
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 mid-sized 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.

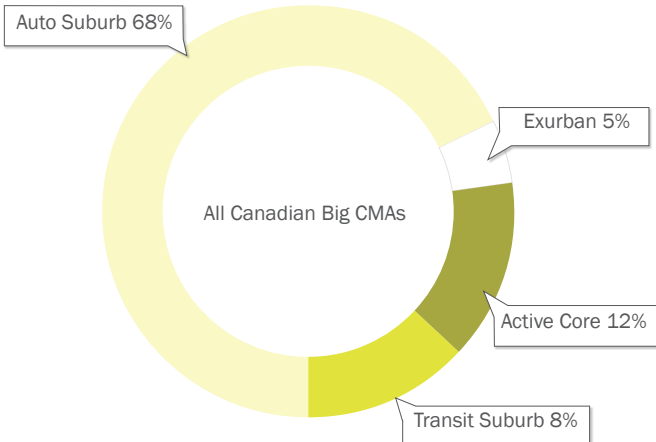
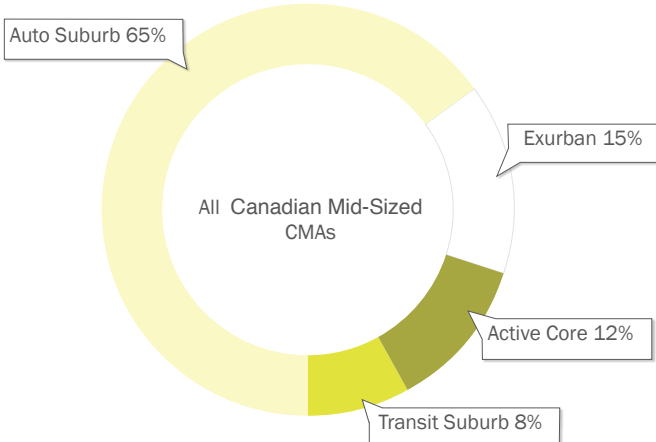
The mid-sized metro areas had much higher proportions of Exurban residents, presumably because commuting into downtown is easier from their rural areas compared to exurban residents of big metro areas, who must contend with more congestion after they reach the edge of the built-up area. As well, most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





HAMILTON, ON

INTRODUCTION

Canada's mid-sized metropolitan areas¹ are mainly composed of suburban neighbourhoods². 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 mid-sized 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.

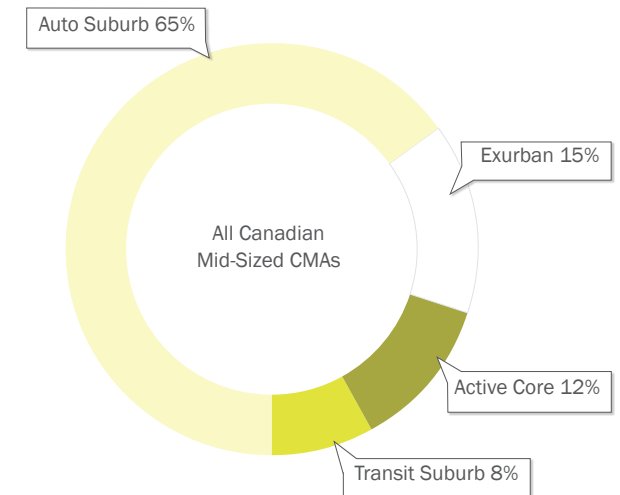


Figure 1: Population distribution by suburb classification for Canadian mid-sized cities in 2016

¹ 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.

² 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 nation³ 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 35⁴ 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.

³ 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.

⁴ 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).

EXURBS⁵

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 SUBURBS⁶

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 mid-sized 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 mid-sized 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.

⁵ 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).

⁶ 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.



HALIFAX, NS

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 CMA’s 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 CMA’s have higher proportions of Auto Suburbs and lower proportions of Exurbs than Québec and Atlantic mid-sized CMA’s. A greater proportion of exurban residents suggests the need for more regional planning.

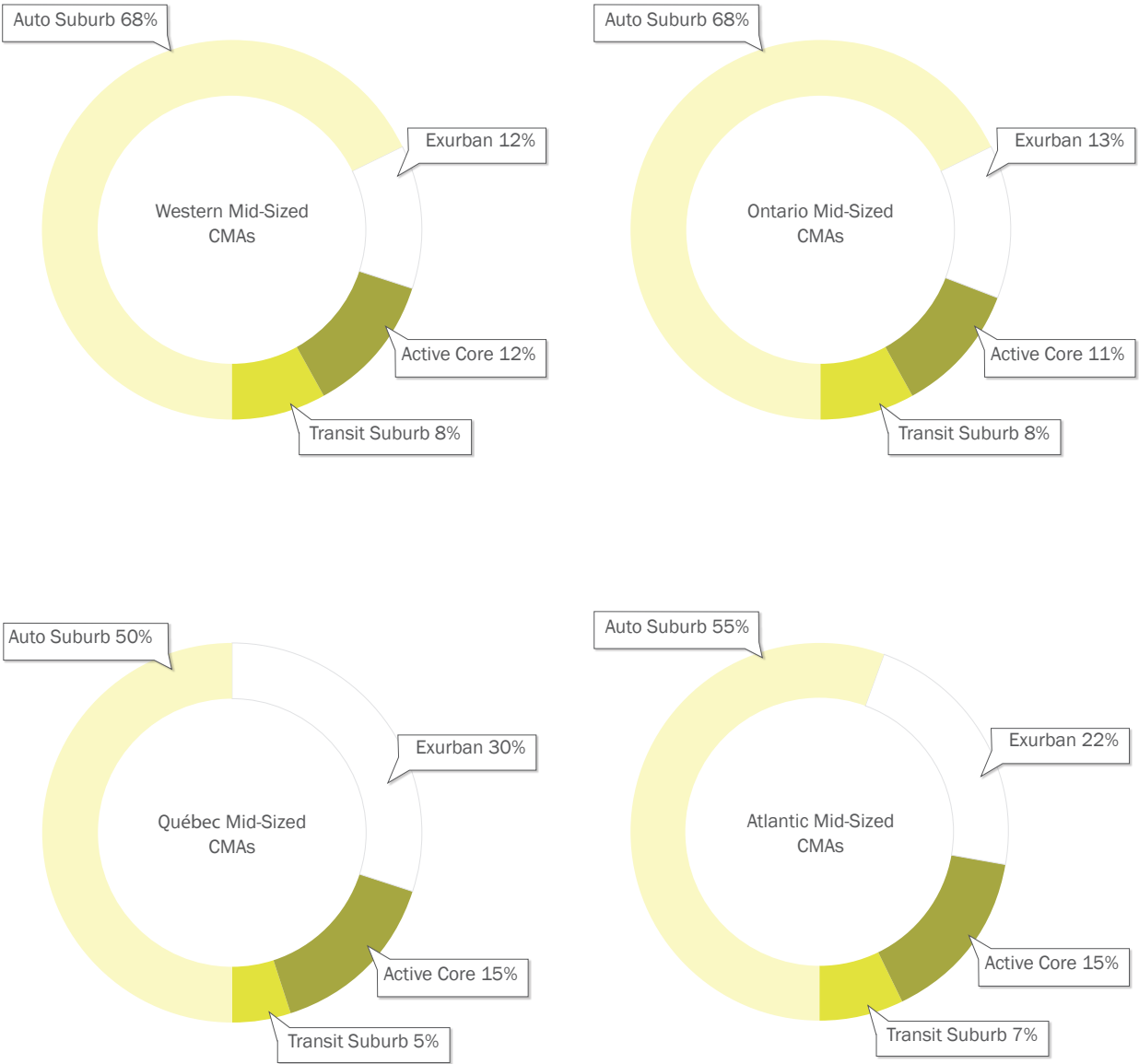


Figure 2: Population distribution by suburb classification for Canadian mid-sized cities by region in 2016

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 mid-sized 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 Cores⁸. 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.

⁸ 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?

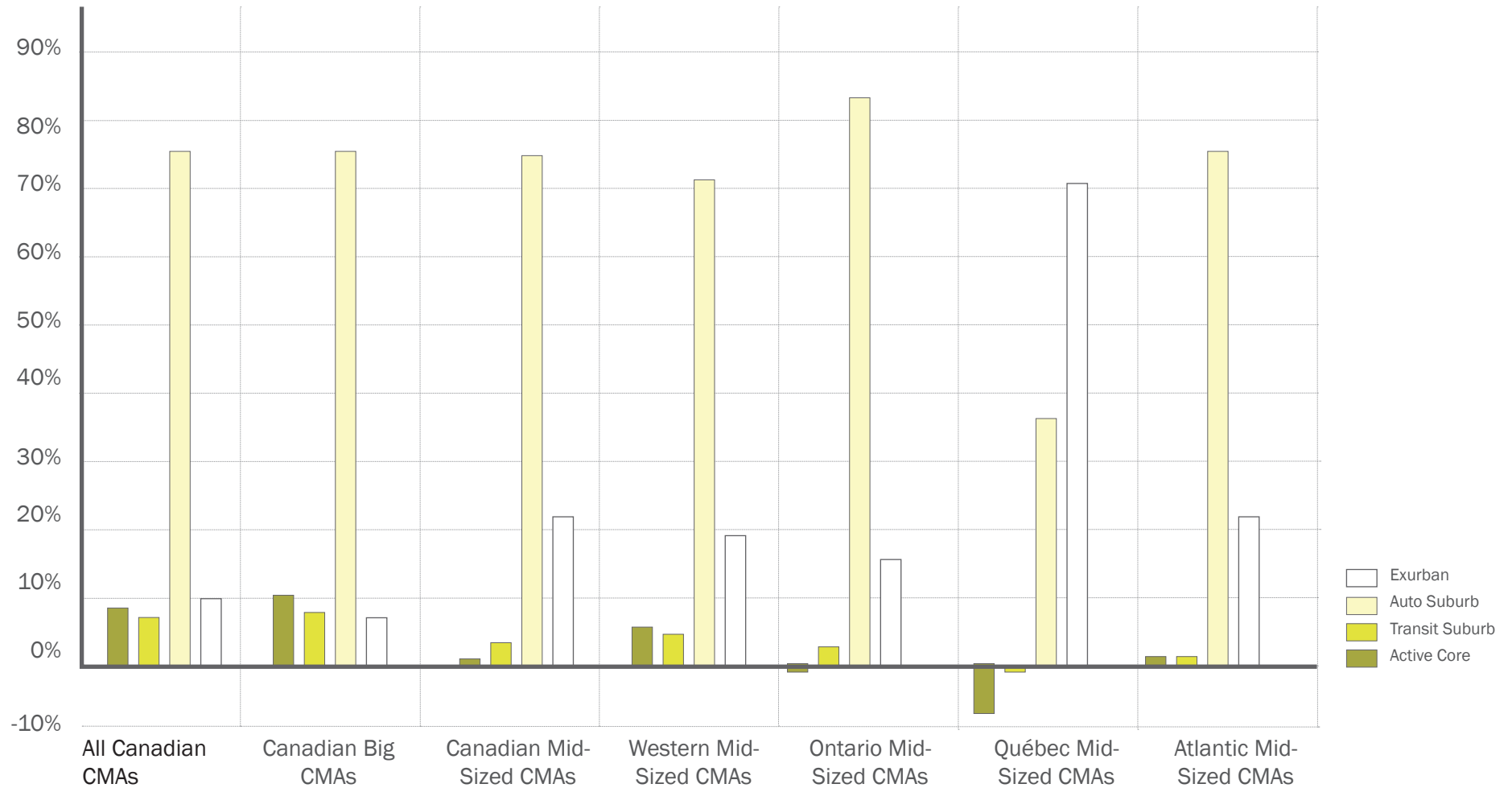


Figure 3: Share of population growth by suburb classification from 2006 to 2016

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 mid-sized 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 auto-dependence, see *The end of automobile dependence: How cities are moving beyond car-based 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).



LONDON ON

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 mid-sized 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

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APPENDIX A: CLASSIFICATION OF CANADIAN CENSUS METROPOLITAN AREAS, 2016

Census Metropolitan Area	Population in 2016*	Active Core Population (%)	Transit Suburb Population %	Auto Suburb Population %	Exurban Population %
Toronto ON	5,928,040	716,141 12%	889,532 15%	4,142,820 70%	168,252 3%
Montréal QC	4,098,927	706,910 17%	562,012 14%	2,708,563 66%	121,032 3%
Vancouver BC	2,463,431	397,076 16%	363,305 15%	1,643,519 67%	58,658 2%
Calgary AB	1,392,609	169,209 12%	119,437 9%	1,053,139 76%	47,484 3%
Ottawa-Gatineau ON/QC	1,323,783	198,731 15%	123,897 9%	820,355 62%	180,800 14%
Edmonton AB	1,321,426	105,366 8%	187,512 14%	893,241 68%	134,948 10%
Québec QC	800,296	149,613 19%	78,987 10%	450,133 56%	121,563 15%
Winnipeg MB	778,489	115,092 15%	70,018 9%	526,836 68%	66,315 9%
Hamilton ON	747,545	89,599 12%	76,264 10%	534,074 71%	47,488 6%
Kitchener-Waterloo ON	523,894	57,780 11%	60,499 12%	377,139 72%	28,323 5%
London ON	494,069	71,238 14%	79,209 16%	273,792 55%	69,830 14%
St. Catharines-Niagara ON	406,074	43,688 11%	- 0%	314,270 77%	48,116 12%
Halifax NS	403,390	59,593 15%	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 10%	240,278 65%	14,672 4%
Windsor ON	329,144	38,601 12%	23,858 7%	232,623 71%	33,492 10%
Saskatoon SK	295,095	36,746 12%	18,644 6%	184,824 63%	54,881 19%
Regina SK	236,481	21,039 9%	40,460 17%	151,844 64%	23,138 10%
Sherbrooke QC	212,105	49,327 23%	25,366 12%	83,449 39%	53,963 25%
St. John's NL	205,955	30,028 15%	- 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 7%	16,721 10%	96,604 59%	39,026 24%
Kingston ON	161,175	22,942 14%	24,153 15%	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 12%	12,178 10%	56,110 44%	43,256 34%
Peterborough ON	121,721	31,627 26%	2,695 2%	46,484 38%	40,915 34%
Thunder Bay ON	121,621	19,061 16%	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 15%	25,366 5%	264,161 50%	161,103 30%
Atlantic Mid-Sized CMAs	880,357	132,150 15%	66,010 7%	484,640 55%	197,382 22%

*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

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

SUMMARY TABLES

All Canadian CMAs	2006 Population		2016 Population		2006-2016 Population Growth		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 Population		2006-2016 Population Growth		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 Population		2016 Population		2006-2016 Population Growth		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 Population		2016 Population		2006-2016 Population Growth		Share of 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 Population		2006-2016 Population Growth		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		2016 Population		2006-2016 Population Growth		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		2016 Population		2006-2016 Population Growth		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%	

Abbotsford-Mission CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Abbotsford-Mission CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		Share of CMA 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%	

Barrie CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Barrie CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		Share of CMA 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 CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Belleville CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		Share of CMA 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%	

Brantford CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Brantford CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		Share of CMA Total DU Growth
Active Core	4,310	3.5%	4,454	3.3%	144	3.3%	1.5%	Active Core	2,385	4.8%	2,583	4.7%	198	8.3%	4.0%
Transit Suburb	-	-	-	-	-	-	-	Transit Suburb	-	-	-	-	-	-	-
Auto Suburb	96,111	77.1%	103,976	77.5%	7,865	8.2%	82.0%	Auto Suburb	38,575	78.0%	42,476	78.1%	3,901	10.1%	79.0%
Exurban	24,186	19.4%	25,773	19.2%	1,587	6.6%	16.5%	Exurban	8,520	17.2%	9,360	17.2%	840	9.9%	17.0%
Total	124,607		134,203		9,596	7.7%		Total	49,480		54,419		4,939	10.0%	

Greater Sudbury CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Greater Sudbury CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		Share of CMA Total DU Growth
Active Core	12,506	7.9%	12,333	7.5%	(173)	-1.4%	-2.7%	Active Core	7,741	11.1%	8,098	10.6%	357	4.6%	5.1%
Transit Suburb	17,328	11.0%	16,721	10.2%	(607)	-3.5%	-9.4%	Transit Suburb	9,417	13.5%	9,777	12.8%	360	3.8%	5.2%
Auto Suburb	93,920	59.4%	96,604	58.7%	2,684	2.9%	41.6%	Auto Suburb	38,474	55.2%	41,851	54.6%	3,377	8.8%	48.5%
Exurban	34,490	21.8%	39,026	23.7%	4,536	13.2%	70.4%	Exurban	14,031	20.1%	16,890	22.0%	2,859	20.4%	41.1%
Total	158,244		164,689		6,445	4.1%		Total	69,663		76,619		6,956	10.0%	

Guelph CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Guelph CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		Share of CMA Total DU Growth
Active Core	40,677	32.0%	41,218	27.1%	541	1.3%	2.2%	Active Core	19,953	38.3%	20,765	32.8%	812	4.1%	7.3%
Transit Suburb	-	-	-	-	-	-	-	Transit Suburb	-	-	-	-	-	-	-
Auto Suburb	74,266	58.5%	90,576	59.6%	16,310	22.0%	65.3%	Auto Suburb	28,016	53.7%	35,162	55.5%	7,146	25.5%	63.8%
Exurban	12,066	9.5%	20,190	13.3%	8,124	67.3%	32.5%	Exurban	4,161	8.0%	7,397	11.7%	3,236	77.8%	28.9%
Total	127,009		151,984		24,975	19.7%		Total	52,130		63,324		11,194	21.5%	

Halifax CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Halifax CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		Share of CMA 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 CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Hamilton CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		Share of CMA Total DU 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%	

Kelowna CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Kelowna CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		Share of CMA 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 CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Kingston CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		Share of CMA Total DU Growth
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%	24,153	15.0%	11	0.0%	0.1%	Transit Suburb	11,988	17.1%	12,458	16.1%	470	3.9%	6.6%
Auto Suburb	67,178	44.1%	77,323	48.0%	10,145	15.1%	115.1%	Auto Suburb	26,093	37.3%	31,134	40.3%	5,041	19.3%	70.3%
Exurban	36,461	23.9%	36,757	22.8%	296	0.8%	3.4%	Exurban	16,301	23.3%	16,732	21.7%	431	2.6%	6.0%
Total	152,358		161,175		8,817	5.8%		Total	70,003		77,173		7,170	10.2%	

Kitchener-Waterloo-Cambridge CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Kitchener-Waterloo-Cambridge CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		Share of CMA Total DU Growth
Active Core	54,619	12.1%	57,780	11.0%	3,161	5.8%	4.3%	Active Core	29,154	16.4%	33,613	15.9%	4,459	15.3%	13.5%
Transit Suburb	58,921	13.1%	60,499	11.5%	1,578	2.7%	2.2%	Transit Suburb	26,166	14.7%	27,729	13.1%	1,563	6.0%	4.7%
Auto Suburb	318,460	70.6%	377,139	72.0%	58,679	18.4%	80.8%	Auto Suburb	115,980	65.2%	139,535	66.2%	23,555	20.3%	71.3%
Exurban	18,102	4.0%	28,323	5.4%	10,221	56.5%	14.1%	Exurban	6,207	3.5%	9,960	4.7%	3,753	60.5%	11.4%
Total	451,227		523,894		72,667	16.1%		Total	177,876		210,896		33,020	18.6%	

Lethbridge CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Lethbridge CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		Share of CMA Total DU Growth
Active Core	11,289	11.9%	11,123	9.5%	(166)	-1.5%	-0.7%	Active Core	5,805	14.6%	5,829	12.1%	24	0.4%	0.3%
Transit Suburb	3,703	3.9%	3,493	3.0%	(210)	-5.7%	-0.9%	Transit Suburb	1,419	3.6%	1,437	3.0%	18	1.3%	0.2%
Auto Suburb	69,797	73.3%	92,370	78.7%	22,573	32.3%	101.6%	Auto Suburb	29,453	74.2%	37,901	78.4%	8,448	28.7%	97.8%
Exurban	10,380	10.9%	10,408	8.9%	28	0.3%	0.1%	Exurban	3,002	7.6%	3,150	6.5%	148	4.9%	1.7%
Total	95,169		117,394		22,225	23.4%		Total	39,679		48,317		8,638	21.8%	

London CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	London CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		Share of CMA Total DU 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	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%
Auto Suburb	249,328	54.5%	273,792	55.4%	24,464	9.8%	67.3%	Auto Suburb	96,881	48.9%	110,306	50.0%	13,425	13.9%	60.2%
Exurban	63,649	13.9%	69,830	14.1%	6,181	9.7%	17.0%	Exurban	23,231	11.7%	26,508	12.0%	3,277	14.1%	14.7%
Total	457,720		494,069		36,349	7.9%		Total	198,144		220,452		22,308	11.3%	

Moncton CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Moncton CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		Share of CMA 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	-	-	-	-	-	-	-	Transit Suburb	-	-	-	-	-	-	-
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		144,810		18,394	14.6%		Total	55,249		66,699		11,450	20.7%	

Oshawa CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Oshawa CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		Share of CMA 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%	

Peterborough CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Peterborough CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		Share of CMA Total DU Growth
Active Core	31,753	27.3%	31,627	26.0%	(126)	-0.4%	-2.3%	Active Core	15,757	30.3%	16,373	29.4%	616	3.9%	17.2%
Transit Suburb	2,515	2.2%	2,695	2.2%	180	7.2%	3.3%	Transit Suburb	1,249	2.4%	1,370	2.5%	121	9.7%	3.4%
Auto Suburb	41,690	35.8%	46,484	38.2%	4,794	11.5%	89.1%	Auto Suburb	16,709	32.1%	19,169	34.4%	2,460	14.7%	68.6%
Exurban	40,383	34.7%	40,915	33.6%	532	1.3%	9.9%	Exurban	18,361	35.3%	18,750	33.7%	389	2.1%	10.8%
Total	116,341		121,721		5,380	4.6%		Total	52,076		55,662		3,586	6.9%	

Regina CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Regina CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		Share of CMA Total DU Growth
Active Core	19,718	10.1%	21,039	8.9%	1,321	6.7%	3.2%	Active Core	12,126	14.3%	12,196	12.0%	70	0.6%	0.4%
Transit Suburb	37,268	19.1%	40,460	17.1%	3,192	8.6%	7.7%	Transit Suburb	17,350	20.4%	18,258	17.9%	908	5.2%	5.4%
Auto Suburb	120,353	61.7%	151,844	64.2%	31,491	26.2%	75.9%	Auto Suburb	48,377	56.9%	61,946	60.9%	13,569	28.0%	81.1%
Exurban	17,632	9.0%	23,138	9.8%	5,506	31.2%	13.3%	Exurban	7,145	8.4%	9,319	9.2%	2,174	30.4%	13.0%
Total	194,971		236,481		41,510	21.3%		Total	84,998		101,719		16,721	19.7%	

Saguenay CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Saguenay CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		Share of CMA Total DU Growth
Active Core	10,274	6.8%	9,310	5.8%	(964)	-9.4%	-10.3%	Active Core	5,642	8.4%	6,228	8.0%	586	10.4%	5.4%
Transit Suburb	-	-	-	-	-	-	-	Transit Suburb	-	-	-	-	-	-	-
Auto Suburb	89,818	59.2%	89,907	55.8%	89	0.1%	1.0%	Auto Suburb	39,484	58.8%	42,487	54.5%	3,003	7.6%	27.8%
Exurban	51,551	34.0%	61,763	38.4%	10,212	19.8%	109.4%	Exurban	22,024	32.8%	29,253	37.5%	7,229	32.8%	66.8%
Total	151,643		160,980		9,337	6.2%		Total	67,150		77,968		10,818	16.1%	

Saint John CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Saint John CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		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 CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Saskatoon CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		Share of CMA Total DU 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 CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Sherbrooke CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		Share of CMA Total DU 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 CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	St. Catharines-Niagara CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		Share of CMA Total DU Growth
Active Core	43,682	11.2%	43,688	10.8%	6	0.0%	0.0%	Active Core	22,120	13.3%	23,497	13.0%	1,377	6.2%	9.8%
Transit Suburb	-	-	-	-	-	-	-	Transit Suburb	-	-	-	-	-	-	-
Auto Suburb	302,864	77.6%	314,270	77.4%	11,406	3.8%	72.4%	Auto Suburb	126,991	76.3%	135,726	75.2%	8,735	6.9%	62.0%
Exurban	43,771	11.2%	48,116	11.8%	4,345	9.9%	27.6%	Exurban	17,415	10.5%	21,383	11.8%	3,968	22.8%	28.2%
Total	390,317		406,074		15,757	4.0%		Total	166,526		180,606		14,080	8.5%	

St. John's CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	St. John's CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		Share of CMA Total DU Growth
Active Core	31,160	17.2%	30,028	14.6%	(1,132)	-3.6%	-4.6%	Active Core	15,624	20.6%	16,495	17.9%	871	5.6%	5.3%
Transit Suburb	-	-	-	-	-	-	-	Transit Suburb	-	-	-	-	-	-	-
Auto Suburb	132,479	73.1%	153,110	74.3%	20,631	15.6%	83.0%	Auto Suburb	53,735	70.8%	66,864	72.4%	13,129	24.4%	79.6%
Exurban	17,472	9.6%	22,817	11.1%	5,345	30.6%	21.5%	Exurban	6,500	8.6%	8,994	9.7%	2,494	38.4%	15.1%
Total	181,111		205,955		24,844	13.7%		Total	75,859		92,353		16,494	21.7%	

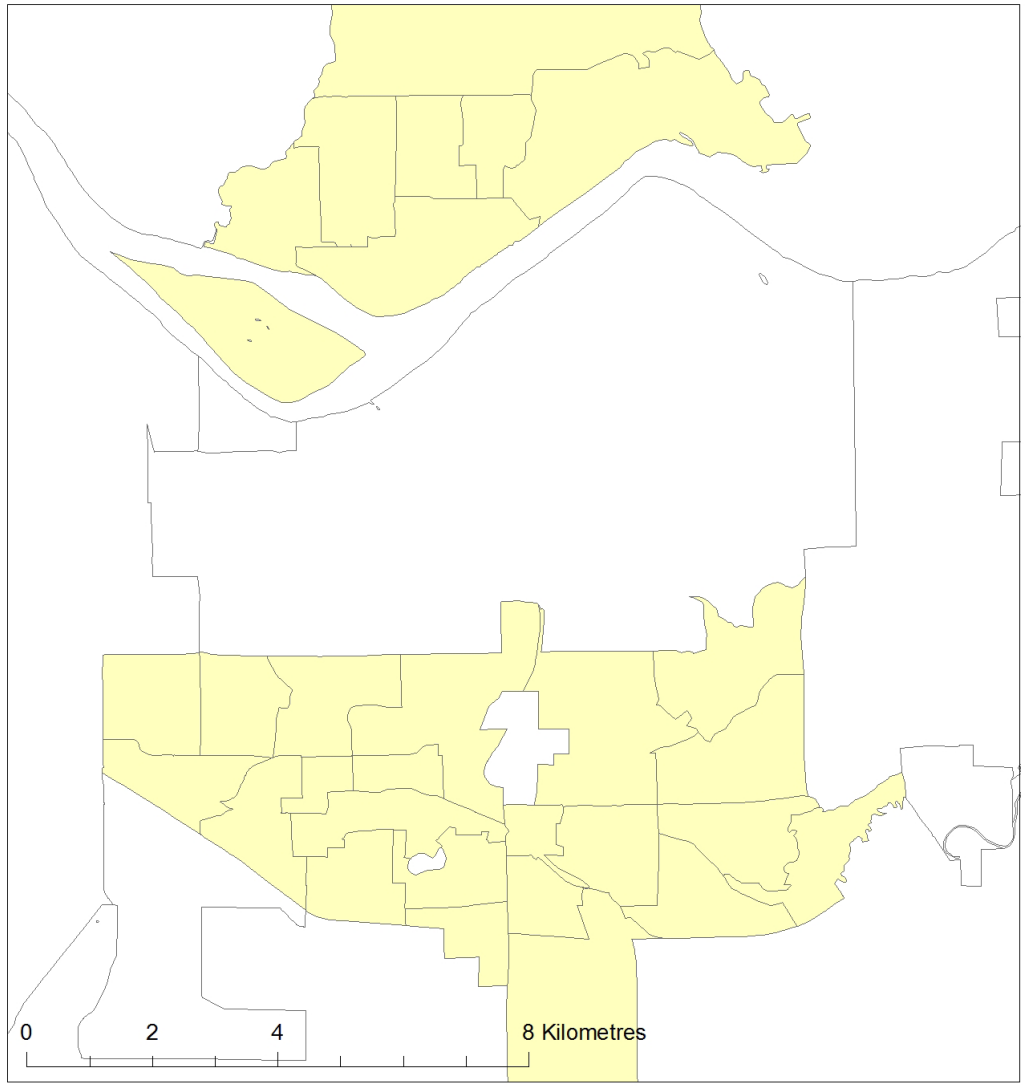
Thunder Bay CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Thunder Bay CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		Share of CMA Total DU Growth
Active Core	19,925	16.2%	19,061	15.7%	(864)	-4.3%	-67.3%	Active Core	11,229	20.2%	11,013	19.3%	(216)	-1.9%	-13.8%
Transit Suburb	1,274	1.0%	1,242	1.0%	(32)	-2.5%	-2.5%	Transit Suburb	661	1.2%	699	1.2%	38	5.7%	2.4%
Auto Suburb	68,803	56.0%	66,664	54.8%	(2,139)	-3.1%	-166.6%	Auto Suburb	30,122	54.2%	30,679	53.7%	557	1.8%	35.6%
Exurban	32,903	26.8%	34,654	28.5%	1,751	5.3%	136.4%	Exurban	13,569	24.4%	14,755	25.8%	1,186	8.7%	75.8%
Total	122,905		121,621		(1,284)	-1.0%		Total	55,581		57,146		1,565	2.8%	

Trois-Rivières CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Trois-Rivières CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		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 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Victoria CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		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 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth	Windsor CMA	2006 Total Dwelling Units		2016 Total Dwelling Units		2006-2016 Total DU Growth		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



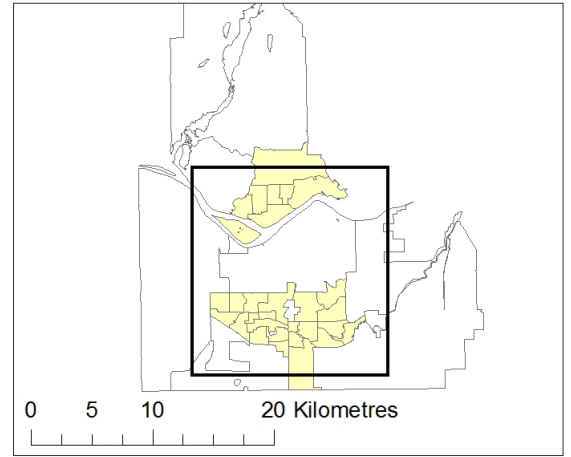
Abbotsford-Mission

Transportation T9 Method

Legend

- Auto Suburb
 - Exurban
- Auto Suburb: 83%
Exurban: 17%

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







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Research Assistants: Lyra Hindrichs & Chris Willms



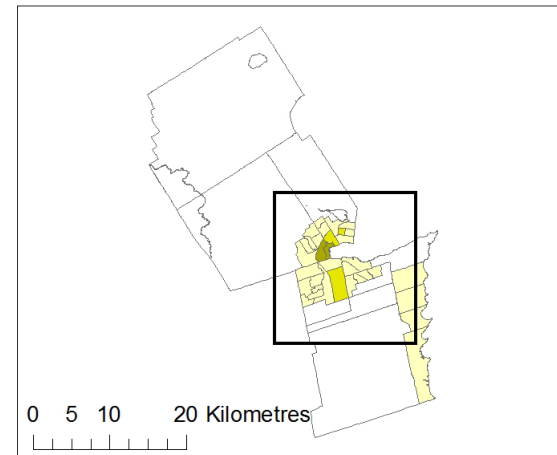
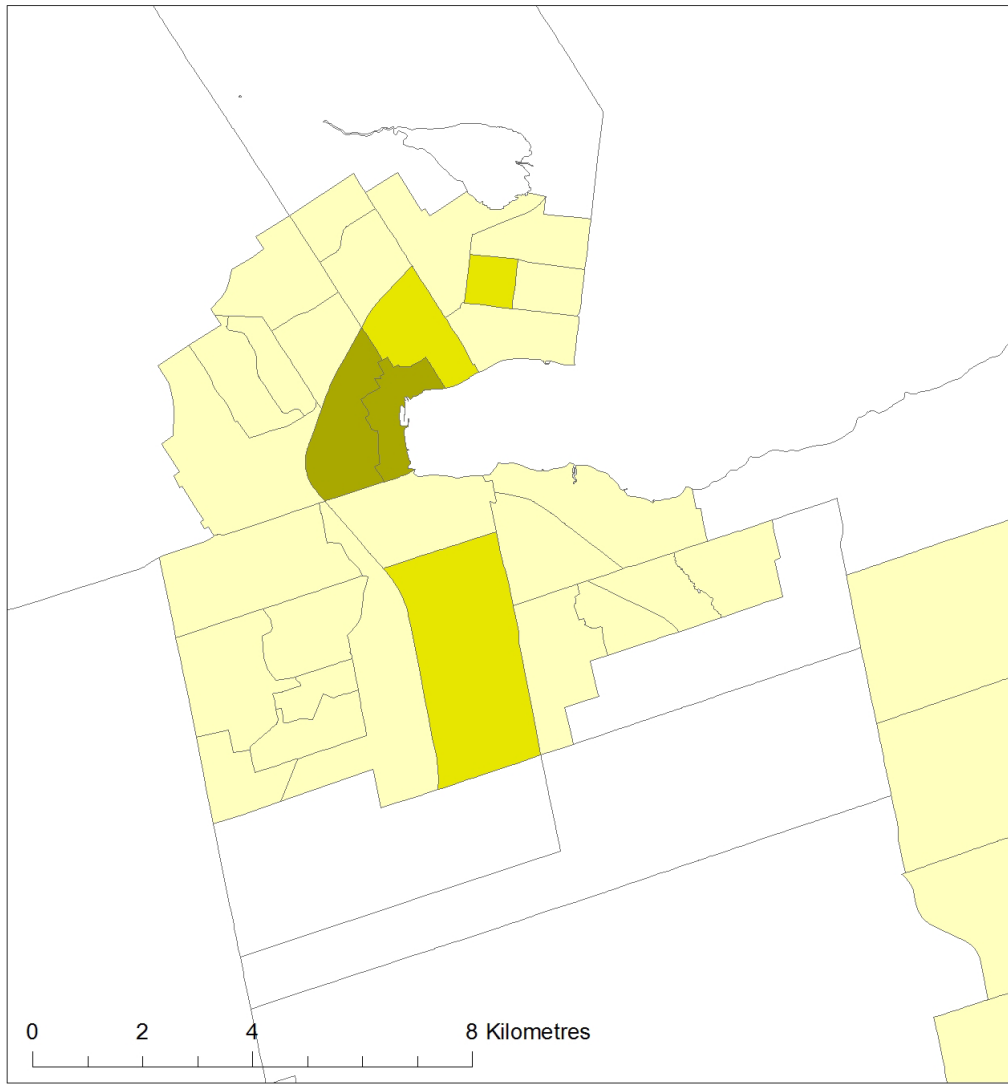
Barrie

Transportation T9 Method

Legend

	Active Core	Active Core: 4%
	Transit Suburb	Transit Suburb: 5%
	Auto Suburb	Auto Suburb: 76%
	Exurban	Exurban: 15%

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








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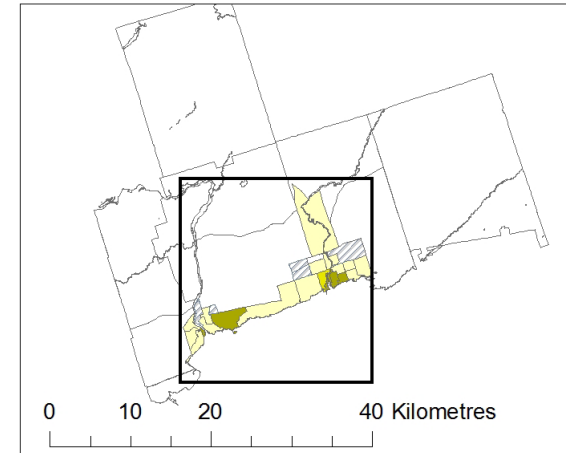
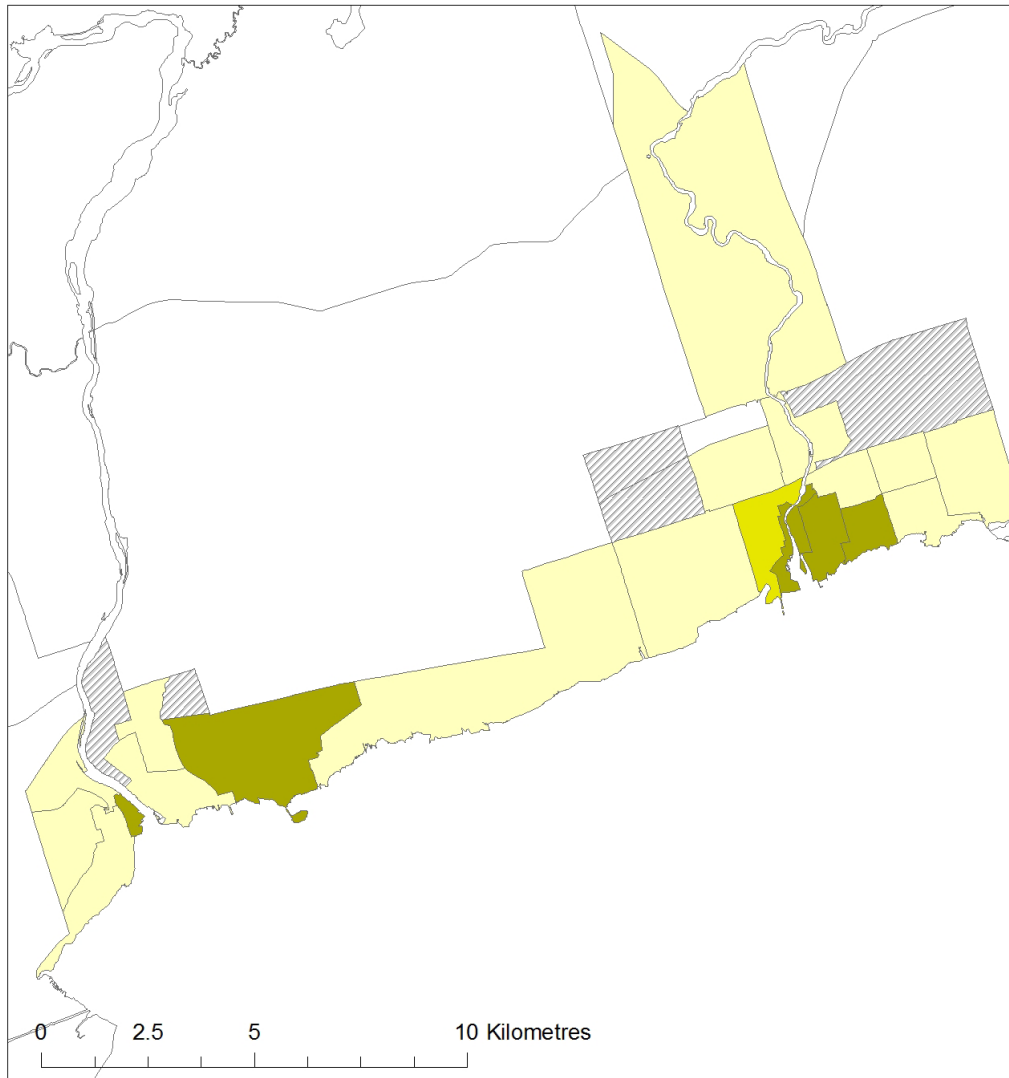
Belleville

Transportation T9 Method

Legend

	Active Core	Active Core: 9%
	Transit Suburb	Transit Suburb: 5%
	Auto Suburb	Auto Suburb: 52%
	Exurban	Exurban: 34%
	Unclassified	

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



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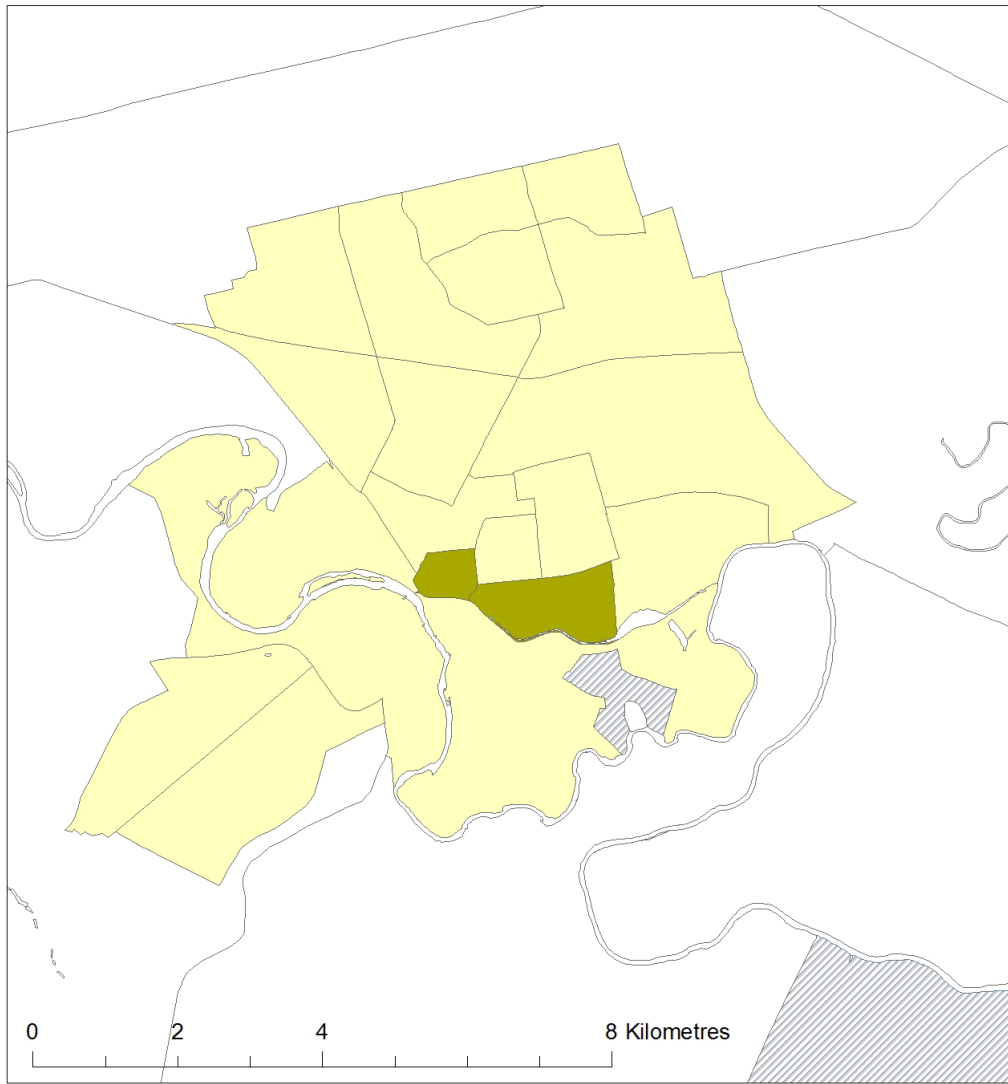
Brantford

Transportation T9 Method

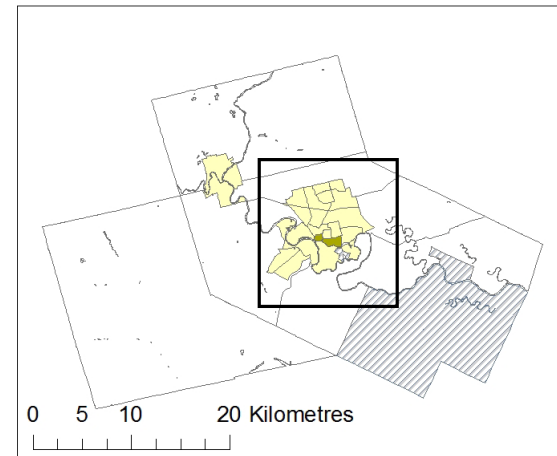
Legend

- Active Core
- Auto Suburb
- Exurban
- Unclassified

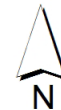
Active Core: 3%
Auto Suburb: 78%
Exurban: 19%



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



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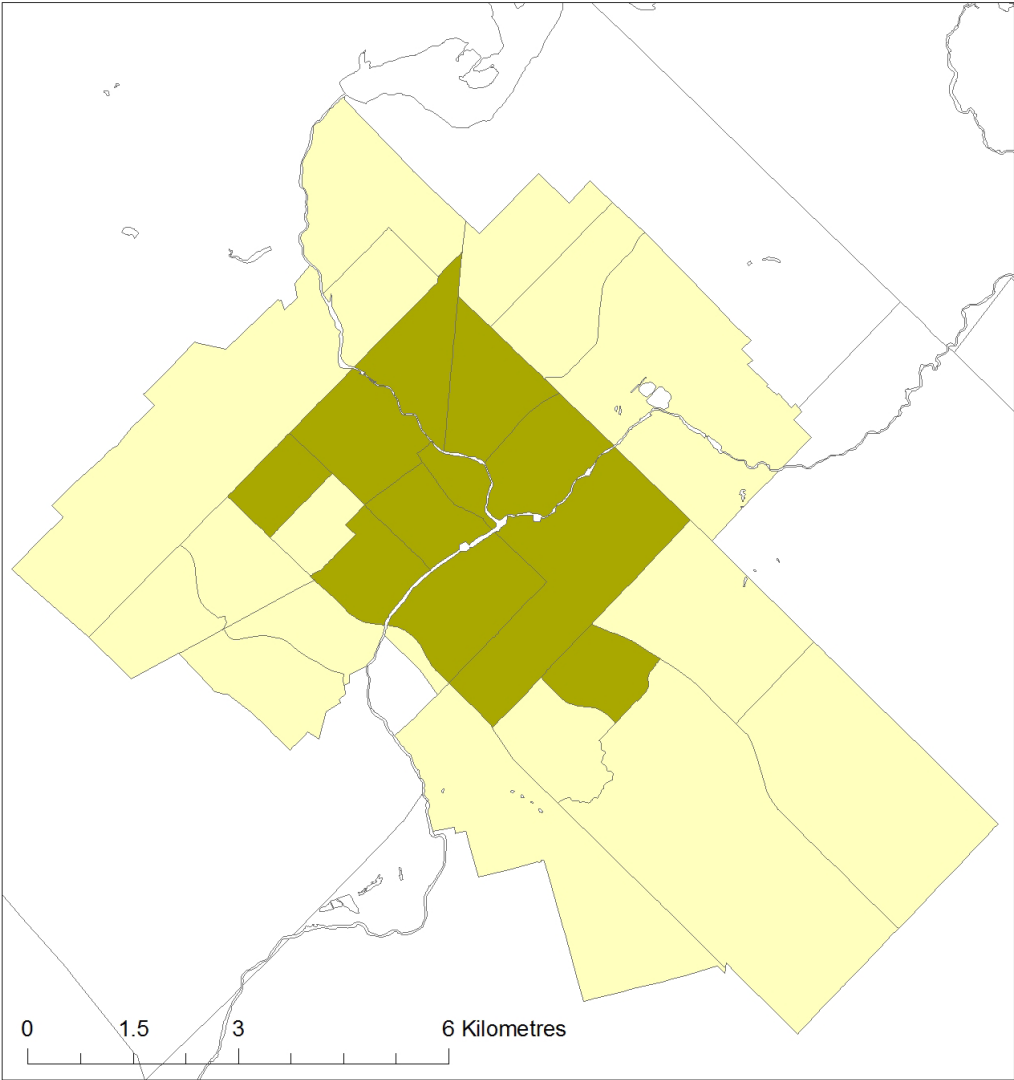


Guelph

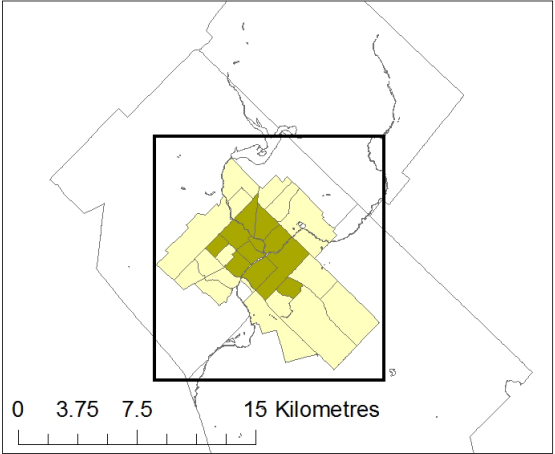
Transportation T9 Method

Legend

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



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



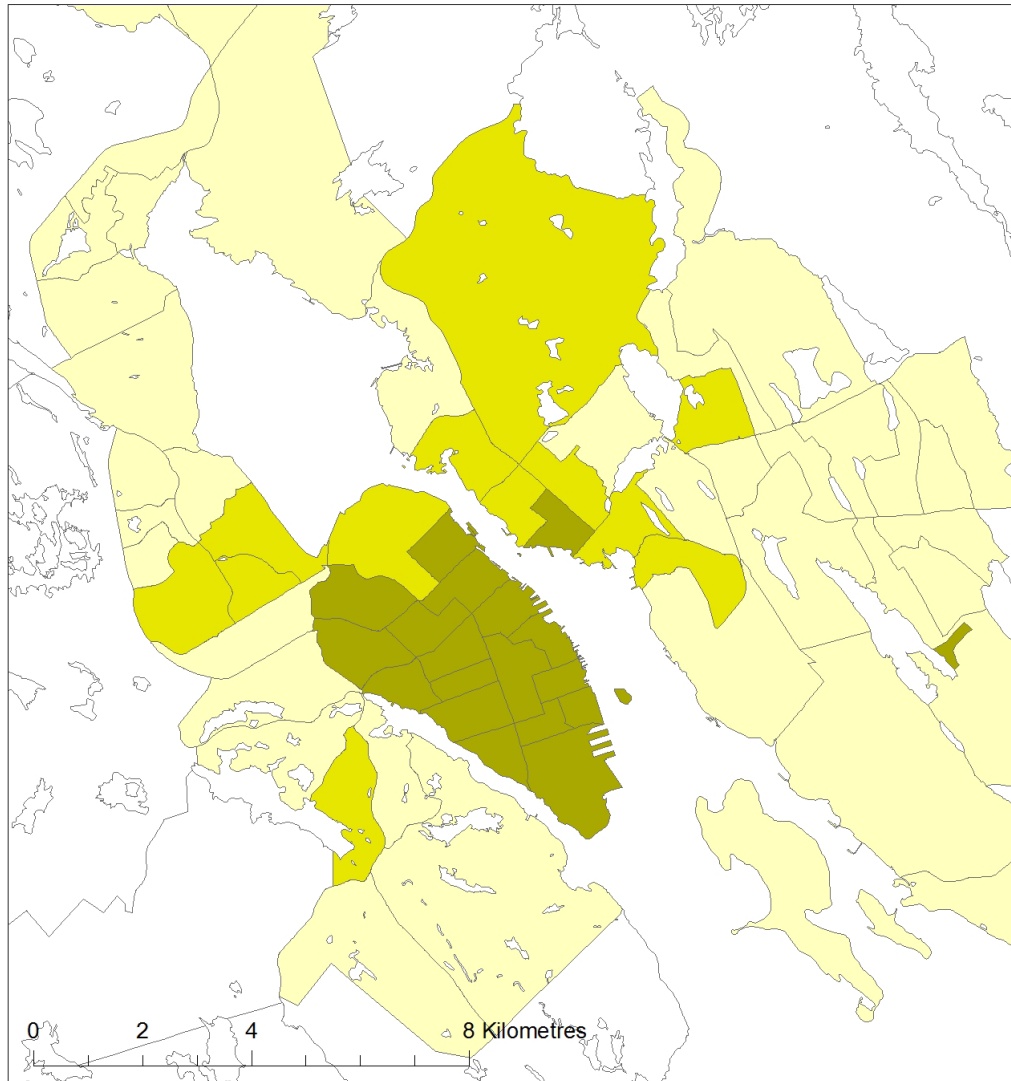
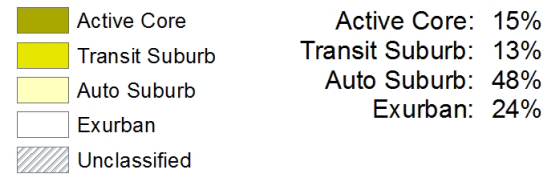
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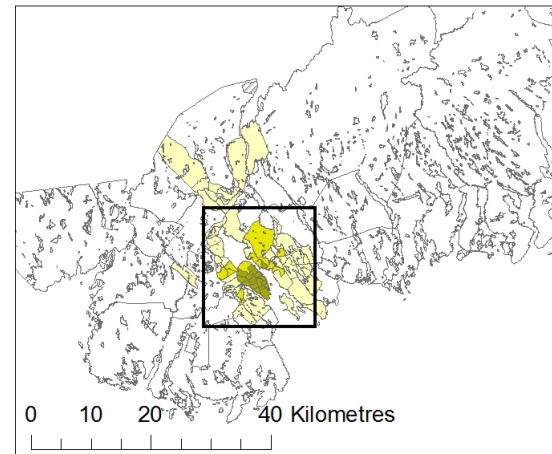
Halifax

Transportation T9 Method

Legend



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



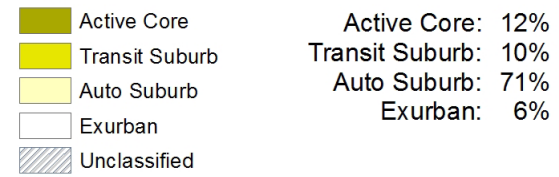
Queen's School of Urban and Regional Planning
Principal Investigator: David Gordon
Research Assistants: Chris Willms & Lyra Hindrichs



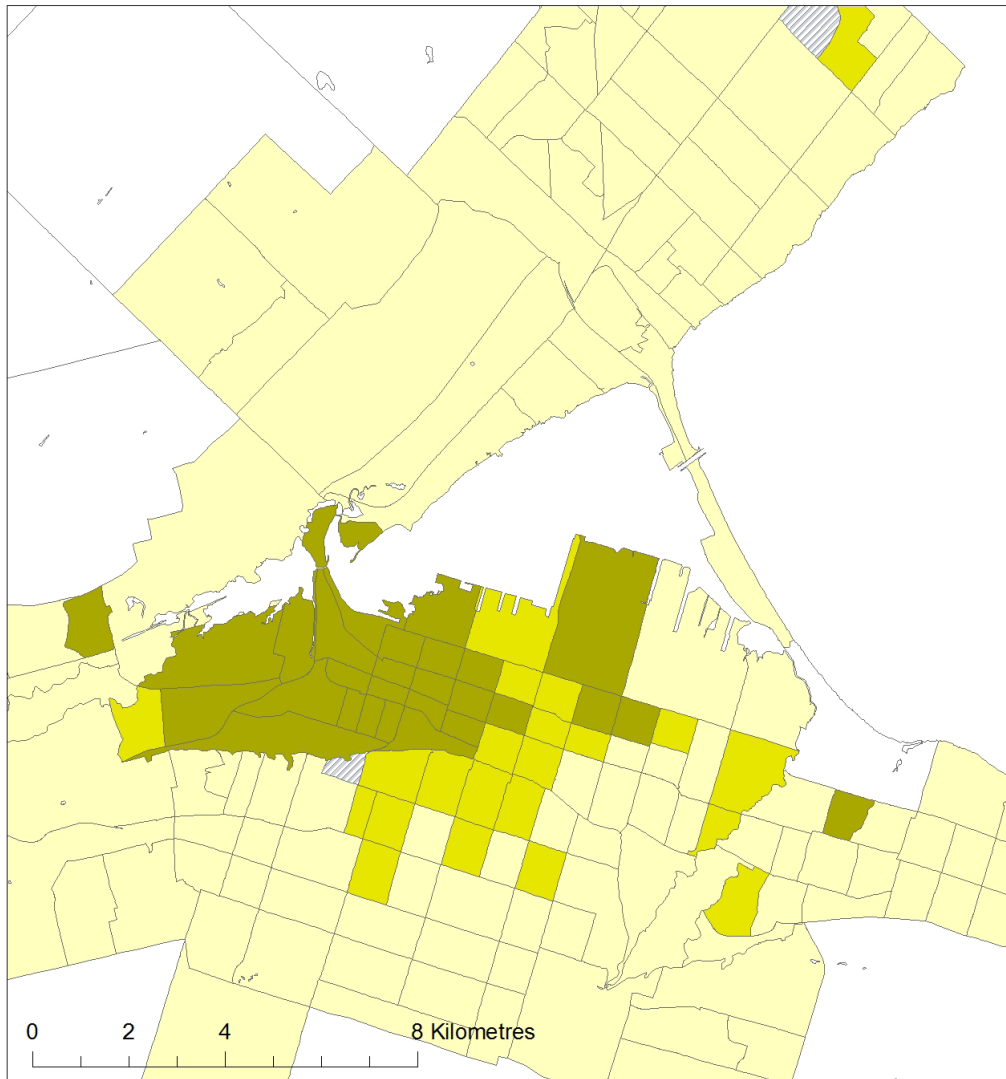
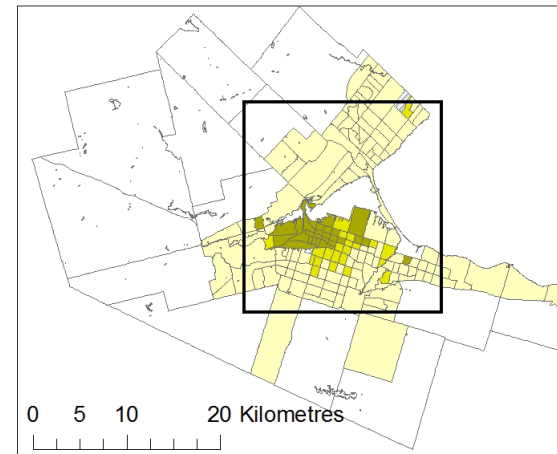
Hamilton

Transportation T9 Method

Legend



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



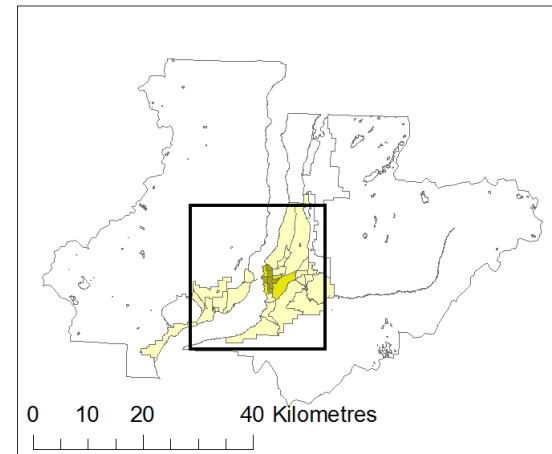
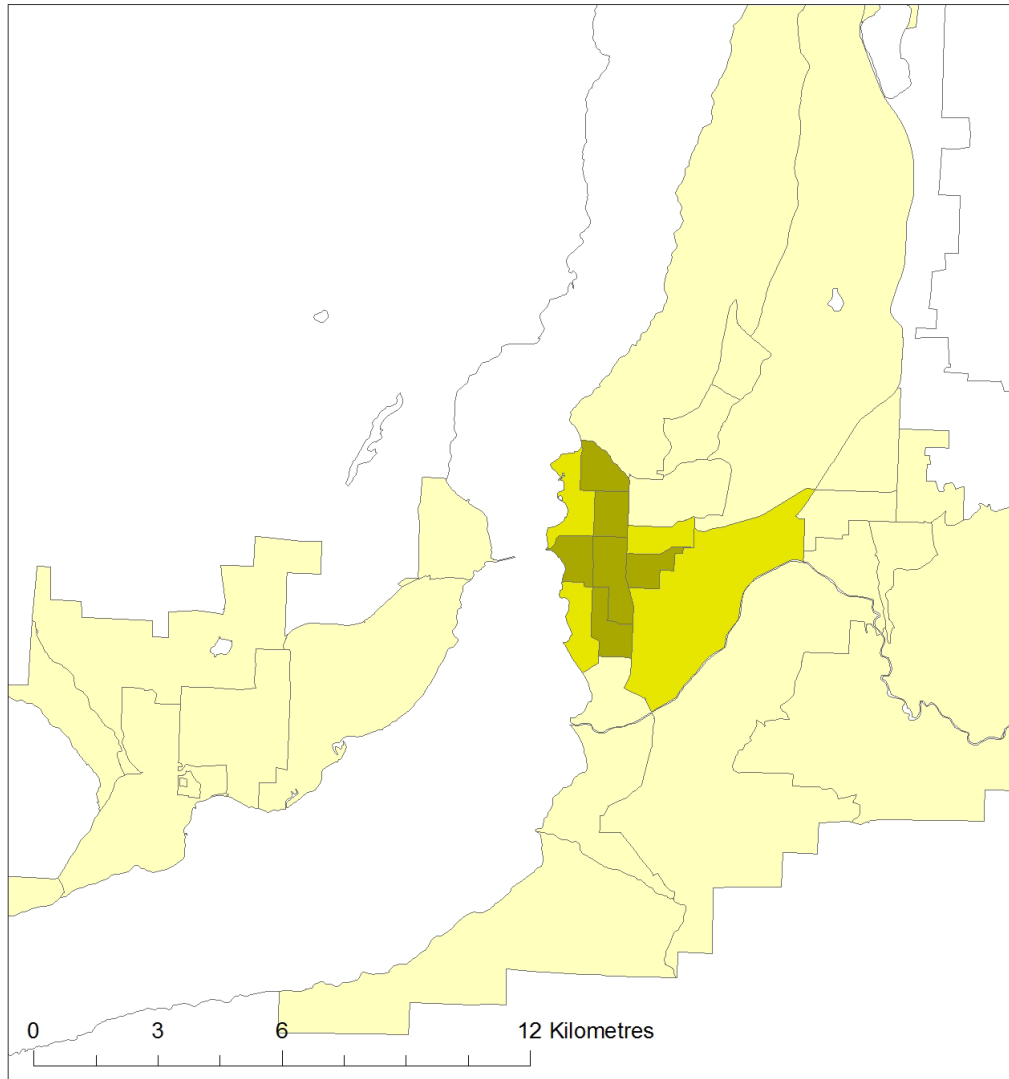
Kelowna

Transportation T9 Method

Legend

	Active Core	Active Core: 10%
	Transit Suburb	Transit Suburb: 8%
	Auto Suburb	Auto Suburb: 68%
	Exurban	Exurban: 14%

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








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Principal Investigator: David Gordon
Research Assistant: Chris Willms & Lyra Hindrichs



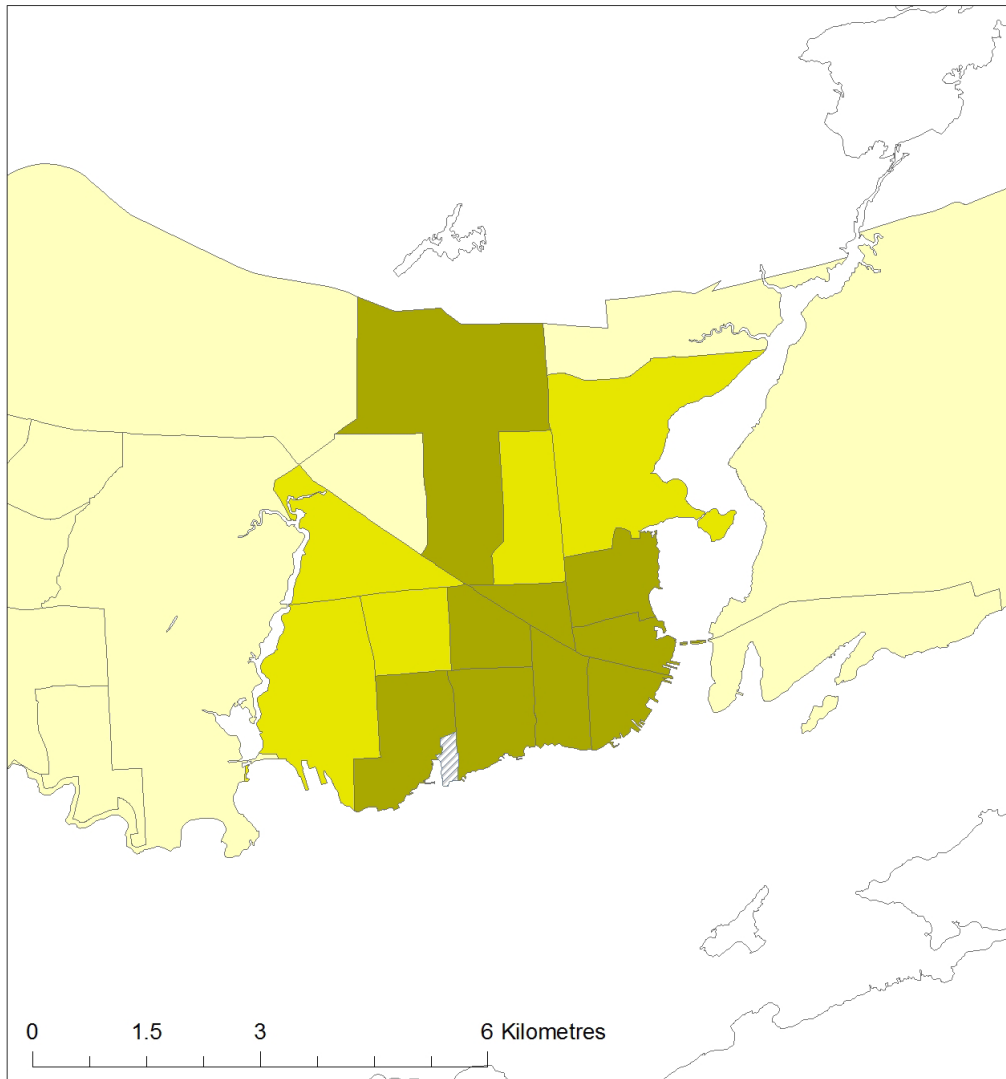
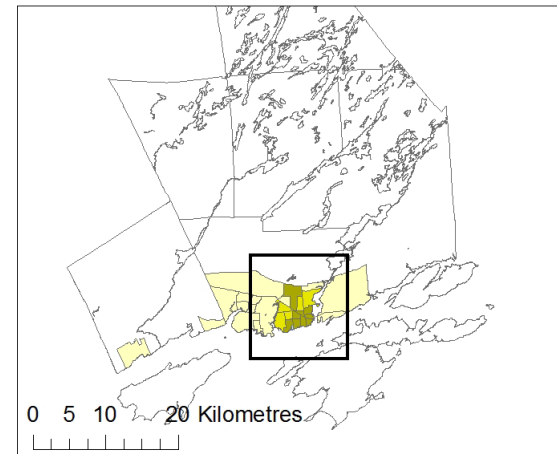
Kingston

Transportation T9 Method

Legend

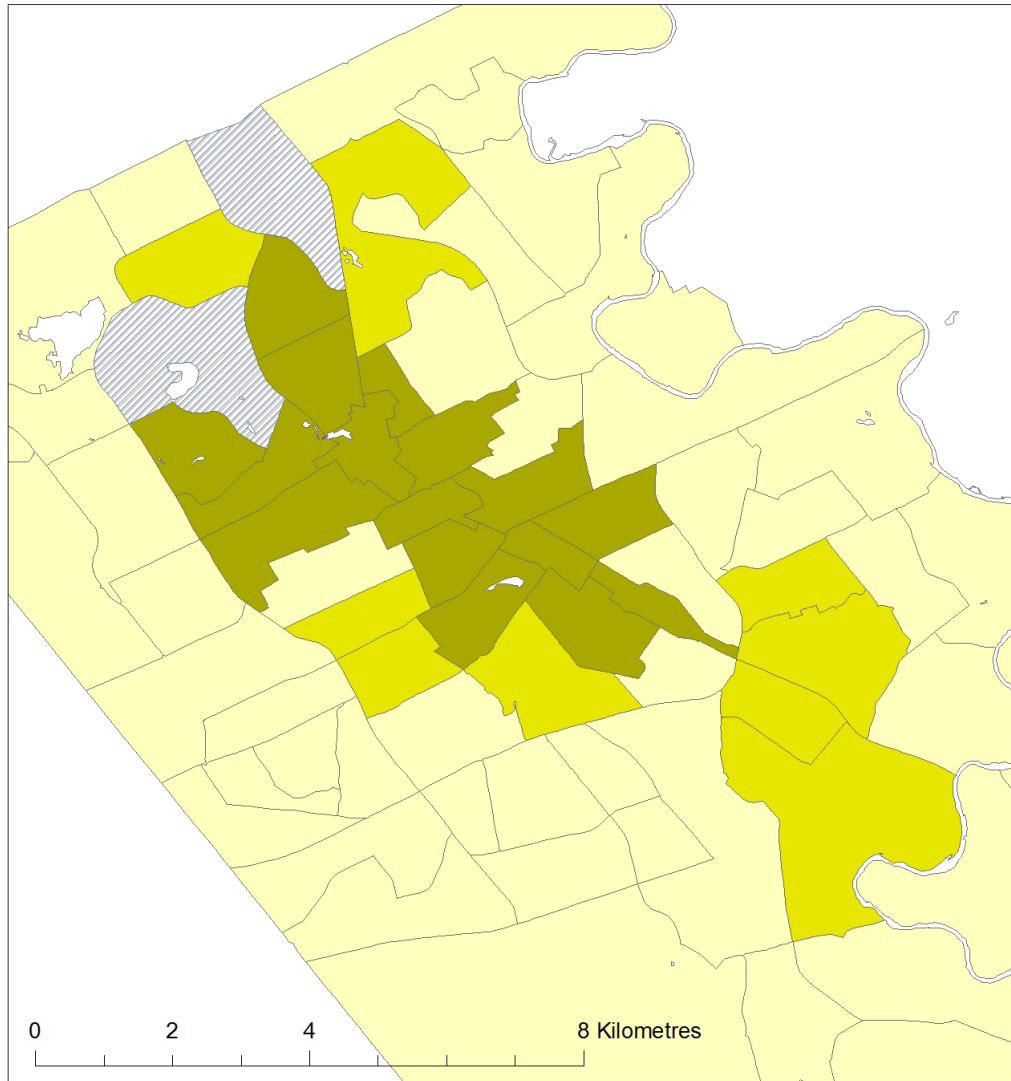
	Active Core	Active Core: 14%
	Transit Suburb	Transit Suburb: 15%
	Auto Suburb	Auto Suburb: 48%
	Exurban	Exurban: 23%
	Unclassified	

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



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Principal Investigator: David Gordon
Research Assistants: Chris Willms, Lyra Hindrichs,
Ben McCauley & Shuhong Lin

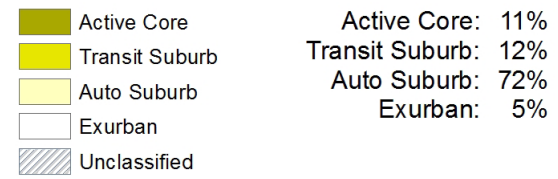




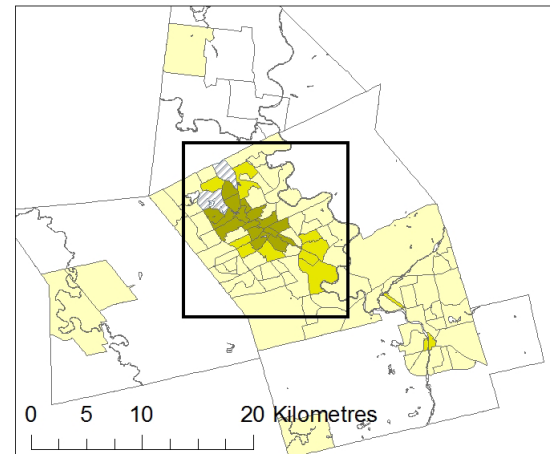
Kitchener-Waterloo-Cambridge

Transportation T8 Method

Legend



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




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Principal Investigator: David Gordon
Research Assistant: Chris Willms

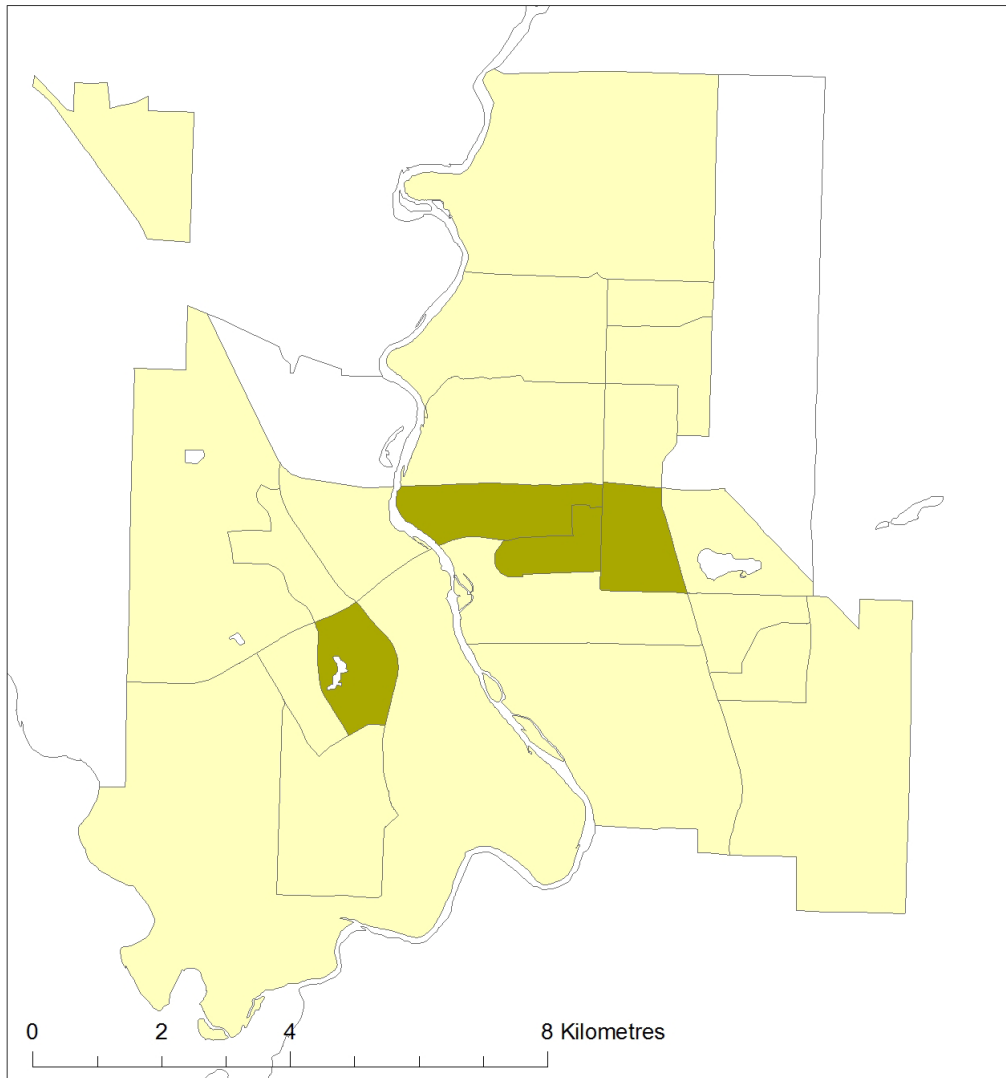


Lethbridge

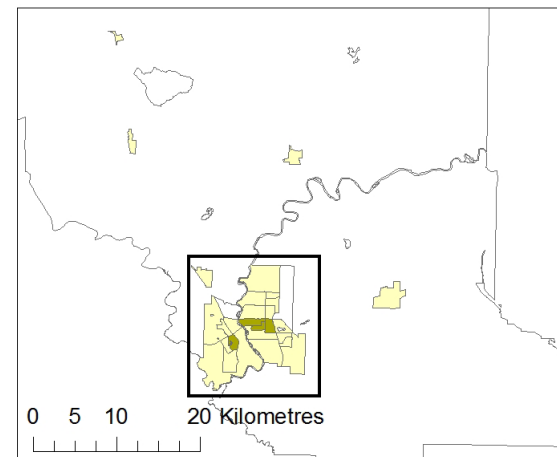
Transportation T9 Method

Legend

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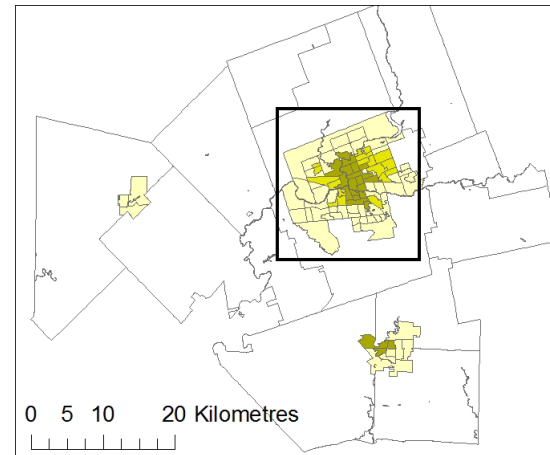
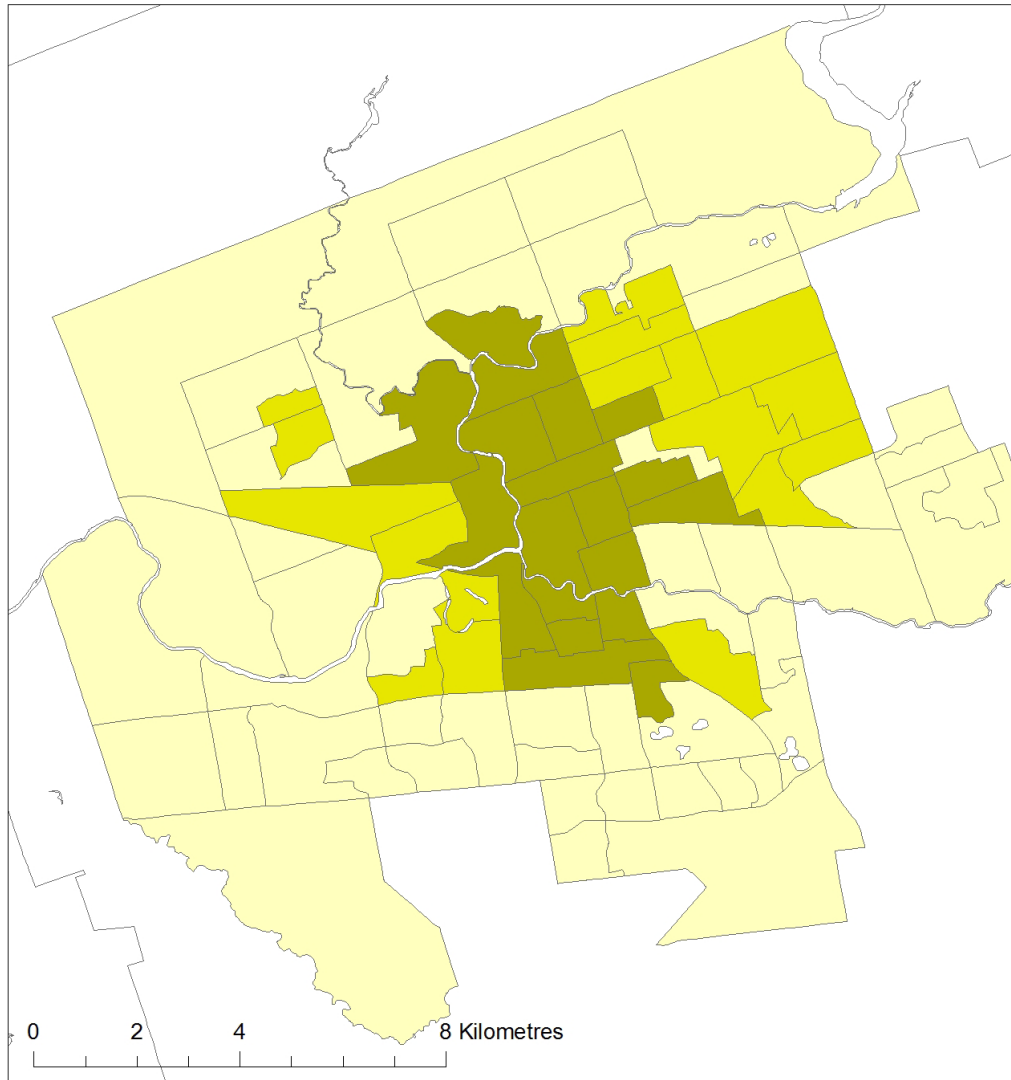
London

Transportation T9 Method

Legend

	Active Core	Active Core: 14%
	Transit Suburb	Transit Suburb: 16%
	Auto Suburb	Auto Suburb: 55%
	Exurban	Exurban: 14%

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



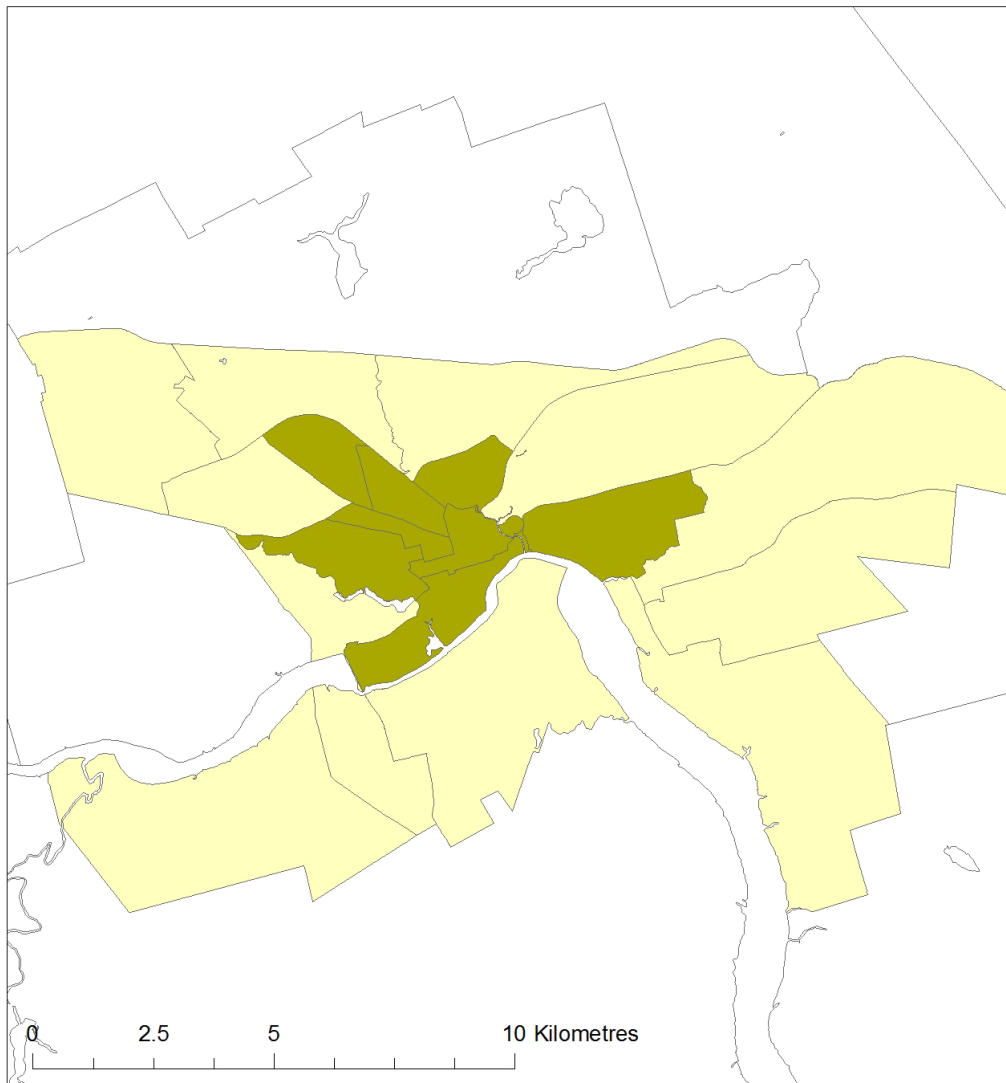
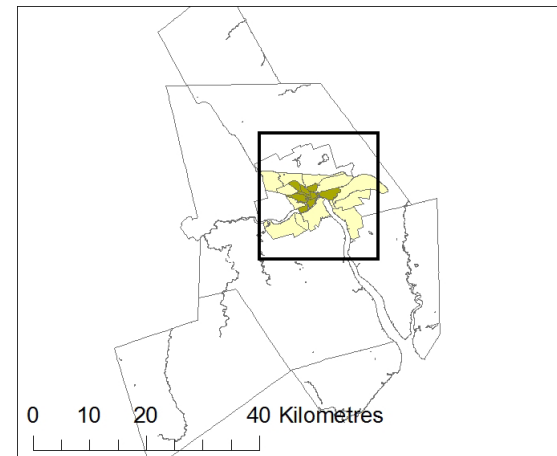
Moncton

Transportation T9 Method

Legend



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







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Principal Investigator: David Gordon
Research Assistants: Lyra Hindrichs & Chris Willms



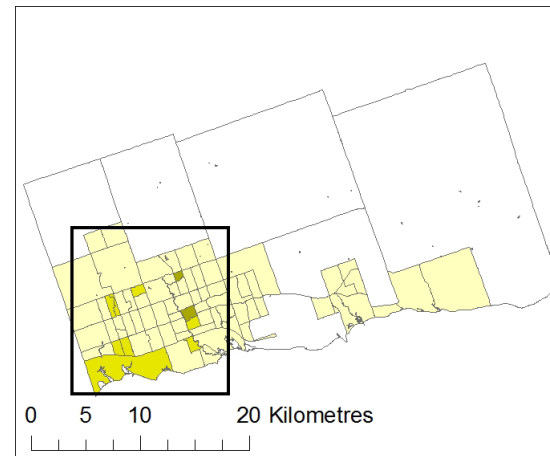
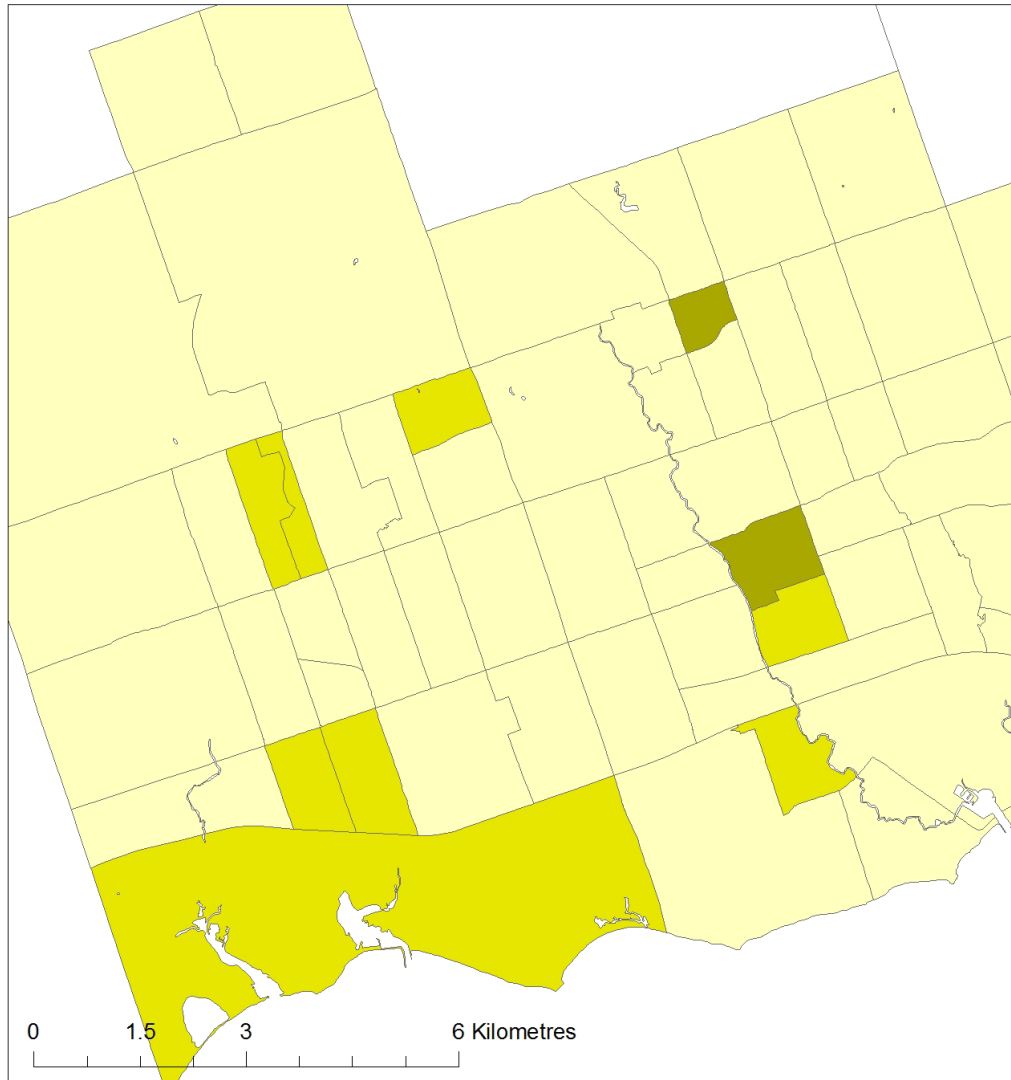
Oshawa

Transportation T9 Method

Legend

	Active Core	Active Core: 3%
	Transit Suburb	Transit Suburb: 9%
	Auto Suburb	Auto Suburb: 82%
	Exurban	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 Wilms,
Ben McCauley & Shuhong Lin



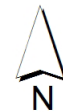
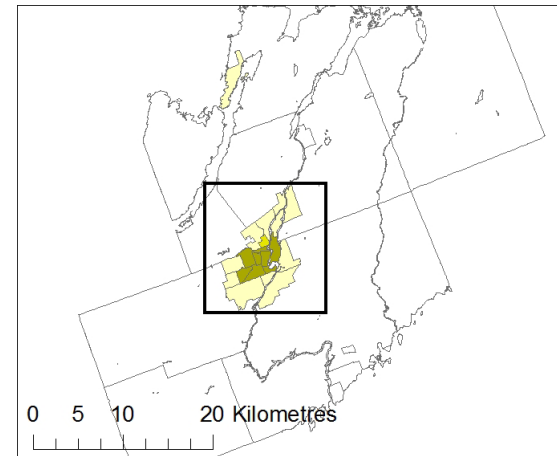
Peterborough

Transportation T9 Method

Legend

	Active Core	Active Core: 26%
	Transit Suburb	Transit Suburb: 2%
	Auto Suburb	Auto Suburb: 38%
	Exurban	Exurban: 34%

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







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Principal Investigator: David Gordon
Research Assistants: Lyra Hindrichs, Chris Willms,
Ben McCauley & Shuhong Lin

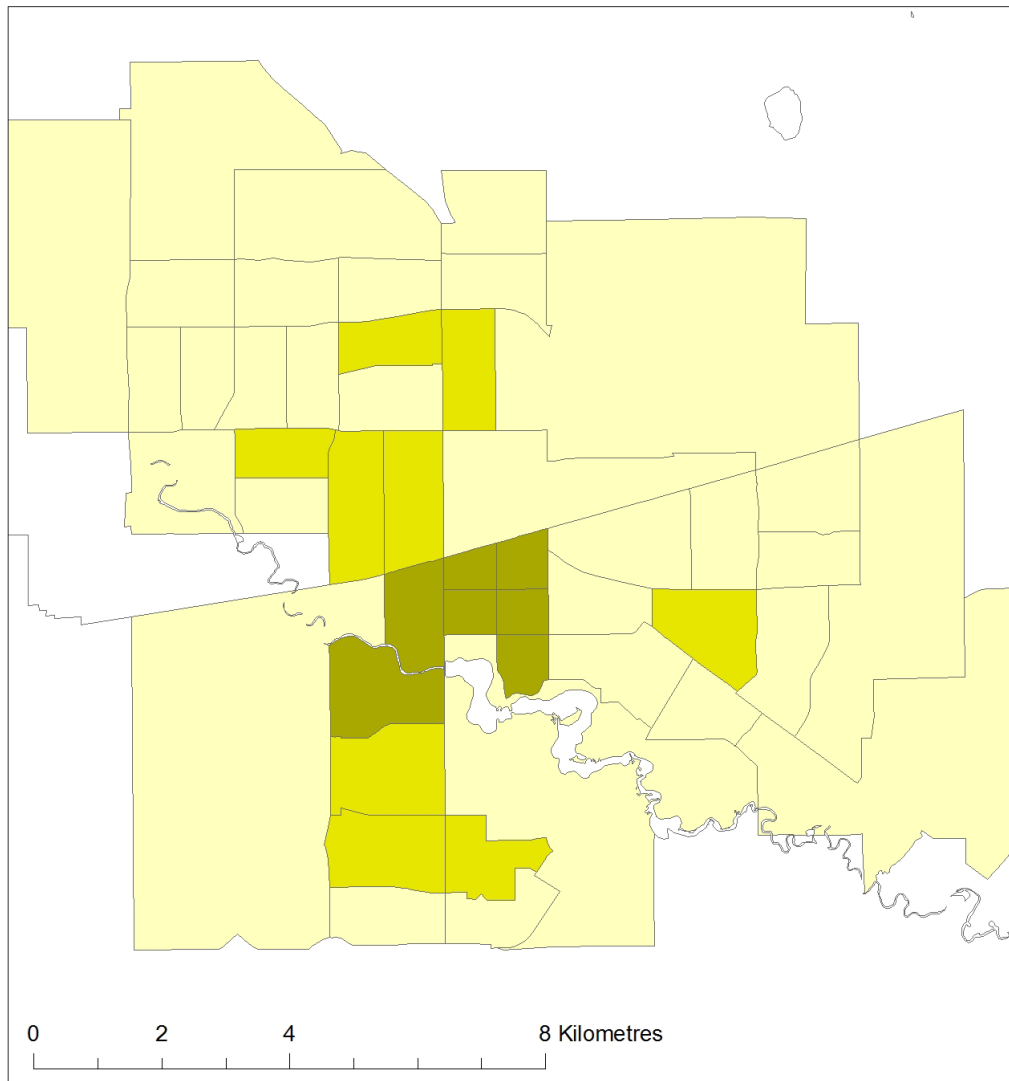
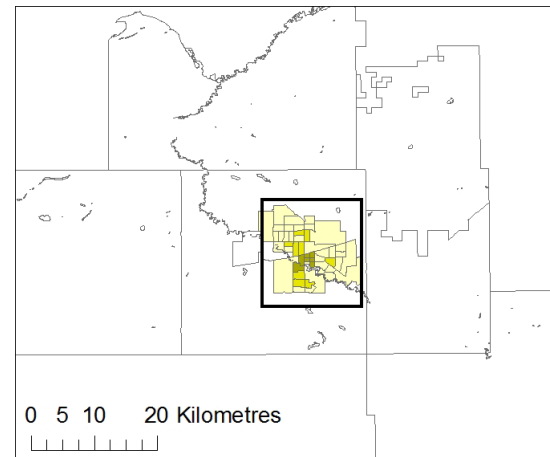
Regina

Transportation T9 Method

Legend

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

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






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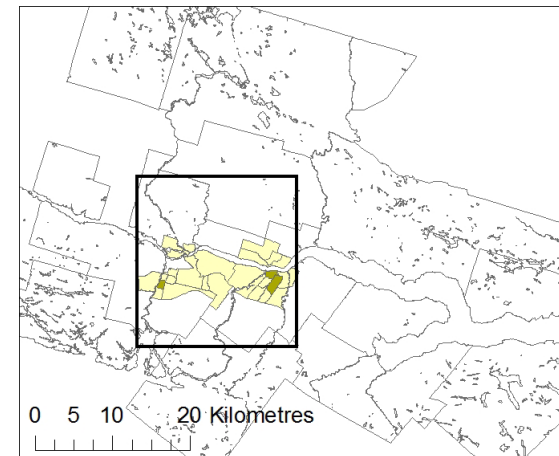
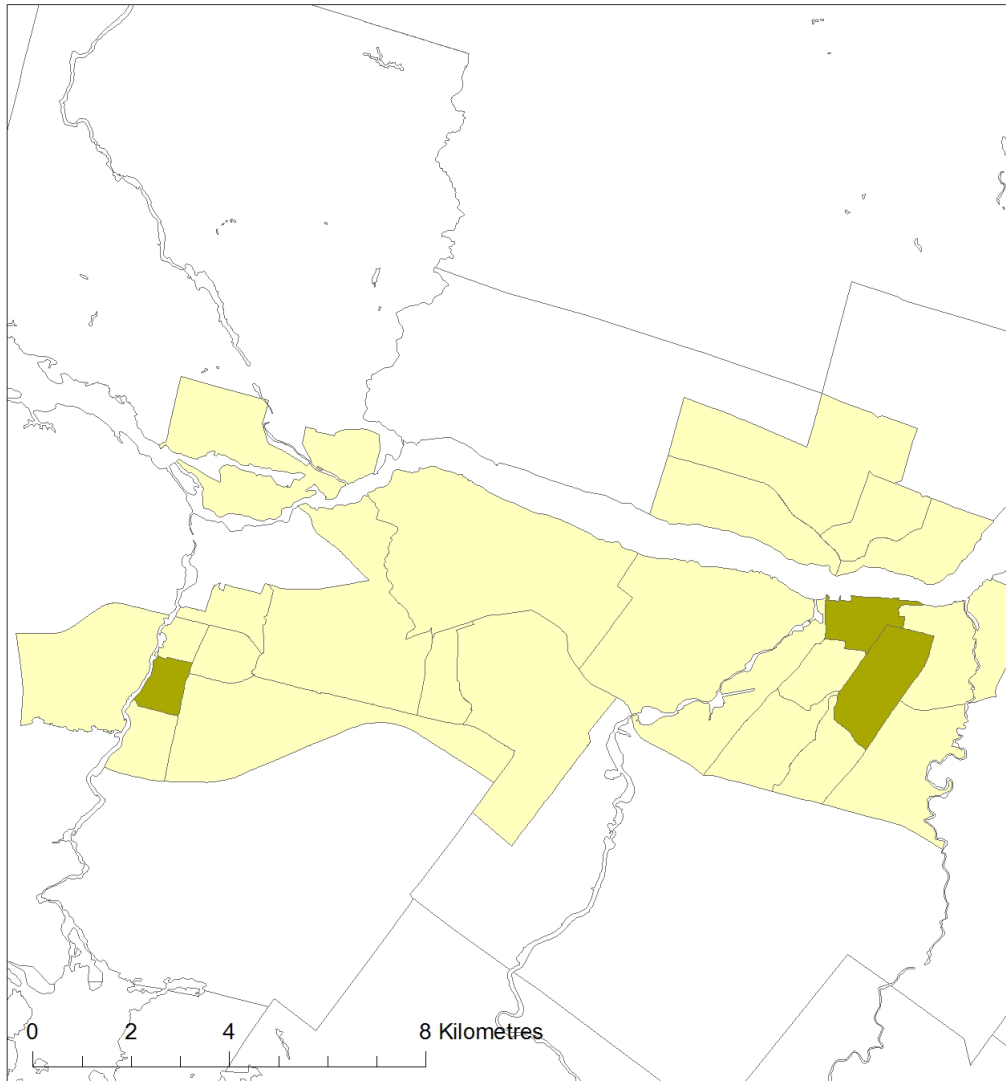
Saguenay

Transportation T9 Method

Legend

	Active Core	Active Core: 6%
	Auto Suburb	Auto Suburb: 56%
	Exurban	Exurban: 38%

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



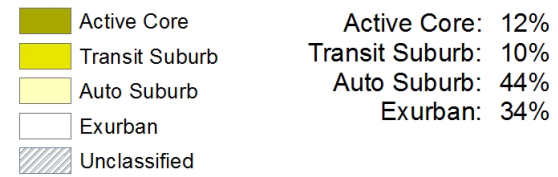
Queen's School of Urban and Regional Planning
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Research Assistants: Lyra Hindrichs & Chris Willms



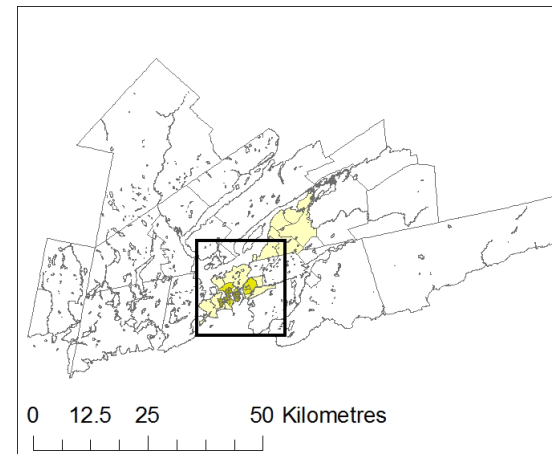
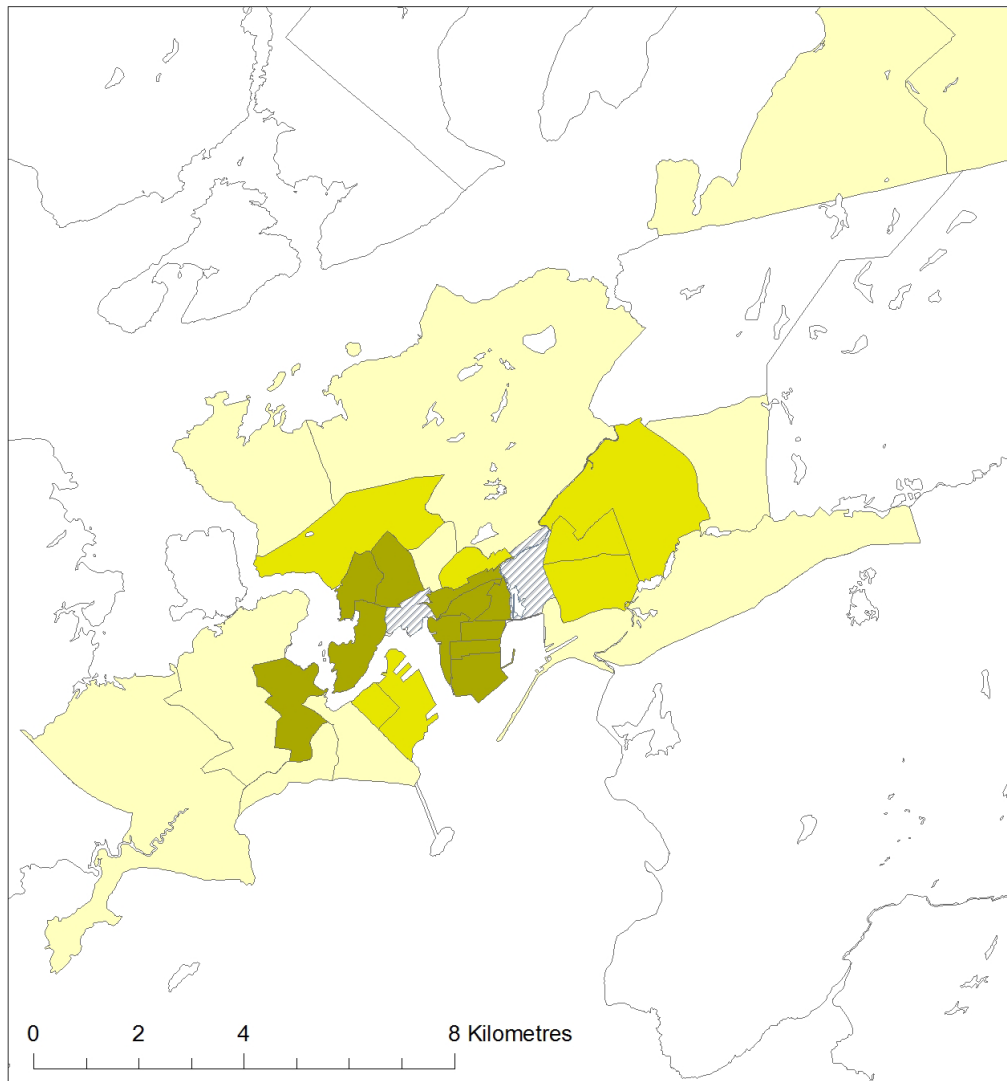
Saint John

Transportation T9 Method

Legend



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







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Research Assistant: Lyra Hindrichs & Chris Willms

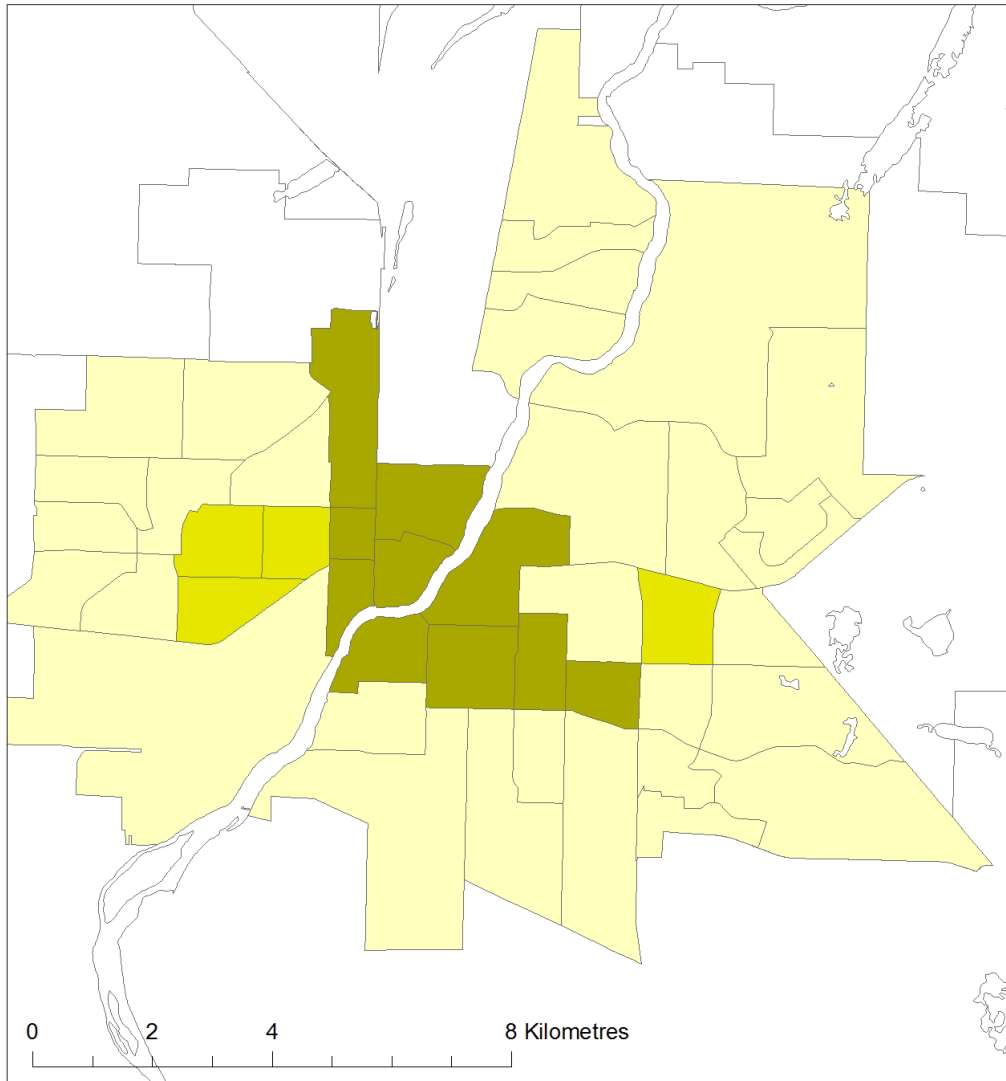


Saskatoon

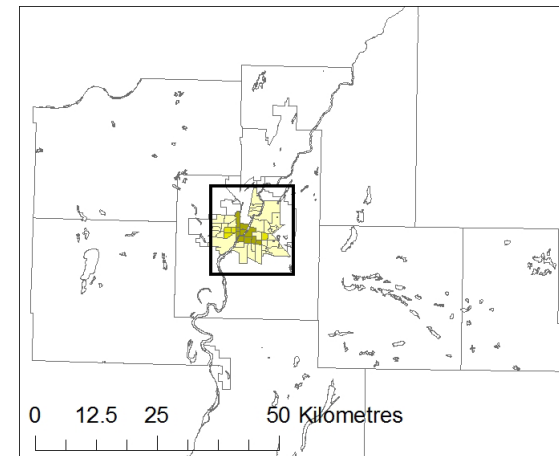
Transportation T9 Method

Legend

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



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







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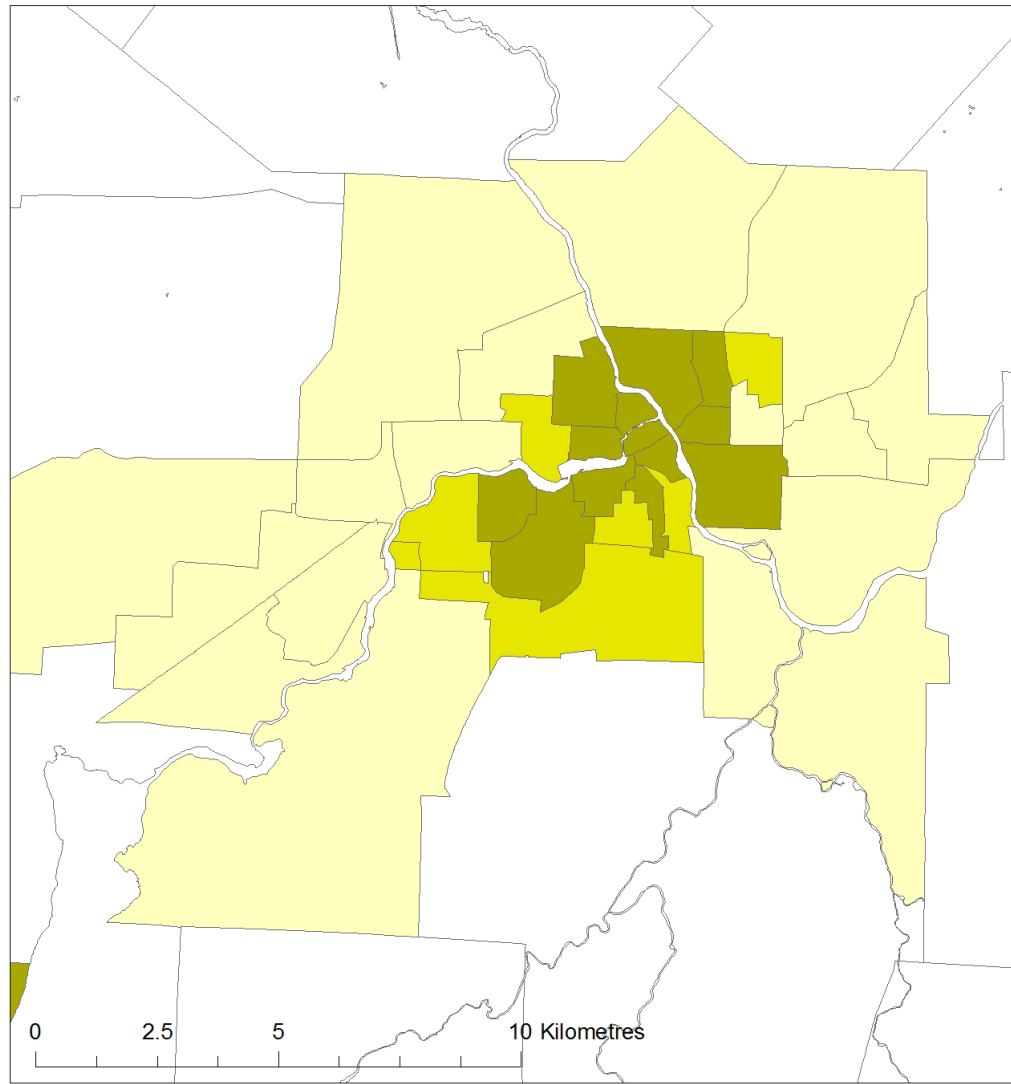


Sherbrooke

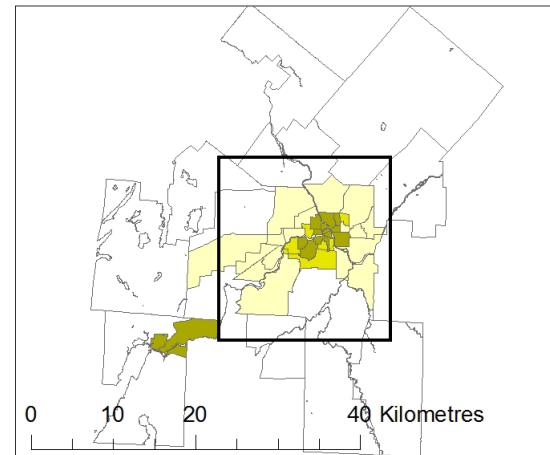
Transportation T9 Method

Legend

	Active Core	Active Core: 23%
	Transit Suburb	Transit Suburb: 12%
	Auto Suburb	Auto Suburb: 39%
	Exurban	Exurban: 25%



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



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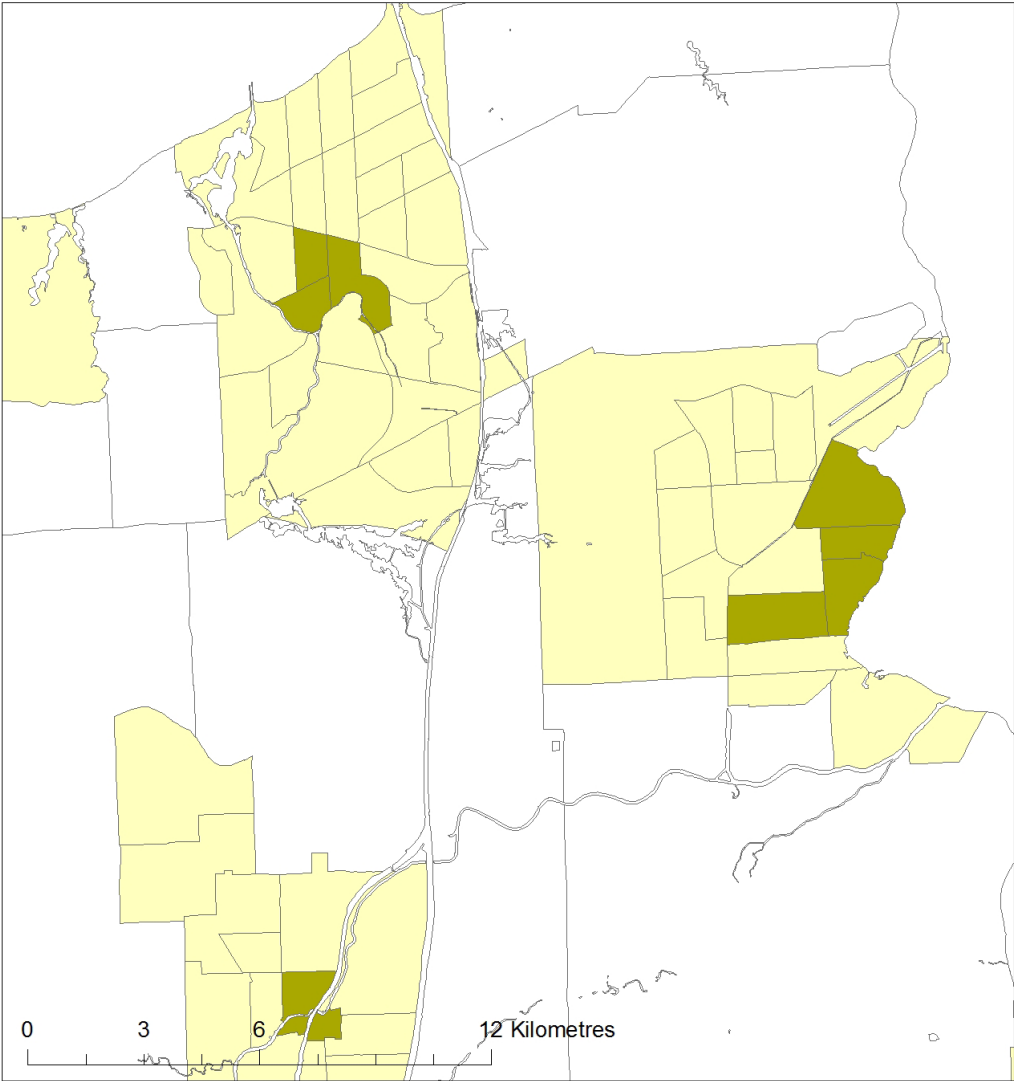


St. Catharines - Niagara

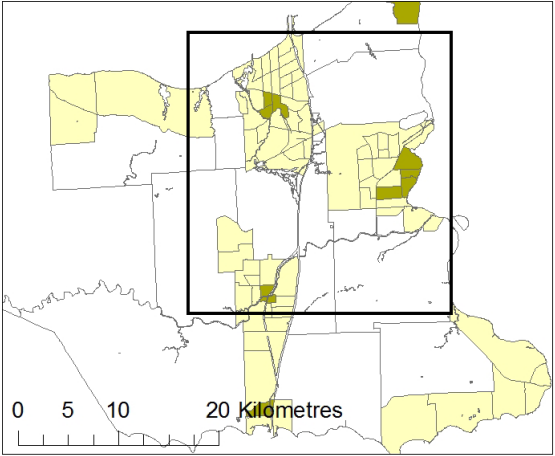
Transportation T9 Method

Legend

	Active Core	Active Core: 11%
	Auto Suburb	Auto Suburb: 77%
	Exurban	Exurban: 12%



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



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Principal Investigator: David Gordon
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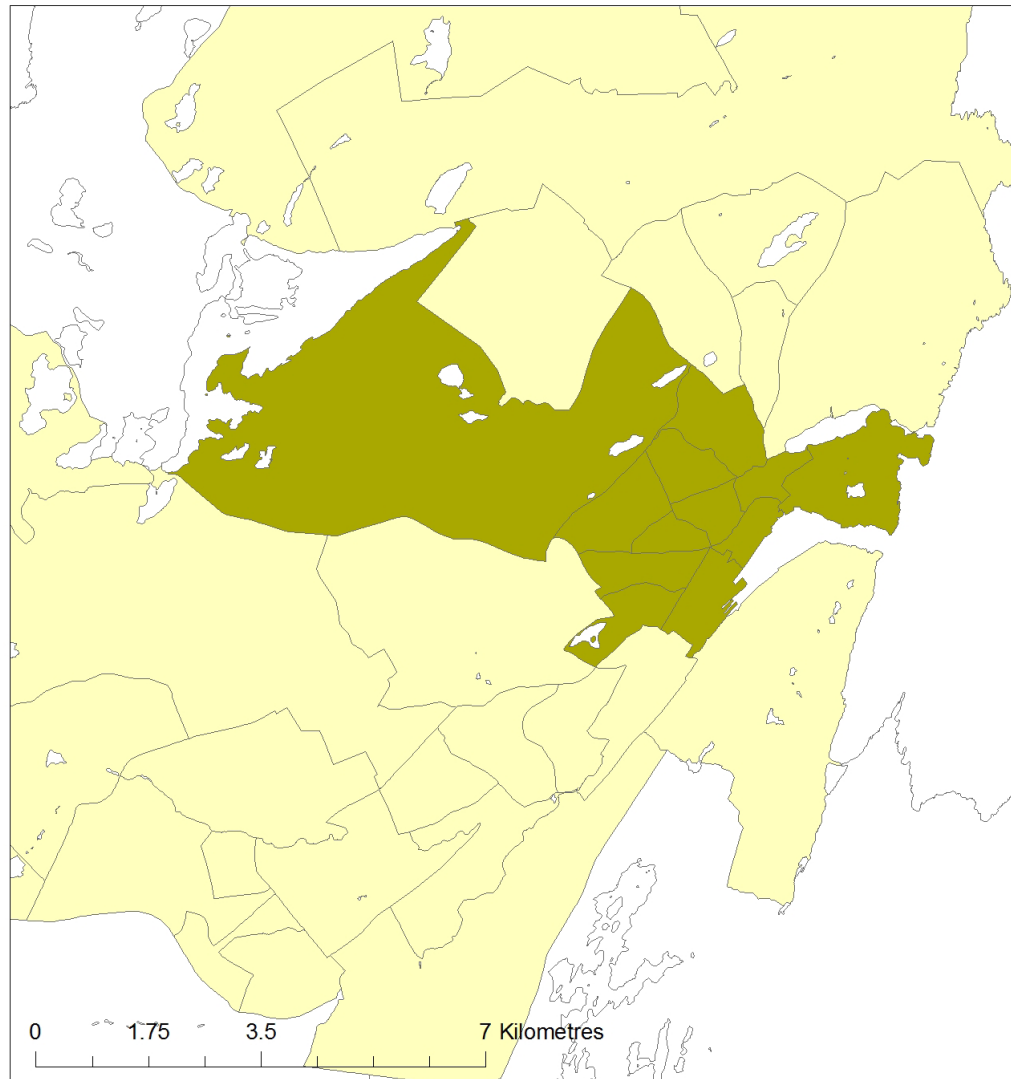


St. John's

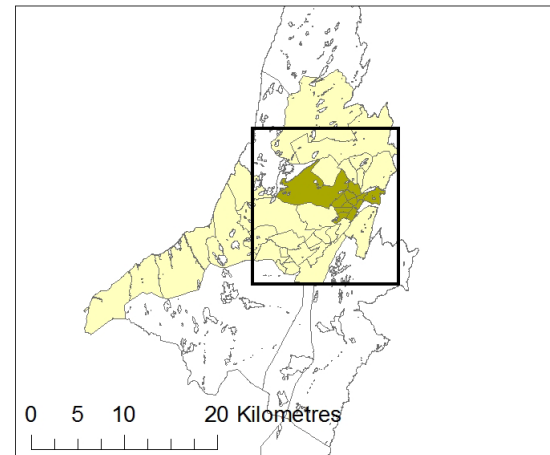
Transportation T9 Method

Legend

	Active Core	Active Core: 15%
	Auto Suburb	Auto Suburb: 74%
	Exurban	Exurban: 11%



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



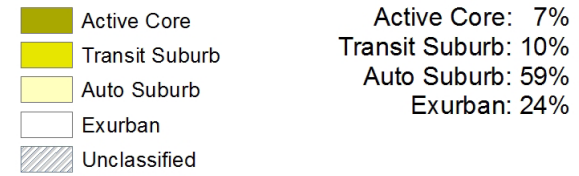
Queen's School of Urban and Regional Planning
Principal Investigator: David Gordon
Research Assistants: Chris Willms & Lyra Hindrichs



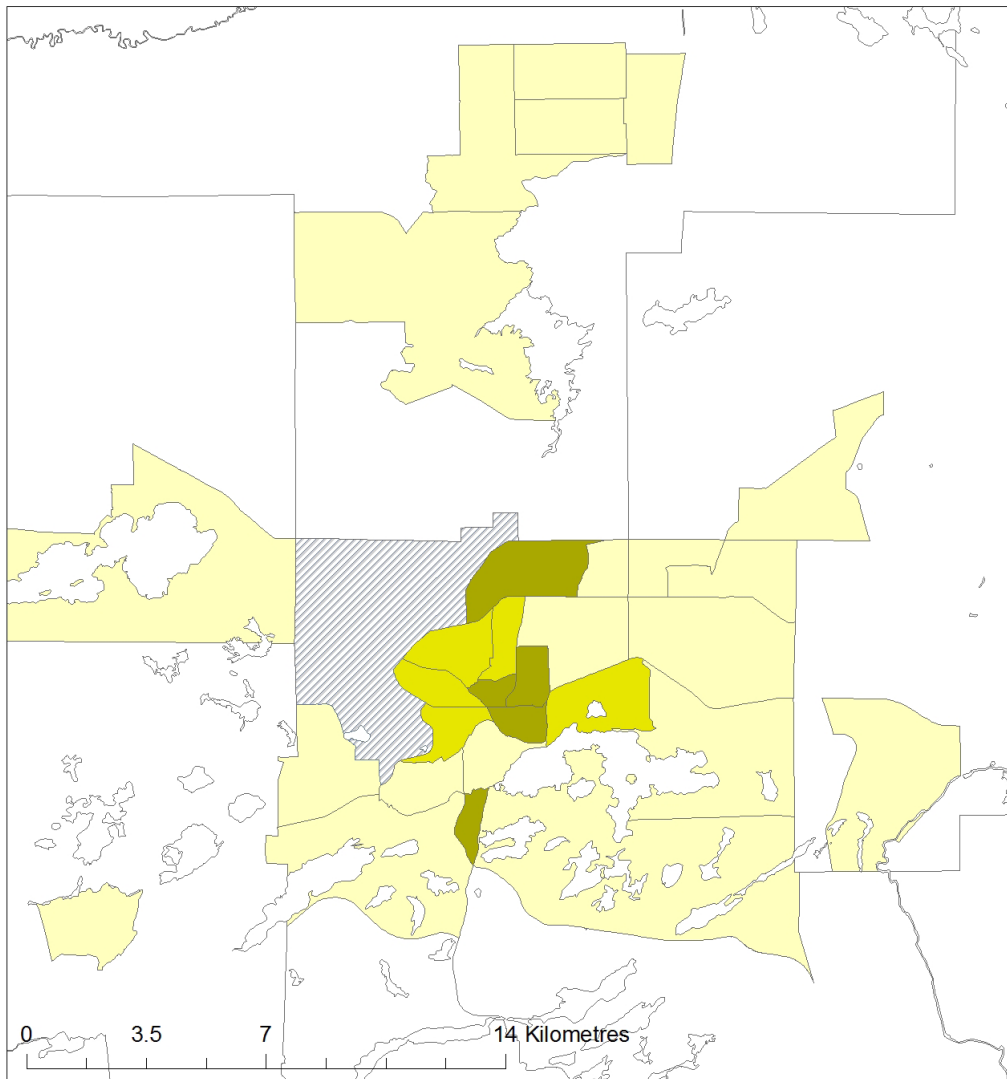
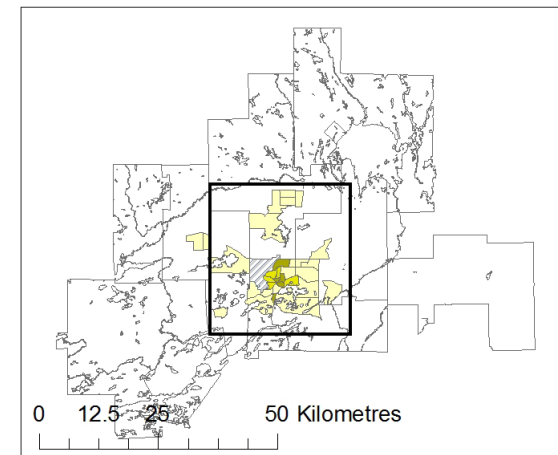
Greater Sudbury

Transportation T9 Method

Legend



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







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Principal Investigator: David Gordon
Research Assistants: Lyra Hindrichs, Chris Willms,
Ben McCauley & Shuhong Lin



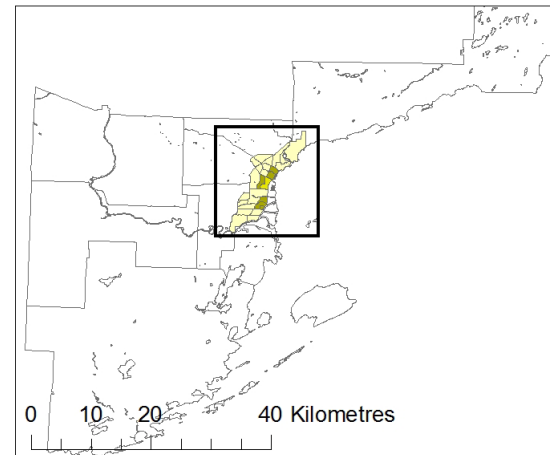
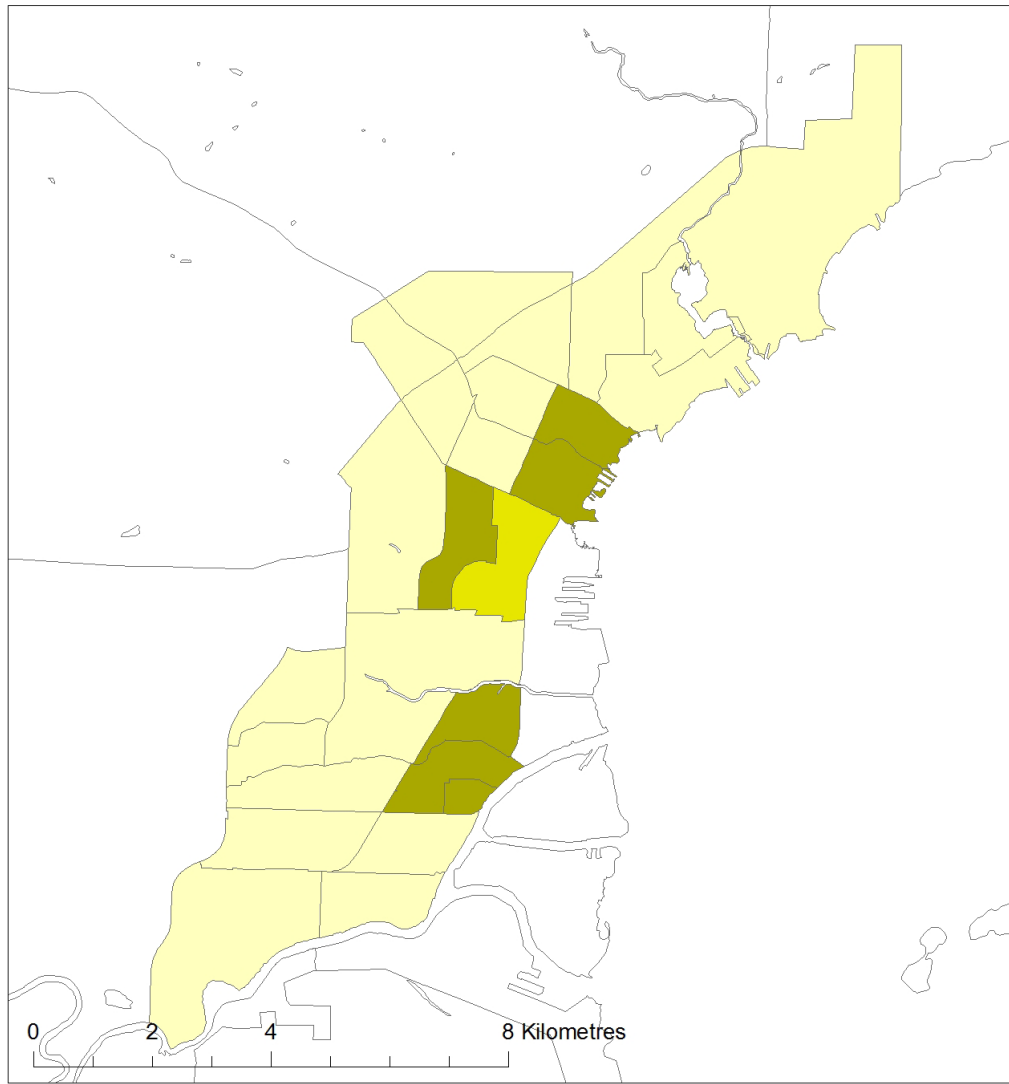
Thunder Bay

Transportation T9 Method

Legend

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

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



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Principal Investigator: David Gordon
Research Assistants: Lyra Hindrichs, Chris Wilms & Ben McCauley

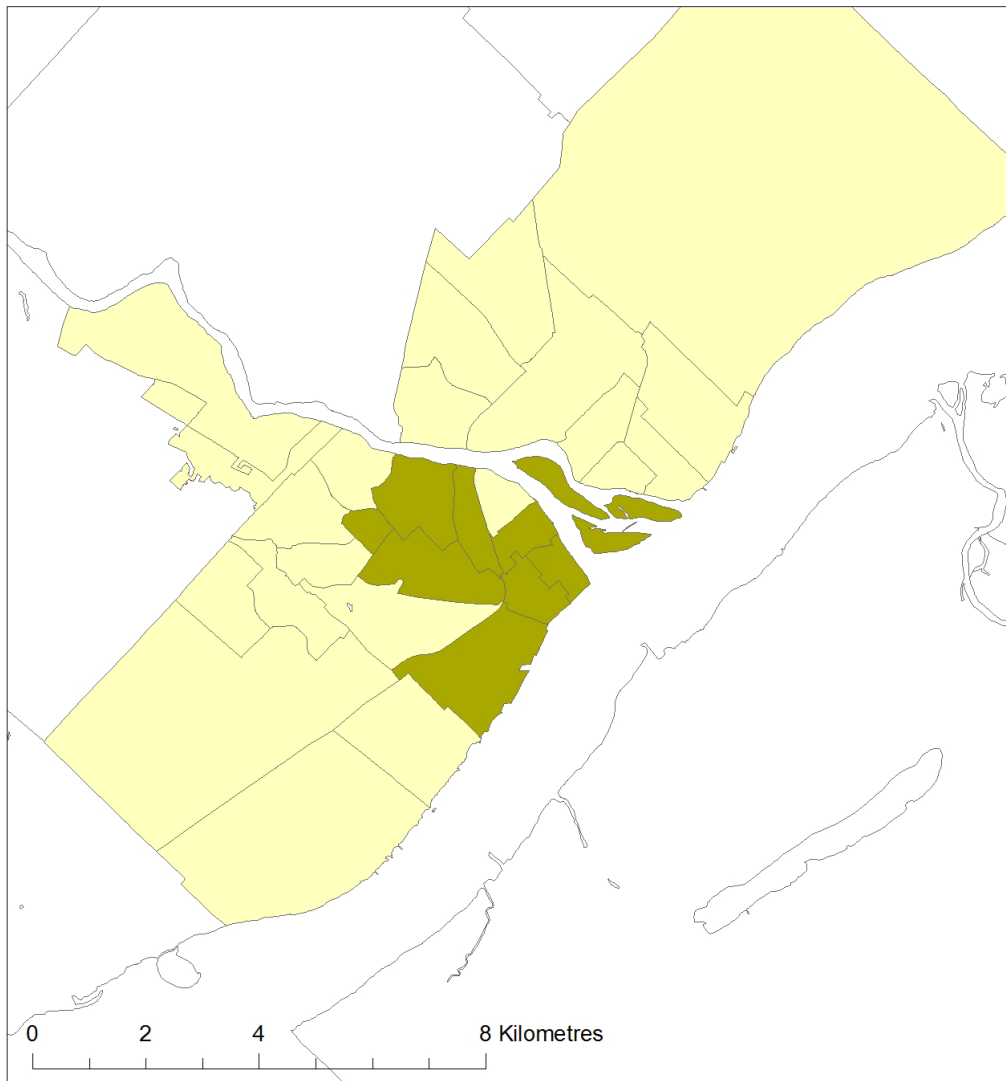


Trois-Rivières

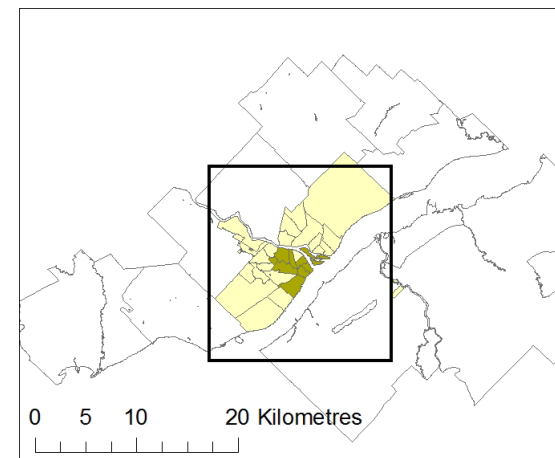
Transportation T9 Method

Legend

	Active Core	Active Core: 13%
	Auto Suburb	Auto Suburb: 58%
	Exurban	Exurban: 29%



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



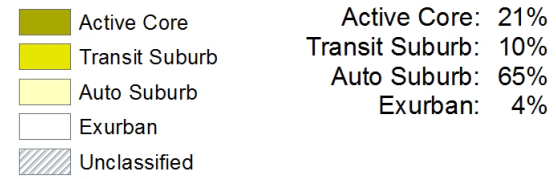
Queen's School of Urban and Regional Planning
Principal Investigator: David Gordon
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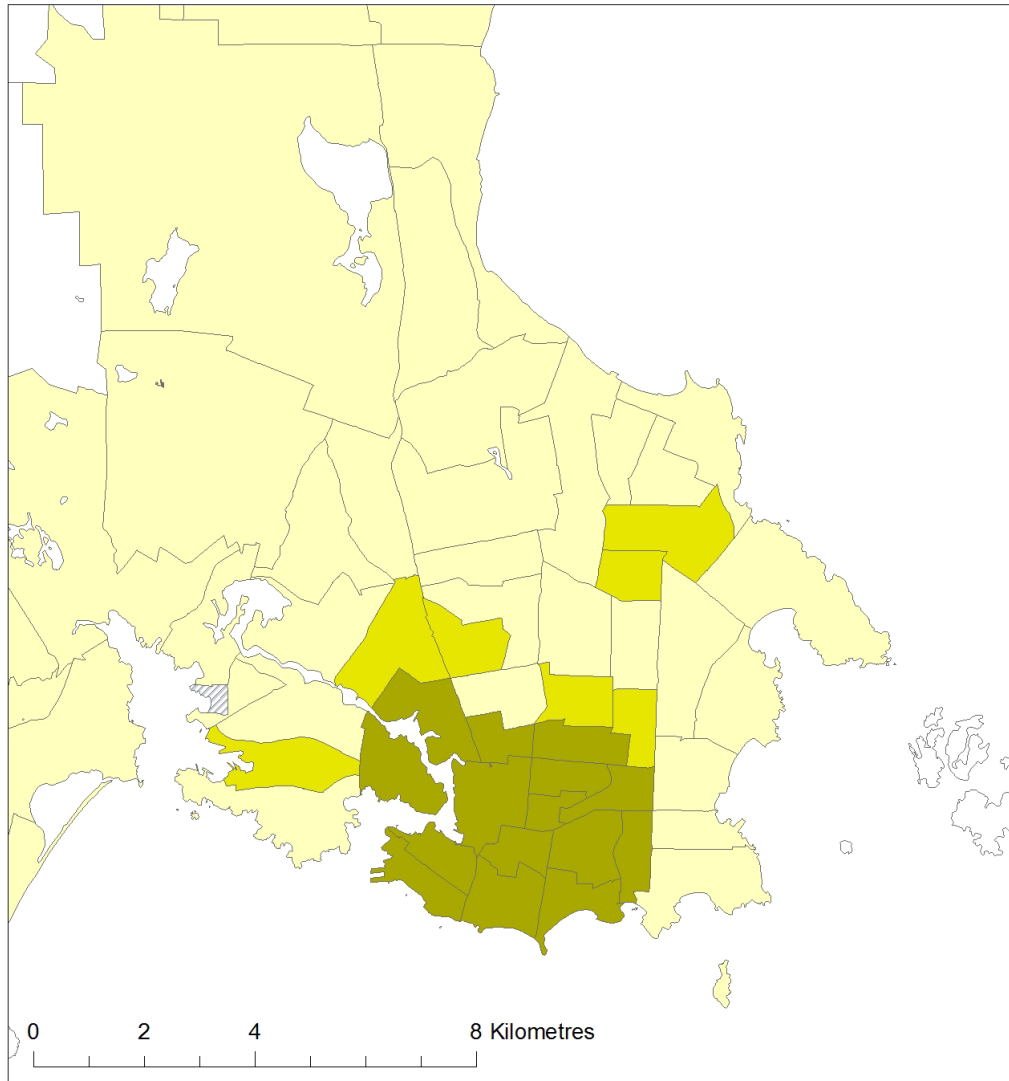
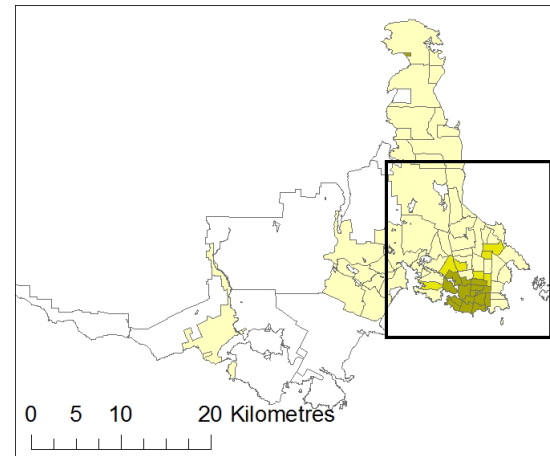
Victoria

Transportation T9 Method

Legend



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








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Principal Investigator: David Gordon
Research Assistants: Lyra Hindrichs & Chris Willms



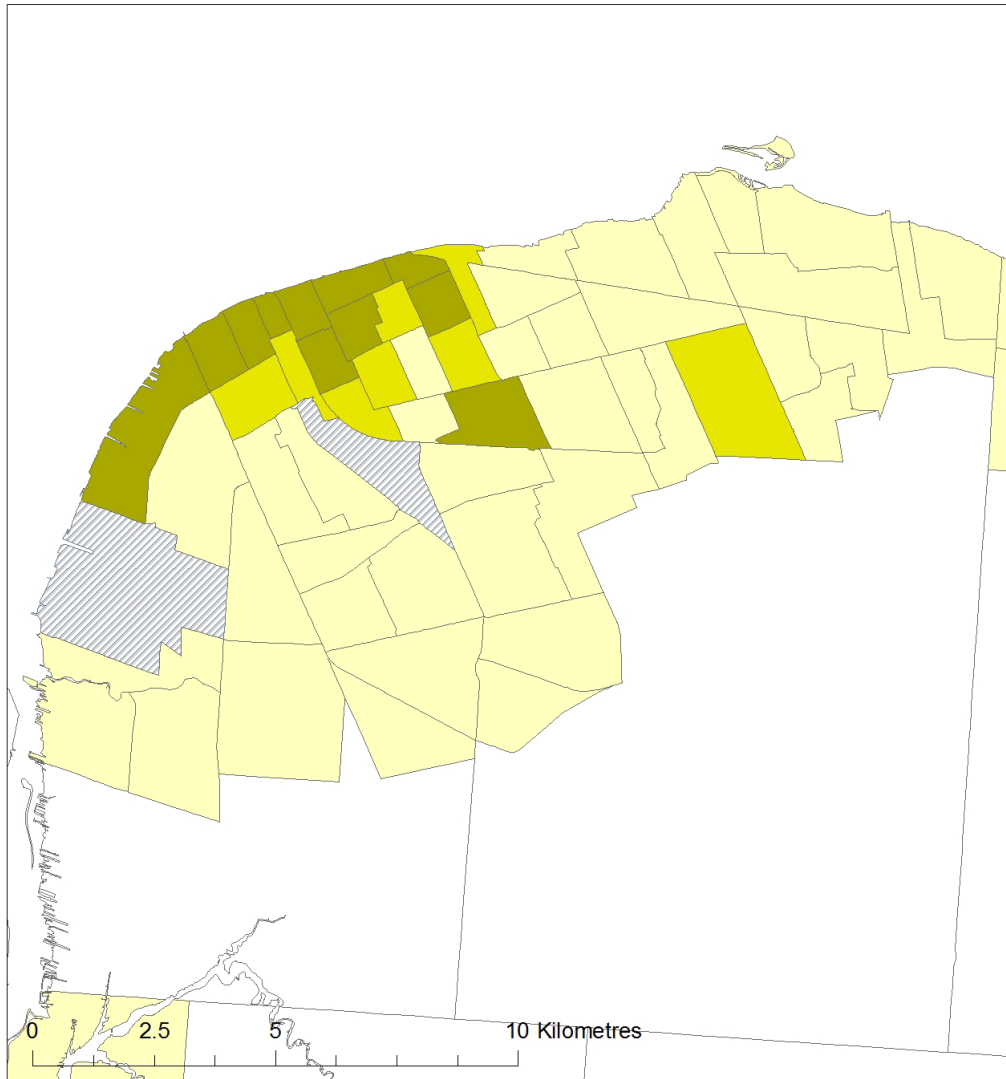
Windsor

Transportation T9 Method

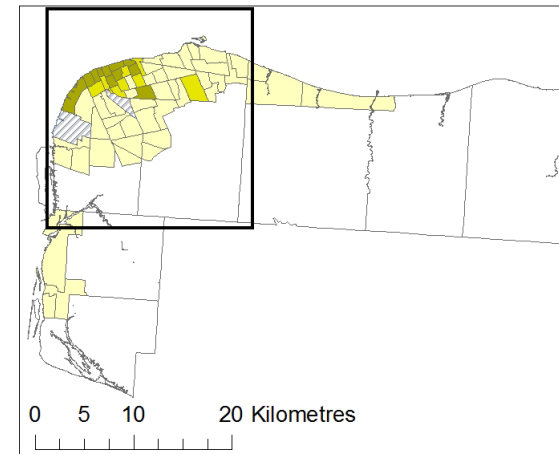
Legend

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

Active Core: 12%
Transit Suburb: 7%
Auto Suburb: 71%
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
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