

### Young and Keil

Infrastructure: is the result of conscious political choices

Today, in between city there's a lack of these infrastructure (inner suburbs: border between inner suburbs and outer suburbs)

According to the author, it is in between to increasingly popular and growing area, the inner city is busting with social and political activities, its very dynamic, another area is equally dynamic is the outer suburbs

Census data shows that every 5 years, the outer suburbs are growing in terms of population and economically

In between the inner city and outer suburbs, the inner suburbs (in between) are seeing economic decline, very few local politicians are willing to invest any money

### The importance of infrastructure

Federal: limited role, not been very active in developing any infrastructure

- The last time they were directly involved in providing infrastructure: highway infrastructure across the country

Provincial: more involved in providing infrastructure for the region (City of Toronto and GTA), they have the authority to look beyond their boundaries

Municipal: only look at areas within their boundaries

Lack of connectivity and willingness of provincial and municipal to look at in between city, residents are short of services and overlooked

### The Challenge for Regional Planning

Province legislation: the Greenbelt Act

Two types of legislation:

#### ***1. The Greenbelt Act***

Greenbelt: natural vegetation areas that surrounds the city of Toronto and the GTA  
Provincial gov't decided that we can't afford to lose these vegetation, we need to maintain it

Early 2000s

Act: stop sprawling

Area is expanding due to settlement

Greenbelt is the ultimate limit!

#### ***2. Place to Grow (Growth management plan)***

Province said that with the GBA, building on the GB is not permitted

Says: you can't grow by expanding, only by increasing the density level within the city  
ie. Condo boom is a result of this policy decision

Province is interested in controlling at provincial level in Ontario, also with Quebec and Canada

Trade Corridor: connect QB city with Windsor (city in southern Ontario with US border)  
Transportation Corridor: goods made in Ontario and Quebec can be shipped quickly to the U.S (major trading partner)

It's important that we maintain this connection, US has 10x population of Canada, we can sell 10x as much in US than in Canada

***The role of municipality:***

**1. Transit City light rail plan**

In the city of Toronto, we developed a transportation plan, called Toronto Transit City  
First created by Miller in early 2000s when he was mayor

Goal: build a similar to streetcar structure system, connect inner suburbs to the downtown Core, provide better transportation, so that residents in Toronto could also benefit in the system

Downtown core is well served by transportation, there's a major subway, its very unlikely that you have to wait for more than 5 to 10 minutes, however the inner suburbs don't participate in this interconnectivity, you have to wait 30 minutes for a bus to come  
2010 (Ford): eliminated this plan, said it was a no brainer and opposed it, he was elected with the notion that we needed more subways, he didn't think it solved the traffic problem

Now (Tory): Smart Track

Very similar to transit city; not a subway system, above ground rail system

Differences in routes however, controversy said that green extension seems to be designed to cross neighbourhoods, they're not happy to have a railway system

Important to point out that the goal is the same as transit city (to reconnect inner suburbs to downtown core)

**2. Metrolinx**

Province is not only interested in city of Toronto, also in the GTA (Whole region)

Early 2000s: Metrolinx is a provincial agency that overviews transportation planning for the whole region

Concerned with: private and public

Private: improving highway infrastructure because they want to make traffic smoother

Also concerned with sidewalk and bike lanes

Problem: it's a good plan for improving transportation, but the estimated cost is high, only a very small % has been advanced by the province; without money, very little is going to happen

### The Challenge for Regional Planning

The role of the community: Jane and Finch on the Move

Citizens organized and started to tackle this problem, Jane and Finch on the move advocates for better transit

Jane and Finch is part of the inner suburbs or in between cities

### Conclusion

Tension between the ideology of neoliberal gov't and need

Neoliberals: all gov't is bad, let's get away from the gov't, let the private sector manage things

This kind of discourse works well for only some of us, not for low income people who can't buy services on their own, having a gov't that provide services is essential!

For example, Ford family lives in Etobicoke in between zones, but it doesn't matter if there's a gov't who provides a whole bunch of services, as they can afford it! They have a car, so if one morning the subway doesn't work, it doesn't phase them. The gov't is irrelevant. But Jane and Finch families don't have money to buy these services, they require the gov't to provide infrastructure such as public transportation to allow them to go to work, as they can't afford a car. Without public transit, they can't go to work.

There are tension in certain areas particularly in "in between" cities.

### Newspaper

Visible minorities: most are classified

The majority is Caucasian (white people), inconsistency to have white people to represent a very multicultural city

We're not doing that well, but also not that bad, unemployment is 10% quite high (not that high compared to before)

Understand which kind of jobs we have today: Jobs in the bank have been added that come with benefits or jobs at Tim Hortons with barely any benefits and minimum wage

Now: majority are insecure and part time

Bottom of page: different columns with various issues laid out

Example: 1st column: Safety

Data are reassuring that criminality is not a particular concern, it's a fairly safe city despite the news reporting homicides

Example: 3rd column: Getting Around

Mentioned issues around transportation, particularly that our public transit system is the most underfunded in North America. That's why there's a heavy burden in fares.

Example: 6th column: Gap between the Rich and Poor

Monday Nobel readings, if we look at 1970s to today, we see that there's an economic income polarization, people become richer and low income people every year gets poorer, the middle class has been shrinking and disappearing. It's a worrying trend

Example: 3rd last column: Housing

How affordable is it?

In Toronto, we have over lots of people on the waiting list.

4000 were only accommodated, 77,000 households that don't have a home! The best we can do is only 4000/year.

Keep newspaper to get a clear snapshot of the city, to help kind of reassure your doubts when you are studying.

### **City Hall Events**

#### **March 10th: approved 2015 budget!**

Interesting points:

Council has approved 2.75% property tax increase

Against this budget: Ford and Mammolitti (Wanted to decrease the current tax rate) and people on the left side on the council said this is horrible.

Even with this increase, we have the lowest property tax rate in the area.

People in the future will be stuck with the money we took away from them, we are borrowing money from people for the future.

This tax increase is an improvement.

\$83 more per year, that's not very much because we know that the average house costs us over a million dollars, if they can afford a million dollar home, they can afford this slight increase.

Concern: taxes provide services that the community needs, she doesn't mind paying property taxes if it goes towards the TTC system, she believes it is long needed. But she was concerned with why we are spending \$4m to light up the Bloor Viaduct for the Pan Am Games.