Schedule E

Building Lines

This is Schedule “E” to By-law No. 3575, being the “Zoning and Development By-law”.

Introduction

This schedule contains three parts. Reference should be made to all three parts to ascertain the precise building line requirements which may apply to any particular street.

Parts **I** and **II** of this schedule set forth the existing streets or lanes or portions of streets or lanes lying between the specified intersections for which building lines are prescribed by **Section 8**, together with a description of the building lines so prescribed.

Part **III** of this schedule establishes building lines for the maintenance of open space for parcels on the north side of Point Grey Road and Cameron Avenue between Alma and Balsam Streets.

Part I

Streets or Lanes	Distance from the Centre Line of the Street or Lane Measured at Right Angles thereto
Alma Street, west side, north of 12th Avenue to 4th Avenue	40 feet
Alma Street, east side, from the lane north of 4th Avenue to Broadway	40 feet
Arbutus Street, both sides, from 16th Avenue to 37th Avenue (See also **Part II** of this schedule)	50 feet
Blenheim Street, both sides, south of 16th Avenue	40 feet
Burrard Street, both sides, from 1st Avenue to the lane south of Broadway (See also **Part II** of this schedule)	40 feet
Cambie Street, west side, from 16th Avenue to King Edward Avenue (See also **Part II** of this schedule)	50 feet
Dunbar Street, both sides, from King Edward Avenue to Marine Drive	40 feet
Fraser Street, both sides, from King Edward Avenue to one block south of S.E. Marine Drive	40 feet

Streets or Lanes	Distance from the Centre Line of the Street or Lane Measured at Right Angles thereto
Granville Street, both sides, from 16th Avenue to S.W. Marine Drive	50 feet
Joyce Street, both sides, from Wellington St., to 342.5 feet south of Vanness Avenue (see also Part II of this schedule)	40 feet
Marine Drive, S.E., north side, from the intersection of 64th Avenue and Marine Drive to Sophia Street, and from Poplar Street to Chester Street	40 feet
Marine Drive, S.E., south side, from Poplar Street to Chester Street	40 feet
Marine Drive, S.W., both sides, from Ash Street to west boundary of City except that portion of Marine Drive S.W., from the west boundary of Granville Street to the southerly limit of the intersection of Cornish Street, Marine Drive, S.W. and West 70th Avenue	50 feet
Oak Street, both sides, from Park Drive to S.W. Marine Drive	40 feet
Oak Street, west side, from 160.55 feet south of Laurier Avenue to 27th Avenue	50 feet
Park Drive, both sides, from Granville Street to Oak Street	40 feet
Victoria Drive, both sides, from 19th Avenue to the Fraser River	40 feet
Yukon Street, both sides, from 2nd Avenue to 12th Avenue	37 feet
Broadway, both sides, from Alma Street to Highbury Street	40 feet
49th Avenue, both sides, from Marguerite Street to S.W. Marine Drive	40 feet

Part II

Arbutus Street, east side, from Broadway to 16th Avenue (see also Part I of this schedule)

A building line on the easterly side of Arbutus Street which building line is more particularly described as follows:

Commencing at a point on the northerly limit of 16th Avenue, which point is distant 3.150 m measured easterly along the said northerly limit of 16th Avenue from the westerly limit of the West Half of Lot 19, Block 465, D.L. 526, Plan 3557; thence northwesterly in a straight line to a point on the northerly limit of the lane lying parallel to and immediately to the north of 16th Avenue, which point is distant 13.746 m measured easterly along the said northerly limit of the lane from the original easterly limit of Arbutus Street; commencing again at a point on the northerly limit of 13th Avenue, which point is perpendicularly distant 2.134 m easterly from the said original easterly limit of Arbutus

Street; thence northerly following in a line parallel to and 2.134 m perpendicularly distant easterly from the said original easterly limit of Arbutus Street, to intersection with the southerly limit of 10th Avenue; commencing again at a point on the northerly limit of 10th Avenue which said point is distant 2.500 m measured easterly along the said northerly limit of 10th Avenue from the said original easterly limit of Arbutus Street; thence northeasterly in a straight line to a point on the southerly limit of the lane lying parallel to and immediately to the north of 10th Avenue, which said point is distant 3.450 m measured easterly along the said southerly limit of the lane from the said original easterly limit of Arbutus Street; commencing again at a point on the northerly limit of the said lane lying parallel to and immediately to the north of 10th Avenue, which point is 3.900 m perpendicularly distant easterly from the said original easterly limit of Arbutus Street; thence northerly parallel to and 3.900 m perpendicularly distant easterly from the said original easterly limit of Arbutus Street to a point, which point is distant 4.000 m measured southerly along the said parallel line from its intersection with the southerly limit of Broadway; thence northeasterly to a point on the southerly limit of Broadway, which point is distant 8.900 m measured easterly along the said southerly limit of Broadway from the said original easterly limit of Arbutus Street.

Arbutus Street, west side, from 10th Avenue to 15th Avenue (see also **Part I** of this schedule)

A building line on the westerly side of Arbutus Street which building line is more particularly described as follows:

Commencing at a point on the northerly limit of 15th Avenue, which point is situate 3.048 m perpendicularly distant westerly from the original westerly limit of Arbutus Street; thence northerly, parallel to and 3.048 m perpendicularly distant westerly from the said original westerly limit to Arbutus Street, to intersection with the southerly limit of 10th Avenue.

Boundary Road, west side, from 29th Avenue to S.E. Marine Drive

A building line on the west side of Boundary Road, which building line is more particularly described as follows:

Commencing at a point on the southerly limit of 29th Avenue, distant 67 feet westerly, measured from and at right angles to the east boundary of the City of Vancouver; thence southerly, parallel to and 67 feet distant westerly measured from and at right angles to the said east boundary of the City of Vancouver, to the southerly limit of Price Street; thence southerly in a straight line to a point on the northerly limit of Monmouth Street, distant 37 feet westerly, measured from and at right angles to the said east boundary of the City of Vancouver; commencing again at a point on the southerly limit of Monmouth Street, distant 33 feet westerly, measured from and at right angles to the said east boundary of the City of Vancouver; thence southerly, parallel to and 33 feet distant westerly, measured from and at right angles to the said east boundary of the City of Vancouver to the southerly boundary of Lot 10, Block 1, North Half of the Southeast Quarter of District Lot 339; thence southerly, in a straight line, to a point on the northerly limit of 52nd Avenue, distant 91 feet westerly, measured from and at right angles to the said east boundary of the City of Vancouver; commencing again at a point on the southerly limit of 52nd Avenue, distant 99 feet westerly, measured from and at right angles to the said east boundary of the City of Vancouver; thence southerly, parallel to and

99 feet distant westerly, measured from and at right angles to the said east boundary of the City of Vancouver, to the northerly limit of S.E. Marine Drive.

Broadway, north side, from Cambie Street to Quebec Street

A building line on the northerly side of Broadway which building line is more particularly described as follows:

For Blocks Twenty-three (23) and Twenty-two (22), respectively, of District Lot Three Hundred and Two (302), lying between the easterly limit of Cambie Street and the westerly limit of Alberta Street, the building line is the straight line joining the survey monument situate approximately 10 feet northerly and 7 feet westerly from the southwest corner of the aforesaid Block Twenty-three (23) with the survey monument situate approximately 11 feet northerly and 7 feet westerly from the southwest corner of the adjacent Block Twenty-one (21) of District Lot Three Hundred and Two (302). In Block Twenty-one (21) of District Lot Three Hundred and Two (302) lying between the easterly limit of Alberta Street and the westerly limit of Columbia Street, the building line is the straight line joining the said survey monument, situate approximately 11 feet northerly and 7 feet westerly from the southwest corner of the said Block Twenty-one (21), with the survey monument situate approximately 9 feet northerly and 7 feet easterly from the southeast corner of the said Block Twenty-one (21).

For Blocks Forty-eight (48), Forty-nine (49) and Fifty (50), respectively, of District Lot Two Hundred "A" (200A), lying between the easterly limit of Columbia Street and the westerly limit of Quebec Street, the building line is the straight line joining the aforesaid survey monument situate approximately 9 feet northerly and 7 feet easterly from the southeast corner of Block Twenty-one (21) of District Lot Three Hundred and Two (302) with the survey monument situate approximately 9 feet northerly and 7 feet easterly from the southeast corner of the said Block Fifty (50). On and after the passing of this by-law it will be unlawful for any person either as owner or contractor to erect or cause to be erected any building or part of a building on any of the above described blocks south of the said building line hereby established.

Broadway, south side, from Cambie Street to Quebec Street

A building line on the southerly side of Broadway which building line is more particularly described as follows:

For Block Three Hundred and Six "A" (306A) and Block "L", respectively, of District Lot Five Hundred and Twenty-six (526) and for Lot One (1), Block Twenty-four (24), District Lot Three Hundred and Two (302) lying between the easterly limit of Cambie Street and the westerly limit of Alberta Street, the building line is that line following easterly from Cambie Street along the northerly boundary of the said blocks, until the said boundary is intersected by a line drawn parallel to and at a distance of 86 feet, measured southerly from and at right angles to the corresponding building line hereinbefore described for the northerly side of that portion of Broadway adjacent to Blocks Twenty-three (23) and Twenty-two (22), respectively, of District Lot Three Hundred and Two (302); thence following easterly along the said parallel line to the westerly limit of Alberta Street.

For the portion of Block Twenty-four (24) of District Lot Three Hundred and Two (302) lying between the easterly limit of Alberta Street and the westerly limit of Columbia Street, the building line is a line

drawn parallel to and at a distance of 86 feet measured southerly from and at right angles to the corresponding building line hereinbefore described for the northerly side of that portion of Broadway adjacent to Block Twenty-one (21) of District Lot Two Hundred "A" (200A). For Blocks Twenty-five (25), Twenty-six (26) and Twenty-seven (27), respectively, of District Lot Three Hundred and Two (302) lying between the easterly limit of Columbia Street and the westerly limit of Quebec Street, the building line is a line drawn parallel to and at a distance southerly of 86 feet measured from and at right angles to the corresponding building line hereinbefore described for the northerly side of that portion of Broadway, adjacent to Blocks Forty-eight (48) and Forty-nine (49) and Fifty (50), respectively, of District Lot Two Hundred "A" (200A).

On and after the passing of this by-law it will be unlawful for any person either as owner or contractor to erect or cause to be erected any building or part of a building on any of the above described blocks north of the said building line hereby established. All the provisions of the preceding section hereof will also apply to and include buildings for the erection of which permits have already been applied for or granted, but the erection of or work on which has not been commenced at the date of the passing of this by-law.

Building lines established by this by-law are shown and indicated by lines coloured red upon the plan marginally numbered W 105 for purposes of identification, which plan is attached hereto and is declared to form an integral part of this by-law.

Survey monuments referred to in sections **1** and **3** of this by-law and indicated by notations and symbols upon the plan as properly established by survey upon the ground, will govern the precise location of the building lines hereby established, any conflict of dimensions notwithstanding.

Broadway, north side, from Main Street to Scotia Street

A building line on the northerly side of Broadway which is more particularly described as follows:

For Block Fifty-two (52), District Lot Two Hundred "A" (200A), a straight line from a point in the easterly limit of Main Street 8 feet northerly from the northerly limit of Broadway to the westerly limit of Kingsway at a point 4.5 feet northerly from the northerly limit of Broadway. For Block Fifty-three (53), District Lot Two Hundred "A" (200A) a straight line drawn parallel to and 10 feet perpendicular distant northerly from the northerly limit of Broadway and the productions thereof between the easterly limit of Kingsway and the westerly limit of Scotia Street.

On and after the passing of this by-law it will be unlawful for any person either as owner or contractor to erect or cause to be erected any building or part of a building on any of the above-described blocks north of the said building line hereby established. All the provisions of the preceding section hereof will also apply to and include buildings for the erection of which permits have already been applied for or granted, but the erection of or work on which has not been commenced at the date of the passing of this by-law.

Building lines established by this by-law are shown and indicated by lines coloured red upon the plan marginally numbered LF 8131 for purposes of identification, which plan is attached hereto and is declared to form an integral part of this by-law."

Burrard Street, east side from the lane south of Broadway to the north side of 16th Avenue (see also **Part I** of this schedule)

A building line on the east side of Burrard Street from the lane south of Broadway to the north side of 16th Avenue, which building line is more particularly described as follows:

Commencing at a point on the northerly boundary of Lot 20, Block 348, District Lot 526, Plan 1949, which point is situated 7 feet perpendicularly distant easterly from the westerly boundary of the said lot; thence southerly in a straight line to a point on the southerly boundary of Lot 20, Block 468, District Lot 526, Plan 3557, which point is situated 7 feet perpendicularly distant easterly from the westerly boundary of the said Lot 20, Block 468, District Lot 526.

Burrard Street, west side, from the lane south of Broadway to the north side of 16th Avenue (see also **Part I** of this schedule)

A building line on the west side of Burrard Street from the lane south of Broadway to the north side of 16th Avenue which building line is more particularly described as follows:

Commencing at a point on the northerly boundary of Lot 11, Block 347, District Lot 526, Plan 1949, which point is situated 80 feet perpendicularly distant westerly from the building line hereinbefore described for the east side of Burrard Street; thence southerly and parallel to the said building line for the east side of Burrard Street, to the southerly boundary of Lot 11, Block 467, District Lot 526, Plan 3557.

Cambie Street, east side, from 5th Avenue to 7th Avenue

A building line on the easterly side of Cambie Street which building line is more particularly described as follows:

Commencing at a point one (1) foot east of the northwesterly corner of Lot 1, Block 12, District Lot 302, Plan 5832, the same being the southeasterly corner of 5th Avenue; thence southerly in a straight line to a point in the northerly limit of 6th Avenue 10 feet easterly from the southwesterly corner of Lot 16 of said Block 12; thence southerly in a straight line to a point in the northerly limit of 7th Avenue 10 feet easterly from the southwesterly limit of Lot B, Block 17, of said District Lot 302.

Cambie Street west side, south of 8th Avenue

A line joining a point in the northerly limit of Lot 10, Block 340, D.L. 526, 10 feet west of the northeast corner of said Lot 10 to a point in the southerly limit of Lot 11, Block 340, D.L. 526, 10 feet west of the southeast corner of Lot 11.

Cambie Street, east side, from Broadway to 15th Avenue

A building line on the easterly side of Cambie Street which building line is more particularly described as follows:

Commencing at a point in the southerly limit of Broadway 10 feet easterly from the northwesterly corner of Lot 1, Block 360A, District Lot 526, Plan 1277; thence southerly in a line drawn parallel to and 10 feet perpendicularly distant easterly from the easterly limit of Cambie Street to the northerly limit of 15th Avenue.

Cambie Street, west side, from Broadway to 16th Avenue

A building line on the westerly side of Cambie Street which building line is more particularly described as follows:

Commencing at a point in the southerly limit of Broadway 10 feet westerly from the northeasterly corner of Lot 11, Block 360, District Lot 526, Plan 590; thence southerly in a line drawn parallel to and 10 feet perpendicularly distant westerly from the westerly limit of Cambie Street to the northerly limit of 16th Avenue.

Cambie Street, east side, from 15th Avenue to 17th Avenue (See also **Part I** of this Scshedule)

A building line on the east side of Cambie Street extending from the southerly limit of 15th Avenue to the northerly limit of 17th Avenue, which building line is more particularly described as follows:

Commencing at a point in the southerly boundary of Lot 9, Block 501, D.L. 526 distant 10 feet east of the southwest corner of said Lot 9; thence northerly in a straight line to a point in the northerly boundary of Lot 1, Block 501, D.L. 526 distant 10 feet east of the northwest corner of said Lot 1; thence continuing northerly in the most immediately preceding described course to a point in the southerly boundary of Lot 16 except the north 50 feet, Block E, D.L. 526; thence northerly in a straight line to a point in the northerly boundary of the north 50 feet of Lot 16, Block E, D.L. 526 distant 10 feet east of the northwest corner of the said north 50 feet of Lot 16; thence northerly in a straight line to a point in the northerly boundary of Lot 1, Block E, D.L. 526 distant 10 feet east of the northwest corner of said Lot 1.

Cambie Street, east side, from 17th Avenue to King Edward Avenue

A building line on the easterly side of Cambie Street which building line is more particularly described as follows:

A line drawn parallel to and 100 feet perpendicularly distant easterly from the established building line for the west side of Cambie Street and extending from the southerly limit of 17th Avenue to the northerly limit of King Edward Avenue.

Cambie Street, west side, from south side of 71st Avenue to north side of Kent Avenue North

A building line on the westerly side of Cambie Street which building line is more particularly described as follows:

A line drawn parallel to and 33 feet perpendicularly distant westerly from the easterly limit of Lots A and B, Block 6, north of right-of-way, District Lot 311, and extending from the northerly limit of said Lot B to the southerly limit of said Lot A.

East side Clarendon Street and Elliott Street from a point opposite the lane south of 38th Avenue to the north side of 54th Avenue

A line drawn parallel to and 86 feet perpendicularly distant easterly on the tangent portions and concentric with and 86 feet radial distant easterly on the curve portions, from the building line described for the west side of Clarendon and Elliott Streets. Extending from a point in the easterly production of the southerly limit of the lane south of 38th Avenue to the northerly limit of 54th Avenue.

West side Clarendon Street and Elliott Street from the lane south of 38th Avenue to the north side of 54th Avenue

Commencing at a point in the southerly limit of the lane south of 38th Avenue 10 feet perpendicularly distant westerly from the easterly limit of Lot 16, Block 11, District Lot 394.

Thence southerly in a straight line to a point in the east 34 feet of Lot 12C, Block 14, District Lot 394, which point is 10 feet perpendicularly distant westerly from the westerly limit of the said east 34 feet of Lot 12C, 250 feet northerly from the southerly limit of Amended Lot 11C, Block 14.

Thence southerly 338.18 feet, in the arc of a tangential circular curve to the left, whose radius is 1,586 feet.

Thence southerly 292.36 feet, in the arc of a reverse circular curve to the right, whose radius is 1500 feet, to a point 10 feet perpendicularly distant westerly from the westerly limit of Clarendon Street.

Thence southerly tangential to the ending of the said reverse curve in a straight line to a point 10 feet perpendicularly distant westerly from the westerly limit of Clarendon Street, at a distance of 252.47 feet northerly from the northerly limit of 45th Avenue.

Thence southerly 304.33 feet in the arc of a tangential circular curve, to the left, whose radius is 834.69 feet.

Thence southeasterly in a line tangential to the ending of the previously mentioned curve, 58.52 feet to the beginning of a tangential curve.

Thence southeasterly 296.41 feet, in the arc of a circular curve to the right, whose radius is 748.69 feet, to a point 20 feet perpendicularly distant westerly from the westerly limit of Clarendon Street produced northerly at 46th Avenue.

Thence southerly, in a straight line, tangential to the previously described curve, to a point in the northerly limit of 49th Avenue, 13.23 feet westerly from the westerly limit of Elliott Street.

Thence southerly in a straight line to a point in the southerly limit of 51st Avenue, 10 feet perpendicularly distant westerly from the westerly limit of Elliott Street.

Thence southerly in a straight line to a point in the northerly limit of 54th Avenue, 10 feet perpendicularly distant westerly from the westerly limit of Elliott Street.

Davie Street, north side, from Burrard Street to Jervis Street

A building line commencing at a point on the westerly limit of Burrard Street, distant 7 feet northerly, measured along the said westerly limit from its intersection with the northerly limit of Davie Street; thence westerly in a straight line to a point on the easterly limit of Jervis Street, distant 7 feet northerly measured along the said easterly limit from its intersection with the northerly limit of Davie Street.

Davie Street, south side, from Burrard Street to Jervis Street

A building line commencing at a point on the westerly limit of Burrard Street, distant 7 feet southerly, measured along the said westerly limit from its intersection with the northerly limit of Davie Street; thence westerly in a straight line to a point on the easterly limit of Jervis Street, distant 7 feet southerly measured along the said easterly limit from its intersection with the northerly limit of Davie Street.

Duchess Street, west side, from Kingsway to Ward Street

A building line on the westerly side of Duchess Street which building line is more particularly described as follows:

Commencing at the intersection of a line drawn parallel to and 66 feet perpendicularly distant westerly from the easterly limit of Duchess Street and the northerly limit of Kingsway; thence northerly 486.71 feet following in a line drawn parallel to and 66 feet perpendicularly distant westerly from the easterly limit of Duchess Street; thence northerly in the arc of a tangential curve to the right whose radius is 368.36 feet to intersection with the southerly limit of Ward Street.

Dundas Street, south side, from Semlin Drive to Nanaimo Street

A building line on the southerly side of Dundas Street which building line is more particularly described as follows:

Commencing at a point in the westerly limit of Lot One (1), Block Twenty-six (26), District Lot One Hundred and Eighty-four (184), Plan 178, which point is 14 feet southerly from the northwesterly corner of said Lot One (1); thence easterly in a straight line to intersection with the easterly limit of Lot Eight (8), said Block Twenty-six (26), at a point 14 feet southerly from the northeasterly corner of said Lot Eight (8), thence easterly in a straight line to intersection with the westerly limit of Lot One (1), Block Twenty-four (24), District Lot One Hundred and Eighty-four (184), Plan 178, at a point 14 feet southerly from the northwesterly corner of said Lot One (1); thence easterly in a straight line to intersection with the easterly limit of Lot Eight (8), said Block Twenty-four (24), at a point 7 feet southerly from the northeasterly corner of said Lot Eight (8); thence easterly in a straight line to intersection with the easterly limit of Lot Six (6), Block Twenty-three (23), District Lot One Hundred and Eighty-four (184), Plan 178, at a point 7 feet southerly from the northeasterly corner of said Lot 6.

Dundas Street, north side, from Templeton Drive to Nanaimo Street

A building line on the northerly side of Dundas Street which building line is more particularly described as follows:

A line drawn parallel to and 80 feet perpendicularly distant northerly from the hereinbefore described building line for the south side of Dundas Street extending from the easterly limit of Templeton Drive to the westerly limit of Nanaimo Street.

Dunsmuir Street, south side, from Richards Street to the easterly limit of Dunsmuir Street

Commencing at a point on the easterly limit of Richards Street, distant 10 feet southerly, measured along the said easterly limit from its intersection with the southerly limit of Dunsmuir Street; thence easterly in a straight line to a point on the easterly limit of Hamilton Street, distant 10 feet southerly, measured along the said easterly limit of Hamilton Street from its intersection with the southerly limit of Dunsmuir Street; thence easterly in a straight line to a point on the easterly limit of Beatty Street, distant 10 feet southerly measured along the said easterly limit of Beatty Street from its intersection with the southerly limit of Dunsmuir Street; thence continuing easterly along the production easterly of the last mentioned course to intersection with the easterly limit of the North Portion of Block 49, District Lot 541.

Dunsmuir Street, north side, from Richards Street to the easterly limit of Dunsmuir Street

That line drawn parallel to and 86 feet perpendicularly distant northerly from the corresponding building line hereinbefore described for the southerly side of Dunsmuir Street.

Fir Street, east side, from Broadway to Marpole Avenue

A building line on the east side of Fir Street from the south side of Broadway to the north side of Marpole Avenue, which building line is more particularly described as follows:

Commencing at a point in the northerly boundary of Block 350, District Lot 526, Plan 590, which point is situated 7 feet perpendicularly distant easterly from the westerly boundary of said Block 350, thence southerly in a straight line to a point in the easterly production of the southerly boundary of Lot 10, Block 349, District Lot 526, Plan 590, which said point is situated 7 feet perpendicularly distant easterly from the westerly boundary of said Block 350,

District Lot 526, Plan 590; thence southerly in a straight line to a point in the northerly boundary of Lot 1, Block 490, District Lot 526, Plan 4502, which said point is situated 7 feet perpendicularly distant easterly from the westerly boundary of said Lot 1, Block 490, District Lot 526; thence southerly parallel to and 7 feet perpendicularly distant easterly from the westerly boundary of said Lot 1, Block 490, to a point in the southerly boundary of said Lot 1, Block 490; thence southerly to a point in the northerly boundary of Lot 10 in the said Block 490, which point is situated 7 feet perpendicularly distant easterly from the westerly boundary of said Lot 10; thence southerly and southeasterly 7 feet perpendicularly distant northeasterly from the westerly boundary of said Lot 10, to a point in the easterly boundary of said Lot 10, thence southeasterly 7 feet perpendicularly distant northeasterly from the southerly boundary and the southeasterly production thereof of Lot 9 of said Block 490 to Marpole Avenue.

Georgia Street, south side, from Chilco Street to Bidwell Street

A building line on the southerly side of Georgia Street which building line is more particularly described as follows:

Commencing at the intersection of the northwesterly limit of Lot 13, Block 65, District Lot 185, Plan 92, and a line drawn parallel to and 11.5 feet perpendicularly distant southwesterly from the northeasterly limit of Lots 1 to 13, Block 65 and Lots 8 to 14, Block 55, District Lot 185, Plan 92; thence southeasterly following in the said line drawn parallel to the northeasterly limit of Lots 1 to 13, said Block 65, and Lots 8 to 14, said Block 55, to intersection with a line drawn parallel to and 30 feet perpendicularly distant northwesterly from the southeasterly limit of Lot 8, said Block 55; thence southerly in a straight line to a point in the southeasterly limit of Lot 8, said Block 55, 51.5 feet southwesterly from the most easterly corner of said Lot 8.

Georgia Street, south side, from Bidwell Street to Cardero Street

A building line on the southerly side of Georgia Street which building line is more particularly described as follows:

Commencing at a point in the northwesterly limit of Lot 7, Block 55, District Lot 185, Plan 92, 11.5 feet southwesterly from the most northerly corner of said Lot 7; thence southeasterly in a straight line to a point in the southeasterly limit of Lot A, Block 55, District Lot 185, Plan 6706, 11.5 feet southwesterly from the most easterly corner of said Lot A.

Hastings Street, north side, from Cassiar Street to Boundary Road

A building line on the northerly side of Hastings Street which building line is more particularly described as follows:

Commencing at a point in the easterly limit of Lot A of Block 46, T.H.S.L., Plan 17717, 1.2 m northerly from the southerly limit of said Lot A; thence westerly, in a straight line to intersection with the westerly limit of Lot A of Block 46, T.H.S.L., Plan EPP27624, at a point 0.59 m northerly from the southerly limit of said Lot A; commencing again at a point in the easterly limit of Lot A (BN199299) of Block 47, T.H.S.L., Plan 3419, 1.2 m northerly from the southerly limit of said Lot A; thence westerly, in a straight line to intersection with the westerly limit of Lot B of Block 47, T.H.S.L., Plan 18237, 1.2 m northerly from the southerly limit of said Lot B; thence southerly along said westerly limit of Lot B to a point 1.2 m northerly from the southerly limit of Lot A of Block 47, T.H.S.L. Plan 18237; thence westerly, in a straight line to intersection with the westerly limit of Lot 24 of Block 47, T.H.S.L., Plan 4160, 1.2 m northerly from the southerly limit of said Lot 24; commencing again at a point in the easterly limit of Lot 12, south half of Block 48, T.H.S.L., Plan 363, 1.2 m northerly from the southerly limit of said Lot 12; thence westerly in a straight line, parallel to the southerly limit of the south half of Block 48, Plan 363 to intersection with the southwesterly limit of Lot A of the south half of Block 48, T.H.S.L., Plan 22411.

Hemlock Street, west side, from 5th Avenue to 15th Avenue

A building line on the west side of Hemlock Street from the south side of 5th Avenue to the north side of 15th Avenue, which building line is more particularly described as follows:

Commencing at a point in the northerly boundary of Lot 17, Block 271, District Lot 526, Plan 590, which said point is situated 7 feet perpendicularly distant westerly from the easterly boundary of said Lot 17; thence southerly in a straight line to a point in the southerly boundary of Lot 19, Block 351,

District Lot 526, Plan 590, which said point is situated 7 feet perpendicularly distant westerly from the easterly boundary of said Lot 19; thence southerly in a straight line to a point in the southerly boundary of Lot 19, Block 351, District Lot 526, Plan 590, which said point is situated 7 feet perpendicularly distant westerly from the easterly boundary of said Lot 19; thence southerly in a straight line to a point in the southerly boundary of Lot B of Lots 17 and 18, Block 451, District Lot 526, Plan 4970, which said point is situated 7 feet perpendicularly distant westerly from the easterly boundary of said Lot B.

Hemlock Street, east side from 5th Avenue to Broadway

A building line on the east side of Hemlock Street from the easterly production of the northerly boundary of Block 271, District Lot 526, Plan 590, to the northerly side of Broadway, which building line is more particularly described as follows:

That line drawn parallel to and 80 feet perpendicularly distant easterly from the corresponding building line hereinbefore described for the west side of Hemlock Street.

Joyce Street between Euclid Street and 41st Avenue [See also **Part I** of this schedule]

A building line on the east and west sides of Joyce Street is hereby established in accordance with the plan shown below:

Plan Showing Building Line on Joyce Street.

West Side: Euclid Avenue to Kingsway

East Side: Euclid Avenue to School Avenue

Kent Avenue North from Crompton Street to Kerr Street

A building line on Kent Avenue North which building line is more particularly described as follows:

A line drawn parallel to and 33 feet perpendicularly distant northerly on the tangent portions and concentric with and 33 feet radially distant northerly on the curve portions from the northerly limit of

the Vancouver and Lulu Island Railway Right-of-Way as shown on Explanatory Plans 5814, 5811, and Plan accompanying application under title 362883L; extending from the easterly limit of Crompton Street to the westerly limit of Kerr Street.

Kent Avenue South from Ash Street to Boundary Road

A building line on Kent Avenue South which building line is more particularly described as follows:

A line drawn parallel to and 33 feet perpendicularly distant southerly on the tangent portions and concentric with and 33 feet radially distant southerly on the curve portions, from the southerly limit of the Vancouver and Lulu Island Railway Right-of-Way as shown on Explanatory Plans 5387, 5314, 5508, 5814, 5811, and Plans accompanying application under titles 362883L and 362776L; extending from the easterly limit of Ash Street to the westerly limit of Boundary Road, save and except that portion lying between the easterly limit of Lot A, Blocks V and W, District Lot 327, Plan 18761, and the westerly limit of Block V in Highway Plan H116, District Lot 327, Plan 3402, and also save and except that portion of Kent Avenue South lying between Kerr Street and Kinross Street.

Knight Street, west side, from the southerly limit of 15th Avenue to the northerly limit of 61st Avenue

A building line on the west side of Knight Street extending from the southerly limit of 15th Avenue to the northerly limit of 61st Avenue, which building line is more particularly described as follows:

Commencing at a point on the southerly limit of 15th Avenue, the said point being the intersection of a line drawn parallel to and 7 feet perpendicularly distant westerly from the westerly limit of Knight Street with the said southerly limit of 15th Avenue; thence southerly in a straight line to a point on the northerly limit of 20th Avenue, 7 feet perpendicularly distant westerly from the westerly limit of Knight Street; thence southerly in a straight line to a point on the northerly limit of Kingsway 7 feet perpendicularly distant westerly from the westerly limit of Knight Street; thence southerly in a straight line to a point on the northerly limit of 23rd Avenue, distant 6.30 feet westerly, measured along the said northerly limit from its intersection with the westerly limit of Knight Street; thence southerly in a straight line to a point on the northerly limit of King Edward Avenue, distant 5.01 feet westerly, measured along the said northerly limit from its intersection with the westerly limit of Knight Street; thence southerly in a straight line to a point on the southerly limit of King Edward Avenue, distant 5.18 feet westerly measured along the said southerly limit from its intersection with the westerly limit of Knight Street; thence southerly in a straight line to the northeasterly corner of Lot 27, Block 2, of Block 18, District Lots 391 and 392; amended Plan 1368; thence southerly in a straight line to a point on the northerly limit of 29th Avenue, 7 feet perpendicularly distant westerly from the westerly limit of Knight Street; thence southerly in a straight line to the intersection of the southerly limit of 29th Avenue with the westerly limit of Knight Street; amended Plan 2534; thence southerly in a straight line to a point on the northerly limit of 33rd Avenue 7 feet perpendicularly distant westerly from the westerly limit of Knight Street;

Commencing again at the northeasterly corner of Lot 15, Block 6, District Lot 700; amended Plan 1522; thence southerly in a straight line parallel to and 7 feet perpendicularly distant westerly from the westerly limit of Knight Street, to the southerly boundary of District Lot 700; thence southerly in a straight line to a point on the northerly limit of 41st Avenue, 7 feet perpendicularly distant westerly from the westerly limit of Knight Street;

Commencing again at the intersection of the southerly limit of 49th Avenue with the westerly limit of Knight Street; amended Plan 1645; thence southerly in a straight line to the intersection of the northerly limit of 51st Avenue with the westerly limit of Knight Street; amended Plan 1645; thence southerly in a straight line to the intersection of the northerly limit of 54th Avenue with the westerly limit of Knight Street; amended Plan 1645;

Commencing again at the northeasterly corner of Lot 62, Blocks 29, 30 and 31, District Lot 200; Explanatory Plan 3945; thence southerly in a straight line to the intersection of the northerly limit of 57th Avenue with the westerly limit of Knight Street; amended Plan 1770; thence southerly in a straight line to the intersection of the northerly limit of 59th Avenue with the westerly limit of Knight Street; Plan 7942; thence southerly in a straight line to the intersection of the northerly limit of 61st Avenue with the westerly limit of Knight Street; amended Plan 3155.

Knight Street, east side, from the southerly limit of 15th Avenue to the northerly limit of 61st Avenue

A building line on the east side of Knight Street extending from the southerly limit of 15th Avenue to the northerly limit of 61st Avenue, which building line is more particularly described as follows:

That line drawn parallel to and 80 feet perpendicularly distant easterly from the corresponding building lines hereinbefore described for the westerly side of Knight Street.

Nelson Street, north side, between Cambie Street and Beatty Street

A building line on the northeasterly side of Nelson Street southeasterly from Cambie Street, which building line is more particularly described as follows:

Commencing at a point in the northwesterly limit of Parcel “H” (Reference Plan 2152), District Lots 541 and 5603, Plan 6108, 10.94 m northeasterly from the most westerly corner of said Parcel “H”, said point being a point of tangency;

Thence southerly and easterly following in the arc of a 7 m radius, circular curve to the left 11 m;

Thence southeasterly, 36.458 m more or less to a point in the southeasterly limit of said Parcel “H”, 4.077 m northeasterly from the most southerly corner of said Parcel “H”.

Oak Street, west side, south from Laurier Avenue

A building line on the westerly side of Oak Street which building line is more particularly described as follows:

Commencing at a point in the southerly limit of Lot 4A, Block 73, District Lot 526, Plan 4502, 3.048 m westerly from the southeasterly corner of said Lot 4A; thence northerly in a straight line to intersection with a line drawn parallel to and 1.83 m perpendicularly distant westerly from the easterly limit of said Lot 4A at a point 19.57 m northerly from the southerly limit of said Lot 4A; thence northerly following in the said parallel line to intersection with the northerly limit of said Lot 4A.

Pacific Street, north side, between Howe Street and Thurlow Street

A building line on the north side of Pacific Street which building line is more particularly described as follows:

Commencing at a point in the northerly limit of Pacific Street 60.1 feet distant west from the westerly limit of Howe Street; thence westerly in a straight line to a point 12 feet perpendicularly distant north of the northerly limit of Pacific Street and 47 feet perpendicularly distant east of the easterly limit of Hornby Street; thence westerly in a straight line to a point in the easterly limit of Hornby Street 12 feet perpendicularly distant north of the northerly limit of Pacific Street; commencing again at a point in the westerly limit of Burrard Street 18.05 feet northerly of the northerly limit of Pacific Street; thence westerly in a straight line to the southwesterly corner of the west one-half of Lot 16, Block 13, District Lot 185, Plan 92.

Pender Street, north side from Cardero Street to Burrard Street

A building line on the northerly side of that portion of Pender Street extending from the intersection of Pender Street with Georgia Street, at or near Cardero Street, to Burrard Street, which building line is more particularly described as follows:

Commencing at a point on the northerly limit of Georgia Street 39.93 feet distant easterly, measured along the said northerly limit from intersection of the same with the easterly limit of Cardero Street; thence easterly in a straight line to a point situate 7 feet perpendicularly distant northerly from the northerly limit of Pender Street measured from the intersection of the said northerly limit of Pender Street with the westerly limit of Thurlow Street; thence easterly in a straight line to a point on the westerly boundary of Lot 18, Block 1, D.L. 185, Group 1, New Westminster District, situate 7 feet perpendicularly distant northerly from the adjacent northerly limit of Pender Street; thence easterly in a straight line to the southeasterly corner of the said Lot 18, which corner is situated on the northerly limit of Pender Street; thence easterly following the northerly limit of Pender Street to its intersection with the westerly limit of Burrard Street.

Pender Street, south side, from Burrard Street to Nicola Street

A building line on the southerly side of that portion of Pender Street extending from the westerly limit of Burrard Street to the easterly limit of Nicola Street, which building line is more particularly described as follows:

Commencing at a point on the westerly limit of Burrard Street, distant 10 feet southerly measured along the said westerly limit from its intersection with the southerly limit of Pender Street; thence westerly along a line parallel to the said southerly limit to a point distant 78.61 feet, measured westerly along the said line from its intersection with the said westerly limit of Burrard Street; thence westerly in the arc of a tangential curve to the left of radius 235.26 feet to a point tangential with a line drawn parallel to and 80 feet perpendicularly distant southerly from the corresponding building line hereinbefore described for that section of the northerly side of Pender Street lying between Thurlow Street and the westerly boundary of Lot 18, Block 1, District Lot 185, Group 1, New Westminster District; thence westerly parallel to and 80 feet perpendicularly distant southerly from the corresponding building line hereinbefore described for the northerly side of Pender Street to the easterly limit of Nicola Street, except that portion lying between the easterly and westerly limits of PID: 026-628-295, Lot A, Block 30, District Lot 185, Group 1, New Westminster District, Plan BCP22818.

Powell Street, south side, from Campbell Avenue to Semlin Drive

A building line on the south side of Powell Street extending from the easterly limit of Campbell Avenue to the westerly limit of Semlin Drive, which building line is more particularly described as follows:

Commencing at a point in the westerly limit of Lot 1, Block 49, District Lot 181, 28.97 feet southerly from the northwesterly corner of said Lot 1; thence easterly in a straight line to the intersection of a line drawn 41 feet perpendicularly distant southerly from a point in the northerly limit of Lot 8, Block 49, District Lot 181, 10.59 feet westerly from the northeasterly corner of said Lot 8; thence easterly in a straight line drawn parallel to the southerly limit of Powell Street to a point 10.20 feet easterly from the easterly limit of Lot 20, except the north 7 feet now a road, Block 49, District Lot 181; thence northeasterly in a straight line to a point 10 feet westerly in said straight line from a point in the easterly limit of Lot 8, except portion included in Reference Plan 4641, now a road, Block 48, District Lot 181, 18.56 feet southerly from the northerly limit of said portion of Lot 8; thence southeasterly in a straight line to a point in the easterly limit of said portion of Lot 8 at a point 28.56 feet southerly from the northerly limit of said portion of Lot 8; commencing again at a point in the westerly limit of Lot 17, Block 2, Subdivision K, District Lot 182, 45.83 feet southerly from the northwesterly corner of said Lot 17; thence northeasterly in a straight line to the northeasterly corner of Lot 27 except the north 7 feet now a road, Block 2, Subdivision A, District Lot 182; thence easterly in a straight line to the northeasterly corner of Lot A, Block 3, Subdivision A, District Lot 182; thence easterly in a straight line to a point 36.8 feet easterly from the westerly limit of Lot 33, Block 5, Subdivision B, District Lot 182, measured in a line drawn parallel to and 7 feet perpendicularly distant southerly from the northerly limit of said Lot 33; thence easterly in a straight line passing through the northeasterly corner of Lot 5, Block 3, Subdivision C, District Lot 183 to a point 80 feet perpendicularly distant southerly from the southerly limit of Block 18, Subdivision D and East ½ of C, District Lot 183, said point being in the perpendicular to the said southerly limit of Block 18 through the southwesterly corner of said Block 18; thence easterly in a straight line to intersection of the westerly limit of Commercial Drive with a line drawn parallel to and 7 feet perpendicularly distant southerly from the northerly limit of Lot 13 except the north 7 feet, Block 17, Subdivision D, District Lot 183, thence easterly in a straight line to intersection of the westerly limit of Salsbury Drive with a line drawn parallel to and 7 feet perpendicularly distant southerly from the northerly limit of Lot 11 except the north 7 feet, Block 2, Subdivision D, District Lot 183; thence easterly in a straight line to intersection of the easterly limit of Salsbury Drive with a line drawn parallel to and 7 feet perpendicularly distant southerly from the northerly limit of Lot 1 except the north 7 feet, Block 2, Subdivision E, District Lot 183; thence easterly in a straight line to intersection of the westerly limit of Victoria Drive with a line drawn parallel to and 7 feet perpendicularly distant southerly from the northerly limit of Lot B of Lots 10 to 13, Block 2, Subdivision E, District Lot 183; thence easterly in a straight line to intersection of the easterly limit of Victoria Drive with a line drawn parallel to and 14 feet perpendicularly distant southerly from the northerly limit of Lot 1, Block 27, District Lot 184; thence easterly in a straight line to the northeasterly corner of Lot 8 except the north 14 feet, Block 27, District Lot 184.

Powell Street, north side, from Glen Drive to Woodland Drive

A building line on the northerly side of Powell Street extending from the westerly limit of Glen Drive to the westerly limit of Woodland Drive, which building line is more particularly described as follows:

Commencing at the intersection of the northerly limit of Powell Street with the northerly production of the westerly limit of Glen Drive; thence easterly in a straight line following in the southerly limit of the C.P.R. Right-of-Way to intersection with the westerly production of a line drawn parallel to and 7 feet perpendicularly distant northerly from the southerly limit of Lots 28 to 32, Block 2, Subdivision A, District Lot 182; thence easterly in a straight line following in the westerly production of the line drawn parallel to and 7 feet perpendicularly distant northerly from the southerly limit of Lots 28 to 32, Block 2, Subdivision A, District Lot 182 to intersection with the easterly limit of Lot 28, Block 2, Subdivision A, District Lot 182; thence easterly following in that line drawn parallel to and 80 feet perpendicularly distant northerly from the building line hereinbefore described for the southerly side of Powell Street.

Robson Street, north side, from Burrard Street to Cambie Street

A building line commencing at a point on the easterly limit of Burrard Street, distant 7 feet northerly, measured along the said easterly limit from its intersection with the northerly limit of Robson Street; thence easterly in a straight line to a point on the easterly limit of Granville Street, distant 7 feet northerly, measured along the said easterly limit of Granville Street from its intersection with the northerly limit of Robson Street; thence easterly in a straight line to a point on the westerly limit of Hamilton Street, distant 7 feet northerly, measured along the said westerly limit of Hamilton Street, from its intersection with the northerly limit of Robson Street, thence continuing easterly along the production easterly of the last mentioned course to intersection with the easterly limit of Hamilton Street, thence easterly in a straight line to the point of intersection of the westerly limit of Cambie Street with the northerly limit of Robson Street.

Robson Street, south side, from Burrard Street to Cambie Street

A building line on the southerly side of that portion of Robson Street extending from the easterly limit of Burrard Street to the westerly limit of Cambie Street, which building line is more particularly described as being drawn parallel to and 80 feet perpendicularly distant southerly from the corresponding building line hereinbefore described for the northerly side of Robson Street.

Robson Street, north side, from Burrard Street to Jervis Street

A building line commencing at a point on the westerly limit of Burrard Street, distant 7 feet northerly, measured along the said westerly limit from its intersection with the northerly limit of Robson Street; thence westerly in a straight line to a point on the easterly limit of Jervis Street, distant 7 feet northerly measured along the said easterly limit from its intersection with the northerly limit of Robson Street.

Robson Street, south side, from Burrard Street to Jervis Street

A building line on the southerly side of that portion of Robson Street extending from the westerly limit of Burrard Street to the easterly limit of Jervis Street, which building line is more particularly described as being drawn parallel to and 80 feet perpendicularly distant southerly from the corresponding building line hereinbefore described for the northerly side of Robson Street.

Robson Street, north side, from Jervis Street to Denman Street

A building line commencing at a point on the westerly limit of Jervis Street, distant 7 feet northerly, measured along the said westerly limit from its intersection with the northerly limit of Robson Street; thence

westerly in a straight line to a point on the easterly limit of Cardero Street, distant 7 feet northerly, measured along the said easterly limit from its intersection with the northerly limit of Robson Street; thence westerly to a point on the westerly limit of Cardero Street, distant 7 feet northerly, measured along the said westerly limit from its intersection with the northerly limit of Robson Street; thence westerly in a straight line to a point on the easterly limit of Denman Street, distant 7 feet northerly, measured along the said easterly limit from its intersection with the northerly limit of Robson Street.

Robson Street, south side, from Jervis Street to Denman Street

A building line on the southerly side of that portion of Robson Street extending from the westerly limit of Jervis Street to the easterly limit of Denman Street, which building line is more particularly described as being drawn parallel to and 80 feet perpendicularly distant southerly from the corresponding building line hereinbefore described for the northerly side of Robson Street.

6th Avenue, north side, from Clark Drive to Glen Drive

A building line on the northerly side of 6th Avenue which building line is more particularly described as follows:

Commencing at the intersection of the westerly limit of Clark Drive and a line drawn parallel to and 99 feet perpendicularly distant northerly from the southerly limit of 6th Avenue; thence westerly in a straight line drawn parallel to and 99 feet perpendicularly distant northerly from the southerly limit of 6th Avenue to a point 317.9 feet westerly limit of Keith Drive; thence westerly in the arc of a tangential curve to the right whose radius is 951 feet to intersection with the easterly limit of Glen Drive.

37th Avenue, north side, from Fraser Street to Inverness Street

A building line on the northerly side of 37th Avenue which building line is more particularly described as follows:

Commencing at a point on the easterly side of Fraser Street 17 feet northerly from the southwesterly corner of Lot 18, Block 2, District Lots 668 to 670, Plan 1209; thence easterly in a line drawn parallel to and 17 feet perpendicularly distant northerly from the northerly limit of 37th Avenue to the westerly limit of Inverness Street.

39th Avenue, north side, from Yew Street easterly

A building line on the north side of 39th Avenue from Yew Street easterly, which building line is more particularly described as follows:

A line drawn parallel to and 18 feet perpendicularly distant northerly from the southerly limit of Lot 1, south portion of Block 8, Block 17, District Lot 526, extending from the westerly limit to the easterly limit of said Lot 1.

41st Avenue, south side, from Marine Drive to Wales Street

A building line commencing at the westerly end of the tangential portion of the southerly limit of 41st Avenue, at or near Marine Drive, S.W.; thence easterly in a straight line to a point on the westerly limit of Dunbar Street, 17 feet perpendicularly distant, southerly from the southerly limit of 41st Avenue; thence easterly in a straight line to a point on the westerly limit of Collingwood Street, 17 feet perpendicularly distant southerly from the southerly limit of 41st Avenue; thence easterly in a straight line to a point on the easterly limit of Blenheim Street, 17 feet perpendicularly distant southerly from the southerly limit of 41st Avenue; thence easterly in a straight line to a point on the easterly limit of Trafalgar Street, produced southerly, 17 feet perpendicularly distant southerly from the southerly limit of 41st Avenue; thence easterly in a straight line to a point on the easterly limit of Vine Street, 17 feet perpendicularly distant southerly from the southerly limit of 41st Avenue; thence easterly in a straight line to a point on the westerly limit of West Boulevard, 17 feet perpendicularly distant southerly from the southerly limit of 41st Avenue; thence easterly in a straight line to a point on the easterly limit of East Boulevard, 10 feet perpendicularly distant southerly from the southerly limit of 41st Avenue; thence easterly in a straight line to a point on the easterly limit of Angus Drive, 10 feet perpendicularly distant southerly from the southerly limit of 41st Avenue; thence easterly in a straight line to a point on the westerly limit of Granville Street, 10 feet perpendicularly distant southerly from the southerly limit of 41st Avenue; thence easterly in a straight line to a point on the easterly limit of Granville Street, 10 feet perpendicularly distant southerly from the southerly limit of 41st Avenue; thence easterly in a straight line to a point on the westerly limit of Hudson Street, 10 feet perpendicularly distant southerly from the southerly limit of 41st Avenue; thence easterly in a straight line to the intersection of the easterly limit of Selkirk Street with the southerly limit of 41st Avenue; thence easterly in a straight line to the intersection of the westerly limit of Cambie Street with the southerly limit of 41st Avenue; thence easterly in a straight line to the intersection of the easterly limit of Cambie Street with the southerly limit of 41st Avenue; thence easterly in a straight line to the intersection of the westerly limit of Columbia Street with the southerly limit of 41st Avenue; thence easterly in a straight line to the intersection of the easterly limit of Ontario Street with the southerly limit of 41st Avenue; thence easterly in a straight line to a point on the westerly limit of Main Street 17 feet perpendicularly distant southerly from the southerly limit of 41st Avenue; thence easterly in a straight line to the intersection of the easterly limit of Main Street with the southerly limit of 41st Avenue; thence easterly in a straight line to a point on the easterly limit of Prince Edward Street, 17 feet perpendicularly distant southerly from the southerly limit of 41st Avenue; thence easterly in a straight line to a point on the easterly limit of Fraser Street, 17 feet perpendicularly distant southerly from the southerly limit of 41st Avenue; thence easterly in a straight line to a point on the westerly limit of Ross Street, 17 feet perpendicularly distant southerly from the southerly limit of 41st Avenue; thence easterly in a straight line to the intersection of the westerly limit of Inverness Street with the southerly limit of 41st Avenue; thence easterly in a straight line to the intersection of the westerly limit of Fleming Street with the southerly limit of 41st Avenue; thence easterly in a straight line to a point on the westerly limit of Commercial Drive, 17 feet perpendicularly distant southerly from the southerly limit of 41st Avenue; thence easterly in a straight line to a point on the westerly limit of Beatrice Street, 17 feet perpendicularly distant southerly from the southerly limit of 41st Avenue; commencing again at a point on the easterly boundary of Lot 11, North Half, West 20 acres, D.L. 719, which point is 17 feet perpendicularly distant southerly from the southerly limit of 41st Avenue; thence easterly in a straight line to a point on the easterly limit of Gladstone Street, 17 feet perpendicularly distant southerly from the southerly limit of 41st Avenue; thence easterly in a straight line to the intersection of the westerly limit of Clarendon Street with the southerly limit of 41st Avenue; thence easterly in a straight line to a point on the westerly limit of Wales Street, 17 feet perpendicularly distant southerly from the southerly limit of 41st Avenue.

41st Avenue, north side, from Marine Drive to Wales Street

That line drawn parallel to and 100 feet perpendicularly distant northerly from the corresponding building line hereinbefore described for the southerly side of 41st Avenue.

70th Avenue, north side, from Cornish Street to S.W. Marine Drive at or near Ash Street

A building line on the north side of 70th Avenue and on a portion of the north side of S.W. Marine Drive, which building line is more particularly described as follows:

Commencing at a point on the easterly limit of Cornish Street, distant 17 feet northerly, measured from and at right angles to the original northerly limit of 70th Avenue; thence easterly in a straight line, parallel to the said northerly limit of 70th Avenue, to a point in the westerly limit of the lane lying parallel to and next easterly from Cornish Street; thence easterly in a straight line to a point on the westerly limit of Granville Street at its intersection with the northerly boundary of Lot 6 of Lots 1 and 2, of the Subdivision of the East Part Block 6 and of South half Block 7, District Lot 325; commencing again at the point of intersection of the northerly limit of 70th Avenue with the easterly limit of Granville Street; thence easterly along the said northerly limit of 70th Avenue to the point of intersection of the same with the eastern limit of the lane parallel to and next easterly from Granville Street; thence easterly in a straight line to a point in the easterly limit of the lane parallel to and next westerly from Cartier Street, which point is distant 17 feet northerly measured from and at right angles to the northerly limit of 70th Avenue; thence easterly in a straight line to a point on the westerly limit of Oak Street, distant 17 feet northerly measured from and at right angles to the northerly limit of 70th Avenue; thence easterly in a straight line to a point in the westerly limit of Heather Street, distant 17 feet northerly, measured from and at right angles to the northerly limit of 70th Avenue; commencing again at the point of intersection of the northerly limit of 70th Avenue with the easterly limit of Heather Street, thence easterly along the said northerly limit of 70th Avenue to the point of intersection with the easterly boundary of Lot 16, Block 22, Subdivision D, District Lots 319, 324, and Part of District Lot 323; thence easterly in a straight line to a point in the westerly boundary of Lot 18 in the said Block 22, which point is distant 4 feet northerly, measured along the said boundary, from the northerly limit of 70th Avenue; thence easterly in a straight line to a point on the easterly boundary of the said Lot 18, distant 10 feet northerly, measured along the said boundary from the northerly limit of 70th Avenue; thence northeasterly in a straight line to a point on the westerly limit of Ash Street, distant 20 feet northerly, measured along the said westerly limit from its intersection with the northerly limit of S.W. Marine Drive.

70th Avenue, south side, from S.W. Marine Drive at Cornish Street to S.W. Marine Drive at or near Ash Street

A building line on the south side of 70th Avenue, which building line is more particularly described as follows:

Commencing at a point on the easterly limit of that portion of S.W. Marine Drive which runs southerly from 70th Avenue at Cornish Street, which point is distant 17 feet southerly, measured from and at right angles to the southerly limit of 70th Avenue; thence easterly and parallel to the said southerly limit of 70th Avenue, to a point on the westerly limit of the lane parallel to and next easterly from the aforesaid portion of S.W. Marine Drive; thence easterly in a straight line to a point on the easterly limit

of Granville Street, distant 39 feet southerly, measured along the said easterly limit from the southerly limit of 70th Avenue; thence easterly in a straight line to a point on the easterly limit of French Street, distant 17 feet measured southerly from and at right angles to the southerly limit of 70th Avenue; thence easterly and parallel to the said southerly limit of 70th Avenue to the westerly limit of Cartier Street; commencing again at a point on the easterly limit of Cartier Street distant 100 feet southerly measured from and at right angles to the building line hereinbefore described for the corresponding portion of the northerly side of 70th Avenue; thence easterly and parallel to the said building line for the northerly side of 70th Avenue, to the westerly limit of Heather Street; thence easterly in a straight line to the northwest corner of Lot 14, Block 3, District Lot 311.

Building lines for lane purposes between 8th Avenue and Broadway, from 150 feet east of the easterly limit of Birch Street to a point west of Ash Street

The building lines are the lines drawn 10 feet perpendicularly distant on both sides of the following described centre lines which said centre lines are midway between the south property line of 8th Avenue and the north property line of Broadway:

Commencing at a point 150 feet east of the easterly limit of Birch Street; thence easterly to the westerly limit of Alder Street; commencing again at a point 150 feet east of the easterly limit of Oak Street; thence easterly to the westerly limit of Laurel Street; commencing again at the easterly limit of Laurel Street; thence easterly to a point 150 feet west of the westerly limit of Willow Street; thence easterly from the easterly limit of Willow Street to the production northerly of the easterly limit of Lot 13, Block 338, District Lot 526; commencing again at the westerly limit of Heather Street; thence easterly to the production northerly of the easterly limit of Lot 15, Block 339, District Lot 526.

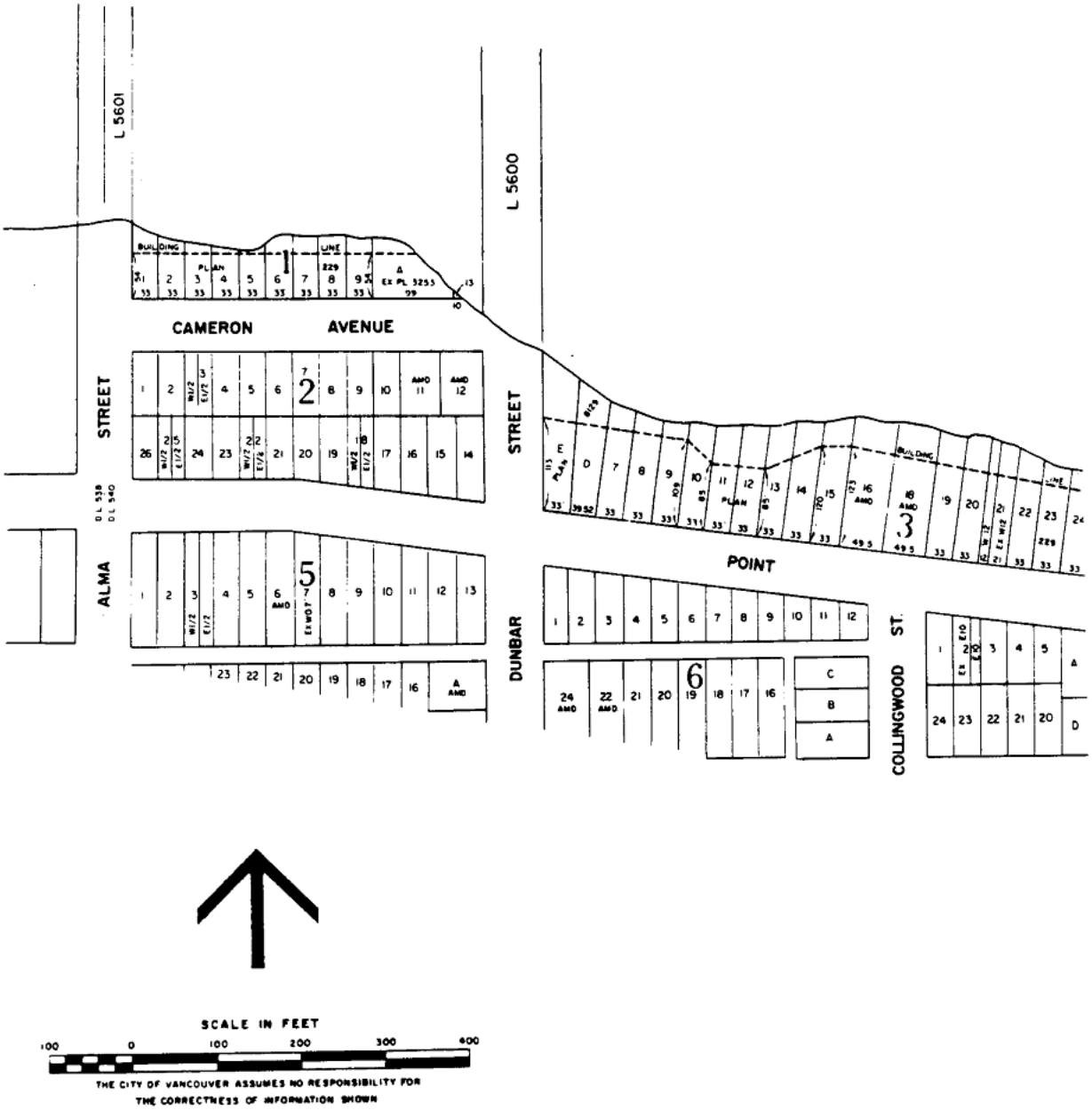
Part III

The following lands are subject to a building line for the maintenance of open space which is described in words or phrases, or by maps or plans and the words endorsed thereon:

(1) the northerly portions of the lands described in the plan annexed to this schedule and marked “Plan A”.

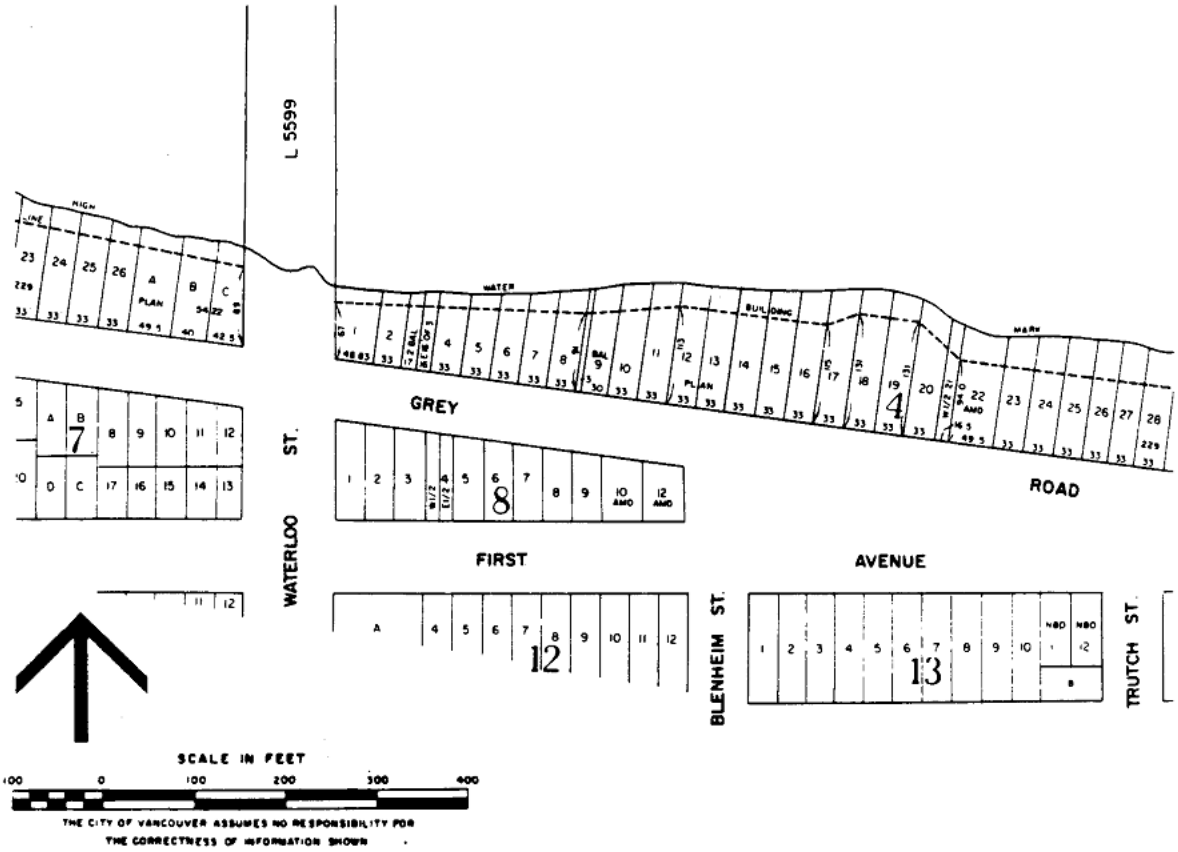
Plan "A"

Plan establishing a building line on certain parcels of land on the north side of Point Grey Road between Alma Street and Balsam Street for the purpose of controlling development and preserving open space to the north of such line.

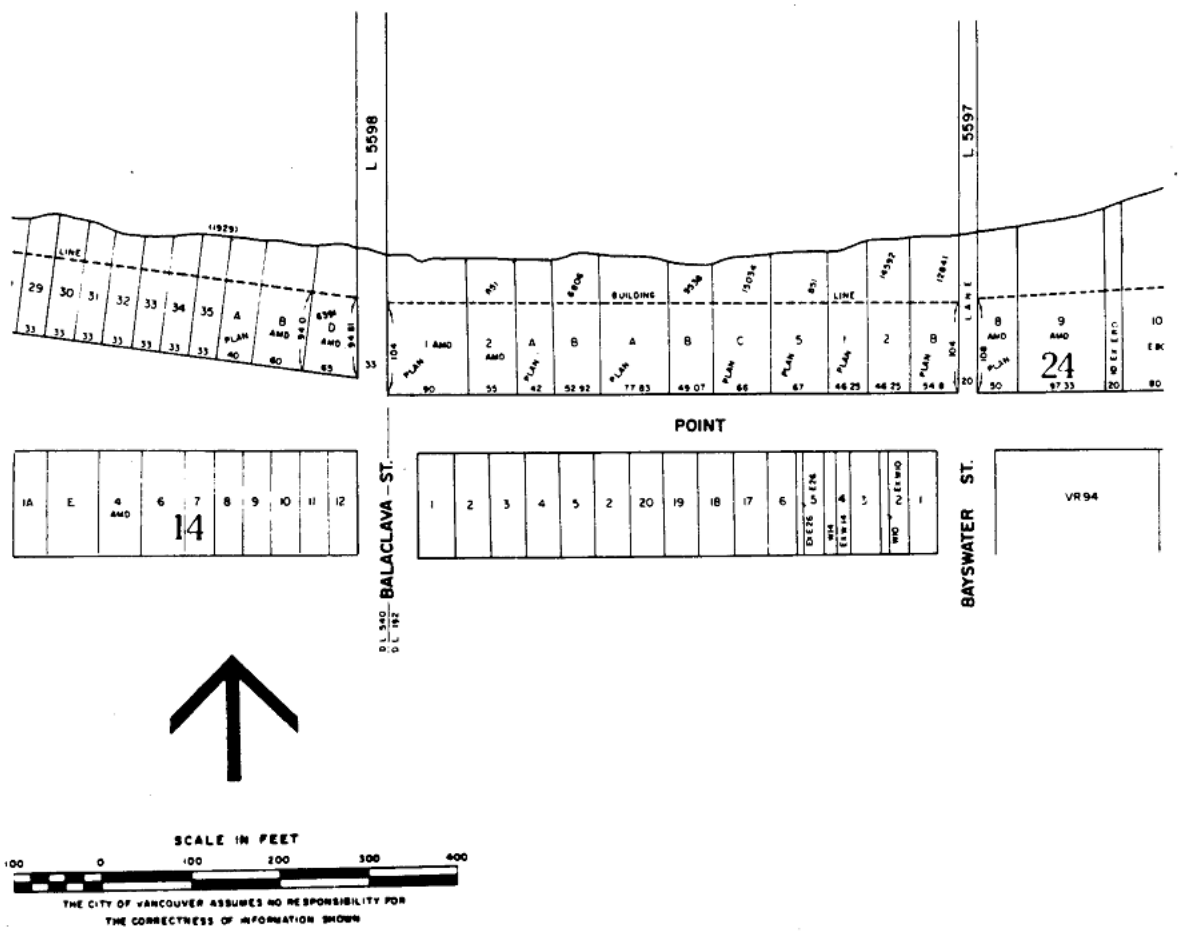


Plan "A" (cont'd.)

Plan establishing a building line on certain parcels of land on the north side of Point Grey Road between Alma Street and Balsam Street for the purpose of controlling development and preserving open space to the north of such line.

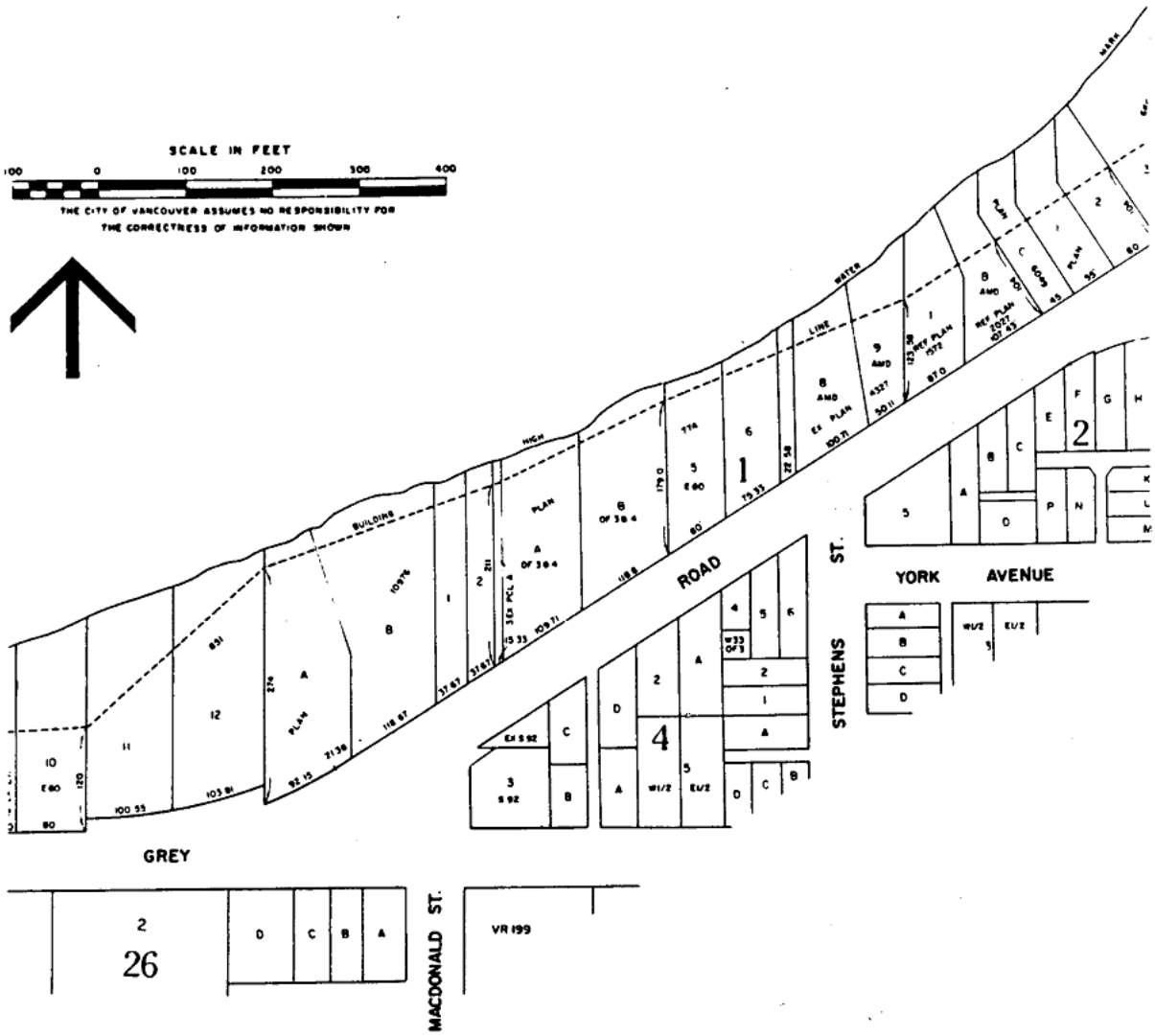


Plan "A" (cont'd.)

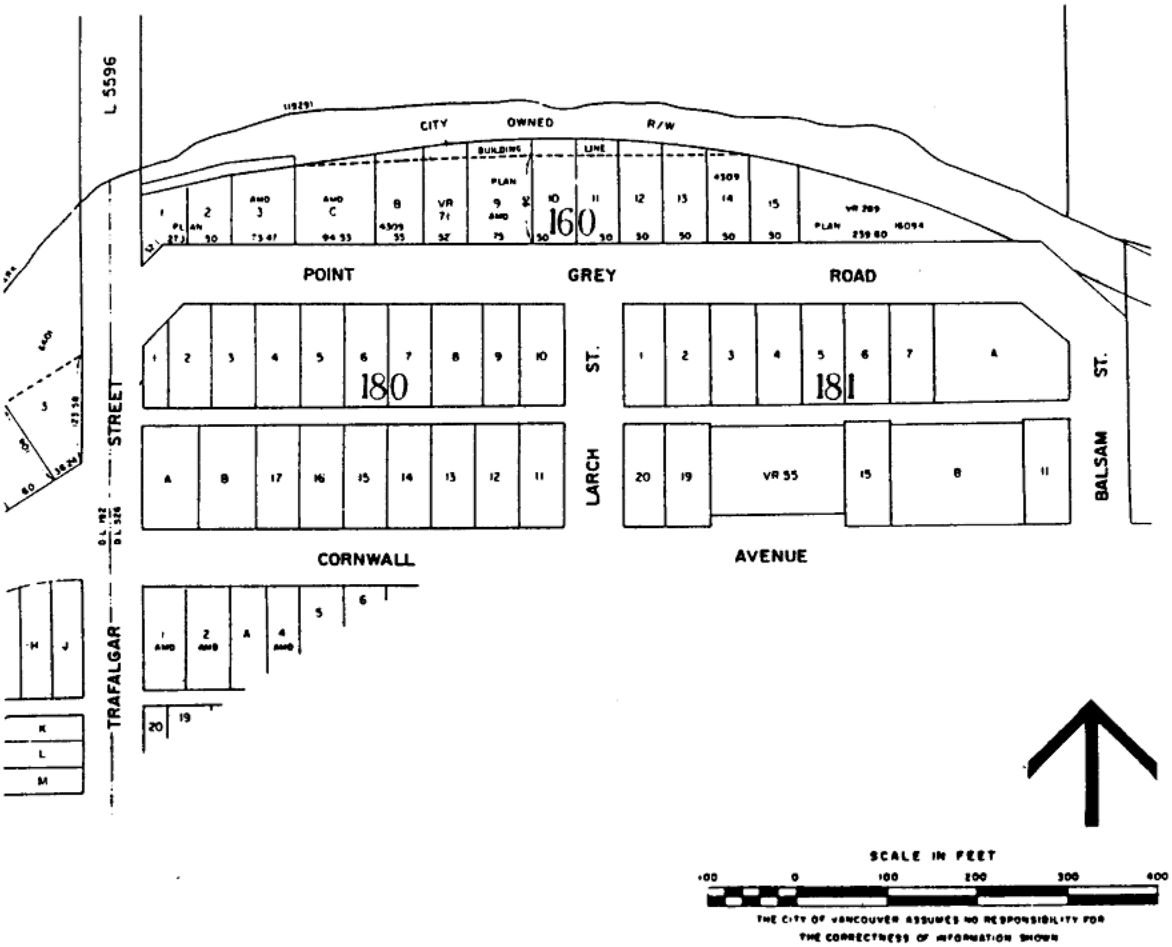

L 5598
L 5597
POINT
BALACLAVA ST.
BAYSWATER ST.
14
24
SCALE IN FEET
THE CITY OF VANCOUVER ASSUMES NO RESPONSIBILITY FOR
THE CORRECTNESS OF INFORMATION SHOWN

Plan "A" (cont'd.)

Plan establishing a building line on certain parcels of land on the north side of Point Grey Road between Alma Street and Balsam Street for the purpose of controlling development and preserving open space to the north of such line.



Plan "A" (cont'd.)


L 5596
CITY OWNED R/W
BUILDING LINE
160
POINT GREY ROAD
180
181
STREET
ST.
LARCH
BALSAM
CORNWALL AVENUE
TRAFALGAR
SCALE IN FEET
THE CITY OF VANCOUVER ASSUMES NO RESPONSIBILITY FOR THE CORRECTNESS OF INFORMATION SHOWN