

## THE GIFT THAT KEEPS ON GIVING



The North Pickering Farms map, our vision for the Lands, makes a very special gift. Find out more at [landoverlandings.com/take-action](http://landoverlandings.com/take-action).

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### A holiday message from the heart

Over the centuries, first the Ouendat, then the European pioneers and the farmers who followed them, treasured these Lands for their rich soil, a gift that they knew would keep on giving.

As we work to ensure the Lands' permanent protection so that they will continue to give sustenance to generations into the future, all of us here at Land Over Landings thank you for your unflinching encouragement, help, and support, and wish you the very happiest of holiday seasons.

## A YEAR OF THE LANDS

*Time to look back on the events and progress of 2017. It was a busy year, with a blockbuster ending (keep reading), suggesting that 2018 will be even busier, more interesting, and more successful.*

**Jan.:** Fundraising goes into high gear for our Agricultural Economics Study of the Pickering Lands. From "Cookie's Couch" at Toronto's Wychwood Barns farmers' market, we tell our story to shoppers and garner loads of support.

**Feb.:** Our chair delivers a presentation as part of the Toronto Reference Library's "Fragile Planet" Series.

**Mar.:** *International Airport Review*, on the 45th anniversary of the airport announcement, runs a hard-hitting article by Land Over Landings. We host an enjoyable, successful fundraiser at the Herongate Barn Dinner Theatre. At a Claremont & District Residents' Association open house we update the community on the Federal Lands issue.

**Apr.:** Our Study's consultants begin their work.

**May:** Toronto Pearson and 10 other airports announce the creation of the Southern Ontario Aviation Network (SOAN) to collectively manage area airport issues in coming decades. The second Federal Lands transfer to Rouge National Urban Park is completed. *Ten-year* farm leases on the remaining Lands are announced by Transport Canada.

**Jun.:** We hold our AGM and further strengthen our team.

**Jul.:** MP Jennifer O'Connell brings federal Finance Minister Bill Morneau to visit Joyfully Organic Farm, where we unveil the illustrated map of North Pickering Farms, our vision for the remaining Lands.

**Aug.:** We work on new research reports, and update others.

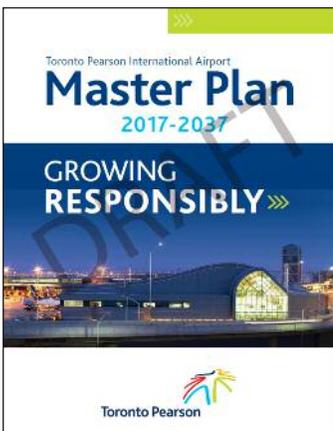
**Sep.:** Our first "Bring It Home Festival" in Brougham earns a community-building citation.

**Oct.:** The Rouge land controlled by Ontario is transferred to RNUP. The remaining Lands now have a national park along virtually their entire western and northern boundaries. Our chair gives a well-received presentation at Sustain Ontario's "Bring Food Home 2017" Ottawa conference. The City of Pickering links an airport to its Amazon bid! *See sidebar.*

**Nov.:** With a donation from the Ontario non-profit, Carrot Cache, our Study's fundraising efforts reach their goal; the report nears completion.

**Dec.:** The Greater Toronto Airports Authority, operator of Toronto Pearson, releases a new Master Plan. What that Plan has to say needs an article of its own. *See below.*

## PEARSON HAS LEG ROOM, THANKS VERY MUCH!



On Dec. 1, the GTAA published a new Master Plan for Pearson. It states that larger planes, carrying more passengers and more freight, are resulting in fewer takeoffs and landings and are changing many of the previous Master Plan's projections. Pearson's five runways are expected to be "sufficient through 2037." The sixth runway, approved but not built, "will likely not be needed" in that period. Terminals have enough capacity to meet demand and, if needed, have space for expansion and efficiencies. Improved rail

service "will divert some air passengers onto trains." Technological advances will make many services more efficient. If climate change causes hotter summer days, there's enough land to lengthen runways, since heat affects a plane's ability to gain altitude. In fact, climate-change adaptation and mitigation in our rapidly changing world figure prominently in the GTAA's plans. Pearson is now working with SOAN (see above) to handle the increased traffic volume of the next two decades. **There's no mention of need for Pickering airport, or for any new airport, anywhere in the Plan.**

## CITY OF PICKERING GOES FOR BROKE

A year ago, fierce public opposition kept Pickering Council from supporting an unnecessary airport on the Federal Lands. A year later, having buried their arguments in a bid for Amazon's second headquarters, Council broke with 45 years of tradition and voted in favour of the airport – despite the lack of a business case or a decision by Ottawa.

The City then added an "Airport Lands" page to its website, listing impressive stats from Canada's main aviation hub, Pearson, while omitting stats from other area airports of the kind Pickering airport could expect to be, in the unlikely event that Ottawa ever approved it. Those stats aren't nearly as rosy. Yet the City has chosen to ignore the facts, preferring to peddle a pipe dream and raise false hopes of jobs in their thousands.

In 1972, Pickering airport was intended to become Toronto's main airport. Ever since the plan was shelved, in 1975, the *sole reason* given by Transport Canada for continuing to hold the land has been that Pickering airport would soon be needed to relieve congestion at Pearson. Those who accept this logic would do well to peruse Pearson's just-released Master Plan for 2017-2037.

### Food for Thought

**"Nothing in public life is more dangerous to the public interest than politicians chasing 'jobs' with the people's checkbook."**

~ Mitch Daniels, *Washington Post*,

"Luring Amazon to your city:

A how-to guide" Nov. 27, 2017

## Land Over Landings Because food is a **GROWING** concern!

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