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Area Development Updates



Avenue-Lawrence (Pusateri's) application - mediation and settlement

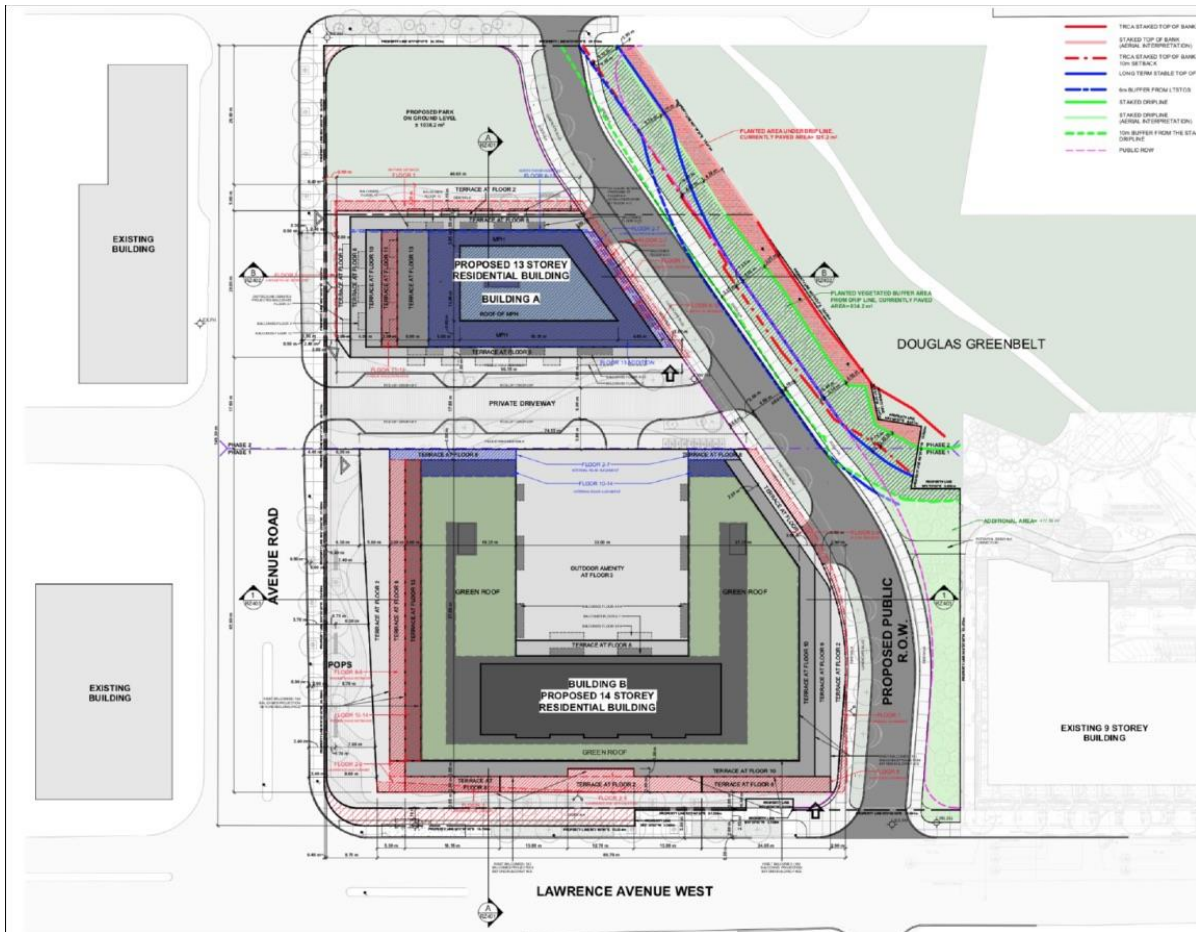
272, 284, 286, 288, 290, and 296 Lawrence Avenue West
and 1507, 1525, 1537, 1539, 1545, and 1549 Avenue Road

Background

The applicant, First Capital Realty, had appealed to the Ontario Land Tribunal for amendments to the Official Plan and to the Zoning By-law for this site which is shown above and includes several buildings on the northeast corner of Avenue Road and Lawrence Avenue, extending north to Douglas Avenue.

LPRO, along with the Bedford Park Residents' Organization, were jointly granted party status to the Appeal. Mediation sessions with the City and developer took place during June, July and August.

The resident group has been primarily concerned with the public realm, including adequate sidewalk space, pedestrian and traffic safety alongside increased vehicular traffic, ensuring inviting access to the Greenbelt, responsible massing of the buildings, and minimizing traffic infiltration. Protection of the Douglas Greenbelt has been an important element of the development plan. On the advice of a mediator, residents retained a traffic engineer to assist with technical aspects and retained a planner and a lawyer for professional advice during the mediation sessions.



Proposed site plan

The settlement

The [settlement agreement](#) between the developer and the City was approved at the November 13-14, 2024 Toronto City Council Meeting.

The settlement plans, shown above, consist of the following:

- A new north-south street that will function as a northward extension of Rosewell Avenue to meet Douglas Avenue
- Two development blocks separated by an east-west private driveway connecting Avenue Road to the new street, in place of the existing Pusateri's driveway

- The south block will include a 14-storey building with retail on the first floor and residential units above, while the north block will include a 13-storey building with retail on the first floor and residential units above
- On the corner of Avenue Road and Douglas Avenue, a 1,038m² (11,177ft²) public park will be created, with ownership transferred to the City of Toronto

Transportation, traffic and pedestrian safety

Two new traffic signals will be installed: one at Avenue Road and Douglas Avenue and the other at Rosewell Avenue and Lawrence Avenue. These new traffic signals will assist in allowing future residents and retail customers to safely access the site and provide additional opportunities for pedestrians to safely cross the street, including students at Lawrence Park Collegiate, Glenview and Havergal.

The new north-south street will run parallel to the Douglas Greenbelt, though the roadway will be set back 16m from the top edge of the ravine slope, with new vegetation added along the top of the slope. The new public street will have sidewalks on both sides of the street. Additionally, this new street, running parallel to Avenue Road and connected to Douglas Avenue will create an alternative route to relieve some traffic congestion at Avenue Road and Lawrence.

The private driveway will be restricted to right turns in from Avenue Road and right turns out to Avenue Road, reducing the number of turning movements and potential conflicts with pedestrians and traffic. This is a substantial improvement over the existing operation of the Pusateri's driveway.

The driveway will contain pick-up and drop-off spaces for the north building and retail, while 2 additional off-street pick-up and drop-off spaces will be provided adjacent to the south building lobby, located off the new street.

Building design and relationship to the street

Through the mediation, the two proposed buildings were modified to improve their massing and relationship to the street. Additional setbacks and step-backs were secured, reducing the impact of the building mass, creating more variation (not a

continuous wall), improving sky-view, increasing the separation distance from the proposed park and increasing pedestrian space with a focus on the corner of Avenue Road and Lawrence. The streetwall height will be one storey on Avenue Road and seven storeys on Lawrence Avenue.

The south building will have a minimum setback of 8.8m from the Lawrence Avenue curb. At the corner of Avenue Road and Lawrence, additional space has been provided for pedestrians, including students, to gather or wait for the bus without obstructing the sidewalk. At the corner of Avenue Road and Lawrence, the ground floor of the building will be set back 10.8m from the curb on Lawrence.

There will be a publicly accessible plaza, owned by the developer, extending north along Avenue Road in front of the south building. Pedestrian space will vary from a width of 13.4m, narrowing to 10.7m at the private driveway. The north building will have a minimum setback from the Avenue Road curb of 6.8m. Numerous trees will be planted along the building frontages on Lawrence Avenue and Avenue Road.

Additional measures

LPRO/BPRO worked with Councillor Colle to add additional measures before City Council voted on the settlement.

The City will consider connecting the sidewalk of the new public roadway to the existing Douglas Greenbelt trail, forming a continuous pedestrian network for neighbourhood residents.

City Council also directed Transportation Services to report back on a straight-through prohibition northbound and southbound at the intersection of Rosewell Avenue and Lawrence Avenue, where the new road will extend Rosewell northward. This will protect students at Havergal, Glenview and John Ross Robertson from cut-through traffic that might otherwise utilize Rosewell Avenue. It will also limit traffic volumes on the new road.

Transportation Services will report on prohibiting eastbound straight-through

traffic from Glengarry Avenue to the new driveway, which is one of the more dangerous movements at the existing Pusateri's access.

With respect to the new road, Transportation Services will report back on traffic calming measures including speed humps, a maximum speed limit of 30km/h, a new all-way stop controlled intersection with pedestrian crosswalks where the private driveway meets the new road and a proposed median to prevent drivers from making illegal left turns as they enter or exit the development driveway, as the driveway will be limited to "right-in, right-out".

Finally, City Council has agreed that no truck loading access shall occur from Avenue Road. This would require trucks to access the site from the new street.



33 Chatsworth Drive (formerly known as 41 Chatsworth)

Excavation is finally underway on this site which has been vacant since the Fifth Church of Christ, Scientist building was demolished in 2014.

In 2021, representatives from LPRO and DART (Developing Areas Responsibly in Toronto) participated in mediation sessions with the developer. The mediation resulted in a settlement offer that was agreed to by all parties and approved in May 2021.

The approved building plans include four storeys above grade facing Chatsworth Drive and five storeys facing Duplex Parkette, with a height of 17.5m plus 4m mechanical. The upper levels of the building include numerous step-backs.

500 Duplex - demolition of rental townhouses

At the October 9, 2024, City Council meeting, approval was given for a Rental Housing Demolition application to demolish 10 existing rental dwelling units at 500 Duplex Avenue and provide a tenant relocation and assistance plan to affected tenants. It may be some time, however, before any demolition occurs and new construction begins at the site.

2400 Yonge at Roselawn – Committee of Adjustment approves three extra storeys for each of two towers

In April 2024, First Capital asked for, and received, approval at the Committee of

Adjustment to add three more floors on each of their two towers at Roselawn and Yonge, increasing the number of storeys from 21 to 24, and from 27 to 30. The developer agreed to contribute \$400,000 to community development funds. LPRO was a Party to this Appeal, along with Eglinton Park Residents Association.

34-70 Montgomery (from fire station to Duplex) – mediation

Led by the Eglinton Park Residents Association, the 500 Duplex Coalition, of which LPRO is a member, participated as a Party in Mediation sessions for the 34 Montgomery OLT Appeal.

A 23-storey tower over a six-floor podium had been proposed along Montgomery Ave, from the fire station to Duplex Ave. During mediation, the plans were revised so that the tower was moved to the east end of the site closer to Yonge Street, the building frontage was moved further from the sidewalk to give space for healthy trees to grow, and the ground floor was revised to accommodate commercial activities and a public realm facing the proposed new Montgomery Park.

1 Alexandra (Trull site)

As reported in our last newsletter, plans are changing for the future development at 2674-2704 Yonge Street (the former Trull funeral home and the apartment building adjacent to the Snider Parkette). The previous proposal to build a 9-storey condominium is now expected to be a retirement home of entirely different size and design, and will now include the adjacent lot at 19 Alexandra Blvd. As of this writing, no official proposal has been submitted to the City.



2908 Yonge – still an empty space

In February 2021, the OLT approved the development of an 11-storey mixed-use building with 65 two-bedroom units, 22 three-bedroom units, and a retail unit at grade level. The proposed building will have a 6-storey podium. A POPS will be constructed along the west side to give access to the Duplex Parkette. There have been no updates on this file since City Council approved the settlement in 2021.

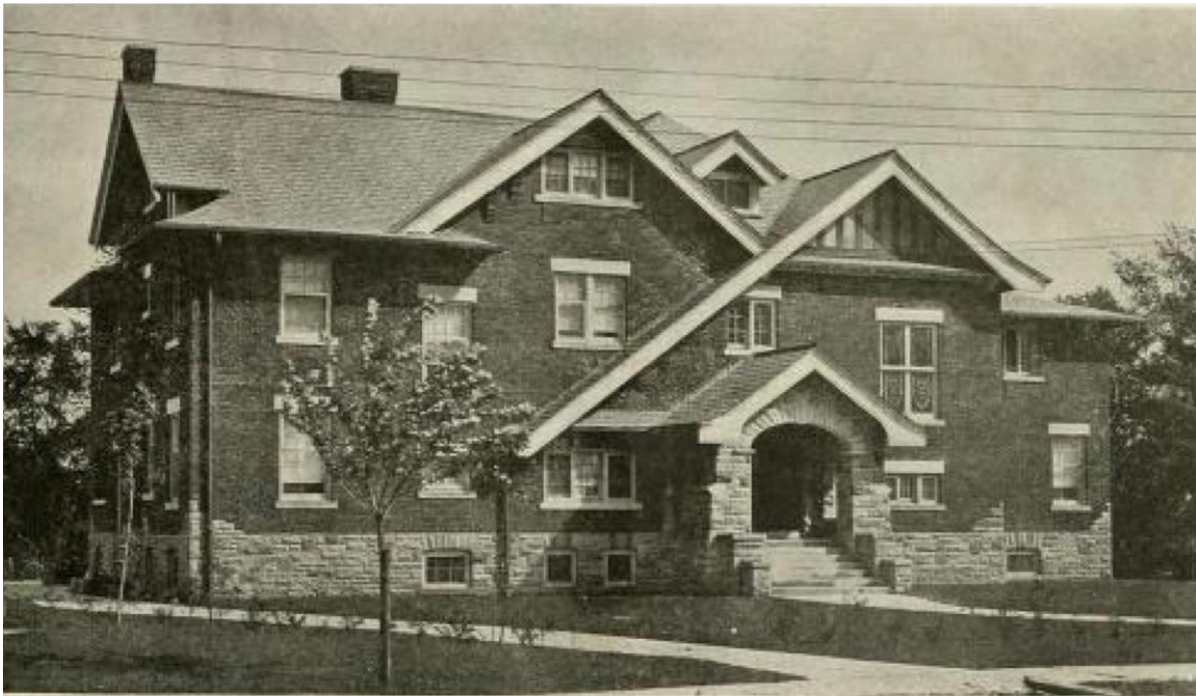


2500 Yonge St Construction Hub (Capitol Theatre)

The strong working relationship between Madison Developments, City of Toronto Transportation Services, Deputy Mayor Mike Colle's office and LPRO continues as we work to mitigate and/or resolve health and safety issues that arise from time to time with large projects like this. Some recent progress updates for this sizable development are:

- The removal of the large heritage retention system on Yonge St. is about six weeks ahead of schedule which means the temporary movable sidewalk is now being relocated back to its original location with appropriate scaffolding. All active traffic lanes plus parking will also be reinstated by the end of the year and this will continue until completion of the project. Streetscaping is expected to take place next fall.
- Large truck ingress/egress to the site continues to adhere to the plan of minimizing construction vehicle traffic on residential streets. The concrete pour will be largely finished this coming spring which will drastically reduce the need for large trucks in the area. The crane will also be removed at that time.
- Currently the 11th floor (out of 15 floors) is being finished with major construction works expected to be complete in late 2025.

Community News & Events



ONE OF TORONTO'S MANY BEAUTIFUL HOMES

94 Cortleigh Blvd, from the December 1915 issue of "The Canadian Builder and Carpenter."

Designation of 94 Cortleigh Blvd. under the Ontario Heritage Act

In their [meeting on November 28, 2024](#), the Toronto Preservation Board approved [a report recommending that City Council state its intention to designate](#) 94 Cortleigh Blvd. under the Ontario Heritage Act. This is only the third residential property in Lytton Park to receive a heritage designation.

"The property at 94 Cortleigh Boulevard comprises a substantial two-storey house constructed in 1914 on an oversized lot. The rear of the property includes a portion of the ravine which crossed the area from north to south. Inspired by the Arts and Crafts movement, the house is finished in rustic red brick, stone detailing, and has half-timbered gables. An extended roof slope bisects and distinguishes the main façade, which also features a prominent stone porch. The property was commissioned for professional interior decorator William Weeks, and is among the earliest to be

developed in this portion of Lytton Park.” - Heritage Planning Report

The item will be forwarded to the Planning and Housing Committee on December 5 and will go before Toronto City Council for final approval on December 17.

Photo: The Canadian Builder and Carpenter, December 1915, from [notice of intention to designate](#).

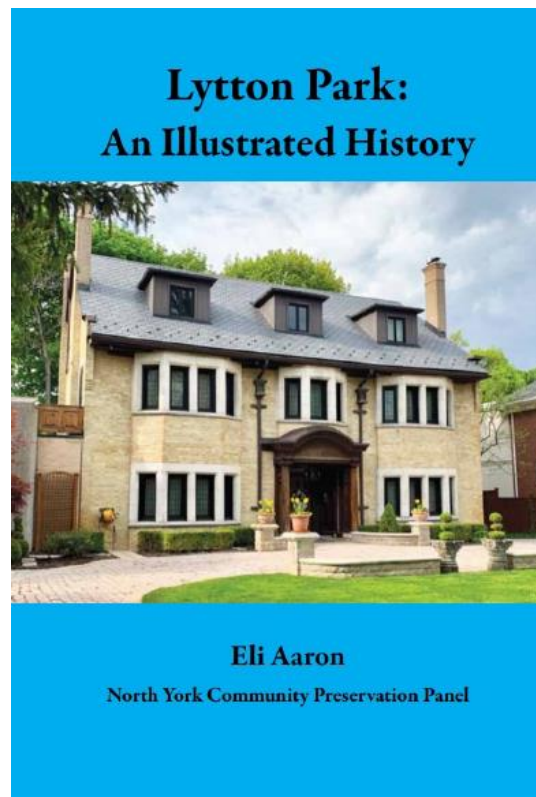
Neighbourhood History Book Available!

Looking for that perfect gift for that hard-to-buy-for person on your Christmas/Hanukkah list? Take a journey through Lytton Park’s historical neighbourhood with a copy of Eli Aaron’s book.

The book explores the history of the Lytton Park Neighbourhood, focusing on the 19th and 20th century development of the community, architecture and notable residents, and includes numerous photos.

Buy yours now while quantities last. Only \$5 with free delivery within the LPRO catchment!

E-transfer to: etransfer@lyttonparkro.ca



A perfect stocking stuffer - get your copy today before they sell out!

Remembering Linda McCarthy

Former LPRO Vice-President Linda McCarthy died on October 28, 2024. She was an active member of the LPRO Board of Directors and took the lead on many community issues. Linda will be greatly missed.

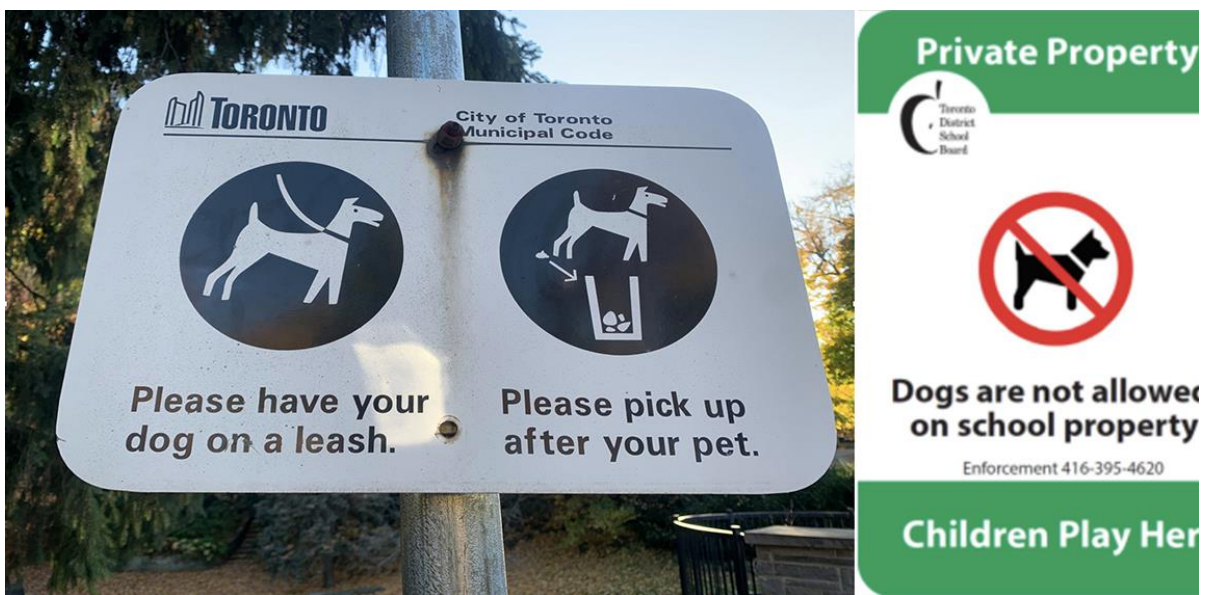
She was ever supportive and caring, ready to listen and to advise from her vast store of knowledge and experience with City issues. Linda was always cognizant of what was happening at City Hall, often attending in-person as well as regularly streaming and listening to video sessions of community and Council meetings.

Following the sudden overnight demolition in 2017 of the 110-year-old beaux-arts-style Bank of Montreal building in our neighbourhood at the corner of Rosewell and Yonge, Linda worked very closely with Heritage Preservation Services Toronto to identify and have assessed buildings that had significant heritage to have them Listed on the Heritage Register, providing a measure of protection from future destruction of our architectural history.

More recently, in her role as Planning, Development, and Committee of Adjustment Assistant in Councillor Colle's office, Linda guided members of our community through the complicated path of development applications, large and small.

LPRO has made a donation in her memory to the Canadian Federation of University Women's Charitable Trust, which grants awards and fellowships to female-identified people pursuing graduate-level educations.

Requiescat in pace.



Dog By-Laws and Off-Leash Parks

It seems nearly every household in our area has at least one pet dog, and there are only a limited number of local off-leash spaces where our dogs can socialize and exercise. Folks often take advantage of the fields at LPCI, Glenview, and JRR to run their dogs. Oftentimes, people new to the neighbourhood aren't aware of the current by-laws regarding where dogs can and cannot run off-leash, and simply follow what they see happening around them. Contrary to popular belief, dogs are not permitted on TDSB property - even outside of school hours.

Below is an excerpt from Ward 8 School Trustee Shelly Laskin's recent e-newsletter regarding dogs and TDSB property:

"The TDSB enforces a strict policy regarding dogs on its properties. Dogs are generally not permitted on TDSB grounds, with the exception of service animals as defined by the [Student Use of Service Animals in Schools Policy \(P096\)](#) and the [Use of Service Animals by the General Public Procedure \(PR604\)](#). These guidelines are in place to ensure proper management and support for service animals within our schools."

The closest designated off-leash areas where dogs are welcome to run freely can be found in the trails at Sherwood Park (at the bottom of the hill at the end of Sherwood Avenue, just east of Mount Pleasant), and at Sunnybrook's fenced dog park (behind the hospital). Alexander Muir Gardens, the Blythwood Ravine trail, and the Lytton Sunken Gardens parkette are not designated for off-leash activity and are periodically monitored by local by-law officers for those disobeying the rules. A new off-leash dog park is planned for Eglinton Park next year.

Please keep your dog and our community safe by ensuring dogs are on leash unless in a designated off-leash space.

New Reporting Process for Dogs Off-Leash

To effectively address incidents of dogs being off-leash on school properties, community members can report such incidents either by phone or online:

Phone Reporting: Call 311 to report dogs off-leash on school property

Online Reporting: Visit the [City of Toronto Service Request](#) webpage.



Outdoor Skating Rinks are now open!

It's time to dust off your ice skates! Leisure Skating and Shinny are now open at both Otter Creek and North Toronto ice pads. Due to variable weather patterns, it's best to check the city's [Outdoor Rink Closures and](#)

[Service Alerts](#) before heading out.

Survey: Help Shape the Future of Ice Facilities in Toronto

The City is developing an Ice Facilities Strategy, a long-term plan to maximize use and guide future investment in both indoor and outdoor ice facilities where residents skate, play hockey, curl, and more. Share your experiences and insights on the needs and priorities for ice facilities.

Take the [online survey](#) and find more information on the City's [Ice Facilities Strategy](#).

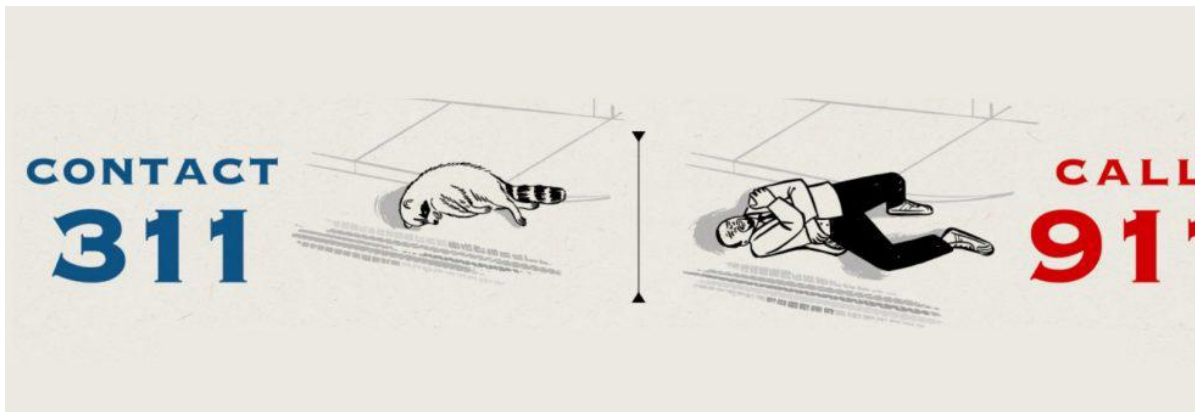


Snow Clearing

It is important to keep the sidewalk in front of/adjacent to your home clear of ice and snow as it helps keep neighbours and communities safer for everyone when it snows.

For snowfall of less than 2cm, it's the responsibility of residents and businesses to clear sidewalks adjacent to their property of snow and ice within 12 hours of the end of a snowfall. If you have elderly or physically challenged neighbours, please consider clearing their sidewalks as well.

For snowfalls of 2cm or more, city crews clear all public sidewalks. [Read more on the details of snow clearing](#) in the City, including "View PlowTO" for a map of roads and sidewalks that have been cleared or salted by City crews, and where the vehicles are now.



Make the Right Call Campaign to Reduce 911 Delays

The City of Toronto is asking residents to "make the right call", in order to keep everyone safe.

“The objective of our joint Make the Right Call campaign is to reduce the number of non-emergency calls to 9-1-1 by increasing understanding of when to call 9-1-1 and when to contact an alternative service,” said Deputy Chief Lauren Pogue. “We want to empower the public with information that ensures everyone gets the right help when needed, especially in emergencies.”

[Learn where best to direct your issue or emergency.](#)



Community School Safety Zone Survey

A survey designed by experts from police services, public health, municipal transportation, school boards, and student transportation consortiums has been created to gain a clearer picture of how people experience and perceive School Safety Zones. Responses from the public will inform recommendations for improving children's safety within these

integral spaces.

Please complete this 10-minute survey if you are a student, parent/guardian, staff member or other ***community member with an interest in School Safety Zones***.

Take Community Safety Zone Survey

Side guards added to City-owned heavy-duty trucks

After many years of lobbying by local elected officials, including Mayor Chow, Deputy Mayor Mike Colle and many street safety advocates, the City of Toronto has approved a program to install side guards to its entire fleet over the next few years. Side guards have proven to be effective in the prevention of injury or death for vulnerable pedestrians and cyclists as they are protected from entering the undercarriage of large and heavy trucks. This latest initiative is an important part of the City's Vision Zero program. Several other cities in Canada, U.S. and around the world have previously adopted similar policies.

However, much still needs to be accomplished as City-contracted trucks, such as waste management and snow plowing will not be mandated for the side guard retrofit, although there are examples of companies who have voluntarily added side guards as a safety measure.

The federal government has been reviewing adding safety standards to large trucks and there is hope for adding such measures like peripheral

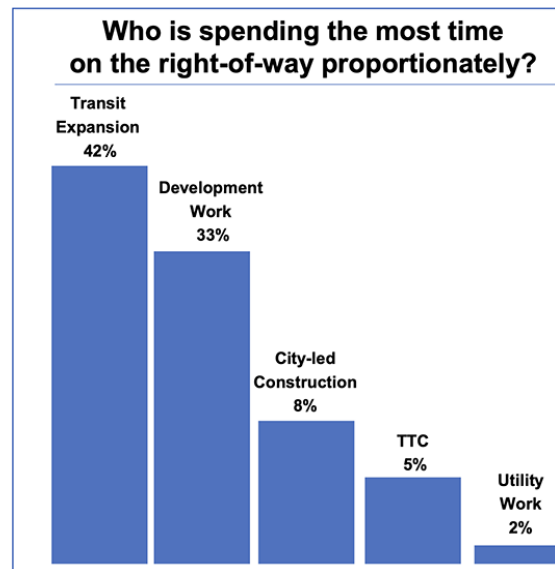
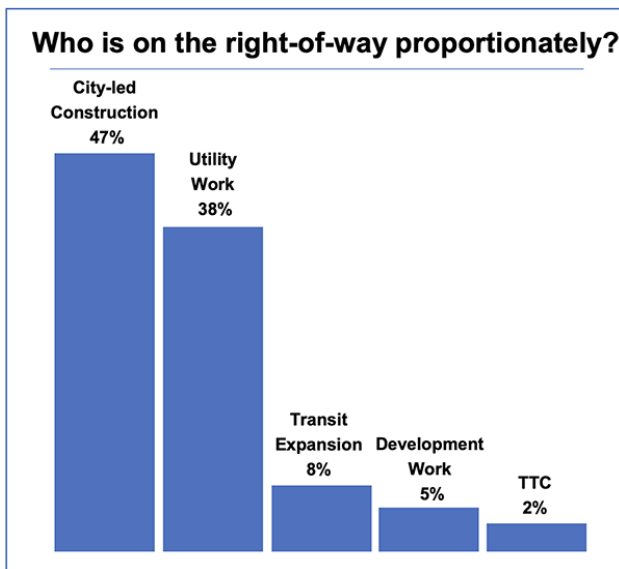
cameras and motion detectors, similar to what the auto industry has already accomplished.



Do Bike Lanes Cause Congestion?

It's no surprise that according to GPS provider TomTom, Toronto ranks third worst in congestion in the world. We all live it every day and the reasons are far from simple. A [recent presentation from Roger Browne](#), Director, Traffic Management, City of Toronto, revealed some interesting statistics on the causes of congestion. Toronto is the fastest growing city in both Canada and the United States with almost 350,000 new residents over a span of just one year! Meanwhile, our 5600 km of roads haven't changed in decades. There just isn't room to add more roads to the network.

At one point in time in 2024, 18% of all road capacity was temporarily closed for construction. We have over 250 cranes in the sky, making us the busiest city in North America for construction. The following breaks down what kind of construction are causing congestion:



Given the enormity of the task of tackling congestion, Roger and his team are introducing several strategies through their [Congestion Management Plan](#).

Ontario's Premier and our Minister of Transportation have recently enacted Bill 212 which, in part, directly limits and even removes protected cycling lanes which they believe will get Toronto moving again. However, it's not that simple, given our exploding population growth, the amount of construction taking place and our limited street capacity.

The City of Toronto has ambitious goals to encourage alternatives to car use like transit, walking and cycling. Taking out cycling lanes is at odds with that strategy and, according to the law of induced demand, will do little or nothing to reduce congestion. Additionally, this will impact Vision Zero by jeopardizing the safety of cyclists and undermine TransformTO goals aimed at reducing greenhouse gasses. This bill undermines the authority of the Toronto City Council, which we elected to govern and make decisions for our city.

If you don't agree with Bill 212 and respect the work of City Transportation staff and other experts, you may wish to sign the [petition from Cycle Toronto](#).

VACANT HOME TAX

It's time to declare.



2024 Vacant Home Tax declaration deadline

Don't forget to make your [Vacant Home Tax Declaration](#). The deadline is April 30, 2025.



Actions for solving the housing crisis Report card for Ontario

[The Alliance for a Liveable Ontario](#) is a coalition of farmers, environmentalists, housing activists, land-use planners, health-care providers and community groups that want to build a liveable Ontario and who want Provincial Government policies that help to solve the housing issues facing us, while protecting our farmland and natural areas and without harming our communities.

Its directors include Franz Hartmann who has a PhD in urban environmental policy, and former Toronto mayor, David Crombie.

In November, ALO released [a new report card](#) evaluating the actions that the Provincial government has taken to solve the housing crisis. It concludes that they have only made it worse. They quote Tim Gray,

Executive Director of Environmental Defence Canada, ***“People need housing built within existing towns and cities at prices they can afford.”***

Actions recommended in the Report:

High Level Action 1: Build Housing in the Right Places

Build in towns and cities and not on farmland and natural areas.

We need to build lots of homes fast. But we must choose locations where it makes sense financially (i.e. where there is existing infrastructure and transit), where people want to live, and where we can preserve our precious farmland, natural assets, and water resources. We can do all of this by building housing within the boundaries of our towns and cities, where enough land has already been set aside to build all the housing we need for generations to come.

Building on farmland and natural areas outside of existing towns and cities actually adds to the housing affordability crisis. New subdivisions require new roads, new services, new everything – which costs a lot more money than building in the right places.

What the Province needs to do:

Use its planning and tax powers to get housing built in the right places, within existing towns and cities and not on farmland and natural areas.

High Level Action 2: Build a Wide Variety of Housing Types

Prioritize multi-bedroom, multi-unit and multi-storeyed buildings instead of mainly tall towers and single-family homes.

Not all Ontarians want to live in the same type of home or neighbourhood. As we age and grow, our preferences often change. We need housing choices to reflect the wide range of needs and wants. That's why we must ensure new housing construction provides a healthy variety of housing types and sizes.

Today, there is growing demand for homes in multi-residential, low-rise, and mid-rise buildings, often called the "missing middle." We need to shift our priorities to filling this demand instead of building more single-family homes in suburbs and postage stamp condo units in tall towers.

What the Province needs to do:

Use its planning and tax powers to get a wide variety of housing types built by prioritizing multi-bedroom, multi-unit and multi-storeyed buildings instead of a focus on tall towers and single-family homes.

High Level Action 3: Invest Heavily in Non-Market Affordable Housing

Until the 1990s, governments in Canada were heavily involved in financing the construction and operation of non-market, affordable housing, often owned and operated by housing co-ops and other non-profit housing providers. Then, governments stopped investing and relied on the private sector. This hasn't worked. Today, estimates suggest over 600,000 Ontarians can't afford the homes they live in. More and more of them are ending up homeless.

Meanwhile, there are lots of successful examples of governments supplying non-market housing in countries around the world. Governments need to invest heavily, again, in non-market housing.

What the Province needs to do:

Start investing heavily in non-market affordable housing, prioritizing funding for municipal and community housing developers – particularly those with shovel ready proposals.



Curious about your home's genealogy?

By local resident and LPRO Director Mel D'Souza

I'm an amateur genealogist researching my family history and taking courses to become a better researcher. Recently I became interested in learning more about the history of my home and its previous owners, and specifically documenting the genealogy of my home. You may pay money to a Home Research Service and they'll document your house genealogy, with pictures, interviews with previous owners if appropriate, and create a hardcover or softcover book for you, complete with original artwork of your home if that's what you wish. However, creating a home genealogy is a relatively simple task, mostly requiring time. I'll share my experience in documenting my home genealogy as an aid if you want to take on this challenge.

My steps were:

1. Calling up [MPAC](#), the Municipality Property Assessment Corporation. After identifying and proving myself as the owner of my home using the information from my past MPAC assessment, I had an enjoyable conversation with a knowledgeable MPAC employee who shared the date my house was built. I was frankly surprised that it was a century home at the time.
2. Reviewing the [Heritage Toronto](#) site, and deciding to purchase a hand-made ceramic [Century Home Plaque](#) with my house number. After filling in a form, the Heritage folk validated that the home was indeed a century home and mailed me the plaque as well as a letter with a brief background on the first homeowner, who lived in my home in the 1920s.
3. Searching through the [City Directories](#) for my street number and street name. I created an Excel sheet with a row for each year of house existence and listed the name of the homeowner, their

profession as listed in the directory, and the page number in the city directory for reference.

It was interesting to see how many owners had lived in the home, the duration of their ownership and their varied professions. My home's first owner was William Healey, a telephone switchboard operator, who changed employers many times, though retained the same profession starting from 1922, the year he occupied the house. He married and his wife Isabella was a telephone clerk at Eaton's, the department store. William and Isabella also likely had a tenant, Mabel Hugh, a resident of their home, who was also a telephone operator at Eaton's. The telephone was patented in 1876 by Alexander Graham Bell and he created the first telephone exchange in Toronto in 1879. By the 1920s the phone was popular in the general population and there was a need for switchboard operators, like William.

To learn more about William Healey I searched the [1931 Canadian Census](#). My next steps are to research building permits for the house and find a suitable picture or two of my neighbourhood a century ago. All easy enough through Toronto's [Find the History of Your House](#).

Call for Volunteers!

Public-facing activities like our Yard Sale and AGM, acting as a Party in mediations with a developer and the City, representing the community on a Construction Hub Committee, and hosting a candidates' meeting during an election are only possible because of all the work being done behind the scenes.

Meeting legal and accounting requirements, maintaining a website, and communicating with our residents through newsletters and e-blasts are just a few of the things LPRO does to maintain its stature as an active and credible residents' association.

If you want LPRO to continue to do the kind of work the community has come to expect, we strongly encourage you to contact us about becoming a volunteer. Several long-standing LPRO volunteers have retired or will retire shortly and we need to replenish the crew!

I'd like to volunteer

Join or Renew Your Membership for 2025

LPRO is a volunteer-run group but we do have expenses such as website maintenance, costs associated with our Yard Sale and AGM, and on occasion the retention of professional consultants. Please support our work through an annual membership - it's only \$30 per household (Jan 1 to Dec 31). To become a member or renew, please go to our website.

Join or renew your membership now

Together we DO make a difference!

P.S. We encourage you to use the **Forward to a Friend** button below to share this e-newsletter with neighbours who may not have received it.

Better yet, ask them to [subscribe on our website](#) or [email us](#) to be added to our distribution list.

Let's keep our community connected!



[Forward to a friend](#)

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Lytton Park Residents' Organization · PO Box 1348 Stn K · 2708 Yonge St · Toronto, ON M4P 3J4 · Canada