



Town of Lyman 2025 Comprehensive Plan

Adopted by Lyman Town Council on XX, 2026.





Acknowledgment

The Town of Lyman Comprehensive Plan results from many months of dedicated work by the Town of Lyman Mayor, Town Council, Town staff, and EJ Municipal, led by Project Manager Asher Schoepflin. Community stakeholders and residents of Lyman also provided time and effort to help to create a roadmap for the town's future.

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Introduction

What is a Comprehensive Plan?

The Comprehensive Plan is a long-term planning document that serves as a plan and vision for a jurisdiction's future in a 20-year planning period. The plan helps to create a purpose and direction for community development, using goals, policies, and implementation strategies that serve as a guide for municipal action. When created with involvement by Lyman residents, it becomes a vision for development and a guiding tool that helps in the rule making process. This tool helps mitigate and prevent the negative impacts of uncoordinated and unplanned growth.

The Comprehensive Plan is periodically revised to describe existing and projected community conditions, and actions to best meet the shifting needs of the community. The Plan establishes a vision, goals, policies, and implementation strategies to guide the following:

- 1) Growth;
- 2) Development;
- 3) Community Values; and
- 4) Quality of life.

The Comprehensive Plan is updated every 10 years in a periodic update process. Additionally, jurisdictions must conduct a midway implementation progress report every 5 years to ensure that recently passed bills are incorporated into the Comprehensive Plan.

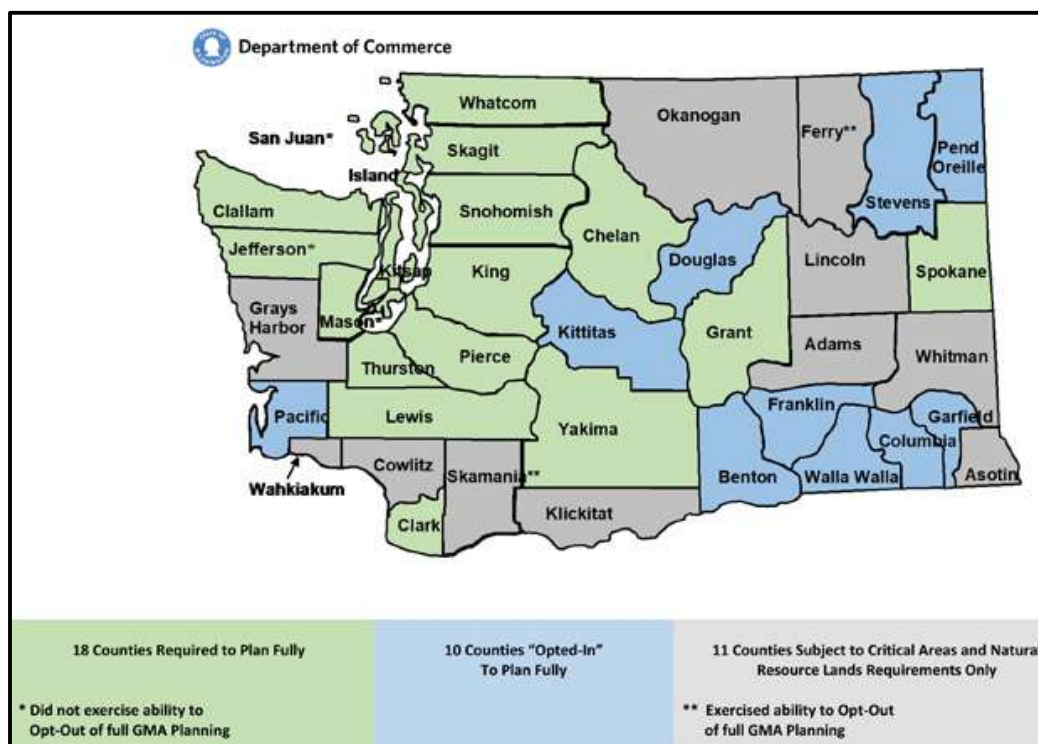
Why is a Comprehensive Plan Needed?

Growth is an integral part of every community, as places change and fluctuate over time. Implementing the Growth Management Act provides local government with baseline guidance to understand the shifting conditions and needs of their community. The Comprehensive Plan provides the local government both a snapshot of their community at the time, as well as a projection into the future, allowing them to make informed decisions on how to improve the resources and infrastructure that sustains their community in the short and long term. Overall, the purpose of a Comprehensive Plan is to ensure Lyman's elected officials and local government staff have access to relevant local guidance on long range planning initiatives, legislation directives, and demonstrate consistency with the Growth Management Act.



Relationship to the Growth Management Act (GMA)

Washington State adopted the Growth Management Act (GMA) in 1990 as a more proactive planning approach that was necessary to address and accommodate increasingly impactful population growth. The Town of Lyman maintains their Comprehensive Plan in accordance with Section 36.70A.070 of the GMA. The GMA is a series of state statutes that require cities and counties of a certain size to develop a Comprehensive Plan to manage their population growth. Lyman is located in Skagit County and is required to conduct the comprehensive planning process fully.



To further help guide development of a Comprehensive Plan, the GMA establishes fifteen primary goals for each local government to consider and address when planning for their population growth. These goals are meant to guide development of both the Comprehensive Plan and municipal development regulations and are not prioritized in a specific order. All fifteen goals can be found below.



Growth Management Act Goals

Urban Growth	Encourage development in urbanized areas where public facilities and services exist.
Reduce Sprawl	Reduce the inappropriate conversion of undeveloped land into low density, sprawling development.
Transportation	Encourage efficient multimodal transportation systems that reduce greenhouse gas emissions and vehicle miles traveled.
Housing	Plan for and accommodate housing that is affordable to every economic segment of the population by promoting a variety of housing types and densities and encouraging preservation of the existing housing stock.
Economic Development	Encourage economic development throughout the state by promoting economic opportunities for all citizens, supporting retention and expansion of local businesses, and encourage growth in areas experiencing insufficient economic growth.
Property Rights	Private property shall not be taken for public use without just compensation having been made.
Permits	Applications should be processed in a timely and fair manner to ensure predictability.
Natural Resource Industries	Maintain and enhance natural resource-based industries, such as fishing, timber, or agriculture.
Open Space & Recreation	Retain open space, enhance recreational opportunities and accessibility, and preserve fish and wildlife habitats.
Environment	Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
Citizen Participate & Coordination	Encourage the involvement of citizens in planning activities, including the Comprehensive Plan. Coordinate with adjacent jurisdictions and agencies to reconcile shared issues or conflicts.
Public Facilities & Services	Ensure that those public facilities and services necessary to support concurrent development shall be adequate.
Historic Preservation	Identify and encourage preservation of lands, sites, and structures with archeological or historic significance.
Climate Change & Resiliency	Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies adapt to and mitigate the effects of a changing climate.
Shoreline Management	Maintain alignment between the Comprehensive Plan and the Shoreline Management Plan.



Regional Planning

Regional planning is a crucial component of long-range planning. Coordination between neighboring jurisdictions, regional and state agencies, and other governmental entities is important for ensuring that smart growth, cooperation, and effective communication is occurring. The following sections describe different regional planning efforts.

Skagit County



Skagit County also undertook the process of updating their Comprehensive Plan for the 2025 cycle. The County has additional elements to update than jurisdictions like Lyman, but most of the elements are similar. The Town has coordinated planning efforts with Skagit County to ensure consistency between the plans.

Legislative Overview:

Several recent bills have been passed by Washington State Legislature that impact the GMA and Comprehensive Plan efforts. The most pertinent bill that impacts Lyman is House Bill 1220, which requires comprehensive plans to plan for housing units affordable at every income. Additionally, comprehensive plans must address racially disparate impacts, displacement, and exclusion in housing opportunities. Other bills that relate to this periodic update include House Bill 1717, House Bill 1110, and Senate Bill 5290.

Skagit County Council of Governments



Skagit Council of Governments (SCOG) is an organization of local governments, including Lyman, that works to resolve local issues, foster cooperative effort, and create regional policies and plans. SCOG primarily functions as the Regional Transportation Planning Organization for Skagit County but also serves as a forum for Skagit County jurisdictions to come together and engage in regional planning efforts.

Part of SCOG's work is to create regional Countywide Planning Policies. The Countywide Planning Policies (CPPs) are developed jointly between Skagit County and cities and towns within the county. These CPPs are the framework for long-range plans. The Skagit County CPPs were approved by the Town of Lyman's Town Council and will be references throughout this document.



State Agencies



State agencies, such as Washington Department of Commerce, Washington State Department of Transportation, Department of Natural Resources, Department of Fish and Wildlife, and Washington State Department of Ecology, all play a role in the periodic update process. Lyman has coordinated with state agencies in this periodic update process to ensure compliance with state guidelines.

Tribal Coordination

It is important to be mindful and respectful of the indigenous past and current presence on the land that the Town of Lyman currently occupies. Many tribes have ancestral homelands in the area of Lyman, including the Upper Skagit Indian Tribe, Swinomish Indian Tribal Community, Sauk-Suiattle Indian Tribe, Samish Indian Nation, Lummi Nation, Tulalip Tribe of Washington, Snoqualmie Indian Tribe, and the Confederated Tribe of the Colville Reservation. These tribes have lived on and cared for the land since time immemorial and continue to play an important role in the management of the land. It is important that the Town not only acknowledges the indigenous past of the land but also seeks education of indigenous practices and knowledge systems to better care for and manage the land.

In 2022, Washington State Legislature passed House Bill 1717, which requires counties and local municipalities to collaborate with tribes to participate in the planning processes at the regional, county, and municipal levels. This push for tribal participation in local planning efforts can lead to the creation of important and positive relationships between local and tribal governments. Collaboration efforts when appropriate are an important way to improve relations with local tribes and can inspire improved land management and environmental sustainability.

Coordinating with Tribes

The following are exemplary principles of tribal-local collaborative regionalism:

- Identifying and overcoming historical communication barriers.
- Commitment from elected officials and planners
- Continuous consultation and dispute resolution efforts.
- Prioritization of intergovernmental dialogue / fostering collaborative language.
- Constant monitoring of potential unforeseen obstacles



These principles should guide planning processes in tandem with the acknowledgment of a tribe's sovereign status. Their legitimate political rights to resources and land can create conflicts of interest and exclusionary practices, which must be overcome with a deep understanding of cultural differences and the different types of political entities that can coexist. The overall message of tribes' main concerns highlights inconsistency in jurisdictional authority over land and resources and the regulations imposed to maintain and/or utilize them.

Outreach was conducted to the eight tribes listed above regarding coordination of the Comprehensive Plan update. Tribes were each given the opportunity to review and comment on draft versions of the Plan if they desired. Only a few of the tribes contacted requested copies of the plan. The Town will continue to coordinate and reach out to applicable tribes on various projects in the future.

Public Participation

Public participation is an important part of the periodic update process. Ensuring that all residents of Lyman are given many opportunities to make their voices heard and express their vision for the future is the basis of the Comprehensive Plan. Residents of Lyman were given the opportunity to provide their comments, questions, and feedback on the Comprehensive Plan at multiple stages of development. This was done through surveys, Town Council workshops, and other outreach efforts.

Outreach and Surveys

The primary form of public outreach for the periodic update was a community survey. The goal of the community survey was to ensure that it was easy to understand, informative, and quick to fill out while still getting good information from participants. There were 18 questions on the survey, most of them being multiple choice. Some written answer questions were added to the survey for participants to make more detailed comments if they desired.

Ensuring that the survey was as widely distributed as possible was important for ensuring that all residents of Lyman had the opportunity to take it if so desired. Online and paper surveys were created, with residents having the option to complete the survey digitally via a QR code or complete it on paper and mail it into Town Hall. Surveys were sent out with monthly utility bills and members of EJ Municipal staff attended community events throughout the year to help with survey distribution. Community organizations were sent copies of the survey for distribution as well.



Council Workshops

Another form of public participation for the Town of Lyman was conducting monthly Town Council workshops. These workshops were open to the public and publicly announced. At these workshops, the Town Council and EJ Municipal staff would discuss different Comprehensive Plan elements and would discuss goals and policies. The workshops would function as a visioning session, where EJ Municipal staff were given the opportunity to get local input from the council.

Plan Implementation and Monitoring

Traditionally, a Comprehensive Plan is implemented through zoning, land development regulations, and other ordinances. The GMA encourages innovative implementation methods, both regulatory and non-regulatory. In addition, the GMA requires annual review and a yearly update to reflect revisions in population estimates as well as capital facilities planning.

Although the Comprehensive Plan may not be amended more often than once a year, requests can be made to consider changes by the Lyman Town Council or by any affected citizen or property owner. These preferred amendment actions can then be assembled into an annual docketing process to take through the annual update adoption process.

The Comprehensive Plan Elements serve as the framework for coordinating the administration and regulation process through which Town Government controls development. Some of these processes or tools such as zoning, ordinances, street maps, and plans directly affect private development. Others, such as the formation of the capital improvements program and the budget, directly affect the public and indirectly influence private development.

Lyman will adopt regulations realizing the goals of the Comprehensive Plan. When adopted, each of these regulatory ordinances, resolutions, plans, programs, or processes shall reflect the intent of this Comprehensive Plan.



Lyman Community Profile



Physical Setting

Lyman is located along the north bank of the Skagit River, among the foothills of the Cascade mountains. The hilly topography is mostly forested, with valleys and lowlands covered in grass and shrubs. State Route 20 runs through the north side of town, providing access to both eastern and western Skagit County. Sedro-Woolley is the nearest urban center and is roughly 9 miles, or a 10-minute drive, to the west. The nearest neighbor to the east of Lyman is Hamilton, which is roughly 4 miles, or a 7-minute drive. The North Cascades National Park is roughly 45 minutes down State Route 20 to the east.

The physical setting of Lyman has a large influence on the town. Recreation in the surrounding area and on the Skagit River is a draw for many people. The Cascade Trail (Rails-to-Trails) connects many communities along the Skagit Valley and passes through the town. Lyman's location makes for a rural, small-town community that allows people to get away from the city. Properties tend to be larger, allowing for more yard and storage space. More information about the surrounding environment of Lyman can be found in the Natural Environment Element of this plan.

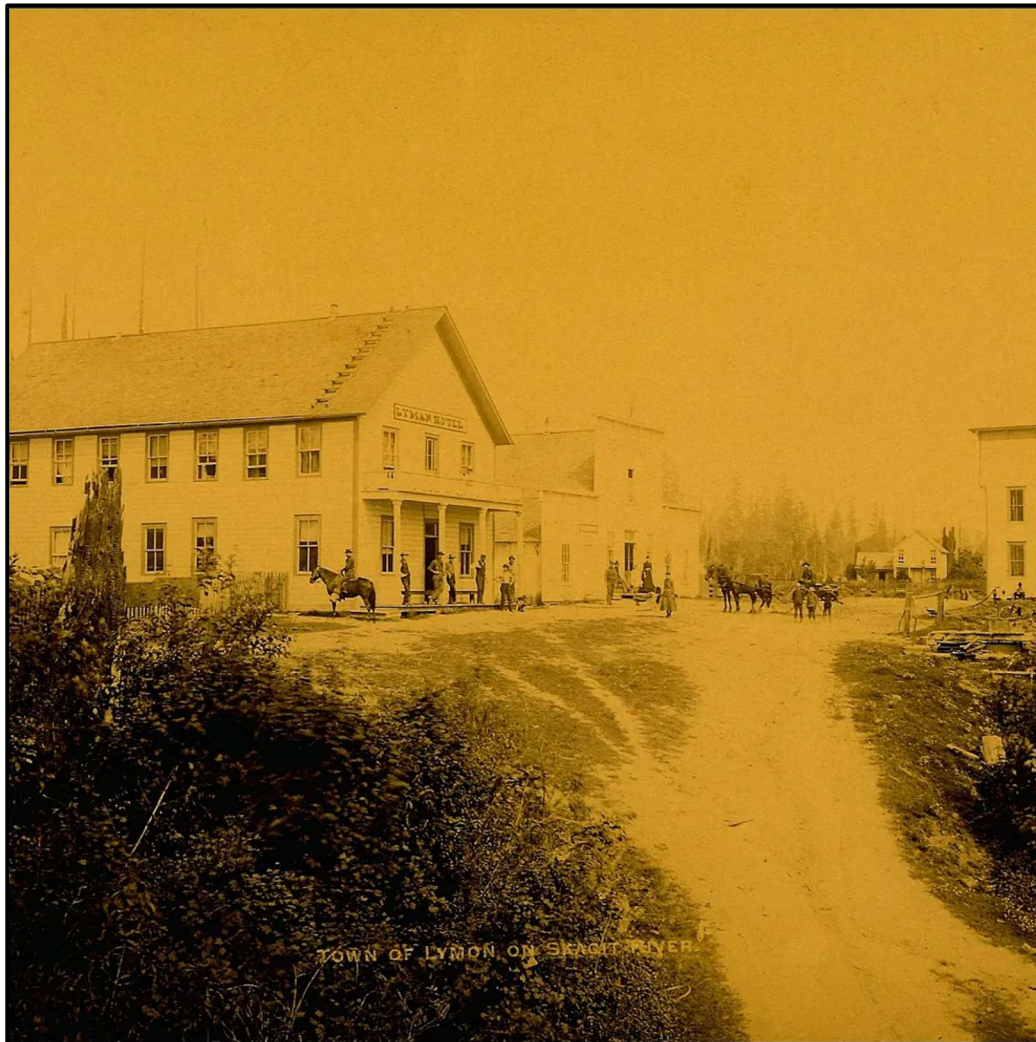


History

Prior to settlement, the Lyman area was inhabited by multiple different local tribes. Lyman was first settled in the 1880s. It became a more established community over the years, serving as a gathering place for miners and workers. A gold rush upriver brought many people through the town. Lyman was officially incorporated in 1909 and was named after Lorenzo B. Lyman, one of the founding members of the community.

The current Town Hall in Lyman is housed in the Minkler Mansion, which is a historic building. The mansion was built in 1891 and was the residence of Birdsey Minkler, an influential figure in Lyman's history.

Natural resources continue to play an important role in the Lyman community. Many people work in natural resource industries and materials, such as lumber, are extracted in the Lyman area. The community has sustained a steady population over the years and is expected to remain relatively similar in size in the future.



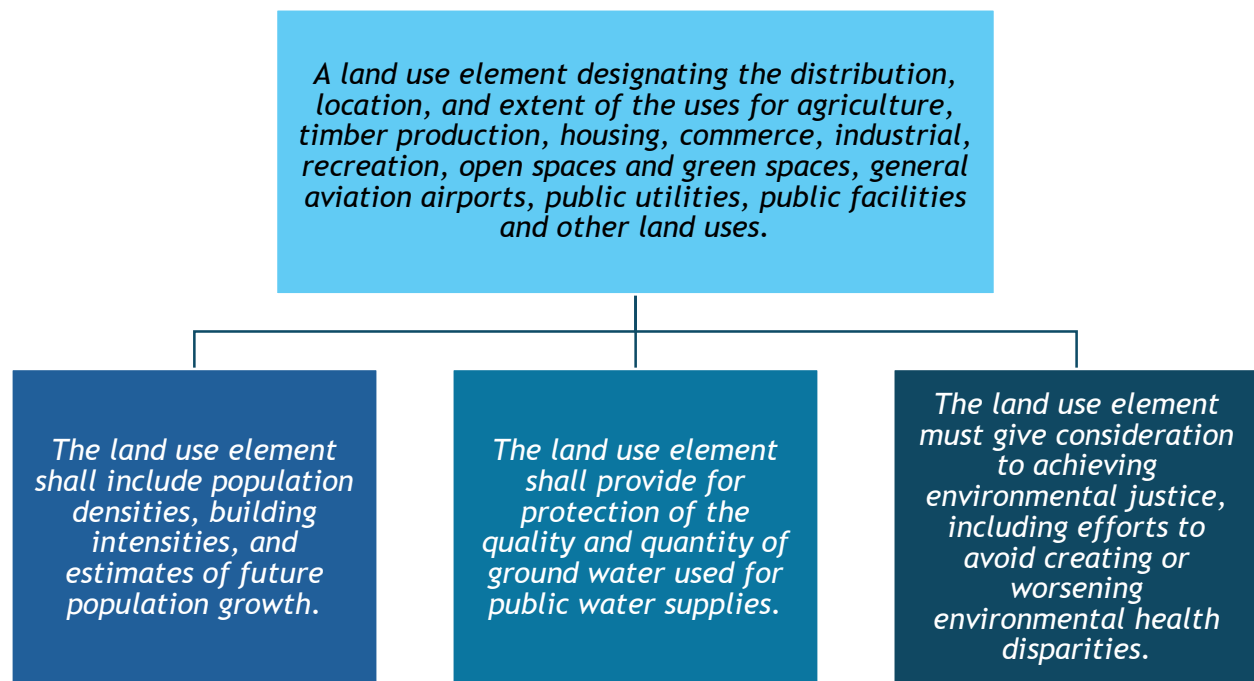


Land Use Element

Introduction

The Land Use Element provides the policy basis for directing the Town's growth to accommodate the desired mix of urban land uses. The Land Use Element is maintained in accordance with the Growth Management Act (GMA) (RCW 36.70A.070) to direct land use decisions including any potential annexations that may be proposed within the urban growth area over the next twenty years.

GMA requires the Town to maintain:



This Element has also been developed in accordance with the Skagit County Countywide Planning Policies (CWPP) that provides specific guidance to the chapter.

The primary objective of this Element is to encourage practices and guide development that creates and maintains a safe, healthy, and diverse community for the town's residents. The Town should strive for a community that provides affordable housing, employment opportunities, and protection of the natural environment and cultural resources.

The Land Use Element contains the goals, policies, and strategies necessary to support the Town's responsibility for managing land resources and guiding development through regulations, guidelines, and standards. In addition, the Land Use Element provides for the protection,



enhancement, and restoration of critical areas and natural resources. The Land Use Element is closely linked to other elements - in particular, Housing, Transportation, and Utilities.

The designated land uses are shown on the Official Zoning and Future Land Use Map (**Figure LU-1**) below.

Countywide Planning Policies

As part of the 2025 Periodic Update, the Skagit Council of Governments has updated the Skagit County Countywide Planning Policies (CPPs). These CPPs are overarching and touch on many different categories, including housing, transportation, and urban growth. The Town of Lyman has reviewed and approved the updated CPPs. While there are no dedicated land use goals and policies in the CPPs, each of the categories broadly related to land use, just as each of the elements from this Comprehensive Plan related to this Land Use Element. The Town of Lyman will adhere to and do what it can to support the Skagit County CPPs.

Urban Growth Area

An Urban Growth Area (UGA) is intended to delineate lands potential future annexation into a city, or in this case town, limits. Properties may request annexation into town or city limits for a variety of reasons, including facilitation of urban development or extension of urban services, such as water and sewer. Management of urban growth areas is a collaborative effort between the County and the Town. Until the UGA is annexed into the Town, it is regulated and managed by Skagit County.

At this time, as the Town of Lyman does not have any UGA that extends beyond the existing town limits, no properties outside of Lyman town limits are eligible for annexation into the town. The process for extending the borders of the UGA is a long and technical process, that involves close collaboration with Skagit County. In most cases, the expansion of the UGA is based on a jurisdiction's need for more land to accommodate growth and provide adequate services to residents.

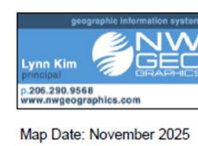
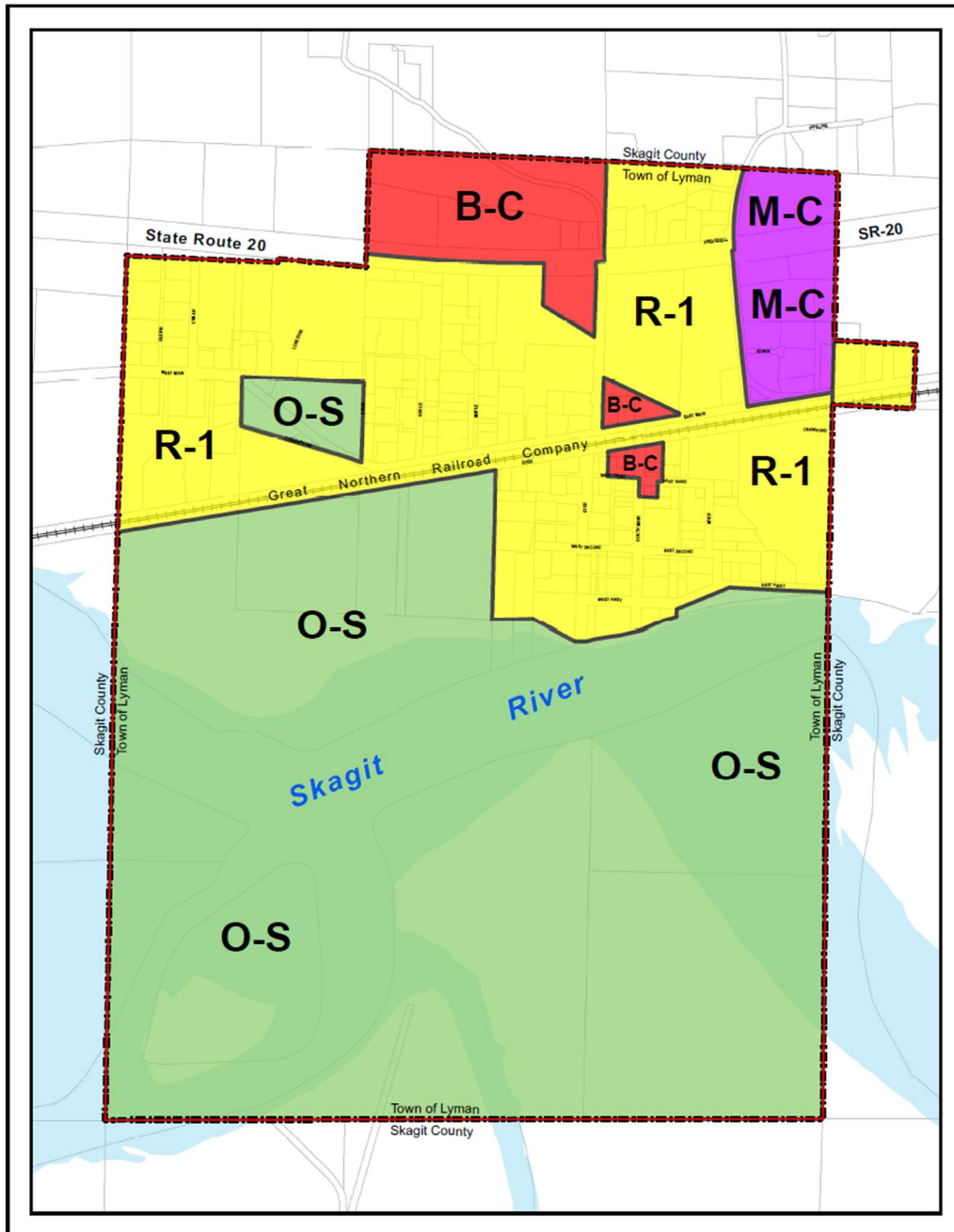


Figure LU-1



Town of Lyman

Official Zoning & Future Land Use





Pursuit of Future UGA Expansion

Multiple property owners adjacent to the existing Town UGA boundaries have expressed interest in being annexed into the Town in the future. These properties lie directly adjacent to the existing Town limits and presently within the Town's water utility service boundary. Desiring development at an urban level of residential density with a location adjacent to the present Town limits, and with no active agricultural or rural resource activity existing upon such parcels, the property owners wish to be included within Lyman's future Urban Growth Area boundary.

Skagit County's process for UGA expansion involves proof of need and early collaboration with the County well in advance of the next periodic update. The Town was made aware of the strong desire of the property owners to be annexed into Lyman only after the County had allocated growth targets.

Regardless of Skagit County's allocation of projected housing units for the 20-year period at zero, the Town believes that there is a strong likelihood of some residential growth occurring within Lyman in the next 20 years, as will be discussed later in this Element. This fact, in combination with strong employment growth associated with nearly Janicki Industries, results in the concomitant need to identify areas of adjacent land necessary to provide workforce housing at an urban level of residential density.

In preparation for the next 20-Year Periodic Update, Lyman will work with the county to ensure that the Town is allocated a more reasonable growth target to allow them to identify an appropriate UGA and potentially annex such included and interested property owners.

Major Land Use Considerations

There are many factors and considerations regarding land use in Lyman, including the natural environment, balancing residential development with a desire to remain a small community, and providing residents and visitors with needed services and amenities. There is limited developable land in Lyman and the zero-growth projection for the 20-year planning period, which makes Urban Growth Area expansion and major residential or commercial development challenging. This Land Use Element will guide decision-making to achieve the community goals that have been articulated throughout this Element, including in the goals and policies. The following are some major land use considerations that the Town takes into account when making land use decisions.

Growth and Development

- The Town is committed to keeping Lyman a small, more rural community while providing needed services. It is the desire of residents to stay small and not overdevelop, while having access to certain amenities and services.



- Some level of housing development is needed in Lyman, even if it is limited. Ensuring that housing units are affordable, fit the size and scale of the town, and ensuring efficient use of limited space in town is important.

Infrastructure

- Currently, there is not a townwide sanitary sewer system in Lyman, nor is it anticipated or currently desired that one be installed. Residential units and businesses rely on on-site septic systems for waste management.
- Lyman does not plan on providing more town services or programs than it currently does. Utility services, such as waste management and electricity, are supplied by outside, private providers.
- The Town is committed to the protection of the quality and quantity of groundwater used for public water supplies.

Development of Parks

- Development of new and expanded park facilities in Lyman is necessary. Many residents have expressed a desire to playground equipment for kids and the Town will look into obtaining more land for parks when possible.

Environment

- Skagit River and the foothills surrounding Lyman play a key role in guiding where and how development occurs. Erosion and flooding from the river and landslides from the foothills are some hazards that the natural environment pose.
- The Town applies special consideration to achieving environmental justice, including efforts to avoid worsening or creating new environmental health disparities.

Economic Development

- Balancing economic development and keeping the town small is a priority for Lyman. Attracting businesses that fit the needs and desires of residents while keeping the town small is important.

Current Land Use Inventory

The following sections provide analyses of the various land uses, including official zoning districts, that currently exist in the Town of Lyman. Each subsection will describe the land use and will determine if there is sufficient capacity to satisfy anticipated growth targets in housing, population, and employment.



Residential Zoning District (R-1)



The R-1 Zone, a single-family residential district, is intended to create an optimal living environment for single-family dwellings. It is further intended to limit development to relatively low degrees of density. This district will provide for the development of single-family detached dwellings, not more than one such dwelling on each lot (minimum 12,500 square feet), and for such accessory uses as are related, incidental and not detrimental to the residential environment.

Table LU-1: Number of Housing Units by Type

Housing Type	Number of Units	Percentage of Units
Single Family	118	81.9%
Two or More Units in Structure	3	2.1%
Mobile Home or Manufactured Home	23	16%
Total	144	100%

According to the 2022 American Community Survey (ACS), there are a total of 144 occupied housing units. 118 (81.9%) of these housing units are single family units. 3 (2.1%) of the housing units have two or more units in the structure. 23 (16%) of the housing units in Lyman are mobile homes or manufactured homes.

The Land Capacity Analysis, found in the Housing Needs Assessment section of the Appendices of this Plan, shows that there is sufficient capacity for growth in the R-1 zoning district. The R-1 zone takes up a majority of the buildable land in town and has some vacant and undeveloped land in it. Given the County's zero housing growth allocation for Lyman, the existing R-1 zone is sufficient to meet the needs of the Town. More information on residential development and housing can be found in the Housing Element of this Plan.

Business/Commercial Zoning District (B-C)



The intent of the B-C Zone is to preserve the existing central business district of the town and set apart a portion of the Town which forms the center for commercial, governmental, and cultural activities. These activities have common or similar performance standards in that they represent types of enterprises involving the rendering of services, both professional or to the person, or on-



premises retail activities. This zone encourages leisure shopping and provides amenities conducive to attracting pedestrian shoppers.

The B-C Zone takes up roughly 19.1 acres in Lyman. There is some underutilized and vacant land in the B-C zoning district that would allow for more employment opportunities in town in the future. Given the County's low job growth allocation for Lyman, there is sufficient land in the B-C Zone to meet the Town's needs.

The Town of Lyman does not currently plan on expanding this zone. Some small, locally owned businesses are desired in town, but the goal is to keep Lyman a small and rural community. More information on businesses and the vision for economic development in Lyman can be found in the Economic Development Element of this Plan.

Manufacturing/Heavy Commercial Zoning District (M-C)



The intent of the M-C Zone classification is to provide for the location and grouping of enterprises which may involve some on premise retail service but with outside activities and display or fabrication, assembling, and service features. The M-C Zone is also intended to provide for general characteristics, and performance standards involving manufacturing, assembling, fabrication and processing, bulk handling of products, large amounts of storage and warehousing, outdoor storage, processing and other related uses.

The M-C Zone comprises roughly 12.6 acres in Lyman. There is limited heavy commercial activity in town and no industrial activity. There is no need to expand the M-C Zone beyond its existing boundaries as it is the Town's intent to remain this way. More information on businesses and economic development in Lyman can be found in the Economic Development Element of this Plan.



Open Space and Parks Zoning District (P-O)



The P-O Zone is intended to encourage desirable and appropriate land uses in the areas of the Town which by reason of location, soil, topography, flooding characteristics, public ownership, wetlands, wildlife habitat, or values to the community for scenic, recreational, agriculture, forest, or open space, are not suited to intensive land development.

Open Space zoned land occupies most of the land in Lyman, accounting for over 290 acres with a majority unbuildable due to flooding impacts from the adjoining Skagit River. Parks are included in the P-O zone. It is the desire of the Town to upgrade Lyman Town Park, adding playground features for kids. If private land becomes available for purchase, the Town will consider converting more land into parks. More information on parks and open space facilities in Lyman can be found in the Parks, Trails, and Open Space Element of this Plan.

Vacant or Underdeveloped Land

There are roughly 47.1 acres of vacant or underdeveloped land in the Town of Lyman, the majority of which is privately owned. A significant portion of this undeveloped or vacant land in Lyman is impacted by steep slopes, wetlands, proximity to the Skagit River, and other environmental constraints. What private vacant and underdeveloped land that is developable will likely be utilized for future residential growth.

Natural Resource Lands

Natural resource lands include lands devoted to agriculture, forestry, or mineral extraction. Based on criteria provided by RCW 36.70A.020 (8) and WAC 365-190, Lyman does not have any of these lands as designated within the Town limits.

Wells and Groundwater

Groundwater is part of the hydrologic cycle and typically comes from rain, melting snow or ice, irrigation, surface water, or infiltrated stormwater. It collects or flows beneath the earth's surface filling through porous spaces in soil and sediment. The Town of Lyman sources its potable water from groundwater wells within the Town limits. There are two wellheads in the town, which



provide water for residents. More information on Lyman’s wellheads and groundwater can be found in the Natural Environment Element of this Plan.

Historic Structures

Incorporated in 1909, the Town possesses one historic building, a former private residence which acts as the current Town Hall. The Lyman Town Hall, also known as the Birdsey D. Minkler House, was built in the 1800s and is on the National Register of Historic Places. Home of the Minkler family, one of the founding families of Lyman, the stately home has stood for well over one hundred years. Located along South Main Street, this building is owned and maintained by the Town, housing the Town’s administrative offices.



Population and Employment Summary

Population and Housing Analysis

Skagit County allocated housing, population, and employment allocations for all jurisdictions in the county. Lyman was allocated zero growth for the 20-year planning period for both population and housing growth. While the Town does acknowledge the County’s growth allocations, it does feel that there will be some level of growth in the next 20 years, even if minimal. Lyman will ensure that there is sufficient land area to accommodate some desired level of growth.

As of 2022, the population estimate for Lyman was 425 residents with 212 housing units. Given the lack of growth targets for housing and population, the Town does not need to make any changes to the existing division of zoning districts, housing density, or expansion of the Urban Growth Area. Further discussion of housing and population in relation to land use can be found in the *Housing Element* as well as the *Housing Needs Assessment* located in this Plan’s *Appendices*.



Employment Analysis

The Town of Lyman was allocated a growth target of 20 new jobs for the 20-year planning period by Skagit County. According to 2022 employment data, there are 56 jobs within the Town. This would increase to a total of 76 jobs by 2045. Given the existing vacant and underutilized land in the B-C zoning district, there is sufficient capacity to meet the increased employment projections.

Environmental Justice

Environmental justice, as defined by United State Environmental Protection Agency, is the fair treatment and meaningful involvement of all people, regardless of race, color, culture, national origin, income, and educational levels with respect to the development, implementation, and enforcement of protective environmental laws, regulations, and policies. It is an important issue that the GMA requires jurisdictions to consider during this Periodic Update process. Washington State has passed multiple bills since the previous update of the Comprehensive Plan, including some addressing environmental justice around the state.

The Town of Lyman must address environmental justice in this Comprehensive Plan and in all facets of its planning and regulatory processes. Protecting all people from environmental hazards and enforcing environmental laws is only a part of environmental justice. Meaningful involvement of all people is something the Town of Lyman will continue to strive for in the future.

This Comprehensive Plan update involved community engagement and getting input on a collective town vision from residents of Lyman. The Town attended community events, attempted to make the community survey as accessible as possible, reached out to community leaders, and held community open houses in order to garner as much input from the public as possible. It is important that every voice is heard and taken seriously in Lyman and that everyone is given the same level of environmental protection and involvement.

Annual Comprehensive Plan Amendments

Under the Growth Management Act, all local jurisdictions are provided with the opportunity to revisit their Comprehensive Plan periodic update for the purpose of making minor modifications, clarifications, and/or other revisions necessary to convey any changing preferences or intent of the community and its Town Council. While this is not a mandatory action, opportunities for annual updates can ensure the adopted comprehensive plan stays effective and current with local priorities.



Land Use Goals and Policies

Goal LU-1 Plan for current and future land uses in accordance with the values and vision of Lyman’s residents and businesses.

- LU-P1.1 Coordinate future planning for potential annexation areas with Skagit County and shall seek to adopt interlocal agreements with Skagit County regarding the development of unincorporated areas within Lyman’s proposed (UGA).
- LU-P1.2 To allow for appropriate development, development regulations and standards should be simple and measurable and be implemented through expeditious public review.
- LU-P1.3 The Town of Lyman and other service providers shall adopt and coordinate capital improvement programs to remedy identified infrastructure deficiencies in functional areas, such as transportation facilities, public water supply, and shall reassess land use designations according to infrastructure available.
- LU-P1.4 Create gateway features at the entryways to the Town that provide a sense of arrival and welcome, and that establishes the identity of the community.
- LU-P1.5 Residential designations should be determined by:
 - a. The suitability of the land and natural processes;
 - b. Existing land use patterns;
 - c. Availability and capability of infrastructure and public services;
 - d. Residential space needs as determined by population and housing projections; and
 - e. Values and preferences of local residents on location and densities of residential growth and development.

Goal LU-2 Preserve and promote the small town and rural aesthetic of the Town, including the quality of life and the design and scale of structures, as new development occurs.



- LU-P2.1 The Town of Lyman shall consider the annexation into the Town of those areas that:
- a) Are within the Town's designated urban growth area; and
 - b) Include public facilities, including streets, that meet or exceed current Town standards, or that are improved or anticipated to be improved according to an interlocal agreement.
- LU-P2.2 Growth should be directed as follows:
- a) First to areas with existing infrastructure capacity outside of flood-plain;
 - b) Second, to areas where infrastructure improvements can be easily extended; and
 - c) Last, to areas requiring major publicly-financed infrastructure improvements.
- LU-P2.3 Establish design guidelines that:
- Encourage development consistent with the Town's historic small town rural aesthetic;
 - Encourage beautification with street plantings, street furniture, decorative lighting and signage, and historical markers;
 - Encourage development to be of a pedestrian scale and orientation, and promote good pedestrian access; and
 - Address specific design features such as roof lines, significant views, building shapes, textures, pedestrian amenities, and landscaping.

Goal LU-3 Maintain, preserve, and enhance the Town's historic, cultural, and archeological resources to provide a sense of local identity and history to the residents and visitors of the community.

- LU-P3.1 Consider innovative development techniques, such as planned residential developments, density averaging, and clustering to allow for more flexibility and creativity in design and to provide protection of environmentally sensitive areas.



- LU-P3.2 When adequate public facilities are available, common-wall and zero lot line single family development shall be allowed in:
- a) Areas where they provide a transition between detached single family and higher intensity land uses; and
 - b) Areas where higher density residential land uses are permitted.
- LU-P3.3 To maintain the residential aesthetic of neighborhoods, accessory housing units shall be allowed only when developed in a manner that is consistent with adopted development regulations and standards for residential areas, including:
- a) Adequate off-street parking;
 - b) Limited total building square footage or lot coverage;
 - c) Bulk and scale consistent with neighboring residences; and Adequate utilities and services.
- LU-P3.4 Encourage the preservation and rehabilitation of sites and buildings with unique or significant historic characteristics.

Goal LU-4 Establish design guidelines to maintain and enhance the historic, small-town aesthetic of the community.

- LU-P4.1 Give preference to innovative techniques for residential subdivision and development consistent with LU-P35 to protect environmentally sensitive areas.

Goal LU-5 Encourage revitalization of the existing commercial area and provide for the orderly development of other designated commercial areas.

- LU-P5.1 Only those areas that meet the following criteria should be designated for commercial uses:
- a) The area is within an identified public Water Service Area; and
 - b) The area has adequate vehicle access to primary travel routes.



- LU-P5.2 Allow home occupations in residential areas, if they are designed, located, and operated to be compatible to adjacent residential land uses.
- LU-P5.3 Encourage commercial activities at major intersections, and near existing commercial areas. Commercial zoning shall be limited to those areas shown on the adopted Comprehensive Plan Land Use Map (**Figure 1**).
- LU-P5.4 Commercial zoning shall be limited to those areas shown on the adopted Comprehensive Plan Land Use Map in Figure 1.
- LU-P5.5 Allow the expansion of existing industrial uses when they are compatible with the aesthetic of the town and meet all concurrency requirements for infrastructure and public services.
- LU-P5.6 Regulate industrial uses to prevent nuisances such as noise, dust, odor, vibration, air and water pollution, and traffic that would affect nearby residential and commercial development and have adverse environmental impacts. Residential uses shall be buffered from industrial developments. Perimeter trees and shrubs on industrial sites should be preserved and enhanced when expansion or redevelopment is proposed.

Goal LU-6 Encourage land uses, development, and commercial services that support the integration of physical activity into daily life and promote outdoor recreational activities and tourism.

- LU-P6.1 Encourage the integration of physical activity into daily life by increasing the opportunity for safe and pleasant pedestrian and bicycle trips between residences and local businesses.
- LU-P6.2 Encourage commercial uses to maintain a pedestrian scale and orientation.
- LU-P6.3 Encourage connections between residential, commercial, and recreational areas in a matter consistent with Transportation Element policies for pedestrian and bicycle facilities



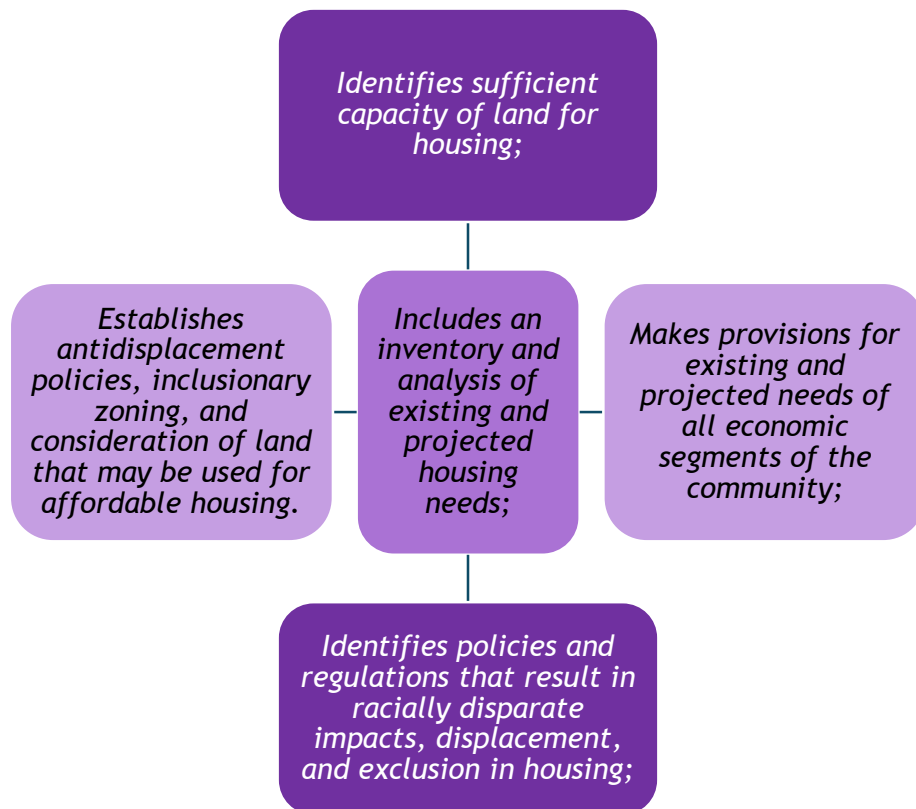
Housing Element

Introduction

The purpose of the Housing Element is to ensure the vitality and aesthetic of the existing residential housing stock, determine the future housing needs for the Town of Lyman, ensure housing is readily available to all people in the Town, and set policies to help the Town implement programs to satisfy those needs. This Housing Element has been developed in accordance with the Growth Management Act to address the current and future housing needs of the Town of Lyman.

RCW 36.70A.070 requires that the Comprehensive Plan contain:

A housing element ensuring the vitality and character of established residential neighborhoods that:



It has also been developed in accordance with the Skagit County Countywide Planning Policies and has been coordinated with the other Elements of this Plan.

This Element contains the goals, policies, and implementation strategies necessary to support Town actions that influence the preservation and development of housing. The goals, policies,



and implementation strategies are framed to address the range of choices and the amount of supply necessary to accommodate the estimated future demand. This Element is closely linked to the Land Use Element, which prescribes related goals and policies for residential densities, community design, and amenities that support a quality community.

Information supporting the Housing Element, including information about housing units and households, and affordability is contained in the Housing Needs Assessment in the Appendix.

House Bill 1220

Recently passed House Bill 1220 requires comprehensive plans to create the capacity for housing units affordable at every income level throughout the city. This significantly strengthened the previous goal, which was to encourage affordable housing. Cities must permit forms of housing that support the lowest income groups in the city, such as emergency housing, transitional housing, and permanent supportive housing in zones that allow hotels (emergency housing) or single-family housing (transitional and permanent supportive housing). Additionally, comprehensive plans must address racially disparate impacts, displacement, and exclusion in housing opportunities.

Legislative Overview

Several recent Washington Legislative bills impact the Comprehensive Plan and how communities plan for and permit housing. This Comprehensive Plan update recognizes and incorporates recently passed legislation, including House Bill 1220 (HB1220). However, many housing-related bills do not apply to Lyman. Given the Town's land use constraints due to a lack of a townwide sewer system, it is unlikely that larger scale affordable housing, transitional housing, permanent supportive housing, or emergency housing would be developed in Lyman. While potentially feasible in Lyman, accessory dwelling units do not have the same requirements as in larger jurisdictions due to the lack of a sewer system. However, it is important that these housing types are defined in the Town's municipal code and planned for in the event that a developer does want to build on in the town.

Relationship with Skagit County's Countywide Planning Policies

The following Housing Element, including goals, policies, and strategies for housing, are consistent with those that have been established in the Skagit County Countywide Planning Policies (CPPs). The Town of Lyman has reviewed and approved the updated Skagit County CPPs as part of the periodic update process. Many of the revisions to the CPPs revolved around housing and the recent legislative updates required. The Town has ensured that the CPPs have been taken into consideration in the development of this Housing Element.



Projected Population and Allocated Housing Needs

The Skagit Council of Governments has assigned zero (0) projected population growth for the Town of Lyman during the years 2025 to 2045. This is likely due to the lack of a townwide sewer system, which makes housing development challenging. However, growth does not always occur as projected, there is a chance that there is population growth in Lyman over the next 20 years. Recognizing the fact that growth can be unpredictable, the GMA requires that the Capital Facilities Plan be updated at a minimum biennially. This allows local governments the opportunity to reevaluate their forecast in light of actual growth experiences, revise their forecasts if necessary, and adjust the number or timing of capital facilities that are needed.

Table H-1: Projected Housing Needs in Lyman by Income Level	
Income Level (% AMI)	Allocated Housing Need (Units)
Emergency Housing	0
0-30% Permanent Supportive Housing	0
0-30% non-Permanent Supportive Housing	0
>30-50%	0
>50-80%	0
>80-100%	0
>100-120%	0
>120%	0
Total	0

Due to the zero projected population growth over the planning period, it is unlikely that the Town will need to expand its capital facilities over the next 20 years. The focus will instead be on maintaining and improving existing facilities as needed.

This Capital Facilities Plan should be updated annually as part of the Town's budget process, thereby ensuring that the Plan reflects the most current actual statistics related to growth in Lyman. The annual update allows for the implementation of capital facilities in accordance with both the level of service standards and the Town's concurrency policies.

Housing Affordability

Across the State of Washington, housing affordability is becoming an increasingly serious problem. Under the GMA, local governments are asked to analyze the impacts of policies and regulations of the Comprehensive Plan on the development of various types of housing, at various densities, and across a range of income levels. This analysis evaluates the current and projected housing needs of Lyman's residents. The outcome of this process will be policies that



provide opportunities for the development of the types and amounts of housing expected to be needed over the next twenty years.

Individuals and families at the lower end of the economic spectrum must spend more of their income on their housing. Between the twin problems of fewer available rental units and cost prohibitive rent, it is difficult for those with low incomes or fixed incomes to find rental housing in Lyman. The Town will develop policies, practices, and regulations that allow for the development of more affordable housing and will work with local agencies to find housing solutions for all current and future residents.

Racially Disparate Impacts

Introduction

Throughout Washington State, there has been a push to undo racially disparate impacts within the housing sector. A major component of House Bill 1220, passed by Washington State Legislature in 2021, includes the requirement of cities to conduct a Racially Disparate Impacts (RDIs) assessment of existing and past goals, policies, and regulations relating to housing.

Understanding and identifying RDIs is the first step towards undoing them. Racially Disparate Impacts occur when policies, rules, and practices negatively impact certain racial or ethnic groups in a community. These can often be challenging to identify and require analysis of past and present policies. Analyzing data, goals, policies, and regulations are an important first step for conducting an RDIs assessment. Important measures of RDIs include racial demographics of a community, cost burden by race, homeownership by income levels and race, and owner and rental rates by race. The purpose of this analysis is to determine if there are any inequities within the housing sector in Lyman.

The Town of Lyman is dedicated to a community that plans for and provides equitable housing. As a community that is built by its people, Lyman will work in tandem with citizens to balance investments and implement actions that meet the housing needs of all. It is the Town's objective to reduce and mitigate any policies or legacies that harm Black, Indigenous, and People of Color (BIPOC) communities, and to create a space in which people of all backgrounds can thrive.

History of the Land

Throughout U.S. history, a various laws and practices have influenced and impacted where specific groups of people, often people of color, can live, what opportunities they have access to, and their ability to build generational wealth through stable housing. White residents have historically benefitted from systematic racism in housing in this county, at the social and economic expense of black, indigenous, and other people of color.



Examples of systematic racism in the housing sector include redlining, which used racial and ethnic criteria to determine which neighborhoods and areas were eligible for government loans, the building of highways through racially diverse and low-income neighborhoods, and racially restrictive covenants, which explicitly restricted certain racial and ethnic groups from owning houses in certain neighborhoods. While made illegal by the U.S. government, these practices continue to impact communities of color today, restricting their ability to build generational wealth through homeownership and influencing where certain groups tend to be located in urban areas.

The area that is now Lyman is the ancestral homelands of the Upper Skagit and Sauk Suiattle Tribes. These tribes have called the Skagit Valley home since time immemorial and continue to live in and play an important role throughout the Valley. Settlers first came to the Lyman area in the 1870s and the town was officially incorporated in 1891. Historically in the United States, white settlers have displaced indigenous people from the land and limited them to reservation land. The Skagit Valley was no different, with the many tribes that have occupied and lived on this land being forced off of their ancestral lands.

Lyman has historically relied on natural resource extraction, such as logging and mining, as a primary economic source. Similar to many rural communities of its size and nature, the population has historically been predominantly white, with few people of other or mixed ethnicities.

Lyman's Approach

A full audit of the Town's municipal code, Comprehensive Plan goals and policies, and any other regulations was conducted. This was in an attempt to uncover any racially disparate impacts that occur through the Town's regulatory practices. The audit did not show any explicit RDIs that were occurring through Lyman's policies or regulatory language. References to 'town character' in the Comprehensive Plan goals and policies were changed to more objective criteria.

Community engagement efforts have included RDI related questions on community surveys and attempted outreach to local organizations. This has been met with limited responses, but the Town will continue to attempt to engage

Skagit County Approach

Skagit County's approach to their RDI analysis was similar to that taken by Lyman. The County analyzed history, housing data, and displacement risk. An in-depth analysis on housing and land use policies was undertaken, as well as identification of vulnerable populations. A list of RDI recommendations was produced, which included suggestions such as special zoning districts to encourage affordable housing and dedicating more housing to farm workers. More information on Skagit County's RDI analysis can be found in the 2025 Skagit County Comprehensive Plan.



communities on RDI issues. Ensuring that people of all background have equitable opportunities to obtain housing and live in a welcoming environment is important for the Town. There are many benefits to increasing racial and socioeconomic diversity in rural towns. Increasing diversity can lead to a stronger community with better social well-being. It can improve the sense of place and belonging in a community and can help to grow the economy of small towns.

Further outreach efforts and continuous audits of policies and regulatory practices and language will be important for Lyman to ensure that no RDIs occur in the future.

Demographic Results and Data Analysis

According to the 2020 Decennial Census, around 84.9 percent of residents in Lyman are white, 3 percent are American Indian and Native Alaskan, and 11.3 percent are two or more races. Currently, there is a lack of racial diversity in the Town of Lyman. Several factors could be at play for this lack of diversity. Rural towns of Lyman's size and the rural nature of the town play a role in the lack of diversity.

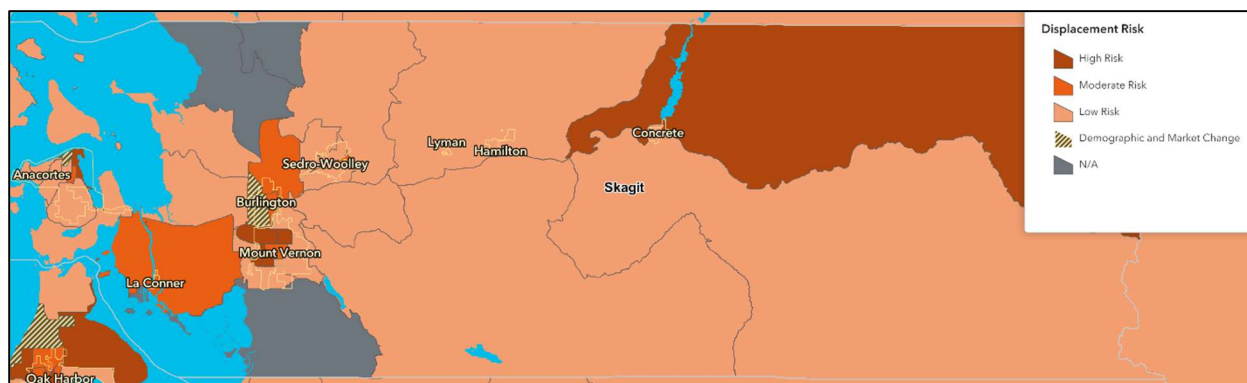
The University of Washington recently created a mapping tool where the location of historic and current racially restrictive covenants can be viewed. Racially restrictive covenants are illegal in the State of Washington, but many still exist and their legacies in the state continue to impact communities of color. While there are some racially restrictive covenants still remaining in Skagit County, there are none in the immediate Lyman area. Lyman will take all preventative measures possible to ensure that the impacts of racially restrictive covenants do not impact people's ability to own or purchase land in the area.

Displacement Risk

Displacement risk is the pressures put on a household, usually of a historically marginalized community, that threaten their ability to remain in their homes. This can result from a number of outside forces, including increased property values, natural hazards like wildfires or flooding, or other market forces. Displacement reduces marginalized communities' ability to stay connected with supportive networks, like friends and family, and limits their access to opportunities and services. The Washington Department of Commerce created displacement risk mapping, which categorizes different geographic areas as having low, moderate, or high risk of displacement for communities and people. Lyman was categorized as having low displacement risk, as seen in Figure 1 below. More urban areas and areas along the I-5 corridor tend to have higher displacement risk. In Skagit County, Mount Vernon and Burlington have high displacement risk, along with most of the Northeast quadrant of the county.



Figure 1
Skagit County Displacement Risk Map



RDI Results from Community Survey and Other Outreach

Community engagement through a comprehensive plan survey was a starting point for RDI engagement. Feedback from the RDI related questions in the community survey indicated that no RDIs are currently occurring in Lyman. However, it is challenging to make definitive conclusions from these results due to the potentially skewed survey results based on who tends to take surveys. However, it does indicate that RDI's are not overtly occurring in Lyman.

Outreach to other community organizations, such as the local church and organizations, and review of Skagit County's RDI analysis were undertaken as part of the RDI analysis process. Outreach efforts to the local church were unsuccessful due to a lack of response. One local organization was willing to help with survey distribution. Analysis of Skagit County's was helpful in drawing conclusions regarding RDIs in Lyman. Based on the County's analysis, RDIs primarily occur in the agriculture industry, most of which occur in rural Skagit County and is out of Lyman's jurisdiction. The Town will make all efforts possible to ensure that RDIs do not extend into Lyman.

Barriers for Affordable Housing

Throughout Washington State, jurisdictions, including Lyman, have faced challenges in developing affordable housing that people of all income levels can afford. There are multiple barriers to affordable housing in the Town.

One barrier is the environmental constraints within the town. South of Lyman is the Skagit River and to the north there are foothills that are challenging to develop in. This means that there is little room for expansion, making the development of housing challenging.



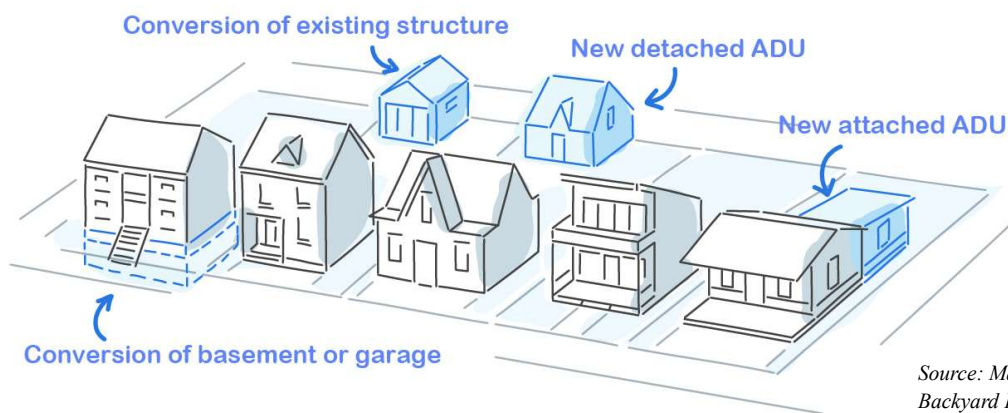
Paired with the environmental constraints is the lack of a sewer system in the town. All buildings in Lyman, including residential ones, rely on septic systems. This limits the intensity of lot development and density that can be achieved in the town. Affordable housing tends to be higher intensity, which leads to more innovative solutions, such as tiny homes or accessory dwelling units, being pursued to accommodate any affordable housing needed in Lyman.

The final major barrier to affordable housing in Lyman is the lack of services readily available. While the Town is relatively close to larger urban areas like Sedro-Woolley, essential services, such as medical care or employment opportunities, can be a challenge for residents to easily access. A bus route does travel through town, connecting Lyman to the rest of Skagit County. However, bus trips are infrequent and time consuming, causing bus transit to not be a viable primary mode of transportation for many people.

Due to Lyman's unique situation, there will need to be special considerations when developing affordable housing units. Smaller scale units will be essential for meeting the community's vision for the town, as well as accounting for the other barriers discussed.

Special Housing Needs

Accessory Dwelling Units



Accessory Dwelling Units, or ADUs, can be an effective tool to help increase density, affordability in housing, and diversify housing options in neighborhoods while keeping the same general aesthetic. While ADUs do increase the density of neighborhoods, it tends not to be at extreme levels. They add slightly more dwelling units to a neighborhood without increasing the overall density of the houses themselves and the general feel of the neighborhood. They are an effective way to increase affordable housing options for people in lower income brackets without making the neighborhood feel too crowded. They can also make previously inaccessible neighborhoods accessible to people of different racial and ethnic and economic backgrounds.



As the Town of Lyman is constrained by the limitations of nearby critical areas as well as operating no public wastewater public infrastructure, the recently enacted State Legislative bill, HB1337, bears no impact on the Town's consideration for where and when ADUs may be utilized in town. Specifically, the legislature directs that *"A city or county may not authorize the construction of an ADU in a location where development is restricted under other laws, rules, or ordinances as a result of physical proximity to on-site sewage system infrastructure, critical areas, or other unsuitable physical characteristics of a property."* Despite the lack of requirement to allow for ADUs, the Town of Lyman should still consider them as an affordable housing option for current and future residents.

Elderly Housing

There are several different types of housing which have emerged over the past fifteen years to serve the elderly population in a group setting. The two major types are generally divided into continuing care retirement communities and independent living apartments. Continuing care retirement communities offer the elderly an opportunity to age in place. They are offered guaranteed healthcare and many other different kinds of services. Independent living apartments generally do not have healthcare facilities on-site. They tend to be group homes that allow people to live more independently and have shared community spaces such as meeting rooms, dining areas, and libraries.

Since in most cases these housing types require hookup to a sewer system, they are not feasible in Lyman due to the lack of a sewage treatment plant. Alternative options can be explored by the Town if it is desired by residents.

Tenant-Homeowner Match Program

A concept similar to shared housing is the tenant-homeowner match program. The principal difference is that in the tenant-homeowner match program, the services to be rendered by the tenant to the elderly homeowner are more formalized than in shared housing and spelled out in a contract between parties. In shared housing the two parties are generally elderly individuals, while the tenant-homeowner match program usually involves either a young single person or a young couple and an elderly homeowner. The tenant, in return for paying the minimum rent, provides such services as home maintenance, errand running, house cleaning, etc., free of charge.



Housing for Individuals with Disabilities

This is a broad category that includes housing for individuals living with disabilities. Group homes for those living with disabilities are more likely to occupy existing vacant homes, rather than new, purpose-built structures, due to limitations related to septic requirements.

Homelessness

An element about housing would not be complete if it did not address the growing issue of homelessness. Homelessness is a significant challenge facing society as a whole. Lyman is not immune to the problem and may see a rise in homelessness in the future. The Town must do its part to provide the housing needed to accommodate people at all income levels and provide any necessary services needed in the future. Skagit County has a 5-year Homeless Housing Plan that is expected to be finalized and adopted by the end of 2025. The Town of Lyman will support the County in its effort to combat homelessness and provide housing for all.

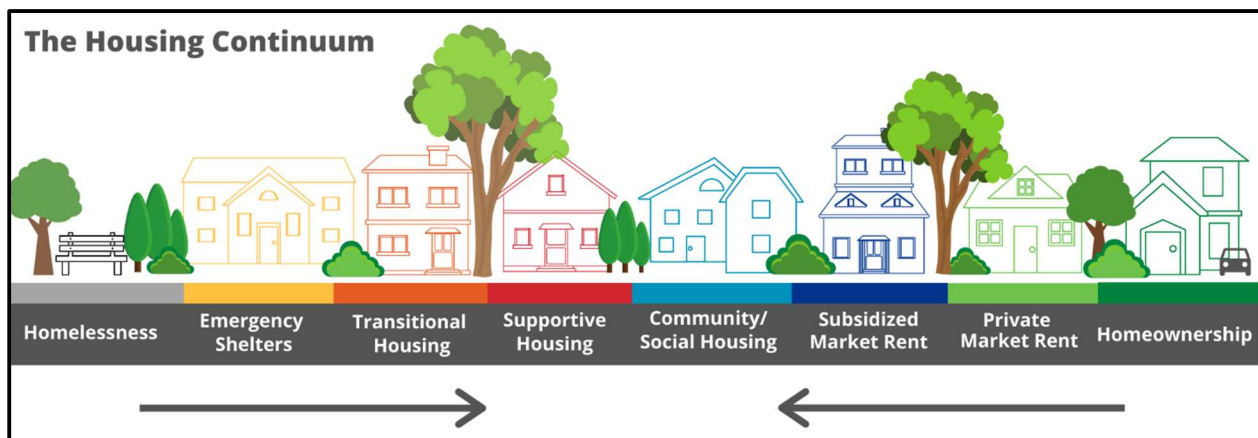
Group/Alternative Housing

Alternatives exist for housing that meets the needs of low-income individuals and families, and that also reflect society's changes toward fewer people purchasing homes and looking for alternatives. House Bill 1220 lays out new requirements for jurisdiction to plan for and accommodate Permanent Supportive Housing (PSH), Transitional Housing (TH), emergency shelters, and emergency housing. PSH and TH are now legal in any zones where residential dwelling units are allowed. Emergency shelters and housing are allowed in any zones that allow for hotels. Given Lyman's rural setting and lack of a townwide sewer system, it is unlikely that any of these housing types would be proposed in the Town. Skagit County doesn't project there to be any demand for PSH or TH in Lyman by 2045. Hotels are permitted in the Business and Commercial District, which will require the Town to allow for emergency shelter and housing in that zone. Despite not being allocated any PSH or TH, it is still important that the Town consider the uses of and be capable of accommodating any of these facilities in the future. Descriptions of these housing options are as follows:

1. **Permanent Supportive Housing:** Permanent supportive housing is a housing type that allows people who have struggled with chronic homelessness or are in danger of experiencing homelessness with stable, long-term housing options. These facilities provide employment, healthcare, and treatment services for residents, either on- or off-site. There are usually many residential units in these facilities and there is a screening process and background check for residents. Residents are allowed to live at these facilities as long as they need or want.



2. **Transitional Housing:** Transitional housing is a housing type that provides a temporary dwelling for people who are seeking a more permanent housing option. People who are at risk of homelessness or who have experienced chronic homelessness are the target of this service. Transitional housing provides many similar services to permanent supportive housing, including services to assist residents to with finding permanent housing. The time limit of occupancy at these facilities is usually 18 to 24 months, after which the resident will hopefully be transitioned into permanent housing. There are no walk-up units at these facilities, with residents having to go through a screening process to ensure they will be suitable residents.
3. **Emergency Shelters:** Emergency shelters provide temporary shelter for those who are experiencing homelessness. These shelters provide warming centers and overnight sleep areas for people. There is walk-up access to these shelters, with residents not being required to sign a lease or occupancy agreement.
4. **Emergency Housing:** Emergency housing is a short-term housing option for people who are in danger of experiencing homelessness or are experiencing homelessness. The stay is usually limited to 60 days. These facilities offer services and basic needs, like clothing, food, and hygiene supplies. There is a low bar of entry for these facilities and walk-ups are permitted.



Source: Muskoka Housing Task Force

All residential units in Lyman are served by septic systems, which requires that all such alternative housing must first comply with septic system regulations as set by the Washington State Department of Health and Skagit County Health Department. Alternative housing must also meet all applicable regulations such as building codes, critical areas regulation, and Lyman Municipal Code requirements.



Housing Goals and Policies

Goal H-1 Provide a range of housing types to encourage an adequate choice of living accommodation for all current and future residents of Lyman at all income levels.

- H-P1.1 Strive for a variety of housing types and prices, including middle housing, accessory dwelling units, and small-lot single-family units.
- H-P1.2 Encourage private sector efforts to secure federal and/or state funds to provide housing for elderly and disabled citizens.
- H-P1.3 Evaluate the effectiveness of development regulations to encourage residential developments that increase housing choice and affordability and are compliant with existing zoning regulations.
- H-P1.4 Encourage new sustainable, innovative designs that are energy efficient, fire resistant, and use less expensive building materials.
- H-P1.5 Evaluate the effectiveness of development regulations to encourage residential developments that increase housing choice and affordability and are similar in size and form with existing and adjacent neighborhoods.

Goal H-2 Ensure the preservation of existing housing stock and resilience to climate change by encouraging proactive measures to keep properties safe from natural disasters.

- H-P2.1 Conserve the Town's existing housing through code enforcement and participation in rehabilitation programs.
- H-P2.2 Encourage individual homeowners to reinvest in their homes by providing information, technical assistance, and referrals to appropriate agencies.



- H-P2.3 Encourage owners of buildings that are showing signs of deterioration to bring their homes into conformance with building code standards through voluntary community-wide compliance programs.
- H-P2.4 Maintain public infrastructure in residential areas to preserve the aesthetic and vitality of existing neighborhoods.
- H-P2.5 Keep neighborhoods livable through active code enforcement and control of nuisances, such as junk, old cars, and litter.

Goal H-3 Promote strong, stable residential neighborhoods through public investments in physical improvements.

- H-P3.1 Focus moderate density housing options close to commercial areas, transportation facilities, and public services.
- H-P3.2 Encourage innovative housing development, such as planned unit developments, accessory dwelling units, and cottage housing that increases the range of housing types available.
- H-P3.3 Promote new innovative designs that are energy efficient, fire resistant, and use less expensive building materials.
- H-P3.4 Encourage the protection of existing single-family residential neighborhoods while also providing affordable housing in the form of accessory dwelling units and small-scale middle housing options.

Goal H-4 Encourage the availability of affordable housing to all income levels within the Town.

- H-P4.1 Encourage local participation in state programs that facilitate home ownership by extremely low, very low, low, and moderate-income families.



- H-P4.2 Review and monitor development regulations and standards to promote time-efficient and economical permit procedures that do not unnecessarily add to the time or cost of developing housing.
- H-P4.3 Allow manufactured homes under ordinances and regulations governing other residential buildings, provided the dwelling unit is certified by the Washington State Department of Labor and Industries as meeting the Factory Built Housing code, if set on a permanent foundation, with the wheels and tongue removed and skirting applied.
- H-P4.4 Ensure that building code is consistent with the State Department of Labor and Industries standards for siting and the Department of Housing and Urban Development's Safety and Construction Standards for manufactured homes.

Goal H-5 Promote fair and equal access to housing for all persons regardless of race, color, religion, gender, age, national origin, family status, source of income, or disability.

- H-P5.1 Ensure that zoning and development regulations are fairly applied to all persons regardless of race, color, religion, gender, age, national origin, family status, source of income, or disability, including group homes, consistent with the Federal Fair Housing Act.
- H-P5.2 Encourage the utilization of the housing resources from federal, state, and private sources to assist in providing better housing opportunities for members of historically disadvantaged groups.
- H-P5.3 Residential areas should include space for affordable housing for elderly, historically disadvantaged, disabled and low-income households.
- H-P5.4 Make reasonable accommodations in regulations, policies, practices, and services to afford persons with disabilities and other special needs equal opportunity to use or enjoy a dwelling.
- H-P5.5 Evaluate and continue to monitor existing housing trends, such as homeownership rates and displacement, to identify any racially disparate impacts in housing.



- H-P5.6 Collaborate with community groups, organizations, non-profits, and businesses to help vulnerable groups obtain and maintain housing.
- H-P5.7 Engage and partner with communities most disproportionately impacted by housing challenges to inform strategies, actions, regulations, and resource allocation decisions.
- H-P5.8 Track implementation and performance to ensure policies are working to undo racially disparate outcomes, exclusions, and displacement.





Transportation Element

Introduction

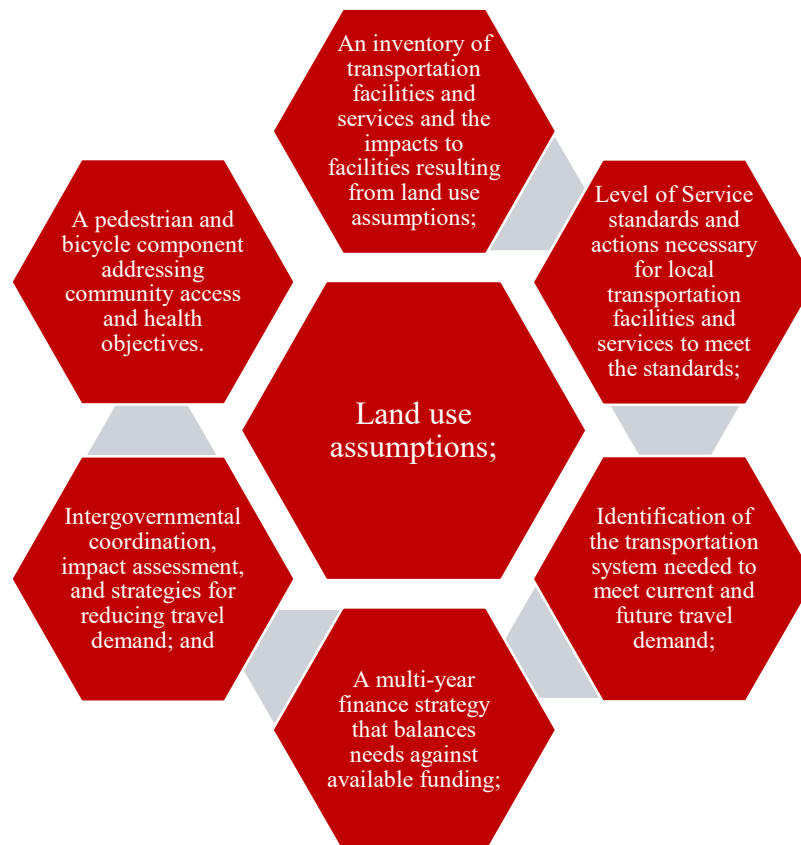
The Transportation Element is an integrated part of the overall Lyman Comprehensive Plan that establishes a plan for transportation infrastructure and facilities to accommodate the community's anticipated level of growth.

The Growth Management Act (GMA) outlines the requirements for a Transportation Element that the Comprehensive Plan must contain. Specific requirements can be found in RCW 36.70A.070. Additional requirements are contained in the Clean Air Conformity Act and in WAC 173-420-080.

Transportation Planning Under the GMA

The Transportation Element is required to comply with the GMA, Skagit County Countywide Planning Policies (CPPs), Washington State Department of Transportation (WSDOT) guidelines, and other elements of the Lyman Comprehensive Plan.

This Element will contain the following, as mandated by the GMA:





Concurrency

One of the goals of the GMA is to properly guide development and growth while protecting transportation systems from deteriorating to inadequate levels. To meet this goal, the GMA requires jurisdictions to plan for “concurrency”. As defined in the GMA, concurrency is an evaluative process requiring any new growth to be accompanied by appropriate transportation facilities or programs that maintain an acceptable Level of Service. This is to ensure that new growth and development do not outpace transportation facilities abilities to accommodate the population.

Appropriate concurrency policies ensure a balance between population and employment growth, land development, and transportation capacity, allowing members of the community to reap the benefits of economic growth without feeling the negative impacts of such growth. Residential and economic growth within the Town is affected by forces beyond the extent of the Town’s control, such as population or market trends. Necessary funding, environmental limitations, and other social, political, and cultural pressures often affect the ability to build additional capacity into the transportation system. The Town’s adopted Level of Service seeks to balance these various internal and external pressures. Concurrency is used as a regulatory tool to ensure that new development is matched with adequate transportation infrastructure.





Key Transportation Concerns

Functioning Street System

The key transportation concern for Lyman is to maintain a functioning street system as traffic continues to increase while also preserving the small-town feel of the town. However, traffic on State Route 20 (SR 20) already conflicts with this image of a rural residential community. Future roadway traffic volumes may further diminish the small-town feel of the Town and result in more urban-scale transportation improvements to accommodate the traffic growth.

Traffic Speeds on SR 20

Traffic speeds going through town are also a major concern, with the lack of speed reduction on the portion of SR 20 that goes through Lyman making pedestrian travel across SR 20 challenging. Given the fact that there are businesses and residences along SR 20, the Town feels that it is necessary for there to be a speed reduction zone through Lyman. Upriver, in Concrete, there is a speed reduction zone and traffic lights. With there being businesses along the north side of SR 20, there is a desire for pedestrian access to these businesses from the main residential area, which is south of SR 20. A signaled crosswalk, as well as speed reduction, is desired from the Town.

Additional Concerns

Additional community concerns include ensuring access to jobs and services, providing local vehicular and pedestrian access to key destinations, ensuring public safety, speed reduction on main roadways in town, and protecting the environment.



Inventory and Analysis

This section of the plan is an inventory and analysis of the existing transportation network and facilities, used to evaluate the existing conditions, capabilities and deficiencies in the transportation system and will be the basis for determining future planning and funding needs.

Air



Air transportation facilities include landing strips, airports, hangars, and other facilities used for air transportation and airplanes. There are no air transportation facilities, airports or landing strips in Lyman. The closest air transportation facilities are in Concrete, where there is a municipal airport, and west of Burlington, where there is the Skagit Regional Airport. The largest nearby airport is Sea-Tac in the Seattle-Tacoma area. There is no need for any air travel facilities to be established in Lyman, as the proximity to regional and local airports is sufficient to serve the population's size and needs.

Water



There are multiple different kinds of water transportation facilities, including ports, ferry terminals, marinas, boat launches, and many other types of facility used for water and boat transportation purposes. There is currently no commercial water transport or trade in Lyman. No boat launch exists in Town. At this time, there is not a need to establish public or commercial water facilities. If the need arises, the Town can discuss the creation of a public boat launch.

Rail



Rail facilities can include passenger or cargo terminals, rail yards, train tracks, maintenance facilities, and other rail and train-related facilities. Lyman has no operating rail transportation. The abandoned Burlington Northern Railroad line running east and west through Lyman and upriver has been purchased by Skagit County and was converted to a recreational trail. At this time, there is no plan to establish any new rail lines or facilities in the Lyman area.



Roadways



Roadways are publicly accessible rights-of-way that are primarily used for car and other motorized vehicle use. A description of the roadway classifications and each of Lyman's roadways can be found in the Roadway Functional Classification section of this Element. Roadways in Lyman are generally in fair to good condition. Some of the roadways in town are marked, but due to the slow speeds and low capacity, local access roads do not need to be. South, East, and West Main Streets have some markings but are generally worn and not always visible. Pipeline Road has newer markings that are more visible. It is the Town's desire to repaint worn roadway markings when funds become available. Most roadways are paved with asphalt, but some are gravel. The gravel roads are all local access roads and are generally in good condition. Regular maintenance is required for gravel roadways.

Ensuring roads are well maintained and well-marked is a priority for Lyman. The Town will work with WSDOT and other local transportation organizations to ensure that roads are kept safe and maintained.

Parking



On-street parking is available all along South Main Street in marked, parallel parking spots. Visitors to Town Hall, the Post Office, the Lyman Tavern, and surrounding residences can utilize these parking spaces. There is sufficient on-street parking on South Main Street to meet the needs of the surrounding area. Other hot spots in town, such as the elementary school or church, have their own off-street parking. Businesses along State Route 20 also have their own dedicated off-street parking areas. No additional parking facilities are needed in town as the current parking situation is sufficient to meet residents' and visitors' needs.



Multimodal and Pedestrian Circulation



Multimodal and pedestrian circulation facilities and infrastructure can take a variety of forms. They can include sidewalks, dedicated bike lanes along roadways, multi-use paths, trails, and any other facility that is primarily used by pedestrian and non-motorized transportation methods. The Town of Lyman has sidewalks on both sides of South Main Street and on one side of West Main Street. The other streets in and throughout town do not have sidewalks. A new sidewalk along Prevedell Street could be desired in the future, if speed is reduced along State Route 20 for better pedestrian connectivity. There are no marked bike lanes or routes through town, but bikers are able to use the Cascade Trail that runs parallel along East and West Main Street. The only marked crosswalks in town are near the Lyman Elementary School.

Skagit County has purchased the right-of-way from Burlington Northern Railroad and developed a regional trail that runs from Burlington to Concrete.

US Bicycle Route 10 was certified in 2014. It connects Anacortes in the west to Newport in the east. It runs through Lyman along Lyman-Hamilton Highway.

Multimodal and pedestrian transportation facilities in Lyman are currently adequate except for the intersections with State Route 20. While there is no existing bicycle infrastructure, the low speeds and lack of traffic in town allows bicyclists to comfortably navigate surface streets. Creating dedicated pedestrian and crossing areas along State Route 20 is important for the town, as it would allow for better connectivity and safety.

Public Transportation



Currently, Lyman is served by Skagit Route 70X, which goes through town roughly every hour. Skagit Transit provides the bus service. A more detailed description of transit in Lyman can be found in the Multimodal Transportation and Level of Service section of this Element. The public transportation currently provided is sufficient to meet the needs of Lyman residents.



Road Functional Classification

The functional classification of a transportation system groups the existing roads according to the character of the service they provide. This classification of roadway segments is based on the road's overall use in the road network. Roadways are assigned to one of four general functional classifications within a hierarchy according to the character of travel service each roadway provides.

Major Arterial

Major arterials serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate movement. In most cases, major arterials are state or federally owned and maintained highways that are paved and well-marked.

Minor Arterial

Minor arterials provide service trips of moderate length, serve geographic areas that are smaller than their higher Arterials counterparts and offer connectivity to the higher Arterial system. These roadways can either be state or locally owned and maintained and are paved and well-marked.

Collector Arterial

Collector arterials serve a critical role in the roadway network by gathering traffic from local roads and funneling them to the Arterial network. Almost all collector arterials are owned and maintained by local jurisdictions and tend to be paved.

Local Access Road

Local access roads are not intended for use in long-distance travel. Local roads are often designed to discourage through traffic. Local roads are often classified by default. In other words, once all Arterial and Collector roadways have been identified, all remaining roadways are classified as Local Access Roads in accordance with the Federal Highway Administration's Highway Functional Classification Concepts, Criteria, and Procedures guidance. Given their local and less-travelled nature, local access roads can either be paved or unpaved.



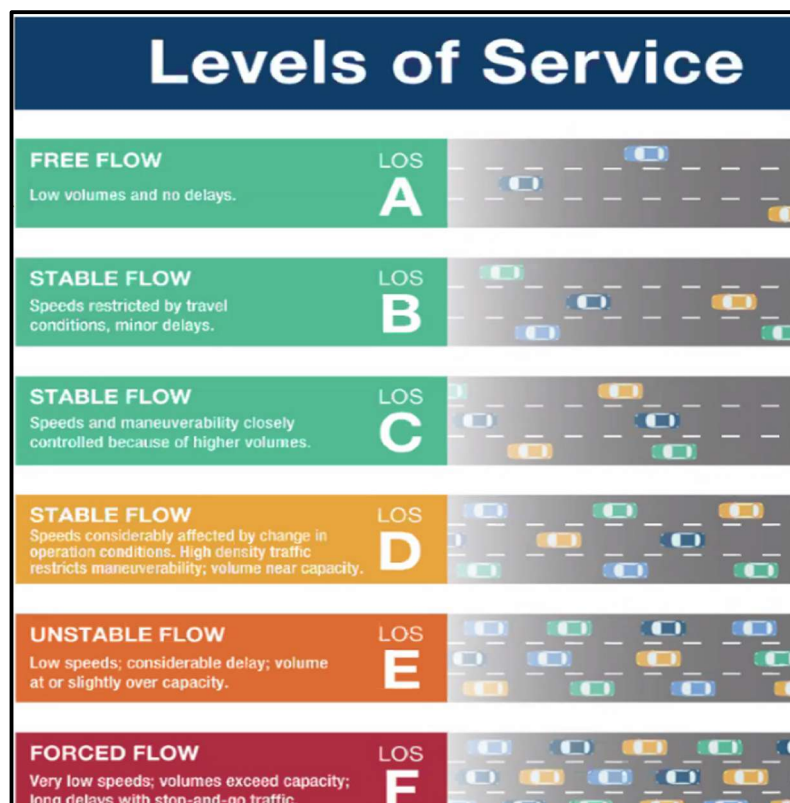
The four road types and various roads in and around Lyman are provided below in Table TR-1. The table was created with the assistance of a WSDOT roadway classification tool which helped to identify different roadway classifications.

Table TR-1: Town Roadway Classifications	
Road Type	Road in Classification
Major Arterial	State Route 20
Minor Arterial	Lyman-Hamilton Highway, East Main Street, West Main Street, Prevedell Road, Pipeline Road
Collector Arterial	South Main Street
Local Access Road	All roads not included above

Roadway Level of Service Standards

This Transportation Element, in accordance with the GMA, must establish Level of Service (LOS) standards for all roadways in Lyman. The Town has the responsibility of prohibiting any development that would result in the LOS on any roadway not being met, unless improvements are undertaken to mitigate these impacts concurrent with the proposed development.

The term "Level of Service" is an estimate of the quality and efficiency of performance of the transportation facilities in a community. For Lyman to determine whether or not its roads are achieving proper LOS standards, national criteria have been established by the Institute of Traffic Engineers' Transportation Research Board that are used statewide. These criteria employ six different levels, designated by the letters "A" through "F." Level of Service "A" represents the best operating conditions and "F" indicates the worst. Each LOS has a "delay time" associated with it (Table TR-2).



Source: State of Michigan Transportation Economic Development Fund Applicant Guide



Generally, LOS "A" is a free-flowing condition and LOS "F" means a significant and generally unacceptable delay. The Town of Lyman has determined that LOS "C" is the minimum adequate LOS for all roadway intersections and links.

The only major LOS concerns in Lyman are along State Route 20. Increased industrial activity in neighboring Hamilton has caused more traffic year-round on State Route 20. This can make it challenging for residents to get on and off the highway during peak hours. The Town will work with WSDOT to find solutions to the problem.

Table TR-2: Intersection Level of Service Definitions

Level of Service	Expected Delay	Intersection Control Delay (seconds per vehicle)	
		Unsignalized Intersections	Signalized Intersections
A	Little/No delay	≤ 10	≤ 10
B	Short delays	> 10 and ≤ 15	> 10 and ≤ 20
C	Average delays	> 15 and ≤ 25	> 20 and ≤ 35
D	Long delays	> 25 and ≤ 35	> 35 and ≤ 55
E	Very long delays	> 35 and ≤ 50	> 55 and ≤ 80
F	Extreme delays	> 50	> 80

Estimating delay time enables identification of areas with traffic capacity deficiencies. If traffic capacity deficiencies exist, projects to increase traffic capacity are identified. Mitigation for the impacts of development may be in the form of Impact Fees and/or construction of identified projects.

Multimodal Level of Service

Multimodal transportation is a broad distinction that defines any mix of modes of transportation systems, including pedestrians, bikes, public transit, ferries, and railways. This includes many different kinds of transportation networks and their connectivity. The GMA required jurisdictions to plan for multimodal transportation and establish Multimodal Level of Service (MMLOS) standards.

Currently, the Town has a fairly limited multimodal transportation network. This is due to the limited funds available to invest in a more robust network and the lack of local demand. The following sections will give descriptions of the existing multimodal facilities and describe the MMLOS for each type of transportation system.



Transit Service and LOS

Skagit Transit has one transit route that serves the Town of Lyman. Skagit Transit Route 70X has a stop in along East Main Street and comes through town roughly every hour. The route goes between Mount Vernon and Concrete, connecting most of the Skagit Valley communities along State Route 20. Bus service begins on weekdays at 6:45 am from Sedro-Woolley and ends at 8:55 pm in Mount Vernon. On Saturdays, service begins at 8:10 am in Sedro-Woolley and ends at 6:00 pm in Mount Vernon. On weekdays there is also a morning express that begins at 4:55 am in Sedro-Woolley and ends at 7:06 in Mount Vernon. The Town of Lyman will continue to work with Skagit Transit to ensure adequate bus service for residents continues in the future.

Table TR-3 below shows the desired Level of Service for transit services in Lyman. The Town can reach “green” LOS standard by working with agencies to attract new fixed transit routes, higher service frequencies, and/or additional paratransit services. The “yellow” standard would represent the minimum target and involves the Town coordinating with agencies to maintain its existing transit service.

Table TR-3: Transit Level of Service	
LOS	Descriptions
Green	Establish additional local transit service, and exploration of non-fixed route services, such as van-sharing programs and on-demand shuttle services.
Yellow	Work with local transit agencies to maintain the existing transit service.
Red	Reduction of the current transit service.

Walking and Pedestrian LOS

While local streets tend not to need fully separate sidewalks or paths due to their low traffic volumes and slow speeds, the Town’s secondary and collector arterials warrant some level of pedestrian infrastructure. Lyman does have a fairly extensive sidewalk network for a jurisdiction of its size. South Main Street has sidewalks on both sides of the street with a physical buffer and West Main Street has a sidewalk on one side of the street from the intersection with South Main Street to the end of the school zone. The Americans with Disabilities Act (ADA) also plays a factor in establishing walking and pedestrian LOS standards. Creating a pedestrian infrastructure network that is ADA compliant is important to meeting MMLOS standards.

There are around 5,100 feet of sidewalks in Lyman. The only three sidewalks in town are along the north side of West Main Street and on both the east and west sides of South Main Street. West Main Street’s sidewalk is roughly 3,100 feet long and South Main Street’s two sidewalks are roughly 1,000 feet long each. All of the sidewalks are in good condition and are ramped for accessibility.



Table TR-4 shows the desired LOS for walking infrastructure in Lyman for different roadway classifications.

Table TR-4: Walking and Pedestrian Level of Service			
LOS	Major and Minor Arterials	Collector Arterials	Local Access Roads
Green	ADA compliant sidewalks with physical buffer on both sides of the street.	ADA compliant sidewalks with physical buffer on at least one side of street.	ADA compliant sidewalk present on at least one side of street.
Yellow	Sidewalk with physical buffer on at least one side of street.	Dedicated space along roads for paved sidewalks.	Dedicated space along roads for sidewalks.
Red	No sidewalk.	No sidewalk.	No sidewalk.
Note: Physical buffer includes curb/gutter or landscape strip/swale.			

Biking LOS

The Town, where feasible, should provide accommodation to support bicyclists' safety and comfort. Priority shall be given to roadway corridors with low speeds and traffic volumes that make it suitable for bicyclists to share the roadway with vehicle traffic.

Table TR-5 below establishes LOS standards for bicycle facilities in Lyman with respect to the priority corridors discussed above.

Table TR-5: Biking Level of Service	
LOS	Along Priority Corridors
Green	Provide unique, additional biking accommodation or facilities (e.g. bike lane, multi-use trail).
Yellow	Preserve existing bicycle-friendly roadway conditions.
Red	No biking accommodations or reduction in bicycle-friendly roadway condition infrastructure.

Transportation Demand Management

Transportation Demand Management (TDM) is centered around maximizing the consistency and efficiency of existing transportation systems and ensuring that transportation systems are reliable and accessible to all. Through the use of TDM, a transportation network can help provide for the safe movement of people while also incorporating systems to prevent negative impacts for people with low income, people of color, people of all ages, and people with special transportation needs. This also includes acting to reduce pollutants generated by vehicles and forming strategies to mitigate traffic congestion throughout the city. Strategies include commute



trip reduction, carpooling, transit, teleworking, flexible work hours, and increasing bike lanes and walkability.

The Town of Lyman does not have any major employers in the town but will consider working with large local employers in the future to support TDM efforts. Informing residents about TDM strategies and their benefits can also help to ease transportation burdens in and around the town.

Future Transportation Needs

While future plans must deal with correcting identified deficiencies, it should also address how the community can meet the transportation demand that will be necessary following population changes in the 20-year planning period. The Town of Lyman was allocated zero projected growth by Skagit Council of Governments for the planning period, but the Town believe it is likely that a limited amount of growth will occur in the next 20 years. Given the zero-growth allocation by Skagit Council of Governments, there is little need to expand transportation facilities beyond their existing area. More of a focus can be put on upgrading and maintaining existing transportation facilities.

Since the existing transportation system and infrastructure adequately serve the population, the most important factor in planning for future transportation needs for Lyman will be to ensure that the existing transportation network remains at the current level of functionality. This requires making necessary improvements when needed and conducting regular maintenance on transportation facilities. If unforeseen levels of growth occur in the planning period, the Town will need to adjust and improve its transportation system as needed. The Town will work with WSDOT, Skagit County, neighboring jurisdictions, and other entities to ensure that transportation facilities are maintained at an adequate level of service for the population.

Funding

Though the Town of Lyman is small in size and population, the Town's long-term growth is dependent on maintaining the existing transportation infrastructure in and around the area. When funding transportation projects, the Town will consider the cost effectiveness of decisions, ensuring that projects are consistent with the regional vision and the Town's plans. This includes prioritizing maintenance of Lyman's current transportation systems over investments made into new transportation or capital improvements while also investing in transportation systems that support compact, pedestrian, and transit-oriented developments when appropriate. Therefore, reducing the need for new transportation systems and reducing spending on improving new systems. Further discussions of funding capital improvement and transportation-related projects is located in the Capital Facilities Element.



Financing for transportation improvement costs must be sourced from town funds and grant opportunities. It is anticipated that the total funding for the transportation improvements planned by 2029 will total at least \$80,000. The Town has limited local funds due to its small size and limited tax base, meaning that local funds alone are unlikely to be sufficient to fully fund the identified projects in the six-year Transportation Improvement Plan. Grants will be an important source of funds for transportation-related projects.

Revenue sources available to the Town of Lyman for transportation facility improvements fall under two types, multi-use, and single-use revenue sources.

- Multi-use: taxes, fees, and grants which may be used for virtually any type of capital facility, but which may become restricted if and when adopted for a specific type of capital facility. These include property tax, general obligation bonds & lease-purchase, and councilmanic bonds.
- Single use: taxes, fees, and grants which may be used only for a particular type of capital facility. For transportation, these revenue sources include Motor Vehicle Fuel Tax, Local Option Fuel Tax, Commercial Parking Tax, and Transportation Benefit District, a program which the Town can consider adopting as a financing system for necessary transportation facilities improvements.

There are multiple grant funding sources available for the Town of Lyman for transportation projects. The Transportation Improvement Board for Washington State offers grant money for many different types of transportation-related projects. Washington State Department of Transportation is another potential funding source for certain eligible projects in Lyman. A variety of other grant opportunities exist as well. Finally, the Town can pull from its own budget to complete lower-cost projects if needed.

**Table T-6: Summary of Six-Year Transportation Improvement Plan**

Project Name	Network	Project Limits	Priority	Funding Source	Cost Estimate	Description of Activity
Complete Streets Ordinance	Multimodal	Townwide	High	Local Funds, WSDOT, TIB, PWB	\$2,000	Mandate new roadway projects to include facilities for all users
Paving Town Roadways	Roadway	All paved streets	Medium	TIB, Local Funds, PWB	Varies	Asphalt overlay of all paved town roadways
Sidewalk on Prevedell Street	Active	Prevedell Street	Medium	Local Funds, WSDOT, TIB, PWB	\$35,000	New sidewalk along Prevedell Street to connect businesses on SR 20 to the rest of town
Update Impact Fees	Roadway	Town Municipal Code	Low	Local Funds	Varies	Update the Town's development regulations to include transportation-related impact fees on new development
ADA Transition Plan	Multimodal	Administrative	Medium	Local Funds, WSDOT	Varies	Create and implement an ADA Transition Plan for the Town
Sidewalks on East Main Street	Active	East Main Street	Medium	Local Funds, WSDOT, TIB, PWB	\$40,000	New sidewalk along East Main Street to the end of Town limits
Repainting Town Crosswalk	Multimodal	Townwide	High	Local Funds	\$300	Repainting crosswalks throughout town
Repainting roadways	Roadway	Townwide	High	Local Funds, TIB	\$1,000	Repainting roadways that have faded markings throughout town

Table T-7: Summary of Twenty-Year Transportation Improvement Plan

Number	Project Name	Potential Funding Source
1	Paving Town Roadways	TIB, PWB, Local Funds
2	Updated Impact Fees	Local Funds
3	Repainting Roadways	TIB, Local Funds



Transportation Goals, Policies, and Implementation Strategies

Goal T-1 Provide a transportation system that includes streets, sidewalks, and trails, that supports the Land Use Element, and that meets the needs of residents traveling by automobile, transit, bicycle, or pedestrian means.

- Policy T-1.1 Maintain a system of transportation facilities and services that adequately serves the access circulation needs of Town residents and visitors, that seek to improve the transportation facilities, and that recognize changes in the community's needs.
- Policy T-1.2 Encourage local street connections that do not rely on State Route 20 (SR 20).
- Policy T-1.3 Improvements to Lyman's transportation system should accommodate not only existing conditions, but also projected growth based on a realistic evaluation of the impact of State, Regional, and County planning policies.
- Policy T-1.4 Lyman adopts an intersection Level Of Service (LOS) standard of "C" for roadways within the Town (not including intersections with SR 20).
- Policy T-1.5 Reassess land use and transportation assumptions if the LOS standards cannot be maintained due to funding shortfalls.
- Policy T-1.6 Promote ridesharing, transit use, pedestrian travel, and other viable options that reduce single occupant vehicle travel and greenhouse gas emissions.

Goal T-2 Preserve and enhance the small town and rural-residential design and aesthetic of the community through application of street standards as well as the use of sidewalks, trees, benches, and other amenities that promote a sense of community.



- Policy T-2.1 Encourage property owners to maintain the appearance of public right-of-way adjacent to their property.
- Policy T-2.2 Streets in the Town's core should maintain a network-grid pattern of traditional, small-town development.
- Policy T-2.3 Encourage and develop the connection of streets, walkways, and bicycle paths when considering the development of new or improved capital facilities to minimize cul-de-sacs, dead-end streets, and other design features that reduce circulation and limit emergency access between neighborhoods, transit stops, public facilities, and commercial as well as recreational areas.

Goal T-3 Ensure pedestrian and traffic safety and convenience through the design, construction, and maintenance of multimodal transportation infrastructure.

- Policy T-3.1 Encourage safety and beautification projects for all roads in the Town.

Strategy: Incorporate safety and beautification projects into the Town's Capital Improvement Plan.

- Policy T-3.2 Work with local public safety officials to identify and evaluate unsafe traffic conditions along major roadways and evacuation routes while working to improve traffic safety through installation of appropriate street improvements.
- Policy T-3.4 Recognize the needs of, and incorporate designs for, emergency and refuse collection vehicles as well as public transportation in Town road design and construction.
- Policy T-3.5 Recognize the important role that sidewalks, trails, and streetlights play in providing a safe and attractive environment within the community and maintain design standards.
- Policy T-3.6 Sidewalks shall be designed and constructed to allow for disabled access in compliance with ADA guidelines.



Goal T-4 Provide transportation facilities and services in a manner that protects and enhances the environment.

- Policy T-4.1 Require new streets, and streets that are substantially improved, to include low maintenance landscaping strips and street trees at the time of development.
- Policy T-4.2 New transportation facilities shall be designed to minimize impacts on environmentally sensitive areas, including natural drainage patterns. The Town should avoid locating new transportation facilities in, or adjacent to, environmentally sensitive areas.
- Policy T-4.3 Appropriate mitigating measures shall be implemented where impacts from transportation systems are identified and unavoidable.

Goal T-5 Communicate and coordinate the transportation needs and interests of Lyman with adjacent communities and applicable agencies.

- Policy T-5.1 Recognize SR 20 as a roadway of statewide significance connecting eastern and western Washington with a State adopted level of service standard of “C” that should be maintained through coordination with both Washington State Department of Transportation (WSDOT) and the County.
- Policy T-5.2 Work with WSDOT to develop a design plan for SR 20 that enhances the aesthetics of the roadway consistent with the small-town aesthetic of the Town as well as SR 20’s classification as a scenic byway and that provide for curbs, gutters, sidewalks, planting areas, and decorative elements.
- Strategy: Work with WSDOT to reduce speeds on, add a turning lane with, and develop a pedestrian crossing over SR 20.*
- Policy T-5.3 Work with Skagit Transit to determine overall transit plans and future route extensions consistent with regionally adopted Level of Service standards for public transportation.



- Policy T-5.4 Work with Skagit Transit to provide effective, accessible, and convenient transit services to Lyman residents, including the elderly, youth, low-income, and disabled. Transit facilities (stations, park-and-ride lots, shelters, etc.) should be easily accessible to pedestrians, including those with disabilities, and convenient to local access points and services.

Goal T-6 Provide sufficient parking facilities and controls that complement the road system, areas that are frequently visited such as trails and parks, that serve the needs of Lyman’s residents and commercial areas.

- Policy T-6.1 Require adequate off-street parking for all land uses.
- Policy T-6.2 Evaluate parking needs by identifying parking supply and demand at commercial areas, trailheads, and other areas, determining peak demand conditions, and identifying needed improvements.
- Policy T-6.3 Provide or require directional signage to visitor parking areas as they are developed.
- Policy T-6.4 Encourage the use of joint-use parking opportunities for churches, public buildings, recreation destinations, and commercial uses.

Goal T-7 Maintain a concurrency management system to monitor the expected transportation impact of proposed development on the available capacity of the street system.

- Policy T-7.1 New development shall be allowed only when and where all transportation facilities are adequate at the time of development, or when a financial commitment is in place to complete the necessary improvements or strategies that will accommodate the impacts within six years.



- Policy T-7.2 Applicants may provide needed improvements in transportation facilities and/or services that may be financed individually through developer contributions or jointly through financing mechanisms such as local improvement districts and latecomer agreements when concurrency is not possible with existing facilities. Developers may propose other strategies to mitigate the impact of their projects so long as these strategies are consistent with the Town's goals and policies.
- Policy T-7.3 Require applicants to construct new streets directly serving new development and pay a proportional share based on actual costs for specific, off-site improvements needed to mitigate development impacts.

Goal T-8 Maintain a reasonable level of service for transportation infrastructure through the funding of transportation projects.

- Policy T-8.1 Seek funding opportunities to plan and develop a system of interconnected walkways and bicycle ways that provide safe passage between residential areas, schools, and commercial and recreational areas.
- Policy T-8.2 Develop a 20-year finance plan that balances transportation improvement needs, costs, and revenues available for all modes to assist in updating the annual adoption of the Six-Year Transportation Improvement Program (TIP).
- Policy T-8.3 Reassess land use and transportation assumptions if the level of service standards cannot be maintained due to funding shortfalls.
- Policy T-8.4 Use impact fees, local funds, and grant opportunities to prevent the deterioration of public streets.

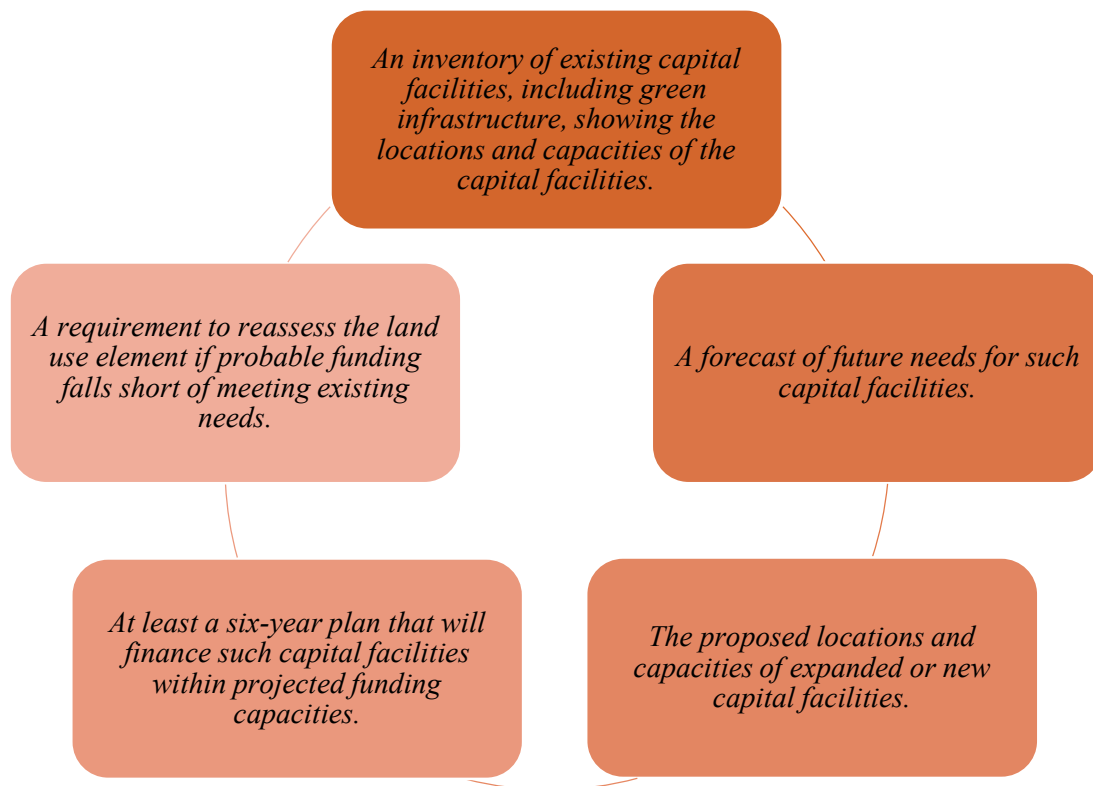


Capital Facilities Element

Introduction

The Capital Facilities Element established the goals, policies, and implementation strategies to plan for investing in and maintaining the Town's capital facilities, such as buildings, streets, and municipal utility systems. The level of investment in capital facilities should correspond to other elements of the Plan, including the anticipated growth and land use pattern, and the level of service desired by the community.

The Washington State Growth Management Act (GMA), RCW 36.70A.070 requires cities and towns to prepare capital facilities plan element consisting of:



Capital facilities investments include major rehabilitation or maintenance on capital assets: construction of new buildings, streets, and other facilities; and land for parks and other public purposes. Such investments also include capital facilities that have been determined as Essential Public Facilities (initial siting as well as expansion), regardless of if the Town or other entity owns and/or operates them.



Under the GMA, a Capital Facilities Element is required to address all public facilities except transportation facilities, which are addressed separately under the Transportation Element of the Plan. Accordingly, the Comprehensive Plan contains separate Transportation and Capital Facilities Elements. Similarly, parks capital facilities will be addressed in the Parks, Trails, and Open Space Element, as well as within this chapter.

The Town of Lyman is responsible for efficiently providing facilities and services that are needed by the residents and businesses of the Town for a safe, secure, and well-functioning environment. These facilities and services include but are not limited to municipal services, fire protection, parks, streets, water service, storm drainage, and schools. Not all these services are built, maintained, and/or operated by Town government. Some facilities and services are provided by outside agencies or districts, such as school services.

Currently, the Town supports facilities and services for municipal government, park and recreation, water, and fire. The Town has agreements with, or contracts for services from, outside providers for school facilities and services. The Town does not currently have a plan for sanitary sewer facilities or services.

Only Town-owned, operated, or maintained facilities and services have costs associated with them in the Capital Facilities Element expenditures listing. The Sedro-Woolley School District Capital Facilities Plan is adopted by reference by this Comprehensive Plan.

Information supporting the Capital Facilities Element, including an inventory of capital facilities, information about funding sources, and the 6-year and 20-year capital improvement plan, can be found at the end of this chapter.

Consistency with Skagit Countywide Planning Policies

Skagit County update their Countywide Planning Policies (CPPs) in 2024 as part of the periodic update process. The updated CPPs account for new bills passed by Washington State legislature, such as House Bill 1220 and House Bill 1181, and updated population and employment forecasts from the Washington State Office of Financial Management (OFM). The Town of Lyman strives to adopt purposeful and effective goals and policies consistent with those of Skagit County. Where feasible, the Town seeks to identify effective partnerships with the County to realize the implementation of such state goals and policies.

Organization of the Element

Under the GMA a Capital Facilities Element is required to address all public facilities except transportation facilities, which are addressed separately under the Transportation Element of this plan. However, for the convenience of providing all related and relevant information collectively, the related 6-Year Capital Improvements Plans (CIP) for all capital facility functions are also included together in this chapter.



Level of Service Standards

Level of Service (LOS) standards are quantifiable measures of the amount of public facilities that are provided to a community. They may also measure the quality of some public facilities.

Typically, LOS measures are expressed as ratios of facility capacity to demand. Because the need for capital facilities is determined largely by the adopted LOS, the key to influencing the Capital Facilities Program is the selection of LOS standards.

LOS standards are a measure of the quality of life of the community. The standards should be based on Lyman's vision of its future and its values. The authority to establish LOS standards rests with the Town Council. The Council's decision should be influenced by the following entities:

1. Providers of public facilities;
 2. The general public through workshops and other public involvement programs; and
 3. Staff with appropriate experience and expertise.
-

Skagit County Countywide Planning Policies

The Skagit County Countywide Planning Policies (CPPs) were updated as part of the 2025 periodic update process. With the update, new population, housing, and employment allocations were assigned to each jurisdiction in the county and new Washington State legislature was integrated. Key themes within the CPPs are smart land management and interjurisdictional coordination in planning efforts. The Town of Lyman has reviewed and approved of the CPPs and will coordinate with Skagit County going forward.

Concurrency Management

An important planning consideration under the GMA is concurrency management. This involves connecting land use development and the provision of capital facilities to provide public services. Concurrency is determined by comparing the capital that new development may require with existing facility capacity.

Adequate public facilities must be in place to serve new development and ensure that adopted LOS standards are maintained. If new development decreases the LOS standards below the adopted minimum standard, then capital facilities must be upgraded. A Concurrency Management System is a tool that allows jurisdictions to monitor the LOS provided to determine when additional services are necessary based on growth and existing deficiencies. This is done to ensure that public facilities are available concurrently when new development occurs in a jurisdiction.

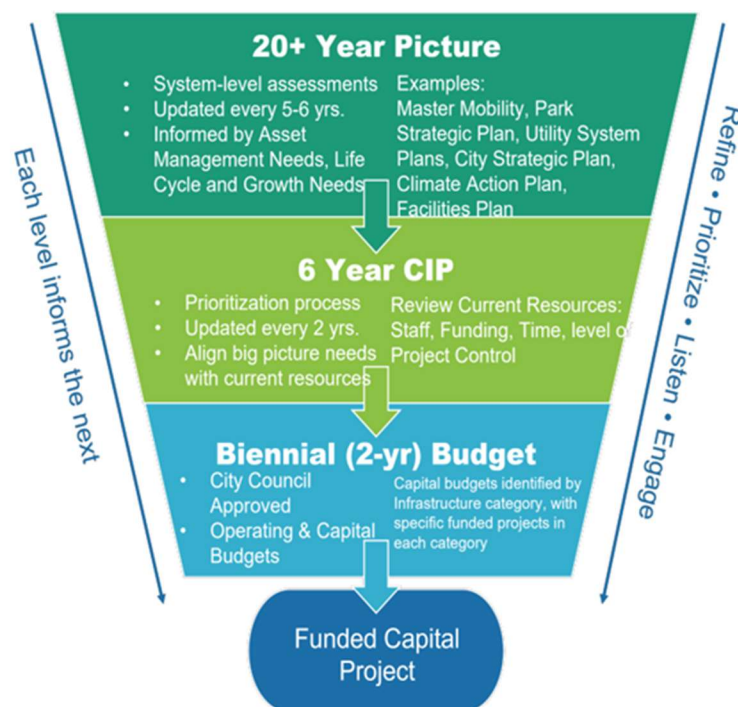


Capital Improvement Plan

A key component of the Capital Facilities Element is creating and updating a Capital Improvement Plan (CIP). The purpose of a CIP is to show how the Town's physical and funding plan to meet or exceed the LOS for residents through 2045. There are multiple levels to a successful CIP. The highest level is the 20-year plan, which outlines the long-term infrastructure and utilities plan for a jurisdiction. The 20-year plan tends to be less specific and more aspirational.

The second level of a CIP is the 6-year plan. This plan is a multi-year functional plan that allows a jurisdiction to identify and prioritize future capital investments and potential funding strategies. This type of plan can be more specific, as they identify specific funding sources and prioritize short-term planning goals.

The third level of a CIP is the Biennial 2-year or Annual 1-year budget. The Town of Lyman operated an annual budget, meaning that the CIP is updated every year alongside the Town's general budget. Annual CIP budgets outline the short-term capital improvement program and specifies funding for the next year. The annual budget allows jurisdictions the opportunity to update their CIP regularly and make any changes they see fit.



Source: PSRC

Essential Public Facilities



Under the GMA, local jurisdictions are required to develop a process for identifying and siting essential public facilities. Jurisdictions must incorporate said process into their Comprehensive Plans during the periodic update process. As defined in RCW 36.070A.200, essential public facilities are typically difficult to site, such as airports, transportation facilities, correctional



facilities, or solid waste facilities. Despite being unpopular and challenging to find an appropriate location for, these facilities are critical and need to be sited correctly.

Local and state governments are charged with the task of ensuring that such facilities, as needed to support orderly growth and delivery of public services, are sited in a timely and efficient manner.

The Town of Lyman does not have sufficient land, infrastructure, or preferred priorities to locate an essential public facility in town.

Growth Projections



The Skagit Council of Governments has assigned zero projected population growth for the Town of Lyman during the years 2025 to 2045. This is likely due to the lack of a townwide sewer system, which makes housing development challenging. However, growth does not always occur as projected, meaning there is a chance that there is population growth in Lyman over the next 20 years. Recognizing the fact that growth does not always occur as projected, the GMA requires that the Capital Facilities Plan be updated biennially. This allows local governments the opportunity to reevaluate their forecast in light of actual growth experiences, revise their forecasts if necessary, and adjust the number or timing of capital facilities that are needed.

Due to the zero projected population growth over the planning period, it is unlikely that the Town will need to expand its capital facilities over the next 20 years. The focus will instead be on maintaining and improving existing facilities as needed.

This Capital Facilities Plan should be updated annually as part of the Town's budget process, thereby ensuring that the Plan reflects the most current actual statistics related to growth in Lyman. The annual update allows for the implementation of capital facilities in accordance with both the level of service standards and the Town's concurrency policies.

Forecast of Future Needs

The Town of Lyman is likely to experience some level of growth over the next 20-year period, even if it is limited. Upgrades and small expansions to the existing capital facilities should be sufficient to meet the needs of the limited growth.

The town will need continuous maintenance and improvements to the existing water system. The Water System Plan will be updated in the coming years to support further improvements.



Additionally, sidewalks and roadways in town need improvement and expansion. General use of the roadways causes damage over time, which requires regular maintenance. The existing sidewalk network throughout town will likely need to be expanded and improved to allow for more accessible and walkable movement through town.

Inventory of Municipal Facilities

This section considers the existing conditions for the following public facilities, as well as identified current needs:

- Town Facilities:
 - ☐ Town Hall
 - Public Works
 - ☐ Old Town Hall
 - ☐ Cemetery
 - ☐ Water Tank and Wellhouses
 - ☐ Stormwater Management
 - ☐ Parks and Trails Facilities
- Town-Owned Properties
- Other (Non-Municipal) Public Facilities and Services
 - ☐ Skagit County Fire District 8
 - ☐ US Post Office
 - ☐ Libraries
 - ☐ Lyman Elementary School and Sedro-Woolley School District
- Regional and State Facilities

Town Facilities

Town Hall

Town Hall is the only historic building in Lyman. It is on Main Street and serves as the offices for the clerk and mayor and the meeting place for the Town Council. Located behind the Town Hall, there is a large building that serves as a storage shed for the town. The shed stores town-owned supplies, a lawnmower, and other seasonal items. The Town owned trucks are also stored on the property behind the Town Hall. The property itself is well maintained and has trees and grass. Both buildings on the property are in good condition.

Public Works

Immediately located behind Town Hall is a storage shed and lot where town vehicles and public works equipment is stored.



Old Town Hall



The Old Town Hall, which now serves as a municipal building, is located on the back of the Fire Station. Its entrance is on West 3rd Street. The building's façade is cinder blocks painted white. Similar to the Fire Station, it is in fair condition. It can be used as a community meeting place or for other Town events. Within the Old Town Hall building is a small library for the public to check out books.

Water Tank and Wellhouses



Lyman has a water tank that stores and provides the town with water. Along with the water tank, the Town has two wellhouses, which are located on Pipeline Road and Crawford Drive. These buildings house the wellheads for the town and are an important source of water. Water facilities are operated and maintained by Town staff.



Cemetery



Lyman's Town Cemetery is located on the west side of town, across the street from Lyman Town Park. The property is owned by the Town of Lyman and is just over two and three quarters of an acre.

Stormwater Management

Stormwater management facilities are man-made structures that are designed to collect, transport, and dispose of stormwater runoff. These facilities can help minimize damage caused by stormwater and reduce the impact that stormwater has on communities and the environment. Types of stormwater management facilities include detention ponds, biofiltration swales, catch basins, and more.

The Town of Lyman has catch basins and drains that serve as the town's primary stormwater management facilities. The drains and basins are primarily located along Main Street, with some near the elementary school and along Pipeline Road. There are also three culverts in Town. Two of them are located along State Route 20 near the gas station and other businesses. The other is near Crawford Drive and Main Street.



Parks and Trails Facilities

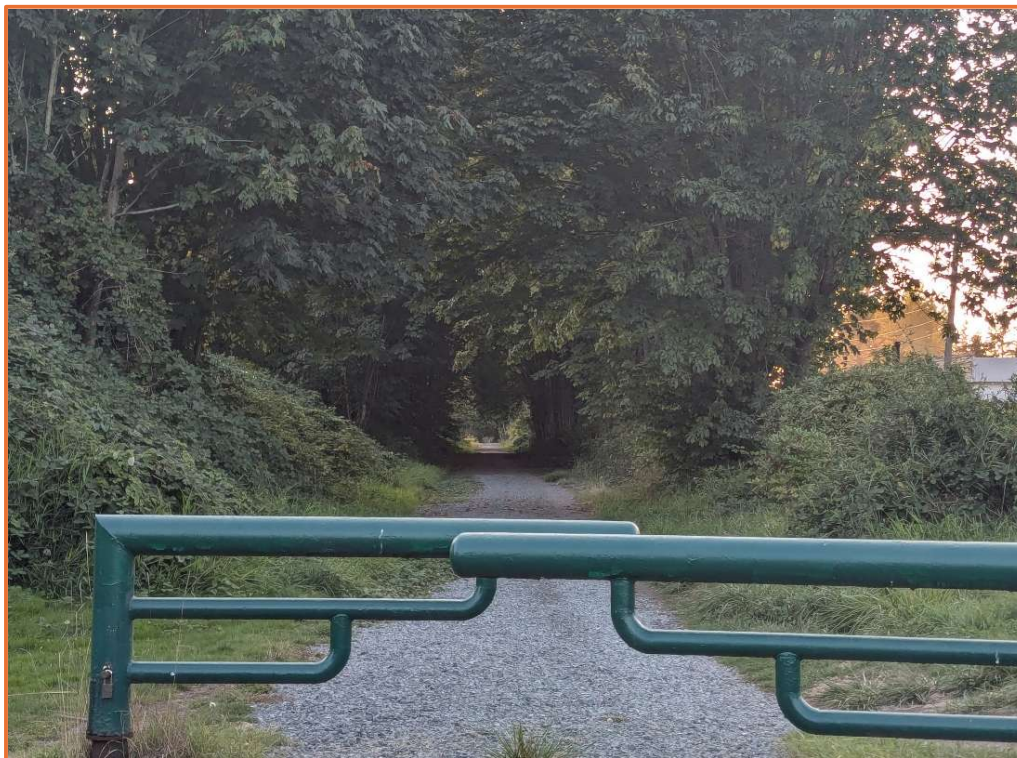
Lyman Town Park



This park is roughly two- and three-quarter acres. It is located on the west side of town. The park has a recently renovated covered seating area, with picnic tables and barbecues. There is a covered seating area that has a kitchen area. Two sets of horseshoe pits and public bathrooms are located in the park. The remainder of the park is green space with well-maintained grass and trees. The structures are in good condition and have been recently improved. There is a small parking lot on the north side of the lot, with spaces for roughly four cars.



Cascade Trail (“Rails to Trails”)



The Cascade Trail, or Rails to Trails, is a 22.5-mile-long trail that runs along the Skagit River and connects many of the cities and towns along State Route 20. It is owned and maintained by Skagit County. It passes through Lyman, between State Route 20 and the Skagit River. The segment of the Cascade Trail that runs through Lyman is roughly a mile in length. The trail’s surface is gravel and runs flat and straight. Access points for the trail are where it intersects South Main Street and at a parking area with river access along West Main Street.

Town Properties

Parcel ID	Site Address	Description
P41501	N/A	Right of Way
P41371	N/A	Right of Way
P41389	N/A	Right of Way
P41503	N/A	Right of Way
P99562	N/A	Right of Way
P41560	31154 West Main Street	Cemetery/Lyman Town Park
P130522	8218 Pipeline Road	Wellhead Pumphouse
P41360	8334 South Main Street	Old Town Hall/Fire Station
P41377	8405 South Main Street	Town Hall
P135879	31733 Pipeline Lane	Water Tank



Other (Non-Municipal) Public Facilities and Services

Skagit County Fire District 8



Skagit County Fire District 8 has a fire station in Lyman, which is located one block up from the Town Hall. The station has a door and two garage doors on the side facing the street. It has a wooden façade and a metal roof that are in fair condition. The building is primarily used to store fire engines. It is Town-owned and rented out to the Skagit County Fire Department.

Skagit Valley, from Hamilton to Sedro-Woolley and the State Route 9 corridor north of State Route 20, fall within the jurisdiction of Skagit County Fire District 8. Four stations can be found in the district, with Hamilton and Sedro-Woolley having stations that are part of their respective jurisdictions. The district is operated by an elected board comprised of three members. They host events and educational opportunities for the community to learn about wildfire risk and reduction.

US Post Office



Lyman's post office is located on the corner of Main Street and East 3rd Street, on the same block as Town Hall. There is a drop box located in front of the building and an office inside where residents can send out and receive packages and letters.



Libraries



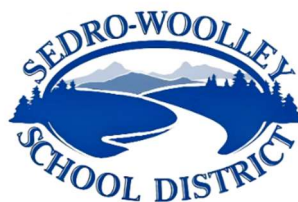
The libraries that are closest to Lyman are the Upper Skagit Library in Concrete and the Sedro-Woolley Library in Sedro-Woolley. The Upper Skagit Library serves many communities in Eastern Skagit County, including Concrete School District. They provide educational opportunities, support community engagement, and prioritize making their space welcoming and inclusive. Opened in 2005, the library has a technology center, after-school programming, and a wide variety of books.

Upper Skagit Library



The Sedro-Woolley Library is a part of the Central Skagit Library District, which serves communities throughout central Skagit County. The goals that the library hopes to achieve are being a hub for youth engagement and opportunities, celebrating small town identity, supporting access to resources and services, and increase collaboration between different agencies and municipalities. Offered at the library are a variety of services, including computers, printers, free Wi-Fi, and more.

Lyman Elementary School and Sedro-Woolley School District



The Town's Elementary School is located on the west side of town. It is a relatively new building that is in good condition. Parking spots are in the front and a covered area and playground are in



the back. The building can be used as a community gathering place as needed and has plenty of parking available. Lyman Elementary School is a part of Sedro-Woolley School District.

The school district includes thirteen different schools. There are a total of 4,593 students in the district. Students from Lyman generally attend Lyman Elementary School, Cascade Middle School, and Sedro-Woolley High School. Throughout the district, there is generally an 18:1 student to teacher ratio.

Regional and State Capital Facilities

Table CF-1: Skagit County Solid Waste Facilities

Facility	Location
Sauk Transfer Station	50796 Sauk Landfill Road, Concrete
Clear Lake Compactor Site	23202 Howey Road, Clear Lake
Recycling and Transfer Station	14104 Ovenell Road, Mount Vernon

Table CF-2: Skagit County Stormwater Management Facilities

Facility	Type	Location
Pringle Street Drainage Improvement	Storm Drainage System	Pringle Street
Big Lake Outfall Drainage Project	Storm Drainage System	N. Westview Road
Fredrickson Road Drainage Improvement	Storm Drainage System	Fredrickson Road
Baker Lake Store Drainage Improvement	Storm Drainage System	SR 20
Emmanuel Lane	Storm Drainage System	Emmanuel Lane
Fruitdale Road	Storm Drainage System	Fruitdale Road
Skiyou	Storm Drainage System	Skiyou Slough
Sauk City Road Culvert Replacement	Storm Drainage System	Sauk City Road
Coal Creek Conveyance	Bridge	Coal Creek
Minkler Road Drainage Improvement	Storm Drainage System	Minkler Road
Dairy Tributary Culvert Replacement	Storm Drainage System	Northern State Recreation Area
Hansen Creek Bridge Replacement	Bridge	Northern State Recreation Area
Childs Creek Conveyance and Acquisition	Property	Childs Creek and SR20
Lyman Slough Acquisition	Property	Lyman Slough

**Table CF-3: 6-Year Capital Improvement Plan**

Title	Priority	Funding Source	Estimated Project Total	Estimated Year
New Roof for Town Hall	1	Grants, Local Funds	\$20,000	2027
Foundation Repairs for Town Hall	2	Grants, Local Funds	\$20,000	2027
New Pickup Truck for Public Works	3	Grants, Local Funds	\$70,000	2029

Table CF-4: 20-Year Capital Improvement Plan

Number	Title	Potential Funding Source
1	Second Water Tank	Local Funds, TIB
2	Water Line Extension Along West Main Street	Grants, TIB
3	Culvert Replacement along Skagit River	TIB, State Grants



Capital Facilities Goals and Policies

Goal CF-1 Enhance the quality of life in Lyman through the planned provision of public capital facilities, provided by the Town or other public and private entities.

- CF-P1.1 Encourage the shared development of all public facilities.
- CF-P1.2 Maintain an inventory of existing capital facilities owned by public entities.
- CF-P1.3 Require placement of new utility systems within the existing right-of-way whenever possible.
- CF-P1.4 Ensure that new development meets concurrency standards. Applicants shall provide information relating to impacts on public facilities and services for the Town to determine whether the development will be adequately served by public facilities.
- CF-P1.5 Community facilities should be located, designed and operated to be compatible with neighboring uses and should be centrally located, safe, and accessible.
- CF-P1.6 Regularly update the Town's Water System Plan that plans for water facilities and services for the entire Town consistent with state and federal requirements.
- CF-P1.7 Encourage conservation of water use through promotion of conservation devices and behavioral changes intended to minimize water consumption.
- CF-P1.8 Septic systems shall not be allowed within wellhead protection areas or in aquifer recharge areas where they would pose a threat to sources of potable water.
- CF-P1.9 Within critical aquifer recharge areas and wellhead protection areas, the Town shall require an analysis of potential groundwater contamination for all developments proposed to result in an equivalent residential septic system density greater than one per acre. The Town shall limit the density of septic systems to protect potable water from contamination.



- CF-P1.10 Ensure capital budget decisions are made in conformity with this comprehensive plan.

Goal CF-2 Ensure the timely and adequate provision of public facilities to accommodate current and future land uses consistent with the goals, policies, and Level of Service (LOS) of the Land Use and Transportation Elements.

- CF-P2.1 Project needed capital facilities based on adopted LOS standards and forecasted growth in accordance with the Plan.
- CF-P2.2 Ensure that the density and intensity of new development are compatible with the level of existing or planned public facilities that are necessary to support such development.
- CF-P2.3 New development shall be allowed only when and where such development can be adequately served by public services and utilities without reducing service below adopted LOS, provided that the development shall not be prohibited if it would violate the constitutional property rights of the applicant.
- CF-P2.4 Review proposed new development in the Lyman urban growth area to ensure that sufficient public facilities and services are available or will be made available to serve the development.
- CF-P2.5 Improve the water utility system to provide water service to accommodate projected land uses in accordance with the Water System Plan.
- CF-P2.6 Require all annexations and new development to connect to the Town water system when available at the time of annexation or development, or to accommodate future connection to public water utilities that are anticipated to be available within six years.
- CF-P2.7 Facilitate connecting all pre-existing development to public water supply so long as it is physically feasible and fiscally responsible to implement.



- CF-P2.8 Encourage properties with private wells to be connected to the Town's water system or ensure adverse impacts to existing wells from new development on adjacent properties are avoided or mitigated.
- CF-P2.9 Consider annexing non-town water systems within the urban growth area at the time of land annexation to consolidate services, improve efficiency, and provide more reliable service so long as it is physically feasible and fiscally responsible to implement.

Goal CF-3 Finance needed capital facilities in a manner that is economic, efficient, and fair.

- CF-P3.1 Maintain a six-year plan to finance needed capital facilities, as determined by adopted LOS standards as well as project and adequate funding capabilities.
- CF-P3.2 Maximize the use of existing facilities before investing in new facilities.
- CF-P3.3 If adequate public facilities are unavailable and public funds are not committed to providing such facilities, applicants must provide the facilities to the extent consistent with the constitutional property rights of the owner.
- CF-P3.4 Facilities shall be constructed in accordance with Town adopted construction standards and LOS standards and shall be transferred to the Town or to a homeowners association for long term maintenance.
- CF-P3.5 Levy impact fees to finance public facility improvements to public streets and roads; public parks, open space and recreation facilities; school facilities; and town fire protection facilities.
- CF-P3.6 Long-term borrowing for capital facilities should be considered an appropriate method of financing large facilities that benefit more than one generation of users.
- CF-P3.7 Where possible, special limited-assessment, revenue, and other self-supporting bonds shall be used instead of tax-supported general obligation bonds.



- CF-P3.8 Ensure that new growth and development pay for a proportionate share of the cost of new facilities needed to serve such growth and development.
- CF-P3.9 If probable funding falls short of meeting existing needs, reassess and revise the land use element as needed to ensure that funding of capital facilities is done in a sustainable way.

Goal CF-4 Ensure that essential facilities of state or regional significance are sited through cooperative and coordinated planning with other jurisdictions in the region.

- CF-P4.1 Coordinate with other jurisdictions to ensure the efficient and equitable siting of essential public facilities.
- CF-P4.2 Proposed new or expansions to existing public facilities should be sited consistent with the Lyman Comprehensive Plan and Skagit County Countywide Planning Policies.
- CF-P4.3 Encourage regular inspections, maintenance, and pumping of septic systems and conformity with Skagit County Health regulations regarding the siting and standards of on-site individual septic disposal systems.

Goal CF-5 Protect the environment when expanding and/or developing additional capital facilities.

- CF-P5.1 Maintain storm water management regulations for development and redevelopment to manage the potential impacts of storm water runoff.
- CF-P5.2 Prioritize needed storm water improvements based on cost, feasibility, and effectiveness. Special consideration should be given to concurrent installations to minimize construction-related disruptions to the public and to the costs of system deliveries.



- CF-P5.3 Design and construct new construction and substantial site redevelopment to include surface water conveyance and management systems in accordance with the Town-adopted storm water management manual.
- CF-P5.4 Require that future street systems be designed to provide storm water systems within right-of-way.



Utilities Element

Introduction

The Utilities Element is intended to provide a framework for the efficient and predictable provision and siting of utility facilities and services within the Town in a manner that facilitates providing utility services to the public. This Element includes private utilities (those not provided by the Town), including electricity, telecommunications, and solid waste collection and disposal. The goals, policies, and implementation strategies of the Comprehensive Plan apply to the Town's relationship with current utility providers and any of their successors.

The Growth Management Act (GMA), RCW 36.70A.070, requires cities and towns to prepare a utility element consisting of:

A utilities element consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines.



The jurisdiction shall identify all public entities that own utility systems and endeavor to work with other public entities to gather and include within its utilities element the information required of this subsection.

Some utilities are regulated by the Washington Utilities and Transportation Commission (WUTC). The WUTC is a three-member board with associated staff that regulates the rates, services, and practices of privately-owned utilities and transportation companies, including electric, telecommunications, natural gas, water, and solid waste collection companies. The Commission regulates utilities under authority granted in Title 80, and transportation companies under Title 81, of the Revised Code of Washington (RCW). Most utilities under the WUTC's jurisdiction must provide suitable facilities to supply service on demand. State law regulates the rates, charges, services, facilities, and practices of these utilities. Any changes in policies regarding these aspects of utility provision require WUTC approval.

The utility providers themselves have primary responsibility for planning for private utilities and making necessary improvements. Clearly, however, this planning should be consistent with the Land Use and Utilities Elements of the Comprehensive Plan adopted by the Town of Lyman



Organization of Utilities Element

This Element is presented in three parts:

1. Utilities inventory and needs projections.

2. Utilities revenue sources and amounts.

3. Goals and policies to provide overall direction for utilities decisions in accordance with the GMA.

Inventories, Existing Conditions, and Needs Projections

Water Supply, Storage, and Distribution Facilities

The Town of Lyman provides water services for residents. Water is primarily sourced from groundwater wells in and around town limits. There are water storage and pump houses located around town. The water service serves the town and outlying rural areas along the existing distribution system.

The Town of Lyman last adopted a comprehensive water plan extension in 2020. This plan outlines the inventory of existing facilities, operation, and maintenance, as well as the identification of needful future improvements of the water system. The 2020 Water System Plan Extension is adopted by reference in this Comprehensive Plan.

Future needs and required maintenance can be found in the 2020 Water System Plan Extension. A primary goal for the Lyman water system is to minimize leak and water loss. This can be done by ensuring regular maintenance of the system and replacing equipment as needed. Generally, the Lyman water system does not need any major changes in the near future.

Natural Gas

Many of Lyman's residents use propane to provide them with natural gas. There are four vendors that provide propane services in the Lyman area. All the vendors have similar rates and fees, but only one of them serves R.V.s. Each of the companies serve residential and business buildings.



Waste Management



Solid waste management facilities can take a variety of forms. The purpose of these facilities is to collect, process, or store solid waste. Examples of the different types of solid waste management facilities include transfer stations, composting facilities, incineration plants, and more.

Waste management services in Lyman are provided by the company Waste Management. They provide trash pickup and transportation to a drop-off location. Most residents in town have their solid waste services provided by Waste Management.

Puget Sound Energy



Lyman's electricity is provided by Puget Sound Energy (PSE), which provides energy for most of the Puget Sound region. There are more than one million customers over 6,000 square miles that are served by PSE. While PSE does offer natural gas and electricity to certain areas, they only offer electricity in Skagit County. Multiple ways to pay for electricity services are offered, including online, by mail, and by phone. The rest of the Skagit Valley is also served by PSE.

PSE creates 46% of electricity from its own hydro, thermal, solar and wind facilities. The company has 3,500 megawatts of power-generating capacity and purchases the rest of its power supply from other utilities, independent power producers, and energy marketers across the United States and Canada. Electric and natural gas planning efforts are integrated and centered on providing safe, reliable, and efficient energy service.

Telecommunications



Telecommunications are utilities that allow for communication by cable, telephone, or broadcasting. These services are primarily provided by Ziplify Fiber in Lyman. They offer both wireless and wired connection services in Lyman. Ziplify Fiber provides internet and

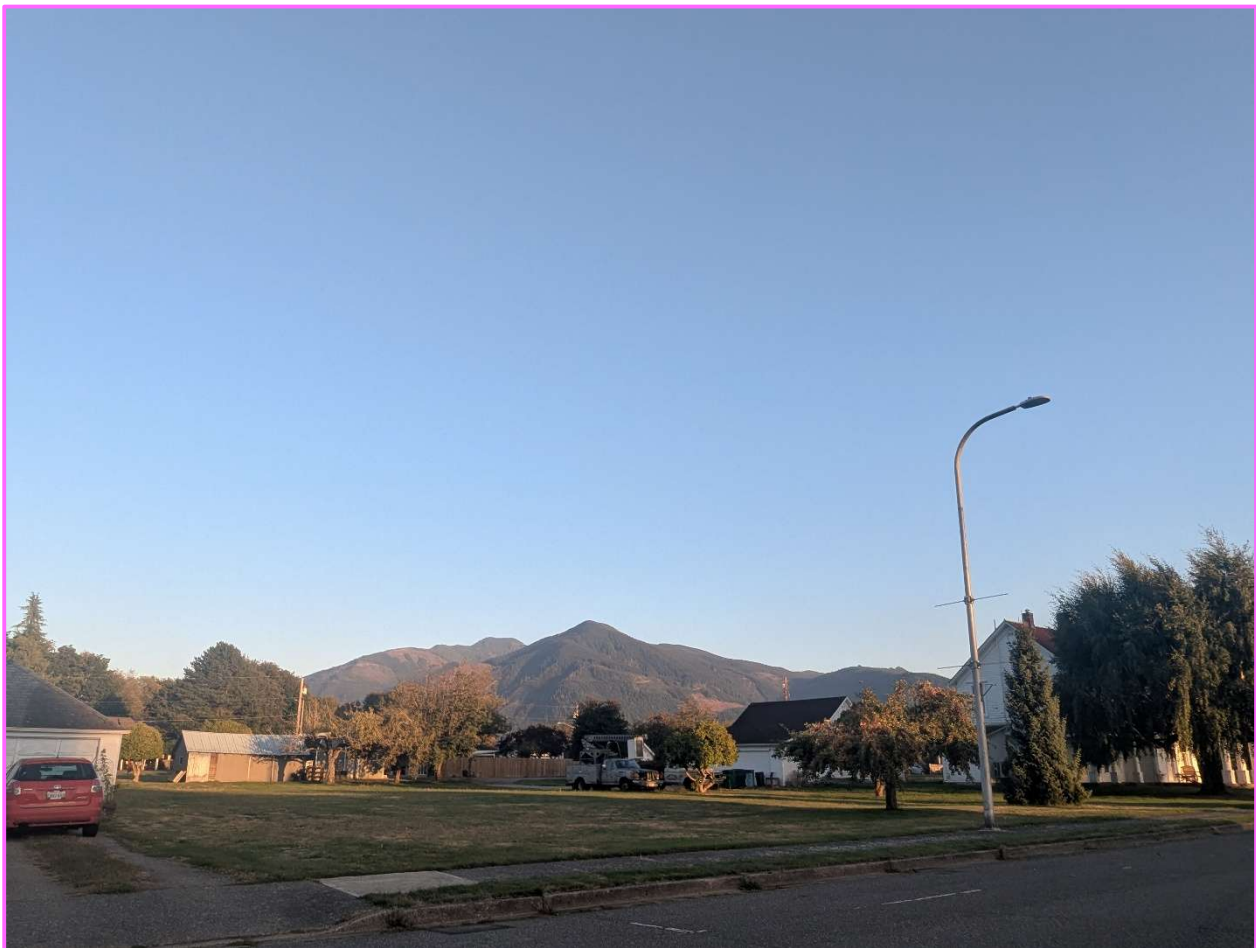


telecommunications services throughout much of Washington, Oregon, Idaho, and Montana. Fiber optics is one of the primary services provided by Ziply, which allows for fast and reliable internet. Many towns and cities throughout the Skagit Valley have access to Ziply Fiber.

Broadband and Dish Network services are also available in town. Ziply Fiber's infrastructure has already been constructed and is ready for use in Lyman, which will be sufficient to meet the town's internet needs in the future. The primary need regarding telecommunications utilities will be maintaining a relationship with Ziply Fiber and ensuring that residents have continued access to internet.

Utilities Revenue Sources

Water is the only utility provided directly by the Town of Lyman. Residents and water customers pay normal water rates for the water that they use. Water rates are similarly priced to that of neighboring jurisdictions, with water bills being sent out in monthly billing inserts in the mail.





Utilities Goals and Policies

Goal UT-1 **Ensure that utilities, including electricity, natural gas, telecommunications, and solid waste collection and recycling, are available or can be provided to support existing and future land uses in a manner that is fiscally and environmentally responsible, meets the needs of residents, and is safe for nearby inhabitants.**

- UT-P1.1 Design and install utilities with sufficient capacity for current use while accommodating projected population growth in accordance with the Land Use Element of this Plan.
- UT-P1.2 Coordinate with utility providers at early stages in planning for future facilities, receiving comments, and considering alternatives.
- UT-P1.3 Minimize adverse environmental, aesthetic, and fiscal impacts associated with the siting, development, and operation of utility services and facilities.
- UT-P1.4 Promote conservation measures to reduce the need for additional utility distribution facilities in the future.
- UT-P1.5 Work with utility providers to limit disturbance to vegetation within major utility transmission corridors and plant lower-growing trees and shrubs within utility line corridors to ensure the safety and maintenance of transmission facilities.
- UT-P1.6 Encourage telecommunication providers to provide high-speed cable, phone, and data services to businesses, residences, schools and other facilities throughout the Town and urban growth area.
- UT-P1.7 Require new cellular/wireless communication facilities to be located and designed in a manner that is sensitive to the surrounding character and that minimizes aesthetic impacts.
- UT-P1.8 Protect surface and ground water quality and quantity through development regulations, surface water management standards, and watershed management practices.



Economic Development Element

Introduction

Lyman is a unique area with respect to economic development opportunities. There is an existing community center with some local services. The town lies along State Route 20, which is the gateway to the North Cascades National Park, as well as many other outdoor recreational opportunities. Local restaurants, a gas station, and a grocery store can help Lyman serve as a rest stop or resupply for travelers going into the mountains.

Any new development of the area will be in keeping with the small-town feel, rural of the area. Lyman has a very limited area for economic development today, but with adequate marketing, planning, and development of urban infrastructure, new opportunities can be identified.

This Economic Development Element has been developed in accordance with the Growth Management Act (GMA). RCW 36.70A.070 requires that the Comprehensive Plan contain:

An economic development element establishing goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life.

The primary objective of the Town is to provide any necessary goods and services that residents may need or desire. While limiting economic development is a priority for residents, it is important the existing and future businesses are given the opportunity to thrive in Lyman. The Town will help to create an environment where locally owned businesses and businesses that are compatible with its future vision are able to succeed.

Purpose and Relationship with the GMA

Within the GMA, an economic development element is essential to establish effective goals, policies, and objectives for economic growth and vitality. While not a required element, this chapter is included to recognize the needs to encourage sound economic growth and stability through community planning. This element incorporated the community's vision into the planning processes and considers the positive impacts of good business development and retention in providing a vibrant, healthy town.



Background

The Town of Lyman's economy has historically relied on natural resources. Founded in the 1880s, Lyman was a gathering place for miners who travelled upriver during a gold rush. Mining, logging, and other natural resources-based industries continue to play a major role in the Lyman area. Now, Lyman has limited economy, primarily relying on people moving up and down State Route 20 to use businesses in town.

Job Projections

In 2023, Skagit Council of Governments released population, housing, and employment growth allocation for all jurisdictions in Skagit County. Projections were for the 20-year planning period that this Comprehensive Plan operated on and showed allocated growth from 2025 to 2045.

Projections were determined using a combination of estimates and statistics from the Bureau of Labor Statistics and Nonemployer Statistics from the US Census Bureau. According to the sources used, there were a total of 56 jobs in Lyman in 2022. The projected number of jobs for 2045 is 76 jobs, or an increase of 20 jobs from the 2022 figure. Lyman has the least number of jobs of any jurisdiction in the county and has the lowest projected increase. Additionally, the Town has one lowest job to population ratio in the county.

Lyman's projected increase in jobs could be tied to a number of different factors. Land along State Route 20, that is zoned Business/Commercial, could be further developed, as the existing land use is low density. With more businesses utilizing the space, there would be more job opportunities in Lyman. There could also be more opportunity for remote jobs in the Town. It is important that the Town be aware of the potential job growth and plan accordingly.

Analysis of Economic Activity

Employment

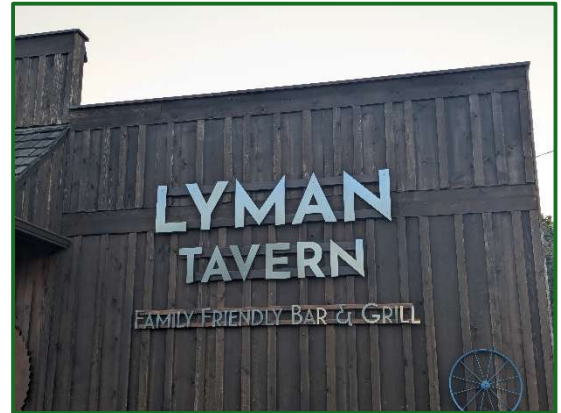
While Lyman does not currently have many opportunities for local employment due to the small number of businesses in town, there is potential for job growth. It is the desire of residents to stay small and have a limited, yet successful commercial development. Job opportunities in town should support the local economy, be easily accessible, and be safe and clean. Commercial activity should not lead to fumes, excessive noise, and other such nuisances. There is some desire for more small, locally owned businesses in town, such as restaurants and food service. Most land zoned business and commercial in Lyman is along State Route 20, meaning that is likely where new employment opportunities would be. Lyman Elementary School is a major source of employment in the town with over half of Lyman's jobs are provided by the school. Expansion of



the school would likely provide Lyman with more jobs and get the Town closer to the allocated growth target.

Commercial

Most of the commercial activity in Lyman is located along State Route 20. A few small, locally owned businesses, such as a mercantile, storage units, and a coffee stand, can be found along the north side of the highway. Further south entering town, South Main Street is home to personal service businesses, such as eating and drinking and public facilities. These include a restaurant, fire station, Town lending library, and the post office. There are various other businesses scattered around the Town of Lyman. Most are home businesses and local goods producers.



Industrial

There is currently no industrial activity in Lyman. It is the desire of residents to not have industrial businesses in Lyman into the future 20-year horizon.



Vision for the Future

Lyman is a small town with limited land area for major development or commercialization. Due to the far-removed, rural nature of the town, it is the desire of many residents to retain a small-growth perspective. This attitude extends to the vision for the economic development sector, with residents indicating in a community survey that limiting commercial activity is important for maintaining the Town's small-town feel.

Despite a clear desire to keep Lyman small, it was indicated by the community survey that more businesses in the food service sector are wanted. This primarily includes locally owned restaurants but could also include small retail businesses. With the majority of land zoned Commercial and Business being located along State Route 20, this is the most likely location for future economic development in Lyman.





Economic Development Goals and Policies

Goal ED-1 Promote and support employment opportunities to the extent that there is available land.

ED-P1.1 Encourage retail that is conveniently oriented to residential neighborhoods.

Goal ED-2 Maintain the Community Business area as a community focal point with public and private services and amenities.

ED-P2.1 Provide the public services and public facilities necessary to support a high quality of life and attract business investment.

ED-P2.2 Provide well defined access routes that do not conflict with access to business and residential areas.

Goal ED-3 Promote a public-private cooperative partnership involving Skagit County, local cities, tribal governments, state and federal agencies that are supportive of diverse business operations and investments throughout Skagit County.

ED 3.1 Encourage economic development that conserves natural resources and open spaces, protects environmental quality and enhances Skagit County's overall quality of life.

ED-P3.2 Keep development standards in place that are clear, reasonable, and economically feasible requirements, and that provide for concurrent mitigation of impacts on transportation, drainage, parks, public safety and other elements of the environment.



- ED-P3.3 Review land-use and permitting procedures to ensure that regulatory processes are understandable, predictable and can be accomplished within reasonable time periods in a manner that meets or exceeds state statutory requirements.
- ED-P3.4 Create policies and guidelines for manufacturing areas which will provide Lyman and potential developers with consistent expectations with regard to performance standards and contract obligations.

Goal ED-4 Encourage business investment as a means to provide job opportunities for Skagit County residents.

- ED-P4.1 Maintain a balanced tax system that is competitive for business and residential investment.
- ED-P4.2 Encourage economic development that creates a net positive fiscal impact for Skagit County and local communities.

Goal ED-5 Make a continuous commitment to maintaining the aesthetic and quality of a thriving community, encouraging well designed parking, pedestrian improvements and transit access, in the Community Business area.

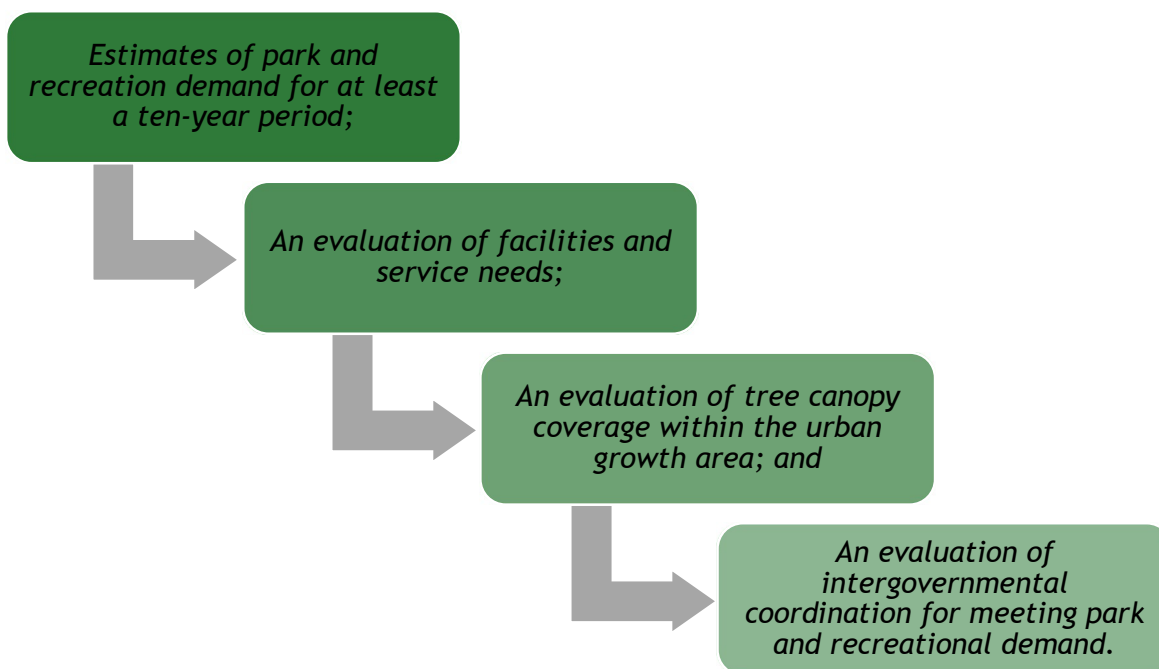
- ED-P5.1 Encourage pedestrian activity with provisions for sidewalk and streetscape amenities, and for pedestrian access to nearby residential areas.
- ED-P5.2 Work with Washington State Department of Transportation to create pedestrian crossings along SR-20 for access to business along the highway.



Parks, Trails, and Open Space Element

Introduction

The Parks, Trails, and Open Space Element has been developed in accordance with the Growth Management Act (GMA) to address the current and future passive and active recreational needs of the community. The GMA requires that the Comprehensive Plan contain “a park and recreation element that implements, and is consistent with, the capital facilities plan element as it relates to park and recreation facilities.” Section 36.70A.070 RCW requires that this Element include:



This Element identifies the goals, policies, and strategies that will guide the acquisition and development of Town parks. This Parks, Trails and Open Space Element provides an inventory of existing park and trail facilities and park levels of service standards that the community has adopted.

The Town of Lyman has developed this Element in accordance with the Skagit County Countywide Planning Policies and has been coordinated with the other Elements of this Plan.



Inventory of Parks, Trails, and Recreation Facilities

Currently, Lyman's park system is limited to only one park which is classified as a neighborhood park. Throughout the Skagit Valley, there are plenty of trails, parks, and other recreational opportunities near to Lyman. Residents in town have ample access to green spaces and outdoor recreation opportunities. Below is a short description of the park and trail in Lyman.

Lyman Town Park



Location: 31154 West Main Street

Size: 2.76 acres

Lyman Town Park can be rented out to residents who want to host events. It is also open to the public when not hosting an event. The park has a recently renovated covered seating area, with picnic tables and barbecues. Under the covered seating areas is a kitchen area that is locked when not hosting an event. There are two sets of horseshoe pits and public bathrooms that are always open to the public. The remainder of the park is green space with well-maintained grass and trees. Nearby to Lyman Town Park is access to the Cascade Trail. Structures within the park are in good condition and have been recently improved. A small parking lot is on the north side of the lot, with spaces for roughly four cars.



Generally, Lyman Town Park is in good condition. The structures and infrastructure are relatively new, and the grassy area is well maintained. The park does have sufficient land capacity to meet the needs of existing residents, but increased population growth in town or expansion of the land area of the town would likely mean that there would need to be more park facilities in the future. Lyman Town Park does not have all of the amenities needed to be the only park to serve Lyman residents. The Town will consider the pursuit of more land for future parks facilities to serve the needs of the residents.

Cascade Trail (“Rails to Trails”)



Location: *Through town east to west, south of SR-20*

Length: *22.5 miles total, 1 mile through town*

The Cascade Trail, or Rails to Trails, is a 22.5-mile-long trail that runs along the Skagit River and connects many of the cities and towns along State Route 20. It passes through Lyman,



between State Route 20 and the Skagit River. Approximately a mile segment of the Cascade Trail that runs through Lyman, along an old railroad line. Gravel makes up the surface, with the majority of the trail being flat and straight. Along the trail are views of the Skagit River and surrounding area along the trail. Access points for the trail are where it intersects South Main Street and at a parking area with river access along West Main Street.

School Parks and Recreation Facilities



Lyman Elementary School, located on the west side of town, has playground facilities that can be accessed. Playground facilities are located off the main building. A playfield is in the back with play equipment, such as swings and a climbing structure. There is also a covered area and basketball courts and hoops.

Sedro-Woolley High School has sports fields, including a track, multi-use sports field, a gymnasium, and tennis courts.

The following tables represent an inventory of all the major parks, trails, and recreation facilities in the greater Lyman area. These include major parks from Sedro-Woolley and Hamilton, county facilities, and state and federal lands nearby Lyman.

**Table PTOS-1: Regional Parks**

Park Name	Size	Location	Jurisdiction	Description
Olmstead Park	14 acres	Sedro-Woolley (8 miles from Lyman)	City of Sedro-Woolley	Olmstead Park includes a pond which is used for seasonal fishing. The City is currently fundraising to add amenities to the park, such as restrooms, parking, and picnic shelters.
Memorial Park	3 acres	Sedro-Woolley (9 mi. away)	City of Sedro-Woolley	Memorial Park includes a community center, senior center, and a branch of the Skagit County YMCA. It also includes a splash pad for seasonal use, restrooms, a playground, picnic tables, and a Spanish American War Veterans Memorial.
Bingham Park	2.6 acres	Sedro-Woolley (9 mi. away)	City of Sedro-Woolley	Bingham Park is a small park that includes a covered picnic area, restrooms, a barbecue area, a playground, and open space.
Winnie Houser Park and Playfield	10 acres	Sedro-Woolley (10 mi. away)	City of Sedro-Woolley	This facility has several youth sports fields and is used for sports leagues throughout the year. Fields are available for reservation.
Janicki Playfields	37.5 acres	Sedro-Woolley (10 mi. away)	City of Sedro-Woolley	Janicki Playfields are a large parks facility that includes a variety of recreational opportunities. Baseball fields, a playground, and ample trails for walking can be found at this facility.
Gazebo Park	0.25 acres	Hamilton (4 mi. away)	Town of Hamilton	Gazebo Park is an event space that can be reserved. At the park is a large gazebo that provides a covered sitting and eating area. There is a charcoal barbecue, horseshoe pits, and a fire pit.
Playground Park	1 acre	Hamilton (4 mi. away)	Town of Hamilton	The park contains a playground area with swings and a slide and a large open field for recreational activities.
Town Hall Park	0.75 acres	Hamilton (4 mi. away)	Town of Hamilton	Hamilton's Town Park provides ample green space. There are grassy areas with trees, a playground area, and picnic tables. A bus stop is located next to the park.
Howard Miller Steelhead Park	110 acres	Rockport (23 mi. away)	Skagit County	Skagit County's regional park is located along the Skagit River and includes a boat launch, camping, a nature area, a playground, and many more facilities.
Northern State Recreation Area	726 acres	Near Sedro-Woolley (7 mi. away)	Skagit County	Northern State Recreation Area is a large regional park. It is the site of a former hospital and has ample recreational opportunities, including hiking trails, fishing, picnic areas, and much more.
Ann Wolford Park	33 acres	Near Lyman (2 mi. away)	Skagit County	Ann Wolford Park an open space area that has remained relatively undeveloped. There is fishing, picnic areas, and trails. Skagit County owns and maintains the open space.
Rasar State Park	180 acres	Near Concrete (8 mi. away)	Washington State	Washington State's Rasar State Park includes campgrounds, trails, fishing, and freshwater shoreline along the Skagit River.
North Cascades National Park	504,654 acres	East of County (37 mi. away)	National Park Service	North Cascades National Park has close access to Lyman. Access via State Route 20 is allowed seasonally, with ample opportunity for outdoor recreation in the federally owned National Park in the warmer seasons.



Recreational Programs

The Town of Lyman does not currently provide recreational programs. It is not the intent of the Town to provide such services in the next 20 years. Currently, there is not a high demand for the Town to provide recreational programs. Opportunities for recreational programs can be found through Sedro-Woolley or Skagit County. In Sedro-Woolley, there is a YMCA that offers recreational opportunities. The City of Sedro-Woolley also provides community events and sports. Skagit County has a Parks and Recreation Department that offers a wide variety of recreational programs. There are youth programs and activities, sports for people of all ages, community tournaments, and more.

The Town does not have any future plans to provide recreational programs at this time. This is due to the low population in town and the lack of resources. As there is only one park in town and the town has limited staff and funding capacity, if there is future demand for recreational programs provided by the Town, funding options can be explored.



Future Needs Analysis

At present, in applying the typical level of service standards, the Town of Lyman does not have sufficient parks inventory to serve the population. Lyman Town Park is considered a Neighborhood Park, as discussed in the Level of Service Section below. While it is large enough to service a population of Lyman's size, it does not possess all of the amenities and facilities to meet the needs of the town. No playground or playground equipment can currently be found at Lyman Town Park, and there are no play fields or courts.

Future investment will be needed to either acquire new land for potential new parks or to utilize existing Town-owned land to create more park space. Multiple avenues exist for the Town to go down to acquire more land for parks. Private citizen donation and purchase of land are two options. The Town can also convert land it already owns into park land. It will be important to provide park facilities in the future. Funding options will be discussed further below.



The Town must be mindful about the placement of future parks facilities in the future. A future park should be located centrally, in an area that maximizes service to as many residents as possible. Town Hall is currently located in a central area of town, making a park nearby potentially ideal. As more land becomes available for parks, the Town will work to ensure that they are located in a way that best serves the community.

Level of Service Standards



Jurisdictions in Washington State commonly use a set of criteria to evaluate local level of service for parks. Level of Service (LOS) is a way to measure if a facility, in this case parks and recreational facilities, is working at a sufficient level to meet the needs of the population it serves. The following provides typical criteria used by small cities and towns (under 10,000 population) in Washington to measure park and recreation levels of service.

Mini Park- A mini park is characterized by having a unique feature, such as a “tot lot” park included within a residential neighborhood.

Population Ratio: 0.1-0.3 acres per 1,000 population

Service Area: Four blocks from local residences

Neighborhood Park- An area suited for passive and/or active family activities and play by preschool or elementary school-age children. Includes facilities such as picnic tables and shelters, barbecue pits, playground equipment, horseshoe pits, basketball courts, grassy areas, and tennis courts.

Population Ratio: 2 acres per 1,000 population

Service Area: Approximately 1/4- to 1-mile radius



Community Park- These parks are designed to serve the surrounding community. They may contain special amenities attractive to visitors throughout the area. Such parks often consist of athletic facilities and significant natural features, such as large tracts of open space or natural areas.

Population Ratio: 5-8 acres per 1,000 population

Service Area: Approximately 1- to 2-mile radius

Parks, Recreational, and Open Space Funding

The Town of Lyman will have access to multiple potential funding sources available to help maintain and expand parks, trails, and open space facilities. A six-year Capital Improvement Plan (CIP) is maintained by the Town to guide selection and implementation of park-related capital projects. The Parks CIP is updated annually with each adopted Annual Town budget.

Table PTOS-2: 6-Year Parks System CIP				
Project	Priority	Estimated Cost	Funding Source	Year
ADA Improvements	1	\$40,000	Grants	2028
Play Equipment at Lyman Town Park	2	\$65,000	Grants	2028
Toddler Play Equipment at Lyman Town Park	3	\$40,000	Grants	2028
Mini Park on Lyman Town Hall Property	4	\$65,000	Grants	2029
Dog Bag Stations	5	\$1,000	Town Funds	2026

Table PTOS-3: 20-Year Parks System CIP	
Project	
Park Land Acquisition	
Tree Maintenance	
Signage Updates	
Splash Park Features at Lyman Town Park	

There are numerous grant opportunities for the improvement and expansion of parks facilities for the Town. Relevant grants can come from a variety of sources, including from state and federal agencies, private organizations, and regional opportunities. Some of these include salmon recovery grants for stream bank restoration, community forestry grants, and Recreation and Conservation Office grants.



Recreation and Conservation Office Grants

The Washington State Recreation and Conservation Office (RCO) offer multiple different types of grants that can help jurisdictions like Lyman fund park and recreation activities. Most of these grants are offered annual cycles, but some do have longer cycles. Some RCO grants opportunities that the Town could investigate are:

- Community Forests Program
- Community Outdoor Athletic Facilities
- Recreation Projects - Washington Wildlife and Recreation Program
- Salmon Recovery and Puget Sound Acquisition and Restoration

Parks Related Public Engagement

Public Engagement efforts in Lyman took the form of a Comprehensive Plan community survey and a community open house. Surveys were distributed in a number of different ways, such as mailing inserts in the Town's monthly utility bills and attending Town events to hand out surveys and talk to residents. Outreach to local organizations, such as community organizers and a local newsletter, also occurred to help with survey distribution. There were multiple questions related to parks, trails, and open space in the survey, as well as many write-in responses that discussed parks and trails.

On a question asking respondents what they would like to see accomplished with the Comprehensive Plan update, many people discussed improving the existing park in town with a play structure for kids, and some responses saying they would like to see more parks in town. In a different question asking residents to classify different characteristics of Lyman, parks facilities were generally considered to be a strength. When asked to identify amenities that residents value and would like to see more of, parks and trails were frequently mentioned in both categories. Respondents generally wanted to see more parks facilities, including a playground for kids, and value the existing park and trails facilities.

The open house was a joint Comprehensive Plan and parks engagement open house. Attendees were asked what sort of parks improvements, equipment, and expansion they would like to see in the future. Similar to previous engagement efforts, many residents expressed an interest in playground equipment at Lyman Town Park. Some attendees specifically expressed interest in seeing play equipment for both younger and older kids, making the park more accessible for users of different ages.



Another idea suggested at the open house was for a minipark to be established on Town Hall property. Lyman Town Hall sits on a large piece of property, with a large yard area. Residents feel that the yard space could be utilized to house a small community park and play structures. This would increase the Lyman's parks LOS by adding more parks in town.

The general takeaway from the public engagement is that residents value the existing park and trail in Lyman and would like to see improvements to it, such as easier public access to the trail and a playground at the park. Many people also want to see more parks around town, which is in line with the Level of Service assessment in this Element. Pursuit of more opportunity to expand and improve the existing parks facilities will be a priority for the Town.

Adoption

The Parks, Trails, and Recreation Element is a part of the Town of Lyman 2025 Comprehensive Plan. It is an optional Element in the Comprehensive Plan but will also serve as Lyman's RCO Parks Plan. Lyman's Town Council has updated this Plan as part of the 2025 periodic update and will monitor and update this Element and the rest of the Comprehensive Plan as needed on a yearly basis.



Park, Trails, and Open Space Goals and Policies

Goal PTOS-1 Determine the parks and recreation needs of residents and prioritize capital expenditures for such facilities in the Town Capital Improvement Plan.

- PTOS-P1.1 Take advantage of opportunities to secure property for parks and recreation facilities, including purchase, grant funding, private donation, easements, availability of public lands for park use, and dedication of private land as part of the development review process.
- PTOS-P1.2 Provide facilities that serve a variety of active and passive activities (such as picnic areas, playgrounds, open space, and playfields), and serve individual recreational needs (e.g., running, walking, biking), as well as the needs of groups (e.g., picnic shelters).
- PTOS-P1.3 Support individuals of all ages and abilities being offered recreational opportunities that are comprehensive, enriching, and affordable in clean, properly maintained, safe, and accessible facilities.

Goal PTOS-2 Build and maintain a system of multi-use trails and corridors for recreational hikers, runners, bicyclists, and other non-motorized users that access and/or link significant environmental and recreational features, public facilities, local neighborhoods, and business districts.

- PTOS-P2.1 Design and update parks, trails, and facilities to be accessible to a variety of age groups, interests, incomes, skill levels, and physical capabilities. Facilities and trails should provide handicap accessible access in conformance with the Americans with Disabilities Act.



- PTOS-P2.2 Pursue the development of trail facilities that connect to and enhance current trail facilities.
- PTOS-P2.3 Upgrade existing pedestrian trails and provide new easements, where appropriate, for connecting trail links, and extending trail systems.
- PTOS-P2.4 Trails and trailheads shall be located to not unduly interfere with the privacy of residents.

Goal PTOS-3 Preserve natural open space for scenic and aesthetic enjoyment, to protect and preserve environmentally sensitive areas, support local wildlife, and to enhance the quality of life of Lyman residents.

- PTOS-P3.1 Ensure that development adjacent to parks and recreation facilities is designed to minimize impacts on these parks and recreation areas.
- PTOS-P3.2 Buffer active play facilities in new parks and recreation facilities to protect the privacy of and minimize impacts to adjacent property.
- PTOS-P3.3 Support the preservation and protection of significant environmental features that reflect Lyman's natural heritage for park and open space use, including wetlands, open spaces, woodlands, streams and stream corridors, shorelines, and other unique features.
- PTOS-P3.4 Ensure that park development adjacent to the Skagit River, and Jones Creek protects and/or enhances salmon habitat.
- PTOS-P3.5 Incorporate wildlife habitat corridor features to ensure ecological connectivity and support local biodiversity.



Goal PTOS-4 Provide funding to develop and ensure the maintenance of parks, programs, and facilities.

- PTOS-P4.1 Prioritize and develop funding for parks and recreation projects and maintenance as directed by the Capital Facilities Element.
- PTOS-P4.2 Consider the level of use, ease of maintenance and longevity in the selection and design of parks and recreation equipment and structures.
- PTOS-P4.3 Maintain appropriate design, construction, and maintenance standards for trails, which shall be based on the Washington Department of Transportation trail standards.

Goal PTOS-5 Create opportunities for private contributions and volunteerism in the acquisition, construction, operation, and maintenance of parks, trails, and recreation facilities.

- PTOS-P5.1 Pursue acquisition of land for future park areas in accordance with the Capital Facilities Element.
- PTOS-P5.2 Pursue opportunities to acquire properties adjacent to neighborhood parks where appropriate for expansion.
- PTOS-P5.3 Pursue opportunities to acquire land and develop parks that provide public access to local rivers consistent with the Town's Shoreline Master Program.
- PTOS-P5.4 Applicants may be required to develop and dedicate parks and trails to new development in accordance with the adopted Parks, Trails and Recreation Element, and consistent with applicable Town development standards.
- PTOS-P5.5 Promote opportunities for public participation in the planning of new or upgraded parks, trails, and recreation facilities.
- PTOS-P5.6 Coordinate with community groups and citizens to identify volunteer expertise, labor, and contribution opportunities for operation and maintenance of parks, recreation facilities and trails, and for the operation of recreation programs.



Goal PTOS-6 Cooperate with the County and other related interest groups in regional parks and trails planning.

- PTOS-P6.1 Identify opportunities for partnerships with other public-sector entities (such as Skagit County, the Washington Department of Natural Resources, and other appropriate agencies), and with private groups; to develop, expand, and manage local and regional parks and recreation facilities for Town residents and visiting facility users.
- PTOS-P6.2 Signage for parks and trails should include interpretive and historical information.
- PTOS-P6.3 Cooperate in the identification of trail connections to parks and trails in Skagit County and communities along the Skagit Valley while coordinating with other relevant jurisdictions to promote development and completion of a regular trail network.
- PTOS-P6.4 Support Skagit County, the Sedro-Woolley School District, and other community agencies with the coordination of recreation programs.
- PTOS-P6.5 Promote historical, environmental, and cultural education through special event programs, the preservation of historical sites, and the support of festivals and events reflecting the cultural heritage of the Town.



Natural Environment Element

Introduction

The purpose of the Natural Environment Element is to support the protection of the natural environment that surrounds and is within Lyman. In creating this Element, the Town is showing commitment to the stewardship of natural resources and critical and environmentally sensitive areas.

While the Natural Environment Element is not a required element under the Growth Management Act (GMA), it does call for the protection and enhancement of the environment, including air quality, water quality, and availability of water.

Despite not requiring a Natural Environment Element, the GMA does contain specific requirements for the designation and protection of critical areas. Under the GMA, critical areas are defined as wetlands, areas with critical recharging effects on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas. The Town will be updating its Critical Areas Ordinance (CAO) as part of the Periodic Update process. This Element is meant to compliment the CAO update effort.



Environmental Profile of Lyman

Lyman is located in the foothills of the Cascades, along the Skagit River Valley. The flatter lowlands of the Skagit Valley have extensive agriculture lands, which house a wide range of crops. Foothills for the Cascade Mountains begin in the Lyman area, making for a hilly, forested topography. These foothills provide lumber for harvest, recreational spaces for people seeking the outdoors, and key habitats for plants and animals.

A key environmental feature of Lyman is the Skagit River, which runs directly adjacent to town. The close proximity to the river brings a riparian habitat to the town, with vegetation along the riverbank. High streamflow during wet seasons can cause erosion along the riverbank and certain areas near the town can be flooded. Lyman is also situated near two volcanoes, Mount Baker and Glacier Peak. These volcanoes have historically played a large role in the shaping and geography of the region and bring their own hazards.



There are multiple environmental hazards that impact the Lyman area. Extreme precipitation can cause erosion and stormwater to impact residents. Flooding from the Skagit River impacts the many of the areas surrounding the town. Wildfires have become a more common occurrence in summer months in Western Washington and can have a major impact on Lyman in the future. Lahars and ash from the volcanoes could have a major impact on Lyman as well. It is important that the Town be mindful of these environmental hazards and take measures to plan for and minimize them in the future.

Natural Resources

The natural environment surrounding Lyman has plenty of natural resources. These resources help support the local economy and provide key resources to industries in the Skagit Valley and Washington State. Here are some of the natural resources nearby to Lyman:

- Wood harvested from forest lands
- Agriculture lands that rely on water from the Skagit River
- Minerals, such as iron, from mines

Best Available Science

When regulating critical areas, Washington State requires that jurisdictions use “best available science.” Local jurisdictions are responsible for collecting and assessing available scientific information related to protecting critical areas. As scientific methods and understanding changes over time, jurisdictions must consider how these emerging sciences impact the protection of critical areas.

Best available science is used to best protect the functions of wetlands. The periodic update process serves as an opportunity to reassess best available science and make changes and update regulations as emerging scientific discoveries see fit. Lyman defines best available science as “*current scientific information used in the process to designate, protect, or restore critical areas, which is derived from a valid scientific process as defined by WAC 365-195-900 through 365-195-925. Examples of best available science are included in Citations of Recommended Sources of Best Available Science for Designating and Protecting Critical Areas published by the Washington State Department of Commerce.*”

Critical Areas

An important environmental consideration that must be accounted for in the planning process is critical areas. Critical areas perform key functions that enhance our environment and protect us from hazards. They can protect water quality, support food chains, limit flood damage, control erosion, and more. Washington State defines five types of critical area: wetlands, fish and



wildlife habitat conservation areas, geologically hazardous areas, aquifer recharge areas, and frequently flooded areas. Each type of critical area is defined below.

Wetlands



Wetlands are defined by the Washington Department of Ecology (“Ecology”) as land areas that are saturated or covered with water for at least some part of the year. They can be the edge of a river or lake, a shallow pond or swamp, a marshy field or forested bog, or a shrubby area filled with willows. Despite there being a variety of types of wetlands, there are three general characteristics that all have in common:

1. Hydric soils: Soils that are saturated long enough to produce anaerobic conditions.
2. Water-tolerant plants: Hydrophytic plants can tolerate anerobic conditions of hydric soils.
3. Water: Present at or near the land surface periodically or continuously during the growing season.

Wetlands serve a variety of important functions. These include carbon cycling, erosion and flood control, groundwater recharge, water filtration and purification, and wildlife habitat. It is important that wetlands are protected, restored, and managed. Ecology has the authority to regulate wetlands statewide and provided assistance to jurisdictions for managing them.

Lyman does have some wetland areas in town limits. There are also multiple wetland areas nearby. Shoreline areas along the Skagit River are classified as wetlands and the area near Prevedell Road and Pipeline Road is also a wetland. The area adjacent to town north of State Route 20 is designated as wetlands. The Town will continue to protect, regulate, and designate wetland areas in and around town as needed.

Fish and Wildlife Habitat Conservation Areas



Fish and wildlife habitat conservation is the management of land for maintaining populations of species in suitable habitats within their natural geographic area. Habitats must be sufficiently maintained to support the populations of these species over the long term. It should be noted that



designated habitats do not include artificial or manmade features such as irrigation infrastructure, drainage ditches, or canals. Fish and wildlife conservation areas are important to protect as they contribute to the state's biodiversity and support endangered species.

Protecting these areas is an important part of the planning process for jurisdictions around the state. It is required under the GMA and can lead to funding opportunities, restoration of the natural environment, and can mutually benefit humans. Designating, protecting, and restoring these habitats can help to create a more ecologically diverse area. There are wildlife conservation areas and priority habitat in and around Lyman. Specific details of these will be discussed later in this Element. It is important that Lyman ensure the protection of these conservation areas and habitats to allow plants and animals in the area to thrive.

Geologically Hazardous Areas



Geologically hazardous areas include areas that are susceptible to erosion, landslides, earthquakes, or other damaging geological events. They are areas that pose a threat to the health and safety of people when incompatible development occurs near them. A variety of methods exist to mitigate or reduce the damage of structures within geologically hazardous areas. Risk can be mitigated through design or modified construction practices. Siting development away from geologically hazardous areas can also help to reduce potential damage.

It is important that Lyman be mindful of geologically hazardous areas. While there are no geologically hazardous areas within town limits, some do exist in the surrounding area. Jones Creek, north of State Route 20, has areas that could be susceptible to landslides. Lahars from Mount Baker and Glacier Peak could reach as far as the Skagit Valley, leaving Lyman potentially susceptible. Ensuring that emergency preparations and evacuation plans are in place will be important in the future.



Critical Aquifer Recharge Areas



Establishing critical aquifer recharge areas is important for protecting a community's drinking water and preventing pollution and contamination of aquifers. An aquifer is a body of permeable rock that stores groundwater. Groundwater can be crucial for providing water to a community. Aquifer recharge areas are areas where water seeps into the ground and refills aquifers. Identifying and protecting these critical aquifer recharge areas from contaminants is important for protecting the health and safety of a community.

Lyman has two wellhead protection areas within the town limits. The wellheads in Lyman help to provide water to residents both in town and in the immediate vicinity to town. A wellhead protection area is an area where water is brought up to the surface from aquifers for use by residents. It is crucial that these areas are protected to prevent contamination of the underground aquifer.

Frequently Flooded Areas



Frequently flooded areas include floodplains and other areas subject to flooding that perform important hydrologic functions and may pose a risk to people and property. The floodplain that relates to frequently flooded areas is designated by the National Flood Insurance Program. Flooding is an important issue in Lyman. While most residential areas in town are situated out of the Skagit River floodplain, flooding from the river can cause damage through erosion of the riverbank. Properties and buildings near the river can be damaged from erosion and can impact property owners. It is crucial that Lyman take measures to limit development in areas susceptible to erosion and support property owners near the river to help protect their properties.



Wildfires Near Lyman

Wildfires are a more recent environmental hazard to face Lyman. Historically, wildfires have been primarily located in eastern and central Washington, east of the Cascades. However, summers have become drier and there is less snowpack in the mountains as a result of climate change. Due to these changes in weather patterns and climate, wildfires have become more prevalent in western Washington.

In April of 2024, there was a small wildfire near Lyman. It was roughly 20 acres and did minimal damage to structure or man-made infrastructure. Despite the small size and lack of damage, the event does show that wildfires are possible all the way along the Skagit Valley. In the recent effort to create the new Climate Element, the Town conducted a vulnerability and risk assessment involving wildfires. The results of the assessment can be found in the Climate Element of this plan.

Coordination with local agencies, including the Skagit County Fire Department and Washington State Department of Natural Resources (DNR), will be important for planning for wildfires. DNR offers free site visits for property owners to assess the risk of wildfire on their land and to take measures to lessen the potential damage of wildfires. Other educational and site analysis opportunities are available to help protect residents' personal property and houses from wildfires and measures can be taken by the Town to reduce the risk and damage caused by wildfires.

Air Quality

Air quality is an issue that is linked to wildfires. Wildfires as far off as California or British Columbia can impact the air quality in Lyman. During fire season, roughly from early July to October, there is a possibility of debilitatingly poor air quality. When air quality reaches dangerous levels, it is important for residents to protect themselves and take any necessary precautions. Air quality monitors were recently installed at Town Hall. They will help the Town to ensure that residents are aware of when the air quality is going to be particularly poor.

Extreme Precipitation



Extreme precipitation is a natural hazard that has been faced by Lyman and will continue to be a challenge in the future. Climate change will also exacerbate extreme precipitation, both increasing the severity and frequency of events. Large amounts of precipitation can cause rivers



to flood and can degrade water quality through pollutants getting washed into the river. It can also cause damage to property, impacting residents more directly.

Multiple causes are related to increased extreme precipitation events due to climate change. Changes in weather patterns, such as severe rainstorms, can contribute to more precipitation. Warmer temperatures that cause snow to melt more quickly and can cause storms that would have previously been snow to fall as rain.

Erosion is a major concern in Lyman, with many properties being located along the riverbank of the Skagit River. When flooding occurs, it can cause erosion to the riverbank, potentially damaging properties located there. Another concern with extreme precipitation is the degradation of the Skagit River. Pollutants can get into the river, damaging the riparian and surrounding ecosystems. Protection of the river and ensuring that no pollutants are entering the river from Lyman will be an important piece of environmental and climate planning.

There are many ways to build resilience to extreme precipitation and to help alleviate the negative impacts. Minimizing impervious surfaces, implementing good stormwater management practices, and educating the public on extreme precipitation and flooding are some of the strategies that can be used. This Element, along with the Climate Element and any other applicable elements, will implement goals, policies, and strategies to support resilience to extreme precipitation.

Shorelines

As noted in WAC 173-26-191 (1)(e), RCW 90.58.340 requires that policies for lands adjacent to shorelines be consistent with the Shoreline Management Act, implementing rules, and the applicable master program. The Shoreline Management Act performs as the fourteenth goal of the Growth Management Act. Policies of the Shoreline Management Plan and the Comprehensive Plan must reflect this growth management planning.

The Town of Lyman has adopted a joint Shoreline Master Plan with the neighboring Town of Hamilton. Both towns are built along the Skagit River, as well as having additional shorelines and from creeks, ponds, and other wetlands. Lyman plans implement goals and policies consistent with the Shoreline Master Plan into this Comprehensive Plan. The Town strives to protect, enhance, regulate usages that impact the health of shorelines in and around town.

The Shoreline Master Plan is updated every eight years, per the Washington Department of Ecology. The Lyman-Hamilton Joint Shoreline Master Plan was adopted in 2022. Based on the eight-year cycle, the next update to the plan would be in 2030. The Town will be conscious of this timeline and will work to integrate new planning practices into the new plan.



Wildlife and Vegetation

Disturbance of ecological communities is a major cause of the decline in animal and plant species. It is important that efforts are taken to protect viable habitats as a way of sustaining native vegetation and wildlife. With continued human activity and development throughout the state, protecting critical habitats for wildlife and vegetation is more important than ever.



Lyman and its surrounding area contain many important habitats for different plants and animal species. The Skagit River is a habitat for many different types of fish species, including steelhead, pink salmon, rainbow trout, coho salmon, sockeye, and chinook. The areas north and east of Lyman are elk habitat and the surrounding forest areas are habitat for bats. Wetland areas in and around the town are freshwater habitat for many different species.



Skagit County and the Lyman area have multiple different kinds of evergreen trees that are native to the area. These include Sitka Spruce, Douglas Fir, and Western White pine. Other trees that are native to Skagit County are Quaking Aspens, Oregon ash, and Big Leaf Maples. There are many plant species that are native to Skagit County and play a key role in the ecosystem. Protection of these plants is critical for maintaining a thriving and productive ecosystem.

Protection of Salmon



The Skagit River is an important habitat for salmon, particularly for the endangered chinook salmon. There are many efforts statewide to protect and restore salmon habitat. The Skagit Council of Governments has recently created the Skagit Watershed Council, which is the lead entity overseeing the Skagit River watershed. The Skagit Watershed Council is a membership-based nonprofit with an elected board. Lyman will do what it can to support the Skagit Watershed Council in its efforts to restore and protect salmon habitat.

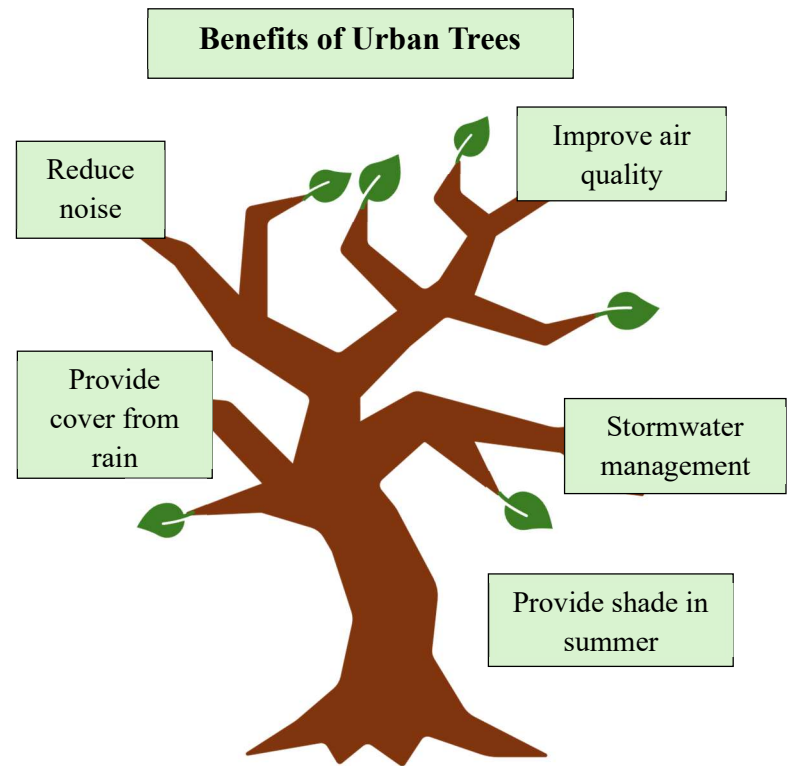


Urban Trees

Urban trees help to serve many important purposes within a community. The Town of Lyman and residents have expressed interest in enhancing the number of urban trees in town. In the Comprehensive Plan Update survey, community members showed a high level of interest in planting more community trees. This could involve planting more native trees, improving the site conditions of existing urban trees, and caring for and maintaining trees.

Lyman generally has good tree cover in town. Compared to many other jurisdictions, there are plenty of trees throughout the residential areas of town. Maintenance and care for existing trees would likely be more of a priority in the pursuit of grants funds.

Over the past few years, there have been many different grant opportunities for enhancing urban trees. Grant opportunities come from a variety of organizations, including the Washington State Department of Natural Resources, US Forest Service, and other private and governmental organizations. The Town will look for opportunities to pursue grants that fit the needs and desires of residents.



Skagit County Conservation District



The Skagit Conservation District is an organization that brings voluntary, incentive-based natural resource solutions to Skagit County. They provide technical, financial, and educational resources and work with landowners and municipalities to plan for and implement conservation practices.

Lyman has already, and will continue to, work with the Skagit Conservation District to support the natural environment in the area. This could include educational outreach opportunities,



implementing good forestry management practices, or restoration projects. The District can also support the Town with wildfire-related management and protection of farming resources as well.

Protection of Agricultural Lands

Much of Skagit Valley, including areas in and around Lyman, are home to important agricultural lands for the state of Washington. There are ongoing efforts to help protect agricultural land in Skagit County, including the Skagit County Farmland Legacy Program. This program helps landowners financially by placing a lifetime conservancy easement on their farms. As agriculture land is impacted by reduced by factors such as climate change or land development, supporting the protection of agricultural land when possible is a priority for the Town of Lyman.





Resiliency Sub-Element

Introduction

The Climate Element has been developed in accordance with the Growth Management Act (GMA) to address current and future challenges related to climate change. The goals, policies, and implementation strategies contained within this Element and supporting narrative content were designed to increase understanding of and resilience to climate change.

This Element identifies goals, policies, and strategies that will guide how the Town plans for climate related actions in the future. Primary climate hazards were identified during the process of creating this element. These hazards and actions taken based on them will be discussed further in this Element.

Regional Climate Planning

Due to House Bill 1181, which requires all planning jurisdictions in Washington State to plan for climate impacts and resiliency, there are many regional climate planning efforts that impact and support the Town of Lyman. Skagit County, neighboring cities like Hamilton and Sedro-Woolley, and other regional jurisdictions are all engaging in climate planning efforts. Climate impacts are not limited by jurisdictional boundaries, making coordination and collaboration important for ensuring everyone's resilience. The Town of Lyman will ensure that its climate and resiliency planning is consistent with Skagit County's efforts and is collaborative with neighboring jurisdictions.

Climate Planning in Relation to Other Planning

Climate planning is an intersectional process that takes multiple other planning processes and practices into account. It is important the Town of Lyman considers how other local, regional, and state planning processes can impact climate planning and support the Town in best mitigating climate change and its impacts. As seen in the Figure below, there are many different kinds of plans and sectors that interact with and influence climate planning. This section will explore each of the different categories seen in Figure 1.

**Figure 1**

Critical Areas and Riparian Management

Part of the Periodic Update process is to update the Town's Critical Areas Ordinance (CAO). Implementing climate planning practices into the CAO is an important part of this periodic update. A new requirement within the CAO is for jurisdictions to regulate riparian management zones, which include riparian areas along rivers. The Washington State Department of Fish and Wildlife defines riparian areas as follows:

"Riparian areas contain elements of aquatic (water) and terrestrial (land) ecosystems. The interactions between water and land create an environment that is critical to the survival and existence of land-based and aquatic species. Known for their moist and mild microclimates, riparian areas have fertile soils that enhance plant growth and support complex food webs. Riparian areas are a critical resource as they directly benefit numerous wildlife species, including many that we in Washington cherish for their recreational and intrinsic values."



Given Lyman’s close proximity to the Skagit River, planning for and regulating riparian areas will be important for the town going forward. Climate planning can play a major role in helping to maintain healthy riparian areas, while also providing human benefits.

Stormwater Management

Stormwater management is a very important planning sector for the Town of Lyman. Extreme precipitation has been identified as a major climate hazard facing the town. Stormwater is the primary result of extreme precipitation and can cause damage to property and important infrastructure, such as septic systems. It is important that steps are taken to ensure that stormwater is managed in a way that does not adversely impact the residents of the town and infrastructure within town.

Stormwater management can take a wide variety of forms, ranging from constructing manmade wetlands to installing permeable pavement to the use of bioswales. Many possibilities exist for stormwater management that can help to alleviate stormwater impacts. The Town of Lyman will plan to utilize these methods to support its climate planning effort.

The Washington State Department of Ecology has a Stormwater Management Manual for Western Washington that was updated in 2024. This manual is an interactive online tool that offers guidance and best practices for managing stormwater and other resources for jurisdictions to utilize. Lyman will work to incorporate recommended practices from this manual into this Climate Element.

Code Enforcement

Code enforcement may not immediately seem related to climate planning efforts, but it can play a major role in the actual implementation of policies intended to support the environment and the people living in it. Town policy and the municipal code dictates code enforcement. If the Town chooses to enact climate planning through the municipal code, then code enforcement can be a useful tool for implementing climate policy.

Climate planning through code enforcement can look many different ways. It can be enforcing protection of street trees and energy efficiency, preventing illegal dumping of waste, or encouraging green building practices. While creating policy and Town code is a good first step, code enforcement is equally important for ensuring that good climate practices are enacted.



Regional Hazard Mitigation

The Town of Lyman is currently not a part of the Skagit County Multi-Jurisdiction Hazard Mitigation Plan. This is a multijurisdictional plan that allows for collaboration and coordination in hazard mitigation efforts countywide. Most of the individual jurisdictions in Skagit County are annexed into the plan, allowing for easier coordination for hazard mitigation. The Hazard Mitigation Plan is set to be updated in the coming years. During the update process, the Town will work with Skagit County to get annexed into the plan and be a part of the wider hazard mitigation effort. This will help Lyman to coordinate hazard mitigation efforts with neighboring jurisdictions easier.

Emergency Planning

Emergency planning aims to prevent emergencies from occurring when possible, and when emergencies do occur, it aims to reduce, control, or mitigate the effects of the emergency. This is a very important element of planning, as it seeks to reduce harm and damage to both the built environment and to people. As climate change exacerbates certain natural hazards, emergency preparedness and management will become more important.

Wildfires are a prime example of the importance of emergency planning. If a wildfire were to occur in the Lyman area in the future, there will need to be many different plans in place to help combat the negative impacts. Residents need to be made aware of the wildfire and potential evacuation protocols. Evacuation routes need to be established, and residents need to be quickly and effectively notified on when evacuation is necessary. Key infrastructure and facilities would need to be protected in the event of a wildfire to ensure that the town can continue to function once the danger has passed.

Working with the Skagit County, Skagit Fire District 8 and other associated agencies and organizations will be important for establishing emergency planning in Lyman. It should be interconnected with climate planning and will impact how the Town prepared for climate change.



Associated Plans

An important part of creating the Climate Element was to get an understanding of the different plans that Lyman has and how they plan for climate related hazards. This was done through a gaps and opportunities analysis of three different Lyman town plans to better understand what actions the town has already taken regarding climate planning and what still needs to be done. The plans looked during this process were the 2018 Comprehensive Plan, the 2022 Shoreline Master Plan, and the 2020 Water System Extension Plan.

2018 Lyman Comprehensive Plan

The goals and policies from the 2018 Comprehensive Plan were analyzed to see where there are gaps in climate planning and opportunities to modify goals and policies to better address climate change. Over 40 goals and policies were identified as either explicitly or implicitly supporting climate resilience. Many of the goals or policies identified reference environmental preservation, community practices, or land use considerations in relation to the natural environment.

For each of the goals and policies, the applicable climate indicator, hazard, and impacts were paired with the goal or policy. A gap or opportunity was identified for the goal or policy and the next step was determined. Many of the next steps involve adding climate change related language to a goal or policy. Other recommendations involved creating an implementation strategy to go along with a policy. In some cases, the only recommendation was that the Town ensure a goal or policy remained in place

Lyman-Hamilton 2022 Shoreline Master Program

Lyman's Shoreline Master Program was jointly adopted along with the neighboring Town of Hamilton. The only shoreline in the town is along the Skagit River. Fifteen policies from the Shoreline Master Program were identified as being related to climate planning. The same process that was performed on the Comprehensive Plan goals and policies was performed on the Shoreline Master Program policies. In many cases, the recommendation was to make the policies more directly applicable to Lyman. Other recommendations included incorporating certain policies in the comprehensive plan or keeping a certain policy in place.



Lyman 2020 Water System Extension Plan

The 2020 Water System Extension Plan for the Town of Lyman was analyzed for any policies that either explicitly or implicitly supported climate resilience. None of the policies contained within the Water System Extension Plan were related to climate resilience. This is due to the contents of the document not relating closely to climate resilience. The only recommendation relating to the Water System Extension Plan is to keep climate resilience in mind when next revising the document and ensuring that none of the modifications negatively impact climate resilience in the Town.

Defining Resilience

The Washington State Department of Ecology defines climate resilience as follows:

“Climate resilience is the ongoing process of anticipating, preparing for, and adapting to changes in climate and minimizing negative impacts to our natural systems, infrastructure, and communities. For natural systems, increasing climate resilience involves restoring and increasing the health, function, and integrity of our ecosystems and improving their ability to absorb and recover from climate-affected disturbances. For communities, increasing climate resilience means enhancing their ability to understand, prevent, adapt, and recover from climate impacts to people and infrastructure.”

In applying this definition to Lyman, the Town must ensure that it both understands and is prepared to deal with the impacts of climate change. This involves identifying different climate impacts that the town faces and how to prevent, mitigate, and recover from them. Lyman can enhance resilience to climate change by implementing good emergency management strategies and hazard mitigation, focusing primarily on the guiding principles of preparedness, response, and recovery. Each of these principles will be discussed below and throughout the Resilience Sub-Element.



Emergency Management and Hazard Mitigation

Preparedness

Being prepared for climate change impacts can mean a number of different things. It requires that residents of the town understand and are aware of climate impacts that affect their community. Sharing information on climate impacts and mitigation strategies is an important responsibility for the Town that can help with preparedness. Emergency planning and management can help to make the community be more prepared for climate impacts.



Response

Response to climate impacts goes hand-in-hand with preparedness. Ensuring that residents, town officials, and first responders know what to do in the event of climate related hazards can save lives, properties, and money. Coordination between local, regional, and state officials is important, as well as communication with residents on topics like evacuation.



Recovery

An important aspect of emergency management is recovering after a climate-related hazardous event occurs. This involves supporting communities and residents who were most impacted, ensuring that key infrastructure is up and running in an efficient manner, and getting life back to normal as quickly as possible. A good emergency management plan can help with the recovery process and streamline it.

Wildfire Mitigation

Wildfire mitigation can be achieved in a number of ways. Town-wide mitigation and individual property owner efforts are both important for ensuring that the town and its residents are prepared to handle wildfires. Individual property owners can landscape their property and modify their homes and other structures to make them less susceptible to wildfires. The Town can provide information and resources to residents and can work with agencies and organizations to help support wildfire resilience and mitigation efforts.

Puget Sound Energy

Puget Sound Energy (PSE) is the largest utility provider in Washington State. PSE is the primary electricity provider in Lyman, with the town being served by overhead power lines that provide this electricity. Sparks created when objects, like fallen trees, hit the power lines can cause



wildfires in at-risk areas, as seen in Camp fire in California in 2018. Short circuits can also cause sparks.

As a precautionary measure to the potential wildfire risk, PSE announced that they will turn off power in certain areas to minimize the risk of one of their lines starting a fire. Lyman has been identified as a community with the highest risk of shut offs due to the area surrounding the overhead lines and the risk of wildfires. These shut offs are only expected to occur when weather conditions call for them. Weather conditions like high winds, thunderstorms, or low humidity may cause PSE to shut off power to an area.

PSE has said that shutting off power will be a last resort and will only be done if necessary. PSE hopes to give customers two days' notice before cutting power. However, there is a possibility of no warning of a shut off due to sensors being triggered that detect possible short circuits. It is important to make sure that contact information with the company is up to date. PSE has also requested that people who require power for essential medical equipment have that listed on their account as well so that accommodation and recommendations can be made before the shut offs.

Making plans for power shut offs is important for residents of Lyman. If electricity powers essential medical equipment, making a backup plan is crucial. Other considerations for power shut offs are the lack of electricity to power refrigerators, air conditioning units, and water heaters. Access to the internet may be cut off as well. Short-term power generators can help to supply power for the duration of the shut off.

Town Climate Assets

Creating an inventory of Lyman's assets is an important part of the climate planning process. Understanding the assets that the Town possesses is important because it allows specific plans to be created that protect the assets that are most important or at risk. The Washington State Department of Commerce (Commerce) provided guidance to assist jurisdictions with the asset and hazard identification process. Commerce provided eleven overarching categories that assets could come from, with the intent that jurisdictions identify at least one asset within each category. The categories are as follows:





A total of 19 assets were identified as priorities for Lyman to protect. The assets were identified after a collaborative effort between the climate planning team and the Lyman Town Council. At least one asset being identified in each of Commerce's categories. Table CL-1 shows each of the identified assets, along with the category they fit into.

Table CL-1: Lyman Assets	
Asset	Commerce Category
Grocery Store/Gas Station	Agriculture and Food Systems
Residential Buildings	Buildings and Energy
Public Buildings	
Puget Sound Energy Infrastructure	
Elementary Schools	
Historic Buildings and Sites	Cultural Resources and Practices
Local Businesses in Town	Economic Development
Tourism from North Cascades	
Surrounding Environment	Ecosystems
Evacuation Routes	Emergency Management
Resident Quality of Life	Health and Wellbeing
Town Roadways	Transportation
State Route 20	
Skagit Transit Route 70X	
Septic Systems	Waste Management
Town Water Service	Water Resources
Private Well Water Systems	
Skagit River	
Urban Growth Area	Zoning and Development

Climate Hazards

In important part of planning for climate change is to identify climate related hazards that would most impact Lyman going forward. Commerce provided tools to help to better understand which parts of the state would be impacted by which hazards. This allowed the Town to identify which hazards would be most impactful to Lyman. A mapping tool was used to identify which climate hazards would impact Skagit County the most, and then other resources were used to narrow down the analysis to Lyman specifically. The two identified hazards that would most impact Lyman are extreme precipitation and wildfires.

Extreme precipitation is a hazard that brings other hazards along with it. The precipitation events themselves are not always enough to cause damage to properties and infrastructure, but the resulting flooding can also be a major challenge for the Town. According to the University of Washington Climate Mapping Tool, the heavy precipitation magnitude is projected to increase in



the Lyman area. This is reflected in the number of rainstorms that occur on average once every 2 years and are projected to happen more frequently. In other words, there are expected to be more frequent and major rainstorms that drop large volumes of water. This will likely result in more frequent and severe flooding and more damage to the town from the precipitation.

Wildfires are projected to become a more regular occurrence in the west side of the state, including in Skagit County. Changing precipitation patterns and timing brought around by climate change will continue to cause more frequent and severe wildfires in Washington. Wildfires can impact Lyman in many ways. The flames themselves can cause damage to buildings and key infrastructure. Evacuations caused by nearby wildfires can cause major stress and can displace residents for potentially long periods of time. The air pollution caused by fires can also have a major impact on residents, causing respiratory issues. Residents in Lyman will need to adapt to the increased likelihood and proximity of wildfire in the area.

In addition to wildfires and extreme precipitation, there are two other climate related hazards that will primarily impact Lyman. These hazards are flooding and reduced snowpack, both of which are linked to another one of the hazards. For example, extreme precipitation is linked to flooding since the large amount of rain from precipitation events can lead to flooding in the Town. Reduced snowpack is linked to wildfires due to the lack of water coming from snowpack year-round increases the chances of wildfires. It is important that the Town takes every hazard into consideration in this Climate Element.

Vulnerability and Risk Assessment

Sensitivity

Step 1 of the vulnerability and risk assessment for Lyman was to assess each asset's sensitivity to the climate hazards that impact the town. In order to assess sensitivity, a ruleset and leading question were established to ensure consistency between the different kinds of assets. This question was:

"To what degree does this hazard affect this asset."

The Town's assets were grouped into three different categories for measuring sensitivity. These categories were physical assets, social assets, and environmental assets. Each of the three had their own set of criteria to measure sensitivity. Physical assets looked at building materials and the condition of a structure. Social assets factored in stress caused by loss and financial burden from the hazard. Environmental assets looked at the disruption caused by the hazard.

For each different type of asset, the criteria were given a rating of low, medium, or high sensitivity and were combined to give a final sensitivity rating. For example, historic buildings in Lyman were given a high sensitivity rating to wildfires because the building materials were



highly flammable and the condition of the surrounding property was highly susceptible to wildfires, giving it an aggregate high sensitivity. Results of the sensitivity assessment can be found in Table CL-2.

Adaptive Capacity

The next step of Lyman's vulnerability and risk assessment was an analysis of the adaptive capacity for each asset. Adaptive capacity is the ability for an asset to adjust to a hazard, take advantage of new opportunities, or cope with change. Each asset's adaptive capacity in relation to the paired hazard was analyzed in this step.

Each asset was given a score of low, medium, or high adaptive capacity to the specific hazard. Things such as available funding, ability to retrofit, and ability to take preventative measures were looked at for each asset. The assets were given a score based on their ability to adapt to the specified climate hazard. Adaptive capacity scores can be found in Table CL-2.

Vulnerability

Step 3 of the assessment was to take the results from the previous two steps and determine the vulnerability of each asset to the specific hazard. Once vulnerability was determined, the hazard-asset pairs with the highest vulnerability would be noted for further analysis. To determine vulnerability, sensitivity and adaptive capacity scored from the previous two steps were aggregated to produce a vulnerability score. If an asset had high sensitivity to a hazard but also had high adaptive capacity, it was given a medium vulnerability score because the two previous scores cancelled each other out. If an asset had high sensitivity and low adaptive capacity, the scores would complement each other and lead to high vulnerability. When the sensitivity and adaptive capacity scored did not compliment or cancel each other out, the sensitivity score was always deferred to for determining vulnerability.

All of the vulnerability scores were evaluated to help determine which hazard-asset pairs to further analyze in Step 4.

**Table CL-2: Vulnerability Analysis**

Hazard-Asset Pair	Asset Type	Sensitivity	Adaptive Capacity	Vulnerability
Grocery Store/Gas Station – Extreme Precipitation	Physical Assets	Medium	Medium	Medium
Grocery Store/Gas Station – Wildfires		Low	High	Low
Residential Buildings – Extreme Precipitation		Medium	Medium	Medium
Residential Buildings – Wildfires		High	High	Medium
Public Buildings – Extreme Precipitation		Medium	High	Low
Public Buildings – Wildfires		High	High	Medium
PSE Infrastructure – Extreme Precipitation		Low	Medium	Low
Elementary School – Extreme Precipitation		Medium	Medium	Medium
Elementary School – Wildfires		High	High	Medium
Historic Buildings – Wildfires		High	Low	High
Local Businesses – Extreme Precipitation		Medium	Medium	Medium
Local Businesses – Wildfires		High	High	Medium
Tourism from N. Cascades – Wildfires	Social Asset	Medium	Low	Medium
Surrounding Environment – Extreme Precipitation	Natural Assets	High	High	Medium
Surrounding Environment – Wildfires		High	Medium	High
Evacuation Routes – Extreme Precipitation	Physical Assets	Medium	High	Low
Evacuation Routes – Wildfires		Low	High	Low
Quality of Life – Extreme Precipitation	Social Assets	Low	High	Low
Quality of Life – Wildfires		Low	Medium	Low
Town Roadways – Extreme Precipitation	Physical Assets	Medium	Low	Medium
State Route 20 – Wildfires		Low	High	Low
Skagit Transit Route 70x – Wildfires		Low	High	Low
Septic Systems – Extreme Precipitation		High	Low	High
Town Water Service – Extreme Precipitation		Medium	Medium	Medium
Private Well Water Systems – Extreme Precipitation		Medium	Low	Medium
Skagit River – Extreme Precipitation	Natural Asset	High	Medium	High
Urban Growth Area – Extreme Precipitation	Physical Asset	Medium	High	Low



Risk

The next step in the assessment was to characterize risk, which involved narrowing down which hazard-asset pairs to conduct a deeper analysis on. All of the hazard-asset pairs that had a medium or high vulnerability were assessed further in this step. Hazard-asset pairs with low vulnerability were not assessed further.

To characterize risk, the probability and magnitude of the hazard impacting the given asset were separately determined and later aggregated to give a risk score. For the hazard-asset pairs involving extreme precipitation, sensitivity was used to help determine probability. Assets with a high sensitivity to extreme precipitation also had a high probability of taking damage from extreme precipitation, giving them a high probability score. The same logic was used for assets with medium and low sensitivity to extreme precipitation.

For hazard-asset pairs involving wildfires, vulnerability was used to determine probability. If an asset had low vulnerability to wildfires, the probability of damage from wildfires would be low. This logic was also used for asserts with high and medium vulnerability to wildfires.

Magnitude was determined by using an aggregate score of three indicators: criticality, redundancy, and expected annual loss. Criticality was deemed either high or low based on whether the asset was on the FEMA Community Lifelines list. Redundancy was determined based on whether an asset had system redundancy in the event of loss. The annual expected loss was calculated using the FEMA National Risk Index, which calculated annual expected loss in Lyman's census tract as relatively low. The score of each of the three indicators was aggregated to determine magnitude of loss.

The final action of this step was to input the probability and magnitude scores into the Risk Characterization Matrix, which was used to determine the risk the hazard posed to the asset. This matrix gave each hazard-asset pair a final risk score based on probability and magnitude.



Actions

Step 5 of the vulnerability and risk assessment was to decide what actions need to be taken to address each hazard-asset pair. The primary action that would be taken is to create a goal, policy, or action item in the new Climate Elements to address the hazard-asset pair. The decision to take action or accept the risk of the hazard to the asset was determined based on the vulnerability and risk assessment. If an asset had medium or high vulnerability and risk to a hazard, it was determined that action should be taken. If it had low vulnerability or risk, it was determined that the hazard-asset pair was not a priority for addressing at this moment. A complete list of the hazard-asset pairs that action will be taken on is listed below. Further details on the vulnerability and risk assessment as a whole are available upon request.

Residential Buildings	<ul style="list-style-type: none"> • Extreme Precipitation • Wildfires
Historic Buildings and Sites	<ul style="list-style-type: none"> • Wildfires
Surrounding Environment	<ul style="list-style-type: none"> • Extreme Precipitation • Wildfires
Town Roadways	<ul style="list-style-type: none"> • Extreme Precipitation
Septic Systems	<ul style="list-style-type: none"> • Extreme Precipitation
Town Water Service	<ul style="list-style-type: none"> • Extreme Precipitation
Private Well Water Systems	<ul style="list-style-type: none"> • Extreme Precipitation
Skagit River	<ul style="list-style-type: none"> • Extreme Precipitation



Natural Environment Goals and Policies

Goal NE-1 Preserve natural open space, including surrounding forest and agricultural lands, for scenic and aesthetic enjoyment, to protect and preserve environmentally sensitive areas, to ensure forest management practices that minimize risk of wildfires, and to enhance the quality of life of Lyman residents.

- NE-P1.1 Encourage the use of landscaping and the preservation of native vegetation to enhance aesthetic and environmental quality of the Town.
- NE-P1.2 The Town shall recognize the Forest Practices Act, RCW 76.09, policy and regulation of forest practices, except as provided in the Town of Lyman and Skagit County Shoreline Master Program.
- NE-P1.3 Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment.
- NE-P1.4 Identify, mitigate, and correct unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.

Goal NE-2 Promote community-wide stewardship of the natural environment.

- NE-P2.1 Cooperate with state, county, and federal programs to ensure protection of food producing lands including: agricultural districting; purchase of development rights; and transfer of development rights.
- NE-P2.2 Collaborate with public and private agencies in the future for outreach efforts.



- NE-P2.3 Encourage property owners to utilize sustainable building practices and materials.

Goal NE-3 Protect and enhance critical areas and give special consideration to measures to protect and enhance habitat for anadromous and salmonid fish from extreme precipitation and other climate change related impacts.

- NE-P3.1 Maintain and continue to update the Town's Critical Areas Ordinance to meet current science and law and incorporate climate change considerations.
- NE-P3.2 Protect surface and ground water quality and quantity through development regulations, surface water management standards, and watershed management practices.
- NE-P3.3 Encourage native plantings and prohibit removal of native vegetation in critical areas unless the mitigation has been implemented.
- NE-P3.4 Encourage designation of fish and wildlife habitat conservation areas on both private and public lands as part of land use planning for appropriate development densities, urban growth area boundaries, open space corridors, land conservation, and stewardship programs.
- NE-P3.5 Designate and protect critical aquifer recharge areas for potable water.
- NE-P3.6 Restrict the use of hazardous chemicals and materials within the aquifer recharge and wellhead protection areas that could contaminate the potable water source.
- NE-P3.7 Review required buffers and setbacks from shorelines vulnerable to erosion exacerbated by climate change, and establish new minimums if necessary, so that improvements are not required to protect structures.



Goal NE-4 Provide transportation facilities and services in a manner that protects and enhances the environment.

- NE-P4.1 Transportation facilities and services should be sited, designed, and buffered (through screening and/or landscaping) to fit in harmoniously with their surroundings. When sited within or adjacent to residential areas, special attention should be given to minimizing noise, light, and glare impacts.
- NE-P4.2 Support reasonable expansion of public transit, commute trip reduction, ridesharing, and other low carbon transportation choices.
- NE-P4.3 Limit the creation of impervious surface areas to maintain the recharge capacity of the aquifer.

Goal NE-5 Protect and preserve water resources.

- NE-P5.1 Maintain and improve surface water quality as defined by state and federal standards.
- NE-P5.2 Restrict surface water runoff rates, volumes, and quantity for all new development and redevelopment projects.
- NE-P5.3 Review and update stormwater drainage regulations as necessary to ensure they meet State standards for protection of fish species.
- NE-P5.4 Promote natural drainage by encouraging the retention of existing native vegetation near streams and slopes.
- NE-P5.5 Implement measures to ensure the protection of the water source and potential future sources.



Climate and Resilience Goals, Policies, and Implementation Strategies

Goal CL-1 Ensure that new buildings and improvements to existing buildings are done in a manner that reduces environmental impacts and remains resilient to wildfires and other natural hazards.

CL-P1.1 Consider developing or modifying design standards to integrate exterior building features that reduce the impacts of wildfires and other climate related hazards.

Strategy: Require the use of green infrastructure and low-impact development to address increased storm intensities and stormwater runoff.

Strategy: Require the design and construction of commercial and residential buildings and their surrounding sites to reduce and treat stormwater runoff and pollution.

Strategy: Share information with residents on fire-resistant plants to use on their properties.

CL-P1.2 Adopt wildfire resilience standards for new and redeveloped sites.

Strategy: Reference the International Wildland-Urban Interface Code when making decisions regarding development in town.

Strategy: Provide residents with resources for home hardening and fire-proofing properties.

Strategy: Utilize Washington State Department of Natural Resources Wildfire Assessment program to assess residents' preparedness for wildfire on their properties.

CL-P1.3 Account for the impacts of extreme precipitation in the Water System Extension Plan to ensure that water infrastructure continues to serve the town during and after extreme precipitation events.



- CL-P1.4 Prioritize the preservation and weatherization of housing in overburdened communities to reduce emissions and increase resilience.

Goal CL-2 Ensure that cultural resources and practices, such as historic sites and buildings, are resilient to wildfires, extreme precipitation and any other climate change related hazards.

- CL-P2.1 Support the protection and restoration of ecosystems in order to meet tribal treaty rights and conserve culturally important resources, including foods, medical plants, and materials that could be impacted by climate change.

Strategy: Establish and maintain a government-to-government relationship with local Native American tribes for the preservation of archaeological and culturally significant sites and for future collaboration on climate planning efforts.

- CL-P2.2 Consider working with local partners to establish native vegetation in the Lyman area to support the long-term restoration and carbon sequestration efforts.
- CL-P2.3 Work with Skagit Fire District 8 to ensure that historical sites and buildings in Lyman are resilient to climate hazards.

Goal CL-3 Ensure the protection and restoration of streams, riparian zones, wetlands, and floodplains to achieve a healthy watershed that is resilient to climate change.

- CL-P3.1 Implement actions identified in restoration and salmon recovery plans to improve climate resilience of streams and watersheds.
- CL-P3.2 Support programs that protect and restore riparian vegetation to reduce erosion, provide shade, and support other functions of the stream.



- CL-P3.3 Encourage measures to reduce sedimentation in streams resulting from wildfire damage and other associated impacts.
- CL-P3.4 Develop and implement a plan to mitigate and adapt to climate impacts on shorelines.

Goal CL-4 Enhance and coordinate emergency preparedness, response, and recovery efforts to mitigate risk and impacts of climate related hazards.

- CL-P4.1 Ensure that Lyman's emergency management plan responds to the impacts of climate change and identifies ways to support a sustainable economic recovery after a disaster.
- CL-P4.2 Consider adopting or developing a community wildfire resilience strategy to improve emergency response capabilities, create fire-resilient landscapes, promote fire-adapted communities, and foster recovery efforts.

Strategy: Create evacuation plans and outreach materials to help residents plan for and practice actions that make evacuation quicker and safer.

Strategy: Provide residents living in Wildland Urban Interface areas with information about fire prevention practices.

- CL-P4.3 Support local, County and State agencies in the development of community wildfire protection plans.

Goal CL-5 Ensure that private septic systems and other waste management infrastructure is resilient to the impacts of extreme precipitation.

- CL-P5.1 Develop and implement a strategy to expedite management of debris after a disaster incident.



Goal CL-6 Protect and enhance the climate resilience of urban forests and trees by implementing climate-smart forest management.

CL-P6.1 Consider adopting a forest master plan and implementing ordinances to maintain and expand tree canopy cover in town.

CL-6.2 Work with local, state, and federal agencies to support the management forests to retain biodiversity, resilience, and ecosystem function and services.

Strategy: Encourage residents to participate in Washington’s small forest landowner assistance cost-share and stewardship programs.

CL-6.3 Work with local and regional fire departments to identify locations for controlled burns.

Goal CL-7 Protect community health and well-being from the impacts of climate-exacerbated hazards and ensure that vulnerable residents do not bear disproportionate health or financial impacts.

CL-P7.1 Work with local agencies to develop notification alerts within the community to reduce risk of exposure to wildfire smoke.

Strategy: Reach out to at-risk community members to ensure they have access to wildfire smoke information resources and are given priority in mitigation efforts.

CL-P7.2 Develop a wildfire smoke resilience strategy in partnership with local residents, emergency management officials, regional clean air agency officials, and other stakeholders.

CL-P7.3 Expand food security in Lyman through collaboration with Shepard’s Heart Food Bank and other local food providers.

CL-P7.4 When feasible, collaborate with local, state, and federal organizations to obtain insurance for Town-owned properties and for residents.



Town of Lyman Housing Needs Assessment

Population Characteristics

Population Count and Forecast

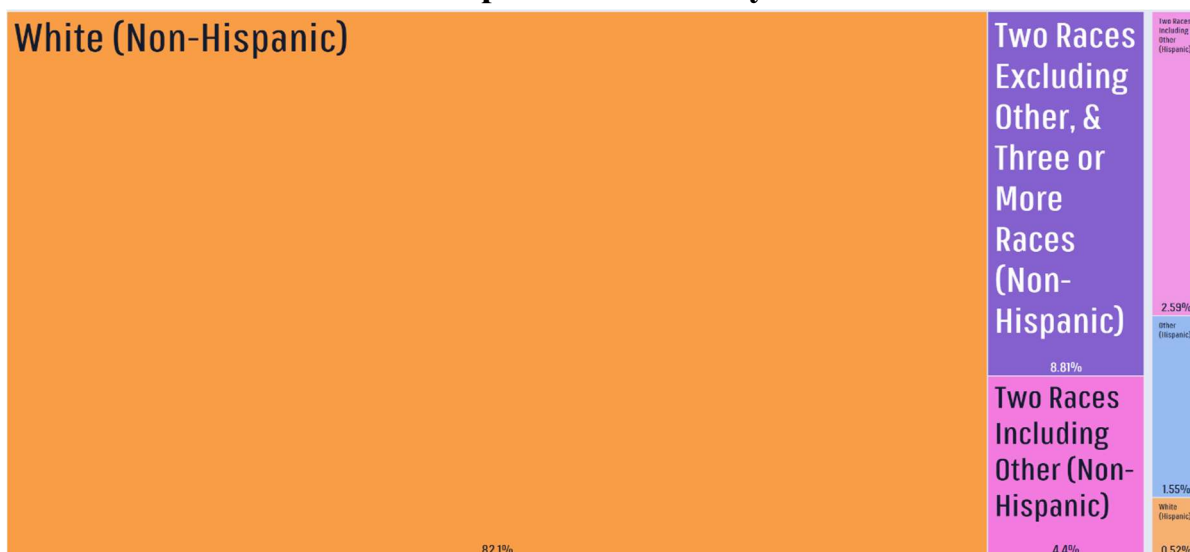
The Town of Lyman currently has a population of 425 people in 2022, according to the Office of Financial Management (OFM) and the Skagit Council of Governments. The OFM and Skagit Council of Governments project there to be no population growth over the next 20 years, putting the projected 2045 population at 425 people. OFM based their projections on historic trends over the past ten years and on distribution of overall growth countywide. The Town's lack of a town-wide sanitary sewer system could have played a role in the lack of growth projected for the next 20 years, as well as the historic trends that show population decrease over the past 10 years. The stagnation of growth in Lyman is not guaranteed and is also dependent on factors like economic growth of the town and environmental viability of growth.

Population Diversity

The Town is predominantly white, with the 2022 ACS reporting 82 percent of residents as white. The next highest racial category is people of two or more races, making up roughly 13 percent of residents. Hispanic or Latino people make up the remaining up 2 percent of residents in the town. The percentage of white residents in Lyman is higher than that of Skagit County, with roughly 74 percent of residents being white countywide.



Figure 1
Population Diversity



Source: DataUSA

Population by Age Group

The median age in Lyman is 39 years old, according to the American Community Survey (ACS) in 2022. This is slightly lower than the countywide average of 42. The highest number of residents are in the age bracket between 40 and 49, with the next most common age range being between 10 and 19 years old.

Housing Characteristics

Household Count

According to the OFM and Skagit Council of Governments, there are 144 total households in Lyman. Similar to the population count, there is no projected growth for the town for households over the next 20 years.

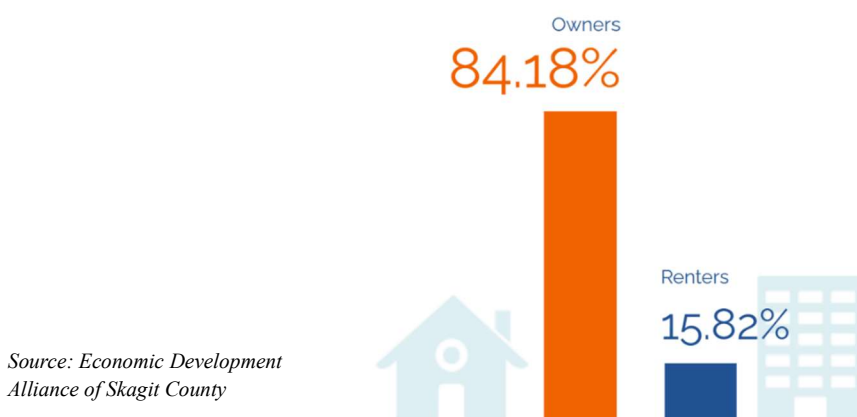
Most households in Lyman were built before 1939, making the general age of houses in the town very old. The next most common age of households is less than 20 years old, being built between 2000 and 2009. This makes for a mixture of old and new houses in the town. The development of newer households could indicate that population growth in the town is viable.



Household Tenure

Of the 144 dwelling units in Lyman, all 144 are occupied. None of them are vacant, showing a very high occupancy rate within the town. Of the occupied units, 121 units, or 84 percent, are owner occupied. 23 units, or 16 percent, are renter occupied. The occupancy by owners in Lyman is significantly higher than the county, with only 73 percent of occupied dwelling units being owner occupied.

Figure 2
Owners vs. Renters in Lyman



Household Types and Unit Count

According to the 2022 ACS, 79 percent of dwelling units in Lyman are detached single-family houses. This is a higher rate than wider Skagit County, which has 73 percent of dwelling units as detached single-family houses. The remaining dwelling units in Lyman are predominantly mobile homes, making up 16 percent of dwelling units in the town. 3 percent of dwelling units are accessory dwelling units and the remaining 2 percent of dwelling units are duplexes.

Household Size

The town has an average household size of 2.68 people per household, according to the 2022 ACS. This is down slightly from 2012, which was 2.81 people per household. This trend of decreasing household size can be seen nationwide, with smaller family sizes and a shift away from living with grandparents being the primary reasons for this decline. Most of the households in Lyman have between six to eight rooms and two to three bedrooms.



Household Income and Cost Burden

The Area Median Income (AMI) for Lyman is \$81,250 in annual income. AMI is used to measure and compare the wealth distribution of a region. AMI is the midpoint of a region's income distribution, meaning that half of Lyman residents make more than \$81,250 and half of residents make less. The AMI for Skagit County is \$79,000 in annual income, meaning that Lyman has a very similar AMI.

A more in-depth breakdown of annual income levels in Lyman can be seen in Table 1 below. This shows the number of residents in five different income brackets that are used to help guide housing and land use policies.

Table HNA-1: Lyman Population Distribution by Income Level		
Income Level	Income Range	Percentage of Population
Extremely Low (0-30% AMI)	\$0 to \$24,500	8.4%
Very Low (31-50% AMI)	\$24,251 to \$40,500	10.9%
Low (51-80% AMI)	\$40,501 to \$65,000	20.4%
Moderate (81-95% AMI)	\$65,001 to \$77,000	8.9%
High (96% or more AMI)	\$77,000 or more	51.4%

Special Housing Inventory

Subsidized and Public Housing Units

There are no subsidized housing units or public housing units in Lyman. This is likely due to a number of factors, including the lack of a sanitary sewer system and lack of services available in Lyman. The lack of a sanitary sewer system means that the town is not equipped to accommodate any large-scale housing facilities, which subsidized and public housing tends to be. The lack of services, such as employment opportunities and close access to medical care, are also deterrents for developing subsidized or public housing in Lyman. There is unlikely to be any demand for subsidized or public housing in the town by 2045. The closest subsidized housing units are located in Sedro Wooley.

Group Home or Care Facilities

There are no group homes or care facilities in Lyman. These facilities tend to be larger-scale and require access to services, meaning they are incompatible with Lyman's rural, small-town character. This means there is unlikely to be demand for them by 2045.



Gap Analysis

Quantity of Housing Units Available to Various Income Brackets

The various income level brackets in Lyman can be broken down into these categories: extreme low, very low, low, moderate, and high income. Extremely low income is 0 to 30 percent Annual Median Income (AMI), or lower than \$24,375 annual income. Very low income is 31 to 50 percent AMI, or between \$24,376 and \$40,625 annual income. Low income is 51 to 80 percent AMI, or between \$40,626 and \$65,000 annual income. Moderate income is 81 to 95 percent AMI, or between \$65,001 and \$77,187 annual income. High income is higher than 95 percent AMI, or \$77,188 or higher annual income. According to the 2022 American Community Survey, 8 percent of households fall into the extremely low income category, 10 percent into very low income, 22 percent into low income, 8 percent into moderate income, and 52 percent into high income.

Table 2 shows the home values of owner-occupied housing units in Lyman. Comparing this to the various income brackets, there appears to be sufficient housing available for the moderate- and low-income brackets. More extremely low, very low, and high income housing may be needed in the town to meet demand.

Table HNA-2: Owner-Occupied Units Home Value	
Value	Number of Units
Less than \$124,999	5
\$125,000-\$199,999	15
\$200,000-\$299,999	27
\$300,000-\$399,999	39
\$400,000-\$749,999	27
\$750,000 or more	8
Total Units	121*

**This number represents the total number of housing units surveyed in the 2022 ACS Survey for home value in Lyman, not the total number of housing units in Lyman*

Projections for Future Housing Demand

According to projections released in 2022 by the Skagit Council of Governments, there is projected to be zero housing growth in Lyman by 2045. This is in line with their similar projection of zero population growth in the town by 2045. A number of factors likely play into the zero-housing growth projection, including the lack of new housing development in the past 10 years also plays a role in the projection.

While the Town acknowledges the projection by the Skagit Council of Governments, it understands that there is likely to be some level of growth in the next 20 years in the town, even



if it is minimal. Development of new housing units will likely occur on lots that are not fully built out.

Land Capacity Analysis

Land Available to Meet Housing Unit Demand

Part of creating the new Housing Needs Assessment for the 2025 Periodic Comprehensive Plan Update is to conduct a land capacity analysis to ensure that jurisdictions have the land available to reach their housing targets. Skagit County provided housing allocations for all cities and towns in the county. Lyman's housing allocation was zero (0) new housing units by 2045. While there is no new housing units projected in the town by 2045, it is still important that a land capacity analysis be conducted so that areas where future growth could occur are identified.

The land capacity analysis was conducted by using the Skagit County Parcel Assessor tool to identify vacant and redevelopable parcels. Since Lyman's housing allocation was 0, only vacant parcels that are fully buildable were noted as being available for new housing units. There is a total of 82.25 acres of land zoned as residential in Lyman. Of this 82.25 acres, there is a total of 1.95 acres of fully vacant, buildable land. Given Lyman's zoning density requirements, the 1.95 vacant acres roughly translate to a maximum capacity of 12 new housing units. However, the Town acknowledges that it may be unlikely that all of the vacant lots are built out to the maximum potential. Given this fact, the Lyman feels that a range of 6 to 12 new housing units is a realistic capacity for the vacant land in the town.

Table 3 below shows a breakdown of housing needs by income level. For jurisdictions with more housing allocations, this is used to determine which kinds of housing units are needed are different densities.

Table HNA-3: Projected Housing Needs and Capacity					
Income Level (% AMI)	Allocated Housing Need per Unit	Zone Category Serving Needs	Aggregated Housing Needs	Total Capacity	Capacity Surplus
0-30% PSH	0	Multifamily Density	0 units	0 units	0 units
0-30% non-PSH	0				
>30-50%	0				
>50-80%	0	Medium Density	0 units	0 units	0 units
>80-100%	0	Low Density	0 units	12 units	12 units
>100-120%	0				
>120%	0				
Total	0		0 units	12 units	12 units



As shown in Table 3, there is surplus land available to accommodate the projected housing needs in Lyman. This means that there is no need for the Town to modify their zoning policies or annex new land to meet growth.

Adequate Provisions to Accommodate Affordable Housing

Another part of the Housing Element update and the creation of the Housing Needs Assessment is to conduct an adequate provisions analysis. This is done by looking at the town's projected housing needs for different housing types and comparing them with historic production of housing. The 2022 American Community Survey was used to source data.

Looking at a 20-year period, from 2000 to 2020, there were a total of 56 new housing units built in Lyman. This is an unusually high level of housing production for Lyman. Increasing in scope to a 40-year time period, there were a total of 71 housing units built since 1980. Since the housing allocation for new housing units is zero (0) by 2045, Lyman does not need to worry about a lack of housing production within the town. As Table 4 below shows, there is sufficient housing production in the town to exceed the projected housing allocations.

Table HNA-4: Adequate Provisions for Housing			
Zone Category	Aggregated Housing Needs	Annual Production Needed (units/year)	Historic Production (units/year)
Multifamily Density	0 units	0	0
Medium Density	0 units	0	1.8
Low Density	0 units		