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RFP No. Doc4502108451

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## **SECTION 1 – SCOPE OF WORK AND DELIVERABLES**

### **1.1 Scope of Work**

The project scope consists of a new Multifunction station for Toronto Paramedic Services, located in Scarborough ON. The site is bordered by highway 401 to the north, and an existing Toronto Police Services building to the south. The multi-function station is divided into five main program groups:

- **The D2 Hub** will provide the support and command post for the district and will consist of a group of office and meeting rooms at the southwest corner of the building, adjacent to the main entrance.
- **Paramedic facilities** support the daily paramedic shift cycle with locker rooms, a fitness room, and a staff kitchen and lounge.
- **Education facilities**, primarily on the second floor, will support the training needs of new and current paramedics in state-of -the-art classrooms, labs, and seminar rooms. A suite of offices and meeting rooms on the second floor will serve the needs of educators and administrators alike.
- **Logistics facilities** will provide for the cleaning and re-stocking of the ambulance fleet.
- **Finally**, the Vehicle bays will house 40 ambulances in the main Ambulance prep bay and additional ambulances and support vehicles in the supervisor and education vehicle bay to the north.

Ambulances and paramedic vehicles will depart from the facility on regularly scheduled shifts to posts throughout the city– little or no emergency dispatching will take place from this facility. Net Zero Carbon and Net Zero Energy are key drivers of the project. The orientation and massing, envelope detailing, window area, structure, mechanical and electrical systems are all designed towards low energy and zero emissions. There will be no natural gas infrastructure on the site – all building systems, including emergency power, will be electrical.

### **Siteworks**

The property is shared between Toronto Paramedic Services and Toronto Police Services, who have an existing building to the south. New gates will be provided to keep the Toronto police service site secure.

Extensive site regrading will be required. Testing of the existing soil has identified limited areas of soil which exceed certain chemical concentration thresholds under Ontario excess soils regulation O. Reg. 406/19 and will have to be disposed. A qualified person (QP) will need to be retained by the contractor to administer excess soils regulatory requirements. Most soil on the site has been identified as salt impacted. A soils characterization report for the site, prepared by WSP, is available for review.

To the east side of the site, a series of >200m deep ground source heating wells are proposed, for the building ground source heat pump system. Coordination of the ground source piping field with buried civil and electrical utilities at this location will be important.

New domestic water and fire service water lines enter the site from the east, to a water and sprinkler room on the east side of the building. These services will have to be coordinated with

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the lines for ground source heating field. Additionally, a second fire service line, to service exterior fire hydrants, enters the site from the west, from Progress Ave, through the existing Toronto Police Services route. The site will have a number of storm-water management features, including below grade stormwater retention tanks and box culverts, an infiltration rain garden, and Jellyfish water treatment systems.

Based on the results of the geotechnical investigations of the site, an engineered ground improvement strategy – rammed aggregate piers - are proposed for support of foundations. Structural foundation plans identify proposed locations of rammed aggregate piers, but this system will need to be fully designed and engineered by a qualified ground improvement sub-contractor.

The landscape design includes extensive tree planting and re-forestation. Two main surface parking lots are proposed on the west side of the site, and an ambulance departure area, outdoor waste area, and fire access route and turnaround facility is on the east of the site. Ambulances and paramedic vehicle return to the building via a ring road around the site, entering the building on the west, and departing on the east. Gabion wall structures on the site provide enclosures for seating areas and exterior building services (waste, battery storage system, electrical transformer). To the north of the site, a precast noise barrier wall protects the site from noise from the 401. Electric vehicle charging rough ins and trickle charging receptacles are provided to parking areas at key locations on site.

#### **Main Facility**

##### **Architecture and structure**

There are two principal building volumes on the site: the main multifunction station to the east, and the photovoltaic canopy to the west. Both volumes are angled to two orientations: the main building footprints are oriented to the surrounding street grid, whereas the roof slopes are oriented south to provide better solar orientation for the photovoltaic panels and north facing clerestory windows. Additionally, the south wall of the main building, which is a solar-preheat wall, is angled vertically to capture additional heat energy.

In keeping with the zero-carbon goals of the project, the superstructure of the main building is a mass timber structure composed of glulam beams and columns, and CLT floor and roof decks. With few exceptions, the structure is generally exposed throughout the building, lightly finished with clear protective stains. All mass timber elements and connections, including the roof, are designed for a one-hour fire resistance rating to meet Ontario building code requirements. CLT floors are one hour fire separations, while the roof requires only a fire resistance rating and is not a fire separation. Lateral load resisting structural elements in the building are typically steel cross braces in the vehicle bays to the north, and cast-in-place concrete shear walls in the administrative areas to the south. Structural steel elements framing the tall parapet walls that project through the roof are thermally broken within the plane of roof insulation. The foundations are shallow cast in place concrete foundations sitting on a rammed aggregate pier system of ground improvement. The main ground floor slab is an insulated slab on grade floor. Foundation and slab on grade concrete mixes are selected to limit embodied carbon in the concrete.

The exterior envelope is highly insulated, with few, strategically located windows. 203mm of exterior mineral wool insulation with thermally broken cladding support, along with 225mm of roof polyisocyanurate insulation, blanket the building. The main building cladding is dark colored

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22mm corrugated prefinished steel, with secondary accents being provided by copper toned aluminum composite panels. Windows are generally located to protect from excessive solar exposure. The glazing system throughout is a highly insulated fiberglass curtain wall system, with either triple glazed IGUs, or highly insulated light diffusing insulated units. Whole building air-tightness testing will occur at various times during construction as part of the air testing plan, to monitor air tightness and diagnose and remediate any problematic areas of air leakage. The general contractor will designate an “air boss” on site to supervise air tightness and remediate any punctures in the building air barrier. Air leakage through the many overhead garage doors is limited by means of vestibules with secondary overhead doors within the vehicle bays. The exterior cladding and envelope detailing at the angled ‘sawtooth’ window locations will require careful coordination, sequencing, and skill to achieve the crisp, sharp detailing at the many angled corner intersections. At these locations, large projecting cladding elements are generally designed to be to the exterior of the building thermal envelope, to simplify thermal, air, and vapour control layers, and ensure their continuity.

The interior of the main building is roughly divided into two main parts: the southern third is a two-storey space containing office and administrative spaces, classrooms, locker rooms, washrooms, and social spaces for the D2 Hub, paramedics, and education programs. The northern two thirds is primarily a single-storey space dedicated to ambulance and paramedic vehicle storage, restocking, and cleaning.

The southern administrative wing is organized around a linear, east-to-west atrium. A north facing clerestory at the top of the atrium provides diffuse natural light deep into the space. The glulam beams and columns are exposed here, between infill acoustic wood wall and ceiling paneling. Visible surfaces of the atrium ceiling and north wall are kept free of services and devices to emphasize the timber structure and provide a clear architectural expression. Glazed openings between the atrium and vehicle bays to the north – protected by window sprinklers - provide views between the two main spaces of the building. Around this atrium, social spaces such as lounges, kitchens, and seminar rooms are organized. Partitions facing the atrium are glazed to take advantage of the natural light from the atrium. To the south of the atrium, on level 01, there is large locker room with change facilities, and an associated fitness room, whereas on level 02 are classrooms, labs, and seminar room. Several classroom and seminar spaces are provided with operable partitions to create flexible spaces with multiple possible configurations. Offices are clustered to the west on level 01 and 02. Throughout these spaces, mechanical and electrical services will be organized to run concealed above dropped finished ceilings, or, where under exposed timber structure, to run in a cleanly organized fashion under the CLT deck between beams, again emphasizing the organization of the timber structure. Millwork and casework is provided throughout the space for kitchens, locker cubbies, and reception areas. Casework countertops are typically solid surface, with plastic laminate lowers and uppers. Stainless steel counters are provided at the two labs.

To the north, the vehicle bays are large open spaces with entirely exposed timber structure. Daylight is brought deep into the space by the clerestory windows created by the angled roof profile above. Partitions within the vehicle bays are typically concrete block at lower levels to provide a robust finish, with stud and gypsum walls above. Acoustic metal deck lines the upper half of the walls in the garage spaces to provide acoustic absorption. The vehicle garage spaces are separated from the remainder of the spaces by a 90-minute fire separation – windows in this fire separation are either fire rated windows and glazing, or are protected with window sprinklers. A large number of highly insulated overhead garage doors surround the vehicle spaces. Two measures are taken to minimize air and heat loss through these large openings: air curtains

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placed at each door, and interior vestibules with a series of doors with vestibules. Heavy duty, quick acting fabric roll up doors are provided at the interior of the large vehicle vestibules to the east. Flooring within the vehicle bays is a sealed concrete topping with hydronic heating piping, sloped to a series of trench drains.

#### **Mechanical**

The main mechanical plant of the building is a ground source heat pump system. More than thirty >200m deep wells will be drilled on the east of the site to provide ground source heating and cooling. Piping from the geothermal wells enters an underground vault to the northeast of the building and enters into the main mechanical room at the very northeast corner of the building. Heating and cooling distribution is largely through radiant floors throughout the building, placed in concrete topping either on the slab on grade, or on the CLT deck. Additional space conditioning and ventilation fresh air is provided to spaces by means of displacement ventilation, typically in wall mounted displacement diffusers, or in some cases, ceiling diffusers. Three large ERV units on the roof ensure fresh outdoor ventilation air is efficiently provided to all spaces. Moreover, the ERV units are connected to the large solarwall at the south of the building. In the cooling season, the solarwall will pre-heat air entering into the ERV units, increasing overall system efficiency. In warmer months, a bypass damper integrated into the HVAC system will open, drawing in ambient outdoor air rather than heated air from within the solarwall plenum. All spaces within the building are fully sprinklered. Close spaced sprinklers line the floor opening around the interconnected floor space of the atrium at the south end of the building.

#### **Electrical, IT, Comms, AV**

As noted, all systems in the building will be electrical. To service this, a new transformer is located on the east side of the site, screened by in a landscaped gabion wall. Also within this screened enclosure is the emergency power battery system, which provides short term emergency power. An electrical tap box is provided near the battery system for a temporary generator that can be brought to site as required during any prolonged power outages. From the transformer and battery system, buried electrical duct banks run south and west to the main electrical room, and north and west to the battery storage electrical room. Extensive site lighting is provided by lighting poles and a series of smaller lighting bollards and lights throughout the site. Rough-ins for future electric vehicle charging are provided to designated “Low-Emitting-Vehicle” parking spaces at the west of the site. Additionally, receptacles for ambulance trickle charging are provided at the east of the site.

Large photovoltaic arrays are placed on both the roof of the main building, and the large photovoltaic canopy to the west of the main building. On the main building, the photovoltaic arrays are an entirely ballasted system where on the low slope roof, and, where over the sloped standing seam roof, a clipped roof-mounted system that is fastened to the standing seam roofing. On the photovoltaic canopy over the parking and ambulance return area, the PV system is designed as an interconnected weatherproof system, shedding rainwater to a series of perimeter gutters. A wind study has been conducted by RWDI to analyze structural and cladding wind loads on the PV canopy – it is included for information in the tender documents. The wind study must be reviewed by the trade that is engineering, supplying, and installing, the PV system, and the final engineering of the system must be reviewed with RWDI.

The building is provided with a fire alarm system. Interior lighting systems are entirely LED. In spaces with exposed timber, electrical conduit runs must be organized to run on the underside of

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the CLT deck, and not run under exposed timber beams. At the main atrium space, beam smoke detectors are placed in discrete locations, and lighting is recessed in coves, to keep the grand exposed timber ceilings of the atrium free of electrical devices.

Power and data are provided throughout. At office and classroom spaces, power and data are provided in many locations via floor monuments in the concrete topping. In the vehicle bays, and the exterior ambulance return area to the west, power for ambulance trickle charging is provided by means of ceiling mounted retractable cord reels. Additionally, ceiling mount cord reels are provided in the lab spaces. One ambulance electric vehicle charging location is provided within the ambulance vehicle bay, and extensive rough-ins for future electric vehicle charging are provided throughout the remainder of the vehicle bays. Audio and visual systems are provided for the administrative areas. Audio visual systems, as well as public address (PA) system are provided throughout the building. CCTV surveillance is also provided throughout. Door security controls are provided by means of card reader access controls.

#### **FF&E**

Furniture, fixtures, and equipment (FFE) is designed for the space but will be provided by means of a separate contract.

#### **Closing**

The multifunction station is an important facility for Toronto Paramedic Services, to serve the wider GTA, and to serve as an exemplary facility in both environmental sustainability and design.

## **SECTION 2 – INFORMATION FOR SUPPLIERS**

### **2.1 Social Procurement**

#### **.1 General**

- .1 The goal of the City of Toronto Social Procurement Program is to drive inclusive economic growth in Toronto by improving access to the City's supply chain for diverse suppliers and leverage employment, apprenticeship and training opportunities for people experiencing economic disadvantage, including those from equity-deserving communities. The City of Toronto expects its Suppliers to embrace and support the City of Toronto Social Procurement Program and its respective goals. Social procurement creates social value for the City in addition to the delivery of efficient goods, services, and works. The City of Toronto Social Procurement Program consists of two components: Supplier Diversity and Workforce Development.
- .2 For more information on the City of Toronto Social Procurement Program, visit: <http://www.toronto.ca/purchasing/socialprocurement>.

#### **.2 Supplier Diversity**

- .1 The goal of supplier diversity is to increase the diversity of the City's supply chain by providing diverse suppliers with equitable access to competitive procurement processes.
- .2 In accordance with Section 1.3.2 of the City of Toronto Social Procurement Policy, points will be assigned to suppliers that submit information as part of their Bid that will improve supplier diversity in the City's supply chain. See subsection 2 in Form B of Part 4 for more information

#### **.3 Workforce Development**

- .1 The goal of Workforce Development (WD) is to increase the number of employment, apprenticeship and training opportunities leveraged for people experiencing economic disadvantage, including those from equity-deserving communities. Suppliers are being asked to submit, as part of their Proposal, a Workforce Development Plan that identifies which strategies, if any, from among the categories summarized in Form B of Part 4 that the Supplier is committed to deliver during term of the assignment, as well as details on the implementation of the Workforce Development Plan.

## **2.2 Fair Wage Policy**

The Supplier must be capable of complying with the City's Fair Wage Policy including applicable current Fair Wage Schedules as referenced in the City policies in section 6.3 of Part 4-A (Bid Submission Form), and the City's labour trade contractual obligations in the construction industry, which are listed in the Labour Trades Contractual Obligations in the Construction Industry Policy. See <https://www.toronto.ca/business-economy/doing-business-with-the-city/understand-the-procurement-process/fair-wage-office-policy/>, which may be amended from time to time.

### **GUIDE TO PROSPECTIVE BIDDERS APPLICATION OF THE FAIR WAGE SCHEDULES**

In accordance with the City of Toronto Fair Wage Policy, Contractors and Sub-contractors are responsible to pay workers employed in "field work", a rate of wages not less than that set out for such work in the applicable Schedule of Wage Rates for this contract is as follows:

#### **APPLICABLE FAIR WAGE SCHEDULE SUBJECT TO LABOUR TRADE CONTRACTUAL OBLIGATIONS IN THE CONSTRUCTION INDUSTRY**

##### **"INDUSTRIAL, COMMERCIAL, INSTITUTIONAL (I.C.I.) WORK"**

On February 8, 2023, City Council enacted By-law No. 139-2023 that revises the Industrial, Commercial, and Institutional (I.C.I.) Work Schedule for 2019-2022. This schedule is applicable to the construction industry as determined by work characteristics that include industrial, commercial, institutional work.

Refer to the Labour Trade Contractual Obligations document for legislated labour requirements with respect to certified trades.

To obtain a copy of the I.C.I. Schedule, call the Fair Wage Office at the telephone number listed below or accesses the following link:

**[Industrial, Commercial, Institutional \(I.C.I.\) Schedule 2022.pdf](#)**

In case of a jurisdictional dispute or dispute as to the rate of wages to be paid under the contract or to the amount to be paid to any worker, the decision of the Manager, Fair Wage Office, shall be final and binding upon all parties.

**In the event that other Fair Wage Schedules may overlap the work covered by this contract, please contact the Fair Wage Office at (416) 392-7300 to seek clarification.**



### 2.3 City of Toronto Supplier Performance Evaluation

- .1 The City of Toronto follows a Contractor Performance Evaluation (CPE) procedure which provides guidance to City staff on creating and maintaining an evaluative record of a Supplier's performance on City projects for construction services for the purpose of Contract management and future purchasing decisions. Further information concerning the City's Contractor Performance Procedure can be found on the City's website at:  
<https://www.toronto.ca/business-economy/doing-business-with-the-city/follow-up-on-city-contracts/contractor-performance-evaluation-cpe-form/>

### 2.4 Definitions

In addition to the definitions set out in Part 1 - Section 3.14 the following definitions shall apply throughout Part 3 (REQUIREMENTS FOR DELIVERABLES), Part 4 (SUBMISSION FORMS) AND Part 5 (PRICING FORM) of this RFP, unless inconsistent with the subject matter or context.

- .1 "**Diverse Supplier**" means any business or enterprise that is certified by a Supplier Certification Organization to be:
- More than 51% (majority) owned, managed and controlled by persons belonging to an equity-deserving community, or
  - A social purpose enterprise whose primary purpose is to create social, environmental or cultural value and impact, and where more than 51% of the persons who are fulltime equivalent employees or are participating in, or have completed, transitional employment training, experience economic disadvantage.
- .2 "**Equity-deserving Community**" means a group that experiences discrimination or barriers to equal opportunity, including persons of low-income, vulnerable youth[ (age 18-29), women, Indigenous People, persons with disabilities, recent newcomers, 2SLGBTQ2people, racialized people, and other groups the City identifies as historically underrepresented.
- .3 "**Supplier Certification Organization**" is a non-profit organization recognized by the City of Toronto that certifies businesses and enterprises as Diverse Suppliers by assessing them using established, consistent criteria. Recognized Supplier Certification Organizations include:
- Canadian Aboriginal and Minority Supplier Council (CAMSC)
  - Canadian Council for Aboriginal Business (CCAB)
  - Canadian Gay and Lesbian Chamber of Commerce (CGLCC)
  - Inclusive Workplace and Supply Council of Canada (IWSCC)
  - Women Business Enterprise (WBE) Canada

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- .4 **"Workforce Development"** means a relatively wide range of activities, policies and programs to create, sustain and retain a viable workforce that can support current and future business and industry. It is an approach that integrates career exploration, industry–driven education and training, employment, and career advancement strategies, facilitated by the collaboration between employers, training and education institutions, government, and communities.

### **SECTION 3 – PRE-CONDITIONS OF AWARD**

#### **3.1 Pre-Conditions of Award (Only applicable to the Successful Supplier)**

The Successful Supplier will be required to provide the documentations set out below by taking the following steps within ten (10) Business Days after being notified by the City that the Contract is ready for execution:

1. Execute and return the Contract, without any unilateral revisions to the Contract;
2. Arrange for the **certificate of insurance** in the form attached as a part of the Contract to be completed and signed (including stamp of insurance broker) and delivered to the City;
3. A **WSIB Clearance** certificate which shows that the Supplier is in good standing;

and

4. If requested by the City:
  - Deliver a copy of its and/or any Affiliated Persons' **Corporate Profile Report(s) (Ontario)**, or equivalent official record issued by the appropriate government authority. The Corporate Profile Report(s) must have been issued not more than ten (10) Business Days prior to the date of such written notice. The City reserves the right to confirm the accuracy of the information contained in the Corporate Profile Report, and to require additional information from the contractor as necessary.
  - A completed **statutory declaration form** from **OSHA** with Asbestos Abatement Training.
  - If **collective bargaining** has an effect on the valuation of change, pertinent segments of the agreement have to be disclosed