

Début : 19:09

Fin : 19:27

1	Q	Est-il possible de changer le signal des véhicules lourds lors du déneigement qui a lieu la nuit pour celui à large bande comme à Ottawa ou alors de changer l'horaire de déneigement?
	R	Les véhicules lourds sont munis d'alarmes de recul pour la sécurité de tous, tant pour le chauffeur que pour les personnes se trouvant à proximité, bien que les bruits puissent être dérangeants. Cependant, le Service des travaux publics et des infrastructures vérifiera le règlement en vigueur et analysera la situation. Nous pourrions envisager le remplacement des alarmes de recul en place pour des alarmes à large bande, si celles-ci sont conformes aux normes.
2	Q	<ol style="list-style-type: none"> Est-ce vrai qu'un employé du promoteur siège au comité consultatif des travaux publics des infrastructures (CCTPI) et que la Municipalité ne tient aucune consultation publique officielle, mais délègue cela au promoteur? En ce qui concerne les tronçons de rues partagées est-ce que la Municipalité travaille pour le promoteur ou pour les citoyens? À la suite des élections de novembre 2021, les membres du conseil ont indiqué qu'ils voulaient être à l'écoute des citoyens et avoir une Municipalité plus transparente. Est-ce que les agissements de la Municipalité dans le règlement 1211-21 reflètent les valeurs de transparence?
	R	<ol style="list-style-type: none"> Ce dossier suit le processus normal soit en débutant par la présentation d'un projet. Nous vous confirmons qu'aucun employé du promoteur ne siège au sein du CCTPI. Nous travaillons également toujours en collaboration avec les promoteurs. L'ancien conseiller et président du CCTPI s'est assuré que le temps nécessaire a été respecté afin de permettre aux résidents de présenter leurs commentaires au CCTPI.
3	Q	<ol style="list-style-type: none"> Are the new culverts that will be installed at various locations, namely around Carnochan, Carriere and Carmen, will just replacing existing ones, or will they be placed in new locations? What measures will be taken to ensure the wetlands will not be drained dry as they were at the Merweather beaver pond along the Voie Verte? As well, ditching will be done along the road. Can you assure us that no clear-cutting of trees will be done as was done last year between chemin Cora Rose and 243, chemin River?
	R	<ol style="list-style-type: none"> Inspection of existing culverts and hydraulic study was conducted to analyze the required dimensions. Replacement and resizing of the majority of the culverts in order to respond to the increase in water flows caused by climate change. Indeed, the addition of 2 culverts of 900 mm (13+065 and 13+766) due to the absence of outlets at the low point of these watersheds. The culverts are required at these locations to ensure drainage of the roadway and to prevent water from overflowing the roadway in case of heavy rainfall. No clearing has been done in this area as part of the chemin River rehabilitation work. The contractor must keep clearing to the minimum required for the installation of ditches or drainage trenches. Clearing may also be required to improve visibility along the road. This is a normal practice in road maintenance.
4	Q	<ol style="list-style-type: none"> Can the Municipality confirm it will not initiate any work on the chemin river this spring until all required studies have been conducted and the Certificate of Authorization's have been issued? Can you further confirm that no work on culvert replacement will be done along chemin de la Rivière in the absence of the CAs for the roadwork?
	R	<ol style="list-style-type: none"> As mentioned at the information meeting, no work requiring a certificate of authorization will be started until it is received. No work or culvert replacement requiring a certificate of authorization will be started. However, the rest of the work can begin in the spring.
5	Q	<ol style="list-style-type: none"> Can you tell us what measures will be taken to ensure that these wetland areas will NOT be drained by the work that will be undertaken? What is the mitigation plan? Will there be a biologist on-site daily to direct the work and ensure that these vibrant wetlands will not be affected by the roadwork?
	R	<ol style="list-style-type: none"> The twelve public notices published in the local newspaper are specifically intended to inform users of the Gatineau River waterway of an obstruction to the completion of the work mentioned, according to the public resolution process required by Transport Canada's Navigation Protection Program. Comments related to these publications must concern a navigation issue only to be considered in this process. The description of the work contained in these publications relates only to those sections that have an impact on the waterway. The other works planned within the framework of the rehabilitation project of the chemin de la Rivière, which do not have an impact on the navigable waterways, are not described, but are an integral part of the same project.



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		<ol style="list-style-type: none"> 2. Indeed, there is no culvert planned under chemin de la Rivière at chemin de la Carrière. However, a 450 mm diameter culvert is planned under chemin de la Carrière. The inlet level of the culvert is at a sufficient elevation to avoid dewatering the wetland. The purpose of the culvert is to control the water level and prevent overflow. 3. Complete inventories of amphibians and reptiles are required for environmental impact studies (BAPE process). The rehabilitation project of chemin River is not subject to this process. 4. This sector represents field sampling station #6 conducted by CIMA+. 5. Roadway foundation rehabilitation work is indeed planned at this location. The limit of the work is delimited to respect the presence of the wetland at this location. The rehabilitation project on chemin de la Rivière includes, but is not limited to, the complete or partial resurfacing, depending on the sector, of the roadway foundation. This project will be carried out in compliance with current environmental laws and standards. Requests for authorizations have been sent to the various authorities in this regard, along with plans for the projected work. All possible mitigation measures will be put in place to respect environmental constraints, not only at the intersection of chemin de la Carrière, where wetland MH3 is located, but throughout the project. 6. As indicated in the natural environment characterization report, available on the municipality's website, CIMA+ conducted field surveys on November 6, 7 and 12, 2019, June 15 and 16, and July 7, 2020. 7. All criteria for obtaining an authorization were met by CIMA+. The various departments involved may request additional information during their analysis. 8. All stages of the project have been carried out with respect for the environment, considering each of the constraints identified by CIMA+'s team of environmental specialists. It is important to understand that a balance is necessary to ensure the sustainability of Chemin de la Rivière, the safety of users and the conservation of the environment. 9. All stages of the project were carried out with respect for the environment, taking into account each of the constraints identified by the team of environmental specialists at CIMA+. It is important to understand that a balance is necessary to ensure the sustainability of the chemin de la Rivière, to ensure the safety of users and to ensure the conservation of the environment. 10. Culvert elevations in sensitive areas are determined to ensure adequate drainage, avoid the danger of overflow, and not to compromise the integrity of the wetland. 11. All work within a wetland is subject to environmental approvals. The analysis of the authorization requests from the various ministries allows us to validate that the design implemented respects the integrity of the environment in which it is installed. No work in these areas should be carried out before these authorizations are obtained. 12. A complete mitigation plan is required from the contractor and is included in the contract documents. This is available in the March 3, 2022, PowerPoint presentation. 13. The contractor is responsible for hiring an environmental professional to plan and ensure compliance with the measures to be implemented, in addition to invasive plant management. The Municipality will also have a full-time supervisor on site. The Municipality will also make periodic visits throughout the work.
6	Q	<ol style="list-style-type: none"> 1. Could Chelsea indicate whether it has set money aside in its current budget to hire the experts required to do conduct the work to identify all natural asset functions and develop a comprehensive conservation plan? And if not, when this might be expected? 2. Has Council allocated money in its current budget to update the Golden Report on Aquifer, and if not, will it amend its current budget to ensure this work is started this fiscal year?
	R	<ol style="list-style-type: none"> 1. Chelsea is currently collaborating on a project with Nature Québec and la Société pour la nature et les parcs du Canada (SNAP Québec). This project, called <i>Solutions nature</i>, aims to determine, and delimit Chelsea's natural assets. Following this first step, Nature Québec and SNAP will make recommendations to the Municipality on how to use our natural assets to reduce the effects and adapt to climate change. Chelsea does not currently have money in the budget 2022 to develop a comprehensive conservation plan. To develop such a plan, we need to identify the areas that need conservation. The solution nature project will help us in that process. 2. The study has not been planned in the 2022 budget.
7		<p>Dépôt d'un rapport par M. Michaud (Analyse des passages piétonniers des artères principales du centre-village de la municipalité de Chelsea, daté du 14 février 2022 et préparé par M. Jacques Michaud, l'Association des résidentes du district 2 et en collaboration spéciale avec M. Andy Ball Chelsea SAFE et Mrs. Linda Hewitt-Landry Association des résidentes du district 2).</p>