



TOWN OF OXFORD
Special Council Meeting
Council Chambers and Zoom – *livestream on Facebook*
Wednesday, March 11, 2026
6:00 pm

AGENDA

1. Call to Order
2. Approval of Agenda
3. Request for Decision (RFD)
 - 3.1 RFD #001-2026 – Main Street Design
4. Adjournment



REQUEST FOR DECISION
Main Street Design
#20260311-1

Date: 11 March 2026	Subject: Main Street Design
Proposal Attached:	Submitted by: Linda Cloney and Ruthann Brookins

Proposal:	To permit the staff to put forward the design for Main Street as applied for in the Local Leadership for Climate Adaption (LLCA) Application.
Background:	<p>Asset Management Committee, Across the Highway Committee and Staff have been working on a goal to upgrade, replace, and extend services to support community growth, public safety, and climate resilience.</p> <p>The plan is to replace water main on Main Street and deteriorated sections along Pugwash Road, a new reservoir to replace the ageing Pugwash Road facility, and extending water and sewer service across Highway 104 to open new residential lands.</p> <p>Key Outcomes:</p> <ul style="list-style-type: none"> • Replacement of high-risk aging waterlines to improve reliability of potable water. • Design of a replacement reservoir to improve pressure and fire flow capacity. • Enabling new and infill housing through extension of water and sewer networks. • Integration of accessibility improvements and active transportation routes • Reduction of flood risk through nature-based stormwater management with rain gardens and shaded buffers • Creation of shovel-ready design and tender documents for construction. <p>As the staff were looking for ways to fund the project, LLCA was recommended. An application has been made for this funding for a section on Main Street, corner of James Street to the corner on Hanlon Street. If we were awarded, it could be up to \$800,000 for the project. To qualify, the Main Street project had to integrate accessibility and climate adaptation measures consistent with the Nova Scotia Accessibility Act and municipal accessibility priorities.</p> <p>Recently it had been announced that the Town of Oxford was</p>

	<p>awarded the Growth and Renewal Infrastructure Development Program (GRID) to complete shovel-ready designs for the complete project of Main Street, Pugwash Road, Reservoir and Across the Highway.</p> <p>For staff to proceed, Council will need to choose which design would be preferred.</p> <p>Options are listed in the Options block below.</p>
Options:	<ol style="list-style-type: none"> 1. Council recommend staff proceed with a design for Main Street that integrates green infrastructure (permeable pavers in parking areas, rain gardens and increased vegetation), improved drainage and inclusive mobility features (wider sidewalks, improved sidewalk to street transitions, tactical indicators at transitions), acceptable for LLCA funding. 2. Council to recommend making no changes to the design of Main Street
Benefits:	<p><u>Option 1</u></p> <ul style="list-style-type: none"> • Eligible for funding from the LLCA promoting climate adaptation and environmental sustainability • less asphalt to maintain and replace • more resilient storm drainage and runoff water quality to watercourses with rain gardens and larger piping to reduce risk of future flooding • Green infrastructure such as rain garden and trees for shaded buffers enhances the mental wellbeing and has a pleasing appearance. • Permeable pavers for parking (interlocking concrete or plastic systems that allow stormwater to infiltrate the ground, reducing runoff, flooding, and icing) • reduce crossing distances and improve pedestrian safety • Reduce lane widths in alignment with Transportation Association of Canada guidelines for traffic calming <p><u>Option 2</u></p> <ul style="list-style-type: none"> • Paved areas for traffic remain the same • No loss of parking • Already know the look
Disadvantages:	<p><u>Option 1</u></p> <ul style="list-style-type: none"> • Lane widths reduced from 3.7m to 3.5m • Some parking spaces may be lost. Estimated four to ten, subject to public consultation and balance between parking requirements and stormwater function. • More accessible for pedestrians and multi modal transportation without the existing right-turn lane at Water Street. This will be a design tradeoff and will be defined by council and resident priorities. <p><u>Option 2</u></p>

	<ul style="list-style-type: none"> • Not eligible for funding from LLCA • less improvement in safety, accessibility and environmental sustainability • Increased cost of road maintenance which will result in either increased taxes to maintain condition or accepting shorter road life and decreased condition at current investment levels.
Required Resources:	<p>Option 1 Design Plans for tender ready documents</p> <p>Option 2 Design Plans for tender ready documents</p>
Source of Funding:	<p>Option 1 GRID and Municipal Sources</p> <p>Option 2 GRID and Municipal Sources</p>
Sustainability Implications: (Environmental, Social, Economic and Cultural)	<p>Option 1. Environmental Sustainability- includes a storm drainage system with nature-based solutions and encourages active transportation</p> <p>Option 2 Increased street ponding as rainfall intensity increases. Less resilient to future environmental predictions for the Town of Oxford. Decreased water quality discharge (hydrocarbons and heavy metals in runoff) from paved surfaces.</p>
Workplan Implications (now/future):	<p>Either choice, the staff would need to get this information swiftly to have the design plans in a timely matter. The goal is to have the design plans ready to apply for the Canada Housing Infrastructure Fund (CHIF). Detailed design plans enhance our chance of receiving the grant.</p>
Communication Plan:	<p>Changing the street section and incorporating rain gardens, vegetation and better active transportation (sidewalks) will involve public consultation with residents and stakeholders (Nova Scotia Power and Communications companies for power pole locations). As the staff receives updates on progress, the information would be shared with Council and to the public via the Website, local media outlets, Voyent Alert, and Facebook.</p>
Staff Comments/ Recommendations: Manager of Finance/Asset Management	<p>I recommend Option 1 as it is environmentally sustainable, more accessible and will have a pleasing appearance of downtown area. This plan allows the town to apply for the LLCA grant to cover approximately 20% of the cost of the entire Main Street Project. This means a \$800,000 saving! Net cost of the funded project is estimated to be lower than retaining the existing street character, primarily because of the high cost of asphalt which may get even higher because of current geopolitical impacts on oil prices, a key component of asphalt.</p>
CAO's Review/	<p>I also recommend that Council chooses option 1. As we are</p>

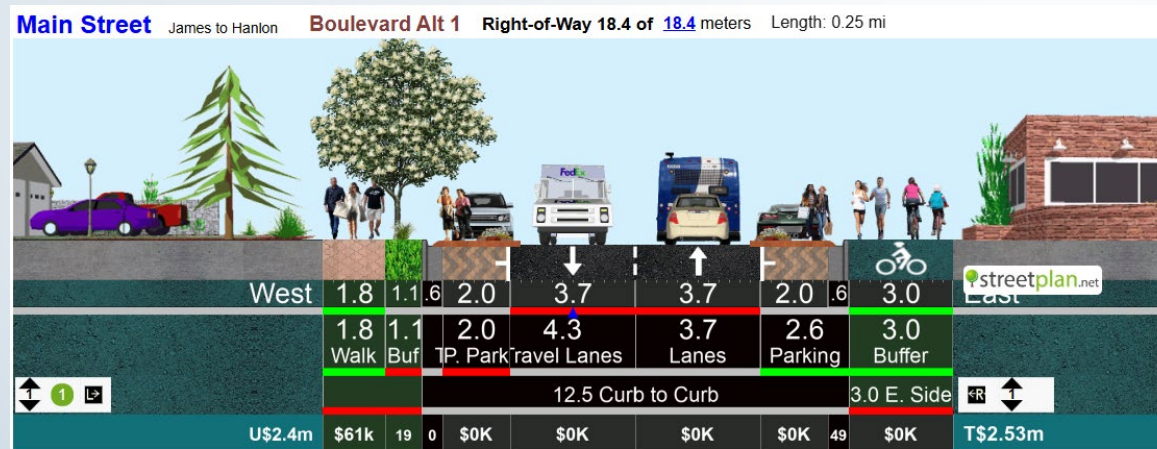
Comments:	working towards becoming more accessible and promoting active transportation. Option 1 supports improving pedestrian safety and the financial support from the LLCA would help with the overall cost.
-----------	---

CAO Initials: _____

Target Decision Date: _____

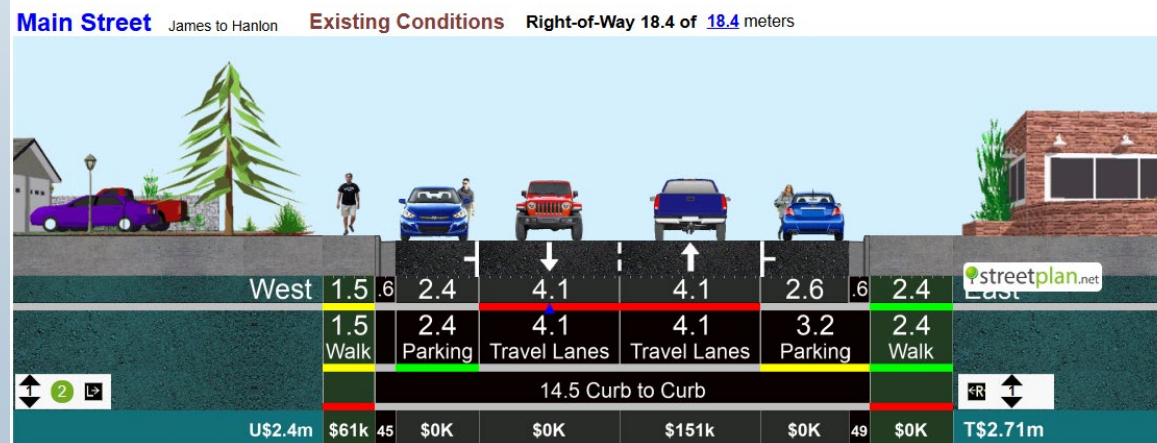
Strategic Project Design

- Community Demand: Replace Main Street Asphalt
- Used the Climate Ready Infrastructure Service to make it resilient
- Open new funding pathways (LLCA), modern design



Proposed Design

- Use natural solutions (rain gardens)
- 3690m² asphalt, 7.2m wide, 2 lanes plus permeable pavers for parking
- Accessible active transportation
- Climate resilient storm system
- \$4.4M



Existing condition

- 5200m² asphalt, 14m wide, 2 lanes plus parking both sides
- Regulatory issues
- No funding
- \$4.3M