# Suburban Growth in Canada's Mid-Sized Cities

**Working Paper 3** 



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#### **EXECUTIVE SUMMARY**

Canada is a suburban nation. Two-thirds of the country's total population lives in some form of suburb (Gordon et al. 2018; Gordon & Shirokoff 2014; Gordon & Janzen 2013). It has been known for some time that the structure of many of Canada's mid-sized metropolitan areas are strongly dispersed (Filion et al. 2007), but we can now compare all of Canada's mid-sized CMAs to structure and growth trends throughout the nation.

The purpose of this working paper is to update and add national context to the "Suburban growth and downtown decline in Ontario's Mid-Sized Cities" 2017 Evergreen Working Paper. The 2017 Working Paper was based upon 2006 and 2011 census data, while this working paper updates the research using the 2016 census data that was released in late 2017.

Our research found that within Canada's midsized metropolitan areas, 88% of the population lived in transit suburbs, auto suburbs, or exurban areas, while only 12% lived in active core neighbourhoods. While big metropolitan areas across the nation have a slightly higher proportion of population in their active cores, significant structural differences exist within the suburbs.

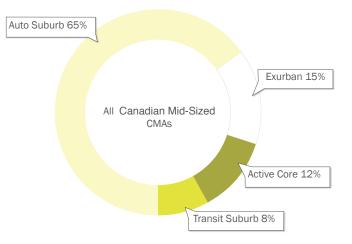
The mid-sized metro areas had much higher proportions of Exurban residents, presumably because commuting into downtown is easier from their rural areas compared to exurban residents of big metro areas, who must contend with more congestion after they reach the edge of the built-up area. As well, most big cities have sophisticated transit systems and a greater share of population living in Transit Suburbs, while most mid-sized metro areas had lower

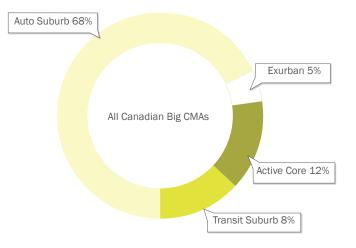
proportions since far fewer people commute by transit in mid-sized cities.

The population growth patterns of Canada's mid-sized metropolitan areas are quite different from the biggest cities. The total population in Active Core neighbourhoods for Canada's mid-sized metropolitan areas increased by less than 1% from 2006 to 2016, compared to 11% for the big metro areas, though much regional variation exists and many mid-sized cities experienced decline.

The population of Canada's mid-sized metro areas grew by 11% from 2006-2016, while their Auto Suburbs and Exurbs grew by 12% and 16%, respectively. Auto Suburbs across the nation, whether a big or mid-sized metro, accounted for 75% of all population growth. However, Exurbs in Canada's mid-sized metros accounted for an additional 22% of population growth. In contrast, exurban growth was only 7% for the bigger metro areas.

So low density, auto-dependent suburban sprawl increased at the same time that downtown populations decreased in many mid-sized Canadian regions.







#### **INTRODUCTION**

Canada's mid-sized metropolitan areas<sup>1</sup> are mainly composed of suburban neighbourhoods<sup>2</sup>. Only about 12% of the 2016 population in Canada's mid-sized metro areas lived in dense, walkable active core neighbourhoods (such as downtowns), while the rest lived in some form of suburb, as defined in the sections below. Suburban sprawl is considered to be an unsustainable form of development, and can have negative impacts on economic, environmental, and public health indicators.

The pattern of population growth in Canada's mid-sized metropolitan areas is strongly focused in the suburbs, where almost all population growth happened in Automobile Suburbs and Exurbs. In contrast, the total population in Active Core neighbourhoods in the downtowns and inner cities increased by less than one percent for all mid-sized cities across the nation (Appendix B). These inner-city neighbourhoods are the historic hearts of their metropolitan areas, and their health can have both symbolic and economic consequences.

The combination of rapidly expanding suburbs and declining downtown population is particularly expensive in Ontario, Québec and Atlantic mid-sized cities. These smaller cities lack the fiscal capacity to deal with the expense of extending infrastructure to low density suburbs on the urban fringe and to reverse the decline of downtown neighbourhoods.

Left unchecked, these trends can lead to costly development on the edges of a midsized city, combined with inner-city school closures and the decline of downtown business districts. In the worst cases, there can even be vacant downtown stores and abandoned inner-city housing, similar to recent problems in Saint John NB.

This paper will place the structure and growth of mid-sized cities in a national context. It will also briefly discuss policy implications of downtown decline combined with suburban development and growth.

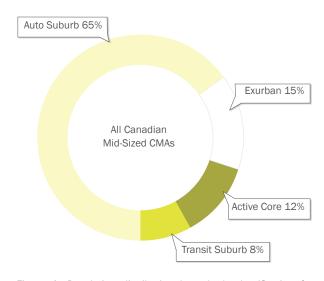


Figure 1: Population distribution by suburb classification for Canadian mid-sized cities in 2016

<sup>&</sup>lt;sup>1</sup> This paper uses Statistics Canada's Census Metropolitan Areas (CMAs) as units of analysis. There are 35 CMAs in Canada – 27 of these are mid-sized CMAs. See Appendices A-C for details.

<sup>&</sup>lt;sup>2</sup> Statistics Canada Census Tracts (CTs) are used to define neighbourhoods. Census tracts generally vary from 2500 to 10,000 people, with a preferred average of about 5000. Their boundaries are set by expert panels of geographers and planners, and do not change with time, although CTs may be split if their population growth pushes them over 10,000.

#### **ANALYSIS**

#### **Research Questions:**

- 1. What proportion of the population of Canadian mid-sized cities live in suburbs?
- 2. How are the distribution of suburbs in Canada's mid-sized metropolitan areas different across the nation<sup>3</sup> and from major cities such as Toronto, Montréal and Vancouver?

#### **METHODOLOGY**

This paper is based on techniques tested in an earlier research study that classified the suburbs of all Canadian metropolitan areas using a common method (Gordon & Janzen 2013). This method allows the structure and growth of Canada's 27 mid-sized metropolitan areas to be compared with each other and with larger cities (Appendices A, B and C).

Analysis of 2006 and 2016 census data from all 35<sup>4</sup> Canadian Census Metropolitan Areas (CMAs) was conducted at the neighbourhood level, using census tracts. The 2016 census data needed to complete the latest analysis was released in November 2017. Gross density and journey to work data was used to classify all census tracts, using existing methods (Gordon et al. 2018; Gordon 2018; Gordon et al. 2015; Gordon & Shirokoff 2014; Gordon & Janzen 2013; Forsyth 2012).

We identified and mapped three types of suburbs for every Census Metropolitan Area (Appendix D), available for download on the Canadian Suburbs website.

<sup>&</sup>lt;sup>3</sup> For this paper, Canada's mid-sized census metropolitan areas are defined with Hamilton as the upper limit, to match the mid-sized cities selection from Evergreen.

<sup>&</sup>lt;sup>4</sup> In 2006 there were 33 census metropolitan areas; Belleville and Lethbridge are new for 2016. These two CMAs are included in aggregate data for 2016 but omitted for temporal comparisons between these two censuses.

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).

#### **EXURBS**<sup>5</sup>

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 2016, about 15% of the population of Canadian mid-sized metro areas lived in Exurbs, compared to 8% in all Canadian CMAs and 3% in the Toronto region.

The mid-sized metro areas had much higher proportions of Exurban residents, presumably because commuting into downtown is easier from their rural areas compared to Toronto's exurban residents, who must contend with another hour of congestion after they reach the edge of the built-up area.

#### **AUTO SUBURBS**<sup>6</sup>

Neighbourhoods where almost all people commute by automobile; there is negligible transit, walking or cycling to work. These are the classic suburban neighbourhoods. In 2016, about 65% of the population of Canadian midsized metro areas lived in Auto Suburbs, varying from 38% (Peterborough) to 83% (Abbotsford-Mission).

Nationwide, about 67% of the metropolitan population live in Automobile Suburbs, but some larger metro areas had higher proportions of residents in Auto Suburbs as well, such as Toronto (70%) and Calgary (76%).

#### TRANSIT SUBURBS

Neighbourhoods where a higher proportion of people commute by transit. 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.

In 2016, only 8% of the population in Canadian mid-sized metro areas lived in Transit Suburbs, compared to 12% nationwide. The big cities with sophisticated transit systems - such as Toronto (15%), Vancouver (15%) and Montréal (14%) have higher shares while most mid-sized metro areas had lower proportions of residents in Transit Suburbs, since far fewer people commute by transit in mid-sized cities. However, the midsized cities had much more variation in transit use in the historic dense inner-suburbs that are well-served by bus transit. Regina (17%), London (16%), Kingston (15%) and Halifax (13%) have relatively high proportions of their population in Transit Suburbs, while several smaller communities such as Moncton and Brantford have none.

#### **ACTIVE CORES**

In addition to the suburbs, Active Cores 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. Active Cores are defined when active transportation is greater than 150% of the metro average for the journey to work and greater than 150% of the national average.

The Active Core areas in Canada's mid-sized CMAs are all located in historic cores but in the largest cities a few are suburban transit nodes, such as Richmond BC or Toronto's North York City Centre. In the largest CMAs, some Active Cores are the downtowns of smaller communities such as Oakville or St. Jerome that have been inundated by the tidal wave of metropolitan expansion. In 2016, 12% of the population of Canada's mid-sized metro areas lived in Active Core neighbourhoods, compared to 14% nationwide. However, the mid-sized cities generally had a much greater range. Guelph (27%) and Peterborough (26%) had the country's highest proportions, thanks to walkable neighbourhoods near historic downtowns. On the other hand, Oshawa (3%) and Abbotsford-Mission BC (0%) had few or no active core neighbourhoods. In contrast, the largest metro areas varied only from 8% (Edmonton) to 19% (Québec) population share in Active Core neighbourhoods.

<sup>&</sup>lt;sup>5</sup> 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).

<sup>&</sup>lt;sup>6</sup> 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.



#### **NATIONAL CONTEXT**

Canada is a suburban nation. Two-thirds of the country's total population lives in some form of suburb (Gordon et al. 2018; Gordon & Shirokoff 2014; Gordon & Janzen 2013). Even in the largest metropolitan areas, the portion of suburban residents is over 80%, including the Vancouver, Toronto and Montréal regions (Appendix A). So larger cities must also deal with the difficulties caused by low density, auto-dependant suburban growth (Moos and Walter-Joseph 2017), using techniques similar to the ones that are discussed below.

It has been known for some time that the structure of many of Canada's mid-sized metropolitan areas are strongly dispersed (Filion et al. 2007), but we can now compare all of Canada's mid-sized CMAs to structure and growth trends throughout the nation (Figure 2).

The structure of the Active Cores and Transit Suburbs is relatively consistent across the nation. However, the structure of the Auto Suburbs and Exurbs show some notable differences – Western and Ontario mid-sized CMAs have higher proportions of Auto Suburbs and lower proportions of Exurbs than Québec and Atlantic mid-sized CMAs. A greater proportion of exurban residents suggests the need for more regional planning.



Figure 2: Population distribution by suburb classification for Canadian mid-sized cities by region in 2016

#### **GROWTH TRENDS**

The population growth patterns of Canada's mid-sized metropolitan areas are quite different from the biggest cities. The total population in Active Core neighbourhoods for Canada's midsized metropolitan areas increased by less than 1% from 2006 to 2016, though much regional variation exists and many cities experienced decline (Appendices B and C). Victoria (19%) and Halifax (9%) were the only mid-sized CMAs where the share of growth in Active Cores exceeded the national average (Hindrichs 2018) while a majority of mid-sized CMAs in Ontario, Québec and Atlantic Canada experienced decline of their Active Cores<sup>8</sup>. The decline in traditional industrial and manufacturing employment has strongly affected municipalities such as Saint John. Sherbrooke, and St. Catharines (Zwick et al. 2018).

In contrast, the Active Cores in Canada's eight biggest CMAs grew by 11%, with all the big cities showing positive growth. Toronto (19%) and Vancouver (18%) had the highest population growth among active cores, due to their well-publicised booms in condo apartments and service employment. However, they were the only metro areas where the Active Core population grew faster than the national average for the total population of all CMAs (15%) from 2006 to 2016.

The population of Canada's mid-sized metro areas grew by 11% from 2006-2016, while their Auto Suburbs and Exurbs grew by 12% and 16%, respectively. Auto Suburbs across the nation, whether a big or mid-sized metro, accounted for 75% of all population growth (Figure 3). However, Exurbs in Canada's mid-sized metros accounted for an additional 22% of population growth. In contrast, exurban growth was only 7% for the bigger metro areas.

So low density, auto-dependent suburban sprawl increased at the same time that downtown populations decreased in many mid-sized Canadian regions. That is not a healthy pattern. These communities can expect increases in infrastructure costs due to suburban expansions at the edge of the metropolitan area, while inner-city schools will close due to declining enrollment (Irwin and Seasons 2012). Downtown businesses will be stressed by lower populations in adjacent neighbourhoods.

<sup>&</sup>lt;sup>8</sup> In some cases – Kingston, Hamilton, and London for example – an apparent decline in the Active Core populations may be due to the problem of studentification. In these cities, high concentrations of students live around universities located near downtown. Since an individual may only be accounted for using once during census data collection, for most students this is mandated as the home where their parents live. Statistically, this can create the appearance of a declining population in certain Active Core areas when what is actually happening is a densification as family homes are converted to off-campus student housing.

#### WHERE DID POPULATION GROWTH HAPPEN IN CANADIAN CMAS FROM 2006 TO 2016?

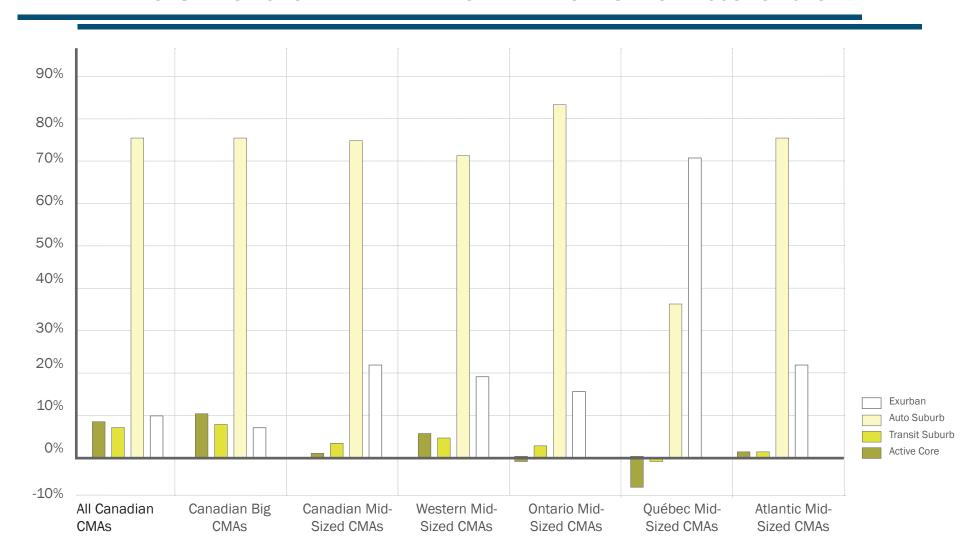


Figure 3: Share of population growth by suburb classification from 2006 to 2016

#### **IMPLICATIONS OF AUTO-DEPENDENT SUBURBS**

Suburban sprawl is considered to be unsustainable from economic, environmental, public health and infrastructure efficiency perspectives. There are substantial economic costs involved with suburban sprawl. 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 (Allan et al. 2018; CSCE 2016). The municipality is then burdened with the maintenance and capital repairs of the infrastructure providing service to the low-density development (Kiel 2018, ch. 7; Thompson 2013; Blais 2010).

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 (Newman and Kenworthy 2015). The suburban dependence on automobiles contributes more to climate change emissions (Hill & Perun 2017) and contributes to making transportation Canada's highest sector for GHG emissions (Environment Canada 2013).

Finally, 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 (Creatore et al. 2016; Ewing et al. 2014; Canadian Public Health Association 2012; Kerr et al. 2012; Saelens et al. 2012; van Loon & Frank 2011; Papas et al. 2007; Frumkin et al. 2004). Furthermore, there is evidence that shows a positive association between the frequency of commuting by transit and physical activity (MacDonald, et al. 2010). 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).

Based on this analysis, it appears that planning policies that encourage a more compact metropolitan form were under-performing in Canadian mid-sized cities from 2006 to 2016, similar to difficulties identified with the Greater Toronto Area (Burchfield & Kramer 2015). If these trends continue, Ontario's mid-sized metropolitan areas will become even more suburban in the future, with an increase in the problems caused by declining downtown populations (Seasons 2017) and low-density auto-dependent neighbourhoods.

#### **TOOLS FOR PRACTITIONERS**

To begin an analysis of urban structure and growth in mid-sized cities, policy makers and citizens can use the data, maps and publications that form the basis for this research in order to make their own maps and Google Earth displays of the extent of suburban sprawl in their area. These resources are available at no charge for public use from our research web site: CanadianSuburbs.ca.

For action on downtown revitalization in midsized cities, see Michael Van Hausen's Small Is Big (2017) and the Canadian Urban Institute's Value of investing in Canadian downtowns (2013) for many useful case studies and planning ideas. Arts centres, arenas and colleges are becoming standard parts of downtown development toolkits (Filion et al 2004). Arts, sports and culture can keep a downtown busy on evenings and weekends, while students provide winter activity that complements the summer tourist trade. Student housing can make good use of vacant space in the upper floors of downtown buildings (Lewington 2012).

For tools to address sprawl and retrofitting suburbs, see the Sprawl Repair Manual (Tachieva 2010) and Retrofitting Suburbia (Dunham-Jones & Williamson 2011). For reducing autodependence, see The end of automobile dependence: How cities are moving beyond carbased planning (Newman & Kenworthy 2015). Toolkits for building sustainable neighbourhoods are available from the Canada Green Building Council, which offers LEED for Neighbourhood Development (Stone, Joseph & Leeming 2012) and the Sustainable Communities Toolkit (CaGBC 2012). Finally, the public health impacts of suburban sprawl can be mitigated using the tools in the Canadian Institute of Planners' Healthy Communities Practice Guide (Craig and van Hemert 2014).



#### **CONCLUSIONS / NEXT STEPS**

Compared to bigger metro areas, Canada's mid-sized cities have higher proportions of people living in Exurbs (15% vs. 5%) and lower proportions of people living in Transit Suburbs (8% vs. 13%). It is easier to drive in from the rural areas into the cores of mid-sized cities than into the cores of the Toronto and Vancouver regions. These larger cities also have more developed transit systems, so more neighbourhoods are served by higher quality transit.

But the decline in Active Core areas will require careful attention to downtown districts in midsized cities, which is a difficult planning task (CUI 2013; Filion et al 2004). Provincial, regional and municipal governments will need to monitor their intensification and sprawl policies closely. The first danger is that provincial and federal governments should not conflate the experiences of big CMAs like Toronto and Vancouver with Canada's mid-sized cities. The highly-visible condo apartment construction booms in these two cities are national exceptions, not the rule. In contrast to Toronto, most Canadian mid-sized metropolitan areas are struggling to maintain the population in their downtowns. These cities need more investment in their inner-city neighbourhoods, not investment controls.

However, mid-sized city downtowns may need to focus on different types of development than the service retail of the past, transforming into regional tourism, entertainment and educational districts (Filion et al 2004). Any city that is building a new arts centre, arena or college on its greenfield suburban edge is missing an opportunity to revitalize its downtown.

The second danger is that mid-sized cities become so eager for downtown development that they damage the characteristics that lead to a high quality of life compared to larger cities (Keesmaat 2018). A string of high-rise buildings marching across downtown can reduce access to the waterfront, destroy historic fabric and damage the human scale of a city such as Kingston (Osborne & Swainson 2014).

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# **Appendices**

APPENDIX A: CLASSIFICATION OF CANADIAN CENSUS METROPOLITAN AREAS, 2016

APPENDIX B: POPULATION GROWTH IN MID-SIZED CENSUS METROPOLITAN AREAS FROM 2006 TO 2016

APPENDIX C: POPULATION GROWTH SUMMARIES FOR MID-SIZED CENSUS METROPOLITAN AREAS FROM 2006 TO 2016

APPENDIX D: ATLAS OF CENSUS METROPOLITAN AREAS

APPENDIX A: CLASSIFICATION OF CANADIAN CENSUS METROPOLITAN AREAS, 2016

	Population in	Active Co	re	Transit Sub	urb	Auto Subu	rb	Exurbar	1
Census Metropolitan Area	2016*	Population	(%)	Population	%	Population	%	Population	%
Toronto ON	5,928,040	716,141	12%	889,532	<b>15</b> %	4,142,820	70%	168,252	3%
Montréal QC	4,098,927	706,910	<b>17</b> %	562,012	14%	2,708,563	66%	121,032	3%
Vancouver BC	2,463,431	397,076	<b>16</b> %	363,305	<b>15</b> %	1,643,519	67%	58,658	2%
Calgary AB	1,392,609	169,209	<b>12</b> %	119,437	9%	1,053,139	76%	47,484	3%
Ottawa-Gatineau ON/QC	1,323,783	198,731	<b>15</b> %	123,897	9%	820,355	62%	180,800	14%
Edmonton AB	1,321,426	105,366	8%	187,512	<b>14</b> %	893,241	68%	134,948	10%
Québec QC	800,296	149,613	19%	78,987	<b>10</b> %	450,133	56%	121,563	15%
Winnipeg MB	778,489	115,092	<b>15</b> %	70,018	9%	526,836	68%	66,315	9%
Hamilton ON	747,545	89,599	<b>12</b> %	76,264	10%	534,074	71%	47,488	6%
Kitchener-Waterloo ON	523,894	57,780	<b>11</b> %	60,499	<b>12</b> %	377,139	<b>72</b> %	28,323	5%
London ON	494,069	71,238	14%	79,209	<b>16</b> %	273,792	55%	69,830	14%
St. Catharines-Niagara ON	406,074	43,688	<b>11</b> %	-	0%	314,270	77%	48,116	12%
Halifax NS	403,390	59,593	<b>15</b> %	53,832	13%	193,085	48%	96,824	24%
Oshawa ON	379,848	9,596	3%	32,580	9%	312,651	82%	25,021	7%
Victoria BC	367,770	77,369	21%	35,451	<b>10</b> %	240,278	65%	14,672	4%
Windsor ON	329,144	38,601	<b>12</b> %	23,858	<b>7</b> %	232,623	71%	33,492	10%
Saskatoon SK	295,095	36,746	<b>12</b> %	18,644	6%	184,824	63%	54,881	19%
Regina SK	236,481	21,039	9%	40,460	<b>17</b> %	151,844	64%	23,138	10%
Sherbrooke QC	212,105	49,327	23%	25,366	<b>12</b> %	83,449	39%	53,963	25%
St. John's NL	205,955	30,028	<b>15</b> %	-	0%	153,110	74%	22,817	11%
Barrie ON	197,059	7,437	4%	10,072	5%	150,424	76%	29,126	15%
Kelowna BC	194,882	19,217	10%	15,237	8%	132,367	68%	28,061	14%
Abbotsford-Mission BC	180,518	-	0%	-	0%	150,249	83%	30,269	17%
Greater Sudbury ON	164,689	12,333	<b>7</b> %	16,721	10%	96,604	59%	39,026	24%
Kingston ON	161,175	22,942	14%	24,153	<b>15</b> %	77,323	48%	36,757	23%
Saguenay QC	160,980	9,310	6%	-	0%	89,907	56%	61,763	38%
Trois-Rivières QC	156,042	19,860	13%	-	0%	90,805	58%	45,377	29%
Guelph ON	151,984	41,218	27%	-	0%	90,576	60%	20,190	13%
Moncton NB	144,810	27,990	19%	-	0%	82,335	57%	34,485	24%
Brantford ON	134,203	4,454	3%	-	0%	103,976	77%	25,773	19%
Saint John NB	126,202	14,539	<b>12</b> %	12,178	10%	56,110	44%	43,256	34%
Peterborough ON	121,721	31,627	<b>26</b> %	2,695	2%	46,484	38%	40,915	34%
Thunder Bay ON	121,621	19,061	<b>16</b> %	1,242	1%	66,664	55%	34,654	28%
Lethbridge AB	117,394	11,123	9%	3,493	3%	92,370	79%	10,408	9%
Belleville ON	103,472	9,252	9%	5,604	5%	53,455	52%	35,092	34%
TOTAL CMA	24,945,123	3,393,105	14%	2,932,258	12%	16,669,394	67%	1,932,769	8%
Canadian Big CMAs	18,107,001	2,558,138	14%	2,394,700	13%	12,238,606	68%	899,052	5%
Canadian Mid-Sized CMAs	6,838,122	834,967	12%	537,558	8%	4,430,788	65%	1,033,717	15%
Western Mid-Sized CMAs	1,392,140	165,494	12%	113,285	8%	951,932	68%	161,429	12%
Ontario Mid-Sized CMAs	4,036,498	458,826	11%	332,897	8%	2,730,055	68%	513,803	13%
Québec Mid-Sized CMAs	529,127	78,497	<b>15</b> %	25,366	5%	264,161	50%	161,103	30%
Atlantic Mid-Sized CMAs	880,357	132,150	<b>15</b> %	66,010	7%	484,640	55%	197,382	22%

<sup>\*</sup>Note: While all total population figures represent true totals, they are not always a true sum of the Active Core, Transit Suburb, Auto Suburb, and Exurban figures due to 'unclassified' census tracts in several CMAs

APPENDIX B: POPULATION GROWTH IN MID-SIZED CENSUS METROPOLITAN AREAS FROM 2006 TO 2016

#### POPULATION GROWTH IN CANADIAN CENSUS METROPOLITAN AREAS, CORE / SUBURBS / EXURBAN PROPORTIONS, 2016 CENSUS, MODEL 19

			2000.10		Active Core	4			Transit Sub	ırb <sup>4</sup>			Auto Suburt	4			Exurban	,	
Census Metopolitan Area <sup>1</sup>	2006	2016	2006-16 Population	2006	2016	2006-16	CMA	2006	2016	2006-16	CMA	2006	2016	2006-16	CMA	2006	2016	2006-16	СМА
Census Metopolitan Area	Population <sup>2,3</sup>	Population <sup>3</sup>	Growth	Population <sup>2,3</sup>	Population	Growth in	Growth	Population <sup>2,3</sup>	Population	Growth in	Growth	Population <sup>2,3</sup>	Population	Growth in	Growth		Population	Growth in	Growth
	5 405 747	5 000 040	000 000 400/	(share of total)	(share of total)	Classification	Share	(share of total)	(share of total)	Classification	Share	(share of total)	(share of total)	Classification		(share of total)	(share of total)	Classification	
Toronto ON	5,105,717	5,928,040	822,323 16%	603,798 12%	716,141 12%	112,343 199		814,190 16%	889,532 15%	75,342 9%	9%	3,533,122 69%	4,142,820 70%	,	749	144,573 3%	168,252 3%	23,679 169	
Montréal QC	3,634,709	4,098,927	464,218 13%	658,962 18%	706,910 17%	47,948 79	6 10%	532,640 15%	562,012 149	29,372 6%	6%	2,350,123 65%	2,708,563 66%		5% 77%	92,671 3%	121,032 3%	28,361 319	_
Vancouver BC	2,112,800	2,463,431	350,631 17%	335,929 16%	397,076 16%	61,147 189		321,652 15%	363,305 15%	41,653 13%	12%	1,406,535 67%	1,643,519 67%	,	7% 68%	47,757 2%	58,658 2%	10,901 239	
Calgary AB	1,088,090	1,392,609	304,519 28%	151,753 14%	169,209 12%	17,456 129		94,921 9%	119,437 9%	24,516 26%	8%	800,464 74%	1,053,139 76%		83%	37,534 3%	47,484 3%	9,950 279	_
Ottawa-Gatineau ON/QC	1,130,549	1,323,783	193,234 17%	188,445 17%	198,731 15%	10,286 59	6 5%	123,777 11%	123,897 9%	120 0%	0%	677,144 60%	820,355 62%	143,211 2	_	141,183 12%	180,800 14%	39,617 289	_
Edmonton AB	1,038,803	1,321,426	282,623 27%	99,577 10%	105,366 8%	5,789 6%	6 2%	165,850 16%	187,512 149	21,662 13%	8%	661,286 64%	893,241 68%		82%	111,526 11%	134,948 10%	23,422 219	
Québec QC	715,499	800,296	84,797 12%	148,345 21%	149,613 19%	1,268 19	,	77,677 11%	78,987 10%	1,310 2%	2%	397,382 56%	450,133 56%		3% 62%	92,096 13%	121,563 15%	29,467 329	_
Winnipeg MB	694,668	778,489	83,821 12%	110,557 16%	115,092 15%	4,535 49		66,919 10%	70,018 9%	3,099 5%	4%	462,288 67%	526,836 68%	- /-	4% 77%	54,673 8%	66,315 9%	11,642 219	
Hamilton ON	690,869	747,545	56,676 8%	92,268 13%	89,599 12%	(2,669) -39		77,981 11%	76,264 109	(1,717) -2%	-3%	477,367 69%	534,074 71%		2% 100%	43,252 6%	47,488 6%	4,236 109	_
Kitchener-Waterloo ON	451,227	523,894	72,667 16%	54,619 12%	57,780 11%	3,161 69	6 4%	58,921 13%	60,499 129	1,578 3%	2%	318,460 71%	377,139 72%		8% 81%	18,102 4%	28,323 5%	10,221 569	_
London ON	457,720	494,069	36,349 8%	72,657 16%	71,238 14%	(1,419) -29	6 -4%	72,086 16%	79,209 16%	7,123 10%	20%	249,328 54%	273,792 55%		0% 67%	63,649 14%	69,830 14%	6,181 109	
St. Catharines-Niagara ON	390,317	406,074	15,757 4%	43,682 11%	43,688 11%	6 0%		0 -	0	- 0 -	0%	302,864 78%	314,270 77%	,	4% 72%	43,771 11%	48,116 12%	4,345 109	
Halifax NS	372,857	403,390	30,533 8%	56,970 15%	59,593 15%	2,623 59		52,274 14%	53,832 13%	1,558 3%	5%	174,216 47%	193,085 48%	-7	1% 62%	89,328 24%	96,824 24%	7,496 8%	
Oshawa ON	330,594	379,848	49,254 15%	9,236 3%	9,596 3%	360 49		30,038 9%	32,580 9%	2,542 8%	5%	271,887 82%	312,651 82%		5% 83%	19,433 6%	25,021 7%	5,588 29%	
Victoria BC	330,134	367,770	37,636 11%	70,147 21%	77,369 21%	7,222 109	6 19%	33,215 10%	35,451 10%	2,236 7%	6%	213,004 65%	240,278 65%	27,274 1	3% 72%	13,769 4%	14,672 4%	903 79	_
Windsor ON	323,338	329,144	5,806 2%	40,691 13%	38,601 12%	(2,090) -5%	-36%	24,490 8%	23,858 7%	(632) -3%	-11%	224,522 69%	232,623 71%	8, 101	4% 140%	33,153 10%	33,492 10%	339 19	
Saskatoon SK	233,792	295,095	61,303 26%	35,959 15%	36,746 12%	787 29	6 1%	17,448 7%	18,644 6%	1,196 7%	2%	145,005 62%	184,824 63%	39,819 2	27% 65%	35,380 15%	54,881 19%	19,501 55%	_
Regina SK	194,971	236,481	41,510 21%	19,718 10%	21,039 9%	1,321 79	6 3%	37,268 19%	40,460 17%	3,192 9%	8%	120,353 62%	151,844 64%	31,491 2	76%	17,632 9%	23,138 10%	5,506 319	_
Sherbrooke QC	186,920	212,105	25,185 13%	50,733 27%	49,327 23%	(1,406) -3%	6%	25,395 14%	25,366 12%	(29) -%	-%	69,886 37%	83,449 39%	13,563 1	9% 54%	40,907 22%	53,963 25%	13,056 329	% 52%
St. John's NL	181,111	205,955	24,844 14%	31,160 17%	30,028 15%	(1,132) -4%	6 -5%	0 -	0	- 0 -	-	132,479 73%	153,110 74%	20,631 1	6% 83%	6 17,472 10%	22,817 11%	5,345 31%	% 22%
Barrie ON	177,060	197,059	19,999 11%	7,170 4%	7,437 4%	267 49	6 1%	10,070 6%	10,072 5%	2 0%	0%	132,138 75%	150,424 76%	18,286 1	4% 91%	6 27,682 16%	29,126 15%	1,444 5%	% 7%
Kelowna ON	162,132	194,882	32,750 20%	17,640 11%	19,217 10%	1,577 0%	6 5%	13,142 8%	15,237 8%	2,095 16%	6%	109,051 67%	132,367 68%	23,316 2	71%	6 22,299 14%	28,061 14%	5,762 26%	% 18%
Abbotsford-Mission BC	159,020	180,518	21,498 14%	0 -	0 -	0	-	0 -	0	- 0 -	-	133,563 84%	150,249 83%	16,686 1	2% 78%	25,457 16%	30,269 17%	4,812 199	% 22%
Greater Sudbury ON	158,244	164,689	6,445 4%	12,506 8%	12,333 7%	(173) -1%	-3%	17,328 11%	16,721 10%	(607) -4%	-9%	93,920 59%	96,604 59%	2,684	3% 42%	34,490 22%	39,026 24%	4,536 13%	% 70%
Kingston ON	152,358	161,175	8,817 6%	24,110 16%	22,942 14%	(1,168) -5%	-13%	24,142 16%	24,153 15%	11 0%	0%	67,178 44%	77,323 48%	10,145 1	5% 115%	36,461 24%	36,757 23%	296 19	% 3%
Saguenay QC	151,643	160,980	9,337 6%	10,274 7%	9,310 6%	(964) 0%	-10%	0 -	0	- 0 -	-	89,818 59%	89,907 56%	89	0% 1%	51,551 34%	61,763 38%	10,212 20%	% 109%
Trois-Rivières QC	141,529	156,042	14,513 10%	20,782 15%	19,860 13%	(922) 0%	6%	0 -	0	- 0 -	-	86,793 61%	90,805 58%	4,012	5% 28%	33,954 24%	45,377 29%	11,423 34%	% 79%
Guelph ON	127,009	151,984	24,975 20%	40,677 32%	41,218 27%	541 19	6 2%	0 -	0	- 0 -	-	74,266 58%	90,576 60%	16,310 2	2% 65%	12,066 10%	20,190 13%	8,124 679	% 33%
Moncton NB	126,416	144,810	18,394 15%	27,689 22%	27,990 19%	301 09	6 2%	0 -	0	- 0 -	-	66,983 53%	82,335 57%	15,352 2	23% 83%	31,744 25%	34,485 24%	2,741 99	% 15%
Brantford ON	124,607	134,203	9,596 8%	4,310 3%	4,454 3%	144 09	6 2%	0 -	0	- 0 -	-	96,111 77%	103,976 77%	7,865	8% 82%	<mark>6</mark> 24,186 19%	25,773 19%	1,587 79	% 17%
Saint John NB	122,333	126,202	3,869 3%	15,264 12%	14,539 12%	(725) -5%	-19%	12,703 10%	12,178 10%	(525) -4%	-14%	52,358 43%	56,110 44%	3,752	7% 97%	41,876 34%	43,256 34%	1,380 39	% 36%
Peterborough ON	116,341	121,721	5,380 5%	31,753 27%	31,627 26%	(126) 0%	6 -2%	2,515 2%	2,695 2%	180 7%	3%	41,690 36%	46,484 38%	4,794 1	1% 89%	40,383 35%	40,915 34%	532 19	% 10%
Thunder Bay ON	122,905	121,621	(1,284) -1%	19,925 16%	19,061 16%	(864) 0%	67%	1,274 1%	1,242 1%	(32) -3%	2%	68,803 56%	66,664 55%	(2,139) -	3% 167%	32,903 27%	34,654 28%	1,751 5%	% -136%
TOTAL CMA	21,506,282	24,724,257	3,217,975 15%	3,107,305 14%	3,372,730 14%	265,425 9%	6 8%	2,707,917 13%	2,923,161 12%	215,244 8%	7%	14,100,386 66%	16,523,569 67%	2,423,183 1	75%	6 1,572,913 7%	1,887,269 8%	314,356 20%	% 10%
Canadian Big CMAs	15,520,835	18,107,001	2,586,166 17%	2,297,366 15%	2,558,138 14%	260,772 11%	6 10%	2,197,626 14%	2,394,700 13%	197,074 9%	8%	10,288,344 66%	12,238,606 68%	1,950,262 1	9% 75%	722,012 5%	899,052 5%	177,040 25%	% 7%
Canadian Mid-Sized CMAs	5,985,447	6,617,256	631,809 11%	809,939 14%	814,592 <b>12</b> %	4,653 19	<b>6 1</b> %	510,291 9%	528,461 8%	18,170 4%	3%	3,812,042 64%	4,284,963 65%	472,921 12	2% 75%	850,901 14%	988,217 15%	137,316 16%	<b>22</b> %
Western Mid-Sized CMAs	1,080,050	1,274,746	194,696 18%	143,464 13%	154,371 <b>12</b> %	10,907 89		101,073 9%	109,792 9%	8,719 9%	4%	720,976 67%	859,562 67%	138,586 19		114,537 <b>11</b> %	151,021 12%	36,484 32%	
Ontario Mid-Sized CMAs	3,622,588	3,933,026	310,438 9%	453,604 13%	449,574 11%	(4,030) -1%	6 <b>-1</b> %	318,846 9%	327,293 8%	8,447 3%	3%	2,418,533 67%	2,676,600 68%	258,067 1		429,531 12%	478,711 12%	49,180 11%	
Québec Mid-Sized CMAs	480,092	529,127	49,035 10%	81,789 17%	78,497 15%	(3,292) -4%	6 <b>-7</b> %	25,395 5%	25,366 5%	(29) -%	-%	246,497 51%	264,161 50%	/	7% 36%	126,412 26%	161,103 30%	34,691 27%	_
Atlantic Mid-Sized CMAs	802,717	880,357	77,640 10%	131,083 16%	132,150 15%	1,067 19		64,977 8%	66,010 7%	1,033 2%	1%	426,036 53%	484,640 55%	58,604 <b>1</b> 4	4% <b>75</b> %	180,421 22%	197,382 22%	16,961 9%	<b>22</b> %

<sup>1</sup> Lethbridge and Belleville are new CMAs for the 2016 census but have been omitted from this chart for the purposes of comparison to previous work.

<sup>&</sup>lt;sup>2</sup> Data for 2006 is sourced from the 2016 Census 'T9' classifcation exercise and are estimations due to census tract splits.

<sup>3</sup> While all total population figures represent true totals, they are not always a true sum of the Active Core, Transit Suburb, Auto Suburb, and Exurban figures due to 'unclassified' census tracts in several CMAs.

<sup>&</sup>lt;sup>4</sup> This chart utilizes classifications from the 2016 Census and moves the population data backward.

# APPENDIX C: POPULATION GROWTH SUMMARIES FOR MID-SIZED CENSUS METROPOLITAN AREAS FROM 2006 TO 2016

#### **SUMMARY TABLES**

All Canadian CMAs	2006 Populat		2016 Populat		2006-20 Population (	Share of Population Growth	
Active Core	3,107,305	14.5%	3,372,730	13.7%	265,425	8.5%	8.2%
Transit Suburb	2,707,917	12.6%	2,923,161	11.8%	215,244	7.9%	6.7%
Auto Suburb	14,100,386	65.6%	16,523,569	66.9%	2,423,183	17.2%	75.3%
Exurban	1,572,913	7.3%	1,887,269	7.6%	314,356	20.0%	9.8%
Total	21.488.520		24.706.729		3.218.209	15.0%	

All Canadian Big CMAs	2006 Population		2016 Populat		2006-20 Population	Share of Population Growth	
Active Core	2,297,366	14.8%	2,558,138	14.1%	260,772	11.4%	10.1%
Transit Suburb	2,197,626	14.2%	2,394,700	13.2%	197,074	9.0%	7.6%
Auto Suburb	10,288,344	66.4%	12,238,606	67.7%	1,950,262	19.0%	75.4%
Exurban	722,012	4.7%	899,052	5.0%	177,040	24.5%	6.8%
Total	15,505,348		18,090,496		2,585,148	16.7%	

All Canadian Mid-Sized CMAs	2006 Populat		2016 Populat		2006-2 Population		Share of Population Growth
Active Core	809,939	13.5%	814,592	12.3%	4,653	0.6%	0.7%
Transit Suburb	510,291	8.5%	528,461	8.0%	18,170	3.6%	2.9%
Auto Suburb	3,812,042	63.7%	4,284,963	64.8%	472,921	12.4%	74.7%
Exurban	850,901	14.2%	988,217	14.9%	137,316	16.1%	21.7%
Total	5,983,172		6,616,233		633,061	10.6%	

All Western Mid-Sized CMAs	2006 Populat		2016 Populat			2006-2016 Population Growth		
Active Core	143,464	13.3%	154,371	12.1%	10,907	7.6%	5.6%	
Transit Suburb	101,073	9.4%	109,792	8.6%	8,719	8.6%	4.5%	
Auto Suburb	720,976	66.8%	859,562	67.4%	138,586	19.2%	71.2%	
Exurban	114,537	10.6%	151,021	11.8%	36,484	31.9%	18.7%	
Total	1,080,050		1,274,746		194,696	18.0%		

All Ontario Mid-Sized CMAs	2006 Population		2016 Populat		2006-2 Population	Share of Population Growth	
Active Core	453,604	12.5%	449,574	11.4%	-4,030	-0.9%	-1.3%
Transit Suburb	318,846	8.8%	327,293	8.3%	8,447	2.6%	2.7%
Auto Suburb	2,418,533	66.8%	2,676,600	68.1%	258,067	10.7%	82.8%
Exurban	429,531	11.9%	478,711	12.2%	49,180	11.4%	15.8%
Total	3,620,514		3,932,178		311,664	8.6%	

All Québec Mid-Sized CMAs	2006 Population		201 Popula	-	2006-2 Population	Share of Population Growth		
Active Core	81,789	17.0%	78,497	14.8%	-3,292	-4.0%	-6.7%	
Transit Suburb	25,395	5.3%	25,366	4.8%	-29	-0.1%	-0.1%	
Auto Suburb	246,497	51.3%	264,161	49.9%	17,664	7.2%	36.0%	
Exurban	126,412	26.3%	161,103	30.4%	34,691	27.4%	70.7%	
Total	480,092		529,127		49,035	10.2%		

All Atlantic Mid-Sized CMAs	2006 Population		201 Popula	~	2006-2 Population	Share of Population Growth	
Active Core	131,083	16.3%	132,150	15.0%	1,067	0.8%	1.4%
Transit Suburb	64,977	8.1%	66,010	7.5%	1,033	1.6%	1.3%
Auto Suburb	426,036	53.1%	484,640	55.1%	58,604	13.8%	75.5%
Exurban	180,421	22.5%	197,382	22.4%	16,961	9.4%	21.8%
Total	802,516		880,182		77,666	9.7%	

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Abbotsford-Mission	200	6	201	6	2006-2	2016	Share of CMA	Abbotsford-Mission	200	6	201	6	2006-2	2016	Share of CMA
СМА	Popula	tion	Popula	tion	Population	Growth	Population Growth	СМА	Total Dwelli	ng Units	Total Dwelli	ing Units	Total DU 0	Growth	Total DU Growth
Active Core	-	-	-	-	-	-	-	Active Core	-	-	-	-	-	-	-
Transit Suburb	-	-	-	-	-	-	-	Transit Suburb	-	-	-	-	-	-	-
Auto Suburb	133,563	84.0%	150,249	83.2%	16,686	12.5%	77.6%	Auto Suburb	49,568	85.3%	56,025	84.9%	6,457	13.0%	82.1%
Exurban	25,457	16.0%	30,269	16.8%	4,812	18.9%	22.4%	Exurban	8,531	14.7%	9,942	15.1%	1,411	16.5%	17.9%
Total	159,020		180,518		21,498	13.5%		Total	58,099		65,967		7,868	13.5%	
					•				-				•		
		_	224	_	2005		Share of CMA			_	224	_	2225		
Barrie	200		201	-	2006-2		Population	Barrie	2000	-	2010	_	2006-2		Share of CMA
СМА	Popula	tion	Popula	tion	Population	Growth	Growth	СМА	Total Dwelli	ng Units	Total Dwelli	ing Units	Total DU 0	Growth	Total DU Growth
Active Core	7,170	4.0%	7,437	3.8%	267	3.7%	1.3%	Active Core	3,885	5.8%	4,432	5.8%	547	14.1%	6.1%
Transit Suburb	10,070	5.7%	10,072	5.1%	2	0.0%	0.0%	Transit Suburb	4,467	6.6%	4,714	6.2%	247	5.5%	2.8%
Auto Suburb	132,138	74.6%	150,424	76.3%	18,286	13.8%	91.4%	Auto Suburb	48,790	72.4%	55,924	73.3%	7,134	14.6%	79.6%
Exurban	27,682	15.6%	29,126	14.8%	1,444	5.2%	7.2%	Exurban	10,236	15.2%	11,266	14.8%	1,030	10.1%	11.5%
Total	177,060		197,059		19,999	11.3%		Total	67,378		76,336		8,958	13.3%	
					-										
Belleville	200	c	201	c	2006-2	016	Share of CMA	Belleville	200	c	201	c	2006-2	0016	Share of CMA
CMA	Popula	-	Popula	-	Population	-	Population	CMA	Total Dwelli		Total Dwelli	_	Total DU G		
CIVIA	Fopula	LIOII	Рорига	LIOII	Population	diowiii	Growth	CIVIA	Total Dwelli	ing Units	Total Dwell	ing Units	Total Do C	Jiowtii	Total DU Growth
Active Core	9,660	10.6%	9,252	8.9%	(408)	-4.2%	-3.4%	Active Core	4,949	12.7%	4,868	10.8%	(81)	-1.6%	-1.3%
Transit Suburb	5,962	6.5%	5,604	5.4%	(358)	-6.0%	-3.0%	Transit Suburb	2,913	7.5%	2,919	6.5%	6	0.2%	0.1%
Auto Suburb	51,395	56.2%	53,455	51.7%	2,060	4.0%	17.2%	Auto Suburb	21,711	55.9%	23,218	51.5%	1,507	6.9%	24.3%
Exurban	24,415	26.7%	35,092	33.9%	10,677	43.7%	89.3%	Exurban	9,243	23.8%	14,012	31.1%	4,769	51.6%	76.9%
Total	91,518		103,472		11,954	13.1%		Total	38,851		45,050		6,199	16.0%	
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Brantford	200	6	201	6	2006-2	2016	Share of CMA		2000	6	201	6	2006-2	2016	Share of CMA
Brantford CMA	200 Popula		201 Popula		2006-2		Population	Brantford	2000 Total Dwelli		2010 Total Dwelli		2006-2 Total DU 0		Share of CMA
СМА	200 Popula	tion	Popula	tion	2006-2 Population	Growth		Brantford CMA	Total Dwelli	ing Units	Total Dwelli	ing Units	2006-2 Total DU 0	Growth	Total DU Growth
CMA Active Core							Population	Brantford CMA Active Core							
CMA Active Core Transit Suburb	4,310	3.5%	4,454 -	3.3% -	Population 144	3.3% -	Population Growth 1.5%	Brantford CMA Active Core Transit Suburb	Total Dwelli 2,385	4.8%	Total Dwelli 2,583	4.7%	198 -	8.3% -	Total DU Growth 4.0% -
CMA Active Core Transit Suburb Auto Suburb	4,310 - 96,111	3.5% - 77.1%	4,454 - 103,976	3.3% - 77.5%	Population  144  -  7,865	3.3% - 8.2%	Population Growth 1.5% - 82.0%	Brantford CMA Active Core Transit Suburb Auto Suburb	2,385 - 38,575	4.8% - 78.0%	2,583 - 42,476	4.7% - 78.1%	198 - 3,901	8.3% - 10.1%	4.0% - 79.0%
CMA Active Core Transit Suburb Auto Suburb Exurban	96,111 24,186	3.5%	4,454 - 103,976 25,773	3.3% -	7,865 1,587	3.3% - 8.2% 6.6%	Population Growth 1.5%	Brantford CMA Active Core Transit Suburb Auto Suburb Exurban	2,385 - 38,575 8,520	4.8%	2,583 - 42,476 9,360	4.7%	198 - 3,901 840	8.3% - 10.1% 9.9%	Total DU Growth 4.0% -
CMA Active Core Transit Suburb Auto Suburb	4,310 - 96,111	3.5% - 77.1%	4,454 - 103,976	3.3% - 77.5%	Population  144  -  7,865	3.3% - 8.2%	Population Growth 1.5% - 82.0%	Brantford CMA Active Core Transit Suburb Auto Suburb	2,385 - 38,575	4.8% - 78.0%	2,583 - 42,476	4.7% - 78.1%	198 - 3,901	8.3% - 10.1%	4.0% - 79.0%
CMA Active Core Transit Suburb Auto Suburb Exurban	96,111 24,186	3.5% - 77.1%	4,454 - 103,976 25,773	3.3% - 77.5%	7,865 1,587	3.3% - 8.2% 6.6%	Population Growth  1.5%  -  82.0%  16.5%	Brantford CMA Active Core Transit Suburb Auto Suburb Exurban	2,385 - 38,575 8,520	4.8% - 78.0%	2,583 - 42,476 9,360	4.7% - 78.1%	198 - 3,901 840	8.3% - 10.1% 9.9%	4.0% - 79.0%
CMA Active Core Transit Suburb Auto Suburb Exurban Total	96,111 24,186 124,607	3.5% - 77.1% 19.4%	4,454 - 103,976 25,773 134,203	3.3% - 77.5% 19.2%	7,865 1,587 9,596	3.3% - 8.2% 6.6% 7.7%	Population Growth 1.5% - 82.0%	Brantford CMA Active Core Transit Suburb Auto Suburb Exurban Total	2,385 - 38,575 8,520 49,480	4.8% - 78.0% 17.2%	7otal Dwelli 2,583 - 42,476 9,360 54,419	4.7% - 78.1% 17.2%	198 - 3,901 840 4,939	8.3% - 10.1% 9.9% 10.0%	70tal DU Growth 4.0%
CMA Active Core Transit Suburb Auto Suburb Exurban Total Greater Sudbury	96,111 24,186 124,607	3.5% - 77.1% 19.4%	4,454 	3.3% - 77.5% 19.2%	Population  144  - 7,865 1,587 9,596	3.3% - 8.2% 6.6% 7.7%	Population Growth  1.5%  -  82.0%  16.5%	Brantford CMA Active Core Transit Suburb Auto Suburb Exurban Total Greater Sudbury	2,385 - 38,575 8,520 49,480	4.8% - 78.0% 17.2%	70tal Dwelli 2,583 	78.1% 17.2%	198 - 3,901 840 4,939	8.3% - 10.1% 9.9% 10.0%	Total DU Growth  4.0%  - 79.0%  17.0%  Share of CMA
CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA	Popula 4,310 - 96,111 24,186 124,607  200 Popula	3.5% - 77.1% 19.4%	4,454 - 103,976 25,773 134,203	3.3% - 77.5% 19.2%	7,865 1,587 9,596	3.3% - 8.2% 6.6% 7.7%	Population Growth  1.5%  - 82.0%  16.5%  Share of CMA	Brantford CMA Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA	2,385 - 38,575 8,520 49,480	4.8% - 78.0% 17.2%	7otal Dwelli 2,583 - 42,476 9,360 54,419	78.1% 17.2%	198 - 3,901 840 4,939	8.3% - 10.1% 9.9% 10.0%	70tal DU Growth 4.0%
CMA Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA Active Core	Popula 4,310 - 96,111 24,186 124,607  200 Popula 12,506	3.5% - 77.1% 19.4% 6 tion 7.9%	Popula 4,454	3.3% 	Population  144  7,865 1,587 9,596  2006-2 Population (173)	3.3% 	Population Growth  1.5%  - 82.0%  16.5%  Share of CMA Population Growth -2.7%	Brantford CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA Active Core	2,385 - 38,575 8,520 49,480  Total Dwelli 7,741	4.8% - 78.0% 17.2%	7otal Dwelli 2,583 - 42,476 9,360 54,419  2010 Total Dwelli 8,098	4.7%	198	8.3%	Total DU Growth  4.0%  - 79.0%  17.0%  Share of CMA Total DU Growth  5.1%
CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA  Active Core Transit Suburb	Popula 4,310 - 96,111 24,186 124,607  200 Popula 12,506 17,328	3.5%	Popula 4,454	3.3%	Population  144	3.3%	Population Growth  1.5%  - 82.0%  16.5%  Share of CMA Population Growth  -2.7%  -9.4%	Brantford CMA Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA Active Core Transit Suburb	2,385 - 38,575 8,520 49,480 Cool Total Dwelli 7,741 9,417	4.8%	7otal Dwelli 2,583 - 42,476 9,360 54,419  201 Total Dwelli 8,098 9,777	4.7%	198	8.3%	Total DU Growth  4.0%  - 79.0%  17.0%  Share of CMA Total DU Growth  5.1%  5.2%
CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA  Active Core Transit Suburb Auto Suburb	Popula 4,310 - 96,111 24,186 124,607  200 Popula 12,506 17,328 93,920	3.5% - 77.1% 19.4%  6 tion - 7.9% 11.0% 59.4%	Popula 4,454	3.3% -77.5% 19.2% 66 ttion -7.5% 10.2% 58.7%	Population  144	3.3% 8.2% 6.6% 7.7% 2016 Growth -1.4% -3.5% 2.9%	Population Growth  1.5%  - 82.0%  16.5%  Share of CMA Population Growth  -2.7%  -9.4%  41.6%	Brantford CMA Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA Active Core Transit Suburb Auto Suburb	2,385 - 38,575 8,520 49,480  2000 Total Dwelli 7,741 9,417 38,474	4.8% - 78.0% 17.2% 56 ing Units 11.1% 13.5% 55.2%	7otal Dwelli 2,583 42,476 9,360 54,419  201 Total Dwelli 8,098 9,777 41,851	78.1% 17.2% 6 ing Units 10.6% 12.8% 54.6%	198 - 3,901 840 4,939  2006-2 Total DU 0 357 360 3,377	8.3%	Total DU Growth  4.0%  - 79.0%  17.0%  Share of CMA Total DU Growth  5.1%  5.2%  48.5%
CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA  Active Core Transit Suburb	Popula 4,310 96,111 24,186 124,607  200 Popula 12,506 17,328 93,920 34,490	3.5%	Popula 4,454  103,976 25,773 134,203  201 Popula 12,333 16,721 96,604 39,026	3.3%	Population  144	3.3%  8.2% 6.6% 7.7%  2016 Growth -1.4% -3.5% 2.9% 13.2%	Population Growth  1.5%  - 82.0%  16.5%  Share of CMA Population Growth  -2.7%  -9.4%	Brantford CMA Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA Active Core Transit Suburb Auto Suburb Exurban	2,385 - 38,575 8,520 49,480  2000 Total Dwelli 7,741 9,417 38,474 14,031	4.8%	7otal Dwelli 2,583 - 42,476 9,360 54,419  201: Total Dwelli 8,098 9,777 41,851 16,890	4.7%	198 - 3,901 840 4,939  2006-2 Total DU 0 357 360 3,377 2,859	8.3%	Total DU Growth  4.0%  - 79.0%  17.0%  Share of CMA Total DU Growth  5.1%  5.2%
CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA  Active Core Transit Suburb Auto Suburb	Popula 4,310 - 96,111 24,186 124,607  200 Popula 12,506 17,328 93,920	3.5% - 77.1% 19.4%  6 tion - 7.9% 11.0% 59.4%	Popula 4,454	3.3% -77.5% 19.2% 66 ttion -7.5% 10.2% 58.7%	Population  144	3.3% 8.2% 6.6% 7.7% 2016 Growth -1.4% -3.5% 2.9%	Population Growth  1.5%  - 82.0%  16.5%  Share of CMA Population Growth  -2.7%  -9.4%  41.6%	Brantford CMA Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA Active Core Transit Suburb Auto Suburb	2,385 - 38,575 8,520 49,480  2000 Total Dwelli 7,741 9,417 38,474	4.8% - 78.0% 17.2% 56 ing Units 11.1% 13.5% 55.2%	7otal Dwelli 2,583 42,476 9,360 54,419  201 Total Dwelli 8,098 9,777 41,851	78.1% 17.2% 6 ing Units 10.6% 12.8% 54.6%	198 - 3,901 840 4,939  2006-2 Total DU 0 357 360 3,377	8.3%	Total DU Growth  4.0%  - 79.0%  17.0%  Share of CMA Total DU Growth  5.1%  5.2%  48.5%
CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA  Active Core Transit Suburb Auto Suburb Exurban	Popula 4,310 96,111 24,186 124,607  200 Popula 12,506 17,328 93,920 34,490	3.5% - 77.1% 19.4%  6 tion - 7.9% 11.0% 59.4%	Popula 4,454  103,976 25,773 134,203  201 Popula 12,333 16,721 96,604 39,026	3.3% -77.5% 19.2% 66 ttion -7.5% 10.2% 58.7%	Population  144	3.3%  8.2% 6.6% 7.7%  2016 Growth -1.4% -3.5% 2.9% 13.2%	Population Growth  1.5%  - 82.0% 16.5%  Share of CMA Population Growth -2.7% -9.4% 41.6% 70.4%	Brantford CMA Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA Active Core Transit Suburb Auto Suburb Exurban	2,385 - 38,575 8,520 49,480  2000 Total Dwelli 7,741 9,417 38,474 14,031	4.8% - 78.0% 17.2% 56 ing Units 11.1% 13.5% 55.2%	7otal Dwelli 2,583 - 42,476 9,360 54,419  201: Total Dwelli 8,098 9,777 41,851 16,890	78.1% 17.2% 6 ing Units 10.6% 12.8% 54.6%	198 - 3,901 840 4,939  2006-2 Total DU 0 357 360 3,377 2,859	8.3%	Total DU Growth  4.0%  - 79.0%  17.0%  Share of CMA Total DU Growth  5.1%  5.2%  48.5%
CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA  Active Core Transit Suburb Auto Suburb Exurban Total	Popula 4,310 - 96,111 24,186 124,607  200 Popula 12,506 17,328 93,920 34,490 158,244	3.5% - 77.1% 19.4%  6 tion 7.9% 11.0% 59.4% 21.8%	Popula 4,454	3.3% - 77.5% 19.2%  6 ttion 7.5% 10.2% 58.7% 23.7%	Population  144	3.3%	Population Growth  1.5%  - 82.0%  16.5%  Share of CMA Population Growth  -2.7%  -9.4%  41.6%	Brantford CMA Active Core Transit Suburb Exurban Total  Greater Sudbury CMA Active Core Transit Suburb Auto Suburb Exurban Total	2,385 -38,575 8,520 49,480 Total Dwelli 7,741 9,417 38,474 14,031 69,663	4.8% -78.0% 17.2% -66 -67 -78.0% 11.1% -78.0% 20.1%	70tal Dwelli 2,583 42,476 9,360 54,419  201 Total Dwelli 8,098 9,777 41,851 16,890 76,619	4.7%	Total DU 6  198  - 3,901 840 4,939  2006-2 Total DU 6 357 360 3,377 2,859 6,956	8.3%	Total DU Growth  4.0%  - 79.0%  17.0%  Share of CMA Total DU Growth  5.1%  5.2%  48.5%  41.1%
CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA  Active Core Transit Suburb Auto Suburb Exurban Total	Popula 4,310 - 96,111 24,186 124,607  200 Popula 12,506 17,328 93,920 34,490 158,244	3.5% - 77.1% 19.4%  6 tion - 7.9% 11.0% 59.4% 21.8%	Popula  4,454  103,976 25,773 134,203  201 Popula 12,333 16,721 96,604 39,026 164,689	3.3% - 77.5% 19.2%  6 ttion 7.5% 10.2% 58.7% 23.7%	Population  144	8.2% 6.6% 7.7% 2016 Growth -1.4% -3.5% 2.9% 13.2% 4.1%	Population Growth  1.5%  - 82.0% 16.5%  Share of CMA Population Growth -2.7% -9.4% 41.6% 70.4%	Brantford CMA Active Core Transit Suburb Exurban Total  Greater Sudbury CMA Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA Active Core Transit Suburb Exurban Total  Guelph	2,385 -38,575 8,520 49,480 Total Dwelli 7,741 9,417 38,474 14,031 69,663	17.2%  1.1.1% 13.5% 20.1%	Total Dwelli 2,583 42,476 9,360 54,419  201 Total Dwelli 8,098 9,777 41,851 16,890 76,619	4.7%	Total DU G  198  3,901 840 4,939  2006-2 Total DU G  357 360 3,377 2,859 6,956	8.3%	Total DU Growth  4.0%  - 79.0%  17.0%  Share of CMA Total DU Growth  5.1%  5.2%  48.5%  41.1%  Share of CMA
CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Guelph CMA	Popula 4,310 - 96,111 24,186 124,607  200 Popula 12,506 17,328 93,920 34,490 158,244	3.5% - 77.1% 19.4%  6 tion - 7.9% 11.0% 59.4% 21.8%  6 tion	Popula  4,454  103,976 25,773 134,203  201 Popula 12,333 16,721 96,604 39,026 164,689  201 Popula	3.3% - 77.5% 19.2%  6 tion - 7.5% 23.7%  6 tion	Population  144	8.2% 6.6% 7.7% 2016 Growth -1.4% -3.5% 2.9% 13.2% 4.1%	Population Growth  1.5%  - 82.0% 16.5%  Share of CMA Population Growth -2.7% -9.4% 41.6% 70.4%  Share of CMA	Brantford CMA  Active Core Transit Suburb Exurban Total  Greater Sudbury CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Guelph CMA	2,385 -38,575 8,520 49,480 Total Dwelli 7,741 9,417 38,474 14,031 69,663	17.2%  1.1.1% 13.5% 20.1%	70tal Dwelli 2,583 42,476 9,360 54,419  201 Total Dwelli 8,098 9,777 41,851 16,890 76,619	4.7%	Total DU 6  198  - 3,901 840 4,939  2006-2 Total DU 6 357 360 3,377 2,859 6,956	8.3%	Total DU Growth  4.0%  - 79.0%  17.0%  Share of CMA Total DU Growth  5.1%  5.2%  48.5%  41.1%
CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA  Active Core Transit Suburb Exurban Total  Guelph CMA  Active Core	Popula 4,310 - 96,111 24,186 124,607  200 Popula 12,506 17,328 93,920 34,490 158,244	3.5% - 77.1% 19.4%  6 tion - 7.9% 11.0% 59.4% 21.8%	Popula  4,454  103,976 25,773 134,203  201 Popula 12,333 16,721 96,604 39,026 164,689	3.3% - 77.5% 19.2%  6 ttion 7.5% 10.2% 58.7% 23.7%	Population  144	8.2% 6.6% 7.7% 2016 Growth -1.4% -3.5% 2.9% 13.2% 4.1%	Population Growth  1.5%  - 82.0% 16.5%  Share of CMA Population Growth -2.7% -9.4% 41.6% 70.4%  Share of CMA Population	Brantford CMA  Active Core Transit Suburb Exurban Total  Greater Sudbury CMA  Active Core Transit Suburb Exurban Total  Greater Sudbury CMA  Active Core Transit Suburb Exurban Total  Guelph CMA  Active Core	2,385 -38,575 8,520 49,480 Total Dwelli 7,741 9,417 38,474 14,031 69,663	17.2%  1.1.1% 13.5% 20.1%	Total Dwelli 2,583 42,476 9,360 54,419  201 Total Dwelli 8,098 9,777 41,851 16,890 76,619	4.7%	Total DU G  198  3,901 840 4,939  2006-2 Total DU G  357 360 3,377 2,859 6,956	8.3%	Total DU Growth  4.0%  - 79.0%  17.0%  Share of CMA Total DU Growth  5.1%  5.2%  48.5%  41.1%  Share of CMA
CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA  Active Core Transit Suburb Exurban Total  Guelph CMA  Active Core Transit Suburb	Popula 4,310 - 96,111 24,186 124,607  200 Popula 12,506 17,328 93,920 34,490 158,244  200 Popula 40,677	3.5% - 77.1% 19.4%  6 tion 7.9% 11.0% 59.4% 21.8%  6 tion 32.0% -	Popula  4,454  103,976 25,773 134,203  201 Popula 12,333 16,721 96,604 39,026 164,689  201 Popula 41,218	3.3% - 77.5% 19.2%  6 ttion 7.5% 23.7%  6 ttion 27.1%	Population  144	8.2% 6.6% 7.7% 2016 Growth -1.4% -3.5% 2.9% 13.2% 4.1%	Population Growth  1.5%  - 82.0% 16.5%  Share of CMA Population Growth -2.7% -9.4% 41.6% 70.4%  Share of CMA Population Growth -2.2%	Brantford CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA  Active Core Transit Suburb Exurban Total  Guelph CMA  Active Core Transit Suburb	2,385 - 38,575 8,520 49,480  Total Dwelli 7,741 9,417 38,474 14,031 69,663  2000 Total Dwelli 19,953	17.2%  78.0% 17.2%  6 ing Units 11.1% 13.5% 55.2% 20.1%  6 ing Units	Total Dwelli 2,583	4.7%  78.1%  17.2%  6 ing Units  10.6%  12.8%  54.6%  22.0%	Total DU 6  198  3,901 840 4,939  2006-2 Total DU 6 357 360 3,377 2,859 6,956  2006-2 Total DU 6 812	8.3%	Total DU Growth  4.0%
CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA  Active Core Transit Suburb Exurban Total  Guelph CMA  Active Core	Popula 4,310	3.5% - 77.1% 19.4%  6 tion - 7.9% 11.0% 59.4% 21.8%  6 tion - 32.0% - 58.5%	Popula 4,454	3.3% - 77.5% 19.2%  6 ttion 7.5% 23.7%  6 ttion 27.1% - 59.6%	Population  144	3.3% 3.2% 6.6% 7.7% 2016 -1.4% -3.5% 2.9% 4.1% 2016 Growth 1.3% 22.0%	Population Growth  1.5%	Brantford CMA  Active Core Transit Suburb Exurban Total  Greater Sudbury CMA  Active Core Transit Suburb Exurban Total  Greater Sudbury CMA  Active Core Transit Suburb Exurban Total  Guelph CMA  Active Core	2,385 -38,575 8,520 49,480  2000 Total Dwelli 7,741 9,417 38,474 14,031 69,663  2000 Total Dwelli 19,953 -28,016	17.2%  17.2%  17.2%  11.1%  13.5%  55.2%  20.1%  38.3%  -  53.7%	Total Dwelli 2,583	4.7% -78.1% 17.2% -66 -61 -10.6% 12.8% -54.6% -22.0% -66 -68 -68 -7 -55.5%	Total DU 6  198	8.3%	Total DU Growth  4.0%
CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA  Active Core Transit Suburb Exurban Total  Guelph CMA  Active Core Transit Suburb	Popula 4,310 - 96,111 24,186 124,607  200 Popula 12,506 17,328 93,920 34,490 158,244  200 Popula 40,677	3.5% - 77.1% 19.4%  6 tion 7.9% 11.0% 59.4% 21.8%  6 tion 32.0% -	Popula  4,454  103,976 25,773 134,203  201 Popula 12,333 16,721 96,604 39,026 164,689  201 Popula 41,218	3.3% - 77.5% 19.2%  6 ttion 7.5% 23.7%  6 ttion 27.1%	Population  144	8.2% 6.6% 7.7% 2016 Growth -1.4% -3.5% 2.9% 13.2% 4.1%	Population Growth  1.5%  - 82.0% 16.5%  Share of CMA Population Growth -2.7% -9.4% 41.6% 70.4%  Share of CMA Population Growth -2.2%	Brantford CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Greater Sudbury CMA  Active Core Transit Suburb Exurban Total  Guelph CMA  Active Core Transit Suburb	2,385 - 38,575 8,520 49,480  Total Dwelli 7,741 9,417 38,474 14,031 69,663  2000 Total Dwelli 19,953	17.2%  78.0% 17.2%  6 ing Units 11.1% 13.5% 55.2% 20.1%  6 ing Units	Total Dwelli 2,583	4.7%  78.1%  17.2%  6 ing Units  10.6%  12.8%  54.6%  22.0%	Total DU 6  198  3,901 840 4,939  2006-2 Total DU 6 357 360 3,377 2,859 6,956  2006-2 Total DU 6 812	8.3%	Total DU Growth  4.0%

Halifax	200	6	201	6	2006-2	016	Share of CMA	Halifax	200	6	201	6	2006-2	016	Share of CMA
СМА	Popula	tion	Popula		Population		Population Growth	СМА	Total Dwelli	ing Units	Total Dwell	ing Units	Total DU G		Total DU Growth
Active Core	56,970	15.3%	59,593	14.8%	2,623	4.6%	8.6%	Active Core	32,076	19.2%	34,471	18.4%	2,395	7.5%	11.6%
Transit Suburb	52,274	14.0%	53,832	13.3%	1,558	3.0%	5.1%	Transit Suburb	28,379	17.0%	29,976	16.0%	1,597	5.6%	7.7%
Auto Suburb	174,216	46.7%	193,085	47.9%	18,869	10.8%	61.8%	Auto Suburb	70,555	42.3%	81,917	43.7%	11,362	16.1%	54.8%
Exurban	89,328	24.0%	96,824	24.0%	7,496	8.4%	24.5%	Exurban	35,708	21.4%	41,097	21.9%	5,389	15.1%	26.0%
Total	372,857		403,390		30,533	8.2%		Total	166,757		187,478		20,721	12.4%	
Hamilton	200	6	201	6	2006-2	016	Share of CMA	Hamilton	200	6	201	6	2006-2	016	Share of CMA
СМА	Popula	tion	Popula	tion	Population	Growth	Population	СМА	Total Dwelli	ing Units	Total Dwell	ing Units	Total DU G	Growth	Total DU Growth
	, i		•				Growth			-		-			
Active Core	92,268	13.4%	89,599	12.0%	(2,669)	-2.9%	-4.7%	Active Core	48,373	17.3%	49,680	16.2%	1,307	2.7%	4.8%
Transit Suburb	77,981	11.3%	76,264	10.2%	(1,717)	-2.2%	-3.0%	Transit Suburb	34,719	12.4%	35,392	11.6%	673	1.9%	2.5%
Auto Suburb	477,367	69.1%	534,074	71.4%	56,707	11.9%	100.1%	Auto Suburb	180,676	64.8%	203,964	66.6%	23,288	12.9%	86.1%
Exurban	43,252	6.3%	47,488	6.4%	4,236	9.8%	7.5%	Exurban	15,231	5.5%	16,998	5.6%	1,767	11.6%	6.5%
Total	690,869		747,545		56,676	8.2%		Total	278,999		306,034		27,035	9.7%	
	1						Share of CMA								
Kelowna	200	-	201	-	2006-2		Population	Kelowna	200	6	201	6	2006-2		Share of CMA
СМА	Popula	tion	Popula	tion	Population	Growth	Growth	CMA	Total Dwelli	ing Units	Total Dwell	ing Units	Total DU G	Growth	Total DU Growth
Active Core	17,640	10.9%	19,217	9.9%	1,577	8.9%	4.8%	Active Core	9,625	13.4%	10,269	11.6%	644	6.7%	3.9%
Transit Suburb	13,142	8.1%	15,237	7.8%	2,095	15.9%	6.4%	Transit Suburb	7,513	10.5%	8,793	9.9%	1,280	17.0%	7.7%
Auto Suburb	109,051	67.3%	132,367	67.9%	23,316	21.4%	71.2%	Auto Suburb	45,139	62.8%	56,620	64.1%	11,481	25.4%	69.4%
Exurban	22,299	13.8%	28,061	14.4%	5,762	25.8%	17.6%	Exurban	9,553	13.3%	12,692	14.4%	3,139	32.9%	19.0%
Total	162,132		194,882		32,750	20.2%		Total	71,830		88,374		16,544	23.0%	
	-							-	-						
Kingston	200	6	201	6	2006-2	016	Share of CMA	Kingston	200	6	201	6	2006-2	016	Share of CMA
CMA	Popula		Popula		Population		Population	CMA	Total Dwelli		Total Dwell		Total DU G		Total DU Growth
	<u> </u>				•		Growth			Ŭ		ŭ			
Active Core	24,110	15.8%	22,942	14.2%	(1,168)	-4.8%	-13.2%	Active Core	15,621	22.3%	16,849	21.8%	1,228	7.9%	17.1%
Transit Suburb	24,142	15.8%													
Auto Suburb			24,153	15.0%	11	0.0%	0.1%	Transit Suburb	11,988	17.1%	12,458	16.1%	470	3.9%	6.6%
<b></b>	67,178	44.1%	77,323	48.0%	10,145	15.1%	115.1%	Auto Suburb	11,988 26,093	37.3%	12,458 31,134	40.3%	470 5,041	3.9% 19.3%	70.3%
Exurban	36,461		77,323 36,757		10,145 296	15.1% 0.8%		Auto Suburb Exurban	11,988 26,093 16,301		12,458 31,134 16,732		470 5,041 431	3.9% 19.3% 2.6%	
		44.1%	77,323	48.0%	10,145	15.1%	115.1%	Auto Suburb	11,988 26,093	37.3%	12,458 31,134	40.3%	470 5,041	3.9% 19.3%	70.3%
Exurban Total	36,461	44.1%	77,323 36,757	48.0%	10,145 296	15.1% 0.8%	115.1% 3.4%	Auto Suburb Exurban Total	11,988 26,093 16,301	37.3%	12,458 31,134 16,732	40.3%	470 5,041 431	3.9% 19.3% 2.6%	70.3%
Exurban Total  Kitchener-Waterloo-	36,461	44.1% 23.9%	77,323 36,757	48.0% 22.8%	10,145 296	15.1% 0.8% <b>5.8%</b>	115.1% 3.4% Share of CMA	Auto Suburb Exurban Total Kitchener-Waterloo-	11,988 26,093 16,301	37.3% 23.3%	12,458 31,134 16,732	40.3%	470 5,041 431	3.9% 19.3% 2.6% 10.2%	70.3%
Exurban Total  Kitchener-Waterloo- Cambridge	36,461 <b>152,358</b>	44.1% 23.9%	77,323 36,757 <b>161,175</b>	48.0% 22.8%	10,145 296 <b>8,817</b>	15.1% 0.8% 5.8%	115.1% 3.4% Share of CMA Population	Auto Suburb Exurban Total  Kitchener-Waterloo- Cambridge	11,988 26,093 16,301 <b>70,003</b>	37.3% 23.3%	12,458 31,134 16,732 <b>77,173</b>	40.3% 21.7%	470 5,041 431 <b>7,170</b>	3.9% 19.3% 2.6% 10.2%	70.3% 6.0%
Exurban Total  Kitchener-Waterloo- Cambridge CMA	36,461 152,358 200 Popula	44.1% 23.9% 6 tion	77,323 36,757 161,175 201 Popula	48.0% 22.8% 6 tion	10,145 296 <b>8,817</b> 2006-2 Population	15.1% 0.8% 5.8% 016 Growth	3.4% Share of CMA Population Growth	Auto Suburb Exurban Total  Kitchener-Waterloo- Cambridge CMA	11,988 26,093 16,301 <b>70,003</b> Total Dwelli	37.3% 23.3% 6 ing Units	12,458 31,134 16,732 77,173 201 Total Dwell	40.3% 21.7% 6 ing Units	470 5,041 431 7,170 2006-2 Total DU 6	3.9% 19.3% 2.6% 10.2%	70.3% 6.0% Share of CMA Total DU Growth
Exurban Total  Kitchener-Waterloo- Cambridge CMA Active Core	36,461 152,358 200 Popula 54,619	44.1% 23.9% 6 tion	77,323 36,757 <b>161,175</b> <b>201</b> <b>Popula</b> 57,780	48.0% 22.8% 6 tion	10,145 296 <b>8,817</b> 2006-2 Population 3,161	15.1% 0.8% 5.8% 016 Growth	115.1% 3.4%  Share of CMA Population Growth 4.3%	Auto Suburb Exurban Total  Kitchener-Waterloo- Cambridge CMA Active Core	11,988 26,093 16,301 70,003 200 Total Dwelli 29,154	37.3% 23.3% 6 ing Units	12,458 31,134 16,732 77,173 201 Total Dwell 33,613	40.3% 21.7% 6 ing Units 15.9%	470 5,041 431 7,170 2006-2 Total DU 6	3.9% 19.3% 2.6% 10.2%	70.3% 6.0% Share of CMA Total DU Growth 13.5%
Exurban Total  Kitchener-Waterloo- Cambridge CMA Active Core Transit Suburb	36,461 152,358 200 Popula 54,619 58,921	44.1% 23.9% 6 tion 12.1% 13.1%	77,323 36,757 <b>161,175</b> <b>201</b> <b>Popula</b> 57,780 60,499	48.0% 22.8% 6 tion 11.0% 11.5%	10,145 296 <b>8,817</b> 2006-2 Population 3,161 1,578	15.1% 0.8% 5.8% 016 Growth 5.8% 2.7%	115.1% 3.4% Share of CMA Population Growth 4.3% 2.2%	Auto Suburb Exurban Total  Kitchener-Waterloo- Cambridge CMA Active Core Transit Suburb	11,988 26,093 16,301 70,003 200 Total Dwelli 29,154 26,166	37.3% 23.3% 6 ing Units 16.4% 14.7%	12,458 31,134 16,732 <b>77,173</b> 201 Total Dwell 33,613 27,729	40.3% 21.7% 6 ing Units 15.9% 13.1%	470 5,041 431 <b>7,170</b> 2006-2 Total DU G 4,459 1,563	3.9% 19.3% 2.6% 10.2% 016 Growth 15.3% 6.0%	70.3% 6.0% Share of CMA Total DU Growth 13.5% 4.7%
Exurban Total  Kitchener-Waterloo- Cambridge CMA Active Core Transit Suburb Auto Suburb	36,461 152,358 200 Popula 54,619 58,921 318,460	44.1% 23.9% 6 tion	77,323 36,757 161,175 201 Popula 57,780 60,499 377,139	48.0% 22.8% 6 tion	2006-2 Population 3,161 1,578 58,679	15.1% 0.8% 5.8% 016 Growth	115.1% 3.4%  Share of CMA Population Growth 4.3%	Auto Suburb Exurban Total  Kitchener-Waterloo- Cambridge CMA Active Core	11,988 26,093 16,301 70,003 200 Total Dwelli 29,154 26,166 115,980	37.3% 23.3% 6 ing Units	12,458 31,134 16,732 77,173 201 Total Dwell 33,613 27,729 139,535	40.3% 21.7% 6 ing Units 15.9% 13.1% 66.2%	470 5,041 431 7,170 2006-2 Total DU 6 4,459 1,563 23,555	3.9% 19.3% 2.6% 10.2%	70.3% 6.0% Share of CMA Total DU Growth 13.5%
Exurban Total  Kitchener-Waterloo- Cambridge CMA Active Core Transit Suburb	36,461 152,358 200 Popula 54,619 58,921	44.1% 23.9% 6 tion 12.1% 13.1% 70.6%	77,323 36,757 <b>161,175</b> <b>201</b> <b>Popula</b> 57,780 60,499	48.0% 22.8% 6 tion 11.0% 11.5% 72.0%	10,145 296 <b>8,817</b> 2006-2 Population 3,161 1,578	15.1% 0.8% 5.8% 016 Growth 5.8% 2.7% 18.4%	115.1% 3.4% Share of CMA Population Growth 4.3% 2.2% 80.8%	Auto Suburb Exurban Total  Kitchener-Waterloo- Cambridge CMA Active Core Transit Suburb Auto Suburb	11,988 26,093 16,301 70,003 200 Total Dwelli 29,154 26,166	37.3% 23.3% 6 ing Units 16.4% 14.7% 65.2%	12,458 31,134 16,732 <b>77,173</b> 201 Total Dwell 33,613 27,729	40.3% 21.7% 6 ing Units 15.9% 13.1%	470 5,041 431 <b>7,170</b> 2006-2 Total DU G 4,459 1,563	3.9% 19.3% 2.6% 10.2% 016 Growth 15.3% 6.0% 20.3%	70.3% 6.0% Share of CMA Total DU Growth 13.5% 4.7% 71.3%
Exurban Total  Kitchener-Waterloo- Cambridge CMA Active Core Transit Suburb Auto Suburb Exurban	36,461 152,358 200 Popula 54,619 58,921 318,460 18,102	44.1% 23.9% 6 tion 12.1% 13.1% 70.6%	77,323 36,757 161,175 201 Popula 57,780 60,499 377,139 28,323	48.0% 22.8% 6 tion 11.0% 11.5% 72.0%	2006-2 Population 3,161 1,578 58,679 10,221	15.1% 0.8% 5.8% 016 Growth 5.8% 2.7% 18.4% 56.5%	115.1% 3.4% Share of CMA Population Growth 4.3% 2.2% 80.8%	Auto Suburb Exurban Total  Kitchener-Waterloo- Cambridge CMA Active Core Transit Suburb Auto Suburb Exurban	11,988 26,093 16,301 70,003 200 Total Dwelli 29,154 26,166 115,980 6,207	37.3% 23.3% 6 ing Units 16.4% 14.7% 65.2%	12,458 31,134 16,732 77,173 201 Total Dwell 33,613 27,729 139,535 9,960	40.3% 21.7% 6 ing Units 15.9% 13.1% 66.2%	470 5,041 431 7,170 2006-2 Total DU 6 4,459 1,563 23,555 3,753	3.9% 19.3% 2.6% 10.2% 016 Growth 15.3% 6.0% 20.3% 60.5%	70.3% 6.0% Share of CMA Total DU Growth 13.5% 4.7% 71.3%
Exurban Total  Kitchener-Waterloo- Cambridge CMA Active Core Transit Suburb Auto Suburb Exurban Total	36,461 152,358 200 Popula 54,619 58,921 318,460 18,102 451,227	44.1% 23.9% 6 tion 12.1% 13.1% 70.6% 4.0%	77,323 36,757 161,175 201 Popula 57,780 60,499 377,139 28,323 523,894	48.0% 22.8% 6 tion 11.0% 11.5% 72.0% 5.4%	2006-2 8,817 2006-2 Population 3,161 1,578 58,679 10,221 72,667	15.1% 0.8% 5.8% 016 Growth 5.8% 2.7% 18.4% 56.5% 16.1%	115.1% 3.4% Share of CMA Population Growth 4.3% 2.2% 80.8%	Auto Suburb Exurban Total  Kitchener-Waterloo- Cambridge CMA Active Core Transit Suburb Auto Suburb Exurban Total	11,988 26,093 16,301 70,003 200 Total Dwelli 29,154 26,166 115,980 6,207 177,876	37.3% 23.3% 6 ing Units 16.4% 14.7% 65.2% 3.5%	12,458 31,134 16,732 77,173 201 Total Dwell 33,613 27,729 139,535 9,960 210,896	40.3% 21.7% 6 ing Units 15.9% 13.1% 66.2% 4.7%	470 5,041 431 7,170 2006-2 Total DU G 4,459 1,563 23,555 3,753 33,020	3.9% 19.3% 2.6% 10.2% 016 Frowth 15.3% 6.0% 20.3% 60.5% 18.6%	70.3% 6.0% Share of CMA Total DU Growth 13.5% 4.7% 71.3% 11.4%
Exurban Total  Kitchener-Waterloo- Cambridge CMA Active Core Transit Suburb Auto Suburb Exurban Total  Lethbridge	36,461 152,358 200 Popula 54,619 58,921 318,460 18,102 451,227	44.1% 23.9% 6 tion 12.1% 13.1% 70.6% 4.0%	77,323 36,757 161,175 201 Popula 57,780 60,499 377,139 28,323 523,894	48.0% 22.8% 6 tion 11.0% 11.5% 72.0% 5.4%	10,145 296 8,817 2006-2 Population 3,161 1,578 58,679 10,221 72,667	15.1% 0.8% 5.8% 016 Growth 5.8% 2.7% 18.4% 56.5% 16.1%	115.1% 3.4% Share of CMA Population Growth 4.3% 2.2% 80.8% 14.1%	Auto Suburb Exurban Total  Kitchener-Waterloo- Cambridge CMA Active Core Transit Suburb Auto Suburb Exurban Total  Lethbridge	11,988 26,093 16,301 70,003 200 Total Dwelli 29,154 26,166 115,980 6,207 177,876	37.3% 23.3% 6 ing Units 16.4% 14.7% 65.2% 3.5%	12,458 31,134 16,732 77,173 201 Total Dwell 33,613 27,729 139,535 9,960 210,896	40.3% 21.7% 6 ing Units 15.9% 13.1% 66.2% 4.7%	470 5,041 431 7,170 2006-2 Total DU 6 4,459 1,563 23,555 3,753 33,020	3.9% 19.3% 2.6% 10.2% 016 Srowth 15.3% 6.0% 20.3% 60.5% 18.6%	70.3% 6.0% Share of CMA Total DU Growth 13.5% 4.7% 71.3% 11.4% Share of CMA
Exurban Total  Kitchener-Waterloo- Cambridge CMA Active Core Transit Suburb Auto Suburb Exurban Total	36,461 152,358 200 Popula 54,619 58,921 318,460 18,102 451,227	44.1% 23.9% 6 tion 12.1% 13.1% 70.6% 4.0%	77,323 36,757 161,175 201 Popula 57,780 60,499 377,139 28,323 523,894	48.0% 22.8% 6 tion 11.0% 11.5% 72.0% 5.4%	2006-2 8,817 2006-2 Population 3,161 1,578 58,679 10,221 72,667	15.1% 0.8% 5.8% 016 Growth 5.8% 2.7% 18.4% 56.5% 16.1%	115.1% 3.4% Share of CMA Population Growth 4.3% 2.2% 80.8% 14.1%	Auto Suburb Exurban Total  Kitchener-Waterloo- Cambridge CMA Active Core Transit Suburb Auto Suburb Exurban Total	11,988 26,093 16,301 70,003 200 Total Dwelli 29,154 26,166 115,980 6,207 177,876	37.3% 23.3% 6 ing Units 16.4% 14.7% 65.2% 3.5%	12,458 31,134 16,732 77,173 201 Total Dwell 33,613 27,729 139,535 9,960 210,896	40.3% 21.7% 6 ing Units 15.9% 13.1% 66.2% 4.7%	470 5,041 431 7,170 2006-2 Total DU G 4,459 1,563 23,555 3,753 33,020	3.9% 19.3% 2.6% 10.2% 016 Srowth 15.3% 6.0% 20.3% 60.5% 18.6%	70.3% 6.0% Share of CMA Total DU Growth 13.5% 4.7% 71.3% 11.4%
Exurban Total  Kitchener-Waterloo- Cambridge CMA Active Core Transit Suburb Auto Suburb Exurban Total  Lethbridge CMA Active Core	36,461 152,358 200 Popula 54,619 58,921 318,460 18,102 451,227 200 Popula 11,289	44.1% 23.9% 6 tion 12.1% 70.6% 4.0%	77,323 36,757 161,175  201 Popula 57,780 60,499 377,139 28,323 523,894  201 Popula 11,123	48.0% 22.8% 6 tion 11.0% 72.0% 5.4% 6 tion 9.5%	2006-2 Population 3,161 1,578 58,679 10,221 72,667 2006-2 Population (166)	15.1% 0.8% 5.8% 016 Growth 5.8% 2.7% 18.4% 56.5% 16.1% 016 Growth	Share of CMA Population Growth 4.3% 2.2% 80.8% 14.1%  Share of CMA Population Growth -0.7%	Auto Suburb Exurban Total  Kitchener-Waterloo- Cambridge CMA Active Core Transit Suburb Auto Suburb Exurban Total  Lethbridge CMA Active Core	11,988 26,093 16,301 70,003 2000 Total Dwelli 29,154 26,166 115,980 6,207 177,876 2000 Total Dwelli 5,805	37.3% 23.3% 6 ing Units 16.4% 14.7% 65.2% 3.5% 6 ing Units 14.6%	12,458 31,134 16,732 77,173 201 Total Dwell 33,613 27,729 139,535 9,960 210,896 201 Total Dwell 5,829	40.3% 21.7% 6 ing Units 15.9% 13.1% 66.2% 4.7% 6 ing Units 12.1%	470 5,041 431 7,170 2006-2 Total DU G 4,459 1,563 23,555 3,753 33,020 2006-2 Total DU G	3.9% 19.3% 2.6% 10.2% 016 Growth 15.3% 6.0% 20.3% 60.5% 18.6%	70.3% 6.0% Share of CMA Total DU Growth 13.5% 4.7% 71.3% 11.4% Share of CMA Total DU Growth 0.3%
Exurban Total  Kitchener-Waterloo- Cambridge CMA Active Core Transit Suburb Auto Suburb Exurban Total  Lethbridge CMA Active Core Transit Suburb	36,461 152,358 200 Popula 54,619 58,921 318,460 18,102 451,227 200 Popula 11,289 3,703	44.1% 23.9% 6 tion 12.1% 13.1% 70.6% 4.0%	77,323 36,757 161,175  201 Popula 57,780 60,499 377,139 28,323 523,894  201 Popula 11,123 3,493	48.0% 22.8% 6 tion 11.0% 11.5% 72.0% 5.4%	10,145 296 8,817 2006-2 Population 3,161 1,578 58,679 10,221 72,667 2006-2 Population (166) (210)	15.1% 0.8% 5.8% 016 Growth 5.8% 2.7% 18.4% 56.5% 16.1% 016 Growth -1.5% -5.7%	Share of CMA Population Growth 4.3% 2.2% 80.8% 14.1%  Share of CMA Population Growth -0.7% -0.9%	Auto Suburb Exurban Total  Kitchener-Waterloo- Cambridge CMA Active Core Transit Suburb Auto Suburb Exurban Total  Lethbridge CMA Active Core Transit Suburb	11,988 26,093 16,301 70,003 2000 Total Dwelli 29,154 26,166 115,980 6,207 177,876 2000 Total Dwelli 5,805 1,419	37.3% 23.3% 6 ing Units 16.4% 14.7% 65.2% 3.5% 6 ing Units 14.6% 3.6%	12,458 31,134 16,732 77,173 201 Total Dwell 33,613 27,729 139,535 9,960 210,896	40.3% 21.7% 6 ing Units 15.9% 13.1% 66.2% 4.7% 6 ing Units 12.1% 3.0%	470 5,041 431 7,170 2006-2 Total DU 6 4,459 1,563 23,555 3,753 33,020	3.9% 19.3% 2.6% 10.2% 016 Srowth 15.3% 6.0% 20.3% 60.5% 18.6% 016 Growth 0.4% 1.3%	70.3% 6.0% Share of CMA Total DU Growth 13.5% 4.7% 71.3% 11.4% Share of CMA Total DU Growth 0.3% 0.2%
Exurban Total  Kitchener-Waterloo- Cambridge CMA Active Core Transit Suburb Auto Suburb Exurban Total  Lethbridge CMA Active Core	36,461 152,358 200 Popular 54,619 58,921 318,460 18,102 451,227 200 Popular 11,289 3,703 69,797	44.1% 23.9% 6 tion 12.1% 13.1% 70.6% 4.0% 6 tion 11.9% 3.9% 73.3%	77,323 36,757 161,175  201 Popula 57,780 60,499 377,139 28,323 523,894  201 Popula 11,123 3,493 92,370	48.0% 22.8% 6 tion 11.0% 11.5% 72.0% 5.4% 6 tion 9.5% 3.0% 78.7%	2006-2 Population 3,161 1,578 58,679 10,221 72,667 2006-2 Population (166) (210) 22,573	15.1% 0.8% 5.8% 016 Growth 5.8% 2.7% 18.4% 56.5% 16.1% 016 Growth -1.5% -5.7% 32.3%	115.1% 3.4% 3.4%  Share of CMA Population Growth 4.3% 2.2% 80.8% 14.1%  Share of CMA Population Growth -0.7% -0.9% 101.6%	Auto Suburb Exurban Total  Kitchener-Waterloo- Cambridge CMA Active Core Transit Suburb Auto Suburb Exurban Total  Lethbridge CMA Active Core Transit Suburb Auto Suburb	11,988 26,093 16,301 70,003 2000 Total Dwelli 29,154 26,166 115,980 6,207 177,876 2000 Total Dwelli 5,805 1,419 29,453	37.3% 23.3% 6 ing Units 16.4% 14.7% 65.2% 3.5% 6 ing Units 14.6% 3.6% 74.2%	12,458 31,134 16,732 77,173  201 Total Dwell 33,613 27,729 139,535 9,960 210,896  201 Total Dwell 5,829 1,437 37,901	40.3% 21.7%  6 ing Units 15.9% 13.1% 66.2% 4.7%  6 ing Units 12.1% 3.0% 78.4%	470 5,041 431 7,170  2006-2 Total DU 6 4,459 1,563 23,555 3,753 33,020  2006-2 Total DU 6 24 18 8,448	3.9% 19.3% 2.6% 10.2% 016 Growth 15.3% 6.0% 20.3% 18.6% 016 Growth 0.4% 1.3% 28.7%	70.3% 6.0%  Share of CMA Total DU Growth 13.5% 4.7% 71.3% 11.4%  Share of CMA Total DU Growth 0.3% 0.2% 97.8%
Exurban Total  Kitchener-Waterloo- Cambridge CMA ActiveCore Transit Suburb Auto Suburb Exurban Total  Lethbridge CMA ActiveCore Transit Suburb	36,461 152,358 200 Popula 54,619 58,921 318,460 18,102 451,227 200 Popula 11,289 3,703	44.1% 23.9% 6 tion 12.1% 13.1% 70.6% 4.0%	77,323 36,757 161,175  201 Popula 57,780 60,499 377,139 28,323 523,894  201 Popula 11,123 3,493	48.0% 22.8% 6 tion 11.0% 11.5% 72.0% 5.4% 6 tion 9.5% 3.0%	10,145 296 8,817 2006-2 Population 3,161 1,578 58,679 10,221 72,667 2006-2 Population (166) (210)	15.1% 0.8% 5.8% 016 Growth 5.8% 2.7% 18.4% 56.5% 16.1% 016 Growth -1.5% -5.7%	Share of CMA Population Growth 4.3% 2.2% 80.8% 14.1%  Share of CMA Population Growth -0.7% -0.9%	Auto Suburb Exurban Total  Kitchener-Waterloo- Cambridge CMA Active Core Transit Suburb Auto Suburb Exurban Total  Lethbridge CMA Active Core Transit Suburb	11,988 26,093 16,301 70,003 2000 Total Dwelli 29,154 26,166 115,980 6,207 177,876 2000 Total Dwelli 5,805 1,419	37.3% 23.3% 6 ing Units 16.4% 14.7% 65.2% 3.5% 6 ing Units 14.6% 3.6%	12,458 31,134 16,732 77,173  201 Total Dwell 33,613 27,729 139,535 9,960 210,896  201 Total Dwell 5,829 1,437	40.3% 21.7% 6 ing Units 15.9% 13.1% 66.2% 4.7% 6 ing Units 12.1% 3.0%	470 5,041 431 7,170 2006-2 Total DU G 4,459 1,563 23,555 3,753 33,020 2006-2 Total DU G	3.9% 19.3% 2.6% 10.2% 016 Frowth 15.3% 6.0% 20.3% 60.5% 18.6% 016 Frowth 0.4% 1.3%	70.3% 6.0% Share of CMA Total DU Growth 13.5% 4.7% 71.3% 11.4% Share of CMA Total DU Growth 0.3% 0.2%

London	200	6	201	6	2006-2	016	Share of CMA	London	200	6	201	6	2006-2	016	Share of CMA
CMA	Popula	-	Popula		Population		Population	CMA	Total Dwell	_	Total Dwell	-	Total DU		Total DU Growth
	<u> </u>						Growth			_		_			
Active Core	72,657	15.9%	71,238	14.4%	(1,419)	-2.0%	-3.9%	Active Core	41,971	21.2%	44,116	20.0%	2,145	5.1%	9.6%
Transit Suburb Auto Suburb	72,086	15.7%	79,209	16.0%	7,123	9.9%	19.6%	Transit Suburb	36,061	18.2%	39,522	17.9%	3,461	9.6%	15.5%
	249,328 63,649	54.5% 13.9%	273,792 69,830	55.4% 14.1%	24,464 6,181	9.8%	67.3% 17.0%	Auto Suburb	96,881 23,231	48.9% 11.7%	110,306	50.0% 12.0%	13,425	13.9%	60.2% 14.7%
Exurban	457,720	13.9%		14.1%	,	7.9%	17.0%	Exurban Total		11.7%	26,508	12.0%	3,277 <b>22,308</b>		14.7%
Total	457,720		494,069		36,349	7.9%		iotai	198,144		220,452		22,308	11.3%	
	1						Share of CMA	1	1		1				1
Moncton	200	6	201	.6	2006-2	2016	Population	Moncton	200	6	201	6	2006-2	2016	Share of CMA
CMA	Popula	tion	Popula	tion	Population	Growth	Growth	CMA	Total Dwell	ing Units	Total Dwell	ing Units	Total DU 0	Growth	Total DU Growth
Active Core	27,689	21.9%	27,990	19.3%	301	1.1%	1.6%	Active Core	14,691	26.6%	16,225	24.3%	1,534	10.4%	13.4%
Transit Suburb	27,089	21.5/0	27,990	19.370	301	1.1/0	1.0%	Transit Suburb	14,091	20.076	10,223	24.370	1,334	10.476	13.476
Auto Suburb	66,983	53.0%	82,335	56.9%	15,352	22.9%	83.5%	Auto Suburb	27,589	49.9%	35,556	53.3%	7,967	28.9%	69.6%
Exurban	31,744	25.1%	34,485	23.8%	2,741	8.6%	14.9%	Exurban	12,969	23.5%	14,918	22.4%	1,949	15.0%	17.0%
Total	126,416	25.170	144,810	25.670	18,394	14.6%	11.575	Total	55,249	20.570	66,699	22.170	11,450	20.7%	17.1075
Total	120,410		144,010		10,554	14.070		Total	33,243		00,033		11,430	20.770	1
				_			Share of CMA								
Oshawa	200		201		2006-2		Population	Oshawa	200		201		2006-2		Share of CMA
CMA	Popula	tion	Popula	ition	Population	Growth	Growth	CMA	Total Dwell	ing Units	Total Dwell	ing Units	Total DU 0	Growth	Total DU Growth
Active Core	9,236	2.8%	9,596	2.5%	360	3.9%	0.7%	Active Core	5,146	4.2%	5,422	3.8%	276	5.4%	1.4%
Transit Suburb	30,038	9.1%	32,580	8.6%	2,542	8.5%	5.2%	Transit Suburb	12,096	9.8%	13,269	9.3%	1,173	9.7%	6.1%
Auto Suburb	271,887	82.2%	312,651	82.3%	40,764	15.0%	82.8%	Auto Suburb	99,168	80.4%	114,682	80.5%	15,514	15.6%	81.2%
Exurban	19,433	5.9%	25,021	6.6%	5,588	28.8%	11.3%	Exurban	6,941	5.6%	9,089	6.4%	2,148	30.9%	11.2%
Total	330,594		379,848		49,254	14.9%		Total	123,351		142,462		19,111	15.5%	
D. A. orb	200		204		2006.2	2046	Share of CMA	B. A. old a second	200	•	1 204		2006.2	2016	Sharra of COAA
Peterborough	200	-	201	-	2006-2		Share of CMA Population	Peterborough	200	_	201	-	2006-2		Share of CMA
Peterborough CMA	200 Popula	-	201 Popula	-	2006-2 Population			Peterborough CMA	200 Total Dwell	_	201 Total Dwell	-	2006-2 Total DU 0		
		-	-	-			Population	_		_	_	-			
СМА	Popula	tion	Popula	ition	Population	Growth	Population Growth	СМА	Total Dwell	ing Units	Total Dwell	ing Units	Total DU	Growth	Total DU Growth
CMA Active Core	Popula 31,753	27.3%	Popula 31,627	26.0%	Population (126)	Growth -0.4%	Population Growth -2.3%	CMA Active Core	Total Dwelli 15,757	ing Units 30.3%	Total Dwell	ing Units 29.4%	Total DU 0	Growth 3.9%	Total DU Growth 17.2%
CMA Active Core Transit Suburb	Popula 31,753 2,515	27.3% 2.2%	31,627 2,695	26.0% 2.2%	(126) 180	-0.4% 7.2%	Population Growth -2.3% 3.3%	CMA Active Core Transit Suburb	15,757 1,249	30.3% 2.4%	16,373 1,370	29.4% 2.5%	616 121	3.9% 9.7%	Total DU Growth 17.2% 3.4%
CMA Active Core Transit Suburb Auto Suburb	31,753 2,515 41,690	27.3% 2.2% 35.8%	31,627 2,695 46,484	26.0% 2.2% 38.2%	(126) 180 4,794	-0.4% 7.2% 11.5%	Population Growth -2.3% 3.3% 89.1%	CMA Active Core Transit Suburb Auto Suburb	15,757 1,249 16,709	30.3% 2.4% 32.1%	16,373 1,370 19,169	29.4% 2.5% 34.4%	616 121 2,460	3.9% 9.7% 14.7%	17.2% 3.4% 68.6%
CMA Active Core Transit Suburb Auto Suburb Exurban	Popula 31,753 2,515 41,690 40,383	27.3% 2.2% 35.8%	31,627 2,695 46,484 40,915	26.0% 2.2% 38.2%	(126) 180 4,794 532	-0.4% 7.2% 11.5% 1.3%	Population Growth -2.3% 3.3% 89.1%	CMA Active Core Transit Suburb Auto Suburb Exurban	15,757 1,249 16,709 18,361	30.3% 2.4% 32.1%	16,373 1,370 19,169 18,750	29.4% 2.5% 34.4%	Total DU ( 616 121 2,460 389	3.9% 9.7% 14.7% 2.1%	17.2% 3.4% 68.6%
CMA Active Core Transit Suburb Auto Suburb Exurban Total	Popula 31,753 2,515 41,690 40,383 116,341	27.3% 2.2% 35.8% 34.7%	31,627 2,695 46,484 40,915 121,721	26.0% 2.2% 38.2% 33.6%	(126) 180 4,794 532 5,380	-0.4% 7.2% 11.5% 1.3% 4.6%	Population Growth -2.3% 3.3% 89.1%	CMA Active Core Transit Suburb Auto Suburb Exurban Total	15,757 1,249 16,709 18,361 52,076	30.3% 2.4% 32.1% 35.3%	Total Dwell 16,373 1,370 19,169 18,750 55,662	29.4% 2.5% 34.4% 33.7%	70tal DU 0 616 121 2,460 389 3,586	3.9% 9.7% 14.7% 2.1% 6.9%	17.2% 3.4% 68.6% 10.8%
CMA Active Core Transit Suburb Auto Suburb Exurban Total  Regina	Popula 31,753 2,515 41,690 40,383 116,341	27.3% 2.2% 35.8% 34.7%	31,627 2,695 46,484 40,915 121,721	26.0% 2.2% 38.2% 33.6%	(126) 180 4,794 532 5,380	0.4% 7.2% 11.5% 1.3% 4.6%	Population Growth -2.3% 3.3% 89.1% 9.9%	CMA Active Core Transit Suburb Auto Suburb Exurban Total  Regina	15,757 1,249 16,709 18,361 52,076	30.3% 2.4% 32.1% 35.3%	Total Dwell 16,373 1,370 19,169 18,750 55,662	29.4% 2.5% 34.4% 33.7%	Total DU 0 616 121 2,460 389 3,586	3.9% 9.7% 14.7% 2.1% 6.9%	Total DU Growth 17.2% 3.4% 68.6% 10.8%  Share of CMA
CMA Active Core Transit Suburb Auto Suburb Exurban Total	Popula 31,753 2,515 41,690 40,383 116,341	27.3% 2.2% 35.8% 34.7%	31,627 2,695 46,484 40,915 121,721	26.0% 2.2% 38.2% 33.6%	(126) 180 4,794 532 5,380	0.4% 7.2% 11.5% 1.3% 4.6%	Population Growth -2.3% 3.3% 89.1% 9.9% Share of CMA	CMA Active Core Transit Suburb Auto Suburb Exurban Total	15,757 1,249 16,709 18,361 52,076	30.3% 2.4% 32.1% 35.3%	Total Dwell 16,373 1,370 19,169 18,750 55,662	29.4% 2.5% 34.4% 33.7%	70tal DU 0 616 121 2,460 389 3,586	3.9% 9.7% 14.7% 2.1% 6.9%	Total DU Growth 17.2% 3.4% 68.6% 10.8%  Share of CMA
CMA Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA Active Core	Popula 31,753 2,515 41,690 40,383 116,341  200 Popula 19,718	27.3% 2.2% 35.8% 34.7%  6 tion 10.1%	Popula 31,627 2,695 46,484 40,915 121,721 201 Popula 21,039	26.0% 2.2% 38.2% 33.6%	(126) 180 4,794 532 5,380 2006-2 Population	-0.4% 7.2% 11.5% 1.3% 4.6%	Population Growth  -2.3% 3.3% 89.1% 9.9%  Share of CMA Population Growth 3.2%	CMA Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA Active Core	15,757 1,249 16,709 18,361 52,076 200 Total Dwelli	30.3% 2.4% 32.1% 35.3% 66 ing Units	Total Dwell 16,373 1,370 19,169 18,750 55,662 201 Total Dwell 12,196	29.4% 29.4% 2.5% 34.4% 33.7%  6 ing Units 12.0%	Total DU 6 616 121 2,460 389 3,586  2006-2 Total DU 6	3.9% 9.7% 14.7% 2.1% 6.9%	17.2% 3.4% 68.6% 10.8%  Share of CMA Total DU Growth 0.4%
CMA Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA Active Core Transit Suburb	Popula 31,753 2,515 41,690 40,383 116,341  200 Popula 19,718 37,268	27.3% 2.2% 35.8% 34.7%  6 tion  10.1% 19.1%	Popula 31,627 2,695 46,484 40,915 121,721 201 Popula 21,039 40,460	26.0% 2.2% 38.2% 33.6% 66 attion 8.9% 17.1%	(126) 180 4,794 532 5,380 2006-2 Population 1,321 3,192	-0.4% 7.2% 11.5% 1.3% 4.6% 2016 Growth 6.7% 8.6%	Population Growth  -2.3%  3.3%  89.1%  9.9%  Share of CMA Population Growth  3.2%  7.7%	CMA Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA Active Core Transit Suburb	15,757 1,249 16,709 18,361 52,076 200 Total Dwelli 12,126 17,350	30.3% 2.4% 32.1% 35.3% 6 6 ing Units 14.3% 20.4%	Total Dwell 16,373 1,370 19,169 18,750 55,662  201 Total Dwell 12,196 18,258	29.4% 29.4% 2.5% 34.4% 33.7%  6 ing Units 12.0% 17.9%	Total DU 6 616 121 2,460 389 3,586 2006-2 Total DU 6 908	3.9% 9.7% 14.7% 2.1% 6.9% 2016 Growth 0.6% 5.2%	Total DU Growth  17.2% 3.4% 68.6% 10.8%  Share of CMA Total DU Growth 0.4% 5.4%
CMA Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA Active Core Transit Suburb Auto Suburb	Popula 31,753 2,515 41,690 40,383 116,341  200 Popula 19,718 37,268 120,353	27.3% 2.2% 35.8% 34.7%  6 tion 10.1% 19.1% 61.7%	Popula 31,627 2,695 46,484 40,915 121,721 201 Popula 21,039 40,460 151,844	26.0% 2.2% 38.2% 33.6%  6 attion 8.9% 17.1% 64.2%	(126) 180 4,794 532 5,380 2006-2 Population 1,321 3,192 31,491	-0.4% 7.2% 11.5% 1.3% 4.6% 2016 Growth 6.7% 8.6% 26.2%	Population Growth  -2.3%  3.3%  89.1%  9.9%  Share of CMA Population Growth 3.2%  7.7%  75.9%	CMA Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA Active Core Transit Suburb Auto Suburb	15,757 1,249 16,709 18,361 52,076 200 Total Dwelli 12,126 17,350 48,377	30.3% 2.4% 32.1% 35.3% 6 ing Units 14.3% 20.4% 56.9%	Total Dwell 16,373 1,370 19,169 18,750 55,662  201 Total Dwell 12,196 18,258 61,946	29.4% 2.5% 34.4% 33.7%  6 ing Units 12.0% 17.9% 60.9%	Total DU 0 616 121 2,460 389 3,586 2006-2 Total DU 0 908 13,569	3.9% 9.7% 14.7% 2.1% 6.9% 2016 Growth 0.6% 5.2% 28.0%	Total DU Growth  17.2% 3.4% 68.6% 10.8%  Share of CMA Total DU Growth 0.4% 5.4% 81.1%
CMA Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA Active Core Transit Suburb Auto Suburb Exurban	Popula 31,753 2,515 41,690 40,383 116,341  200 Popula 19,718 37,268	27.3% 2.2% 35.8% 34.7%  6 tion  10.1% 19.1%	Popula 31,627 2,695 46,484 40,915 121,721  201 Popula 21,039 40,460 151,844 23,138	26.0% 2.2% 38.2% 33.6% 66 attion 8.9% 17.1%	(126) 180 4,794 532 5,380 2006-2 Population 1,321 3,192 31,491 5,506	-0.4% 7.2% 11.5% 1.3% 4.6% 2016 Growth 6.7% 8.6% 26.2% 31.2%	Population Growth  -2.3%  3.3%  89.1%  9.9%  Share of CMA Population Growth  3.2%  7.7%	CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA  Active Core Transit Suburb Auto Suburb Exurban	15,757 1,249 16,709 18,361 52,076 200 Total Dwelli 12,126 17,350	30.3% 2.4% 32.1% 35.3% 6 6 ing Units 14.3% 20.4%	Total Dwell 16,373 1,370 19,169 18,750 55,662  201 Total Dwell 12,196 18,258 61,946 9,319	29.4% 29.4% 2.5% 34.4% 33.7%  6 ing Units 12.0% 17.9%	Total DU 6 616 121 2,460 389 3,586 2006-2 Total DU 6 908	3.9% 9.7% 14.7% 2.1% 6.9% 2016 Growth 0.6% 5.2%	Total DU Growth  17.2% 3.4% 68.6% 10.8%  Share of CMA Total DU Growth 0.4% 5.4%
CMA Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA Active Core Transit Suburb Auto Suburb	Popula 31,753 2,515 41,690 40,383 116,341  200 Popula 19,718 37,268 120,353	27.3% 2.2% 35.8% 34.7%  6 tion 10.1% 19.1% 61.7%	Popula 31,627 2,695 46,484 40,915 121,721 201 Popula 21,039 40,460 151,844	26.0% 2.2% 38.2% 33.6%  6 attion 8.9% 17.1% 64.2%	(126) 180 4,794 532 5,380 2006-2 Population 1,321 3,192 31,491	-0.4% 7.2% 11.5% 1.3% 4.6% 2016 Growth 6.7% 8.6% 26.2%	Population Growth  -2.3%  3.3%  89.1%  9.9%  Share of CMA Population Growth 3.2%  7.7%  75.9%	CMA Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA Active Core Transit Suburb Auto Suburb	15,757 1,249 16,709 18,361 52,076 200 Total Dwelli 12,126 17,350 48,377	30.3% 2.4% 32.1% 35.3% 6 ing Units 14.3% 20.4% 56.9%	Total Dwell 16,373 1,370 19,169 18,750 55,662  201 Total Dwell 12,196 18,258 61,946	29.4% 2.5% 34.4% 33.7%  6 ing Units 12.0% 17.9% 60.9%	Total DU 0 616 121 2,460 389 3,586 2006-2 Total DU 0 908 13,569	3.9% 9.7% 14.7% 2.1% 6.9% 2016 Growth 0.6% 5.2% 28.0%	Total DU Growth  17.2% 3.4% 68.6% 10.8%  Share of CMA Total DU Growth 0.4% 5.4% 81.1%
CMA Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA Active Core Transit Suburb Auto Suburb Exurban	Popula 31,753 2,515 41,690 40,383 116,341  200 Popula 19,718 37,268 120,353 17,632	27.3% 2.2% 35.8% 34.7%  6 tion 10.1% 19.1% 61.7%	Popula 31,627 2,695 46,484 40,915 121,721  201 Popula 21,039 40,460 151,844 23,138	26.0% 2.2% 38.2% 33.6%  6 attion 8.9% 17.1% 64.2%	(126) 180 4,794 532 5,380 2006-2 Population 1,321 3,192 31,491 5,506	-0.4% 7.2% 11.5% 1.3% 4.6% 2016 Growth 6.7% 8.6% 26.2% 31.2%	Population Growth  -2.3%  3.3%  89.1%  9.9%  Share of CMA Population Growth 3.2%  7.7%  75.9%	CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA  Active Core Transit Suburb Auto Suburb Exurban	15,757 1,249 16,709 18,361 52,076 200 Total Dwelli 12,126 17,350 48,377 7,145	30.3% 2.4% 32.1% 35.3% 6 ing Units 14.3% 20.4% 56.9%	Total Dwell 16,373 1,370 19,169 18,750 55,662  201 Total Dwell 12,196 18,258 61,946 9,319	29.4% 2.5% 34.4% 33.7%  6 ing Units 12.0% 17.9% 60.9%	Total DU 0 616 121 2,460 389 3,586  2006-2 Total DU 0 908 13,569 2,174	3.9% 9.7% 14.7% 2.1% 6.9%  2016 Growth 0.6% 5.2% 28.0% 30.4%	Total DU Growth  17.2% 3.4% 68.6% 10.8%  Share of CMA Total DU Growth 0.4% 5.4% 81.1%
CMA Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA Active Core Transit Suburb Auto Suburb Exurban	Popula 31,753 2,515 41,690 40,383 116,341  200 Popula 19,718 37,268 120,353 17,632 194,971	27.3% 2.2% 35.8% 34.7%  6 tion 10.1% 19.1% 61.7% 9.0%	Popula 31,627 2,695 46,484 40,915 121,721  201 Popula 21,039 40,460 151,844 23,138 236,481	26.0% 2.2% 38.2% 33.6%  6 attion 8.9% 17.1% 64.2% 9.8%	(126) 180 4,794 532 5,380 2006-2 Population 1,321 3,192 31,491 5,506 41,510	0.4% 7.2% 11.5% 1.3% 4.6%  2016 Growth 6.7% 8.6% 26.2% 31.2% 21.3%	Population Growth  -2.3%  3.3%  89.1%  9.9%  Share of CMA Population Growth 3.2%  7.7%  75.9%	CMA Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA Active Core Transit Suburb Auto Suburb Exurban	15,757 1,249 16,709 18,361 52,076  200 Total Dwelli 12,126 17,350 48,377 7,145 84,998	30.3% 2.4% 32.1% 35.3% 6 ing Units 14.3% 20.4% 56.9% 8.4%	Total Dwell 16,373 1,370 19,169 18,750 55,662  201 Total Dwell 12,196 18,258 61,946 9,319 101,719	29.4% 2.5% 34.4% 33.7%  6 ing Units 12.0% 17.9% 60.9% 9.2%	Total DU 6 616 121 2,460 389 3,586 2006-2 Total DU 6 908 13,569 2,174 16,721	3.9% 9.7% 14.7% 2.1% 6.9% 2016 Growth 0.6% 5.2% 28.0% 30.4%	Total DU Growth  17.2% 3.4% 68.6% 10.8%  Share of CMA Total DU Growth 0.4% 5.4% 81.1% 13.0%
CMA Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA Active Core Transit Suburb Auto Suburb Exurban Total  Saguenay	Popula 31,753 2,515 41,690 40,383 116,341  200 Popula 19,718 37,268 120,353 17,632 194,971	27.3% 2.2% 35.8% 34.7%  6 tion 10.1% 19.1% 61.7% 9.0%	Popula 31,627 2,695 46,484 40,915 121,721  201 Popula 21,039 40,460 151,844 23,138 236,481	26.0% 2.2% 38.2% 33.6%  6 attion 8.9% 17.1% 64.2% 9.8%	Population (126) 180 4,794 532 5,380  2006-2 Population 1,321 3,192 31,491 5,506 41,510	0.4% 7.2% 11.5% 1.3% 4.6%  2016 Growth 6.7% 8.6% 26.2% 31.2% 21.3%	Population Growth  -2.3% 3.3% 89.1% 9.9%  Share of CMA Population Growth 3.2% 7.7% 75.9% 13.3%  Share of CMA Population	CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Saguenay	15,757 1,249 16,709 18,361 52,076 200 Total Dwelli 12,126 17,350 48,377 7,145 84,998	30.3% 2.4% 32.1% 35.3%  6 ing Units 14.3% 20.4% 56.9% 8.4%	Total Dwell 16,373 1,370 19,169 18,750 55,662  201 Total Dwell 12,196 18,258 61,946 9,319 101,719	29.4% 2.5% 34.4% 33.7%  6 ing Units 12.0% 17.9% 60.9% 9.2%	Total DU G 616 121 2,460 389 3,586  2006-2 Total DU G 908 13,569 2,174 16,721	3.9% 9.7% 14.7% 2.1% 6.9% 2016 Growth 0.6% 5.2% 28.0% 30.4% 19.7%	Total DU Growth  17.2% 3.4% 68.6% 10.8%  Share of CMA Total DU Growth 0.4% 5.4% 81.1% 13.0%  Share of CMA
CMA Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA Active Core Transit Suburb Auto Suburb Exurban Total  Saguenay CMA	Popula  31,753 2,515 41,690 40,383 116,341  200 Popula 19,718 37,268 120,353 17,632 194,971  200 Popula	27.3% 2.2% 35.8% 34.7%  6 tion 10.1% 19.1% 61.7% 9.0%	Popula 31,627 2,695 46,484 40,915 121,721  201 Popula 21,039 40,460 151,844 23,138 236,481  Popula	26.0% 2.2% 38.2% 33.6%  6 ttion  8.9% 17.1% 64.2% 9.8%	(126) 180 4,794 532 5,380  2006-2 Population 1,321 3,192 31,491 5,506 41,510  2006-2 Population	0.4% 7.2% 11.5% 1.3% 4.6%  2016 Growth 6.7% 8.6% 26.2% 31.2% 21.3%	Population Growth  -2.3% 3.3% 89.1% 9.9%  Share of CMA Population Growth 3.2% 7.7% 75.9% 13.3%  Share of CMA	CMA Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA Active Core Transit Suburb Auto Suburb Exurban Total  Saguenay CMA	Total Dwelli  15,757  1,249  16,709  18,361  52,076   200  Total Dwelli  12,126  17,350  48,377  7,145  84,998  200  Total Dwelli	30.3% 2.4% 32.1% 35.3%  6 ing Units 14.3% 20.4% 56.9% 8.4%	Total Dwell  16,373  1,370  19,169  18,750  55,662   201  Total Dwell  12,196  18,258  61,946  9,319  101,719  201  Total Dwell	29.4% 2.5% 34.4% 33.7%  6 ing Units  12.0% 17.9% 60.9% 9.2%  6 ing Units	Total DU 6 616 121 2,460 389 3,586 2006-2 Total DU 6 908 13,569 2,174 16,721	3.9% 9.7% 14.7% 2.1% 6.9%  2016 Growth 0.6% 5.2% 30.4% 19.7%	Total DU Growth  17.2% 3.4% 68.6% 10.8%  Share of CMA Total DU Growth 0.4% 5.4% 81.1% 13.0%  Share of CMA Total DU Growth
CMA Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA Active Core Transit Suburb Auto Suburb Exurban Total  Saguenay CMA Active Core	Popula 31,753 2,515 41,690 40,383 116,341  200 Popula 19,718 37,268 120,353 17,632 194,971	27.3% 2.2% 35.8% 34.7%  6 tion 10.1% 19.1% 61.7% 9.0%	Popula 31,627 2,695 46,484 40,915 121,721  201 Popula 21,039 40,460 151,844 23,138 236,481	26.0% 2.2% 38.2% 33.6%  6 attion 8.9% 17.1% 64.2% 9.8%	Population (126) 180 4,794 532 5,380  2006-2 Population 1,321 3,192 31,491 5,506 41,510	0.4% 7.2% 11.5% 1.3% 4.6%  2016 Growth 6.7% 8.6% 26.2% 31.2% 21.3%	Population Growth  -2.3% 3.3% 89.1% 9.9%  Share of CMA Population Growth 3.2% 7.7% 75.9% 13.3%  Share of CMA Population	CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA  Active Core Transit Suburb Auto Suburb Exurban  Total  Saguenay CMA  Active Core	15,757 1,249 16,709 18,361 52,076 200 Total Dwelli 12,126 17,350 48,377 7,145 84,998	30.3% 2.4% 32.1% 35.3%  6 ing Units 14.3% 20.4% 56.9% 8.4%	Total Dwell 16,373 1,370 19,169 18,750 55,662  201 Total Dwell 12,196 18,258 61,946 9,319 101,719	29.4% 2.5% 34.4% 33.7%  6 ing Units 12.0% 17.9% 60.9% 9.2%	Total DU G 616 121 2,460 389 3,586  2006-2 Total DU G 908 13,569 2,174 16,721	3.9% 9.7% 14.7% 2.1% 6.9% 2016 Growth 0.6% 5.2% 28.0% 30.4% 19.7%	Total DU Growth  17.2% 3.4% 68.6% 10.8%  Share of CMA Total DU Growth 0.4% 5.4% 81.1% 13.0%  Share of CMA
CMA Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA Active Core Transit Suburb Auto Suburb Exurban Total  Saguenay CMA Active Core Transit Suburb Exurban Total	Popula  31,753 2,515 41,690 40,383 116,341  200 Popula 19,718 37,268 120,353 17,632 194,971  200 Popula 10,274	27.3% 2.2% 35.8% 34.7%  6 tion 10.1% 19.1% 61.7% 9.0%  6 tion 6.8%	Popula 31,627 2,695 46,484 40,915 121,721  201 Popula 21,039 40,460 151,844 23,138 236,481  Popula 9,310	26.0% 2.2% 38.2% 33.6%  6 attion  8.9% 17.1% 64.2% 9.8%  6 attion  5.8%	126    180   4,794   532   5,380   2006-2   Population   1,321   3,192   31,491   5,506   41,510   2006-2   Population   (964)   -	0.4% -0.4% -7.2% -11.5% -1.3% -4.6% -0.16 -0.4% -0.4% -0.4% -0.4% -0.4%	Population Growth  -2.3% 3.3% 89.1% 9.9%  Share of CMA Population Growth 3.2% 7.7% 75.9% 13.3%  Share of CMA Population Growth -10.3%	CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA  Active Core Transit Suburb Exurban Total  Saguenay CMA  Active Core Transit Suburb	Total Dwelli  15,757  1,249  16,709  18,361  52,076   Total Dwelli  12,126  17,350  48,377  7,145  84,998  200  Total Dwelli  5,642	30.3% 2.4% 32.1% 35.3%  6 ing Units 14.3% 20.4% 56.9% 8.4%	Total Dwell 16,373 1,370 19,169 18,750 55,662  201 Total Dwell 12,196 18,258 61,946 9,319 101,719  201 Total Dwell 6,228	29.4% 2.5% 34.4% 33.7%  6 ing Units 12.0% 17.9% 60.9% 9.2%  6 ing Units	Total DU G 616 121 2,460 389 3,586 2006-2 Total DU G 908 13,569 2,174 16,721 2006-2 Total DU G	3.9% 9.7% 14.7% 14.7% 2.1% 6.9%  2016 Growth 0.6% 5.2% 28.0% 30.4% 19.7%	Total DU Growth  17.2% 3.4% 68.6% 10.8%  Share of CMA Total DU Growth 0.4% 5.4% 81.1% 13.0%  Share of CMA Total DU Growth
CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA  Active Core Transit Suburb Exurban Total  Saguenay CMA  Active Core Transit Suburb Exurban Total	Popula  31,753 2,515 41,690 40,383 116,341  200 Popula 19,718 37,268 120,353 17,632 194,971  200 Popula 10,274 - 89,818	27.3% 2.2% 35.8% 34.7%  6 tion 10.1% 19.1% 61.7% 9.0%  6 tion 6.8% - 59.2%	Popula 31,627 2,695 46,484 40,915 121,721  201 Popula 21,039 40,460 151,844 23,138 236,481  Popula 9,310 - 89,907	26.0% 2.2% 38.2% 33.6%  6 4tion  8.9% 17.1% 64.2% 9.8%	Ropulation	2016 6.7% 8.6% 2016 1.3% 2.016 1.3% 2.016 1.3% 2.016 2.016 2.02% 2.1.3% 2.016 2.016 2.016 2.016 2.016 3.1.2% 2.016	Population Growth  -2.3% 3.3% 89.1% 9.9%  Share of CMA Population Growth 3.2% 7.7% 75.9% 13.3%  Share of CMA Population Growth -10.3% - 1.0%	CMA Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA Active Core Transit Suburb Exurban Total  Saguenay CMA Active Core Transit Suburb Exurban Total	Total Dwelli 15,757 1,249 16,709 18,361 52,076  200 Total Dwelli 12,126 17,350 48,377 7,145 84,998  200 Total Dwelli 5,642 39,484	30.3% 2.4% 32.1% 35.3%  6 ing Units 14.3% 20.4% 56.9% 8.4%  6 ing Units 8.4%  - 58.8%	Total Dwell 16,373 1,370 19,169 18,750 55,662  201 Total Dwell 12,196 18,258 61,946 9,319 101,719  201 Total Dwell 6,228 42,487	29.4% 2.5% 34.4% 33.7%  6 ing Units 12.0% 17.9% 60.9% 9.2%  6 ing Units 8.0% - 54.5%	Total DU 0 616 121 2,460 389 3,586  2006-2 Total DU 0 908 13,569 2,174 16,721  2006-2 Total DU 0 586 3,003	3.9% 9.7% 14.7% 2.1% 6.9%  2016 Growth 0.6% 5.2% 28.0% 30.4% 19.7%  2016 Growth 10.4% - 7.6%	Total DU Growth  17.2%  3.4% 68.6% 10.8%  Share of CMA Total DU Growth 0.4% 5.4% 13.0%  Share of CMA Total DU Growth
CMA Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA Active Core Transit Suburb Auto Suburb Exurban Total  Saguenay CMA Active Core Transit Suburb Exurban Total	Popula  31,753 2,515 41,690 40,383 116,341  200 Popula 19,718 37,268 120,353 17,632 194,971  200 Popula 10,274	27.3% 2.2% 35.8% 34.7%  6 tion 10.1% 19.1% 61.7% 9.0%  6 tion 6.8%	Popula 31,627 2,695 46,484 40,915 121,721  201 Popula 21,039 40,460 151,844 23,138 236,481  Popula 9,310	26.0% 2.2% 38.2% 33.6%  6 attion  8.9% 17.1% 64.2% 9.8%  6 attion  5.8%	126    180   4,794   532   5,380   2006-2   Population   1,321   3,192   31,491   5,506   41,510   2006-2   Population   (964)   -	0.4% -0.4% -7.2% -11.5% -1.3% -4.6% -0.16 -0.4% -0.4% -0.4% -0.4% -0.4%	Population Growth  -2.3% 3.3% 89.1% 9.9%  Share of CMA Population Growth 3.2% 7.7% 75.9% 13.3%  Share of CMA Population Growth -10.3%	CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Regina CMA  Active Core Transit Suburb Exurban Total  Saguenay CMA  Active Core Transit Suburb	Total Dwelli  15,757  1,249  16,709  18,361  52,076   Total Dwelli  12,126  17,350  48,377  7,145  84,998  200  Total Dwelli  5,642	30.3% 2.4% 32.1% 35.3%  6 ing Units 14.3% 20.4% 56.9% 8.4%	Total Dwell 16,373 1,370 19,169 18,750 55,662  201 Total Dwell 12,196 18,258 61,946 9,319 101,719  201 Total Dwell 6,228	29.4% 2.5% 34.4% 33.7%  6 ing Units 12.0% 17.9% 60.9% 9.2%  6 ing Units	Total DU G 616 121 2,460 389 3,586 2006-2 Total DU G 908 13,569 2,174 16,721 2006-2 Total DU G	3.9% 9.7% 14.7% 14.7% 2.1% 6.9%  2016 Growth 0.6% 5.2% 28.0% 30.4% 19.7%	Total DU Growth  17.2%  3.4%  68.6%  10.8%  Share of CMA Total DU Growth  0.4%  5.4%  81.1%  13.0%  Share of CMA Total DU Growth

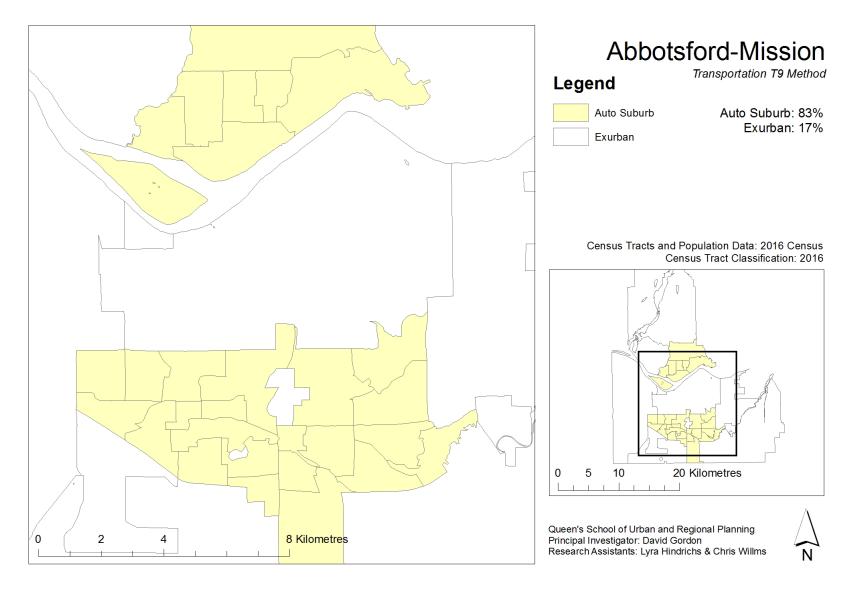
	1						Share of CMA								
Saint John CMA	200 Popula	-	201 Popula	-	2006-2 Population		Population Growth	Saint John CMA	200 Total Dwell	-	201 Total Dwell	-	2006-2 Total DU 0		Share of CMA Total DU Growth
Active Core	15,264	12.5%	14,539	11.5%	(725)	-4.7%	-18.7%	Active Core	8,857	16.5%	9,322	16.0%	465	5.3%	9.6%
Transit Suburb	12,703	10.4%	12,178	9.6%	(525)	-4.1%	-13.6%	Transit Suburb	6,283	11.7%	6,307	10.8%	24	0.4%	0.5%
Auto Suburb	52,358	42.8%	56,110	44.5%	3,752	7.2%	97.0%	Auto Suburb	20,935	39.1%	23,300	39.9%	2,365	11.3%	48.9%
Exurban	41,876	34.2%	43,256	34.3%	1,380	3.3%	35.7%	Exurban	17,422	32.5%	19,403	33.2%	1,981	11.4%	40.9%
Total	122,333		126,202		3,869	3.2%		Total	53,560		58,398		4,838	9.0%	
Saskatoon	200	6	201	6	2006-2	016	Share of CMA	Saskatoon	200	6	201	6	2006-2	016	Share of CMA
CMA	Popula	-	Popula		Population		Population	CMA	Total Dwell	-	Total Dwell	-	Total DU 0		Total DU Growth
	i opula	tion.	Topula	.ioii	ropulation	Growen	Growth		Total Bwell	ing onits	Total Dwell	ing omes	Total Do C	31044411	Total Bo Growth
Active Core	35,959	15.4%	36,746	12.5%	787	2.2%	1.3%	Active Core	20,511	20.3%	20,384	16.3%	(127)	-0.6%	-0.5%
Transit Suburb	17,448	7.5%	18,644	6.3%	1,196	6.9%	2.0%	Transit Suburb	8,143	8.1%	8,343	6.7%	200	2.5%	0.8%
Auto Suburb	145,005	62.0%	184,824	62.6%	39,819	27.5%	65.0%	Auto Suburb	59,128	58.5%	75,559	60.6%	16,431	27.8%	69.2%
Exurban	35,380	15.1%	54,881	18.6%	19,501	55.1%	31.8%	Exurban	13,255	13.1%	20,480	16.4%	7,225	54.5%	30.4%
Total	233,792		295,095		61,303	26.2%		Total	101,037		124,766		23,729	23.5%	
Sherbrooke	200	6	201	6	2006-2	016	Share of CMA	Sherbrooke	200	6	201	6	2006-2	016	Share of CMA
CMA	Popula	-	Popula	-	Population		Population	CMA	Total Dwell	-	Total Dwell	-	Total DU 0		Total DU Growth
CIVIA	Горига	tion	ropula	lion	ropulation	diowiii	Growth	CIVIA	Total Dwell	ing Offics	Total Dwell	ing Onits	Total Do	Jiowiii	Total Do Growth
Active Core	50,733	27.1%	49,327	23.3%	(1,406)	-2.8%	-5.6%	Active Core	27,793	31.0%	28,234	26.6%	441	1.6%	2.7%
Transit Suburb	25,395	13.6%	25,366	12.0%	(29)	-0.1%	-0.1%	Transit Suburb	13,093	14.6%	14,144	13.3%	1,051	8.0%	6.4%
Auto Suburb	69,886	37.4%	83,449	39.3%	13,563	19.4%	53.9%	Auto Suburb	30,607	34.1%	37,828	35.7%	7,221	23.6%	44.1%
Exurban	40,907	21.9%	53,963	25.4%	13,056	31.9%	51.8%	Exurban	18,207	20.3%	25,876	24.4%	7,669	42.1%	46.8%
Total	186,920		212,105		25,185	13.5%		Total	89,700		106,082		16,382	18.3%	
St Catharines-Niagara	200	6	201	6	2006-2	016	Share of CMA	St Catharines-Niagara	200	6	201	6	2006-2	016	Share of CMA
St. Catharines-Niagara	200 Popula	-	201 Popula	-	2006-2		Population	St. Catharines-Niagara	200 Total Dwell	-	201	-	2006-2		Share of CMA
St. Catharines-Niagara CMA	200 Popula	-	201 Popula	-	2006-2 Population			СМА	200 Total Dwell	-	201 Total Dwell	-	2006-2 Total DU 0		Share of CMA Total DU Growth
CMA Active Core		-		-			Population	CMA Active Core		-		-			
CMA Active Core Transit Suburb	43,682	11.2%	43,688	10.8%	Population 6	0.0% -	Population Growth 0.0%	CMA Active Core Transit Suburb	Total Dwell 22,120	ing Units  13.3%	Total Dwell 23,497	ing Units	1,377	6.2%	Total DU Growth 9.8%
CMA Active Core	43,682 - 302,864	11.2% - 77.6%	43,688 - 314,270	10.8% - 77.4%	Population 6 - 11,406	0.0% - 3.8%	Population Growth 0.0% - 72.4%	CMA Active Core Transit Suburb Auto Suburb	Total Dwell 22,120 - 126,991	13.3% - 76.3%	23,497 - 135,726	13.0% - 75.2%	1,377 - 8,735	6.2% - 6.9%	9.8% - 62.0%
CMA Active Core Transit Suburb	43,682	11.2%	43,688	10.8%	Population 6	0.0% -	Population Growth 0.0%	CMA Active Core Transit Suburb	Total Dwell 22,120	ing Units  13.3%	Total Dwell 23,497	ing Units	1,377 - 8,735 3,968	6.2%	Total DU Growth 9.8%
CMA Active Core Transit Suburb Auto Suburb	43,682 - 302,864	11.2% - 77.6%	43,688 - 314,270	10.8% - 77.4%	Population 6 - 11,406	0.0% - 3.8%	Population Growth 0.0% - 72.4%	CMA Active Core Transit Suburb Auto Suburb	Total Dwell 22,120 - 126,991	13.3% - 76.3%	23,497 - 135,726	13.0% - 75.2%	1,377 - 8,735	6.2% - 6.9%	9.8% - 62.0%
CMA Active Core Transit Suburb Auto Suburb Exurban	43,682 - 302,864 43,771	11.2% - 77.6%	43,688 - 314,270 48,116	10.8% - 77.4%	Population  6  - 11,406  4,345	0.0%  3.8% 9.9%	Population Growth 0.0% - 72.4%	CMA Active Core Transit Suburb Auto Suburb Exurban	Total Dwell 22,120 - 126,991 17,415	13.3% - 76.3%	23,497 	13.0% - 75.2%	1,377 - 8,735 3,968	6.2% 	9.8% - 62.0%
CMA Active Core Transit Suburb Auto Suburb Exurban Total	Popula 43,682 - 302,864 43,771 390,317	11.2% - 77.6% 11.2%	43,688 - 314,270 48,116 406,074	10.8% - 77.4% 11.8%	Population  6  11,406 4,345 15,757	0.0% - 3.8% 9.9% 4.0%	Population Growth 0.0% - 72.4%	CMA Active Core Transit Suburb Auto Suburb Exurban Total	Total Dwell 22,120 - 126,991 17,415 166,526	13.3% - 76.3% 10.5%	Total Dwell 23,497 - 135,726 21,383 180,606	13.0% - 75.2% 11.8%	1,377 - 8,735 3,968 14,080	6.9% 22.8% 8.5%	9.8% - 62.0% 28.2%
CMA Active Core Transit Suburb Auto Suburb Exurban Total St. John's	Popula 43,682 - 302,864 43,771 390,317	11.2% - 77.6% 11.2%	Popula 43,688 - 314,270 48,116 406,074	10.8% - 77.4% 11.8%	Population  6	0.0% 	Population Growth 0.0% - 72.4% 27.6%	CMA Active Core Transit Suburb Auto Suburb Exurban Total St. John's	Total Dwell 22,120	13.3% - 76.3% 10.5%	Total Dwell 23,497	13.0% - 75.2% 11.8%	1,377 - 8,735 3,968 14,080	6.2% 6.9% 22.8% 8.5%	Total DU Growth  9.8%  - 62.0% 28.2%  Share of CMA
CMA Active Core Transit Suburb Auto Suburb Exurban Total	Popula 43,682 - 302,864 43,771 390,317	11.2% - 77.6% 11.2%	43,688 - 314,270 48,116 406,074	10.8% - 77.4% 11.8%	Population  6  11,406 4,345 15,757	0.0% 	Population Growth  0.0%  - 72.4%  27.6%  Share of CMA	CMA Active Core Transit Suburb Auto Suburb Exurban Total	Total Dwell 22,120 - 126,991 17,415 166,526	13.3% - 76.3% 10.5%	Total Dwell 23,497 - 135,726 21,383 180,606	13.0% - 75.2% 11.8%	1,377 - 8,735 3,968 14,080	6.2% 6.9% 22.8% 8.5%	9.8% - 62.0% 28.2%
CMA Active Core Transit Suburb Auto Suburb Exurban Total St. John's	Popula 43,682 - 302,864 43,771 390,317	11.2% - 77.6% 11.2%	Popula 43,688 - 314,270 48,116 406,074	10.8% - 77.4% 11.8%	Population  6	0.0% 	Population Growth  0.0%  - 72.4%  27.6%  Share of CMA Population	CMA Active Core Transit Suburb Auto Suburb Exurban Total St. John's	Total Dwell 22,120	13.3% - 76.3% 10.5%	Total Dwell 23,497	13.0% - 75.2% 11.8%	1,377 - 8,735 3,968 14,080	6.2% 6.9% 22.8% 8.5%	Total DU Growth  9.8%  - 62.0% 28.2%  Share of CMA
CMA Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA Active Core Transit Suburb	Popula 43,682 - 302,864 43,771 390,317  200 Popula 31,160	11.2% - 77.6% 11.2% 6 tion 17.2%	Popula 43,688  314,270 48,116 406,074  201 Popula 30,028	10.8%	Population  6  11,406 4,345 15,757  2006-2 Population (1,132)	0.0% - 3.8% 9.9% 4.0%  016 Growth -3.6%	Population Growth  0.0%	CMA Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA Active Core Transit Suburb	Total Dwell 22,120 126,991 17,415 166,526 200 Total Dwell 15,624	13.3%	Total Dwell 23,497 135,726 21,383 180,606 201 Total Dwell	13.0%	1,377	6.2% 6.9% 22.8% 8.5%	70tal DU Growth 9.8% - 62.0% 28.2%  Share of CMA Total DU Growth 5.3% -
CMA Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA Active Core	Popula 43,682 - 302,864 43,771 390,317  200 Popula 31,160 - 132,479	11.2%	Popula 43,688 314,270 48,116 406,074 201 Popula 30,028 153,110	10.8%	Population 6 11,406 4,345 15,757 2006-2 Population (1,132) - 20,631	0.0% - 3.8% 9.9% 4.0%  016 Growth -3.6% - 15.6%	Population Growth  0.0%	CMA Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA Active Core	Total Dwell 22,120 126,991 17,415 166,526 200 Total Dwell 15,624 - 53,735	13.3%	Total Dwell 23,497	13.0%	1,377 - 8,735 3,968 14,080 2006-2 Total DU 0 871 - 13,129	6.2% 6.9% 22.8% 8.5% 2016 Growth 5.6% 24.4%	Total DU Growth  9.8%  - 62.0% 28.2%  Share of CMA Total DU Growth  5.3% - 79.6%
CMA Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA Active Core Transit Suburb	Popula 43,682 - 302,864 43,771 390,317  200 Popula 31,160	11.2% - 77.6% 11.2% 6 tion 17.2%	Popula 43,688  314,270 48,116 406,074  201 Popula 30,028	10.8%	Population  6  11,406 4,345 15,757  2006-2 Population (1,132)	0.0% - 3.8% 9.9% 4.0%  016 Growth -3.6%	Population Growth  0.0%	CMA Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA Active Core Transit Suburb	Total Dwell 22,120 126,991 17,415 166,526 200 Total Dwell 15,624	13.3%	Total Dwell 23,497	13.0%	1,377	6.2% 	70tal DU Growth 9.8% - 62.0% 28.2%  Share of CMA Total DU Growth 5.3% -
CMA Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA Active Core Transit Suburb Auto Suburb	Popula 43,682 - 302,864 43,771 390,317  200 Popula 31,160 - 132,479	11.2%	Popula 43,688 314,270 48,116 406,074 201 Popula 30,028 153,110	10.8%	Population 6 11,406 4,345 15,757 2006-2 Population (1,132) - 20,631	0.0% - 3.8% 9.9% 4.0%  016 Growth -3.6% - 15.6%	Population Growth  0.0%	CMA Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA Active Core Transit Suburb Auto Suburb	Total Dwell 22,120 126,991 17,415 166,526 200 Total Dwell 15,624 - 53,735	13.3%	Total Dwell 23,497	13.0%	1,377 - 8,735 3,968 14,080 2006-2 Total DU 0 871 - 13,129	6.2% 6.9% 22.8% 8.5% 2016 Growth 5.6% 24.4%	Total DU Growth  9.8%  - 62.0% 28.2%  Share of CMA Total DU Growth  5.3% - 79.6%
CMA Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA Active Core Transit Suburb Auto Suburb Exurban	Popula 43,682 - 302,864 43,771 390,317  200 Popula 31,160 - 132,479 17,472	11.2%	Popula 43,688  314,270 48,116 406,074  201 Popula 30,028  153,110 22,817	10.8%	Population 6	Growth  0.0%  - 3.8% 9.9% 4.0%  016 Growth -3.6% - 15.6% 30.6%	Population Growth  0.0%	CMA Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA Active Core Transit Suburb Auto Suburb Exurban	Total Dwell 22,120 126,991 17,415 166,526 200 Total Dwell 15,624 53,735 6,500	13.3%	Total Dwell 23,497	13.0%	Total DU ( 1,377 - 8,735 3,968 14,080 2006-2 Total DU ( 871 - 13,129 2,494	6.2% 6.9% 22.8% 8.5%  2016 Growth 5.6% - 24.4% 38.4%	70tal DU Growth 9.8% - 62.0% 28.2%  Share of CMA Total DU Growth 5.3% - 79.6%
CMA Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA Active Core Transit Suburb Auto Suburb Exurban Total	Popula  43,682  302,864  43,771  390,317  200  Popula  31,160  -  132,479  17,472  181,111	11.2% - 77.6% - 11.2% - 6 tion - 17.2% 73.1% - 9.6%	Popula 43,688  314,270 48,116 406,074  201 Popula 30,028 - 153,110 22,817 205,955	10.8%	Population 6	Growth  0.0%  - 3.8% 9.9% 4.0%  016 Growth - 15.6% 30.6% 13.7%	Population Growth  0.0%	CMA Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA Active Core Transit Suburb Auto Suburb Exurban Total	Total Dwell 22,120 126,991 17,415 166,526 200 Total Dwell 15,624 - 53,735 6,500 75,859	13.3% 13.3% 76.3% 10.5% 6 ing Units 20.6% - 70.8% 8.6%	Total Dwell 23,497  135,726 21,383 180,606  201 Total Dwell 16,495 66,864 8,994 92,353	13.0%	1,377 - 8,735 3,968 14,080  2006-2 Total DU 0 871 - 13,129 2,494 16,494	6.2% 6.9% 22.8% 8.5%  2016 Growth 5.6% - 24.4% 38.4% 21.7%	70tal DU Growth 9.8%
CMA Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA Active Core Transit Suburb Auto Suburb Exurban Total  Thunder Bay	Popula  43,682  - 302,864  43,771  390,317  200  Popula  31,160  - 132,479  17,472  181,111	11.2%	Popula 43,688 - 314,270 48,116 406,074  201 Popula 30,028 - 153,110 22,817 205,955	10.8%	Population 6 11,406 4,345 15,757 2006-2 Population (1,132) - 20,631 5,345 24,844 2006-2	Growth  0.0%	Population Growth  0.0%	CMA Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA Active Core Transit Suburb Auto Suburb Exurban Total  Thunder Bay	Total Dwell 22,120	13.3% 13.3% -76.3% 10.5% 6 ing Units 20.6% -70.8% 8.6%	Total Dwell 23,497	13.0% 13.0% - 75.2% 11.8% 6 ing Units 17.9% - 72.4% 9.7%	Total DU ( 1,377 - 8,735 3,968 14,080 2006-2 Total DU ( 871 - 13,129 2,494 16,494	6.2% 6.9% 22.8% 8.5%  016 Growth 5.6% 24.4% 38.4% 21.7%	Total DU Growth  9.8%  62.0% 28.2%  Share of CMA Total DU Growth 5.3% 79.6% 15.1%  Share of CMA
CMA Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA Active Core Transit Suburb Auto Suburb Exurban Total	Popula  43,682  302,864  43,771  390,317  200  Popula  31,160  -  132,479  17,472  181,111	11.2%	Popula 43,688  314,270 48,116 406,074  201 Popula 30,028 - 153,110 22,817 205,955	10.8%	Population 6	Growth  0.0%	Population Growth  0.0%  - 72.4% 27.6%  Share of CMA Population Growth -4.6% - 83.0% 21.5%  Share of CMA	CMA Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA Active Core Transit Suburb Auto Suburb Exurban Total	Total Dwell 22,120 126,991 17,415 166,526 200 Total Dwell 15,624 - 53,735 6,500 75,859	13.3% 13.3% -76.3% 10.5% 6 ing Units 20.6% -70.8% 8.6%	Total Dwell 23,497  135,726 21,383 180,606  201 Total Dwell 16,495 66,864 8,994 92,353	13.0% 13.0% - 75.2% 11.8% 6 ing Units 17.9% - 72.4% 9.7%	1,377 - 8,735 3,968 14,080  2006-2 Total DU 0 871 - 13,129 2,494 16,494	6.2% 6.9% 22.8% 8.5%  016 Growth 5.6% 24.4% 38.4% 21.7%	70tal DU Growth 9.8%
CMA Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA Active Core Transit Suburb Auto Suburb Exurban Total  Thunder Bay	Popula  43,682  - 302,864  43,771  390,317  200  Popula  31,160  - 132,479  17,472  181,111	11.2%	Popula 43,688 - 314,270 48,116 406,074  201 Popula 30,028 - 153,110 22,817 205,955	10.8%	Population 6 11,406 4,345 15,757 2006-2 Population (1,132) - 20,631 5,345 24,844 2006-2	Growth  0.0%	Population Growth  0.0%  - 72.4% 27.6%  Share of CMA Population Growth  -4.6%  - 83.0% 21.5%  Share of CMA Population	CMA Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA Active Core Transit Suburb Auto Suburb Exurban Total  Thunder Bay	Total Dwell 22,120	13.3% 13.3% -76.3% 10.5% 6 ing Units 20.6% -70.8% 8.6%	Total Dwell 23,497	13.0% 13.0% - 75.2% 11.8% 6 ing Units 17.9% - 72.4% 9.7%	Total DU ( 1,377 - 8,735 3,968 14,080 2006-2 Total DU ( 871 - 13,129 2,494 16,494	6.2% 6.9% 22.8% 8.5%  016 Growth 5.6% 24.4% 38.4% 21.7%	Total DU Growth  9.8%  62.0% 28.2%  Share of CMA Total DU Growth 5.3% 79.6% 15.1%  Share of CMA
CMA  Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA  Active Core Transit Suburb Auto Suburb Exurban Total  Thunder Bay CMA	Popula  43,682  302,864  43,771  390,317  200  Popula  31,160  132,479  17,472  181,111  200  Popula	11.2%	Popula  43,688  314,270 48,116 406,074  201 Popula 30,028 - 153,110 22,817 205,955  201 Popula	10.8% - 77.4% 11.8%  6 tion - 74.3% 11.1%	Population 6 11,406 4,345 15,757 2006-2 Population (1,132) - 20,631 5,345 24,844 2006-2 Population	Growth  0.0%  - 3.8% 9.9% 4.0%  016 Growth -3.6% - 15.6% 30.6% 13.7%	Population Growth  0.0%	CMA Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA Active Core Transit Suburb Auto Suburb Exurban Total  Thunder Bay CMA	Total Dwell  22,120  126,991 17,415 166,526  200 Total Dwell 15,624 53,735 6,500 75,859  200 Total Dwell	13.3% - 76.3% - 10.5% - 6 ing Units - 20.6% - 70.8% - 8.6% - 6 ing Units	Total Dwell 23,497	13.0%	Total DU (  1,377  - 8,735 3,968 14,080  2006-2 Total DU (  871 - 13,129 2,494 16,494  2006-2 Total DU (	6.2% 6.9% 22.8% 8.5% 2016 Growth 24.4% 38.4% 21.7%	Share of CMA Total DU Growth  Share of CMA Total DU Growth  5.3% - 79.6% 15.1%  Share of CMA Total DU Growth
CMA Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA Active Core Transit Suburb Auto Suburb Exurban Total  Thunder Bay CMA Active Core	Popula  43,682  302,864  43,771  390,317  200  Popula  31,160  -  132,479  17,472  181,111  200  Popula  19,925	11.2% - 77.6% - 11.2% - 6 tion - 73.1% - 9.6% - 6 tion	Popula  43,688  314,270  48,116  406,074  201  Popula  30,028  - 153,110  22,817  205,955  201  Popula  19,061	10.8%	Population 6 11,406 4,345 15,757 2006-2 Population (1,132) - 20,631 5,345 24,844 2006-2 Population (864)	Growth  0.0%	Population Growth  0.0%	CMA Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA Active Core Transit Suburb Auto Suburb Exurban Total  Thunder Bay CMA Active Core	Total Dwell  22,120  126,991  17,415  166,526  200  Total Dwell  15,624  - 53,735  6,500  75,859  200  Total Dwell  11,229	13.3% 13.3% 76.3% 10.5% 6 ing Units 20.6% - 70.8% 8.6% 6 ing Units	Total Dwell 23,497	13.0%	Total DU ( 1,377 	6.2% 6.9% 22.8% 8.5%  2016 Growth 5.6% - 24.4% 38.4% 21.7%	Total DU Growth  9.8%
CMA  Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA  Active Core Transit Suburb Exurban Total  Thunder Bay CMA  Active Core Transit Suburb	Popula  43,682  - 302,864  43,771  390,317  200  Popula  31,160  - 132,479  17,472  181,111  200  Popula  19,925  1,274	11.2%	Popula  43,688  314,270  48,116  406,074  201  Popula  30,028	10.8%	Population 6 11,406 4,345 15,757 2006-2 Population (1,132) - 20,631 5,345 24,844 2006-2 Population (864) (32)	Growth  0.0%	Population Growth  0.0%	CMA Active Core Transit Suburb Auto Suburb Exurban Total  St. John's CMA Active Core Transit Suburb Auto Suburb Exurban Total  Thunder Bay CMA Active Core Transit Suburb	Total Dwell 22,120 126,991 17,415 166,526 200 Total Dwell 15,624 - 53,735 6,500 75,859 200 Total Dwell 11,229 661	13.3% 13.3% -76.3% 10.5% 6 ing Units 20.6% -70.8% 8.6% 6 ing Units	Total Dwell 23,497	13.0% 13.0% - 75.2% 11.8%  6 ing Units - 72.4% 9.7%  6 ing Units 19.3% 1.2%	Total DU (  1,377  8,735 3,968 14,080  2006-2 Total DU (  871	6.2% 6.9% 22.8% 8.5%  2016 5rowth 24.4% 38.4% 21.7%  2016 6rowth -1.9% 5.7%	Total DU Growth  9.8%

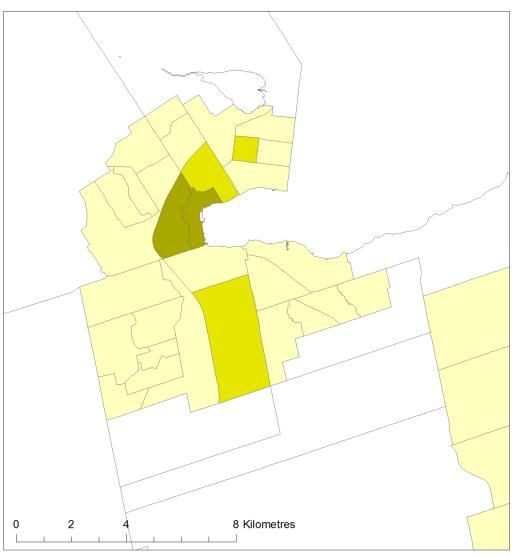
Trois-Rivières CMA	2006 Populat		201 Popula		2006-2 Population		Share of CMA Population Growth	Trois-Rivières CMA	200 Total Dwell	-	201 Total Dwelli		2006-2 Total DU 0		Share of CMA Total DU Growth
Active Core	20,782	14.7%	19,860	12.7%	(922)	-4.4%	-6.4%	Active Core	12,750	18.9%	13,104	16.9%	354	2.8%	3.4%
Transit Suburb	-	-	-	-	-	-	-	Transit Suburb	-	-	-	-	-	-	-
Auto Suburb	86,793	61.3%	90,805	58.2%	4,012	4.6%	27.6%	Auto Suburb	40,546	60.1%	44,814	57.7%	4,268	10.5%	41.4%
Exurban	33,954	24.0%	45,377	29.1%	11,423	33.6%	78.7%	Exurban	14,125	21.0%	19,816	25.5%	5,691	40.3%	55.2%
Total	141,529		156,042		14,513	10.3%		Total	67,421		77,734		10,313	15.3%	

Victoria CMA	2006 Populat		201 Popula	-	2006-2 Population		Share of CMA Population Growth	Victoria CMA	200 Total Dwell	-	201 Total Dwell	-	2006-2 Total DU 0		Share of CMA Total DU Growth
Active Core	70,147	21.2%	77,369	21.0%	7,222	10.3%	19.2%	Active Core	40,982	26.6%	45,212	26.2%	4,230	10.3%	22.8%
Transit Suburb	33,215	10.1%	35,451	9.6%	2,236	6.7%	5.9%	Transit Suburb	16,097	10.5%	16,945	9.8%	848	5.3%	4.6%
Auto Suburb	213,004	64.5%	240,278	65.3%	27,274	12.8%	72.5%	Auto Suburb	90,978	59.1%	103,828	60.2%	12,850	14.1%	69.3%
Exurban	13,769	4.2%	14,672	4.0%	903	6.6%	2.4%	Exurban	5,953	3.9%	6,574	3.8%	621	10.4%	3.3%
Total	330,134		367,770		37,636	11.4%		Total	154,010		172,559		18,549	12.0%	

Windsor CMA	2006 Populat		201 Popula	-	2006-20 Population	-	Share of CMA Population Growth	Windsor CMA	2000 Total Dwelli	_	201 Total Dwell	-	2006-20 Total DU G		Share of CMA Total DU Growth
Active Core	40,691	12.6%	38,601	11.7%	(2,090)	-5.1%	-36.0%	Active Core	22,237	16.6%	22,496	16.0%	259	1.2%	4.0%
Transit Suburb	24,490	7.6%	23,858	7.2%	(632)	-2.6%	-10.9%	Transit Suburb	11,854	8.8%	11,888	8.5%	34	0.3%	0.5%
Auto Suburb	224,522	69.4%	232,623	70.7%	8,101	3.6%	139.5%	Auto Suburb	87,147	65.0%	92,391	65.8%	5,244	6.0%	81.9%
Exurban	33,153	10.3%	33,492	10.2%	339	1.0%	5.8%	Exurban	12,556	9.4%	13,370	9.5%	814	6.5%	12.7%
Total	323,338		329,144		5,806	1.8%		Total	134,008		140,408		6,400	4.8%	

### APPENDIX D: ATLAS OF CENSUS METROPOLITAN AREAS





### Barrie

#### Transportation T9 Method

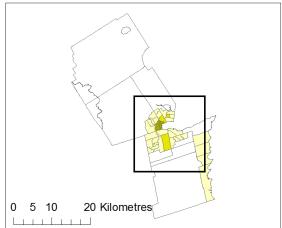
# Active Core Transit Suburb Auto Suburb

Exurban

Active Core: 4%
Transit Suburb: 5%
Auto Suburb: 76%

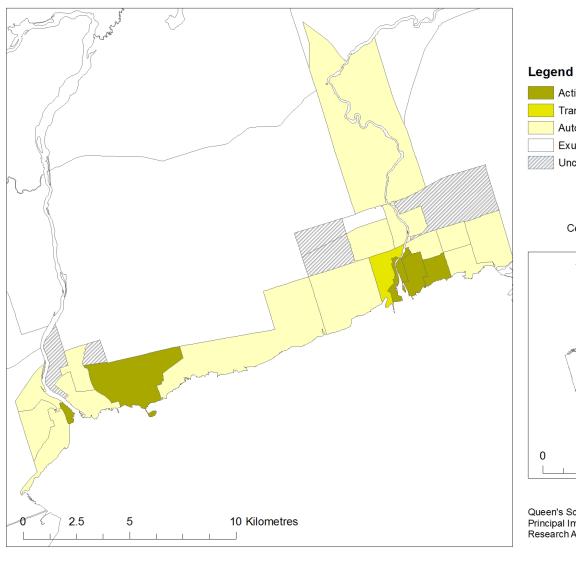
Exurban: 15%

Census Tracts and Population Data: 2016 Census Census Tract Classification: 2016



Queen's School of Urban and Regional Planning Principal Investigator: David Gordon Research Assistants: Lyra Hindrichs, Chris Willms, Ben McCauley & Shuhong Lin





### Belleville

Transportation T9 Method

#### Active Core

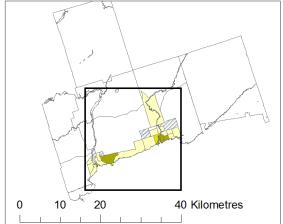
Transit Suburb Auto Suburb Exurban

Unclassified

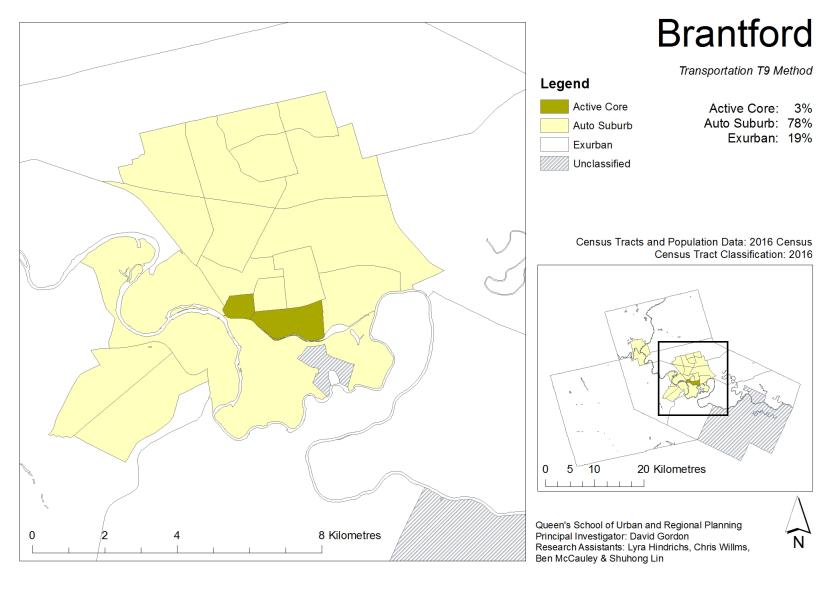
Active Core: 9% Transit Suburb: 5% Auto Suburb: 52%

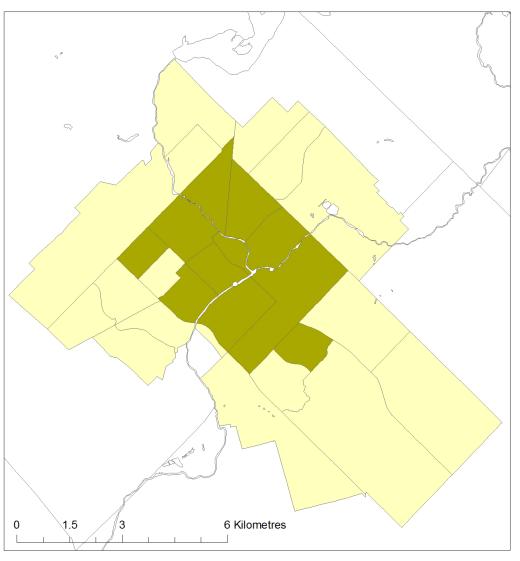
Exurban: 34%

Census Tracts and Population Data: 2016 Census Census Tract Classification: 2016









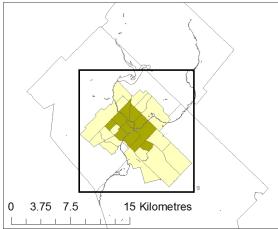
## Guelph

Transportation T9 Method

## Legend Active Core Auto Suburb Exurban

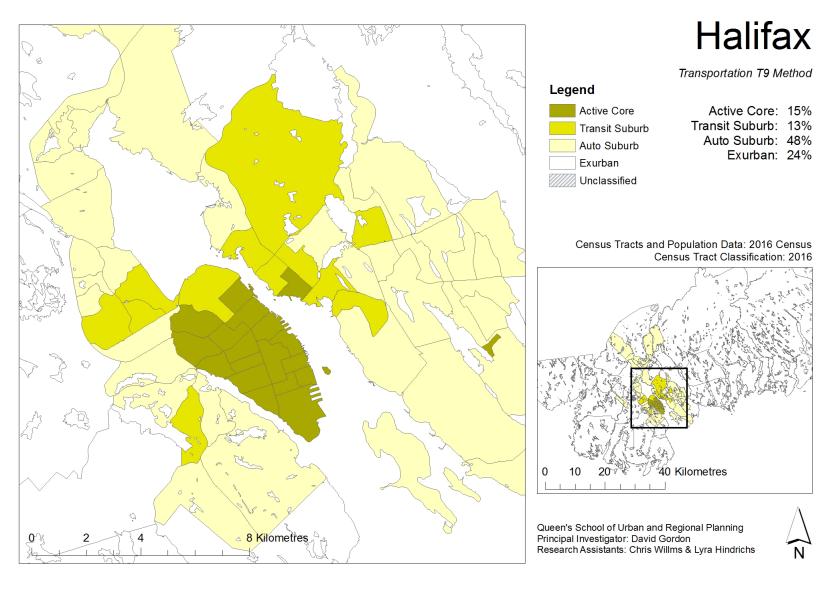
Active Core: 27% Auto Suburb: 60% Exurban: 13%

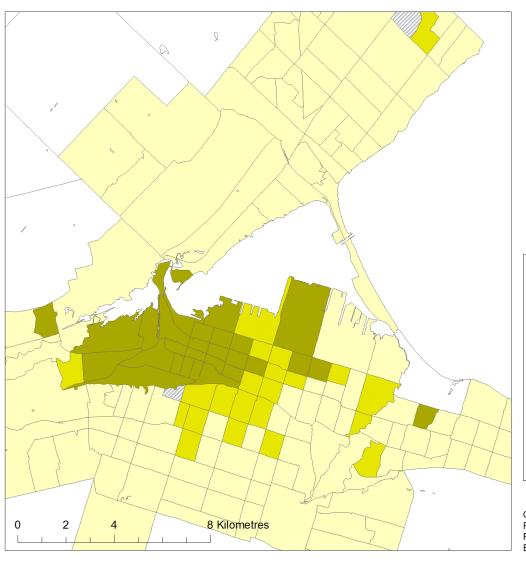
Census Tracts and Population Data: 2016 Census Census Tract Classification: 2016



Queen's School of Urban and Regional Planning Principal Investigator: David Gordon Research Assistants: Lyra Hindrichs, Chris Wilms, Ben McCauley & Shuhong Lin

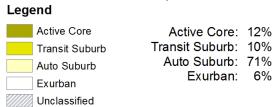




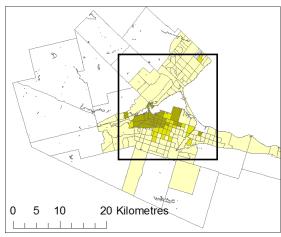


### Hamilton

Transportation T9 Method

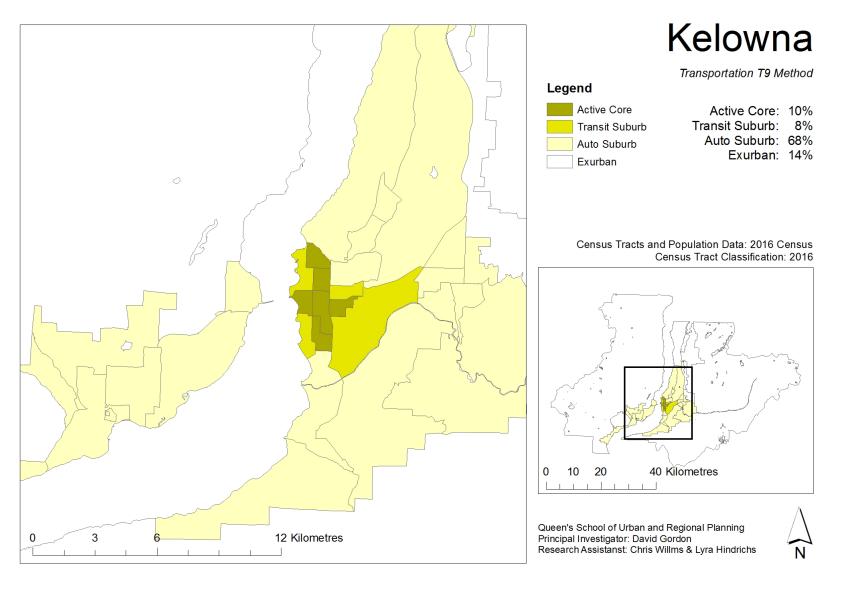


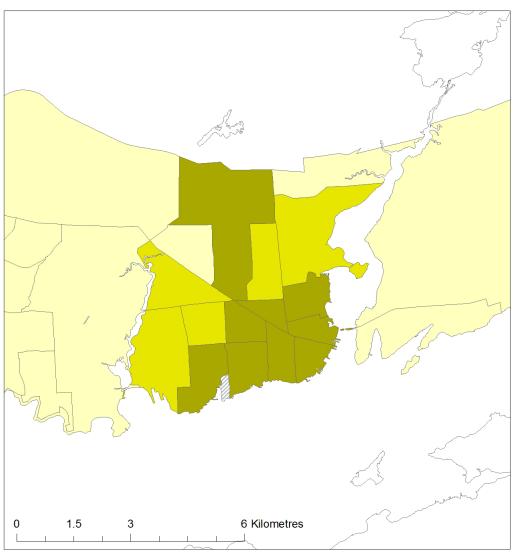
Census Tracts and Population Data: 2016 Census Census Tract Classification: 2016



Queen's School of Urban and Regional Planning Principal Investigator: David Gordon Research Assistants: Chris Willms, Lyra Hindrichs & Ben McCauley

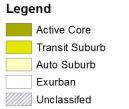






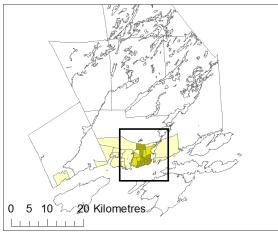
## Kingston

Transportation T9 Method



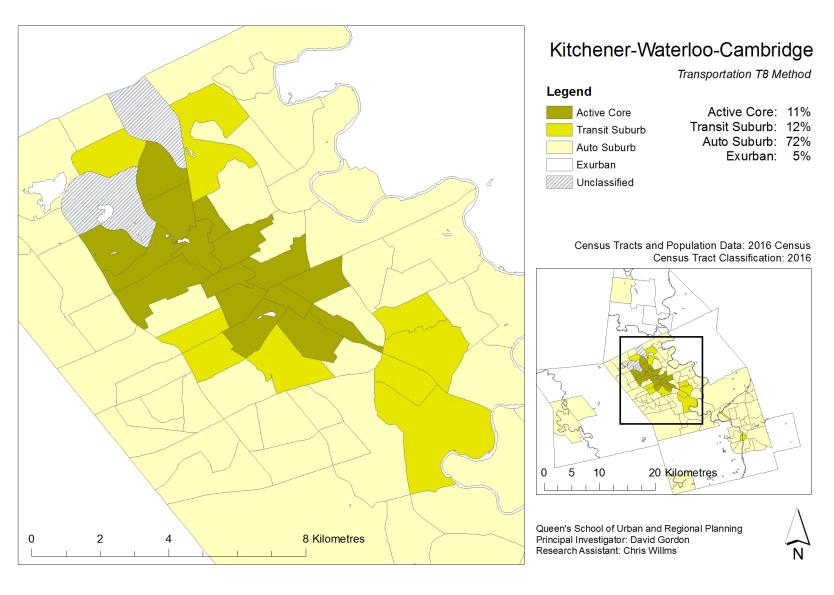
Active Core: 14%
Transit Suburb: 15%
Auto Suburb: 48%
Exurban: 23%

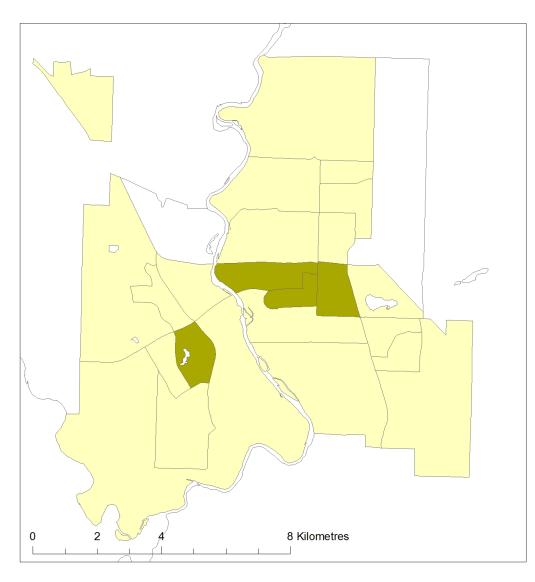
Census Tracts and Population Data: 2016 Census Census Tract Classification: 2016



Queen's School of Urban and Regional Planning Principal Investigator: David Gordon Research Assistants: Chris Willms, Lyra Hindrichs, Ben McCauley & Shuhong Lin







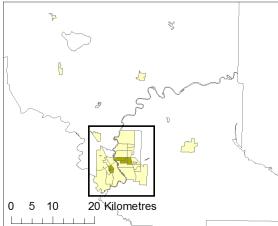
## Lethbridge

Transportation T9 Method

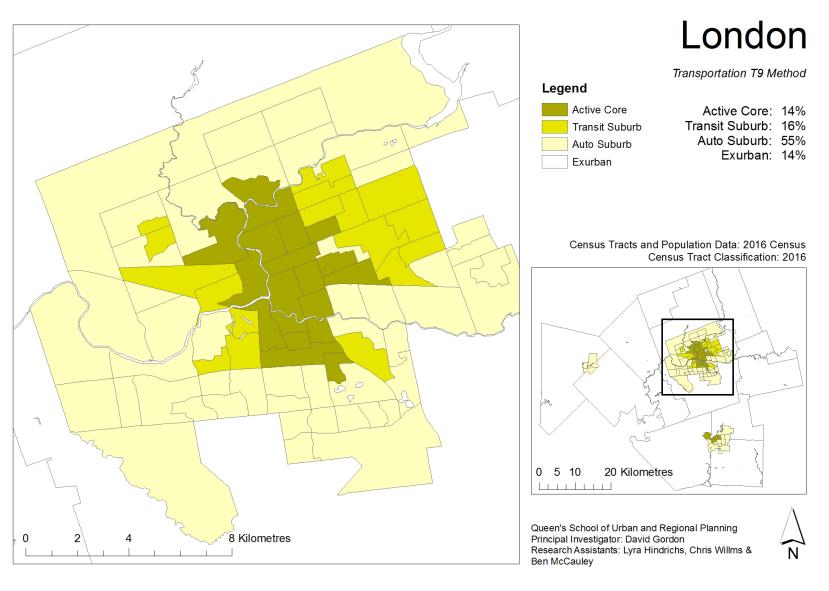
## Legend Active Core Auto Suburb Exurban

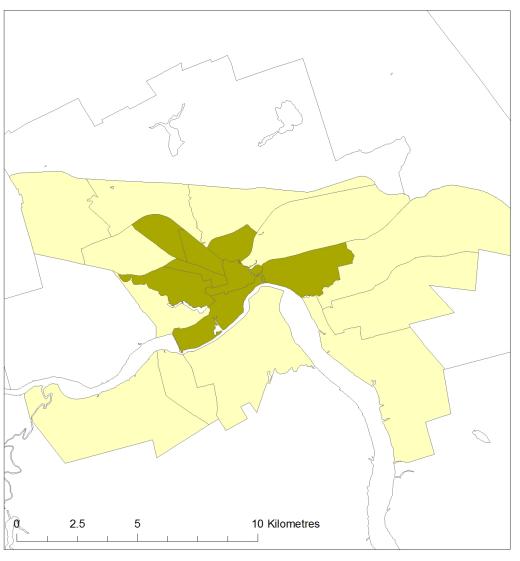
Active Core: 9% Auto Suburb: 82% Exurban: 9%

Census Tracts and Population Data: 2016 Census Census Tract Classification: 2016



Queen's School of Urban and Regional Planning Principal Investigator: David Gordon Research Assistants: Chris Willms & Lyra Hindrichs





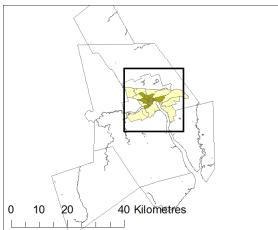
## Moncton

Transportation T9 Method

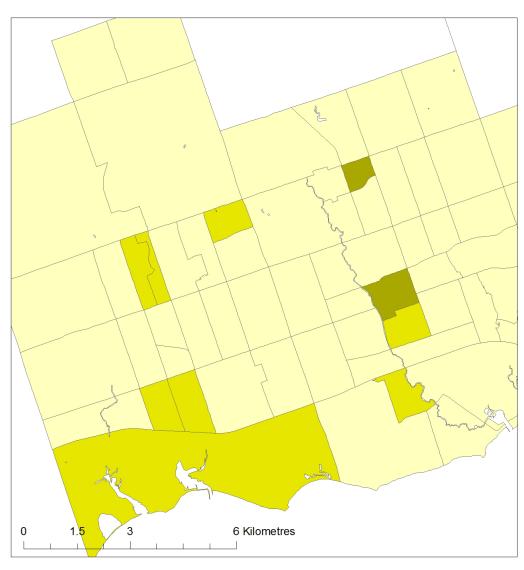
## Legend Active Core Auto Suburb Exurban

Active Core: 19% Auto Suburb: 57% Exurban: 24%

Census Tracts and Population Data: 2016 Census Census Tract Classification: 2016







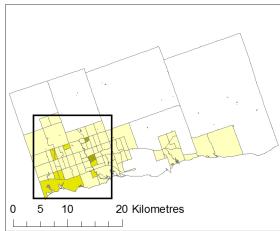
## Oshawa

#### Transportation T9 Method

# Active Core Transit Suburb Auto Suburb Exurban

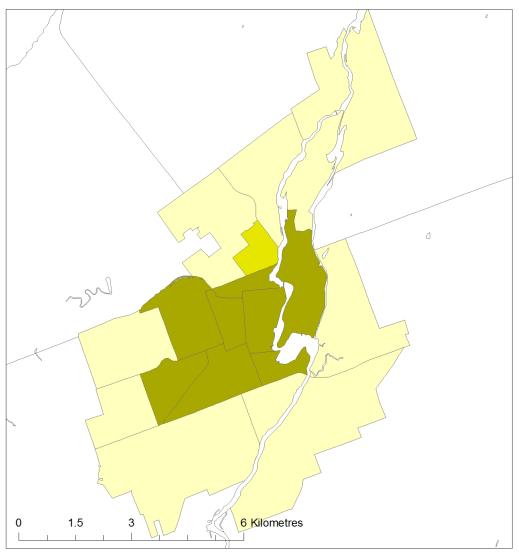
Active Core: 3%
Transit Suburb: 9%
Auto Suburb: 82%
Exurban: 7%

Census Tracts and Population Data: 2016 Census Census Tract Classification: 2016



Queen's School of Urban and Regional Planning Principal Investigator: David Gordon Research Assistants: Lyra Hindrichs, Chris Willms, Ben McCauley & Shuhong Lin



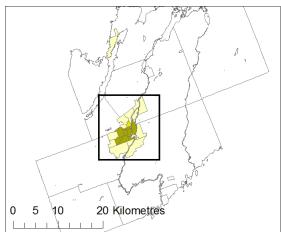


## Peterborough

Transportation T9 Method

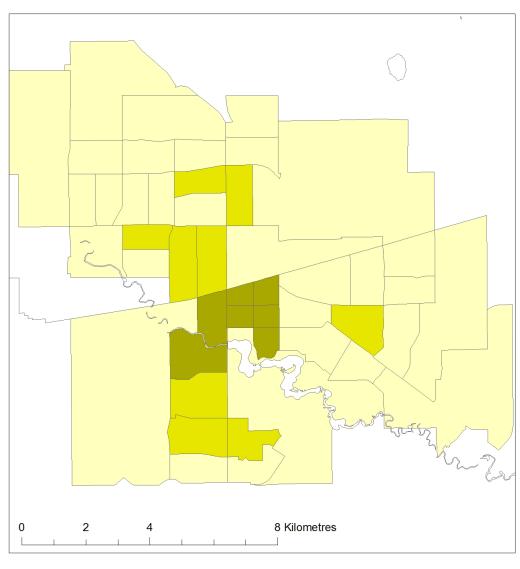


Census Tracts and Population Data: 2016 Census Census Tract Classification: 2016



Queen's School of Urban and Regional Planning Principal Investigator: David Gordon Research Assistants: Lyra Hindrichs, Chris Willms, Ben McCauley & Shuhong Lin



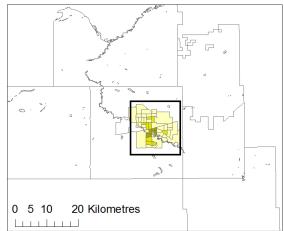


## Regina

Transportation T9 Method

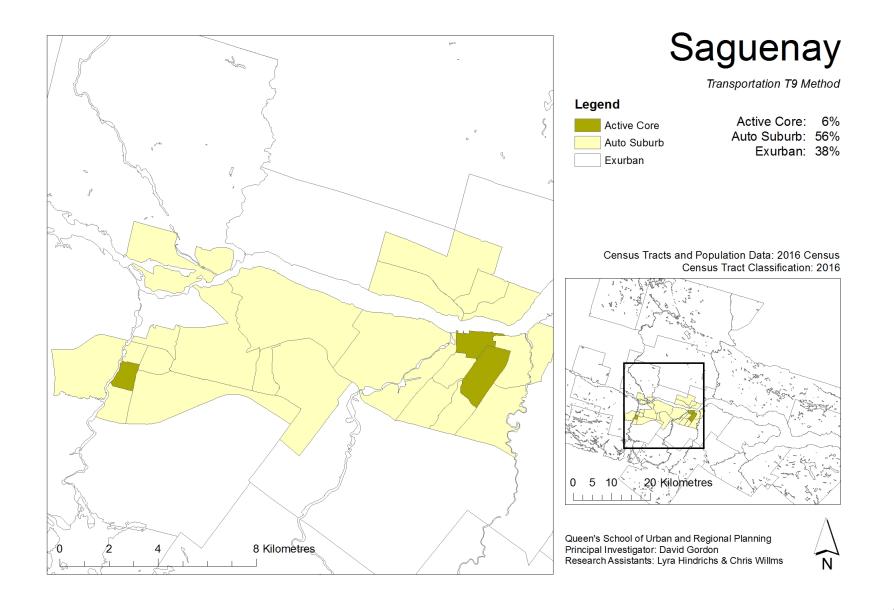
## Legend Active Core Active Core: 9% Transit Suburb Transit Suburb: 17% Auto Suburb Exurban Active Core: 9% Active Core: 9% Active Core: 9% Transit Suburb: 64% Auto Suburb: 64% Exurban: 10%

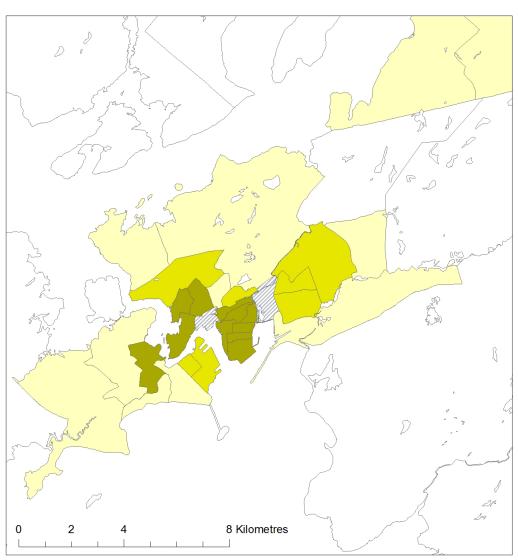
Census Tracts and Population Data: 2016 Census Census Tract Classification: 2016



Queen's School of Urban and Regional Planning Principal Investigator: David Gordon Research Assistants: Chris Willms & Lyra Hindrichs

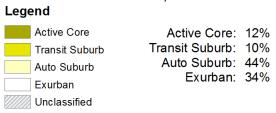




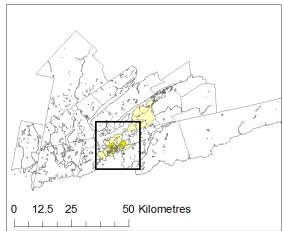


## Saint John

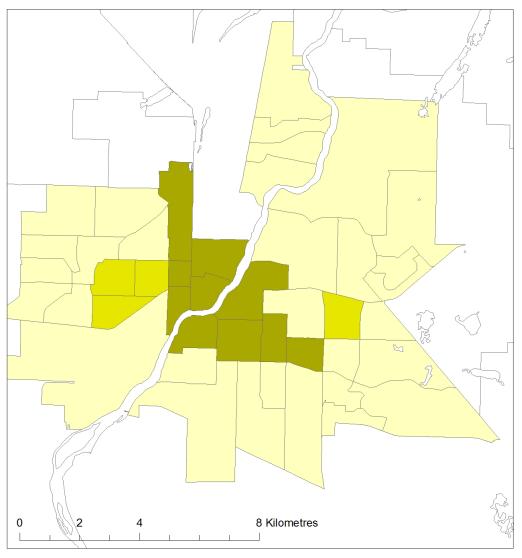
Transportation T9 Method



Census Tracts and Population Data: 2016 Census Census Tract Classification: 2016





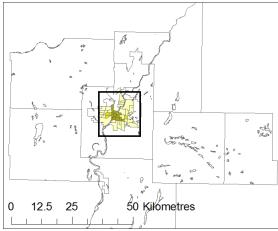


### Saskatoon

Transportation T9 Method

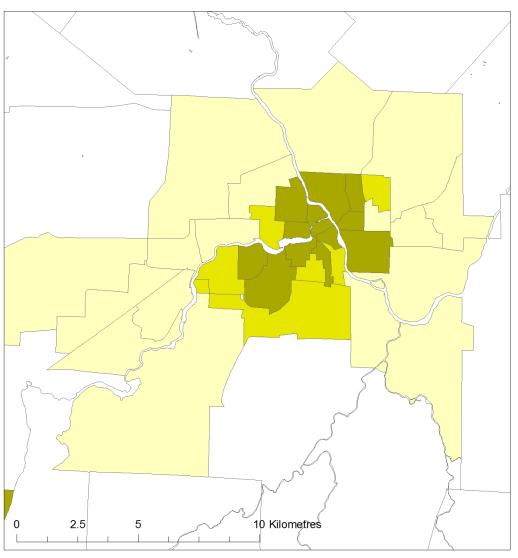
# Legend Active Core Transit Suburb Auto Suburb Exurban Active Core: 12% Transit Suburb: 6% Auto Suburb: 63% Exurban: 19%

Census Tracts and Population Data: 2016 Census Census Tract Classification: 2016



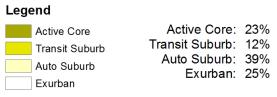
Queen's School of Urban and Regional Planning Principal Investigator: David Gordon Research Assistants: Chris Willms & Lyra Hindrichs



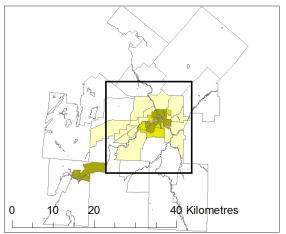


## Sherbrooke

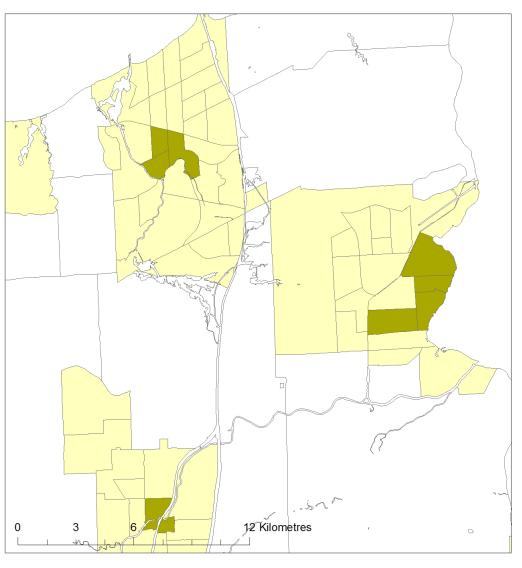
Transportation T9 Method



Census Tracts and Population Data: 2016 Census Census Tract Classification: 2016





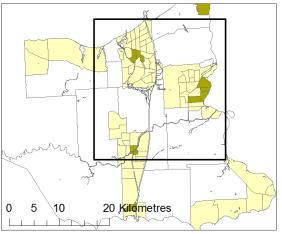


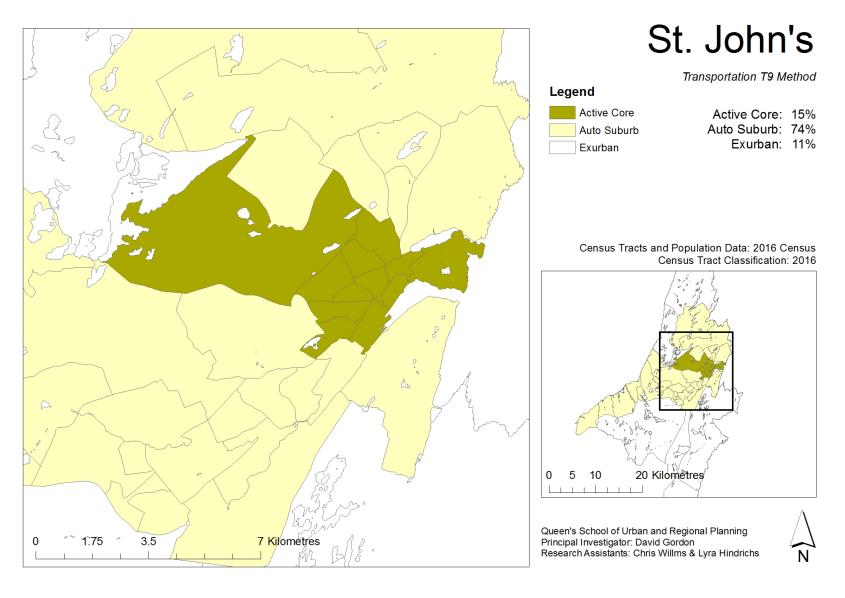
#### St. Catharines - Niagara

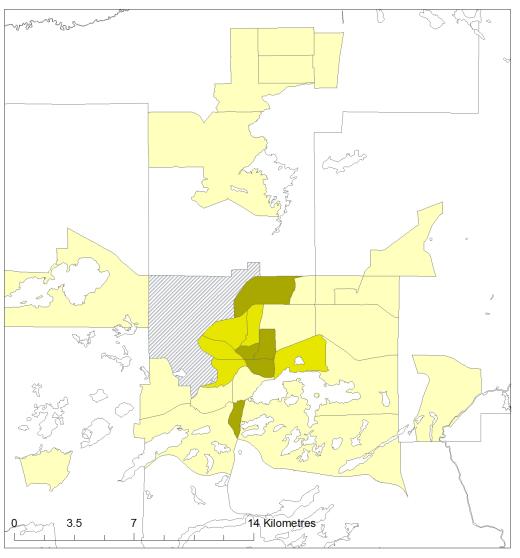
Transportation T9 Method



Census Tracts and Population Data: 2016 Census Census Tract Classification: 2016







#### **Greater Sudbury**

Transportation T9 Method

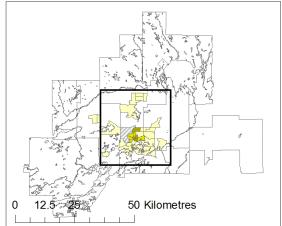
#### Legend

Active Core
Transit Suburb
Auto Suburb
Exurban
Unclassified

Active Core: 7% Transit Suburb: 10% Auto Suburb: 59%

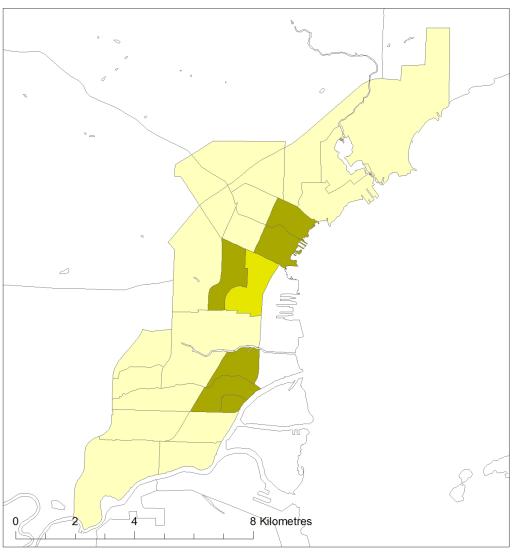
Exurban: 24%

Census Tracts and Population Data: 2016 Census Census Tract Classification: 2016



Queen's School of Urban and Regional Planning Principal Investigator: David Gordon Research Assistants: Lyra Hindrichs, Chris Willms, Ben McCauley & Shuhong Lin





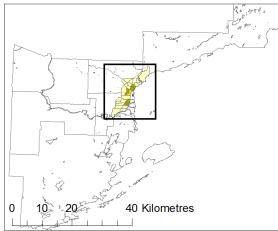
## **Thunder Bay**

Transportation T9 Method

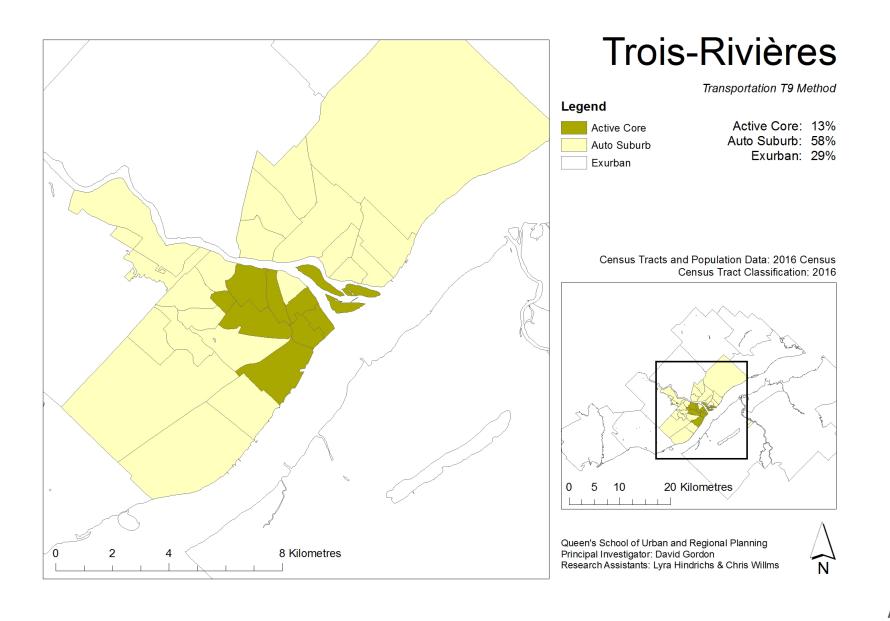
# Active Core Transit Suburb Auto Suburb Exurban

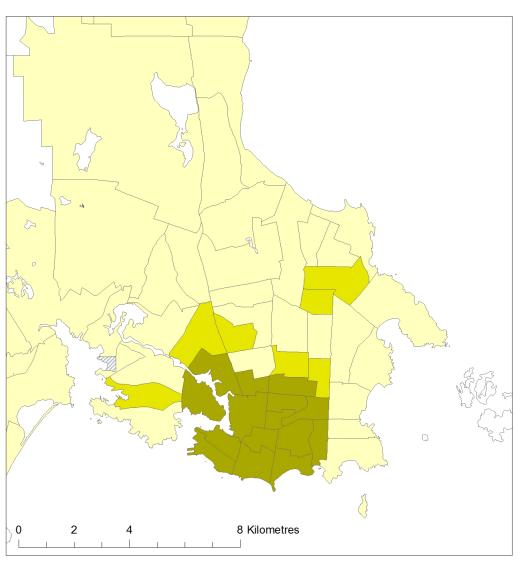
Active Core: 16%
Transit Suburb: 1%
Auto Suburb: 55%
Exurban: 28%

Census Tracts and Population Data: 2016 Census Census Tract Classification: 2016



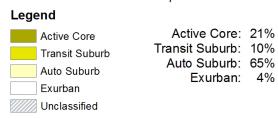






### Victoria

Transportation T9 Method



Census Tracts and Population Data: 2016 Census Census Tract Classification: 2016

