

## STOUFFVILLE SAYS NO TO AIRPORT!!

Whitchurch-Stouffville has VOTED TO OPPOSE PICKERING AIRPORT! And at the end of a long list of “whereases,” including concerns about climate change and the need to protect farmland while investing in public transit, came this message: “WHEREAS one of the most important duties of Council is to protect the quality of life in our community...”

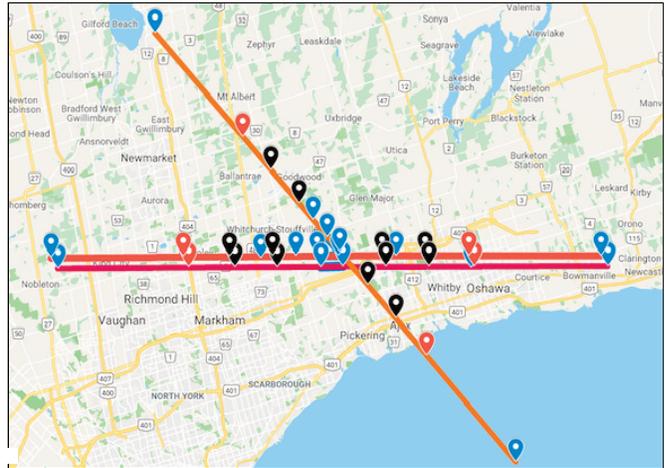
Thank you to Stouffville residents who have fought so hard for this result; to Council for its unanimous vote; to Mayor Iain Lovatt for inviting an open conversation with his constituents on this issue, for listening to their replies, and for asking Markham-Stouffville MP Jane Philpott to present the motion. We are also grateful to staff for seeking out the facts. It’s a formula for civic engagement we’d love to see copied in other municipalities, particularly in Durham.

Shortly after announcing she would run in the coming election as an Independent, MP Philpott cited the federal government’s \$71M investment in VIA rail as one more reason why she doesn’t support a Pickering airport. “Building another large airport is inconsistent with the crucial transition of our nation to a low-carbon economy [as well as] the impact an airport would have on our local environment, farmlands and local wildlife, including the Rouge National Urban Park. Investing in more environmentally friendly infrastructure like high-frequency passenger rail makes more sense than spending billions of public dollars on an airport.” We agree!!!

### A CHALLENGE FOR TRUDEAU

Canada’s award-winning *National Observer* has reported that “East of Toronto, a land dispute tests Trudeau’s commitment to sustainability.” With Tory MPPs demanding a decision and municipal politicians pushing aggressively for an airport, even as local MPs are firmly against, this stands to be a major election issue in local ridings. And with the environment now topping the polls as the most important issue for Canadians, we’ll be polling all area federal candidates on the future of the Federal Lands. We urge each of you to include the airport issue in your discussions with them. If you get answers, please report back to us!

## NEW! RUNWAY APPROACHES MAP



“Where’s My House? Runway Approaches of Proposed Pickering Airport” is now LIVE on the MAPS page of our website. Developed by a former test pilot who worked for 7 years on airport flight paths for Transport Canada, the map shows the 20 nautical miles of flight paths at each end of the proposed runways and **allows you to zero in** to see how close those flight paths would be to where you live – or work, or play. At the 200 m scale, especially with Satellite View, you can also see the houses, parks, churches, schools, public buildings, and businesses that would be under or near the flight paths and that would or could be most affected by aircraft noise and other pollution. Several of the pointers show aircraft altitudes.

## NEW! AIRPORTS AND POLLUTION, ZOOMING IN ON PICKERING

Our research paper “Airports and Pollution: Environmental Consequences of an Airport on the Pickering Federal Lands” looks at aviation-caused pollution and its effects. It shows why aviation’s plans for emissions reduction are doomed to fail; the pollution a Pickering airport would introduce to the Lands, national park, and wider community; and explains why a “green airport” is an oxymoron. It’s an eye-opener. You can find it on our RESOURCES page.

“This report is essential reading that shows the extent to which air travel is incompatible with Canada’s climate change commitments.”

– Robert Paehlke, author of *Some Like It Cold: The Politics of Climate Change in Canada*

## OUR NATIONAL PARK IS GROWING, AGRI-TOURISM IS BOOMING, TORONTO LOVES NATURE, & MAYOR TORY OPPOSES A PICKERING AIRPORT!

Photos: Brigitte Sopher



The message was all about climate change and getting city people into nature, as Environment Minister Catherine McKenna, Toronto Mayor John Tory, a bevy of smiling politicians from all levels, and one Blandings turtle announced the location of the Rouge National Urban Park's new Welcome & Education Centre at The Toronto Zoo. McKenna noted that the Park is within an hour of 7 million Torontonians. Tory added "It's so important to have a place to escape the city... and remember what it is we're trying to save. If the natural environment goes, we've lost everything." Chatting with our Chair, who pointed out that aircraft using the proposed airport would be flying less than 1000 ft. above the park, Tory replied that for many years he hadn't seen the need for another airport and, as all the arguments came in, **he saw no reason to change his mind.**

Many long-time political allies were there, from former Toronto deputy mayor Glenn De Baeremaeker to MPs John MacKay and Gary Anandasangaree, and the Honourable Pauline Browes. We also met Jennifer McKelvie, described by Mayor Tory as the new environmental conscience of Toronto Council, and MPP Mitzi Hunter, Ontario Liberal leadership candidate.

We are grateful to Parks Canada for recognizing us as a stakeholder. They know it was citizen action, by groups like Friends of the Rouge Watershed and Land Over Landings and by politicians of vision, that created this park, which includes over half of the Lands originally expropriated for an airport.

Every politician who talked about climate change also spoke on the importance of connecting urban dwellers with nature and fresh local food. The throngs who descended on Reesor's Farm Market on Canada Day and were turned away because the crowds had already picked out the fields were living proof!

The Federal Lands (as North Pickering Farms) would attract agri-tourism to the Region on a large scale. Transitioning to our vision would develop substantial agri-tourism business on a solid agricultural base, adding over 2,000 jobs and \$220 million annually to Ontario's overall economy. Our 2018 agricultural economics study shows how it can happen.

### QUESTIONING THE LOGIC GAP

Our response to the Discussion Paper on Climate Change and Sustainability (for Durham Region's Official Plan Review) allowed us to expose the yawning logic gap between the Region's drive to reduce greenhouse gas emissions and the pro-airport motions recently backed by certain municipal councils and Regional Council itself.

The emissions-reduction initiatives being considered are wide-ranging, from retrofitting buildings to planting more trees and urging residents to walk, cycle, and take transit more often. Ontario's Growth Plan expects regions to develop policies "protecting agricultural lands and promoting local food and food security." A Pickering airport has no place in such a context. It would cause urban heat islands where none now exist, prevent food-growing on the Lands, and hobble plans to increase food security for the GTA. A new way-station for fossil-fuel-burning aircraft would add to the Region's emissions tally every time a plane taxied, took off, or landed. Do airport advocates understand cause and effect?! Our submission can be found on our website's RESOURCES page.

### UPDATE ON OTTAWA'S KPMG STUDY

The Pickering Lands Aviation Sector Analysis commissioned in 2016 was submitted to Transport Canada on June 16. The report will undergo the usual internal analyses before the Minister is briefed on the findings and recommendations.

The report won't be released before the federal election, and no decision on public release has yet been made. Anyone claiming insider knowledge of the report's recommendations (as has happened recently, more than once) appears to be indulging in speculation. As with all such reports, the contents are protected by Cabinet confidentiality.

### Land Over Landings

**Because food is a  
GROWING concern!**

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