

Authority: Urban Environment and Development Committee, Report No. 14, Clause No. 1,
as adopted by City of Toronto Council on December 16 and 17, 1998
Enacted by Council: May 12, 1999

CITY OF TORONTO

BY-LAW No. 275-1999

To Amend By-law No. 228-1999 being a By-law “to Dissolve the Existing Wards and to Divide the City of Toronto into Twenty-Eight new Wards”.

WHEREAS By-law No. 228-1999 dissolved the twenty-eight wards created by the *City of Toronto Act, 1997* and divided the City of Toronto into twenty-eight new wards;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The title of By-law No. 228-1999 is deleted and the following substituted:

“To dissolve the Existing Wards, to Divide the City of Toronto into Fifty-seven New Wards, and to create Single-Member Wards.”

2. By-law No. 228-1999 shall be amended by inserting the following recital between the first and second recitals:

“ WHEREAS subsection 3(1) and subsection 3(1.1) of the *City of Toronto Act, 1997* provide that the council of the City of Toronto is composed of the mayor, elected by general vote, and 57 other members, two of whom shall be elected for each ward, except three of whom shall be elected for the ward of East York; and”

3. By-law No. 228-1999 shall be amended by inserting the following recital between third and fourth recitals:

“ WHEREAS subsection 29(3) of the *Municipal Act* provides that the council of a local municipality may pass a by-law changing the number of its elected members; and”

4. By-law No. 228-1999 shall be amended by inserting the following recital between the fifth and sixth recitals:

“ WHEREAS subsection 29(7) of the *Municipal Act* provides that before passing a by-law changing the number of elected members, the council of the municipality shall give notice of its intention to pass the by-law and hold at least one public meeting to consider the matter; and”

5. By-law No. 228-1999 shall be amended by deleting the tenth and eleventh recitals and inserting the following two recitals after the ninth recital:

“ WHEREAS at its meeting of December 16 and 17, 1998, City Council approved changes to the existing ward boundary lines, approved the creation of fifty-seven single member wards by splitting the revised wards, directed the City Solicitor to seek from the Court a determination of City Council’s right to enact a by-law changing the size and composition of Council, and, if the court determined that City Council has the right to enact a by-law changing the size and composition of Council, directed the City Solicitor to prepare the necessary by-law giving effect to the fifty-seven single member wards approved by Council; and

WHEREAS the Superior Court of Justice (formerly known as the Ontario Court (General Division)) by a decision dated April 19, 1999, ruled that the City of Toronto is entitled to a declaration that it possesses the jurisdiction under subsection 13(4) and under subsection 29(3) of the *Municipal Act* to change the number of elected members representing each city ward on city council and to change the total number of elected members.”

6. Section 2 of By-law No. 228-1999 is deleted and the following substituted:

- “2. (1) The City of Toronto is divided into fifty-seven wards as described in the Schedule hereto.
- (2) The council of the City of Toronto is composed of:
- (a) the mayor, elected by general vote; and
 - (b) fifty-seven other members, one of whom shall be elected for each ward.”

7. The Schedule to By-law No. 228-1999 is deleted and the Schedule attached to this By-law is substituted.

ENACTED AND PASSED this 12th day of May, A.D. 1999.

CASE OOTES,
Deputy Mayor

NOVINA WONG,
City Clerk

(Corporate Seal)

SCHEDULE

WARD 1(a)

WARD (a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Pape Avenue and the easterly prolongation of the southerly limit of Registered Plan 2111Y;

Thence westerly to and along the southerly limits of Registered Plans 2111Y and 1069Y to the south-easterly angle of Lot 126 on Registered Plan M368;

Thence northerly along the easterly limit of said Plan M368 to the north-easterly angle thereof;

Thence westerly along the northerly limit of Plan M368 to the south-easterly angle of Lot 47 on Registered Plan M439;

Thence northerly along the easterly limit of said Lot 47, being the westerly limit of Arundel Avenue, to a line drawn parallel to and distant 3.6 metres north of the southerly limit of said Lot 47;

Thence westerly along said parallel line to the westerly limit of said Lot 47;

Thence southerly along said westerly limit to the south-westerly angle said Lot 47;

Thence westerly along the southerly limit of Plan M439 to the south-easterly angle of Lot 29 thereon;

Thence northerly along the easterly limit of said Lot 29 to a line drawn parallel to and distant 3.66 metres north of the southerly limit of Lot 29;

Thence westerly along said parallel line to the westerly limit of said Lot 29, being the easterly limit of Jackman Avenue;

Thence southerly along the easterly limit of Jackman Avenue to the south-westerly angle of Lot 29;

Thence westerly continuing along the southerly limit of said Plan M439 to a line drawn parallel to and distant 0.91 metres west of the easterly limit of Lot 21 thereon;

Thence northerly along said parallel line to the northerly limit of said Lot;

Thence westerly 1.81 metres more or less along said northerly limit to a line drawn parallel to and distant 7.31 metres east of the westerly limit of said Lot 21;

Thence southerly along said parallel line to the south limit of said Lot;

Thence westerly along the southerly limit of Plan M439 to the centre line of Broadview Avenue;

Thence southerly along the centre line of Broadview Avenue to intersect the easterly prolongation of the northerly limit of Lot 24 on Registered Plan 2191Y;

Thence to and along the northerly and westerly limits of Plan 2191Y to a point in the northerly limit of Registered Plan 1464Y;

Thence westerly along the westerly prolongation of the northerly limit of Plan 1464Y being along the limit between Township Lots 19 and 20 in Concession 2 From the Bay to the south-easterly angle of PART 24 on Plan 64R-13341;

Thence northerly along the easterly limit of said Plan 64R-13341 to the north-easterly angle of PART 14 thereon;

Thence northerly along the easterly limit of the former City of Toronto as established by the City of Toronto Act (1947), R. S. O. 11 Geo. VI, to the centre line of Moore Avenue;

Thence easterly along the centre line of Moore Avenue to the centre line of Bayview Avenue;

Thence northerly along the centre line of Bayview Avenue to the northerly limit of Eglinton Avenue East;

Thence westerly along the northerly limit of Eglinton Avenue East to the original westerly limit of Bayview Avenue;

Thence northerly along the original westerly limit of Bayview Avenue to the westerly prolongation of the limit between the north and south halves of Township Lot 2 in Concession II East of Yonge Street;

Thence easterly to and along the north and south halves of said Township Lot 2 to the centre line of the original road allowance between Concessions II and III East of Yonge Street;

Thence southerly along the said centre line of the original road allowance to the middle of the west branch of the Don River south of Eglinton Avenue East;

Thence southerly along the middle of the west branch of the Don River to the middle of the Don River;

Thence westerly along the middle of the Don River to the centre line of Millwood Road;

Thence southerly along the centre line of Millwood Road to the centre line of Pape Avenue;

Thence southerly along the centre line of Pape Avenue to the place of beginning.

WARD 1(b) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Oak Park Avenue with a line drawn from the north-westerly angle of Lot 14 to the north-easterly angle of Lot 12 on Registered Plan 1770Y;

Thence westerly to and along the northerly limit of Lot 12 on Plan 1770Y to the north-westerly angle thereof;

Thence southerly along the westerly limit of said Plan 1770Y to the intersection with a line drawn parallel to and distant 100.58 metres north of the northerly limit of Danforth Avenue;

Thence westerly along said parallel line 17.7 metres more or less to a point in the westerly limit of Lot 1 on Registered Plan 271Y;

Thence westerly to and along the northerly limit of Lot 16 on Registered Plan 869Y to the north-westerly angle thereof;

Thence southerly along the westerly limit of Plan 869Y, being along the easterly limit of Gledhill Avenue, to the south-westerly angle of Lot 14 on said Plan 869Y;

Thence easterly along the southerly limit of the lands described in Instrument CT248792 (THIRDLY) to the south-easterly angle of said Lot 14;

Thence southerly along the easterly limits of Lots 13, 12 and 11 on Plan 869Y to the intersection with a line drawn parallel to and distant 1.83 metres south of the northerly limit of said Lot 11;

Thence westerly along said parallel line to the centre line of Gledhill Avenue;

Thence southerly along the centre line of Gledhill Avenue to the intersection with the easterly prolongation of a line drawn parallel to and distant 32.61 metres north of the northerly limit of Danforth Avenue;

Thence westerly along said parallel line to a point in the easterly limit of Lot 1 on Registered Plan 1336Y;

Thence northerly along the easterly limit of said Plan 1336Y to the north-easterly angle of Lot 5 thereon;

Thence westerly along the northerly limit of said Lot 5 and the westerly prolongation thereof to the centre line of Cedarvale Avenue;

Thence southerly along the centre line of Cedarvale Avenue to the intersection with the easterly prolongation of the southerly limit of PART 5 on Plan 66R-5626;

Thence westerly to and along the southerly limit of said PART 5 and the westerly prolongation thereof to the centre line of Woodbine Avenue;

Thence northerly along the centre line of Woodbine Avenue to the intersection with the easterly prolongation of the southerly limit of Strathmore Boulevard;

Thence westerly to and along the southerly limit of Strathmore Boulevard to the north-westerly angle of Lot 29 on Registered Plan 550E;

Thence northerly to and along the westerly limits of Lots 30, 31, 32, 33 and 34 on Registered Plan 2170Y and the northerly prolongation thereof to a point in the northerly limit of Wolverleigh Boulevard;

Thence westerly along the northerly limit of Wolverleigh Boulevard to a point distant 12.80 metres west of the easterly limit of Lot 77 on said Plan 2170Y;

Thence northerly parallel to the easterly limit of Lot 77 to a point distant 2.44 metres north of the southerly limit of Lot 85 on said Plan 2170Y and distant 2.44 metres east of the westerly limit thereof;

Thence easterly parallel to the southerly limits of Lots 85 and 86 on Plan 2170Y to a point in the easterly limit of Lot 86;

Thence northerly along the westerly limits of Lots 89, 90, 91, 92, 93, 94, 95 and 96 on said Plan 2170Y and the northerly prolongation thereof to a point in the northerly limit of Milverton Boulevard;

Thence easterly along the northerly limit of Milverton Boulevard to the westerly limit of Woodbine Avenue;

Thence northerly along the westerly limit of Woodbine Avenue to the north-easterly angle of Lot 136 on Plan 2170Y;

Thence westerly along the northerly limit of Plan 2170Y to the north-easterly angle of Lot 124 thereon;

Thence southerly along the easterly limit of said Lot 124, 2.54 metres;

Thence westerly to a point in the westerly limit of said Lot 124 distant 2.59 metres south of the north-westerly angle thereof;

Thence northerly 2.59 metres more or less to the north-westerly angle of said Lot 124;

Thence westerly along the northerly limits of Registered Plans 558E and 571E to the north-easterly angle of Lot 155 on said Plan 571E;

Thence northerly along the easterly limit of Woodington Avenue, 1.52 metres;

Thence westerly parallel to the northerly limit of said Lot 155 a distance of 30.38 metres;

Thence southerly parallel with the westerly limit of Woodington Avenue, 1.52 metres to the northerly limit of said Lot 155;

Thence westerly to and along the northerly limit of Registered Plan 602E to the north-easterly angle of Lot 291 on Registered Plan 557E;

Thence southerly along the easterly limit of said Lot 291 a distance of 0.30 metres;

Thence westerly parallel to the northerly limit of said Lot 291 to the easterly limit of Coxwell Avenue;

Thence northerly along the easterly limit of Coxwell Avenue to the north-westerly angle of said Lot 291;

Thence westerly along the northerly limits of Registered Plans 557E and 534E to the north-easterly angle of Lot 38 on Plan 534E;

Thence northerly along the westerly limit of Linsmore Crescent a distance of 1.22 metres;

Thence westerly parallel to the northerly limit of said Lot 38 a distance of 30.48 metres;

Thence southerly, 1.22 metres more or less, to the northerly limit of said Lot 38;

Thence westerly along the northerly limits of Registered Plans 534E and 551E and the westerly prolongation thereof to the centre line of Donlands Avenue;

Thence northerly along the centre line of Donlands Avenue to intersect the easterly prolongation of the northerly limit of Registered Plan 417E;

Thence westerly to and along the northerly limit of the said Plan to the north-westerly angle of Lot 172 thereon;

Thence westerly along the northerly limit of a Lane dedicated by By-law 11491 to a point in the southerly limit of Lot 10 on Registered Plan 645Y distant 36.58 metres measured easterly thereon from the easterly limit of Langford Avenue;

Thence southerly parallel to the easterly limit of Langford Avenue a distance of 1.93 metres;

Thence westerly to a point in the easterly limit of Langford Avenue distant 1.93 metres south of the south-westerly angle of said Lot 10;

Thence westerly to a point in the westerly limit of Langford Avenue, distant 1.45 metres southerly from the north-easterly angle of Lot 43 on Registered Plan 948Y;

Thence in a straight line to and along the centre line of wall between the house located on Lot 43 and the house to the north thereof located on Lots 43 and 44 and continuing westerly in a straight line 36.3 metres more or less to a point in the westerly limit of Lot 43 distant 1.4 metres measured southerly thereon from the north-westerly angle thereof;

Thence north-westerly to the south-easterly angle of Lot 48 on Registered Plan M342;

Thence westerly along the southerly limit of the said Plan to the south-easterly angle of Lot 47 thereon;

Thence westerly to and along the northerly limits of Registered Plans 1457Y and 446E and its westerly prolongation to the centre line of Pape Avenue;

Thence northerly along the centre line of Pape Avenue to the centre line of Millwood Road;

Thence northerly along the centre line of Millwood Road to the middle of the Don River;

Thence easterly along the middle of the Don River to the middle of the west branch of the Don River;

Thence northerly along the middle of the west branch of the Don River to a point in the southerly limit of Township Lot 8 in Concession 3 From the Bay;

Thence easterly along the said southerly limit of Township Lot 8 to the limit between Township Lots 2 and 3 in Concession IV East of Yonge Street;

Thence continuing easterly along the limit between Township Lots 2 and 3 to a point in the westerly limit of Block A on Registered Plan 3683Y;

Thence northerly along the westerly limit of Plan 3683Y to the northerly limit thereof;

Thence easterly along the northerly limit of said Block A to the north-westerly angle of Block Y on Registered Plan 4192Y;

Thence easterly along the northerly limit of said Block Y to the north-easterly angle thereof, being the north-westerly angle of Block B on said Plan 3683Y;

Thence easterly along the northerly limit of said Block B and its easterly prolongation to intersect the northerly prolongation of the easterly limit of Block C on said Plan 3683Y;

Thence southerly to and along the easterly limit of said Block C to the northerly limit of Block D on said Plan 3683Y;

Thence easterly along the northerly limit of said Block D and its easterly prolongation to the centre line of O'Connor Drive;

Thence southerly along the centre line of O'Connor Drive to the middle of Massey Creek;

Thence easterly along the middle of Massey Creek to the intersection of the northerly prolongation of the westerly limit of the Lane in the rear of Lots 462, 463 and 464 on Registered Plan 1770Y;

Thence southerly to and along the westerly limit of the Lane to the north-easterly angle of Lot 455 on said Plan 1770Y;

Thence westerly along the northerly limit of Lot 455 on said Plan 1770Y to the north-westerly angle thereof;

Thence continuing westerly along the southerly limit of Block B on Registered Plan 4221Y and its westerly prolongation to the intersection of the centre line of Gresham Avenue on said Plan 4221Y;

Thence southerly along the centre line of Gresham Avenue to the centre line of Cosburn Avenue;

Thence easterly along the centre line of Cosburn Avenue to the centre line of Oak Park Avenue;

Thence southerly along the centre line of Oak Park Avenue to the place of beginning

Ward 1(c)

WARD 1(c) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Victoria Park Avenue to the centre line of Danforth Avenue;

Thence westerly along the centre line of Danforth Avenue to intersect the southerly prolongation of the westerly limit of Registered Plan 701Y;

Thence northerly to and along the westerly limit of Plan 701Y to the north-easterly angle of Lot 52 on Registered Plan 579E;

Thence westerly along the northerly limits of Lots 52, 31, 30, 10 and 9 on said Plan 579E to the easterly limit of Dawes Road;

Thence continuing westerly to a point in the westerly limit of Dawes Road distant 2.27 metres measured northerly thereon from the north-easterly angle of Lot 22 on Registered Plan 777Y;

Thence westerly 32.54 metres more or less to a point in the easterly limit of Block A on Registered Plan 2110Y distant 3.35 metres measured northerly thereon from the southerly limit thereof;

Thence southerly along the easterly limit of said Block A, 3.35 metres to the northerly limit of said Plan 777Y;

Thence westerly along the northerly limit of said Plan 777Y to the north-westerly angle of Lot 31 thereon;

Thence southerly along the westerly limit of said Lot 31, 3.05 metres more or less to the northerly limit of a Lane dedicated by By-law 14280;

Thence in a westerly direction along the northerly limit of said Lane to the easterly limit of Palmer Street;

Thence westerly to the intersection of a line drawn parallel to and distant 7.62 metres north of the northerly limits of Lots 79 and 62 on Registered Plan 1351Y and the westerly limit of Palmer Street;

Thence continuing westerly along said parallel line to the intersection with the westerly limit of Lot 63 on said Plan 1351Y;

Thence westerly to and along the southerly limit of Lot 24 on Registered Plan 1081Y to the south-westerly angle thereof;

Thence westerly to and along the southerly limit of Lot 27 on Registered Plan 1368Y to the south-westerly angle thereof;

Thence westerly to and along the southerly limit of Lot 31 on Plan 1368Y and the westerly prolongation thereof to a point in the easterly limit of Lot 50 on Plan 1368Y;

Thence northerly along the easterly limits of Lots 50 and 49 on Plan 1368Y to the north-easterly angle of said Lot 49;

Thence westerly along the northerly limit of said Lot 49 to the north-westerly angle thereof;

Thence westerly to and along the northerly limits of Lots 34, 32, 31, 30, 29, 28, 27, 26, 25, 23, 21, 20, 19, 18, 17, 16, 15, 14 to the north-westerly angle of Lot 14 on Registered Plan 1770Y;

Thence continuing westerly to the intersection of the centre line of Oak Park Avenue and a line drawn from the north-westerly angle of Lot 14 to the north-easterly angle of Lot 12 on Plan 1770Y;

Thence northerly along the centre line of Oak Park Avenue to the centre line Cosburn Avenue;

Thence westerly along the centre line of Cosburn Avenue to the centre line of Gresham Avenue;

Thence northerly along the centre line of Gresham Avenue to the intersection with the westerly prolongation of the southerly limit of Block B on Registered Plan 4221Y;

Thence easterly along the southerly limit of Block B on said Plan 4221Y to the north-westerly angle of Lot 455 on Registered Plan 1770Y;

Thence continuing easterly along the northerly limit of Lot 455 on said Plan 1770Y to the north-easterly angle thereof;

Thence northerly along the westerly limit of the Lane in the rear of Lots 462, 463 and 464 on said Plan 1770Y and its northerly prolongation to the middle of Massey Creek;

Thence westerly along the middle of Massey Creek to the centre line of O'Connor Drive;

Thence north-easterly along the centre line of O'Connor Drive to the westerly prolongation of a line drawn parallel to and distant 11.26 metres north of the southerly limit of Block B on Registered Plan 3396Y;

Thence easterly along said parallel line to a point in the easterly limit of O'Connor Drive, being the south-westerly angle of the lands described in Instrument EY218020 (FIRSTLY);

Thence north-easterly along the southerly limit of the lands described in Instrument EY218020 (FIRSTLY), to the easterly limit of said Block B;

Thence northerly along the easterly limit of said Block B to the north-easterly angle thereof;

Thence easterly along the northerly limits of Registered Plans 3396Y and 1826Y and the easterly prolongation thereof to the centre line of Victoria Park Avenue;

Thence southerly along the centre line of Victoria Park Avenue to the place of beginning.

WARD 2(a)

WARD 2(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the south-westerly angle of the City of Toronto;

Thence easterly along the southerly boundary of the City to the centre line of Royal York Road;

Thence northerly along the centre line of Royal York Road to the centre line of the Queen Elizabeth Way;

Thence westerly along the centre line of the Queen Elizabeth Way to the centre line of the King's Highway No. 427;

Thence northerly along the centre line of the King's Highway No. 427 to the intersection with the centre line of the Canadian Pacific Railway;

Thence south-westerly along the centre line of the Canadian Pacific Railway to the westerly boundary of the City of Toronto;

Thence southerly along the westerly boundary of the City of Toronto to the place of beginning.

WARD 2(b)

WARD 2(b) to consist of the portion 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 Bloor Street West;

Thence westerly along the centre line of Bloor Street West to the centre line of Kipling Avenue;

Thence southerly along the centre line of Kipling Avenue to the centre line of the Canadian Pacific Railway;

Thence south-westerly along the centre line of the Railway to the centre line of the King's Highway No. 427;

Thence southerly along the centre line of the King's Highway No. 427 to the centre line of the Queen Elizabeth Way;

Thence easterly along the centre line of the Queen Elizabeth Way to the centre line of Royal York Road;

Thence southerly along the centre line of Royal York Road to the southerly boundary of the City of Toronto;

Thence easterly along the southerly boundary of the City to the centre line of the Humber River;

Thence northerly along the centre line of the Humber River to the place of beginning.

WARD 3(a)

WARD 3(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Kipling Avenue and the centre line of Eglinton Avenue West;

Thence northerly along the centre line of Kipling Avenue to the centre line of The Westway;

Thence westerly along the centre line of The Westway to the centre line of Martin Grove Road;

Thence northerly along the centre line of Martin Grove Road to the centre line of the King's Highway No. 401;

Thence north-easterly along the centre line of the King's Highway No. 401 to the centre line of the Humber River;

Thence southerly along the centre line of the Humber River to the centre line of Eglinton Avenue West;

Thence westerly along the centre line of Eglinton Avenue West to the centre line of Scarlett Road;

Thence northerly along the centre line of Scarlett Road to the centre line of La Rose Avenue;

Thence westerly along the centre line of La Rose Avenue to the centre line of Royal York Road;

Thence southerly along the centre line of Royal York Road to the centre line of Eglinton Avenue West;

Thence westerly along the centre line of Eglinton Avenue West to the place of beginning.

WARD 3(b)

WARD 3(b) to consist of the portion 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 Bloor Street West;

Thence westerly along the centre line of Bloor 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 easterly along the centre line of Eglinton Avenue West to the centre line of Royal York Road;

Thence northerly 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 to the centre line of Scarlett Road;

Thence southerly along the centre line of Scarlett Road to the centre line of Eglinton Avenue West;

Thence easterly along the centre line of Eglinton Avenue West to the centre line of the Humber River;

Thence southerly along the centre line of the Humber River to the place of beginning.

WARD 4(a)

WARD 4(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the westerly boundary of the City of Toronto and the centre line of the King's Highway No. 401;

Thence north-easterly along the centre line of the King's Highway No. 401 to the centre line of Martin Grove Road;

Thence southerly along the centre line of Martin Grove Road to the centre line of The Westway;

Thence easterly along the centre line of The Westway to the centre line of Kipling Avenue;

Thence southerly along the centre line of Kipling Avenue to the centre line of Burnhamthorpe Road;

Thence westerly along the centre line of Burnhamthorpe Road to the centre line of the King's Highway No. 427;

Thence northerly along the centre line of the King's Highway No. 427 to the centre line of Rathburn Road;

Thence westerly along the centre line of Rathburn Road to the westerly boundary of the City of Toronto;

Thence northerly along the westerly limit of the City to the place of beginning.

WARD 4(b)

WARD 4(b) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Kipling Avenue and Burnhamthorpe Road;

Thence southerly along the centre line of Kipling Avenue to the centre line of the Canadian Pacific Railway;

Thence south-westerly along the centre line of the Railway to the westerly boundary of the City of Toronto;

Thence northerly along the westerly boundary of the City to the centre line of Rathburn Road;

Thence easterly along the centre line of Rathburn Road to the centre line of the King's Highway No. 427;

Thence southerly along the centre line of the King's Highway No. 427 to the centre line of Burnhamthorpe Road;

Thence easterly along the centre line of Burnhamthorpe Road to the place of beginning.

WARD 5(a)

WARD 5(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the westerly boundary of the City of Toronto and the centre line of Finch Avenue West;

Thence northerly along the westerly boundary of the City to the north-westerly angle thereof;

Thence westerly along the northerly boundary 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 centre line of Kipling Avenue;

Thence northerly along the centre line of Kipling Avenue to the centre line of Albion Road;

Thence north-westerly along the centre line of Albion Road to the centre line of Martin Grove Road;

Thence southerly along the centre line of Martin Grove Road to the centre line of Finch Avenue West;

Thence westerly along the centre line of Finch Avenue West to the place of beginning.

WARD 5(b)

WARD 5(b) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the westerly boundary of the City of Toronto and the centre line of the King's Highway No. 401;

Thence easterly along the centre line of the King's Highway No. 401 to the centre line the Humber River;

Thence 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 centre line of Kipling Avenue;

Thence northerly along the centre line of Kipling Avenue to the centre line of Albion Road;

Thence north-westerly along the centre line of Albion Road to the centre line of Martin Grove Road;

Thence southerly along the centre line of Martin Grove Road to the centre line of Finch Avenue West;

Thence westerly along the centre line of Finch Avenue West to the westerly boundary of the City of Toronto;

Thence southerly along the westerly boundary of the City to the place of beginning.

WARD 6(a)

WARD 6(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of the Humber River with the northerly boundary of the City of Toronto;

Thence easterly along the northerly boundary of the City of Toronto to the centre line of the King's Highway No. 400;

Thence southerly along the centre line of the King's Highway No. 400 to intersect the westerly prolongation of the northerly limit of Lot 4 on Registered Plan 7530Y;

Thence easterly to and along the northerly limit of the said Lot 4 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 King's Highway No. 401;

Thence westerly along the centre line of the King's Highway No. 401 to the centre line of the Humber River;

Thence northerly along the centre line of the Humber River to the place of beginning.

WARD 6(b)

WARD 6(b) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Jane Street and the centre line of Wilson Avenue;

Thence easterly along the centre line of Wilson Avenue to the centre line of Keele Street;

Thence southerly along the centre line of Keele Street to the centre line of the King's Highway No. 401;

Thence easterly along the centre line of the King's Highway No. 401 to the centre line of the Canadian National Railway lying east of Keele Street;

Thence southerly along the centre line of the Railway to its intersection with the easterly prolongation of the southerly limit of Registered Plan 4026Y;

Thence westerly to and along the southerly limit of said Plan 4026Y and its westerly prolongation to the easterly limit of Keele Street;

Thence westerly to and along the northerly limit of Registered Plans 4308Y and 3960Y to the north-easterly angle of PART 2 on Plan 64R-12011;

Thence southerly along the easterly limit of said PART 2 to the south-easterly angle thereof;

Thence westerly along the southerly limit of said PART 2 and its westerly prolongation a distance of 70.90 metres to a point;

Thence northerly 18.29 metres to the south-westerly angle of Lot 9 on Registered Plan 5759Y;

Thence westerly continuing along the southerly limits of Registered Plans 5759Y and 4762Y, the limit between Township Lots 2 and 3 in Concession IV West of Yonge Street and the northerly limit of Registered Plan 2562Y to the most easterly angle of PART 2 on Plan 64R-11741;

Thence south-westerly along the south-easterly limits of PARTS 2 and 1 on Plan 64R-11741 and its south-westerly prolongation to the intersection with the south-westerly limit of Industry Street;

Thence north-westerly along the south-westerly limit of Industry Street to a point distant 70.17 metres measured south-easterly from the north-easterly angle of Block B on Registered Plan 2562Y;

Thence south-westerly at right angles to the south-westerly limit of Industry Street 243.84 metres more or less to the intersection with the north-easterly limit of the Canadian National and Canadian Pacific Railways lands;

Thence north-westerly along the said north-easterly limit of the Railway lands to the centre line of Lippincott Street;

Thence easterly along the centre line of Lippincott Street to the centre line of Jane Street;

Thence northerly along the centre line of Jane Street to the centre line of Denison Road;

Thence westerly along the centre line of Denison Road to its intersection with the southerly prolongation of the easterly limit of Registered Plan 66M-2326;

Thence northerly to and along the easterly limit of Plan 66M-2326 to the south-westerly angle of Registered Plan M-1772;

Thence westerly along the southerly limit of said Plan M-1772 to the intersection with the centre line of Jane Street;

Thence northerly along the centre line of Jane Street to the centre line of Woodward Avenue;

Thence westerly along the centre line of Woodward Avenue to the south-easterly angle of PART 1 on Plan 66R-7544;

Thence northerly to and along the easterly limits of Lots 397, 396 and 395 on Registered Plan M413 to the north-easterly angle of Lot 395 thereon;

Thence westerly along the northerly limit of said Lot 395 on Plan M413 to the north-westerly angle thereof;

Thence northerly along the westerly limit of Lot 394 on Plan M413 to the north-westerly angle thereof;

Thence easterly along the southerly limit of Lot 393 on Plan M413 to the south-easterly angle thereof;

Thence northerly along the easterly limits of Lots 393, 392 and 391 to the north-easterly angle of Lot 391 on Plan M413;

Thence north-westerly to the north-westerly angle of Lot 391 on Plan M413;

Thence southerly along the easterly limit of Lot 383 on said Plan M413 to the south-easterly angle thereof;

Thence westerly along the northerly limit of Lot 384 on said Plan M431 to the north-westerly angle thereof;

Thence southerly along the westerly limit of Lot 384 on Plan M413 to the south-westerly angle thereof;

Thence westerly along the northerly limit of PART 2 on Plan 66R-7544 to the south-easterly angle of Lot 375 on Plan M413;

Thence northerly along the westerly limits of Lots 375, 374, 373, 372, 371 and 370 to the most northerly angle of Lot 370;

Thence westerly along the northerly limit of Lots 370 and 358 to the north-westerly angle of PART 3 on Plan 66R-7544;

Thence southerly along the westerly limit of PART 3 on Plan 66R-7544 to the south-westerly angle thereof;

Thence westerly along the northerly limits of Lots 364 and 348 to the north-westerly angle of said Lot 348;

Thence southerly along the westerly limits of Lots 348 to 353 inclusive on Plan M413 and its southerly prolongation to the intersection of the centre line of Woodward Avenue;

Thence westerly along the centre line of Woodward Avenue and continuing along the southerly limit of Plan M413 to the south-westerly angle of said Plan;

Thence northerly along the westerly limit of Plan M413 to a point in the westerly limit of Block B on Plan M413, distant 5.79 metres measured northerly thereon from the south-westerly angle thereof;

Thence westerly to the north-westerly corner of Lamont Avenue and Walwyn Avenue;

Thence northerly along the westerly limit of Walwyn Avenue to the south-easterly angle of Lot 6 on Registered Plan 3842Y;

Thence westerly along the southerly limit of Plan 3842Y and its westerly prolongation to the intersection with the centre line of Grattan Street;

Thence northerly along the centre line of Grattan Street to the southerly limit of Queenslea Avenue;

Thence westerly along the southerly limit of Queenslea Avenue to the centre line of Rosemount Avenue;

Thence southerly along the centre line of Rosemount Avenue to the easterly prolongation of the northerly limit of Block A on Registered Plan 1704Y;

Thence westerly to and along the northerly limit of said Block A to the north-westerly angle thereof, being the easterly limit of the Canadian Pacific Railway lands;

Thence northerly along the said easterly limit of the Railway lands to the intersection of the easterly prolongation of the southerly limit of PART 3 on Plan 66R-5958;

Thence westerly to and along the southerly limit of PART 3 on Plan 66R-5958 to the intersection with the easterly limit of Block A on Registered Plan 1933Y;

Thence southerly along the easterly limit of Block A on Plan 1933Y, being also the easterly limit of PART 3 on Plan 66R-5958 and the easterly limit of PART 5 on Plan 66R-13266 to the south-easterly angle of said PART 5;

Thence westerly to and along the southerly limit of PARTS 5 and 17 on Plan 66R-13266 and the southerly limit of Lots 19 to 30 inclusive on Registered Plan 1945Y and its westerly prolongation to the intersection with the centre line of the Humber River;

Thence northerly along the centre line of the Humber River to the centre line of the King's Highway No. 401;

Thence easterly along the centre line of the King's Highway No. 401 to the centre line of Jane Street;

Thence northerly along the centre line of Jane Street to the place of beginning

WARD 7(a)

WARD 7(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the northerly boundary of the City of Toronto and the centre line of the King's Highway No. 400;

Thence southerly along the centre line of the King's Highway No. 400 to intersect the westerly prolongation of the northerly limit of Lot 4 on Registered Plan 7530Y;

Thence easterly to and along the northerly limit of Lot 4 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 Sheppard Avenue West;

Thence easterly along the centre line of Sheppard Avenue West to the centre line of Black Creek;

Thence northerly along the centre line of Black Creek to the northerly boundary of the City of Toronto;

Thence westerly along the northerly boundary of the City to the place of beginning.

WARD 7(b)

WARD 7(b) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the northerly boundary of the City of Toronto and the centre line of Black Creek;

Thence southerly along the centre line of Black Creek to the centre line of Sheppard Avenue West;

Thence westerly along the centre line of Sheppard Avenue West to the centre line of Jane Street;

Thence southerly along the centre line of Jane Street to the centre line of Wilson Avenue;

Thence easterly along the centre line of Wilson Avenue to the centre line of Keele Street;

Thence northerly along the centre line of Keele Street to the northerly boundary of the City of Toronto;

Thence westerly along the northerly boundary of the City to the place of beginning.

WARD 8(a)

WARD 8(a) to consist of the portion of the City of Toronto described as follows:

Beginning in the intersection of the northerly boundary of the City of Toronto and the centre line of Bathurst Avenue;

Thence southerly along the centre line of Bathurst Street to the centre line of Wilson Avenue;

Thence westerly along the centre line of Wilson Avenue to the centre line of the W. R. Allen Road;

Thence southerly along the centre line of the W. R. Allen Road to the centre line of the King's Highway No. 401;

Thence westerly along the centre line of the King's Highway No. 401 to the centre line of Dufferin Street;

Thence northerly along the centre line of Dufferin Street and the southerly limit of the lands of the Department of National Defence for Canada, commonly known as Downsview Airport, the Canadian Forces Base Toronto and continuing northerly and westerly along the easterly and northerly limits of Registered Plan 3969Y and the production westerly of the said northerly limit of Plan 3969Y to the centre line of Keele Street;

Thence northerly along the centre line of Keele Street to the northerly boundary of the City of Toronto;

Thence easterly along the northerly boundary of the City to the place of beginning.

WARD 9(a)

WARD 9(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the westerly prolongation of the southerly limit of Registered Plan M346 and the centre line of Bathurst Street;

Thence northerly along the centre line of Bathurst Street to intersect the easterly prolongation of the southerly limit of Registered Plan 1692Y;

Thence westerly to and along the southerly limit of the said Plan 1692Y and the westerly prolongation thereof to the centre line of Allen Road;

Thence northerly along the centre line of Allen Road to the centre line of Wilson Avenue;

Thence easterly along the centre line of Wilson Avenue to the centre line of Bathurst Street;

Thence northerly along the centre line of Bathurst Street to the middle of the west branch of the Don River;

Thence south-easterly along the middle of the said River to the centre line of the King's Highway No. 401;

Thence easterly along the centre line of the King's Highway No. 401 to the centre line of Yonge Street;

Thence southerly along the centre line of Yonge Street to the easterly prolongation of the northerly limit of Registered Plan E568;

Thence westerly to and along the northerly limits of Registered Plans E568, E584, E508 and E496 to the north-westerly angle of Lot 63 on Registered Plan E496;

Thence southerly along the westerly limits of Lots 63 and 88 on Plan E496 to the south-westerly angle of Lot 88;

Thence westerly to the intersection of the northerly prolongation of the easterly limit of the lands described in PIN 10349-0044(LT);

Thence southerly along the northerly prolongation to the north-easterly angle of the lands described in PIN 10349-0044(LT);

Thence westerly along the northerly limit of the lands described in PIN 10349-0044(LT) to the intersection with the westerly limit of Lot 96 on said Plan E496

Thence southerly along the westerly limits of Lots 96 and 121 on Plan E496 to the south-westerly angle of said Lot 121;

Thence westerly to the north-westerly angle of Lot 29 on Registered Plan 1706Y;

Thence southerly along the westerly limit of Lot 29 on Plan 1706Y to the south-westerly angle thereof;

Thence southerly to a point in the northerly limit of Lot 61 on Plan 1706Y, distant 7.62 metres measured westerly thereon from the north-easterly angle thereof;

Thence southerly along a line drawn parallel to the easterly limit of Lot 61 on Plan 1706Y to a point in the southerly limit of said Lot;

Thence westerly to the north-westerly angle of Lot 94 on Plan 1706Y;

Thence southerly along the westerly limit of Lot 94 said Plan 1706Y to the south-westerly angle thereof;

Thence southerly to a point in the northerly limit of Lot 126 on Plan 1706Y distant 9.93 metres measured westerly thereon from the north-easterly angle thereof;

Thence southerly parallel to the easterly limit of Lot 126 on Plan 1706Y to the southerly limit thereof;

Thence westerly to the north-westerly angle of Lot 159 on Plan 1706Y;

Thence southerly along the westerly limit of Lot 159 on Plan 1706Y to the south-westerly angle thereof;

Thence southerly to the intersection of the centre line of Lot 191 on said Plan 1706Y;

Thence southerly along the centre line of Lot 191 on Plan 1706Y to the southerly limit thereof;

Thence westerly to a point in the northerly limit of Lot 93A on Registered Plan 2247Y distant 5.66 metres measured westerly thereon from the north-easterly angle thereof;

Thence southerly to the south-easterly angle of Lot 93A on Plan 2247Y;

Thence southerly to a point in the northerly limit of Lot 36A on Registered Plan E565, distant 30.48 metres measured westerly thereon from the north-easterly angle thereof;

Thence southerly parallel to the easterly limit of Lot 36A on Plan E565 to the southerly limit thereof;

Thence westerly to the north-westerly angle of Lot 43 on Registered Plan E593;

Thence southerly to and along the westerly limits of Lots 43, 60, 77 and 94 on Plan E593 to the south-westerly angle of Lot 94 thereon;

Thence southerly to and along the westerly limits of Lots 136, 509, 728 and 1093 on Registered Plan M108 and its southerly prolongation to the northerly limit of Lot 950 on Registered Plan 1537Y;

Thence westerly along the northerly limit of Lot 950 on Registered Plan 1537Y, to the north-westerly angle of PART 2 on Plan 64R-13319;

Thence southerly along the westerly limit of said PART 2 to the south-westerly angle thereof;

Thence southerly to a point in the northerly limit of Lot 991 on Plan 1537Y distant 5.15 metres measured easterly thereon from the north-westerly angle thereof;

Thence southerly to a point in the westerly limit of Lot 991 on said Plan 1537Y distant 2.37 metres measured northerly thereon from the south-westerly angle thereof;

Thence southerly along the westerly limit of Lot 991 on said Plan 1537Y, 2.37 metres to the south-westerly angle thereof;

Thence westerly along the southerly limit of Lot 990 on said Plan 1537Y a distance of 0.41 metres;

Thence southerly to a point in the northerly limit of Lot 1036 on said Plan 1537Y, distant 9.45 metres measured westerly thereon from the north-easterly angle thereof;

Thence easterly along the northerly limit of said Lot 1036 to the north-easterly angle thereof;

Thence southerly along the easterly limits of Lots 1036 and 1043 on said Plan 1537Y to the south-easterly angle of Lot 1043 thereon;

Thence southerly to the south-westerly corner of Lawrence Avenue West and Rosewell Avenue;

Thence southerly along the westerly limit of Rosewell Avenue to the north-easterly angle of PART 1 on Plan 63R-2172;

Thence westerly along the northerly limits of PARTS 1 and 2 on Plan 63R-2172 to the north-westerly angle of PART 2 thereon;

Thence southerly to a point in the northerly limit of Registered Plan M299 distant 53.34 metres measured westerly thereon from the westerly limit of Rosewell Avenue;

Thence westerly along to northerly limit of Plan M299 to the intersection with the easterly limit of Avenue Road;

Thence westerly to the north-easterly angle of Block C on Registered Plan M239, said point being the north-easterly angle of PART 1 on Plan 66R-16057;

Thence westerly along the northerly limit of PART 1 on Plan 66R-16057 to the north-westerly angle thereof;

Thence westerly to the north-easterly angle of Lot 4 on Registered Plan M544;

Thence westerly along the northerly limit of said Lot 4 to the north-westerly angle thereof;

Thence southerly along the westerly limit of said Lot 4 to the south-westerly angle thereof, being a point in the northerly limit of Kimbark Boulevard;

Thence westerly along the northerly limit of Kimbark Boulevard to the south-westerly angle of Lot 11 on Plan M544;

Thence north-westerly along the westerly limit of said Lot 11 to the north-westerly angle thereof;

Thence westerly to a point in the westerly limit of Kimbark Boulevard distant 1.81 metres measured southerly from the north-easterly angle of Lot 12 on Plan M544;

Thence westerly parallel to the northerly limit of Lot 12 on Plan M544 to the westerly limit thereof;

Thence southerly along the westerly limit of Lot 12 on Plan M544 and its prolongation southerly to the south-easterly angle of PART 2 on Plan R-638;

Thence westerly along the southerly limit of PART 2 on Plan R-638 to the south-westerly angle thereof;

Thence northerly along the westerly limit of PART 2 on Plan R-638 to the northerly limit of Registered Plan M87;

Thence westerly along the northerly limit of Plan M87 to the intersection with the northerly prolongation of the westerly limit of Lot 252 on Plan M87;

Thence southerly to and along the westerly limits of Lots 252, 239, 238, 60, 61 and 46 and the southerly prolongation of the westerly limit of Lot 46 on Plan M87 to the intersection with the northerly limit of Lot 2 on Registered Plan 1611Y;

Thence easterly along the northerly limit of Lot 2 on Plan 1611Y to the north-westerly angle of Lot 1 thereon;

Thence southerly along the westerly limits of Lots 1, 41, 42, 69 and 70 on Plan 1611Y to the south-westerly angle of said Lot 70;

Thence southerly to the north-westerly angle of Lot 256 on Registered Plan M346;

Thence southerly along the westerly limits of Lots 256 and 178 on Plan M346 to the south-westerly angle of said Lot 178;

Thence south-westerly to and along the westerly limit of Lot 100 on Plan M346 to the south-westerly angle thereof;

Thence westerly along the southerly limit of Plan M346 and its westerly prolongation to the place of beginning.

WARD 9(b)

WARD 9(b) to consist of the portion 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 King's Highway No. 401;

Thence easterly along the centre line of the King's Highway No. 401 to the centre line of Leslie Street;

Thence southerly along the centre line of Leslie Street and the southerly prolongation thereof to the centre line of the west branch of the Don River;

Thence North-westerly along the centre line of the west branch of the Don River to its intersection with the centre line of Eglinton Avenue East;

Thence northerly to and along the centre line of the original road allowance between Concessions II and III, E.Y.S. to the limit between the north and south halves of Township Lot 2 in Concession II, East of Yonge Street;

Thence westerly along the limit between the north and south halves of said Township Lot 2 and the westerly prolongation thereof to the original westerly limit of Bayview Avenue;

Thence southerly along the original westerly limit of Bayview Avenue to the easterly prolongation of the northerly limit of Registered Plan M586;

Thence westerly to and along the northerly limit of said Plan M586 to the westerly limit thereof;

Thence southerly to the north-easterly angle of Block X on Registered Plan 1544Y;

Thence westerly along the northerly limit of said Plan 1544Y to the westerly limit thereof;

Thence to and along the southerly limit of Plan BA-2343 to the westerly limit thereof;

Thence northerly along the westerly limit of said Plan BA-2343 to the north-westerly angle thereof;

Thence northerly to the south-westerly angle of Plan BA-2195;

Thence northerly along the westerly limit of Plan BA-2195 to the north-westerly angle thereof;

Thence northerly to the south-westerly angle of Plan BA-2134;

Thence northerly along the westerly limit of Plan BA-2134 to the north-westerly angle thereof;

Thence northerly to the south-westerly angle of Block A on Registered Plan M197;

Thence northerly along the westerly limit of said Block A to the north-westerly angle thereof;

Thence easterly along the northerly limit of said Plan M197 to the intersection with the southerly prolongation of the westerly limit of PART 1 on Plan R-3991;

Thence northerly along the said southerly prolongation to the south-westerly angle of PART 1 on said Plan R-3991;

Thence westerly along the southerly limit of PART 2 on Plan R-1654 to the south-westerly angle thereof;

Thence northerly along the westerly limit of PART 2 on Plan R-1654 and the westerly limit of Plan R-8 to the north-westerly angle thereof;

Thence westerly along the southerly limit of Registered Plans 3807Y and 3703Y to the south-westerly angle of said Plan 3703Y;

Thence northerly along the westerly limit of said Plan 3703Y to the easterly angle of the jog in the westerly limit of Lot 5 on said Plan 3703Y;

Thence westerly along the said jog and continuing westerly to and along the southerly limit of Lot 15 on Registered Plan 205Y to the south-westerly angle of the lands described in Instrument NY58884;

Thence northerly along the westerly limits of the lands described in Instruments NY58884 and CA475534 to the north-westerly angle thereof;

Thence northerly to the south-easterly angle of Lot 63 on Registered Plan E511;

Thence northerly along the easterly limit of Plan E511 to its intersection with the southerly limit of Strathgowan Crescent;

Thence northerly to the most easterly limit of Lot 43 on said Plan E511;

Thence northerly to a point distant 12.05 metres measured south-easterly from the north-westerly angle of said Lot 48;

Thence easterly to and along the southerly limit of Lot 2 on Registered Plan 2163Y to a point distant 36.16 metres measured easterly from the south-westerly angle thereof;

Thence northerly to a point in the northerly limit of said Lot 2 distant 34.11 metres measured easterly from the north-westerly angle thereof;

Thence westerly along the northerly limit of said Lot 2 to the south-easterly angle of Lot 278 on Registered Plan 1534Y;

Thence northerly along the easterly limit of said Lot 278 to the north-easterly angle thereof;

Thence northerly to the south-easterly angle of the lands described in Instrument TB305270;

Thence northerly along the easterly limit of lands described in Instrument TB305270 to a point in the northerly limit of Lot 370 on Plan 1534Y;

Thence easterly to the south-easterly angle of Lot 378 on said Plan 1534Y;

Thence northerly along the easterly limit of said Lot 378 to the north-easterly angle thereof;

Thence northerly to the north-westerly angle of Lot 600 on said Plan 1534Y;

Thence northerly to a point in the southerly limit of Lot 684 on said Plan 1534Y where it is intersected with the easterly limit of the lands described in Instrument TB700400;

Thence to and along the easterly limit of the lands described in Instrument TB700400 and TB700015 to a point in the northerly limit of Lot 684 on said Plan 1534Y;

Thence north-easterly to the south-easterly angle of Lot 770 on said Plan 1534Y;

Thence northerly to and along the easterly limit of Lots 770 and 813 on said Plan 1534Y to the north-easterly angle of said Lot 813;

Thence northerly to the south-westerly angle of Lot 858 on said Plan 1534Y;

Thence north-easterly along the south-easterly limits of Lots 858 and 857 on said Plan 1534Y to the most easterly angle of said Lot 857;

Thence north-westerly along the easterly limit of Lot 857 on said Plan 1534Y to the most northerly angle thereof;

Thence northerly along the easterly limit of Lot 908 on said Plan 1534Y to the southerly limit of Lawrence Avenue East;

Thence northerly to a point in the southerly limit of Lot 270 on Registered Plan 1707Y, distant 6.1 metres measured easterly thereon from the south-westerly angle thereof;

Thence northerly parallel to the westerly limit of Lot 270 on said Plan 1707Y, to the northerly limit of said Lot being also the southerly limit of Lot 267 on said Plan 1707Y;

Thence easterly along said southerly limit of Lot 267 on said Plan 1707Y to the westerly limit of the lands described in Instrument TB371011;

Thence northerly along the westerly limit of the lands described in Instrument TB371011 to a point in the southerly limit of Wanless Crescent;

Thence northerly to the south-westerly angle of Lot 55 on Registered Plan 3257Y being also the easterly limit of Braeside Road;

Thence easterly along the southerly limit of said Lot 55 to the south-easterly angle thereof;

Thence northerly along the easterly limits of Lots 55 to 59 inclusive to the south-easterly angle of Lot 60 on said Plan 3257Y;

Thence westerly, northerly and easterly along the southerly, westerly and northerly limits of Lot 60 on said Plan 3257Y to the north-easterly angle thereof;

Thence northerly to a point in the northerly limit of Mildenhall Road, being a point distant 3.05 metres westerly from the south-easterly angle of Lot 9 on Registered Plan 2473Y;

Thence northerly to a point in the northerly limit of said Lot 9 distant 3.05 metres westerly from the north-easterly angle of said Lot;

Thence continuing northerly along the northerly prolongation of a line drawn parallel to and distant 3.05 metres west from the easterly limit of Lot 9 on said Plan 2473Y to the southerly limit of PART 7 on Plan 64R-2776;

Thence westerly along the said southerly limit of PART 7 to the south-westerly angle thereof;

Thence northerly along the westerly limit of Part 7 on Plan 64R-2776 to the north-westerly angle thereof;

Thence westerly along the northerly limit of Block A on Plan E-591 to the south-westerly angle of Lot 53 on Registered Plan M275;

Thence north-easterly along the westerly limit of Lot 53 on said Plan M275 to the most northerly angle thereof;

Thence northerly to the south-easterly angle of Lot 79 on said Plan M275;

Thence northerly along the easterly limit of said Lot 79 to the north-easterly angle thereof;

Thence in a north-westerly direction along the southerly and westerly limits of Block U on Registered Plan M289 to the north-westerly angle thereof;

Thence northerly to the north-easterly angle of Block B on Registered Plan E696;

Thence westerly along the northerly limit of Block B on said Plan E696 and the southerly, south-westerly and westerly limits of Block A on Registered Plan E717 to the most northerly angle of said Block A;

Thence north-westerly along the westerly limit of Lot 11 on Registered Plan 1720Y to the north-westerly angle thereof being also the northerly limit of Teddington Park Avenue;

Thence westerly along the northerly limit of Teddington Park Avenue 89.61 metres more or less to a point distant 68.28 metres measured easterly from a jog in the northerly limit of Teddington Park Avenue;

Thence northerly at right angles to the northerly limit of Teddington Park Avenue, 23.88 metres;

Thence north-westerly 45.3 metres more or less to a point of intersection of a line drawn parallel to and distant 48.91 metres north of the northerly limit of Teddington Park Avenue and a line drawn at right angles to the northerly limit of Teddington Park Avenue distant 30.48 metres measured easterly from the said jog;

Thence north-westerly a distance of 5.14 metres to the point of intersection with a line distant 28.79 metres measured easterly from the easterly limit of PART 1 on Plan 63R-1065 and a line distant 51.82 metres measured northerly from the southerly angle of the jog in Teddington Park Avenue;

Thence westerly 28.79 metres to a point in the easterly limit of PART 1 on Plan 63R-1065, distant 18.24 metres measured southerly thereon from the north-easterly angle thereof;

Thence northerly 18.24 metres to the north-easterly angle of PART 1 on Plan 63R-1065;

Thence westerly along the northerly limit of PART 1 on Plan 63R-1065 and the northerly limit of Registered Plan 1680Y to the most easterly limit of Mount Pleasant Road;

Thence northerly along the easterly limit of Mount Pleasant Road to its intersection with the easterly prolongation of the southerly limit of Lot 21 on Registered Plan 1578Y;

Thence westerly to and along the southerly limit of said Lot 21 to the south-westerly angle thereof;

Thence southerly along the westerly limits of Lots 20 and 19 on said Plan 1578Y to the northerly limit of Lot 17 on said Plan 1578Y;

Thence westerly along the northerly limit of said Plan 1578Y to a point distant 9.14 metres measured westerly from the south-westerly angle of Lot 6 on Registered Plan 1488Y;

Thence northerly along a line drawn parallel to the easterly limit of Lot 5 on Plan 1488Y, 15.93 metres;

Thence westerly parallel to the southerly limits of Lots 5 and 4 on said Plan 1488Y to its intersection with the easterly limit of Doncliffe Drive;

Thence north-westerly to a point in the westerly limit of Doncliffe Drive, being the south-easterly angle of PART 1 on Plan 64R-7482;

Thence westerly along the southerly limit of PART 1 on Plan 64R-7482 and its westerly prolongation to a point distant 30.48 metres measured easterly along the said prolongation from the easterly limit of Yonge Street;

Thence northerly parallel to the easterly limit of Yonge Street to a point distant 7.87 metres measured southerly and at right angles to the northerly limit of Lot 2 on said Plan 1488Y;

Thence westerly parallel to the northerly limit of Lot 2 on said Plan 1488Y and its westerly prolongation to the intersection with a line drawn parallel to and distant 6.1 metres measured easterly from the westerly limit of Yonge Street;

Thence northerly along said parallel line to the easterly prolongation of the northerly limit of Registered Plan E568;

Thence easterly along said easterly prolongation of the northerly limit of Registered Plan E568 to the centre line of Yonge Street;

Thence northerly along the centre line of Yonge Street to the place of beginning.

WARD 10(a)

WARD 10(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the northerly boundary of the City of Toronto and the centre line of Bathurst Street;

Thence southerly along the centre line of Bathurst Street to the middle of the west branch of the Don River;

Thence south-easterly along the middle of the west branch of the Don River to the centre line of the King's Highway No. 401;

Thence easterly along the centre line of the King's Highway No. 401 to the centre line of Yonge Street;

Thence northerly along the centre line of Yonge Street to the northerly boundary of the City of Toronto;

Thence westerly along the northerly limit of the City to the place of beginning.

WARD 10(b)

WARD 10(b) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the northerly boundary of the City of Toronto and the centre line of Yonge Street;

Thence southerly along the centre line of Yonge Street to the centre line of the King's Highway No. 401;

Thence easterly along the centre line of the King's Highway No. 401 to the centre line of Bayview Avenue;

Thence northerly along the centre line of Bayview Avenue to the northerly boundary of the City of Toronto;

Thence westerly along the northerly boundary of the City to the place of beginning.

WARD 11(a)

WARD 11(a) to consist of the City of Toronto described as follows:

Beginning at the intersection of the centre line of the Don Valley Parkway and the centre line of the King's Highway No. 401;

Thence westerly along the centre line of the King's Highway No. 401 to the centre line of Leslie Street;

Thence southerly along the centre line of Leslie Street and its southerly prolongation to the middle of the west branch of the Don River;

Thence southerly along the middle of the west branch of the Don River to a point in the southerly limit of Township Lot 8 in Concession 3 From the Bay;

Thence easterly along the said southerly limit of Township Lot 8 to the limit between Township Lots 2 and 3 in Concession IV East of Yonge Street;

Thence continuing easterly along the limit between Township Lots 2 and 3 to a point in the westerly limit of Block A on Registered Plan 3683Y;

Thence northerly along the westerly limit of said Plan 3683Y to the northerly limit thereof;

Thence westerly along the westerly prolongation of the northerly limit of Block A on Registered Plan 3683Y to the centre line of the Canadian National Railway;

Thence northerly along the centre line of the Canadian National Railway to the centre line of the Don Valley Parkway;

Thence northerly along the centre line of the Don Valley Parkway to the place of beginning.

WARD 11(b)

WARD 11(b) to consist of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Victoria Park Avenue and the centre line of the King's Highway No. 401;

Thence westerly along the centre line of the King's Highway No. 401 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 the Canadian National Railway;

Thence southerly along the centre line of the Canadian National Railway to the westerly prolongation of the northerly limit of Block A on Registered Plan 3683Y;

Thence easterly to and along the northerly limit of said Block A to the north-westerly angle of Block Y on Registered Plan 4192Y;

Thence easterly along the northerly limit of said Block Y to the north-easterly angle thereof, being the north-westerly angle of Block B on said Plan 3683Y;

Thence easterly along the northerly limit of said Block B and its easterly prolongation to intersect the northerly prolongation of the easterly limit of Block C on said Plan 3683Y;

Thence southerly to and along the easterly limit of said Block C to the northerly limit of Block D on said Plan 3683Y;

Thence easterly along the northerly limit of said Block D and its easterly prolongation to the centre line of O'Connor Drive;

Thence southerly along the centre line of O'Connor Drive to its intersection with the westerly prolongation of a line drawn parallel to and distant 11.26 metres north of the southerly limit of Block B on Registered Plan 3396Y;

Thence easterly along said parallel line to a point in the easterly limit of O'Connor Drive, being the south-westerly angle of the lands described in Instrument EY218020 (FIRSTLY);

Thence north-easterly along the southerly limit of the lands described in said Instrument EY218020 (FIRSTLY) to the easterly limit of said Block B;

Thence northerly along the easterly limit of said Block B to the north-easterly angle thereof;

Thence easterly along the northerly limits of Registered Plans 3396Y and 1826Y and the easterly prolongation thereof to the centre line of Victoria Park Avenue;

Thence northerly along the centre line of Victoria Park Avenue to the place of beginning.

WARD 12(a)

WARD 12(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Leslie Street and the centre line of the King's Highway No. 401;

Thence westerly along the centre line of the King's Highway No. 401 to the centre line of Bayview Avenue;

Thence northerly along the centre line of Bayview Avenue to the northerly boundary of the City of Toronto;

Thence easterly along the northerly boundary of the City to the centre line of Victoria Park Avenue;

Thence southerly along the centre line of Victoria Park Avenue to the centre line of Finch Avenue East;

Thence westerly along the centre line of Finch Avenue East to the centre line of the Canadian National Railway;

Thence southerly along the centre line of the Canadian National Railway to the centre line of Sheppard Avenue East;

Thence easterly along the centre line of Sheppard Avenue East to the centre line of Leslie Street;

Thence southerly along the centre line of Leslie Street to the place of beginning.

WARD 12(b)

WARD 12(b) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Victoria Park Avenue and the centre line of the King's Highway No. 401;

Thence westerly along the centre line of the King's Highway No. 401 to the centre line of Leslie Street;

Thence northerly along the centre line of Leslie Street to the centre line of Sheppard Avenue East;

Thence westerly along the centre line of Sheppard Avenue East to the centre line of the Canadian National Railway;

Thence northerly along the centre line of the Canadian National Railway to the centre line of Finch Avenue East;

Thence easterly along the centre line of Finch Avenue East to the centre line of Victoria Park Avenue;

Thence southerly along the centre line of Victoria Park Avenue to the place of beginning.

WARD 13(a)

WARD 13(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the southerly prolongation of the centre line of Nursewood Avenue with the northerly water's edge of Lake Ontario;

Thence northerly along the said southerly prolongation to the southerly limit of Nursewood Avenue;

Thence easterly along the southerly limit of Nursewood Avenue to the easterly limit thereof;

Thence northerly along the easterly limit of Nursewood Avenue to the southerly limit of Queen Street East;

Thence westerly along the southerly limit of Queen Street East to the centre line of Nursewood Avenue;

Thence northerly to and along the easterly limit of Registered Plan 502E to the north-easterly angle thereof;

Thence northerly along the easterly limit of Lot 165 on Registered Plan 1408Y to the north-easterly angle thereof;

Thence northerly to and along the centre line of Victoria Park Avenue to the centre line of Eglinton Avenue East;

Thence easterly along the centre line of Eglinton Avenue East to the centre line of Birchmount Road;

Thence southerly along the centre line of Birchmount Road to the centre line of St. Clair Avenue East;

Thence easterly along the centre line of St. Clair Avenue East to the centre line of the Canadian National Railway;

Thence north-easterly along the centre line of the Railway to the centre line of Midland Avenue;

Thence southerly along the centre line of Midland Avenue to the centre line of Kingston Road;

Thence south-westerly along the centre line of Kingston Road to the centre line of Glen Everest Road;

Thence easterly along the centre line of Glen Everest Road to the northerly prolongation of the easterly limit of Wynnview Court;

Thence southerly to and along the easterly limit of Wynnview Court and its southerly prolongation to the northerly water's edge of Lake Ontario;

Thence south-westerly along the water's edge to the place of beginning.

WARD 13(b)

WARD 13(b) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Midland Avenue and the centre line of the Canadian National Railway;

Thence southerly along the centre line of Midland Avenue to the centre line of Kingston Road;

Thence south-westerly along the centre line of Kingston Road to the centre line of Glen Everest Road;

Thence easterly along the centre line of Glen Everest Road to the northerly prolongation of the easterly limit of Wynnview Court;

Thence southerly to and along the easterly limit of Wynnview Court and its southerly prolongation to the northerly water's edge of Lake Ontario;

Thence easterly along the water's edge of Lake Ontario to the middle of the creek lying west of Manse Road;

Thence north-westerly along the middle of said creek to the centre line of the Canadian National Railway;

Thence south-westerly along the centre line of the Railway to the centre line Morningside Avenue;

Thence northerly along the centre line of Morningside Avenue to the centre line of Kingston Road;

Thence south-westerly along the centre line of Kingston Road to the centre line of the Canadian National Railway;

Thence westerly along the centre line of the Canadian National Railway to the point of beginning.

WARD 14(a)

WARD 14(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of the King's Highway No. 401 and the centre line of Birchmount Road;

Thence northerly along the centre line of Birchmount Road to the middle of West Highland Creek;

Thence south-easterly along the middle of West Highland Creek to the centre line of Kennedy Road;

Thence northerly along the centre line of Kennedy Road to the centre line of Finch Avenue East;

Thence westerly along the centre line of Finch Avenue East to the centre line of Victoria Park Avenue;

Thence southerly along the centre line of Victoria Park Avenue to the centre line of the King's Highway No. 401;

Thence easterly along the centre line of the King's Highway No. 401 to the place of beginning.

WARD 14(b)

WARD 14(b) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Victoria Park Avenue and the centre line of Eglinton Avenue East;

Thence easterly along the centre line of Eglinton Avenue East to the centre line of Birchmount Road;

Thence northerly along the centre line of Birchmount Road to the centre line of Lawrence Avenue East;

Thence easterly along the centre line of Lawrence Avenue East to the centre line of Kennedy Road;

Thence northerly along the centre line of Kennedy Road to the centre line of the King's Highway No. 401;

Thence westerly along the centre line of the King's Highway No. 401 to the centre line of Victoria Park Avenue;

Thence southerly along the centre line of Victoria Park Avenue to the place of beginning.

WARD 15(a)

WARD 15(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of the King's Highway No. 401 and the centre line of Kennedy Road;

Thence southerly along the centre line of Kennedy Road to the centre line of Lawrence Avenue East;

Thence westerly along the centre line of Lawrence Avenue East to the centre line of Birchmount Road;

Thence southerly along the centre line of Birchmount Road to the centre line of St. Clair Avenue East;

Thence easterly along the centre line of St. Clair Avenue East to the centre line of the Canadian National Railway;

Thence north-easterly along the centre line of the Railway to the centre line of Brimley Road;

Thence northerly along the centre line of Brimley Road to the centre line of Lawrence Avenue East;

Thence westerly along the centre line of Lawrence Avenue East to the centre line of Midland Avenue;

Thence northerly along the centre line of Midland Avenue to the centre line of the King's Highway No. 401;

Thence westerly along the centre line of the King's Highway No. 401 to the place of beginning.

WARD 15(b)

WARD 15(b) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of the King's Highway No. 401 and the centre line of Midland Avenue;

Thence southerly along the centre line of Midland Avenue to the centre line of Lawrence Avenue East;

Thence easterly along the centre line of Lawrence Avenue East to the centre line of Brimley Road;

Thence southerly along the centre line of Brimley Road to the centre line of the Canadian National Railway;

Thence north-easterly along the centre line of the Railway to the centre line of Markham Road;

Thence northerly along the centre line of Markham Road to the centre line of the King's Highway No. 401;

Thence westerly along the centre line of the King's Highway No. 401 to the place of beginning.

WARD 16(a)

WARD 16(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of the King's Highway No. 401 and the centre line of Markham Road;

Thence southerly along the centre line of Markham Road to the centre line of the Canadian National Railway;

Thence easterly along the centre line of the Railway to the centre line of Kingston Road;

Thence north-easterly along the centre line of Kingston Road to the centre line of Morningside Avenue;

Thence northerly along the centre line of Morningside Avenue to the centre line of the King's Highway No. 401;

Thence westerly along the centre line of the King's Highway No. 401 to the place of beginning.

WARD 16(b)

WARD 16(b) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of the King's Highway No. 401 and 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 easterly along the centre line of the Railway to the middle of the creek lying west of Manse Road;

Thence south-easterly along the middle of the said creek to the northerly water's edge of Lake Ontario;

Thence north-easterly along the water's edge to the easterly boundary of the City of Toronto;

Thence north-westerly along the easterly boundary of the City to the centre line of the King's Highway No. 401;

Thence westerly along the centre line of the King's Highway No. 401 to the place of beginning.

WARD 17(a)

WARD 17(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the northerly boundary of the City of Toronto and the centre line of Kennedy Road;

Thence southerly along the centre line Kennedy Road to the centre line of Finch Avenue East;

Thence westerly along the centre line of Finch Avenue East to the centre line of Victoria Park Avenue;

Thence northerly along the centre line of Victoria Park Avenue to the northerly boundary of the City of Toronto;

Thence easterly along the northerly boundary of the City to the place of beginning.

WARD 17(b)

WARD 17(b) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the northerly boundary of the City of Toronto and 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 King's Highway No. 401;

Thence westerly along the centre line of the King's Highway No. 401 to the centre line of Birchmount Road;

Thence northerly along the centre line of Birchmount Road to the middle of West Highland Creek;

Thence south-easterly along the middle of West Highland Creek to the centre line of Kennedy Road;

Thence northerly along the centre line of Kennedy Road to the northerly boundary of the City of Toronto;

Thence easterly along the northerly boundary of the City to the place of beginning.

WARD 18(a)

WARD 18(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the northerly boundary of the City of Toronto and 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 King's Highway No. 401;

Thence easterly along the centre line of the King's Highway No. 401 to the centre line of Neilson Road;

Thence northerly along the centre line of Neilson Road to the centre line of Sheppard Avenue East;

Thence westerly along the centre line of Sheppard Avenue East to the centre line of Washburn Way;

Thence northerly along the centre line of Washburn Way to the centre line of Tapscott Road;

Thence northerly along the centre line of Tapscott Road to the centre line of the Canadian Pacific Railway;

Thence westerly along the centre line of the Railway to the centre line of Markham Road;

Thence northerly along the centre line of Markham Road to the northerly boundary of the City of Toronto;

Thence westerly along the northerly boundary of the City to the place of beginning.

WARD 18(b)

WARD 18(b) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the northerly boundary of the City of Toronto and the centre line of Markham Road;

Thence southerly along the centre line of Markham Road to the centre line of the Canadian Pacific Railway;

Thence easterly along the centre line of the Railway to the centre line of Tapscott Road;

Thence southerly along the centre line of Tapscott Road to the centre line of Washburn Way;

Thence southerly along the centre line of Washburn Way to the centre line of Sheppard Avenue East;

Thence easterly along the centre line of Sheppard Avenue East to the centre line of Neilson Road;

Thence southerly along the centre line of Neilson Road to the centre line of the King's Highway No. 401;

Thence easterly along the centre line of the King's Highway No. 401 to the easterly boundary of the City of Toronto;

Thence northerly along the easterly boundary of the City to the north-easterly angle of the City;

Thence westerly along the northerly boundary of the City to the place of beginning.

WARD 19(a)

WARD 19(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Runnymede Road and the centre line of the Canadian Pacific Railway lying north of Dundas Street West;

Thence easterly along the centre line of the Railway to the centre line of Keele Street;

Thence southerly along the centre line of Keele Street to the centre line of Bloor Street West;

Thence westerly along the centre line of Bloor Street West to the centre line of Howard Road dedicated as a park road by City of Toronto By-law 148-69;

Thence southerly along the centre line of Howard road to the centre line of Spring Road dedicated as a park road by said By-law;

Thence southerly along the centre line of Spring Road to the centre line of Colborne Road dedicated by said By-law;

Thence easterly along the centre line of Colborne Road to the centre line of Parkside Drive;

Thence southerly along the centre line of Parkside Drive and its southerly prolongation to the waters' edge of Lake Ontario;

Thence westerly along the water's edge of Lake Ontario to the centre line of the Humber River;

Thence northerly along the centre line of the Humber River to the intersection with the westerly prolongation of the southerly limit of the Toronto Transit Commission's Right-of-way;

Thence easterly to and along the southerly limit of the Toronto Transit Commission's Right-of-way to the centre line of Jane Street;

Thence northerly along the centre line of Jane Street to the centre line of Annette Street;

Thence easterly along the centre line of Annette Street to the centre line of Runnymede Road;

Thence northerly along the centre line of Runnymede Road to the place of beginning.

WARD 19(b)

WARD 19(b) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line Bloor Street West and the centre line of the Canadian National Railway lying west of Perth Avenue;

Thence south-easterly along the centre line of the Railway to the centre line of Queen Street West;

Thence westerly along the centre line of Queen Street West to the centre line of Dufferin Street;

Thence southerly along the centre line of Dufferin Street to the centre line of British Columbia Road;

Thence westerly along the centre line of British Columbia Road to intersect the southerly prolongation of the centre line of Spencer Avenue lying north of Springhurst Avenue;

Thence southerly along the southerly prolongation of Spencer Avenue to the northerly water's edge of Lake Ontario.

Thence westerly along the water's edge of Lake Ontario to the southerly prolongation of the centre line Parkside Drive;

Thence northerly to and along the centre line of Parkside Drive to the centre line of Colborne Road dedicated as a park road by City of Toronto By-law 148-69;

Thence westerly along the centre line of Colborne Road to the centre line of Spring Road dedicated as a park road by said By-law;

Thence northerly along the centre line of Spring Road to the centre line of Howard Drive dedicated by said By-law;

Thence northerly along the centre line of Howard Drive to the centre line of Bloor Street West;

Thence easterly along the centre line of Bloor Street West to the place of beginning.

WARD 20(a)

WARD 20(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Bloor Street West and the centre line of Ossington Avenue;

Thence southerly along the centre line of Ossington Avenue to the centre line of Queen Street West;

Thence easterly along the centre line of Queen Street West to the centre line of Shaw Street;

Thence southerly along the centre line of Shaw Street to the centre line of the Canadian National and Canadian Pacific Railway;

Thence easterly along the centre line of the Canadian National and Canadian Pacific Railway to the centre line of Strachan Avenue;

Thence southerly along the centre line of Strachan Avenue and its southerly prolongation to the westerly prolongation of the middle of the Western Gap;

Thence westerly along the western prolongation of the middle of the Western Gap to intersect the southerly prolongation of the centre line of Spencer Avenue lying north of Springhurst Avenue;

Thence northerly along the southerly prolongation of the centre line of Spencer Avenue to the centre line of British Columbia Road;

Thence easterly along the centre line of British Columbia Road to the centre line of Dufferin Street;

Thence northerly along the centre line of Dufferin Street to the centre line of Queen Street West;

Thence easterly along the centre line of Queen Street West to the centre line of the Canadian National and Canadian Pacific Railways;

Thence north-westerly along the centre line of the Railways being west of Perth Avenue to the centre line of Bloor Street West;

Thence easterly along the centre line of Bloor Street West to the place of beginning.

WARD 20(b)

WARD 20(b) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Bloor Street West and 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 intersect a line parallel with and distant 150 metres west from the westerly limit of Stadium Road;

Thence southerly and parallel with the westerly limit of Stadium Road to the northerly wall of the mooring basin north of the Western Gap;

Thence due south to the middle of the Western Gap;

Thence westerly along the middle of the Western Gap and the western prolongation thereof to intersect the southerly prolongation of the centre line of Strachan Avenue;

Thence northerly to and along the centre line of Strachan Avenue to the centre line of the Canadian National and Canadian Pacific Railway;

Thence westerly along the centre line of the Canadian National and Canadian Pacific Railway to the centre line of Shaw Street;

Thence northerly along the centre line of Shaw Street to the centre line of Queen Street West;

Thence westerly along the centre line of Queen Street West to the centre line of Ossington Avenue;

Thence northerly along the centre line of Ossington Avenue to the centre line of Bloor Street West;

Thence easterly along the centre line of Bloor Street West to the place of beginning.

WARD 21(a)

WARD 21(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of the Canadian Pacific Railway lying north of Dundas Street West and the centre line of the Canadian National Railway;

Thence easterly along the centre line of the Canadian Pacific Railway to the centre line of Ossington Avenue;

Thence northerly along the centre line of Ossington Avenue to the centre line of Davenport Road;

Thence easterly along the centre line of Davenport Road to the centre line of Christie Street;

Thence northerly along the centre line of Christie Street to the centre line of St. Clair Avenue West;

Thence westerly along the centre line of St. Clair Avenue West to the centre line of Dufferin Street;

Thence northerly along the centre line of Dufferin Street to the centre line of Rogers Road;

Thence westerly along the centre line of Rogers Road to the centre line of the Canadian Pacific and Canadian National Railway west of Keele Street;

Thence southerly along the centre line of the Railway to the place of beginning.

WARD 21(b)

WARD 21(b) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of the Canadian Pacific Railway lying north of Dundas Street West and Keele Street;

Thence southerly along the centre line of Keele Street to the centre line of Bloor Street West;

Thence easterly along the centre line of Bloor Street West to the centre line of Christie Street;

Thence northerly along the centre line of Christie Street to the centre line of Davenport Road;

Thence westerly along the centre line of Davenport Road to the centre line of Ossington Avenue;

Thence southerly along the centre line of Ossington Avenue to the centre line of the Canadian Pacific Railway;

Thence westerly along the centre line of the Canadian Pacific Railway to the place of beginning.

WARD 22(a)

WARD 22(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Yonge Street and the westerly prolongation of a line drawn parallel to and distant 7.87 metres measured southerly and at right angle to the northerly limit of Lot 2 on Registered Plan 1488Y;

Thence westerly along said parallel line to a line drawn parallel to and distant 6.1 metres measured easterly from the westerly limit of Yonge Street;

Thence northerly along said parallel line to the easterly prolongation of the northerly limit of Registered Plan E568;

Thence westerly to and along the northerly limits of Registered Plans E568, E584, E508 and E496 to the north-westerly angle of Lot 63 on Registered Plan E496;

Thence southerly along the westerly limits of Lots 63 and 88 on Plan E496 to the south-westerly angle of Lot 88;

Thence westerly to the intersection of the northerly prolongation of the easterly limit of the lands described in PIN 10349-0044(LT);

Thence southerly along the said northerly prolongation to the north-easterly angle of the lands described in PIN 10349-0044(LT);

Thence westerly along the northerly limit of the lands described in PIN 10349-0044(LT) to the intersection with the westerly limit of Lot 96 on said Plan E496;

Thence southerly along the westerly limits of Lots 96 and 121 on Plan E496 to the south-westerly angle of said Lot 121;

Thence westerly to the north-westerly angle of Lot 29 on Registered Plan 1706Y;

Thence southerly along the westerly limit of Lot 29 on Plan 1706Y to the south-westerly angle thereof;

Thence southerly to a point in the northerly limit of Lot 61 on Plan 1706Y, distant 7.62 metres measured westerly thereon from the north-easterly angle thereof;

Thence southerly along a line drawn parallel to the easterly limit of Lot 61 on Plan 1706Y to a point in the southerly limit of said Lot;

Thence westerly to the north-westerly angle of Lot 94 on Plan 1706Y;

Thence southerly along the westerly limit of Lot 94 said Plan 1706Y to the south-westerly angle thereof;

Thence southerly to a point in the northerly limit of Lot 126 on Plan 1706Y distant 9.93 metres measured westerly thereon from the north-easterly angle thereof;

Thence southerly parallel to the easterly limit of Lot 126 on Plan 1706Y to the southerly limit thereof;

Thence westerly to the north-westerly angle of Lot 159 on Plan 1706Y;

Thence southerly along the westerly limit of Lot 159 on Plan 1706Y to the south-westerly angle thereof;

Thence continuing southerly to the intersection with the centre line of Lot 191 on Plan 1706Y;

Thence southerly along the centre line of Lot 191 on Plan 1706Y to the southerly limit thereof;

Thence westerly to a point in the northerly limit of Lot 93A on Registered Plan 2247Y distant 5.66 metres measured westerly thereon from the north-easterly angle thereof;

Thence southerly to the south-easterly angle of Lot 93A on Plan 2247Y;

Thence southerly to a point in the northerly limit of Lot 36A on Registered Plan E565, distant 30.48 metres measured westerly thereon from the north-easterly angle thereof;

Thence southerly parallel to the easterly limit of Lot 36A on Plan E565 to the southerly limit thereof;

Thence westerly to the north-westerly angle of Lot 43 on Registered Plan E593;

Thence southerly to and along the westerly limits of Lots 43, 60, 77 and 94 on Plan E593 to the south-westerly angle of Lot 94 thereon;

Thence southerly to and along the westerly limits of Lots 136, 509, 728 and 1093 on Registered Plan M108, and its southerly prolongation to the northerly limit of Lot 950 on Registered Plan 1537Y;

Thence westerly along the northerly limit of Lot 950 on Registered Plan 1537Y, to the north-westerly angle of PART 2 on Plan 64R-13319;

Thence southerly along the westerly limit of said PART 2 to the south-westerly angle thereof;

Thence southerly to a point in the northerly limit of Lot 991 on said Plan 1537Y distant 5.15 metres measured easterly thereon from the north-westerly angle thereof;

Thence southerly to a point in the westerly limit of Lot 991 on said Plan 1537Y distant 2.37 metres measured northerly thereon from the south-westerly angle thereof;

Thence southerly along the westerly limit of Lot 991 on said Plan 1537Y, 2.37 metres to the south-westerly angle thereof;

Thence westerly along the southerly limit of Lot 990 on said Plan 1537Y a distance of 0.41 metres;

Thence southerly to a point in the northerly limit of Lot 1036 on said Plan 1537Y, distant 9.45 metres measured westerly thereon from the north-easterly angle thereof;

Thence easterly along the northerly limit of said Lot 1036 to the north-easterly angle thereof;

Thence southerly along the easterly limits of Lots 1036 and 1043 on said Plan 1537Y to the south-easterly angle of Lot 1043 thereon;

Thence southerly to the south-westerly corner of Lawrence Avenue West and Rosewell Avenue;

Thence southerly along the westerly limit of Rosewell Avenue to the north-easterly angle of PART 1 on Plan 63R-2172;

Thence westerly along the northerly limits of PARTS 1 and 2 on Plan 63R-2172 to the north-westerly angle of PART 2 thereon;

Thence southerly to a point in the northerly limit of Registered Plan M299 distant 53.34 metres measured westerly thereon from the westerly limit of Rosewell Avenue;

Thence westerly along to northerly limit of Plan M299 to the intersection with the easterly limit of Avenue Road;

Thence westerly to the north-easterly angle of Block C on Registered Plan M239, said point being the north-easterly angle of PART 1 on Plan 66R-16057;

Thence westerly along the northerly limit of PART 1 on Plan 66R-16057 to the north-westerly angle thereof;

Thence westerly to the north-easterly angle of Lot 4 on Registered Plan M544;

Thence westerly along the northerly limit of said Lot 4 to the north-westerly angle thereof;

Thence southerly along the westerly limit of said Lot 4 to the south-westerly angle thereof, being a point in the northerly limit of Kimbark Boulevard;

Thence westerly along the northerly limit of Kimbark Boulevard to the south-westerly angle of Lot 11 on Plan M544;

Thence north-westerly along the westerly limit of said Lot 11 to the north-westerly angle thereof;

Thence westerly to a point in the westerly limit of Kimbark Boulevard distant 1.81 metres measured southerly from the north-easterly angle of Lot 12 on Plan M544;

Thence westerly parallel to the northerly limit of Lot 12 on Plan M544 to the westerly limit thereof;

Thence southerly along the westerly limit of Lot 12 on Plan M544 and its prolongation southerly to the south-easterly angle of PART 2 on Plan R-638;

Thence westerly along the southerly limit of PART 2 on Plan R-638 to the south-westerly angle thereof;

Thence northerly along the westerly limit of PART 2 on Plan R-638 to the northerly limit of Registered Plan M87;

Thence westerly along the northerly limit of Plan M87 to the intersection with the northerly prolongation of the westerly limit of Lot 252 on Plan M87;

Thence southerly to and along the westerly limits of Lots 252, 239, 238, 60, 61 and 46 and the southerly prolongation of the westerly limit of Lot 46 on Plan M87 to the intersection with the northerly limit of Lot 2 on Registered Plan 1611Y;

Thence easterly along the northerly limit of Lot 2 on Plan 1611Y to the north-westerly angle of Lot 1 thereon;

Thence southerly along the westerly limits of Lots 1, 41, 42, 69 and 70 on Plan 1611Y to the south-westerly angle of said Lot 70;

Thence southerly to the north-westerly angle of Lot 256 on Registered Plan M346;

Thence southerly along the westerly limits of Lots 256 and 178 on Plan M346 to the south-westerly angle of said Lot 178;

Thence south-westerly to and along the westerly limit of Lot 100 on Plan M346 to the south-westerly angle thereof;

Thence westerly along the southerly limit of Plan M346 and its westerly prolongation to the centre line of Bathurst Street;

Thence southerly along the centre line of Bathurst Street to the easterly prolongation of the northerly limit of Registered Plan 1863Y;

Thence westerly along the northerly limit of Registered Plans 1863Y, 4416Y, 4732Y and 2423Y to the centre line of Allen Road;

Thence southerly along the centre line of Allen Road to the intersection with the centre line of Eglinton Avenue West;

Thence easterly along the centre line of Eglinton Avenue West to the intersection with the centre line of Bathurst Street;

Thence southerly along the centre line of Bathurst Street to the intersection with the westerly prolongation of the southerly limit of Lot 50 on Registered Plan M504;

Thence easterly to and along the southerly limit of Lots 50 and 1 to 5 inclusive on Registered Plan M504 and its easterly prolongation to a point in a line drawn at right angles to and distant 30 metres from the westerly limit of Old Forest Hill Road, said line commencing 16 metres measured southerly along the west side of Old Forest Hill Road from the south limit of Eglinton Avenue West;

Thence north-easterly along said line 30 metres to the westerly limit of Old Forest Hill Road;

Thence south-easterly to the intersection of the easterly limit of Old Forest Hill Road and the southerly limit of Lot 1 on Registered Plan 1560Y;

Thence easterly along the southerly limit Lots 1 to 9 inclusive, Lots 26 to 29 inclusive, 56, 57 and 58 on said Plan 1560Y and its easterly prolongation to the intersection with the centre line of Spadina Road;

Thence northerly along the centre line of Spadina Road to a line drawn parallel to and distant 33 metres measured southerly from the southerly limit of Eglinton Avenue West;

Thence easterly along said parallel line to the intersection of the centre line of the former Belt Line Railway;

Thence easterly along the centre line of the said former Railway to the centre line of Yonge Street;

Thence northerly along the centre line of Yonge Street to the place of beginning.

WARD 22(b)

WARD 22(b) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection the centre line of Bayview with the easterly prolongation of the southerly limit of Registered Plan M5;

Thence northerly along the centre line of Bayview Avenue to the intersection with the northerly limit of Eglinton Avenue East;

Thence westerly to the original westerly limit of Bayview Avenue;

Thence northerly along the original westerly limit of Bayview Avenue to its intersection with the easterly prolongation of the northerly limit of Registered Plan M586;

Thence westerly to and along the northerly limit of said Plan M586 to the westerly limit thereof;

Thence southerly to the north-easterly angle of Block X on Registered Plan 1544Y;

Thence westerly along the northerly limit of Plan 1544Y to the westerly limit thereof;

Thence to and along the southerly limit of Plan BA-2343 to the westerly limit thereof;

Thence northerly along the westerly limit of said Plan BA-2343 to the north-westerly angle thereof;

Thence northerly to the south-westerly angle of Plan BA-2195;

Thence northerly along the westerly limit of Plan BA-2195 to the north-westerly angle thereof;

Thence northerly to the south-westerly angle of Plan BA-2134;

Thence northerly along the westerly limit of Plan BA-2134 to the north-westerly angle thereof;

Thence northerly to the south-westerly angle of Block A on Registered Plan M197;

Thence northerly along the westerly limit of said Block A to the north-westerly angle thereof;

Thence easterly along the northerly limit of said Plan M197 to the intersection with the southerly prolongation of the westerly limit of PART 1 on Plan R-3991;

Thence northerly along said southerly prolongation to the south-westerly angle of said PART 1;

Thence westerly along the southerly limit of PART 2 on Plan R-1654 to the south-westerly angle thereof;

Thence northerly along the westerly limit of said PART 2 and the westerly limit of Plan R-8 to the north-westerly angle thereof;

Thence westerly along the southerly limits of Registered Plans 3807Y and 3703Y to the south-westerly angle of said Plan 3703Y;

Thence northerly along the westerly limit of said Plan 3703Y to the easterly angle in the westerly limit of Lot 5 on said Plan;

Thence westerly along said jog and continuing westerly to and along the southerly limit of Lot 15 on Registered Plan 205Y to the south-westerly angle of the lands described in Instrument NY58884;

Thence northerly along the westerly limits of the lands described in Instruments NY58884 and CA475534 to the north-westerly angle thereof;

Thence northerly to the south-easterly angle of Lot 63 on Registered Plan E511;

Thence northerly along the easterly limit of Plan E511 to its intersection with the southerly limit of Strathgowan Crescent;

Thence northerly to the most easterly limit of Lot 43 on said Plan E511;

Thence northerly to a point distant 12.05 metres measured south-easterly from the north-westerly angle of said Lot 48;

Thence easterly to and along the southerly limit of Lot 2 on Registered Plan 2163Y to a point distant 36.16 metres measured easterly from the south-westerly angle of said Lot 2;

Thence northerly to a point in the northerly limit of said Lot 2 distant 34.11 metres measured easterly from the north-westerly angle thereof;

Thence westerly along the northerly limit of said Lot 2 to the south-easterly angle of Lot 278 on Registered Plan 1534Y;

Thence northerly along the easterly limit of said Lot 278 to the north-easterly angle thereof;

Thence northerly to the south-easterly angle of the lands described in Instrument TB305270;

Thence northerly along the easterly limit of lands described in Instrument TB305270 to a point in the northerly limit of Lot 370 on Plan 1534Y;

Thence easterly to the south-easterly angle of Lot 378 on said Plan 1534Y;

Thence northerly along the easterly limit of said Lot 378 to the north-easterly angle thereof;

Thence northerly to the north-westerly angle of Lot 600 on said Plan 1534Y;

Thence northerly to a point in the southerly limit of Lot 684 on said Plan 1534Y where it is intersected with the easterly limit of the lands described in Instrument TB700400;

Thence to and along the easterly limit of the lands described in Instruments TB700400 and TB700015 to a point in the northerly limit of Lot 684 on said Plan 1534Y;

Thence north-easterly to the south-easterly angle of Lot 770 on said Plan 1534Y;

Thence northerly to and along the easterly limit of Lots 770 and 813 on said Plan 1534Y to the north-easterly angle of said Lot 813;

Thence northerly to the south-westerly angle of Lot 858 on said Plan 1534Y;

Thence north-easterly along the south-easterly limits of Lots 858 and 857 on said Plan 1534Y to the most easterly angle of said Lot 857;

Thence north-westerly along the easterly limit of Lot 857 on said Plan 1534Y to the most northerly angle thereof;

Thence northerly along the easterly limit of Lot 908 on said Plan 1534Y to the southerly limit of Lawrence Avenue East;

Thence northerly to a point in the southerly limit of Lot 270 on Registered Plan 1707Y, distant 6.1 metres measured easterly thereon from the south-westerly angle thereof;

Thence northerly parallel to the westerly limit of Lot 270 on said Plan 1707Y, to the northerly limit of said Lot being also the southerly limit of Lot 267 on said Plan 1707Y;

Thence easterly along said southerly limit of Lot 267 on said Plan 1707Y to the westerly limit of the lands described in Instrument TB371011;

Thence northerly along the westerly limit of the lands described in Instrument TB371011 to a point in the southerly limit of Wanless Crescent;

Thence northerly to the south-westerly angle of Lot 55 on Registered Plan 3257Y being also the easterly limit of Braeside Road;

Thence easterly along the southerly limit of said Lot 55 to the south-easterly angle thereof;

Thence northerly along the easterly limits of Lots 55 to 59 inclusive to the south-easterly angle of Lot 60 on said Plan 3257Y;

Thence westerly, northerly and easterly along the southerly, westerly and northerly limits of said Lot 60 to the north-easterly angle thereof;

Thence northerly to a point in the northerly limit of Milden Hall Road, being distant 3.05 metres westerly from the south-easterly angle of Lot 9 on Registered Plan 2473Y;

Thence northerly to a point in the northerly limit of said Lot 9 distant 3.05 metres measured westerly from the north-easterly angle of said Lot;

Thence continuing northerly along the northerly prolongation of a line drawn parallel to and distant 3.05 metres west from the easterly limit of said Lot 9 to the southerly limit of PART 7 on Plan 64R-2776;

Thence westerly along the southerly limit of said PART 7 to the south-westerly angle thereof;

Thence northerly along the westerly limit of said PART 7 on Plan 64R-2776 to the north-westerly angle thereof;

Thence westerly along the northerly limit of Block A on Plan E-591 to the south-westerly angle of Lot 53 on Registered Plan M275;

Thence north-easterly along the westerly limit of Lot 53 on said Plan M275 to the most northerly angle thereof;

Thence northerly to south-easterly angle of said Lot 79;

Thence northerly along the easterly limit of said Lot 79 to the north-easterly angle thereof;

Thence in a north-westerly direction along the southerly and westerly limits of Block U on Registered Plan M289 to the north-westerly angle thereof;

Thence northerly to the north-easterly angle of Block B on Registered Plan E696;

Thence westerly along the northerly limit of Block B on said Plan E696 and the southerly, south-westerly and westerly limits of Block A on Registered Plan E717 to the most northerly angle of said Block A;

Thence north-westerly along the westerly limit of Lot 11 on Registered Plan 1720Y to the north-westerly angle thereof being also the northerly limit of Teddington Park Avenue;

Thence westerly along the northerly limit of Teddington Park Avenue 89.61 metres more or less to a point distant 68.28 metres measured easterly from a jog in the northerly limit of Teddington Park Avenue;

Thence northerly at right angles to the northerly limit of Teddington Park Avenue, 23.88 metres;

Thence north-westerly 45.3 metres more or less to a point of intersection of a line drawn parallel to and distant 48.91 metres north of the northerly limit of Teddington Park Avenue and a line drawn at right angles to the northerly limit of Teddington Park Avenue distant 30.48 metres measured easterly from the said jog;

Thence north-westerly a distance of 5.14 metres to the point of intersection with a line distant 28.79 metres measured easterly from the easterly limit of PART 1 on Plan 63R-1065 and a line distant 51.82 metres measured northerly from the southerly angle of the jog in Teddington Park Avenue;

Thence westerly 28.79 metres to a point in the easterly limit of PART 1 on Plan 63R-1065, distant 18.24 metres measured southerly thereon from the north-easterly angle thereof;

Thence northerly 18.24 metres to the north-easterly angle of PART 1 on Plan 63R-1065;

Thence westerly along the northerly limit of PART 1 on Plan 63R-1065 and the northerly limit of Registered Plan 1680Y to the most easterly limit of Mount Pleasant Road;

Thence northerly along the easterly limit of Mount Pleasant Road to its intersection with the easterly prolongation of the southerly limit of Lot 21 on Registered Plan 1578Y;

Thence westerly to and along the southerly limit of said Lot 21 on Plan 1578Y to the south-westerly angle thereof;

Thence southerly along the westerly limits of Lots 20 and 19 on said Plan 1578Y to the northerly limit of Lot 17 on Plan 1578Y;

Thence westerly along the northerly limit of said Plan 1578Y to a point distant 9.14 metres measured westerly from the south-westerly angle of Lot 6 on Registered Plan 1488Y;

Thence northerly along a line drawn parallel to the easterly limit of Lot 5 on Plan 1488Y, 15.93 metres;

Thence westerly parallel to the southerly limits of Lots 5 and 4 on said Plan 1488Y to its intersection with the easterly limit of Doncliffe Drive;

Thence north-westerly to a point in the westerly limit of Doncliffe Drive, being the south-easterly angle of PART 1 on Plan 64R-7482;

Thence westerly along the southerly limit of PART 1 on Plan 64R-7482 and its westerly prolongation to a point distant 30.48 metres measured easterly along the said prolongation from the easterly limit of Yonge Street;

Thence northerly parallel to the easterly limit of Yonge Street to a point distant 7.87 metres measured southerly and at right angles to the northerly limit of Lot 2 on said Plan 1488Y;

Thence westerly parallel to the northerly limit of Lot 2 on said Plan 1488Y and its westerly prolongation to the intersection with the centre line of Yonge Street;

Thence southerly along the centre line of Yonge Street to the centre line of the former Belt Line Railway;

Thence easterly along the centre line of the said former Railway to the southerly prolongation of the easterly limit of Lot 144 on Registered Plan M5;

Thence northerly along the said southerly prolongation to the south-easterly angle of Lot 144 on said Plan M5;

Thence easterly along the southerly limit of said Plan M5 and its easterly prolongation to the place of beginning.

WARD 23(a)

WARD 23(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Christie Street and the centre line of the Canadian Pacific Railway, north of Dupont Street;

Thence northerly along the centre line of Christie Street to the centre line of St Clair Avenue West;

Thence easterly along the centre line of St. Clair Avenue West to the southerly prolongation of the limit between Lots 3 and 4 on Registered Plan 911Y;

Thence northerly to and along the limit between Lots 3 and 4 to the north-westerly angle of Lot 3 on said Plan 911Y;

Thence easterly along the northerly limit of Lot 3 to the south-westerly angle of Lot 11 on said Plan 911Y;

Thence northerly to and along the westerly limit of Lots 11 to 20 inclusive on Plan 911Y and the westerly limit of Lots 32, 31, 30, 29, 28, 27, 26, 25, 24, 23, 1, 2, 3 and 4 on Registered Plan 711Y to the north-westerly angle of Lot 4 thereon;

Thence westerly along the 0.305 metre Reserve on said Plan 711Y to the north-westerly angle thereof;

Thence southerly along the westerly limit of the 0.305 metre Reserve and the Lane on said Plan 711Y to the northerly limit of Bantry Avenue;

Thence westerly along the northerly limit of Bantry Avenue to the south-westerly angle of Lot 14 on said Plan 711Y;

Thence westerly to and along the southerly limit of Registered Plan 1688Y and its westerly prolongation to the centre line of Bathurst Street;

Thence northerly along the centre line of Bathurst Street to the intersection with the westerly prolongation of the southerly limit of Lot 50 on Registered Plan M504;

Thence easterly to and along the southerly limit of Lots 50 and 1 to 5 inclusive on Registered Plan M504 and its easterly prolongation to a point in a line drawn at right angles to and distant 30 metres from the westerly limit of Old Forest Hill Road, said line commencing 16 metres measured southerly along the west side of Old Forest Hill Road from the southerly limit of Eglinton Avenue West;

Thence north-easterly along said line 30 metres to the westerly limit of Old Forest Hill Road;

Thence south-easterly to the intersection of the easterly limit of Old Forest Hill Road and the southerly limit of Lot 1 Registered Plan 1560Y;

Thence easterly along the southerly limit of Lots 1 to 9 inclusive, 26 to 29 inclusive, 56, 57 and 58 on said Plan 1560Y and its easterly prolongation to the centre line of Spadina Road;

Thence northerly along the centre line of Spadina Road to a line drawn at right angles to and distant 33 metres measured southerly from the southerly limit of Eglinton Avenue West;

Thence easterly along the said parallel line to the intersection with the centre line of the former Belt Line Railway;

Thence easterly along the centre line of the former Railway to the centre line of Yonge Street;

Thence southerly along the centre line of Yonge Street to the intersection with the westerly prolongation of the southerly limit of Mount Pleasant Cemetery;

Thence westerly to and along the southerly limit of Mount Pleasant Cemetery to the middle of the Vale of Avoca Ravine;

Thence southerly along the middle of the Vale of Avoca Ravine to the centre line of the Canadian Pacific Railway south of Shaftesbury Avenue;

Thence westerly along the centre line of the Canadian Pacific Railway to the place of beginning.

WARD 23(b)

WARD 23(b) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line Bloor Street West and the centre line of Christie Street;

Thence northerly along the centre line of Christie Street to the centre line of the Canadian Pacific Railway, north of Dupont Street;

Thence easterly along the centre line of the Canadian Pacific Railway to the middle of the Vale of Avoca Ravine;

Thence northerly along the middle of the Vale of Avoca Ravine to the southerly limit of Mount Pleasant Cemetery;

Thence westerly along the southerly limit of Mount Pleasant Cemetery and its westerly prolongation to the centre line of Yonge Street;

Thence northerly along the centre line of Yonge Street to the centre line of the former Belt Line Railway;

Thence easterly along the centre line of the former Railway to the southerly prolongation of the easterly limit of Lot 144 on Registered Plan M5;

Thence northerly along the said southerly production to the south-easterly angle of Lot 144 on said Plan M5;

Thence easterly along the southerly limit of said Plan M5 and its easterly prolongation to the centre line of Bayview Avenue;

Thence southerly along the centre line of Bayview Avenue to the centre line of Moore Avenue;

Thence westerly along the centre line of Moore Avenue to the intersection with the easterly limit of the former City of Toronto as established by the City of Toronto Act (1947) R.S.O. 11 Geo. VI;

Thence southerly along the said easterly limit of the former City of Toronto to the north-easterly angle of PART 14 on Plan 64R-13341;

Thence southerly along the easterly limit of Plan 64R-13341 to the south-easterly angle of PART 24 thereon;

Thence easterly along the limit between Township Lots 19 and 20 in Concession 2 From the Bay to the middle of the Don River;

Thence southerly along the middle of the Don River to the south-easterly prolongation of the centre line of Rosedale Valley Road;

Thence north-westerly to and along the centre line of Rosedale Valley Road to the centre line of Bloor Street East;

Thence westerly along the centre line of Bloor Street East and Bloor Street West to the place of beginning.

WARD 24(a)

WARD 24(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Bloor Street West and 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 intersect a line parallel with and distant 150 metres west from the westerly limit of Stadium Road;

Thence southerly and parallel with the westerly limit of Stadium Road to the northerly wall of the mooring basin north of the Western Gap;

Thence due south to the middle of the Western Gap;

Thence westerly along the middle of the Western Gap and the western prolongation thereof to intersect a line parallel with and distant 400 metres measured westerly from the water's edge of Lake Ontario;

Thence southerly and easterly and parallel to the water's edge of Lake Ontario to intersect the southerly prolongation of the middle of the Eastern Gap;

Thence northerly to and along the middle of the Eastern Gap to the northerly limit of the Eastern Gap;

Thence northerly to the intersection of the southerly prolongation of the centre line of Parliament Street and the easterly prolongation of the southerly face of northerly sea wall of the Toronto Harbour;

Thence westerly along the southerly face of the northerly sea wall of the Toronto Harbour to the easterly limit of the Yonge Street Slip;

Thence northerly along the easterly limit of the Yonge Street Slip and its northerly prolongation to the centre line of Queens Quay West;

Thence westerly along the centre line of Queens Quay West to the centre line of Bay Street;

Thence northerly along the centre line of Bay Street to the centre line Bloor Street West;

Thence westerly along the centre line of Bloor Street West to the place of beginning.

WARD 24(b)

WARD 24(b) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Bloor Street West and the centre line of Bay Street;

Thence southerly along the centre line of Bay Street to the centre line of Queens Quay West;

Thence easterly along the centre line of Queens Quay West to the northerly prolongation of the westerly face of the easterly sea wall of the Yonge Street Slip;

Thence southerly along the said westerly face of sea wall of the Yonge Street Slip to the southerly face of the northerly sea wall of the Toronto Harbour;

Thence easterly along the said southerly face of sea wall of the Toronto Harbour and its easterly prolongation to the intersection with the southerly prolongation of the centre line of Parliament Street;

Thence northerly to and along the centre line of Parliament Street to the centre line of Front Street East;

Thence westerly along the centre line of Front Street East to the centre line of Sherbourne Street;

Thence northerly 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 and Bloor Street West to the place of beginning.

WARD 25(a)

WARD 25(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Bloor Street East and the centre line of Sherbourne Street;

Thence southerly along the centre line of Sherbourne Street to the centre line of Front Street East;

Thence easterly along the centre line of Front Street East to the centre line of Parliament Street;

Thence southerly along the centre line of Parliament Street and the southerly prolongation thereof to the intersection with easterly prolongation of the southerly face of the northerly sea wall of Toronto Harbour;

Thence southerly along a line drawn to the middle of the northerly limit Eastern Gap to a point where it is intersected with the westerly prolongation of the southerly face of the northerly wall of the Ship Channel;

Thence easterly to and along the southerly face of wall of the Ship Channel and its easterly prolongation to the centre line of Cherry Street;

Thence northerly along the centre line of Cherry Street to the centre line of Commissioners Street;

Thence easterly along the centre line of Commissioners Street to the centre line of the Don Roadway;

Thence northerly along the centre line of the Don Roadway and continuing northerly along the centre line of the Don Valley Parkway to the westerly prolongation of the northerly limit of Registered Plan 1464Y;

Thence westerly along the said westerly prolongation to the middle of the Don River;

Thence southerly along the middle of the Don River to intersect the south-easterly prolongation of the centre line of Rosedale Valley Road;

Thence north-westerly to and along the centre line of Rosedale Valley Road to the centre line of Bloor Street East;

Thence westerly along the centre line of Bloor Street East to the place of beginning.

WARD 25(b)

WARD 25(b) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Cherry Street and the easterly prolongation of the southerly face of the northerly wall of the Ship Channel;

Thence westerly along the said southerly face of wall of the Ship Channel and its westerly prolongation to the intersection with a line drawn from a point where the southerly prolongation of the centre line of Parliament Street intersects the southerly face of the northerly sea wall of the Toronto Harbour, to the middle of the northerly limit of the Eastern Gap;

Thence southerly along said line to the middle of the northerly limit of the Eastern Gap;

Thence southerly along the middle of the Eastern Gap and the southerly prolongation thereof to intersect a line parallel with and distant 400 metres south of the water's edge of Lake Ontario;

Thence due south 1800 metres to a point;

Thence due east to intersect the southerly prolongation of the centre line of Leslie Street;

Thence northerly to and along the centre line of Leslie Street to the centre line of Queen Street East;

Thence westerly along the centre line of Queen Street East to the centre line of Jones Avenue;

Thence northerly along the centre line of Jones Avenue to the centre line of Danforth Avenue;

Thence easterly along the centre line of Danforth Avenue to the centre line of Donlands Avenue;

Thence northerly along the centre line of Donlands Avenue to intersect the easterly prolongation of the northerly limit of Registered Plan 417E;

Thence westerly to and along the northerly limit of the said Plan to the north-westerly angle of Lot 172 thereon;

Thence westerly along the northerly limit of a Lane dedicated by By-law 11491 to a point in the southerly limit of Lot 10 on Registered Plan 645Y distant 36.58 metres measured easterly thereon from the easterly limit of Langford Avenue;

Thence southerly parallel to the easterly limit of Langford Avenue a distance of 1.93 metres;

Thence westerly to a point in the easterly limit of Langford Avenue distant 1.93 metres south of the south-westerly angle of said Lot 10;

Thence westerly to a point in the westerly limit of Langford, distant 1.45 metres southerly from the north-easterly angle of Lot 43 on Registered Plan 948Y;

Thence in a straight line to and along the centre line of wall between the house located on Lot 43 and the house to the north thereof located on Lots 43 and 44 and continuing westerly in a straight

line 36.3 metres more or less to the westerly limit of Lot 43 at a point 1.4 metres measured southerly thereon from the north-westerly angle thereof;

Thence north-westerly to the south-easterly angle of Lot 48 on Registered Plan M342;

Thence westerly along the southerly limit of the said Plan to the south-easterly angle of Lot 47 thereon;

Thence westerly to and along the northerly limits of Registered Plans 1457Y and 446E and the southerly limits of Registered Plans 2111Y and 1069Y to the south-easterly angle of Lot 126 on Registered Plan M368;

Thence northerly along the easterly limit of said Plan M368 to the north-easterly angle thereof;

Thence westerly along the northerly limit of Plan M368 to the south-easterly angle of Lot 47 on Registered Plan M439;

Thence northerly along the easterly limit of Lot 47, being the westerly limit of Arundel Avenue, to a line drawn parallel to and distant 3.6 metres north of the southerly limit of said Lot 47;

Thence westerly along said parallel line to the westerly limit of Lot 47;

Thence southerly along said westerly limit to the south-westerly angle Lot 47;

Thence westerly along the southerly limit of Plan M439 to the south-easterly angle of Lot 29 thereon;

Thence northerly along the easterly limit of said Lot 29 to a line drawn parallel to and distant 3.66 metres north of the southerly limit of Lot 29;

Thence westerly along said parallel line to the westerly limit of said Lot 29, being the easterly limit of Jackman Avenue;

Thence southerly along the easterly limit of Jackman Avenue to the south-westerly angle of Lot 29;

Thence westerly continuing along the southerly limit of said Plan M439 to a line drawn parallel to and distant 0.91 metres west of the easterly limit of Lot 21 thereon;

Thence northerly along said parallel line to the northerly limit of said Lot;

Thence westerly 1.81 metres more or less along said northerly limit to a line drawn parallel to and distant 7.31 metres east of the westerly limit of said Lot 21;

Thence southerly along said parallel line to the south limit of said Lot;

Thence westerly along the southerly limit of Plan M439 to the centre line of Broadview Avenue;

Thence southerly along the centre line of Broadview Avenue to intersect the easterly prolongation of the northerly limit of Lot 24 on Registered Plan 2191Y;

Thence to and along the northerly and westerly limits of Plan 2191Y to a point in the northerly limit of Registered Plan 1464Y;

Thence westerly along the westerly prolongation of the northerly limit of Plan 1464Y to the centre line of the Don Valley Parkway;

Thence southerly along the centre line of the Don Valley Parkway and continuing along the centre line of the Don Roadway to the centre line of Commissioners Street;

Thence westerly along the centre line of Commissioners Street to the centre line of Cherry Street;

Thence southerly along the centre line of Cherry Street to the place of beginning.

WARD 26(a)

WARD 26(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the westerly prolongation of the northerly limit of Registered Plan 551E and the centre line of Donlands Avenue;

Thence southerly along the centre line of Donlands Avenue to the centre line of Danforth Avenue;

Thence westerly along the centre line of Danforth Avenue to the centre line of Jones Avenue;

Thence southerly along the centre line of Jones Avenue to the centre line of Queen Street East;

Thence easterly 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 the southerly prolongation thereof to the water's edge of Lake Ontario;

Thence easterly along the water's edge of Lake Ontario to the southerly prolongation of the centre line of Coxwell Avenue;

Thence northerly to and along the centre line of Coxwell Avenue to the centre line of Eastwood Road;

Thence easterly along the centre line of Eastwood Road to the northerly prolongation of the westerly limit of Lot 219 on Registered Plan E465;

Thence southerly to and along the westerly limit of said Lot 219 to the south-westerly angle thereof;

Thence easterly along the southerly limits of Lots 219 to 233, inclusive, to the south-easterly angle of Lot 233 on said Plan E465;

Thence northerly along the easterly limit of said Lot 233 and its northerly prolongation to the centre line of Eastwood Road

Thence easterly along the centre line of Eastwood Road to the centre line of Woodbine Avenue;

Thence northerly along the centre line of Woodbine Avenue to the intersection with the easterly prolongation of the southerly limit of Strathmore Boulevard;

Thence westerly to and along the southerly limit of Strathmore Boulevard to the north-westerly angle of Lot 29 on Registered Plan 550E;

Thence northerly to and along the westerly limits of Lots 30, 31, 32, 33 and 34 on Registered Plan 2170Y and the northerly prolongation thereof to a point in the northerly limit of Wolverleigh Boulevard;

Thence westerly along the northerly limit of Wolverleigh Boulevard to a point distant 12.80 metres west of the easterly limit of Lot 77 on Plan 2170Y;

Thence northerly parallel to the easterly limit of Lot 77 to a point distant 2.44 metres north of the southerly limit of Lot 85 and distant 2.44 metres east of the westerly limit thereof;

Thence easterly parallel to the southerly limits of Lots 85 and 86 on Plan 2170Y to a point in the easterly limit of Lot 86;

Thence northerly along the westerly limits of Lots 89, 90, 91, 92, 93, 94, 95 and 96 and the northerly prolongation thereof to a point in the northerly limit of Milverton Boulevard;

Thence easterly along the northerly limit of Milverton Boulevard to the westerly limit of Woodbine Avenue;

Thence northerly along the westerly limit of Woodbine Avenue to the north-easterly angle of Lot 136 on Plan 2170Y;

Thence westerly along the northerly limit of said Plan 2170Y to the north-easterly angle of Lot 124 thereon;

Thence southerly along the easterly limit of said Lot 124, 2.54 metres;

Thence westerly to a point in the westerly limit of said Lot 124 distant 2.59 metres south of the north-westerly angle thereof;

Thence northerly 2.59 metres more or less to the north-westerly angle of said Lot 124;

Thence westerly along the northerly limits of Plans 558E and 571E to the north-easterly angle of Lot 155 on said Plan 571E;

Thence northerly along the easterly limit of Woodington Avenue, 1.52 metres;

Thence westerly parallel to the northerly limit of said Lot 155 a distance of 30.38 metres;

Thence southerly parallel with the westerly limit of Woodington Avenue, 1.52 metres to the northerly limit of said Lot 155;

Thence westerly to and along the northerly limit of Registered Plan 602E to the north-easterly angle of Lot 291 on Registered Plan 557E;

Thence southerly along the easterly limit of said Lot 291 a distance of 0.30 metres;

Thence westerly parallel to the northerly limit of said Lot 291 to the easterly limit of Coxwell Avenue;

Thence northerly along the easterly limit of Coxwell Avenue to the north-westerly angle of said Lot 291;

Thence westerly along the northerly limits of Registered Plans 557E and 534E to the north-easterly angle of Lot 38 on Plan 534E;

Thence northerly along the westerly limit of Linsmore Crescent a distance of 1.22 metres;

Thence westerly parallel to the northerly limit of said Lot 38 a distance of 30.48 metres;

Thence southerly, 1.22 metres more or less, to the northerly limit of said Lot 38;

Thence westerly along the northerly limits of Registered Plans 534E and 551E and the westerly prolongation thereof to the place of beginning;

WARD 26(b)

WARD 26(b) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the southerly prolongation of the centre line of Coxwell Avenue and the water's edge of Lake Ontario;

Thence easterly along the water's edge of Lake Ontario to intersect the southerly prolongation of the centre line of Nursewood Road;

Thence northerly along the said southerly prolongation to the southerly limit of Nursewood Avenue;

Thence easterly along the southerly limit of Nursewood Avenue to the easterly limit thereof;

Thence northerly along the said easterly limit of Nursewood Avenue to the southerly limit of Queen Street East;

Thence westerly along the southerly limit of Queen Street East to the centre line of Nursewood Avenue;

Thence northerly to and along the easterly limit of Registered Plan 502E to the north-easterly angle thereof;

Thence northerly along the easterly limit of Lot 165 on Registered Plan 1408Y to the north-easterly angle thereof;

Thence northerly to and 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 intersect the southerly prolongation of the westerly limit of registered Plan 701Y;

Thence northerly to and along the westerly limit of Plan 701Y to the north-easterly angle of Lot 52 on Registered Plan 579E;

Thence westerly along the northerly limits of Lots 52, 31, 30, 10 and 9 on said Plan 579E to the easterly limit of Dawes Road;

Thence continuing westerly to a point in the westerly limit of Dawes Road distant 2.27 metres measured northerly thereon from the north-easterly angle of Lot 22 on Registered Plan 777Y;

Thence westerly 32.54 metres more or less to a point in the easterly limit of Block A on Registered Plan 2110Y distant 3.35 metres measured northerly thereon from the southerly limit thereof;

Thence southerly along the easterly limit of said Block A, 3.35 metres to the northerly limit of said Plan 777Y;

Thence westerly along the northerly limit of Plan 777Y to the north-westerly angle of Lot 31 thereon;

Thence southerly along the westerly limit of said Lot 31, 3.05 metres more or less to the northerly limit of a Lane dedicated by By-law 14280;

Thence in a westerly direction along the northerly limit of said Lane to the easterly limit of Palmer Street;

Thence westerly to the intersection of a line drawn parallel to and distant 7.62 metres north of the northerly limits of Lots 79 and 62 on Registered Plan 1351Y and the westerly limit of Palmer Street;

Thence continuing westerly along said parallel line to the intersection with the westerly limit of Lot 63 on said Plan 1351Y;

Thence westerly to and along the southerly limit of Lot 24 on Registered Plan 1081Y to the south-westerly angle thereof;

Thence westerly to and along the southerly limit of Lot 27 on Registered Plan 1368Y to the south-westerly angle thereof;

Thence westerly to and along the southerly limit of Lot 31 on Plan 1368Y and the westerly prolongation thereof to a point in the easterly limit of Lot 50 on Plan 1368Y;

Thence northerly along the easterly limits of Lots 50 and 49 on Plan 1368Y to the north-easterly angle of said Lot 49;

Thence westerly along the northerly limit of said Lot 49 to the north-westerly angle thereof;

Thence westerly to and along the northerly limits of Lots 34, 32, 31, 30, 29, 28, 27, 26, 25, 23, 21, 20, 19, 18, 17, 16, 15, 14 and 12 on Registered Plan 1770Y to the north-westerly angle of said Lot 12;

Thence southerly along the westerly limit of said Plan 1770Y to the intersection with a line drawn parallel to and distant 100.58 metres north of the northerly limit of Danforth Avenue;

Thence westerly along said parallel line 17.7 metres more or less to a point in the westerly limit of Lot 1 on Registered Plan 271Y;

Thence westerly to and along the northerly limit of Lot 16 on Registered Plan 869Y to the north-westerly angle thereof;

Thence southerly along the westerly limit of Plan 869Y, being along the easterly limit of Gledhill Avenue, to the south-westerly angle of Lot 14 on said Plan 869Y;

Thence easterly along the southerly limit of the lands described in **THIRDLY** in Instrument CT248792 to the south-easterly angle of said Lot 14;

Thence southerly along the easterly limits of Lots 13, 12 and 11 to the intersection with a line drawn parallel to and distant 1.83 metres south of the northerly limit of said Lot 11;

Thence westerly along said parallel line to the centre line of Gledhill Avenue;

Thence southerly along the centre line of Gledhill Avenue to the intersection with the easterly prolongation of a line drawn parallel to and distant 32.61 metres north of the northerly limit of Danforth Avenue;

Thence westerly along said parallel line to a point in the easterly limit of Lot 1 on Registered Plan 1336Y;

Thence northerly along the easterly limit of said Plan 1336Y to the north-easterly angle of Lot 5 thereon;

Thence westerly along the northerly limit of said Lot 5 and the westerly prolongation thereof to the centre line of Cedarvale Avenue;

Thence southerly along the centre line of Cedarvale Avenue to the intersection with the easterly prolongation of the southerly limit of PART 5 on Plan 66R-5626;

Thence westerly to and along the southerly limit of said PART 5 and the westerly prolongation thereof to the centre line of Woodbine Avenue;

Thence southerly along the centre line of Woodbine Avenue to the centre line of Eastwood Road;

Thence westerly along the centre line of Eastwood Road to the northerly prolongation of the easterly limit of Lot 233 on Registered Plan E465;

Thence southerly to and along the easterly limit of said Lot 233 to the south-easterly angle thereof;

Thence westerly along the southerly limits of Lots 219 to 233, inclusive, on said Plan E465 to the south-westerly angle of said Lot 219;

Thence northerly along the westerly limit of said Lot 219 and its northerly prolongation to the centre line of Eastwood Road;

Thence westerly along the centre line of Eastwood Road to the centre line of Coxwell Avenue;

Thence southerly along the centre line of Coxwell Avenue and the southerly prolongation thereof to the place of beginning.

WARD 27(a)

WARD 27(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Eglinton Avenue West and the centre line of the Canadian National Railway lying west of Caledonia Road;

Thence northerly along said centre line of the Railway to the intersection of the easterly prolongation of the southerly limit of Registered Plan 4026Y;

Thence westerly along the southerly limit of said Plan 4026Y and its westerly prolongation to the easterly limit of Keele Street;

Thence westerly to and along the northerly limit of Registered Plans 4308Y and 3960Y to the north-easterly angle of PART 2 on Plan 64R-12011;

Thence southerly along the easterly limit of said PART 2 to the south-easterly angle thereof;

Thence westerly along the southerly limit of said PART 2 and its westerly prolongation a distance of 70.90 metres;

Thence northerly 18.29 metres to the south-westerly angle of Lot 9 on Registered Plan 5759Y;

Thence westerly continuing along the southerly limits of Registered Plans 5759Y and 4762Y, the limit between Township Lots II and III in Concession IV West of Yonge Street and the northerly limit of Registered Plan 2562Y to the most easterly angle of PART 2 on Plan 64R-11741;

Thence south-westerly along the south-easterly limits of PARTS 2 and 1 on Plan 64R-11741 and its south-westerly prolongation to the intersection with the south-westerly limit of Industry Street;

Thence north-westerly along the south-westerly limit of Industry Street to a point distant 70.17 metres measured south-easterly from the north-easterly angle of Block B on Registered Plan 2562Y;

Thence south-westerly at right angles to the south-westerly limit of Industry Street, 243.84 metres more or less to the intersection with the north-easterly limit of the Canadian National and Canadian Pacific Railways lands;

Thence north-westerly along the said north-easterly limit of the Railway lands to the centre line of Lippincott Street;

Thence easterly along the centre line of Lippincott Street to the centre line of Jane Street;

Thence northerly along the centre line of Jane Street to the centre line of Denison Road;

Thence westerly along the centre line of Denison Road to its intersection with the southerly prolongation of the easterly limit of Registered Plan 66M-2326;

Thence northerly to and along the easterly limit of said Plan 66M-2326 to the south-westerly angle of Registered Plan M-1772;

Thence westerly along the southerly limit of said Plan M-1772 to its intersection with the centre line of Jane Street;

Thence northerly along the centre line of Jane Street to the centre line of Woodward Avenue;

Thence westerly along the centre line of Woodward Avenue to the south-easterly angle of PART 1 on Plan 66R-7544;

Thence northerly to and along the easterly limits of Lots 397, 396 and 395 on Registered Plan M413 to the north-easterly angle of Lot 395 thereon;

Thence westerly along the northerly limit of Lot 395 on said Plan M413 to the north-westerly angle thereof;

Thence northerly along the westerly limit of Lot 394 on said Plan M413 to the north-westerly angle thereof;

Thence easterly along the southerly limit of Lot 393 on said Plan M413 to the south-easterly angle thereof;

Thence northerly along the easterly limits of Lots 393, 392 and 391 to the north-easterly angle of Lot 391 on said Plan M413;

Thence north-westerly to the north-westerly angle of Lot 391 on said Plan M413;

Thence southerly along the easterly limit of Lot 383 on said Plan M413 to the south-easterly angle thereof;

Thence westerly along the northerly limit of Lot 384 on said Plan M413 to the north-westerly angle thereof;

Thence southerly along the westerly limit of Lot 384 on said Plan M413 to the south-westerly angle thereof;

Thence westerly along the northerly limit of PART 2 on Plan 66R-7544 to the south-easterly angle of Lot 375 on said Plan M413;

Thence northerly along the westerly limits of Lots 375, 374, 373, 372 371 and 370 on said Plan M413 to the most northerly angle of Lot 370;

Thence westerly along the northerly limits of Lots 370 and 358 on said Plan M413 to the north-westerly angle of PART 3 on Plan 66R-7544;

Thence southerly along the westerly limit of PART 3 on Plan 66R-7544 to the south-westerly angle thereof;

Thence westerly along the northerly limits of Lots 364 and 348 to the north-westerly angle of said Lot 348;

Thence southerly along the westerly limits of Lots 348 to 353 inclusive on said Plan M413 and its southerly prolongation to the intersection of the centre line of Woodward Avenue;

Thence westerly along the centre line of Woodward Avenue and continuing along the southerly limit of Plan M413 to the south-westerly angle of said Plan;

Thence northerly along the westerly limit of Plan M413 to a point in the westerly limit of Block B on said Plan M413, distant 5.79 metres measured northerly thereon from the south-westerly angle thereof;

Thence westerly to the north-westerly corner of Lamont Avenue and Walwyn Avenue;

Thence northerly along the westerly limit of Walwyn Avenue to the south-easterly angle of Lot 6 on Registered Plan 3842Y;

Thence westerly along the southerly limit of said Plan 3842Y and its westerly prolongation to the intersection with the centre line of Grattan Street;

Thence northerly along the centre line of Grattan Street to the southerly limit of Queenslea Avenue;

Thence westerly along the southerly limit of Queenslea Avenue to the centre line of Rosemount Avenue;

Thence southerly along the centre line of Rosemount Avenue to the easterly prolongation of the northerly limit of Block A on Registered Plan 1704Y;

Thence westerly to and along the northerly limit of said Block A to the north-westerly angle thereof, being the easterly limit of the Canadian Pacific Railway lands;

Thence northerly along the easterly limit of the Canadian Pacific Railway lands to the intersection of the easterly prolongation of the southerly limit of PART 3 on Plan 66R-5958;

Thence westerly to and along the southerly limit of PART 3 on Plan 66R-5958 to the intersection with the easterly limit of Block A on Registered Plan 1933Y;

Thence southerly along the easterly limit of Block A on said Plan 1933Y, being also the easterly limit of PART 3 on Plan 66R-5958 and the easterly limit of PART 5 on Plan 66R-13266 to the south-easterly angle of said PART 5;

Thence westerly to and along the southerly limits of PARTS 5 and 17 on Plan 66R-13266 and the southerly limits of Lots 19 to 30 inclusive on Registered Plan 1945Y and its westerly prolongation to the intersection with the centre line of the Humber River;

Thence southerly along the centre line of the Humber River to the centre line of Black Creek;

Thence north-easterly along the centre line of Black Creek to the centre line of Eglinton Avenue West;

Thence easterly along the centre line of Eglinton Avenue West to the place of beginning.

WARD 27(b)

WARD 27(b) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of the centre line of Rogers Road and the centre line of the Canadian National Railway lying west of Caledonia Road;

Thence northerly along said centre line of the Railway to the centre line of Eglinton Avenue West;

Thence westerly along the centre line of Eglinton Avenue West to the centre line of Black Creek;

Thence south-westerly along the centre line of Black Creek to the centre line of the Humber River;

Thence southerly along the centre line of the Humber River to the intersection with the westerly prolongation of the southerly limit of the Toronto Transit Commission's Right-of-way;

Thence easterly to and along the southerly limit of the Toronto Transit Commission's Right-of-way to the centre line of Jane Street;

Thence northerly along the centre line of Jane Street to the centre line of Annette Street;

Thence easterly along the centre line of Annette Street to the centre line of Runnymede Road;

Thence northerly along the centre line of Runnymede Road to the centre line of the Canadian Pacific Railway;

Thence easterly along the centre line of the said Railway to the intersection of the easterly limit of the Canadian Pacific Railway lands;

Thence northerly along the easterly limit of the said Railway lands to the centre line of Rogers Road;

Thence easterly along the centre line of Rogers Road to the place of beginning.

WARD 28(a)

WARD 28(a) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of centre line of Rogers Road and the centre line of the north-south corridor of the Canadian National Railway, west of Dufferin Street;

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 centre line of Eglinton Avenue West;

Thence westerly along the centre line of Eglinton Avenue West to the centre line of the W. R. Allen Road;

Thence northerly along the centre line of the W. R. Allen Road to the intersection with the southerly limits of Township Lots 3 of Concessions II and III West of Yonge Street;

Thence westerly along said Township Lots 3, being also along the southerly limits of Registered Plans M360, 3764Y, 3247Y and 4563Y to the centre line of the east-west Canadian National Railway siding lying north of Castlefield Avenue;

Thence north-westerly along the centre line of the east-west Canadian National Railway siding to the centre line of the north-south corridor of the Canadian National Railway lying west of Dufferin Street;

Thence southerly along the centre line of the north-south corridor of the Canadian National Railway to the place of beginning.

WARD 28(b)

WARD 28(b) to consist of the portion of the City of Toronto described as follows:

Beginning at the intersection of centre line of Rogers Road and the centre line of Dufferin Street;

Thence southerly along the centre line of Dufferin Street to the centre line of St. Clair Avenue West;

Thence easterly along the centre line of St. Clair Avenue West to the southerly prolongation of the limit between Lots 3 and 4 on Registered Plan 991Y;

Thence northerly to and along the limit between Lots 3 and 4 to the north-westerly angle of Lot 3 on said Plan 911Y;

Thence easterly along the northerly limit of Lot 3 to the south-westerly angle of Lot 11 on said Plan 911Y;

Thence northerly along the westerly limits of Lots 11 to 20 inclusive on said Plan 911Y and the westerly limits of Lots 32, 31, 30, 29, 28, 27, 26, 25, 24, 23, 1, 2, 3 and 4 on Registered Plan 711Y to the north-westerly angle of Lot 4 thereon;

Thence westerly along the northerly limit of the 0.305 metre Reserve on said Plan 711Y to the north-westerly angle thereof;

Thence southerly along the westerly limit of the 0.305 metre Reserve and the Lane on said Plan 711Y to the northerly limit of Bantry Avenue;

Thence westerly along the northerly limit of Bantry Avenue to the south-westerly angle of Lot 14 on said Plan 711Y;

Thence westerly to and along the southerly limit of Registered Plan 1688Y and its westerly prolongation to the centre line of Bathurst Street;

Thence northerly 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 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 place of beginning.