision of electrical, natural gas, and telecommunications in the city. These are similar in that they are delivered on a parcel-by-parcel basis and generally entail the payment of a monthly bill to the purveyor. They are generally provided by private entities and/or public entities other than the City. The intent of the following goals and policies is to provide direction to decision makers involved in the process of planning for and expanding these utilities.

City-provided services, including water, sewer, stormwater, streets, parks and recreation facilities, police facilities and fire facilities, municipal buildings, and the Roslyn Cemeteries, are addressed in the Capital Facilities Element and the Capital Facilities Plan, Appendix D. Information about schools, which are operated by the Cle Elum-Roslyn School District may also be found in the Capital Facilities Element and supporting appendix.

Inventory and Analysis

Utility providers in Roslyn include Puget Sound Energy, Kittitas Public Utility District, Inland Networks, and Waste Management, Inc (Exhibit 7-1).

Exhibit 7-1 Utility Providers

PROVIDER	SERVICE TYPE	CONTACT
Puget Sound Energy	Electrical	(888) 225-5773
Kittitas Public Utility District	Electrical	(509) 260-2300
Inland Networks	Telecommunication	(509) 649-2211
Waste Management, Inc.	Solid Waste	(509) 925-9688

Source: City of Roslyn, 2026; Puget Sound Energy, 2026; Kittitas PUD, 2026; Inland Networks, 2026; Waste Management, Inc., 2026.

Electrical Facilities

The current electric providers are Puget Sound Energy and Kittitas Public Utility District.

Puget Sound Energy is currently consolidating their Integrated Resource Plan (IRP) and Clean Energy Implementation Plan (CEIP) into a single Integrated Resources Plan (ISP), due on January 1, 2027. The latest IRP was completed in 2021 and analyzes several demand scenarios based on economic growth modeling (Puget Sound Energy, 2021). ~~Puget Sound Energy's Integrated Resource Plan anticipates that~~

~~Kittitas County will grow at 2.6% annually from 2016 to 2031 and will account for 5.0% of the peak load growth in the same period.~~ PSE's demand forecast is an estimate of energy sales, customer counts, and peak demand over a 20- year period and are designed to be used for efficient resource planning. Currently, electricity is resourced largely from natural gas, contracts, coal, and hydroelectric sources, and PSE is planning for increases in renewable sources.

The Kittitas Public Utility District primarily serves unincorporated areas of the county, but also serves the cities of Ellensburg, Kittitas, Cle Elum, Roslyn, and South Cle Elum. The fuel source for the District is primarily large hydroelectric, with around ten percent nuclear and much smaller amounts of energy sources from nonspecific sources, small hydroelectric, wind, and biomass. Budget expenditures include upgrades and maintenance capital projects and some capacity building investments. The District provides electrical services for residential, commercial, platted developments, irrigation, and temporary uses.

Telecommunication Facilities

Telecommunication services are provided by Inland Networks, a privately-owned utility, that serves Roslyn, Ronald, and Lake Cle Elum areas. Inland Networks provides ~~telephone, DSL and dial-up internet, cable,~~ fiber optic internet and telephone service, and security systems management. Inland Networks serves its customers in the area from a central office located in Roslyn. Services are provided via overland and ~~limited~~ buried cable fiber (in the south end of Roslyn). ~~Extensions of the telephone and cable service can be accomplished to serve future growth on a demand basis.~~

Natural Gas

The City is not currently provided with natural gas service.

Solid Waste

Waste Management Inc. is the primary provider of solid waste and recycling pickup services in Roslyn. Roslyn residents and businesses can also self-haul waste to the Cle Elum Transfer Station.

7.2 Goals and Policies

- | | |
|--------------|---|
| Goal U 1 | <u>Coordinate with utility providers to meet existing</u> 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. |
| Policy U 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. |
| Policy U 1.2 | Utilize existing rights-of-way for utility corridors and minimize the need to locate utilities in or near the urban forest. |
| Policy U 1.3 | Whenever possible, underground utility lines to reduce storm damage, address safety concerns, and reduce visual clutter. |

- Policy U 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.
- ~~Policy U 1.5 Utilize the Eastern Washington Storm Water Manual prepared by the Department of Ecology as the basis to update the City's Storm Water Regulations.~~
- ~~Policy U 1.6 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.~~
- ~~Policy U 1.7 Require individual sewer and water hook-ups of all property owners.~~
- ~~Policy U 1.8 Seek to reduce loss from the municipal water system through such measures as repairing leaks, implementing conservation programs, and use of xeriscaping.~~
- ~~Policy U 1.9 Explore the feasibility of sustainable and environmentally responsible alternatives to the burn dump for the disposal of yard waste.~~

(Note – above moved to Capital Facilities Element)

- GOAL U 2 Enhance the efficiency and quality of service from public and private 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.** 🌱
- Policy U 2.1 Ensure that facility plans for non-City-owned utilities reflect and are consistent with the City of Roslyn Comprehensive Plan and development regulations.
- Policy U 2.2 Allow composting and recycling facilities as a permitted use where appropriate. 🌱
- Policy U 2.3 Coordinate with other jurisdictions when facility additions or improvements cross jurisdictional boundaries.
- Policy U 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.
- Goal U 3 Encourage programs to establish and promote conservation, the reduction of energy consumption, and solid waste reduction/recycling programs.** 🌱
- Policy U 3.1 Consider 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. 🌱
- Policy U 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. 🌱

Policy U 3.3	Support programs to educate and promote the concepts of conservation, the reduction of energy consumption, and solid waste reduction/recycling. 🌱
Policy U 3.4	Prioritize the use of recycled-content products in City procurement practices. 🌱
GOAL U 4	Encourage reduced energy consumption, conservation, the use of renewable technologies, and energy responsible land use decisions. 🌱
Policy U 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. 🌱
Policy U 4.2	Support the availability of telecommunications systems and telecommuting as a means to mitigate the transportation impact of development and growth.
Policy U 4.3	Devote resources to encourage and enforce the Washington State Energy Code during the building permit process. 🌱
Policy U 4.4	Ensure that utility purveyors limit disturbance to vegetation within major utility transmission corridors as necessary for safety, <u>wildfire risk reduction</u> , 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.
<u>New Goal U 5</u>	<u>Ensure that energy infrastructure – including generation and transmission – is able to accommodate renewable energy opportunities and can withstand and recover quickly from the impacts of extreme weather events and other natural hazards worsened by climate change. 🌱</u>
<u>New Policy U 5.1</u>	<u>Work with energy utilities to improve the safety and reliability of infrastructure vulnerable to impacts from climate change. 🌱</u>
<u>New Policy U 5.2</u>	<u>Work with energy utilities providers to reduce the need for power shut offs during times high fire danger by increasing the resiliency of the electric grid through maintenance, upgrades, undergrounding, and vegetation management, among other methods. 🌱</u>
<u>New Policy U 5.3</u>	<u>Require all new and existing electrical transmission and distribution lines to be installed underground where feasible. 🌱</u>

8. Capital Facilities

8.1 Introduction

For the purposes of this Comprehensive Plan, capital facilities are those things necessary to maintain the livelihood of a community, as provided by local governmental agencies. Capital facilities and services play a large role in determining what kind, where, when and how much development will occur. The intent of this element is to serve as an objectively derived framework to encourage coordinated and comprehensive planning efforts, including routine maintenance, upgrading schedules, new construction, timing and funding sources and capabilities, to more efficiently provide these services.

The Capital Facilities Element identifies and budgets projects indicated as important to the community needs to ensure adequate public facilities and services, funding, and maintenance are available to meet future demands. Projects that require large amounts of funding may limit the ability of the City to accomplish other projects. Having a clear understanding of the fiscal impacts of any given project is important for policy-makers facing land use decisions.

The Capital Facilities Element must be consistent with, and demonstrate agreement or harmony with, all of the elements of the Comprehensive Plan and the budget decisions of the City. If identified projects cannot be completed due to lack of funding the City may need to review its Land Use Element to determine if changes are needed to ensure all residents are receiving adequate public services.

Additional details on the service providers is located in the Capital Facilities Plan Appendix to the Comprehensive Plan.

Service Providers

Detailed descriptions of the service provided by each of the service providers, an inventory of their capital facilities, a list of planned projects, and typical funding sources is located in Capital Facilities Plan Appendix. The City of Roslyn maintains capital facilities that provide the following services:

- Water
- Sewer/Wastewater
- Stormwater
- Parks & Recreation
- Streets
- Fire Protection
- Public Buildings
- Cemeteries

The City of Roslyn coordinates with the following service providers, which provide services to the City of Roslyn, among other communities:

- Law Enforcement
- Schools

Financing

There are numerous potential financing options the City of Roslyn will need to consider to implement the Capital Facilities Element. The plan presumes that funding for needed capital improvements will be obtained from a variety of sources, including private, local, state and federal agencies. More information on capital funding is available in the Capital Facilities [Plan](#) Appendix.

Amendment Process

Because the [Capital Facilities Plan](#) ~~Element~~ is not intended to be a static and unchanging document, amendments to it should occur on an annual basis in response to changing conditions within the community. The most appropriate time for it to be amended is during the City's annual budget process. Amendments can be in many forms, such as the addition of projects which arise as result of unique opportunities or the unexpected availability of special funding; or deleting projects that are deemed unnecessary. The amendments can be proposed by individual citizens, City staff, the Planning and Historic Preservation Commission, or City Council, but amendments must be formally adopted by the City Council.

The Element [and Capital Facilities Plan](#) should guide the annual budget process by outlining desired and necessary projects and determining needed revenue for the completion of those projects. By reviewing the projects and the funding options annually the City will be able to maintain a clear picture of its financial goals.

Because there will almost always be more projects than available funding, a rating system for evaluating project priority is proposed. A project's status should be based on a combination of things, primarily the goals and policies of the Comprehensive Plan, identified deficiencies in the existing systems, citizen input, and the feasibility of obtaining funding. The following decision matrix and rating system (see Exhibit) is intended to suggest an approach for quantification of these factors which can be used to initiate discussions on a project's merits.

Exhibit 8-1 Capital Facilities Decision Matrix

KEY RATING	CRITERIA	EXPLANATION
Life, Health & Safety 5	Is the proposed improvement needed to protect public health safety and welfare?	This criterion should be considered one of the most important since one of the basic functions of government is to protect the public health, safety and welfare.
Legal Mandate 5	Is the proposed improvement required to comply with a legal mandate?	Compliance with legal mandates is often a prerequisite to obtaining state or federal funding assistance needed for utility improvements and failure to comply can result in severe penalties to the City.

KEY RATING	CRITERIA	EXPLANATION
Tax Base 4	Does the proposed improvement contribute to or directly improve the community's tax base?	It is important to judge a proposed improvement's impact on the local tax base. For example, an improvement which extends water service to an area outside the corporate limits in most circumstances does little to improve the City's tax base while upgrading services to an area within the corporate limits that would allow for more commercial or industrial development would.
Funding Available 4	Is funding available?	It is important to separate improvements that have an identifiable and available source of funding from those that require applications for funding, bond issues or other financing mechanisms that may or may not be approved. For example, an improvement which could be directly budgeted out of the City's Current Expense or General Fund would rate higher than one which required a lengthy grant or loan application and approval process.
Revenue Generation 4	Is the proposed improvement part of a service that generates revenue?	Improvements to revenue-generating utilities (water and wastewater) are better able to pay for themselves or at least generate matching dollars for loans/grants.
Maintenance 4	Does the proposed improvement have a clearly identified source of revenue for ongoing maintenance and operation?	It is important to provide an opportunity to incorporate a project's long-term maintenance needs into the prioritization process. A project with high maintenance costs and no identified funding source for maintenance would rate low, while a project with a clear source of maintenance funds would rate high.
Cost Effective Service 4	Will the proposed improvement result in cost effective service delivery?	There should be some consideration of the proposed improvement's long-term impact on the City's financial situation. For example, an improvement which corrects an existing maintenance problem or a project which results in an improvement with low maintenance requirements should rate better than an improvement which does not correct an existing maintenance or will result in higher maintenance costs.

KEY RATING	CRITERIA	EXPLANATION
Coordination 4	Is the proposed improvement a part of another project?	This criterion gives projects that, considered alone would not rate well, a chance to be given a higher priority because it is part of another improvement. For example, a street is scheduled for an overlay and there are water and/or sewer lines under the street that are not planned to be upgraded for several more years. These water and/or sewer lines should be upgraded prior to the street overlay and thus become part of that project
Partnership 3	Does the proposed improvement create opportunities for public/private partnerships, intergovernmental cooperation or further existing commitments to private or public parties?	Improvements that involve other private or public entities are important. For example, a developer is extending a City's water main to serve a new private development in an area that is presently undeserved. The partnership in this instance could be that the City would participate in increasing the size of the line over that required for the new development as a means of improving service to existing customers.
Consistency 3	Is the proposed improvement consistent with the elements of the Comprehensive Plan, including the goals and policies of the capital facilities element?	Planned improvements, particularly utility upgrades and expansions, must be consistent with the Comprehensive Plan. The issue of consistency also comes into play if the City seeks outside funding for all or parts of planned improvements.
Level of Service 3	Will the proposed improvement enhance the provision of that service for existing residents?	This criterion is used to determine a project's impact on the current residents.
Forecast Demand 2	Is the proposed improvement needed to help meet forecasted demand?	This criterion is used to determine a project's impact on forecasted demand.

8.2 Goals and Policies

GOAL CF 1	Finance the City's needed capital facilities in an economic, efficient, equitable, and timely manner.
Policy CF 1.1	Ensure that City capital budget decisions conform to the adopted Comprehensive Plan.

- Policy CF 1.2 Require project sponsors to fully mitigate and/or pay their fair share of costs associated with their development proposals.
- Policy CF 1.3 Adopt impact or mitigation fees as a means of ensuring that new development pays their fair share of the cost of required public improvements.
- Policy CF 1.4 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.
- Policy CF 1.5 Continue to explore the feasibility of contracting with neighboring jurisdictions to provide or receive local services.
- Policy CF 1.6 Adopt the Roslyn/Cle Elum School Districts Capital Facilities Plan to enable the District to collect impact mitigation fees.
- Policy CF 1.7 Update the Six-year Capital Facilities Plan annually prior to the City budget process.
- Policy CF 1.8 Through City plans and development regulations, identify and provide for the siting of essential public facilities. Please [see](#) the Land Use Element for additional essential public facility policies.
- Policy CF 1.9 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.
- Policy CF 1.10 Use general revenues only to fund projects that provide a general benefit to the entire community in the general government functions of the City.
- Policy CF 1.11 Consider long-term borrowing for as an appropriate method of financing large capital facilities that benefit more than one generation of users.
- Policy CF 1.12 Prioritize renovation of the Old City Hall/Library building for continued public use and enhanced accessibility.
- Policy CF 1.13 Prepare and implement a strategy to finance the design, renovation, and re-use of the old City Hall/Library building as a community center.
- Policy CF 1.14 Explore the feasibility and community benefit of relocating the City Public Works Building.
- Policy CF 1.15 Prepare and implement a plan to finance the design, renovation, and re-use of the City Administrative Building.

Exhibit 8-2 City Operated Capital Facilities LOS

CAPITAL FACILITIES: CITY OWNED/OPERATED		LEVEL OF SERVICE
Water		Maximum treatment capacity of 1 million gallons per day (GPD) 1,637 Earned Residential Units (ERUs)

Sewer	Flow standard of 267 gallons per capita per day; treatment capacity of 3.6 million gallons per day
Stormwater	Consistent with City's drainage standards. Levels of service for stormwater capital facilities usually try to meet water quality standards, runoff, and erosion control requirements of the applicable Stormwater Management Manual for Eastern Washington.
Streets	LOS "D" for local streets
Parks and Recreation	6 acres/1,000 residents
Roslyn Volunteer Fire Department	No level of service
Municipal Buildings	No level of service
Cemeteries	No level of service

- Policy CF 1.16 Explore the re-use of surplus property at the old sewage treatment plant for light industry or for other beneficial community uses.
- Policy CF 1.17 Ensure that all new and improved city facilities incorporate energy conservation features and are built using materials and methods that reduce the risk of damage or disruption from natural disasters. 
- Goal CF.2** **Provide adequate capital facilities that meet the needs of growth and enhance the quality-of-life through acceptable levels of service.**
- Policy CF 2.1 Establish the levels of service shown in Exhibit 8-2 for City-provided facilities ~~are services~~. The levels of service are the minimum thresholds necessary to adequately serve future development, as well as the minimum threshold to which the City will strive to provide for existing development.
- Policy CF 2.2 Establish the levels of service shown in Exhibit Exhibit 8-3 for capital facilities and services provided through shared services or by other agencies. The standards are to guide the future delivery of community services and facilities, and to provide a measure to evaluate the adequacy of actual services

Exhibit 8-3 Shared or Other Agency Capital Facilities LOS

CAPITAL FACILITIES: SHARED AGREEMENT OR OTHER AGENCY	LEVEL OF SERVICE
Schools Cle Elum-Roslyn School District	As established by school district capital facility plan. For many districts, levels of service are based on building square footage, student capacity, and student generation.

Police Cle-Elum-Roslyn-South Cle Elum Police Dept.	No level of service
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- Policy CF 2.3 Identify needs for additional capital facilities based on adopted levels of service and forecasted growth and determine the means and timing for providing needed additional facilities.
- Policy CF 2.4 If projected funding is inadequate to finance needed capital facilities that provide adequate levels of service, adjust the level of service, the planned growth and/or the sources of revenues to maintain a balance between available revenue and needed capital facilities.
- Policy CF 2.5 Utilize the Eastern Washington Storm Water Manual prepared by the Department of Ecology as the basis to update the City's Storm Water Regulations.
- Policy CF 2.6 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.
- Policy CF 2.7 Require individual sewer and water hook-ups of all property owners.
- ~~Policy CF 2.8 — Seek to reduce loss from the municipal water system through such measures as repairing leaks, implementing conservation programs, and use of xeriscaping.~~
- Policy CF 2.8 Explore the feasibility of sustainable and environmentally responsible alternatives to the burn dump for the disposal of yard waste. 🍃
- Policy CF 2.9 Require the use of green infrastructure and low-impact development to address increased storm intensities and stormwater runoff. 🍃
- (Note – above moved from Utilities Element)**
- Policy CF 2.10 Analyze and mitigate potential displacement impacts and impacts on overburdened communities when siting capital facilities.
- Goal CF 3 Ensure the City can meet water use demand when the Domerie Creek water source is depleted or interrupted. 🍃**
- Policy CF 3.1 Encourage onsite non-potable water systems to reduce water demand in private-sector commercial and residential buildings. 🍃
- Policy CF 3.2 Evaluate the long-term adequacy of water delivery infrastructure to ensure that changes in hydrological patterns (e.g., reduction of late-summer water availability associated with climate change) can be anticipated and managed effectively. 🍃
- Policy CF 3.3 Seek to reduce loss from the municipal water system through such measures as repairing leaks, implementing conservation programs, and use of xeriscaping. 🍃

- Policy CF 3.4 Analyze how the municipal water system maintains adequate pressure during a major wildfire event (e.g., multiple structures burning) and how it will look under current and projected drought conditions. 🌿
- Policy CF 3.5 Continue to pursue secondary water sources to supplement the primary supply when necessary. 🌿
-
- Goal CF 4** **Enhance emergency preparedness, response, and recovery capabilities to mitigate risks and impacts associated with extreme weather and other hazards worsened by climate change.** 🌿
- Policy CF 4.1 Support the ongoing implementation and periodic updates of the Community Wildfire Protection Plan and Hazard Mitigation Plan. 🌿
- Policy CF 4.2 Develop resilience hubs – community-serving facilities that are designed to support residents, coordinate communication, and distribute resources during emergencies and extreme weather events. 🌿
- Policy CF 4.3 Prepare for efficient and coordinated disaster debris management to support rapid emergency response, timely community recovery, and economic stability following natural hazard events. 🌿
-
- Goal CF 5** **Ensure public infrastructure and services can withstand current and projected natural hazards and climate conditions.** 🌿
- Policy CF 5.1 Plan, site, design, maintain, and operate capital facilities to function under current and projected natural hazards and climate conditions, including increased heat, storm intensity, and wildfire risk, and ensure continued operation during and after these events so that essential services remain available. 🌿

9. Climate Resilience Element

NOTE: This full element is new content. It is not shown in tracks for better readability.

9.1 Introduction

In May 2023, new legislation (HB 1181) added climate planning as a new goal of the Growth Management Act in Washington State. This required cities like Roslyn to add a resiliency element to its 2026 Comprehensive Plan update and use their principal planning documents to build community resilience against natural hazards and climate change.

Roslyn has identified goals and policies that will anticipate, prepare for, and adapt to climate change and minimize negative impacts on the city's natural systems, infrastructure, and community members. This resilience element aims to accomplish the following, consistent with state law:

- Equitably enhance the resilience of communities and ecological systems to climate change.
- Be consistent with the best available science and scientifically credible climate projections and impact scenarios.
- Prioritize and benefit overburdened communities that will suffer disproportionately from environmental impacts and climate-exacerbated natural hazards.

Resilient goals and policies are included in this Climate Element as well as other Elements of the Comprehensive Plan. Washington State Department of Commerce planning guidance was used to document the assessment of climate-related impacts, vulnerabilities, and risks, and develop resilience goals and policies for Roslyn.



This effort is supported with funding from Washington's Climate Commitment Act. The CCA supports Washington's climate action efforts by putting cap-and-invest dollars to work reducing climate pollution, creating jobs, and improving public health. Information about the CCA is available at www.climate.wa.gov.

Background

Roslyn faces climate hazards that increasingly overlap and compound one another, challenging public safety, infrastructure, the local economy, and the community's historic character. Wildfire and smoke, drought and snowpack loss, extreme weather, and extreme precipitation and flooding are no longer isolated events. They are compounding stressors that can disrupt power and communications, strain emergency response, impede transportation, and affect tourism and daily life.

Roslyn's location within a forested mountain setting, its reliance on a single domestic water source—the Domerie Creek watershed—and its historic building stock create specific vulnerabilities that require focused attention in climate resilience planning. Looking ahead, projections point to longer fire seasons

with heavier smoke, significant snowpack loss, more variable storms and precipitation, hotter summers, and diminished summer streamflows.

Key Definitions

Resilience - Resilience refers to the capacity of various systems—whether individuals, ecosystems, cities, or economies—to adapt to change while maintaining functionality. Advocating for resilience acknowledges the inevitability of change. With appropriate planning and policy decisions in place, both built and natural systems have the potential to recover effectively when disruptions occur.

Mitigation - Mitigation is a sustained action to minimize long-term risk.

Adaptation - Adaptation involves modifying human behaviors and systems to lessen or prevent the impacts of future conditions that are likely to persist, despite ongoing mitigation efforts.

Vulnerability - Vulnerability is defined as a combination of exposure, sensitivity, and adaptive capacity. Assessments regarding vulnerability have been conducted across various sectors, including transportation, land use and agriculture, freshwater systems, and ecosystems and species.

Risk - Risk refers to the potential adverse effects of future conditions on the environment, economy, and society. It encompasses both physical risks, such as extreme weather events, and transition risks, including changes in policy and regulations.

Community Assets

Developing a comprehensive understanding of climate-related impacts and risks in Roslyn requires examining the full range of community sectors and critical assets that could be affected by a changing climate. The sectors and assets identified in Table 1 reflect the interconnected systems that support Roslyn's residents, economy, environment, and cultural heritage—from essential infrastructure and emergency services to natural ecosystems and historic resources. Together, these categories form the foundation for assessing vulnerability and identifying meaningful strategies to build community resilience.

Exhibit 9-1 Sectors and Community Assets

Agriculture & Food Systems	Grocery store
Buildings & Energy	Power infrastructure, communications systems, oil and propane suppliers
Cultural Resources & Practices	Roslyn Historic District (605 structures, cemeteries, open spaces); NWIC store; NWIC barn; Upper Kittitas and Yakama Nation uses
Economic Development	Local businesses, light industrial land, tourism and recreation
Ecosystems	All sensitive areas including water courses (Crystal Creek), wetlands, ESA habitat, forest ecosystems
Emergency Management	Fire Department, Cle Elum-Roslyn Police, EMS, City Hall

Health & Well-being	Community members, vulnerable populations, parks and open spaces, health care services, library
Transportation	Infrastructure including roads, sidewalks/pathways, bridges/culverts, Coal Miners Trail, Urban Forest trail system
Waste Management	Waste hauling, waste management
Water Resources	Domerie Creek watershed, water and wastewater infrastructure, stormwater infrastructure
Zoning & Development	Residences, affordable housing, commercial and retail uses, undeveloped properties

Climate Hazards and Impacts

The Climate Mapping for a Resilient Washington (CMRW) webtool, developed by the University of Washington Climate Impacts Group, identifies climate hazards, indicators, and impacts specific to Roslyn. This assessment uses the higher greenhouse gas scenario (RCP 8.5) as compared to the lower greenhouse gas scenario (RCP 4.5), as the scenarios do not differ significantly prior to 2050. The Washington Department of Commerce considers the CMRW webtool a source of best-available science and scientifically credible projections.

Other data sources include the Kittitas County Hazard Mitigation Plan and Community Wildfire Protection Plan, WildfireRisk.org, First Street, Climate Toolbox, Washington Department of Health Environmental Health Disparities Map, CDC Social Vulnerability Index, NOAA National Centers for Environmental Information, and the FEMA National Risk Index.

Wildfire and Smoke

Roslyn is located within one of Washington State's highest wildfire risk areas. Hotter, drier conditions and longer fire seasons, combined with more development and use within forested areas, increase the likelihood of ignition and the rapid spread of fire across the wildland-urban interface. These same conditions contribute to heavy smoke emissions from local or distant wildfires that can persist for days or weeks, degrading regional air quality and creating significant public health risks.

Roslyn's location and forest surroundings mean that 100% of properties in Roslyn have some risk of being affected by wildfire over the next 30 years. The number of poor air quality days (AQI over 100) is projected to increase, and based on current air quality data, Roslyn already has worse air quality than 92% of cities in Washington State (First Street).

Wildfire smoke has significant health, equity, and economic implications. Low outdoor and indoor air quality causes disproportionate impacts on children, older adults, outdoor workers, and people with cardiovascular or respiratory conditions. Households living in dwellings with limited weatherization, filtration, or air sealing face elevated indoor smoke exposure and may lack safe options to shelter in place. Prolonged smoke can lead to school closures, canceled events, reduced tourism, and interruptions to local businesses.

Wildfire can affect regional connectivity when roads are closed due to wildfire activity or post-fire debris flows. Power and communications disruptions—whether caused by fire impacts or Public Safety Power Shutoffs—complicate emergency response and daily life by limiting access to 911 services and public safety alerts, closing schools and businesses, and disabling transportation infrastructure.

Wildfire Projections

By mid-century, wildfire risks are projected to intensify:

- Roslyn ranks in the 100th percentile nationally for wildfire risk to homes (WildfireRisk.org).
- Hot dry spells create the highest fire risk; increased temperatures and drought may intensify wildfire danger by warming and drying out vegetation.
- Climate change may increase winds that spread fires and embers, with faster fires more likely to expand into residential neighborhoods.
- As development increases in the wildland-urban interface, wildfire potential and the probability of fire starts increases.
- Risk to human health may increase as the city faces more smoke days.
- Drought and Snowpack Loss

Drought and snowpack decline are critical climate hazards for Roslyn. Roslyn's entire domestic water supply depends on a single source, the Domerie Creek watershed, making the community especially vulnerable to changes in seasonal water availability. Warmer winters mean more precipitation falls as rain rather than snow, and snow that does accumulate often melts earlier and more rapidly.

Projections show a significant decrease in local April 1st snowpack, with a high chance of snowpack drought in any given year (UW Climate Impacts). These changes could significantly reduce the recharge of the Domerie Creek watershed, putting the entire city's drinking water supply at risk.

Drought and snowpack loss have broad implications for community health, the economy, and the environment. Reduced summer water availability can trigger mandatory conservation measures affecting residents and businesses. Warmer stream temperatures and lower flows challenge compliance with water quality standards and degrade habitat for salmonids and other cold-water species. Loss of snowpack also impacts winter outdoor recreation and shortens the winter recreation season, a meaningful economic shift for a community that values outdoor recreation and heritage tourism.

Drought and Snowpack Loss Projections

By mid-century, projections point to continued stress on seasonal water availability:

- Total annual precipitation may increase modestly—approximately 2.4%—but a 27% chance of a summer precipitation drought exists in any given year (UW Climate Impacts).
- April 1st snowpack in the Roslyn area could decline by as much as 79%, significantly reducing natural water storage and recharge of the Domerie Creek watershed (UW Climate Impacts).
- An 80% chance of a snowpack drought (April 1st snowpack below 75% of normal) is projected (UW Climate Impacts).

- Earlier spring snowmelt and changes in streamflow timing may alter migration timing and survival rates for salmonids.

Extreme Temperatures

Extreme temperatures encompass both unusually high temperatures and short periods of deep cold. Rising average temperatures increase the frequency, intensity, and duration of heat events, while occasional extreme cold will still occur. Together, these conditions stress public health, infrastructure, ecosystems, and the local economy.

Projections indicate a modest increase in summer maximum temperatures, with “feels like” hot days. Roslyn experienced the effects of the 2021 Heat Dome, with temperatures reaching 114°F. Winter temperatures will also increase, but the city will be susceptible to extreme cold events, such as Arctic blasts or La Niña cold waves, that become more unpredictable. Extreme heat and cold events can damage roads and bridges, increase demand for emergency services, and place increased stress on plants, animals, and habitat areas not adapted to severe weather. Heat stress on power infrastructure may also cause disruptions.

Vulnerable populations, including older adults, young children, outdoor workers, and residents without access to air conditioning, face greater exposure and may require targeted outreach and access to cooling spaces during extreme events.

Extreme Temperature Projections

By mid-century, extreme temperatures are projected to moderately increase and shift seasonally:

- Summer maximum temperatures may increase by up to 3.8°F (UW Climate Impacts).
- 8.3 more days per year with maximum humidex greater than 90°F are projected (UW Climate Impacts).
- 895 fewer heating degree days are expected, reducing winter heating demand—but cold snaps will still occur (UW Climate Impacts).
- Seasonal timing is likely to shift, with implications for water supply and demand, outdoor work, tourism scheduling, and public safety operations.

Extreme Precipitation and Flooding

Warmer air holds more moisture, increasing the intensity and frequency of heavy rainfall events. Atmospheric rivers, such as the “Pineapple Express” and the event that caused catastrophic flooding throughout Washington in December 2025, are predicted to longer, wider reaching, and carry more precipitation. Rain-on-snow flooding events pose a particular risk, as warm precipitation and temperatures cause snowpack to melt rapidly during rain events, increasing runoff and flood risk. Roslyn's stormwater infrastructure faces known capacity limitations. 2014 modeling showed that many portions of the city's conveyance system are not adequately sized to convey even a 2-year storm event.

Flooding has community-wide implications. Intense downpours can overwhelm local stormwater systems and cause street and property flooding in portions of the city. Stormwater runoff carries sediment and pollutants, degrading water quality. Increases in impervious surfaces reduce natural

infiltration and increase runoff, leading to higher flood risk during heavy rainfall events. The city's water infrastructure in the Domerie Creek watershed is also at risk from flooding.

Extreme Precipitation and Flooding Projections

By mid-century, projected changes point to modest but more unpredictable precipitation increases:

- A 3% increase in heavy precipitation magnitude is projected.
- A 1% increase in extreme precipitation magnitude is projected.
- A 3% increase in the magnitude of 2-year storm events is projected.
- More severe atmospheric rivers and rain-on-snow flooding events are expected as warming temperatures change precipitation patterns.
- Precipitation and runoff patterns are changing, increasing the uncertainty for water supply and quality, stormwater management, and ecosystem function.

Climate Risk in Roslyn

To determine Roslyn's risk to climate change, community assets were evaluated against the projected climate hazards. These assets, categorized by sector, are listed in Table 2. A vulnerability assessment was conducted first, assessing each asset's exposure, sensitivity, and adaptability to each climate hazard. All asset-hazard pairs that received a medium or high vulnerability rating were then analyzed for risk. Low, medium, or high risk was determined based on the probability or frequency of hazard occurrence and the magnitude of potential losses and consequences.

Risk magnitude incorporates four factors: the asset's vulnerability rating, the redundancy of systems serving that asset, the financial loss potential, and the criticality of the asset to life safety. Risk scores range from 3 to 30 and are categorized as Low (3–11), Medium (12–21), or High (22–30).

Vulnerability Assessment

Vulnerability to climate change was assessed for each asset category across the four primary hazards. Vulnerability reflects three factors: exposure (the degree to which an asset is subject to a climate hazard), sensitivity (how significantly an asset is affected by that exposure), and adaptive capacity (the existing ability to adjust, prepare, and recover). Together, these factors produce a vulnerability rating of Low, Medium, or High for each asset-hazard combination.

Exhibit 9-2 Key Vulnerability Findings by Asset Category

Asset Category		Highest Vulnerability	Primary Hazard(s)
1	Community members, vulnerable populations, visitors	High	Wildfire; Extreme Temperatures

2	Commercial, public, and private buildings and structures	High	Wildfire
3	Cultural sites, culturally significant activities	High	Wildfire
4	Emergency radio and radio communications, other communication systems	Medium	Wildfire
5	Fire Department, Cle Elum-Roslyn Police, EMS	Medium	Wildfire
6	Industrial land, undeveloped land	Low	N/A
7	Transportation Infrastructure including roads, sidewalks, bridges/culverts	High	Wildfire; Extreme Temperatures
8	Natural habitat and associated aquatic and terrestrial species	High	Drought & Snowpack Decline; Wildfire
9	Power infrastructure (transmission lines, substations), natural gas system	High	Wildfire
10	Recreation areas, tourism, open spaces, parks, and trails	Medium	Drought & Snowpack Decline; Wildfire
11	Sewer and wastewater infrastructure, stormwater infrastructure	High	Extreme Precipitation; Wildfire
12	Waste hauling, waste management	High	Wildfire
13	Water supply, water infrastructure	High	Drought & Snowpack Decline; Wildfire

Wildfire consistently produced the highest vulnerability ratings across nearly all asset categories. Water supply infrastructure is uniquely vulnerable because Roslyn relies on a single unprotected source with limited redundancy. The built environment is also highly vulnerable due to the high wildfire risk and the extreme flammability of most building exteriors. Industrial and undeveloped lands showed generally low vulnerability across all hazards.

Climate Risk Summary

Roslyn faces a distinct and evolving set of climate risks, shaped by its location in the eastern Cascade foothills, aging infrastructure, historic built environment, and dependence on a single watershed for water supply. While all Washington communities are grappling with the effects of a changing climate,

Roslyn's small size, limited staffing and resources, and geographic context create vulnerabilities that require targeted attention.

Wildfire & Smoke

Hazard probability: High

Wildfire represents Roslyn's most acute and pervasive climate risk. Roslyn ranks in the 100th percentile nationally for wildfire risk to homes (wildfirerisk.org), and the 2017 Jolly Mountain Fire came within miles of the city. The Roslyn Historic District is at particularly high risk because older wood-frame buildings have limited fire resistance, and retrofit options are constrained by historic preservation requirements. Power and communications infrastructure, wastewater systems, water supply, and waste management all face high wildfire risk with limited redundancy.

Drought & Snowpack Loss

Hazard probability: High

The Domerie Creek watershed faces an 80% probability of snowpack drought in any given year by mid-century, with April 1st snowpack projected to decline by approximately 79–80% (UW Climate Impacts). This represents the city's most significant long-term infrastructure risk. Natural habitat and aquatic species, including cold-water salmonids dependent on cool summer streamflows, face high risk from reduced water availability and elevated stream temperatures.

Extreme Temperatures

Hazard probability: Medium

Extreme-temperature risk is moderate overall in Roslyn, though more vulnerable community members are at higher risk during heatwaves and cold waves. The 2021 Heat Dome, which brought temperatures above 100°F to the region, and the December 2022 Arctic outbreak, which brought subzero lows and extreme wind chills across the Upper Kittitas Valley, underscore the need for adequate heating and cooling resources and targeted outreach to vulnerable residents. These conditions also strain transportation infrastructure, accelerating pavement deterioration and reducing the lifespan of road surfaces.

Extreme Precipitation & Flooding

Hazard probability: Medium

Flooding risk is moderate but growing. Roslyn's stormwater system is already undersized relative to current storm events, and projected increases in precipitation intensity, particularly rain-on-snow events, will further stress the system. Wastewater infrastructure and water supply systems face medium risk from flooding, particularly given the potential for sediment and debris flows to affect the Domerie Creek watershed.

The following table summarizes climate risk by hazard for Roslyn's community assets. Risk ratings reflect the combination of hazard probability and magnitude of potential consequences.

Exhibit 9-3 Summary of risk across community assets

	ASSET CATEGORY	DROUGHT & SNOWPACK LOSS	EXTREME TEMPERATURES	EXTREME PRECIPITATION & FLOODING	WILDFIRE & SMOKE
1	Community members, vulnerable populations, visitors				
2	Commercial, public, and private buildings and structures				
3	Cultural sites, culturally significant activities				
4	Emergency communications, other communication systems				
5	Fire Department, Cle Elum-Roslyn Police, EMS				
6	Industrial land, undeveloped land				
7	Transportation Infrastructure including roads, sidewalks, bridges/culverts				
8	Natural habitat and associated aquatic and terrestrial species				
9	Power infrastructure (transmission lines, substations), natural gas system				
10	Recreation areas, tourism, open spaces, parks, and trails				

11	Sewer and wastewater infrastructure, stormwater infrastructure	●	●	●	●
12	Waste hauling, waste management	●	●	●	●
13	Water supply, water infrastructure	●	●	●	●

Not assessed	Minimal risk	Moderate risk	High risk
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9.2 Resilient Goals and Policies

NOTE: All of these goals and policies are new. They are not shown in tracks for better readability.

The following policy directions reflects Roslyn's highest climate risks and vulnerabilities. They are organized thematically and are intended to be read alongside complementary goals and policies embedded throughout other elements of the 2026 Comprehensive Plan. Together, they reflect a community-wide commitment to building resilience while preserving Roslyn's historic character, natural environment, and quality of life.

In drafting or revising goals and policies to support resilience, there are three requirements of the Growth Management Act.

Requirement 1	Requirement 2	Requirement 3
Address natural hazards created or aggravated by climate change and other effects of changes to temperature and precipitation patterns.	Identify, protect, and enhance natural areas to foster climate resilience, as well as areas of vital habitat for safe species migration.	Identify, protect, and enhance community resilience to climate impacts, and support adaptation to climate impacts consistent with environmental justice.

Goal CR-1	Make Roslyn resilient to natural hazards by preparing the community and its infrastructure to anticipate, withstand, and recover from worsening conditions.
Policy CR-1.1	Support the implementation of the Community Wildfire Protection Plan and Hazard Mitigation Plan to strengthen emergency response, reduce wildfire risk, protect the economy, and foster community recovery.

- Policy CR-1.2 Identify and maintain smoke-safe and severe-weather shelter spaces where vulnerable residents, including older adults, children, and those without adequate heating or cooling, can safely gather during prolonged wildfire smoke, extreme heat, or cold events.
- Policy CR-1.3 Promote public education and outreach on fire-resistant and drought-tolerant landscaping, water conservation practices, and household preparation for natural hazards, including wildfire and severe weather.
- Policy CR-1.4 Incorporate projected changes in hazard frequency and intensity into emergency preparedness, capital planning, and infrastructure investments, and regularly review and update resilience goals and policies as conditions evolve.
- Policy CR-1.5 Prioritize resilience investments and emergency preparedness actions that reduce risk to vulnerable populations, including older adults, residents in older housing, outdoor workers, and those with limited financial resources.

Resilience Across the Comprehensive Plan

Policies in other Elements that relate to climate resilience are indicated with a  " symbol.

Wildfire Resilience

Wildfire is Roslyn's dominant climate risk, affecting virtually every asset category at high levels. Goals and policies in this area focus on reducing ignition risk, improving structural resilience, protecting the Historic District, and ensuring that residents can safely shelter in place or evacuate.

Historic District and Cultural Resources

The Roslyn Historic District's 605 structures represent the community's most irreplaceable assets and face high wildfire risk. Goals and policies in this area seek to balance historic preservation requirements with the urgent need to improve fire resilience.

Water Supply and Drought Resilience

Roslyn's reliance on the Domerie Creek watershed in the context of projected 80% snowpack loss represents one of the city's most significant long-term vulnerabilities. Goals and policies in this area prioritize water conservation, supply diversification, and watershed protection.

Stormwater and Flooding Resilience

Roslyn's aging stormwater infrastructure, combined with projected increases in precipitation intensity and rain-on-snow flooding events, creates medium but growing risk to infrastructure, water quality, and community assets.

Extreme Heat and Community Health

While extreme temperature risk is moderate overall, vulnerable community members, including older adults, young children, outdoor workers, and those without access to proper heating or cooling, face meaningful health risks during severe weather events.

Ecosystems and Natural Resources

Roslyn's natural environment, including forested lands, waterways, wetlands, and wildlife habitat, is highly vulnerable to wildfire and drought. Healthy ecosystems also provide critical services that support community resilience, including water filtration, flood mitigation, and safe migration routes for habitat connectivity.

Transportation and Infrastructure Resilience

Transportation infrastructure faces medium risk from extreme temperatures and wildfire, including potential road closures that could limit evacuation and emergency access and damage from more frequent freeze-thaw cycles.

Economic Resilience and Tourism

Roslyn's economy is closely tied to outdoor recreation and heritage tourism, both of which face risk from changing climate conditions, including wildfire smoke, reduced snowpack, and shifts in recreational seasons.

Equity and Vulnerable Populations

Climate change does not affect all community members equally. Residents with fewer financial resources, older adults, people with disabilities, outdoor workers, and renters in older housing stock face disproportionate exposure to climate hazards and have fewer resources to prepare and recover.

Planning, Monitoring, and Adaptive Management

Climate resilience planning is an ongoing process. As scientific understanding improves and climate conditions evolve, Roslyn's goals, policies, and programs will need to be regularly reviewed and updated.

Goals and Policies Cross-Reference

Climate resilience goals and policies are integrated throughout the 2026 Roslyn Comprehensive Plan. The following table summarizes climate-relevant goals and policies located in other plan elements that complement and support this Climate Resilience Element.

PLAN ELEMENT	GOAL	CLIMATE RESILIENCE CONNECTION
Historic Preservation	HP-1	Balancing fire resilience with historic character preservation
Land Use	LU-7, LU-9	Wildland-urban interface development standards; sensitive areas protection
Parks & Recreation	PR-6	Climate-adapted parks and trails; cooling and clean air shelter access
Housing	H-1	Affordable housing weatherization; equitable resilience investments
Economic Development	ED-2	Economic resilience and tourism adaptation
Transportation	T-4	Climate-resilient transportation infrastructure; evacuation routes
Utilities	U-5	Water supply reliability; drought and wildfire resilience
Capital Facilities	CF-3, CF-4, CF-5	Stormwater infrastructure improvements; climate-resilient capital planning