



Project Name:	Municipal Fleet Storage Garage
Addendum Number:	2
Project ID:	2026-RFP-009

Addendum 2 is hereby issued to amend the *2026-RFP-009 Municipal Fleet Storage Garage*. The changes outlined in this addendum shall take precedence over the original document.

Question 2.1

Could we please get a three-week extension to the closing date?

Answer 2.1

Please see below

Milestone	Date
Issue RFP	June 18, 2026
Last Day for Proponent Questions	August 12, 2026
RFP Closes – Submission Deadline	August 26, 2026, 3:00 PM EST
Evaluation & Approvals	September 16, 2026
Project Kick-Off Meeting	September 22, 2026

Question 2.2

Is a program for the building available? (for sizes/areas of each portion of the building)

Answer 2.2

No building program is available. Please refer to Part V of the RFP for details regarding the building requirements.

Question 2.3

We are anticipating that site will be zoned light industrial. Please confirm

Answer 2.3

A rezoning and General Plan amendment will both be carried out by City staff. However, the exact provisions of the target zone will depend on the preliminary design prepared by the selected Proponent. For that reason, no zone has been identified in the RFP as the amending by-laws will be subsequent to preliminary design. Bids may assume that the lot is subject to rezoning, which may mean rezoning to a special exception zone with site specific setback provisions. This also confirms that the “design” work of this design-build scope can proceed prior to three readings of the General Plan and Zoning amending by-laws. However, the “build” component, its associated costs, and the City’s contractual commitments to the “build”, may be canceled by the City pursuant to the Construction Contract, for any reason, including reasons related to the amending by-laws; such as not receiving three readings by Council.

**Question 2.4**

We would like to know if City of Iqaluit is expecting future expansion of the garage? Should we provide this option in design?

Answer 2.4

The City is not currently anticipating any future expansion of the garage.

Question 2.5

Based on the concerns raised by our insurer regarding Clause #12 (Indemnification, waiver, and Insurance), would the city consider revising the clause by either:

- Removing the requirement for the Proponent (design/Builder) to "defend" the city, or
- Adding an exception stating that the duty to defend does not apply to claims arising from professional negligence, given that professional liability insurers typically only defend the named insured (the Proponent) and do not provide defense coverage for additional parties?

This change would help avoid imposing an uninsured contractual liability on us for professional liability claims.

Answer 2.5

The City will retain the general duty to defend but will revise Clause 12 to clarify that this obligation does not apply to claims arising from professional negligence

Question 2.6

We are currently working on our proposal and would like to inquire whether an extension of the submission deadline would be possible. Additional time would help us ensure a complete and high-quality response.

Answer 2.6

Please refer to Question 2.1

Question 2.7

Item 4.3 indicates that Proponents must obtain a unique PIN number from MERX to upload electronic proposal submission documents, please advise.

Answer 2.7

The reference in Item 4.3 to obtaining a unique PIN from MERX is not applicable and will be removed. Proponents must be registered with MERX and follow the electronic bid submission process using their MERX account credentials. Proponents are responsible for ensuring that their submission is successfully uploaded before the Closing Time and should retain the electronic submission confirmation provided by MERX.

For technical assistance with the MERX submission process, Proponents may contact MERX Customer Support at 1-800-964-6379 or merx@merx.com.

Question 2.8

Foundation System: The geotechnical report identifies grade-supported foundations and rock-socketed steel pipe piles as foundation options. Would the Owner consider an alternative foundation system incorporating thermosyphons for permafrost preservation, provided the geotechnical engineer reviews the proposed system and issues an amendment confirming it as an acceptable foundation recommendation for the project?

Answer 2.8

The City may consider a foundation system incorporating thermosyphons as a separately identified alternative. The primary Proposal and pricing shall not rely on the alternative being accepted.

The alternative submission must include sufficient supporting information from Nunavut-registered geotechnical and structural engineers demonstrating that the proposed system:

- Meets or exceeds the performance requirements and recommendations of the issued geotechnical report;
- Addresses permafrost preservation, thaw settlement, frost action, heavy-vehicle loading and climate-change impacts over the facility's 50-year design life;
- Includes all required thermal analyses, monitoring systems, maintenance requirements, warranties, replacement provisions and lifecycle costs; and
- Will not result in additional cost, schedule impacts or performance risk to the City unless expressly accepted in writing.

Acceptance of the alternative will be at the City's sole discretion following a complete technical review. The City is not committing to have the issued geotechnical report amended during the procurement period. Any additional investigation, engineering analysis or third-party review required to support the alternative shall be undertaken at the Proponent's cost and will not relieve the Design/Builder or its Engineers of Record of responsibility for the foundation's design and long-term performance.

Question 2.9

Heavy Vehicle Loading: Please provide the make, model, and maximum operating weights of all heavy-duty vehicles proposed to be stored within the facility, including axle loads (if available), tire configuration (single/dual), and tire sizes. This information is required to properly assess wheel loads and develop an appropriate slab-on-grade design and pricing. Please also confirm whether the vehicles should be assumed to be stored empty or fully loaded (e.g., full water).

Answer 2.9

The heavy-duty vehicles currently proposed for storage are a 2027 Freightliner M2 106 Plus (M2106) tandem-axle water truck equipped with a 2,800-Imperial-gallon tank, having a maximum gross vehicle weight capacity of 54,600 lb, with a 14,600-lb front axle and 40,000-lb tandem rear axle, and a 2027 Freightliner M2 106 Plus (M2106) tandem-axle sewer/vacuum truck equipped with a 3,500-Imperial-gallon tank, having a maximum gross vehicle weight capacity of 64,000 lb, with an 18,000-lb front axle and 46,000-lb tandem rear axle. The water truck has single Bridgestone M863 315/80R22.5 front tires and dual Bridgestone M799 11R22.5 rear tires, while the sewer/vacuum truck has single Bridgestone M864 385/65R22.5 front tires and dual Bridgestone M799 11R22.5 rear tires. For slab-on-grade design and pricing, all vehicles shall be assumed to enter and be stored fully loaded, and the 64,000-lb sewer/vacuum truck shall be considered the controlling minimum loading case. The Design-Builder remains responsible for determining individual wheel loads, tire-contact pressures, dynamic effects, braking and turning loads, and confirming the final as-delivered vehicle data during detailed design.

**Question 2.10**

The proposed site is currently zoned OR (Open area zone) per the City of Iqaluit Zoning By-law. The proposed garage is not permitted on a OR zone. Has a rezoning by-law amendment already been approved by the city council to rezone the proposed lot to a M1-Light Industrial zone? or does the proponent need to consider that a rezoning amendment will be required during the Development Permit process? Please confirm if we shall assume an OR zone or an M1 zone for the permitted use, required setbacks, lot frontage, etc.

Answer 2.10

Please refer to Question 2.3

Question 2.11

Can you please confirm if the project will be exempted from the watercourse setbacks per the General Plan and Zoning By-law? If not, can you please confirm that the bank of the lake is known and thus, we can assume a 15m watercourse setback (instead of the 30m setback)?

Answer 2.11

The waterbody setback is exempted due to the precedent already being set with this particular waterbody.

Question 2.12

Can you please confirm the total number of parking stalls that needs to be provided? The RFP states that the facility should be designed for an operational staff between 12 to 16 personnel. Based on preliminary review of the City of Iqaluit Zoning By-Law, we are assuming a 1 stall per 250m² of gross floor area for the required number of parking stalls. The foreseen total number of parking stall by the Zoning By-law will most likely be less then the total number of staff. Could you please confirm if the project needs to comply with the zoning by-law ratio or if a different ratio will be required such as a 1:1 ratio per the number of operational staff personnel?

Answer 2.12

The City has not established a fixed number of employee parking stalls or a one-to-one parking ratio based on the anticipated number of operational staff. The Design-Builder shall determine and provide the number of parking stalls required in accordance with the City of Iqaluit Zoning By-law in effect at the time of the development permit application, including all applicable barrier-free parking requirements.

Question 2.13

Can you please confirm if an overhead crane is to be provided? If so, which capacity (tons)?

Answer 2.13

An overhead crane is not to be provided.

**Question 2.14**

Can you please confirm what are the programmatic requirements for the “staff facilities”:

Please confirm if the following rooms are to be included in the program, and their minimum area:
Staffroom (incl. a kitchenette with fridge, microwave, and sink.)

- A tool room
- A parts room
- A storage room
- Office(s), 1 or more?
- Any other room type?

Answer 1.14

Please refer to Part V of the RFP for the staff-facility requirements. The Design-Builder shall determine whether any additional staff-support spaces are required to support its proposed layout and operations, while maintaining the required vehicle capacity, circulation, maintenance access, and separation between the water-truck, sewer-truck, and staff areas.

Question 1.15

Is a fenced exterior compound required for the project? If so, which area?

Answer 1.15

No fenced exterior compound is required for this project.

Question 1.16

Could you please confirm whether Inuit local content requirements apply to this construction project in Nunavut? If so, what specific Inuit participation, employment, subcontracting, procurement, or local content obligations must be met to comply with the applicable territorial, municipal, or project-specific requirements?

Answer 1.16

The RFP does not establish a mandatory Inuit-content percentage, employment quota, subcontracting requirement, procurement preference, or minimum local-content threshold for this Project. Proponents shall comply with all applicable laws, the City’s procurement requirements, and the Contract Documents.

Question 2.17

Could it be possible to have the CAD version of the topographic survey of greenfield development, Iqaluit Sheet 1 of 1, dated September 23, 2025?

Answer 2.17

[Addendum 2 document list](#)

**Question 2.18**

Is there an electronic file map of the proposed development area for the Municipal Fleet Storage Garage that shows the following:

- Normal high-water elevation line of Toonik Pond.
- A digital file with Road to Apex R.O.W. lines, Utility Easements, Proposed Road Widening lines.
- Proposed Lot lines, and/or boundary line information for the Municipal Fleet Storage Garage

Answer 2.18

[Addendum 2 document list](#)

Question 2.19

How many water trucks and how many sewage trucks will be housed in the building?

Answer 2.19

4 water trucks and 6 sewer trucks.

Question 2.20

Will truck repairs be completed in this building? Will this building be classified as a repair garage or a storage garage? This has building code implications.

Answer 2.20

No vehicle maintenance activities are intended to be carried out within the facility. The building is intended for vehicle storage and operational support and shall be designed as a storage garage.

Question 2.21

It appears that the current zoning of the building area is zoned OR, is the area currently being re-zoned?

Answer 2.21

Please refer to Question 2.3

Question 2.22

We understand that there is a protective easement registered on the site. Could you please provide details regarding the nature of the easement and any associated restrictions or requirements?

Answer 2.22

See General Plan by-law 5.10.8 for restrictions set by Council. Further, the restrictions here would apply: [Aviation - Land Use in the Vicinity of Aerodromes - TP 1247](#)

**Question 2.23**

Based on the requirement for a drive-through building and the turning radii needed for the vehicles, we have determined that the building may need to be located very close to the front and rear property lines.

- Would it be possible to apply for a variance to accommodate this layout?
- Alternatively, is there another site available with greater depth that could better accommodate the proposed building configuration?

Answer 2.23

The site identified in the RFP is the only site being considered for this Project. The Design-Builder shall develop the proposed drive-through layout within the available property limits and in accordance with all applicable zoning, setback, access, vehicle-movement, and code requirements. Where the final design demonstrates that a variance is necessary, the Design-Builder may propose a variance application for the City's prior review and written approval; however, approval of any variance cannot be guaranteed and remains subject to the applicable municipal approval process.

Question 2.24

I do not see in the Terms of Reference how the City breaks down the 10 trucks. For the number of separation walls inside the Garage we need to know how many Bays will be required out of the 5 Bays available.

Answer 2.24

The five drive-through bays shall accommodate ten trucks parked two-deep. For design purposes, two bays shall be allocated to water trucks, accommodating four trucks, and three bays shall be allocated to sewer trucks, accommodating six trucks. A full-height insulated separation wall shall be provided between the water-truck and sewer-truck zones and between the vehicle-storage area and the staff/support facilities.

Question 2.25

Please provide the confirmed property limits for the project site. The survey drawing appears to identify the street-side boundary only, and the full property limits along the pond-side and adjacent edges are not clearly defined.

Answer 2.25

[Addendum 2 document list](#)

Question 2.26

The RFP requires the Design/Builder to perform a verifying flow-rate test before commencing hydraulic layout calculations for the sprinkler system. If the available municipal watermain pressure or flow is insufficient to support the required fire-suppression system, please confirm whether proponents are to include separate pricing for exterior fire-water storage tanks. Alternatively, please confirm whether this item may be carried as a cash allowance.

Answer 2.26

The Design-Builder is responsible for providing and pricing a complete, code-compliant fire-suppression system, including any required fire-water storage tanks, pumps, or alternative measures. No cash allowance will be provided. Any assumptions or potential municipal water-service upgrades shall be clearly identified in the Proposal.

Question 2.27

Due to the design-build nature of the proposal, required coordination with design consultants, subcontractors, suppliers and sealift/logistics providers, along with review of the recently issued technical information, we respectfully requests a two-week extension to the RFP closing date. Please confirm whether the closing date can be extended accordingly.

Answer 2.27

Please refer to Question 2.1

Question 2.28

Would the City consider a one-month extension to the proposal closing date to allow proponents sufficient time to assemble Design-Build teams, engage northern partners, and develop a comprehensive submission?

Answer 2.28

Please refer to Question 2.1

Question 2.29

There are costs to connect utility power and telephone. Since it is not that easy to obtain quotes from Qulliq or Northwestel during the submission period we would like the owner to provide us with cash allowances for :

Utility power hook-up (Qulliq energy)

Utility telephone/data connection (Northwestel)

Answer 2.29

The City will not provide cash allowances for utility power or telephone/data connections. Proponents are responsible for coordinating with Qulliq Energy Corporation and Northwestel and for including all associated connection, service, equipment, and installation costs in their Proposal. Any assumptions shall be clearly identified.

**Question 2.30**

Please confirm whether the City has a preferred building location within the available lot. We are currently considering locating the building between Road R129 and the rock outcrop near the middle of the site. Please confirm whether this proposed location is acceptable, or provide the City's preferred location.

Answer 2.30

The Design-Builder is responsible for determining the most suitable location based on site conditions, geotechnical information, utility connections, drainage, access, vehicle circulation, setbacks, and all applicable requirements.

Question 2.31

Please confirm whether a foundation design incorporating thermosyphons would be acceptable for this project.

Answer 2.31

Please refer to Question 2.8

Question 2.32

Please confirm whether a buried sewage holding tank would be acceptable at this site.

Answer 2.32

The only acceptable servicing approach is a direct connection to the municipal sanitary sewer system.

Added Sections

PART III – GENERAL CONDITIONS**6.2 Delays**

- c) For greater clarity, the timing, scheduling, deferral, or outcome of the General Plan and Zoning By-law amendment process relating to the Project and/or the Site, including Council consideration and required readings, shall in no event be considered a delay due to an act or neglect by the City; rather, any related delay shall be considered to have been reasonably foreseeable by the Design/Builder at the time this Contract was entered into under Subsection 6.2(a).