



Suburban Nation? Population Growth in Canadian Suburbs, 2006-2011

**Council for Canadian Urbanism
Working Paper #1**



Derry Road & Thompson Road, Milton ON (Source: SimonP)

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Executive Summary

Canada is a suburban nation. Two thirds of our country's population lives in suburbs. In our largest metropolitan areas, the portion of suburban residents is over 80%, including the Vancouver, Toronto and Montreal regions (Gordon & Janzen 2013). Their downtowns may be full of new condo towers, but there is five times as much growth on the suburban edges of the regions.

The purpose of this monograph is to update the article "Suburban Nation? Estimating the size of Canada's suburban population", published in the *Journal of Architecture and Planning Research (JAPR)* by David Gordon and Mark Janzen in December 2013. The *JAPR* article was based upon 1996 and 2006 census data, while this paper updates the research using the 2011 census data that was released in the summer of 2013.

Our research for the 1996-2006 period estimated that 66% of all Canadians lived in some form of suburb. In 2006, we found that within our metropolitan areas, 87% of the population lived in Transit Suburbs, Auto Suburbs or Exurban areas, while only 12% lived in Active Core neighbourhoods.

Canada's population growth from 2006-2011 was mapped using the classification method reported in the *JAPR* article. Within the Active Cores and Transit Suburbs, both classifications grew by 3%, which was below the national average population growth of 7%. The Auto Suburbs and the Exurban areas grew by 9%, exceeding the national average. The net effect of this trend is that 90% of the CMA population growth from 2006-2011 was in auto suburbs and exurbs. Only 10% of the population growth was in more sustainable active cores and transit suburbs.

Canadian Metropolitan Neighbourhood Population Distribution for 2006 and 2011

	2006		2011		Population Growth 2006-2011	Population Growth Rate 2006-2011	Share of Population Growth (%) 2006-2011
	Population	%	Population	%			
Active Core	2,673,222	12.4%	2,762,618	3.3%	89,000	3.3%	5.6%
Transit Suburb	2,364,482	11.0%	2,433,320	2.9%	69,000	2.9%	4.3%
Auto Suburb	14,756,374	68.5%	16,033,565	8.7%	1,277,000	8.7%	80.1%
Exurban	1,717,229	8.0%	1,868,923	8.9%	152,000	8.9%	9.5%
TOTAL CMA	21,529,226	100.0	23,123,441	7.4%	1,594,000	7.4%	100%

(Source: 2011 Census, Statistics Canada)

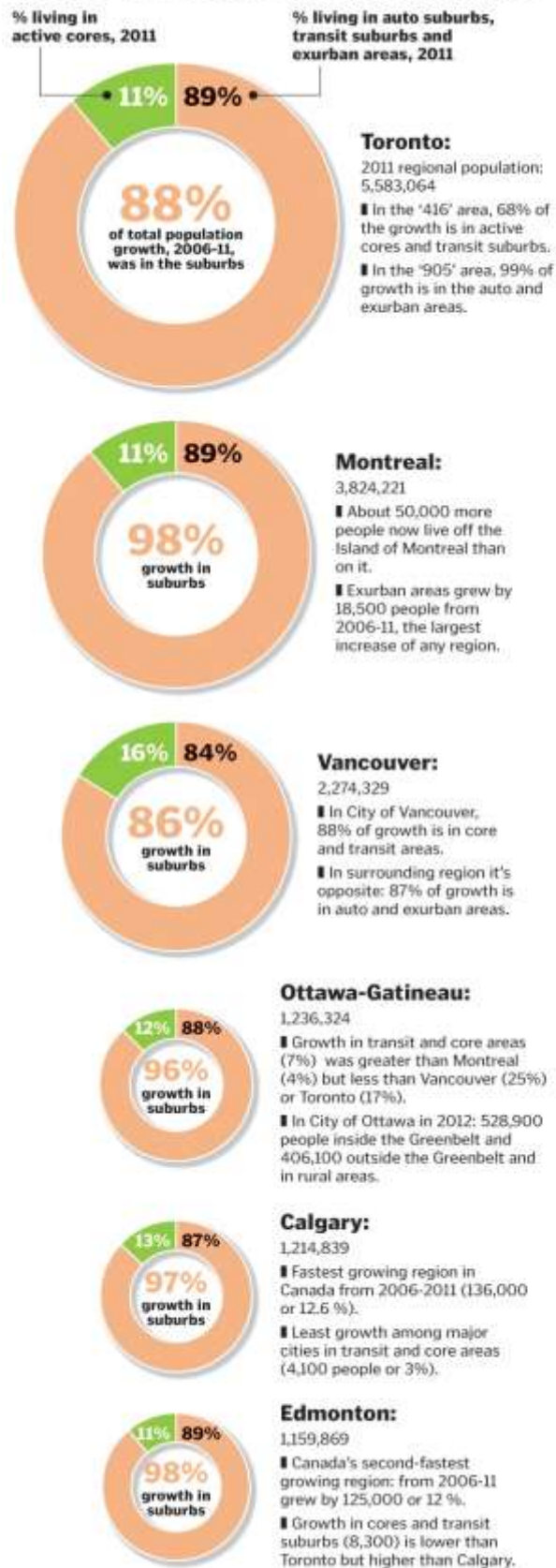
The 2006-2011 findings show that the population of Canadian auto-dependent communities are growing much faster than the national growth rate, which is significant to note when implementing policies guiding public health, transportation, political decisions, and community design.

Many people over-estimate the importance of the highly visible downtown cores and underestimate the vast growth happening in the suburban edges of our metropolitan regions. The population in low-density Auto Suburbs and Exurbs is growing much faster than inner cities and inner suburbs.

Despite their inner-city condo booms, even the Toronto and Vancouver metropolitan areas saw five times as much population growth in auto suburbs and exurbs compared to active cores and transit suburbs, despite their inner-city condo booms.

Canada is a suburban nation and its population became more suburban from 2006-2011.

Cities' growth is in the suburbs



Acknowledgements

Data Sources: Statistics Canada, 2011 and 2006 Census Tract Data

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1996 and 2006 data and maps are available at: [Canada Suburbs website](#)

Peer-reviewed academic journal reference for methods and 1996-2006 data:

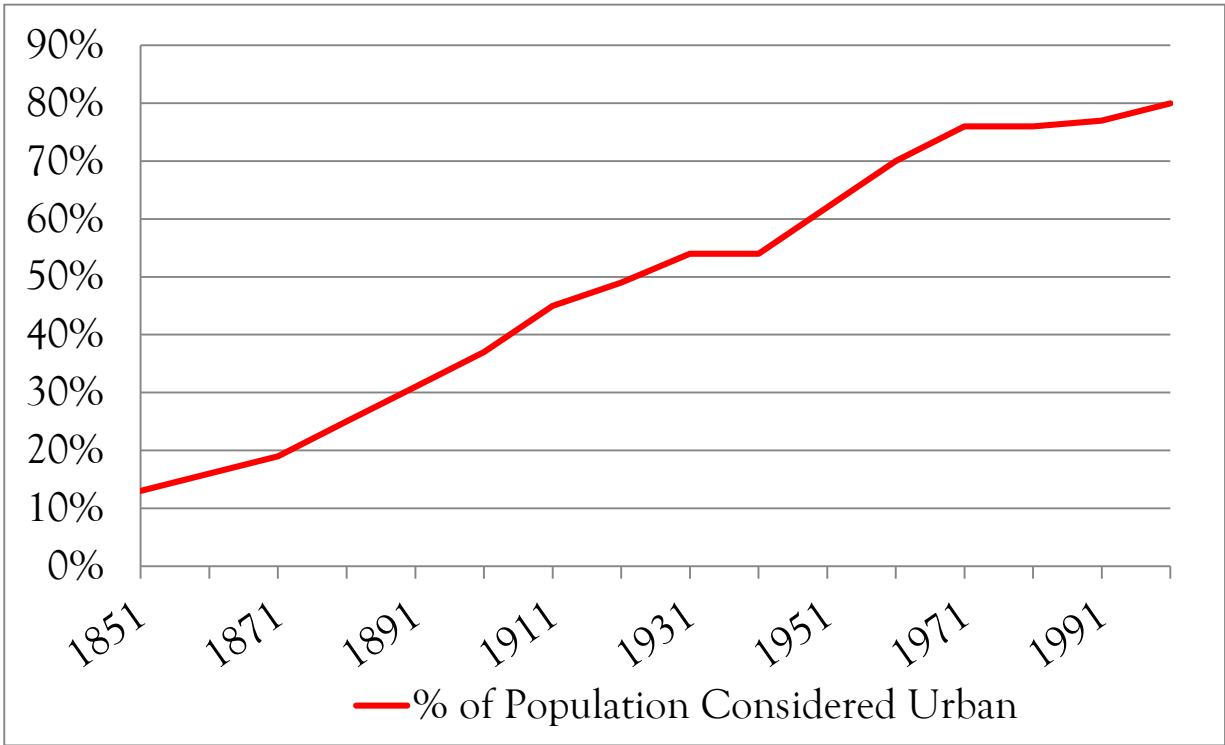
Gordon, David L.A. & Janzen, Mark. Suburban Nation? Estimating the size of Canada's suburban population. *Journal of Architectural and Planning Research* 30:3 (December 2013), pp. 197-220.

Available for no charge at: http://japr.homestead.com/Gordon_FinalVersion131216.pdf

Introduction

Canada is a nation where 66% of the population lives in some form of suburb (Gordon & Janzen 2013). It is important to monitor the locations of population growth within our nation as it has profound effects on our economic effectiveness, environmental sustainability, and our overall public health. The purpose of this monograph is to update the article “Suburban Nation? Estimating the size of Canada’s suburban population”, published in the *Journal of Architecture and Planning Research* (JAPR) by David Gordon and Mark Janzen in December 2013. The JAPR article was based upon 1996 and 2006 census data, while this paper updates the research using the 2011 census data that was released in the summer of 2013.

We routinely hear that Canada is one of the world’s most urbanized nations, but that does not mean that most Canadians live in apartments and travel by public transit. Although Statistics Canada now estimates that our 2011 “urban” population was 81%¹, this category includes downtown, inner-city, suburban, and exurban development.



Our initial estimates indicate that perhaps two-thirds of the Canadian population live in neighbourhoods that most observers would consider suburban (i.e. cars and many post-war single homes) (Gordon & Janzen 2013).

¹ Statistics Canada, Population, urban and rural, by province and territory
<http://www.statcan.gc.ca/tables-tableaux/sum-som/l01/cst01/demo62a-eng.htm>

Why Should We Care?

Social Equity

If the growth trends continue, Canada will become even more suburban in the future, with increased problems caused by low-density auto-dependent neighbourhoods. For example, there is a growing body of evidence that suburban lifestyles are correlated with higher obesity rates in children and adults. The lack of a built environment that promotes physical activity has shown to be a contributing factor to obese and overweight children and parents (Saelens, et al. 2012; Papas, et al. 2007).

Furthermore, there is evidence that shows a positive association between the frequency of commuting by transit and physical activity. It was found that frequent and infrequent transit users partake in more physical activity through active transportation to and from transit stops (Lachapelle et al. 2011). A study published in the *International Journal of Epidemiology* investigated the overall reduction in all-cause mortality through an increase in physical activity. The study concluded that an increase in non-vigorous physical activity resulted in a reduction of all-cause mortality, particularly found when shifting from sedentary behaviour to low levels of activity (Woodcock 2010; Arrieta 2008).

Although the suburbs are becoming more socially homogeneous (Moos & Mendez 2014; Hulchanski 2010), the evidence of a political divide between the residents within the inner city and the auto dependent suburbs creates another social issue (Walks, 2007 & 2013). Politicians who can drive a wedge between suburban and inner-city voters will have a substantial majority at the polls (Delacourt 2013).

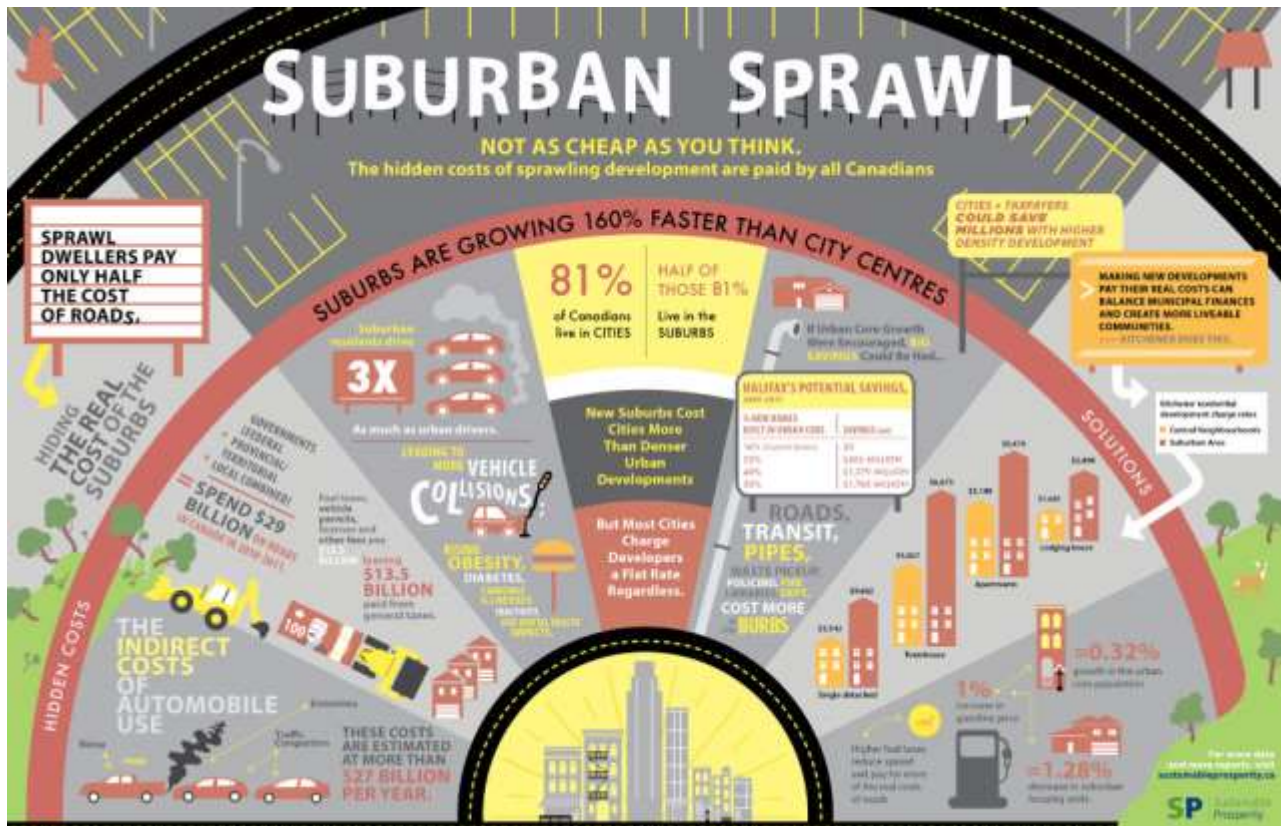
Environmental Sustainability

Suburban areas require different planning techniques to deal with environmental problems such as resource conservation or auto dependence, which are significantly different from inner-city issues such as brownfield redevelopment. Sprawling suburban areas are witness to higher rates of automobile use and vehicle ownership (Ewing et al. 2002). In such areas, people own more cars, drive longer hours, and commute less by public transit. Extensive automobile use leads to more air pollution and greenhouse gas emissions compared to commuting by transit, walking, or cycling. The suburban dependence on automobiles contributes more to climate change emissions, which makes transportation Canada's highest sector for contributions to GHG emissions (Environment Canada 2013). As of 2011, cars, trucks, and motorcycles account for 92% of the GHG emissions produced by passenger transportation in Canada. Bus, rail, and domestic aviation accounted for the remaining 8% (Environment Canada 2013).

These greenhouse gas emissions stimulate climate change. A study by the National Roundtable on the Environment and the Economy (NRTEE) in 2011 attempted to assess an economic price tag on climate change in Canada across three sectors: the BC timber industry, Canada's coastal regions, and overall public health with respect to air quality. The report estimated an economic cost on average of \$5 billion per year for each scenario observed as of 2020. The anticipated annual cost increased to \$21 billion per year on the low end and \$43 billion on the high end by 2050 (NRTEE 2011).

Economic Efficiency

There are substantial economic costs involved with suburban sprawl, which are borne by the local and provincial governments and, ultimately, the taxpayer. Greenfield development on a city's periphery requires significant new infrastructure investments, which are difficult to accurately forecast and recover through development charges, because of the physical degradation of the infrastructure over many decades (CSCE 2012). The municipality is then burdened with the maintenance and capital repairs for the infrastructure providing service to the low density development for its lifetime (Thompson 2013; Blais 2010).



Infographic from Thompson 2013

The suburbs are a product of less expensive land on the city's edge combined with affordable fuel costs for automotive transportation (Lang 2008). As more people live on the city's periphery and commute to work within the city, the social and economic costs of roadway congestion significantly increases. Enforcing a tolling or tax mechanisms to reduce congestion is often politically difficult to implement (Brueckner 2000).

Arthur Nelson suggests a "fifth settlement movement" is emerging as the suburbs shift housing products, following demographic and economic changes. The supply of cheap land supporting greenfield development has declined, the price of fuel for automobiles has risen, and the aging demographic of the Baby Boomers will require less floor space and closer amenities (Grant 2013, Nelson 2009). Nelson and Leinberger both conclude that there will be a growing desire for smaller units and denser communities, however the current supply of housing stock, largely single-detached houses, is inconsistent with that demand (Nelson 2011; Leinberger 2008)

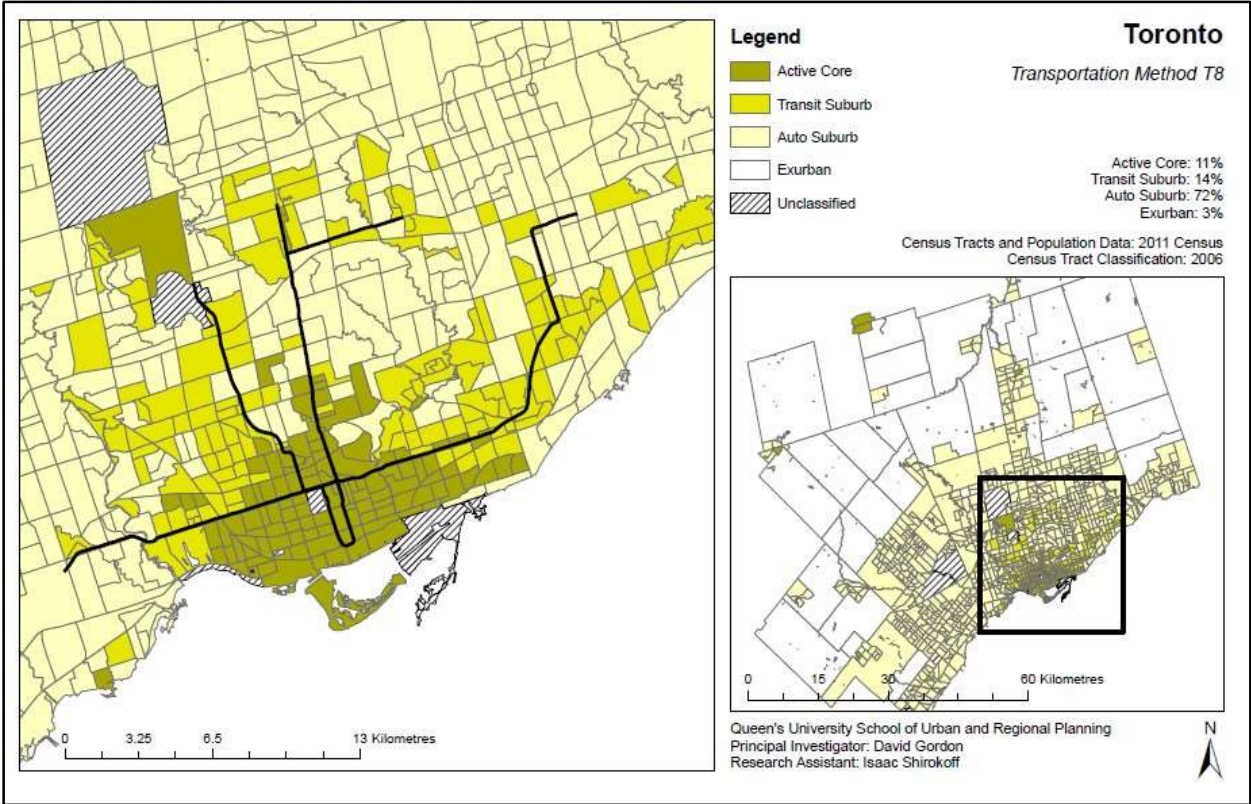
What is unique about this study?

Arthur Nelson describes American suburbs as “low densities spread across vast landscapes, they are dominated by one land use: the single-detached home on a large lot, dependent on the automobile, and so inefficiently developed as to rob America of economic vitality.”(Nelson cited in Grant 2013 p. 392)

The term suburb is used with many different definitions. It is important to create a level of consistency with the description of the suburbs so that comparisons can be made across disciplines and data sources. Ann Forsyth defined suburbs using descriptions from a number of academic papers. She grouped the classifications into several types of descriptions: location, built environment characteristics, transportation, activities, political places, sociocultural, and year of construction (Forsyth 2012). Forsyth concluded that many definitions of suburbs are really catalogs of their ills. She suggests defining suburbs by their type or an environmental indicator. For our purposes, we settled upon transportation behaviour and density as our main suburb indicators, after experimenting with dozens of definitions (Gordon & Janzen 2013).

There are many research studies of Canadian suburbs, but most only compare a few of the larger cities. To our knowledge, this is the first study to develop a classification of suburban areas that gives credible results across Canada, in cities large and small (See comparison tables in Appendices A & B). This allows us to make nation-wide estimates of the extent of suburbs and compare any or all of the 33 metropolitan areas (CMAs) on a standard basis. We produced an atlas of maps of the metropolitan structure for all 33 metropolitan areas (Appendix C).

Sample Transportation Method T8 Map of the Toronto CMA, 2011

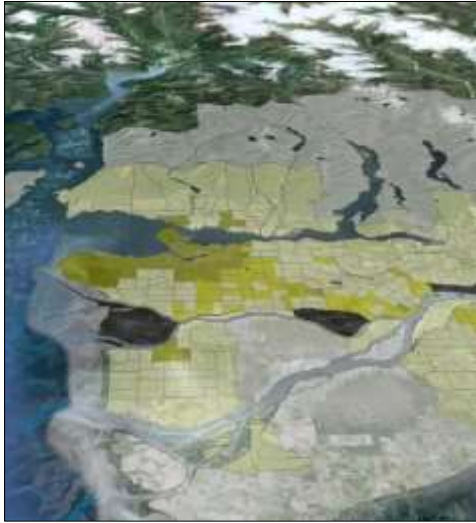
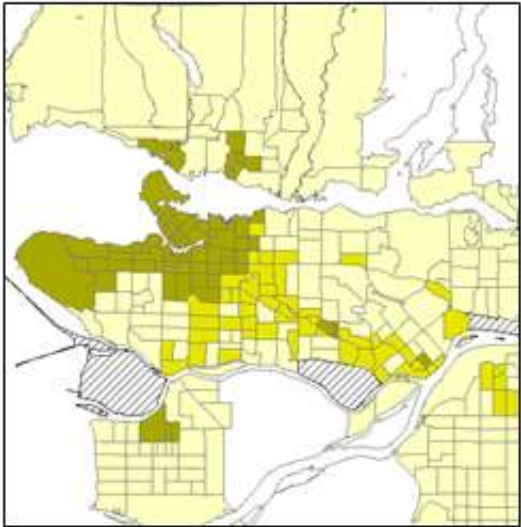


How did we classify the suburbs?

This research program spent five years testing a series of models to estimate the proportion of Canadians who live in suburban neighbourhoods. Statistics Canada census data was extracted at the neighbourhood level and classified with basic Geographical Information Systems (GIS)

We tested scores of different definitions of ‘suburbs’ for all 33 big metropolitan areas (CMAs over 100,000 population) and a structured sample of Census Agglomerations (10,000-99,000 people). We worked at the neighbourhood level, reviewing over 5000 census tracts for each national model.

We checked the accuracy of our classification by making innovative use of the Google Earth and Google Street View systems. When something looked wrong on the map, we would connect it to Google Earth, look at the air photo and then zoom in on the Street View to check out the neighbourhood. If the evidence was still confusing, we would check with graduate students who lived in the region or contact local planners.



Vancouver CMA 2011 map drawn with ArcMap (left); overlaid on Google Earth (right) and with data attached (below)

0330055.01	
CMAUID	933
CTUID	0330055.01
Area	0.81
Population	4200
Gross Population Density	6414.35
Occupied Dwellings	2415
Dwelling Units / ha	29.81
Single Family Housing Ratio	12 %
Dwelling Composition Ratio	37 %
Apartment Ratio	83 %
Normalized Dwelling Composition Ratio	0.55
Ownership Rate	37 %
Normalized Ownership Rate	0.55
Post-1946 Buildings Ratio	77 %
Normalized Post-1946 Buildings Ratio	0.92
Active Transportation Ratio	11 %
Normalized Active Transportation Ratio	1.47
Walking Ratio	6.8 %
Bicycling Ratio	4.2 %
Public Transit Ratio	30.0 %
Normalized Public Transit Ratio	1.9
Automobile Ratio	57 %
Normalized Automobile Ratio	0.76

Developing definitions that would give reasonable results across Canada took over five years, because Canadian cities are quite diverse. Some definitions that seemed reasonable for Vancouver might not work in Montreal. For example, a definition of the inner-city that was based on many high-rise apartments might work in Vancouver, but Montreal has several dense, vibrant and walkable urban neighbourhoods like the Plateau, filled with traditional local triplex (“plex”) townhouses. Conversely, there are a great deal of townhouses and apartments in many suburban areas across Canada, so we cannot define a suburb as a neighbourhood of single-detached houses.

We found that Ottawa was a useful pilot study because of its Greenbelt. Few people would suggest that the neighbourhoods outside the Greenbelt should be considered as inner-city areas. There were many suburbs inside the Greenbelt, but no inner-city areas outside it (Vandyk 2009). This characteristic proved useful for calibrating and evaluating models.

Our classification methods were examined by an expert panel of leading geographers and urban planners as well as anonymous peer reviewers for a refereed journal. Density classifications proved most useful for classifying exurban and rural areas. The most reliable definitions of inner city and suburban development emerged from journey-to-work transportation data.

Twelve models for classifying suburbs were tested for the entire nation, with the most credible results emerging for a classification of Active Cores, Transit Suburbs, Auto Suburbs and Exurban areas. These classification models estimate that the suburban areas make up approximately 80% of the metropolitan population and 66% of the national population. (Gordon & Janzen 2013 Table 2; Table 2 Below)

We do not need an exact count of suburban households for practical policy making. However, an improved estimate of the proportion and the rate of growth of the Canadian suburban population has proven useful for research shaping an urban infrastructure program or public health research.

How we updated the 2006 classification for 2011


The most recent Canadian census was taken in the summer of 2011 and the data was released in summer of 2013. Unfortunately, the federal government made the “long-form” questionnaire optional, rendering its results impossible to compare accurately with previous years on a metropolitan basis (Hulchanski 2013). The research team used the basic population counts from the 2011 “short-form” census, which remained mandatory and is comparable to previous years. We used the 2006 classification as a base, and considered where the population growth and decline was, on a neighbourhood-by-neighbourhood basis. This used all 5070 census tracts in all 33 CMAs. A few new census tracts were created for 2011 in fast-growing suburbs, but these were all created by splitting previous tracts, following Statistics Canada standard procedures. We examined every new census tract in detail using Google Earth, Street View, and local experts, to classify them according to our 2006 method.


How can we interpret the maps?


There are many types of suburbs across Canada. We found that it is not possible to create a single definition that worked everywhere. We found that the most reliable models had urban cores and three or four types of suburbs.

The maps from the project show the classification of neighbourhoods (census tracts) using our most robust model (T8), which was based upon a combination of population density and journey to work data.

We identified three types of suburbs in this T8 model:

*Exurbs*² (white on the maps)  – very low density rural areas where more than half the workers commute to the central core. The commuters come from low-density rural estate subdivisions or houses scattered along rural roads. In 2011, about 8% of the Canadian metropolitan population lived in Exurbs. The smaller metro areas had much higher proportions of Exurban residents, presumably because the commuting is easier from their rural areas.

*Auto Suburbs*³ (pale yellow on the maps)  – neighbourhoods where almost all people commute by automobile; there is negligible transit, walking or cycling to work. These are the classic suburban neighbourhoods. In 2011, about 69% of the metropolitan population lived in Auto Suburbs, varying from 53% (Sherbrooke) to 80% (Calgary). The larger metro areas had much higher proportions of residents in Auto Suburbs.

*Transit Suburbs*⁴ (gold on the maps)  – neighbourhoods where a higher proportion of people commute by transit. In 2011, about 11% of the metro populations lived in Transit Suburbs, with the higher percentages in the big cities with sophisticated transit systems such as Toronto and Montreal. The smaller metro areas had lower proportions of residents in Transit Suburbs, since far fewer people commute by transit in cities in the 100,000 population range. They also had much more variation in transit use in the historic dense inner suburbs that are well-served by transit. Halifax, Kingston and

² [Technical definition: Exurban is defined as gross population density less than 150 people per square kilometre and more than 50% of workers commuting into the metropolitan area, as per OECD and Statistics Canada definitions (du Plessis et.al 2001).]

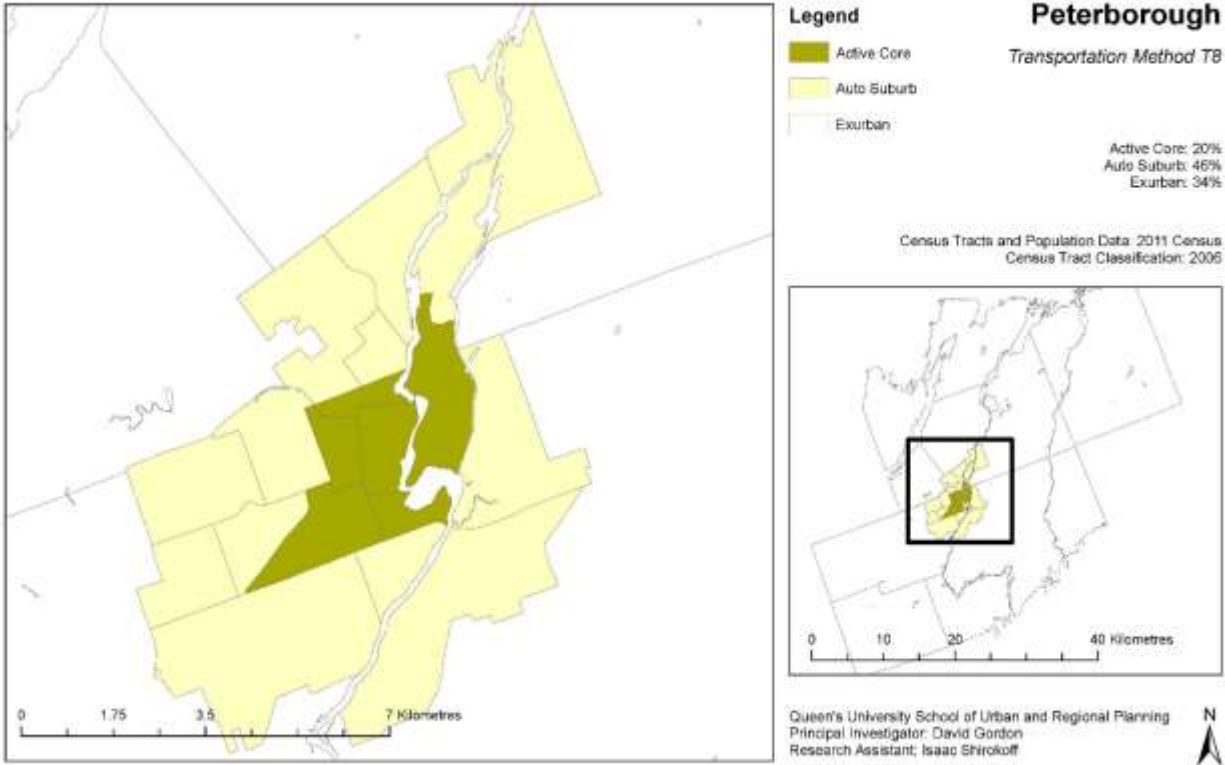
³ [Technical definition: Auto Suburbs have a gross population density that is greater than 150 people per square kilometre; transit use less than 150% of the metro average and active transit less than 150% of the metro average]

⁴ [Technical definition: Transit Suburbs have transit use greater than 150% of the metro average for journey to work; active transit less than 150% of the metro average and transit use must be greater than 50% of the national average]

Victoria have relatively high proportions of transit suburbs, while some newer communities such as Abbotsford, Kelowna and Saguenay have none.

In addition to the suburbs, *Active Cores*⁵ (khaki on the maps) were found in most metropolitan areas. These neighbourhoods are where a higher proportion of people use active transportation (walk or cycle) to get to work.

Most of these Active Core areas are in the inner city, but some are found in suburban transit nodes such as Burnaby’s Metrotown or the North York city centre. Other active cores may be found in towns such as Langley, Oakville and St. Jerome, which have been inundated by the tidal wave of metropolitan expansion. In 2011, about only 12% of the metropolitan populations lived in Active Core neighbourhoods. The largest cities varied from 11-16%, with Vancouver at the top end. Once again, the smaller cities generally had fewer people living in active core neighbourhoods, but a much greater range. Peterborough had the country’s highest proportion at over 19%, thanks to walkable neighbourhoods near historic downtown employers such as General Electric. At the other extreme, Abbotsford BC did not appear to have any active core neighbourhoods, where a significant proportion of people walked or cycled to work in 2006.



⁵ [Technical definition: Active Cores are defined when active transportation (walk/cycle) is greater than 150% of the metro average for the journey to work and greater than 50% of the national average.]

National Growth Trends for 2006-2011:

Low density automobile suburbs and exurbs absorbed the vast majority of the population growth in Canada’s metropolitan areas from 2006 to 2011.

These areas account for over eight times as many new residents as in the active cores and transit suburbs. (1.43 million to 160,000)

Table 2: Population growth from 2006-2011 within Canada’s CMAs

	Population in 2006	Population in 2011	Population Growth 2006-2011	Population Growth Rate 2006-2011	Share of Population Growth (%) 2006-2011
Active Core	2,673,222	2,762,618	89,000	3.3%	5.6%
Transit Suburb	2,364,482	2,433,320	69,000	2.9%	4.3%
Auto Suburb	14,756,374	16,033,565	1,277,000	8.7%	80.1%
Exurban	1,717,229	1,868,923	152,000	8.9%	9.5%
TOTAL CMA	21,529,226	23,123,441	1,594,000	7.4%	100%

(Source: Gordon & Janzen 2013 and Statistics Canada 2011 Census)

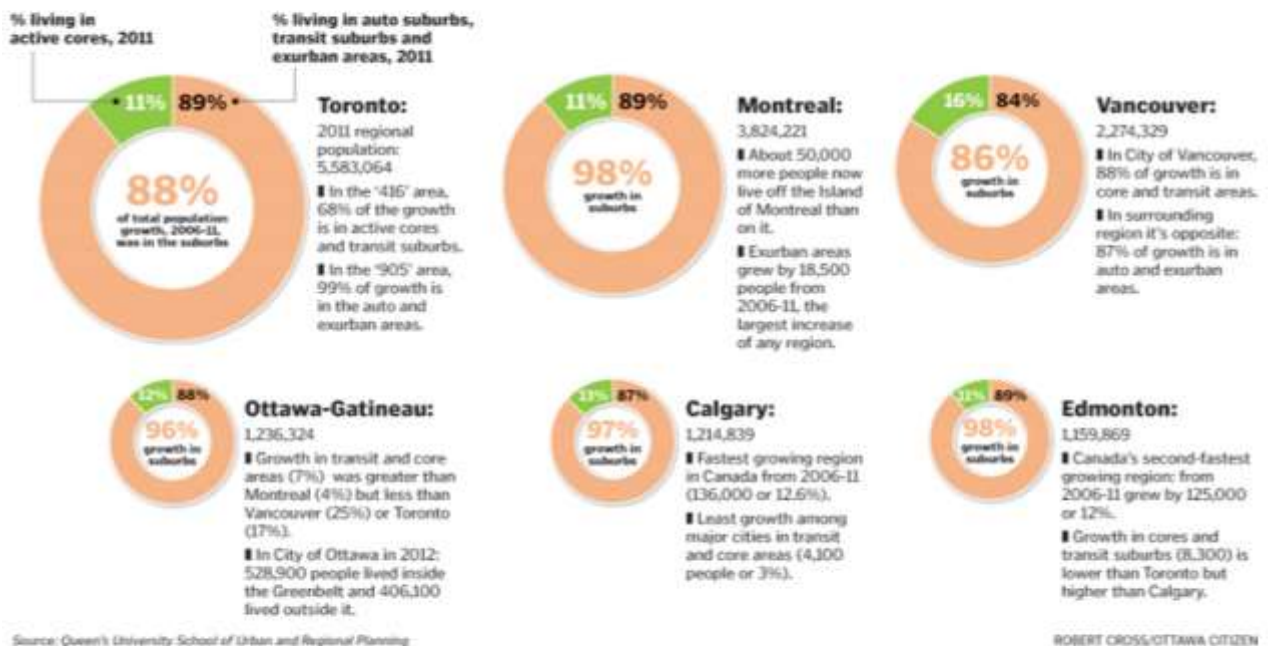
The good news is that almost 90,000 more Canadians live in *Active Core* neighbourhoods, mostly in the inner cities. Toronto (53,000) and Vancouver (27,000) make up most of that growth with their widely-reported condominium apartment booms. No other city had population growth of over 4000 in the Active Core neighbourhoods. About half the metro areas saw slight declines in their inner city populations as the pace of new apartment construction did not keep up with declining household sizes in central city areas.

The *Transit Suburbs* also grew slowly from 2006-2011, with another 70,000 people living in these inner suburban neighbourhoods. Once again, Toronto (26,000) and Vancouver (19,000) led with over half this growth.

The vast majority of Canada’s population growth from 2006-2011 was in low density *Auto Suburbs*. These neighbourhoods grew by over 1,280,000 new people. The large metro areas all saw large increases in the population of automobile-dependent suburbs: Toronto (380,000); Montreal (163,000); Vancouver (132,000); Ottawa (84,000); Calgary (124,000); Edmonton (107,000). Most of the growth in the smaller metro areas was also in Auto Suburbs.

Exurban areas grew by 9% which was also faster than the national average from 2006-2011. Another 150,000 Canadians live within these low-density rural districts adjacent to the 33 metropolitan areas. The largest total growth was near the largest cities: Toronto 10,000; Montreal 19,000; Vancouver 18,000; Ottawa 11,000; Calgary 8,000; Edmonton 9,000. However, the Exurban areas next to many smaller urban centres were even more attractive, with growth rates of over 15% in metro areas such as Saskatoon, Kelowna, Oshawa, Brantford and St. John's. We believe that Exurban development may be more popular in smaller cities because the journey to work is more manageable. We found residents who drive 45 minutes to the edge of a smaller metropolitan area may have another 15 minutes to travel to work in the core, but in the largest cities, another hour of travel may be required at peak periods.

Cities' growth is in the suburbs



Infographic created by Robert Cross, *Ottawa Citizen*.

Conclusion

After five years of developing a method to classify and map the suburban areas of Canada's 33 metropolitan areas, the results indicate that Canada is a suburban nation with 67% of its population living in the suburbs in 2011.

When mapping the population growth from 2006-2011 within the active cores and transit suburbs, we found that both classifications grew by 3%, which was below the national average population growth of 7%. The auto-dependent suburbs and the exurban areas grew by 9%, exceeding the national average. The net effect of this trend is that 90% of the CMA population growth from 2006 – 2011 was in auto suburbs and exurbs. Only 10% of the population growth was in more sustainable active cores and transit suburbs.

The findings show that the population of Canadian auto-dependent communities are growing much faster than the national growth rate, which is significant to note when implementing policies guiding public health, transportation, political decisions, and community design.

Across Canada, the more sustainable Active Core and Transit Suburbs grew by 160,000 people, while Auto Suburb and Exurban areas grew by 1,330,000 people, absorbing over 90% of the nation's population growth. Few observers would describe this as a sustainable outcome, or an optimal mix of locations for Canada's future population.

Media Coverage of the research is listed in the bibliography

TORONTO STAR

"GTA Sprawl out of control"

CALGARY HERALD
PROUDLY CALGARY SINCE 1883

"Canada's new identity: a suburban nation"

THE VANCOUVER SUN

"Canada: A suburban nation"

OTTAWA CITIZEN

"In search of the suburban ideal"

The Gazette
montrealgazette.com

"Canada's new identity: a suburban nation"

What to do?

There is no single magic bullet to deal with the imbalance of urban and suburban growth in Canadian communities. A multi-pronged planning approach will be needed (Hodge & Gordon 2014, ch. 11) including:

- Rebalancing economic incentives that encourage suburban sprawl and discourage compact development (Thompson 2013; Blais 2010; Leinberger 2008).
- Better intensification in existing urban areas including “invisible density” in secondary suites and “gentle density” in rear lane housing. (Hess 2008; CMHC 2006a).
- Redevelopment of former industrial areas and brownfields on the edges of the inner-city, such as Brandt’s Creek in Kelowna (former rail yard), Edmonton’s Oliver Village; Wellington Square in Cambridge (foundry), Spencer Creek Village in Dundas; Toronto’s West Don Lands and Montréal’s Quai des Éclusiers (DeSousa 2008; CMHC 2006b).
- Waterfront redevelopment such as the work of Halifax’s Waterfront Development Corporation; Canada Lands Corporation on Montréal’s Lachine Canal; Waterfront Toronto; Edmonton’s Vancouver’s Village at False Creek; and Victoria’s Docks Green (Grant, Holme & Pettman 2008; Gordon 2004).
- Military base and inner-city airport redevelopment such as Garrison Crossing in Chilliwack, BC; City Centre airport and Griesbach Village in Edmonton; Garrison Commons in Calgary; Montréal’s Bois Franc and Pleasantville in St. John’s (Tomalty & Haider 2010).
- Transit-Oriented Development including West Vancouver’s SeaBus terminal; The Bridges in Calgary, Brampton’s Mount Pleasant Village; Oakville’s Port Credit Village; and Village de la Gare, Mont-Saint-Hilaire QC (CMHC 2010; Dittmar & Ohland 2004).
- Street corridor redevelopment plans such as Vancouver’s Cambie Corridor and Toronto’s Avenues and mid-rise plan (Vancouver 2011; Brook McIlroy 2011).
- Retrofitting existing suburbs using “sprawl repair” techniques, such as Burnaby’s Metrotown and Toronto’s Parkway Forest (Dunham-Jones & Williamson 2011; Tachieva 2010).
- Greyfield redevelopment of suburban shopping centres such as Vancouver’s Oakridge Centre; Markham’s Olde Thornhill Village; and Toronto’s Don Mills Centre (CMHC 2011; PriceWaterhouseCoopers 2002).
- Better design of new suburban development, such as Cornell in Markham, Calgary’s Garrison Woods and Surrey BC’s City Centre (Tomalty & Haider 2010; Duany, Plater-Zyberk & Speck 2010; Grant 2009; Grant & Perrott 2009, 2011; Duany, Speck and Lydon 2009; Grant 2006; Gordon & Vipond 2005).

These new strategies to manage the growth of Canada’s booming suburban areas will be demonstrated at the sixth summit of the [Council for Canadian Urbanism](#) (CanU6) “Cities at the Edge” to be held in the Greater Toronto Area September 18-20, 2014. We hope to see you there.

SAVE THE DATE

**SEPT
18-20
2014** **CanU6: CITIES AT THE EDGE**
URBANIZING SUBURBIA IN THE REGIONAL CITY
GREATER TORONTO AREA

CanU (the Council for Canadian Urbanism) will be hosting its 6th annual Summit, CanU6. As with the previous Summits held since 2009, this event will gather Canada's top urbanists from both the public and private sectors. This event will be held in the Greater Toronto Area and will focus on the key issue of "Urbanizing Suburbia". More details to follow.

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WWW.CANU.CA



NOTEZ CETTE DATE

**SEPT
18-20
2014** **CanU6: AUX LIMITES DE LA VILLE**
L'URBANISATION DES BANLIEUES DES RÉGIONS MÉTROPOLITAINES
RÉGION DU GRAND TORONTO

CanU6, le sixième sommet annuel du Conseil canadien d'urbanisme (CanU) approche ! Depuis 2009, cet événement réunit les urbanistes des secteurs privés et publics les plus en vue au Canada. L'événement se tiendra dans la région du grand Toronto et aura pour thème «Urbaniser la banlieue». Les détails suivront bientôt.

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**Appendix A
Data Summary Table for All 33 Census Metropolitan Areas**

City	Total Population in 2006	Total Population in 2011	Population Growth	Active Core					Transit Suburb					Auto Suburb					Exurban				
				2006 Population	%	2011 Population	%	Growth	2006 Population	%	2011 Population	%	Growth	2006 Population	%	2011 Population	%	Growth	2006 Population	%	2011 Population	%	Growth
Toronto	5,113,149	5,583,064	9.2%	543,763	10%	596,063	11%	10%	755,971	17%	781,655	16%	3%	3,659,061	83%	4,039,267	84%	10%	142,776	3%	153,012	3%	7%
Montréal	3,635,556	3,824,221	5.2%	404,125	11%	408,014	11%	1%	511,929	16%	514,874	16%	1%	2,586,598	84%	2,749,797	84%	6%	131,085	4%	149,661	4%	14%
Vancouver	2,114,738	2,313,328	7.5%	342,277	16%	369,985	16%	8%	254,610	16%	273,385	15%	7%	1,407,210	84%	1,539,222	85%	9%	110,641	3%	128,866	6%	16%
Ottawa	1,133,633	1,236,324	9.4%	143,277	13%	147,602	12%	3%	127,280	14%	130,381	14%	2%	719,116	86%	802,626	86%	12%	143,903	13%	155,342	13%	8%
Calgary	1,079,310	1,214,839	12.6%	152,618	14%	156,547	13%	3%	30,961	4%	31,175	3%	1%	847,745	96%	971,319	97%	15%	44,569	5%	52,369	4%	18%
Edmonton	1,034,945	1,159,869	12.1%	125,004	12%	127,588	11%	2%	136,039	17%	141,736	16%	4%	658,178	83%	765,366	84%	16%	115,173	12%	124,702	11%	8%
Québec	719,153	765,706	7.5%	114,056	16%	114,355	15%	0%	47,306	9%	48,697	9%	3%	461,568	91%	494,460	91%	7%	96,223	12%	108,194	14%	12%
Winnipeg	693,618	730,018	5.1%	86,153	12%	87,503	12%	2%	34,399	7%	34,584	6%	1%	518,393	93%	546,618	94%	5%	54,673	8%	59,762	8%	9%
Hamilton	690,967	721,053	4.0%	82,133	11%	81,708	11%	-1%	75,681	13%	74,710	12%	-1%	497,205	87%	527,393	88%	6%	35,948	7%	35,296	5%	-2%
London	457,720	474,786	3.7%	66,609	15%	64,228	14%	-4%	63,472	20%	67,076	20%	6%	263,962	80%	276,381	80%	5%	63,677	15%	67,101	14%	5%
Kitchener	451,235	477,160	6.0%	49,123	11%	48,161	10%	-2%	40,956	10%	41,271	10%	1%	341,929	90%	366,858	90%	7%	19,227	5%	20,870	4%	9%
St Catharines	390,317	392,184	0.4%	59,323	15%	58,142	15%	-2%	6,527	2%	6,318	2%	-3%	270,099	98%	270,004	98%	0%	54,368	14%	57,720	15%	6%
Halifax	372,858	390,328	4.7%	51,497	14%	53,855	14%	5%	69,969	30%	71,788	30%	3%	161,994	70%	170,660	70%	5%	89,398	24%	94,025	24%	5%
Oshawa	330,594	356,177	7.7%	12,856	4%	12,417	3%	-3%	43,105	15%	46,513	15%	8%	254,587	85%	274,071	85%	8%	20,046	9%	23,176	7%	16%
Victoria	330,088	344,615	4.4%	59,342	18%	59,813	17%	1%	38,317	15%	38,307	14%	0%	218,914	85%	232,457	86%	6%	13,515	4%	14,038	4%	4%
Windsor	323,342	319,246	-1.3%	49,842	15%	45,374	14%	-9%	1,100	0%	1,054	0%	-4%	238,761	100%	239,792	100%	0%	33,157	12%	32,609	10%	-2%
Saskatoon	233,923	260,600	11.5%	31,301	13%	32,432	12%	4%	14,960	9%	17,324	9%	16%	156,059	91%	172,038	91%	10%	31,603	14%	38,806	15%	23%
Regina	194,971	210,556	8.0%	31,669	16%	33,751	16%	7%	5,684	4%	5,677	4%	0%	141,924	96%	153,672	96%	8%	15,694	9%	17,456	8%	11%
Sherbrooke	191,410	201,890	8.0%	19,851	11%	19,229	10%	-3%	25,751	20%	25,700	19%	0%	100,409	80%	107,319	81%	7%	45,399	20%	49,642	25%	9%
St Johns	181,113	196,966	8.8%	22,779	13%	22,337	11%	-2%	9,282	7%	9,569	6%	3%	127,389	93%	138,798	94%	9%	21,663	16%	26,262	13%	21%
Barrie	177,061	187,013	5.6%	15,920	9%	15,949	9%	0%	6,333	5%	6,096	4%	-4%	127,126	95%	136,818	96%	8%	27,682	16%	28,150	15%	2%
Kelowna	162,276	179,839	10.8%	28,136	17%	28,953	16%	3%	-	0%	-	0%	0	108,824	100%	121,505	100%	12%	25,316	16%	29,381	16%	16%
Abbotsford	159,020	170,191	7.1%	-	0%	-	0%	0	-	0%	-	0%	0	133,583	100%	142,027	100%	6%	25,437	15%	28,164	17%	11%
Sudbury	158,258	160,770	1.6%	23,716	15%	23,281	14%	-2%	17,329	17%	17,427	17%	1%	82,709	83%	83,719	83%	1%	34,504	22%	36,343	23%	5%
Kingston	152,358	159,561	4.7%	22,386	15%	23,015	14%	3%	25,657	27%	25,740	26%	0%	67,387	73%	73,571	74%	9%	36,928	24%	37,235	23%	1%
Saguenay	156,305	157,790	4.0%	13,603	9%	13,023	8%	-4%	-	0%	-	0%	0	86,489	100%	87,159	100%	1%	56,213	34%	57,608	37%	2%
Trois-Rivières	144,713	151,773	7.3%	18,354	13%	17,882	12%	-3%	-	0%	-	0%	0	89,020	100%	91,752	100%	3%	37,339	24%	42,139	28%	13%
Guelph	133,698	141,097	11.1%	23,088	18%	21,968	16%	-5%	11,095	12%	10,840	11%	-2%	80,760	88%	88,880	89%	10%	18,755	9%	19,409	14%	3%
Moncton	126,424	138,644	9.7%	18,050	14%	17,910	13%	-1%	-	0%	-	0%	0	76,630	100%	87,062	100%	14%	31,744	25%	33,672	24%	6%
Brantford	124,607	135,501	8.6%	11,480	9%	11,122	8%	-3%	-	0%	-	0%	0	88,941	100%	93,009	100%	5%	24,186	19%	31,370	23%	30%
Thunder Bay	122,907	121,596	-1.0%	13,774	11%	13,410	11%	-3%	-	0%	-	0%	0	76,228	100%	75,027	100%	-2%	32,905	27%	33,159	27%	1%
Saint John	122,389	127,761	4.5%	13,873	10%	13,880	11%	0%	10,769	15%	11,423	16%	6%	55,800	85%	59,725	84%	7%	41,932	34%	42,723	33%	2%
Peterborough	116,570	118,975	2.0%	23,244	20%	23,121	19%	-1%	-	0%	-	0%	0	51,776	100%	55,193	100%	7%	41,550	36%	40,661	34%	-2%
TOTAL CMA	21,529,226	23,123,441	7%	2,673,222	12%	2,762,618	12%	3%	2,364,482	14%	2,433,320	13%	3%	14,756,374	86%	16,033,565	87%	9%	1,717,229	8%	1,868,923	8%	9%

*Note: Not all 'Population 2011' totals are exact sums of Active Core, Total Suburb and Exurban columns due to 'unclassifiable' census tracts in several CMAs



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APPENDIX B:

**Population Classification and 2006-2011 growth
for all 33 Census Metropolitan areas**

Abbotsford CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	0	0.0%	0	0.0%	0	0.0%	0.0%
Transit Suburb	0	0.0%	0	0.0%	0	0.0%	0.0%
Auto Suburb	133,583	84.0%	142,027	83.5%	8,444	6.3%	75.6%
Exurban	25,437	16.0%	28,164	16.5%	2,727	10.7%	24.4%
Total	159,020		170,191		11,171	7.0%	

Barrie CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	15,920	9.0%	15,949	8.5%	29	0.2%	0.3%
Transit Suburb	6,333	3.6%	6,096	3.3%	-237	-3.7%	-2.4%
Auto Suburb	127,126	71.8%	136,818	73.2%	9,692	7.6%	97.4%
Exurban	27,682	15.6%	28,150	15.1%	468	1.7%	4.7%
Total	177,061		187,013		9,952	5.6%	

Brantford CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	11,480	9.2%	11,122	8.2%	-358	-3.1%	-3.3%
Transit Suburb	0	0.0%	0	0.0%	0	0.0%	0.0%
Auto Suburb	88,941	71.4%	93,009	68.6%	4,068	4.6%	37.3%
Exurban	24,186	19.4%	31,370	23.2%	7,184	29.7%	65.9%
Total	124,607		135,501		10,894	8.7%	

Calgary CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	152,618	14.1%	156,547	12.9%	3,929	2.6%	2.9%
Transit Suburb	30,961	2.9%	31,175	2.6%	214	0.7%	0.2%
Auto Suburb	847,745	78.5%	971,319	80.0%	123,574	14.6%	91.2%
Exurban	44,569	4.1%	52,369	4.3%	7,800	17.5%	5.8%
Total	1,079,310		1,214,839		135,529	12.6%	

Edmonton CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	125,004	12.1%	127,588	11.0%	2,584	2.1%	2.1%
Transit Suburb	136,039	13.1%	141,736	12.2%	5,697	4.2%	4.6%
Auto Suburb	658,178	63.6%	765,366	66.0%	107,188	16.3%	85.8%
Exurban	115,173	11.1%	124,702	10.8%	9,529	8.3%	7.6%
Total	1,034,945		1,159,869		124,924	12.1%	

Guelph CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	23,088	17.3%	21,968	15.6%	-1,120	-4.9%	-15.1%
Transit Suburb	11,095	8.3%	10,840	7.7%	-255	-2.3%	-3.4%
Auto Suburb	80,760	60.4%	88,880	63.0%	8,120	10.1%	109.7%
Exurban	18,755	14.0%	19,409	13.8%	654	3.5%	8.8%
Total	133,698		141,097		7,399	5.5%	

Halifax CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	51,497	13.8%	53,855	13.8%	2,358	4.6%	13.5%
Transit Suburb	69,969	18.8%	71,788	18.4%	1,819	2.6%	10.4%
Auto Suburb	161,994	43.4%	170,660	43.7%	8,666	5.3%	49.6%
Exurban	89,398	24.0%	94,025	24.1%	4,627	5.2%	26.5%
Total	372,858		390,328		17,470	4.7%	

Hamilton CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	82,133	11.9%	81,708	11.3%	-425	-0.5%	-1.5%
Transit Suburb	75,681	10.9%	74,710	10.4%	-971	-1.3%	-3.5%
Auto Suburb	497,205	71.8%	527,393	73.1%	30,188	6.1%	107.3%
Exurban	35,948	5.2%	35,296	4.9%	-652	-1.8%	-2.3%
Total	692,911		721,053		28,142	4.1%	

Kelowna CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	28,136	17.3%	28,953	16.1%	817	2.9%	4.7%
Transit Suburb	0	0.0%	0	0.0%	0	0.0%	0.0%
Auto Suburb	108,824	67.1%	121,505	67.6%	12,681	11.7%	72.2%
Exurban	25,316	15.6%	29,381	16.3%	4,065	16.1%	23.1%
Total	162,276		179,839		17,563	10.8%	

Kingston CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	22,386	14.7%	23,015	14.4%	629	2.8%	8.7%
Transit Suburb	25,657	16.8%	25,740	16.1%	83	0.3%	1.2%
Auto Suburb	67,387	44.2%	73,571	46.1%	6,184	9.2%	85.9%
Exurban	36,928	24.2%	37,235	23.3%	307	0.8%	4.3%
Total	152,358		159,561		7,203	4.7%	

Kitchener-Cambridge-Waterloo CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	49,123	10.9%	48,161	10.1%	-962	-2.0%	-3.7%
Transit Suburb	40,956	9.1%	41,271	8.6%	315	0.8%	1.2%
Auto Suburb	341,929	75.8%	366,858	76.9%	24,929	7.3%	96.2%
Exurban	19,227	4.3%	20,870	4.4%	1,643	8.5%	6.3%
Total	451,235		477,160		25,925	5.7%	

London CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	66,609	14.6%	64,228	13.5%	-2,381	-3.6%	-14.0%
Transit Suburb	63,472	13.9%	67,076	14.1%	3,604	5.7%	21.1%
Auto Suburb	263,962	57.7%	276,381	58.2%	12,419	4.7%	72.8%
Exurban	63,677	13.9%	67,101	14.1%	3,424	5.4%	20.1%
Total	457,720		474,786		17,066	3.7%	

Moncton CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	18,050	14.3%	17,910	12.9%	-140	-0.8%	-1.1%
Transit Suburb	0	0.0%	0	0.0%	0	0.0%	0.0%
Auto Suburb	76,630	60.6%	87,062	62.8%	10,432	13.6%	85.4%
Exurban	31,744	25.1%	33,672	24.3%	1,928	6.1%	15.8%
Total	126,424		138,644		12,220	9.7%	

Montreal CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	404,125	11.1%	408,014	10.7%	3,889	1.0%	2.1%
Transit Suburb	511,929	14.1%	514,874	13.5%	2,945	0.6%	1.6%
Auto Suburb	2,586,598	71.1%	2,749,797	71.9%	163,199	6.3%	86.5%
Exurban	131,085	3.6%	149,661	3.9%	18,576	14.2%	9.8%
Total	3,635,556		3,824,221		188,665	5.2%	

Oshawa CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	12,856	3.9%	12,417	3.5%	-439	-3.4%	-1.7%
Transit Suburb	43,105	13.0%	46,513	13.1%	3,408	7.9%	13.3%
Auto Suburb	254,587	77.0%	274,071	76.9%	19,484	7.7%	76.2%
Exurban	20,046	6.1%	23,176	6.5%	3,130	15.6%	12.2%
Total	330,594		356,177		25,583	7.7%	

Ottawa-Gatineau CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	143,277	12.6%	147,602	11.9%	4,325	3.0%	4.2%
Transit Suburb	127,280	11.2%	130,381	10.5%	3,101	2.4%	3.0%
Auto Suburb	719,116	63.4%	802,626	64.9%	83,510	11.6%	81.3%
Exurban	143,903	12.7%	155,342	12.6%	11,439	7.9%	11.1%
Total	1,133,633		1,236,324		102,691	9.1%	

Peterborough CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	23,244	19.9%	23,121	19.4%	-123	-0.5%	-5.1%
Transit Suburb	0	0.0%	0	0.0%	0	0.0%	0.0%
Auto Suburb	51,776	44.4%	55,193	46.4%	3,417	6.6%	142.1%
Exurban	41,550	35.6%	40,661	34.2%	-889	-2.1%	-37.0%
Total	116,570		118,975		2,405	2.1%	

Quebec CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	114,056	15.9%	114,355	14.9%	299	0.3%	0.6%
Transit Suburb	47,306	6.6%	48,697	6.4%	1,391	2.9%	3.0%
Auto Suburb	461,568	64.2%	494,460	64.6%	32,892	7.1%	70.7%
Exurban	96,223	13.4%	108,194	14.1%	11,971	12.4%	25.7%
Total	719,153		765,706		46,553		

Regina CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	31,669	16.2%	33,751	16.0%	2,082	6.6%	13.4%
Transit Suburb	5,684	2.9%	5,677	2.7%	-7	-0.1%	0.0%
Auto Suburb	141,924	72.8%	153,672	73.0%	11,748	8.3%	75.4%
Exurban	15,694	8.0%	17,456	8.3%	1,762	11.2%	11.3%
Total	194,971		210,556		15,585	8.0%	

Saguenay CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	13,603	8.7%	13,023	8.3%	-580	-4.3%	-39.1%
Transit Suburb	0	0.0%	0	0.0%	0	0.0%	0.0%
Auto Suburb	86,489	55.3%	87,159	55.2%	670	0.8%	45.1%
Exurban	56,213	36.0%	57,608	36.5%	1,395	2.5%	93.9%
Total	156,305		157,790		1,485	1.0%	

Saint John CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	13,873	11.3%	13,880	10.9%	7	0.1%	0.1%
Transit Suburb	10,769	8.8%	11,423	8.9%	654	6.1%	12.2%
Auto Suburb	55,800	45.6%	59,725	46.7%	3,925	7.0%	73.1%
Exurban	41,932	34.3%	42,723	33.4%	791	1.9%	14.7%
Total	122,389		127,761		5,372	4.4%	

Saskatoon CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	31,301	13.4%	32,432	12.4%	1,131	3.6%	4.2%
Transit Suburb	14,960	6.4%	17,324	6.6%	2,364	15.8%	8.9%
Auto Suburb	156,059	66.7%	172,038	66.0%	15,979	10.2%	59.9%
Exurban	31,603	13.5%	38,806	14.9%	7,203	22.8%	27.0%
Total	233,923		260,600		26,677	11.4%	

Sherbrooke CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	19,851	10.4%	19,229	9.5%	-622	-3.1%	-5.9%
Transit Suburb	25,751	13.5%	25,700	12.7%	-51	-0.2%	-0.5%
Auto Suburb	100,409	52.5%	107,319	53.2%	6,910	6.9%	65.9%
Exurban	45,399	23.7%	49,642	24.6%	4,243	9.3%	40.5%
Total	191,410		201,890		10,480	5.5%	

St. Catharines-Niagara CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	59,323	15.2%	58,142	14.8%	-1,181	-2.0%	-63.3%
Transit Suburb	6,527	1.7%	6,318	1.6%	-209	-3.2%	-11.2%
Auto Suburb	270,099	69.2%	270,004	68.8%	-95	0.0%	-5.1%
Exurban	54,368	13.9%	57,720	14.7%	3,352	6.2%	179.5%
Total	390,317		392,184		1,867	0.5%	

St. John's CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	22,779	12.6%	22,337	11.3%	-442	-1.9%	-2.8%
Transit Suburb	9,282	5.1%	9,569	4.9%	287	3.1%	1.8%
Auto Suburb	127,389	70.3%	138,798	70.5%	11,409	9.0%	72.0%
Exurban	21,663	12.0%	26,262	13.3%	4,599	21.2%	29.0%
Total	181,113		196,966		15,853	8.8%	

Sudbury CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	23,716	15.0%	23,281	14.5%	-435	-1.8%	-17.3%
Transit Suburb	17,329	10.9%	17,427	10.8%	98	0.6%	3.9%
Auto Suburb	82,709	52.3%	83,719	52.1%	1,010	1.2%	40.2%
Exurban	34,504	21.8%	36,343	22.6%	1,839	5.3%	73.2%
Total	158,258		160,770		2,512	1.6%	

Thunder Bay CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	13,774	11.2%	13,410	11.0%	-364	-2.6%	-27.8%
Transit Suburb	0	0.0%	0	0.0%	0	0.0%	0.0%
Auto Suburb	76,228	62.0%	75,027	61.7%	-1,201	-1.6%	-91.6%
Exurban	32,905	26.8%	33,159	27.3%	254	0.8%	19.4%
Total	122,907		121,596		-1,311	-1.1%	

Toronto CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	543,763	10.6%	596,063	10.7%	52,300	9.6%	11.1%
Transit Suburb	755,971	14.8%	781,655	14.0%	25,684	3.4%	5.5%
Auto Suburb	3,659,061	71.6%	4,039,267	72.3%	380,206	10.4%	80.9%
Exurban	142,776	2.8%	153,012	2.7%	10,236	7.2%	2.2%
Unclassified	11,578	0.2%	13,067	0.2%	1,489	12.9%	0.3%
Total	5,113,149		5,583,064		469,915	9.2%	

Trois Rivieres CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	18,354	12.7%	17,882	11.8%	-472	-2.6%	-6.7%
Transit Suburb	0	0.0%	0	0.0%	0	0.0%	0.0%
Auto Suburb	89,020	61.5%	91,752	60.5%	2,732	3.1%	38.7%
Exurban	37,339	25.8%	42,139	27.8%	4,800	12.9%	68.0%
Total	144,713		151,773		7,060	4.9%	

Vancouver CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	342,277	16.2%	369,985	16.0%	27,708	8.1%	14.1%
Transit Suburb	254,610	12.0%	273,385	11.8%	18,775	7.4%	9.5%
Auto Suburb	1,407,210	66.5%	1,539,222	66.5%	132,012	9.4%	67.1%
Exurban	110,641	5.2%	128,866	5.6%	18,225	16.5%	9.3%
Total	2,116,581		2,313,328		196,747	9.3%	

Victoria CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	59,342	18.0%	59,813	17.4%	471	0.8%	3.2%
Transit Suburb	38,317	11.6%	38,307	11.1%	-10	0.0%	-0.1%
Auto Suburb	218,914	66.3%	232,457	67.5%	13,543	6.2%	93.2%
Exurban	13,515	4.1%	14,038	4.1%	523	3.9%	3.6%
Total	330,088		344,615		14,527	4.4%	

Windsor CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	49,842	15.4%	45,374	14.2%	-4,468	-9.0%	-109.1%
Transit Suburb	1,100	0.3%	1,054	0.3%	-46	-4.2%	-1.1%
Auto Suburb	238,761	73.8%	239,792	75.1%	1,031	0.4%	25.2%
Exurban	33,157	10.3%	32,609	10.2%	-548	-1.7%	-13.4%
Total	323,342		319,246		-4,096	-1.3%	

Winnipeg CMA	2006 Population	2006 Population (%)	2011 Population	2011 Population (%)	Population Growth 2006-2011	(%) Growth 2006-2011	% of Total Growth 2006-2011
Active Core	86,153	12.4%	87,503	12.0%	1,350	1.6%	3.8%
Transit Suburb	34,399	5.0%	34,584	4.7%	185	0.5%	0.5%
Auto Suburb	518,393	74.6%	546,618	74.9%	28,225	5.4%	79.8%
Exurban	54,673	7.9%	59,762	8.2%	5,089	9.3%	14.4%
Total	694,668		730,018		35,350	5.1%	



**Suburban Nation?
Population Growth in Canadian Suburbs, 2006-2011**

Council for Canadian Urbanism
Working Paper #1

APPENDIX C:

ATLAS

**Maps Showing 2011 Neighbourhood Classification for
All 33 Census Metropolitan Areas**

Principal Investigator: David L.A. Gordon
Research Assistants: Angus Beaty and Isaac Shirokoff

School of Urban and Regional Planning, Queen's University

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Victoria

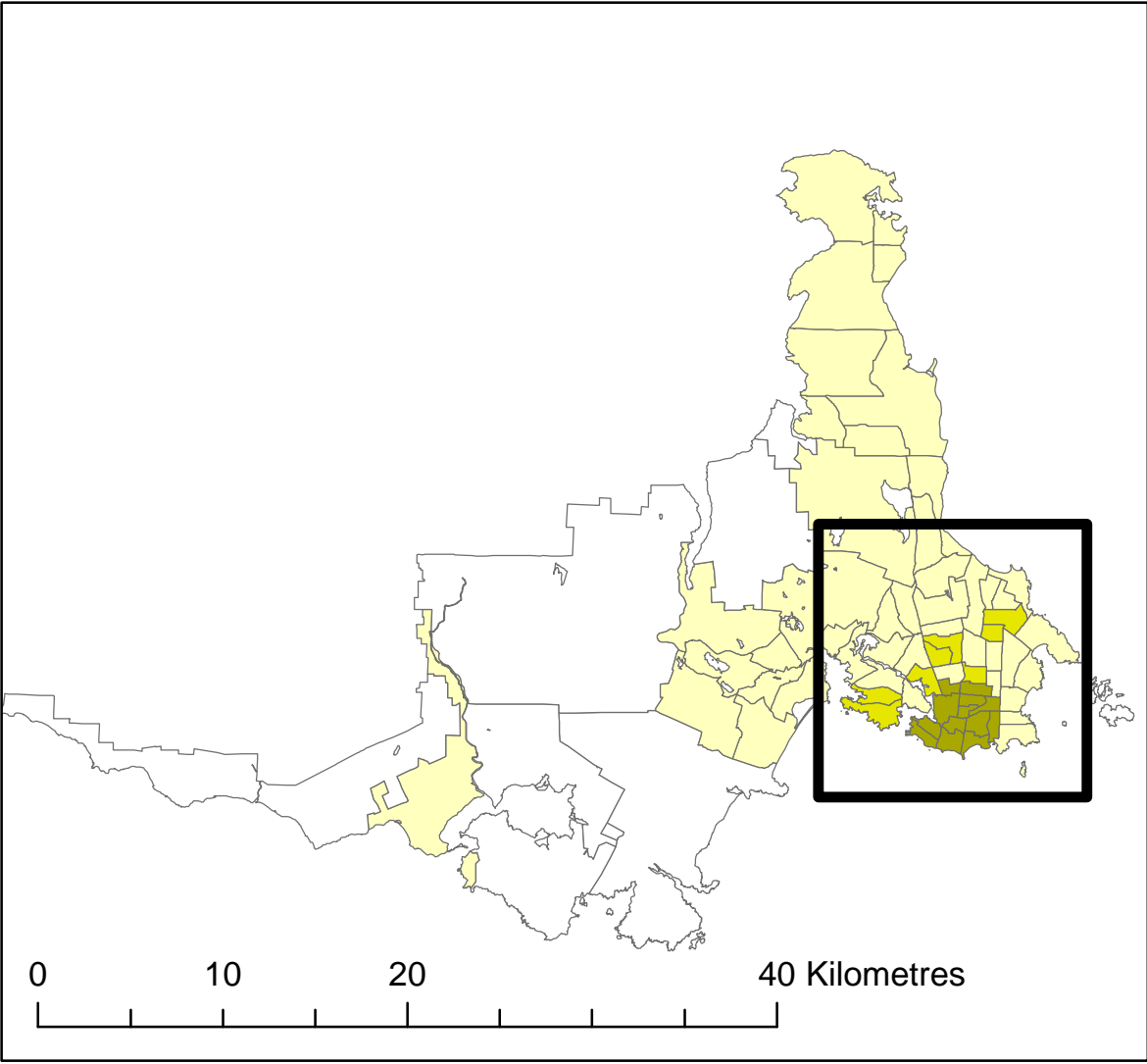
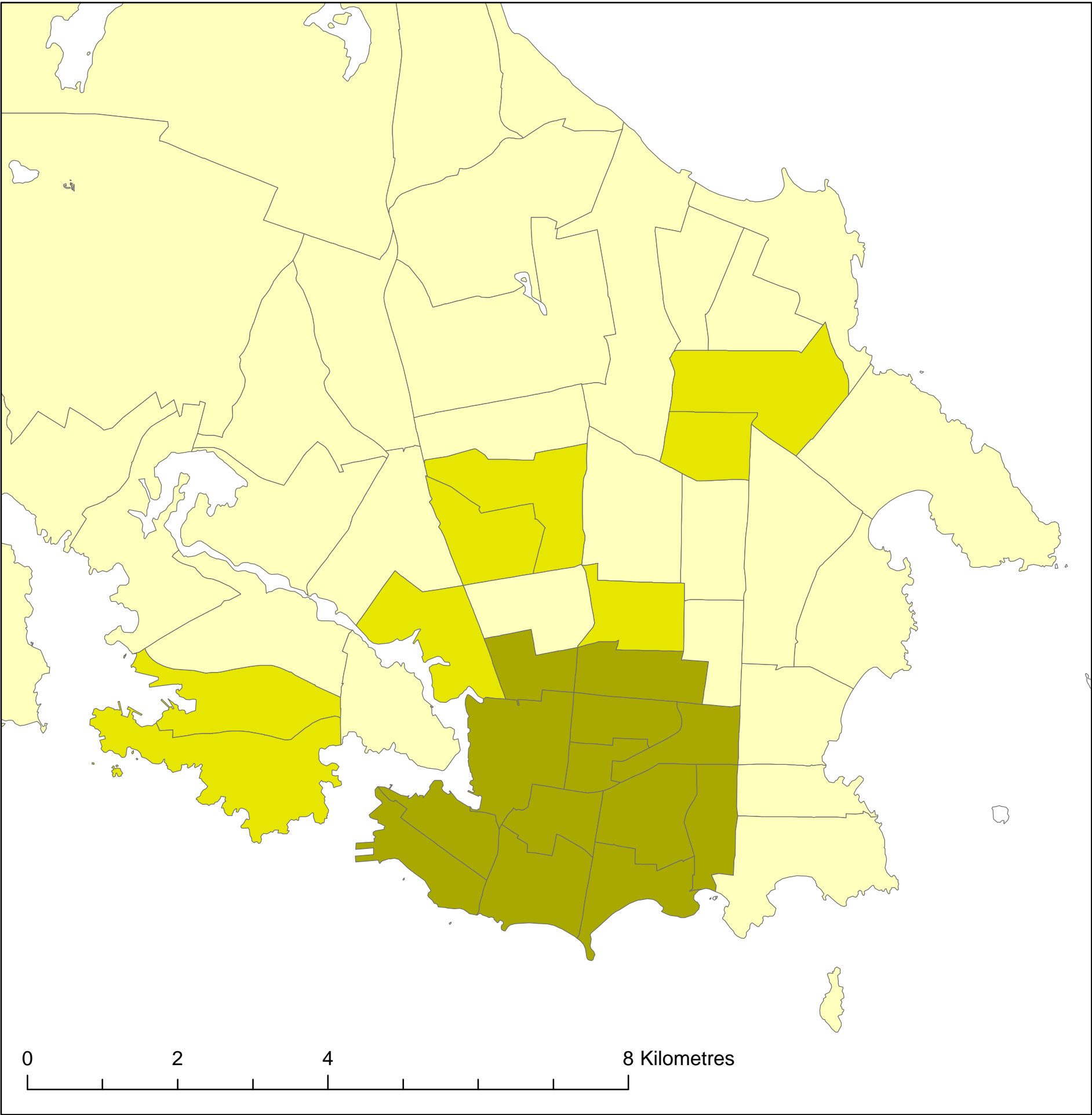
Transportation T8 Method

Active Core: 17%
Transit Suburb: 11%
Auto Suburb: 67%
Exurban: 4%

Census Tracts and Population Data: 2011 Census
Census Tract Classification: 2006

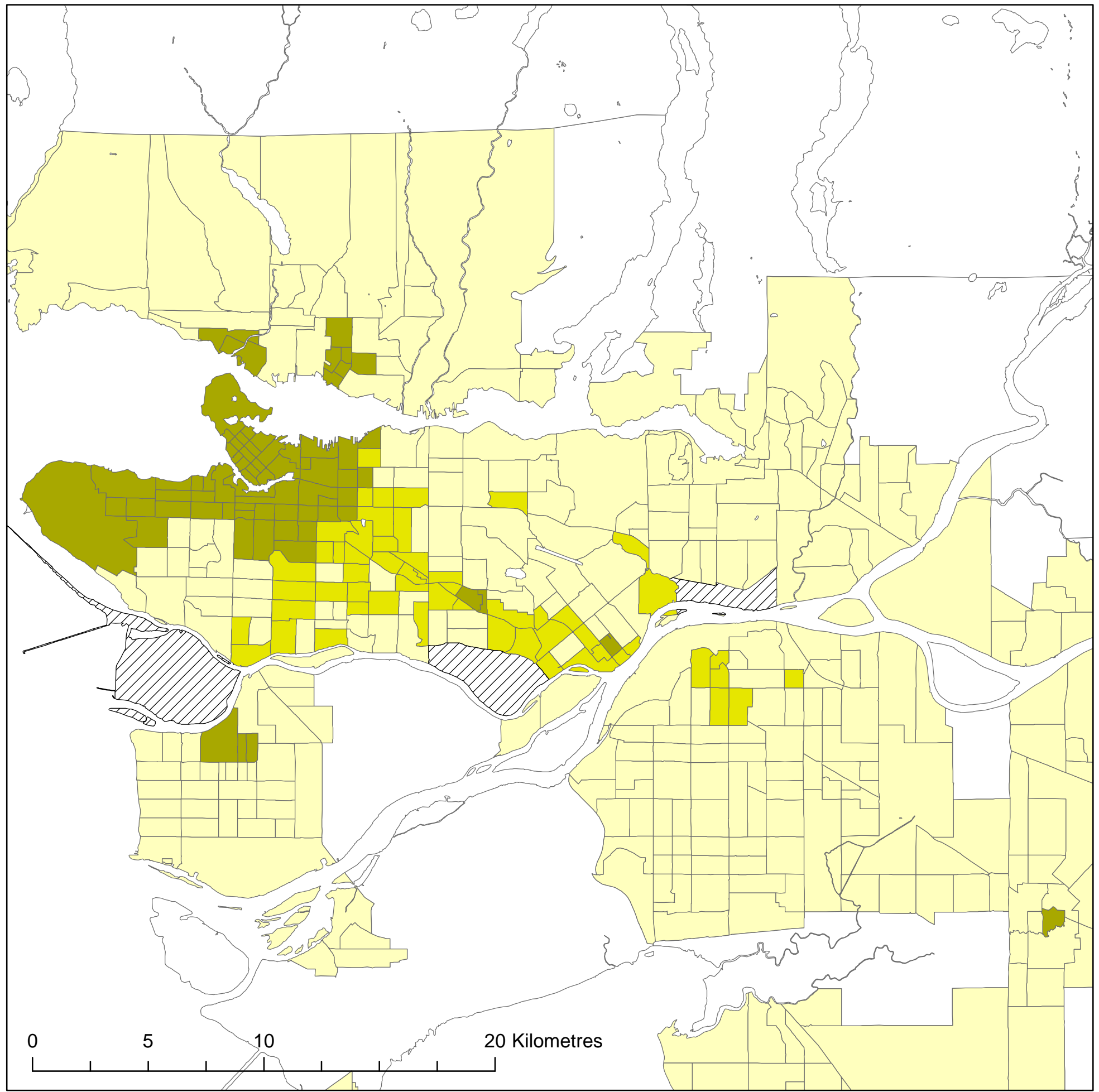
Legend

- Active Core
- Transit Suburb
- Auto Suburb
- Exurban



Queen's University School of Urban and Regional Planning
Principal Investigator: David Gordon
Research Assistant: Angus Beaty





Legend

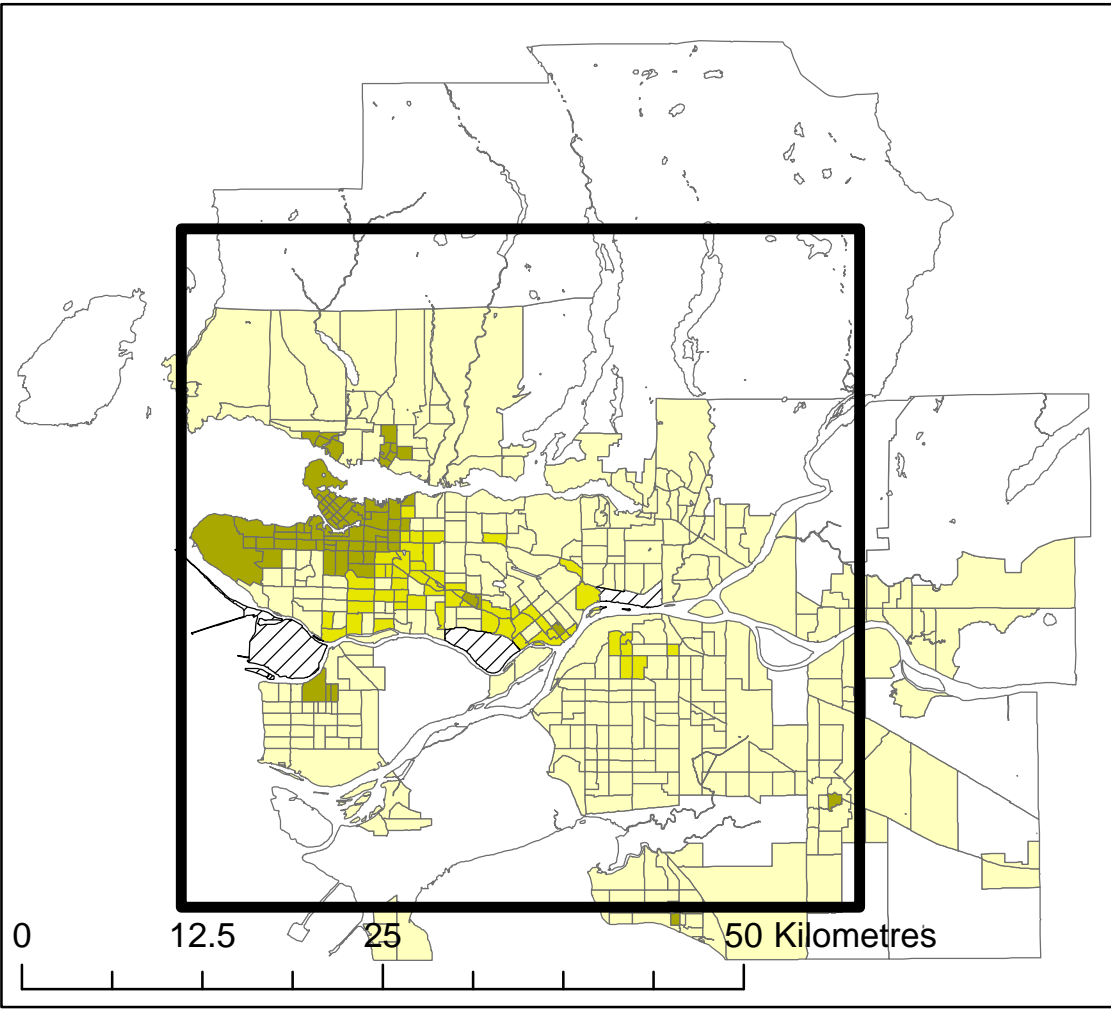
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- Transit Suburb
- Auto Suburb
- Exurban
- Unclassified

Vancouver

Transportation T8 Method

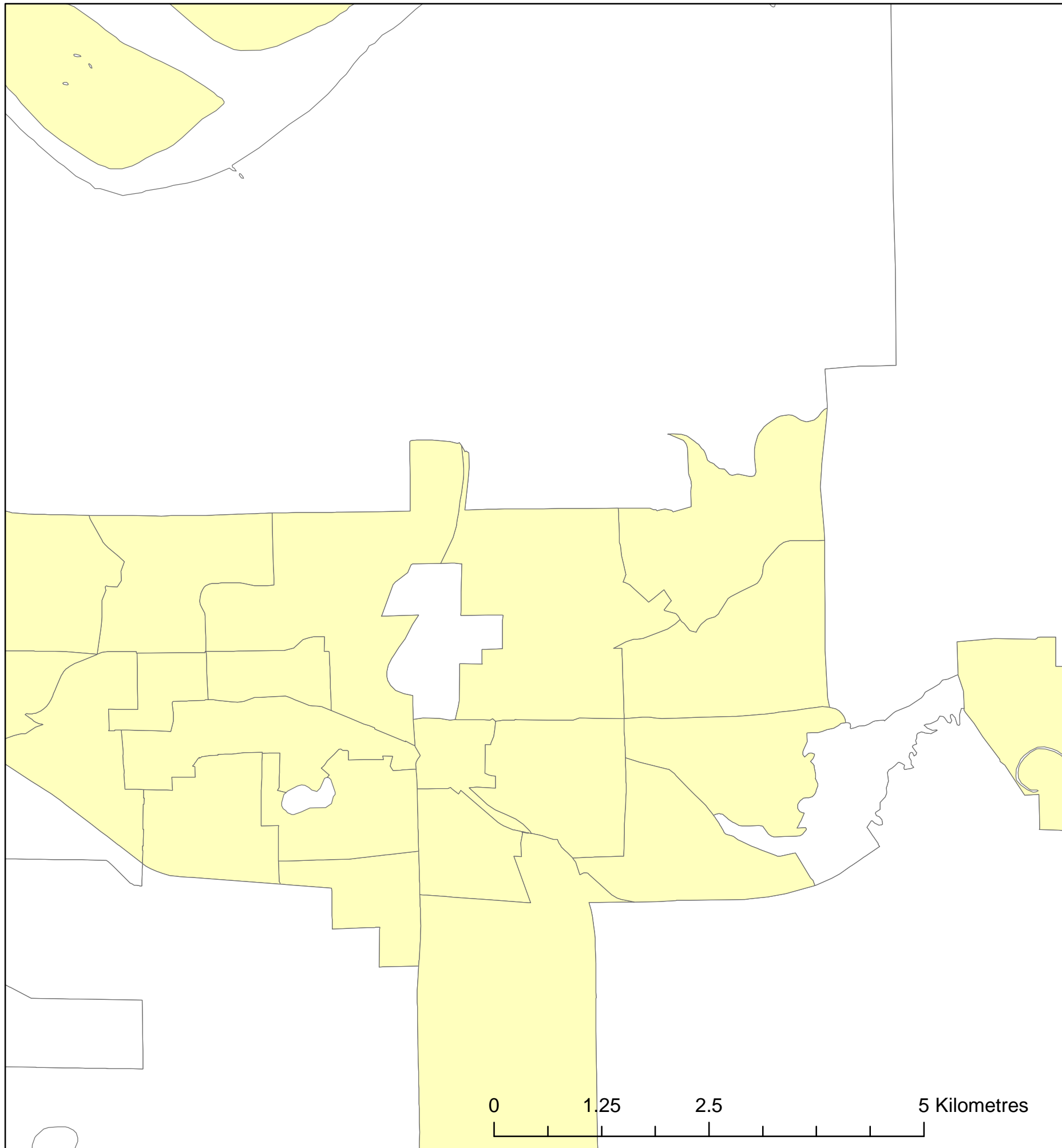
Active Core: 16%
 Transit Suburb: 12%
 Auto Suburb: 67%
 Exurban: 6%

Census Tracts and Population Data: 2011 Census
 Census Tract Classification: 2006



Queen's University School of Urban and Regional Planning
 Principal Investigator: David Gordon
 Research Assistant: Angus Beaty





Legend

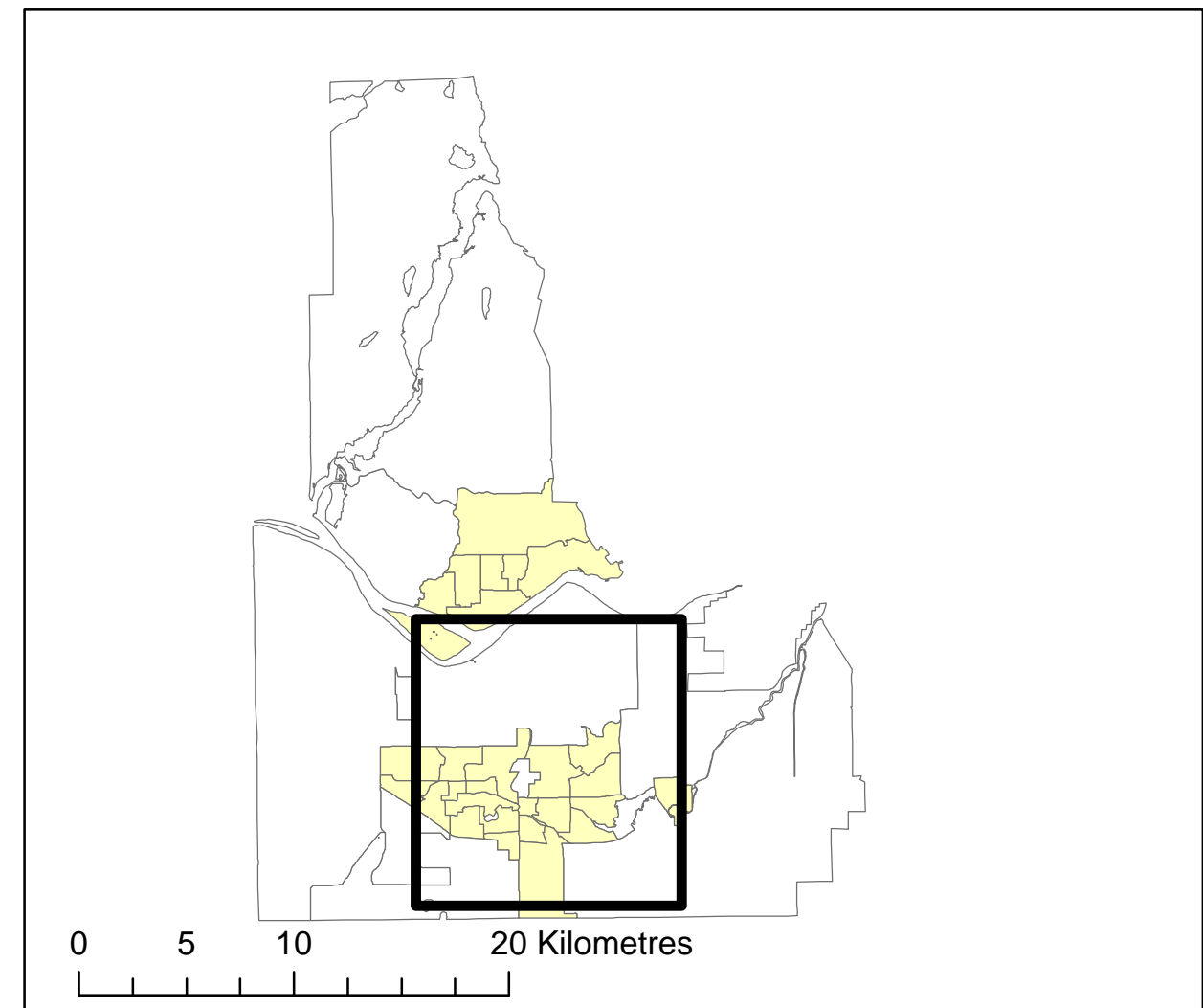
- Auto Suburb
- Exurban

Abbotsford

Transportation Method T8

Auto Suburb: 83% Exurban 17%

Classification: 2006 Census
Census Tracts and Population: 2011 Census



Kelowna

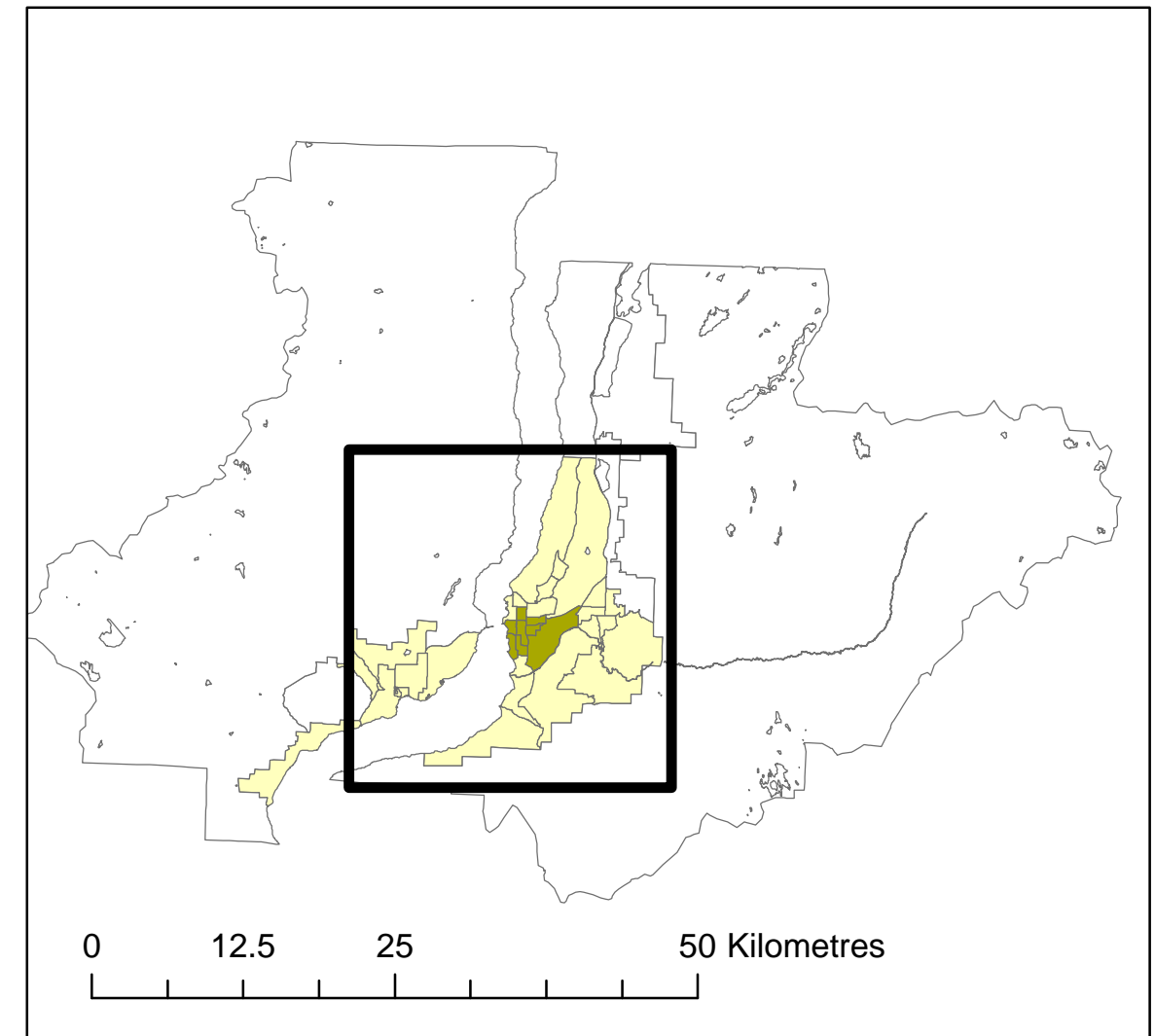
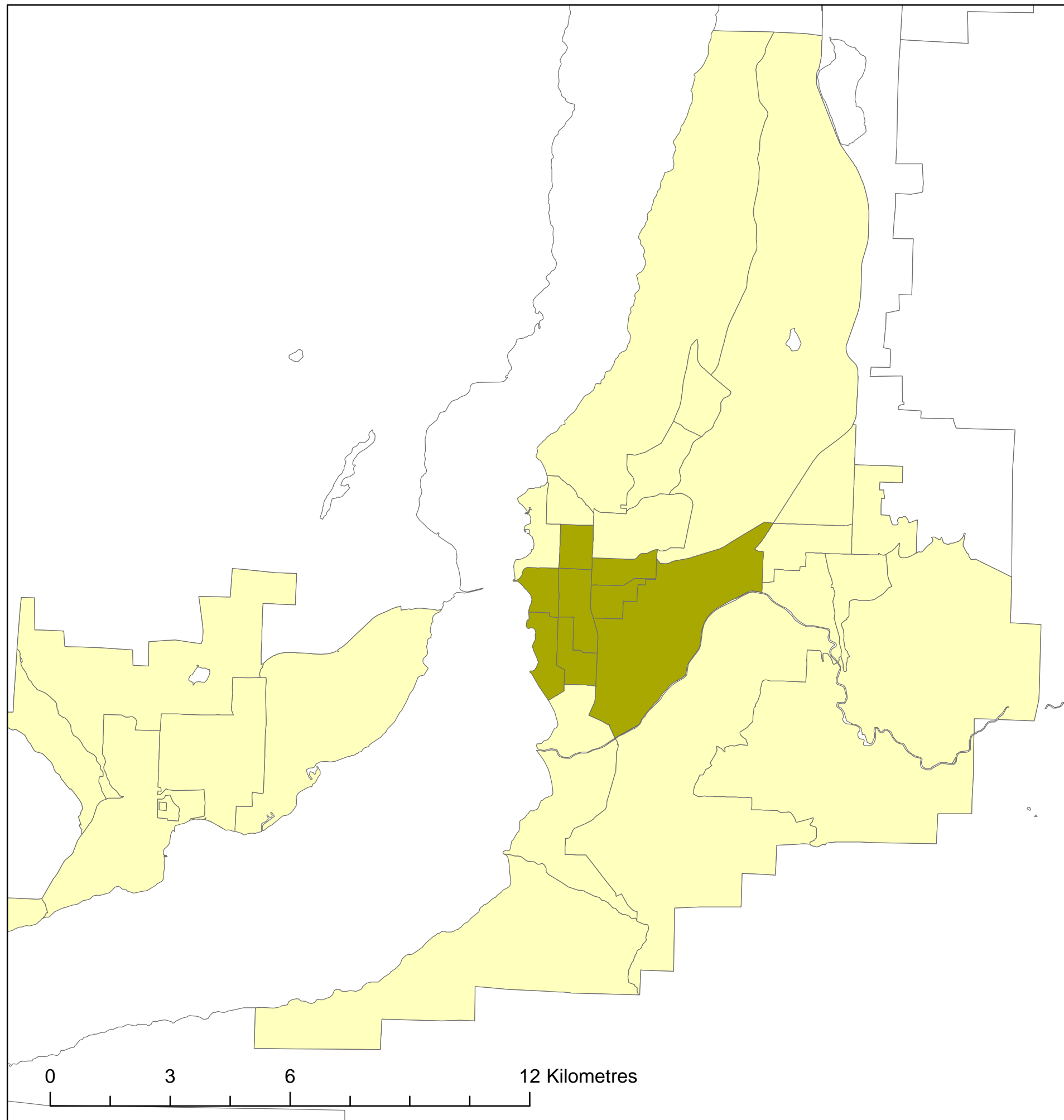
Transportation Method T8

Legend

- Active Core
- Auto Suburb
- Exurban

Active Core: 16% Auto Suburb: 68% Exurban: 16%

Classification: 2006 Census
Census Tracts and Population Data: 2011 Census



Calgary

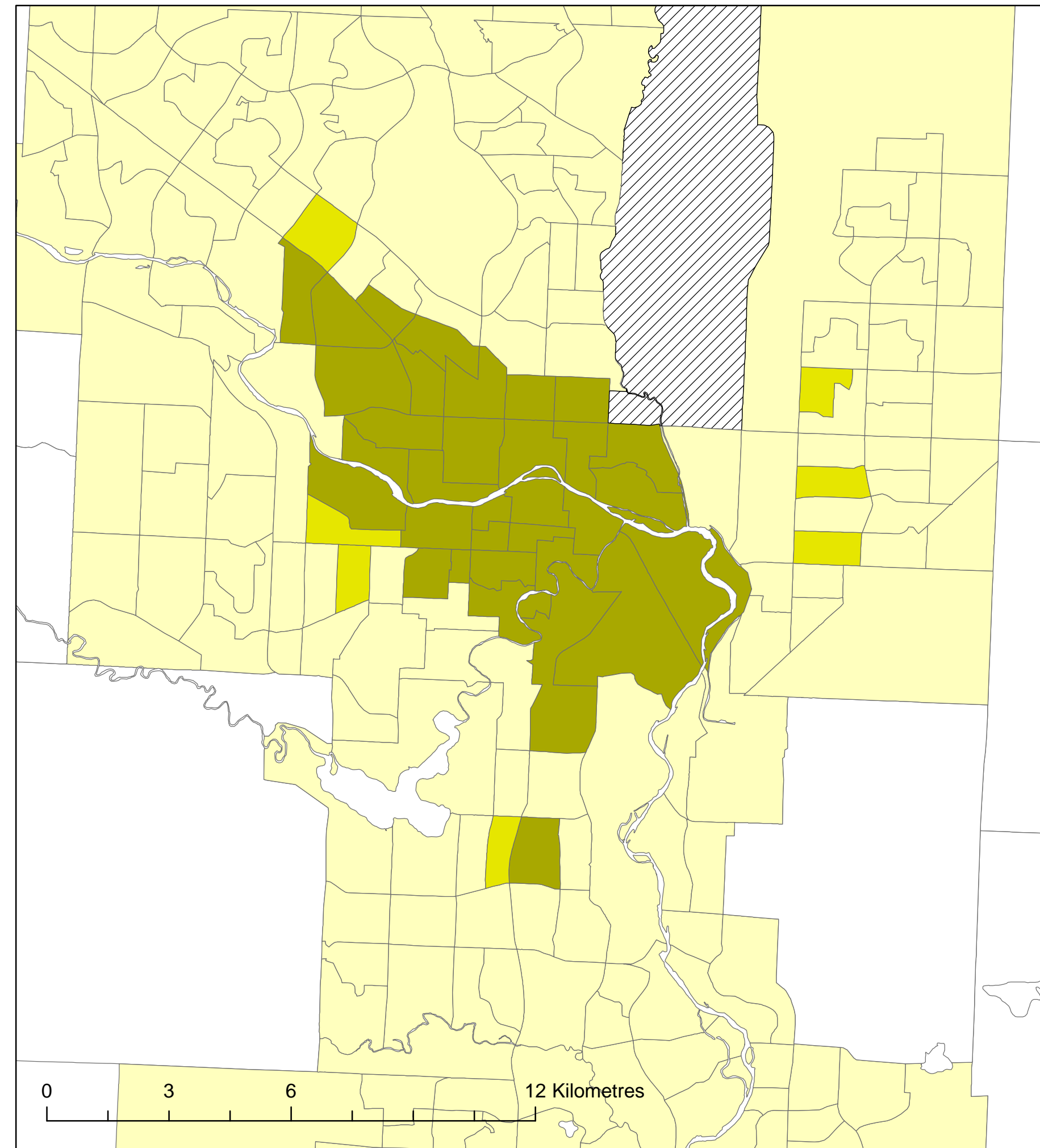
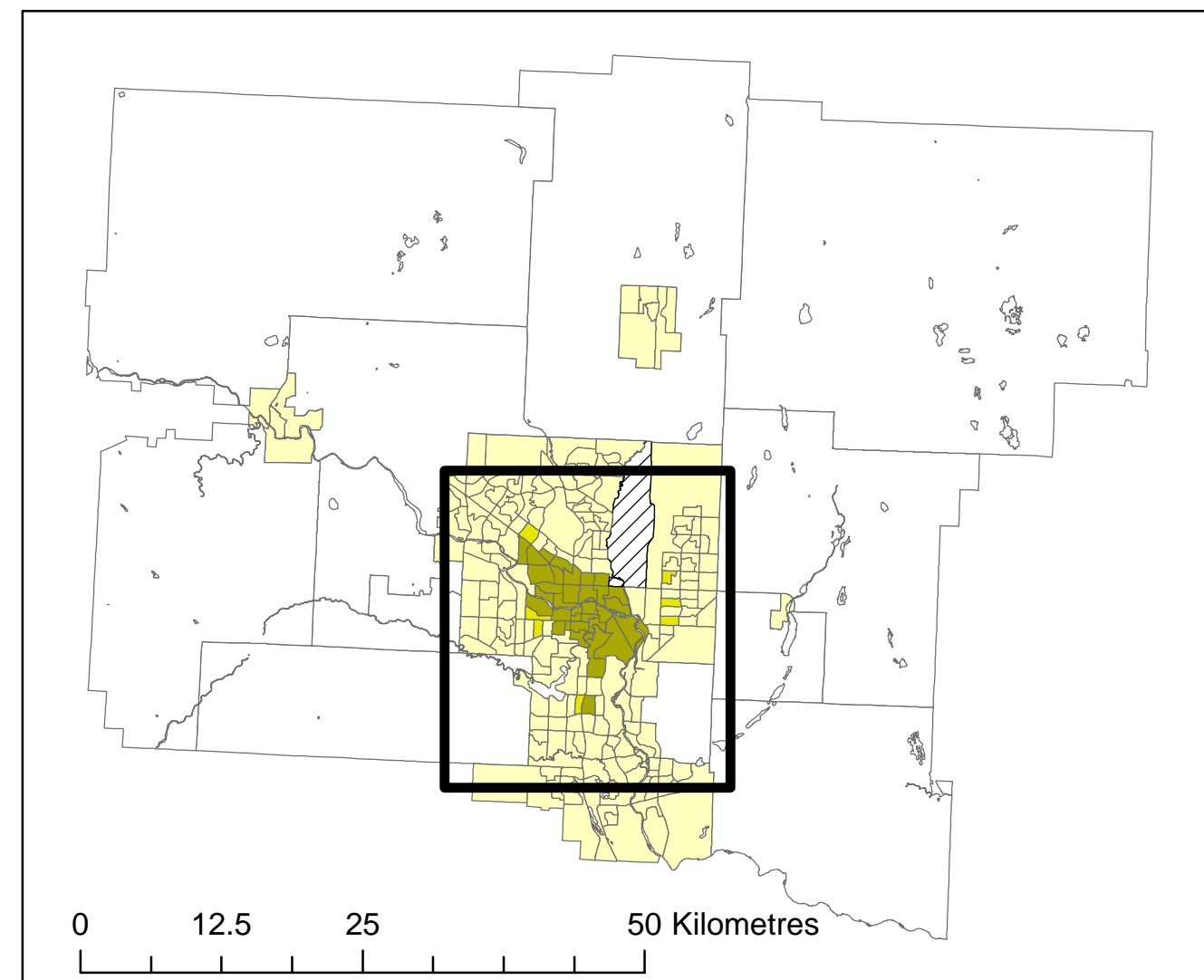
Transportation Method T8

Legend

- Active Core
- Transit Suburb
- Auto Suburb
- Exurban
- Unclassified

Active Core 12.9%
Transit Suburb 2.6%
Auto Suburb: 80%
Exurban: 4.6%

Classification: 2006 Census
Census Tracts and Population Data: 2011 Census



Edmonton

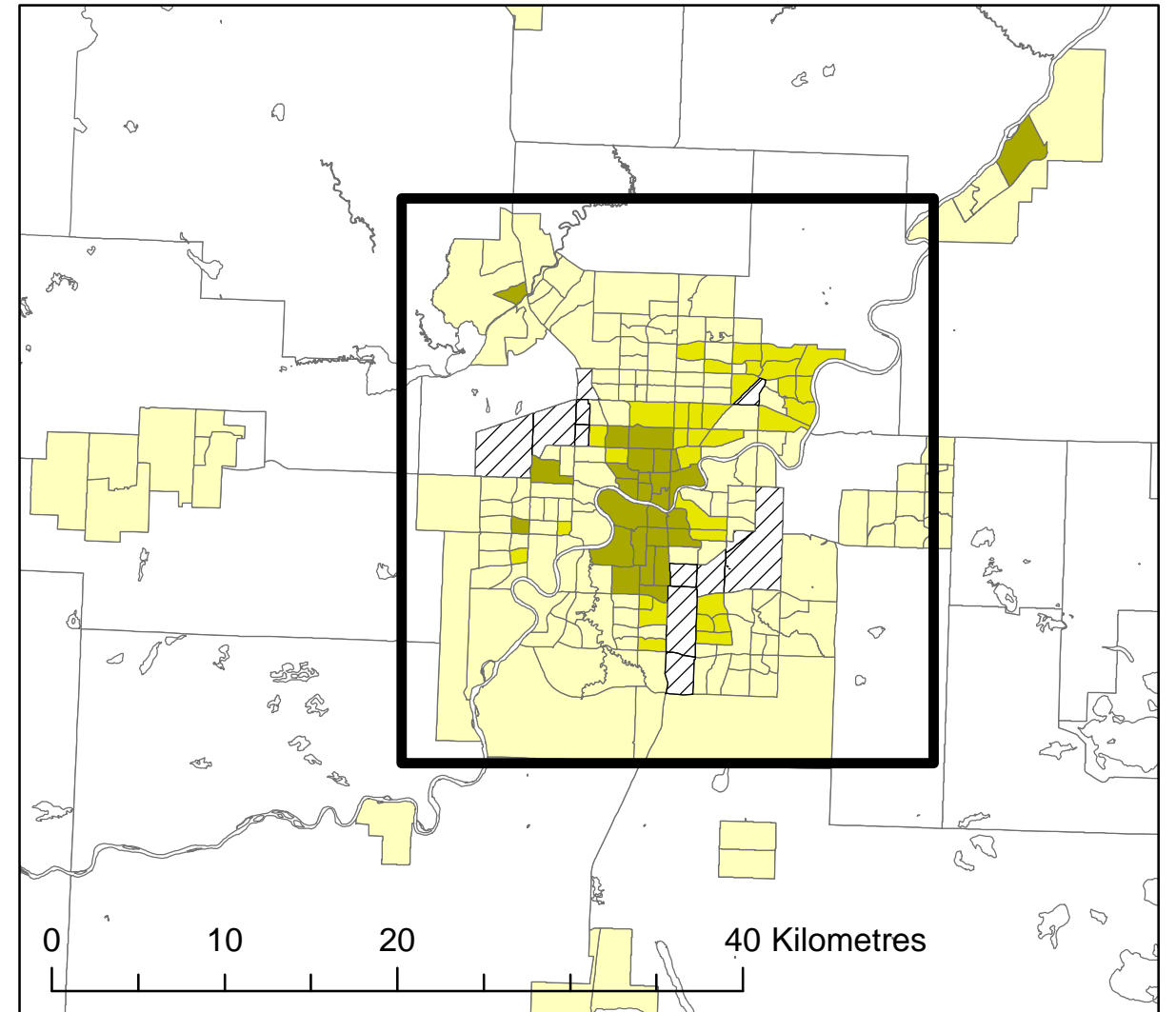
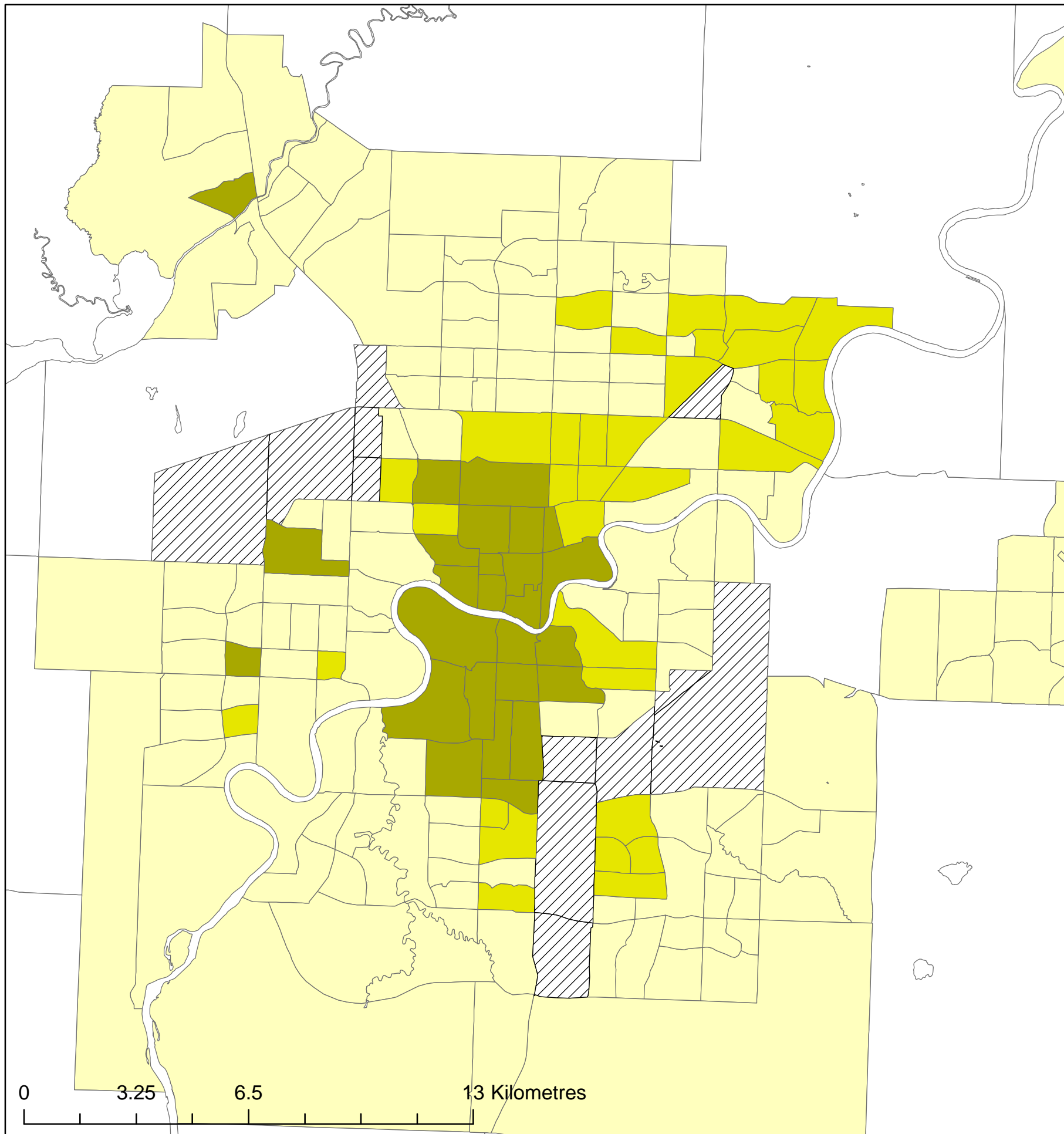
Transportation Method T8

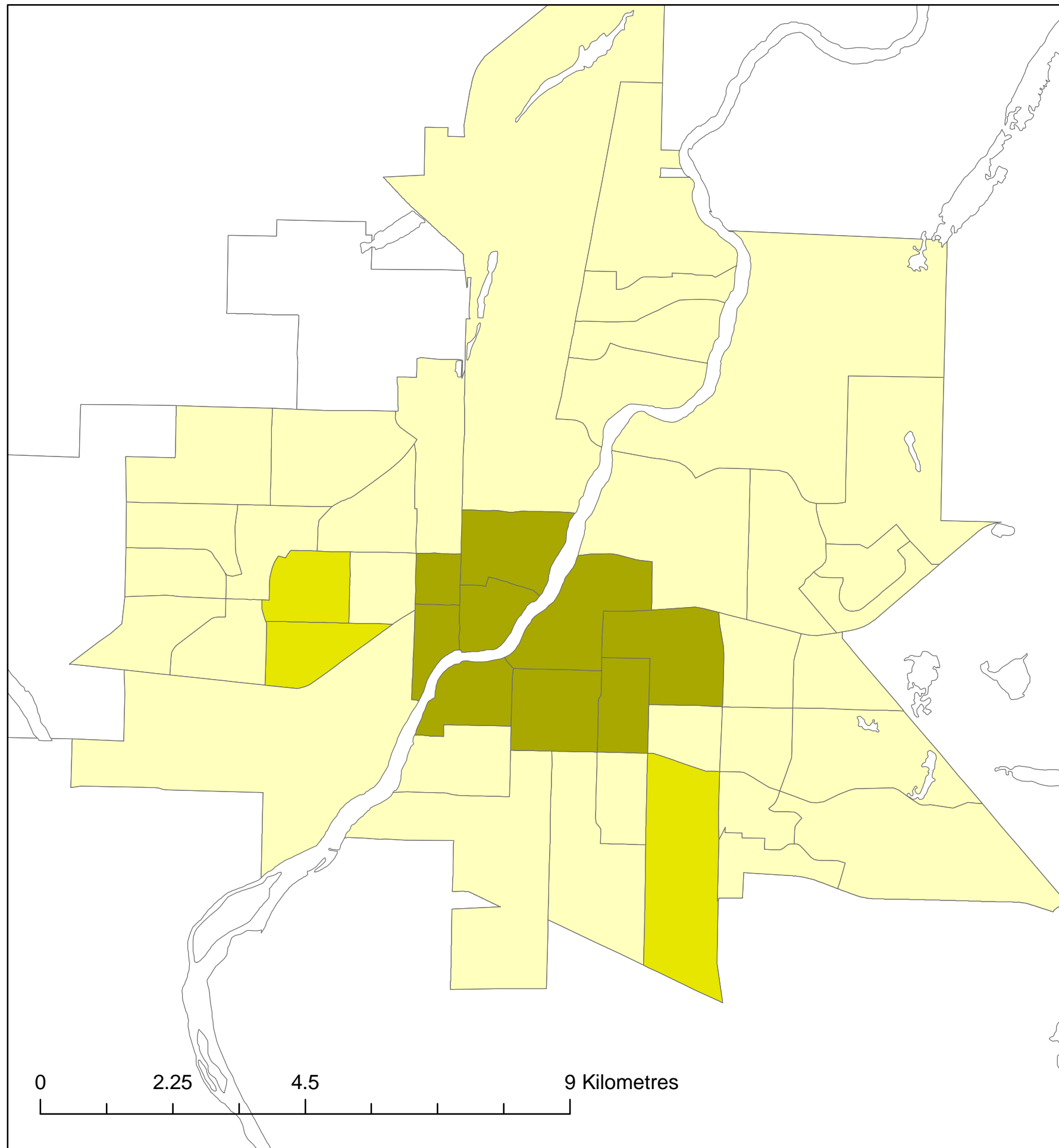
Active Core: 11%
Transit Suburb: 12%
Auto Suburb: 66%
Exurban: 11%

Census Tract and Population Data: 2011 Census
Census Tract Classification: 2006

Legend

- Active Core
- Transit Suburb
- Auto Suburb
- Exurban
- Unclassified





Legend

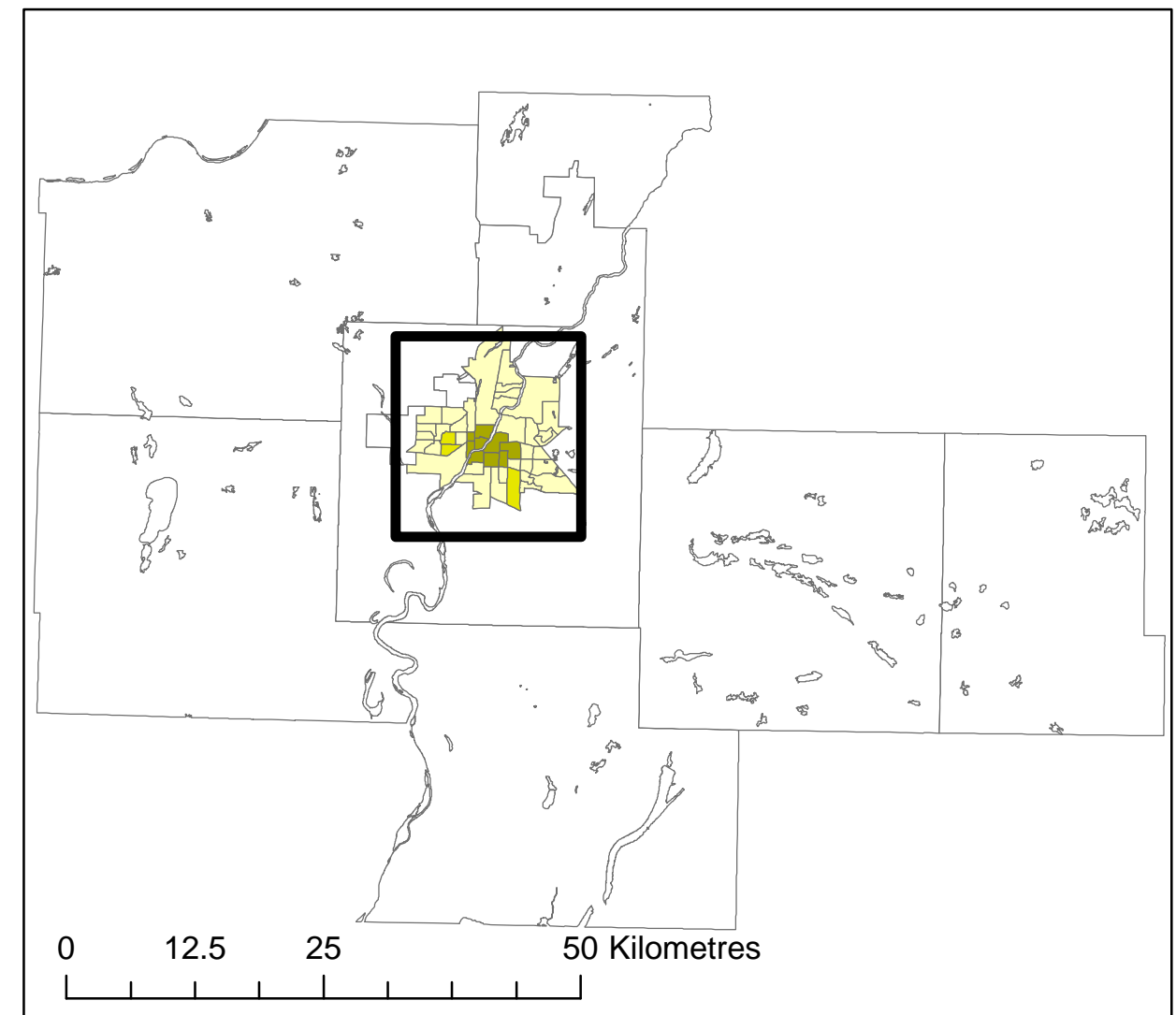
- Active Core
- Transit Suburb
- Auto Suburb
- Exurban

Saskatoon

Transportation Method T8

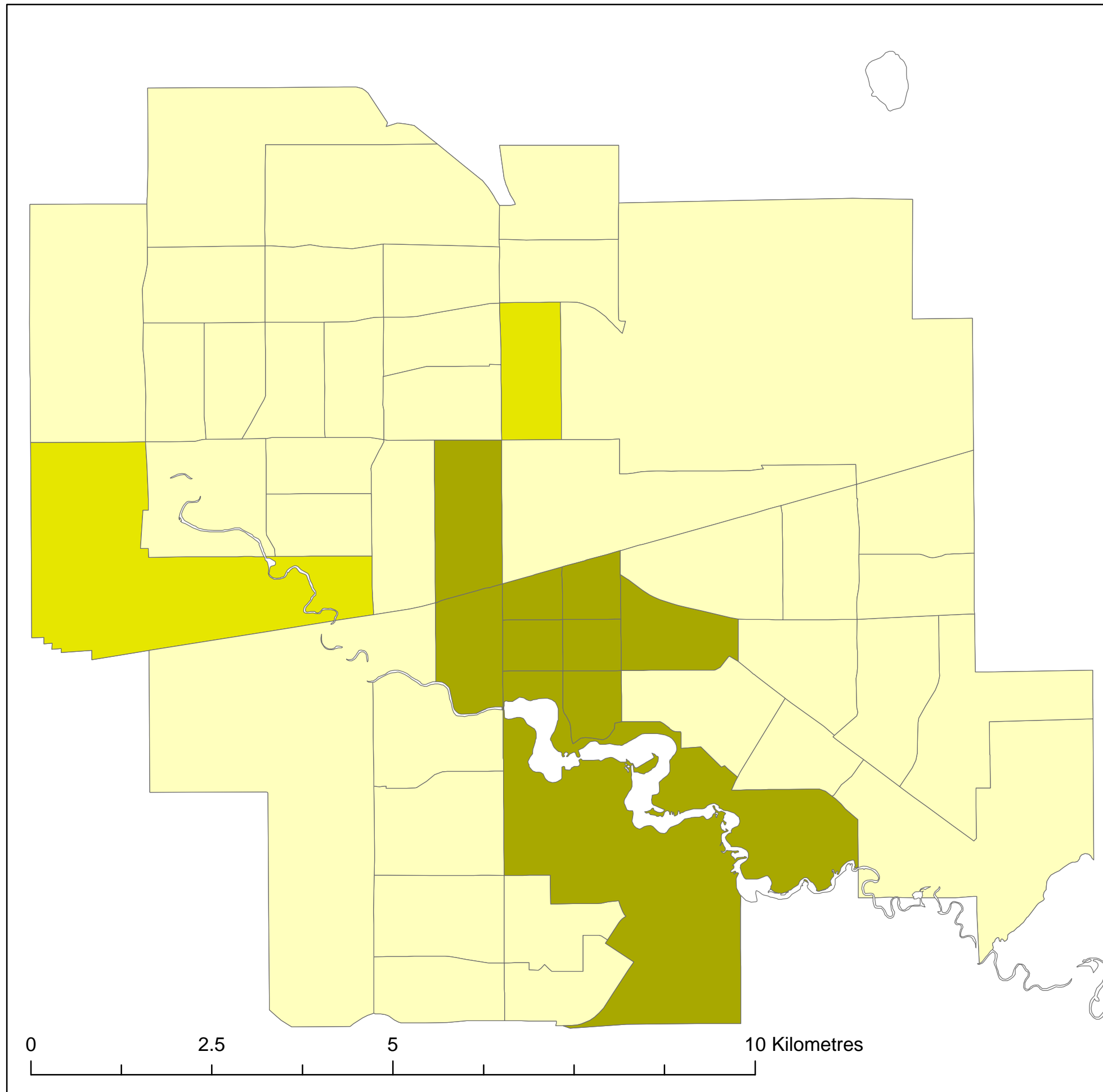
Active Core: 12%
 Transit Suburb: 7%
 Auto Suburb: 66%
 Exurban: 15%

Land Classification: 2006
 Census Tracts and Population Data: 2011 Census



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 Principal Investigator: David Gordon
 Research Assistant: Isaac Shirokoff





Legend

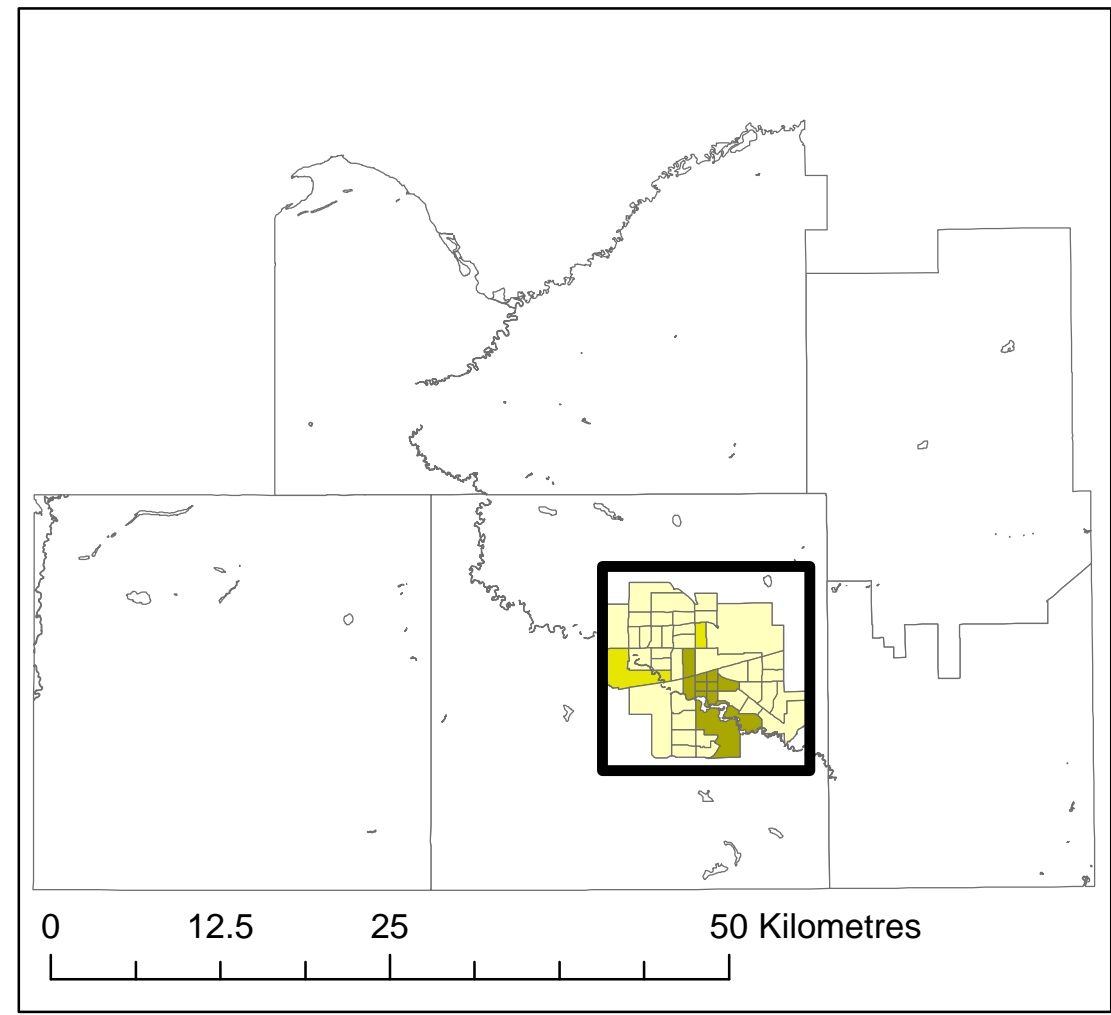
- Active Core
- Transit Suburb
- Auto Suburb
- Exurban

Regina

Transportation Method T8

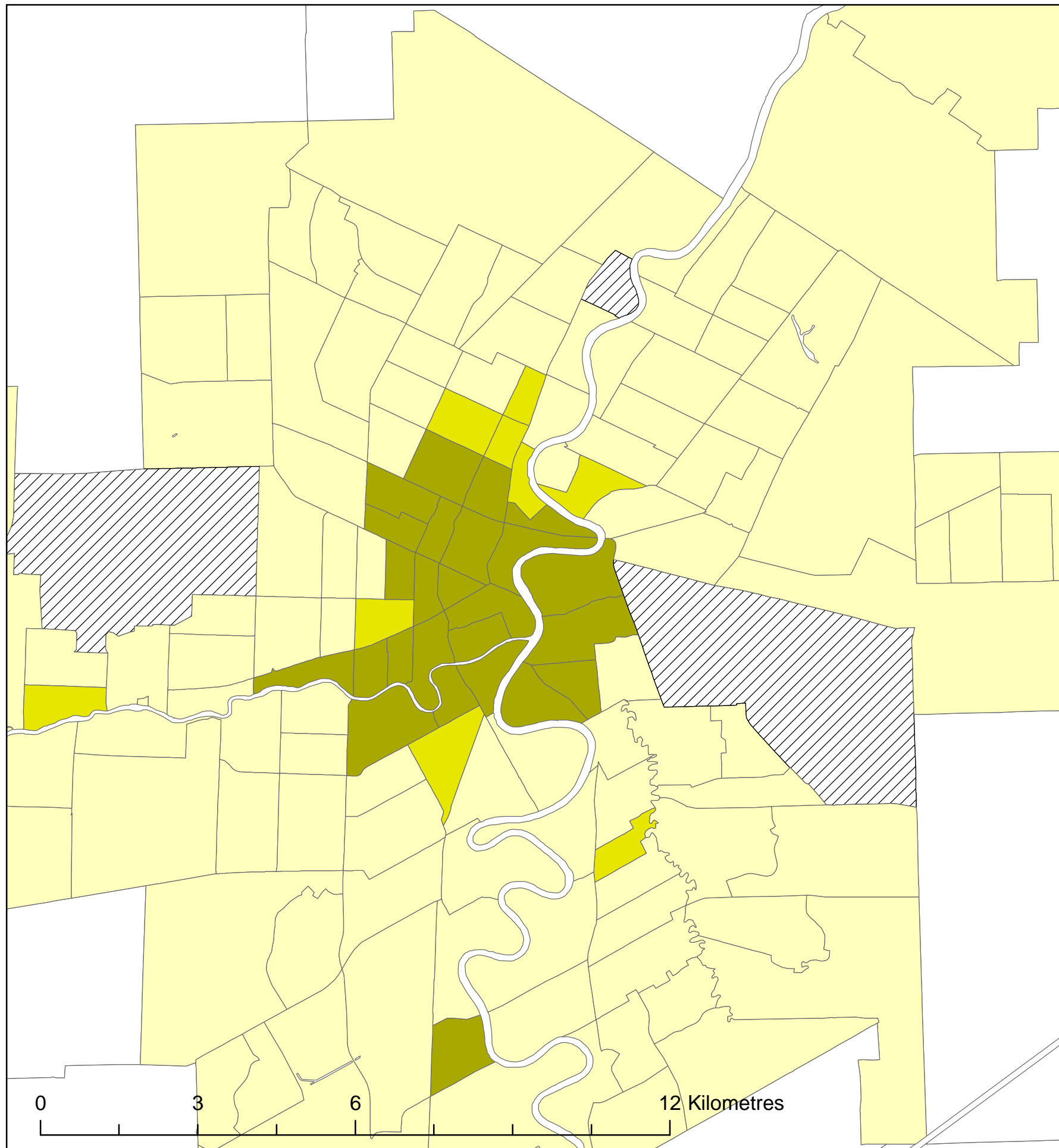
Active Core: 16%
 Transit Suburb: 3%
 Auto Suburb: 73%
 Exurban: 8%

Census Tracts and Population Data: 2011 Census
 Census Tract Classification: 2006



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Legend

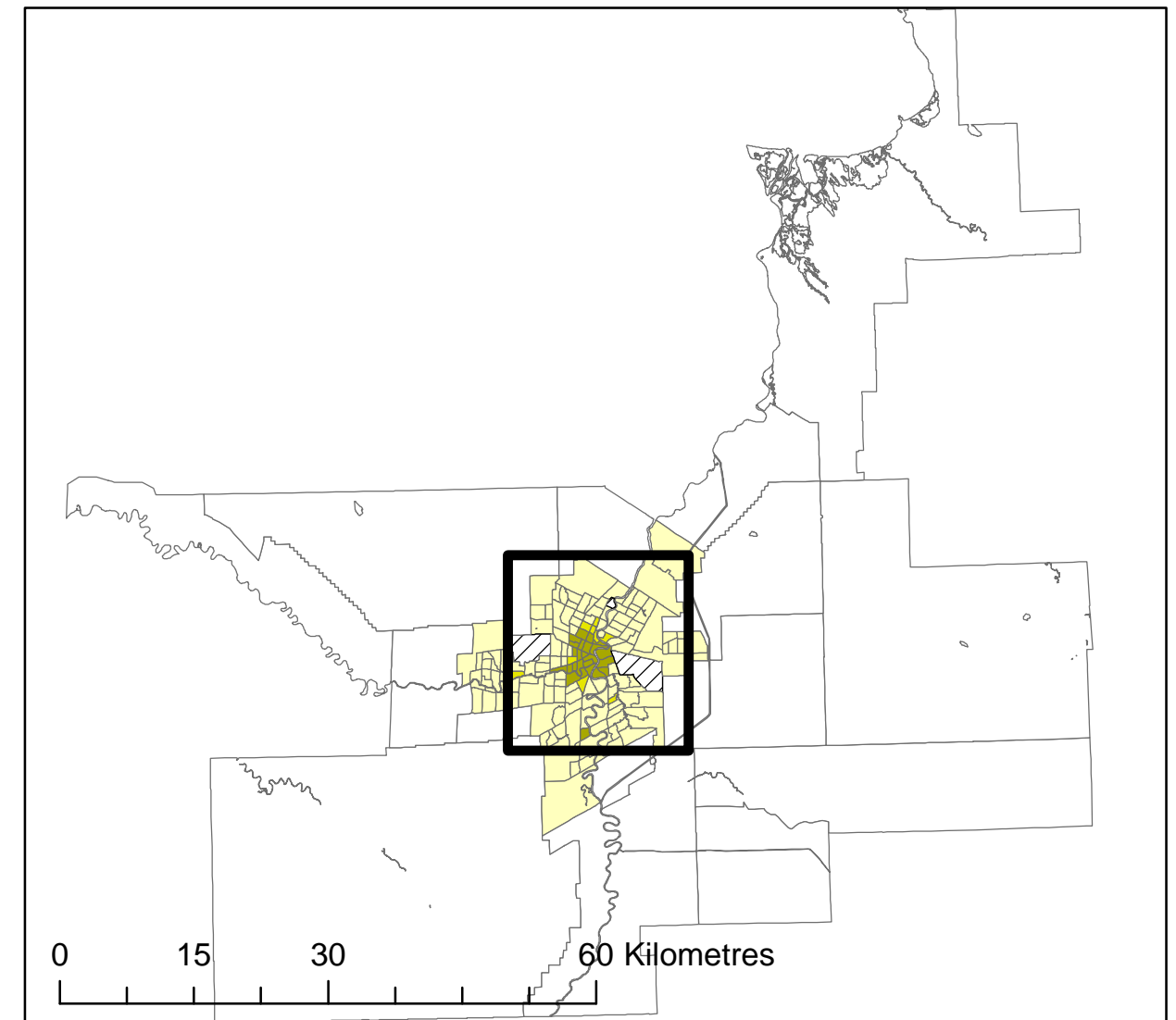
- Active Core
- Transit Suburb
- Auto Suburb
- Exurban
- Unclassified

Winnipeg

Transportation Method T8

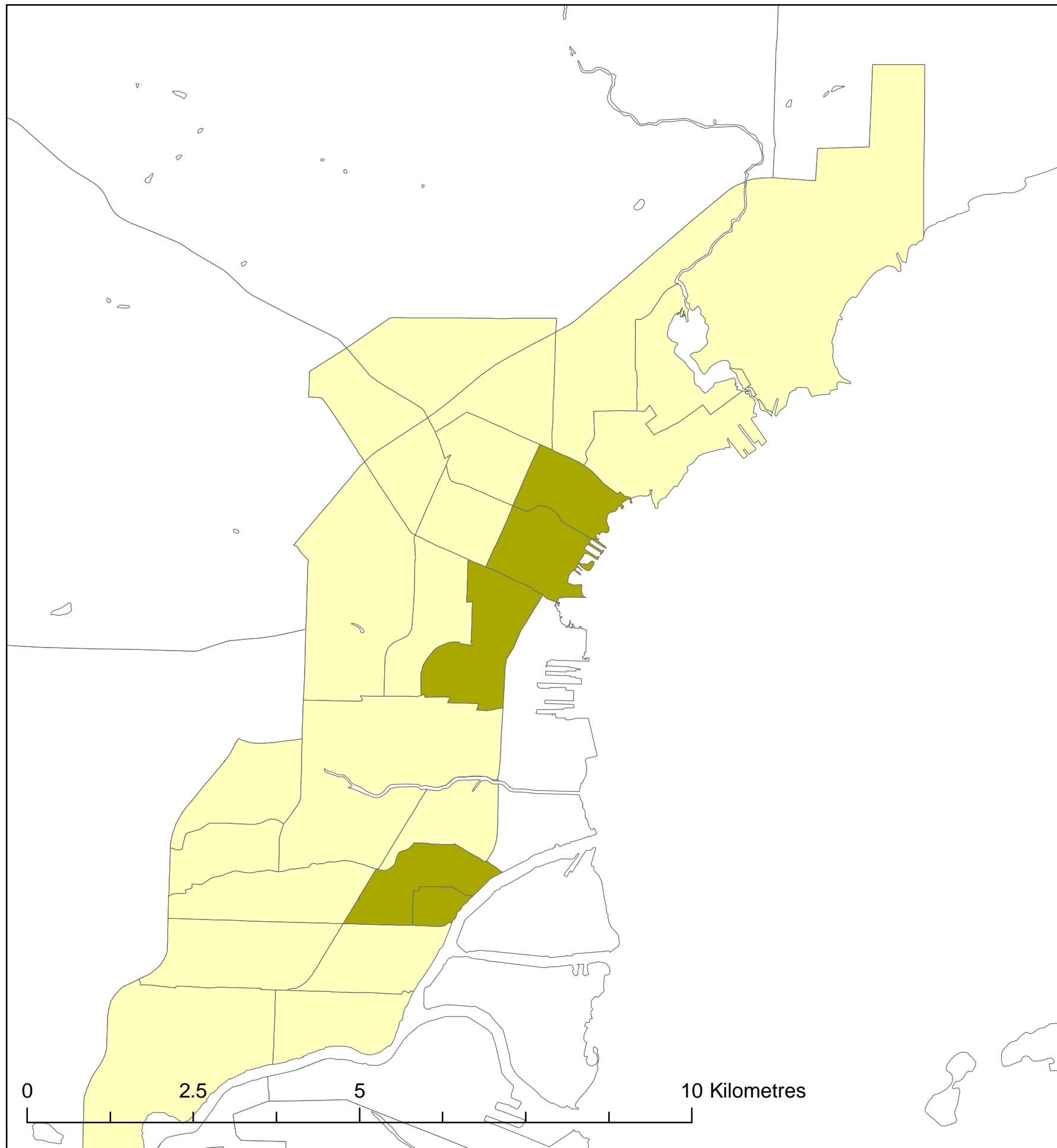
Active Core: 12%
 Transit Suburb: 5%
 Auto Suburb: 75%
 Exurban: 8%

Land Classification: 2006
 Census Tracts and Population Data: 2011 Census



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Legend

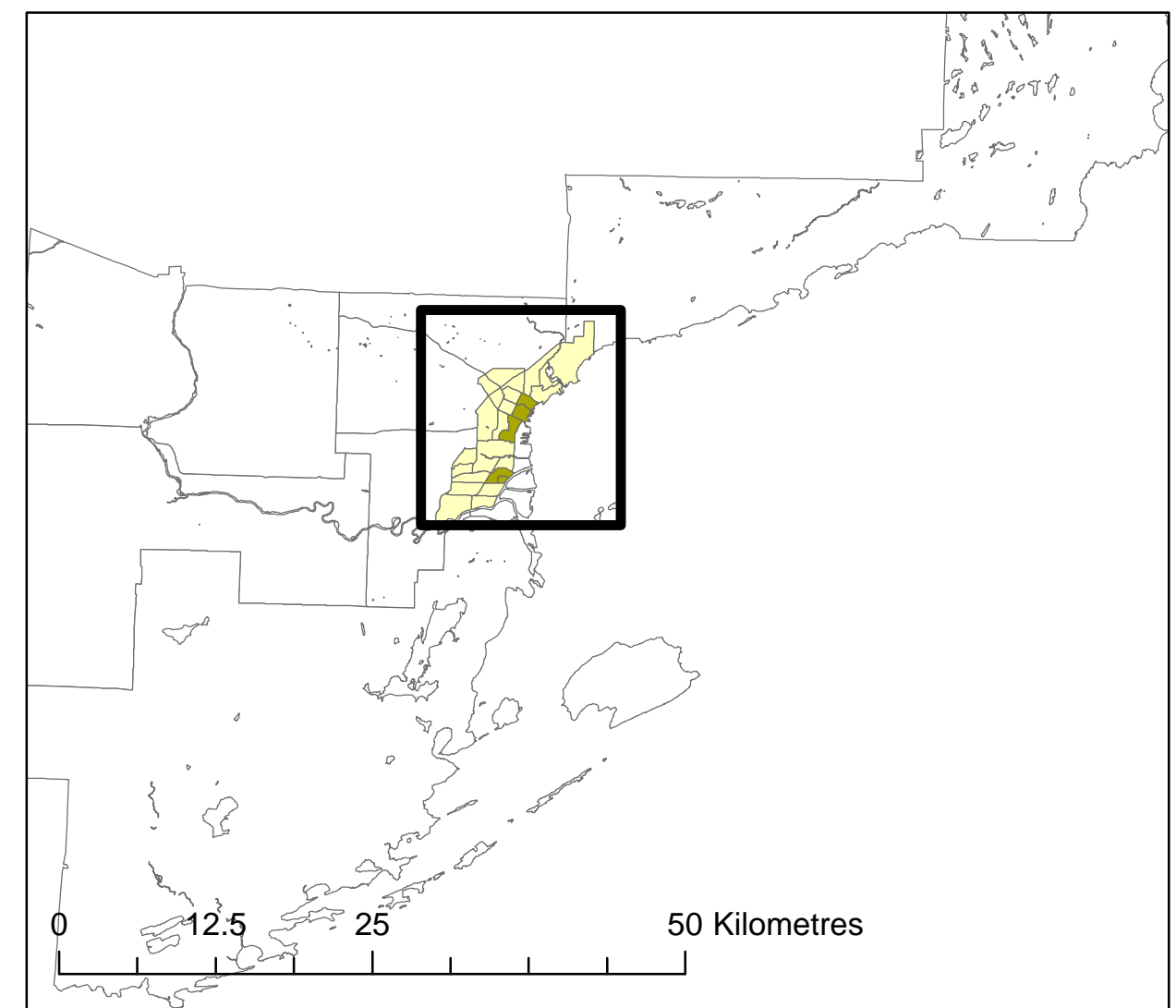
- Active Core
- Auto Suburb
- Exurban

Thunder Bay

Transportation Method T8

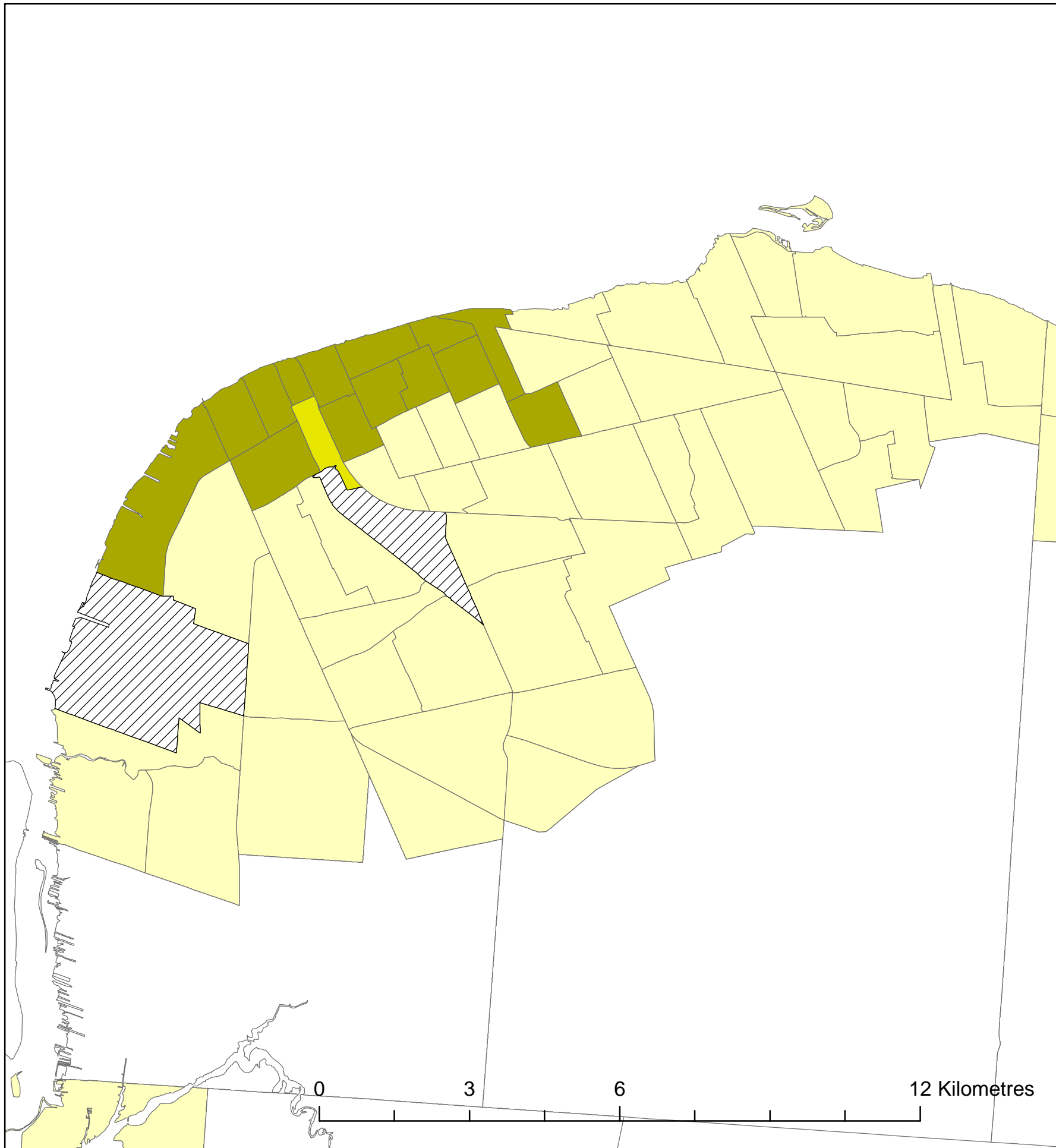
Active Core: 11%
 Auto Suburb: 62%
 Exurban: 27%

Land Classification: 2006
 Census Tracts and Population Data: 2011 Census



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Legend

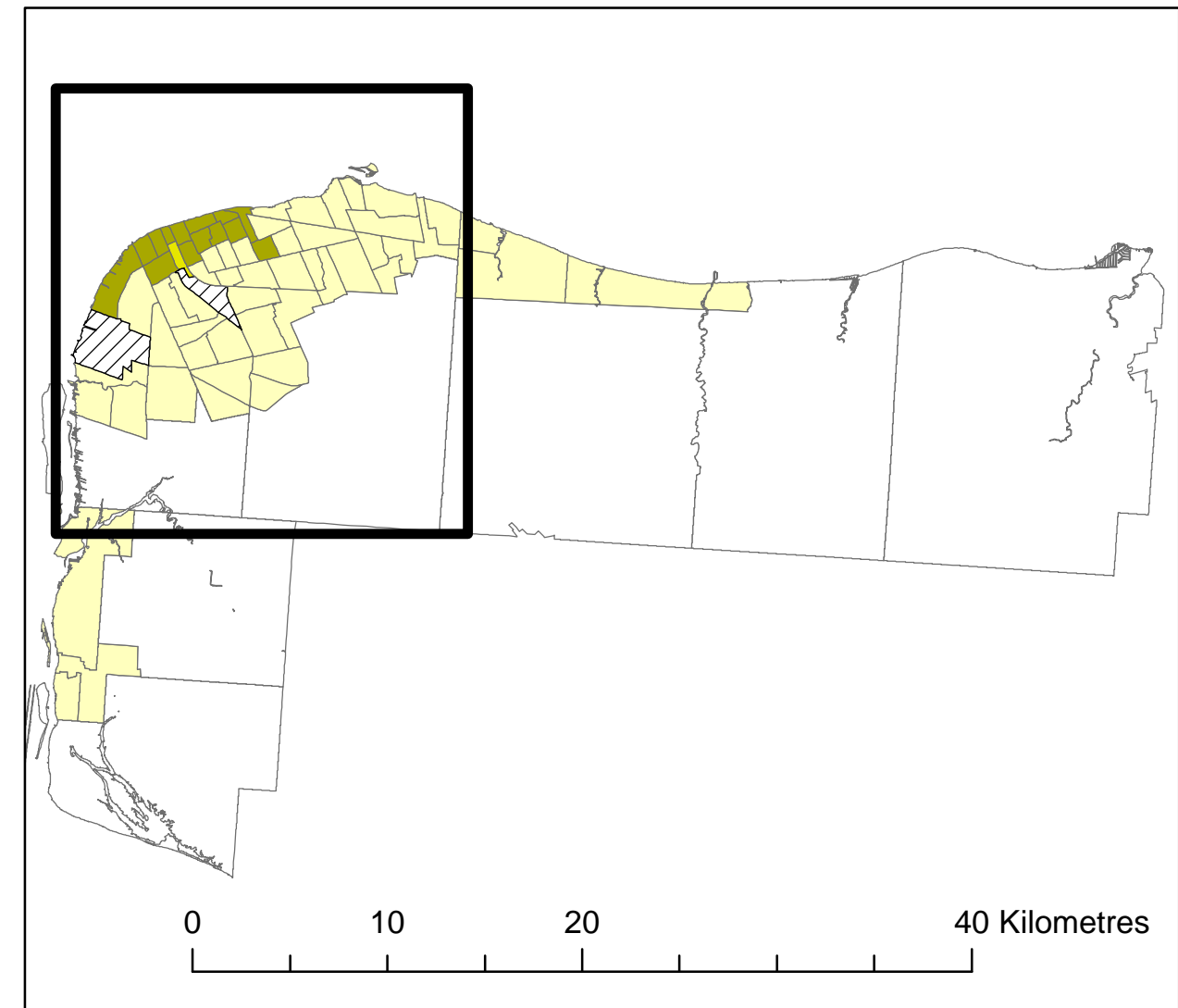
- Active Core
- Transit Suburb
- Auto Suburb
- Exurban
- Unclassified

Windsor

Transportation Method T8

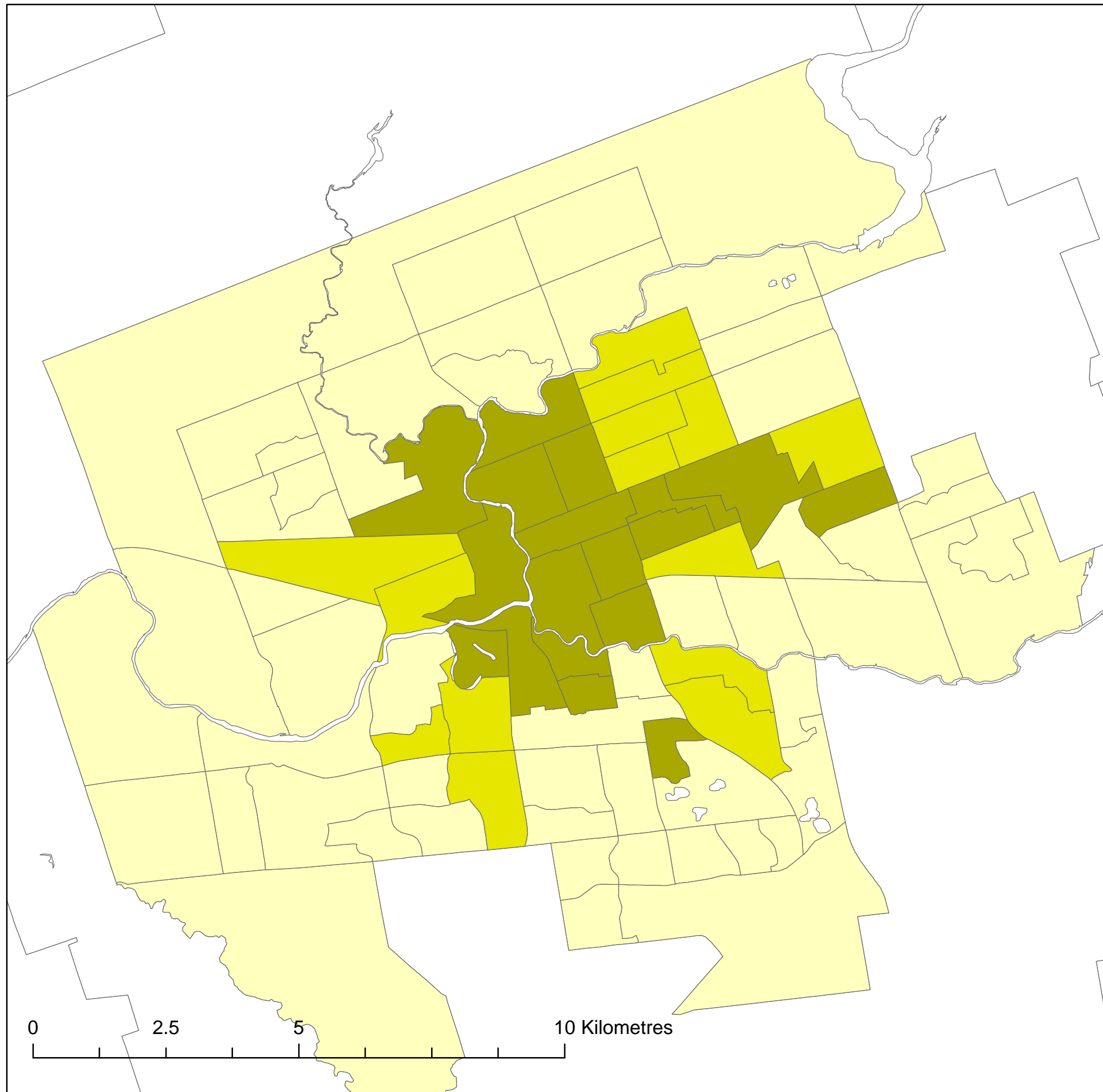
Active Core: 14.2%
 Transit Suburb: 0.3%
 Auto Suburb: 75.1%
 Exurban: 10.2%

Land Classification: 2006
 Census Tracts and Population Data: 2011 Census



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Legend

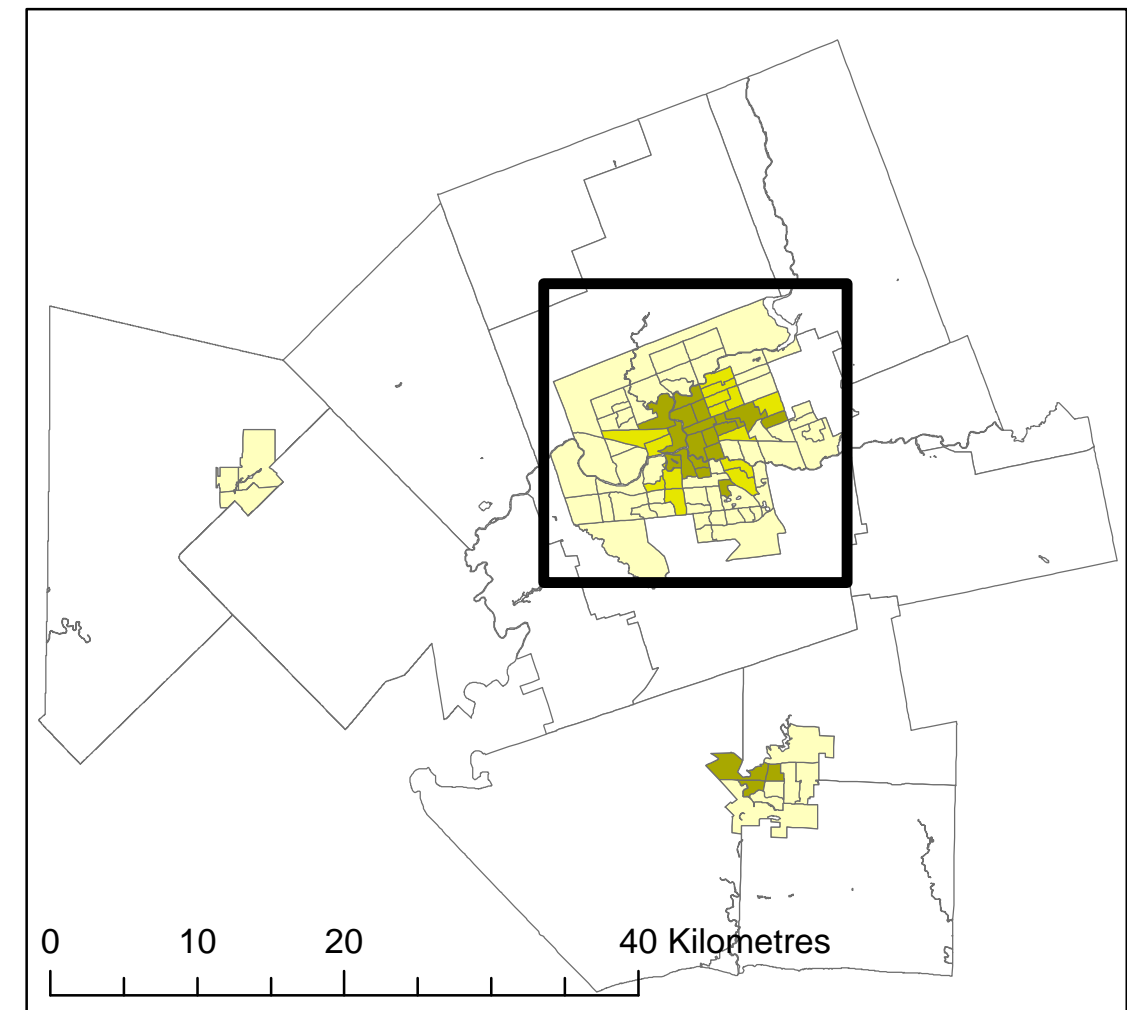
- Active Core
- Transit Suburb
- Auto Suburb
- Exurban
- Unclassified

London

Transportation Method T8

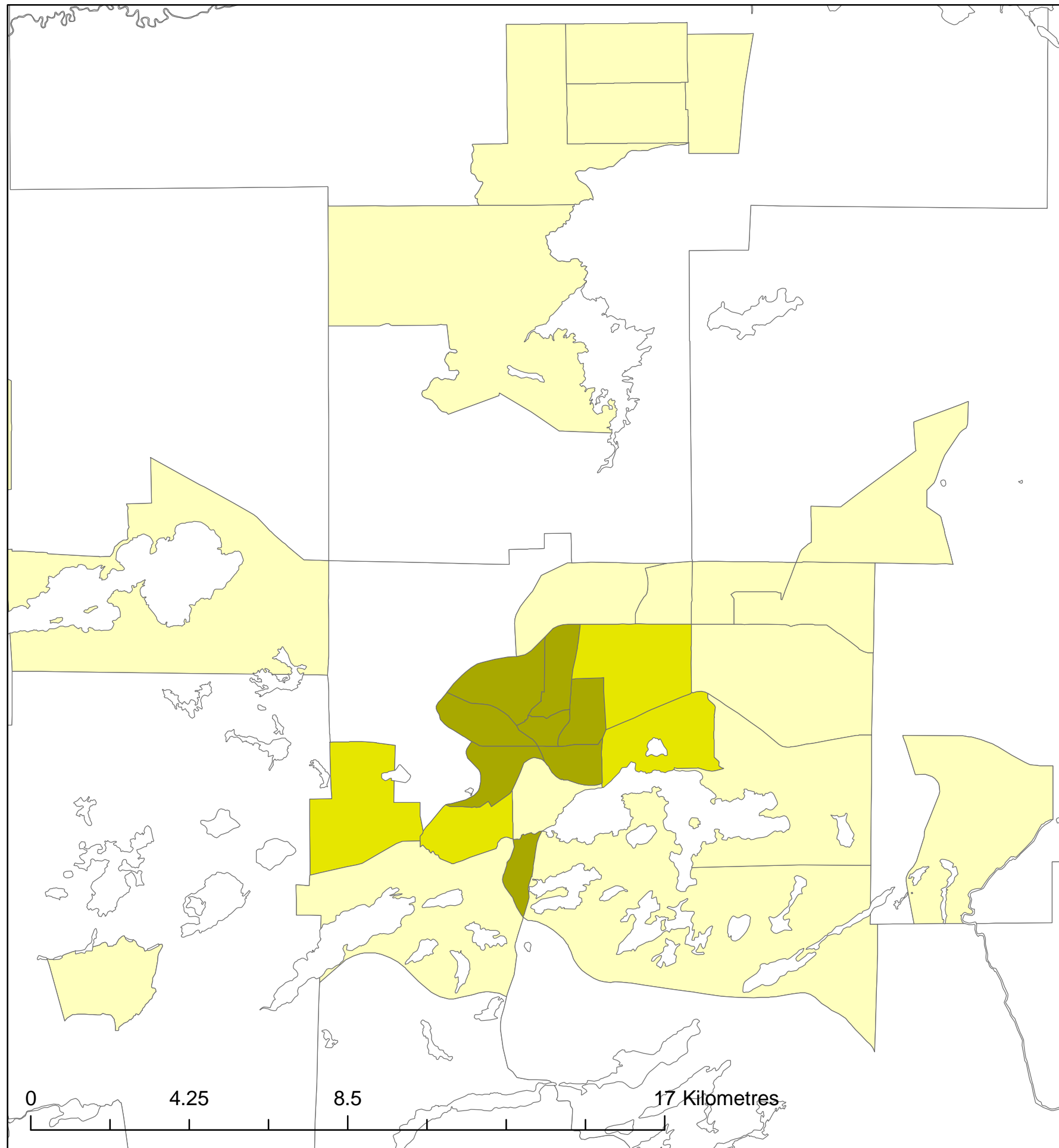
Active Core: 14%
 Transit Suburb: 14%
 Auto Suburb: 58%
 Exurban: 14%

Census Tracts and Population Data: 2011 Census
 Census Tract Classification: 2006



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Legend

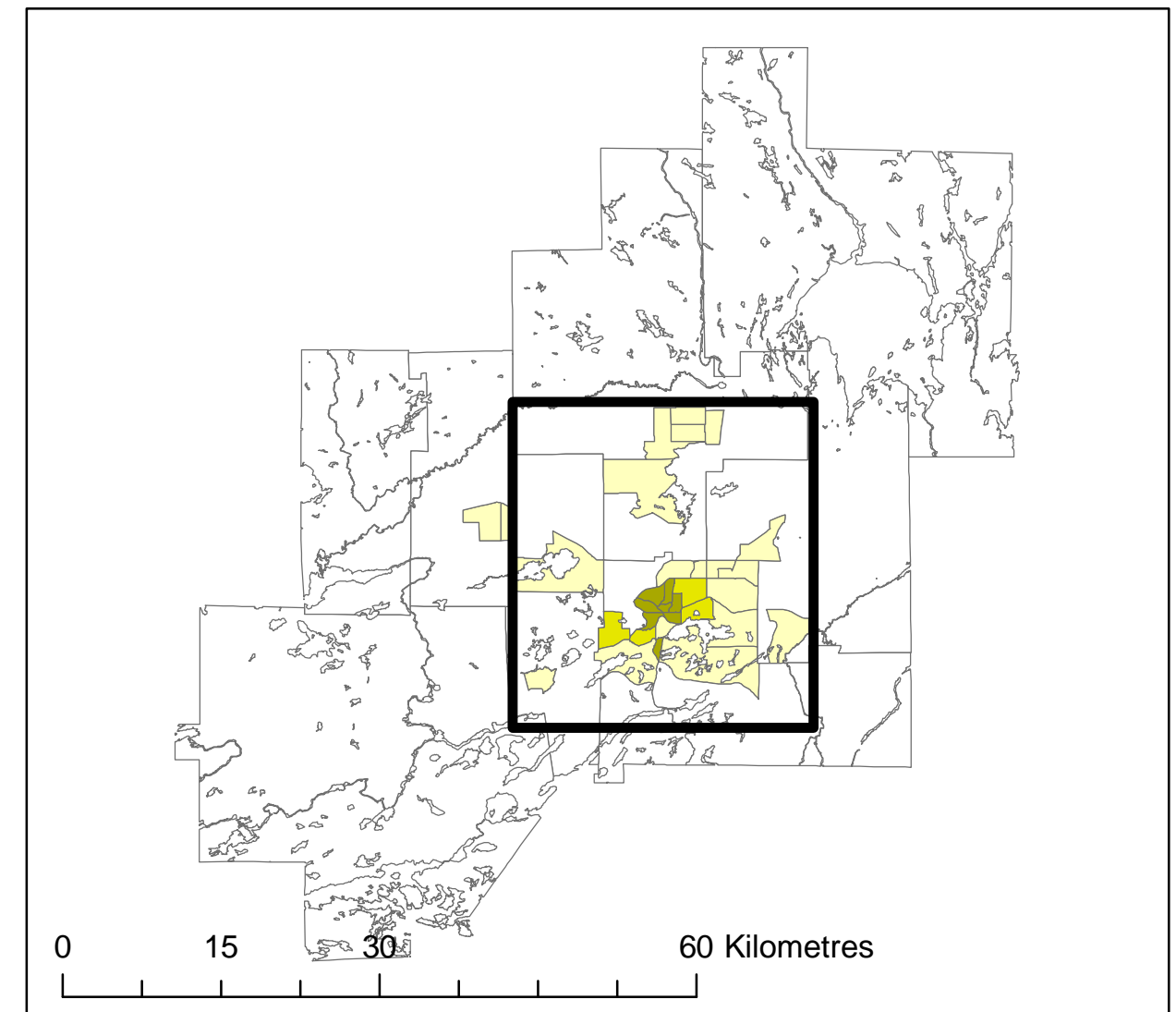
- Active Core
- Transit Suburb
- Auto Suburb
- Exurban

Sudbury

Transportation Method T8

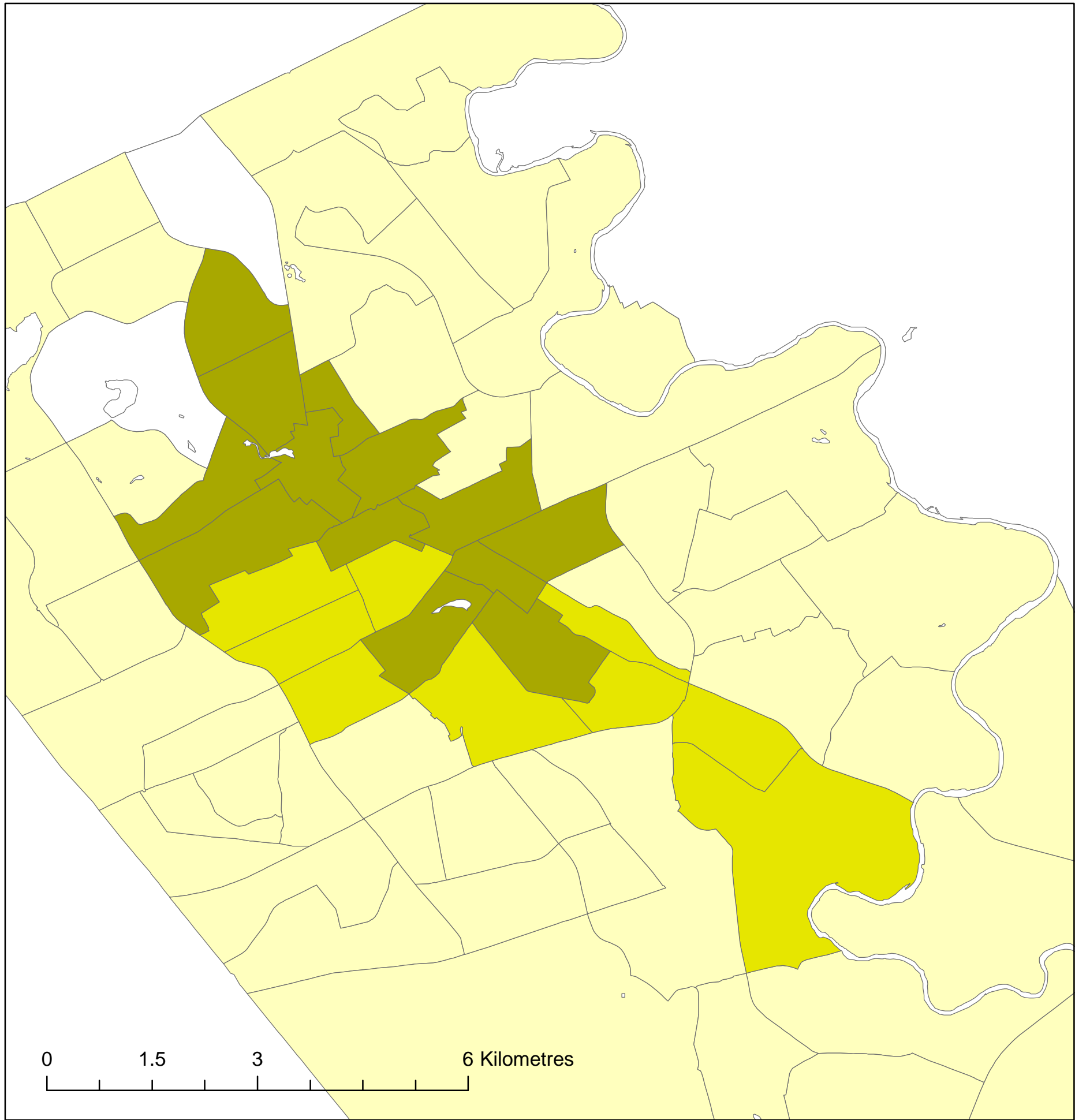
Active Core: 14%
 Transit Suburb: 11%
 Auto Suburb: 52%
 Exurban: 23%

Land Classification: 2006
 Census Tracts and Population Data: 2011 Census



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Legend

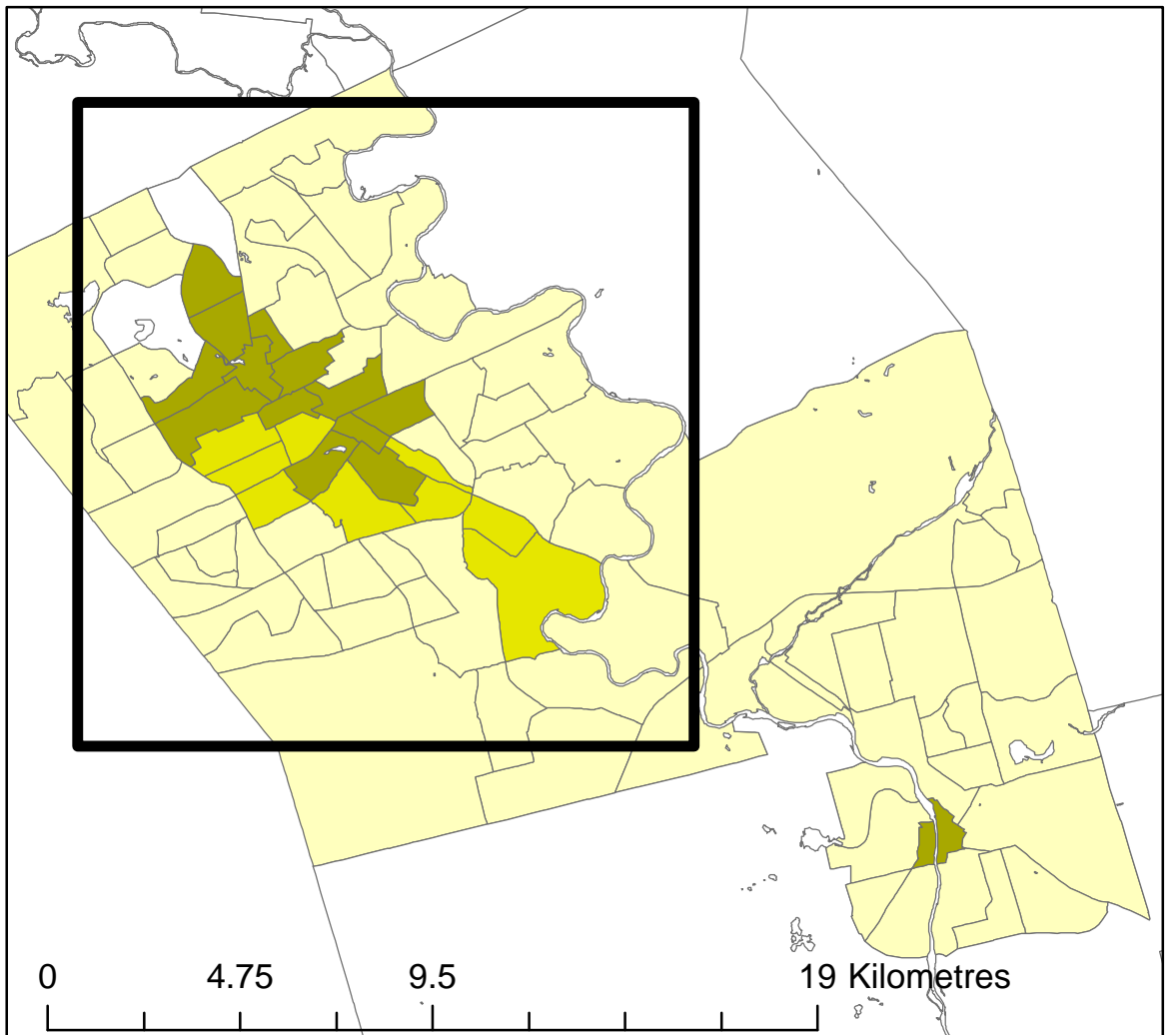
- Active Core
- Transit Suburb
- Auto Suburb
- Exurban

Kitchener-Waterloo

Transportation Method T8

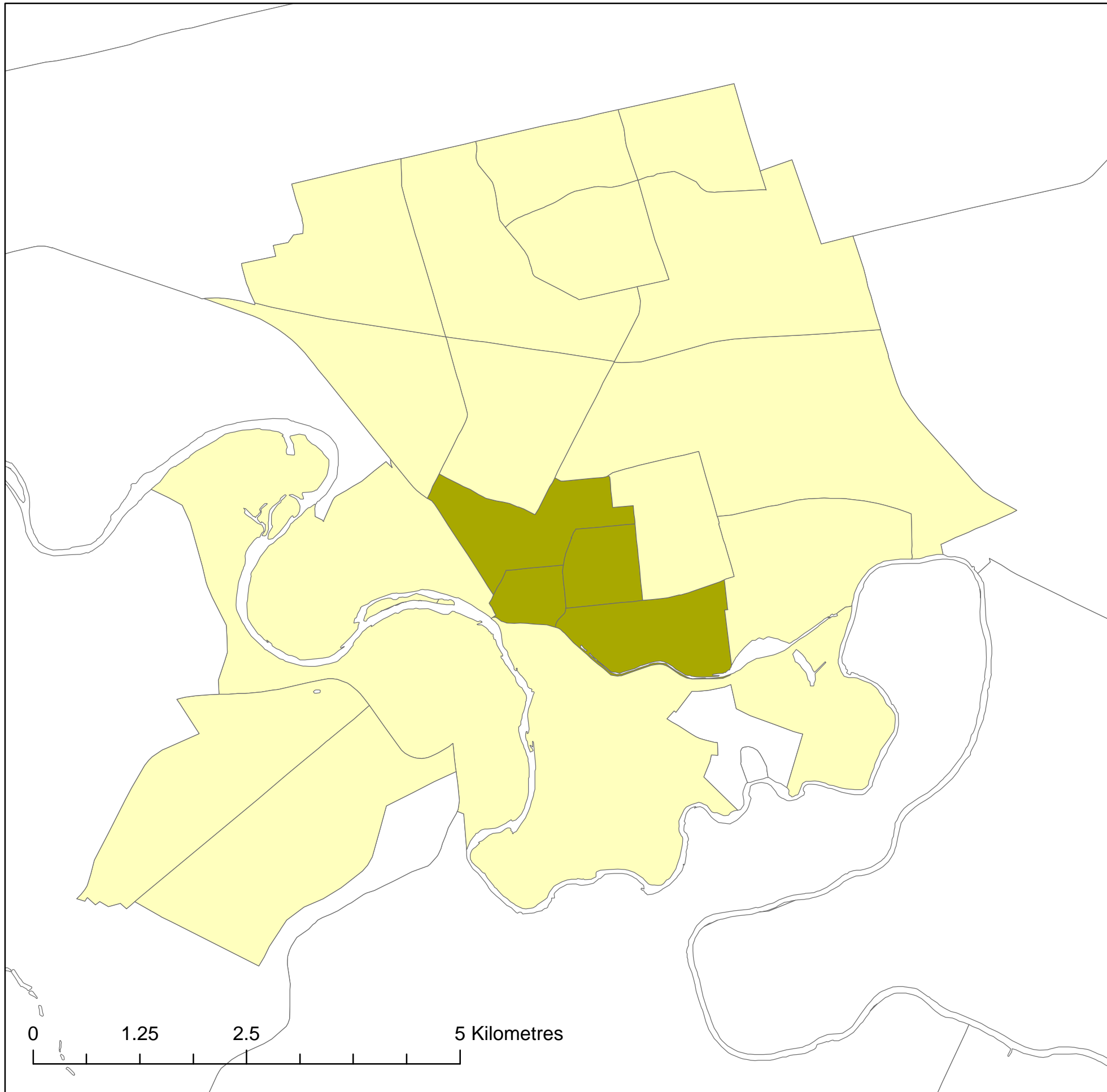
Active Core: 10%
 Transit Suburb: 9%
 Auto Suburb: 77%
 Exurban: 4%

Census Tracts and Population Data: 2011
 Census Tract Classification: 2006



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 Principal Investigator: David Gordon
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Legend

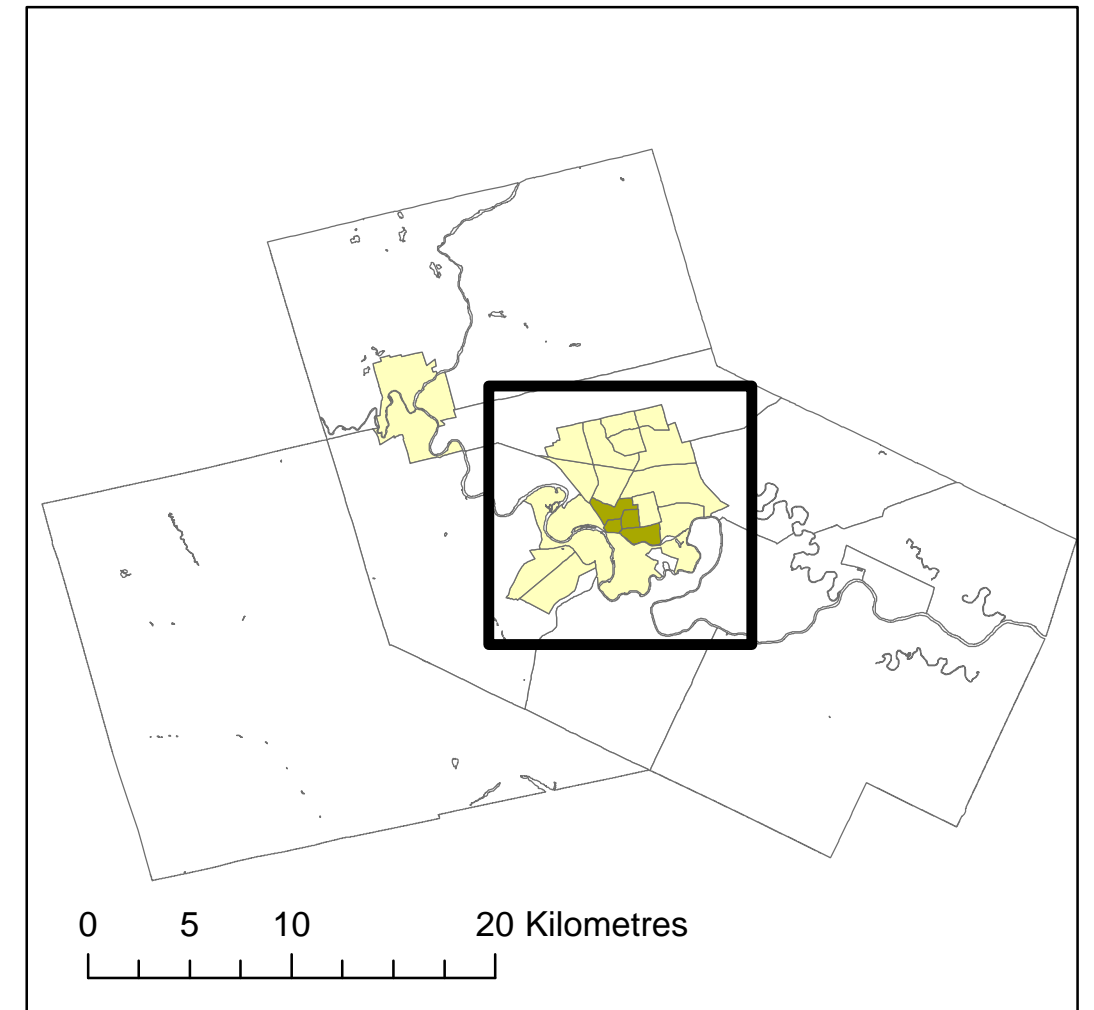
- Active Core
- Auto Suburb
- Exurban

Brantford

Transportation Method T8

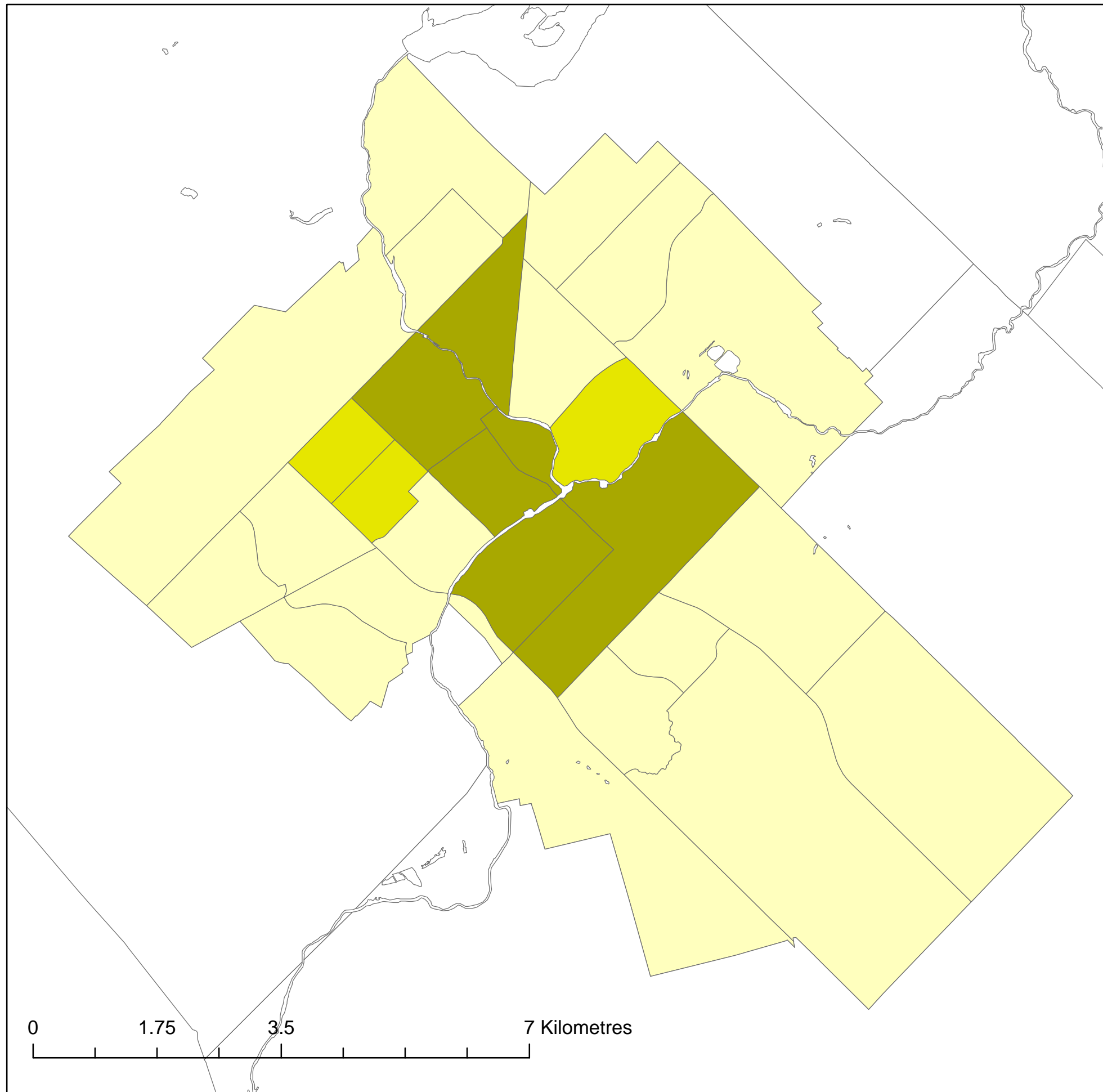
Active Core: 8%
 Auto Suburb: 69%
 Exurban: 23%

Census Tracts and Population Data: 2011 Census
 Census Tract Classification: 2006



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Legend

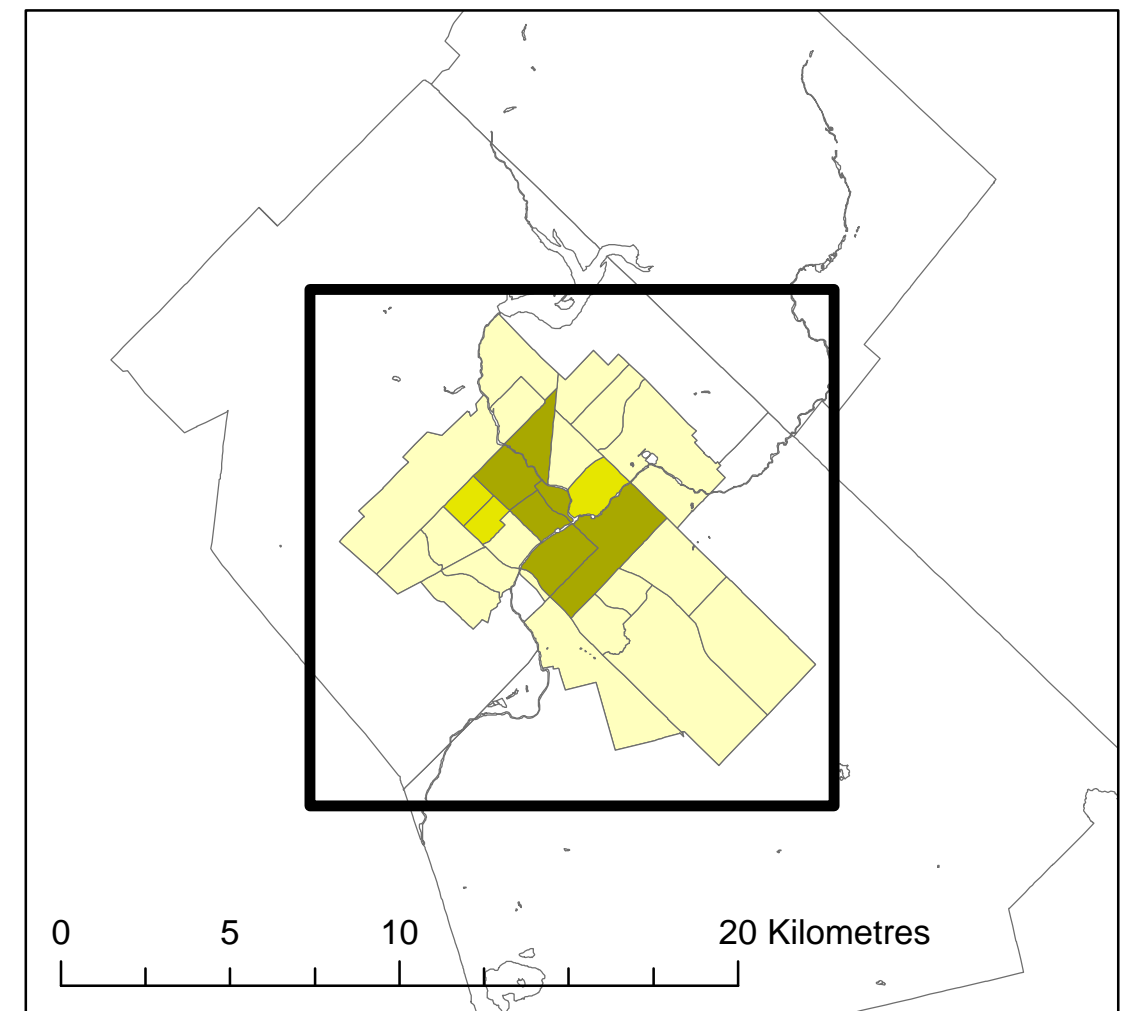
- Active Core
- Transit Suburb
- Auto Suburb
- Exurban

Guelph

Transportation Method T8

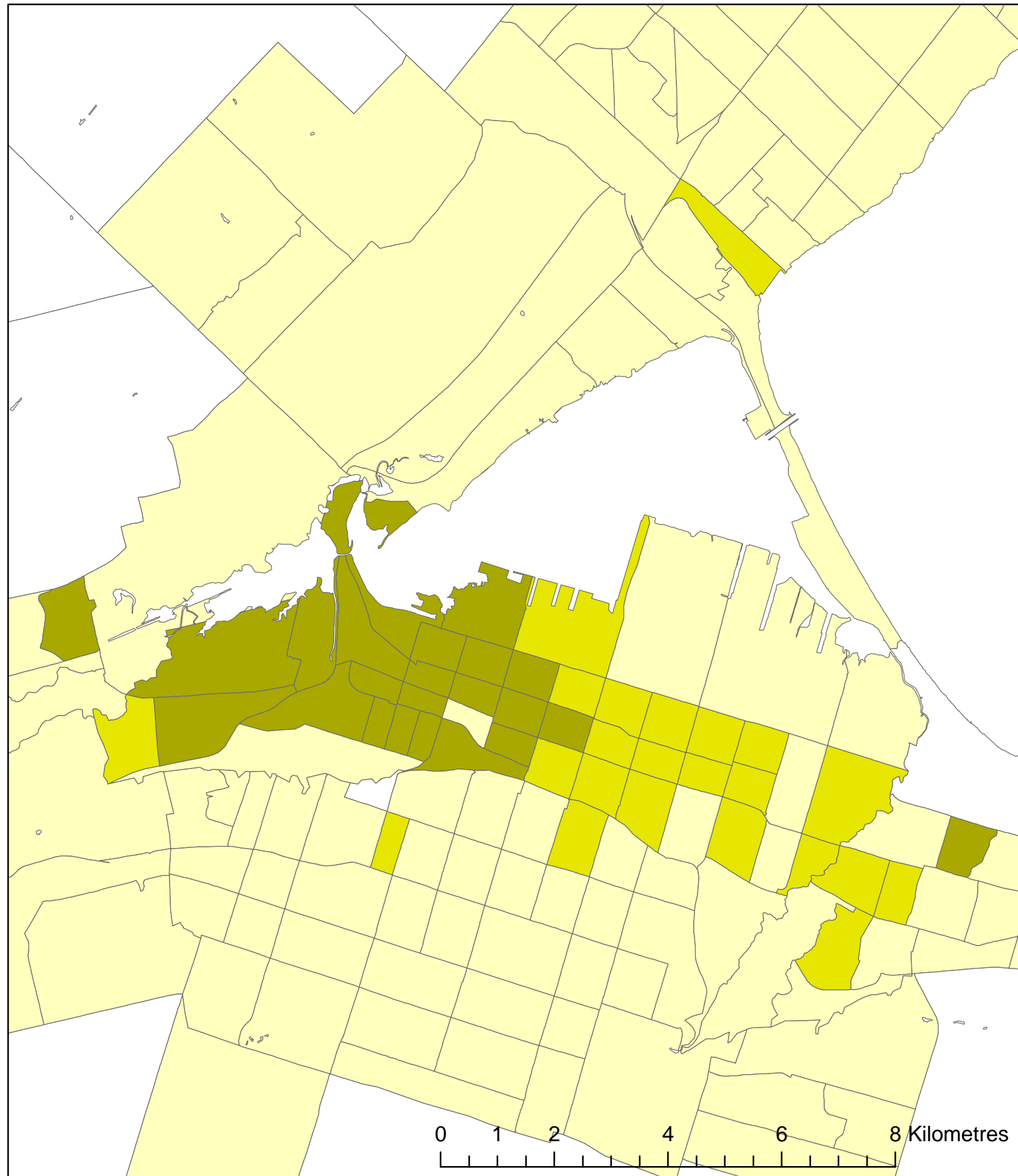
Active Core: 15.5%
 Transit Suburb: 7.5%
 Auto Suburb: 63%
 Exurban: 14%

Census Tracts and Population Data: 2011 Census
 Census Tract Classification: 2006



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Legend

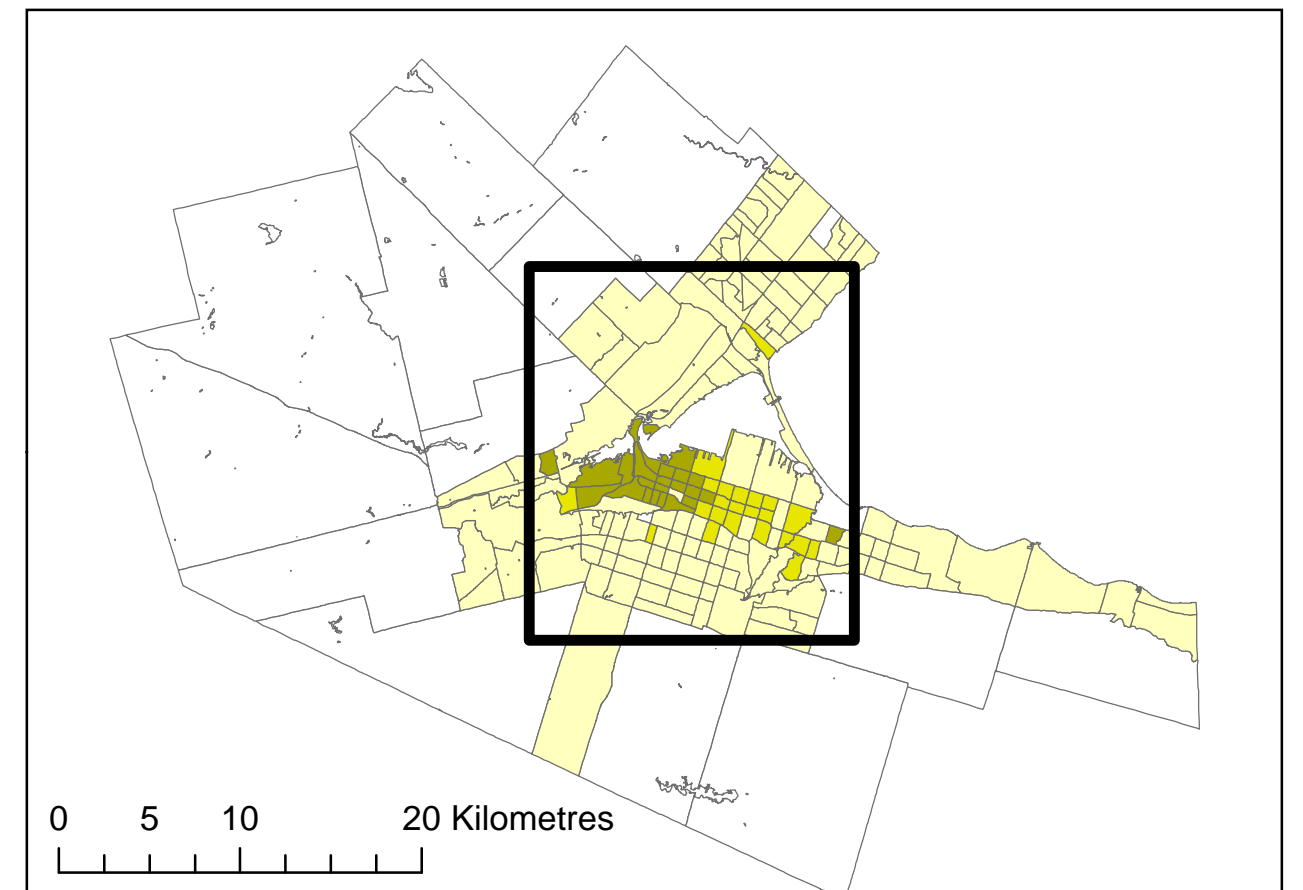
- Active Core
- Transit Suburb
- Auto Suburb
- Exurban

Hamilton

Transportation Method T8

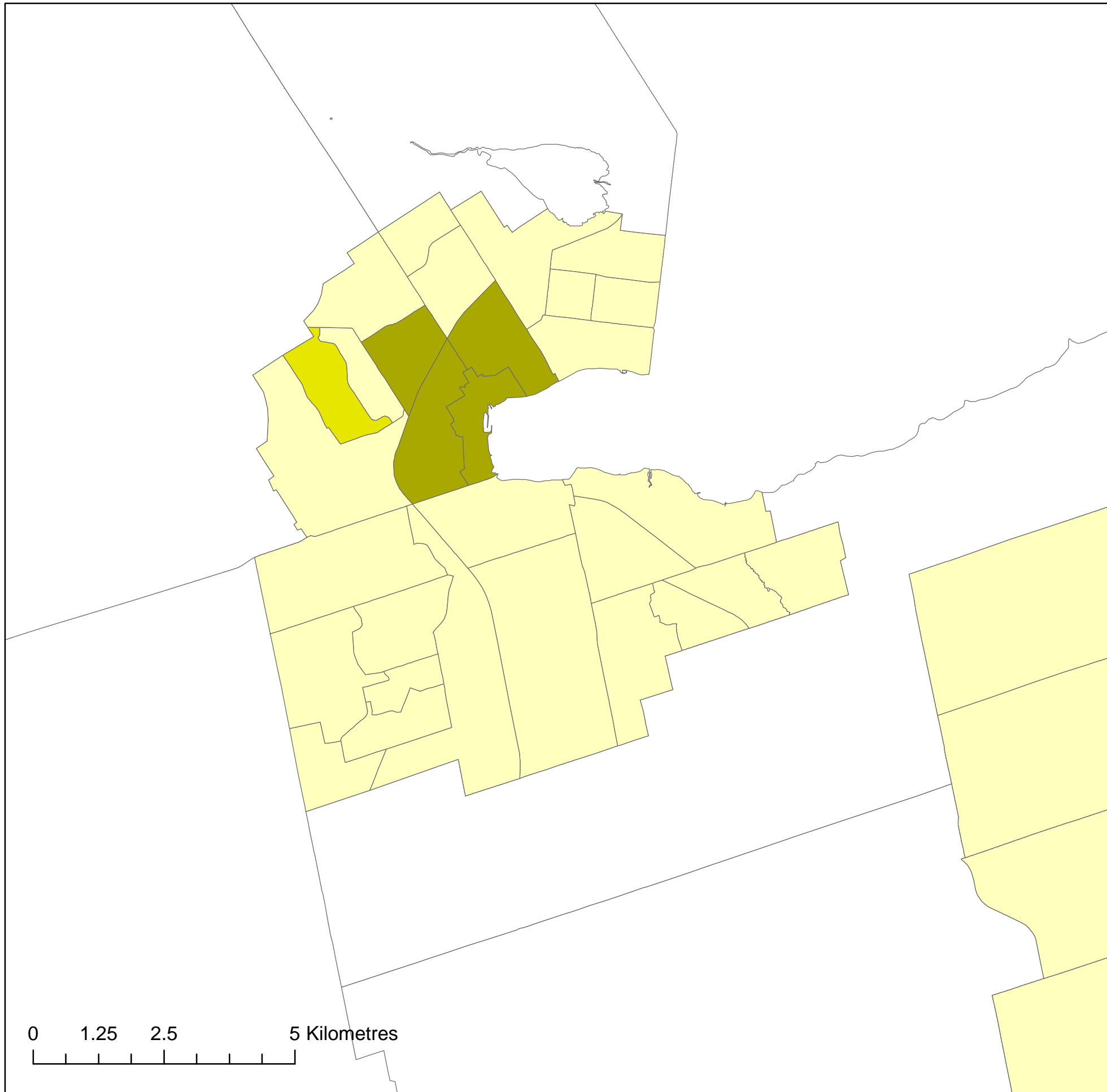
Active Core: 11%
 Transit Suburb: 10%
 Auto Suburb: 71%
 Exurban 8%

Land Classification: 2006
 Census Tracts and Population Data: 2011 Census



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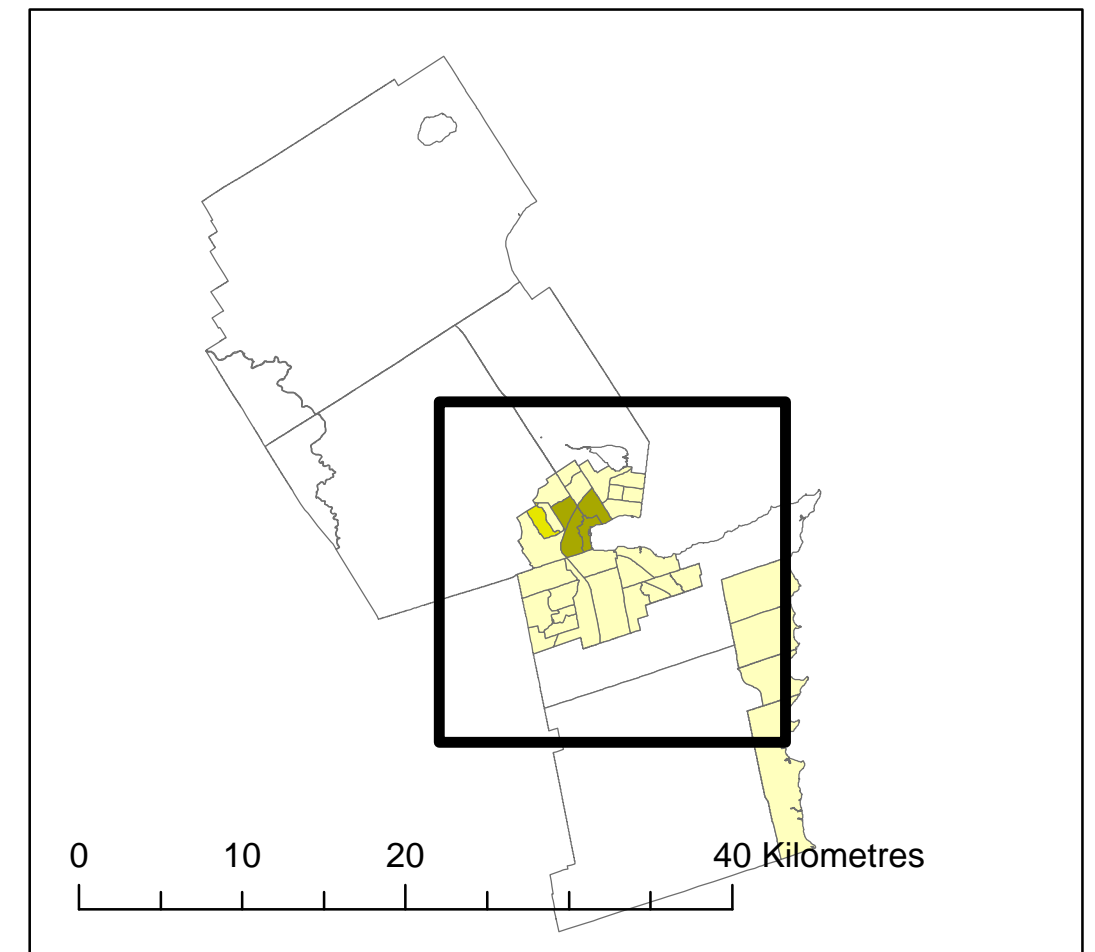
Legend

- Active Core
- Transit Suburb
- Auto Suburb
- Exurban

Barrie
Transportation Method T8

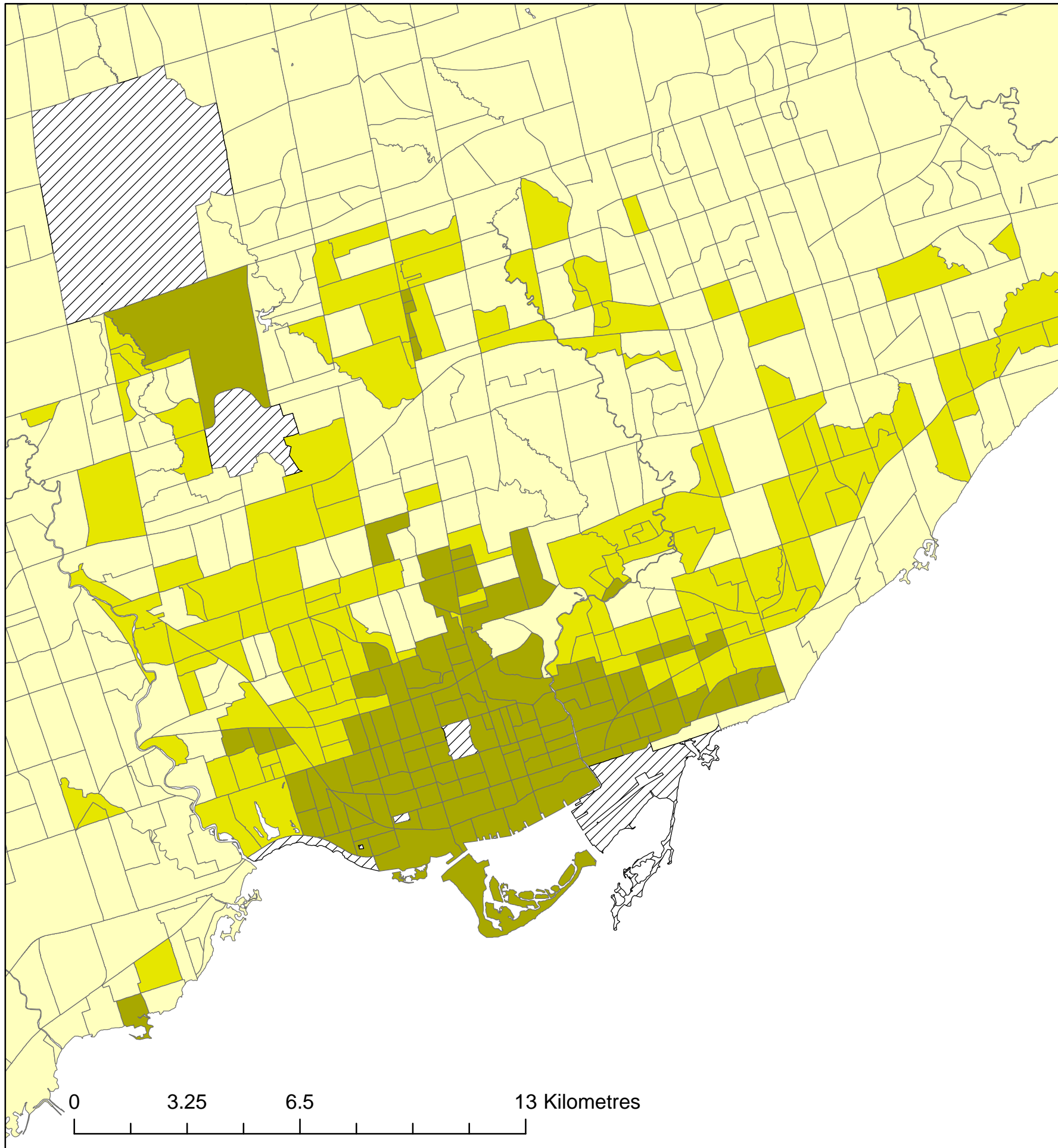
Active Core: 9%
Transit Suburb: 3%
Auto Suburb: 73%
Exurban: 15%

Census Tracts and Population Data: 2011 Census
Census Tract Classification: 2006



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Legend

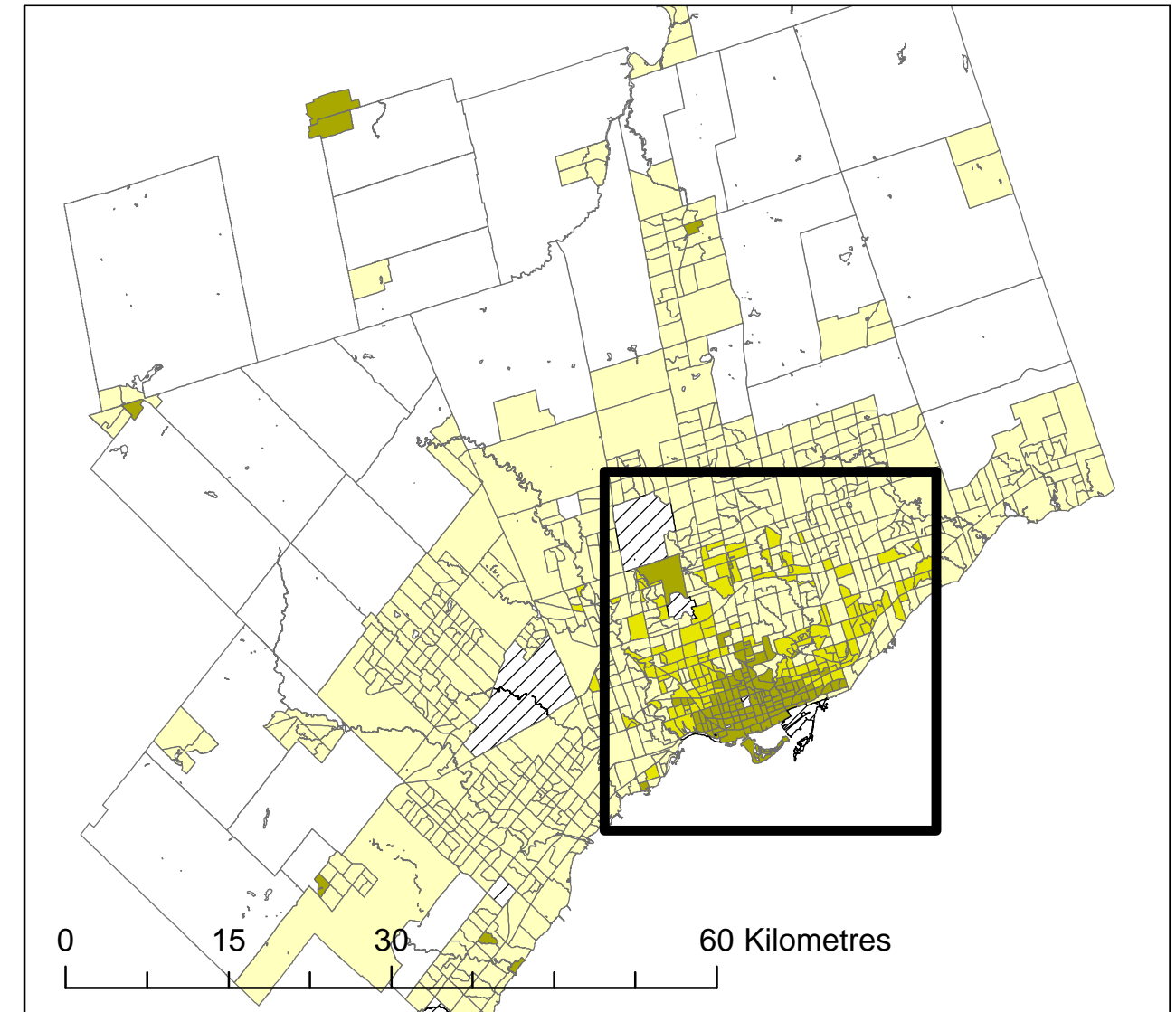
- Active Core
- Transit Suburb
- Auto Suburb
- Exurban
- Unclassified

Toronto

Transportation Method T8

Active Core: 11%
 Transit Suburb: 14%
 Auto Suburb: 72%
 Exurban: 3%

Census Tracts and Population Data: 2011 Census
 Census Tract Classification: 2006







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St. Catharines - Niagara

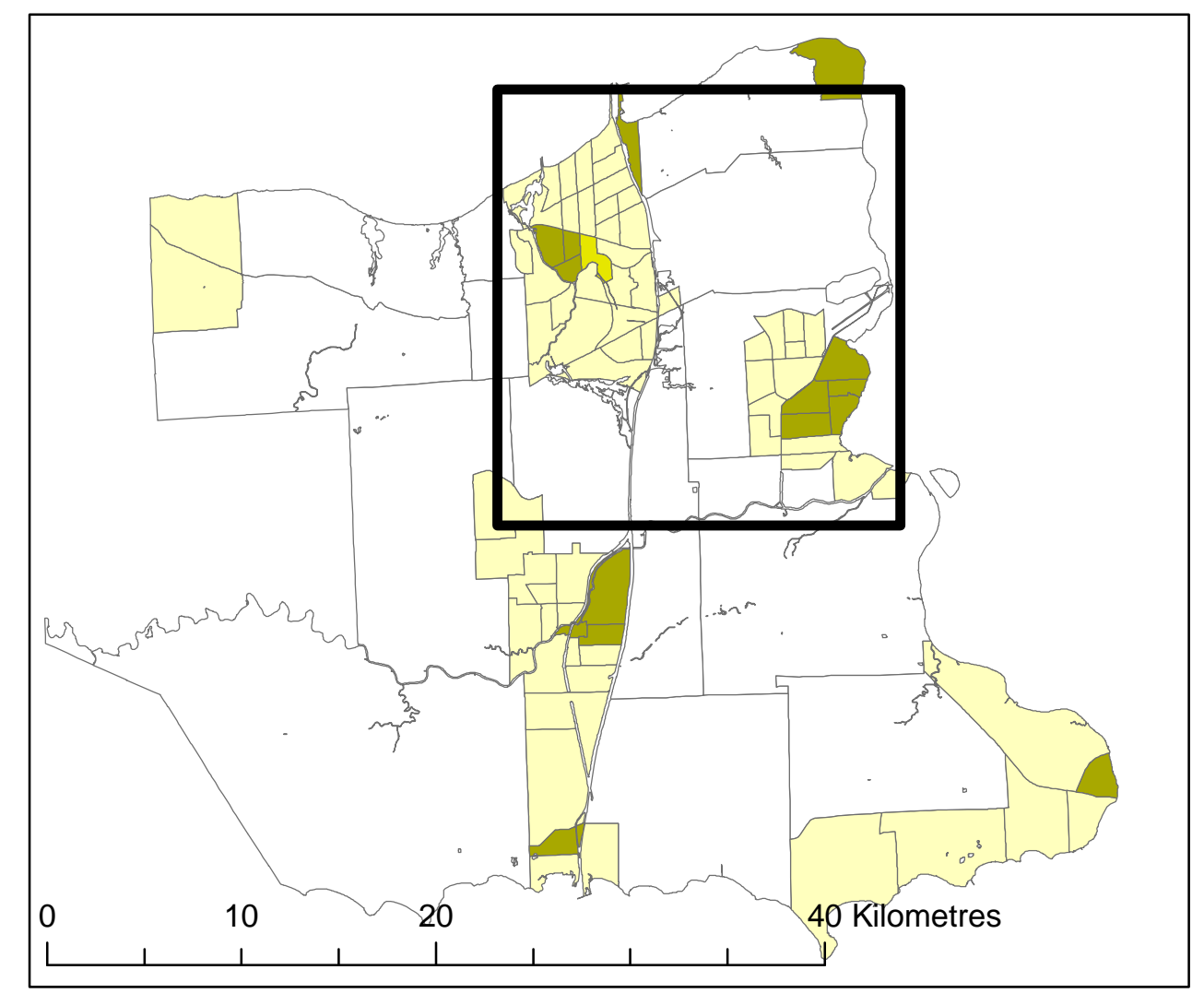
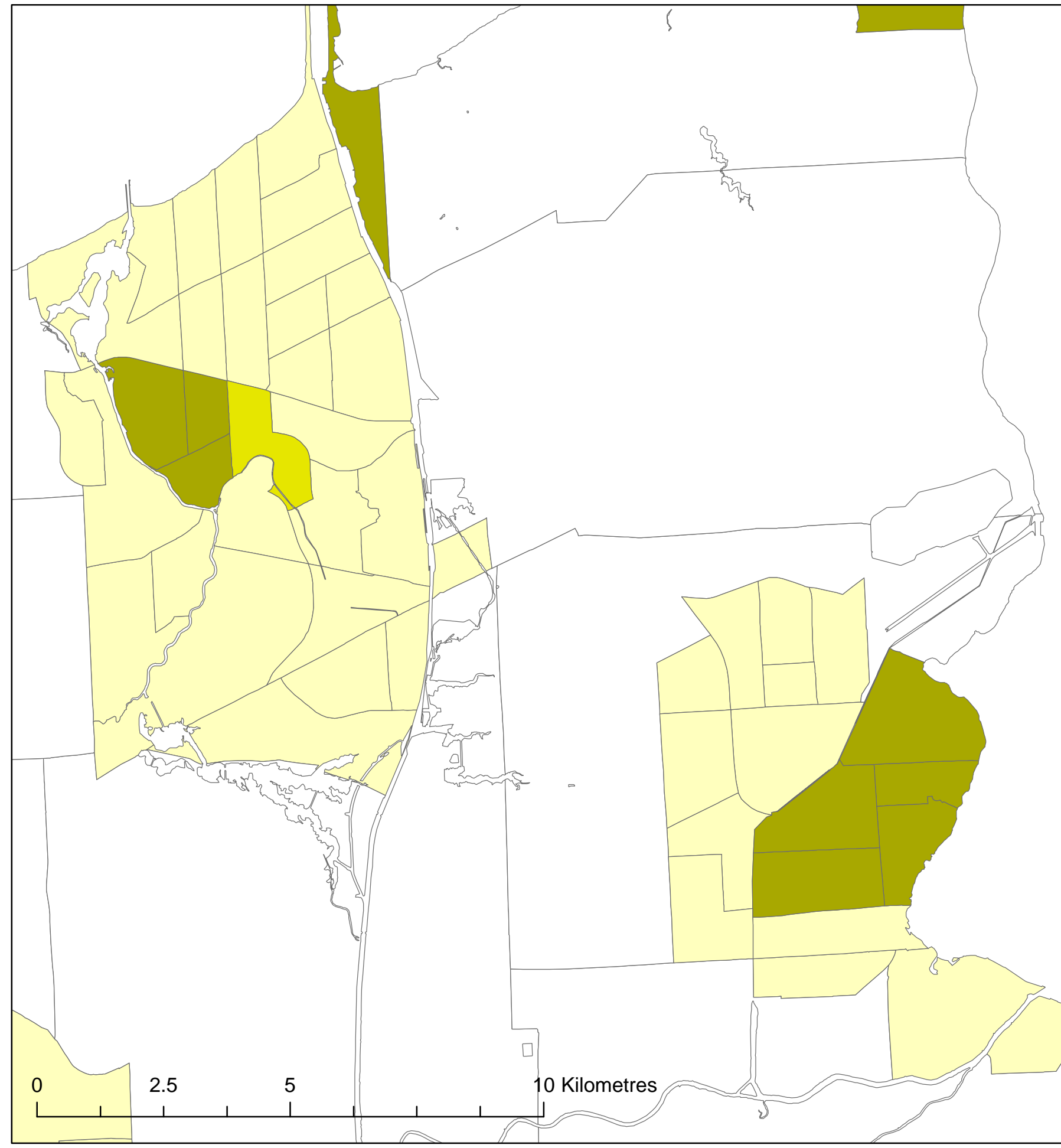
Transportation Method T8

Legend

-  Active Core
-  Transit Suburb
-  Auto Suburb
-  Exurban

Active Core: 15%
Transit Suburb: 2%
Auto Suburb: 69%
Exurban: 14%

Land Classification: 2006
Census Tracts and Population Data: 2011 Census



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Oshawa

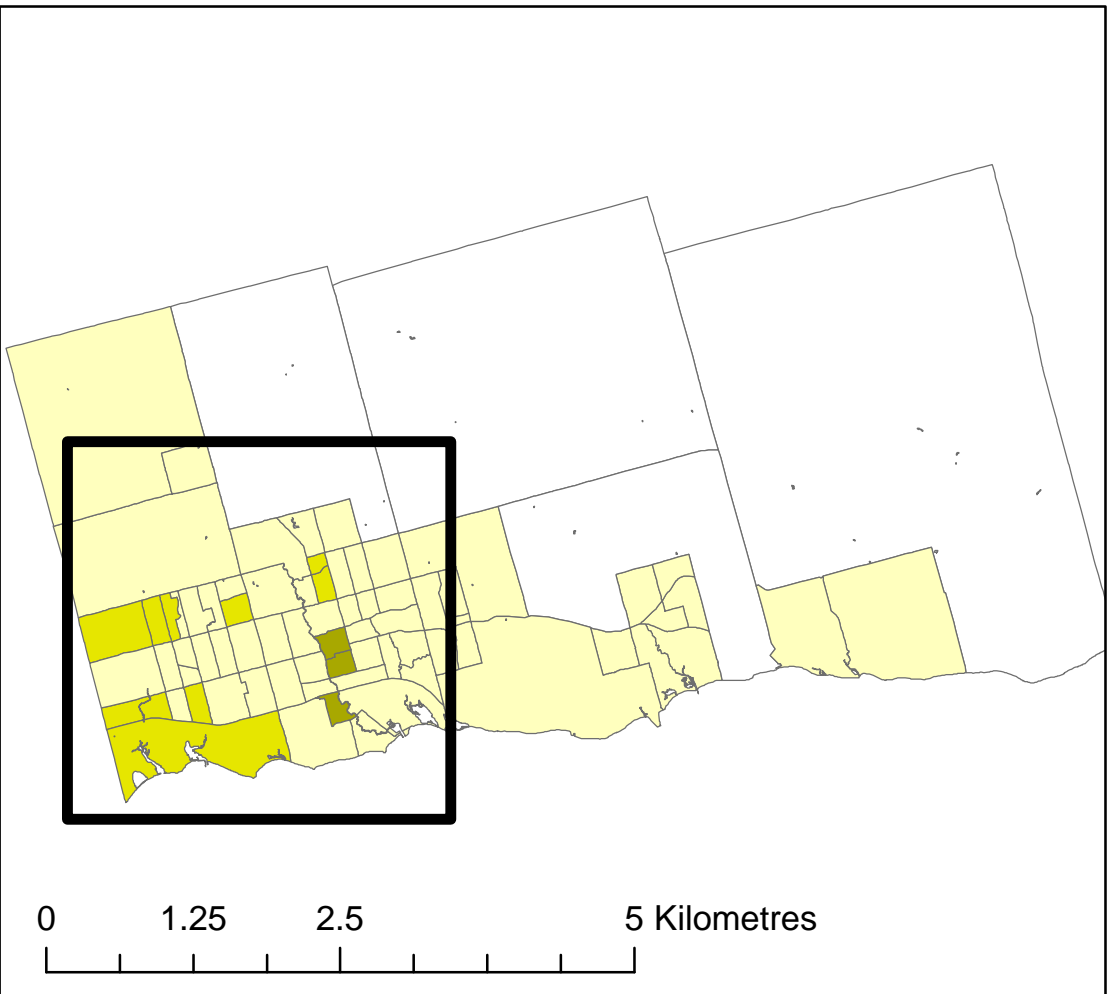
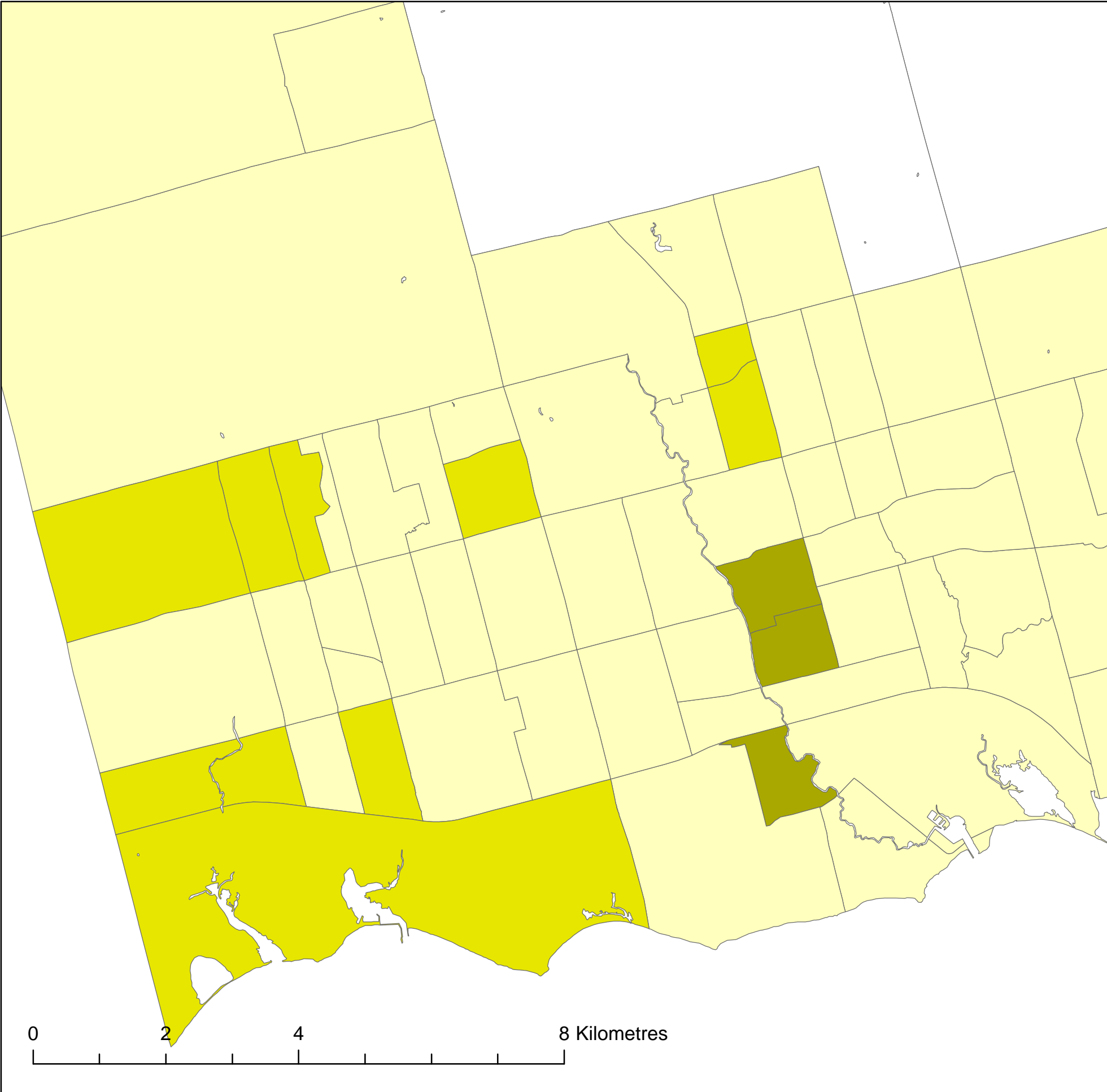
Transportation Method T8

Legend

- Active Core
- Transit Suburb
- Auto Suburb
- Exurban

Active Core: 3%
Transit Suburb: 13%
Auto Suburb: 77%
Exurban: 7%

Census Tracts and Population Data: 2011 Census
Census Tract Classification: 2006



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Peterborough

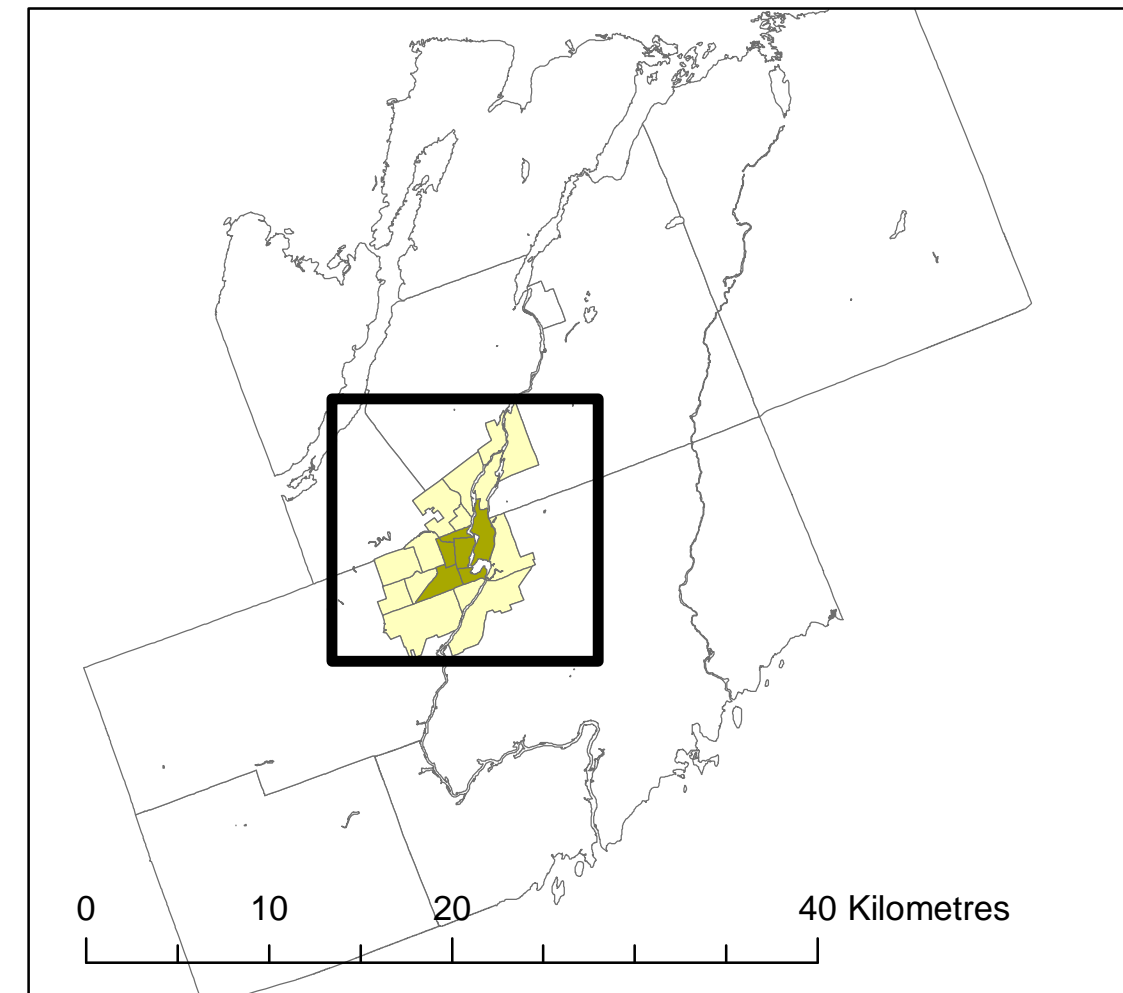
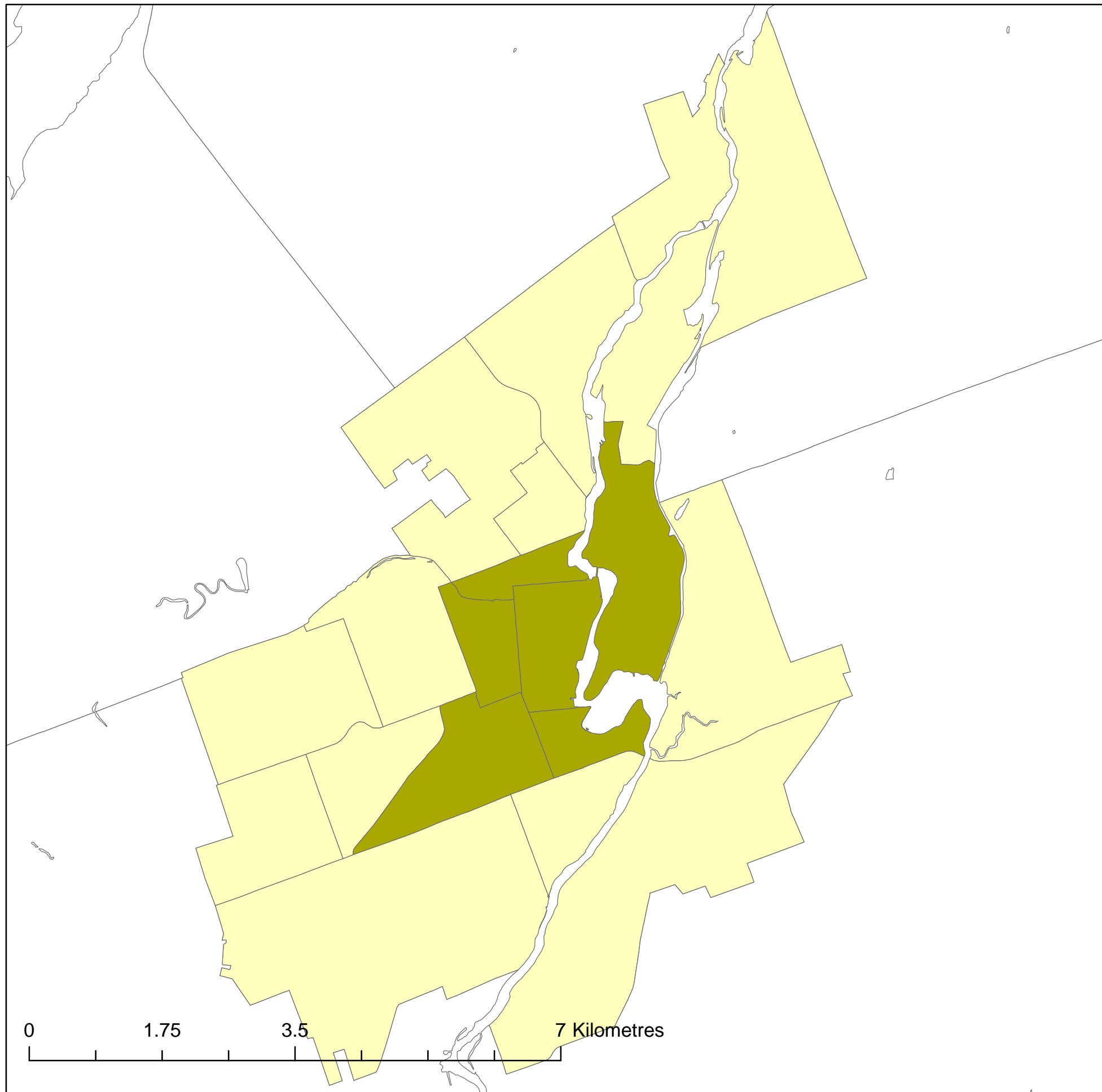
Transportation Method T8

Legend

- Active Core
- Auto Suburb
- Exurban

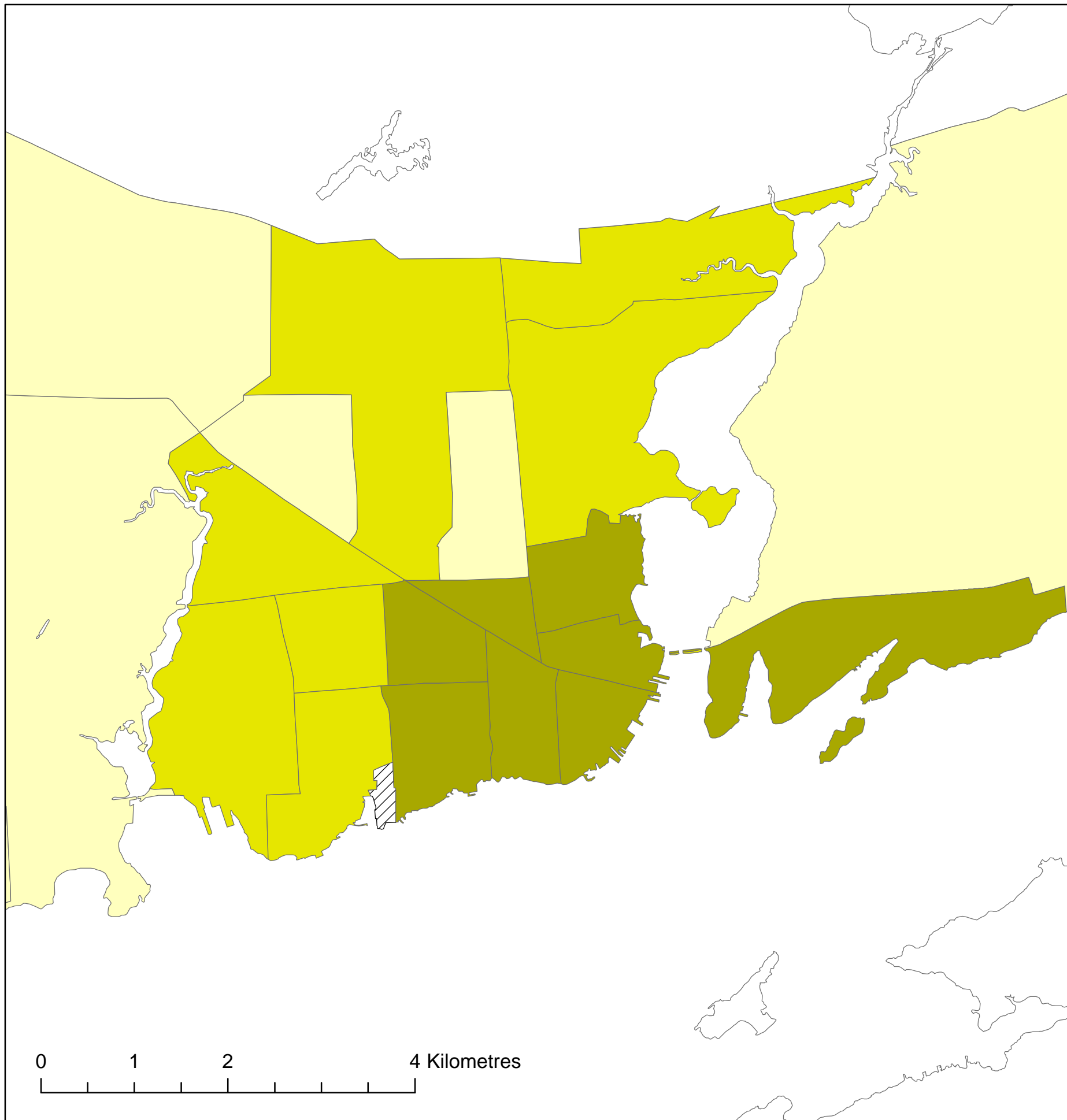
Active Core: 20%
Auto Suburb: 46%
Exurban: 34%

Census Tracts and Population Data: 2011 Census
Census Tract Classification: 2006



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Legend

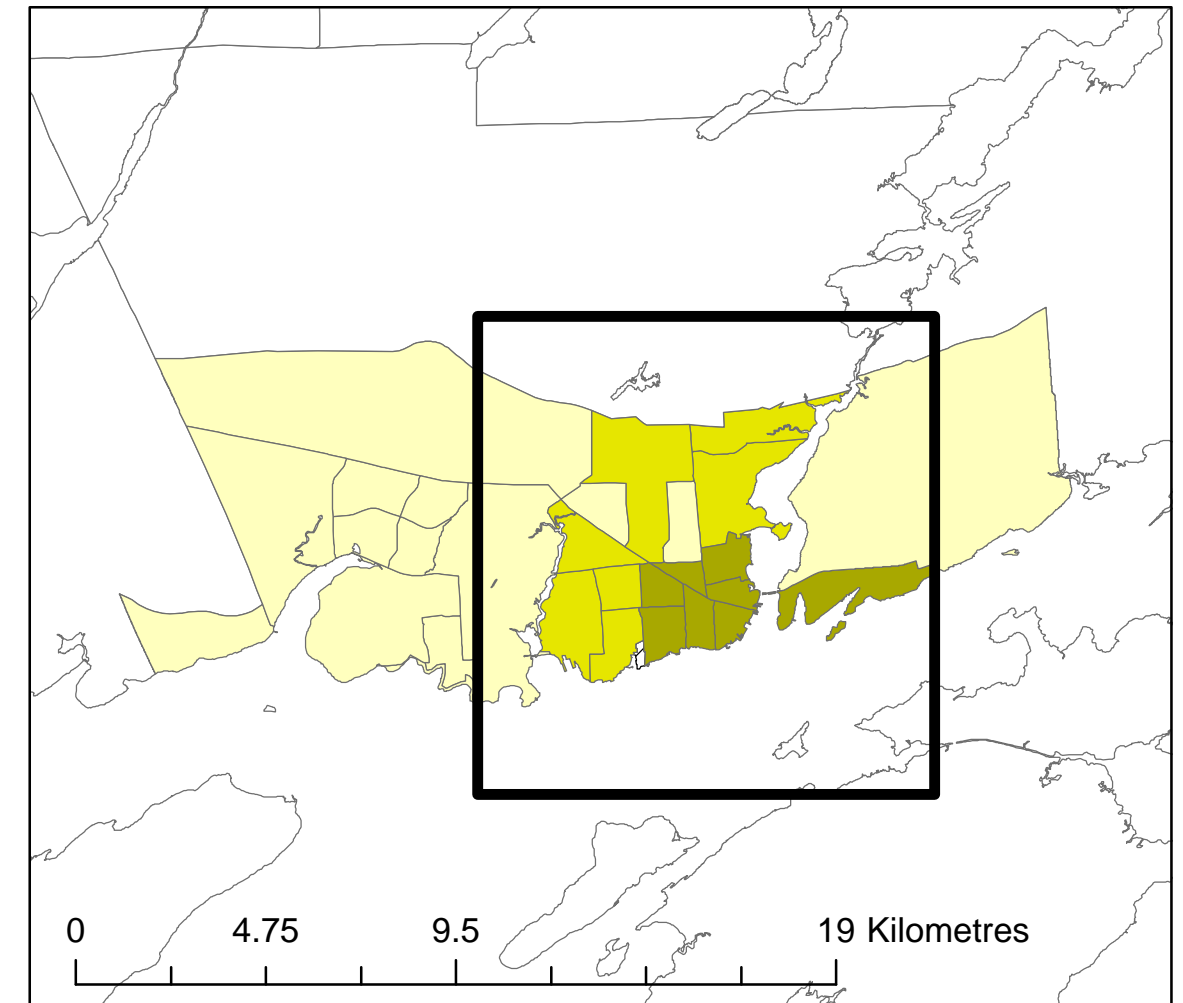
- Active Core
- Transit Suburb
- Auto Suburb
- Exurban
- Unclassified

Kingston

Transportation Method T8

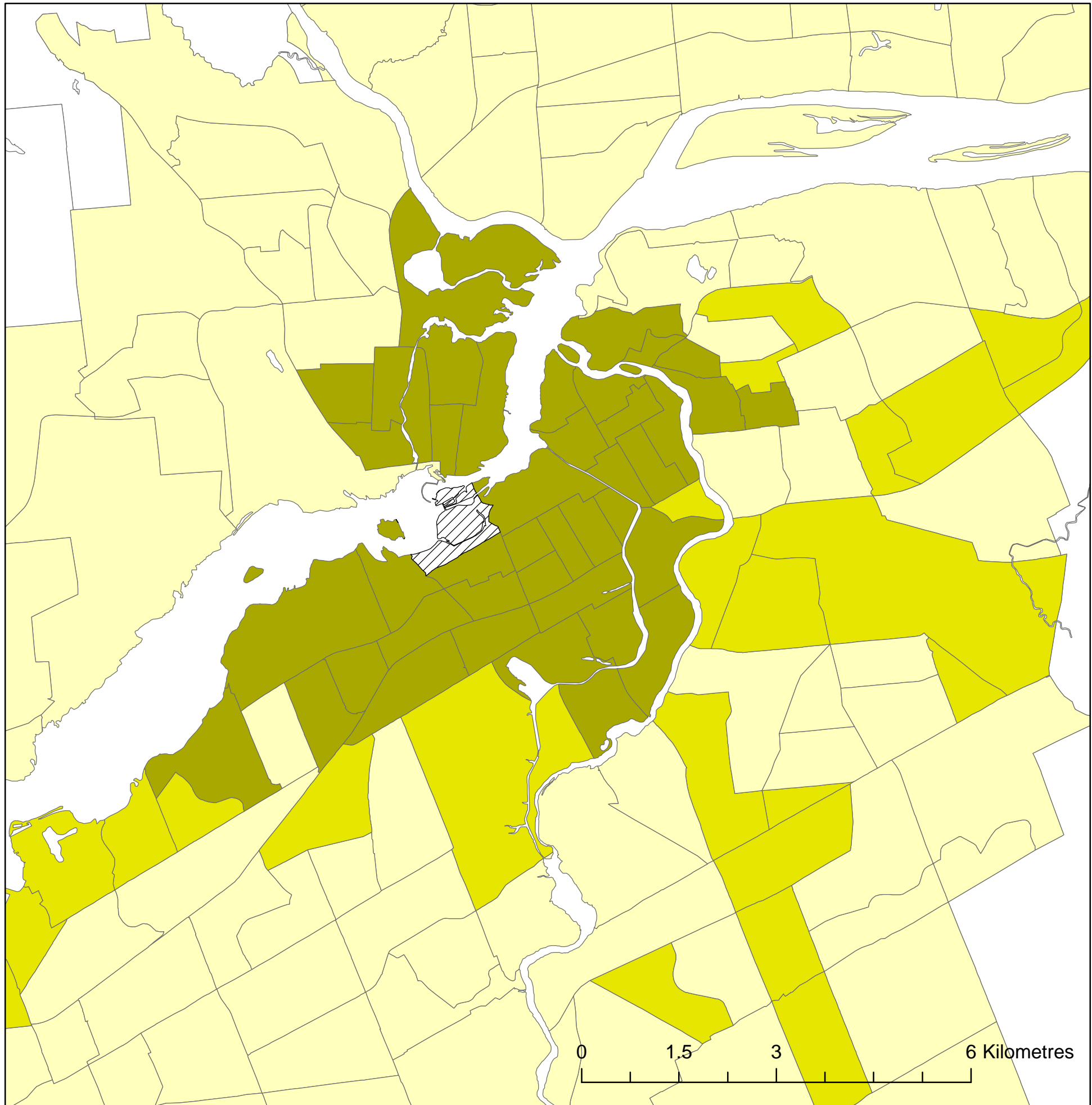
Active Core: 14%
 Transit Suburb: 16%
 Auto Suburb: 46%
 Exurban: 23%

Census Tracts and Population Data: 2011
 Census Tract Classification: 2006



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Legend

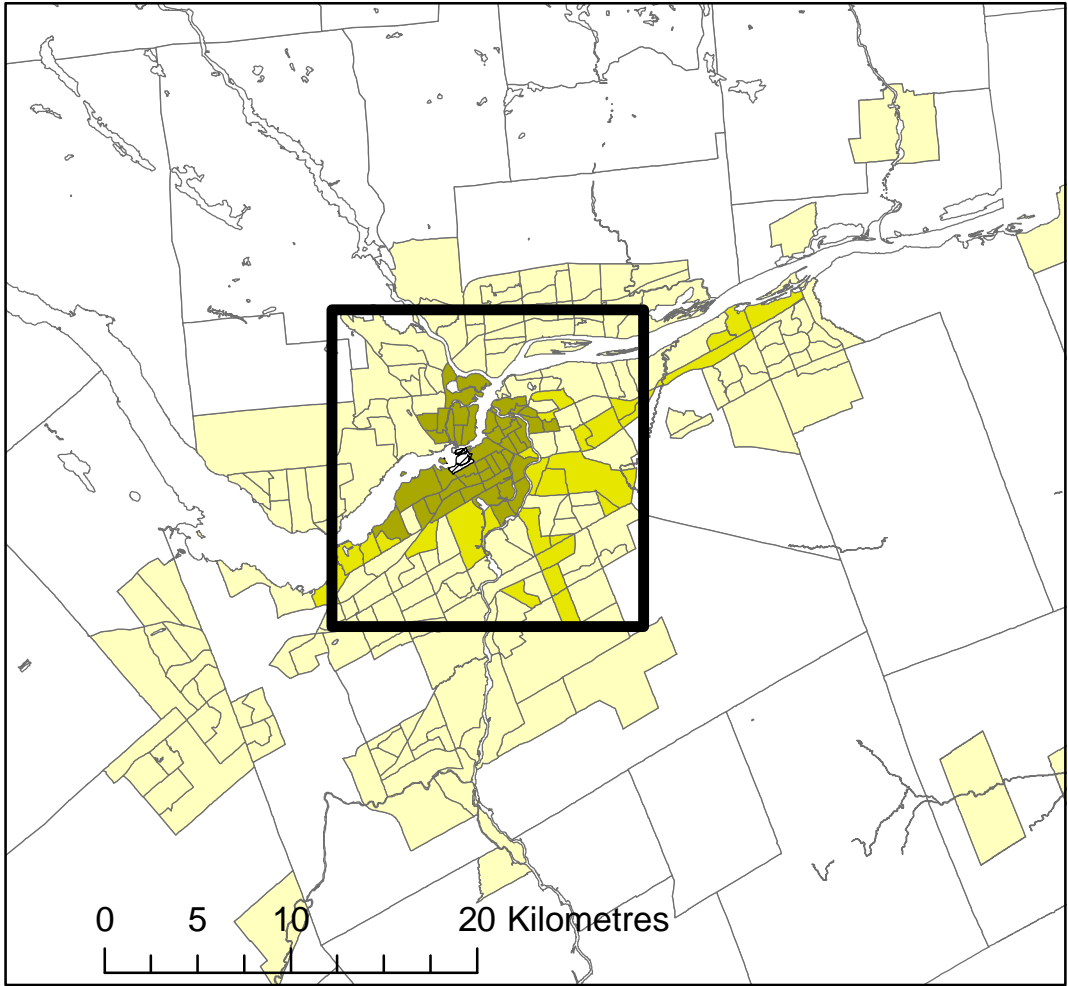
- Active Core
- Transit Suburb
- Auto Suburb
- Exurban
- Unclassified

Ottawa

Transportation Method T8

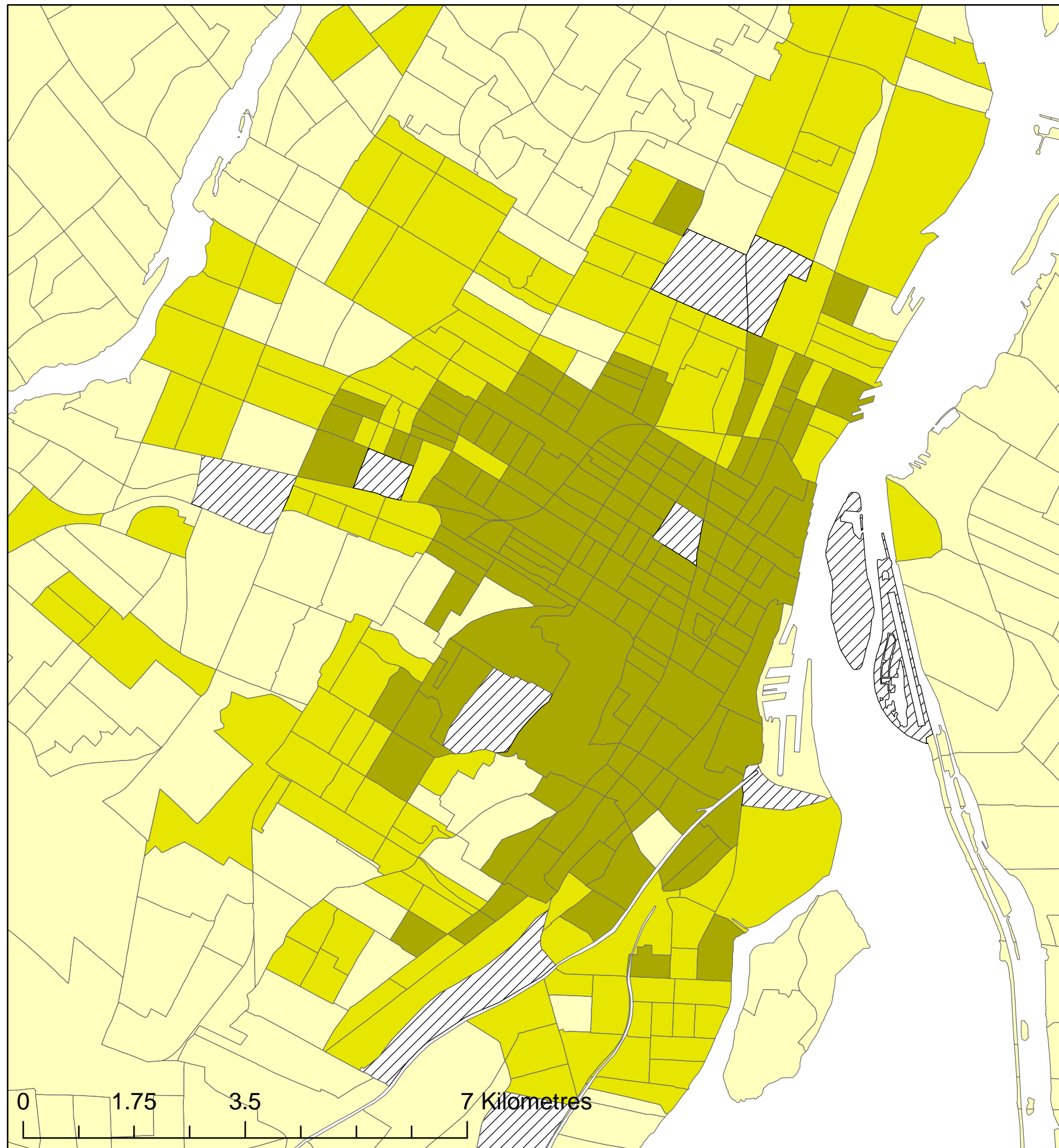
Active Core: 12%
 Transit Suburb: 10.5%
 Auto Suburb: 65%
 Exurban: 12.5%

Land Classification: 2006
 Census Tracts and Population Data: 2011 Census



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Legend

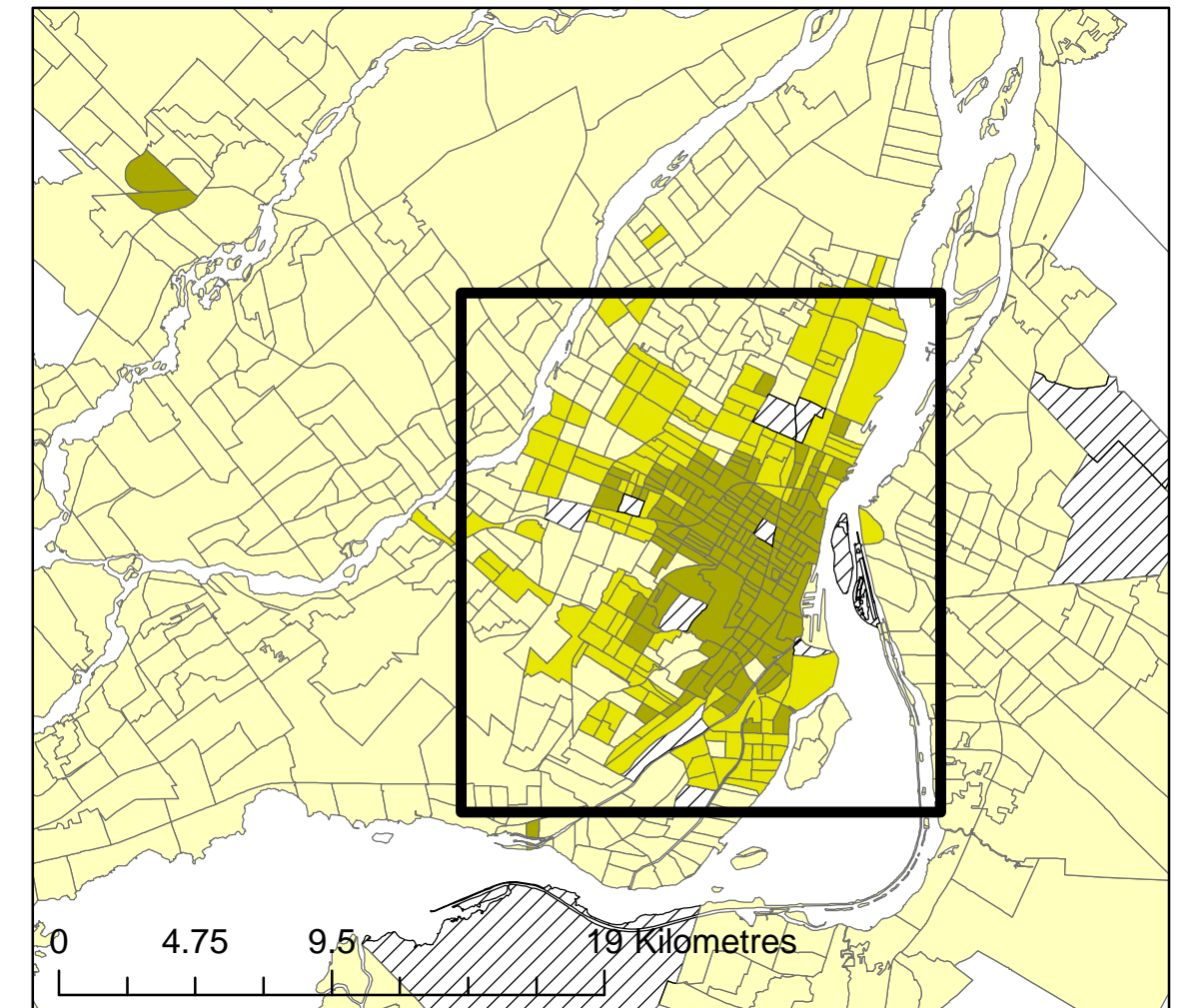
- Active Core
- Transit Suburb
- Auto Suburb
- Exurban
- Unclassified

Montreal

Transportation Method T8

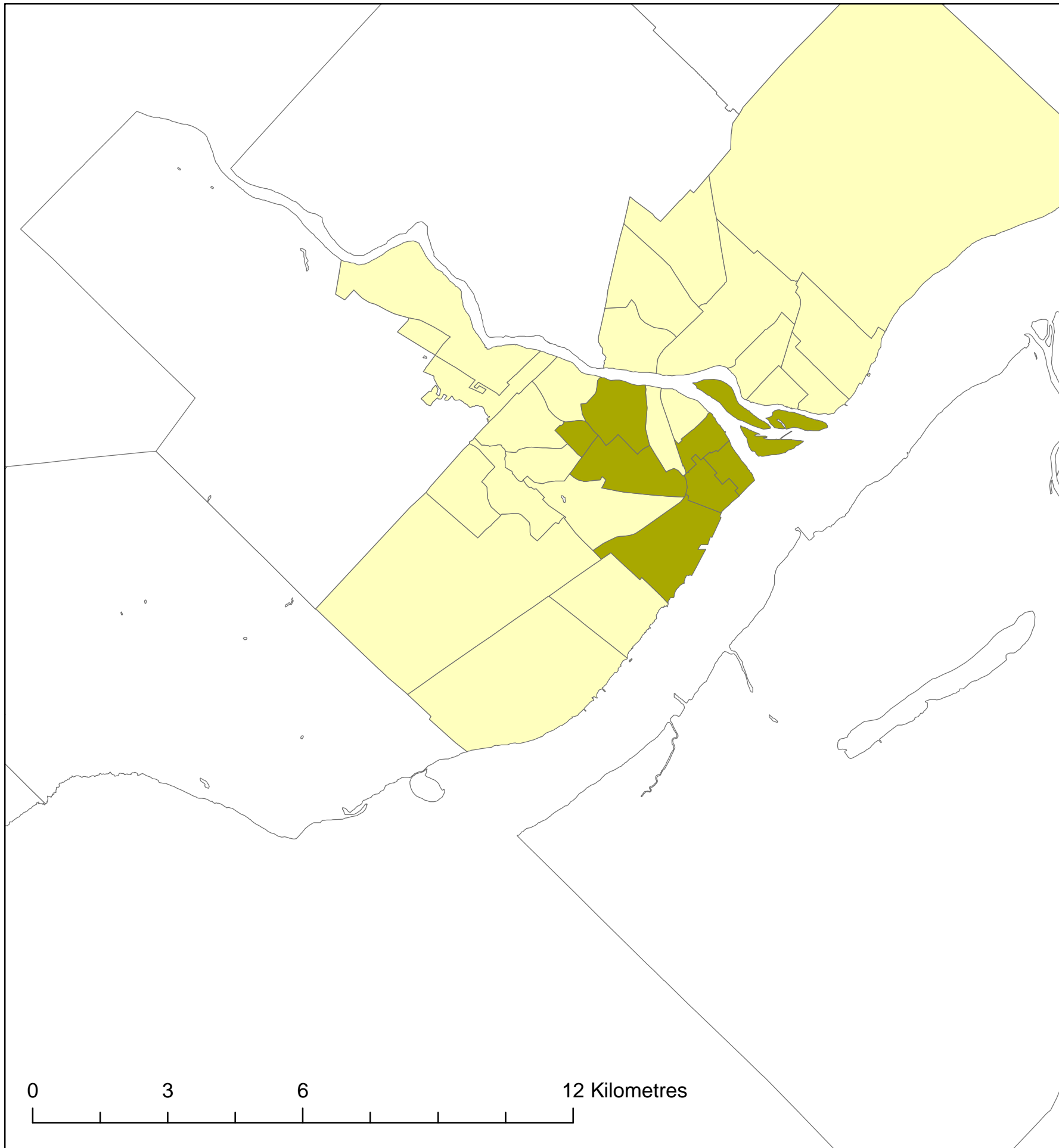
Active Core: 10.5%
 Transit Suburb: 13.5%
 Auto Suburb: 72%
 Exurban: 4%

Land Classification: 2006
 Census Tracts and Population Data: 2011 Census



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Legend

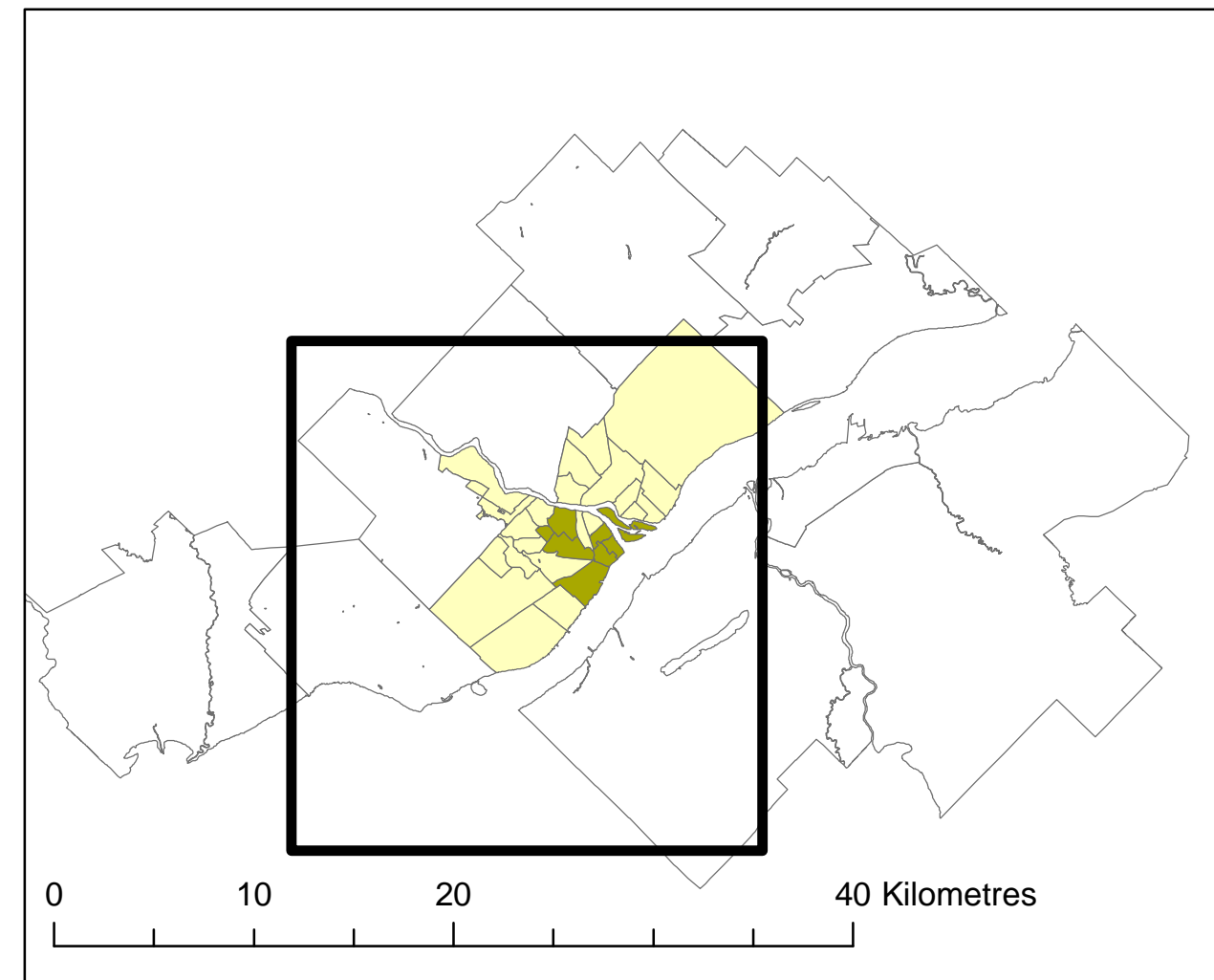
- Active Core
- Auto Suburb
- Exurban

Trois-Rivieres

Transportation Method T8

Active Core: 12%
 Auto Suburb: 60%
 Exurban: 28%

Land Classification: 2006
 Census Tracts and Population Data: 2011 Census



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Sherbrooke

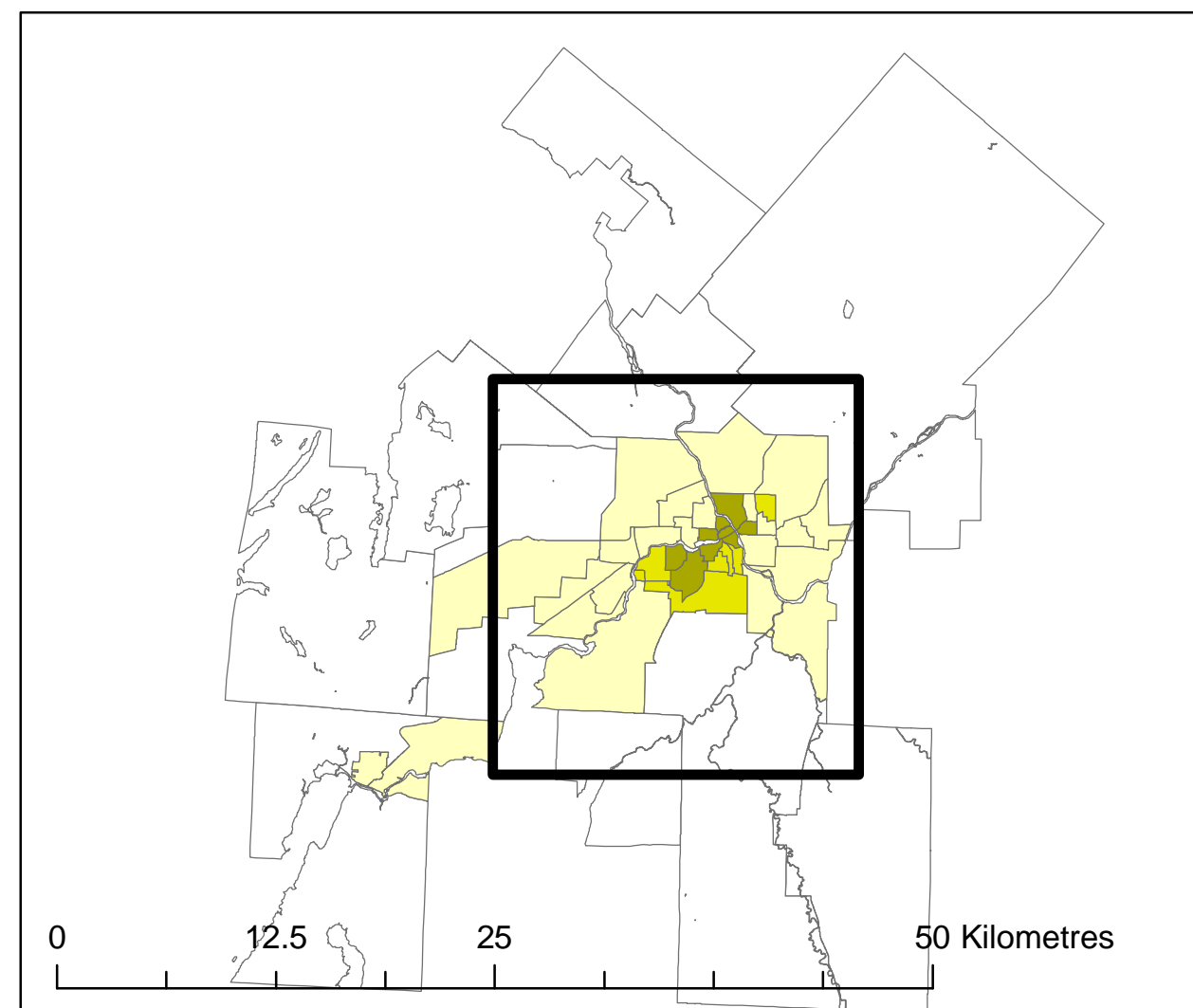
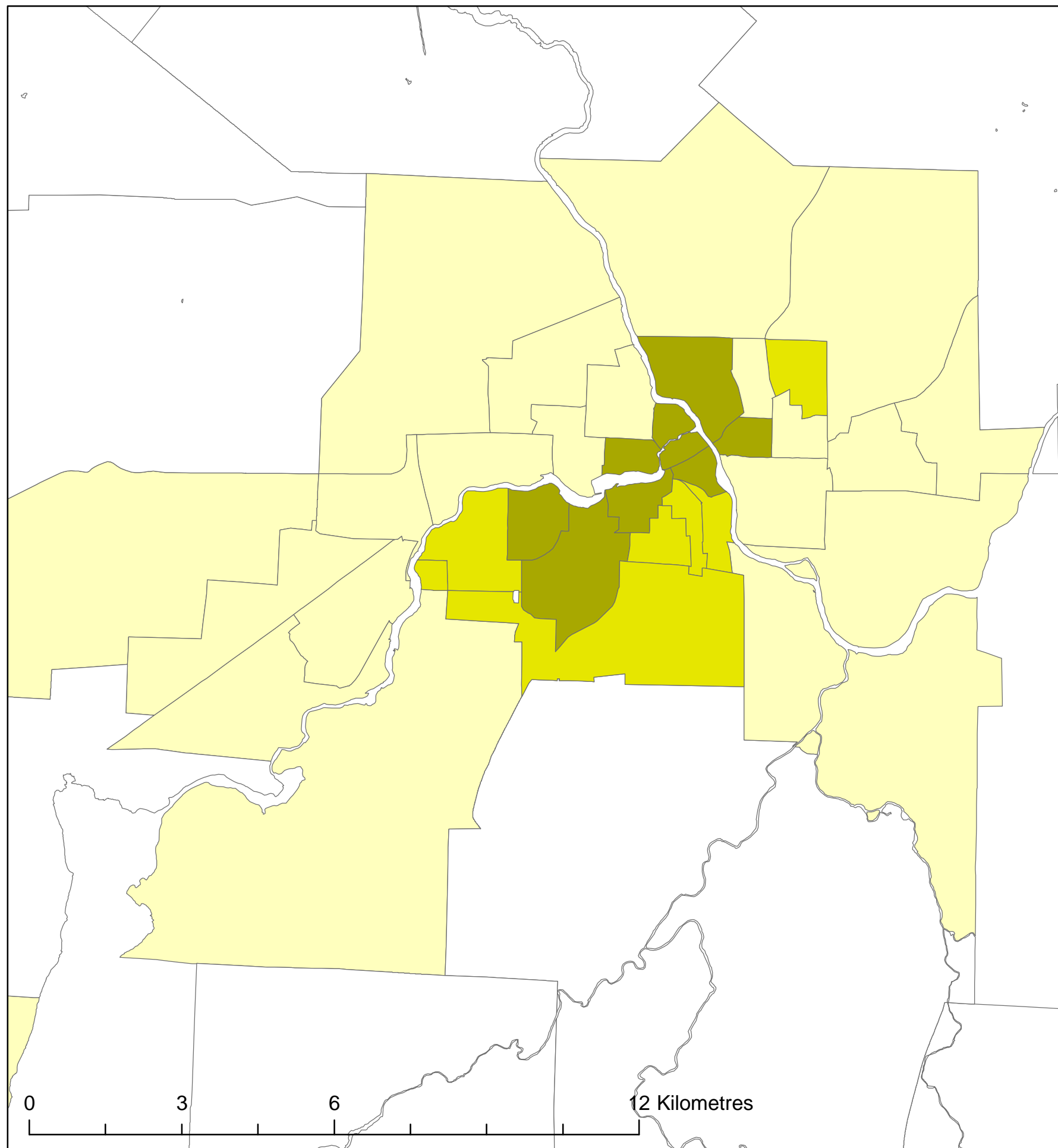
Transportation Method T8

Legend

- Active Core
- Transit Suburb
- Auto Suburb
- Exurban

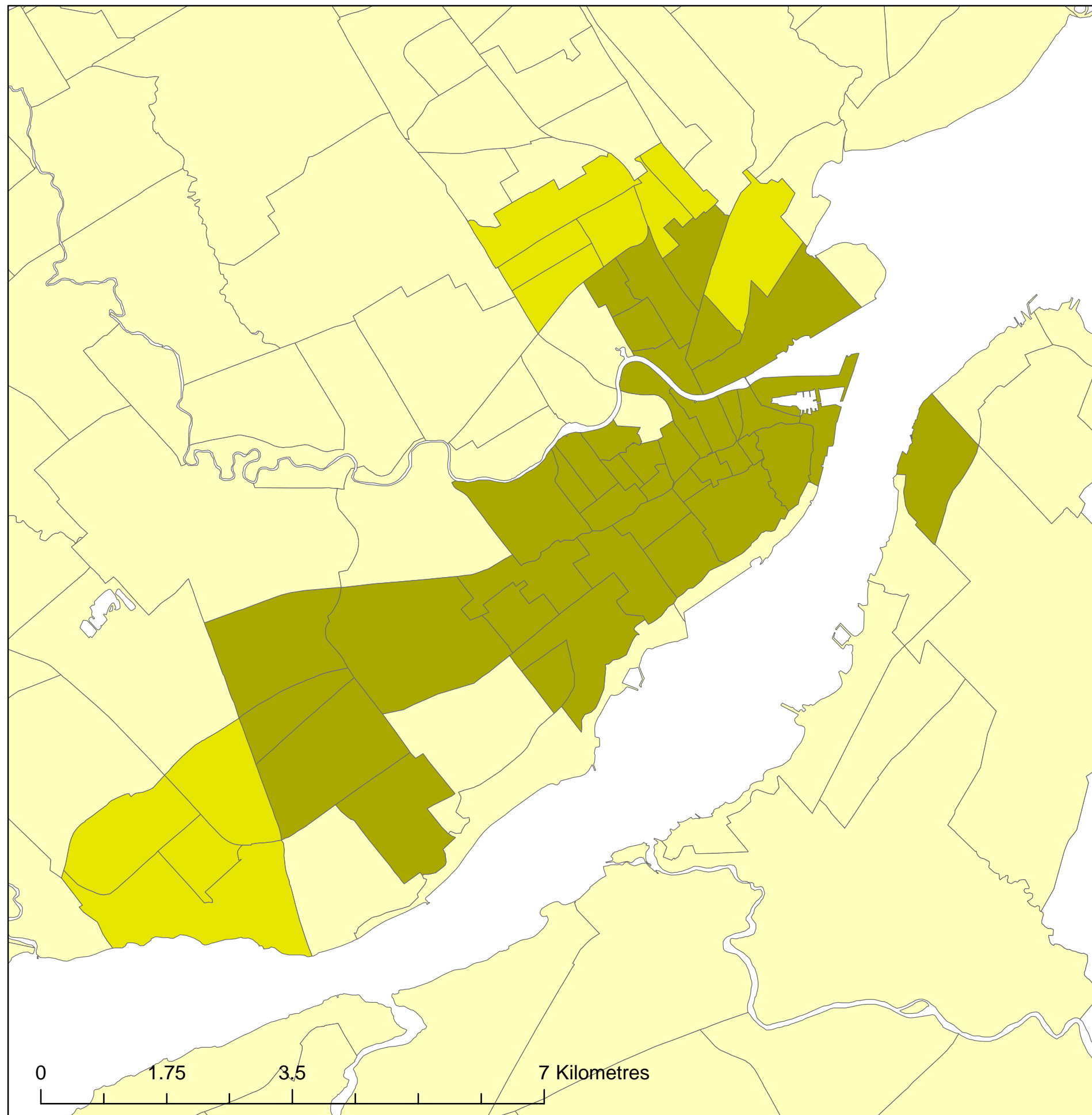
Active Core: 9.5%
Transit Suburb: 12.7%
Auto Suburb: 53.2%
Exurban: 24.6%

Land Classification: 2006
Census Tracts and Population Data: 2011 Census



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Legend

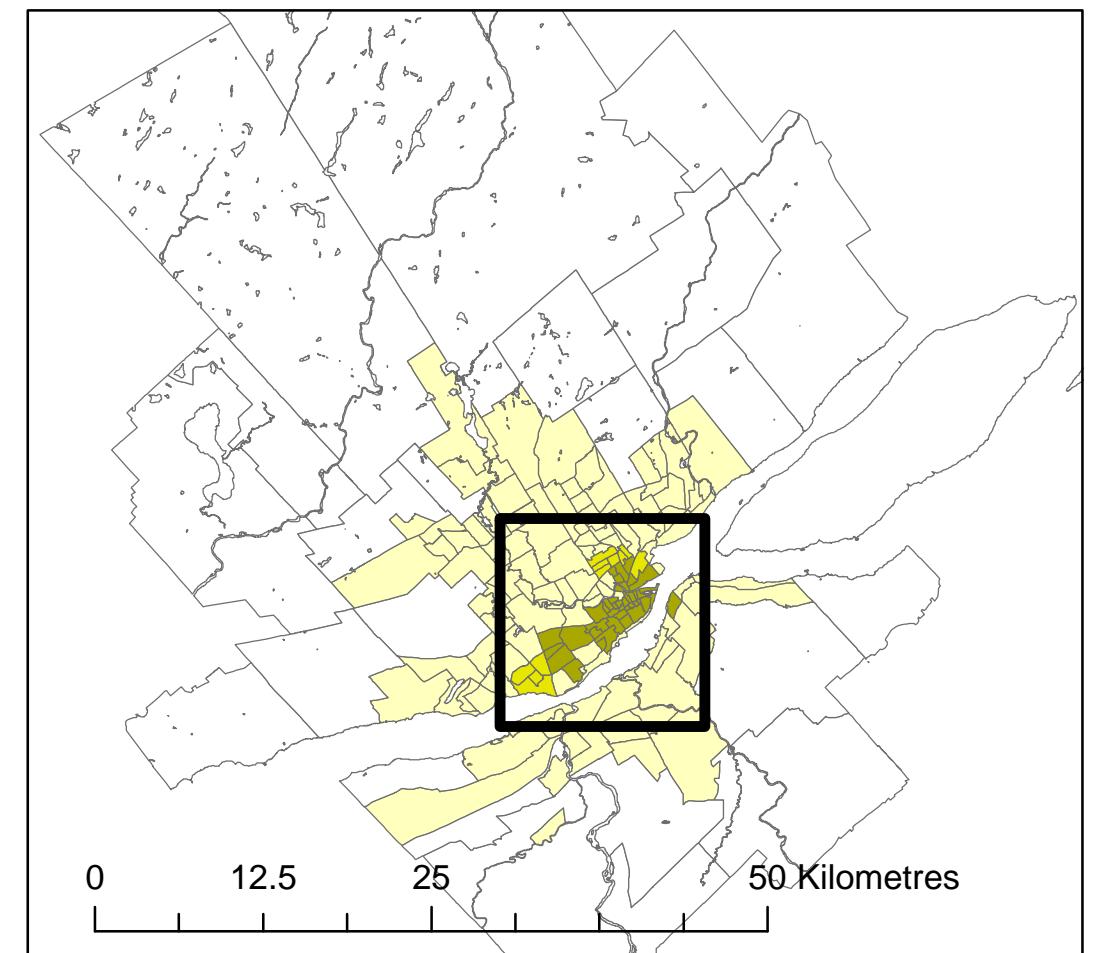
- Active Core
- Transit Suburb
- Auto Suburb
- Exurban

Quebec City

Transportation Method T8

Active Core: 15%
 Transit Suburb: 6%
 Auto Suburb: 65%
 Exurban: 14%

Census Tracts and Population Data: 2011
 Census Tract Classification: 2006



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Saguenay

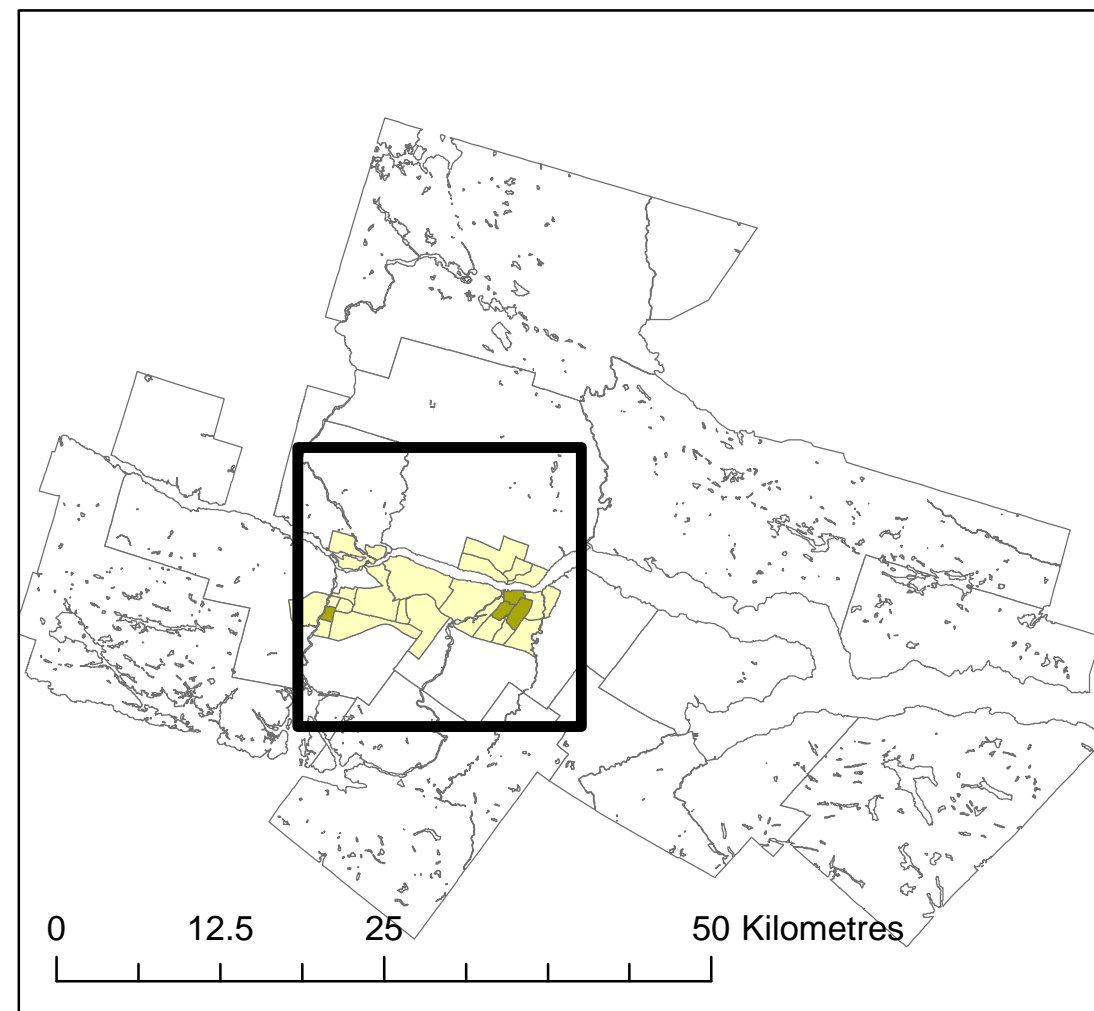
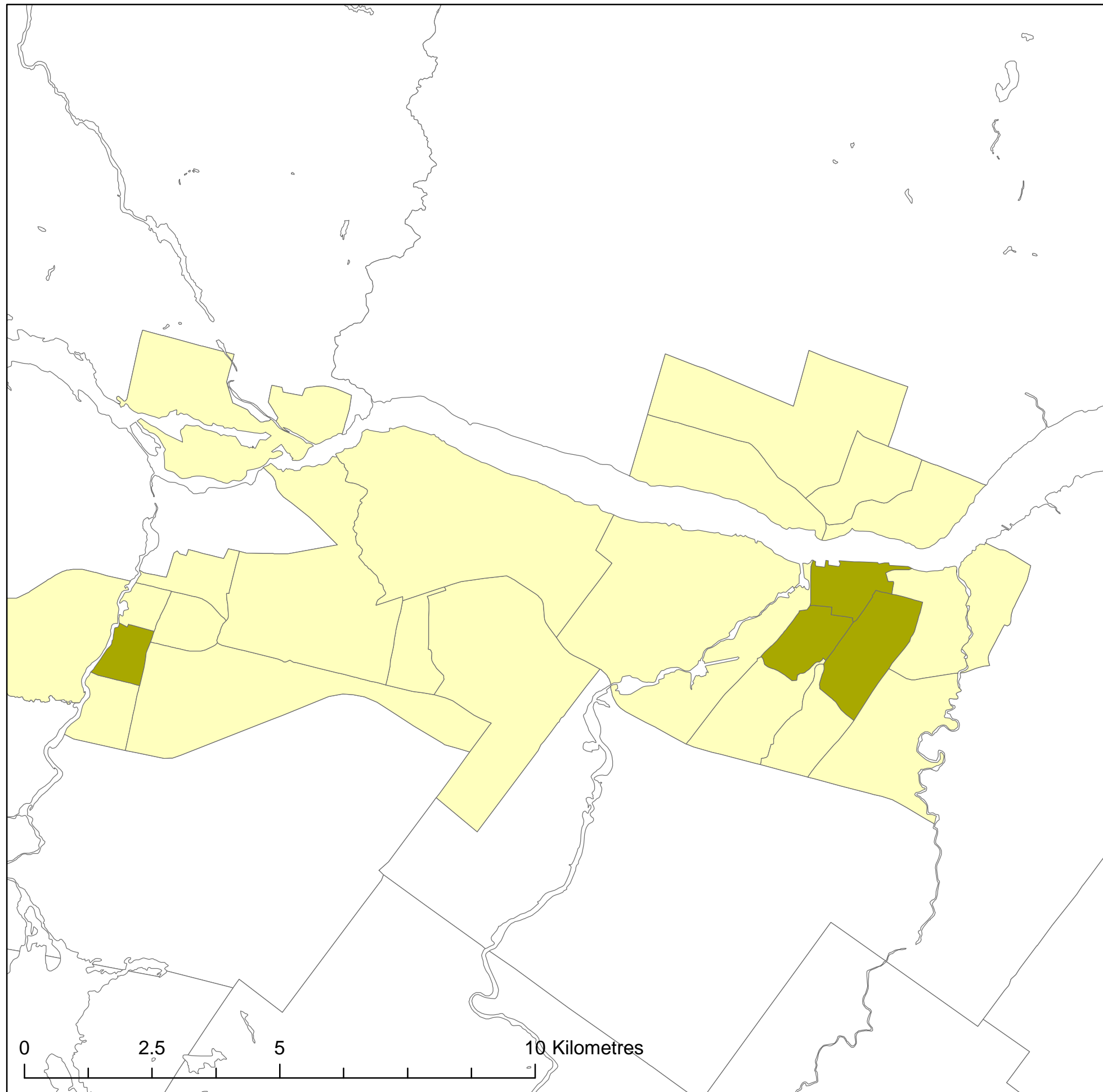
Transportation Method T8

Active Core: 8%
Auto Suburb: 55%
Exurban: 37%

Legend

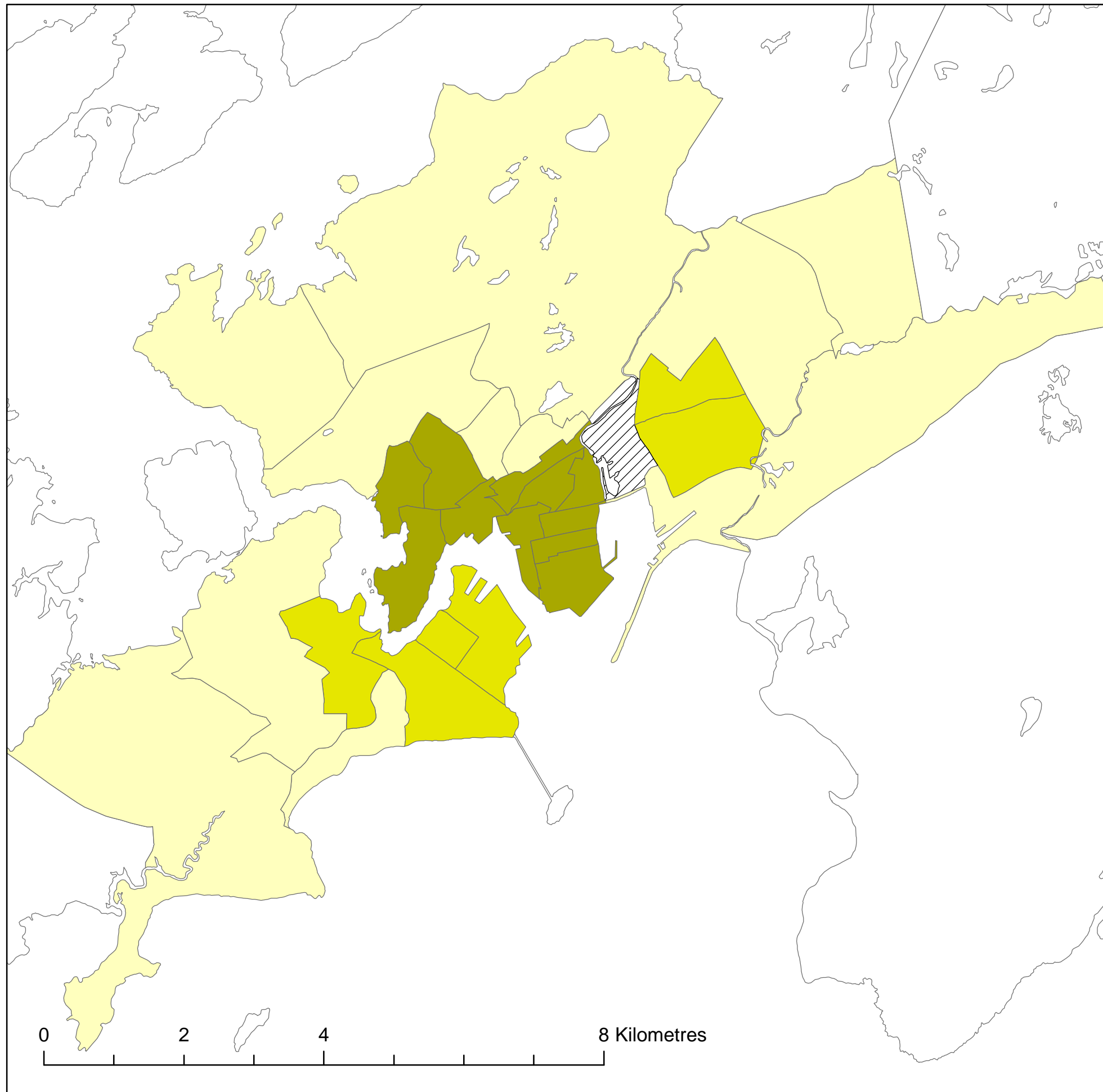
- Active Core
- Auto Suburb
- Exurban

Census Tracts and Population Data: 2011 Census
Census Tract Classification: 2006



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Legend

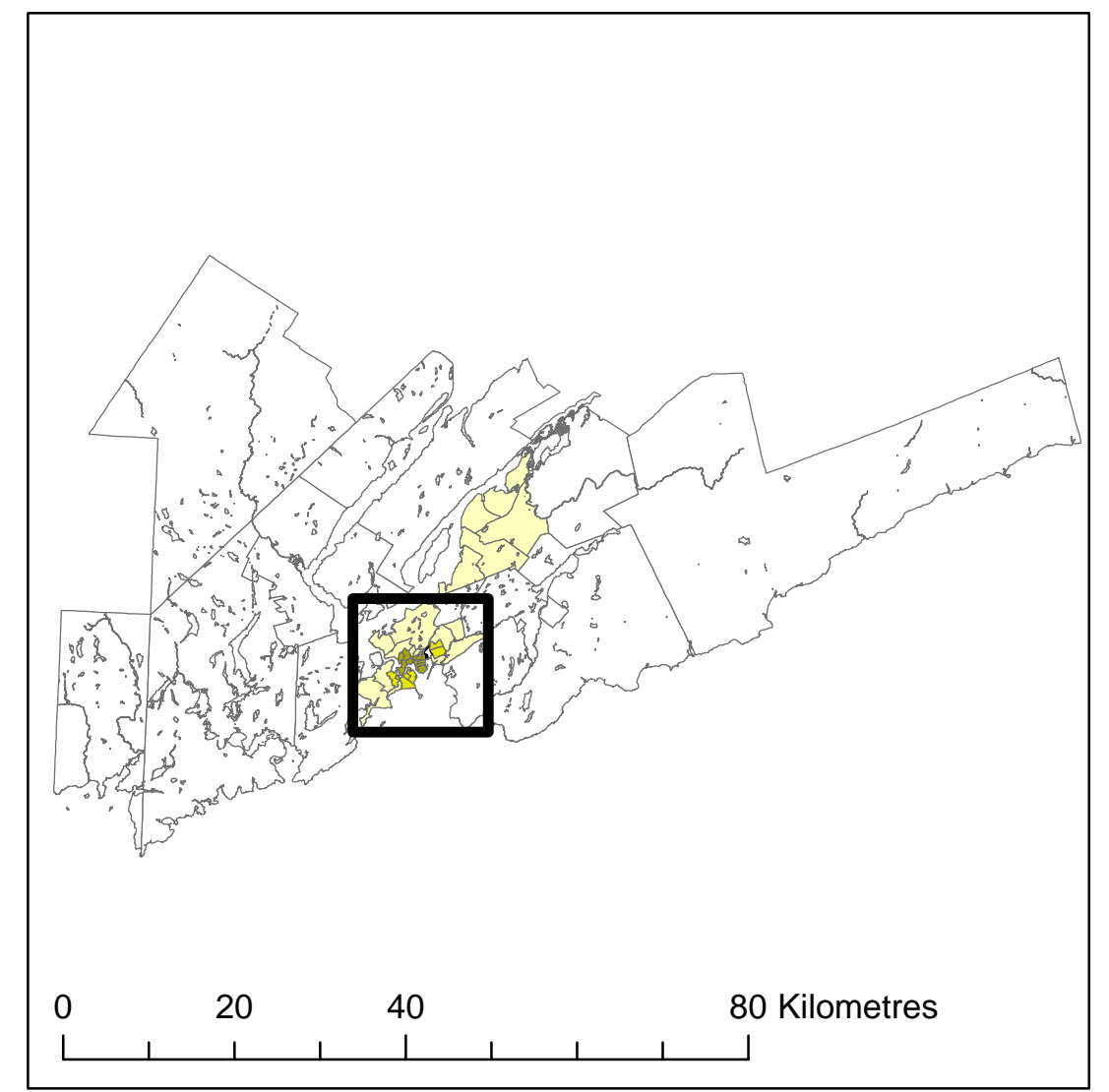
- Active Core
- Transit Suburb
- Auto Suburb
- Exurban
- Unclassified

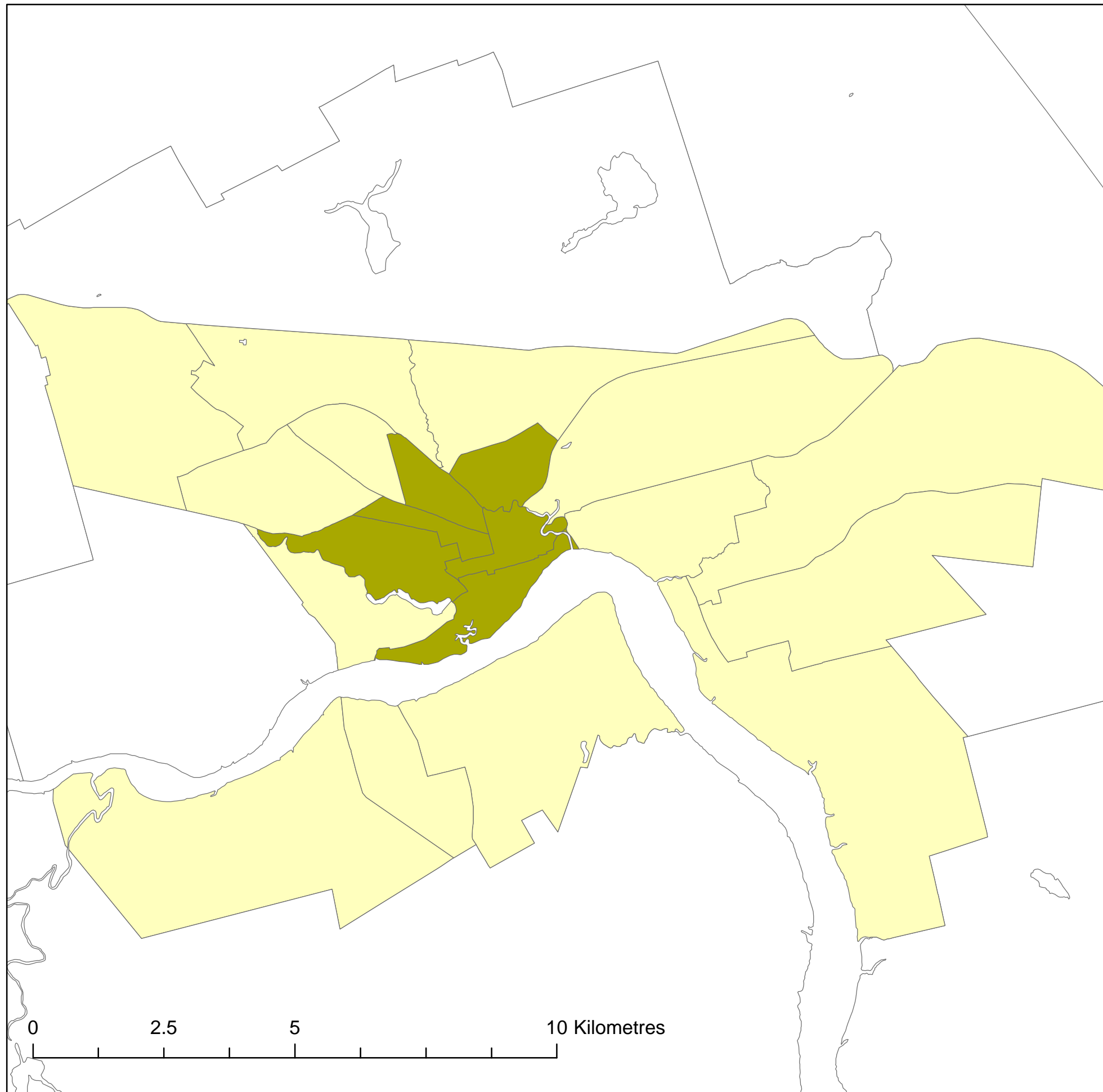
Saint John

Transportation Method T8

Active Core: 11%
 Transit Suburb: 9%
 Auto Suburb: 47%
 Exurban: 33%

Census Tracts and Population Data: 2011 Census
 Census Tract Classification: 2006





Legend

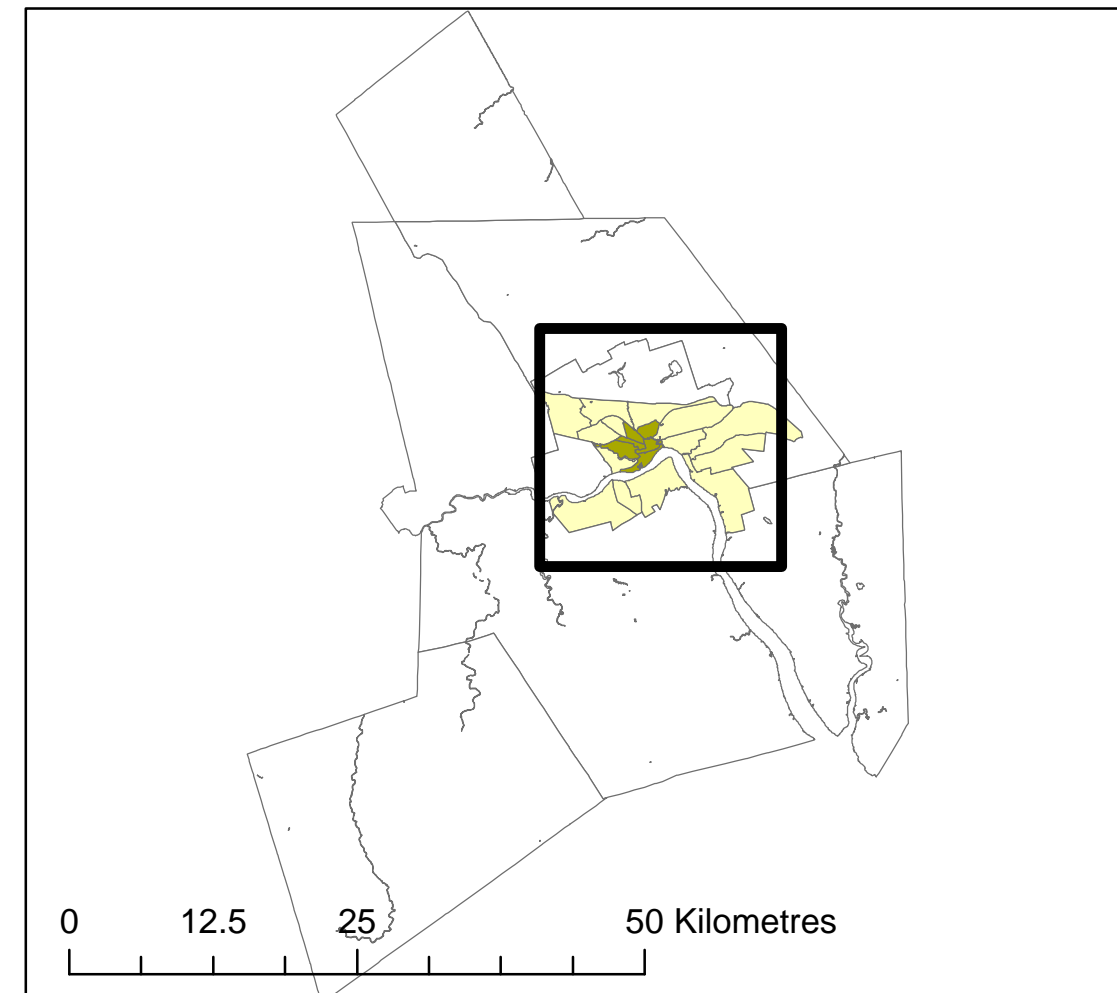
- Active Core
- Auto Suburb
- Exurban

Moncton

Transportation Method T8

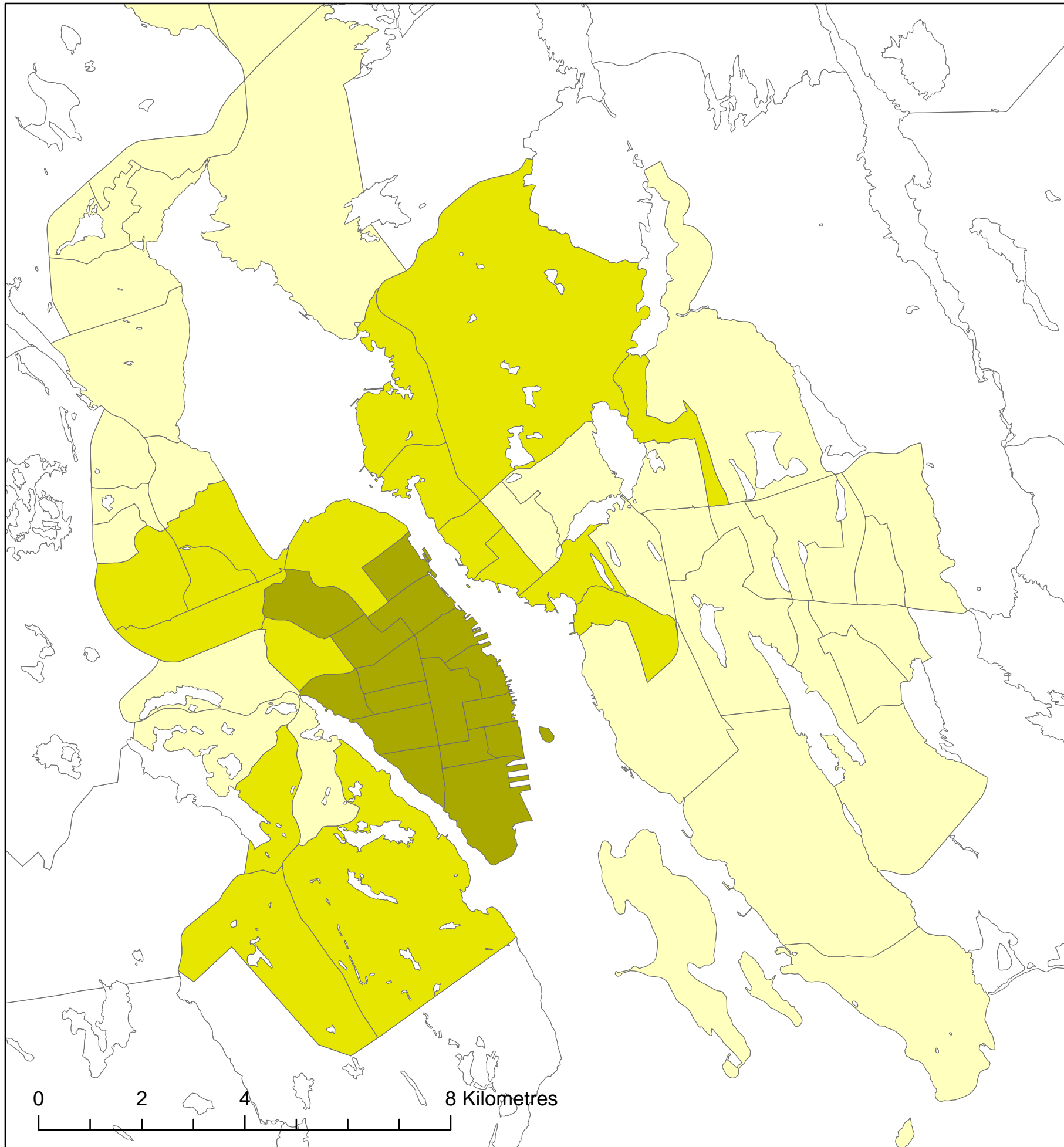
Active Core: 13%
 Auto Suburb: 63%
 Exurban: 24%

Census Tracts and Population Data: 2011 Census
 Census Tract Classification: 2006



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 Principal Investigator: David Gordon
 Research Assistant: Isaac Shirokoff





Legend

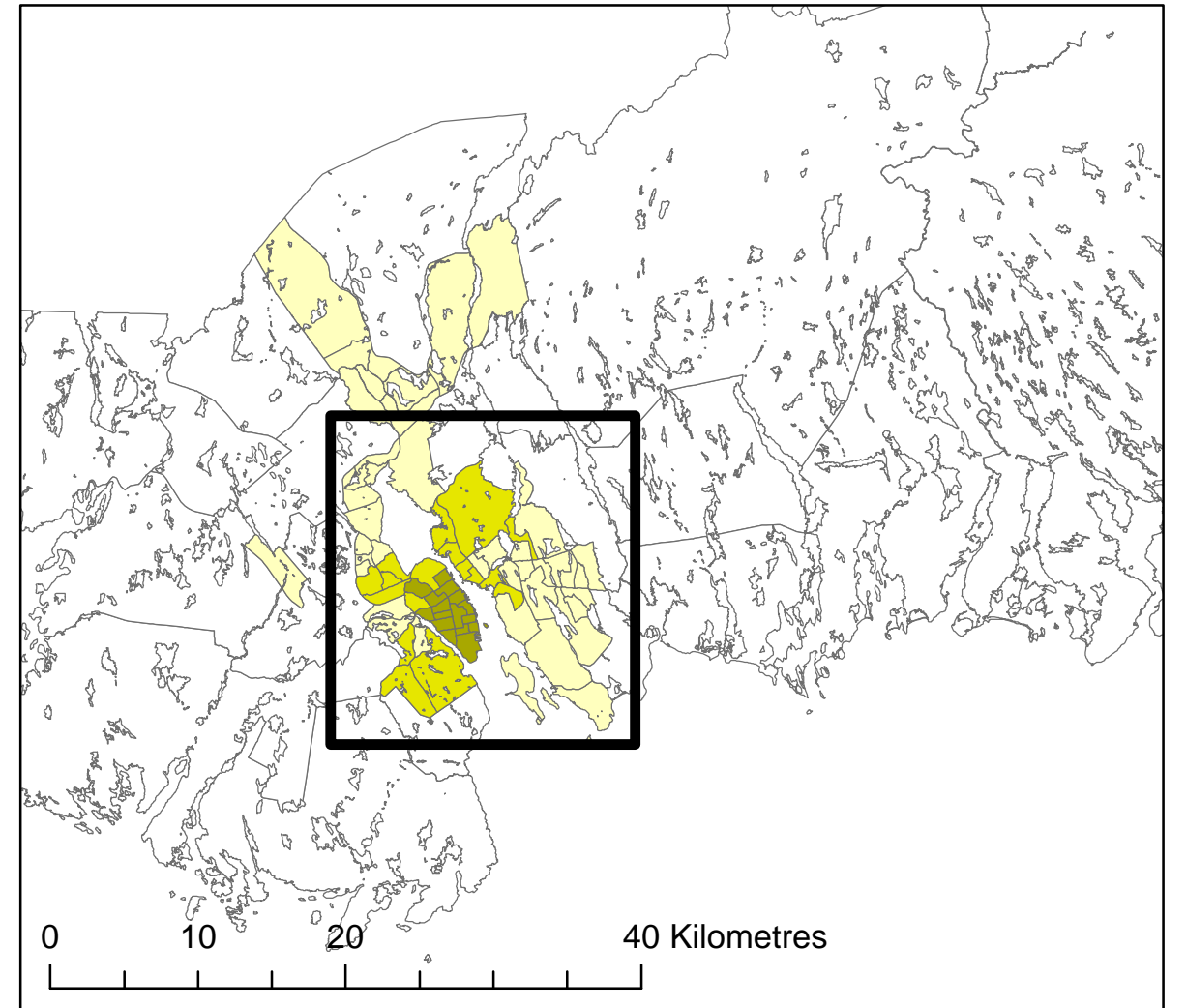
- Active Core
- Transit Suburb
- Auto Suburb
- Exurban

Halifax

Transportation Method T8

Active Core: 14%
 Transit Suburb: 18%
 Auto Suburb: 44%
 Exurban: 24%

Census Tract and Population Data: 2011 Census
 Census Tract Classification: 2006



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 Principal Investigator: David Gordon
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St. John's

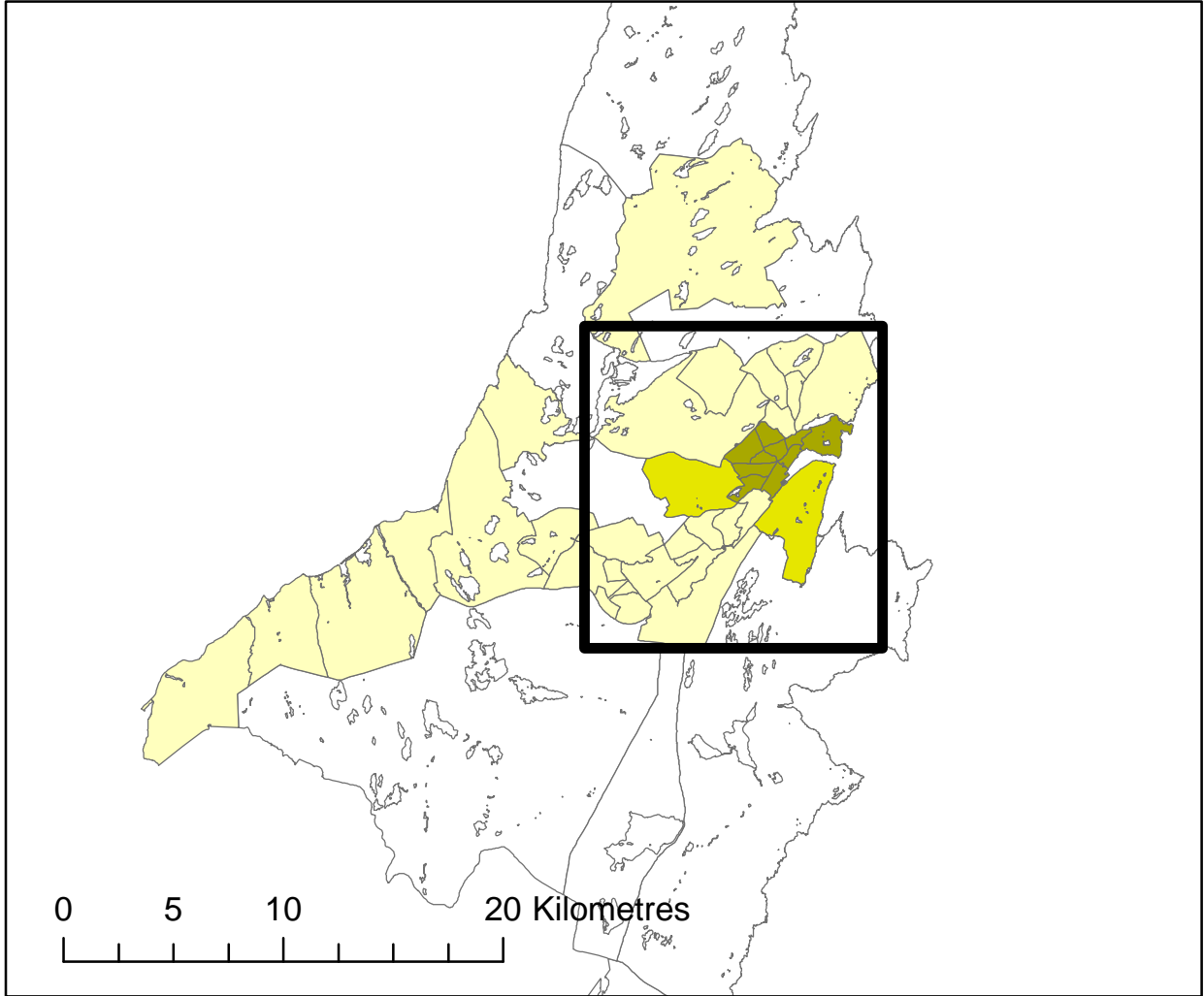
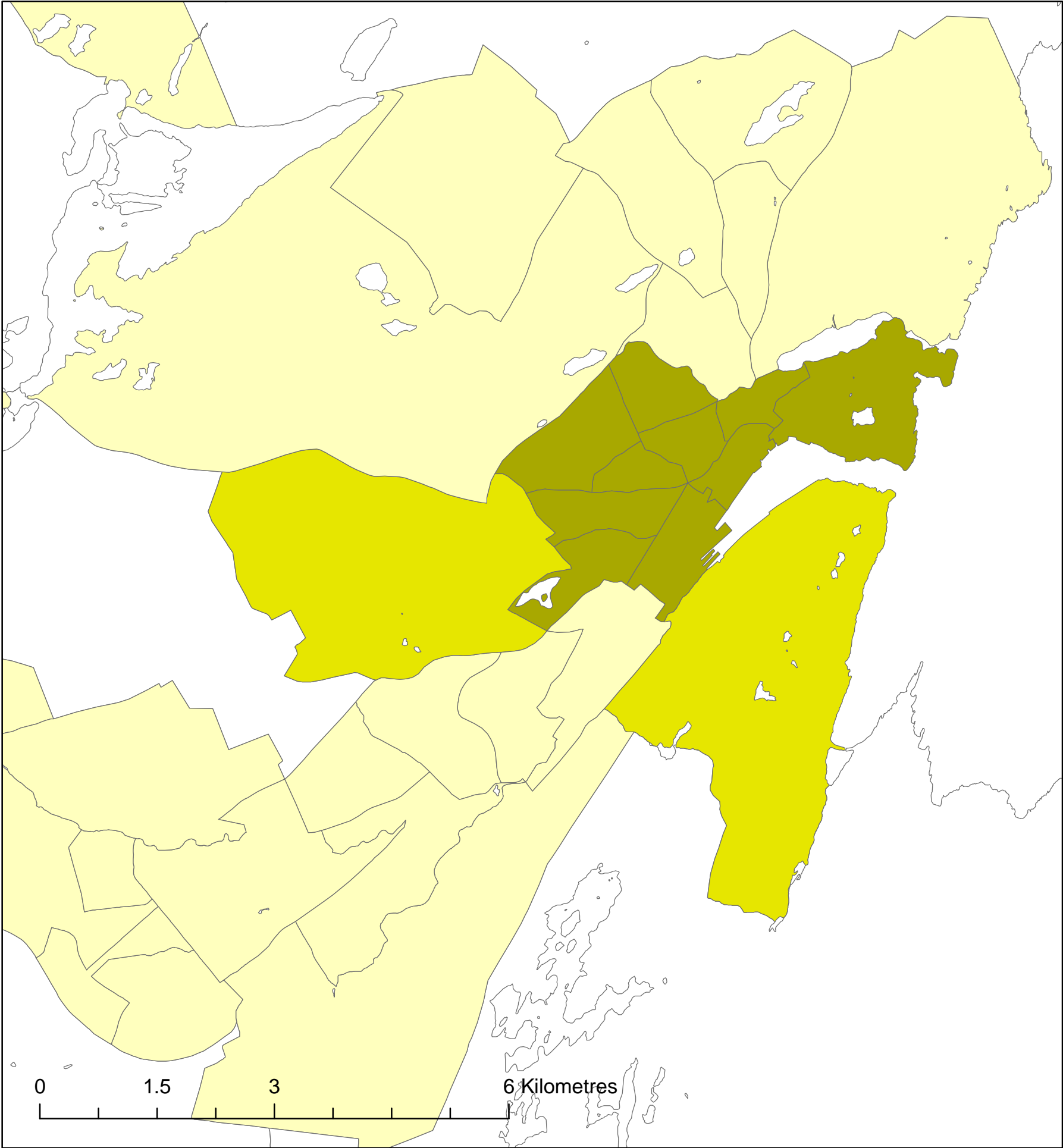
Transportation Method T8

Active Core: 11%
Transit Suburb: 5%
Auto Suburb: 70%
Exurban: 13%

Land Classification: 2006
Census Tracts and Population Data: 2011 Census

Legend

- Active Core
- Transit Suburb
- Auto Suburb
- Exurban



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