

Village of
Lytton

Village of Lytton

Road Infrastructure Planning

Committee of the Whole

3 March 2026

LEARN MORE AT: www.lytton.ca

Road Infrastructure Planning

Conversation on Design Priorities

- As we complete underground infrastructure improvements, we need to plan for road upgrading
- How do we want the streets to look?
- Many factors go into how a street will look
- Some elements you can't see.
- Let's have a discussion on how the community may want things to look

Road Infrastructure Planning

Many Factors Shape Street Design

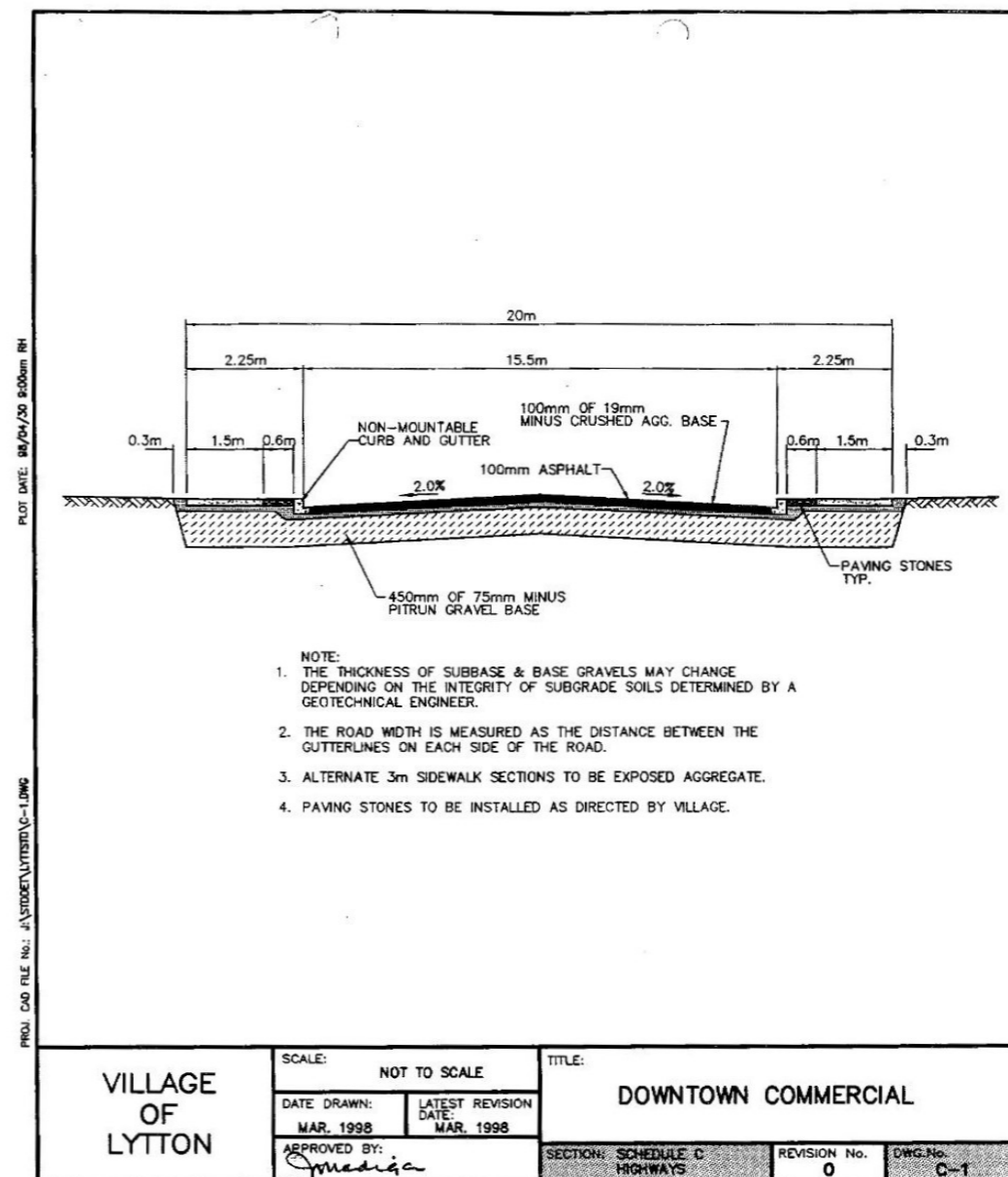
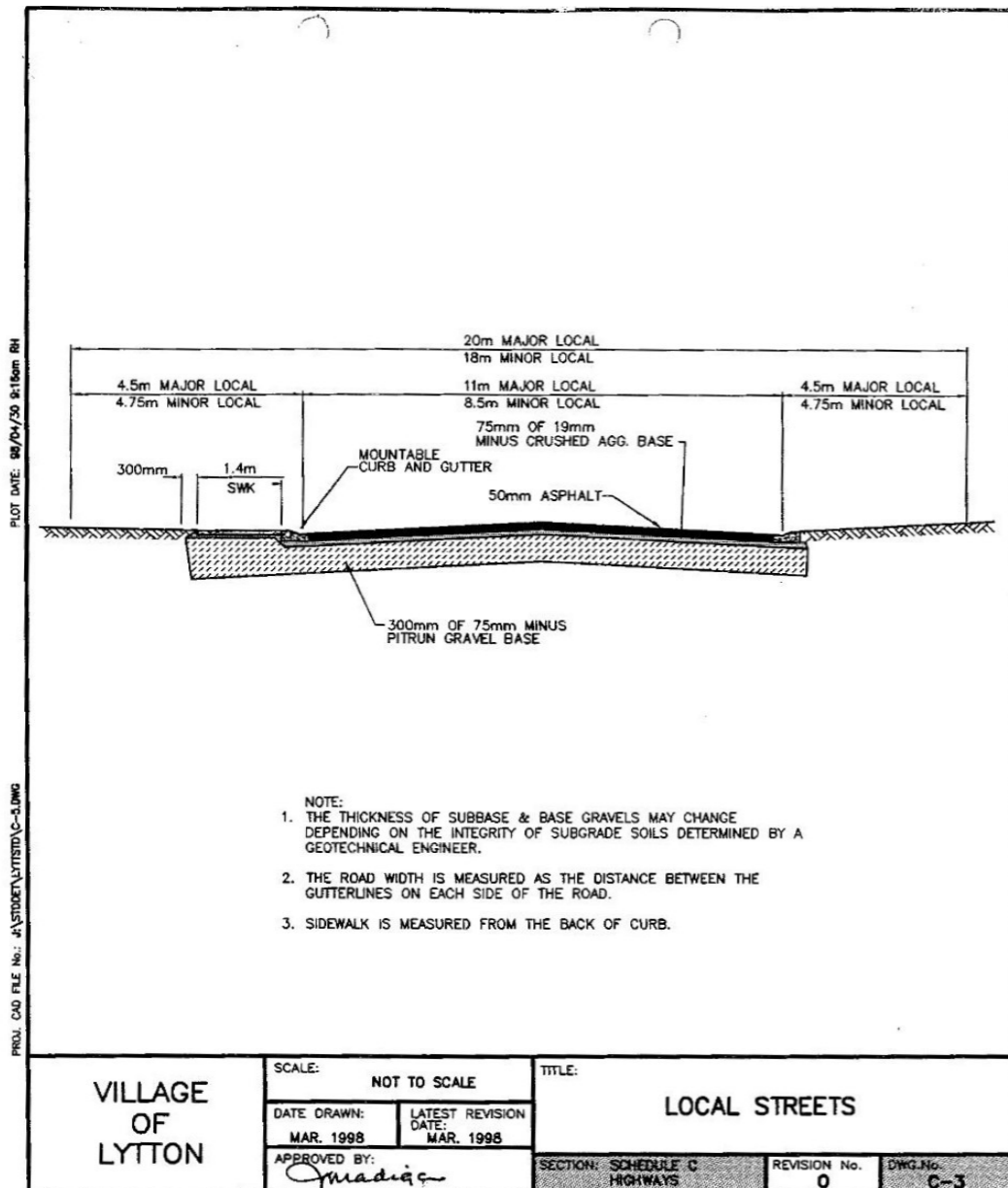
- Type of Land Served:
 - Residential
 - Commercial
 - Industrial
- Each requires different considerations:
 - Traffic type & volume
 - Parking needs
 - Pedestrian access
 - Engineering requirements
 - Drainage design
 - Maintenance needs

Key Questions

- Should road standards be the same as historic?
- Consider some modifications:
 - Sidewalks are typically needed in commercial areas and higher-traffic residential areas.
 - Lower traffic residential areas may not require sidewalks
- Some compromises may be necessary based on available funding.

Road Infrastructure Planning

Existing Bylaw Sections



Road Infrastructure Planning

Existing Bylaw Section - Local Standard (Residential) Continued

- Standard Elements:
 - Two travel lanes each direction.
 - One parking lane.
 - Possible Streets to this standard:
 - First Street
 - Station Street
- Suitable for residential areas with low off-street parking demands.
- Very low-traffic residential streets may not require a sidewalk (e.g. East 5th Street)
- Higher traffic residential streets may require sidewalks and parking on both sides (e.g. most of Fraser Street)

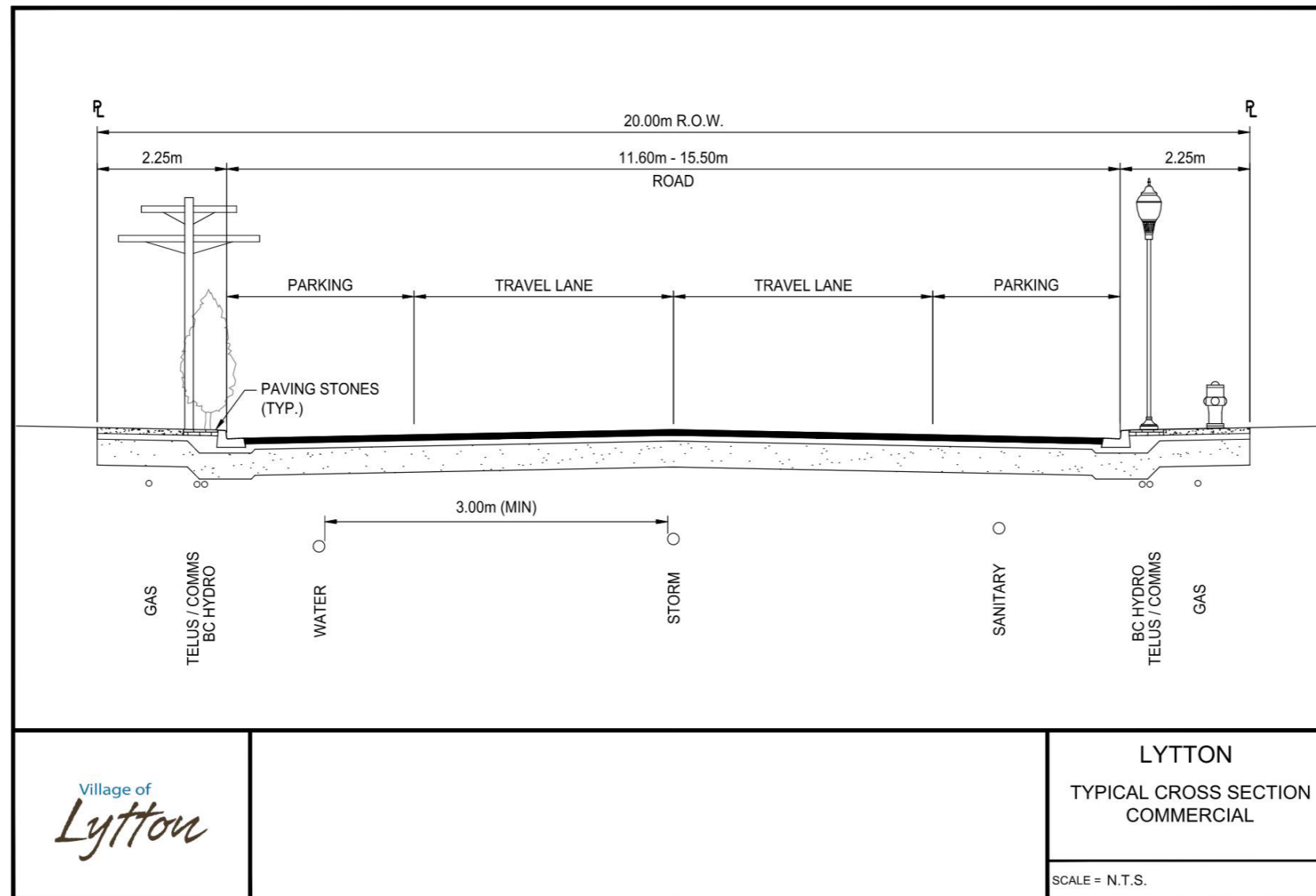
Existing Bylaw Continued

- Downtown Commercial Elements:
 - Two travel lanes each direction.
 - Two parking lanes.
 - Streets to this standard:
 - Main Street and Fraser Street
 - Second through 6th Street – all of these cross streets?
- Drainage improvements are needed: for example, Third and Fourth Streets are failing due to inadequate drainage.
- If maintaining historic parking level is a priority, design change options are limited.

Road Infrastructure Planning

Commercial Street Design Overview

What commercial streets may look like considering all surface and underground elements.



Modifications to Consider

- Changes are limited by road allowance width (usually 20 metres for most streets).
- Do we want grass or street trees?

Needs:

- Adequate parking to accommodate land use.
- All utilities including a 'corridor' for future uses
 - Water and sewer mains
 - Storm drainage (pipes or infiltration systems)
 - Street lighting
 - Sidewalks
 - Parking
 - Shallow utilities like Hydro and Communications

Example of Bio Swale for Drainage



Road Infrastructure Planning

Sample Urban Streets - Residential



Road Infrastructure Planning

Sample Urban Streets - Commercial



Discussion