

Authority: Executive Committee Item EX18.2, adopted as amended, by City of Toronto Council on November 8 and 9, 2016

CITY OF TORONTO

Bill 273

BY-LAW -2017

A By-law to re-divide the City of Toronto's Ward Boundaries.

Whereas section 128 of the *City of Toronto Act, 2006* authorizes the City to divide or re-divide the City into wards; and

Whereas at its meeting on June 11, 12 and 13, 2013, Council established Terms of Reference for a Toronto Ward Boundary Review and commenced a process to review options for the re-dividing of the ward boundaries to reflect effective representation within Toronto; and

Whereas the City conducted an extensive civic engagement and public consultation process, including the holding of 24 public meetings, stakeholder meetings and the publishing of information online; and

Whereas additional public consultations were held after various options for re-dividing the City's ward boundaries were presented to Executive Committee on May 24, 2016;

Whereas at its meeting on November 8 and 9, 2016, Council considered the various options for re-dividing the ward boundaries and approved the re-dividing of the ward boundaries based on a 47 ward configuration;

The Council of the City of Toronto enacts:

1. The boundary lines of the existing 44 wards shall be re-divided into 47 wards as described in Schedule "A" to this by-law.
2. Schedule "A" attached forms part of this by-law.
3. This by-law shall come into force and take effect on the day set out in subsection 128(8) of the *City of Toronto Act, 2006*.

Enacted and passed on March , 2017.

Frances Nunziata,
Speaker

Ulli S. Watkiss,
City Clerk

(Seal of the City)

Schedule A to By-law -2017

WARD 1

Ward 1, consisting of that part of the City of Toronto described as follows:

Beginning at the northwest corner of the City of Toronto; Thence easterly along the northerly limit of the City of Toronto to the centre line of the Humber River; Thence southerly along the centre line of the Humber River to the centre line of the West Branch of the Humber River; Thence westerly along the centre line of the West Branch of the Humber River to the westerly limit of the City of Toronto; Thence northerly along the westerly limit of the City of Toronto to the point of beginning.

WARD 2

Ward 2, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the westerly limit of the City of Toronto and the centre line of the Macdonald-Cartier Freeway (Highway No. 401); Thence north easterly along the centre line of the Macdonald-Cartier Freeway (Highway No. 401) to the centre line of Dixon Road; Thence easterly along the centre line of Dixon Road to the centre line of Royal York Road; Thence southerly along the centre line of Royal York Road to the centre line of La Rose Avenue; Thence easterly along the centre line of La Rose Avenue and its easterly production to the centre line of the Humber River; Thence generally northerly along the centre line of the Humber River to the centre line of the West Branch of the Humber River; Thence westerly along the centre line of the West Branch of the Humber River to the westerly limit of the City of Toronto; Thence southerly along the westerly limit of the City of Toronto to the point of beginning.

WARD 3

Ward 3, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the westerly limit of the City of Toronto and the centre line of Eglinton Avenue West; Thence easterly along the centre line of Eglinton Avenue West to the centre line of Kipling Road; Thence southerly along the centre line of Royal York Road to the centre line of Bloor Street West; Thence westerly along the centre line of Bloor Street West to the centre line of Highway No. 427; Thence southerly along the centre line of Highway No. 427 to the intersection with the centre line of the Queen Elizabeth Way; Thence westerly along the centre line of the Queen Elizabeth Way to the westerly limit of the City of Toronto; Thence northerly and easterly along the westerly limit of the City of Toronto to the point of beginning;

WARD 4

Ward 4, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the westerly limit of the City of Toronto and the centre line of Eglinton Avenue West; Thence northerly along the westerly limit of the City of Toronto to the centre line of the Macdonald-Cartier Freeway (Highway No. 401); Thence north easterly along

the centre line of the Macdonald-Cartier Freeway (Highway No. 401) to the centre line of Dixon Road; Thence easterly along the centre line of Dixon Road to the centre line of Royal York Road; Thence southerly along the centre line of Royal York Road to the centre line of La Rose Avenue; Thence easterly along the centre line of La Rose Avenue and its easterly prolongation to the centre line of the Humber River; Thence generally southerly along the centre line of the Humber River to the centre line of Bloor Street West; Thence northwesterly and westerly along the centre line of Bloor Street West to the centerline of Mimico Creek; Thence northwesterly along the centre line of Mimico Creek to the centre line of Dundas Street West; Thence south westerly along the centre line of Dundas Street West to the centre line of Kipling Avenue; Thence northerly along the centre line of Kipling Avenue to the centre line of Eglinton Avenue West; Thence westerly along the centre line of Eglinton Avenue West to the point of beginning.

WARD 5

Ward 5, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre lines of Mimico Creek and Dundas Street West; Thence westerly along the centre line of Dundas Street West to the centre line of Bloor Street West; Thence westerly along the centre line of Bloor Street West to the centre line of Highway No. 427; Thence southerly along the centre line of Highway No. 427 to the centre line of the Frederick G. Gardiner Expressway; Thence easterly along the centre line of the Frederick G. Gardiner Expressway to the centre line of the Humber River; Thence generally northwesterly along the centre line of the Humber River to the centre line of Bloor Street West; Thence westerly along the centre line of Bloor Street West to the centre line of Mimico Creek; Thence northerly along the centre line of Mimico Creek to the point of beginning.

WARD 6

Ward 6, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre lines of the Humber River and the Frederick G. Gardiner Expressway; Thence westerly along the centre line of the Frederick G. Gardiner Expressway and the Queen Elizabeth Way to the westerly limit of the City of Toronto; Thence southerly and easterly along the westerly and southerly limits of the City of Toronto to the centre line of the Humber River; Thence northerly along the centre line of the Humber River to the point of beginning.

WARD 7

Ward 7, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the northerly limit of the City of Toronto and the centre line of Highway No.400; Thence southerly along the centre line of Highway No. 400 to the intersection of the prolongation westerly of the centre line of Eddystone Avenue; Thence easterly to and along the centre line of Eddystone Avenue to the centre line of Jane Street; Thence southerly along the centre line of Jane Street to the centre line of the Macdonald-Cartier Freeway (Highway No. 401); Thence westerly along the centre line of Macdonald-Cartier Freeway (Highway No. 401) to the centre line of the Humber River; Thence generally northerly along the

centre line of the Humber River to the northerly limit of the City of Toronto; Thence easterly along the northerly limit of the City of Toronto to the point of beginning.

WARD 8

Ward 8, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the northerly limit of the City of Toronto and the centre line of Dufferin Street; Thence southerly along the centre line of Dufferin Street and the centre line of W. R. Allen Road to the centre line of De Boers Drive; Thence westerly along the centre line of De Boers Drive to the centre line of Sheppard Avenue West; Thence westerly along the centre line of Sheppard Avenue West to the centre line of Tuscan Gate; Thence northerly along the centre line of Tuscan Gate to the centre line of PARTS 1 to 7, inclusive, on Plan 64R-2235; Thence westerly along the centre line of PARTS 1 to 7, inclusive, on Plan 64R-2235 to the centre line of Grandravine Drive; Thence westerly along the centre line of Grandravine Drive to the centre line of Jane Street; Thence northerly along the centre line of Jane Street to the centre line of Eddystone Avenue; Thence westerly along the centre line of Eddystone Avenue to the intersection of Oakdale Avenue and continuing westerly along the prolongation of the centre line of Eddystone Avenue to the centre line of Highway No. 400; Thence northerly along the centre line of Highway No. 400 to the north limit of the City of Toronto; Thence easterly along the northerly limit of the City of Toronto to the point of beginning.

WARD 9

Ward 9, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of W. R. Allen Road and the centre line of the Macdonald-Cartier Freeway (Highway No. 401); Thence westerly along the centre line of the Macdonald-Cartier Freeway (Highway No. 401) to the centre line of Jane Street; Thence northerly along the centre line of Jane Street to the centre line of Grandravine Drive; Thence easterly along the centre line of Grandravine Drive to the prolongation westerly of the centre line of PARTS 1 to 7, inclusive, on Plan 64R-2235; Thence easterly along the centre line of PARTS 1 to 7, inclusive, on Plan 64R-2235 to the centre line of Tuscan Drive; Thence southerly along the centre line of Tuscan Drive to the centre line of Sheppard Avenue West; Thence easterly along the centre line of Sheppard Avenue West to the centre line of De Boers Drive; Thence easterly along the centre line of De Boers Drive to the centre line of W. R. Allen Road; Thence southerly along the centre line of W. R. Allen Road to the point of beginning.

WARD 10

Ward 10, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the north limit of the City of Toronto and the centre line of Dufferin Street; Thence southerly along the centre line of Dufferin Street and the centre line of W.R. Allen Road to the centre line of the Macdonald-Cartier Freeway (Highway No. 401); Thence easterly along the centre line of the Macdonald-Cartier Freeway to the centre line of the Don River West Branch; Thence generally northwesterly along the centre line of the Don River West Branch to the centre line of Bathurst Street; Thence northerly along the centre line of

Bathurst Street to the centre line of Drewry Avenue; Thence easterly along the centre line of Drewry Avenue to the centre line of Chelmsford Avenue; Thence northerly along the centre line of Chelmsford Avenue to the centre line of Greenwin Village Road; Thence westerly along the centre line of Greenwin Village Road to the centre line of Village Gate; Thence northerly along the centre line of Village Gate to the northerly limit of the City of Toronto; Thence westerly along the northerly limit of said City to the point of beginning.

WARD 11

Ward 11, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre lines of the Humber River and the Macdonald-Cartier Freeway (Highway No. 401); Thence easterly along the centre line of the Macdonald-Cartier Freeway (Highway No. 401) to the centre line of Highway No. 400; Thence southerly along the centre line of Highway No. 400 south of the Macdonald-Cartier Freeway (Highway No. 401) to the centre line of Jane Street; Thence southerly along the centre line of Jane Street to the centre line of the Canadian National Railway, situated north of Weston Road; Thence south easterly along the centre line of said Railway to the centre line of the Canadian Pacific Railway; Thence westerly along the centre line of the Canadian Pacific Railway to the centre line of the Humber River; Thence northerly along the centre line of the Humber River to the point of beginning.

WARD 12

Ward 12, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Highway No. 400 and the centre line of the Macdonald-Cartier Freeway (Highway No. 401); Thence easterly along the centre line of the Macdonald-Cartier Freeway (Highway No. 401) to the centre line of the Canadian National Railway situated immediately west of Caledonia Road; Thence southerly along the centre line of said Railway to the centre line of Rogers Road; Thence westerly along the centre line of Rogers Road to the centre line of the Canadian National Railway; Thence north westerly along the centre line of the said Railway to the centre line of Jane Street; Thence northerly along the centre line of Jane Street to the centre line of Highway No. 400 south of the Macdonald-Cartier Freeway (Highway No. 401); Thence north westerly along the centre line of Highway No. 400 to the point of beginning.

WARD 13

Ward 13, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre lines of the Canadian National Railway situated immediately west of Caledonia Road and the Macdonald-Cartier Freeway (Highway No. 401); Thence easterly along the centre line of the Macdonald-Cartier Freeway (Highway No. 401) to the centre line of Bathurst Street; Thence southerly along the centre line of Bathurst Street to the centre line of Eglinton Avenue West; Thence westerly along the centre line of Eglinton Avenue West to the centre line of the Canadian National Railway situated immediately west of Caledonia Road; Thence northerly along the centre line of the said Railway to the point of beginning.

WARD 14

Ward 14, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Bathurst Street and the Macdonald-Cartier Freeway (Highway No. 401); Thence easterly along the centre line of the Macdonald-Cartier Freeway (Highway No. 401) to the centre line of Yonge Street; Thence southerly along the centre line of Yonge Street to the centre line of Eglinton Avenue West; Thence westerly along the centre line of Eglinton Avenue West to the centre line of Bathurst Street; Thence northerly along the centre line of Bathurst Street to the point of beginning.

WARD 15

Ward 15, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Oakwood Avenue and the centre line of Eglinton Avenue West; Thence easterly along the centre line of Eglinton Avenue West to the centre line of Avenue Road; Thence southerly along the centre line of Avenue Road to the centre line of Kilbarry Road; Thence easterly along the centre line of Kilbarry Road to the centre line of Oriole Parkway; Thence southerly along the centre line of Oriole Parkway to the centre line of Lonsdale Road; Thence westerly along the centre line of Lonsdale Road to the centre line of Avenue Road; Thence southerly along the centre line of Avenue Road to the centre line of the Canadian Pacific Railway north of Dupont Street; Thence westerly along the centre line of the said Railway to the centre line of Dufferin Street; Thence northerly along the centre line of Dufferin Street to the centre line of Rogers Road; Thence easterly along the centre line of Rogers Road to the centre line of Oakwood Avenue; Thence northerly along the centre line of Oakwood Avenue to the point of beginning.

WARD 16

Ward 16, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre lines of the Canadian National Railway situated immediately west of Caledonia Road and Eglinton Avenue West; Thence easterly along the centre line of Eglinton Avenue West to the centre line of Oakwood Avenue; Thence southerly along the centre line of Oakwood Avenue to the centre line of Rogers Road; Thence westerly along the centre line of Rogers Road to the centre line of Dufferin Street; Thence southerly along the centre line of Dufferin Street to the centre line of the Canadian Pacific Railway located immediately north of Dupont Street; Thence easterly along the centre line of the said Railway to the centre line of Dovercourt Road; Thence southerly along the centre line of Dovercourt Road to the centre line of Bloor Street West; Thence westerly along the centre line of Bloor Street West to the centre line of the Canadian National Railway situated immediately east of Dundas Street West; Thence northerly along the centre line of the said Railway to the centre line of Rogers Road; Thence easterly along the centre line of Rogers Road to the centre line of the Canadian National Railway situated immediately west of Caledonia Road; Thence northerly along the centre line of the said Railway to the point of beginning.

WARD 17

Ward 17, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of the Humber River and the centre line of the Canadian Pacific Railway north of Dundas Street West; Thence easterly along the centre line of the said Railway to the centre line of the Canadian National Railway; Thence south easterly along the centre line of the said Railway to the centre line of Bloor Street West; Thence westerly along the centre line of Bloor Street West to the centre line of Parkside Drive; Thence southerly along the centre line of Parkside Drive and its southerly prolongation to the southerly limit of the City of Toronto; Thence generally westerly along the southerly limit of the City of Toronto to the centre line of the Humber River; Thence northerly along the centre line of the Humber River to the point of beginning.

WARD 18

Ward 18, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre lines of Parkside Drive and Bloor Street West; Thence easterly along the centre line of Bloor Street West to the centre line of Dovercourt Road; Thence southerly along the centre line of Dovercourt Road and its southerly prolongation to the centre line of the Canadian National Railway; Thence south easterly along the centre line of the said Railway to the centre line of King Street West; Thence westerly along the centre line of King Street West to the centre line of Dufferin Street; Thence southerly along the centre line of Dufferin Street to the centre line of the F. G. Gardiner Expressway; Thence westerly along the centre line of the F. G. Gardiner Expressway to the southerly prolongation of the centre line of Spencer Avenue; Thence southerly along the southerly prolongation of the centre line of Spencer Avenue to the southerly limit of the City of Toronto; Thence generally westerly along the southerly limit of the City of Toronto to the southerly prolongation of the centre line of Parkside Drive; Thence northerly to and along the centre line of Parkside Drive to the point of beginning.

WARD 19

Ward 19, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Dovercourt Road with the centre line of the Canadian Pacific Railway situated immediately north of Dupont Street; Thence easterly along the centre line of the said Railway to the centre line of Bathurst Street; Thence southerly along the centre line of Bathurst Street to the centre line of Lake Shore Boulevard West; Thence westerly along the centre line of Lake Shore Boulevard West to the southerly prolongation of the centre line of Strachan Avenue; Thence southerly along the southerly prolongation of the centre line of Strachan Avenue to the southerly limit of the City of Toronto; Thence westerly along the southerly limit of the City of Toronto to the southerly prolongation of the centre line of Spencer Avenue; Thence northerly along the southerly production of the centre line of Spencer Avenue to the centre line of the F. G. Gardiner Expressway; Thence easterly along the centre line of the F. G. Gardiner Expressway to the centre line of Dufferin Street; Thence northerly along the centre line of Dufferin Street to the centre line of King Street West; Thence easterly along the centre line of King Street West to the centre line of the Canadian National Railway; Thence north

westerly along the centre line of the said Railway to southerly prolongation of the centre line of Dovercourt Road; Thence northerly along the southerly prolongation of the centre line of Dovercourt Road and continuing along the centre line of Dovercourt Road to the point of beginning.

WARD 20

Ward 20, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Bathurst Street with the centre line of Queen Street West; Thence easterly along the centre line of Queen Street West to the centre line of John Street; Thence southerly along the centre line of John Street and its southerly prolongation to the intersection with the north limit of PART 10 on Plan 66R-15627; Thence easterly and southeasterly along the easterly limits of PARTS 10, 75, 76, 97, 12 and 68 to the north easterly angle of PART 68 on the said Plan; Thence southerly along the easterly limit of PART 68 on the said Plan and its southerly prolongation to the intersection with the centre line of Bremner Boulevard; Thence westerly along the centre line of Bremner Boulevard to the centre line of Rees Street; Thence southerly along the centre line of Rees Street and its southerly prolongation to a line drawn due east from the centre line of the easterly extremity of the Western Chanel of Toronto Harbour; Thence due west along the said line to said easterly extremity; Thence southwesterly along the centre line of the Western Channel of Toronto Harbour and its southwesterly production to the southerly limit of the City of Toronto; Thence westerly along the southerly limit of the City of Toronto to the southerly prolongation of the centre line of Strachan Avenue; Thence northerly along the prolongation of the centre line of Strachan Avenue to the centre line of Lake Shore Boulevard West; Thence easterly along the centre line of Lake Shore Boulevard West to the centre line of Bathurst Street; Thence northerly along the centre line of Bathurst Street to the point of beginning.

WARD 21

Ward 21, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of River Street with the centre line Dundas Street East; Thence easterly along the centre line of Dundas Street East to the centre line of the Don River; Thence generally southerly along the centre line of the Don River to the centre line the Keating Channel; Thence westerly along the centre line of the Keating Channel to the southerly prolongation of the centre line of Parliament Street; Thence westerly parallel to the southerly limit of Plan 694E to the intersection with the southerly prolongation of Yonge Street; Thence northerly to and along the centre line of Yonge Street to the centre line of King Street East; Thence easterly along the centre line of King Street East to the centre line of Jarvis Street; Thence northerly along the centre line of Jarvis Street to the centre line of Shuter Street; Thence easterly along the centre line of Shuter Street to the centre line of River Street; Thence northerly along the centre line of River Street to the point of beginning.

WARD 22

Ward 22, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of the Keating Channel with the southerly prolongation of the centre line of Parliament Street; Thence southerly in a straight line to the southerly extremity of the centre line of the Eastern Channel of Toronto Harbour; Thence south 5° 00' west to the southerly limit of the City of Toronto; Thence generally north-westerly along the southerly limit of the said City to the southwesterly prolongation of the centre line of the Western Channel of Toronto Harbour; Thence north-easterly along the southwesterly prolongation of the centre line of the Western Channel of Toronto Harbour to the easterly extremity thereof; Thence due east to the southerly prolongation of the centre line of Rees Street; Thence northerly to and along the centre line of Rees Street to the centre line of Bremner Boulevard; Thence easterly along the centre line of Bremner Boulevard to the intersection with the southerly prolongation of the easterly limit of PART 68 on Plan 66R-15627; Thence northerly to and along the easterly limit of PART 68 on the said Plan to the north easterly corner; Thence westerly and northwesterly along the easterly limits of PARTS 68, 12, 97, 76, 77 and 10 on the said Plan to the intersection with the southerly prolongation of the centre line of John Street; Thence northerly along the southerly prolongation of John Street to and along the centre line of John Street to the centre line of Queen Street East; Thence easterly along the centre line of Queen Street East to the centre line of University Avenue; Thence northerly along the centre line of University Avenue to the centre line of College Street; Thence easterly along the centre line of College Street to and along the centre line of Carlton Street to the centre line of Jarvis Street; Thence southerly along the centre line of Jarvis Street to the centre line of King Street East; Thence westerly along the centre line of King Street East to the centre line of Yonge Street; Thence southerly along the centre line of Yonge Street and its southerly prolongation to the intersection with a line drawn parallel to the southerly limit of Plan 694E through the point of beginning; Thence easterly along the said line parallel to the southerly limit of Plan 694E to the point of beginning.

WARD 23

Ward 23, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Ted Rogers Way with the centre line Bloor Street East; Thence easterly along the centre line of Bloor Street East to the centre line of Rosedale Valley Road; Thence southeasterly along the centre line of Rosedale Valley Road and its prolongation easterly to the intersection with the centre line of the Don River; Thence southerly along the centre line of the Don River to the centre line of Dundas Street East; Thence westerly along the centre line of Dundas Street East to the centre line of River Street; Thence southerly along the centre line of River Street to the centre line of Shuter Street; Thence westerly along the centre line of Shuter Street to the centre line of Jarvis Street; Thence northerly along the centre line of Jarvis Street and Ted Rogers Way to the point of beginning.

WARD 24

Ward 24, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Bathurst Street with the centre line of the Canadian Pacific Railway situated immediately north of Dupont Street; Thence easterly along the centre line of the said Railway to the centre line of Avenue Road; Thence southerly along the centre line of Avenue Road, Queen's Park, Queen's Park Crescent West and University Avenue

to the centre line of Queen Street East; Thence westerly along the centre line of Queen Street East to the centre line of Bathurst Street; Thence northerly along the centre line of Bathurst Street to the point of beginning.

WARD 25

Ward 25, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Avenue Road with the centre line of the Canadian Pacific Railway situated north of Dupont Street; Thence easterly along the centre line of the said Railway to the centre line of Yonge Street; Thence southerly along the centre line of Yonge Street to the centre line of Aylmer Avenue; Thence south easterly along the centre line of Aylmer Avenue to the intersection with the centre line of Rosedale Valley Road; Thence south easterly along the centre line of Rosedale Valley Road to the centre line of Sherbourne Street; Thence southerly along the centre line of Sherbourne Street to the centre line of Bloor Street East; Thence westerly along the centre line of Bloor Street East to the centre line of Ted Rogers Way; Thence southerly along the centre line of Ted Rogers Way to and along the centre line of Jarvis Street to the centre line of Carlton Street; Thence westerly along the centre line of Carlton Street to and along the centre line of College Street West to the centre line of Queen's Park; Thence northerly along the centre line of Queen's Park, Queen's Park Crescent West, Queen's Park and Avenue Road to the point of beginning.

WARD 26

Ward 26, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Avenue Road and Eglinton Avenue West; Thence easterly along the centre line of Eglinton Avenue West to and continuing on the centre line of Eglinton Avenue East to the centre line of Bayview Avenue; Thence southerly along the centre line of Bayview Avenue to the easterly production of the southerly limit of Mount Pleasant Cemetery; Thence generally westerly along the southerly limit of the said cemetery to the centre line of the Vale of Avoca Ravine; Thence southerly along the centre line of the ravine to the centre line of the Canadian Pacific Railway situated north of Dupont Street; Thence westerly along the centre line of the said railway to the centre line of Avenue Road; Thence northerly along the centre line of Avenue Road to the centre line of Lonsdale Road; Thence easterly along the centre line of Lonsdale Road to the centre line of Oriole Parkway; Thence northerly along the centre line of Oriole Parkway to the centre line of Kilbarry Road; Thence westerly along the centre line of Kilbarry Road to the centre line of Avenue Road; Thence northerly along the centre line of Avenue Road to the point of beginning.

WARD 27

Ward 27, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Yonge Street and the centre line of the Macdonald-Cartier Freeway (Highway No. 401); Thence southerly along the centre line of Yonge Street to the centre line of Eglinton Avenue East; Thence easterly along the centre line of Eglinton Avenue East to the centre line of Bayview Avenue; Thence northerly along the centre

line of Bayview Avenue to the centre line of Burke Brook (a tributary of the Don River West Branch situated north of Glenvale Boulevard); Thence generally easterly along the centre line of Burke Brook to the centre line of the Don River West Branch; Thence easterly along the centre line of the Don River West Branch to the centre line of Wilket Creek; Thence generally northerly along the centre line of Wilket Creek to the centre line of the southerly prolongation of the centre line of Leslie Street; Thence northerly along the southerly prolongation of the centre line of Leslie Street to and continuing along the centre line of Leslie Street to the centre line of the Macdonald-Cartier Freeway (Highway No. 401); Thence westerly along the centre line of the Macdonald-Cartier Freeway (Highway No. 401) to the point of beginning.

WARD 28

Ward 28, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Bathurst Street and Finch Avenue West; Thence easterly along the centre line of Finch Avenue West to and continuing on the centre line of Finch Avenue East to the centre line of Willowdale Avenue; Thence southerly along the centre line of Willowdale Avenue to the centre line of Sheppard Avenue East; Thence westerly along the centre line of Sheppard Avenue East to the centre line of Yonge Street; Thence southerly along the centre line of Yonge Street to the centre line of the Macdonald-Cartier Freeway (Highway No. 401); Thence westerly along the centre line of the Macdonald-Cartier Freeway (Highway No. 401) to the centre line of the Don River West Branch; Thence generally northwesterly along the centre line of the Don River West Branch to the centre line of Bathurst Street; Thence northerly along the centre line of Bathurst Street to the point of beginning.

WARD 29

Ward 29, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Bayview Avenue and the northerly limit of the City of Toronto; Thence southerly along the centre line of Bayview Avenue to the centre line of the Macdonald-Cartier Freeway (Highway No. 401); Thence westerly along the centre line of the Macdonald-Cartier Freeway (Highway No. 401) to the centre line of Yonge Street; Thence northerly along the centre line of Yonge Street to the centre line of Sheppard Avenue East; Thence easterly along the centre line of Sheppard Avenue East to the centre line of Willowdale Avenue; Thence northerly along the centre line of Willowdale Avenue to the centre line of Finch Avenue East; Thence westerly along the centre line of Finch Avenue East and continuing along the centre line of Finch Avenue West to the centre line of Bathurst Street; Thence northerly along the centre line of Bathurst Street to the centre line of Drewry Avenue; Thence easterly along the centre line of Drewry Avenue to the centre line of Chelmsford Avenue; Thence northerly along the centre line of Chelmsford Avenue to the centre line of Greenwin Village Road; Thence westerly along the centre line of Greenwin Village Road to the centre line of Village Gate; Thence northerly along the centre line of Village Gate to the northerly limit of the City of Toronto; Thence easterly along the northerly limit of the City of Toronto to the point of beginning.

WARD 30

Ward 30, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Victoria Park Avenue and the northerly limit of the City of Toronto; Thence southerly along the centre line of Victoria Park Avenue to the centre line of a Hydro-Electric transmission line situated southerly of McNicoll Avenue; Thence westerly along the centre line of the said transmission line to the centre line of Highway No. 404; Thence southerly along the centre line of Highway No. 404 to the centre line of Finch Avenue East; Thence westerly along the centre line of Finch Avenue East to the centre line of the Don River East Branch; Thence generally southerly along the centre line of the Don River East Branch to the centre line of the Macdonald-Cartier Freeway (Highway No. 401); Thence westerly along the centre line of the Macdonald-Cartier Freeway (Highway No. 401) to the centre line of Bayview Avenue; Thence northerly along the centre line of Bayview Avenue to the northerly limit of the City of Toronto; Thence easterly along the northerly limit of the City of Toronto to the point of beginning.

WARD 31

Ward 31, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Victoria Park Avenue with the centre line of a Hydro-Electric Transmission line situated southerly of McNicoll Avenue; Thence westerly along the centre line of said transmission line to the centre line of Highway No. 404; Thence southerly along the centre line of Highway No. 404 to the centre line of Finch Avenue East; Thence westerly along the centre line of Finch Avenue East to the centre line of the Don River East Branch; Thence generally southerly along the centre line of the Don River East Branch to the centre line of the Macdonald-Cartier Freeway (Highway No. 401); Thence easterly along the centre line of the Macdonald-Cartier Freeway (Highway No. 401) to the centre line of Victoria Park; Thence northerly along the centre line of Victoria Park Avenue to the point of beginning.

WARD 32

Ward 32, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Leslie Street with the centre line of the Macdonald-Cartier Freeway (Highway No 401); Thence southerly along the centre line of Leslie Street and its southerly prolongation to the intersection with the centre line of Wilket Creek; Thence generally southerly to the centre line of the Don River West Branch; Thence southerly along the centre line of the Don River East Branch to the centre line of Eglinton Avenue East; Thence easterly along the centre line of Eglinton Avenue East to the centre line of the Canadian Pacific Railway; Thence easterly along the centre line of the said Railway to the centre line of the Don Valley Parkway; Thence southerly along the centre line of the Don Valley Parkway to the centre line of Eglinton Avenue East; Thence easterly along the centre line of Eglinton Avenue East to the centre line of Victoria Park Avenue; Thence northerly along the centre line of Victoria Park Avenue to the centre line of the Macdonald-Cartier Freeway (Highway No. 401); Thence westerly along the centre line of the Macdonald-Cartier Freeway (Highway No. 401) to the point of beginning,

WARD 33

Ward 33, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Bayview Avenue with the centre line of Burke Brook (a tributary of the Don River West Branch situated north of Glenvale Boulevard); Thence southerly along the centre line of Bayview Avenue to the intersection with the southerly limit of Mount Pleasant Cemetery, being the easterly limit of the former City of Toronto; Thence westerly and south easterly along the easterly limit of the former City of Toronto to the centre line of the Canadian Pacific Railway; Thence north easterly along the centre line of the said Railway to the centre line of Millwood Road; Thence south easterly along the centre line of Millwood Road to the centre line of the Don Valley Parkway; Thence easterly and northerly along the centre line of the Don Valley Parkway to the intersection with the centre line of the Canadian Pacific Railway; Thence south westerly along the centre line of the said Railway to the centre line of Eglinton Avenue East; Thence westerly along the centre line of Eglinton Avenue East to the centre line of Don River West Branch; Thence generally westerly along the centre line of the Don River West Branch to the centre line of Burke Brook; Thence generally westerly along the centre line of Burke Brook to the point of beginning.

WARD 34

Ward 34, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Coxwell Avenue with the centre line of Danforth Avenue; Thence northerly along the centre line of Coxwell Avenue to the centre line of O'Connor Drive; Thence easterly along the centre line of O'Connor Drive to the centre line of Massey Creek; Thence generally in a westerly direction along the centre line of Massey Creek to the centre line of the Don Valley Parkway; Thence westerly along the centre line of the Don Valley Parkway to the centre line of Millwood Road; Thence northerly and westerly along the centre line of Millwood Road to the centre line of the Canadian Pacific Railway; Thence south westerly along the centre line of the said Railway to the easterly limit of the former City of Toronto; Thence northwesterly along the easterly limit of the former City of Toronto to the intersection with the southerly limit of Mount Pleasant Cemetery; Thence in a westerly direction along the southerly limit of Mount Pleasant Cemetery to the centre line of the Vale of Avoca Ravine; Thence southerly along the centre line of the Vale of Avoca Ravine to the centre line of the Canadian Pacific Railway; Thence westerly along the centre line of the said Railway to the centre line of Yonge Street; Thence southerly along the centre line of Yonge Street to the centre line of Aylmer Avenue; Thence south easterly along the centre line of Aylmer Avenue to the intersection with the centre line of Rosedale Valley Road; Thence south easterly along the centre line of Rosedale Valley Road to the centre line of Sherbourne Street; Thence southerly along the centre line of Sherbourne Street to the centre line of Bloor Street East; Thence easterly along the centre line of Bloor Street East to the centre line of Rosedale Valley Road; Thence south easterly along the centre line of Rosedale Valley Road and its prolongation easterly to the centre line of the Don River; Thence northerly along the centre line of the Don River to the centre line of the Prince Edward Viaduct and Bloor Street East; Thence easterly along the centre line of the Prince Edward Viaduct and Danforth Avenue to the point of beginning.

WARD 35

Ward 35, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Eglinton Avenue East with the centre line of Victoria Park Avenue; Thence southerly along the centre line of Victoria Park Avenue to the centre line of Danforth Avenue; Thence westerly along the centre line of Danforth Avenue to the centre line of Coxwell Avenue; Thence northerly along the centre line of Coxwell Avenue to the centre line of O'Connor Drive; Thence easterly along the centre line of O'Connor Drive to the centre line of Massey Creek; Thence northwesterly along the centre line of Massey Creek to the centre line of the Don Valley Parkway; Thence northerly along the centre line of the Don Valley Parkway to the centre line of Eglinton Avenue East; Thence easterly along the centre line of Eglinton Avenue East to the point of beginning.

WARD 36

Ward 36, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the southerly limit of the City of Toronto with the easterly prolongation of the northerly limit of PART 21 on Plan 66R-17095; Thence westerly along the said prolongation of the northerly limit of PART 21 on Plan 66R-17095 to the intersection with the southerly prolongation of the centre line of Leslie Street; Thence northerly along the centre line of Leslie Street to the centre line of Queen Street East; Thence easterly along the centre line of Queen Street East to the centre line of Coxwell Avenue; Thence northerly along the centre line of Coxwell Avenue to the centre line of Danforth Avenue; Thence westerly along the centre line of Danforth Avenue and The Prince Edward Viaduct to the centre line of the Don River; Thence generally southerly along the centre line of the Don River to the centre line of the Keating Channel; Thence westerly along the centre line of the Keating Channel and its westerly prolongation to the southerly prolongation of the centre line of Parliament Street; Thence southerly in a straight line to the southerly extremity of the Eastern Channel of the Toronto Harbour; Thence south 5° 00' west to the southerly limit of the City of Toronto; Thence generally north-easterly along the southerly limit of the City of Toronto to the point of beginning.

WARD 37

Ward 37, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Victoria Park Avenue with the centre line of Coxwell Avenue; Thence southerly along the centre line of Coxwell Avenue to the centre line of Queen Street East; Thence westerly along the centre line of Queen Street East to the centre line of Leslie Street; Thence southerly along the centre line of Leslie Street and its southerly prolongation to the intersection with the easterly prolongation of the northerly limit of PART 21 on Plan 66R-17095; Thence easterly along the said prolongation of the northerly limit of PART 21 on Plan 66R-17095 to the intersection with the southerly limit of the City of Toronto; Thence easterly along the southerly limit of the City of Toronto to the easterly limit of the former City of Toronto; Thence northerly along the easterly limit of the former City of Toronto to the intersection with the centre line of Bracken Avenue and the centre line of Victoria Park Avenue; Thence northerly along the centre line of Victoria Park Avenue to the centre line of Danforth

Avenue; Thence westerly along the centre line of Danforth Avenue to the point of beginning.

WARD 38

Ward 38, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Victoria Park Avenue with the centre line of the Canadian National Railway situated north of Gerrard Street East; Thence north-easterly and easterly along the centre line of the said Railway to the centre line of Grey Abbey Ravine; Thence southeasterly along the centre line of Grey Abbey Ravine and its prolongation to the intersection with the southerly limit of the City of Toronto; Thence generally southwesterly along the southerly limit of the City of Toronto to the westerly limit of the former City of Scarborough; Thence northerly along the westerly limit of the former City of Scarborough to the intersection of the centre line of Bracken Avenue and the centre line of Victoria Park Avenue; Thence northerly along the centre line of Victoria Park Avenue to the point of beginning.

WARD 39

Ward 39, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Victoria Park Avenue with the centre line of Eglinton Avenue East; Thence easterly along the centre line of Eglinton Avenue East to the centre line of the Canadian National Railway; Thence southwesterly along the centre line of the said Railway to the centre line of Victoria Park Avenue; Thence northerly along the centre line of Victoria Park Avenue to the point of beginning.

WARD 40

Ward 40, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of the Macdonald-Cartier Freeway (Highway No. 401) with the centre line of Victoria Park Avenue; Thence easterly along the centre line of the Macdonald-Cartier Freeway (Highway No. 401) to the centre line of the Canadian National Railway situated immediately west of Midland Avenue; Thence southerly along the centre line of the said Railway to the centre line of Lawrence Avenue East; Thence easterly along the centre line of Lawrence Avenue East to the centre line of Midland Avenue; Thence southerly along the centre line of Midland Avenue to the centre line of West Highland Creek; Thence generally south easterly along the centre line of West Highland Creek to the centre line of Brimley Road; Thence southerly along the centre line of Brimley Road to the centre line of Eglinton Avenue East; Thence westerly along the centre line of Eglinton Avenue East to the centre line of Victoria Park Avenue; Thence northerly along the centre line of Victoria Park Avenue to the point of beginning.

WARD 41

Ward 41, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of the Macdonald-Cartier Freeway (Highway No.

401) with the centre line of Markham Road; Thence southerly along the centre line of the Markham Road to the centre line of the Canadian National Railway; Thence south westerly along the centre line of the said Railway to the centre line of Eglinton Avenue East; Thence westerly along the centre line of Eglinton Avenue East to the centre line of Brimley Road; Thence northerly along the centre line of Brimley Road to the centre line of West Highland Creek; Thence generally north westerly along the centre line of West Highland Creek to the centre line of Midland Avenue; Thence northerly along the centre line of Midland Avenue to the centre line of Lawrence Avenue East; Thence westerly along the centre line of Lawrence Avenue East to the centre line of the Canadian National Railway immediately west of Midland Avenue; Thence northerly along the centre line of the said Railway to the centre line of the Macdonald-Cartier Freeway (Highway No. 401); Thence easterly along the centre line of the Macdonald-Cartier Freeway (Highway No. 401) to the point of beginning.

WARD 42

Ward 42, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of the Macdonald-Cartier Freeway (Highway No. 401) with the centre line of Victoria Park Avenue; Thence northerly along the centre line of Victoria Park Avenue to the centre line of Huntingwood Drive; Thence easterly along the centre line of Huntingwood Drive to the centre line of Warden Avenue; Thence northerly along the centre line of Warden Avenue to the centre line of Finch Avenue East; Thence easterly along the centre line of Finch Avenue East to the centre line of Brimley Road; Thence southerly along the centre line of Brimley Road to the centre line of Sheppard Avenue East; Thence easterly along the centre line of Sheppard Avenue east to the centre line of McCowan Road; Thence southerly along the centre line of McCowan road to the centre line of the Macdonald-Cartier Freeway (Highway No. 401); Thence westerly along the centre line of the Macdonald-Cartier Freeway (Highway No. 401) to the point of beginning.

WARD 43

Ward 43, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre lines of Victoria Park Avenue with the north limit of the City of Toronto; Thence easterly along the north limit of the City of Toronto to the intersection with the centre line of Brimley Road; Thence southerly along the centre line of Brimley Road to the centre line of Finch Avenue East; Thence westerly along the centre line of Finch Avenue East to the centre line of Warden Avenue; Thence southerly along the centre line of Warden Avenue to the centre line of Huntingwood Drive; Thence westerly along the centre line of Huntingwood Drive to the centre line of Victoria Park Avenue; Thence northerly along the centre line of Victoria Park Avenue to the point of beginning.

WARD 44

Ward 44, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Brimley Road with the north limit of the City of Toronto; Thence easterly along the north limit of the City of Toronto to the intersection with

the centre line of Markham Road; Thence southerly along the centre line of Markham Road to the centre line of McLevin Avenue; Thence easterly along the centre line of McLevin Avenue to the centre line of Neilson Road; Thence southerly along the centre line of Neilson Road to the centre line of Sheppard Avenue East; Thence easterly along the centre line of Sheppard Avenue East to the centre line of Morningside Avenue; Thence southerly along the centre line of Morningside Avenue to the centre line of the Macdonald-Cartier Freeway (Highway No. 401); Thence westerly along the centre line of the Macdonald-Cartier Freeway (Highway No. 401) to the centre line of McCowan Road; Thence northerly along the centre line of McCowan Road to the centre line of Sheppard Avenue East; Thence westerly along the centre line of Sheppard Avenue East to the centre line of Brimley Road; Thence northerly along the centre line of Brimley Road to the point of beginning.

WARD 45

Ward 45, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Markham Road with the north limit of the City of Toronto; Thence easterly and southerly along the northerly and easterly limit of the City of Toronto to the intersection with the centre line of the Macdonald-Cartier Freeway (Highway No. 401); Thence westerly along the centre line of the Macdonald-Cartier Freeway (Highway No. 401) to the centre line of Morningside Avenue; Thence northerly along the centre line of Morningside Avenue to the centre line of Sheppard Avenue East; Thence westerly along the centre line of Sheppard Avenue East to the centre line of Neilson Road; Thence northerly along the centre line of Neilson Road to the centre line of McLevin Avenue; Thence westerly along the centre line of McLevin Avenue to the centre line of Markham Road; Thence northerly along the centre line of Markham Road to the point of beginning.

WARD 46

Ward 46, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the centre line of the Macdonald-Cartier Freeway (Highway No. 401) with the centre line of Markham Road; Thence easterly along the centre line of the Macdonald-Cartier Freeway (Highway No. 401) to the centre line of Morningside Avenue; Thence southerly along the centre line of Morningside Avenue to the centre line of the Canadian National Railway; Thence westerly along the centre line of the said Railway to the centre line of Markham Road; Thence northerly along the centre line of Markham Road to the point of beginning.

WARD 47

Ward 47, consisting of that part of the City of Toronto described as follows:

Beginning at the intersection of the southerly limit of the City of Toronto with the southerly production of the centre line of Grey Abbey Ravine; Thence northwesterly to and along the centre line of Grey Abbey Ravine to the centre line of the Canadian National Railway; Thence westerly along the centre line of the said Railway to the centre line of Morningside Avenue; Thence northerly along the centre line of Morningside Avenue to the centre line of the

Macdonald-Cartier Freeway (Highway No. 401); Thence easterly along the centre line of the Macdonald-Cartier Freeway (Highway No. 401) to the easterly limit of the City of Toronto; Thence southerly and westerly along the easterly and southerly limits of the City of Toronto to the point of beginning.