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COMPILACIÓN DE ARTÍCULOS DE INVESTIGACIÓN ADMINISTRACIÓN Y TECNOLOGÍA PARA EL DISEÑO

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ADMINISTRACIÓN Y
TECNOLOGÍA PARA
EL DISEÑO

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Contenido

- 13 El acceso a una formación profesional de calidad de mujeres jóvenes de recursos limitado
Arquitecta Rosa Estela Abinader Lara
- 21 Una renovación del espacio público: Bilbao
Doctor Guillermo Díaz Arellano
- 33 Trayectorias de vida de mujeres técnicas profesionales en la construcción en Costa Rica
Arquitecta Marcela Gutiérrez Flores
- 43 Experiencia de DIGECOOM en proyectos de prevención de desastres proyecto de soluciones sostenibles, resilientes e inclusivas para mitigar los efectos del cambio climático en las provincias Monte Cristi, Puerto Plata, Espaillat y Duarte
Ingenieras Civiles Johanna Altagracia Mejía Morales y Ana María Escaño Martínez
- 53 Los contenedores de la pintura al óleo y su evolución
Maestra Elena Segurajauregui Álvarez
- 63 A tale of two canadian towns: Part 1 Mississauga, Ontario
Megan Asbil y Adam Roberts
- 77 A tale of two canadian towns: Part 2 Ramsay, Calgary
Martina Macfarlane e Iván Osorio Ávila
- 93 Diseño arquitectónico inspirado en la naturaleza para potenciar el desarrollo cognitivo
Arquitecta Ashley Modesto
- 103 Comunidad del aprendizaje a partir de la enseñanza remota de diseño industrial en tiempos de pandemia.narrativa de una experiencia en la UAM-A
Doctor Luciano Segurajáuregui Álvarez
- 115 El efecto del caso rosa
Arquitecta Lucrecia Murillo Aguilar

- 123 Proyecto de aplicación de estrategias de lectura y escritura en la asignatura :“Aprendizaje significativo en el diseño arquitectónico a través de la producción de informes”
Arquitecta Rosemary Franquiz
- 133 Modelo de gestión cultural para el desarrollo integral de la comunidad los morenos, villa mella, santo domingo norte, república dominicana, 2019.
Arquitecta María Araujo Rodríguez
- 143 Urbanismo táctico: Estrategia de aprendizaje basado en proyectos que fomentan la formación de arquitectos comprometidos
Arquitecta Michelle Valdez
- 153 El juicio final de Miguel Ángel Buonarroti, ante un espejo quebrado
Doctora Isary Paulet Quevedo

A tale of two canadian towns: Part 1

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Resumen

El crecimiento urbano que las ciudades norteamericanas han experimentado a lo largo del Siglo XX ha traído consigo una serie de retos. De forma similar a la Ciudad de México y otras metrópolis latinoamericanas, muchas ciudades más jóvenes han tenido evoluciones parecidas. A Tale of Two Canadian Towns (Una Historia de dos Pueblos Canadienses) abarca dos textos de investigación. Cada uno de ellos analiza la historia y los datos demográficos y de tendencias de vivienda de dos comunidades específicas: Mississauga, en el Área Metropolitana de Toronto, Ontario y Ramsay, un vecindario dentro de la zona central de Calgary, Alberta.

La recopilación de datos demográficos y archivos históricos permite tejer una historia entre ambas comunidades. Esta historia nos puede mostrar los hallazgos y aprendizajes sobre cómo planeamos, diseñamos y construimos nuestras ciudades, tanto en Canadá y México, como en el resto del continente y del mundo.

Palabras clave: Planeación, urbanismo, diseño, investigación, vivienda, historia

Abstract

The urban growth that Northamerican cities have experienced over the twentieth century has rendered a number of challenges. Not unlike Mexico City and other Latinamerican metropoli, younger cities have had similar evolutions. A Tale of Two Canadian Towns encompasses two research papers. Each of these analyze the history, demographic data and housing trends of two distinct communities in Canada: Mississauga, in the Greater Toronto Area in Ontario and Ramsay, within the inner-city of Calgary, Alberta.

The collection of demographic data and historical documents allows the threading of a story of two towns. This story can show us the insights on how we plan, design and build our cities and spaces, as well as what we can learn moving forward, both in Canada, Mexico and across the continent and planet.

Keywords: Planning, urbanism, design, research, housing, history

Introducción

A Brief History About Port Credit:

Located where the Credit River meets Lake Ontario Figure 1, Port Credit was established in 1835, and was the area's hub for marine transportation.¹ The neighbourhood also used to be the site of a large cornstarch product company: The St Lawrence Starch Limited (1889 - 1990).² In 1961 Port Credit earned town status, and in 1974 it became part of the City of Mississauga, becoming a neighbourhood Figure 2.³

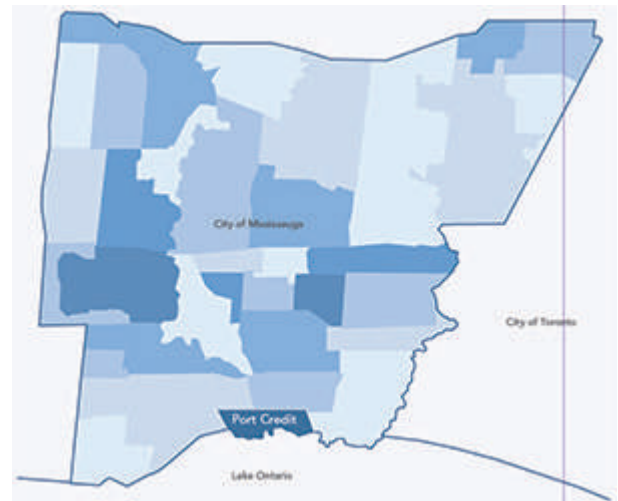


Figure 1. Map of Mississauga and Port Credit Location



Figure 2. Port Credit at time of Town Status (1961) and at time of amalgamation to Mississauga

1 Heritage Mississauga, 2012. Heritage Guide Mississauga, Mississauga: Heritage Mississauga.

2 Insauga, 2015. St. Lawrence Starch Company in Port Credit. [Online]

Available at: <https://www.insauga.com/st-lawrence-starch-company-in-port-credit> [Accessed 17 October 2020].

3 Ibid



Figure 3. Port Credit Features

Distinctive Features:

Port Credit may be chosen by residents due to its historical charm, active mainstreet, vibrant nightlife, proximity to water, access to park space and bike trails, and access to transportation Figure 3. Its long history is still seen throughout the neighbourhood through various landmarks along the active mainstreet (Lakeshore Blvd). Port Credit is a walkable neighbourhood with shops and restaurants along Lakeshore Blvd, and trails and bike paths along Lake Ontario. Port Credit is constantly serving residents from other neighbourhoods through its vibrant nightlife and summer festivals. With the arrival of an LRT line in 2024, combined with the existing GoTrain Station, the neighbourhood is easily accessible to outside residents, and provides an easy commute into Downtown Toronto.⁴

Understanding Population:

Port Credit's population has grown over the 25 years. With a 23% increase from 2001 to 2016, the neighbourhoods population has seen

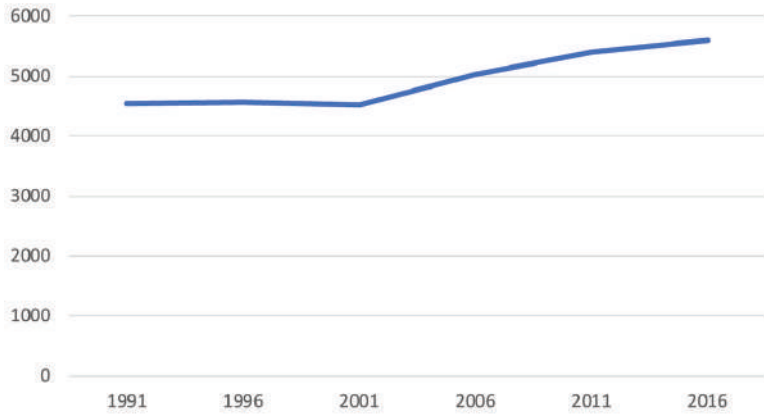


Figure 4. Port Credit Population 1991-2006

a constant increase since 2001, with the first spike in population in 2006. This 2006 spike correlates with new development that took place in the early/mid-2000s Figure 4.

From 1991-2016 ethnic groups have remained relatively the same in Port Credit, with the majority of the population identifying as Canadian or European Figure 5. This data is different from the City of Mississauga which has seen significantly more change in the span of 25 years. Mississauga is much more ethnically diverse than Port Credit, with less than half of the population identifying as Canadian or European.

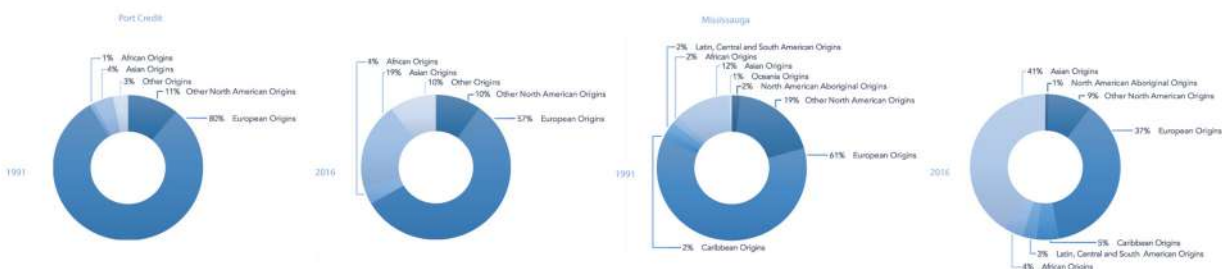


Figure 5. Ethnic Origins-Port Credit vs Mississauga (1991 & 2016)

⁴ Metrolinx, 2020. Hurontario. [Online] Available at: <http://www.metrolinx.com/en/greaterregion/projects/hurontario-lrt.aspx> [Accessed 17 October 2020].



Figure 6. Port Credit Housing Types

Initial Perceptions:

Port Credit has a variety of housing types, from small low-rise bungalows to large gated homes; two-storey apartments above main street shops to ten-storey condo units Figure 6. Based on historic aerial photos, the mid-2000s is when major development projects began. The closing of The St Lawrence Starch Limited company opened up land for high density development Figure 7.

Since then, Port Credit appears to be going through large amounts of gentrification. Small homes are being bought by developers at a high price, and turned into two-unit row houses; lots are being converted to new condo developments; home prices are skyrocketing; and streets are busy with construction. These



Figure 7. Mid 2000's development zones

new developments provide more housing variety and a greater number of units, while sacrificing neighbourhood character. The low-rise bungalow streets are quickly transforming into huge two-storey row houses with limited yard space Figure 8

Study Area:

The neighbourhood is split into two census tracts, for this assignment we focused our research on the east side of the Credit River, census tract 0540.02 (Figure 9). With this report we explore the effects of gentrification on the neighbourhood.

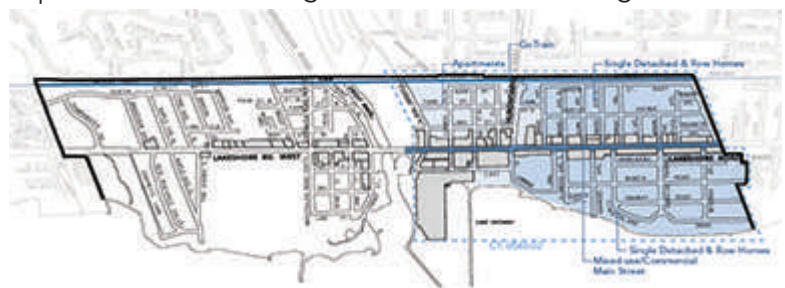


Figure 9. Port Credit census area and location of housing types

We look at the type of housing that is available and how it has changed over the years; how the housing market has influenced the people living in the neighbourhood; and how the market and demographics have had an impact on affordability.

What type of housing is available & how has it changed over the years?

What are the housing types?

What structural type is available can greatly determine who is living where and how. Changes in development and structural



Figure 8. Changes on Cayuga Ave between 2007 & 2008

type can alter the type of people moving into the neighbourhood, and tenure distribution can show trends in homeownership.

The main housing types available in Port Credit are: apartments less than five storeys, apartments more than five storeys, and single detached homes Figure 10. 2006 saw an introduction of row houses which can be accounted for by the developments taking place at The St Lawrence Starch Limited site, and by the row house development taking place at Hurontario & Park St Figure 7. 2006 is also the start of a steady decline in single-detached houses. This can be a result of gentrification. Developers are replacing the small single-detached homes with two-dwelling row houses Figure 8. Creating both the decline in single-detached homes and the increase in row houses. Based on what is being seen on the streets from 2016 to today, we expect the amount of single-detached homes to decline, and the amount of row houses to increase dramatically in the 2021 Census; making row houses one of the main housing types available. Through all the change in low-rise housing types, apartments more than five storeys have increased as well. Even with the rising amount of total dwelling units, high-rise building units have continuously made up around half of the dwelling types. This suggests that old high-rise buildings are not being replaced with new developments, but that new high-rise buildings are continuously being added to the neighbourhood.

Does tenure distribution play a role? The data on tenure distribution for Port Credit shows that the majority of the population in private dwellings are renters Figure 11. However, from 2001 to 2006 we see a 50% increase in home ownership.

Port Credit Structural Type

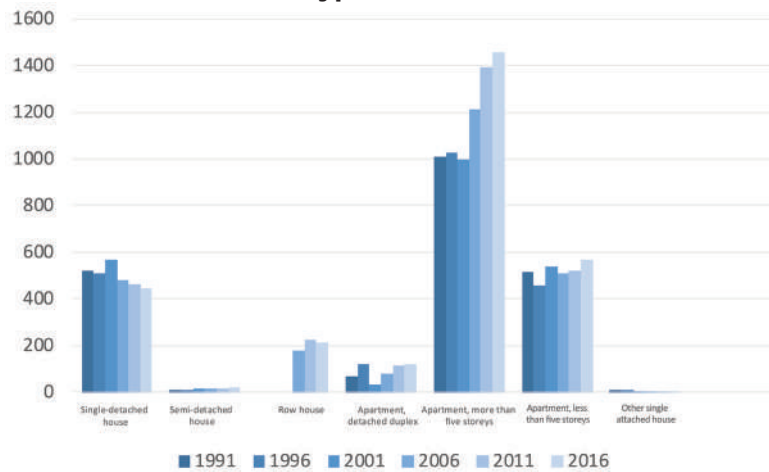


Figure 10. Port Credit Structural Type 1991-2016

Port Credit Tenure Distribution

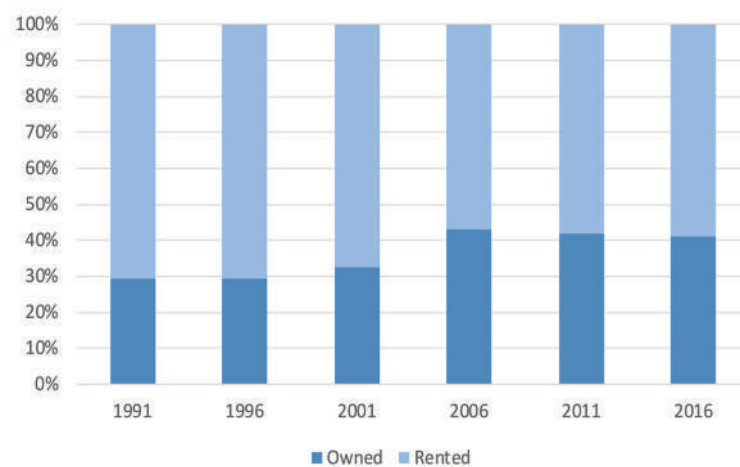


Figure 11. Port Credit Tenure Distribution 1991-2016

Mississauga Tenure Distribution

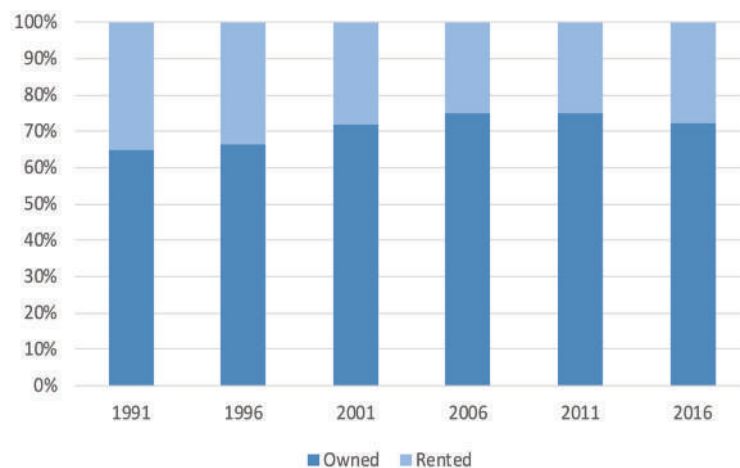


Figure 12. Mississauga Tenure Distribution 1991-2016

This can be due to the new developments taking place in the early/mid-2000s. The data on tenure distribution for Mississauga is quite the opposite, with the majority of the population in private dwellings being home owners Figure 12. This comparison might suggest that Port Credit is less affordable than

other parts of the city, and therefore results in less home ownership. These changes and additions to housing types may affect who is moving to Port Credit. The tenure distribution may suggest that the neighbourhood is not affordable, compared to the city. The addition of row houses may suggest that families are moving into the neighbourhood; whereas the steadiness of high-rise buildings might suggest 1-2 person households. Based on the changes we've seen, we can start to better understand who might be living in the neighbourhood and how affordable it is.

How have the changes in housing influenced the demographics over the years?

Housing options and demographics are deeply connected to each other. What a person can afford to buy is related to how much they earn. On top of this, age and lifestyle further affect the type of home someone will purchase. Therefore, when housing options or prices change in a neighbourhood, the demographics follow.

How does the age distribution of Port Credit compare to Mississauga? The most significant transformation in age distribution in Port Credit occurred at both ends of the spectrum as shown in Figure 13. In Port Credit, the age groups 35-64, 65-84, and 85+ grew by a total of 16% (9%, 4%, and 3% respectively). Meanwhile, the younger age groups 0-19 and 20-34 shrunk by 16% (5% and 11% respectively). Comparatively, Mississauga as a region saw a more modest transformation as shown in Figure 14. In Mississauga, the age groups 35-64, 65-84, and 85+ grew by a total of 11% (2%, 5%, and 2% respectively). Meanwhile, the younger age groups 0-19 and 20-34 shrunk by 11% (6% and 5% respectively). Overall, the most sig-

Port Credit Age Distribution

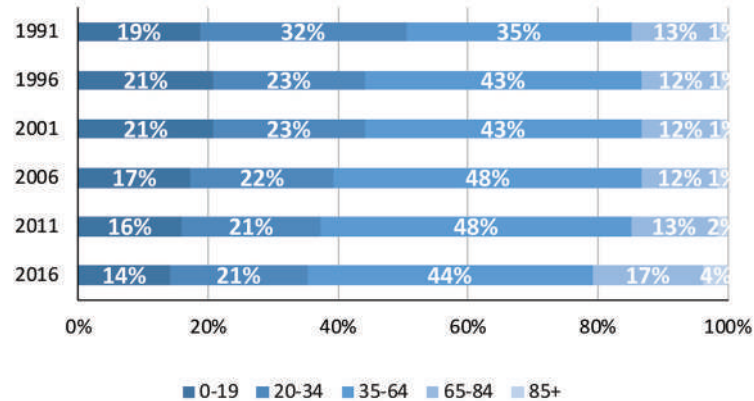


Figure 13. Port Credit Age Distribution 1991-2016

Mississauga Age Distribution

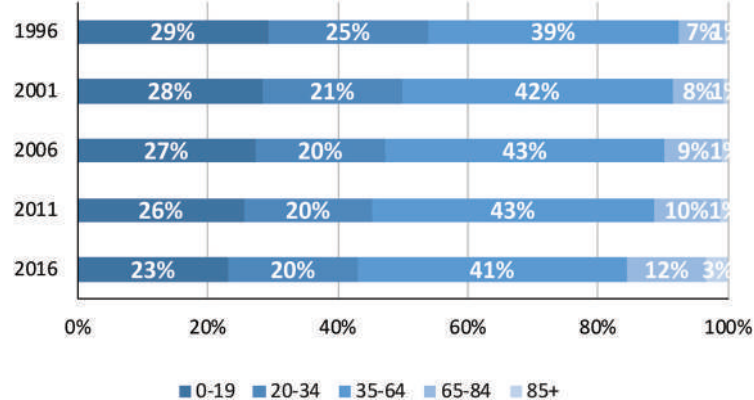


Figure 14. Mississauga Age Distribution 1991-2016

Age Distribution Comparison (%)

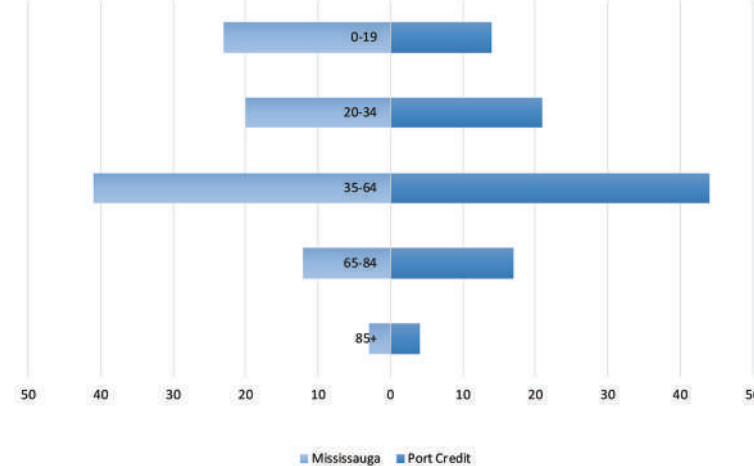


Figure 15. Age Distribution Comparison for 2016

nificant changes occurred in the 35-64 and 20-34 age groups which saw significant differences when compared to Mississauga. The Port Credit 35-64 age group grew by 9%; while the 20-34 age group shrunk by 11%. Figure 15 shows the differences between the Port Credit and Mississauga age distributions in 2016. The average age in Mississauga in 2016 was 39.6 whereas the average age in Port Credit was 45.3. It is clear that age distribution in Port Credit has not been following the trend in Mississauga. Gentrification in Port Credit has led to an increa-

se in property values coupled with a transformation of housing types. The data suggests as the prices have gone up, the age group that is trying to enter the market (20-34) has been pushed out. Meanwhile, the 35-64 age group was able to grow influenced by the housing market, while further influencing the market themselves.

How has the occupational structure in Port Credit changed?

The physical character of a neighbourhood is highly influenced by its housing types. Whereas, the social and cultural character of a neighbourhood is shaped by its people. A major influence in the social make-up of a neighbourhood is the dominant occupational structure. Occupations are correlated with income, lifestyle, and many other factors. Figure 16 outlines how the occupational structure has changed from 1991 to 2016. Management and manufacturing jobs reduced by a total of 32%. Meanwhile, health and sales/service jobs increased by 32%. The largest decrease was in management which reduced by 17%, and the largest increase was in sales/service which increased by 23%. This change in the demographics of the neighbourhood can be attributed to many factors. However, we believe one dominant factor was the closure of the St Lawrence Starch Limited Company because a significant decrease occurred between 1991 and 1996 and this factory would have employed both managers and manufacturing/utility positions.

Has household size changed in Port Credit?

Despite the changes occurring in Port Credit, household size has remained relatively steady. The majority of households have remained 1-2 person since 1991, however in 2006 we start to see this number in-

Port Credit Occupational Structure

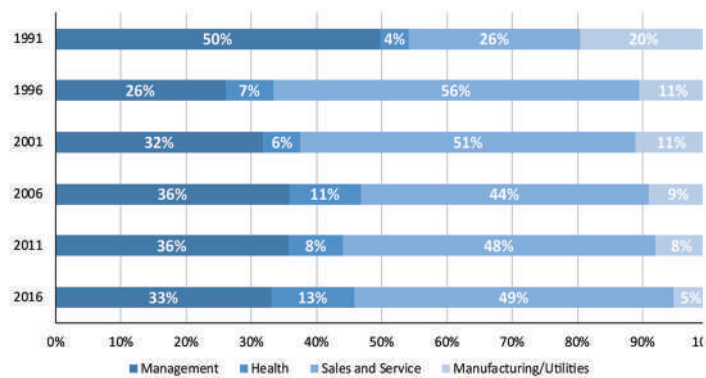


Figure 16. Port Credit Occupational Structure 1991-2016

Port Credit Household Size

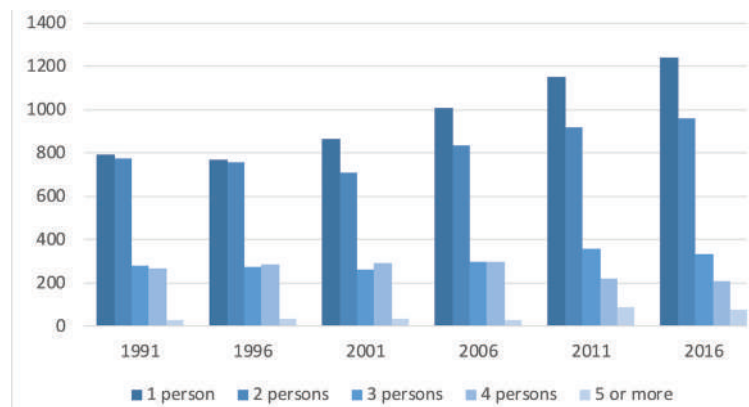


Figure 17. Port Credit Household Size 1991-2006

Port Credit Households with Children

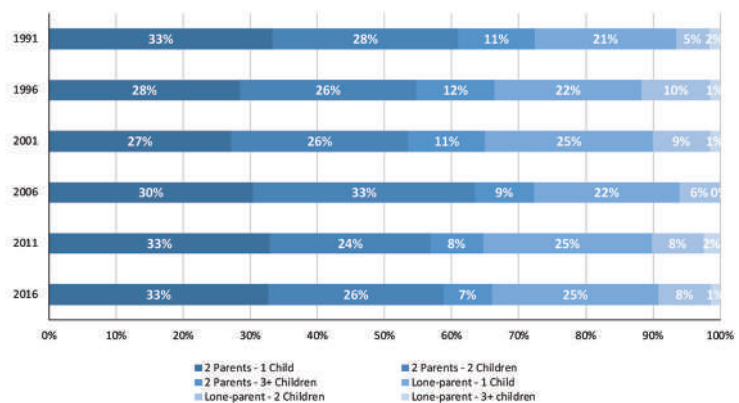


Figure 18. Size of Port Credit Households with Children 1991-2016

crease Figure 17. This may be a result of a growing age population. Even though the age of the population increased, the prices of homes increased, and the housing types changed, families have still been able to find homes to raise their children in Port Credit. The average number of people per family in Port Credit has gone from 2.7 to 2.6 between 1991 and 2016. Furthermore, the average number of children per house has remained steady at 0.8 between 1991 and 2011 (this data was not recorded in 2016). As shown in Figure 18, there have been some small changes in household composition like a re-

duction in 2-parent families with 3 children, but no observed changes were greater than 4%.

Has household income followed the same trend as Mississauga?

The Canadian census data on income is difficult to compare across time because the questions they ask are continually adjusted. For example, in 1991 the highest household income group recorded was \$70,000+ and today it is \$200,000+. Regardless, incomes are on the rise, and in Port Credit they are rising faster than the rest of Mississauga. As shown in Figure 19, up until 2006 Port Credit was earning less on average than Mississauga, and since then Port Credit has earned increasingly more.

Figure 20 also puts this into perspective. Between 1996 and 2016, households earning more than \$80,000 have increased from 15% of the population to 61%. Additionally, the proportion of earners below \$80,000 has decreased from 85% to 39% for the same time period. This data tells a compelling story of gentrification in the neighbourhood. Wealthier residents are moving into the neighbourhood, changing the demographics of the area and influencing the types of houses that are being built.

It is difficult to imply causation here as this data is highly correlational and we have not tested for statistical significance. Regardless, the story on the ground is very real and significant to the residents. As housing changes, the demographics change, ultimately transforming the neighbourhood. Whether or not one factor caused the other is not our primary concern. The primary concern is the form and character of the neighbourhood and equality for its residents. In the following

sections, the affordability and policy implications present in Port Credit will be examined.

Average Household Income (\$)

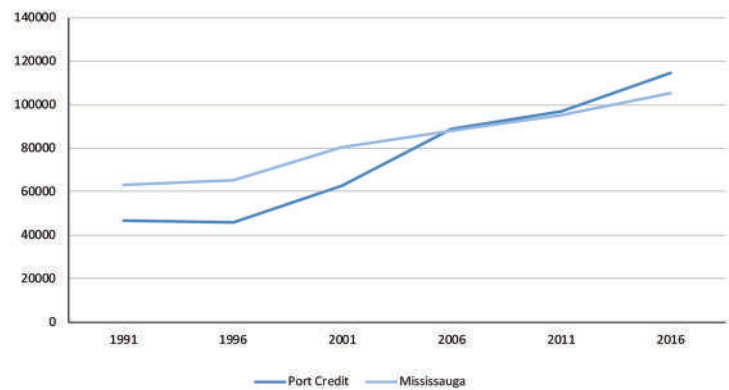


Figure 19. Average Household Income in Port Credit and Mississauga 1991-2016

Port Credit Income Distribution

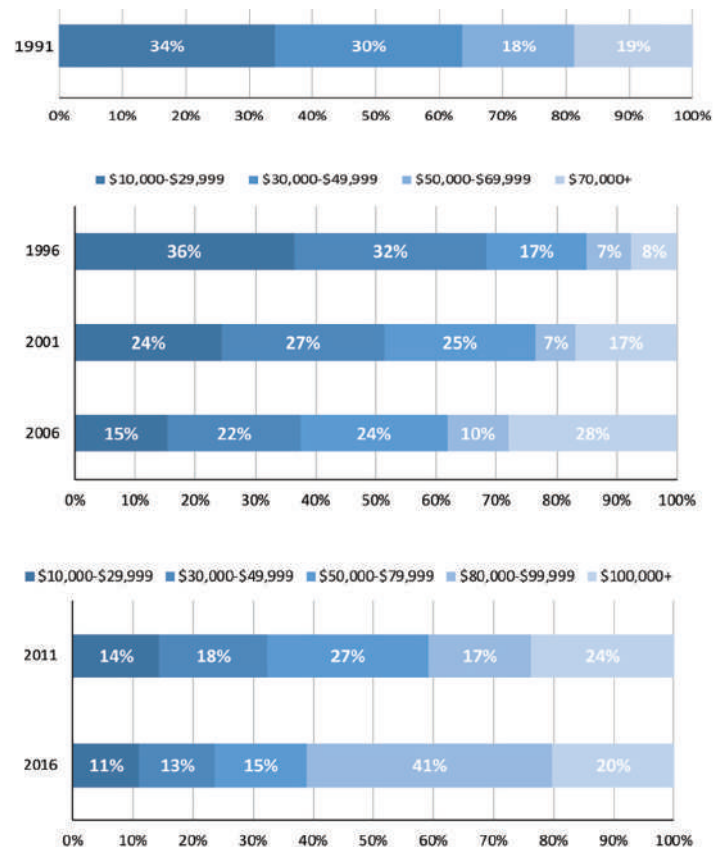


Figure 20. Port Credit Income Distribution 1991-2016

How has the market and demographics impacted affordability?

Affordability is most likely a deciding factor when choosing where to live. Due to gentrification in Port Credit affordability has become an issue. First time homeowners may not be able to afford to live in the neighbourhood, therefore we see a higher age group living in Port Credit. How have these changes in the housing market and demographics affected affordabi-

Average Dwelling Value (\$)

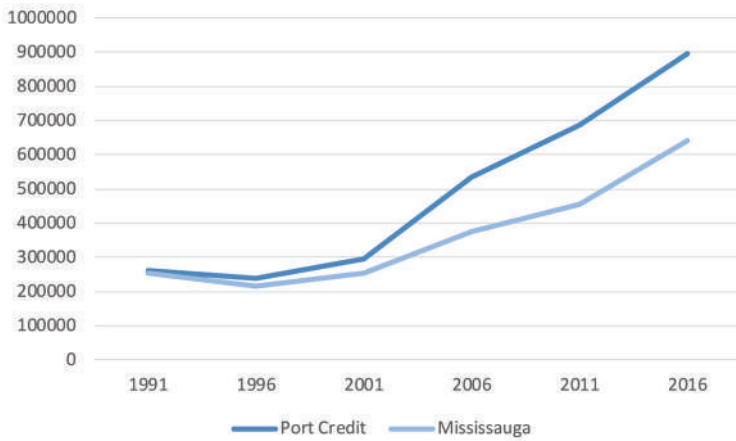


Figure 21. Average Dwelling Value: Port Credit vs Mississauga 1991-2016

lity and how does the neighbourhood compare to the city?

How has housing value changed over 25 years?

Since 1996 the average value of dwellings in Port Credit has been higher than the average for the City of Mississauga. Dwelling value in Port Credit first saw a big spike in 2006; this can be a result of the new development projects and the start of gentrification Figure 21. In 2016 the average dwelling value in Port Credit was 28% higher than the average value in Mississauga. Based on what has happened in the neighbourhood since 2016, we predict to see a major increase in average dwelling value in the 2021 Census.

The high dwelling value in Port Credit, compared to Mississauga, may be accounted for by the active main street that Port Credit offers, accessibility to greenspace, and by the close proximity to transit and easy commute into Downtown Toronto.

How does dwelling value compare to rent?

In contrast to average dwelling value, the average gross rent in Port Credit is comparable to Mississauga Figure 22. Average gross rent has seen a steady incline since 1996,

and in 2016 Port Credit's gross rent was equivalent to Mississauga's. This may be a result of the high amount of apartment buildings in Port Credit, and depend on the location of rentable dwellings throughout other areas of Mississauga.

Can the people that live in Port Credit afford to pay these high living costs?

Between homeowners and renters, it's the renters that are struggling the most Figure 23. Since 1996 more than 30% of renters were spending more than 30% on shel-

Average Gross Rent (\$)

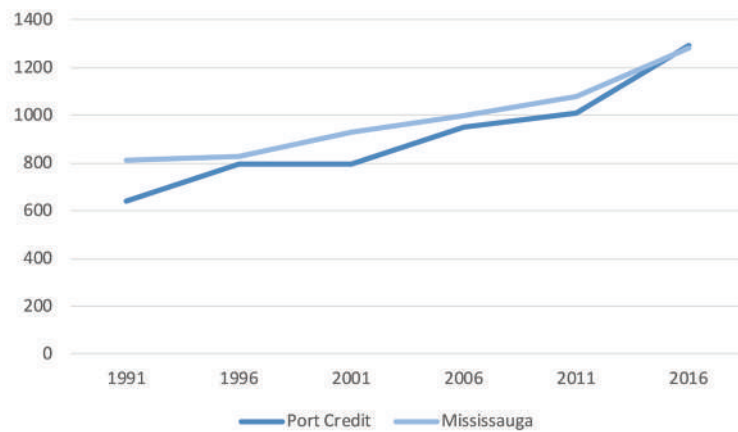


Figure 22. Average Gross Rent: Port Credit vs Mississauga 1991-2016

Port Credit Affordability Comparison

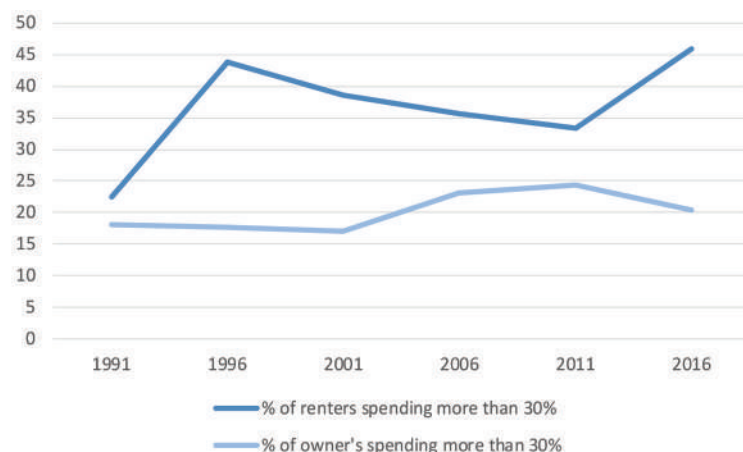


Figure 23. Percent of owners vs renters spending more than 30% of their household income on shelter costs 1991-2016

ter costs. In 2016 we see more than 45% of renters spending more than 30% of their incomes, that's almost half the population of renters who are struggling with affordability. As compared to homeowners, less than 25% have been spending more than 30% throughout the years. The biggest spike happened in 2006, where the amount of owners spending more than 30% of income went from 17% of the owner population to 23%. However, 2016 saw a decrease from 24% to 20% of owners spending more than 30% of income. This can be a result of the change in incomes within Port Credit, and wealthier people living in the neighbourhood in 2016.

How has the policy influenced neighbourhood change?

The vision of the Port Credit Local Area Plan is: "an evolving urban waterfront village with a mixture of land uses, a variety of densities, compact pedestrian and cycling friendly, transit supportive urban forms, a significant public realm, public access to the waterfront and development that incorporates high quality built form".⁵

On the surface, it appears much of this has been retained or achieved in Port Credit. However, after investigating the census data over 25 years and comparing that data to the current state of the neighbourhood, we noticed the neighbourhood has been going through gentrification.

Both the housing stock and demographics have changed a lot since 1991 despite the efforts of

the Port Credit Local Area Plan (LAP). The most noticeable discrepancy between the LAP and the current state of the area is the form and character of the residential precincts.

The LAP states:

"These predominantly stable residential areas will be maintained while allowing for infill which is compatible with and enhances the character of the area. The predominant characteristics of these areas will be preserved including:

- a. low rise building heights;
- b. the combination of small building masses on small lots;

- c. the well landscaped streetscapes; and
- d. the regular street grid."

In addition, the LAP includes a Built Form Guide that advises on the materiality of the neighbourhood:



Figure 24. A street in the North Residential Area Showing housing typology changes from small footprint dwelling to large footprint dwellings



Figure 25. The Same street in the North Residential Area showing the housing typology changes

"The predominant exterior building material is a reddish tone brick and stone. New buildings are required to maintain this theme along the neighbourhood mainstreet and in the residential neighbourhoods."

Figure 24 and 25 show examples in the north residential neighbourhood where the "combination of small building masses on small lots" and "reddish tone brick and stone" goals have not been met.

The residential neighbourhoods have been experiencing this type of transformation for many years now. Small single family bungalows are being purchased by developers and transformed into 2-unit rowhomes.

In our opinion, this type of housing does not align with the goals of the LAP's neighbourhood character areas or the built form guidelines. This

⁵ City of Mississauga, 2014. Port Credit Local Area Plan, s.l.: City of Mississauga.

may be attributed to the effectiveness of a LAP when it doesn't align with the zoning bylaw.⁶ The City of Mississauga Zoning Bylaw allows for 45% maximum site coverages and building heights of 10.7 metres. Additionally, the Built Form Guide is a non-statutory document, so the goals of maintaining the materiality of the buildings is much more difficult to enforce.

Results

What are the key neighbourhood trends?

Port Credit has gone through significant change between 1991 and 2016. These changes include: an increase in dwelling value, an increase in average income, and a change in age. All of these trends are directly connected to each other. As demand for the area grows, the average dwelling value also rises. This has an effect on who is living in the neighbourhood, as people need higher incomes to afford these homes. This often results in older families moving into the area, as opposed to young first-time home buyers.

There has been an increase in population and number of dwellings. Due to gentrification, areas of Port Credit are losing character, as developers ignore the Local Area Plan in order to increase the amount of dwellings available. Gentrification has also caused Port Credit's data to be a stark contrast to Mississauga's. Compared to Mississauga, Port Credit is less ethnically diverse, has a more expensive housing market, a higher household income, and fewer homeowners.

Based on what we've noticed taking place in Port Credit since 2016, we predict that the 2021 Census will continue to see a rise in the key neighbourhood trends of: dwelling value, average income, and housing types.

Conclusions

Ramsay and Mississauga are two examples of northern communities that have evolved through time. Becoming part of greater metropolitan areas has defined their stories, their potentials and challenges. By understanding how other communities have grown, we can transport those insights to other regions and cities around the

continent and the world, including Latin America, where the urban growth patterns have had parallel evolutions with greater population densities and different challenges moving forward. The more we understand the stories of our communities across the continent, the closer we are to designing better cities for the future.

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About the authors

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El año 2020 será indubitablemente recordado por la Humanidad, y registrado en los libros de Historia como un instante inusitado, en el cual, una pandemia ha desolado a la raza humana en todos los continentes y que a la fecha de este escrito lleva ya más de dos millones y medio de víctimas mortales. De igual manera, será recordado este año, como aquel en qué quedaron en suspenso de diversa manera las labores cotidianas del ser humano, para atravesar disímiles estadios de cuarentena, en los cuales las actividades del día a día tuvieron y tienen que ser resueltas de manera diferente a lo que estábamos acostumbrados, lo cual implica tanto un reposicionamiento progresivo para dar respuesta a lo inesperado, como un espíritu de innovación constante por parte de la humanidad para mantenerse a salvo dentro de la crisis sanitaria que se vive.

En este orden de ideas, la Universidad Autónoma Metropolitana ha conjugado importantes esfuerzos tecnológicos, académicos, administrativos y estudiantiles para lograr dar continuidad a sus tres ejes fundamentales: Docencia, investigación, difusión y preservación de la cultura. A partir de este horizonte de cambios y transformaciones, es que el área de Administración y Tecnología para el Diseño ha mantenido su compromiso institucional en apoyo a nuestros estudiantes, investigadores y hacia la comunidad.

Este número de la publicación internacional, contamos con autores de Canadá, México, República Dominicana y de la República de Costa Rica. Brindando a los lectores catorce artículos que versan sobre diversos tópicos, tales como: formación profesional, planeación urbana, desarrollo de la pintura, educación del diseño a distancia, igualdad de género, identidad de las profesionistas de la construcción, intervención del espacio público e inserción social entre otros.