



Construction Specifications Canada is an organization representing diverse interests in the construction industry and related professions. It is dedicated to improving the quality and flow of information between these interests, whether in the form of specifications, contract administration or marketing.

May 2020 Edition

Editor: Tracey Stawnichy



### In This Edition...

Executive List.....	2
Chair's Message.....	3
Membership.....	3-4
Education.....	4-5
Workers In All Occupations are Aging – What About Those in Construction?.....	6-7
Escalation Clauses.....	7-9
Are We Air Conditioning Our Planet to Death?.....	9-10
Where You're your Province Stand?.....	11-12
Why Street Vendors Make Cities Feel Safer.....	12-13
Association Links and Liaisons.....	13-14
The Bulletin Board.....	15
The Executive.....	16

## REMINDER:

**All Scheduled CSC Events are Cancelled / Postponed Until Further Notice**

For updates during this time, please check the CSC Website regularly.

Phasing to reopen the economy will start this month!

Stay Safe and Stay Home!



**2020 / 2021 Edmonton Chapter Executive**

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<b>Manufacturer/Supplier</b>	Mike Lafontaine	780 907 4920
<b>Marketing, Promotion, and Communications</b>	Brent Akins	780 995 8501
<b>Membership</b>	Joseph Trivellin	587 785 6484
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<b>At Large</b>	Dave Lawrence	780 901 7260

**Advertising Rates****Business Card: April 1 to May 30**

Rates cover your ad on our website 24 hours per day,  
7 days per week.

Business card on-line:

Annual \$100 if received by May 1;

\$75 if received by August 1;

\$50 if received by November 1;

\$25 if received by February 1

Add \$50 to have a link to your company web site from  
the CSC Edmonton Chapter web page.

**Chapter Sponsor****New Chapter Sponsor Bundles:**

[edmonton.csc-  
dcc.ca/About+Us/Sponsor+Opportunities+-  
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**Student Sponsor****Meeting Sponsor**

\$50 for Individual (personal) Sponsor  
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**FOR FURTHER INFORMATION**

Contact any member of the Executive, attend one of our Chapter Meetings, send your name and address to CSC Edmonton Chapter,  
PO Box 35093 Mid Town PO. Edmonton, AB T5J 0B7, or go to [edmonton.csc-dcc.ca](http://edmonton.csc-dcc.ca) for additional contact information.

**GOALS OF CSC**

Construction Specifications Canada is a multi-disciplinary non-profit association dedicated to the improvement of communication, contract documentation, and technical information in the Construction Industry. CSC is a national Association with Chapters in most major Canadian Cities.

To this end, CSC pursues the study of systems and procedures that will improve the coordination and dissemination of information relevant to the construction process.

We seek to enhance the quality of the design and management aspects of the construction activity through programs of publication, education, and professional development, believing that by so doing, we can contribute best to the efficiency and effectiveness of the construction industry as a whole.

**OBJECTIVES OF CSC**

To foster the interest of those who are engaged in or who are affected by the compilation or use any forms of specifications for the construction industry.

To publish literature pertaining to the construction industry.

To engage in activities to improve procedures and techniques related to the construction industry.

**The opinions and comments expressed by the authors do not necessarily reflect the official views of Construction Specifications Canada. Also, appearance of advertisements and new product or service information does not constitute an endorsement of those featured products or services.**

## Announcements:

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## Chair's Message

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**Tracey Stawnichy, CSC Edmonton | Chapter Director**

Five months into 2020 already! Where has the time gone? Things have sure been different for everyone, but on a good note, normalcy is on its way! The government has decided that phasing in the next while will help us get back to some semblance of normality – whoo! Kudos to Canadians – we did a great job of flattening the curve! We're not out of the woods yet, but we are definitely on our way! CSC events are still cancelled, but we hope we can start planning things to take us through to the end of the year.

Our Executive Committee is shifting – we have a new Director – yours truly – a new Chair – Andrew Brassington; a new Vice-Chair – Dylan Leclair, a new Secretary – Jessica Prosser – and a new Treasurer – Catherine Boyd! Thank you to everyone on our Executive Committee, for your passion and commitment to CSC, and a huge thank you to our outgoing Director, Kevin Osborne, for all your hard work over the years!

## Membership in CSC

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**Joseph Trivellin, CTR**



In the construction industry's fast-paced environment, the need for and value of Construction Specifications Canada is greater than ever. CSC brings together individuals from all segments of the construction industry. All who have a vested interest in Canada's largest industry are invited to join CSC. When you join CSC, you become part of the only association that brings together professionals from all aspects of the construction industry.

### DESIGN TEAM

CSC offers members of the Design Team the opportunity to meet with other members and exchange information. It also affords you the chance to help improve technology and its management, and the means to improve ways in which your ideals are translated into clear, concise, and complete documentation.

### BUILDING TEAM

If you are a member of the Building Team, CSC offers you the opportunity to become involved in formulating specifications. Your valuable input into the programs can help generate time and cost savings, as well as improve performance.

### SUPPLY TEAM

The multi-disciplinary composition of CSC allows members of the Supply Team to meet with other members of the construction team. CSC programs in data filing and information retrieval are geared to present convenient and concise information on your products for proper evaluation and specification.

### THE STUDENT

If you are a student of architecture, engineering, or construction technology, CSC will provide you with a greater exposure to, and a better understanding of, the construction industry, giving you an excellent opportunity if you plan a career in the construction field.

## People and Places – Welcome to our new CSC Edmonton Chapter Members!

### Fresh Faces (New Members)

None this month.

### Yes, We've Moved (Contact / Mailing Address Update)

None this month.

### Previous Members Re-Joining / Re-Activated

None this month.

## CSC Education:

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Mike Ewaskiw, CTR

### Principles of Construction Documentation

The PCD course is an introductory course that will enable the student to have a better understanding of construction documentation (specifications, drawings, and schedules), products, bidding procedures, and contracts. **It is also a prerequisite to all the other CSC education courses.**

### Specifier 1

Specifier 1 is an intermediate level course that will take the individual beyond the concepts previously introduced in the PCD Course. Although some of the same topics are included, the depth of comprehension and explanation exceed that of the PCD course. The Specifier 1 is a prerequisite for the **Certified Specification Practitioner (CSP)** designation from CSC. Successful completion of the course may be credited toward the experience component requirements for the Registered Specification Writer (RSW) designation.

### Technical Representative

The TR course provides a better understanding of contract documents and bidding procedures, product representation, professionalism, and ethics, and will provide a new depth of understanding and explanation of concepts beyond what was previously introduced in the PCD course. The course is designed for the individual involved in the supply section of the construction industry, such as manufacturer representatives, agents, or distributors of products. The student will have successfully completed the PCD course.

Contact Mike for all your education needs.

Mike Ewaskiw, CTR, Manager  
Architectural & Engineering Services  
P: 780-237-7844 E: [mewaskiw@stonhard.com](mailto:mewaskiw@stonhard.com)

## EDUCATION COURSES

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### Upcoming Classes:

- [Principals of Construction Documentation \(PCD\)](#) – Starts September 2020 (10 weeks), 6:00pm – 9:00pm; Location: TBD
- [Specifier](#) – Starts September 2020 (15 weeks), 6:00pm – 9:00pm  
Location: TBD
- [Construction Contract Administration \(CCA\)](#) – Starts September 2020, (11 weeks), 6:00pm – 9:00pm, Location: TBD
- [Technical Representative \(TR\)](#) – Starts September 2020, 6:00 – 9:00 pm (11 weeks)  
Location: TBD

### Upcoming Classes Online:

[Principles of Construction Documentation \(PCD\)](#) – Started January 6, 2020 (Code CNST002)  
[Technical Representative \(TR\)](#) – Started January 6, 2020 (Code CNST004)

### Upcoming Workshops:

[Principles of Construction Documentation \(PCD\) 5 Day Workshop](#) – TBD  
[Construction Contract Administration \(CCA\) 5 Day Workshop](#) – TBD  
[Specifier \(SP\) 7 Day Workshop](#) – TBD  
[Technical Representative \(TR\) 5 Day Workshop](#) – TBD

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### Social Media:

### Check us out:





## Articles of Interest

### Workers in All Occupations are Aging – What About Those in Construction?

Sourced from: <https://canada.constructconnect.com>



It is an almost universally accepted fact that Canada's labour force and indeed the labour forces of most industrialized economies are getting grayer.

In Canada, the proportion of workers aged 55 and over has risen from 9.6% in 1996 to 21.5% in 2018. South of the border, the percent of workers over 55 has risen by approximately the same extent from 12.2% to 23.3% over the same period.

The ratio of younger workers aged 25-34 to older workers aged 55 and over is the

"renewal" ratio. If it is greater than one it indicates that the number of recently hired workers is larger than the number of workers who are likely to leave the workforce in the not too distant future.

Conversely, a ratio of less than one indicates that there is a risk of labour shortages due to an insufficient number of workers replacing those who will be retiring.

According to a recent analysis of Census data by Statistics Canada, a steady slowing in the rate of entry of younger workers relative to older ones (55+) has caused the renewal ratio in Canada to decline from 2.7 in 1996 to 1.0 in 2018.

Going forward, Canada's population growth is expected to continue to slow. Consequently, there is little doubt that the renewal ratio will continue to trend steadily lower.

In line with the steady increase in the median age of the population from 35.2 to 40.8, the proportion of workers aged 55 years and older has increased in virtually every occupational category over the past 20 years.

This being said, faster-growing occupations which tend to attract a larger number of younger workers, such as computer and information system managers, have aged less. Other higher growth occupations that have "aged" less include executive assistants (+286%); professional occupations in advertising, marketing and public relations (+283%); social and community service workers (+190%); and chefs (+188%).

At the same time, slower-growing or shrinking occupations have tended to attract fewer younger workers and consequently have "aged" more.

For example, the impact of outsourcing is largely responsible for causing the number of industrial sewing machine operators to drop by 73% since 1996 and, not surprisingly, their share of workers 55 and over has trended steadily higher from 11.7% in 1996 to 41.6% in 2016. Other occupations that also experienced significant aging due to automation or globalization include tailors and dressmakers, tool and dye makers and mail and postal workers.

So what about the construction industry? Currently, employment in the construction industry is 7.7% of Canada's workforce which is just a shade under the high of 7.8% it reached in early 2013. In 2016, approximately 20% of the workers in the 20 major construction occupations were 55 years or older

compared to 11.7% in 1996.

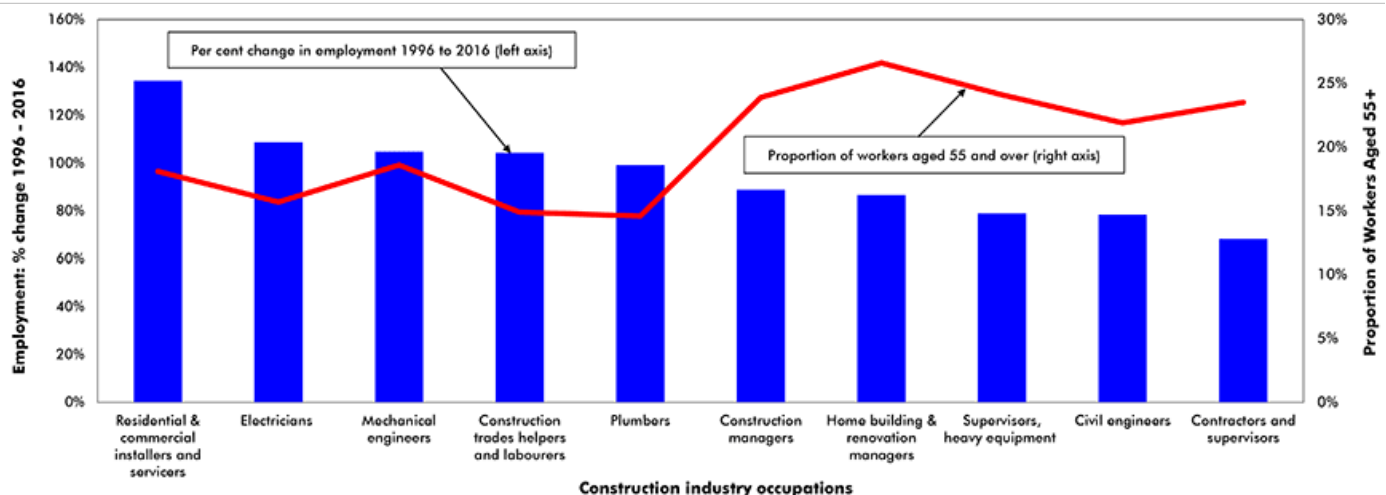
As noted above, faster-growing occupations tend to be “younger” than those which are growing more slowly. For example, over the past 20 years, the number of workers employed as construction trades helpers and labourers increased by 104%. Although the percentage of workers over 55 in this occupation has doubled from 7.5% to 14.9% since 1996, it is well below the industry average.

Among the major construction trades, the fastest growing is electrician, the number of which has more than doubled from 40,000 to 83,700 since 1996. At 16%, the share of electricians over 55 is below the average of the industry.

The second-fastest-growing major construction occupation is plumbing. It has grown by 99% over the past twenty years and given that just 14.6% of plumbers were over the age of 55, it is the “youngest” trade.

In terms of size, carpentry with 147,000 workers is by far the largest occupation. Although it has grown more slowly (57%) than the above-noted occupations, with a proportion of workers over 55 at 20.1%, it is close to the average of the construction industry as a whole.

One final observation regarding the age of occupations in the construction industry concerns the higher proportion of workers aged 55 and over in supervisory roles. For example, 27% of home building and renovation managers and 24% of construction managers are over 55. That these occupations are more mature is in keeping with the fact that they generally require individuals to have more experience. However, they also highlight the occupations where younger workers will find more opportunities in the future.



## Escalation Clauses Can Help Contractors Mitigate Price Increases

Sourced from: <https://www.constructiondive.com>

Construction material prices are sometimes an unknown when planning a project. Whether related to tariffs, supply chain concerns or a volatile raw materials market, there could be fluctuations that can impact the bottom line for both owners and contractors.

For instance, the price of precast concrete products increased 4.4% from September 2018 to September 2019, the price of cement went up 2.2% and the price of construction equipment and machinery also increased by 2.2%, according to Bureau of Labor Statistics data compiled by Ken Simonson, chief economist of the Associated General Contractors of America.

However, the price for lumber and plywood decreased by 10.1% during that same time period, the

price of fabricated structural metal bar joists and rebar fell by 3.1% and the price of prefabricated metal buildings dropped by 4.6%.

In addition, the persistent trade war between the U.S. and China brings in another level of uncertainty that has many in the construction industry wondering how to price out jobs that won't be complete for years into the future.

Some contractors might not realize, though, that there are circumstances under which they can mitigate or even eliminate the pain of significant and unexpected material price increases through the inclusion of escalation clauses in their contracts. In general, if material prices rise higher than what was included in the original bid, the contractor will be reimbursed for all or part of the difference.

### **Someone has to pay**

Daniel Felsen, attorney and shareholder at the Washington, D.C., law firm of Carlton Fields, said that many public and private owners are willing to negotiate escalation clauses but that these provisions are more likely to come into play on large, private construction projects. "These clauses really deal with how the parties decide to allocate risk," he said. "If material prices jump, someone is going to have to pay for it."

Escalation clauses invariably are brought up on larger projects, said attorney Jason Kellogg, partner at the law firm of Levine Kellogg Lehman Schneider + Grossman in Miami, because the stakes are so much higher. For instance, if a project uses a lot of steel, just a small bump in the price can make a huge difference to both contractors' and owners' budgets.

A decade ago, he said, some contractors went out of business when there were simultaneous shortages of both steel and concrete. This drove up prices and left many contractors in the position of having to absorb the difference. "Contractors with escalation clauses made out better," he said.

Contracts for lengthy projects are also more likely to include escalation provisions, said attorney James Carney, also with Carlton Fields, as it is more difficult for contractors to predict how material prices will change over the long term.

### **3 types of compromise**

There are three basic types of escalation clauses, Carney said, all representing different levels of compromise between the Owner and contractor:

- One is called a "day one" provision. This type of clause gives contractors the right to capture costs associated with material price increases immediately.
- The second sees contractors compensated after a set period of time. For instance, the terms of the contract could set out that the contractor cannot recover material cost increases for the first 100 days. This type of clause, Carney said, would be suited for longer projects.
- The third type results in a sharing of the risk. Under this clause, the contractor would be entitled to reimbursement for higher material prices but only after the rate of increase reaches a certain percentage. Up to that threshold, the contractor would bear the risk. This provision, Carney said, is contemplated under the Federal Acquisition Regulation (FAR) for public works projects as well.

Contingency funds could also be set up to pay for material price increases, Kellogg said, but he typically sees the issue addressed in stand-alone clauses. If the project does have a contingency fund, though, the owner can require the contractor to take material price increases from that pool of money first and then cover additional costs via an escalation clause.



But these provisions can also be a double-edged sword, Kellogg said. Faced with the prospect of having to pay significantly higher costs for materials, the owner could back out of the project.

### **When the Owner doesn't budge**

However, if the owner will not consider including an escalation clause in its agreement with the general contractor, the bids will likely be inflated to cover potential increases, and this flows through the project hierarchy.

Even when general contractors subcontract most of the work to labor- and material-intensive specialty companies and pass the risk of higher prices down the chain, those subcontractors will likely add premiums to their own proposals. Subcontractors then most always try to lock in prices with their own material suppliers for as long as they can, passing on the risk yet again.

So, the owner will likely pay at least a portion of material price increases through inflated bids whether it agrees to an escalation clause or not. And if there ends up being no price increase, the owner could end up paying more by not agreeing to an escalation provision.

One way contractors can make the idea of an escalation clause more attractive to owners, Felsen said, is to offer shared savings or some other benefit if material prices go down. Also, these provisions don't have to cover all materials. It's appropriate, he said, to include those that present the greatest cost concerns. "It doesn't have to be one way," he said.

But not all contractors bid on the large projects that typically see the inclusion of escalation clauses. Yet, they still have to bear the cost of material price increases just like any other company. Are these provisions totally out of the question for contractors bidding on smaller projects?

"You don't see it a lot on smaller projects, Kellogg said, "mostly because those contractors don't have the sophistication, wherewithal or leverage to extract that kind of provision out of the owner."

But that doesn't mean they shouldn't have a go at it, he said.

"I think every contractor should try to include an escalation clause in their contracts under the mantra of 'You can't get what you don't ask for,'" Kellogg said. "It's always a good idea to ask."

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## **Are We Air Conditioning Our Planet to Death?**

Sourced from: <https://www.archdaily.com> / by Duo Dickinson

This summer the federal government released an astonishing statistic: 87% of American homes are now equipped with air conditioning. Since the world is getting undeniably warmer, I suppose this isn't all that surprising, but keep in mind that robust number of mechanically cooled homes include residences in some fairly temperate climates. So my question is a simple one: When did air conditioning in the U.S. become a requirement, rather than an add-on?

All of this churning air would be fine, I guess, if we weren't killing ourselves by releasing megatons of carbon into our already warming atmosphere. We're told that we have about 11 years to rein in emissions before the world will be irreversibly damaged. (Some scientists are warning that it's already too late.) Despite this, the electrical draw for air conditioning in the developing world is expected to triple in the next 11 years.

And we can't even begin to point the finger at them, because they're merely emulating us. According to a 2015 article in the *The Guardian*, the U.S. remains the world leader in a rather dubious distinction: "A nation with 318 million people accounting for just 4.5% of world population consumes more energy for air conditioning than the rest of the world combined. It uses more electricity for cooling than Africa, population 1.1 billion, uses for everything."

Over 60% of electricity in the U.S. is generated with fossil fuels, which produce the carbon that heats the climate that makes us want air conditioning that, in turn, makes the planet even hotter. It is a vicious cycle of existential proportions. And yet we somehow feel that we're entitled to comfort, regardless of the consequences. I have designed about 500 buildings with air conditioning, but my family has lived in two buildings across 35 years that have no AC of any kind. We use shade, wind, exposure and ventilation to make it unnecessary (although, truth be told, we might have missed for a week or two each year).

My clients hire me because I think of these pre-emptive measures that allow buildings to use less energy. But almost all of them want the option of central air. We want to have our low-fat cake and eat the steak, too. It's about control and choice, even if it is not always the right thing to do.

The urge to control our destiny has become political. In the era of climate change and the Green New Deal, right-wing pundits now use the word "scold" as a noun applied to politicians who want to control consumer culture: No Meat! No Cars! Don't Travel on Planes! Don't Emit Carbon!

The Green New Deal's goals are based on an essential outcome: survival. But in our personal lives we still want AC, even though more of us are moving to cities, abandoning cars, eating less meat, recycling, thinking about the carbon released by every single thing we consume.

Most of us in the U.S. do not require air conditioning in our houses, except as "quality of life" enhancements. It's like a good steak or jetting to Europe. But these lifestyle choices are steeped in a heavy dose of magical thinking, the blind-but-hopeful belief that we will somehow sort it all out before the inevitable day of reckoning. We need to drive and we still fly in airplanes, but, honestly, using fossil fuels to cool our homes is about as necessary as eating meat. We forget that being hotter than is comfortable will not kill the vast majority of people in most locations. But AC is now expected everywhere.

Of course computers need to be kept cool. Large groups in big spaces need to function in hot, humid conditions. The elderly and the fragile sustain life by avoiding extreme heat. But air conditioning is only three generations old, and our bodies are rapidly changing their internal thermostats to expect it. But in our homes, with fans, shades, and windows that catch breezes and give them places to go, why are mechanics now a new requirement?

Just as cars once had a clutch and manual transmission, automatic transmission is now the operating system for most cars. Soon all cars will have air conditioning. Our homes are following suit. Even with half the country in temperate climate zones, homeowners spend 12% of their electrical budget on AC. Shane Cashman wrote a piece in The Atlantic a couple of years ago entitled "The Moral History of Air Conditioning." The season is passing, but while the memory is fresh, think of his words: "As summer proceeds, listen to the chorus of machines humming in the windows, outside the houses, atop the office buildings. They offer a reminder that humanity's ingenuity can come at a cost. Maybe our forebears weren't entirely wrong to see peril in the act of cooling the air."

Life is about what we value and how we live our values. Do we value air conditioning enough to accept its real cost?

## Where Does Your Province Stand? Construction Slows, But Different Jurisdictions Taking Different Approaches

Sourced From: <https://www.on-sitemag.com>

Little more than a month into the crisis already guaranteed to define the early 2020s, the construction industry across Canada has been forced to take decisive steps to protect its workforce and help safeguard public health.

In all provinces but Quebec, a considerable, if not a majority, of job sites remain open, but the pace of work has slowed to accommodate new health and safety measures designed to prevent the spread of COVID-19. With the number of confirmed Canadian cases of coronavirus climbing into the tens of thousands, a timeline for a return to normalcy remains uncertain.

As of April 7, most provinces have implemented measures related to construction, though there's little uniformity across the country.

The situation by region:

On Canada's West Coast, the British Columbia government declared a state of emergency March 18 as its outbreak worsened. Construction, however, remains ongoing in the province under stricter sanitation and social distancing regimes.

Though job sites have been allowed to remain active, being deemed essential, several high-profile projects have scaled back work. Among others, BC Hydro has slowed construction on its Site C dam project. LNG Canada has also slimmed down its workforce at its new natural gas export terminal, cutting on-site staff levels by 65 per cent and putting all non-essential work on hold.

The Prairie provinces have implemented relatively similar measures to deal with the outbreak. Governments in Alberta, Saskatchewan and Manitoba have placed an added focus on sanitation on job sites but recognized construction as essential, allowing projects to continue.

Ontario's approach has been more complex and continues to evolve. In its initial emergency declaration March 24, the province exempted construction from any closures by including nearly all aspects of the industry on its essential services list. As in other provinces, a number of new health and safety guidelines were put in place. The government also hired more safety inspectors.

On April 3, the province changed tack, releasing a more refined essential services list that excluded significant parts of the construction industry. Key infrastructure projects in the health care and transit sectors have been allowed to continue, but other industrial and commercial projects put on hold. On the residential side, the rules are more lenient, allowing for construction to continue on projects already underway, though any new starts have been halted.

In neighbouring Quebec, which currently accounts for nearly half of Canada's COVID-19 cases, construction is at a near standstill, with the government permitting little leeway in terms of what constitutes an essential service. Firms carrying out urgent repairs and those building or maintaining projects essential to public security have been granted exemptions, but other work across the residential, industrial, commercial, and institutional sectors has been halted.

The original emergency orders place all work on hold until at least mid April.

Policies in New Brunswick and Nova Scotia are essentially aligned, permitting construction to continue with added precautionary measures. Prince Edward Island has enacted similar steps for ongoing work, but took the additional measure of ordering new construction starts temporarily halted.

In Newfoundland and Labrador, the provincial government has not directed non-retail businesses to close, so long as workers can practice social distancing. Still, construction has been temporarily stopped on several major projects, including Husky Energy's West White Rose Project, Vale's Voisey's Bay mine expansion and the Muskrat Falls dam.

## Why Street Vendors Make Cities Feel Safer

Sourced From: <https://www.curbed.com> / Alissa Walker



There are two ways I can walk home from the subway station in my neighborhood. At night, when I'm by myself, the choice is obvious. One route is almost entirely dark, with blank storefronts and empty sidewalks. The other is strung with lights, heavy with foot traffic, and scented with grilling onions.

While I was walking home the other evening, waving hi to my neighbors pressing pupusas into doughy discs on folding tables outside a church, I realized one of the most underappreciated ways street vendors contribute to our cities. In places where city leaders have made very little effort to improve the experience for those walking, biking, or riding transit, it's the people selling goods or serving food in those same spaces who make streets vibrant, welcoming, and safe for all.

During the day, it's easy to see how a cluster of carts topped with rainbow umbrellas or blankets layered with meticulously organized wares enlivens a plaza. But it's only after the sun goes down that you can see how vendors fill a much-needed void in our cities. Vendors not only activate public space, they do so in the very places that have been willfully ignored by city planners in many neighborhoods – transit stops in disrepair, neglected storefronts, and barren, broken sidewalks.

Waiting for the bus alone at night, at a poorly lit corner in front of a vacant building, just hearing the scrape of plastic stools at the taco stand posted up outside a nearby auto body shop is comforting. I can confidently say I feel safer because people are prepping, cooking, and devouring al pastor on my sidewalk.

Which is what makes what happened in a New York City subway station this week so troubling. As shown in a video recorded by a fellow passenger, Elsa Morochoduchi, a native of Ecuador, was handcuffed by police for selling churros. Officers confiscated her pushcart – her livelihood – and all its contents. She did not have a permit. But the city has not raised the number of permits since 1983, meaning \$200 permits go for \$25,000 on a black market dominated by men.

"She shouldn't have been there," said New York City Mayor Bill de Blasio, when asked about the incident. "It's against the law and it's creating congestion."

Someone who doesn't ride the subway might not know that congestion comes from delays in service and platform capacity issues, not individual vendors in stations. But it's not surprising that people in positions of authority would crack down on street vendors. Many are immigrants, people of color, and low-income residents – the same groups that are the most heavily policed in cities. Meaning the people who are doing the most to make cities great places to be are the most likely to be marginalized by the people making decisions for those cities.

Some cities are working toward decriminalizing vending, but the process is frustratingly slow. Compare the plight of street vendors in LA, where creating a permitting system took decades, to the



permitting system for electric scooters, which was put into place within six months of those scooters appearing illegally on the same city sidewalks.

What's more, as part of LA's permitting system, vendors are now banned from certain parts of the city, like Hollywood, that are filled with potential customers. Once again, "congestion" is to blame. Local officials claim it's not safe to have vendors share sidewalks that are crowded with people. Then widen the sidewalks!

City officials' claim that vendors pose any danger to people in cities is also ridiculous because it's the vendors who need the most protection. Making cash transactions on streets at night means vendors – many of whom are women – are extremely vulnerable to robberies and violence.

When law enforcement officials see a churro cart as an obstacle, they likely don't understand the value that a churro cart provides to the rest of us. Like most elected officials, police don't experience what it's like to ride buses alone. They're not out there walking the streets. They're almost always in their cars. When police are on the subway, they're usually cracking down on alleged fare evasion, which often means stopping black riders in disproportionate numbers. For certain communities, it's the presence of police – not the street vendors – which makes people feel uneasy.

The sun's setting earlier now, which means I'm commuting in the dark. On my subway ride the other night, I didn't see any police. I didn't see any Metro employees. What I did see were the same group of women selling colorful towers of chips and ice-cold drinks from a cooler who welcomed me as I emerged from underground. They're always there, providing not just a snack for the journey home, but a cheerful greeting and watchful eye. I can't say that I receive the same comfort on a daily basis from the people who are employed by the city to perform similar services. It seems incredibly backwards that our street vendors even have to pay annual permitting fees. For everything vendors add to our streets, the city should be paying them.

## ASSOCIATION LINKS

- **Alberta Construction Safety Association (ACSA)**  
[www.acsa-safety.org](http://www.acsa-safety.org)
- **BuildingSMART Alliance** (North American Chapter of BuildingSMART):  
[www.buildingsmartalliance.com](http://www.buildingsmartalliance.com)
- **BuildingSMART International (formerly IAI)**  
[www.buildingsmart.com](http://www.buildingsmart.com)
- **Biomimicry Guild**  
[www.biomimicryguild.com](http://www.biomimicryguild.com)
- **Canadian Green Building Council (CaGBC)**  
[www.cagbc.org](http://www.cagbc.org)
- **CCDC Documents**  
[www.ccdc.org/home.html](http://www.ccdc.org/home.html)
- **Construction Specifications Institute (CSI)**  
[www.csinet.org](http://www.csinet.org)
- **International Construction Information Society (ICIS)** [www.icis.org](http://www.icis.org)
- **OmniClass**  
[www.omniclass.ca](http://www.omniclass.ca)  
[www.omniclass.org](http://www.omniclass.org)
- **Uniformat**  
[www.csinet.org/uniformat](http://www.csinet.org/uniformat)
- **Institute for BIM in Canada (IBM)**  
[www.ibt-bim.ca](http://www.ibt-bim.ca)
- **Architecture 2030**  
[www.architecture2030.org](http://www.architecture2030.org)
- **Building Information Modeling (BIM) Forum**  
[www.insightinfo.com/bimforum](http://www.insightinfo.com/bimforum)
- **Biomimicry Institute**  
[www.biomimicryinstitute.org](http://www.biomimicryinstitute.org)
- **Canada BIM Council**  
[www.canbim.com](http://www.canbim.com)
- **Canadian Green Building Council (CaGBC) – Alberta Chapter:** [www.cagbc/chapters/alberta](http://www.cagbc/chapters/alberta)
- **Construction Specifications Canada (CSC)**  
[www.csc-dcc.ca](http://www.csc-dcc.ca)
- **buildingSMART Data Dictionary**  
[bsdd.buildingsmart.org](http://bsdd.buildingsmart.org)
- **MasterFormat**  
(<https://secure.spex.ca/siteadmin/freedocuments/images/1.pdf>)
- **buildingSMART Canada**  
[www.buildingsmartcanada.ca](http://www.buildingsmartcanada.ca)
- **Ace BIM**  
[www.cebim.ca](http://www.cebim.ca)



## ASSOCIATION LIAISONS

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Alberta Association of Architects (AAA)

<http://www.aaa.ab.ca/>

Alberta Painting Contractors Association (APCA)

[www.apca.ca](http://www.apca.ca)

Alberta Roofing Contractors Association (ARCA)

<http://www.arcaonline.ca>

[info@arcaonline.ca](mailto:info@arcaonline.ca)

American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE)

<http://www.ashrae.org/> / [ashrae@ashrae.org](mailto:ashrae@ashrae.org)

The Canadian Wood Council (CWC)

<http://www.cwc.ca>

[info@cwc.ca](mailto:info@cwc.ca)

Portland Cement Association

[ConcreteTechnology@cement.org](mailto:ConcreteTechnology@cement.org)

Interior Designers of Alberta

[www.interiordesignalberta.com](http://www.interiordesignalberta.com)

Alberta Painting Contractors Association (APCA)

[www.apca.ca](http://www.apca.ca)

Association of Professional Engineers, Geologists, and Geophysicists of Alberta (APEGGA)

<http://www.apegga.org/> [dward@apegga.org](mailto:dward@apegga.org)

Association of Science and Engineering Technology Professionals of Alberta (ASET)

<http://www.aset.ab.ca/>

Russ Medvedev, [russsm@aset.ab.ca](mailto:russsm@aset.ab.ca)

Building Owners and Managers Association (BOMA)

<http://www.bomaedmonton.org/> / [edmonton@boma.ca](mailto:edmonton@boma.ca)

Consulting Engineers of Alberta (CEA)

<http://www.cea.ca/> [info@cea.ca](mailto:info@cea.ca)

Edmonton Construction Association

[www.edmca/.com](http://www.edmca/.com)

[contact@edmca.com](mailto:contact@edmca.com)

Terrazzo, Tile & Marble Association of Canada (TTMAC)

<http://www.ttmac.com/>

[association@ttmac.com](mailto:association@ttmac.com)



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## Bulletin Board

### Message from the Executive:

We in the Executive are looking for creative-minded individuals who can take on a position and follow through with ideas...if this is YOU, send a message to [information@cscdmonton.ca](mailto:information@cscdmonton.ca) and we will be quick to get back to you!

### Open Positions Include:

Newsletter Editor  
Chapter Liaison

You don't need to be a member of the Committee to come and participate in our monthly Chapter meetings but watch out if you do! You may find yourself holding a position...maybe even as Chapter Chair...



















### **\*\*Important Update \*\***

**Alberta Infrastructure's Technical Resource Centre (TRC) is relocating to the new Alberta.ca platform. It is very similar to the old site, with the largest change being formatted to the new corporate identity style. Almost all of the documents on the new site are still in the same organization as the old site.**

The old TRC site (<http://www.infrastructure.alberta.ca/500.htm>) will be non- operational as of February 1st, 2020.

Please update any links to pages and/or documents that you have to the new location. The new TRC site is located at <https://www.alberta.ca/infrastructure-technical-resources.aspx>

## The Executive

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<b>Secretary</b>  Jessica Prosser Business Development / Sales DAAM Galvanizing - Edmonton P: 587-340-7169 <a href="mailto:jessica@daamgalv.com">jessica@daamgalv.com</a>	<b>Officer Architect</b>  Position Open	<b>Officer Specifications &amp; Website Development</b>  David Watson FCSC, CET President NBS (Canada) (formerly Digicon) P: 780-758-4147 <a href="mailto:David.Watson@theNBS.com">David.Watson@theNBS.com</a>	<b>Officer Professional Development</b>  Mike Ewaskiw, CTR Architectural & Engineering Services Manager Stonhard / Fibergrate P: 780-237-7844 <a href="mailto:MEwaskiw@stonhard.com">MEwaskiw@stonhard.com</a>
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