

the **edmonton** **Specifier**

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.

June 2024 Edition

Editor: Tracey Stawnichy

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CSC & ABECN ANNUAL GOLF TOURNAMENT

Date: Thursday, June 6, 2024

Time: 8:00am – 4:00pm

Place: Cattail Crossing Golf Club

24427 Township Road 542, Edmonton, AB T8T 1L4

Agenda: 8:00am Registration and breakfast begins

9:00am Golf starts

Lunch and prizes to follow

Dress code to be enforced: collared shirts, soft spiked or no spiked shoes,
no jeans or ripped clothing.



2024 Edmonton Chapter Executive		
Director	Andrew Brassington	780 222 6732
Chairman	Dylan Leclair	587 335 9552
Vice-Chairman	Abby Sharpe	780 953 2950
Secretary	Jessica Prosser	587 340 7169
Treasurer	Catherine Osborne	780 705 7108
Architectural	Kevin Osborne	780 717 1007
Chapter Liaison	Position Open	
Education	Mike Ewaskiw	780 554 4457
Engineer	Jamie Murphy	780 983 0288
General Contractor	Position Open	
Interior Design	Corry Bent	780 995 1647
Manufacturer/Supplier	Mike Lafontaine	780 907 4920
Marketing, Promotion, and Communications	Jamie Murphy	780 983 0288
Membership	Dave Lawrence	780 901 7260
Newsletter	Tracey Stawnichy	780 994 3699
Specifications	David Watson	780 758 4147
Website Administrator	David Watson	780 758 4147
Trade Contractor	Kevin Kramers	587 232 0613
Program	Abby Sharpe	780 953 2950
Owner's Rep	Cam Munro	780 231 1739
Sustainability	Position Open	
At Large	Dave Lawrence	780 901 7260

Advertising Rates
<p>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.</p>

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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 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:

Congratulations to the 2024 CSC College of Fellows Inductees!

Colleen Barabonoff, RSW, Isabelle Champagne, CTR, Dwayne L. Penner, CCCA

Chair's Message



Dylan Leclair, CSC Edmonton | Chapter Chair

Hello CSC Edmonton Chapter,

As we move into our summer break, I would like to first like to thank you all for the vote of confidence as I move into the position of Chair for the Edmonton Chapter. As I move into this position there are a few special acknowledgments I would like to make.

Andrew Brassington, your guidance, and mentorship as I was Vice Chair was invaluable as you guided our Chapter through challenging times from a pandemic and rebuild thereafter. You are an inspiration to follow, and I look forward to our continued partnership as part of the leadership team moving forward.

Abby Sharpe, congratulations on becoming our Chapters Vice Chair as well as your Chapter Award of Merit at the 2024 CSC Conference in Montreal. Your tenacity is a breath of fresh air as you restructured and grew our program over the last year. Even through the growing pains you never wavered from your goal and maintained your hopeful optimism that inspires us as a Chapter. I look forward to our continued push together to drive the Chapter forward.

Jessica Prosser, I know that each position within the Executive has specific requirements/guidelines to complete and fulfil. However, it is all the extra background work and guidance you provide beyond the role of Secretary that make you a pillar of our team that keeps us supported. Congratulations to you as well as the other recipient of our Chapter Award of Merit.

Tracey Stawnichy, thank you for being our Director and voice with National for the last 4 years. As we move forward thank you as well for your continuing support with the Specifier for the Edmonton Chapter. It is no easy task you take on every month gathering and compiling all the valuable information we post and provide for our membership.

I hope to see you all at our Annual Golf Tournament on June 6th and I am looking forward to our team moving our Chapter forward in 2024/2025.

Have a Great Summer and we will see you all soon.

Cheers!

Membership in CSC

Dave Lawrence



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 new and past 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:

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.
P: 780-237-7844 E: mewaskiw@stonhard.com

EDUCATION COURSES

Upcoming Classes:

Principals of Construction Documentation (PCD) – Monday, September 9, 2024, 6:00pm – 9:00pm

Specifier – Monday, September 9, 2024, 6:00pm – 9:00pm

Construction Contract Administration (CCA) – Monday, September 9, 2024, 6:00pm – 9:00pm

Technical Representative (TR) – Monday, September 9, 2024, 6:00pm – 9:00pm

Upcoming Classes Online:

Principles of Construction Documentation (PCD) – TBD

Construction Contract Administrator (CCA) – TBD

Specifier – TBD

Technical Representative (TR) – TBD

Upcoming Virtual Classes:

Principles of Construction Documentation (PCD) – TBD

Construction Contract Administration (CCA) – TBD

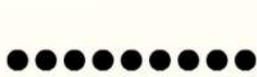
Specifier (SP) – TBD

Technical Representative (TR) – TBD

Social Media:

Check us out:





GOLF TOURNAMENT



DONATIONS &
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COME RAIN OR SHINE!

EARLY BIRD DEADLINE: APRIL 30, 2024
FINAL DEADLINE: MAY 24, 2024

<p>2024 JUNE 6</p>	<p>CATTAIL CROSSING GOLF CLUB</p> <p>24427 TOWNSHIP RD 542, EDMONTON, AB T8T 1L4</p>
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CSC AND ABE CN ANNUAL GOLF TOURNAMENT

**\$185 EARLY BIRD
\$225 AFTER EARLY BIRD
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**\$210 EARLY BIRD
\$250 AFTER EARLY BIRD
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2024 JUNE 6	CATTAIL GOLF COURSE
	24427 TOWNSHIP RD 542, EDMONTON, AB T8T 1L4



**EARLY BIRD DEADLINE: APRIL 30, 2024
FINAL DEADLINE: MAY 24, 2024**

Articles of Interest

Everybody in Ground-Based Construction Needs to Look to the Sky: Aviation Lawyer

Sourced from: <https://canada.constructconnect> / Angela Gismondi

VOLOCOPTER - In a presentation at the Ontario General Contractors Symposium entitled Building Ontario by Air, Katherine Ayre, founder of CAYRES Inc. and an aviation lawyer, talked about the role of the construction industry in building infrastructure for drones and electric vertical take-off and landing (eVTOL) aircrafts. Pictured is VoloCity's eVTOL aircraft.



While flying cars may seem like a concept that's years away, they are actually closer than one might think, and the construction industry needs to be prepared to build the infrastructure to support them.

That was the message from Katherine Ayre, CEO of CAYRES Inc., who spoke to delegates at the Ontario General Contractors Association's 14th annual symposium in The Blue

Mountains, Ont.

Ayre was part of a panel discussion that also included Dan Boan and Laura Delemere, partners at Borden Ladner Gervais LLP.

"Flying cars are here," said the aviation lawyer. "They're flying in China. They're flying in the U.S. They've flown in Canada. It's coming. It's already here."

The Advanced Air Mobility (AAM) market is coming to Canada. Drone and electric vertical take-off and landing (eVTOL) technology are going to move goods, people and services differently.

"I could be in front of all of you in 1910 and say you've got three years and Henry Ford's going into production," Ayre explained. "Who is building the roadways? Who is building the traffic lights? Who is building the garages? We're moving from horsedrawn carriage to horseless carriage. We're following the same 'S' curve as we did moving from a tethered phone to a cellphone or retail shopping to online shopping. It's going to change the way we think about our communities. It's going to change the way we think about transportation."

Collaboration and input needed to develop standards

National and international standards are being developed for ground-based supporting infrastructure for AAM.

Contractors need to be informed on AAM concepts including the technology proposed, site selection to maximize air safety, noise, rooftop architecture, community consultation for air corridor creation, air traffic management, and engagement of all levels of government.

AAM requires collaboration across many industries, including construction and property development groups to be able to benefit from the new technology, Ayre said.

EVE AIR MOBILITY – Pictured is the cabin for Eve Air Mobility's eVTOL.



“We need your help,” Ayre stated. “I need at least one of you to spread the message to the rest of the people at the conference because...I’m doing a wish list for all of agriculture and all of construction across Canada and it’s going up the chain to Transport Canada. We’re setting regulations. We need to hear from you guys. We need to hear from the companies that want these drones.

“We’ve got to scale up knowledge so everybody in ground-based construction is now thinking construction in the sky.”

In addition to spreading the word, she encouraged companies that are interested to get involved.

“If even after today’s conference you think about, ‘I want to get involved, I know my company is interested in drones...How do I do it? Or I want my voice to be heard as regulations are coming,’ contact any one of us because we’ll get your message up to the right people who need to hear it,” she

said.

“This legislation, these policies cannot be shaped in a vacuum. It requires the commitment and contribution of every Ontarian and everyone in the agricultural, construction, auto and manufacturing sector.”

In Canada aviation is traditionally governed federally by Transport Canada, however provinces, territories and municipalities are also getting engaged.

The National Research Council of Canada launched the Canadian Advanced Air Mobility Consortium.

“It’s a not-for-profit consortium, so it’s got the nimbleness of a not-for-profit but the full weight of the federal government behind it to help launch a national harmonized strategy across the country for advanced air mobility,” said Ayre.

In addition, the International Civil Aviation Organization, a specialized agency of the United Nations based in Montreal, is holding an inaugural meeting for regulation, policy guidelines and standards for AAM this September.

The role construction can play in building Ontario by air

In terms of the role of the construction industry, it is expected that “droneports” and “vertiports” will need to be built and worked into existing infrastructure such as airports and heliports, train stations, bus stations and greenfield sites.

In addition to a final approach take-off and landing area, Ayre said, “You need a place to store your lithium-ion batteries, you need fire suppression. If you are at altitude, I would suggest it needs to be heated for snow and ice removal because it’s very challenging up on the roof. You need protection of

people not going into that space and you need a way to co-ordinate the flow of goods and loading onto the vehicle.”

In Ontario, flight paths started to be developed in 2015. If you are building in Toronto or anywhere in the world that happens to be under an air mobility flight path there’s a process that needs to be followed.

“There are a number of aviation consultants in this space for flight paths,” Ayre said. “There are a number of aviation consultants for drones as well. You need policies and procedures in place to deal with this. I strongly recommend legal so go to your legal counsel to help guide it because it is heavily regulated and quite technical.

“I would say that what has been created in downtown Toronto is the most complex, most beautiful, safest, compromised airspace – a balanced approach between aviation hospitals and what we can do for property developers,” she added.

Architects Explain How They’re Turning Office Buildings into Apartments with High Ceilings and More Natural Light

Sourced from: <https://www.msn.com> / Eliza Relman

With offices empty and housing scarce, commercial buildings are being turned into homes more often.

Architects say the hardest part of these conversions is picking the right building.

After that, they have to do everything from adding stairs to cutting out the centers of structures.

Vacant downtown office buildings may be the next SoHo lofts. That is, after they go through the costly process of being converted into apartments and condos.

Elected officials in cities across the US are trying to solve a housing shortage, empty offices in a remote-work world, and the climate crisis by converting underused commercial space into homes.

Steven Paynter, an expert in office-to-residential conversions at the architecture firm Gensler, thinks converted office buildings will be a trendy, new type of housing. Like the loft apartments converted from former manufacturing spaces that have become some of the most desirable homes in Manhattan, New York, former offices offer unique features and history you can't find in a new building.

"A lot of the residential conversion is now providing a better product than ground-up residential because no one builds residential with that high ceilings, or that kind of interesting structural system, or that kind of heritage facade, or building with brick skin," Paynter said.

And even in a worst-case scenario, where units are strangely laid out or dimly lit, there can still be unique benefits to living in an old office.

"A lot of people might not care that they get a ton of daylight into their bedroom if it means their rent is cheaper or they live a five-minute walk from work," Mark Hogan, a San Francisco architect who has advised the city government on policy reforms concerning office conversions, said.

But renovating old office buildings is no simple task. Insider spoke with four architects who'd tackled these projects. They said that turning a cubicle farm or conference room into a livable space involved addressing a host of issues, including inoperable, poorly insulated windows and the dark depths of a skyscraper's center.

Here's what it takes to turn an empty office skyscraper into much-needed housing.

The first step is finding the right building

The most difficult part of the conversion process comes before any of the construction begins: selecting the buildings to convert, Paynter said. He and his team have developed an algorithm to determine which buildings are ripe for conversion. It takes into account building size, layout, location, and how updated its facade is. Of the 950 buildings he and his team have surveyed, just 30% are suitable for conversion. People in the industry call them "Goldilocks buildings."

"If you get the right building, you can make a really great project out of it," he said. "If you start with the wrong building, you've got no chance."

Older, prewar buildings are generally easier to turn into homes than newer skyscrapers. That's because buildings constructed before air conditioning generally have smaller floor plates, with building interiors no more than 25 or 30 feet from windows that can open. Newer buildings often have deeper floor plates and windows that don't open, which can make conversion tricky since residential buildings need light, air, and bathrooms all over.

"A lot of older buildings that are U-shaped or E-shaped, or kind of smaller in floor plate are perfect candidates for conversion," Charles Bloszies, a San Francisco architect and structural engineer, told Insider.

In some cases, particularly when it comes to postwar high-rises, it's more economical to tear old office buildings down and replace them with new housing, Hogan said. He thinks older, smaller buildings are much more eligible for conversion.

"That is lower-hanging fruit, and I think those are the type of projects you'll be more likely to see sooner," Hogan said.

Many buildings need more stairs to meet modern fire codes

The first step in turning a commercial building into homes is figuring out where the staircases will go to meet modern fire regulations, especially in older and smaller buildings, Hogan said. In the US, most apartment buildings more than 4 stories high must have two staircases and exits. Those staircases need to be connected by a corridor, and that shapes how apartments are laid out around them.

"There's a lot of existing buildings that have a fire escape as a second means of egress in San Francisco," Hogan said. "In a building where you're changing the use, you typically have to bring it up to code, and so adding extra stairs is a really major intervention and is just going to change the available square footage pretty dramatically."

Cutting out the middle of skyscrapers to add more windows

Key to the interior design in converted buildings is maximizing the amount of exterior wall per unit to get each home the most light and air possible. In some newer office buildings, architects will cut out a portion of the center of the building to create a courtyard or shaft for air and light. Sometimes that lost floor space will be made up by adding several floors to the building.

John Cetra, a Manhattan architect who has worked on office conversions since the 1980s, is leading the second-largest office-to-residential conversion project in Manhattan. The building — at 25 Water St. in the financial district — houses JPMorgan's offices and is set to have 1,300 apartments eventually. But first, sections of the center of the building, including excess elevators, are planned to be cut out, with new floors added.

"We created the hole in the doughnut to bring the light and air into the middle of the space," Cetra said. "And we took some of the floor area that we eliminated, and we're building 10 stories on top of

the building."

In another such project completed in 2007, Bloszies and his team turned the oldest skyscraper on the West Coast — San Francisco's Chronicle Building — into 100 homes. They stripped off a metal shroud that had been added to the building, restored the original facade, and added 8 stories to the top of the building — one of the largest vertical additions to a historic building in the world at the time.

Rebuilding a skyscraper can get expensive

Not all buildings can accommodate a renovation like this. Some building foundations can't handle the extra weight of additional floors. Cetra said he and his team "draw the line" at reinforcing foundations, a process that he said was too expensive and disruptive to be worthwhile.

Changing an older building's use often triggers requirements to have it abide by modern building codes. This includes updates like seismic retrofitting, which strengthens buildings to protect them against earthquakes. It also includes abiding by modern energy-efficiency standards. New plumbing, mechanical systems, heating, ventilation, and air-conditioning systems are also usually part of the construction process.

Renovating the facades and windows of buildings is also a costly but often necessary endeavor. Many buildings, particularly those constructed after 1960, don't have operable windows, and even if they do, they don't meet modern energy-efficiency standards.

When Gensler renovated Franklin Tower, a vacant 1970s office building in downtown Philadelphia, it fully reconstructed the facade and windows. It also solved some of the problems associated with a large floor plan by creating smaller amenity spaces on several floors occupying many of the windowless spaces in the center of the building, Paynter said.

Construction Starts on High-Speed Rail Line Between Las Vegas and Los Angeles

Sourced from: <https://www.globalconstructionreview.com> / Joe Quirke

A map of the route (Brightline)



Construction has begun on the US' first true high-speed rail line, a 351km link between Las Vegas and Southern California.

The \$12bn Brightline West, which will travel at speeds of up to 322km/h, has so far received \$3bn in funding from Biden's Bipartisan Infrastructure Bill and \$3.5bn from the Department of Transport.

The majority of the line will run alongside interstate-15, with stops at new stations to be built in Hesperia, Rancho Cucamonga and Victor Valley. The project includes \$800m in

improvements to the I-15 corridor.

Brightline says its electric trains will save 400,000 tons of carbon dioxide as passengers move to it rather than driving. Travel time will be two-and-a-half hours, or half the time of a car journey.

Construction work will create 35,000 temporary jobs and, once complete, 1,000 permanent positions.

Brightline West expects to serve more than 11 million one-way passengers a year. Vegas does not have a connection to the Amtrak, and the route is often seen as too long to drive and too short to fly.

Joe Lombardo, Nevada's governor, said: "Through this visionary partnership, we are going to create thousands of jobs, bring critical transportation infrastructure to the west, and create an innovative, fast and sustainable transportation solution. Nevada looks forward to partnering with Brightline on this historic project."

Senator Jacky Rosen added: "For decades, Nevadans heard about the promise of high-speed rail in our state. Today's groundbreaking is the beginning of a new era for southern Nevada."

Something Amazing Happened When an L.A. Neighborhood Covered its Roads in Solar Reflective Paint

Sourced from: <https://www.fastcompany.com> / Elissaveta M. Brandon

Photo: GAF



In the summer of 2022, more than 1 million of square feet of roads in L.A.'s Pacoima neighborhood were covered with solar reflective paint. Schoolyards, basketball courts, and parking lots were also painted, some with colorful patterns by a local artist. As we reported back then, the results were immediate, and the paint reduced the surface temperature by about 10° Fahrenheit. A year and a half in, the results are even more compelling.

The Cool Community Initiative, led by roofing giant GAF's social impact initiative called Community Matters, in partnership with the City of Los Angeles's Cool Streets program, has been undergoing study since it launched. Now, a peer-reviewed study by Altostratus, which also developed California's Urban Heat Island Index, found that the surface temperature reduction directly correlated to a reduction in ambient air temperature—aka the temperature you'd feel walking in the neighborhood.

The neighborhood cooled by an average of 2.1°F, or up to 3.5°F during heatwaves. The coating also helped the pavement to warm more slowly before noon and cool off faster after noon. "There are a lot of tools available to help adapt to climate change, and this is one of them" says Jeff Terry, VP of corporate social responsibility and sustainability at GAF.

Keeping Cities Cool with Solar Reflective Paint

A city's toolkit for keeping cool will largely depend on its climate policy, geographic and socioeconomic conditions, and its affinity for design-led solutions. Barcelona and L.A have set up "climate shelters" or "cooling centers;" Dallas has been planting thousands of trees; the Saudi city of Madinah, where more than 20 million pilgrims visit every year, has built a giant network of folding umbrellas outside The Prophet's Mosque. In Pacoima, a low-income, predominantly Latino community, the initiative was led as a philanthropic initiative, but no matter how you slice it, solar-reflective coating is a low-tech, low-cost solution, and more cities should consider it.

Pacoima wasn't the first initiative led by GAF, and it's not the last. To date, GAF has applied its coating, which is called StreetBond, to 130 schools across the country – most recently in a middle school in Mableton, Georgia, where the project was used as a tangible learning tool among students, who participated in the cooling initiative and learned to measure and compare temperatures of both painted and unpainted surfaces. In January this year, the team also applied its solar-reflective coating to basketball courts outside a community center in Kissimmee, Florida. The team is now in early conversations with F1 Miami to bring similar solutions to the city.

In Pacoima, Terry says his team spent “tremendous amounts of time” talking to local residents. One person said that their car wasn't as hot in the morning, another one said they were able to expand the basketball league at their local park because the outdoor basketball was now usable.

And it's not just localized observations: the coating proved to have a community-wide impact. The study was carried independently of GAF and took place over 12 months, during both daytime and nighttime, and in various conditions, including an extreme heat-wave event. It showed that the larger the coated area is, the more people could feel the cooling effect. Haider Taha, who led the study, calls this a cumulative cooling effect, which occurs, as he explains it, when an air parcel travels over a coated street or surface. “The longer that contact is, the cooler the air will be at the end of its trajectory,” he says.

In addition of the cumulative cooling effect, the study shows that, thanks to wind flow, cool air can be transported downwind for about a city block beyond the coated area. As Taha notes, the air temperature reduction is relatively small (about half a degree) but it's “still quantifiable.”

ASSOCIATION LINKS

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

- **Uniformat**
www.csinet.org/uniformat
- **Institute for BIM in Canada (IBM)**
www.ibt-bim.ca
- **buildingSMART Canada**
www.buildingsmartcanada.ca
- **Ace BIM**
www.acebim.ca

ASSOCIATION LIAISONS

Alberta Association of Architects (AAA)

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

Alberta Painting Contractors Association (APCA)

www.apca.ca

Alberta Wall & Ceiling Association (AWCA)

<http://awca.ca>

Alberta Roofing Contractors Association (ARCA)

<http://www.arcaonline.ca>

info@arcaonline.ca

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

<http://www.ashrae.org/> / ashrae@ashrae.org

The Canadian Wood Council (CWC)

<http://www.cwc.ca>

info@cwc.ca

Portland Cement Association

ConcreteTechnology@cement.org

Interior Designers of Alberta

www.interiordesignalberta.com

Alberta Painting Contractors Association (APCA)

www.apca.ca

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

<http://www.apegga.org/> dward@apegga.org

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

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

Russ Medvedev, russsm@aset.ab.ca

Building Owners and Managers Association (BOMA)

<http://www.bomaedmonton.org/> /

edmonton@boma.ca

Consulting Engineers of Alberta (CEA)

<http://www.cea.ca/> info@cea.ca

Edmonton Construction Association

www.edmca.com

contact@edmca.com

Terrazzo, Tile & Marble Association of Canada (TTMAC)

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

association@ttmac.com

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@cscedmonton.ca and we will be quick to get back to you!

Open Positions Include:

Chapter Liaison
Sustainability
Contractor's Rep

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...

The Executive

<p>Director</p>  <p>Andrew Brassington, CTR Technical Area Sales Manager Owens Corning Canada P: 780-222-6732 Andrew.Brassington@owenscorning.com</p>	<p>Chair</p>  <p>Dylan Leclair, CTR IKO Commercial P: 587-335-9552 Dylan.leclair@iko.com</p>	<p>Vice-Chair</p>  <p>Abby Sharpe Account Manager sound-rite inc. P 780-953-2950 A.Sharpe@sound-rite.com</p>	<p>Treasurer</p>  <p>Catherine Osborne GH Construction Ltd. P: 780-705-7108 catherine@ghconstruction.ca</p>
<p>Secretary</p>  <p>Jessica Prosser Project Manager Fullster Iron P: 587-340-7169 jprosser@fullsteriron.com</p>	<p>Officer Architectural</p>  <p>Kevin Osborne, CET BR2 Architecture 10441 – 123 Street Edmonton, AB T5N 1N8 P: 780-717-1007 kosborne@br2architecture.com</p>	<p>Officer Specifications & Website Development</p>  <p>David Watson FCSC, CET President NBS (Canada) (formerly Digicon) P: 780-758-4147 David.Watson@theNBS.com</p>	<p>Officer Professional Development</p>  <p>Mike Ewaskiw, CTR P: 780-554-4457 ewaskiw@telusplanet.net</p>
<p>Officer Engineer</p>  <p>Jamie Murphy, RET, P.L. (Eng), CCCA, LEED AP, Principal Read Jones Christoffersen P: 587-745-0266 JMurphy@rjc.ca</p>	<p>Officer Interior Design</p>  <p>Corry Bent, DID, BA Design Bent Perspectives cbent@shaw.ca</p>	<p>Officer Contractor</p>  <p>Position Open</p>	<p>Officer Manufacturing</p>  <p>Mike Lafontaine Expocrete P: 780-962-4010 Mike.Lafontaine@oldcastle.com</p>
<p>Officer Technical Program</p>  <p>Abby Sharpe Account Manager sound-rite inc. P 780-953-2950 A.Sharpe@sound-rite.com</p>	<p>Officer Membership</p>  <p>David Lawrence Retired P: 780-901-7260 davidlawrence@interbaun.com</p>	<p>Officer at Large</p>  <p>David Lawrence Retired P: 780-901-7260 davidlawrence@interbaun.com</p>	<p>Officer Sustainability</p>  <p>Position Open</p>
<p>Officer Marketing</p>  <p>Jamie Murphy, RET, P.L. (Eng), CCCA, LEED AP, Principal Read Jones Christoffersen P: 587-745-0266 JMurphy@rjc.ca</p>	<p>Officer Trade Contractor</p>  <p>Kevin Kramers, CET, CTR, RRO ARCA – Technical Officer P: 587-232-0613 technical@arcaonline.ca</p>	<p>Officer – Owner’s Rep</p>  <p>Cam Munro, CTR Alberta Infrastructure P: 780-231-1739 Cam.munro@gov.ab.ca</p>	<p>Newsletter Editor</p>  <p>Tracey Stawnichy, LEED AP, CCCA Contract Administrator ACI Architecture Inc. P: 780-994-3699 tstawnichy@aci-arch.com</p>