

# Regina to Moose Jaw Area System Reinforcement

## CONSOLIDATED FEEDBACK SUMMARY

November 2020 – February 2021

### WHAT WE DID

Starting in November 2020, we reached out to stakeholders to share information and learn their perspectives on this project. We met with the RMs of Sherwood, Bratt's Lake, Pense and Moose Jaw. We connected by phone and email with over 90 landowners; met face-to-face with 38 landowners at our site office; and met with another 10 via WebEx.

As a result, we added two additional route options to our considerations. In January 2021 we shared a summary of what we'd heard to that point and introduced the project to landowners potentially impacted by the new route options that were added. We connected by phone and/or email with 16 of those additional landowners and met face-to-face with another seven.

We appreciate everyone who gave their time to talk with us to share their perspectives on the project.

### WHAT WE HEARD

**We've added in the additional feedback we received in January.** Please reach out to us if we've missed or misconstrued anything and we'll make corrections.

#### R1P REBUILD

- Use this opportunity to straighten the line.
- Reduce the amount of land stranded by structures.
- Majority of landowners prefer placing new structures along the south boundary line.

#### ROUTING FROM ROWATT STATION TO TIE-IN AREA

##### Reduce impact to residences

- There are many homesteads and generational farms in the area.
- Maintain as much clearance as possible from residences. Concern about exposure to electric and magnetic fields (EMFs) and loss of land value.
- Consider going a mile further west before heading north to avoid residence.

##### Reduce impact to agricultural operations

- Avoid diagonal routing as it is difficult to farm around and use aerial spraying.
- Avoid placing structures in the middle of fields.

# Regina to Moose Jaw Area System Reinforcement

## CONSOLIDATED FEEDBACK SUMMARY

November 2020 – February 2021

- South 1A option cuts fields in half. Consider using the blind section line ½ mile further south.
- Minimize the number of corner structures, anchors and guy wires.
- Minimize the amount of stranded/unfarmable land. Accommodate large equipment.
- Weed control is an issue.
- Don't interfere with existing and planned irrigation pivots.
- Consider using existing utility corridors where possible.
- We were asked how we compensate landowners other than just the initial land acquisition cost.

### Consider potential for subdivisions

- Some areas within the RM of Sherwood designated rural residential.
- There are waterlines in the area making it ideal for subdivisions.
- We were asked to consider plans for development of new yard sites.

### Consider cumulative impacts from infrastructure in the area

- The bypass had a big impact in this area. The Enbridge pipeline was also recently constructed.
- Highway #6 is being twinned south of Regina.
- Some prefer to keep the infrastructure together; others feel they've been impacted enough.
- Several large transmission lines already run at an angle through the area.

### Water and waterlines

- There are city waterlines in the area.
- SaskWater has an easement for a potential future waterline.
- The Sherwood Area Conservation District built a drainage project in 2013. There are plans for more work in the area.
- Borrow pits and dugouts have potential for irrigation use.

### Avoid interference with radio broadcast signals

- Transmission lines & structures have the potential to re-radiate and distort signals.
- Area has a heritage signal which has been in place for 80 years.

### Project costs

- Stakeholders want us to ensure we are making sound economic decisions on behalf of all ratepayers.