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A Prospectus for:

MANAGEMENT OF FEDERAL LANDS AT PICKERING

Map A Showing the 18,600 acres of Federal Land relative to Pickering, Markham, Uxbridge and Stouffville. River valleys and woodlots are shown in green. Management of all of these lands is the subject of this report.

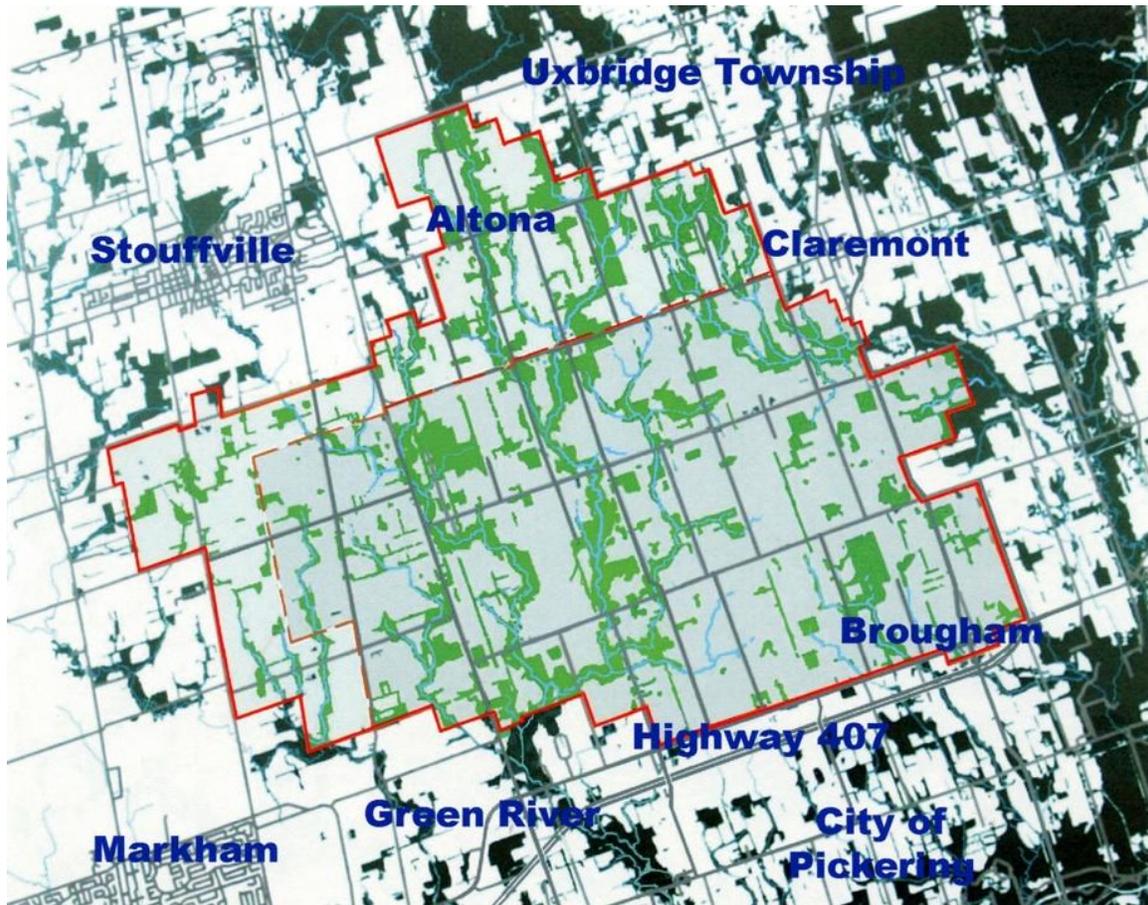


Table of Contents

	<u>Page No.</u>
Mission Statement	2
Introduction	3
Summary Highlights	3
Issues and Challenges	4
Background	4
Map B - Map of Federal and Related Lands	6
Green Door Alliance Analysis	7
What is a Conservation Trust?	8
Mandate of the Trust	9
Implementation	10
Benefits	11
Conclusion	12
Attachment A: The Future of Farming	13

MISSION STATEMENT (Governance of Federal Lands at Pickering)

The goal is to create a vibrant farming, food-growing, processing and marketing community of agricultural businesses that:

- provide food security for Toronto
- conserve the resource of Canada Land Inventory Class 1 (the highest productive foodland in the country)
- provide investment opportunities and economic relief for Durham and York Regions
- conserve and enhance natural corridors, woodlots and river valleys
- provide the Municipalities with a sound tax base
- create a community of farm stewards who own their farms subject to conservation agreements which, in perpetuity, disallow urbanization, extraction, dumping, etc. but allow all agricultural activity.

This is a long-term challenge and may take more than a generation to implement. The governance vehicle best suited to the challenge is a Conservation Land Trust, working with government through established organizations like Agriculture Canada, Farm Credit Corporation, Toronto and Region Conservation Authority, Agriculture Colleges (possible an Agriculture Faculty at Durham College) providing courses in Farm Business Management, Animal husbandry, Crop Science and Research in support of innovative products and processes.

The Trust will use the extensive and talented resources of Farm Credit Corporation and Agriculture Canada to evaluate farm plans and advise on land values for farming purposes.

The Trust will accept offers from tenant farmers to purchase lands they lease. Large grain farmers with multiple leases may alternately wish life-time leases, subject to conservation covenants.

Secure tenure and pride of ownership will provide a community of stewards who will invest time and funds to enhance their investment. A reliable supply of produce will encourage investment in infrastructure such as cold storage, meatpacking, farmers' markets, with cold storage and year-round heated space (see Guelph, St. Jacobs, etc.).

The challenge is to build a food-producing community which will serve the economic, financial and social interests of greater Toronto and Canada.

To provide the Trust with revenue and economies of scale, the Class 1 Federal foodlands in York Region should be governed within the Trust so tenants can benefit from the expertise and programs of the Trust. The opportunity to purchase or enter into long-term leases should also be available to these tenants.

The trail joining the Oak Ridges Moraine to Lake Ontario should follow the West Duffins Creek valley from Glasgow in Uxbridge south through the Trust Lands to join the Seaton Trail at Green River.

INTRODUCTION

This revised edition of the Prospectus responds to the recent “Needs Assessment Study” completed for Transport Canada by the Greater Toronto Airport Authority (GTAA). It recommends keeping the 18,600 acres of highest quality foodland available for an airport while admitting it may not be needed until 2027- 2040. But 7,500 acres are Federal Green Space and an additional 5,400 acres are Provincial Greenbelt.

Green Durham’s goal is to create a vibrant farming and food processing industry – a COMMUNITY of farmers who will provide employment, conservation, food security and economic benefit for their urban neighbours and for the rest of Canada. For forty years, the airport opponents have lobbied for conservation of this foodland resource and researched future governance options.

Climate change, an exploding population, and the global demand for food make conservation an economic imperative. Farm businesses and organizations (Ontario Federation of Agriculture, Christian Farmers’ Federation) are increasingly concerned about the loss of this non-renewable resource (that feeds us). The Provincial Green Belt program is popular. There is strong opposition to the proposed 8,000 acre quarry near Shelburne.

This report explains the issues and challenges for conservation, provides a brief history of events since 1972, examines governance options, costs and benefits and proposes a model governance structure that will create a sustainable farming Community that provides economic growth, employment, investment and food security.

SUMMARY HIGHLIGHTS

The original airport opponents, People or Planes and its successors, the Green Door Alliance and Land Over Landings and the Green Durham Association opposed an airport for two reasons:

1. It was not needed. See: “Review of the Case for and Against a Pickering Airport”. www.greendurham.ca.
2. If needed, it should not be built on highest quality foodland.

At every analysis since 1972, the “need” is extended further into the future. Even if some economic justification could be demonstrated, need must be considered relative to competing sustainable land use. This Prospectus postulates that the priority land use is farming: that Federal, Provincial and Municipal governments should support building a sustainable, productive farming Community, a food industry that provides economic growth, employment, investment and food security.

Food industry and food security trumps any other possible land uses. The Federal government should declare that the Federal Greenspace, the proposed northern

expansion of the Rouge Park, the Pickering Agriculture Preserve and the Provincial Green Belt are an Agriculture Reserve and keep the option open for the remaining 5,500 acres for an airport or foodland. Governance by a Conservation Land Trust does not exclude a possible airport. It merely keeps both options open.

The Prospectus proposes Land Trust governance: that a single management entity govern all Federal lands and that other governance possibilities should not be allowed to lessen the economics of scale and benefits of a single management organization dedicated to agriculture.

ISSUES AND CHALLENGES

Assuming a significant airport will never be built on the expropriated lands, raises the question—**what is the best future land use?** This issue was intensely debated in the 80s. Various Transport Ministers proposed selling surplus land but no acceptable community consensus evolved.

The challenge is to:

1. Maintain and enhance agricultural capability
2. Provide food security for the GTA
3. Conserve natural areas - valley lands, woodlots, and water quality
4. Provide countryside access for urban neighbours (farmers markets, hiking/ biking trails and nature appreciation)
5. Create a vibrant farming community.

BACKGROUND

On March 2, 1972, the Government of Canada announced their intent to expropriate 18,600 acres for a second Toronto International Airport at Pickering. Despite aggressive NGO opposition from People or Planes, the aviation industry, municipalities, farmers and environmental/conservation lobbies, expropriation was confirmed. But by 1975 the Province of Ontario, observing the Mirabel debacle, was convinced a second white elephant airport would be detrimental to the economy of Ontario. Then Premier Davis informed Ottawa of Ontario's refusal to provide infrastructure. Construction was halted. Transport and Public Works Canada became landlords and managed the properties as if an airport was inevitable. Dwellings and farm buildings were not maintained and demolitions were frequent. At present, as tenants move the houses are boarded up, neglected, and vandalized until demolition is justified. (See: ***DYING FOR AN AIRPORT***, Pat Valentine, 2012)

In the eighties, both Conservative and Liberal Governments announced intentions to sell surplus lands: the Liberals, 5,000 and Conservatives, 11,000 acres, according to *Lots of Record*. The community protested the lack of conservation initiatives. The plans to sell were shelved. Management remained under Transport Canada. Vandalism and demolitions continued. The community was destroyed.

The Green Door Alliance (GDA) a broadly based citizens group succeeded the original expropriation protesters (POP). The support of conservation/environmental groups and well-known community and national leaders, the election of Scott Fennell to Parliament, and the costly failure of Montreal's Mirabel, convinced the Federal government that land management issues should be reviewed.

The Hon. Don Mazankowski, in 1979, became Transport Minister and responding to our new MP and Green Door initiatives, appointed the Pickering Airport Review Committee (PARC) to examine the Federal role. The Committee included William Newman, retired Ontario Minister of Agriculture and Environment, Lorne Almack P. Eng., P. Douglas Turner QC, and Andrea Graham of Claremont.

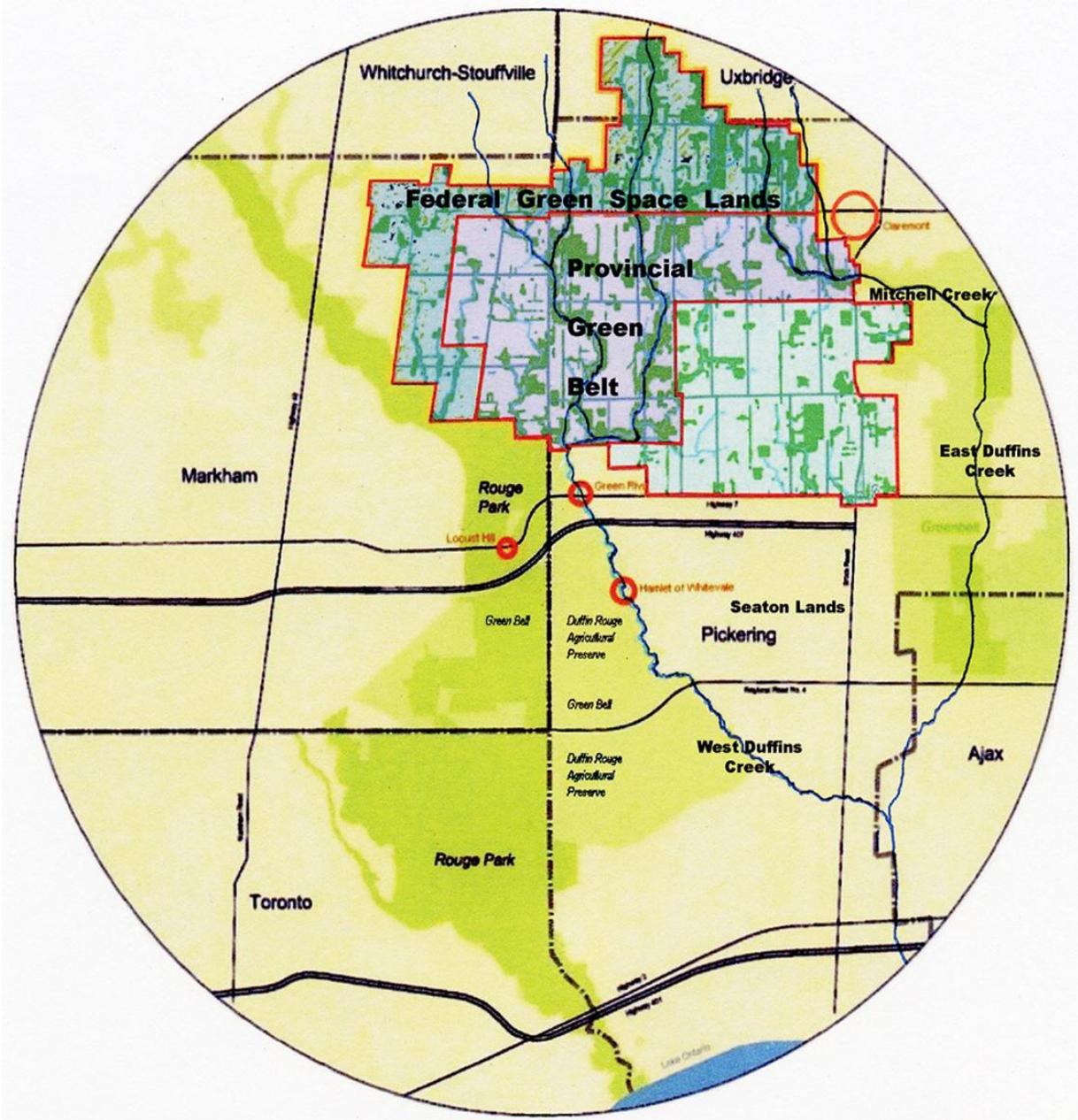
The Minister budgeted \$100,000 to engage University of Guelph Land Resource Sciences Department to examine agricultural use, current conditions, potential and sense of community.

PARC reported in 1980 that the 18,600 acres were highest quality foodland but suffered from monoculture, cash cropping, loss of dairy farms and farm infrastructure. A sense of community was lacking because land was mostly rented to non-residents and farm dwellings, to city commuters.

PARC concluded that Public Works or Transport Canada were not suitable managers of the asset and recommended that the land be sold in farm units, not by *Lots of Record*, and the Government of Canada should retain development rights. It was publicly announced that 11,000 acres would be sold but before a sales' plan was implemented a new Federal Government was elected. The Green Door Alliance continued to research and lobby against any airport at Pickering.

The Federal case had been proven wrong—their forecasts of passengers, aircraft movements, and load factor were nonsense. Noise at Pearson was not a serious problem. Second airports were unpopular, inefficient and costly. The airlines have always opposed Pickering. Conservation was becoming a serious priority. The issues and future options have been extensively debated. The GDA research culminated in a 40 page report—“**A Conceptual Plan For Land Use Designation and Management of the Federal Public Lands, 1994**” and April, 2009: “**The Case For or Against a Pickering Airport**”. (www.greendurham.ca)

The GDA, now merged with Durham Conservation Association, and renamed “Green Durham” concluded that a Conservation Land Trust was the preferred management vehicle. Despite inappropriate past management, deficient agriculture and natural area protection, non-support for a sense of community, neglect of building maintenance, monoculture, cash cropping and frequent demolitions, it is still potentially a magnificent Canadian asset. We must admit that expropriation has protected the land from the ravages of sprawl and provides a life saving conservation opportunity.



Map B: Federal Lands relative to the Rouge Park, Seaton, Pickering, the Agriculture Preserve and the Provincial Green Belt.

Map B shows the boundaries of various Provincial conservation lands—the 5,000 acre Pickering Agriculture Preserve, the Rouge Park, Provincial Greenbelt, and the environmentally sustainable *live/work* community of Seaton. Green Durham supports the Province on conservation issues affecting these lands including the “green belt” part of the Federal lands.

The 5,000/5,500 acres zoned “white belt” are actively cash-crop farmed but reserved for a possible airport or alternately an addition to the “green belt”. Determination of best land use will be resolved sometime in the next 50 years.

The Federal lands in Markham are planned to come under Parks Canada management but be reserved for farming. Green Durham suggest that lands irrespective of ownership should be planned and governed by the Trust to provide economy of scale and consistent management regulation.

It is the Federal lands (18,600 acres) that now provide the opportunity for conservation and **land trust management**. These lands are 90% Canada Land Inventory Class 1, high fertility farmland. The West Duffins Creek bisects the site, providing a significant natural area, wild life corridor and fishing and hiking opportunities.

Governance of all Federal lands should be assigned to one management organization since this entity will have knowledge of best agriculture practices, be able to finance research and infrastructure, and be in a position to best protect the airport option.

The federal and provincial governments have the unique opportunity to creatively support the agriculture of Canada and Ontario, to conserve nationally important natural heritage systems and to protect and enhance a priceless heritage of a scale, quality and character of which no other major city in the world can boast. We have a magnificent public asset. As learned many times over, however, such a resource can be squandered easily and once lost, it is gone forever. (“A Conceptual Plan”, November 1994: Dr. R. Paul Thompson)

But this is 2012, 28 years later. Melting glaciers, desertification, global food scarcity, climate change, increasing value of Ontario farms, and the inflating cost of food demand conservation to offset population growth and loss of farm land. (See: Appendix A – “The Future of Farming”.)

GREEN DOOR ALLIANCE ANALYSIS

Some of the Management options examined were:

1. Continued but improved civil service control
2. Fee Simple private ownership, that made municipalities responsible for conservation
3. Private ownership with or without conservation designations
4. Federal, Provincial or Municipal park status
5. Conservation Authority management
6. Conservation Land Trust management

The GDA concluded that government—Federal, Provincial or Municipal management was not suited to the task of community building and conservation and would be expensive. Park or Conservation Authority status was rejected because it is costly to regulate, police and control common lands. *The Law of the Commons* results in over exploitation. However, conservation of river valley corridors could be delegated to Toronto Region Conservation Authority (TRCA)

to take advantage of that organization's conservation expertise. *Fee Simple* ownership would encourage foreign ownership and allow development pressure to continue. An exception is the existing hamlets (Brougham and Altona) and "clusters" where remaining dwellings and vacant lots compatible with conservation objectives should be sold *fee simple* at market value with or without the conservation easements/covenants considered necessary to protect heritage/architectural unique properties.

The analysts concluded that **Land Trust Management** was the preferred financially reasonable option to conserve natural heritage and foodland, while supporting the evolution of a vibrant community and leaving open the option for a regional airport if such ever became socially acceptable and financially viable.

WHAT IS A CONSERVATION LAND TRUST?

The Conservation Land Act, R.S.O. 1990, provided for the establishment of programmes to recognize, encourage and support the stewardship of conservation lands by authorizing the funding and acquisition of land by ownership or conservation easements held by municipalities, trusts, conservation authorities and charities registered under the Federal Income Tax Act. The Act provided the legal framework supportive of many Ontario Conservation Trusts.

A Conservation Land Trust is a corporate or charitable organization mandated to own and manage specified property in the public interest as defined by its mandate or charter. A Conservation Easement registered on the Title to the land is a partial taking of ownership rights in perpetuity. The owner agrees to conserve natural resources such as ground and surface water, vegetation, farmland and forest and to forsake subdivision, separations and commercial development. Allowed uses are also defined, for example; owners' dwellings, existing buildings, farming, public trails, wood products harvesting - uses acceptable within the conservation mandate. A Conservation Easement registered on the Title to the land provides a charitable receipt for the value of the partial taking.

There are many hundreds of land trusts throughout the western world.

Most notable is The National Trust of Great Britain, founded in 1895 by three Victorian philanthropists whose concern for uncontrolled development inspired them to create a Trust "*to be guardians of the nation in the acquisition and protection of coast lines, countryside and heritage buildings*". They saw a need for "*quiet, pure air, exercise, the sight of the sky and things growing...needs common to all men*". Their motto: "***forever for everyone***".

In America in 1891, The Trustees of Preservation was founded. The Land Trust Alliance provides support for trusts. The Trust for Public Lands has helped protect over 700,000 acres and some 1,000 conservation projects. The American Farmland Trust was founded in 1980 by a group of farmers and conservationists, concerned about the rapid loss of the nation's farmland to development. America is losing 1.2 million acres of farmland annually, much of it the best and most productive land near where people live.

In Canada, The Nature Conservancy has protected 117 million acres of environmentally significant land. (See: www.nature.org)

Ontario Nature (ON) protects some 21 properties totaling 5,274 acres from development. Its reserves provide excellent examples of native ecosystems including alvars, lakeshore fens, significant native wetlands and Areas of Natural and Scientific Interest. ON's goals include: safeguarding habitat for species at risk, biological diversity and providing for passive recreation and nature appreciation.

In Durham Region we have The Oak Ridges Moraine Land Trust which is guardian of 3,100 acres gained through negotiating Conservation Easements with landowners to ensure conservation of foodland and natural features.

The Federal Land available for trust management, 18,600 acres shown on **Map A**, is owned outright by the citizens of Canada. These lands are 90% high fertility cropland, a large diverse open space within the Greater Toronto Area - a magnificent asset that should be managed in the public interest. These lands were expropriated for an airport that was not needed. Forty years later there are new priorities: conservation of near-urban foodland, preservation of natural heritage and the necessity to stop sprawl. Any plan must recognize this diversity and 21st century priorities. Sustainability has become an imperative. Providing infrastructure in support of air transport, a major greenhouse gas polluter, is not informed policy.

The GDA/DCA concluded that: **Conservation Trust Management would best meet the combined goals of sustainable farming, preservation of natural heritage and community enhancement.**

MANDATE OF THE CONSERVATION TRUST

The Mandate of the Trust will be to:

- Preserve agricultural capability
- Protect foodland from urban sprawl
- Protect, restore and enhance natural areas in a natural features system
- Foster a sense of community
- Implement comprehensive ecosystem, watershed and natural heritage planning
- Encourage farm enterprise, food industry infrastructure and investment
- Encourage public access and recreational opportunity
- Be self financing and eliminate government financing.

Preservation of agricultural capability assures the future of the second most important industry and employer in the Region of Durham. Despite ineffective federal management of 18,600 acres, Durham Region farmers received \$207 million in cash receipts in 2009 (the 2011 figure will likely exceed \$300 million). This provides a total economic benefit exceeding \$2 billion - Durham's most beneficial industry and largest employer in the GTA.

A growing body of evidence on world population trends, productivity, the benefits of near-urban agricultural and the need to conserve energy evidences the future viability of farming

enterprises. There will be a continuing role for cash crop farmers to lease and own protected land.

Over a 25-30 year time frame, a community of private stewards who purchased trust properties will become a nation-serving prosperous community.

By purchasing trust lands, these stewards will accept the foodland and environmental restrictions of an easement registered on title, in perpetuity. They could also covenant that resale within a specified period should allow the trust the option to repurchase the property.

Sales should generally be limited to 100-acre parcels, per family, subject to ecological restraints defined by the easement. The Conservation Trust should be free to negotiate long or short-term leases during the transition to private stewardship. Lifetime leases are a possibility. Hamlet and “cluster” dwellings should be sold *fee simple* unless the properties are of historic heritage/architectural importance.

IMPLEMENTATION

The mandate set out on Page 9 appears compatible with most of the principles set out by Transport Canada to guide the Green Space Advisory Committee. These were:

“Environmentally sensitive areas will be protected ...Long term re-naturalization, preservation, enhancement and restoration of watersheds, corridors, linkages and infrastructure (buildings) will be a priority throughout the entire green space lands.

Land being used for agriculture should continue with the adoption of best practices and be compatible with safe airport and aircraft operations. (As long as an airport option remains.)
Green Space activities and Guiding Principles will be enforced through covenants in long term leases. *(authors’ comment)*

Cultural heritage should be maintained with emphasis on revitalizing and enhancing the hamlet of Altona ... Residential tenancies are to be compatible with Green Space Guiding Principles and activities through covenants in their leases.

The general public should have controlled access to the green space lands with uses being passive in nature.

Expansion of the Green Space lands, at a future date could be considered.”

An additional objective in today’s economic climate would be to implement the objectives at affordable cost.

Critical factors in achieving the mandate (objectives) include:

One organization to oversee the management of all the 18,600 acres of Federal land (Map A). Management of green corridors could be contracted out to the TRCA. Lands reserved for an airport should be managed by the Trust under short-term leases to cash crop farmers. The objective of protecting heritage, fostering community and near-urban farming can best be

achieved by private stewards who buy land protected by easements and covenants. These owners will repair buildings, add improvements, maintain infrastructure and land fertility. Hamlet dwellings will also be maintained and improved at their owners' expense rather than being demolished.

What is the process for transferring management from Transport Canada?

The Government of Canada proclaim its intent to permanently protect all Federal Green Space lands including those in the Province's Green Belt *and keep the option open to conserve for agriculture within the Conservation Trust:*

- the 5,500 acres reserved for a possible airport
- the 6,100 hectares of North Markham presently proposed to be governed by Parks Canada

Appoint an Advisory Committee of interested and experienced senior government officials (Ministers and Deputy Ministers), business executives and representatives from highly regarded NGO conservation groups to:

- Evaluate private Stewardship options
- Conduct cost/benefit studies
- Recommend trust organization structure
- Involve all stakeholders in the analysis of options and recommendations
- Propose a reasonable time frame for implementation
- Define the duties of the Trust to monitor and enforce compliance with easement conditions
- Define procedures for selection and appointment of the Board, Chairperson and Executives of the Trust
- Reserve some land in the southeast of the site for cash-crop grain farming under short-term leases for future options of an airport or permanent agriculture.

BENEFITS OF IMPLEMENTING THE GREEN DURHAM RECOMMENDATION

- Return capital to the Government of Canada
- Save the taxpayers of Canada the cost of government management
- Shield Government from criticism of the past 40 years of unimaginative, wasteful management and neglect
- Provide the Greater Toronto Area, urban Toronto, Scarborough and Pickering with food security and direct farmer to consumer sales (* 2)
- Protect the Natural Environment—wildlife corridors, woodlots, river/stream valleys, ground and surface water
- Foster open space and recreation opportunities—hiking, biking, and fishing
- Conserve a significant land bank of highest quality, productive, foodland bordering Canada's largest urban area (*2)
- Jump-start progress toward creating an innovative viable, investing farm community (*2)
- Provide employment in farming and building farm infrastructure—buildings, homes, fences and food processing facilities (*2)

- Resolve tenant anxiety and reduce public alienation

(*2) - See Attachment A

CONCLUSION

This Prospectus updates new conservation priorities and challenges as demand for food, exploding population and increasing protein diet increase demand while supply of productive foodland is degraded by urban sprawl, pollution, water scarcity and climate change.

For 40 years NGO opposition to an airport at Pickering was based on two issues - need and land use. Time has proven a second airport was not needed. More recently any land use other than farming and natural area conservation is viewed by the public as contributing to world famine and future local food cost and insecurity.

The Federal Greenspace Project and Province's Green Belt Legislation reserve land for farming and inhibit sprawl. The challenge is to implement a strategy to encourage farming, maintain ecological assets and create a productive community of private stewards.

Our recommendation is to assign management of all public lands (18,600 acres) to a Conservation Land Trust mandated to create, conserve and enhance over a 25-30 year time frame, a community of private stewards while not foreclosing a Federal airport option.

Lorne D. Almack for

Green Durham Association Inc.
www.greendurham.ca

Attachment A

THE FUTURE OF FARMING

Conservation of highest quality foodland close to urban Toronto provides an unique opportunity for diverse farming enterprises. Following the expropriation for a proposed airport, the federal lands were rented to large cash-crop industrial farm businesses who concentrated on growing wheat, beans and corn. Dairy farmers relocated. Cash-crop farming demands a large investment in land and machinery (\$150,000 tractors, \$350,000 combines) for the few farmers able to finance their enterprises. To supply the demand for grain, cash-crop farming will continue. Science based, hybrid seeds, zero till technology have increased yields to feed millions. This technical situation must continue.

But on the urban fringe, small, labour intensive farming should be encouraged. Direct farmer-to-consumer sales are popular, economic and profitable - less transportation, refrigeration, packaging and wholesale and retail mark-up. The grower may net 80% of the food dollar rather than a typical 20%. Everyone benefits from energy savings and reduced pollution.

The value of fertile land is increasing. Foreign nationals and corporations are buying Ontario farms in anticipation of future scarcity. In Durham Region a group of Dutch farmers have acquired Scugog farms as a refuge from climate change.

Appendix A was originally titled "Near-Urban Farming", written in support of the developer-threatened Pickering Agriculture Preserve. It promoted direct producer-to-consumer sales at farmers' markets.

In 2012 conservation of foodland and support for the farming industry has become a global priority. Demand is increasing. In 1960 world population was 3 billion. In 2008, it was 6.8 billion and is forecast at 9.2 billion by 2050 unless reduced by famine or food/water wars. Demand is also increasing as emerging nations consume more fish, meat and eggs with a per capita consumption of 25% more calories than in 1960.

Food supply is constrained by there being less fresh water for irrigation and less arable land caused by: urban sprawl, bio-fuel competition, toxic pollution, climate change (storms, drought and floods), expensive energy, increasing fertilizer cost, war and revolution, erosion, non sustainable fishing and trade barriers.

In the years 2001-2008 more grain was consumed than produced. Inventory declined from 100 days supply to 50 days. One point five billion farmers are farming degraded land. Australia, following ten years of drought, is ravaged by rain and flood.

On February 4, 2011 the New York Times reported: *Food Prices Worldwide Hit Record Levels and Crops Whither and Prices Rise as China Deals with Drought*". But this is August 2012...

The U.S. National Atmospheric Administration report: "CRUEL SUMMER: July was the Hottest Month Ever" – "The July to July period is also the warmest 12 months ever seen in records dating back to 1895 – adding insult to injury – nearly 63% of the lower 48 states are in the grip of drought and in July more than 2 million acres burned."

3,800 high temperature records were set in the first week of July and destructive wild fires raged in Colorado, New Mexico and Nebraska.

Serious drought has caused: futures price of corn increased from \$3.50 per bushel August 07 to \$8.00 per bushel August 12; wheat prices in June at \$6.75/bu. to \$9.25; and beans from \$320.00 per ton to \$500.00.

The cost of all food - animal, cereal, liquid will hit all-time high cost in 2012/13 - cost affordable to most Americans but causing famine in most nations."

To respond to climate variability saving our most fertile foodland close to high density cities is imperative. Producing a variety of foods can best be provided by private stewards within the governance of a Conservation Trust.

The Ontario Federation of Agriculture (OFA), in times past a tepid supporter of housing, now reports: *Disappearing Farm Land: The Real Impact of Urban Growth (OFA Commentary 3626)*, and objects to the Province freeing up 1800 acres of Simcoe County for urban uses.

Small (under 100 acre) farms are not obsolete near urban populations. With or without off farm income, entrepreneurial opportunities abound, for example:

- Dairy produce - milk, butter, cheese, yogurt and ice cream. The specialty cheese market has great potential, despite the high entry cost for quota. There are farm sons/daughters who will inherit quota. There have been recent discussions on some relaxing of the quota restrictions to encourage cream shipments for cheese. Goat and sheep milk does not need quota. There are transport savings when markets and opportunities for direct sales at a Farmers Market are nearby.
- There is a vast unmet market for spring lamb. Toronto's growing ethnic population (Italians, Greeks, Bulgarians, Turks, Iranians, etc,) like to celebrate Easter, weddings, and birthdays with spring lamb. A local farmer-operated cooperative abattoir could develop and facilitate this enterprise. Lamb can not readily be factory produced like chicken, pork and beef. There is a market for thousands of spring lambs each year.
- There is a market for processed meat: sausage, smoked ham, kielbasa, bacon, pepperoni, etc. produced on family farms using ethnic recipes.
- The U-Pick market has not been fully exploited. Apart from strawberries and raspberries there are other small fruits - apples, pears and plums; and vegetables - asparagus, cabbage, cauliflower and broccoli.
- Durham farmers are exporting brassica produce to the US and South and Central America.
- Some farms may go organic; all can promote farm-fresh, direct farmer-to-consumer sales.

- Free-range meat farming has considerable appeal to modern consumers.
- Organic soya bean products (oil, tofu, sauce, meal) under the Green Door label.
- Farmer's Markets have potential to provide fruits, vegetables, meats—whatever is in season.
- Free-range raised poultry, pork and beef ideally are raised in small quantities.
- There are also specialty markets for venison, quail, pheasant and rabbit.
- There is potential to manage garden allotments. Rental of one-acre plots to urbanites, who want to engage in gardening for profit and pleasure.
- Tree farms can provide U-Cut Xmas trees and nursery stock of ornamental and shade trees.
- Farm produce sales can be combined with family recreation: apple pressing, apple butter rendering, fresh juice for hard or soft cider, hay rides, petting zoos—a country experience for the whole family.
- Horticulture is a growing business ideally operated close to city markets.

There is a misconception that 'modern' farming must be capital intensive with expensive machinery and buildings for producing grains for animal and human feed. Alternately small labor-intensive farms produce more protein per acre and more variety for the consumer.

My research of some years past found that the average German farm is 22 acres. Most were part-time ventures. A German hog farmer with 30 sows on a small farm also has a job in a Ruhr steel mill. A neighbour on ten acres produces cherries for a local Kirsch distillery. The Dutch are busy consolidating one and two acre separations into bigger (five and ten acre) farms. As our population grows and intensifies our land use model may more closely resemble the European than the American.

Do not denigrate the part-time (hobby) farmer. A 37-hour work week as a mechanic, clerk or executive will leave plenty of time for a family farm enterprise and helps carry the mortgage, while producing wealth for the farmer, support for the economy and healthy food for urban neighbours.

Lorne Almack, for the Green Door Alliance, May 2004, Revised August 2012