MCGILL BIKE CENTRE

An Innovative Vision Towards a Sustainable and Secure Bike Commuting Facility

CONTENTS

December 8th 2015

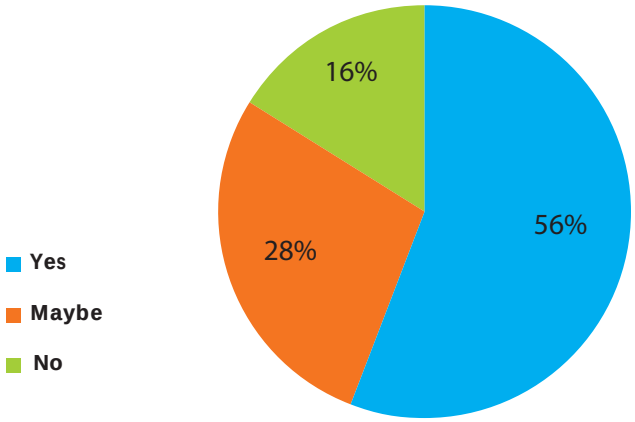
Prepared by:
ÉKM architecture
Paul Guenther, Senior Campus Planner, McGill University
CIMA+

INTRODUCTION

Abstract

Since the pedestrianizing of McTavish Street in 2010, the underground parking garage in the University Centre has been closed to vehicular parking and used instead for ad-hoc storage needs.

In 2015, McGill University engaged *ekm architecture* to develop a conceptual redesign of the space to accommodate a bike commuting centre. McGill's Bike Centre would provide a secure and clean facility for bike parking in addition to locker & shower facilities and a space for the community-run bike collective.



Community desire for an indoor and secure bike parking facility (SSMU 2012 Survey)

Demographics & Demand

- McGill's community has approximately 39,000 students and 12,500 staff (2013 data). [1]
- In 2013, cyclists represented 16% of all commuters during fair weather days (up from 11% in 2011). [2]
- Bike Parking
  - As of 2013, McGill had 198 bike racks on-campus – resulting in 1,782 official parking spaces. All of these spaces are outdoor and intended for short-term use.
  - 39% of cyclists believe there is not enough bike parking available on-campus. [2]
  - LEED standards recommend that campuses provide spaces for 5% of the community, this would require McGill to have 2,575 spaces.
- Secure Bike Parking and Shower/Change Facilities
  - McGill's Master Plan Principles committed "the University [to] provide ample, safe, sheltered, and well-lit bicycle parking" [3]
  - There is a strong desire (56%) for secure, indoor parking facilities. Among those interested, 58% have no desire for a user-fee. [4]
  - 44% of cyclists are unsatisfied with the lack of shower/change facilities on-campus. [5]

[1] *Numbers from McGill's Office of Planning and Institutional Analysis (PIA).*
[2] *2013 McGill TRAM Commuter Survey.* http://tram.mcgill.ca/Research/Publications/McGill_2013_travel_survey_full_version.pdf
[3] *McGill University Physical Master Plan: Planning & Design Principles. 2008.* https://www.mcgill.ca/campusplanning/files/campusplanning/2008_master_plan_principles_report_-_final.pdf Pg 57.
[4] *2012 SSMU Online Survey. Data has yet to be published.*
[5] *2015 McGill TRAM Commuter Survey. Data has yet to be published.*

INTRODUCTION

Objectives

As a proponent of active transportation, McGill encourages the community to cycle to/from campus. This shall be achieved through:

1. Creating a secure bike-parking facility on campus in which the risk of theft and damage to an individual's bike is considerably minimized.

2. Creating secure shower & locker facilities to further encourage cyclists to commute from long-distances.

3. Relocate the community-run *Flat Bike Collective* into a purpose-built space which allows them to better engage the community and provide improved services.

These objectives provide an innovative vision for McGill and Montreal; developing a 'hub' of bike culture on McGill's campus helps **to further encourage active transportation as a sustainable means of commuting, while further establishing Montreal as North America's premier cycling city.**

This document outlines the rationale, needs, design and costs of each element of this project.

McTavish St. McGill University

BEST PRACTICES

Bike Centres are increasing in popularity, both for municipalities and university campuses, as a means of encouraging cycling as a form of commuting. Bike Centres are regularly developed in re-purposed parking garages, so a number of precedents exist. This project has drawn inspiration from multiple projects.

Top Left: Fisketorvet Shopping Mall, Copenhagen; Top Right: Bike Pod at City Square, Melbourne Australia
Bottom: UVic Campus Bike Centre, Victoria BC

BEST PRACTICES

General Principles

Visibility: Exterior signage needs to be distinct and have a strong marketing appeal to not only identify the space, but attract users.

Welcoming: Modifying drab concrete interiors with bright paint & lights is a simple, and relatively inexpensive way to bring warmth and dynamism to the space. This intervention can also serve as a means of wayfinding & signage.

Accessible: In addition to being accessible to persons with disabilities, it is vital that the space recognize that most cyclists will be walking while steering their bikes with both hands; this will require wider door frames with automatic openers to facilitate hands free movement.

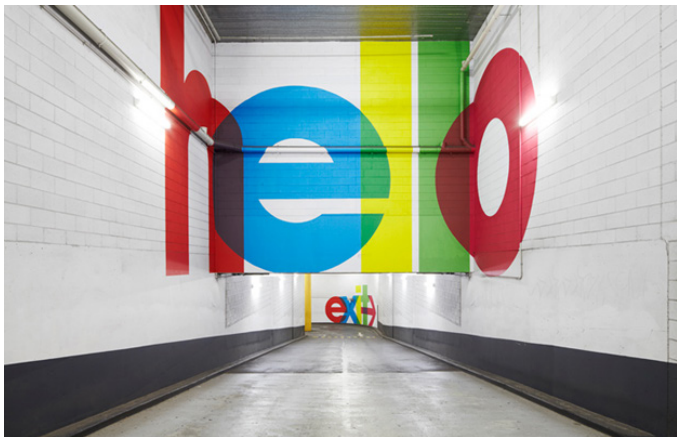
Durability and ease of maintenance: Sealing the porous concrete with epoxy, ensuring floor drains, and ensuring everything is to industrial standards helps to certify the space will require minimal re-investment throughout its lifecycle while easily facilitating cleaning staff to keep the area to a high standard.

Top Left: Velo Station, Gare de Perpignan, France; Top Right: Casselden Basement Cyclist Facilities, Melbourne Australia
Bottom: Atrium Bike Room, Victoria BC

Entry

Stepped ramps: Inserting stairs into the centre of the entry ramp is the standard means to ensure a safe entry/exit of pedestrians while allowing cyclists to roll their bikes and vehicles to maintain occasional access to the space.

4-season entry: a vestibule is required to ensure that the entrance reduces heat/energy loss while ensuring the interior space remains comfortable for users.

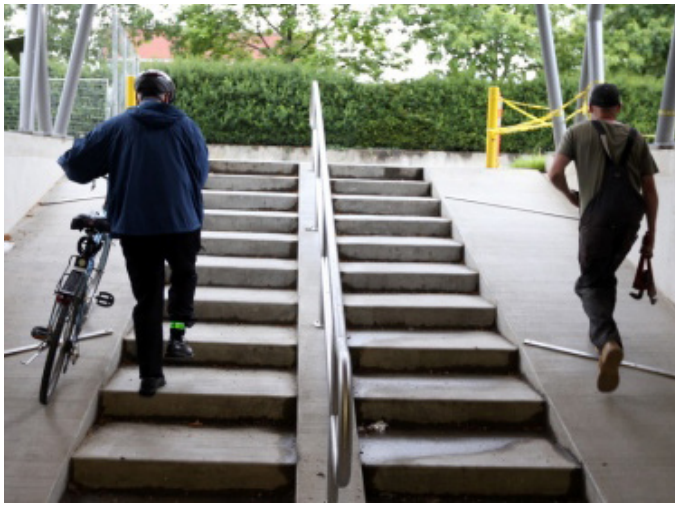


QV Melbourne Carpark, Australia

Bike Parking Facilities

Bike Racks: The choice of rack is important and often depends on the business model. Staffed facilities can maximize density as bikes are not typically locked; unmanned facilities need to be secure and easily accessible while remaining reasonably dense. The number and type of racks are numerous but the standard types can be generalized as:

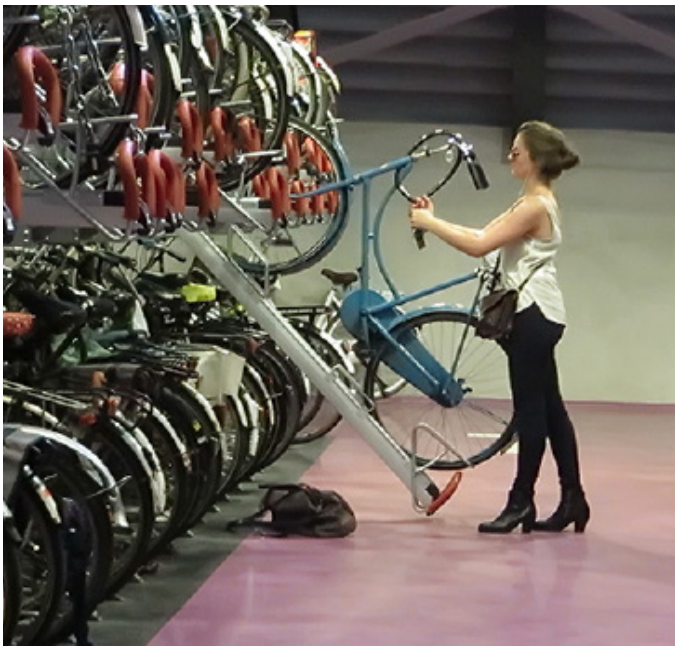
- Hanging/upright: these racks maximize space at the most affordable price-point, but are not accessible for a wide variety of users.
- Stacked: these racks are the densest model of rack at the highest cost, but are not highly user-friendly.
- Standard: these racks range in density and cost but are the most accessible.



UVic Campus Bike Centre, Victoria BC

Access: Although many places are 100% accessible to the public, the majority of centres restrict access to bike parking areas through a fenced-wall and a secure door.

Other infrastructure: In addition to parking infrastructure, these spaces can include bike repair stations, tire pumps, bike wash stations, spaces for larger cargo bikes or trailers, a water fountain and lockers.



Central Station Bike Centre, Utrecht, Netherlands

BEST PRACTICES

Shower / Locker Facilities

Gender neutral: Bathrooms are increasingly becoming gender neutral, especially when space is limited. Changing stalls and showers are separated into individual units so privacy remains.

Locker design & use: Lockers need to ensure sufficient space for long coats and bike helmets; this can be accommodated easily through full-size lockers, or through space-saving half-lockers which allow for increased numbers. Lockers are typically reserved for short-term (daily) use.

Visibility: Design needs to ensure that all areas outside of the individual stalls are highly visible and clear of obstruction, ensuring confidence among users.

Cleanliness & maintenance: Cleanliness is a challenge in any high-traffic shower facility, while some precedents actually have self-cleaning units, this comes at a prohibitive cost. Otherwise, materials should be at an institutional standard (e.g. public swimming pool) and be easily cleaned by staff with a minimal risk of mold or water infiltration.

McDonalds Cycle Center at Millennium Park, Chicago USA

'The Bike Rack' Bike Centre, Cleveland USA

Security

Restricted Access: Card readers are typically used at multiple levels to ensure restricted access in addition to providing a digital record of those who enter/exit the space.

Visibility: Cameras are typically installed throughout which offer live feeds to Security Services.

Emergency response: In the event of an emergency, panic buttons with intercoms should be installed in strategic locations which sound an alarm and immediately notify Security Services of an incident.

Funding Model

All precedents require a large capital investment with little revenue; Bike centres are typically viewed as a community service rather than a revenue generator.

The typical funding models are as follows:

- Free: this model is open to all members of the community and has no user-fees/revenues
- Single-use Fee: this model charges users for single uses (e.g. $2 per use); this is ideal for high transit facilities like a train station
- Membership Fee: this model charges user fees (e.g. $20 per semester) for a set amount of time; this is ideal for low-traffic facilities

PROPOSED INTERVENTIONS

Rendering of the proposed McGill Bike Centre entrance, EKM architecture

PROPOSED INTERVENTIONS: BIKE CENTRE

Based on precedents, constraints and community consultation, the proposed scope of the Bike Centre is as follows:

Entry Ramp

The entry ramp is at the end of its lifecycle and needs replacement due to structural damage. This provides an opportunity to replace it with a ramp which is geared towards cyclist needs. In McGill's case, service vehicles will still require access to the garage for waste removal and equipment storage, so the ramp needs to support both functions.

- The entrance ramp will be visually welcoming and well-marked with signage.
- Due to the grade and often hazardous weather conditions in Montreal, the ramp needs to incorporate steps into its design to facilitate accessibility for users walking their bikes up/down. The stairs need to be incorporated into the centre of the ramp, not exceeding a width of 800mm to ensure ongoing service vehicle access.
- As the centre is intended to facilitate year-round cycling, the ramp should employ heating technology to melt the snow and ice.
- The exterior pedestrian vestibule will be modified; angling the access to allow for improved visibility.
- Although it would be preferable, it doesn't appear financially feasible to change the grade or width of the ramp.

Entrance

The entrance, presently including both a garage door for vehicles as well as a fire door for pedestrians, would need to be modified to better facilitate cyclists.

- While the garage door needs to remain for the occasional service vehicle, the present opaque door will be replaced with an industrial strength glass door, allowing light into the garage and improved visibility.
- The pedestrian door needs to be widened with an automatic door-opener, this will allow cyclists to easily walk their bikes in/out with both hands. These modifications will require the door to be relocated slightly. This door should be secured with a card reader in addition to a camera.
- An internal vestibule needs to be developed to ensure that the interior space remains environmentally comfortable, and to protect against energy loss. This vestibule will also require wide doors with automatic openers.

Cost Estimate

TOTAL - RAMP (Project Costs)	**$268,395**

Cost Estimate

TOTAL - ENTRANCE (Project Costs)	**$105,566**

Bike Parking Area

The parking area(s) need to maximize parking efficiency while remaining legible and easily accessible.

- The areas will be secured to restrict access; a fenced/caged wall will allow visual access and ventilation. Doors need to be accessible for cyclists and secured through automatic openers and card readers. Cameras should be located inside the facilities along with panic-buttons.
- Standard bike racks with alternating heights are recommended, allowing for higher densities while remaining accessible and secure. This space can accommodate 250 spaces (including dedicated spaces for cargo bikes or trailers).
- This area should include a number of amenities: 40 short-term half-lockers, benches, a public repair station, a manual tire pump and a water fountain.
- This area should not feel like a 'garage'; lighting and surface finishes with bright colours will be incorporated to make the space welcoming.
- Floors need to be epoxied to ensure cleanliness and ease of maintenance.

Cost Estimate

TOTAL - BIKE PARKING (Project Costs)	**$229,924**

Shower & Locker Facilities

These gender-neutral facilities need to provide a secure and clean space for all users to shower and change while maintaining an acceptable standard of cleanliness.

- This area must be secured; this can be achieved through restricting access through a card-reader. The door should be glass to permit for maximum visibility. Due to privacy concerns, cameras are not allowed inside the space, although they should be placed at the entrances. Emergency phones which connect directly to Security Services should also be installed in the space.
- 10 gender-neutral showers of industrial quality (e.g. minimal water infiltration, easily cleaned, etc.) should be embedded within individual change stalls.
- 6 gender-neutral toilets/sinks should be embedded within individual change stalls.
- In addition to the bathroom infrastructure, this area should install a bank of 76 short-term half-lockers and benches, in addition to a water fountain.

Cost Estimate

TOTAL - SHOWER ROOM (Project Costs)	**$371,826**

PROPOSED INTERVENTIONS: THE FLAT BIKE COLLECTIVE

The Flat are a community-run collective that works to encourage cycling through the sharing of knowledge and tools. They do not repair bikes, they teach the community how to fix their own bike.

As a community-centred group who is active in cycling, *The Flat* are a natural ambassador for the project. *The Flat* have outgrown their space in the basement of the University Centre; it is recommended that they be relocated into the premises where they can share their expertise, better engage the community, and provide a level of oversight for the space. They require space for the following:

- A secure, caged area which allows for a high level of visibility (and potential interaction) between users.
- Space for equipment and tool storage.
- 13 repair stations.
- A bike-themed vending machine (in public area) which sells parts to facilitate repairs.
- A bike wash which allows all users of the space to clean their bikes (in public area).

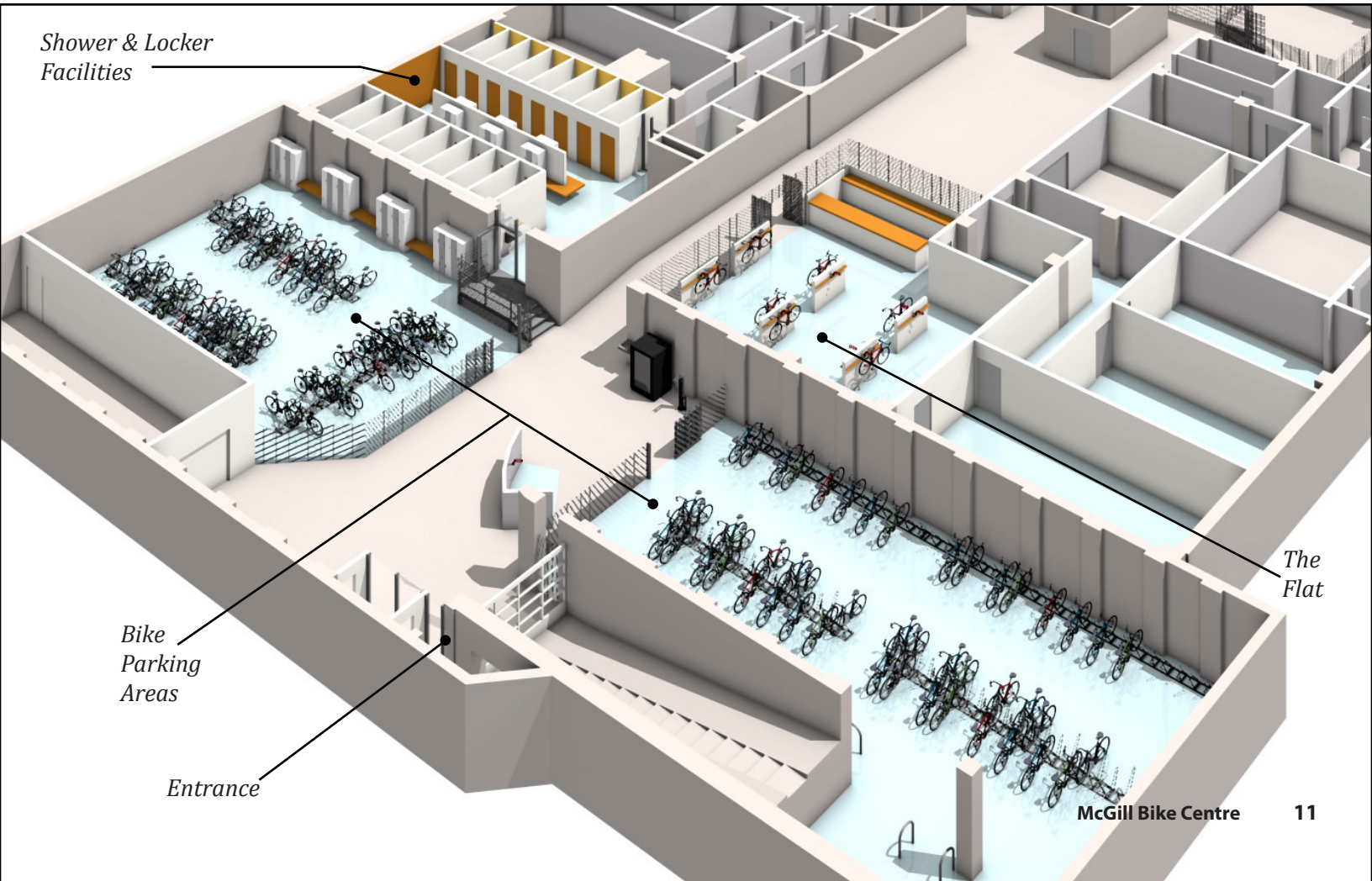
Cost Estimate

TOTAL - THE FLAT (Project Costs)	**$148,512**

Top Right: Interior rendering of the proposed McGill Bike Centre showing part of the high density bike parking area, EKM architecture
Bottom Right: Bird's eye view rendering of the proposed McGill Bike Centre entrance, EKM architecture

The Flat Bike Collective, McGill University


McGill
BIKE CENTRE
OPERATING HOURS
MON - FRI 7AM TO 6PM
SAT - SUN 9AM TO 5PM


Shower & Locker Facilities
Bike Parking Areas
Entrance
The Flat

PROPOSED INTERVENTIONS: OTHER

Storage Space

Much of the space in the garage is presently being used on an ad-hoc basis by the Grounds Department for equipment and machinery storage. A significant amount of this equipment can be relocated elsewhere on-campus, but Grounds still requires a space for campus furniture (often stored in the winter months) in addition to a space to keep abandoned bikes.

- A caged storage space will be created towards the rear of the garage. This space will remain accessible by vehicle.

- A room for abandoned bikes will be created behind the area occupied by The Flat. The Flat will also be able to use many of these bikes for parts and potentially even repairing them for sale back to the community.

The Engineering Undergraduate Society (EUS) presently occupies an area of the garage to store their equipment. There will be no available space for this equipment in the project and the EUS will have to relocate it elsewhere; they have been advised of this impact.

Cost Estimate

TOTAL - STORAGE (Project Costs)	**$35,559**

Mechanical & Ventilation Systems

McGill will soon (2016/17) undertake a large project to repair and modify the mechanical and ventilation (HVAC) systems of the University Centre.

The project engineers (CIMA) have been engaged to ensure that the proposed Bike Centre is feasible within the building's mechanical plans and to ensure that the larger HVAC/mechanical project accommodates for the projected ventilation needs for the garage.

Cost Estimate

TOTAL - HVAC (Project Costs)	**$83,622**

Security

As identified under *Best Practices*, McGill needs to ensure that the space offers a secure environment for people and their belongings. Based on consultations with McGill's & SSMU's Security Services, the following interventions are planned to ensure a secure space:

- Card readers at multiple levels to ensure restricted access in addition to a digital record of those who enter/exit. These will exist at the exterior entry to the garage, access the bike parking areas, access the shower/locker facilities, and potentially even the shower stalls themselves.

- Cameras installed throughout the space which offer live feeds to Security Services offices.

- Panic buttons and emergency phones installed in strategic locations which sound an alarm and connect directly with Security Services to immediately notify of an incident.

Furthermore, McGill needs to ensure that the increased level of building access from the garage level has no negative impacts on the rest of the building. This will be achieved through:

- An intercom/buzzer system that allows *The Flat* to monitor access to the site.

- A security gate which restricts building access from the Bike Centre, ensuring that the building isn't accessed outside of restricted hours.

- Restricted hours for the Bike Centre itself would need to be recommended to reduce risk during off-hours (e.g. after 10PM).

These costs have been integrated directly into the Project Costs of each element.

PROGRAMMING IMPACTS

PROGRAMMING IMPACTS

Commitment to Sustainable Transportation

The impact of this project goes far beyond its physical infrastructure; it encourages its community to be active and live sustainably. As an educational institution, McGill can use the project to serve as an innovative model of sustainable development for the academic community, the rest of the city and even other cities in northern climates.

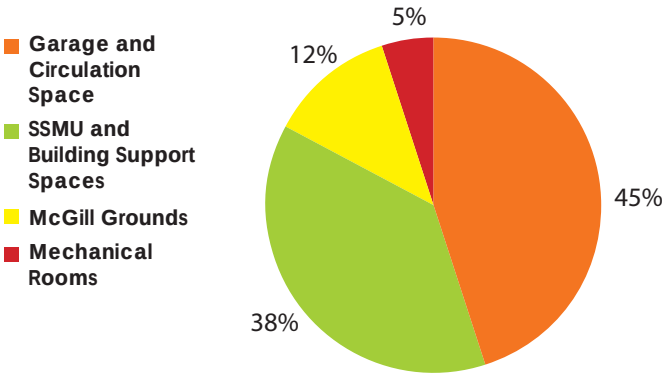
The physical impacts will be as follows:

- **250 Secure Bike Parking Spaces**
- **10 Shower stalls + 6 Bathrooms = 16 Change stalls**
- **116 Lockers**
- **Amenities**
  - Bike Wash
  - Public Repair Station and manual tire pump
  - 2 water fountains
  - *The Flat Bike Collective*
    - 13 Repair Stations
    - Bike Part Vending Machine

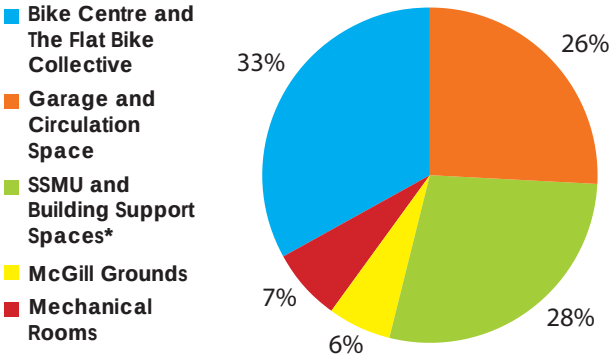
Improved Space Efficiency

Located in downtown Montreal within a designated heritage zone, space is at a premium. This highlights the need to use existing space efficiently and sustainably. This project (including the proposed SSMU interventions outlined in *Appendix A*) significantly improves the space efficiency of the garage, increasing the amount of user space. This project takes an unused space and converts it into functional space at a benefit to the entire community.

Existing Area Allocation by Use (% of total area of level SS02)



Proposed Area Allocation by Use (% of total area of level SS02)



* Some spaces are relocated on upper floors of the University Centre.

Student / University Partnership

Both in terms of the project's execution and its on-going management, the space will require a long-standing partnership between students and administration. This project will serve as a partnership to achieve a shared vision which only improves the strength of our University.

COST ESTIMATES & PHASING

As part of the study, the architect has provided a Class D estimate (+/- 25%) of the design. A more detailed cost estimate is attached in *Appendix C*.

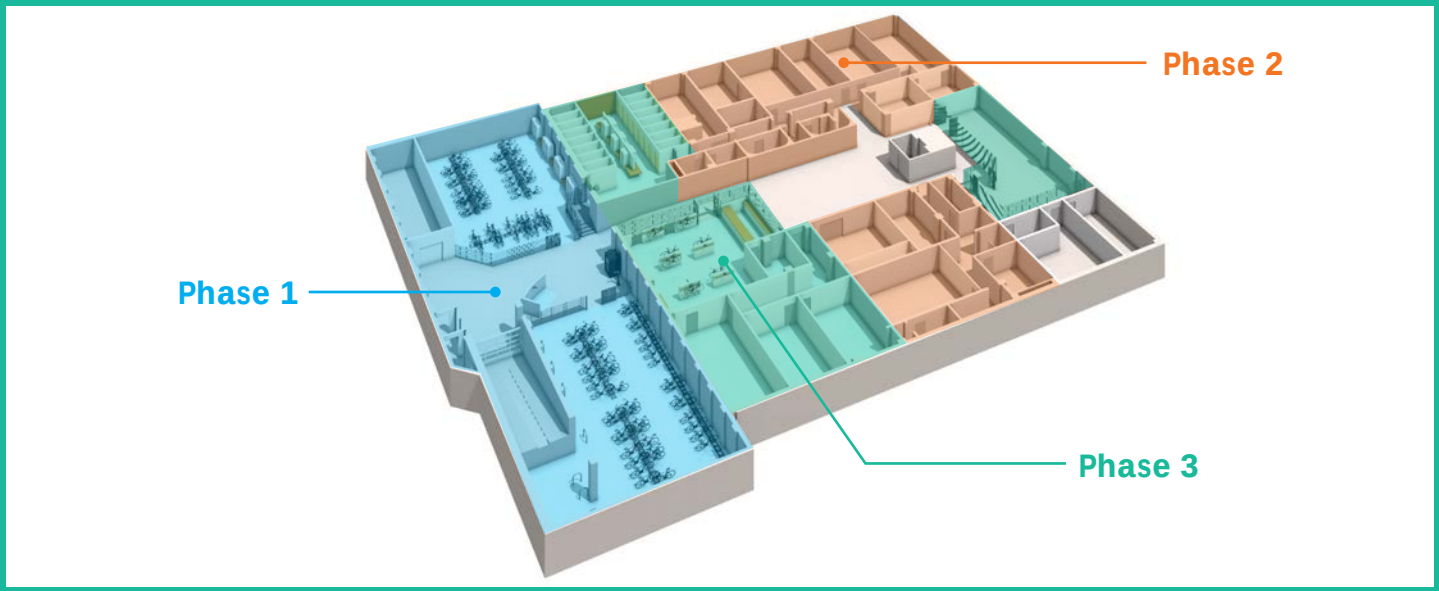
Ideally, the project would be completed simultaneously; should this not be feasible due to funding constraints, it will be possible to phase the project. The project has been costed under the assumption that all work occurs simultaneously (including the SSMU work outlined in *Appendix A*); if the project were to be phased the costs could rise.

The spaces identified for Shower/Locker Facilities and The Flat would be unable to proceed without the SSMU renovations.

Exterior Ramp	**$268k**
Bike Centre	
Entrance	**$106k**
Bike Parking Areas	**$230k**
Shower/Locker Facilities	**$372k**
The Flat Bike Collective	**$149k**
Storage (Grounds)	**$36k**
HVAC	**$84k**
TOTAL (Project Costs)	**$1,240,000**

If phasing is required, it would be as follows:

Phase 1: Bike Parking & Entrance	Phase 2: SSMU Renovations	Phase 3: Bike Amenities
• Exterior ramp • Garage entrance • Bike parking areas • HVAC • Temporarily relocate SSMU Club space		• Shower & Locker facilities • The Flat Bike Collective • Grounds storage space • HVAC
$664,000	**Outlined in Appendix A**	**$581,000**



The proposed Campus Bike Centre provides an innovative vision for McGill and Montreal; developing a 'hub' of bike culture helps to further encourage active transportation as a sustainable means of commuting, while further establishing Montreal as North America's premier cycling city.

APPENDIX A
SSMU SPACE RE-ORG

Abstract

The Students Society of McGill University (SSMU) partially occupies the basement (SS02) of the University Centre for a variety of functions (admin staff, maintenance staff, bar staff, IT servers, club space and storage). The SSMU-operated space in SS02 is inefficient and is generally considered poor quality.

In order to improve the working conditions and efficiency of the space AND in order to accommodate some of the space needs of the proposed Bike Centre, the SSMU would need to renovate and reorganize much of their basement space.

The SSMU engaged *ekm architecture* to develop an improved design for the space.

Objectives

- **Improve the working conditions** in the space
- **Improve the efficiency** of the space
- **Accommodate** some of the space needs of **the proposed Bike Centre**

Proposed Interventions

The achitect has made an attempt to group compatible uses to maximize efficiency, while repurposing existing space as much as possible. The interventions include:

Bar (Gerts) Support Space

- Group and improve the efficiency of the beer fridge, equipment storage, bar storage, and the manager's office.

Club Space

- Relocate the Band Room and the Theatre Prop Storage rooms
- Keep the clubs and services storage in-place
- Build a wood workshop and hot work area

Maintenance/Staff Area

- Consolidate and improve the Porter's office and Workshop
- Consolidate and improve the cleaner's room
- Provide a gender-neutral employee bathroom and locker room
- Consolidate and improve the event equipment storage and Building Director office space

Other

- Convert an employee washroom to a public accessible washroom
- Keep the refrigerated waste and compost storage facility in-place
- Relocate the IT Servers and Archives from SS02 to SS01 in the space vacated by *The Flat*

HVAC

McGill will soon (2016/17) undertake a large project to repair and modify the HVAC and mechanical systems of the University Centre.

The architects consulted with the project engineers (CIMA+) to ensure that the proposed redesign of SS02 was feasible within the mechanical plans and to ensure that the larger HVAC/mechanical project accommodated the projected ventilation, electrical and fire safety needs for the garage. A brief summary of the interventions proposed by CIMA+ is included in *Appendix C*.

Costs & Phasing

As part of the study, the architect has provided a Class D estimate (+/- 25%) of the design. A more detailed cost estimate is attached in *Appendix C*.

Although this SSMU renovations will need to be financed separately than the Bike Centre, the projects are linked; much of the Bike Centre (e.g. showers and locker facilities, *The Flat*, etc.) cannot proceed without the SSMU renovations taking place.

If phasing is deemed as a necessity due to limited funding, the design will need to be re-evaluated to determine how and if things could be phased.

Cost Estimate

TOTAL - SSMU SPACE RE-ORG (Project Costs)	**$480,782**

Phase 1: Bike Parking & Entrance	**Phase 2: SSMU Renovations**	**Phase 3: Bike Amenities**
• Exterior ramp • Garage entrance • Bike parking areas • HVAC • Temporarily relocate SSMU Club space	• Consolidate and Improve Bar Support Spaces • Consolidate and Improve Club Spaces • Consolidate and Improve Maintenance and Staff Areas • Create a publicly accessible washroom • Relocate the IT Server Room & Archives	• Shower & Locker facilities • The Flat Bike Collective • Grounds storage space • HVAC
Outlined in Report	**$480,782**	***Outlined in Report***

Existing Fit Plan

Proposed Fit Plan

APPENDIX B
FLOOR PLANS

EXISITNG FIT PLAN - LEVEL SS02

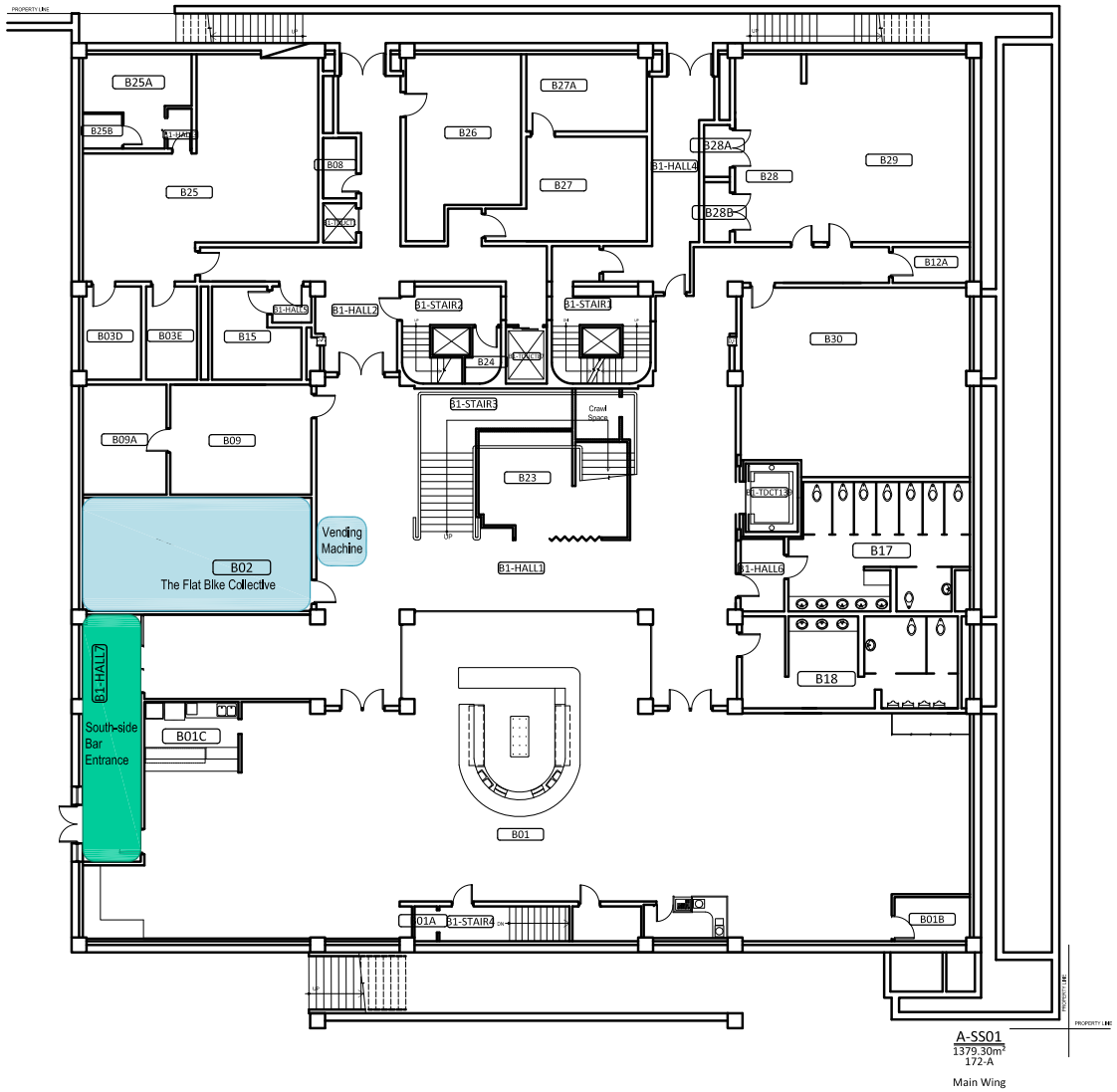
EXISTING

	FUNCTION	ROOM NO.	AREA (m2)
BIKE CENTRE	The Flat Bike Collective	B02	42
	Bicycle Part Storage	SB06A/SB06B	12
	Vending Machines	B1-HALL1	4
SSMU SUPPORT SPACES	Mechanical Room	SB02	8.5
	Stationary and H.R. Storage	SB08	11.5
	Mechanical Room	SB11	5.5
	Storage	SB17D	6.5
	Storage	SB17E	151
	Archives	SB17J	26.5
	Storage, Dumbwaiter	SB07N	2.25
	Music Room	SB18	49
	Theatre Storage Room	SB19	57
BAR SUPPORT SPACES (GERT'S)	Sorage, Dumbwaiter	SB17N/SB17M	6
	Caged Storage and Beer Cooler	SB13	24.5
	Liquor and Juice Storage	SB17A	11
	Bar Manager's Office	SB17C	13.5
	Dry Storage (bar)	SB17F	24.25
	Hallway	SB17H	22.25
	Expanded Beer Cooler	SB17I	16.5
	South-side Bar Entrance	B1 HALL7	
IT AND SERVER ROOM	IT Equipment storage, IT Workshop	SB05	60
	Storage	SB05A	5.5
	Storage	SB05B	9.5
	Server Room	SB05C	6.25
	Event Equipment Storage	SB05D	22.75
	Building Director Office	SB05D	N/A
BUILDING SUPPORT SPACES	Garage	SB01	625
	Garbage and Compost Storage	SB01B	44
	Women's Washroom / Changing Area	SB03	11
	Men's Washroom / Changing Area	SB04	8.5
	Cleaning Equipment and Product Storage	SB09	42.5
	Porter's Office	SB10	19.5
	Porter's Workshop	SB12	38.25
	Janitorial Supply Storage	SB12A	5.75
	Wood Workshop / Hot Work Area		
MCGILL GROUNDS	Outdoor Furniture and Equipment Storage	SB01	215
MECHANICAL ROOMS	Mechanical Room	SB09A	25
	Mechanical Room	SB14	23
	Mechanical Room	SB15	33.5
	Mechanical Room	SB16	8
	Mechanical Room	SB17	7
	Electrical Room	SB17K	4

SSMU Basement and Bike Centre Project - FIT PLAN
McGill University

project # /# de projet: 1507 ékm
24 Mont-Royal O #302, Montréal, QC H2T 2S2
T 514-940-1112
www.ekmarchitecture.com
ékm
title of drawing/titre du dessin: EXISTING – SS02
scale/échelle: 1:200
date: 2015.05.26
revision/révision: PRELIMINARY 2
1/4

EXISITNG FIT PLAN - LEVEL SS01



EXISTING

	FUNCTION	ROOM NO.	AREA (m2)
BIKE CENTRE	The Flat Bike Collective	B02	42
	Bicycle Part Storage	SB06A/SB06B	12
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SSMU SUPPORT SPACES	Mechanical Room	SB02	8.5
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	Mechanical Room	SB11	5.5
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	Caged Storage and Beer Cooler	SB13	24.5
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	Bar Manager's Office	SB17C	13.5
	Dry Storage (bar)	SB17F	24.25
	Hallway	SB17H	22.25
	Expanded Beer Cooler	SB17I	16.5
	South-side Bar Entrance	B1 HALL7	
IT AND SERVER ROOM	IT Equipment storage, IT Workshop	SB05	60
	Storage	SB05A	5.5
	Storage	SB05B	9.5
	Server Room	SB05C	6.25
	Event Equipment Storage	SB05D	22.75
	Building Director Office	SB05D	N/A
BUILDING SUPPORT SPACES	Garage	SB01	625
	Garbage and Compost Storage	SB01B	44
	Women's Washroom / Changing Area	SB03	11
	Men's Washroom / Changing Area	SB04	8.5
	Cleaning Equipment and Product Storage	SB09	42.5
	Porter's Office	SB10	19.5
	Porter's Workshop	SB12	38.25
	Janitorial Supply Storage	SB12A	5.75
	Wood Workshop / Hot Work Area		
MCGILL GROUNDS	Outdoor Furniture and Equipment Storage	SB01	215
MECHANICAL ROOMS	Mechanical Room	SB09A	25
	Mechanical Room	SB14	23
	Mechanical Room	SB15	33.5
	Mechanical Room	SB16	8
	Mechanical Room	SB17	7
	Electrical Room	SB17K	4

SSMU Basement and Bike Centre Project - FIT PLAN
McGill University

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title of drawing/titre du dessin: EXISTING – SS01	scale/échelle: 1:200
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PROPOSED FIT PLAN - LEVEL SS02

A-SS02
1993.81m²
172-A

Main Wing

PROPOSED PR-2

	FUNCTION	ROOM NO.	AREA (m2)
BIKE CENTRE	The Flat Bike Collective	SB01 & SB17J	120
	Bicycle Part Storage	SB17J	n/a
	Vending Machines	SB01	4
	Service Work Stand	SB01	5
	Vestibule	SB01 RAMP	10
	Bike Wash	SB01	10
	High Density Bike Parking	SB01	275
	Showers and Change Rooms	SB05	26
	Lockers	SB01	TBD
	Water Fountain	SB01	4
	Bathrooms	SB05	26
	Abandoned Bike Storage	SB17O	41
SSMU SUPPORT SPACES	Mechanical Room	SB02	8.5
	Stationary and H.R. Storage	SB08	11.5
	Mechanical Room	SB11	5.5
	Storage	SB01	19
	Archives	B02	23
	Storage, Dumbwalter	SB07	2.25
	Music Room	SB17P	30
	Theatre Storage Room	SB17Q	30
BAR SUPPORT SPACES (GERT'S)	Sorage, Dumbwalter	SB17N/SB17M	6
	Bar Manager's Office	SB17A	16
	Expanded Bar Storage	SB17C	40
	Gert's Equipment	SB17F	21.5
	Expanded Beer Cooler	SB17I	36
	South-side Bar Entrance		
IT AND SERVER ROOM	IT workshop	B02B	11.5
	Server Room	B02A	6
	Event Equipment Storage	SB05	22.75
	Building Director Office	SB05	N/A
BUILDING SUPPORT SPACES	Garage	SB01	325
	Garbage and Compost Storage	SB01B	44
	Women's Washroom / Changing Area	SB03	11
	Men's Washroom / Changing Area	SB03	N/A
	Cleaning Equipment and Product Storage	SB09	42.5
	Porter's Office	SB10	19.5
	Porter's Workshop	SB13	45
	Janitorial Supply Storage	SB12A	5.75
	Wood Workshop / Hot Work Area	SB01	20
MCGILL GROUNDS	Outdoor Furniture and Equipment Storage	SB01	90
MECHANICAL ROOMS	Mechanical Room	SB09A	25
	Mechanical Room	SB14	23
	Mechanical Room	SB15	33.5
	Mechanical Room	SB16	8
	Mechanical Room	SB17	7
	Electrical Room	SB17K	4

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scale/échelle: 1:200
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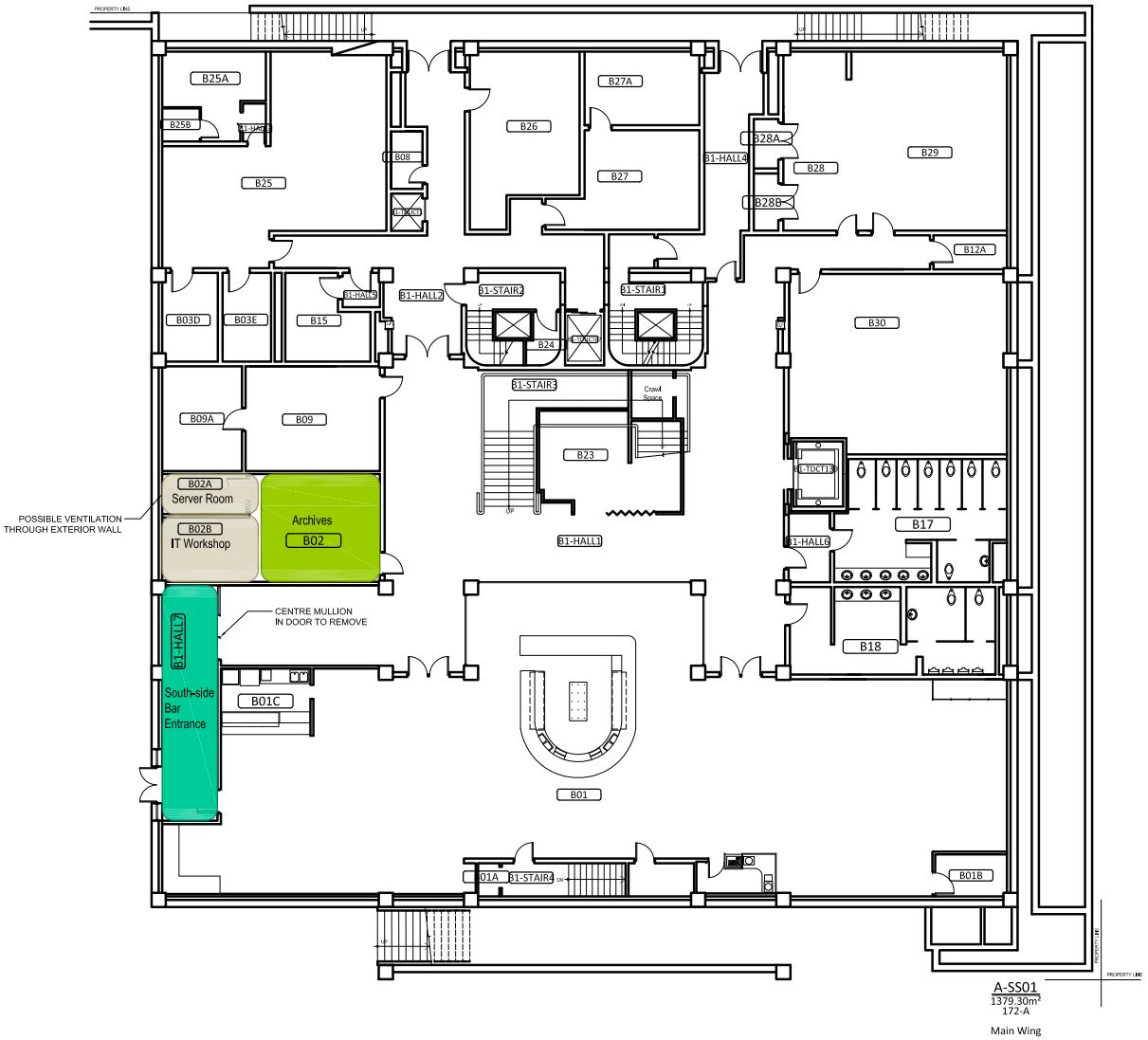
revision/révision: PRELIMINARY 2

PROPOSED FIT PLAN - LEVEL SS01



PROPOSED PR-2

	FUNCTION	ROOM NO.	AREA (m2)
BIKE CENTRE	The Flat Bike Collective	SB01 & SB17J	120
	Bicycle Part Storage	SB17J	n/a
	Vending Machines	SB01	4
	Service Work Stand	SB01	5
	Vestibule	SB01 RAMP	10
	Bike Wash	SB01	10
	High Density Bike Parking	SB01	275
	Showers and Change Rooms	SB05	26
	Lockers	SB01	TBD
	Water Fountain	SB01	4
	Bathrooms	SB05	26
	Abandoned Bike Storage	SB17O	41
SSMU SUPPORT SPACES	Mechanical Room	SB02	8.5
	Stationary and H.R. Storage	SB08	11.5
	Mechanical Room	SB11	5.5
	Storage	SB01	19
	Archives	B02	23
	Storage, Dumbwalter	SB07	2.25
	Music Room	SB17P	30
	Theatre Storage Room	SB17Q	30
BAR SUPPORT SPACES (GERT'S)	Sorage, Dumbwalter	SB17N/SB17M	6
	Bar Manager's Office	SB17A	16
	Expanded Bar Storage	SB17C	40
	Gert's Equipment	SB17F	21.5
	Expanded Beer Cooler	SB17I	36
	South-side Bar Entrance		
IT AND SERVER ROOM	IT workshop	B02B	11.5
	Server Room	B02A	6
	Event Equipment Storage	SB05	22.75
	Building Director Office	SB05	N/A
BUILDING SUPPORT SPACES	Garage	SB01	325
	Garbage and Compost Storage	SB01B	44
	Women's Washroom / Changing Area	SB03	11
	Men's Washroom / Changing Area	SB03	N/A
	Cleaning Equipment and Product Storage	SB09	42.5
	Porter's Office	SB10	19.5
	Porter's Workshop	SB13	45
	Janitorial Supply Storage	SB12A	5.75
	Wood Workshop / Hot Work Area	SB01	20
MCGILL GROUNDS	Outdoor Furniture and Equipment Storage	SB01	90
MECHANICAL ROOMS	Mechanical Room	SB09A	25
	Mechanical Room	SB14	23
	Mechanical Room	SB15	33.5
	Mechanical Room	SB16	8
	Mechanical Room	SB17	7
	Electrical Room	SB17K	4

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LEGEND

TO DEMOLISH

NEW WALL

NEW CAGE WALL

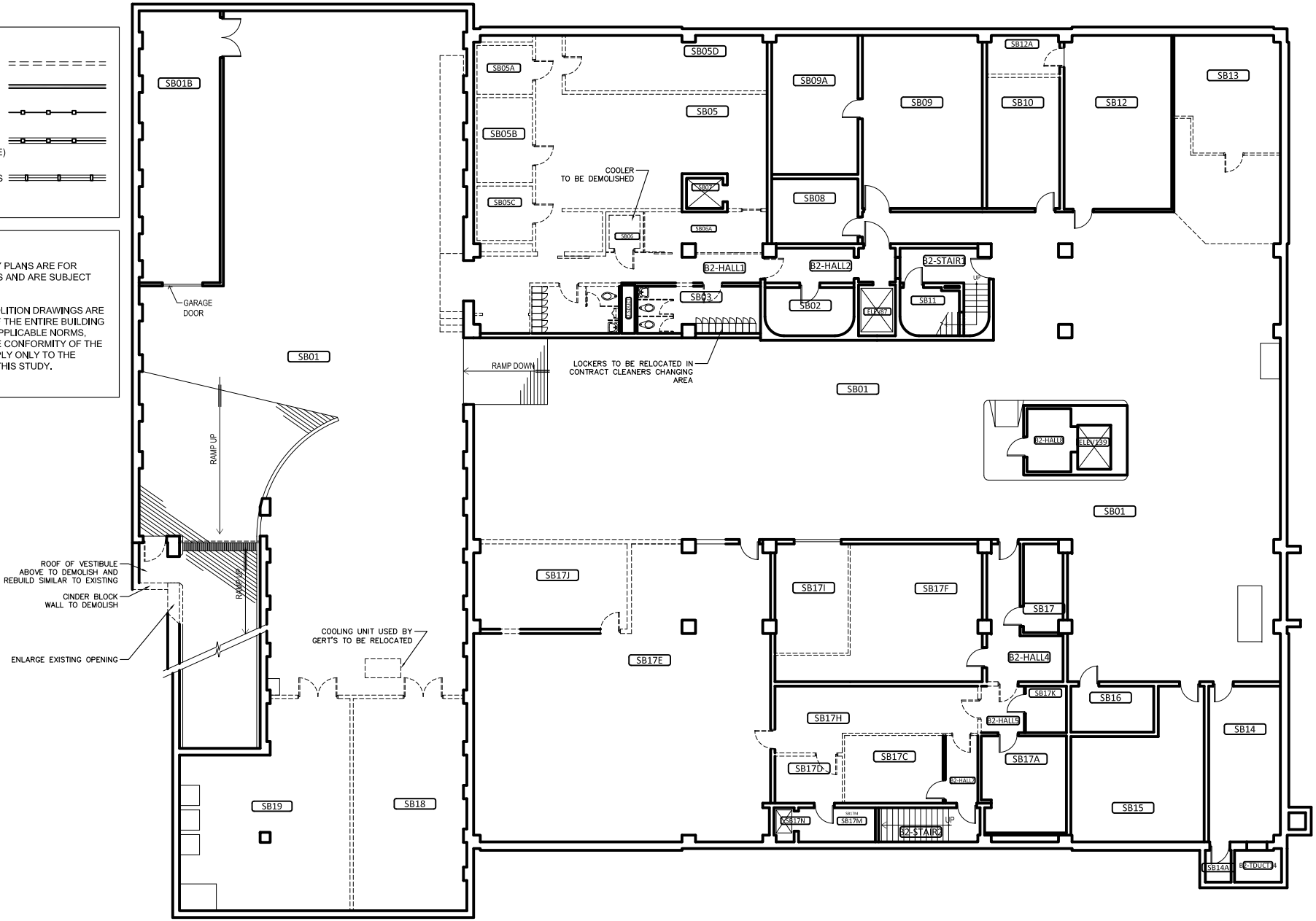
NEW HYBRID WALL
(1/2 GYPSUM - 1/2 CAGE)

NEW TEMPERED GLASS WALL

NOTES

1) THESE PRELIMINARY PLANS ARE FOR BUDGETING PURPOSES AND ARE SUBJECT TO CHANGE.

2) THE EXISTING/DEMOLITION DRAWINGS ARE NOT CODE STUDIES OF THE ENTIRE BUILDING IN REGARDS TO THE APPLICABLE NORMS, CODES AND LAWS. THE CONFORMITY OF THE PROPOSED PLANS APPLY ONLY TO THE AREAS AFFECTED BY THIS STUDY.



1
A.01

UNIVERSITY CENTRE LEVEL SS02

EXISTING AND DEMOLITION

SCALE 1:250

NOT FOR CONSTRUCTION

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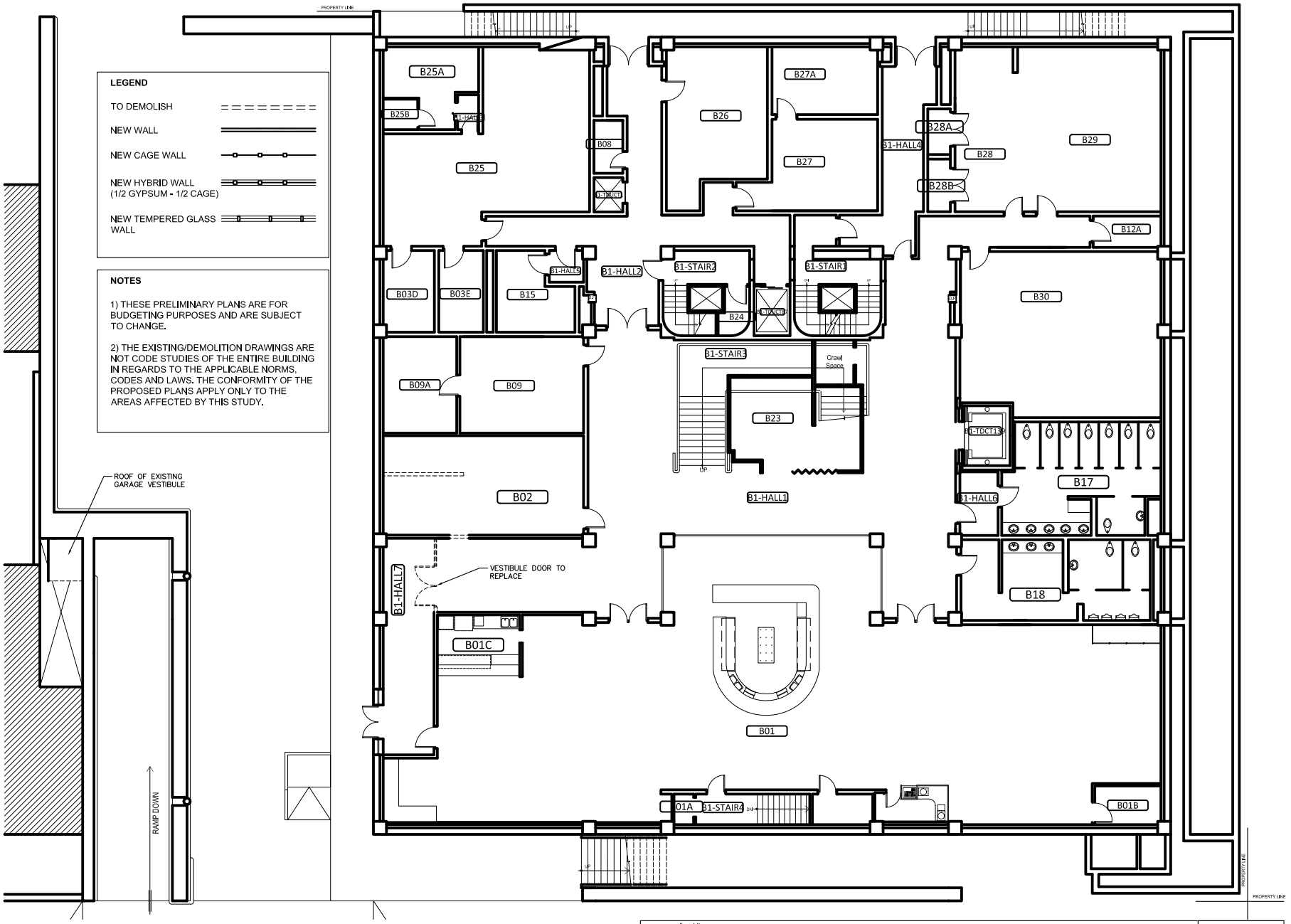
title of drawing/titre du dessin EXISTING – SS02	scale/échelle 1:200
date 2015.11.16	revision/révision PRELIMINARY 5

ékm

1/4



UNIVERSITY CENTRE LEVEL SS01

EXISTING AND DEMOLITION

1 / A.02

SCALE 1:250

NOT FOR CONSTRUCTION

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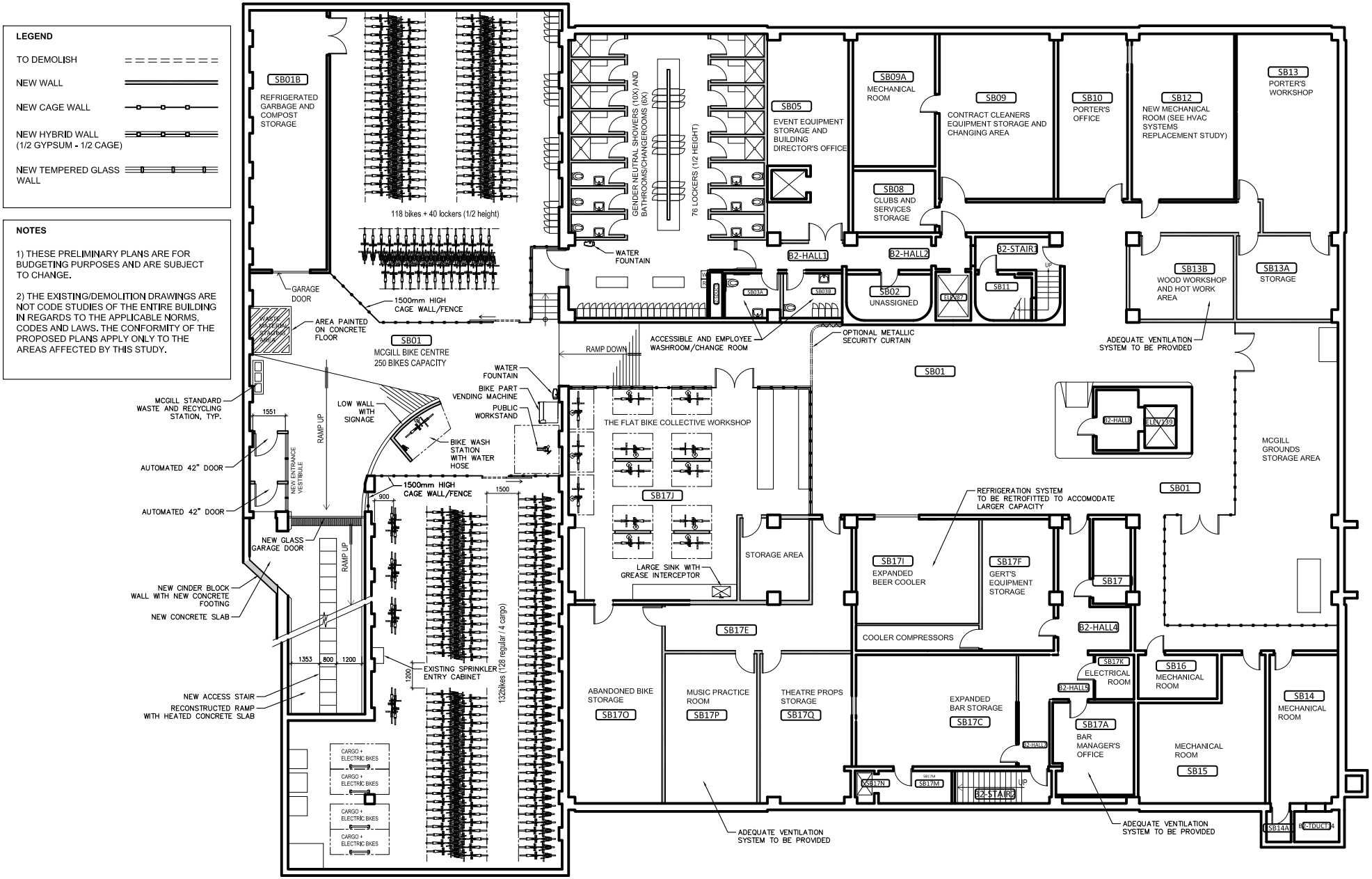
title of drawing/titre du dessin: EXISTING – SS01	scale/échelle: 1:200
date: 2015.11.16	revision/révision: PRELIMINARY 5

ékm

2 / 4



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UNIVERSITY CENTRE LEVEL SS02

PROPOSED

SCALE 1:250

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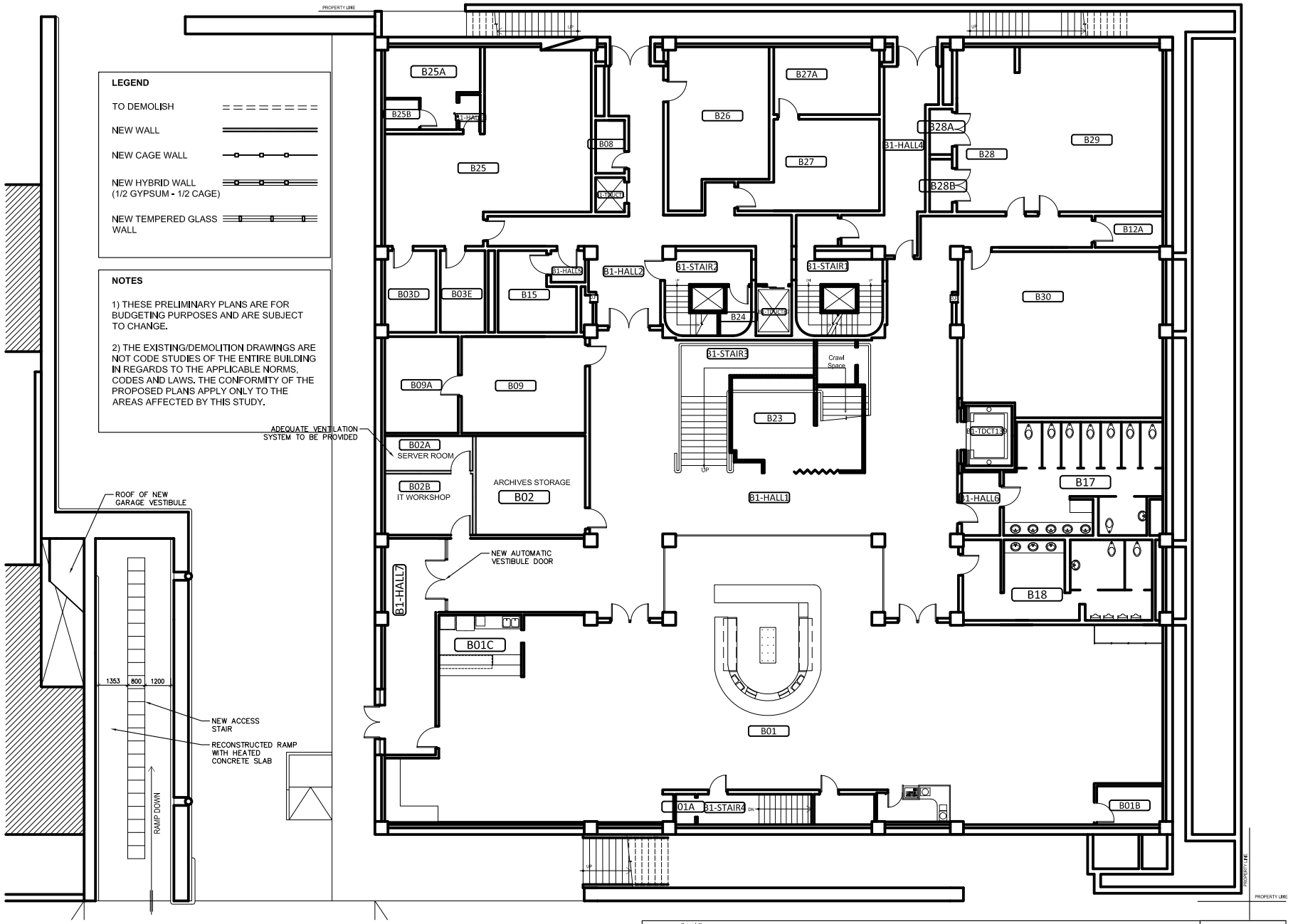

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A.04

UNIVERSITY CENTRE LEVEL SS01

PROPOSED

SCALE 1:250

NOT FOR CONSTRUCTION

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date 2015.11.16	revision/révision PRELIMINARY 5

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