

CONSTRUCTION COMMENT

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The pitfalls of email bid submissions

CBOC: An uneven COVID recovery

Three shortlisted for downtown library

**Report: familiarity with hazards
leads to more reporting**

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Positive signs in our market



James Raiswell, Editor

Half a billion dollars is a lot of money for a single building permit. But that's just what the City of Ottawa issued for construction of the new Amazon distribution centre on Citigate Drive in Barrhaven in July.

At \$474 million, it's fair to say that permit goes down as the largest single permit ever issued in Ottawa. Heck, it's larger than the values of permits issued in the city in all but three of the past 55 months.

As a result of that permit—and another valued at more than \$176 million that was issued for the rehabilitation of the West Memorial Building in March—the total value of permits issued by the City of Ottawa for the first seven months of 2020 has already reached the third-highest total on record—at more than \$2.7 billion. And there's still five months' worth of permit data yet to be reported.

All of which is a positive sign about the likely prospects for work to come in our market for the remainder of the year.

Actually, there's a lot to be positive about in terms of work

to come in the city. In the ground already are a large number of buildings, the permits for which were worth well in excess of \$20 million. Some of those admittedly are high-rise residential buildings, but a number are mixed-use or commercial office towers, including one for \$38.7 million for construction of Giant Tiger's new corporate headquarters on Walkley Road.

In addition, the City of Ottawa is showing a healthy number of projects in the design stage—and forecasted for tender—in the next six months. That's important because so many OCA members depend on the projects issued by the city to keep their pipelines of work filled.

What's in store for the remainder of the year? With any luck, work continues to flow at a smooth rate, and is supplemented by ongoing stimulus spending from the federal and provincial governments.

But, given how the past six months have unfolded, who's to say what's coming next?

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COVID-19, black swans and being anti-fragile



Dan Leduc
MSS section

As we move forward into our seventh month of a global pandemic, I find there being much more weight in my words when I simply asked: “how are you?” The common introduction now has a better meaning as we all deal with the initial fears, ongoing anxiety and deepened monotony created by COVID-19.

As an OCA board member in the Manufacturer/Supplier Section, I do not get to deal with the on-site issues in a first-hand manner—but I certainly have a front row seat on how the industry has responded to COVID-19, and I can say with relative certainty that I am impressed.

To help me with context, I have found assistance from one of my favourite authors, Nassim Nicholas Taleb, and in particular his books: *The Black Swan: The Impact of the Highly Improbable* and *Antifragile: Things That Gain From Disorder*. This article is certainly not a book review (although I highly recommend all of his books) but I think his notions of “black swans” and being “anti-fragile” go a long way in understanding how the construction industry dealt with the pandemic, continues to deal with the pandemic and could deal with the next unanticipated high-impact event.

According to Taleb, a Black Swan event is:

an event with the following three attributes. First, it is an outlier, as it lies outside the realm of regular expectations, because nothing in the past can convincingly point to its possibility. Second, it carries an extreme impact.... Third, in spite of its outlier status, human nature makes us concoct explanations for its occurrence after the fact, making it explainable and predictable.

I was originally of the view that the COVID-19 pandemic falls squarely as a Black Swan event. However, on further review of the first attribute, where “nothing in the past can convincingly point to its possibility”, we have had pandemics, the latest being in 2009 (who remembers getting their H1N1 vaccination?).

So perhaps we have overlooked the predictability of what we are currently experiencing. Why were we not better prepared? The answer likely lends itself to human nature where we are so caught up on daily life and the smaller more common threats that we forget to address the high-consequence, low-probability events.

So rather than attributing the pandemic to a Black Swan event and thus justifying how unprepared we were, what are we doing and what have we done to prepare for the next pandemic or actual Black Swan event?

That answer may lie with Taleb’s notion of “antifragile”. What is “antifragility”? Taleb has suggested:

Some things benefit from shocks; they thrive and grow when exposed to volatility, randomness, disorder, and stressors and love adventure, risk, and uncertainty. Yet, in spite of the ubiquity of the phenomenon, there is no word for the exact opposite of fragile. Let us call it antifragile. Antifragility is beyond resilience or robustness. The resilient resists shocks and stays the same; the antifragile gets better. This property is behind everything that has changed with time: evolution, culture, ideas, revolutions, political systems, technological innovation, cultural and economic success, corporate survival, good recipes (say, chicken soup or steak tartare with a drop of cognac), the rise of cities, cultures, legal systems, equatorial forests, bacterial resistance ... even our own existence as a species on this planet. And antifragility determines the boundary between what is living and organic (or complex), say, the human body, and what is inert, say, a physical object like the stapler on your desk.

So how can we all become more anti-fragile for the next high consequence low probability event? How can we avoid simply characterizing it as a one off Black Swan event when we have the ability to predict the potential for even the most limited probability events?

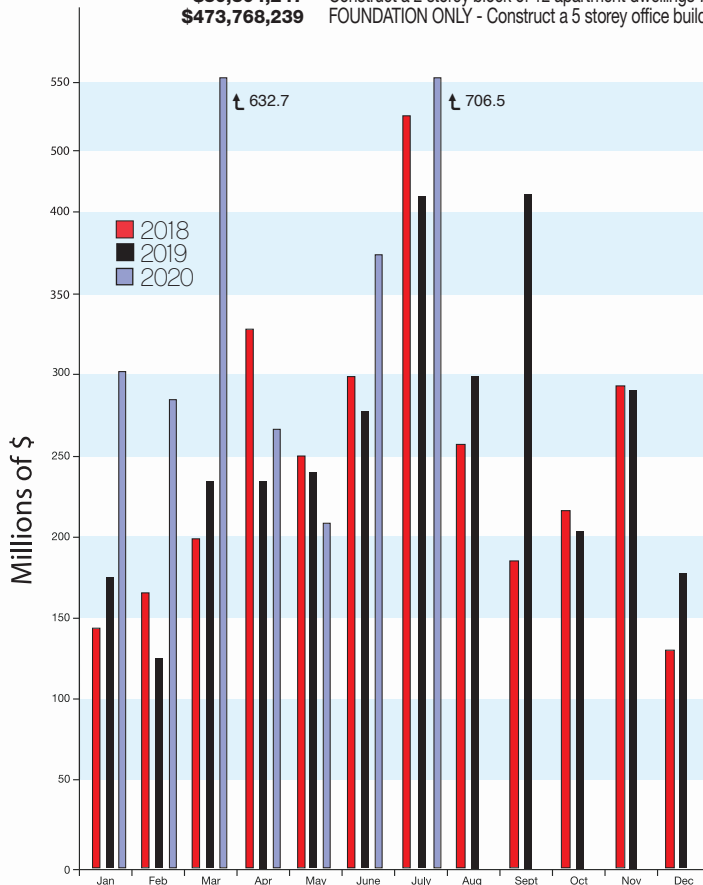
Permits over \$1,000,000

issued in June 2020

\$1,151,842	Interior alterations in the parking garage of a 13 storey office building 340 Laurier Ave. W
\$1,200,000	Interior alterations on the 3rd floor of a 17 storey office building 100 Queen St.
\$1,559,661	Construct a 3 storey, 18 unit apartment building 16 Champagne Ave. S
\$1,559,661	Construct a 3 storey, 18 unit apartment building 20 Champagne Ave. S
\$1,691,932	Construct a 1 storey site trailer with a firewall (14 prefabricated site trailers assembly) 203 Goldenrod Drwy
\$1,725,000	Waterproofing membrane installation and concrete repairs to an existing parking garage. 2045 Carling Ave.
\$1,725,000	Waterproofing membrane installation and concrete repairs to an existing parking garage. 2055 Carling Ave.
\$1,800,000	Tenant fit up on the 2nd, 3rd and 4th floor of a 5 storey office building 373 Sussex Dr.
\$1,830,900	Interior alterations to the heating and cooling supply of a 5 storey office building (Sir Charles Tupper Building) 2720 Riverside Dr.
\$2,125,500	Interior alterations to a 22 storey office building (washrooms on floor 4,5,7,15,17) 112 Kent St.
\$2,354,185	Interior alterations on 2nd floor of a 2 storey university building (University of Ottawa, Rideau Campus) - Nutrition labs 200 Leesa Ave.
\$3,219,000	Interior alterations to the underground parking of an 11 storey office building (Lester B. Pearson Building) 125 Sussex Dr.
\$3,643,395	Interior alterations to a 20 storey office building (Jean Edmonds Complex) 300 Slater St.
\$4,612,857	Construct a 3 storey 18 unit apartment buildings with underground parking garage (Bldg #2) 170 Cope Dr.
\$4,612,857	Construct a 3 storey 18 unit apartment buildings with underground parking garage (Building 1) 180 Cope Dr.
\$5,006,121	Construct a 5 storey mixed use building 444 Bronson Ave
\$5,623,810	Tenant fit-up on the 5th and 6th floors of a 6 storey office building (Canopy Growth Corporation) 250 Legget St.
\$5,718,235	FOUNDATION ONLY- Construct a 12 storey apartment building with retail and underground parking 1451 Wellington St W
\$8,409,327	FOUNDATION ONLY - Construct a 6 level underground parking garage for a 27 storey mixed-use apartment building 180 Metcalfe St.
\$8,904,788	Construct an 8 storey apartment building with two storey underground parking (106 dwelling units) 350 Montgomery St.
\$23,198,152	Construct a 10 storey mixed use building (see BP#1908305 for FOUNDATION ONLY permit) 964 Smyth Rd.
\$43,581,000	Interior alterations on all floors of an 8 storey office building (CMHC) 700 Chemin de Montreal

issued in July 2020

\$1,043,587	PARTIAL PERMIT (BELOW GRADE ONLY) - Construct a 6 storey apartment building 134 Robinson Ave.
\$1,074,572	EXCAVATION & FOUNDATION ONLY - Construct a 6 storey apartment building 19 Robinson Ave.
\$1,179,032	Construct a 3 storey mixed use building 506 Gladstone Ave.
\$1,229,700	Alterations to the HVAC system of a 4 storey institutional building (University of Ottawa - Montpetit Gym) 125 Universite Priv.
\$1,255,100	Tenant fit-up in a 2 storey office building (Sir Alexander Campbell Annex C) 855 Brookfield Rd.
\$1,307,680	Tenant fit up in a two storey office building 1 Wellington St.
\$1,600,000	Interior alterations on the 3rd floor of a 5 storey institutional building (ARC CFI Stolor - Unit 326 - University of Ottawa) 25 Templeton St.
\$1,600,000	Interior alterations on the ground floor of a 27 storey office building 160 Elgin St.
\$1,635,683	Alterations to remove and replace air conditioning units on a 3 storey office building (Ericsson) 349 Terry Fox Dr.
\$2,027,654	Construct a 2 storey retail/office building (Shell Building Only - Rexall) 2525 Carling Ave.
\$2,070,080	Construction of a single storey industrial building complete with walkway structure connected to an existing building. 2610 Rideau Rd.
\$2,437,500	Tenant fit up on the 1st, 2nd and 3rd floors of a 3 storey office building 2500 Solandt Rd.
\$2,800,000	Exterior alterations to a 20 storey apartment building (Bronson Place) 440 Gloucester St.
\$2,841,625	Construct a 1 storey funeral home 2037 McGee Side Rd.
\$4,743,939	FOUNDATION ONLY - Construct a 24 storey mixed use building with a 2 storey underground parking garage 1309 Carling Ave.
\$5,336,826	Excavation, shoring and foundation for a wood framed 6 storey apartment building 29 Robinson Ave.
\$5,361,000	Interior/exterior alterations in a 2 storey institutional building (Block F and Stairwell C, Peter D. Clark)
\$20,226,931	Construct a 3 storey block of 12 unit back to back stacked dwellings 653, 655, 657, 659, 661, 663 Kniw Private
\$20,226,931	Construct a 3 storey block of 12 unit back to back stacked dwellings 816, 818, 820, 822, 824, 826 Makwa Private
\$30,304,247	Construct a 2 storey block of 12 apartment dwellings 735A, B, C, D, E, F, G, H, I, J, K, L Dearborn Priv
\$473,768,239	FOUNDATION ONLY - Construct a 5 storey office building (Python) 222 Citigate Dr.



June 2020
June 2019

Total: \$371.6 million
Total: \$278.6 million

change: an increase of 33.38% compared to June 2019

July 2020
July 2019

Total: \$706.5 million
Total: \$413.5 million

change: an increase of 70.86% compared to July 2019

Building permit values (\$ millions)

	2018	2019	2020
January	140.7	175.7	301.0
February	161.5	123.8	281.1
March	199.4	229.9	632.7
April	320.2	229.5	266.6
May	252.7	240.8	206.1
June	293.7	278.6	371.6
July	533.8	413.5	706.5
August	253.5	295.9	
September	178.1	411.9	
October	211.2	206.7	
November	296.2	285.4	
December	128.8	175.7	

Total: **\$2,969.8** **\$3,067.4** **\$2,767.3**
Year to date: **10.6%** **3.28%**

2020 year to date total of \$2,767.3 million is 63.5% higher than the \$1,691.8 million in 2019

NUMBERS

Building permit statistics: June & July 2020

(Please note that City of Ottawa building permit data now includes both new construction and renovation permit data.)







	Number of permits	Value of permits	Gross area of work (ft²)
Residential			
Apartment	66	78,016,699	701,760
Coach House	2	119,998	1,258
Det. Garage/Shed	68	1,183,651	32,318
Duplex	6	399,407	7,433
Rowhouse	177	147,326,540	1,169,425
Semi - Detached	66	14,826,064	103,891
Single	895	194,071,269	2,279,850
Stacked Rowhouse	13	21,380,882	164,380
Total	1,293	\$457,324,509	4,460,316

Year to date: Residential: \$1,404,049,161

	Number of permits	Value of permits	Gross area of work (ft²)
Non-residential			
Commercial	3	360,000	13,053
Demolition	100	3,088,766	-215,367
Industrial	25	3,424,352	40,483
Institutional	67	19,240,634	196,186
Mixed	12	15,953,813	210,090
Office	113	561,118,031	3,827,927
Other	21	4,810,917	39,810
Retail	78	11,249,181	187,285
Total	419	\$619,245,693	4,299,467

Year to date: Non-residential: \$1,096,138,975

Material prices

	Commodity	Latest value	% change (monthly)	% change (yearly)	
	Oil (WTI, \$US/barrel)	42.9	5.8	-23.7	▼
	Natural Gas (\$US/MBtu)	2.5	36.9	8.4	▲
	Copper (\$US/mt)	6492.5	0.6	12.8	▲
	Steel (\$US/mt)	289	11.2	1.0	▼
	Electricity (PJM, USD/MWH)	29	-34.1	-19.4	▼
	Lumber composite (USD/1k bd ft)	724	42.5	63.7	▲

Source: data collected by and reprinted with permission from Export Development Canada's Weekly Commodity Update.
For more information, please visit www.edc.ca

Housing starts: June & July 2020

	Single-Detached			All others			Total		
	2019	2020	%	2019	2020	%	2019	2020	%
June	263	276	5	567	389	-31	830	665	-20
Year to date	1,014	1,227	21	2,110	2,646	25	3,124	3,873	24
July	276	323	17	323	417	29	599	740	24
Year to date	1,290	1,550	20	2,433	3,063	26	3,723	4,613	24

FORECASTED TENDERS

Infrastructure Services – Design and Construction Projects

September 2020 to December 2020 (Published: August 10, 2020)

Project Name	Project Type	Project Phase Status	Forecasted Date
FS 23 Remediate Exterior Brick Cladding	Facilities	Implementation	Sep-20
Ruth Wildgen Comfort Stn Replace Roof	Facilities	Implementation	Sep-20
Osgoode CC & Stuart Holmes Arena Rink	Facilities	Design	Sep-20
Katimavik & Beaverbrook Pools Security	Facilities	Implementation	Sep-20
Celebration Park, Gazebo addition	Facilities	Design	Sep-20
2020 Transitway Resurfacing Program	Municipal	Design	Sep-20
Charlie Conacher Parking Lot Resurfacing	Facilities	Design	Sep-20
Britannia Repair Bricks&Replace Windows	Facilities	Design	Sep-20
City Hall Security Enhancements Phase 2	Facilities	Design	Sep-20
Riverain Park Improvements	Facilities	Design	Sep-20
Multi-Use Pathway: Woodroffe	Municipal	Design	Sep-20
Sidewalks & Roundabout	Municipal	Design	Sep-20
City Hall Level P1 Expansion Joint	Facilities	Design	Sep-20
Cobble Hill Park Re-Development	Facilities	Implementation	Sep-20
Fuel System deficiencies-Bundle 4	Facilities	Design	Sep-20
OC Transpo Operation - Waller St	Municipal	Design	Sep-20
Carleton -Chiller Replacement	Facilities	Design	Sep-20
Nepean Sportsplex Sign Replacement	Facilities	Planning	Sep-20
Horticulture Building-Foundation Repairs	Facilities	Design	Sep-20
Lowertown CC - Replace AHU2	Facilities	Initiation	Sep-20
Kizell Pond Trail System	Facilities	Design	Sep-20
City Hall - Replace Roofs - Ph 3	Facilities	Initiation	Sep-20
Splash Wave Pool - Entrance Remediation	Facilities	Design	Sep-20
Fire Stn 56 -Slab Remediation	Facilities	Design	Sep-20
Ashton Park swing replacement	Facilities	Design	Oct-20
Richelieu CC Replace Fire Alarm System	Facilities	Planning	Oct-20
Kenmore Park -Playground Replacement	Facilities	Design	Oct-20
Bilberry Creek	Municipal	Design	Oct-20
OC St Laurent Stn Renovate Operator Area	Facilities	Design	Oct-20
Police Stations Fueling System	Facilities	Design	Oct-20
Maple Grove Roof and HVAC Replacement	Facilities	Design	Oct-20
Wellington Snrs Ext Wood Cladding Remed	Facilities	Initiation	Oct-20
City Hall After-Hours Access to Parking	Facilities	Planning	Oct-20
Storm Sewer Blackburn and Renaud	Municipal	Design	Oct-20
Catherine Yard - Curtainwall Remediation	Facilities	Design	Oct-20
Richcraft Rec Volleyball Courts	Facilities	Design	Oct-20
Ottawa South Pumping Station Upgrade	Municipal	Design	Oct-20
SpringHurst-Jr Playstructure replacement	Facilities	Design	Oct-20
Charles Sim - Replace Roof Area 2,4	Facilities	Design	Oct-20
2018 Pipe Repairs: Non Critical Sites	Municipal	Design	Nov-20
Fuel System deficiencies-Bundle 3	Facilities	Design	Nov-20
Lansdowne - Interpretive Signage	Facilities	Initiation	Nov-20
Ottawa River Outfalls - More Complex	Municipal	Design	Nov-20
Richmond PS Rehab and Capacity Upgrade	Facilities	Design	Nov-20
Richmond Forcemain Twinning	Municipal	Design	Nov-20
Manotick & Leonard Demolish Salt Dome	Facilities	Design	Nov-20
March Rd Wastewater PS Conversion	Municipal	Design	Nov-20
Don Gamble -Playground & Gazebo	Facilities	Design	Nov-20
Hintonburg Ext Wall Assembly/Gym Floor	Facilities	Design	Dec-20
Fred Barrett Repl Roofs 3, 4, 5, 6 & 7	Facilities	Design	Dec-20
Brittany Drive Pump Station	Municipal	Design	Dec-20
Navan Ctr-Replace Ice Plant Chiller	Facilities	Design	Dec-20
Chorus Park Riverside South Dev Del	Facilities	Implementation	Dec-20
Resurfacing Sidewalk: Heatherington	Municipal	Design	Dec-20
Cumberland Library Des - Roof/HVAC Repl	Facilities	Design	Dec-20

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Bill 197 and the construction industry

The provincial government released and passed Bill 197 on July 21, 2020.

This omnibus bill makes changes to 20 statutes, including the *Development Charges Act*, the *Planning Act*, the *Building Code Act*, the *Drainage Act*, and the *Environmental Assessment Act*.

Development Charges Act

The bill makes changes to the *Development Charges Act* that repeal and replace some of the changes made by Bill 108 – *More Homes, More Choice Act, 2019*. The most obvious of those changes is an expansion of the list of services that may be funded by development charges. Notably, the changes specify that double-recovery is not permitted for services funded through development charges.

Planning Act

The changes to the *Planning Act* centre around the community benefit charge (CBC) framework established (again) by Bill 108 at section 37. Through a bylaw, bill 197 allows municipalities to impose CBCs to fund capital costs incurred as a result of the development. The new bill also prohibits a municipality from imposing a CBC on a development that is fewer than five stories or fewer than 10 units. The amended act also allows for the in-kind provision of services to the community.

Building Code Act

The amendments to the *Building Code Act* are more administratively focused. They provide for new regulatory making powers and allow for incorporation of third-party documents into regulations by reference.

Drainage Act

The changes to the *Drainage Act* provide for two categories of drainage works: major and minor. There will be a prescribed list of major projects and minor projects. The authorities are primarily enabling and will allow the minister to streamline the assessment process for petitions under the act.

Environmental Assessment Act

By far, most changes under Bill 197 are related to environmental assessment. The bill seeks to modernize the act and appears to follow (at least) the rubric of recent amendments to the federal environmental assessment regime in that it now allows cabinet to create a list of projects to which environmental assessments will apply. The new act provides for both streamlined and comprehensive assessments. One knock on these recent amendments is the failure to explicitly set out the purpose and application of the Ontario regime.

While some of the changes made by Bill 197 will not have any immediate impact, some changes like those to the *Environmental Assessment Act*, *Planning Act* and *Developmental Charges Act* will come into play right away.

If your business or project is impacted by these new regulatory changes, existing construction or environmental regulation, contact the construction lawyers at Merovitz Potechin LLP for the advice that will keep things moving for you and your project.

Roxie Graystone is a lawyer practicing construction and environmental law at Merovitz Potechin LLP. You can contact him directly at 613-563-6695 or by email at roxie@mpottawa.com

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The impact of COVID-19 on business valuations

I recently had the opportunity to attend a webinar presented by the American Society of Appraisers (ASA) that discussed the impact COVID-19 is having on business valuations. The panelists included ASAs, ABVs, CBVs and CFAs. One of the most-discussed topics during the session was the impact a valuation date can have on a business valuation due to the uncertainty caused by the COVID-19 crisis.

The underlying concept of fair market value (FMV) is that value is determined at a point in time. The valuation process is complex and depends on a number of variables. However, when a valuation is being performed for certain purposes, such as for family law, the valuation date it is not variable and is dictated by the courts.

Why is this such an important issue when talking about COVID-19? As mentioned, FMV is determined at a point in time. When we determine value, our valuation standards say we can consider only information and facts that were “known or knowable” at the valuation date. So, the question is, at what point in time did COVID-19 become known or knowable?

If a business’s valuation date was December 31, 2019, it can be agreed that we could not have anticipated the impact of COVID-19. Toward the end of February, however, we were starting to see the impact that COVID-19 was having on the markets. By mid-March, we were seeing a huge impact on the markets. It would certainly seem reasonable to fully take the impact of the crisis into account by March 11, 2020 when the World Health Organization declared a pandemic.

This means that the value of a business interest as of December 30, 2019 will likely be very different than a value determined as of April 1, 2020.

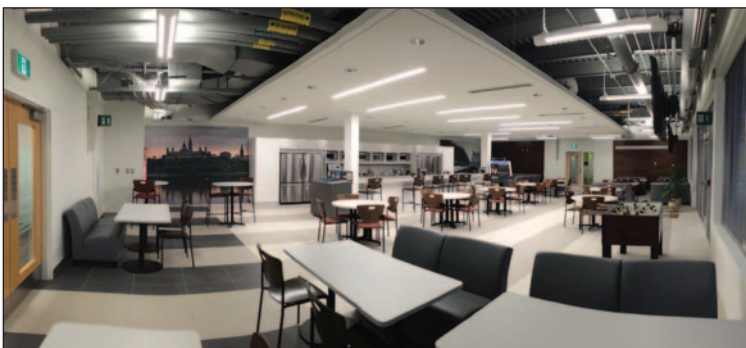


This causes concern because it may have a huge impact in family law cases. A legitimate value as December 15, 2019 may have been determined, however, the ability of the spouse to actually fund the settlement may be devastating to their personal financial position. It would be fair to include a subsequent event discussion in the valuation report to indirectly deal with the impact of the crisis on FMV.

The courts are currently closed but at some point, they will have to consider these timing implications and the resulting potential inequities caused by this crisis.

The impact of COVID-19 on FMV is not going to be the same for all companies. Some will see their value drop significantly for at least the next year or two while others will maintain their values. The COVID crisis should not be used as an automatic reason to reduce the fair market value of a business. Instead, a careful analysis of the impact of COVID-19 on the subject company should be performed.

*Richard H. Evans CPA, CA, CVA, ABV, ASA, CPA
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NEWS

IN BRIEF

WSIB extends deferred payment deadline to January 2021

The Workplace Safety and Insurance Board announced on August 11 that it has extended the deadline for companies to repay any deferred premiums to January 2021.

The board announced an extensive relief package aimed at employers last spring that was valued at \$1.9 billion. Under the terms of the package, employers would not be subjected to any premium hikes were any of their workers infected with COVID-19. The package also included financial relief in the form of deferred premium reporting and payments. Those were to become payable on August 31, 2020.

Under the new scheme, businesses that want to take advantage of financial relief had to do so by August 31. Premium reporting and payments due for the period between March and August will be interest free and without penalty, and must be reported by October 31, 2020.

The board says it will provide more information on the repayment schedule for deferred amounts, along with 2021 premium rate information, in the fall.

Labour force adds 419,000 jobs in July

Canada's labour market is slowly returning to pre-pandemic levels.

The latest Labour Force Survey released by Statistics Canada shows an increase of 419,000 jobs across the country in July. Combined with the jobs gains in May and June, the labour force is within 1.3 million jobs of February's high-water mark.

The total number of workers affected by the pandemic—who were either out of work or who reported absences from work—stood at 2.3 million by mid-July. That was down significantly from the 5.5 million who were displaced from work at the depth of the pandemic.

The unemployment rate was 10.9 percent in July, falling 1.4 percentage points for the second consecutive month and down from a record high of 13.7 percent in May. The unemployment rate was 5.6 percent in February.

Construction employment is very much on the path back to recovery. After reporting heavy losses in April followed by recoveries in May and June, the industry added 34,000 jobs in July. That brings construction's total employment to 1.364 million, or 91.6 percent of its February level.

In Ontario, employment rose by 151,000 (2.2 percent) in July, building on an increase of 378,000 in June and bringing employment to 91.7 percent of its pre-pandemic February

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NEWS IN BRIEF

level. The initial easing of COVID-19 restrictions occurred later in Ontario than in most other provinces. Additional easing was introduced in most regions of the province on July 17, at the end of the Labour Force Survey reference week.

Governments invest \$15M in Eastern Ontario road, bridge projects

The federal and provincial governments have announced more than \$15 million in funding for the construction and rehabilitation of five road and bridge projects in Eastern Ontario.

At nearly \$10 million, the largest-funded of the projects will see the upgrade and expansion of County Road 43 in North Grenville. The project scope includes the widening of roadways, more crosswalks, new bike lanes and street lighting. The project will also rehabilitate the 39-metre bridge which crosses Kemptville Creek.

Stormont, Dundas and Glengarry will rehabilitate nearly 1.25 kilometres of County Road 2 leading to Morrison, improving the sidewalk entrances to local businesses, and adding new sidewalks, crosswalks and lighting. That project will receive nearly \$3.5 million in funding.

At nearly \$3 million, a portion of Lemay Street in Cornwall will be widened to include new bike lanes, sidewalks and a roundabout.

In The Nation, the Touchette Bridge will be rehabilitated, replacing the majority of its parts, including the floor beams, the deck, and the steel stringers. These upgrades will extend the lifespan of the bridge, and increase the flow of traffic.

Finally, Mississippi Mills will see its Levi Bridge replaced, upgrading from a one-lane to a new two-lane bridge with new railings and guardrails, making it safer for drivers and pedestrians.

Building permit values increase in June

A 6.2-percent increase in building permit values in June has brought the total level of permit activity to just shy of those recorded as recently as November 2019.

June's total activity reached \$8.057 billion. That total was lower than the \$8.416 billion recorded in February 2020, but is nearing the total of \$8.11 billion recorded toward the end of last year.

The total value of residential permits rose 7 percent to \$5.3 billion, with gains posted in six provinces. Nationally, the value of permits for single-family homes increased 6.6 percent to \$2.1 billion, driven by gains in Quebec (+14.6 percent) and Ontario (+7.2 percent).

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NEWS IN BRIEF

The value of permits issued for multi-family dwellings rose for the third consecutive month, up 7.3 percent to \$3.2 billion, largely due to major projects in the census metropolitan area of Vancouver (+43.8 percent).

The value of non-residential permits rose 4.6 percent to \$2.7 billion.

Institutional permits were up 47.7 percent to \$841 million, driven by gains in British Columbia (+162.8 percent) and Ontario (+60.3 percent). In contrast, commercial (-9.1 percent to \$1.3 billion) and industrial (-4.0 percent to \$591 million) permits were down in June, following strong gains for both components in May.

Despite the rebound seen in the last two months of the quarter, the value of building permits was down 12.8 percent compared with the first quarter, and was a fourth consecutive quarterly decline. The second-quarter decrease was the largest reported since the fourth quarter of 2008, during the financial crisis.

Compared to the second quarter of 2019, the value of permits declined 17.4 percent nationally. Losses were reported across all provinces and territories except Newfoundland and Labrador, where quarterly gains in the institutional sector drove the increase in the total value of permits of 25.0 percent.

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An uneven recovery



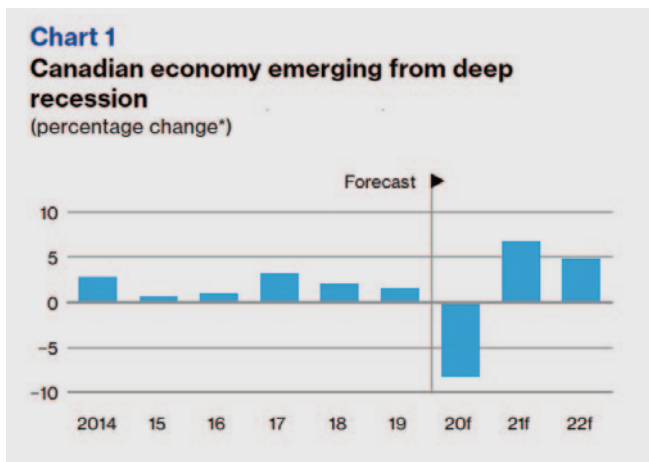
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The latest forecast from the Conference Board of Canada suggests the provinces' economies will recover at different rates over the course of the next 12 to 18 months.

The latest economic forecast document released by the Conference Board of Canada suggests that the country's recovery from the COVID-19 pandemic could be longer than expected.

In its latest Provincial Economic Outlook, the board suggests that even with a recovery picking up steam in the third quarter of this year, it may take at least another full year for the economy to return to its pre-pandemic output levels.

The board is forecasting a drop in GDP of more than 12 percent in the second quarter of 2020, and a drop of 8.2 percent for the entire year. Its forecast for 2021 is for growth of 6.7 percent.



“The impact of the virus on the economy will be with us for years,” said chief economist Pedro Antunes. “Every province in Canada has incurred the wrath of COVID-19 with sharply negative growth this year. While some provinces are faring better than others, every region of Canada has a long road ahead before fully returning to normal.”

Hitting the economy hard were the physical distancing measures—and business closures—brought into effect by the pandemic during March and April. The Conference Board suggested those disruptions had a “devastating” effect on the economy. Real GDP fell by 7.5 percent between February and March and by a further 12 percent from March to April.

How quickly the economy rebounds from the pandemic depends on a number of factors. For its forecast model, the Conference Board is making several key assumptions:

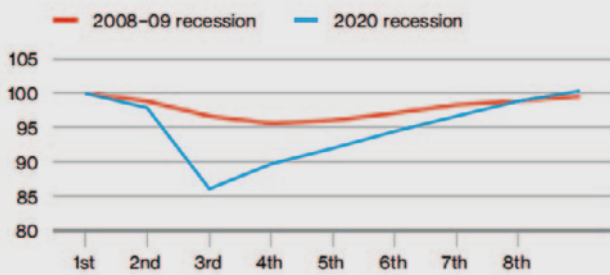
- physical distancing protocols will remain in effect, but there will be no national, economy-wide shut down due to the pandemic,
- a vaccine for the virus will be available to Canadians by June 2021,
- a vaccine will become available globally in the fall of 2021, meaning that industries such as air travel, accommodation, and arts and culture will continue to suffer, and
- international immigration levels will remain low through 2022.

The board is keeping an eye on activity south of the border especially.

The Conference Board forecasts that the American economy will recover in the third and fourth quarters of this year and expand at a pace of around 5 percent pace in 2021. This, however, assumes that the surge in COVID-19 cases in several states is brought under control. Canadian exporters will be hurt further if U.S. economic growth drops below current assumptions.

Chart 2**Two years to return to pre-pandemic levels**

(Quarterly recession pattern, Canada's real GDP, indexed to 2008Q3 = 100, and 2019Q4=100)

**Impacts—and recovery periods—vary across provinces**

Although every province in Canada has been hit hard by the pandemic, some have fared worse than others. Energy producers such as Alberta, Saskatchewan and Newfoundland and Labrador have been hit hard not only by the coronavirus, but also the collapse in world oil prices.

On the other hand, the Maritime provinces have been less negatively impacted—generally due to their smaller populations. This enabled provinces such as Nova Scotia and New Brunswick to re-open factories and outlets sooner than other provinces.

The board suggests that Ontario and Quebec would have fared even worse this year were it not for the ability of employees in business services industries to work remotely. The impact on household incomes has also been mitigated by government support programs that will help spur a recovery in retail spending over the second half of the year.

Ontario to rebound by the end of 2021

Ontario's economy is expected to drop by 7.6 percent in 2020, followed by a gain of 7 percent through the end of next year.

The province's poor performance this year is due in part to its having the second-highest number of COVID-19 cases the country. As a result, Ontario kept its restaurants,

bars, and other outlets closed for far longer than other parts of the country. That trend has been reflected in the downturns in employment and other economic indicators.

Toronto remains a source of concern, as the high number of infections there forced the provincial government to keep many local businesses closed even after other regions of the province, such as Ottawa, were able to open up their bars, dine-in restaurants, and other outlets. Also, Toronto's economy has been hurt by the decline in immigration due to border restrictions that were imposed in response to the pandemic. The city is the main destination for the majority of immigrants to Canada.

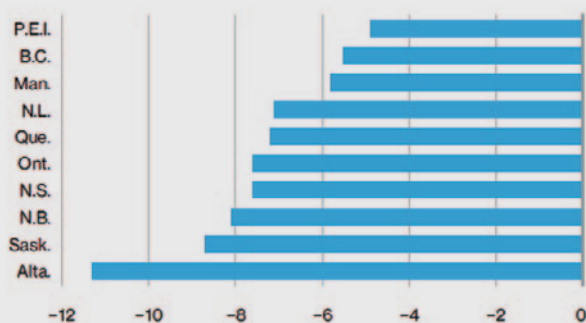
Significant provincial government support has helped to blunt, somewhat, the shock to the economy from the COVID-19 pandemic and avoid an even steeper decline in economic activity. Financial commitments from the provincial government could easily add up to more than 3.0 percent of Ontario's GDP in 2020.

Additional national findings

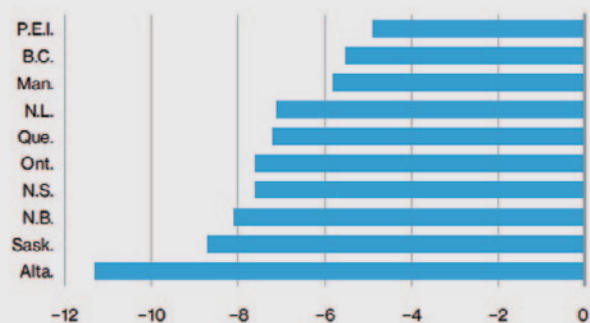
- After growing by 5.3 percent in 2019, real GDP in Newfoundland and Labrador is forecast to contract by 7.1 percent this year.
- Prince Edward Island's economy is expected to contract by 4.9 percent this year before returning to trend levels of growth by the end of 2021.
- Nova Scotia's economy is expected to drop by 7.6 percent this year before expanding by 4.6 percent in 2021.
- New Brunswick's economy is forecast to decline by 8.1 percent in 2020. A rebound in global demand for resources will help generate a robust 7.1 percent rebound in 2021.
- The COVID-19 pandemic has hit Quebec the hardest of all the provinces. This will lead to a decline in real GDP of 7.2 percent this year.
- Manitoba's real GDP is forecast to fall by 5.8 percent in 2020.
- Saskatchewan's economy grew only 0.8 percent in 2019. Overall, economic growth is forecast to plummet by 8.7 percent this year, followed by a modest 4.7 percent rebound in 2021.
- Alberta's real GDP is forecast to plunge by 11.3 percent this year, before recovering and expanding by 7.9 percent in 2021.
- British Columbia's real GDP is expected to decline by 5.5 percent this year before rebounding and expanding by 6.7 percent in 2021.

Chart 3**Real GDP by province, 2020**

(percentage change*)

**Chart 3****Real GDP by province, 2020**

(percentage change*)



Workers exposed to common hazards more likely to report their injuries – IWH study



A study conducted in B.C., Alberta, Ontario found injury reporting linked to hazard exposure and OHS awareness.

Editor's note: This article was published on August 6 in the Institute for Work & Health's At Work newsletter, and was written by newsletter editor Uyen Vu. We reprint it here with permission.

When people are injured at work, whether they report it to a workers' compensation board or not is linked to whether they are exposed to a common work hazard.

That's according to a study conducted in British Columbia, Alberta and Ontario by the Institute for Work & Health (IWH), which built upon previous findings about under-reporting of work injuries.

"The study shines a light on lower reporting patterns among workers who were injured but who didn't work in jobs that were typically recognized as hazardous," says IWH Senior Scientist Dr. Peter Smith, lead investigator of the study.

"If you think about an office worker who hurts their back lifting a box of documents, this worker could be less likely to

report the injury than someone who lifts and carries heavy things regularly as part of their job," he adds.

The study drew on the survey results of 2,800 people who worked at least 15 hours a week in one of the three provinces. These workers were asked in November 2017 to June 2018 to complete the OHS Vulnerability Survey, a 27-item IWH tool developed by Smith.

The tool asks workers to indicate if they are exposed at least weekly to one or more of nine common work hazards. These range from heavy lifting and repetitive movements to working at heights and exposure to hazardous substances (see sidebar below). The tool also asks workers about the adequacy of three dimensions of OHS protection in their workplace—namely, policies and practices, awareness and empowerment.

Of the 326 surveyed workers who said they had been injured in the previous 12 months, 64 percent said they did not report their injury to a workers' compensation board. This under-reporting was consistent in all three provinces; little difference in reporting levels was found among them.

Workers who were exposed weekly to one or more of the nine common work hazards were more likely to report their injuries. Among the 271 workers who indicated being exposed, 40 per cent reported their injuries. In comparison,

among the 55 workers who did not indicate being exposed to these hazards, only 22 percent reported their injuries.

While the finding about the degree of under-reporting is consistent with those from other studies, the finding about the role of hazards enriches our understanding of under-reporting, says Victoria Nadalin, an IWH research associate and lead author of the article on this study, published in January 2020 in the *American Journal of Industrial Medicine*.

“Why are reporting patterns lower among workers who weren’t regularly exposed to common hazards?” says Nadalin. “That’s something we would need to explore in future studies, but it may have something to do with levels of awareness about the importance of injury reporting.”

Indeed, when asked questions related to their awareness of OHS rights and responsibilities, the injured workers with inadequate awareness were less likely to report. Workers with inadequate workplace policies and practices also tended to under-report, but this was not statistically significant. Those with low levels of empowerment (i.e., those who felt they had limited ability to speak up about hazards) were neither more nor less likely to report their injuries than those who felt more empowered.

The research team also found other notable patterns of under-reporting. Although not statistically significant, these patterns included a higher likelihood of under-reporting among women, part-time workers, workers in the education, health and public administration sectors, workers who were not unionized, and workers with higher education (i.e., a post-graduate degree).

The research team noted a number of limitations in the study that should be considered when interpreting the findings. Information on the nature and severity of injury and the length of time off work was not obtained from workers participating in the survey. Previous studies have shown that belief that the injury is not serious is an important reason for workers not reporting injuries to workers’ compensation. Although self-employed workers were excluded from the study sample, other workers may not have been eligible for workers’ compensation coverage. Additionally, some workers may have reported injuries where the contribution of work exposures was minor compared to non-work exposures.

“We started this study because we were interested in injury-reporting patterns among workers who were exposed to hazards with inadequate OHS protection—and therefore more likely to have a work-related injury or illness,” says Smith. “It’s encouraging to see that people most exposed to work hazards are more likely to report their injuries. But it’s also important to note that workers with inadequate OHS awareness were less likely to report injuries. This suggests that, when we are making workers aware of their OHS rights and responsibilities, we should also include information on the right to compensation if they get injured or ill at work.”



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What does the study consider a common hazard?

The Institute for Work & Health’s OHS Vulnerability Measure used in this study asks workers how often they perform work tasks that may expose them to hazards. Workers are considered exposed to hazards if they:

- experience **one** of the following every week:
 - work involving lifting or carrying 20kg at least 10 times a day;
 - work at heights
 - greater than two metres;
 - work with hazardous substances such as chemicals, flammable liquids, and gases;
 - being bullied or harassed at work;

or

- experience **two** of the following every week:
 - do repetitive movements with their hands or wrists (packing, sorting, assembling, cleaning, pulling, pushing, typing) for at least three hours a day;
 - perform work tasks or use work methods they’re not familiar with;
 - work in a bent, twisted or awkward work posture;
 - work in noise levels that are so high that they have to raise their voice when talking to people less than one metre away;
 - stand for more than two hours in a row.



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Three GCs shortlisted for library project



PCL, EllisDon and Pomerleau will be invited to submit proposals for the early-works stages of the joint federal-city \$193-million super library project.

Three of the city's largest general contractors have been pre-qualified for construction of the joint Ottawa Public Library (OPL) – Library and Archives Canada (LAC) facility.

The companies are EllisDon, PCL and Pomerleau. They will be invited to submit proposals for the project's early works, including the shoring, excavation and site remediation. That work is expected to start this fall.

The City of Ottawa said it will release the tender for the main project construction to the three pre-qualified general contractors in early 2021, with construction to begin next summer. The \$193-million project will house the main branch of the Ottawa Public Library and Library and Archives Canada.

The facility, which will be located at 555 Albert Street, will span 216,000 square feet over five floors. Its design was revealed to the public in late January, and draws inspiration from Ottawa's long history. Its shape, for example, is reminiscent of the nearby Ottawa River, while its stone and wood exterior cladding reflect the adjacent escarpment and surrounding greenspace. Large windows on the upper floors of the building offer striking views of the Ottawa River and Gatineau Hills.

Accessibility and inclusivity are also watchwords. Four large, inviting entrances—one direct from Pimisi Station—will have broad, brightly lit pathways suitable for walkers, cyclists and patrons with mobility aids. Interior ramps and glass elevators provide easy access to 220 parking spaces, the five levels of work and community space, and all-gender washrooms throughout.

The OPL and LAC will each have dedicated spaces, but the overlap is where the city will live, connected by the open and inviting atrium of the five-storey Town Hall. Level one features a multi-purpose room with retractable auditorium seating. The second level hosts the OPL Children's Discovery Centre, dedicated Indigenous Space, and the Living Ottawa gallery of local history. This collection spills over into a world-class Genealogy Centre.

On the third level, visitors can meet and work in dedicated spaces for teens and other makers. Researchers can access the LAC's soaring two-storey reference and reading rooms and state of the art digilab. And on the top floor, booklovers can peruse the OPL fiction and non-fiction collections and take a break in the warm café, which boasts spectacular views to the north.

Ottawa's KWC Architects and Toronto-based Diamond-Schmitt Architects are the lead architects on the project, which is expected to be completed in 2024. The designers, who also worked together on the design of the Senate of Canada Building in Ottawa, have targeted at least LEED Gold certification.



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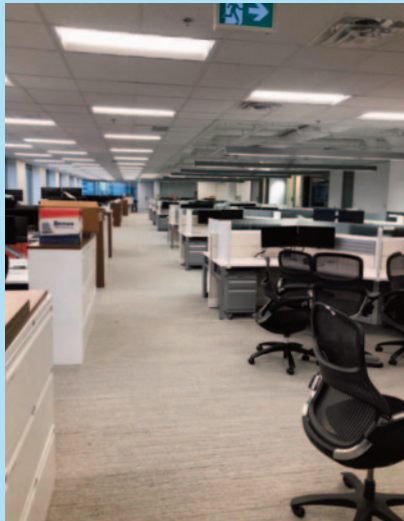
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Plumbing	Climate Works
Electrical	Modern Niagara Ottawa Inc.
Sprinkler Systems	Ottawa Sprinkler Installations Limited
Doors and Frames	Allmar Inc.
Glazing	Civic Glass & Aluminum Ltd.
Scanning, Cutting & Coring and Hazardous Materials/Asbestos Abatement	Demo Works

* denotes non-member firm



PHOTOS BY GOVAN BROWN

Swing space

300 Laurier Avenue, floors 17, 19, 20 and 21**General Contractor: Govan Brown & Associates Limited*****Consultants and OCA member participants***

Consultant	LWG Architectural Interiors*
Project Manager	Phil Goodall
Electrical	Lecompte Electric Inc.
Drywall	Soubliere Interiors Ltd.
Hazardous Materials / Asbestos Abatement	Elite Environmental Group Inc.

* denotes non-member firm





PHOTOS BY MP LUNDY CONSTRUCTION



Canada Post Corporation Building B Refurbishment

Project Address: 720 Heron Road

General Contractor: MP Lundy Construction Inc

Consultants and OCA member participants

Consultant	J.L. Richards & Associates Limited
Project Manager	Tiree Facility Solutions Inc.
Masonry	McGonigal Construction Ltd.
Structural Steel	Encore Steel
Plumbing & HVAC	Dilfo Mechanical Ltd.
Sprinkler Systems	Lowe Fire Protection Inc.
Doors and Frames	Merlin Door Systems Ltd.
Glazing	Transit Glass & Aluminum Ltd.
Drywall	Integral Construction M.T. Inc.
Elevator	ThyssenKrupp Elevator
	Savaria Sales, Installation & Service
Flooring	Accu-Lift Flooring Systems Inc.
Millwork	Gaston Lavoie Cabinet Shop Ltd.
Hazardous Materials / Asbestos Abatement	Asbex Ltd.

* denotes non-member firm



AROUND OTTAWA

A PHOTO SPREAD

PHOTOS BY MARANT CONSTRUCTION LTD



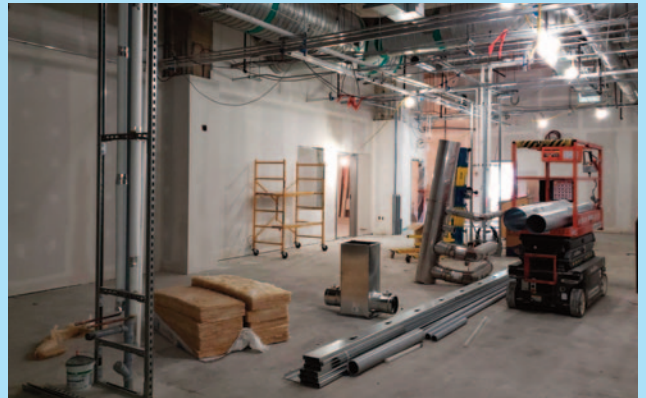
Siemens Brookfield

Project Address: 855 Brookfield Road
General Contractor: MARANT Construction Ltd

Consultants and OCA member participants

Consultant	Smith and Andersen Consulting Engineering
Designer	Chmiel Architects Inc.
Project Manager	Stephanie El Azzi
Structural Steel	Les Réparations Marc Marine Inc.
Roofing	SIMLUC Contractors Ltd.
Plumbing & HVAC	Modern Niagara Ottawa Inc.
Electrical	Federal Electric (1976) Ltd.
Sprinkler Systems	Lowe Fire Protection Inc.
Drywall	Integral Construction M.T. Inc.

* denotes non-member firm





PHOTOS BY POMERLEAU INC.

Hog's Back Swing Bridge

Project Address: 588-590 Hog's Back Road

General Contractor: Pomerleau Inc.

Consultants and OCA member participants

Consultants	Parsons Inc. exp Services Inc. GHD Ltd. LCI Engineering Inc. Art Engineering Inc.* Brouco NDT Inc.*
Excavation & Backfill Site Services	Polane Inc. Polane Inc. Arc & Spark Electric Pomerleau Inc.
Formwork	AGF Steel Inc. (Ottawa Division)
Reinforcing Steel	Lafarge Canada Inc.
Concrete & Material Supply	Paranis Construction Inc.
Masonry	Les Reparations Marc Marine Inc.
Structural Steel & Bridge Railing Systems	
Electrical	Black & McDonald Limited
Doors and Frames	ARJ (Les Agences Robert Janvier Ltee)
Painting	Les Fondations Brisson Foundations Inc.
Controls Systems	Capital Controls & Instrumentation Inc.
Waterproofing and Wearing System	Duron Services Ltd.
Landscaping and Paving	UCC Group Inc.

* denotes non-member firm



The pitfalls of email bid submissions



Owners beware: receiving bid submissions over email may sound like an easy way to work around the challenges presented by the COVID pandemic, but experts advise the practice could open the door to all kinds of risky outcomes.

The COVID-19 pandemic has changed the world in ways no one predicted.

Take construction bidding. At the insistence of industry and with the support of funding from senior levels of government, municipalities are working hard to fill their pipelines of construction tenders, and keep the taps flowing. But the pandemic is causing a multitude of unanticipated disruptions.

Two among these are that municipal staff—save for a few front-line personnel—aren't in their offices nearly as much these days. Which means they're not able to receive tender submissions on closing day the way they used to. The second problem they face is that most people don't want to handle hard goods (i.e., documents) for fear of the risk that those papers may have come into contact with a COVID carrier.

Under these criteria, a new—and largely undesirable—trend is emerging in construction procurement: email bid submission.

“That’s a no-go for us,” says OCA president John DeVries. “Email bid submission may seem like an obvious and simple work-around, but it’s filled with risk.”

In fact, there are a number of risks associated with the practice. They fall into two categories: mechanical and ethical, says Kurt Rohmann, director of sales & marketing with eSolutionsGroup, which produces the bids&tenders electronic procurement platform.

“Mechanical risks are things like a recipient’s email server rejecting a bidder’s email submission because a file size is too large, or the sender’s domain is blocked by a firewall, or the sender’s email ends up in a spam folder,” he says. “They’re the technical risks that come from delivering anything important over email on a deadline.”

The situation can also occur where a bid submission takes five minutes to upload to the sender’s server and five more minutes to download from the recipient’s server, during which time the bid submission time has passed.

“All of these create all kinds of risk to the bid process, and could open the door for a purchaser to end up in litigation against a bidder,” he adds. “Imagine a compliant, low bid was delivered before deadline, but was caught in the purchaser’s spam folder, and never opened before the organization awarded a project to another, higher-priced company.”

On the other side of the coin are potential ethical violations that come from receiving bids over email. Imagine the case where a bid comes in early over email, the price envelope is opened, and that bid price is revealed to a competitor.

The solution to both problems, say both DeVries and Rohmann, is to move toward e-procurement technology. Through platforms such as bids&tenders, buyers and vendors connect, submit and receive bids securely, and observe all the legal requirements and industry best practices for transparency and compliance.

“Electronic procurement systems remove all the mechanical and ethical problems associated with email bid submissions,” says DeVries. “Since all the bids are submitted over a secure platform and are stored in a digital lock box until closing time, there’s no risk of a purchaser not receiving a file, or opening a bid ahead of time.”

There are other advantages.

Digital procurement platforms can be configured to run full quality-control checks to ensure bidders don’t miss mandatory requirements. The system will simply not allow a bid to be submitted without those essential elements. Most will also perform all mathematical calculations for bidders—so there’s no room for clerical errors. The systems can also help purchasers evaluate bids quickly and easily.

“There’s a huge time-savings to using e-procurement platforms like bids&tenders,” says Rohmann. “Our purchaser partners tell us they save about 35 percent of the time they used to spend on tender analysis. Plus, their build costs tend to be lower as they’re able to collect tenders from a wider geographic region than if they required bidders to come to their facilities to drop off hard-copy documents.”

Digital procurement platforms are, by and large, easy to use. Those designed with construction purchasing in mind come in both off-the-shelf models and versions that can be fully customized. For those organizations simply looking to get started on the technology, staff can be onboarded in days. For those looking to take deeper dives into the system and its potential, a longer training period may be needed.

“The great thing about bids&tenders,” says Rohmann, “is that our platform doesn’t ask purchasers to change their forms or their structures. It makes use of their forms, but does so in a way that’s easier to use.”

Already, bids&tenders counts more than 300 purchasers across the country, many of whom are located in Ontario, as well as tens of thousands of vendors. It, and digital procurement tools like it, are the way forward in the changing world of construction procurement that has been forced on us all by the COVID-19 pandemic.

Best practices in electronic purchasing



The Windsor Construction Association (WCA) says it is concerned about the rise of email bid submissions as a result of the COVID-19 pandemic. It is part of a group of seven local construction associations in Ontario—and dozens across Canada—that are working with eSolutions Group to promote the bids&tenders platform to purchasers and vendors.

Through executive director Jim Lyons and several members of the association’s board of directors, WCA is developing a series of best practice guidelines for purchasers and vendors when it comes to electronic procurement.

One of the tools developed by WCA is a list of best practices in digital procurement for construction project owners. Some of their advice follows:

Close mid-week.

Post closings on Tuesdays, Wednesdays or Thursdays. Monday closings may require vendor staff to work over the weekends, while Friday closings could interfere with closing down sites for the weekend. Watch out also for long weekends, and statutory holidays, and select mid-afternoon closing times to allow contractors sufficient time to handle last-minute changes.

Collect sealed submissions only.

Use a digital procurement system that allows you to receive submissions that cannot be opened, accessed or reviewed until after the opportunity’s closing time, leaving no room for manipulation.

Let your suppliers complete their bids in chunks.

Preparing a submission can be a long and complicated process. Don’t make it worse on the vendor by making them submit everything all at once. Allowing them to start and stop and save their progress as they go creates less stress. Some systems even allow multiple users to work on the same bid, saving time and hassle.

Offer free bid document previews.

Allowing potential bidders to view an entire bid document package without paying to register helps keep the procurement process open and transparent. Consider also displaying lists of plan takers and/or pre-qualified contractors as a courtesy to subcontractors.

Prefer digital bonds.

Digital bonding is the practice of choice for the industry and a safer, and preferred alternative to hard-copy documents or scans.

Create a clear, concise and realistic project scope.

Clarity is everything in bidding. When people understand what they’re bidding, they can price easily. Your instructions on pricing, submission requirements and evaluation method should be as clear as possible to encourage bidders. The reverse—complex scopes with hard-to-understand practices—can deter submissions.

Create forms that encourage compliance.

Most digital procurement platforms will allow you to create forms that show suppliers exactly what needs to be completed for their bids to be compliant. Doing so eliminates the need to reject bidders for non-compliance, and makes your job of choosing a supplier that much easier.

Sharp drop, quick recovery

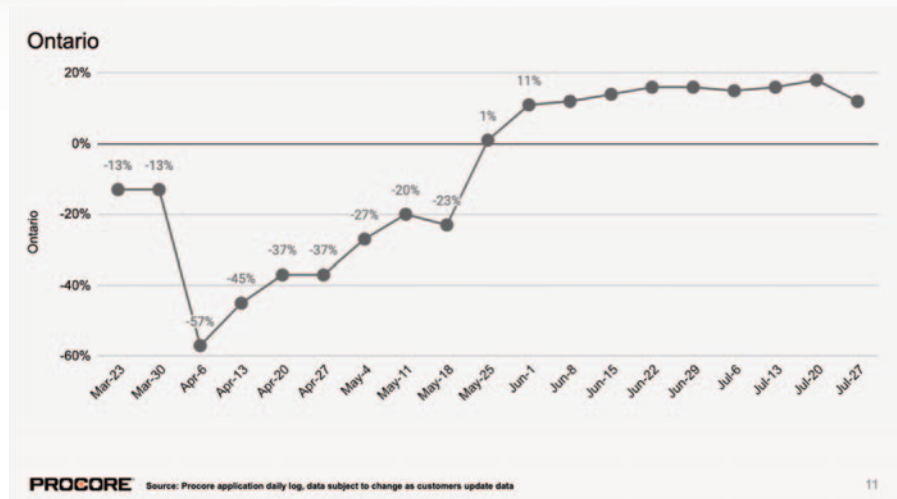


Aggregated user data released by Procore Canada for Ontario, Alberta and British Columbia shows construction output hit hard in the early days of the pandemic, but approaching—or surpassing—pre-pandemic levels by July.



New data released by Procore in August suggests that Canada's construction industry reached its lowest ebb during the COVID-19 pandemic in early April before turning upwards and eventually surpassing pre-pandemic levels in May.

The data, which was collected by Procore through its application logs, shows the industry reaching its lowest point in terms of person-hours worked during the week of April 6. At that time, Ontario and Quebec had both closed nearly all of their combined construction sites. Procore data shows worker hours dropping by 41 percent between March 16 and then.



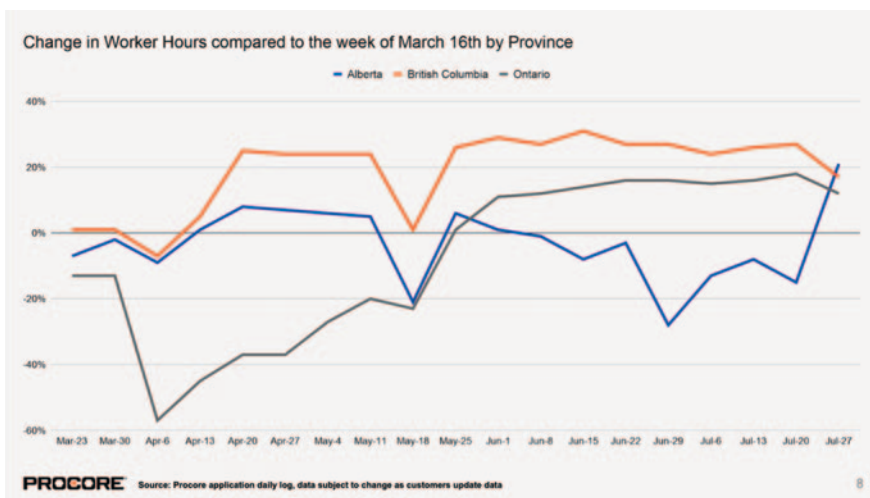
Worker hours in Ontario over the same period dropped by 57 percent, while those in Alberta dropped just 9 percent and those in British Columbia dropped 7 percent. Alberta's worst-performing week came on May 18, at which point its industry had lost 21 percent of the worker hours recorded in March. British Columbia also reported a sharp decline in worker hours that week, but hours did not drop below the March 16 baseline.

All the provinces had returned to above the baseline by the week of July 27.

Reports from Statistics Canada tell a similar story. By April, the national statistics agency's Labour Force Survey showed that more than 313,000 construction workers, or about one-fifth of its labour force, had been laid off.

The good news is, construction's recovery was swift. The industry added back tens of thousands of jobs each month since April. As of July, the construction labour force stood at 91.6 percent of its pre-pandemic level.

"The pandemic has challenged all of us, personally and professionally," said Jas Saraw, vice president, Canada, at Procore. "Our position in the industry enables us to provide insights that would otherwise be unavailable. This information helps construction organizations and economists better understand trends and consider ways forward as the industry navigates the pandemic and recession together."



Beyond functionality:

How enhancing our built environment with beauty can help strengthen our sense of place



In this August 4 blog post, Architects DCA president, and Ontario Association of Architects past president, Toon Dreesen explains why infrastructure spending must not only deliver functionality, but also create a sense of place in urban environments. We reprint it here with permission from the author.

The built environment plays a big role in how we feel about our city. We may not realize it, but when we see beautiful buildings or bridges, let alone experience them by walking through or across them, it lifts our spirits.

Whether that's the beautiful stonework of our heritage buildings or the shining innovations of our contemporary buildings, what we build, and how we build it, matters. In many cases, we have one chance to do a good job and leave a legacy that will last for generations.

A few years ago, construction work started on the Belfast maintenance yards for the LRT. Construction barriers on Belfast Road went up and fencing was dropped into place. When the LRT opened last summer, there was hope this

would be replaced. Ugly pre-cast concrete barriers, which would be more at home on a highway construction site, remain in place. Cheap chain-link fences topped with barbed wire create an unwelcoming environment. What could have been a vital connection to the bike lanes on Coventry Avenue is a

mess of broken or missing sidewalk and unrelieved ugliness.

We went to the expense of replacing the 417 overpass and it is still too narrow for safe biking or walking. That overpass, like others nearby, is a once-in-a-generation opportunity to improve infrastructure. Without it, access to Coventry Avenue is severely limited. A detour over the Max Keeping Bridge nearby is handy if heading west, but if your destination is east, a pedestrian or cyclist is forced to take their lives in their hands.

Further east on Belfast, past more of the barbed wire-topped fence, cars park along the road in a dirt shoulder, despite



a large parking lot for OC Transpo staff. It isn't clear if these cars are here because of insufficient capacity in the parking lot, or for simple convenience. Either way, it creates a dangerous condition for all road users: the cars are very close to the road, creating a "dooring zone" for passing cyclists (Belfast is part of the city cycling route). Drivers who park have to walk on the road to get to the cheap asphalt sidewalk, often a long walk in winter as the snowplows bury this stretch of the unpaved shoulder. Cars may be parked here for hours and are often here even when the parking lot is empty.

Unloved and unlovable, this bit of infrastructure isn't going to make or break our tourism industry. Belfast Avenue is, after all, a bit of a short cut through industrial lands connecting St. Laurent Blvd and Coventry Avenue. But it also connects the Trainyards mall, where intensification targets anticipate multi-family housing, as well as the residential communities of Eastway Gardens and the communities south of Coronation Avenue (Riverview area) with rapid transit. This street should be a vital link between general urban and urban employment areas, with a well-designed shoulder, safe road infrastructure, and a multi-use-path that supports multi-modal transportation to and from rapid transit. If parking on the street is warranted, it should be metered to urge short term parking while visiting a business in the area.

The built environment needs to be uplifting. Significant funds were spent on the maintenance building offices and landscaping around the parking lot, but the rest of the infrastructure was given no thought.

Consider the humble air-vent. The one at the corner of Belfast and Tremblay is ugly, with poorly formed concrete and almost no care or attention to the detail of what this will look like for generations to come. Compare that with the air vent on the NRC campus which serves a very utilitarian function, yet is a beautifully crafted bit of industrial architecture that both functions and lifts the spirit. Beauty and purpose together.

Ottawa has lost the opportunity to deliver inspiring beauty in the humble function of its very necessary built form. Beauty has been discarded in favour of

bare, short-term functionality. Thoughtlessness in planning infrastructure undermines our efforts to make a beautiful city.

The City of Edmonton recently won three Governor General Awards in Architecture. A quarter of these biannual awards went to one city. One of those projects was a humble stormwater treatment facility by gh3 architecture. Edmonton has put efforts into making necessary investments more meaningful for the people who have, are and will pay for this infrastructure.

Whether it is highway overpasses, pedestrian bridges, or LRT air vents, we

have an obligation to enhance our built environment with beauty. The money we spend today on infrastructure must do more than meet a minimum threshold of short-term functionality; it must enhance our sense of place, deliver a sense of pride in our city, and show that we believe in leaving a legacy for future generations. Architecture matters.

Toon Dreessen is an architect and the president of the Ottawa-based practice Architects DCA.

He is a past president of the Ontario Association of Architects.



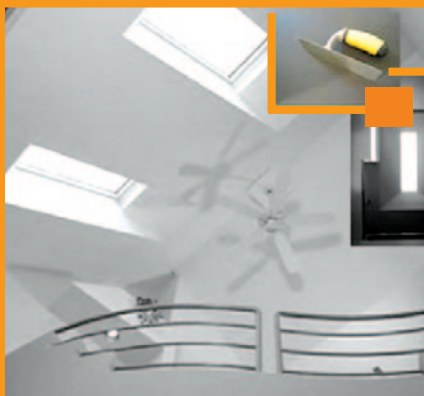
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SERCO Construction Ltd
Soubliere Interiors Ltd.
Source Four Construction Ltd.

Executive Director, Don Sutherland

RICS report:

Infrastructure outlook strong, private-sector weak



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The second quarter North American Construction Monitor report from the Royal Institution of Chartered Surveyors suggests low workload expectations for all non-infrastructure sectors over the next year.

A new report issued by the Royal Institution of Chartered Surveyors (RICS) and its Canadian counterpart, the Canadian Institute of Quantity Surveyors (CIQS), suggests that the outlook for the construction industry in the next 12 months remains downbeat.

The report, which surveyed more than 1,800 RICS members around the world, aims to capture members' perspectives on trends in the infrastructure and construction markets. The latest report release looks at trends in the second quarter of 2020, and captures data from early June to mid-July.

Globally, respondents said the COVID-19 pandemic and related economic lockdowns are having a significant impact on the construction industry. The RICS's Global Construction Activity Index, which is an amalgamated measure of current and expected construction market conditions, came in at -24 for the period, which is a significant drop from the over-30 and over-50 figures recorded in the fourth quarter of 2019.

"Underlying these weaker numbers," says the report, "has been a predictable fall in headcount, profits and new business enquiries. Payment delays have inevitably increased with suggestions from respondents that the costs of materials used in construction have also been rising."

One positive theme that cuts across the report, and around the world, is that the key to recovery for construction will be

Chart 1: RICS Construction Activity Index*

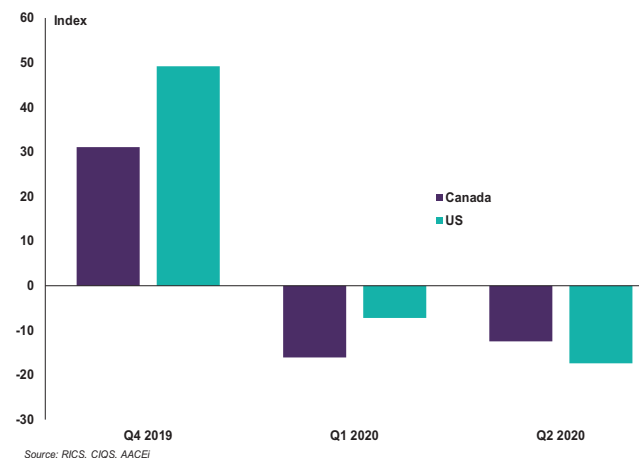


Chart 2: Workload expectations - next 12 months

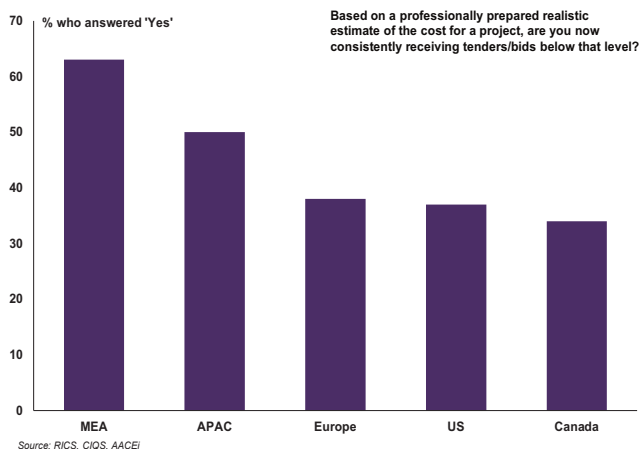


work in the infrastructure sector. Governments—including Canada’s—are poised to spend significantly on public-sector assets. Meanwhile, expectations for both private residential and private non-residential workloads appear much more subdued. Indeed, in many countries, optimism about private-sector spending remains mired in negative territory.

Respondents were also asked about the proportion of tenders they are seeing coming in at below project cost estimates. Worldwide, 44 percent of respondents said they were seeing bids coming in at below estimated costs. In Canada and the US, the percentages were slightly lower—34 percent and 37 percent respectively. Virtually all Canadian respondents noted that tenders were coming in lower than cost were within a 10 percent margin.

A further question was raised about the pandemic’s effects on construction site productivity. Globally the lion’s share of feedback pointed to a decline of as much as 20 percent, although around one in six responses suggested there was no change.

Chart 4: Underbidding



Canadian outlook more positive than most

The survey’s outlook for Canada was generally more positive than in other countries. Respondents anticipated that infrastructure would drive recovery across the sector following a number of government announcements. Private residential workloads were seen as being broadly unchanged over the coming year, while perceptions around private non-residential work were a little more downbeat.

Respondents expected profit margins to compress further. This was reflected in construction costs outstripping tender prices. Costs are expected to grow at 4 percent over the year, compared with just a 1-percent rise in tender prices.

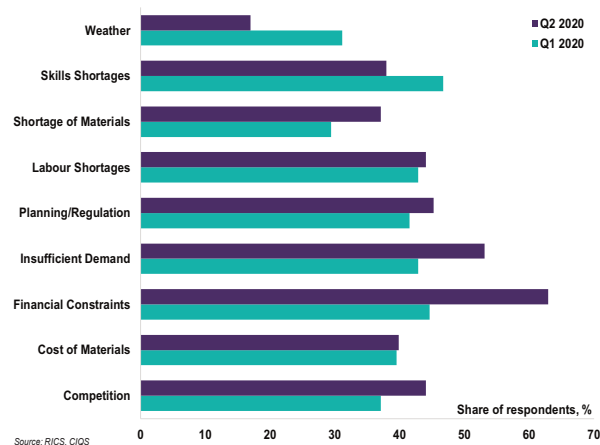
“That said, for the time being, the majority of tenders being received are not ‘consistently’ below realistically produced estimates of costs,” the report said.

Finally, Canadian respondents said their productivity on construction sites is being impacted by the pandemic. Close to half expected productivity losses to be 10 percent or less. Around one-quarter see the impact being between 10 percent and 20 percent, while around 15 percent envisaged no losses.

Chart 3: Factors holding back activity



Factors holding back activity



COVID-19:

The top 5 things to look for in construction contracts



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Editor's note: This article was written by Rocco Sebastiano, Jagriti Singh and Elliot A. Smith of Osler, Hoskin & Harcourt LLP. It was originally published on the firm's Construction and Infrastructure Law in Canada Blog. We reprint it here with permission.

As parties to construction contracts continue to navigate the impacts of the COVID-19 pandemic, we highlight below our top five things to look for in construction contract clauses dealing with COVID-19.

1. How are COVID-19 pandemic impacts addressed in the contract?

For contracts finalized pre-COVID-19, the impacts of the pandemic are most commonly captured by the existing *force majeure* clause. Post-COVID-19, the trend has been to move COVID-19 out of the *force majeure* clause to its own section. This makes sense. Even though many elements of a typical *force majeure* clause would apply to the pandemic, the reme-

dies applicable to COVID-19 impacts as well as some contractual elements may be different.

For an existing contract, it's necessary to identify all of the possible clauses throughout the contract that may be triggered, not just the *force majeure* clause. For example, governments and public health officials have responded to the pandemic in a number of ways, including by issuing stop-work orders and new health and safety requirements like physical distancing and the use of PPE. This has contractual implications (e.g., GC 6.5.2 of the CCDC 2 and CCDC 5B forms of contract deal with stop-work orders, and some parties have claimed the pandemic has triggered a contractual change in law). For a new contract, if drafting a clause to deal with COVID-19, it is usually a good idea to bring all of the relevant contractual provisions together in a single section so the contract is easier to administer and to help make it clear that there are no other contractual remedies elsewhere for COVID-19 impacts. This prevents parties from trying to pick another clause that is more advantageous to them.

2. What's the contractual remedy for COVID-19 pandemic impacts?

Generally, from a contractor's perspective, there are two possible remedies for these types of events: additional time to complete the work and additional compensation for increased costs. Each has its complications.

Regarding additional time, there is a question of whether the contractor would be allowed additional time for all impacts or only those that affected the critical path. Regarding additional compensation, there is the issue of what types of costs are compensable. For example, there may be additional out-of-pocket expenses for PPE or additional rental equipment, additional labour costs for extra cleaning, productivity impacts from performing work in a more physically distant way, and indirect costs from the extension to the construction schedule.

The contract should specify whether some or all of the above are eligible for compensation – and in many cases the parties may agree to share the costs. An alternative approach is to establish a contingency allowance in the contract to deal with costs arising from unknown (or known but not yet quantified) pandemic-related risks.

3. How are COVID-19 pandemic effects that are known as of the date of the contract being dealt with?

Events that have impacts that are known by the parties as of the date of execution of the contract are often excluded from relief clauses in construction contracts. The underlying principle behind this is that these should already be factored into the contract price and construction schedule since they are known events. The effects of the COVID-19 pandemic are more complicated, as there are both known elements, such as existing PPE requirements, and unknown elements, such as the possible effects from a “second wave”. Unknown elements could also include new laws and regulations and supply chain disruptions resulting from the first (or subsequent) wave in another jurisdiction.

To address this, any clause dealing with COVID-19 should be clear as to what any known impacts are and whether they are addressed in the baseline construction schedule and contract price or if they will be addressed as a change order during performance of the work. Alternatively, as discussed above, they may also be addressed through the implementation of a contingency allowance.

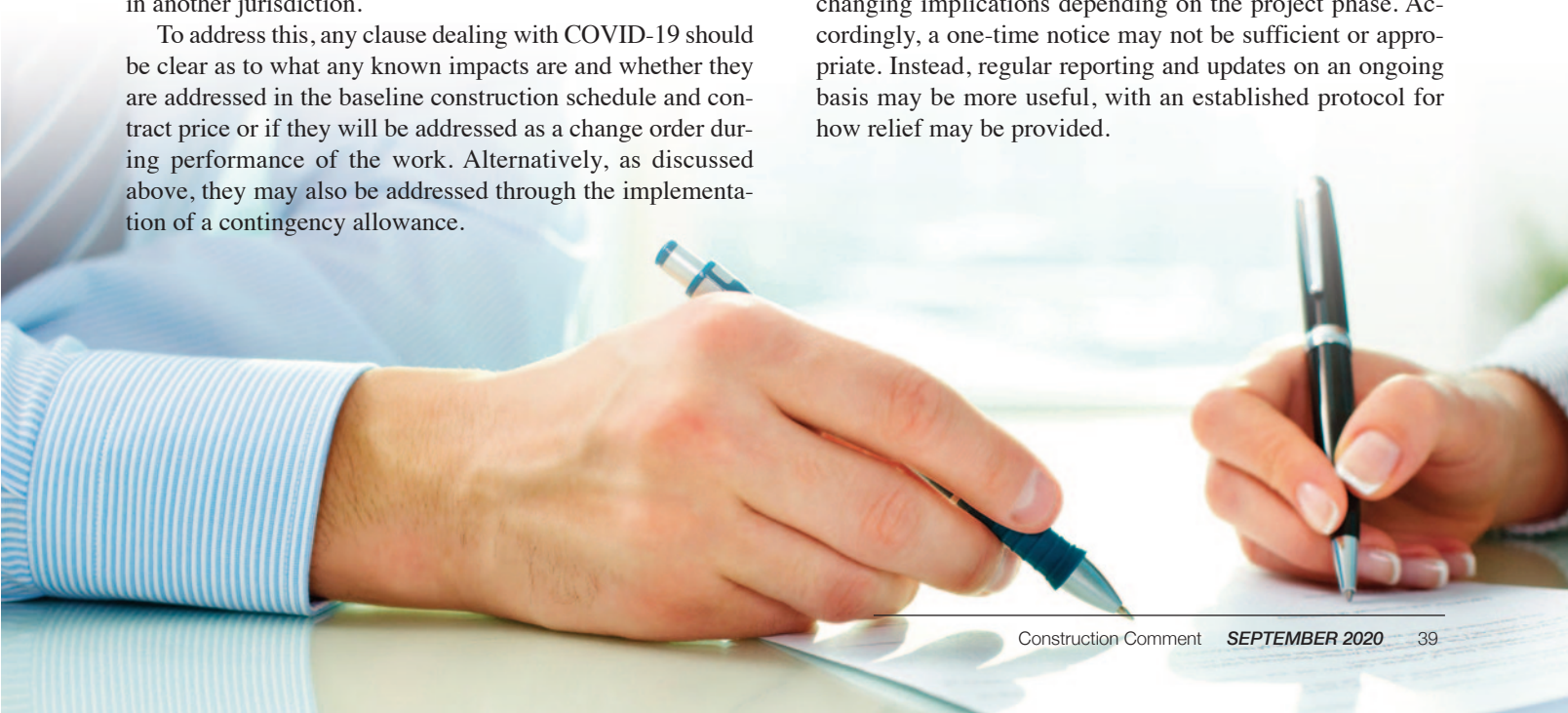
4. What type of COVID-19 pandemic impacts are contemplated?

As we have seen over the past several months, there has been a wide range of effects flowing from the pandemic. The most obvious are direct site impacts, like additional site cleaning, reducing staff, and changing shift schedules. We have also seen extensive supply chain impacts, which can have knock-on effects on other aspects of the work. There are also extensive travel restrictions that have impeded the ability of personnel and specialized technical advisors from making site visits. Lastly, even where it is technically possible for the work to continue, the owner for its own reasons may want to suspend construction work, for example due to internal health and safety policies or if COVID-19 is impacting their underlying business and the need for the project.

In reviewing clauses related to COVID-19, all of these potential impacts and any others should be considered, to ensure the clause provides the intended relief for any anticipated implications. In addition, parties should consider the possibility of new and unanticipated impacts based on the evolution of the COVID-19 pandemic and the measures in response to it and ensure their contracts are carefully drafted to achieve the intended effect even for unanticipated impacts.

5. What are the notice and supporting documentation requirements?

The final area for consideration is the notice and supporting documentation requirements associated with COVID-19 impact claims. Under a typical *force majeure* clause, there is usually an obligation to provide prompt notice with particulars and documentation at the time of the claim or to follow when available. The particulars of the claim also need to address what obligations under the contract have been impacted. This presumes that a *force majeure* event is acute in nature, such as a winter storm or a fire. With the COVID-19 pandemic, the impacts may be more chronic in nature, possibly extending over the entire life of a project, and potentially with changing implications depending on the project phase. Accordingly, a one-time notice may not be sufficient or appropriate. Instead, regular reporting and updates on an ongoing basis may be more useful, with an established protocol for how relief may be provided.



Broccolini to build second Ottawa Amazon warehouse



The company will build a 450,000-square foot fulfillment centre in the south-end Barrhaven neighborhood. Construction is expected to take 14 months, and create 700 jobs.

Amazon announced construction of its second fulfillment centre in Ottawa on June 30.

The building, which will span 450,000 square feet in the south-end neighbourhood of Barrhaven, will be built by Broccolini and is expected to be completed in 2021. The project is Broccolini's fourth with Amazon, and follows the opening of the e-retailer's million-square foot property on Boundary Road in nearby Carlsbad Springs.

"We are excited to once again partner with Amazon and begin construction of a new, technologically-advanced fulfillment centre," said James Beach, Broccolini's Ottawa director of real estate and development. "Amazon will benefit from our considerable and diversified expertise to coordinate all development and construction aspects from the outset through to delivery, as well as our management experience that comes with our impressive portfolio of properties."

When the building opens, it is expected to create 1,000 jobs. Construction alone will create 700. It will be Amazon's eighth facility in Ontario and its fourteenth fulfillment centre

in Canada. Broccolini will act as landlord and property manager for the new building.

"We're thrilled to be opening a second fulfillment centre in the nation's capital to better serve communities across Ontario," said Sumegha Kumar, director of Canadian customer fulfillment operations with Amazon Canada.

The building will be Amazon's newest robotics fulfillment centre in Canada. Employees will work alongside Amazon robotics to pick, pack and ship small items such as books, electronics and toys.

"During these unprecedented times, companies like Amazon are going the extra mile to protect employees and customers, while adapting to the new environment we face," said Ontario Premier Doug Ford. "We welcome today's exciting announcement of Amazon bringing another 1,000 jobs to the Ottawa area. Now more than ever, we must all work together to reopen our economy safely, get more people back to work, and chart a path to a strong recovery for our province."

Amazon is also planning five new delivery stations across Ontario in Whitby, Oakville, Cambridge, Brampton and Scarborough, with the sites anticipated to launch in 2020.

Since 2010, Amazon has invested more than \$7.5 billion in Canada through its customer fulfillment and cloud infrastructure and employee compensation. Amazon estimates that its Canadian investments have created an additional 14,000 indirect jobs on top of the company's direct hires.



Concerning new decision for Ontario construction employers

A recent decision of the Ontario Superior Court of Justice regarding termination clauses poses a particular concern for construction industry employers.

CCP has blogged on numerous cases in the last few years where judges have struck down termination clauses in employment agreements for failing to meet the minimum obligations set out in the *Employment Standards Act, 2000* (ESA). The recent appeal decision of the Ontario Superior Court of Justice in *Rutledge v. Canaan Construction Inc.* poses a particular concern for construction industry employers.

In this case, the appeal court was tasked with interpreting the following termination clause:

“The Employee may be terminated at any time without cause upon being given the minimum periods of notice as set out in the Employment Standards Act, or by being paid salary in lieu of such notice or as may otherwise be required by applicable legislation. The Employee acknowledges that pursuant to the Employment Standards Act they are not entitled to any notice or time in lieu thereof due to the nature of their job and as such they are entitled to absolutely no notice or pay and benefits in lieu thereof upon termination.

The termination provisions set forth above, represent all severance pay entitlement, notice of termination or termination in lieu thereof, salary, bonuses, vacation pay and other remuneration and benefits payable or otherwise provided to the Employee in relation to the termination of the Employee regardless of cause or circumstances.”

For our readers who may be unfamiliar with the construction industry, “construction employees” are not entitled to notice of

termination or pay in lieu of notice pursuant to Section 2(1)9 of Regulation 288/01 under the ESA. Construction employees are not, however, disentitled from statutory severance pay.

The court found that the termination clause at issue was deficient on two grounds.

First, and most concerning, the court held that while the employee was a construction employee at the time he entered into the contract, it did not explicitly state that it would only apply so long as he continued to be employed as a construction employee and that it would be of no force or effect if his position changed. Accordingly, as an employee cannot contract out of a protected employment standard under the ESA, even if that particular standard does not yet apply to them, if a provision of an employment contract potentially violates the ESA at any date after hiring it is invalid.

Second, the court noted that although construction employees may not be entitled to the employment standards governing the termination of employment or notice thereof, they are still entitled to statutory severance pay. By failing to provide for this entitlement, the termination provision was again found to be unenforceable as a result of a potential violation of the ESA.

This decision is a good reminder to construction industry employers to review their employment agreements as even a potential violation of the ESA may be sufficient to render a termination clause unenforceable. We encourage all employers who haven’t had their contract language reviewed in the last year to contact lawyers who are experts in employment contract drafting, like CCPartners, to have their contracts reviewed for legal compliance.

This article was written by Cristina Tomaino, an associate with CCPartners, and appears in its original format on the firm’s The Employers’ Edge blog.

A special thanks from Chelsea Ogilvie

Earlier this year, OCA highlighted a very special GoFundMe fundraiser.

Chelsea Ogilvie, a 32-year-old Ottawa resident, suffered a complete spinal cord injury during a hike she was taking in Turkey last fall. She is now paralyzed from the chest down.

Part of the challenge for Chelsea and her family is that the events they had planned for the spring and summer to help raise money for the significant expenses required for Chelsea's treatment had to be cancelled due to the COVID-19 pandemic.

OCA highlighted Chelsea's GoFundMe campaign in its newsletter in May and through this magazine to help bring attention to the family's challenges.

The great news is, as of late August, the funding page has raised more than \$120,000 for Chelsea's ongoing care. That sum was thanks in no small part to the support of the members of this association, many of whom contributed significant sums to the cause.

Ed and Joanne Brennan of Donalco, who had a similar experience happen to their daughter, contributed \$1,500. They challenged other OCA members to add \$25,000 more to Chelsea's GoFundMe campaign. A quick scan through the list of donors reveals support from a num-

ber of people and companies across the OCA membership base.

Chelsea expressed her gratitude to OCA president John DeVries in an email exchange last month.

"I was so surprised and incredibly moved when my mom told me about your OCA fundraising challenge for my GoFundMe. It was incredibly thoughtful and generous of you to reach out to your whole organization. The Brennans also sound like amazing people, and the story of their daughter hits very close to home," she said. "I couldn't believe the

donations that poured in after your bulletin. I was so confused at first because I didn't recognize any of the names, but Google indicated they were all involved in the construction industry! I can't thank you enough."

Chelsea and her family are still accepting donations through their GoFundMe page—and any support is welcome.

Thanks to everyone who contributed to this cause.

Spinal Cord Injury Rehab Fund for Chelsea



Amy Lockwood is organizing this fundraiser on behalf of Chelsea Ogilvie.

Created November 20, 2019 | Accidents & Emergencies

On Sept 17, 2019, Chelsea was doing two of her favourite things - travelling and hiking - when her life was changed forever.

While backpacking in Turkey, Chelsea had embarked on what was classified as an easy, safe hike when the ground suddenly gave way beneath her. She fell 15 feet onto rock.

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In memoriam:**Morris (Moe) Jakowec,
OCA chairman, 1993**

OCA is sad to report the loss of our past-chairman Morris (Moe) Jakowec. He passed away on August 17 at the age of 89.

Moe graduated from Queen's University in Kingston (Science '54) as a Civil Engineer. He began his engineering career at Dibblee Construction in Ottawa and went on to form Jomco Ltd. with long-time friend Jim O'Neill.

After his retirement, he served as an engineering consultant for the federal government. Moe was president of the National Capital Heavy Construction Association in 1985 and 1986 before serving as OCA chairman in 1993.

Moe is survived by his partner Rosemary McAnich, children Sandi, Mark, Paul, Frank and Sheila, as well as granddaughter Madeline, step-grandson Christopher, siblings Walter and Helen, and many nieces and nephews.

Condolences or donations may be made at tubmanfuneralhomes.com

In memoriam:**Don Ellwood**

Don Ellwood, P. Eng., a well known and respected Ottawa construction figure, passed away on August 28 at age 80.

Don worked in the Ottawa construction industry for more than 40 years. He arrived in town in the early 1970s, and started work with Eastern Construction where he was a superintendent on the project to build Bayshore Shopping Centre.

Shortly after that project, he left Eastern and became the area manager for VK Mason from 1973 to 1990. He rejoined Eastern Construction in 1990 to open their Ottawa office. This was followed by a move to PCL Constructors in the early to mid-1990s around the time of the construction of the Palladium Arena (now Canadian Tire Centre).

He completed his career at Daoust Construction before semi-retiring and working as a project manager for various companies—including Warlyn Construction with his son Mike.

Don served on the board of directors of the General Contractors Association of Ottawa and was recognized by GCAO with a Honourary Life Membership.

Don's obituary is published at www.tubmanfuneralhomes.com/obituary/Donald-Ellwood.

Projects listed in June 2020

Project # 1055 – 1290 Owner/Agency	June 2020	Year to date
City of Ottawa	41	190
PWGSC & Other Federal Depts.	17	110
NRC	0	5
DCC	15	42
NCC	0	6
Provincial & Other Municipalities	76	441
Private Owners & Developers	2	14
Ottawa Housing	6	28
Museums	2	9
Health Care Facilities	4	22
Schools	21	63
Universities & Colleges	6	30
Brookfield	27	118
Prequalifications	3	68
Notice Only	16	144
Duplicate	0	0
Other Public Tenders	0	0
June 2019	231	1,640
Total	236	1,290
% change	2.2	-21.3

*Prequalifications and Notice Only were previously combined in the same category.

Projects listed in July 2020

Project # 1291 - 1480 Owner/Agency	July 2020	Year to date
City of Ottawa	31	221
PWGSC & Other Federal Depts.	19	129
NRC	3	8
DCC	12	54
NCC	0	6
Provincial & Other Municipalities	59	500
Private Owners & Developers	1	15
Community Housing	6	34
Museums	1	10
Health Care Facilities	6	28
Schools	13	76
Universities & Colleges	3	33
Brookfield	16	134
Prequalifications	2	70
Notice Only	18	162
Duplicate	0	0
July 2019	260	1,900
Total	190	1,480
% change	-26.9	-22.1

*Prequalifications and Notice Only were previously combined in the same category.



The OCA is on Twitter!
Give us a follow at [@ConstructionOtt](https://twitter.com/ConstructionOtt)



We're also on Facebook!
Give us a "Like"
[/OttawaConstructionAssociation](https://www.facebook.com/OttawaConstructionAssociation)

Getting back to training at OCA

If you didn't already know—and you'd be forgiven for not knowing—training and education programming is very much back in session at OCA, albeit with a few modifications.

And while we've made every effort to move those classes we can from in-person formats to online sessions, some—like working at heights, and first aid—require bodies in a room. In those cases—and for room rentals—we're making every effort to ensure your health and safety, and those of our instructors.

Here's what you can expect when you come to the OCA for education this year:

Our in-class full-day courses will still feature a boxed lunch. Lunches will be individually wrapped instead of our usual buffet serving style.

We've dramatically increased our cleaning schedule and regimen to provide a safe and healthy environment for all our visitors.

We will always have masks to provide if students forget to bring theirs or they do not have one. Gloves are optional and we will have a supply of them here if you choose to wear them.

To allow for proper physical distancing, we have expanded the size of our classrooms and reduced the number of students we will take in any one class. Each student will have their own desk.

Finally, and most importantly, we're urging anyone who feels sick to stay home. To encourage this, we will offer full refunds or credits for anyone who can't make a class because they're not feeling well or are displaying symptoms of COVID-19.

As rules and regulations surrounding gatherings and in-person education classes change, we will adjust our schedule and platforms to respond.

Check out our schedule of training programs online at oca.ca.

Unofficial bid results over \$500,000: July 2020

JOB#	DESCRIPTION	BID
OCA-20-1367	Full Maintenance Lease of (1) Bulldozer with Landfill Waste Package	Tormont Cat \$1,559,700.00
OCA-20-1337	2020 - Replacement of 20 Small Culverts	Ottawa D-Squared \$1,668,147.00
OCA-20-1303	Expedited Integrated Reconstruction of Huron Avenue	Ottawa D-Squared \$1,704,007.60
OCA-20-1281	Integrated Road, Sewer and Watermain Reconstruction - Larkin, Larose and Lepage Avenue	K.C.E. Construction Ltd. \$4,473,800.00
OCA-20-1276	Intersection Modifications - Brian Coburn Boulevard and Esprit Drive	A&B Paving Ontario Corp \$658,104.00
OCA-20-1272	MTO - Structure Rehabilitation at Hwy 401	Louis W. Bray Construction Limited \$2,685,700.00
OCA-20-1267	Asphalt Scratch Coat Paving & Shoulder Graveling	Miller Paving Limited \$599,265.50
OCA-20-1248	Personnel Records Building - INAC Vault Refit	J.P. Gravel Construction Inc. \$524,381.49
OCA-20-1247	R75 Upgrade Lift Station - Kingston, Ontario	Emmons & Mitchell Construction Limited \$530,000.00
OCA-20-1245	Upgrade Mezzanine and Hanger - CC102	Wade General Contracting Ltd. \$506,000.00
OCA-20-1244	Civic Campus - Roof Top Units - Building 10	Massicotte \$701,258.00
OCA-20-1224	Manotick (Phase 1) and North Island Watermain Link	R.W. Tomlinson Limited \$16,133,283.00
OCA-20-1221	Supply and Construction of Sand Domes and Driveway Paving	Wright Developments Inc. \$2,840,389.11
OCA-20-1215	2020 Central Urban Resurfacing	R.W. Tomlinson Limited \$2,989,000.00
OCA-20-1207	Install Utility Pole Line - Range Training Area	Valard Construction LP \$1,616,505.00
OCA-20-1201	Ottawa River Outfalls - Package 1B	In-Depth Contracting \$2,181,190.00
OCA-20-1197	2018 Trenchless Sewer Program - East and West	Services Infrapac Inc. \$1,372,761.16
OCA-20-1191	MTO - Grading, Drainage, Granular Base, Hot Mix Paving, Electrical, Structural Replacement at Hwy 15	Louis W. Bray Construction Limited \$4,379,900.00
OCA-20-1178	2018 Miscellaneous Drainage - East and West - Phase 2	Ottawa D-Squared \$1,237,495.40
OCA-20-1177	Install Oil and Water Separators - Various Buildings	Wade General Contracting Ltd. \$526,000.00
OCA-20-1174	MTO - Hot Mix Paving and Electrical at Hwy 416	Aecon Construction Ontario East Limited \$1,225,000.00
OCA-20-1164	Cathodic Protection for Watermains - 2020	Global Cathodic Protection Inc. \$2,575,018.74
OCA-20-1161	Chemical Storage and Feed System Upgrades	Eastern Welding \$1,329,690.00
OCA-20-1152	Four Culvert Renewals	Goldie Mohr Ltd. \$946,000.00
OCA-20-1143	Hemmingwood Way Area - Traffic Management and Bio-Retention Measures	Cornwall Gravel Company Limited \$1,639,196.40
OCA-20-1137	Replace Racehorse Bridge	Dalcon \$1,277,000.00
OCA-20-1136	Recapitalization CFHA Residential Units	Saffco \$1,898,378.00
OCA-20-1097	Electrical Services Upgrades - Various RHUs	Frank's Electric \$500,390.65
OCA-20-1089	MTO - Demolition of Existing and Construction of New Material Storage Structures at Hwy 401	Storage Systems Construction Corp. \$1,380,679.20
OCA-20-1086	Reconstruction of Stewart Street - Highway 60	Thomas Cavanagh Construction Limited \$6,359,790.26
OCA-20-1079	Upgrade Arras Road and Parade Square	Do-All Construction \$1,720,385.00
OCA-20-1072	Road, Sewer and Watermain Construction - Various Locations	Louis W. Bray Construction Limited \$5,394,000.00
OCA-20-1025	Replacement of Piperville Road Bridge	Aecon Construction Ontario East Limited \$2,493,000.00
OCA-20-1012	MTO - Rout and Seal, Strip Repairs at Hwy 7	Neptune Security Services Inc. \$981,513.00
OCA-20-0878	MTO - Grading, Drainage, Granular Base, Hot Mix Pavement, Electrical, Structural, Mechanical, Buildings, Facilities, Communications/IT, SCADA	Coco Paving Inc. \$82,562,000.00

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Construction Project Management – back by popular demand

OCA is once again hosting its popular, five-day construction project management training course.

Led by Dr. Awad Hanna and Dr. Gloria Auchey, the training dives deep into the skills and information that you can apply immediately on the job. Those skills are not only helpful but often critical for success for construction project manager.

Modules include:

- duties of the modern project manager
- what supervisors need to know about estimating and scheduling
- managing field productivity to improve the bottom line
- building high performance individuals
- building high performance teams

OCA is hosting this year's session from November 30 to December 4, and we're encouraging anyone who is interested to reach out immediately. This course is always popular, and space is limited. Contact us at education@oca.ca for more information.



OCA training schedule

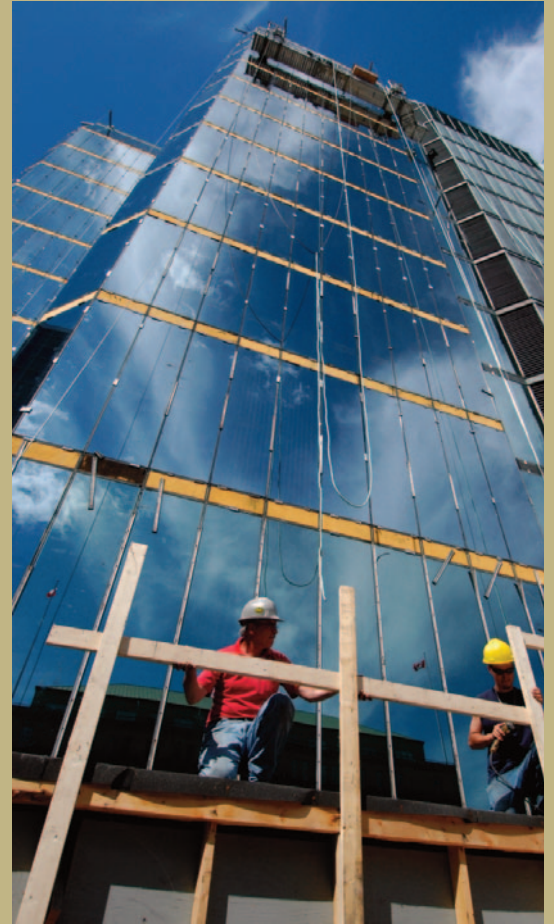
FALL 2020

September 17	Working at Heights - Fundamentals of Fall Protection	8:00 a.m.
September 18	CST: Conflict Resolution	9:00 a.m.
September 21	Construction Tendering & Contracts	9:00 a.m.
September 22	Standard First Aid, CPR C Basic Rescuer and Automated External Defibrillation Certification - In Class Portion	8:00 a.m.
September 23	Standard First Aid, CPR C Basic Rescuer and Automated External Defibrillation Certification - In Class Portion	8:00 a.m.
September 28 & 29	CST: Effective Meetings & Delegation in Construction	12:30 p.m.
September 30	Financial Fundamentals - Part 1 - Business Basics for Managing your Business and Tips on How to Read Financial Statements	9:00 a.m.
October 1	Working at Heights - Fundamentals of Fall Protection	8:00 a.m.
October 2	Construction Claims Seminar	9:00 a.m.
October 7	Financial Fundamentals - Part 2 - The Financial Basics for Project Management	9:00 a.m.
October 8	Working at Heights - Refresher Training	8:00 a.m.
October 9	CST: Building High Performance Teams	9:00 a.m.
October 15	Working at Heights - Fundamentals of Fall Protection	8:00 a.m.
October 22	Working at Heights - Refresher Training	8:30 a.m.
October 23	CST: Great Communicators Make Great Supervisors	9:00 a.m.
October 27 & 28	CST: IHSA Basics of Supervising – 2-day course	8:30 a.m.
October 29 & 30	Dispatcher Training – 2-day program	8:30 a.m.
November 5	Working at Heights - Fundamentals of Fall Protection	8:00 a.m.
November 6	CST: Human Resource Practices	9:00 a.m.
November 6	WSIB and Construction Safety Liability	9:00 a.m.
November 9 & 10	Webinar - Construction Project Close Out	1:00 p.m.
November 12	Working at Heights - Refresher Training	8:00 a.m.
November 16 & 17	Interpreting Construction Drawings and Specifications - 2 Day Course	8:30 a.m.
November 18	Working at Heights - Fundamentals of Fall Protection	8:00 a.m.
November 19 & 20	Construction 101 & Beyond - 2-day course	8:30 a.m.
November 25	Working at Heights - Refresher Training	8:00 a.m.
November 30 & Dec. 1, 2, 3, 4	Construction Project Management - 5 Day Training	8:30 a.m.

Guess the photo

It didn't take long for someone to give us the correct answer to our mystery photo in July's issue. John Sloane with Plan Group guessed the picture was of the Bank of Canada building on Sparks Street, which underwent a major façade renovation in 2017. Bravo, John.

Photos by Ron de Vries Photography



*This month, tell us
what's pictured here.
Good luck!*

*If you think you
know, send us a note
at editor@oca.ca.*



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A helicopter is shown in flight over a body of water, lifting a large, rectangular metal cage or basket from the surface. The cage is suspended by a cable and is partially submerged in the water, creating a splash. The helicopter is a light blue and white, with the registration 'C-GALP' visible on its side. The background is a clear blue sky and a calm sea.

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