



The Filipino case: Insights into choice and resiliency among immigrants in Toronto

Canadian cities and regions are highly dependent upon immigration for their population growth. Immigrants make up 48 percent of the population in the Vancouver CMA (StatsCanada 2006). In the context of regional planning for immigration, case studies of regional planning initiatives such as strategic transportation plans. In that increasingly chooses public and precarious labour markets. CMA, the fastest-growing immigrant rental tenure, low spatial segregation study examined how Filipinos immigrants have changed since resiliency in postindustrial cities may be used in analytical generalizations.

This paper begins with an introduction used in this study. Following this participation, transportation and 2006. Then the paper discusses in Toronto between 1998 and 20 transportation and housing choices prevalent trends of prolonged regional planners advocate better in their plans and policies, the ne

polarized labour market. In 1996, 29 percent of Filipino immigrants in the Toronto CMA had Bachelors degrees, compared to only 7 percent of all immigrants and 11 percent of non-immigrants. By 2006, 28 percent of Filipinos had Bachelors degrees compared to 16 percent of immigrants and 17 percent of non-immigrants. In what has become a Canadian lament (e.g. Baudeur 2003, Kelly et al 2009), this high educational attainment is often not recognized by Canadian employers and professional associations. As a result Filipinos struggle to regain their professional status in Canada, and their story is one of income disparity.

Many authors have noted an increasing income gap between the highest and lowest income percentiles in Canadian cities (Hukhanski 2007, Hukhanski 2010, Pendakur and Pendakur 2011). Several authors have indicated the significance of income in housing choice (Murdie et al. 1999, Hsiao 2005, Hebert 2006); presumably, income would also impact transportation choice. In 1996, Filipino immigrants had the same median individual income as immigrants in general, substantially higher than the median for non-immigrants. But over the twenty-year period, non-immigrants' incomes have increased steadily, while immigrants have not seen the same gains. The median individual incomes also mask much greater disparity. In 2006, Filipino immigrants' median income was 118 percent of the median income of immigrants in general and 87 percent of non-immigrants' median income. But at the seventy-fifth percentile, Filipinos made 95 percent of the income of immigrants in general and 71 percent as much as non-immigrants. And at the ninety-fifth percentile, Filipinos made 84 percent of the income of immigrants in general, and only 61 percent of non-immigrants' income.

And yet, Filipino immigrants consistently have a higher than average employment rate (see Figure 5). Unemployment has remained between 4 and 7 percent for Filipino immigrants, immigrants in general

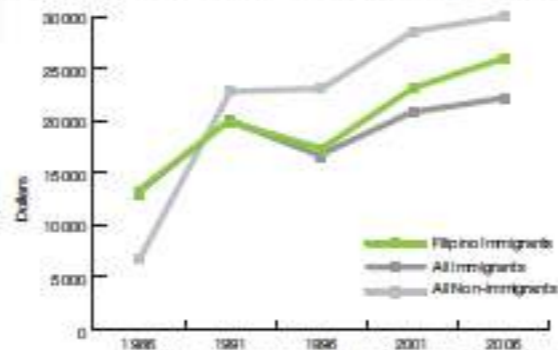


Figure 4. Median Individual Income in the Toronto CMA.

Data source: Public Use Microdata Files for individuals, Statistics Canada.
Note: These median values include individuals living with non-relatives, multiple-family households, and non-Census families.

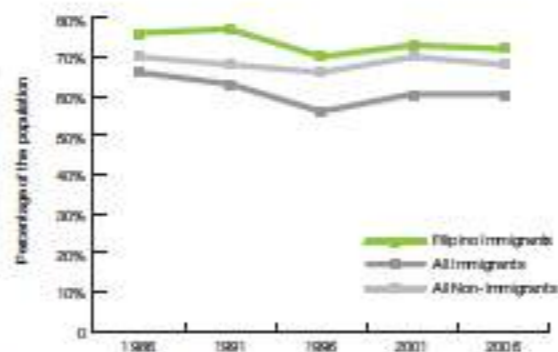


Figure 5. Employed population in the Toronto CMA.

Data source: Public Use Microdata Files for individuals, Statistics Canada.

Resilience and housing choices among Filipino immigrants in Toronto

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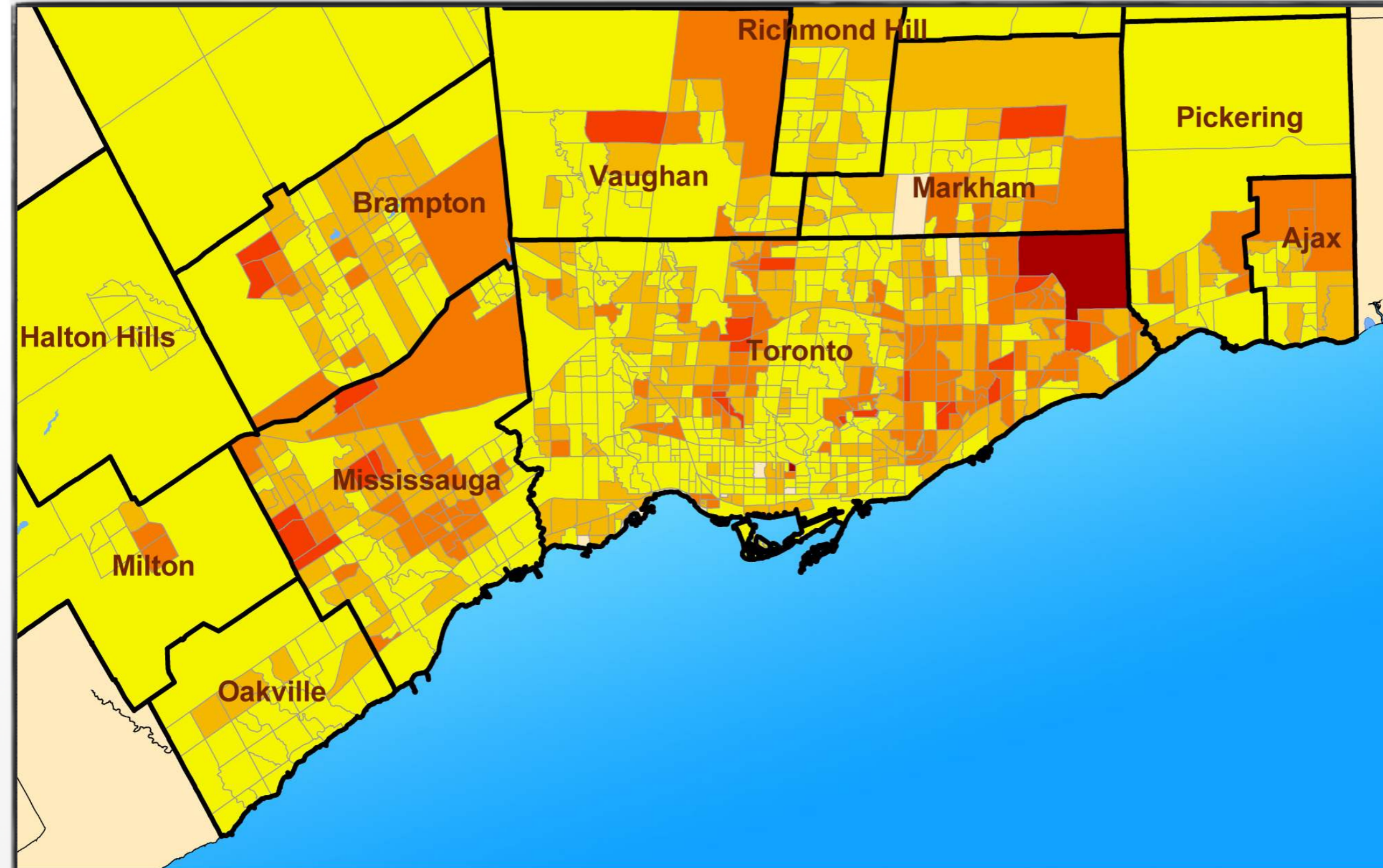
Definitions of resilience

- Definitions of simple resilience and psychological resilience may help us understand ethnocultural differences in housing patterns
- Resilience metaphors have been applied to cities and to ethnocultural communities
 - **Simple resilience** (ecology, systems theory): the ability of a material to absorb energy when it is deformed elastically and, upon unloading, to have this energy recovered. Has been applied to cities, housing systems, public transit systems (e.g. Petrillo and Prospero 2011, Florida 2008)
 - **Psychological resilience** (psychology, sociology): the positive capacity of people to cope with stress and adversity, the ability to bounce back to a previous state of normal functioning (e.g. Lamont 2009)

Housing and transportation choices among Filipino immigrants

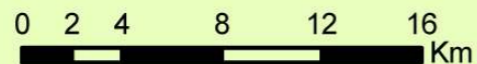
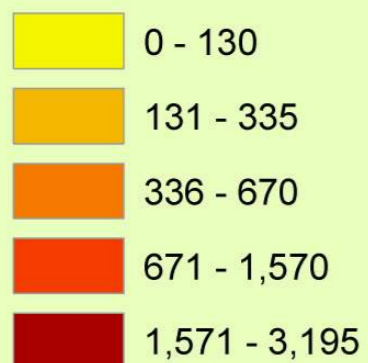
- How do structural changes affect housing and transportation choices?
- How do Filipino immigrants make housing and transportation choices in the Toronto Census Metropolitan Area (CMA)?
 - choice (decision-making process) vs. preference (inclination)
 - first-generation individuals
- Census data (1986-2006), principal components analysis, interviews with 32 immigrants who arrived between 1968-2008

Filipinos in the Toronto CMA



Legend

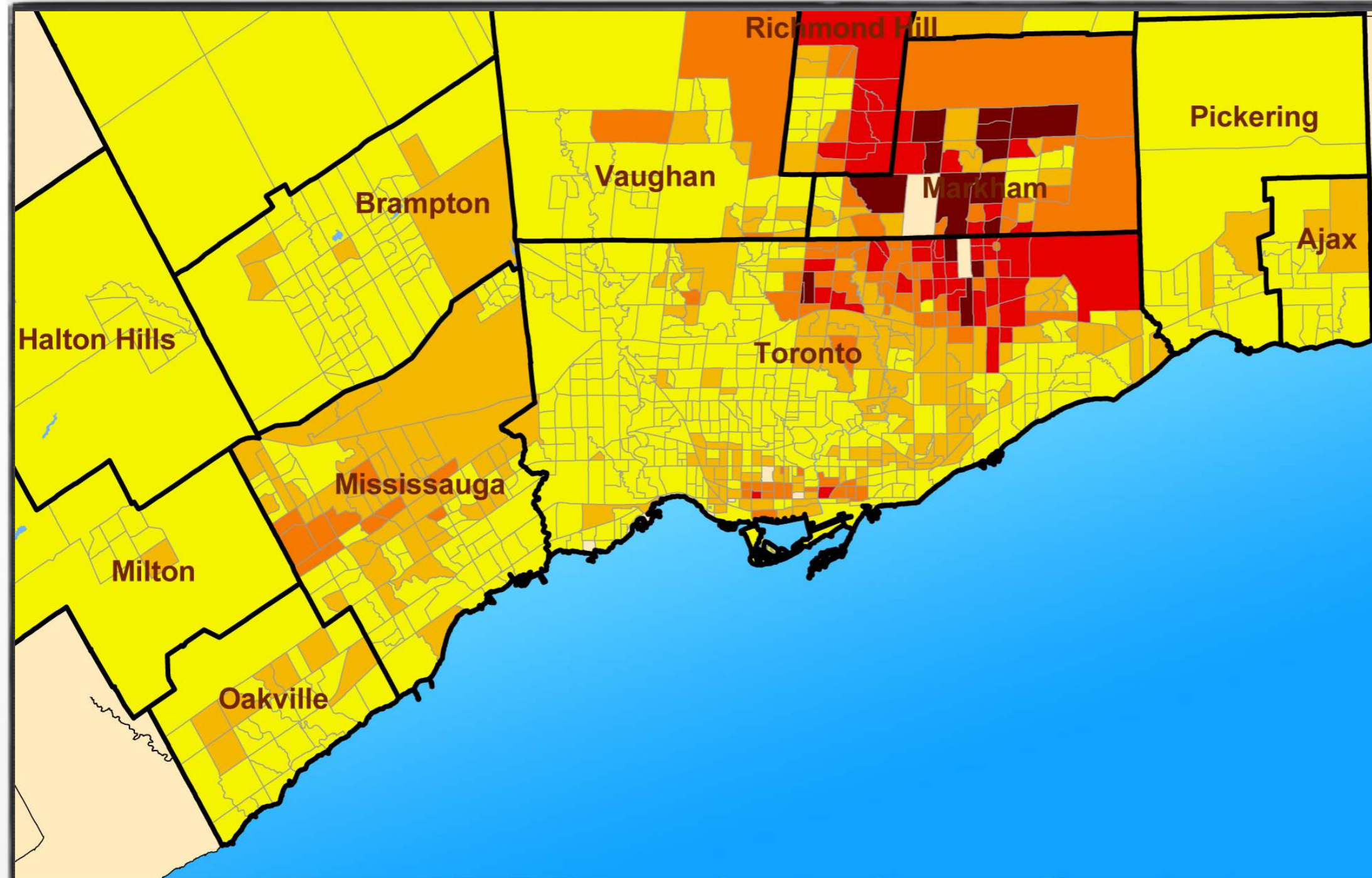
Ethnic Origin - Filipino



Source: Statistics Canada, Census 2006;
Social Policy Analysis & Research
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Publication Date: May 2008
Contact: spar@toronto.ca

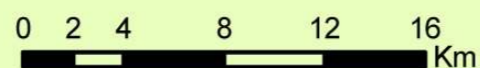
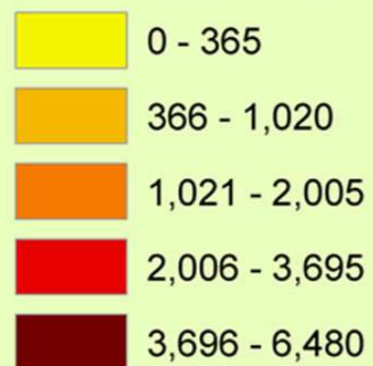
Notes: CMA is Census Metropolitan Area. Data is by Census Tract. Ethnic Origins reflect Total Responses (Single and Multiple Responses combined) and therefore will not add up to 100%. See the Census Dictionary for full definition. N.I.E. = not included elsewhere.

Chinese in the Toronto CMA



Legend

Ethnic Origin - Chinese



Source: Statistics Canada, Census 2006;
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Notes: CMA is Census Metropolitan Area. Data is by Census Tract.
Ethnic Origins reflect Total Responses (Single and Multiple Responses combined) and therefore will not add up to 100%.
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Research Results

- Filipinos have a decreased presence in higher-paying industries/ occupations since the late 1980s, higher rental rate, higher rate of transit use
- Filipino immigrants' choices have been shaped by structural changes in housing policy, immigration policy, and the labour market
- Strong histories of renting, transit use (jeepneys, tricycles), and living in mixed-use communities: sought this type of neighborhood in Canada
- Filipinos approach housing and transportation choices with a resiliency strategy—in 17 of 32 interviews, preference did not match choice

Factors in Housing Location

close to children's schools
access to public transit
close to shops and services
close to workplace
close to church
affordable neighbourhood

Reasons for Buying a Car

prefer driving
workplace inaccessibility
transit unreliable in my area
too cold
small child

Discussion

- Choices can be flexible over time, which can help Filipinos navigate increasingly competitive housing market. Other groups use different resilience strategies (e.g. Chinese and South Asian). Retaining characteristics of the culture vs. adopting Neoliberal values (Lamont 2009)
- Housing can be seen as a component of a city system that can respond to internal or external threats through resilience (e.g. a variety of housing choice)
- Many Canadian neighbourhoods could be said to permanently altered through decades of immigrant settlement, and will not “bounce back” to their original monocultural form

Thank you

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