CANADIAN CENSUS METROPOLITAN AREAS, CORE / SUBURBS / EXURBAN PROPORTIONS, 1996 AND 2006 CENSUS, ALTERNATIVE MODELS

T1	Walkable Core	Inner Suburb	Transition Suburb	Auto Suburb	Exurban
Density	> 150				<= 150
Active Transportation	>= 1.5*av	< 1.5*av			
Transit Rate		>= 0.5*av		< 0.5*av	
Dwelling composition		< av	> av		
Composition for all CMAs	13%	26%	34%	19%	8%

T2	Walkable Core	Transit Suburb	Auto Suburb	Exurban
Density	> 150			<= 150
Active Transportation	>= 1.5*av	< 1.5*av		
Transit Rate		>= 0.5*av	< 0.5*av	
Composition for all CMAs	13%	60%	19%	8%

T3	Walkable Core	Inner Suburb	Transition Suburb	Auto Suburb	Exurban
Density	> 150				<= 150
Active Transportation (+floor of 1.5*national average)	>= 1.5*av	< 1.5*av			
Transit Rate		>= 0.5*av		< 0.5*av	
Dwelling composition		< av	> av		
Composition for all CMAs	12%	27%	34%	19%	8%

T4	Walkable Core	Inner Suburb	Transition Suburb	Auto Suburb	Exurban
Density	> 150				<= 150
Active Transportation (+floor of 1.5*national average)	>= 1.5*av	< 1.5*av			
Transit Rate		>= av		< av	
Dwelling composition		< av	> av		
Composition for all CMAs	12%	20%	12%	47%	8%

T5	Walkable Core	Inner Suburb	Transition Suburb	Auto Suburb	Exurban
Density	> 150				<= 150
Active Transportation (+floor of 1.5*national average)	>= 1.5*av	< 1.5*av			
Transit Rate		>= 1.5*av		< 1.5*av	
Dwelling composition		< av	> av		
Composition for all CMAs	12%	10%	3%	67%	8%

T6	Walkable Core	Transit Suburb	Auto Suburb	Exurban
Density	> 150			<= 150
Active Transportation (+floor of 1.5*national average)	>= 1.5*av	< 1.5*av		
Transit Rate		>= 1.5*av	< 1.5*av	
Composition for all CMAs	12%	12%	67%	8%

T7	Walkable Core	Inner Suburb	Transition Suburb	Auto Suburb	Exurban
Density	> 150				<= 150
Active Transportation (+floor of 1.5*national average)	>= 1.5*av	< 1.5*av			
Transit Rate (+ floor of half national av)		>= 1.5*av		< 1.5*av	
Dwelling composition		< av	> av		
Composition for all CMAs	12%	9%	2%	69%	8%

T8	Walkable Core	Transit Suburb	Auto Suburb	Exurban
Density	> 150			<= 150
Active Transportation (+floor of 1.5*national average)	>= 1.5*av	< 1.5*av		
Transit Rate (+ floor of half national av)		>= 1.5*av	< 1.5*av	
Composition for all CMAs	12%	11%	69%	8%

D1	Walkable Core	Transit Suburb	Transition Suburb	Auto Suburb	Exurban
Density	> 150				<= 150
Active Transportation	>= 1.5*av	< 1.5*av			
Dwelling Density (housing per hactares)		> 17	10 > 17	< 10	
Composition for all CMAs	13%	15%	22%	42%	8%

D2	Walkable Core	Transit Supportive Suburb	Auto Suburb	Exurban
Density	> 150			<= 150
Active Transportation	>= 1.5*av	< 1.5*av		
Dwelling Density (housing per hactares)		> 10	< 10	
Composition for all CMAs	13%	37%	42%	8%

D3	Walkable Core	Transit Supportive Suburb	Auto Suburb	Exurban
Density	> 150			<= 150
Active Transportation (+floor of 1.5*national average)	>= 1.5*av	< 1.5*av		
Dwelling Density (housing per hactares)		> 10	< 10	
Composition for all CMAs	12%	37%	42%	8%

D4	Walkable Core	Transit Supportive Suburb	Auto Suburb	Exurban
Density	> 150			<= 150
Active Transportation (+floor of 1.5*national average)	>= 1.5*av	< 1.5*av		
Dwelling Density (housing per hactares)		> 17	< 17	
Composition for all CMAs	12%	15%	65%	8%

Queen's University, School of Urban and Regional Planning, D. Gordon, M. Janzen, A. Morton, T. Pereira, K. Perepeluk, J. Sabourault

July 30, 2010