This Booklet comprises the resubmittal of the development permit application, of the property at 129 Keefer street, in Chinatown HA-1A District, Vancouver. The new project team has revisited the proposed design, to address the urban design panel concerns put forward in the April, 2017 meeting, with special attention to the following:

- Revision of building massing, particularly the setback at penthouse levels.
- Redefinition of the building's façades, with new compositional rhythms tailored to enhance privacy, space character and architectural set-backs.
- Sustainability, targeting LEED Gold standards.

These are detailed in the booklet hereafter.

**Policies**

Planning and design of the development has been guided by the following City of Vancouver policies:

- Chinatown HA-1A Design Guidelines
- HA-1 and HA-1A Districts Schedule (Chinatown Historic Area)
- Rezoning Policy for Chinatown South (HA-1A)
- Chinatown Vision Directions

**Context:**

The site is at the north side of Keefer Street between Columbia and Main Streets. It is currently a vacant site, 50' by 122'.

The adjacent site to the east is a 25' lot with an existing Heritage "C" building of 5-storeys with commercial at grade and residential above. The next lot to the east is also a 25' lot with an approved development permit application, for a new 10-storey building with commercial at grade and residential above. To the west is a 150' lot at the corner of Keefer and Columbia which has a rezoning application proposing a 10-storey mixed use building, currently under review.

The proposal is for a new 10-storey building with retail at the ground floor (including a retail unit in the lane), a 2nd floor commercial mezzanine level, and 8 storeys of residential above. The proposed density has been reduced to 7.25 FSR with an overall height of 90 feet.

Under the Chinatown Design Guidelines, new buildings should reflect the historic scale and character of the neighbourhood. The intent isn't to mimic heritage buildings, but to provide a general sense of alignment with the historical context, in particular:

- The narrow building frontages derived from the typical lot width of 25 feet
- The predominant street wall height of 70 feet

Heights up to 90 feet can be considered, with upper storeys setbacks above the street wall. The upper massing should be articulated in a way that complements the lower massing, and also have clear hierarchy in term of the facade composition which should be reflected in the new building design.

**Design Rationale**

**Parcelization Pattern Rhythm**

Unlike the previous application; the new design celebrates the 50' wide frontage on Keefer Street, as one uninterrupted street wall.

**The 70' Facade**

The architectural composition of the 50' wide frontage on Keefer Street reinterprets Chinatown's brick wall and cornice profile. The cornice is folded and stretched down to grade to create a solid brick frame that defines the 70' high street façade.

Within this contemporary frame, balconies are utilized to create two multi-storey architectural components, which reintroduce the 25' wide pattern as a secondary rhythm, to bring down the composition to a more appropriate scale. These components are articulated in materiality such as colored ceramic frit patterns on guardrails and privacy screens.

**The Lower Street Facade**

Extra attention is given to the lower façade design, where the commercial component is broken down into two individual storeys. The storefronts are all addressed with contemporary solutions that aim to enhance pedestrian interest, safety, and material durability.

**The 90' Façade**

The massing above the 70' street façade, reaches up to 90' high and comprises the penthouses, the rooftop services and the north west corner. The penthouse floor is articulated using large glass mullions with capless verticals, translucent spandrels, white louver screening and white standing-seam metal cladding.

**Grade Level**

The planning of the grade level has been revised to address the issues brought forward by the design panel and City of Vancouver. The previously fragmented commercial front at the lane, has been consolidated to allow flexibility of retail space utilization and to maximize its frontage onto the lane.

To achieve that; a solution is proposed to bring the commercial space to the south side of the building and connect it with an open interior space, the artfully designed lightwell, behind as well as the loading corridor. An illustration of the functional scenarios is provided within this booklet.

The design panel has also highlighted the need to look into the impact of mechanical services such as exhaust/intake on planning and facades. The new proposal strategizes the routes and terminations of the mechanical ducts and exhausts to ensure the services are efficiently integrated with the building system and layout.

**Relaxations**

The development is seeking relaxation on the following:

- Lane setback
- Small car stalls percentage