



TOGETHER, WE DID IT!!

**A BUSHEL BASKET
FILLED WITH APPLES
AND ONE BIG CARROT
MEANS THAT TOGETHER
WE RAISED \$85,000!
THANK YOU, EVERYONE!**

After ten months of fundraising, how exciting to say we did it, and how perfect that it was donations from Food & Water First and Green Durham Association that got our drive launched and a donation from the Carrot Cache that took us over the top! The Carrot Cache is a non-profit organization providing support to small projects in Ontario that aim at a just and sustainable regional food system. Sounds like us!

The Carrot Cache donation will go directly towards that portion of our Ag Study dealing with carbon sequestration, sometimes known as carbon farming. That's right, our landmark Study, now in its final stages of data analysis and due for release in the new year, isn't only researching the economic potential of the Federal Lands if protected for agriculture, but is also looking into the potential for agri-tourism here, next door to Rouge National Urban Park, and for agricultural research and innovation in the face of climate change.

So here's **A REALLY BIG THANK YOU** to all the generous donors, individuals as well as NGOs, who made this important Study possible. Learn more about some of our donors by checking out their profiles on our website: landoverlandings.com/leading-by-example/

AGRICULTURE, NOT AN AIRPORT, IS THE FUTURE

First published as an op-ed piece in the Pickering News Advertiser, Oct. 19

On Oct. 10, Pickering council broke with 45 years of history by voting in favour of a Pickering airport. The recommendation was buried in a report on an Amazon bid, but the bid was incidental to the evening's real purpose. Pro-airport delegations were present in force, forewarned. Let it go on record that no such courtesy was extended by council to those opposed to the policy change. The heads-up came from another source, foiling council's determination to keep most constituents away until the deed was done.

The disinformation propagated at the meeting was staggering, from gross misrepresentation of the farming sector to unsubstantiated claims of how an airport would transform Pickering. Outdated and nameless reports were cited as airport business cases to support the change of policy. The long-discredited "build it and they will come" mentality lives on. Fact: in the jet age, there has *never* been a naturally successful major international airport built on a "greenfield" site, as part of a multi-airport system, anywhere in North America. Pearson would have to be restricted to allow Pickering any hope of succeeding. Don't hold your breath.

What was driving the vote? Those thousands of mythical jobs an airport would bring. But even if Ottawa – the real decision-maker – gave the go-ahead and the plan survived the environment assessments and other challenges, any

(cont'd on p. 2)

RNUP GROWS AGAIN

On October 21, before a sizable gathering of invited guests, the federal and Ontario governments announced that nearly 23 km² of provincially controlled land had just been transferred to Parks Canada.

Photos: Pat Valentine



The new Rouge sign is unveiled.

Park Superintendent Pam Veinotte hails the Park's unspoiled setting.

Lois James is interviewed by the media.



A magnificent landscape will now be protected forever – a stunning, deep river valley; marshes filled with birds; streams, meadows, woodlands, copses, and working farms, all part of a unique integration of nature, culture, and agriculture within North America's largest urban park – Rouge National Urban Park – a jewel on Toronto's very doorstep.

Among the assembled dignitaries were members of the Mississauga and Ouendat nations that had farmed here for centuries. And in the audience was 94-year-old Lois James, famed Matriarch of the Rouge, who spent decades fighting to save this spectacular asset from urban sprawl. One can only imagine her relief as the announcement was finally made.

With perfect timing, a Great Blue Heron flapped by behind the speakers' platform. Less delightful were the inadvertent fly-pasts by a recreational plane and an airliner, the latter still loud despite being well into its climb after take-off from Pearson, some 40 km away. Ontario held onto its land until Ottawa gave prominence to ecological integrity in the *RNUP Act*. The big issue now: An airport's mandate is the opposite of (and takes precedence over) that of a national park. How could Parks Canada meet its ecological obligations with a Pickering airport right next door? Maybe it's time for good people everywhere to tell Ottawa: “No airport! #ProtectOurRNUP!”

(cont'd from p. 1) airport would be years in the future and vastly more automated than airports today. Also, to meet greenhouse gas emissions targets, the likelihood of future government-imposed restrictions on a global aviation sector dependent on fossil fuels is high. This is no time for a new airport.

We should be capitalizing on our finest natural assets, not destroying them. The first-class economists we've commissioned to study the Lands' maximum potential and the advantages of bordering on a national park (destined to become a major tourist magnet) know the possibilities and agree. Global population growth means that agricultural preserves near populous centres will soon be essential wherever they are feasible. The good, sustainable jobs will be there.

Agriculture today isn't one farmer on one tractor working 1,000 acres. Nor is it just corn and soybeans. It's multi-faceted, it's modern, it's the future – employing thousands directly and indirectly through all the spinoff businesses including climate change research, education, culinary tourism, food processing, farm equipment dealerships, and on and on. The sooner the airport is cancelled for good, the sooner North Pickering Farms can become a reality.

Mary Delaney
Chair, Land Over Landings

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North Pickering Farms illustrated maps and placemats are now available. See the Take Action page of our website.

Land Over Landings
Because food is a
GROWING concern!

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