



Legislation Text

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File #: O-285-24, Version: 1

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Repeal and Replace Chapter 105  
Wards and Boundaries  
Toledo City Council  
Council President Hartman

**Repealing Chapter 105 of the Toledo Municipal Code in its entirety, and enacting a new Chapter 105 of the Toledo Municipal Code, dividing the corporation territory of the City of Toledo into Wards; and declaring an emergency.**

SUMMARY & BACKGROUND:

WHEREAS, Section 27 of the Charter of the City of Toledo directs City Council to redivide the City into wards after each recurring federal census on the basis of not less than 10,000 or more than 20,000 residents in each Ward; and

WHEREAS, as a result of the most recent federal census it is necessary to eliminate and combine the Wards to balance the number of residents in each Ward as required by the Charter; and

WHEREAS, there will be Sixteen Wards divided within the City of Toledo, abridged from Twenty-Four.

NOW THEREFORE Be it ordained by the Council of the City of Toledo:

SECTION 1. That Chapter 105 of the Toledo Municipal Code entitled “Wards and Boundaries” which reads as follows:

CHAPTER 105

Wards and Boundaries

- 105.01 Division into wards.
- 105.02 First Ward.
- 105.03 Second Ward.
- 105.05 Fourth Ward.
- 105.06 Fifth Ward.
- 105.07 Sixth Ward.
- 105.08 Seventh Ward.
- 105.09 Eighth Ward.
- 105.10 Ninth Ward.
- 105.11 Tenth Ward.
- 105.12 Eleventh Ward.
- 105.13 Twelfth Ward.
- 105.14 Thirteenth Ward.
- 105.15 Fourteenth Ward.

- 105.16 Fifteenth Ward.
- 105.17 Sixteenth Ward.
- 105.18 Seventeenth Ward.
- 105.19 Eighteenth Ward.
- 105.20 Nineteenth Ward.
- 105.21 Twentieth Ward.
- 105.22 Twenty-first Ward.
- 105.23 Twenty-second Ward.
- 105.24 Twenty-third Ward.
- 105.25 Twenty-fourth Ward.

#### CROSS REFERENCES

- Division into wards - see CHTR. § 27
- Voting precincts - see Ohio R.C. 3501.18
- Zoning districts and maps established - see P. & Z. Ch. 1115
- Fire limits - see BLDG. Ch. 1359

#### 105.01. Division into wards.

That corporate territory of the City is hereby divided into twenty-four Wards designated and described in the following sections.

(Ord. 357-81. Passed 6-17-81; Ord. 610-91. Passed 7-30-91.)

#### 105.02. First Ward.

The First Ward shall consist of that part of the City bounded as follows:

Beginning at a point which is the intersection of the centerline of Manhattan Boulevard with the centerline of New York Avenue; thence in an easterly direction along a straight line extending from the last mentioned point to the intersection with the centerline of the right of way of the Toledo Terminal Railroad, thence in an easterly and southeasterly direction along the centerline of such right of way to its intersection with the centerline of the Maumee River; thence in a northeasterly direction along such line to its intersection with the City boundary established February 10, 1936, by Ordinance 38-36, the same being a line bearing south eighty-eight degrees, six minutes, thirty seconds west, and extending in a westerly direction along such line to the west shore of Maumee Bay; thence northerly along Maumee Bay to the boundary line between the State of Ohio and the State of Michigan, such line being also the north line of Fractional Section Three, Town Nine South, Range Eight East; thence westerly along the last mentioned line to its intersection with the centerline of the Ottawa River; thence southwesterly on the last mentioned line, which is also the present boundary between the City of Toledo and Washington Township, to its intersection with the southwesterly line extended of the plat of Shoreland Third Extension; thence in a northwesterly direction along the southwesterly line extended and the southwesterly line of the plat of Shoreland Third Extension to its intersection with the centerline of Angel Avenue; thence in a southwesterly direction along the centerline of Angel Avenue to its intersection with the southwesterly line of the plat of Shoreland Fourth Extension; thence in a northwesterly direction along the southwesterly line of Shoreland Fourth Extension to a point which is thirty feet southeasterly, when measured at right angles, from the centerline of Foch Avenue extended; said point being the most northerly corner of Lot Number 30 within the Plat of "Havenwood" recorded in Lucas County Plat Volume 104 on pages 8 and 9; thence southwesterly 497.62 feet to a deflection point within Lot number 24 in said Havenwood Plat; thence northwesterly 529.84 feet more or less to the northwesterly corner of Lot Number 17 within said Havenwood Plat and being on the westerly line of the Auskush and Ketukkee Tract; thence southerly on said line to the southeasterly corner of Lot Number 118 within the plat of "Grosse Pointe Manor Plat 5" recorded in Lucas County Plat Records Volume 60 on page 39; thence northwesterly on the southerly lot line of said Lot 118 for a

distance of 269.95 more or less to the southwesterly corner of said Lot Number 118; thence northerly on the westerly lot line of said Lot Number 118 for a distance of 380.00 feet more or less to the center line of East Harbor Avenue; thence westerly along the centerline of East Harbor Avenue to its intersection with the centerline of Suder Avenue; thence northeasterly along the centerline of Suder Avenue to its intersection with the north line of Fractional Section Eight, Town Nine South, Range Eight East, such line being also the boundary between the State of Ohio and the State of Michigan; thence westerly along the last mentioned line to its intersection with the centerline of the right of way of Conrail (formerly Penn Central Railroad); thence in a southwesterly direction along the right of way line to its intersection with the west line of Fractional Section Six, Town Nine South, Range Eight East; thence in a southerly direction along the last mentioned line to its intersection with the south line of Fractional Section Six, such line being also the north line of Section Seven, Town Nine South, Range Eight East; thence in an easterly direction along the last mentioned line to its intersection with the northeasterly corner of the westerly twenty-three and five tenths acres of the east one-half of the northwest one-quarter of Section Seven; thence southerly along the east line of the last mentioned twenty three and five tenths acre parcel to its intersection with the east-west centerline of Section Seven, Town Nine South, Range Seven East; thence in a westerly direction along the last mentioned line to a point that is fifteen feet southwest of the northeast line of lot Number 158 in Alexis Place, a plat of record, as measured at right angles thereto; thence northwesterly, from the last mentioned point, along a line that is fifteen feet southwest of and parallel to the northeast line of Lot Number 158 in Alexis Place, and continuing in a straight line along an extension of the last mentioned line to its intersection with the west line of Section Seven, Town Nine South, Range Eight East, such line being also the centerline of the original sixty-foot right of way of Stickney Avenue; thence in a southerly direction along the last mentioned line to its intersection with the centerline of the Conrail right of way (formerly Michigan Central Railroad right of way); thence in an easterly and southeasterly direction along the last mentioned line to its intersection with the westerly line of the Ann Arbor Railroad right of way; thence in a southerly direction along the last mentioned line to its intersection with the centerline of Manhattan Boulevard, thence in an easterly direction along the last mentioned line to a point of beginning. (Ord. 118-21. Passed 3-2-21.)

#### 105.03. Second Ward.

The Second Ward shall consist of that part of the City bounded as follows:

Beginning at a point which is the intersection of the main channel of the Maumee River and the centerline of Cherry Street; thence northwesterly along the last mentioned line to the centerline of Austin Street; thence easterly along the last mentioned line to the centerline of Mulberry Street; thence southerly along the last mentioned line to the centerline of Page Street; thence easterly along the last mentioned line to the south line of Sherman Street; thence northeasterly along the south line and south line extended of Sherman Street a distance of 750 feet, more or less, to its intersection with the west line of Stickney Avenue, extended from the south; thence in a southeasterly direction along the west line extended and the west line of Stickney Avenue a distance of 1,300 feet, more or less, to the northwesterly right of way line of the Ann Arbor Railroad; thence in a northeasterly direction along such right of way line to the centerline of Manhattan Blvd.; thence in an easterly direction along the last mentioned line to the centerline of the right of way of the Toledo Terminal Railroad, thence in an easterly and southeasterly direction along the centerline of such right of way to its intersection, with the centerline of the main channel of the Maumee River; thence in a southwesterly direction along the last mentioned line to a point of beginning. (Ord. 357-81. Passed 6-17-81.)

#### 105.04. Third Ward.

The Third Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerlines of Laskey Road and Douglas Road; thence northerly along the last mentioned line to its intersection with the Ohio-Michigan state boundary; thence easterly along the state

boundary to the centerline of the Conrail right of way (formerly Penn Central Railroad); thence southwesterly along the right of way line to the centerline of Stickney Avenue extended from the south; thence southerly along the last mentioned line to its intersection with the north line of Gibson Drive extended; thence westerly along a straight line extended to the intersection of the centerline extended of Terminal Drive with the centerline of Conrail; thence southwesterly along the last mentioned centerline to the easterly extension of the centerline of Laskey Road; thence westerly along the last mentioned line to the point of beginning.  
(Ord. 357-81. Passed 6-17-81.)

#### 105.05. Fourth Ward.

The Fourth Ward shall consist of that part of the City bounded as follows:

Beginning at the point of the intersection of the centerline of Austin St. and with the centerline of Lagrange St.; thence northerly to the centerline of Central Ave.; thence in a westerly direction along such centerline to the intersection with the centerline of Cottage Avenue; thence in a straight line along the centerline and centerline extended of Cottage Avenue in a northerly direction to the intersection of such line with the centerline of the Ottawa River; thence northeasterly along such centerline to the centerline of Stickney Avenue; thence southerly along such centerline to the centerline of the Conrail right-of-way (formerly the Michigan-Central Railroad); thence easterly and southeasterly along such centerline to the westerly right-of-way line of the Ann Arbor Railroad; thence southwesterly along such westerly right-of-way line to its intersection with the west line of Stickney Avenue extended; thence along such west line in a northwesterly direction a distance of 1,300 feet, more or less, to the south line extended of Sherman Street; thence southwesterly along the last mentioned line a distance of 750 feet, more or less, to the centerline of Page Street; thence westerly along such centerline to the centerline of Mulberry Street; thence northerly along such centerline to the centerline of Austin Street, thence westerly along such centerline to the point of beginning.

(Ord. 325-11. Passed 7-12-11.)

#### 105.06. Fifth Ward.

The Fifth Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerline of the sixty-foot right of way of Bancroft Street with the east line of Interstate Route 475; thence southerly along the east line of Interstate Route 475 to its intersection with the south line of Lot Ten Garden Land subdivision in Section Thirty-four, Town Nine South, Range Six East; thence easterly along the south line of Lots Ten and Nine Garden Land to the north-south centerline of Fractional Section Thirty-four, Town Nine South, Range Eight East; thence southerly along the north-south centerline of Fractional Section Thirty-four to the south line of Fractional Section Thirty-four, such line being also the centerline of Dorr Street; thence westerly along the south line of Fractional Section Thirty-four to the north-south centerline of Section Three, Town Two United States Reserve; thence southerly along the north-south centerline of Section Three and continuing southerly along the north-south centerline of Section Ten to the east-west centerline of Section Ten; thence easterly along the east-west centerline of Section Ten to the centerline of the original sixty-foot right of way of Reynolds Road.

Thence northerly along the last mentioned line to its intersection with the centerline of Dorr Street; thence easterly along the last mentioned line to the intersection with the centerline of Richards Road; thence northerly along the last mentioned line to north property line of Conrail (formerly Penn Central Railroad); and the south boundary of the Village of Ottawa Hills; thence northwesterly and northerly along the boundary of the Village of Ottawa Hills and Plat Seven Ottawa Hills to the east-west centerline of Section Twenty-five, Town Nine South, Range Six East; thence westerly along the last mentioned line and continuing along the east-west centerline of Section Twenty-six and Section Twenty-seven to the north-south centerline of Section Twenty-seven; thence southerly along the last mentioned line to the centerline of Bancroft Street; thence westerly to the point of beginning.

(Ord. 357-81. Passed 6-17-81.)

105.07. Sixth Ward.

The Sixth Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerline of South Ave. and the centerline of Reynolds Rd.; thence northerly along such centerline to the centerline of Dorr St.; thence easterly along such centerline to the centerline of Richards Rd., sixty feet wide as it appears north of Dorr St.; thence northerly along such centerline of Richards Rd. to its intersection with the northeasterly right-of-way line of Conrail (formerly the Penn Central Railroad); thence southeasterly along such centerline, which is in part, a boundary of the Village of Ottawa Hills, to the centerline of Douglas Rd./Westwood Ave.; thence southerly along such centerline to the centerline of Dorr St.; thence westerly along such centerline to the centerline of Broer Ave.; thence southerly along such centerline to the centerline of Inverness St.; thence westerly along such centerline to the centerline of Moran Ave.; thence northerly along such centerline to the centerline of Dorr St.; thence westerly along such centerline to the centerline of Byrne Rd.; thence southerly along such centerline to the centerline of Airport Hwy.; thence southwesterly along such centerline to the centerline of the southerly extension of Warehouse Rd.; thence northerly along such centerline and the centerline of Warehouse Rd. to the centerline of South Ave.; thence westerly along such centerline to the point of beginning.

(Ord. 325-11. Passed 7-12-11.)

105.08. Seventh Ward.

The Seventh Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the northerly line of the Ohio Turnpike and the centerline of Cass Road; thence northerly along the last mentioned line to the centerline of Glendale Avenue; thence northeasterly along the last mentioned line to the centerline of Valley Way Drive; thence northwesterly along the last mentioned line to the centerline of Garden Ridge Drive; thence northeasterly along the last mentioned line to the centerline of Glendel Lane; thence northerly along the last mentioned line to the centerline of Glenbrier Road; thence northeasterly and northwesterly along the last mentioned line, extended to the centerline of Swan Creek; thence northwesterly along Swan Creek to the centerline of Eastgate Road; thence northerly along the last mentioned line to the centerline of Airport Highway; thence northeasterly along the last mentioned line to the centerline of Byrne Road; thence southerly and southeasterly along the last mentioned line to the centerline of South Detroit Avenue; thence southerly along the last mentioned line to the northerly line of the Ohio Turnpike; thence westerly along the last mentioned line to the point of beginning.

(Ord. 610-91. Passed 7-30-91.)

105.09. Eighth Ward.

The Eighth Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerlines of Dorr Street and Detroit Avenue; thence northeasterly along the last mentioned line to the centerline of Monroe Street; thence southeasterly along the last mentioned line to the centerline of Collingwood Blvd.; thence northerly along the last mentioned line to the centerline of Melrose Avenue; thence easterly along the last mentioned line to the centerline of Rosalind Place; thence northeasterly along the last mentioned line to the centerline of Cherry Street; thence southeasterly along the last mentioned line to the centerline of the main channel of the Maumee River; thence southwesterly along the last mentioned line to its intersection with the centerline of Swan Creek extended; thence southwesterly along the last mentioned line to the centerline of Ewing Street extended; thence northerly along the last mentioned line to the centerline of Dorr Street; thence westerly along the last mentioned line to the point of beginning.

(Ord. 357-81. Passed 6-17-81.)

105.10. Ninth Ward.

The Ninth Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerline of Interstate Route 475 and the centerline of the Toledo Terminal Railroad; thence northeasterly along the last mentioned line to the centerline of Jackman Road; thence southerly along the last mentioned line to the centerline of Crestwood Road; thence easterly along the last mentioned line to the centerline of Overland Parkway; thence southerly along the last mentioned line to centerline of Sylvania Avenue; thence easterly along the last mentioned line to the centerline of Phillips Avenue; thence southeasterly along the last mentioned line to the centerline of Haverhill Drive; thence southerly along the last mentioned line extended to the centerline of the Ottawa River; thence southwesterly along the last mentioned line to the centerline of Interstate Route 475; thence northwesterly along the last mentioned line to the point of beginning.

(Ord. 357-81. Passed 6-17-81.)

#### 105.11. Tenth Ward.

The Tenth Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerline of Collingwood Blvd. with the centerline of Monroe St.; thence northwesterly along such centerline to the centerline of Conrail (formerly Penn Central Railroad); thence northeasterly along such centerline to the centerline of W. Central Ave.; thence westerly along such centerline to the centerline of the Ottawa River; thence northeasterly along such centerline to a line which is the centerline of Cottage Ave. extended northerly in a straight line; thence southerly along the centerline extended and the centerline of Cottage Ave. to its intersection with the centerline of Lagrange St.; thence southeasterly along such centerline to the centerline of Austin St.; thence westerly along the last mentioned line to the centerline of Cherry St.; thence southeasterly along such centerline to the centerline of Delaware Ave.; thence westerly along such centerline to the centerline of Collingwood Blvd.; thence southerly along the last mentioned line to the point of beginning.

(Ord. 325-11. Passed 7-12-11.)

#### 105.12. Eleventh Ward.

The Eleventh Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerline of Sylvania Avenue and the centerline of Overland Parkway; thence northerly along the last mentioned line to the centerline of Crestwood Road; thence westerly along the last mentioned line to the centerline of Jackman Road; thence northerly along the last mentioned line to the centerline of Laskey Road; thence easterly along the last mentioned line extended to the centerline of Conrail (formerly the Penn Central Railroad); thence northeasterly along the last mentioned right of way line to the centerline of Terminal Road extended; thence easterly in a straight line to the intersection of the north line of Gibson Drive extended with the centerline of Stickney Avenue; thence southerly along the last mentioned line to the centerline of the Ottawa River; thence southwesterly along the last mentioned line to the centerline of Haverhill Drive; thence northerly along the last mentioned line to the centerline of Phillips Avenue; thence northwesterly along the last mentioned line to the centerline of Sylvania Avenue; thence westerly along the last mentioned line to the point of beginning.

(Ord. 357-81. Passed 6-17-81.)

#### 105.13. Twelfth Ward.

The Twelfth Ward shall consist of that part of the City bounded as follows:

Beginning at a point which is the intersection of the centerline of Dorr St. with the centerline of Douglas Rd./Westwood Ave.; relocated; thence northerly along the centerline of Douglas Rd. to the northeasterly right-of-way line of Conrail (formerly the Penn Central Railroad); thence northwesterly along such centerline to the centerline of Secor Rd.; thence northerly along such centerline to the centerline of Interstate Route 475: thence easterly and southeasterly along such centerline to the centerline of the Central Ave.; thence westerly along such centerline to the centerline of Briarcliff; thence southerly to the centerline of Jermain Dr.; thence

southwesterly along such centerline to the centerline of Wellesley Dr.; thence southerly along such centerline to the centerline of Rathbun Dr.; thence generally southerly along such centerline to the centerline of N. Cove Blvd.; thence easterly along such centerline to the centerline of Upton Ave; thence southerly along such centerline to the centerline of the Ottawa River; thence southwesterly along such centerline to the centerline of Douglas Rd.; thence southerly along such centerline to the point of beginning.  
(Ord. 325-11. Passed 7-12-11.)

105.14. Thirteenth Ward.

The Thirteenth Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerlines of Dorr Street and Douglas Rd./Westwood Ave.; thence northerly along Douglas Rd. to the centerline of the Ottawa River; thence northeasterly along such centerline to the centerline of Upton Ave.; thence northerly along such centerline to the centerline of N. Cove Blvd.; thence northwesterly along such centerline to centerline of Rathbun Dr.; thence generally northerly along such centerline to the centerline of Wellesley Dr.; thence northwesterly along such centerline to the centerline of Jermain Dr.; thence northeasterly along such centerline to the centerline of Briarcliff; thence northerly along such centerline to the centerline of W. Central Ave.; thence easterly along such centerline to the centerline of Interstate 475; thence southeasterly along such centerline to the centerline of the Ottawa River; thence northeasterly along such centerline to the centerline of W. Central Ave.; thence along such centerline to the centerline of Conrail (formerly the Penn Central Railroad); thence southwesterly along such centerline to the centerline of Monroe St.; thence southeasterly along such centerline to the centerline of Detroit Ave.; thence southwesterly along such centerline to the centerline of Dorr St.; thence westerly along such centerline to the point of beginning.

(Ord. 325-11. Passed 7-12-11.)

105.15. Fourteenth Ward.

The Fourteenth Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerlines of Hill Ave. and the Toledo Terminal (Norfolk Southern) Railroad; thence westerly along the centerline of Hill Ave. to the centerline of Byrne Rd.; thence northerly along such centerline to the centerline of Dorr St.; thence easterly along such centerline to the centerline of Moran Ave.; thence southerly along such centerline to the centerline of Inverness Ave.; thence easterly along such centerline to the centerline of Broer Ave.; thence northerly along such centerline to the centerline of Dorr St.; thence easterly along such centerline to the centerline of Ewing St. and Ewing St. extended; thence southerly along such centerline to the centerline of Swan Creek; thence southwesterly along such centerline to its intersection with the southerly line of Section Two, Town Three, United States Reserve; thence westerly along the southerly line of Section Two and the southerly line of Section Three, Town Three, United States Reserve, which is in part the centerline of Hill Ave., to the point of beginning.

(Ord. 325-11. Passed 7-12-11.)

105.16. Fifteenth Ward.

The Fifteenth Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerline of the Norfolk and Western Railroad (formerly the Wabash) and the centerline of Byrne Road; thence northwesterly along the last mentioned line to the centerline of Hill Avenue; thence easterly along the centerline of Hill Avenue, which is also in part the south line of Section Three, United States Reserve, and continuing along such south line and the south line of Section Four, United States Reserve to its intersection with the centerline of Swan Creek; thence southwesterly along the last mentioned line to the centerline of South Detroit Avenue; thence southerly along the last mentioned line to the centerline of Arlington Avenue; thence easterly along the last mentioned line to the westernmost lot line of Ratteree's South Park; thence southerly along the last mentioned line, extended to the centerline of the Norfolk

and Western Railroad (formerly the Wabash); thence southwesterly to the northernmost line of Glen View Addition; thence westerly along the last mentioned line and continuing westerly along the northernmost line of Glenurban Addition to the centerline of South Detroit Avenue; thence southerly along the last mentioned line to the right of way line of the Norfolk and Western Railroad; thence southwesterly along the last mentioned line to the point of beginning.  
(Ord. 357-81. Passed 6-17-81.)

105.17. Sixteenth Ward.

The Sixteenth Ward shall consist of that part of the City bounded as follows:

Beginning at a point of the intersection of the centerline of the Maumee River and the north line of the Ohio Turnpike; thence northwesterly along the last mentioned line to the centerline of South Detroit Avenue; thence northeasterly along the last mentioned line to the centerline of South Byrne Road; thence northwesterly along the last mentioned line to the centerline of the Norfolk and Western Railroad (formerly the Wabash Railroad); thence northeasterly along the last mentioned line to the centerline of South Detroit Avenue; thence northeasterly along the last mentioned line to the northernmost line of Glenurban Addition; thence easterly along the last mentioned line and continuing easterly along the northernmost line of Glen View Addition to the centerline of the Norfolk and Western Railroad; thence northeasterly along the last mentioned line to the westernmost line of Ratteree's South Park, extended; thence northerly along the last mentioned line to the centerline of Arlington Avenue; thence westerly along the last mentioned line to the centerline of South Detroit Avenue; thence northeastly along the last mentioned line to the centerline of Swan Creek; thence northeasterly along the last mentioned line to the centerline of South Avenue; thence easterly along the last mentioned line to the centerline of Brighton Avenue; thence southerly along the last mentioned line to the centerline of Nelson Avenue; thence easterly and southeasterly along the centerline of Nelson Avenue to its intersection with the centerline of Spencer Street; thence continuing along its centerline of Nelson Avenue extended in a straight line a distance of 800 feet, more or less, to the centerline of the Anthony Wayne Trail; thence in a northeasterly direction a distance of 1,600 feet, more or less, to the east line of River Tract Eleven; thence in a southerly direction along said last mentioned line a distance of 1,465 feet, more or less, to the centerline of the right of way of the Norfolk and Western Railroad (formerly the Wabash); thence northeasterly along the last mentioned line to the centerline of Stebbins Street extended; thence southeasterly along the centerline of Stebbins Street, extended to the centerline of the Maumee River; thence southwesterly along the last mentioned line to the point of beginning.  
(Ord. 357-81. Passed 6-17-81.)

105.18. Seventeenth Ward.

The Seventeenth Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerline of Stebbins Street extended and the centerline of the right of way of the Norfolk and Western Railroad (formerly the Wabash Railroad); thence southwesterly along the last mentioned line to its intersection with the west line of River Tract Ten; thence in a northerly direction along the last mentioned line a distance of 1,465 feet, more or less, to its intersection with the centerline of the Anthony Wayne Trail; thence in a southwesterly direction a distance of 1,600 feet, more or less, to the extended centerline of Nelson Avenue; thence in a northwesterly direction a distance of 800 feet, more or less, along the last mentioned line to its intersection with the centerline of Spencer Street; thence in a westerly direction along the centerline of Nelson Avenue to its intersection with the centerline of Brighton Avenue; thence northerly along the last mentioned line to its intersection with the centerline of South Avenue; thence westerly along the last mentioned line to its intersection with the centerline of Swan Creek; thence along the last mentioned line to its intersection with the north-south centerline of Section Ten, Town Three, United States Reserve; thence northerly along the last mentioned line to its intersection with the south line of Section Three, Town Three, United States Reserve; thence easterly along the last mentioned line to its intersection with the south line of

Section Two, Town Three, United States Reserve; thence easterly along the last mentioned line to its intersection with the centerline of Swan Creek; thence northerly and easterly along the last mentioned line to the centerline of the main channel of the Maumee River; thence southerly and southwesterly along the last mentioned line to the centerline of Stebbins Street extended; thence northwesterly along the last mentioned line to the point of beginning.  
(Ord. 357-81. Passed 6-17-81.)

105.19. Eighteenth Ward.

The Eighteenth Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerline of Navarre Avenue extended and the center of the main channel of the Maumee River; thence easterly along the centerline of Navarre Avenue to the easterly line of Section Seven, Town Ten South, Range Eight East (which is the easterly City line); thence southerly along the easterly line of Section Seven, Town Ten South, Range Eight East, to the southerly City line (which is the common boundary of Lucas and Wood Counties); thence westerly along the southerly City line to the intersection of the southeasterly extension of the centerline of Stebbins Street; thence northwesterly along the extension of the centerline of Stebbins Street to the center of the Maumee River; thence northeasterly and north along the center of the Maumee River to the point of beginning.

(Ord. 357-81. Passed 6-17-81.)

105.20. Nineteenth Ward.

The Nineteenth Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerline of Navarre Ave. extended and the center of the main channel of the Maumee River; thence easterly along such centerline and the centerline of Navarre Ave. to the easterly line of the right-of-way of the Toledo Belt Railway; thence northerly along the easterly line of the right of way of the Toledo Belt Railway to the centerline of Kelsey Ave.; thence westerly along the centerline of Kelsey Ave. to the centerline of White St.; thence northerly along the centerline of White St. to the centerline of S. Ravine Parkway; thence southwesterly to East Broadway St.; thence southerly to the centerline of Kelsey Ave.; thence northwesterly along the centerline of Morrison Dr. and Morrison Dr. extended to the center of the main channel of the Maumee River; thence southwesterly along the center of the main channel of the Maumee River to the place of beginning.

(Ord. 325-11. Passed 7-12-11.)

105.21. Twentieth Ward.

The Twentieth Ward shall consist of that part of the City bounded as follows:

Beginning at the northwesterly extension of the centerline of Wasaon Creek (Duck Creek) and the center of the Maumee River; thence southeasterly and southwesterly along the centerline of Wasaon Creek (Duck Creek) to the north-south centerline of Section Twenty-eight, Town Nine South, Range Eight East; thence southerly along the north-south centerline of Section Twenty-eight, Town Nine South, Range Eight East to the south property line of York St.; thence easterly along the south property line of York St. to the westerly property line of Otter Creek Rd.; thence southwesterly and southerly along the westerly property line of Otter Creek Rd. to the northerly property line of Consaul St.; thence westerly along the northerly property line of Consaul St. to the north-south centerline of Section Thirty-three, Town Nine South, Range Eight East; thence southerly along the north-south centerline of Section Thirty-three, Town Nine South, Range Eight East to the center of the abovementioned section (which is also the centerline of Consaul St.); thence southwesterly from the center of Section Thirty-three, Town Nine South, Range Eight East (which is the center of Consaul St.) to the center of Section Five, Town Ten South, Range Eight East (which is the center of Starr Ave.); thence from the center of Section Five, Town Ten South, Range Eight East (which is the centerline of Starr Ave.) southerly along the north-south centerline twenty-seven and five-tenths feet east of the westerly rail of the main track of the Toledo

Terminal Railroad to the south line of Section Five, Town Ten South, Range Eight East (which is the centerline of Navarre Ave.); thence westerly along the south line of Section Five, Town Ten South, Range Eight East (which is the centerline of Navarre Ave.) to the easterly right-of-way line of the Toledo Belt Railway; thence northerly along the easterly right-of-way line of the Toledo Belt Railway to the centerline of Kelsey Ave.; thence westerly along the centerline of Kelsey Avenue to the centerline of White St.; thence north along the centerline of S. Ravine Parkway; thence southwesterly to the centerline of East Broadway St.; thence southerly to the centerline of Kelsey Ave.; thence northwesterly to the centerline Morrison Dr. and Morrison Dr. extended; thence northwesterly along the centerline of Morrison Dr. extended to the center of the main channel of the Maumee River; thence northeasterly along the center of the main channel of the Maumee River to the northwesterly extension of the centerline of Wasaon Creek (Duck Creek), the point of beginning. (Ord. 325-11. Passed 7-12-11.)

105.22. Twenty-first Ward.

The Twenty-first Ward shall consist of that part of the City bounded as follows:

Beginning at the point of its intersection of the centerline of Interstate Route 475 and the centerline of Secor Road; thence northerly along the last mentioned line to the centerline of Laskey Road; thence easterly along the last mentioned line to the centerline of Jackman Road; thence southerly along the last mentioned line to the centerline of the Toledo Terminal Railroad; thence southwesterly along the last mentioned line to the centerline of Interstate Route 475; thence northwesterly along the last mentioned line to the point of beginning. (Ord. 357-81. Passed 6-17-81.)

105.23. Twenty-second Ward.

The Twenty-second Ward shall consist of that part of the City bounded as follows:

Beginning at the northwest corner of Section Twenty-four, Town Nine South, Range Eight East, being a point within the Sylvania Ave.-Whiteford Road intersection; thence southerly along the west line of Section Twenty-four to the northeast corner of Lot Number Nine in Chatham Valley a plat of record; thence westerly along the north line of said lot Number Nine and continuing westerly along the north line of Lot Number Ten in Chatham Valley to the west line of Lot Number Ten; thence southerly along the west line of Lot Number Ten and continuing southerly along the west line of Lot Number Eleven in Chatham Valley to the south line of Lot Number Eleven; thence easterly along the south line of lots Number Eleven and Eighteen in Chatham Valley to the southeast corner of Lot Number Eighteen; thence continuing generally easterly along the south line of Lots Number Nineteen and Twelve in Chatham Valley and the line extended to the centerline of the sixty-foot right of way of Corey Road; thence northwesterly along the centerline of Corey Road to its intersection with the south line of Corey Estates, a plat of record; thence easterly along the south line which is also the east and west centerline of the northwest one-quarter of Section Twenty-four to the north and south one-half section of Section Twenty-four; thence south along the north and south one-half section line to the centerline of Carskaddon Avenue eighty feet wide which is also the east and west one-half section line of Section Twentyfour; thence easterly along the east and west one-half section line to its intersection with the west line of Corey Woods, a plat of record; thence southerly along the west line to the north line of Lot 150 in Plat 11 of Corey Woods; thence westerly along the north line and north line extended of lot 150 to the centerline of Shakespeare Lane; thence southwesterly along the centerline of Shakespeare Lane to its intersection with the extension of the northeasterly line of Lot 156 in Corey Woods Plat II; thence westerly along the northeasterly line and northeasterly line extended of Lot 156 to the westerly lot line of Lot 156; thence southerly along the westerly lot lines of Lots 156, 155 and 154 in such plat, to the south line of Corey Woods Plat II; thence westerly along the south line of Corey Woods Plat II, a plat of record to the Corey Road sixty feet wide; thence south along the centerline of such road to the centerline of Central Avenue; thence easterly along the centerline of Central Avenue to its intersection with the northerly extension of the easterly line of the record plat of Mehring's Home Haven; thence southerly along the easterly line of Mehring's Home Haven to the southerly

line of such plat; thence westerly along the southerly line of Mehring's Home Haven to the easterly line of the record Plat of Ottawa Hills Plat Five; thence southerly along the last mentioned line and its southerly extension to the centerline of Indian Road; thence northwesterly along the centerline to the easterly lines extended of Lots 534 through 547 in Ottawa Hills Plat Four; thence southerly along the easterly lines of Lots 534 through 547 and continuing along the easterly line of Lot 548 in Ottawa Hills Plat Four to its intersection with the northerly line of Lot 559 in Ottawa Hills Plat Four; thence easterly along the northerly line of Lot 559 and Lots 560 through 571 inclusive in Ottawa Hills Plat Four to the westerly line of Lot 533 in Ottawa Hills Plat Four; thence northerly along the last mentioned line to and its northerly extension to the centerline of Indian Road; thence southeasterly along the centerline of Indian Road to its intersection with the southerly extension of the westerly line of Lot 659 in McKondin Heights Second; thence northerly along the last mentioned line to the northwest corner of Lot 659; thence southeasterly along the rear lot lines of Lots 659, 660 and the extension thereof a distance of 166.29 feet to the centerline of Jodore Avenue; thence northerly along the centerline of Jodore Avenue and on a curve to the left having a radius of 110.39 feet, a delta angle of thirteen degrees, thirty-seven minutes, twenty-two seconds, and an arc distance of twenty-six and twenty-five hundredths feet; thence southeasterly along a line parallel with and eight feet northerly to the southerly lines of Lots 596 and 595 in said McKondin Heights Second, a distance of 316.71 feet to the centerline of Strauss Avenue; thence southwestwardly at right angles to the last mentioned line and along the centerline of Strauss Avenue a distance of seventeen feet; thence southeasterly at right angles to the centerline of Strauss Avenue and parallel to the northerly line of Lot 679 in McKondin Heights Second and one foot northeasterly thereof a distance of 188.03 feet; thence southerly parallel to the westerly line of Lot 668 in McKondin Heights Second a distance of twenty-three and four hundredths feet to a point on the east and west centerline of Section Thirty, Town Nine, Range Seven East, such point being also the easterly corner of Lot 666 in McKondin Heights Second; thence easterly along the east and west centerline of Section Thirty to the easterly right of way line of Evergreen Road; thence northerly along the last mentioned line to the southerly right of way line of Van Dusen Way; thence easterly along the last mentioned line and continuing easterly along the southerly right of way line of Kenwood Blvd. to its intersection with the centerline of Secor Road; thence northerly along the last mentioned line to the centerline of Laskey Road; thence westerly along the last mentioned line to the centerline of Monroe Street; thence southeasterly along the last mentioned line a distance of 880 feet (more or less) to the northwest corner of Westchester Village subdivision extended northerly; thence south along the west line of Westchester Village a distance of 1,687.16 feet; thence east along the south line of Westchester Village a distance of 888.29 feet; thence north along the east line of Westchester Village a distance of 1,249.17 feet to the centerline of Monroe Street; thence southeasterly along the last mentioned line to Talmadge Road; thence southerly along the centerline of the original right of way of Talmadge Road to its intersection with the east-west centerline of Section Thirteen, Town Nine South, Range Six East; thence westerly along the last mentioned line to its intersection with the north-south centerline of the southeast quarter of Section Thirteen; thence southerly along the last mentioned line (being also the west line of the plat of Nopper Gardens) to its intersection with the centerline of Sylvania Avenue (sixty foot wide); thence westerly along the last mentioned line to the point of beginning.

(Ord. 357-81. Passed 6-17-81.)

#### 105.24. Twenty-third Ward.

The Twenty-third Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerline of Laskey Road with the centerline of Talmadge Road; thence northerly along the last mentioned line to its intersection with the east and west centerline of the southeast one-quarter of Section Twelve, Town Nine South, Range Six East; thence westerly along the east and west centerline of the southeast one-quarter of Section Twelve to a point on the north and south centerline of the southeast one-quarter of Section Twelve.

Thence northerly along the north and south centerline of the southeast one-quarter of Section Twelve and

continuing northerly a distance of 1,670 feet (more or less) to the southeast corner of Ginger Hill Farms Plat II; thence westerly along the south line of such subdivision a distance of 534.40 feet; thence northerly along the west line of such subdivision a distance of 373.39 feet to a point on the north line of Ginger Hill Farms Plat II; thence easterly along the north line of such plat to the north and south centerline of the southeast one-quarter of Section Twelve; thence northerly along such line to the south line of Christopher Woods, a subdivision; thence westerly along the south line of Christopher Woods to the west line of the subdivision; thence northerly along the west line of Christopher Woods to the centerline of Alexis Road; thence westerly along the centerline of such road to the west line extended of Plantation Estates, a subdivision; thence southerly along the west line of such subdivision a distance of 390 feet (more or less) to the southeast corner of a tract of land described in Microfiche 79-129 B03 in the Lucas County Ohio Records; thence northwesterly on the south line of such tract a distance of 450.5 feet to a point on the west line of the northeast quarter of Section Twelve, that is 248.2 feet south of the centerline of Alexis Road; thence north along the west line of the northeast quarter of Section Twelve (being also the centerline of Flanders Road) to its intersection with a line that is 200.0 feet north of and parallel to the centerline of Alexis Road; thence easterly on aforesaid line 200.0 feet north of and parallel to the centerline of Alexis Road to a point on a line that has as its southerly terminus a point on the centerline of Alexis Road that is 303.0 feet easterly along the centerline from the centerline of Flanders Road and that has as its northerly terminus a point on the north line of Section Twelve that is 297.0 feet easterly from the northwest corner of the northeast quarter of Section Twelve; thence northerly along aforesaid line having its southerly terminus on the centerline of Alexis Road and its northerly terminus on the north line of Section Twelve to its intersection with the north line of Section Twelve; thence easterly along the north line of Section Twelve (being also the south line of Section One) to a point on the west line of the east 21.2491 acres of the southwest quarter of the southeast quarter of Section One; thence northerly along aforesaid west line of the east 21.2491 acres to a point on the south line of Merce Subdivision Plat 2 (as recorded in Volume 58, page 49, Book of Plats, Lucas County, Ohio Records); thence easterly along aforesaid south line of Merce Subdivision Plat 2 to a point on the east line of the southwest quarter of the southeast quarter of Section One; thence southerly along aforesaid east line of the southwest quarter of the southeast quarter of Section One to a point on the south line of Section One; thence continuing southerly along the east line of the west half of the northeast quarter of Section Twelve a distance of forty-five and ninety-eight hundredths feet to a point in the centerline of Alexis Road, thence easterly along the last mentioned line to a point that is one foot east of the west line of Section Six, Town Nine South, Range Seven East; thence northerly along a line which is parallel to and one foot east of the west line of Section Six to the north line of Section Six which is also the boundary line between the State of Ohio and the State of Michigan; thence easterly along the last mentioned line to its intersection with the centerline of Douglas Road; thence southerly along last mentioned line to its intersection with the centerline of Laskey Road; thence westerly along last mentioned line to the point of beginning.

(Ord. 357-81. Passed 6-17-81.)

#### 105.25. Twenty-fourth Ward.

The Twenty-Fourth Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the northerly line of the Ohio Turnpike and the centerline of Holland-Sylvania Road extended; thence northerly along the last mentioned line and the centerline of Holland-Sylvania Road to the east-west centerline of Section Eleven, Town Two, United States Reserve which is also the centerline of South Avenue extended; thence easterly along the last mentioned line and the centerline of South Avenue to a line extended north from the centerline of Warehouse Road; thence southerly along the last mentioned line and the centerline of Warehouse Road and along the centerline of Warehouse Road continued south to the centerline of Airport Highway; thence westerly along the last mentioned line to the centerline of Eastgate Road; thence southerly along the last mentioned line to the centerline of Swan Creek; thence easterly along Swan Creek to the centerline of Glenbrier Road extended; thence southeasterly and southwesterly along the last mentioned line to the centerline of Glendel Lane; thence southeasterly along the last mentioned line to

the centerline of Garden Ridge Drive; thence southerly along the last mentioned line to the centerline of Valley Way Drive; thence southeasterly along the last mentioned line to the centerline of Glendale Avenue; thence southwesterly along the last mentioned line to the centerline of Cass Road; thence southerly along the last mentioned line to the northerly line of the Ohio Turnpike; thence westerly along the last mentioned line to the point of beginning.  
(Ord. 610-91. Passed 7-30-91.)

**Be and the same is hereby repealed.**

SECTION 2. That a new Chapter 105 of the Toledo Municipal Code “Wards and Boundaries” which reads as follows:

- 105.01 Division into wards.
- 105.02 First Ward.
- 105.03 Second Ward.
- 105.04 Third Ward.
- 105.05 Fourth Ward.
- 105.06 Fifth Ward.
- 105.07 Sixth Ward.
- 105.08 Seventh Ward.
- 105.09 Eighth Ward.
- 105.10 Ninth Ward.
- 105.11 Tenth Ward.
- 105.12 Eleventh Ward.
- 105.13 Twelfth Ward.
- 105.14 Thirteenth Ward.
- 105.15 Fourteenth Ward.
- 105.16 Fifteenth Ward.
- 105.17 Sixteenth Ward.

**CROSS REFERENCES**

- Division into wards - see CHTR. § 27
- Voting precincts - see Ohio R.C. 3501.18
- Zoning districts and maps established - see P. & Z. Ch. 1115
- Fire limits - see BLDG. Ch. 1359

**105.01. Division into wards.**

That corporate territory of the City is hereby divided into sixteen Wards designated and described in the following sections.

**105.02. First Ward.**

The First Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the northwesterly line of the Toledo Harbor Line of the Maumee River with the centerline of right of way for interstate #280, thence Northerly on the centerline of Interstate #280 to the intersection with the centerline of the Greenbelt Parkway, thence North-Northeasterly to the intersection of the centerlines of Counter Street and Manhattan Boulevard, thence North-Northwesterly along the easterly right of way of Chrysler Drive to the South line of Section Number 18, Town-9-South, Range-8-East, thence West on

said South Section line to the centerline of Stickney Avenue, thence North on said centerline of Stickney to the intersection with the southwesterly Corp limits of Washington Township, thence Southeasterly and around Washington Township in a counter-clock direction to the intersection of the North line of Washington Township with the centerline of Stickney Avenue, thence North on Stickney Avenue centerline also being on the West Section line of Section Number 6, Town-9-South, Range-8-East to the intersection of the Northwesterly right-of-way line of the New York Central Railroad, thence Northeasterly on said Northwesterly right of way to the intersection with the Ohio- Michigan State Line, Thence East on said Ohio-Michigan State Line to the intersection of the centerline of Suder Avenue, thence Southwesterly on said centerline of Suder Avenue to the intersection of the centerline of East Harbor Avenue, thence along the centerline of East Harbor Avenue to the intersection of the Westerly Line of the Auskush and Ketukkee Tract of land, thence South on said Auskush and Ketukkee Tract of Land to the most northerly corner of Lot Number 17 within the plat of Havenwood to the City of Toledo, thence Southeasterly along the northerly lot lines of Lots 17 to 23 to a deflection point within Lot number 24 all within said plat of Havenwood, thence Northeasterly along the northwesterly lot line of Lots 24 to 29 to a deflection point within Lot 30 all within said Plat of Havenwood, thence Southeasterly along the northeasterly lot line of Lots 30 to 42 extended to the centerline of Angle Drive, thence on the centerline of said Angle Drive to an intersection with the extended northeasterly plat line of Riviera Addition, Thence Southeasterly on the northerly plat line of said Riviera Addition extended to the intersection of Shoreland Avenue, thence Southeasterly on the common lot lines of Lot 12 and 13 within the Plat of Riviera Annex Plat 2 extended to the centerline of the Ottawa River, thence meandering Northeasterly on the centerline of said Ottawa River to the intersection of the Ohio-Michigan State Line, thence Easterly on said Ohio-Michigan State Line to the intersection of the low water mark at the Bay of the Maumee; thence meandering South-Southwest along the low water mark at the Bay of Maumee to the intersection with the North line of Bay View Park, Established on Feb 2, 1936, thence East on said North line of Bay View Park to the intersection with the northwesterly line of the Toledo Harbor Line of the Maumee River, thence meandering Southwesterly on said northwesterly line of the Toledo Harbor Line of the Maumee River to the point of beginning for this description.

### 105.03. Second Ward.

- (a) The Second Ward shall consist of two parts lying East and West of the Maumee River the East part being that part of the City of Toledo bounded as follows:

Beginning at the intersection of the centerlines of Miami Street and Navarre Avenue, thence East on said centerline of Navarre Avenue to the westerly Corp Limits of the City of Oregon, thence South on the westerly limits of the Corp Limits of the City of Oregon to the northerly limits of Wood County Line, thence West on the northerly limits of Wood County Line to the intersection with the southeasterly line of the Toledo Harbor Line of the Maumee River, thence North-northeasterly on said southeasterly line of the Toledo Harbor Line of the Maumee River to the intersection of the north line of the Pennsylvania Lines LLC Railroad crossing the Maumee River, thence East on the northerly parcel line of the Pennsylvania Lines LLC Railroad to the intersection of the centerline of Miami Street, thence Northerly on the centerline of Miami Street to the point of beginning for this description.

- (b) The Second Ward shall consist of two parts lying East and West of the Maumee River the West part being that part of the City of Toledo bounded as follows:

Beginning at the intersection of the north right of way of the Norfolk Southern Combined Railroad with the centerline of Broadway Street, thence Southwest on said north right of way of the Norfolk Southern Combined Railroad to the intersection of the most easterly parcel line of Lucas County Parcel Number 18-73676, thence West-Northwesterly on said most easterly parcel line to the intersection with the east line of Sub Lot #3 of River Tract Number 11, thence North on said east line of Sub Lot #3 to the intersection with the centerline of the Anthony Wayne Trail a.k.a. State Route #25, thence Southwesterly on the centerline of said Anthony Wayne Trail to the southeasterly prolongation of the southwesterly parcel line of Lucas County Parcel Number 18-07134, thence Northwesterly on said southwesterly parcel line to the intersection with the centerline of Spencer Street, thence Southwesterly on the centerline of Spencer Street to the intersection of Nelson Avenue, thence Northwesterly on the centerline of Nelson Avenue to a deflection point at the intersection of Nicholas Street, thence continuing West on the centerline of Nelson Avenue to the intersection of Brighton Avenue, thence North on the centerline of said Brighton Avenue to the intersection of South Avenue, thence West on said centerline of South Avenue to the intersection of the centerline of Swan Creek, thence meandering North-Northeasterly along the centerline of Swan Creek to the intersection of said Swan Creek centerline with the centerline of Champion Street, thence South on said centerline of Champion Street to the intersection of the old Swan Creek bed centerline, thence meandering East-Northeast on the centerline of the old Swan Creek bed to the intersection of the existing centerline of Swan Creek as it is to date, thence meandering East-Northeast on the centerline of said existing Swan Creek centerline to the intersection with the west line of River Tract #11, thence North on the west line of River Tract #11 to south parcel of the Pennsylvania Lines LLC, thence Southeasterly on said south parcel of Pennsylvania Lines LLC to the intersection with the north line of said River Tract #11, thence East on the north line of said River Tract #11 and on the north line of River Tract #10 to the intersection with the centerline of South Hawley Street, thence north on the centerline of said South Hawley Street to the intersection of the north line of a parcel in the name of Pennsylvania Lines LLC, thence East on said north parcel line to the centerline of Swan Creek, thence meandering North-Northeasterly on the centerline of said Swan Creek to the intersection of the northwesterly line of the Toledo Harbor Line of the Maumee River, thence South on said the northwesterly line of the Toledo Harbor Line of the Maumee River to the termination point of said northwesterly line of the Toledo Harbor Line of the Maumee River within River Tract #9, said point also being the southwesterly corner of Lucas County Parcel 18-73124, thence North on the westerly parcel line of said Parcel 18-73124 to a point being 150 feet south of the south right of way of the Norfolk Southern Railroad right of way, thence Northeast and parallel to said Norfolk Southern Railroad for a distance of 150 feet to a point, thence North for a distance of 150 feet to the south right of way of said Norfolk Southern Railroad right of way, thence continuing North to the intersection with the north right of way of said Norfolk Southern Railroad right of way, thence West-Southwest on said north right of way of the Norfolk Southern Railroad to the point of beginning for this description.

#### 105.04. Third Ward.

The Third Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerline of Douglas Road with the Ohio-Michigan State Line, thence East on the Ohio-Michigan State Line to the intersection of the centerline of Detroit Ave, thence continuing East on the Ohio-Michigan State Line to the intersection of the Northwesterly right-of-way line of the New York Central Railroad, thence Southwest on said Northwesterly right-of-way line of the New York Central Railroad to the West Section line of Section Number 6, Town-9-South, Range-8-East, thence South on said Section Number 6, Town-9-South, Range-8-East also being the centerline of Stickney Avenue to the intersection of the Northerly Corp limits of Washington Township, thence South on the centerline of said Stickney Avenue to the intersection of the centerline of right of way for the Ann Arbor Railroad right of way, thence Northwesterly on said centerline of the right of way for the Ann Arbor Railroad to the intersection the centerline of the right of

way for the New York Central Railroad, thence Southwesterly on said centerline of the New York Central Railroad to the intersection with the north section line of Section Number 13 Town-9-South, Range-7-East, thence West on said north section line to the intersection of the centerlines of Crabb Road and Laskey Road, thence West on the centerline of Laskey Road to the intersection of the centerline of Douglas Road, thence North on the centerline of Douglas Road to the point of beginning for this description.

#### **105.05. Fourth Ward.**

The Fourth Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the northwesterly line of the Toledo Harbor Line of the Maumee River with the centerline of right of way for interstate #280, thence meandering Southwesterly on said northwesterly line of the Toledo Harbor Line of the Maumee River to the centerline of Cherry Street, thence Northwesterly on said centerline of Cherry Street to the intersection of the centerline of Delaware Avenue, thence Westerly on said centerline of Delaware Avenue to the intersection of Franklin Avenue, thence continuing West on said centerline of Delaware Avenue to the intersection of the centerline of Fulton Street, thence North on the centerline of Fulton Street to the intersection of the centerline of Rockingham Street, thence Northeasterly on said centerline of Rockingham Street to the intersection of the centerline of Cherry Street, thence Northwesterly on the centerline of Cherry Street to the intersection of Central Avenue, thence West on the centerline of Central Avenue to the centerline of Collingwood Boulevard, thence North on the centerline of said Collingwood Boulevard to the intersection of Highland Avenue, thence Westerly on the centerline of Highland Avenue to the centerline of Detroit Avenue, thence Northeasterly on the centerline of said Detroit Avenue to the intersection of the centerline of Interstate #75, thence meandering Easterly on the centerline of Interstate #75 to the intersection of the northerly extension of the East plat line of a plat in the name of Wersell Addition, thence North on the Northerly prolongation of said East plat line of Wersell Addition to the old centerline of the Ottawa River, thence meandering North on the centerline of the old Ottawa River, a.k.a. Ten Mile Creek to the intersection with the easterly prolongation of the centerline of Dura Avenue, thence West on the east prolongation of Dura Avenue centerline to the existing centerline of the relocated Ottawa River, thence Northeasterly on the centerline of relocated centerline of the Ottawa River to the intersection of Stickney Avenue, thence South on the centerline of said Stickney Avenue to an intersection with the north line of Section 19, Town-9-South, Range-8-East, thence East on said north section line to the intersection of the easterly right of way of Chrysler Drive, thence South-Southeasterly along the easterly right of way of Chrysler Drive to the intersection of Manhattan Boulevard and Counter Street, thence Southwesterly to the intersection of the centerline of the Greenbelt Parkway and the centerline of Interstate #280, thence Southerly on the centerline of Interstate #280 to the point of beginning for this description.

#### **105.06. Fifth Ward.**

The Fifth Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the easterly limits of Springfield Township a.k.a. the centerline of Holland-Sylvania Road with the centerline of Airport Highway, thence East-Northeast on the centerline of Airport Highway to the intersection of the west line of the plat of Muers Addition Plat Two, thence South on said west plat line to the intersection of the south right of way of Airport Highway, thence Westerly on said south right of way to the intersection of said south right of way with the east right of way of Baronial Plaza

Drive, thence South on the said east right of way to the southwest corner of Lot Number 4 of Muers Addition Plat One, thence Southwesterly to the south easterly corner of Lot Number 2 of Muers Addition Plat One, thence Southwest on the south line of said Lot Number 2 to the northwest corner of Lot Number 5 within Muers Addition, thence Southeasterly 82.42 feet on Lot Number 5 and the following courses, thence Southwesterly 30.06 feet to a point, thence Southeasterly 150.00 feet to a point, thence Southwesterly 23.00 feet to a point, thence Southeasterly 170.00 feet to the southwesterly corner of said Lot Number 5, thence South to the north right of way of Eaglebrook Road, thence South to the most northerly corner of Lot Number 7 within the Plat of Saddlebrook Court Plat two, thence South to the centerline of Wolf Creek, Thence meandering Northeast on the centerline of said Wolf Creek to the intersection of the centerline of Reynolds Road, thence East continuing on the centerline of Wolf Creek to the intersection of the centerline of Eastgate Road, thence North on the centerline of said Eastgate Road to the intersection of the centerline of Airport Highway, thence East-Northeast on the centerline of said Airport Highway to the intersection of the centerline of Seymour Road, thence Northwesterly on Seymour Road to the intersection of the north right of way of Norwich Road, thence East on the north right of way of Norwich Road to the intersection of the centerline of Westgate Road, thence continuing West on the now centerline of Norwich Road to the intersection of the centerline of Reynolds Road, thence North on the centerline of Reynolds Road to the intersection of the centerline of Hill Avenue, thence continuing North on Reynolds Road to the intersection of the centerline of Dorr Street, thence West on the centerline of Dorr Street to the centerline of Hess Street, thence North on the centerline of Hess Street to the intersection of Reynolds Road and Newhart Circle centerline, thence on Easterly on Newhart Circle centerline to the intersection of the centerline of Dority Road, thence North on the centerline of Dority Road to the centerline of Bancroft Street, thence East on the centerline of Bancroft Street to the southerly limits of the Corp Limits for Ottawa Hills, thence West-Northwesterly on the southwesterly Corp Limits of Ottawa Hills to the intersection of the southerly limits of Sylvania Township, thence West on the southerly limits of Sylvania Township to the intersection of the easterly right of way limits of Interstate #475, thence South on the easterly right of way for said Interstate #475 to the intersection of the centerline of South Avenue, thence East on the centerline of South Avenue to the intersection of the centerline of Holland-Sylvania Road, thence South on said Holland-Sylvania Road to the point of beginning for this description.

### **105.07. Sixth Ward.**

The Sixth Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerline of Westwood Avenue and the centerline of Hill Avenue, thence West on the centerline of Hill Avenue to the intersection of Byrne Avenue, thence North on the centerline of Byrne Avenue to the centerline of Dorr Street, thence East on the centerline of Dorr Street to the centerline of Moran Avenue, thence South on the centerline of Moran Avenue to the intersection of Inverness Avenue, thence East on the centerline of Inverness Avenue to the centerline of Broer Avenue, thence North on said centerline of Broer Avenue to the centerline of said Dorr Street, thence East on the centerline of Dorr Street to the centerline of Douglas Avenue, thence North on the centerline of Douglas Avenue to the intersection of the centerline of Ottawa River a.k.a. Ten Mile Creek, thence meandering East-Northeast on the centerline of said Ottawa River to the centerline of Bancroft Street, thence West on the centerline of Bancroft Street to the intersection of the centerline of Douglas Avenue, thence North on the centerline of Douglas Avenue to the intersection of Kenwood Boulevard, thence East on the centerline of Kenwood Boulevard the intersection of the centerline of Merrimac Boulevard, thence North on the centerline of Merrimac Boulevard to the centerline of Christie Street, thence West on the centerline of said Christie Street to the centerline of Latonia Boulevard, thence North-Northeasterly on said centerline of Latonia Boulevard to the centerline of Letchworth Parkway, thence North on the centerline of Letchworth Parkway to the centerline of Central Avenue, thence West on the centerline of said Central Avenue to the intersection of the centerline of Secor Road, thence South on the

centerline of said Secor Road to the intersection of the centerline of Kenwood Boulevard, thence continuing South on the centerline of Secor Road to the intersection of the Corp limits of Ottawa Hills, thence South and Westerly on the Corp Limits of said Ottawa Hills to the intersection of the centerline of Bancroft Street with the southerly limits of the Corp Limits for Ottawa Hills, thence West on the centerline of said Bancroft Street to the intersection of the centerline of Dority Road, thence South on the centerline of said Dority Road to the intersection of the centerline of Newhart Circle, thence Westerly on said centerline of Newhart Circle to the intersection of the centerline of Reynolds Road with the centerline of Hess Road, thence South on the centerline of said Hess Road to the centerline of Dorr Street, thence East on the centerline of Dorr Street to the centerline of Reynolds Road, thence South on the centerline of said Reynolds Road to the intersection of the centerline of Hill Avenue, thence East on the centerline of said Hill Avenue to the centerline of Wenz Road, thence continuing East on the centerline of said Hill Avenue to the point of beginning for this description.

### **105.08. Seventh Ward.**

The Seventh Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerline of Stengel with the north right of way of Interstate #80-90, thence West-Northwest on the northeasterly right of way of Interstate #80-90 to the easterly Corp Limits of Springfield Township, thence North on the easterly limits of Springfield Township to the intersection of the centerline of Airport Highway, thence East-Northeast on the centerline of Airport Highway to the intersection of the west line of the plat of Muers Addition Plat Two, thence South on said west plat line to the intersection of the south right of way of Airport Highway, thence Westerly on said south right of way to the intersection of said south right of way with the east right of way of Baronial Plaza Drive, thence South on the said east right of way to the southwest corner of Lot Number 4 of Muers Addition Plat One, thence Southwesterly to the south easterly corner of Lot Number 2 of Muers Addition Plat One, thence Southwest on the south line of said Lot Number 2 to the northwest corner of Lot Number 5 within Muers Addition, thence Southeasterly 82.42 feet on Lot Number 5 and the following courses, thence Southwesterly 30.06 feet to a point, thence Southeasterly 150.00 feet to a point, thence Southwesterly 23.00 feet to a point, thence Southeasterly 170.00 feet to the southwesterly corner of said Lot Number 5, thence South to the north right of way of Eaglebrook Road, thence South to the most northerly corner of Lot Number 7 within the Plat of Saddlebrook Court Plat two, thence South to the centerline of Wolf Creek, Thence meandering Northeast on the centerline of said Wolf Creek to the intersection of the centerline of Reynolds Road, thence East continuing on the centerline of Wolf Creek to the intersection of the centerline of Eastgate Road, thence North on the centerline of said Eastgate Road to the intersection of the centerline of Airport Highway, thence East-Northeast on the centerline of said Airport Highway to the intersection of the centerline of Byrne Road, thence South on the centerline of Byrne Road to the intersection of Heatherdowns Boulevard, thence Southeasterly on the centerline of said Byrne Road to the intersection of May Avenue, thence Southwest on the centerline of May Avenue to the centerline of March Drive, thence North-Northwest on said centerline to the intersection of May Avenue centerline, thence Southwesterly on said May Avenue centerline to the intersection of Escott Avenue, thence Southeasterly on the centerline of Escott Avenue to the intersection of May Avenue, thence Southwesterly on the centerline of May Avenue to the centerline intersection of Villa Drive, thence Southeasterly on said centerline of Villa Drive to the northeasterly right of way of Interstate #80-90, thence West-Northwest on the northeasterly right of way of Interstate #80-90 to the intersection of the centerline of Ogontz Road, thence continuing West-Northwest on the northeasterly right of way of Interstate #80-90 to the point of beginning for this description.

### **105.09. Eighth Ward.**

The Eighth Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the northwesterly line of the Toledo Harbor Line of the Maumee River with the centerline of right of way for interstate #280, thence meandering Southwesterly on said northwesterly line of the Toledo Harbor Line of the Maumee River to the centerline of Swan Creek, thence meandering West-Southwesterly on the centerline of said Swan Creek to the intersection of the centerline with City Park Avenue, thence continuing on said centerline of Swan Creek to the intersection with the southerly prolongation of the centerline of Ewing Street, thence Northerly on the centerline of said Ewing Street to the intersection with the centerline of Dorr Street, thence Westerly on Dorr Street centerline to the intersection of the centerline of Detroit Avenue, thence North-Northeasterly on said centerline of Detroit Avenue to the intersection of Monroe Street centerline, thence Northwesterly on the centerline of said Monroe Street to the southwesterly prolongation of the southeasterly right of way of Pennsylvania Lines LLC Railroad, thence Northeasterly on said southeasterly right of way to the intersection of the southerly right of way for Interstate #75, thence Northeasterly to the intersection of the northerly right of way of interstate #75 with the southeasterly right of way of Pennsylvania Lines LLC Railroad, thence North-Northeasterly on said southeasterly right of way to the intersection with the north right of way of Post Street, thence East on said north right of way of Post Street to the most southeasterly right of way of said Pennsylvania Lines LLC Railroad, thence Northeasterly on said southeasterly right of way of Pennsylvania Lines LLC Railroad to the intersection of the centerline of Central Avenue, thence West on said centerline of Central Avenue to the intersection of the easterly right of way of Interstate #75, thence North-Northeasterly on the easterly right of way of said Interstate #75 to the intersection with the southerly prolongation of the centerline Lockwood Avenue, thence North on said southerly prolongation of Lockwood Avenue to the intersection of the centerline of Interstate #75, thence Northeasterly on said centerline of Interstate #75 to the intersection of Detroit Avenue, thence Southwesterly on Detroit Avenue centerline to the centerline of Highland Avenue, thence East on said centerline of Highland Avenue to the centerline of Collingwood Boulevard, thence South on said Collingwood Boulevard centerline to the centerline of Central Avenue, thence East on said centerline of Central Avenue to the centerline of Cherry street, thence Southeasterly on Cherry Street centerline to the intersection of Rockingham Street; thence Southwesterly on the centerline of Rockingham Street to the centerline of Fulton Street, thence South on the centerline of Fulton Street to the centerline of Delaware Avenue, thence East on said Delaware Avenue centerline to the intersection of the centerline of Franklin Avenue, thence continuing East on said Delaware centerline to the intersection of Cherry Street, thence Southeasterly on said centerline of Cherry Street to the intersection of the centerline of Summit Street, thence continuing Southeasterly on said Cherry Street centerline to the point of beginning for this description.

### **105.10. Ninth Ward.**

The Ninth Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerline of Douglas Road with the centerline of Bancroft Street, thence East on the centerline of Bancroft Street to the intersection of the centerline of said Ottawa River with the centerline of Bancroft Street, thence on a straight line in a Northeasterly course to the intersection of said Ottawa River centerline and the centerline of Upton Avenue, thence North on the centerline of Upton Avenue to the centerline of North Cove Boulevard, thence on the centerline of North Cove Boulevard to the centerline of Promedica Boulevard, thence on said centerline of Promedica Boulevard to the intersection of the centerline of Monroe Street, thence Northeasterly on the westerly right of way of Rathbun Drive to the intersection of the southwesterly right of way of Wellesley Drive, thence on said southwesterly right of way to the northwesterly right of way of Jermain Drive, thence on said northwesterly right of way of Jermain Drive to the intersection of the centerline of Briar Cliff Street, thence North on said vacated centerline of Briar Cliff Street to the centerline of Central Avenue, thence East on said centerline of Central Avenue to the intersection of the centerline of

Interstate #475, thence Southeasterly on the centerline of said Interstate #475 to the intersection of Interstate #75, thence North on the centerline of Interstate #75 to the centerline of Central Avenue, thence East on the centerline of Central Avenue to the intersection of the easterly right of way of Interstate #75, thence North-Northeasterly on the easterly right of way of said Interstate #75 to the intersection with the southerly prolongation of the centerline Lockwood Avenue, thence North on said southerly prolongation of Lockwood Avenue to the intersection of the centerline of Interstate #75, thence continuing on said centerline of Lockwood to the intersection of the centerline of Berdan Avenue, thence West on said centerline of Berdan Avenue to the centerline of Wilys Parkway, thence South on the centerline of Willys Parkway to the centerline of Hillcrest Avenue, thence West on said centerline of Hillcrest Avenue to the centerline of Hoiles Avenue, thence North on the centerline of Hoiles Avenue to the centerline of Sylvania Avenue, thence West on the centerline of Sylvania Avenue to the centerline of Belmar Avenue, thence North on the centerline of Belmar Avenue to the intersection of the centerline of Royalton Road, thence East on the centerline of Royalton Road to the intersection of the centerline of Commonwealth Avenue, thence North on the centerline of Commonwealth Avenue to the centerline of Crestwood Road, thence West on the centerline of Crestwood Road to the centerline of Jackman Road, thence North on the centerline of said Jackman Road to the southerly right of way of the Chessie Circle Trail Path, thence Southwesterly on said southerly right of way of the Chessie Circle Trail Path to the centerline of Tremainsville Road, thence Northwesterly on the centerline of Tremainsville Road to the intersection of the centerline of Coolidge Parkway, thence Southwesterly on the centerline of Coolidge Parkway to the centerline of Grantwood Drive, thence Westerly on said centerline of Grantwood Drive to the intersection of the centerline of Fir Lane, thence North-Northeasterly on the centerline of said Fir Lane to the centerline of Westbrook Drive, thence West on the centerline of Westbrook Drive to the intersection of the centerline of Fir Lane, thence North on the centerline of said Fir Lane to the intersection of the centerline of Lambert Drive, thence West on said centerline of Lambert Drive to the centerline of Douglas Road, thence South on the centerline of said Douglas Road to the intersection of the south plat line of a plat in the name of Douglas Park, thence West on said south plat line of Douglas Park the intersection of the centerline of Bales Road, thence North on the centerline of Bales Road to the intersection of the centerline of Ivy Place, thence Westerly on the centerline of Ivy Place to the intersection of the centerline of Woodmont Road, thence South on said centerline of Woodmont Road to the intersection of the centerline of Sylvania Avenue, thence West on the centerline of Sylvania Avenue to the centerline of Drummond Road, thence South on the centerline of Drummond Road to the intersection of the centerline of Monroe Street, thence Southeasterly on the centerline of said Monroe Street to the intersection of the centerline of Carskaddon Drive, thence West-Southwesterly on the centerline of said Carkaddon Drive to the intersection of the centerline of Drummond Road, thence South on the centerline of said Drummond Road to the centerline of Ilger Avenue, thence East on the centerline of said Ilger Avenue to the intersection of the centerline of Aldringham Road, thence continuing East on said centerline of Ilger Avenue to the west line of Jamestown Apartments, thence continuing East on a paper street centerline of Ilger Avenue to the west plat line of a plat in the name of Meredith Place, thence North-Northeast on the west and north plat line of said Meredith Place plat to the easterly prolongation of said north plat line with the centerline of Wendover Drive, thence South on the centerline of said Wendover Drive to the intersection of the centerline of Central Avenue, thence East on said centerline of Central Avenue to the intersection of the centerline of Letchworth Parkway, thence South on said Letchworth Parkway to the intersection of the centerline of Latonia Boulevard, thence South-Southwesterly on said centerline of Latonia Boulevard to the intersection of the centerline of Christie Street, thence East on the centerline of said Christie Street to the centerline of Merrimac Boulevard, thence South on the centerline of Merrimac Boulevard to the centerline of Kenwood Boulevard, thence West on the centerline of said Kenwood Boulevard to the centerline of Douglas Road, thence South on the centerline of said Douglas Road to the intersection of the centerline of Pelham Road, thence continuing South on said centerline of Douglas Road to the point of beginning for this description.

### **105.11. Tenth Ward.**

The Tenth Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerline of Talmadge Road with the intersection of the centerline of Monroe Street, said point being on the easterly line of the Corp. Limits of Sylvania Township, thence North on the centerline of Talmadge Road to the intersection of the centerline of Ariel Avenue, thence East on the centerline of Ariel Avenue to intersection of the centerline of Naomi Drive, thence continuing East on the centerline of Ariel Avenue to the intersection of the centerline of Naomi Drive, thence South on the centerline of Naomi Drive to the centerline of Quinton Avenue, thence East on the centerline of said Quinton Avenue to the intersection of the centerline of Luann Avenue, thence North on the centerline of Luann Avenue to the intersection of the centerline of Laskey Road, thence East on the centerline of said Laskey Road to the centerline of Secor Road, thence continuing East on the centerline of Laskey Road to the centerline of Douglas Road, thence North on the centerline of said Douglas Road to the intersection of Alexis Road, thence continuing North on the centerline of said Douglas Road to the Ohio-Michigan State Line, thence West on said Ohio-Michigan State Line to the easterly limit of the Corp. Limits for Sylvania Township, thence Southerly on the easterly limits of the Corp. Limits for Sylvania Township to the point of beginning for this description.

#### **105.12. Eleventh Ward.**

The Eleventh Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerline of Douglas Road with the centerline of Lambert Drive, thence East-Southeast on the centerline of Lambert Drive to the intersection of Fir lane, thence South on the centerline of Fir lane to the intersection of centerline with Westbrook Drive, thence East on Westbrook Drive to the intersection of Fir Lane, thence South on said Fir Lane to the intersection of the centerline of Grantwood Drive, thence East on the centerline of Grantwood to the centerline of Coolidge Parkway, thence East-Northeast on said centerline of Coolidge Parkway to the centerline of Tremainsville Road, thence Southeasterly on the centerline of Tremainsville Road to the southerly right of way of the Chessie Circle Trail Path, thence Northeasterly on said southerly right of way of the Chessie Circle Trail Path to the intersection of the centerline of Jackman Road, thence South on the centerline of jackman Road to the intersection of the centerline of Crestwood Road, thence East on the centerline of Crestwood Road to the intersection of the centerline of Commonwealth Avenue, thence South on the centerline of Commonwealth Avenue to the intersection of the centerline of Royalton Road, thence West on the centerline of Royalton Road to the intersection of the centerline of Belmar Avenue, thence South on the centerline of Belmar Avenue to the centerline of Sylvania Avenue, thence East on the centerline of Sylvania Avenue to the centerline of Hoiles Avenue, thence South on the centerline of Hoiles Avenue to the centerline of Hillcrest Avenue, thence East on the centerline of Hillcrest Avenue to the centerline of Willys Parkway, thence North on the centerline of Willys Parkway to the centerline of Berdan Avenue, thence East on the centerline of Berdan Avene to the centerline of Lockwood Avenue, thence South on the centerline of said Lockwood Avenue and being the southerly prolongation of said Lockwood Avenue to the intersection of the centerline of Interstate #75, thence Northeasterly on the centerline of Interstate #75 to the intersection of Detroit Avenue, thence continuing and meandering Easterly on the centerline of Interstate #75 to the intersection of the northerly extension of the East plat line of a plat in the name of Wersell Addition, thence North on the Northerly prolongation of said East plat line of Wersell Addition to the old centerline of the Ottawa River, thence meandering North on the centerline of the old Ottawa River, a.k.a. Ten Mile Creek to the intersection with the easterly prolongation of the centerline of Dura Avenue, thence West on the east prolongation of Dura Avenue centerline to the existing centerline of the relocated Ottawa River, thence Northeasterly on the centerline of relocated centerline of the Ottawa River to the intersection of Stickney Avenue, thence North on said centerline of Stickney to the intersection with the southwesterly Corp limits of

Washington Township, thence continuing on said centerline of Stickney Avenue to the intersection of the centerline of right of way for the Ann Arbor Railroad right of way, thence Northwesterly on said centerline of the right of way for the Ann Arbor Railroad to the intersection the centerline of the right of way for the New York Central Railroad, thence Southwesterly on said centerline of the New York Central Railroad to the intersection with the north section line of Section Number 13 Town-9-South, Range-7-East, thence West on said north section line to the intersection of the centerlines of Crabb Road and Laskey Road, thence West on the centerline of Laskey Road to the intersection of the centerline of Douglas Road, thence South on the centerline of Douglas Road to the point of beginning for this description.

### **105.13. Twelfth Ward.**

The Twelfth Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerline of Douglas Road with the centerline of Laskey Road, thence South on the centerline of Douglas Road to the centerline of Lambert Drive, thence continuing South on the centerline of said Douglas Road to the intersection of the south plat line of a plat in the name of Douglas Park, thence West on said south plat line of Douglas Park the intersection of the centerline of Bales Road, thence North on the centerline of Bales Road to the intersection of the centerline of Ivy Place, thence Westerly on the centerline of Ivy Place to the intersection of the centerline of Woodmont Road, thence South on said centerline of Woodmont Road to the intersection of the centerline of Sylvania Avenue, thence West on the centerline of Sylvania Avenue to the centerline of Drummond Road, thence South on the centerline of Drummond Road to the intersection of the centerline of Monroe Street, thence Southeasterly on the centerline of said Monroe Street to the intersection of the centerline of Carskaddon Drive, thence West-Southwesterly on the centerline of said Carskaddon Drive to the intersection of the centerline of Drummond Road, thence South on the centerline of said Drummond Road to the centerline of Ilger Avenue, thence East on the centerline of said Ilger Avenue to the intersection of the centerline of Aldringham Road, thence continuing East on said centerline of Ilger Avenue to the west line of Jamestown Apartments, thence continuing East on a paper street centerline of Ilger Avenue to the west plat line of a plat in the name of Meredith Place, thence North-Northeast on the west and north plat line of said Meredith Place plat to the easterly prolongation of said north plat line with the centerline of Wendover Drive, thence South on the centerline of said Wendover Drive to the intersection of the centerline of Central Avenue, thence West on said centerline of Central Avenue to the intersection of the centerline of Secor Road, thence South on the centerline of said Secor Road to the intersection of the centerline of Kenwood Boulevard, thence continuing South on the centerline of Secor Road to the intersection of the Corp limits of Ottawa Hills, thence Westerly and Northerly around the Corp Limits of said Ottawa Hills to the intersection of the centerline of Central Avenue and also being the easterly limits of the Corp Limits for Sylvania Township, thence West on said Corp Limits for Sylvania Township to the intersection of the centerline of Talmadge Road, thence North on the centerline of said Talmadge Road to the intersection of the centerline of Monroe Street, thence continuing North on the centerline of Talmadge Road to the intersection of the centerline of Ariel Avenue, thence East on the centerline of Ariel Avenue to intersection of the centerline of Naomi Drive, thence continuing East on the centerline of Ariel Avenue to the intersection of the centerline of Naomi Drive, thence South on the centerline of Naomi Drive to the centerline of Quinton Avenue, thence East on the centerline of said Quinton Avenue to the intersection of the centerline of Luann Avenue, thence North on the centerline of Luann Avenue to the intersection of the centerline of Laskey Road, thence East on the centerline of said Laskey Road to the centerline of Secor Road, thence continuing East on the centerline of Laskey Road to the point of beginning for this description.

### **105.14. Thirteenth Ward.**

The Thirteenth Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerline of Westwood Avenue and the centerline of Hill Avenue, thence West on the centerline of Hill Avenue to the intersection of Byrne Avenue, thence North on the centerline of Byrne Avenue to the centerline of Dorr Street, thence East on the centerline of Dorr Street to the centerline of Moran Avenue, thence South on the centerline of Moran Avenue to the intersection of Inverness Avenue, thence East on the centerline of Inverness Avenue to the centerline of Broer Avenue, thence North on said centerline of Broer Avenue to the centerline of said Dorr Street, thence East on the centerline of Dorr Street to the centerline of Douglas Avenue, thence North on the centerline of Douglas Avenue to the intersection of the centerline of Ottawa River a.k.a. Ten Mile Creek, thence meandering East-Northeast on the centerline of said Ottawa River to the centerline of Bancroft Street, thence on a straight line in a Northeasterly course to the intersection of said Ottawa River centerline and the centerline of Upton Avenue, thence North on the centerline of Upton Avenue to the centerline of North Cove Boulevard, thence on the centerline of North Cove Boulevard to the centerline of Promedica Boulevard, thence on said centerline of Promedica Boulevard to the intersection of the centerline of Monroe Street, thence Northeasterly on the westerly right of way of Rathbun Drive to the intersection of the southwesterly right of way of Wellesley Drive, thence on said southwesterly right of way to the northwesterly right of way of Jermain Drive, thence on said northwesterly right of way of Jermain Drive to the intersection of the centerline of Briar Cliff Street, thence North on said vacated centerline of Briar Cliff Street to the centerline of Central Avenue, thence East on said centerline of Central Avenue to the intersection of the centerline of Interstate #475, thence Southeasterly on the centerline of said Interstate #475 to the intersection of Interstate #75, thence North on the centerline of Interstate #75 to the centerline of Central Avenue, thence East on the centerline of Central Avenue to the southeasterly right of way of the Pennsylvania Lines LLC Railroad, thence Southwesterly on said southeasterly right of way to the north right of way of Post Street, thence West on said north right of way of Post Street to the intersection of the southeasterly right of way of the Pennsylvania Lines LLC Railroad, thence Southwesterly on the southeasterly right of way of the Pennsylvania Lines LLC Railroad to the intersection of the northeasterly right of way of Interstate #75, thence Southwesterly to the intersection of the southwesterly right of way of Interstate #75 with the southeasterly right of way of the Pennsylvania Lines LLC Railroad, thence Southwesterly on said southeasterly right of way to the intersection with the centerline of Monroe Street, thence Southeasterly on said centerline of Monroe Street to the intersection of Detroit Avenue, thence Southwesterly on the centerline of Detroit Avenue to the centerline intersection with Dorr Street, thence East on Dorr Street to the intersection of the centerline of Ewing Street, thence South on the centerline of Ewing Street to the intersection of the centerline of Swan Creek a.k.a. Ten Mile Creek, thence meandering on the centerline of Swan Creek South-Southwest to the intersection of the north line of a parcel in the name of Pennsylvania Lines LLC, thence West on said north line of Pennsylvania Lines LLC parcel to the intersection of Hawley Street, thence South on the centerline of said Hawley Street to the intersection of the north line of River Tract #10, thence West on the north line of River Tract #10 and River Tract #11 to the intersection of the south line of a parcel in the name of Pennsylvania Lines LLC, thence Northwesterly on said south line of Pennsylvania lines LLC to the intersection with the centerline of Airline Avenue, thence Southwesterly on the centerline of said Airline Avenue to the centerline of Detroit Avenue, thence South-Southwesterly on said Detroit Avenue centerline to the intersection of Airline Avenue, thence Westerly on said Airline Avenue to the intersection of the centerline of Fearing Boulevard, thence North on the centerline of Fearing Boulevard to the intersection of the centerline of Hill Avenue, thence West on the centerline of Hill Avenue to the point of beginning for this description.

#### **105.15. Fourteenth Ward.**

The Fourteenth Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerlines of Miami Street and Navarre Avenue, thence East on said centerline of Navarre Avenue to the westerly Corp Limits of the City of Oregon, thence North-northeasterly on said Corp limits of the City of Oregon to the intersection of the southeasterly line of the Toledo Harbor Line of the Maumee River, thence South-southwesterly on said southeasterly line of the Toledo Harbor Line of the Maumee River to the intersection of the north line of the Pennsylvania Lines LLC Railroad crossing the Maumee River, thence East on the northerly parcel line of the Pennsylvania Lines LLC Railroad to the intersection of the centerline of Miami Street, thence Northerly on the centerline of Miami Street to the point of beginning for this description.

#### **105.16. Fifteenth Ward.**

The Fifteenth Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerline of Schneider Road with the centerline of Byrne Road, thence North on said centerline of Byrne Road to the intersection of Airport Highway, thence Southwesterly on the centerline of Airport Highway to the intersection of the centerline of Seymour Road, thence Northwesterly on Seymour Road to the intersection of the north right of way of Norwich Road, thence East on the north right of way of Norwich Road to the intersection of the centerline of Westgate Road, thence continuing West on the now centerline of Norwich Road to the intersection of the centerline of Reynolds Road, thence North on the centerline of Reynolds Road to the intersection of the centerline of Hill Avenue, thence East on the centerline of said Hill Avenue to the intersection of Westwood Avenue, thence continuing East on the centerline of said Hill Avenue to the intersection of Fearing Boulevard, thence South on said Fearing Boulevard centerline to the centerline of Airline Avenue, thence East on said centerline of Airline Avenue to the intersection of Detroit Avenue, thence South-Southwest on said centerline of Detroit Avenue to the centerline of Arlington Avenue, thence East on Arlington Avenue centerline to the intersection with the North-South centerline of the Northeast Quarter of Section Number 16, Township 3 of the U.S. Reserve of the 12 Mile Square, thence South on said North-South line to the intersection of the South line of said Northeast Quarter of Section Number 16, Township 3 of the U.S. Reserve of the 12 Mile Square, thence West on said South line to the intersection of the centerline of Opal Street, thence Southwesterly on said centerline of Opal Street to the intersection of the centerline of Aberdeen Avenue, thence West on the centerline of said Aberdeen Avenue to the intersection of the centerline of Detroit Avenue, thence Southwesterly on the centerline of Detroit Avenue to the intersection of the north line of River Tract #14 and also being the centerline of Schneider Road extend easterly, thence West on said centerline of Schneider Road extended to the point of beginning for this description.

#### **105.17. Sixteenth Ward.**

The Sixteenth Ward shall consist of that part of the City bounded as follows:

Beginning at the intersection of the centerline of Stengel with the north right of way of Interstate #80-90, thence Northeasterly on the centerline of Stengel to the intersection of the centerline of Ogontz Road, thence Southeasterly on the centerline of Ogontz Road to the intersection of the north right of way of Interstate #80-90, thence Southeasterly on the north line of Interstate #80-90 to the intersection of the centerline of Villa Drive, thence Northwesterly on said Villa Drive to the intersection of the centerline of May Avenue, thence Northeasterly on the centerline of said May Avenue to the intersection of Escott Avenue centerline, thence Northwesterly on the centerline of Escott Avenue to the centerline of May Avenue, thence on May Avenue to the intersection of the centerline of March Drive, thence Southeasterly on the centerline of March Drive to the centerline of May Avenue, thence Northeasterly on the centerline of May Avenue to the centerline of Byrne Avenue, thence Northwesterly on the centerline of Byrne Avenue to the intersection of Heatherdowns

Boulevard, thence North on the centerline of said Byrne Avenue to the intersection of the centerline of Schneider Road, thence on the centerline of Schneider Road to the intersection of the centerline of Detroit Avenue, thence North-Northeast on the centerline of Detroit Avenue to the intersection of the centerline of Aberdeen Avenue, thence East on the centerline of Aberdeen Avenue to the intersection of the centerline of Opal Street, thence Northeasterly on the centerline of Opal Street to the South line of the Northeast Quarter of Section Number 16, Township 3 of the U.S. Reserve of the 12 Mile Square, thence East on said south line of Section 16 to the intersection with the North-South centerline of said Northeast Quarter of Section Number 16, thence North on the north-South centerline of said Section 16 to the intersection of the centerline of Arlington Avenue, thence West on the centerline of Arlington Avenue to the intersection of the centerline of Detroit Avenue, thence Northeasterly on the centerline of Detroit Avenue to the intersection of the centerline of Airline Avenue, thence East-Northeast on the centerline Airline Avenue to the intersection with the south line of a parcel in the name Pennsylvania Line LLC, thence Easterly on the south parcel line of the Pennsylvania Lines LLC to the intersection of the northerly prolongation of the west line of River Tract #11, thence South on the northerly prolonged of the west line of River Tract #11 to the centerline of Swan Creek a.k.a. Ten Mile Creek, thence meandering South-Southwesterly on the centerline of Swan Creek to the intersection of the centerline of Champion Street, thence North on the centerline of Champion Street to the intersection with the easterly prolongation of the old centerline of Swan Creek, thence West-Southwest on the centerline of old Swan Creek centerline to the intersection with existing Swan Creek centerline, thence South on the centerline of Swan Creek to the intersection with the centerline of South Avenue, thence East on the centerline of South to the intersection of the centerline of Brighton Avenue, thence South on the centerline of Brighton Avenue to the intersection of the centerline of Nelson Avenue, thence East on the centerline of Nelson Avenue to the intersection of Nicholas Street, thence Southeast on the centerline of Nelson Avenue to the intersection of the centerline of Spencer Street, thence Northeasterly on said centerline of Spencer to the intersection of the northwesterly prolongation of the southwesterly parcel line of Lucas County Parcel Number 18-07134, thence Southeast on the southwesterly parcel line of said Parcel Number 18-07134 extended to the centerline of the Anthony Wayne Trail a.k.a. State Route #25, thence Northeast on said centerline of the Anthony Wayne Trail to the intersection of the east line of Sub Lot #3 of River Tract #11, thence South on said east line of Sub Lot #3 to the most easterly parcel line of Lucas County Parcel Number 18-73676, thence Southeasterly on said east line of Parcel 18-73676 to the intersection with the north right of way of the Norfolk Southern Combined Railroad, thence Easterly on said north right of way to a point being 260 feet east of the east line of River Tract #10, thence South being parallel to the east line of River Tract #10 to a point on the southeasterly right of way of the Norfolk Southern Combined Railroad, thence westerly on the southeasterly right of way of said Norfolk Southern Railroad for a distance of 150 feet, thence South and being parallel to the east line of River Tract #10 to the high water mark along the northerly bank of the Maumee River, thence South-Southwesterly on the high water mark of the Maumee River to the intersection with the City of Maumee Corp Limits, also being the northeast tract line of Private Grant #581, thence Northwesterly on the northeast tract line of Private Grant #581 to the intersection of the northeasterly right of way of Interstate #80-90, thence West-Northwest on the northeasterly right of way of Interstate #80-90 to the intersection of the centerline of Villa Drive, thence continuing West-Northwest on the northeasterly right of way of Interstate #80-90 to the intersection of the centerline of Ogontz Road, thence continuing West-Northwest on the northeasterly right of way of Interstate #80-90 to the point of beginning for this description.

**Be and the same is hereby adopted**

SECTION 3. That this Ordinance hereby is declared to be an emergency measure and shall be in force and effect from and after its passage. The reason for the emergency lies in the fact that same is necessary for the immediate preservation of the public peace, health, safety and property, and for the further reason that this Ordinance must be immediately effective to provide the Lucas County Board of Elections with reasonable time

to make the adjustments before the next election. With the further reason being that it is necessary to comply with the mandates of the Toledo City Charter in redefining ward boundaries.

Vote on emergency clause: yeas \_\_\_\_\_, nays \_\_\_\_\_.

Passed: \_\_\_\_\_, as an emergency measure: yeas \_\_\_\_\_, nays \_\_\_\_\_.

Attest: \_\_\_\_\_  
Clerk of Council

\_\_\_\_\_  
President of Council

Approved: \_\_\_\_\_

\_\_\_\_\_  
Mayor

I hereby certify that the above is a true and correct copy of an Ordinance passed by Council

\_\_\_\_\_.

Attest: \_\_\_\_\_  
Clerk of Council