

Design Improvements Are Making Streets Safer in Our Neighborhood

by Jackie MacMillan, *Chair, Traffic and Parking Committee*

We are all very conscious of what is not working, but we do not often stop to acknowledge what is working better. This writer and the editor thought it might be helpful to highlight some of the street conditions that have improved over the past couple of years for walkers, bicyclists, and drivers. While much remains to be done, there have been some tangible successes. Following is a list of design changes that have made our streets a little safer and more accessible for all.

University Parkway at Tudor Arms Avenue. This intersection remains risky for pedestrians, but the hazards have been mitigated by the “No Turn On Red” sign at 40th Street, which gives walkers more time to cross at Tudor Arms Avenue (thanks to Councilwoman Mary Pat Clarke for pursuing this change); and the enhanced signage and street markings at the intersection that remind drivers to yield to pedestrians and show them where to stop.

University Parkway at 39th Street, San Martin Drive, and Linkwood Road. This intersection will always be challenging, but it is somewhat safer since DOT removed the right-turn lane at westbound 39th Street, where the white bollards are now installed, and painted diagonal stripes through the right turn lane on eastbound University Parkway at San Martin Drive. Eliminating these turn lanes reduces the crossing distance for walkers, and creates a

tighter turn for vehicles, compelling them to slow down.

These changes, which were actively pursued by the traffic committee in partnership with officials of Johns Hopkins University (JHU), have been supplemented by a more prominent “No Turn On Red” sign for drivers preparing to head west from westbound 39th Street. This sign helps to prevent potentially dangerous conflicts between vehicles exiting onto University Parkway from Linkwood Road, and those turning onto University from 39th Street.

Drivers accessing University Parkway eastbound from Linkwood Road can be particularly vulnerable to eastbound travelers on University who confuse the two closely-spaced sets of traffic signals, and go through the first signal when they

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Photo courtesy of Calvert School.

A HEALTHY HARBOR STARTS HERE — During Calvert School's Fall Family Day of Service in October, students stenciled environmental messages on storm drains around the neighborhood. Residents can help keep the water clean by clearing leaves and trash away from drains. Other student projects included weeding the 39th Street community garden.



A Greener Tree Canopy

A recent survey of the street trees in Tuscany-Canterbury identified more than 100 spaces where trees could be planted. Rather than wait years for the City to plant trees in the bare spots, let's see what we can do now! If you want to join TCNA's new Tree Committee, please contact **Sue Talbott** at **410.889.3318** or **talbottsue@gmail.com**.

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should stop there. This has caused near-misses and anxiety for many drivers who frequent this intersection. DOT recently changed the location of the white line that tells eastbound drivers on University Parkway where to stop. The line was moved further back from the signal, which seems to have reduced the confusion.

This intersection is currently being studied by DOT and JHU for possible changes in conjunction with planned improvements to San Martin Drive (see p. 4). Currently, there is no left-turn signal for drivers on the westbound side of University Parkway who need to cross the eastbound lanes to turn onto San Martin Drive. Because it can be difficult to spot oncoming traffic, some area residents would like to have a designated left-turn lane and left-turn signal (a protected turn). This would help to ensure safety, given the large number of vehicle and pedestrian movements that occur within the intersection.

Traffic Circle at 39th Street and Canterbury Road. Opinions abound as to the relative merits of the circle. The preponderance of opinion seems to be that it has improved auto, bicycle, and pedestrian safety, at least somewhat.

39th Street at North Charles Street. Left turn signals and lanes have been added to both eastbound and westbound 39th Street at the intersection with North Charles Street. The signals have made getting through the intersection easier and safer for drivers.

University Parkway at Canterbury Road. The Traffic Committee is pleased to report that DOT has recently installed an ADA ramp on the west side of University Parkway adjacent to the lacrosse field. The city posted "No Parking" signs between the two crosswalks at this location about a year ago. These changes are making life easier for walkers, wheelchair users, and folks pushing baby strollers.

San Martin Drive. Motorists who take San Martin Drive have to allow a little more time these days due to the speed humps installed by JHU. Along with the "Slow Your Roll" banners, flashing lights, and other new features, the speed humps are making this street safer for all.

York Road at 39th Street. Traffic Committee members noticed that signs along southbound York Road/ Greenmount Avenue were directing drivers to take 39th Street as an alternate route to I-83. With help from Councilwoman Clarke, we were able to get these signs removed. This should help to reduce through-traffic along this busy route that traverses our neighborhood.

These changes were made possible through the efforts of, and collaborations among, Councilwoman Mary Pat Clarke, the Baltimore City Department of Transportation, Johns Hopkins University, the TCNA Board and Traffic Committee, and TCNA residents and businesses. Let's keep up the good work. There is much more to do.

**Happy Hour
Moves to New Time**

The TCNA First Friday Happy Hour has a new time: 6 to 7:30 p.m. The setting is the same: Alizee Bistro in the Colonnade at 4 W. University Parkway. Meet other residents of Tuscan-Canterbury while enjoying reduced-price drinks and free appetizers at First Fridays on March 6, April 3 and May 1.

Gardeners Needed

The Gardening Committee needs more volunteers to help with the three small perennial gardens in our community. Chores include weeding, pruning, mulching, planting, and watering. You can set your own schedule! To volunteer or for more information, contact **Kenna Forsyth** at **kjforsyth@verizon.net** or **410.467.4891**.

The Broadview Gets an Update

by Roz Mansouri

The 462-unit Broadview apartment building at 116 West University Parkway is undergoing extensive renovations.

The family-owned complex was built in 1952 by John K. Ruff, a well-known Baltimore stone mason. His youngest daughter, Mary Brush, lived at the Broadview and managed the property for many years. After her death in 2010, the property was acquired by other family members. Recently I talked with Nina Knoche, one of the new owners, about the changes in store for the building.

Construction of a wi-fi cafe for residents is underway in the space formerly occupied by a convenience store. The lounge and fitness center will be updated, and a study room and a preschool playroom will be added. New sprinkler systems and central air conditioning will be installed.

The existing awnings at the University Parkway and 39th Street entrances will be replaced with metal canopies, new windows will be installed, and the building will be power washed. The exterior work should be completed by midsummer.

The Broadview owners plan to work with the City Department of Transportation, the Hopkins House management, and the TCNA Traffic and Parking Committee



Exterior changes at the Broadview Apartments include replacement windows, removal of the HVAC units on the sides of the building, and new entrance canopies similar to the design depicted in this architect's rendering.

to improve pedestrian safety and the appearance of the median in the 100 block of 39th Street. Consultants hired by the Broadview presented ideas and sought input from neighborhood residents at a community meeting in early February. Traffic calming and aesthetic improvements being considered include speed humps, crosswalks, seating, and flowering grass.

Stony Run Walking Path: The Bridges are Coming at Last!

An important part of the goal to make the Stony Run Walking Path continuous from the vicinity of Roland Park Public School to the Jones Falls Trail near 29th Street has been the replacement of the old bridge over the stream near Ridgemedede and Linkwood Roads and the construction of a new bridge just north of University Parkway near the intersection of Linkwood Road and Stoneyford.

The project has taken several years and has involved a partnership with Roland Park to:

- Secure construction funding from the State;
- Complete extensive engineering and landscape design work;
- Get approvals and permits from the State Department of the Environment and numerous other agencies; and
- Arrange a right of way over a section of private property.

This work is now completed, and soon you will be see some activity along Linkwood Road. Before the end of February some site preparation work will occur on the stream side of Linkwood Road to facilitate the placement of the bridges. This will include the removal of several small trees and shrubs. There is a nice landscape design plan around the bridges with new trees and shrubs that will happen once the bridges are in.

After this site preparation work is completed, the City will issue a Request For Proposals, choose a contractor and, hopefully, begin construction early in the summer. Soon after the contract is signed and before construction begins, TCNA will be notified about construction dates and a description of how the work will proceed.

If you have questions, please contact **Anne Perkins** at annep315@verizon.net.

TCNA Fall Meeting Focuses on Traffic Safety

by Elsie Grant, *TCNA Secretary*

At the TCNA Fall Membership Meeting on November 12, Valorie LaCour, Chief of Transportation Planning, Baltimore City DOT, gave a presentation on the Complete Streets concept, what it means in Baltimore, and how DOT manages projects. She answered questions from residents of Tuscany-Canterbury and nearby neighborhoods. Frank Murphy, Senior Advisor at DOT, and Kevin Livingston, a DOT engineer and project manager, also attended the meeting.

Many in the audience expressed concern about a lack of enforcement of traffic laws, and several people suggested that bringing back the red light cameras would help. LaCour agreed the cameras deter speeding, and she said the City is revising its contract requirements to incorporate new state legislation so that a contractor can be hired to operate the cameras.

LaCour also mentioned the role of education campaigns in improving both driver and pedestrian awareness, and she stressed the need for drivers to obey traffic laws and set a good example.

Murphy noted that DOT does not have the authority to enforce traffic laws—this is a police responsibility.

At the conclusion of the question and answer period, Jackie MacMillan, Traffic and Parking Committee Chair, asked everyone to think about what we can do as citizens. She reminded the audience that improving safety involves three key elements—design, education, and enforcement. These three elements are the responsibility of three separate agencies—DOT, Maryland Motor Vehicle Administration, and Baltimore City Police. There was a general consensus in favor of MacMillan’s suggestion to bring leaders from these three agencies together at a community forum.

During the business portion of the meeting, Bill Bass, TCNA Treasurer, presented the final FY14 budget and the FY15 budget. Tom Forno, TCNA President, made a brief announcement about the Broadview renovations and a community meeting to be held early in 2015 to discuss traffic calming proposals for 39th Street. Linda Tanton, Membership Committee Chair, reviewed some of the benefits of TCNA membership, including email notifications and access to the TCNA Listserv.

TCNA 2014 Financial Report

July 1, 2013–June 30, 2014

	Actual	Budget
Revenues		
Dues/Book Revenue	\$ 6,660	\$ 6,700
Expenses		
Administration	138	200
Committees, etc.	125	50
Newsletters, etc.	900	715
Socials	175	200
Gardens	169	1,000
Winter Needs	-1,000	
MemberClicks, etc.	2,473	2,300
Paypal	454	500
Affiliate Dues	-100	
Contributions	200	150
Board Reserve	\$ 1,700	\$ 485
Total	\$ 6,334	\$ 6,700
Revenues less Expenses	\$ 326	
Funds for Board Reserve	\$ 3,000	
Paypal Account	972	
Funds for Operating Expenses	5,871	
Total Cash 6/30/2014	\$ 9,843	

In and Around the Neighborhood

Circulator Bus Route. The long-awaited expansion of the Charm City Circulator bus route from Penn Station through Charles Village to University Parkway continues to be postponed. With the City experiencing a \$11.6M deficit in operating the Circulator buses, DOT’s William M. Johnson told Councilwoman Mary Pat Clarke in November that DOT is still trying to find a way to extend the Purple route to 33rd Street, but that the Circulator will not be coming to University Parkway.

San Martin Drive Closures. Now that North Charles Street is reopening, the route around the other side of the University, San Martin Drive, will be closed to through traffic for much of the coming year. Alternating portions of San Martin Drive will remain open for access to Hopkins facilities. When the work is finished, San Martin Drive will have a continuous pedestrian pathway from University Parkway to Wyman Park Drive. Near Olin Hall where the road is too narrow for a sidewalk, there will be a pedestrian bridge through the woods. A brick gateway will be constructed at University Parkway to define San Martin Drive as a campus entrance, and other improvements will be made. A link to a PDF file with descriptions, sketches and a timeline is available at <http://ts.jhu.edu/SanMartinDrive>.

Optical Gardens. The sculptures being installed in a new plaza along the east side of North Charles Street between 33rd and 34th Streets are the work of Seattle-based artists Tom Drugan and Laura Haddad. A description of the project components

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Highfield House Celebrates 50th Anniversary with Historic Marker Unveiling

by Alice Cherbonnier

On Saturday, October 25 from 5 to 7 p.m., the Highfield House Condominium at 4000 N. Charles Street held a gala party to celebrate the building's 50th year. A lively crowd of over 200 guests—residents, staff, architecture buffs, city officials and historic preservationists—attended the event. They enjoyed catered refreshments, socialized, and viewed exhibits attesting to the significance of the building's mid-century modern architectural design. Some of the guests entered into the spirit of that era, sporting stylish 1960s clothing, to the delight of others attending.

Highfield House, which “went condo” in 1979, was placed on the National Register of Historic Places in 2007. During the festivities, Dr. Robert Garnet, then president of the Highfield House Homeowners Association, unveiled an historical marker



affixed to a concrete column by the front entrance. The plaque informs the public of the building's landmark status. Among those observing the ceremony was Donald Lee Sickler, the architect who supervised the building's construction.

Designed by noted German-born modernist architect Ludwig Mies van der Rohe, Highfield House opened as an amenity-rich apartment building in 1964, with its first tenants moving in during the spring of 1965. They elected to stay in the city when many others were moving to the suburbs, attracted to the open design of the 165 apartments, spacious well-proportioned rooms, expansive custom aluminum windows, individually controlled air conditioning and heat, easy underground parking, a round swimming pool, landscaped outdoor spaces and sleek model apartments furnished by Hochschild, Kohn & Co.

The 15-story reinforced concrete structure seems to float on its concrete piers, and its grade-level two-story glass lobby seems to merge with the outdoors. Two mirror-image seating areas of precisely positioned “Mies” dark leather chairs and ottomans serve as waiting areas. A utility core, clad with travertine marble, houses offices, a mailroom and elevators. Upstairs there are 13 floors of condominiums, ranging in size from studios to three-bedroom models.



Guests enjoy catered refreshments at the Highfield House's 50th birthday celebration.

Neighborhood Landmarks

Scottish Rite Masonic Center

by Kenna Forsyth

Early in 2009, Baltimore City put the Scottish Rite Masonic Center, at the corner of North Charles and 39th Streets, on its list of historic buildings. (Castalia, the residence of Calvert School’s headmaster, is also in our neighborhood and on the list.)

The Center, considered one of the most beautiful buildings in the country, was designed in the Italian Renaissance manner by Charles Friz with John Russell Pope as consultant, and built in the early 1930s. It was never completed because of the depression. Maintenance has been a top priority the last few years and many improvements have been made; for example, lighting and sound in the auditorium, the roof, the parking lot, the front steps, and pointing up the limestone facade.



Photo by Elsie Grant

Special features of the building include the mammoth solid bronze front door, Indiana limestone facing its outdoor masonry, terrazzo tiles throughout the ground floor, a 1,065-seat auditorium that in its early days had what was considered the largest stage south of New York, and an oak floor in the banquet hall with one of the largest dance floors in Baltimore.

The Center has many services that the Tuscany-Canterbury community can take advantage of, including:

- Rental of the banquet hall for various events (proms, wedding receptions, etc.);
- Lunch every Thursday at noon (\$5, call for the menu and reservations);
- Tours of the building; and
- Hilgenberg Childhood Speech and Language Center (a pediatric clinic serving children with a wide range of speech and language impairments).

The Masonic Center and the clinic are both 501c3 nonprofit organizations and are appreciative of donations. For more information or lunch reservations, call **410.243.3200**. See also www.mdscottishrite.org.

Property Sales in Tuscany-Canterbury

Address	List Price	Sold Price
3801 Canterbury Rd #612	\$175,000	\$170,000
3801 Canterbury Rd #614	\$365,000	\$325,000
3915 Canterbury Rd	\$495,000	\$485,000
3704 N. Charles St #401	\$449,900	\$415,000
3908 N. Charles St #201	\$342,000	\$342,000
3908 N. Charles St #401	\$449,900	\$415,000
4000 N. Charles St #305	\$109,500	\$98,500
4000 N. Charles St #402	\$255,000	\$255,000
4000 N. Charles St #406	\$130,000	\$130,000
4000 N. Charles St #508	\$107,500	\$100,000
4000 N. Charles St #701	\$229,500	\$220,000
4000 N. Charles St #912	\$425,000	\$400,000
4000 N. Charles St #1104	\$125,000	\$118,000
4000 N. Charles St #1112	\$379,000	\$350,000
4100 N. Charles St #208	\$229,500	\$216,000
4100 N. Charles St #314	\$234,000	\$225,000
4100 N. Charles St #1013	\$229,500	\$193,500
221 Stony Run Lane #1-1	\$189,900	\$182,000
221 Stony Run Lane #K-1	\$149,000	\$146,500

Note: This data represents real estate activity through December 31, 2014 in the Tuscany-Canterbury neighborhood. The information is deemed reliable, but not guaranteed.

Source: This information is gathered from the Metropolitan Regional Information Systems, Inc. and is provided courtesy of Karin R. Batterton, GRI, CRS, Realtor, Coldwell Banker Residential Brokerage, 38 Village Square, Baltimore 21210. She may be reached at kbatterton@cbmove.com or **410.218.2566**.

Dumpster Day is May 2

Two Baltimore City dumpsters have been reserved for Saturday, May 2. One dumpster will be placed at the corner of West Highfield and Canterbury Roads, and the other at the intersection of Tuscany and Linkwood Roads at approximately 9 a.m. They will be retrieved about 2 or 3 p.m., but may fill up sooner—**get there early!**

Residents may use these dumpsters for the disposal of yard and household waste that is not suitable for the regular trash or recycling pickups. Please remember that toxic compounds, construction materials, and large household appliances are **NOT to be placed in the dumpsters.**

Charles Village Study Discussed at Workshop

by Alice Cherbonnier

On Saturday, January 10, about 100 people attended a three-hour workshop to discuss options for retail development and transportation in the Charles Village business district. The event, held at the Charles Commons building at 3301 N. Charles Street, was facilitated by Streetsense, a Bethesda, Md.-based retail real estate consulting firm, and VBH, Inc., a national transportation consulting firm. They sought community input regarding research results already gleaned during the Charles Village Retail Planning Study. Attendees were queried about their preferences for streetscapes, street lighting, sidewalks, traffic patterns, storefront design and other amenities that could be included.

Changes are envisioned, in part, in order to accommodate the development of a large multipurpose building at the southwest corner of St. Paul and East 33rd Streets, with Johns Hopkins University as the major tenant. Construction of the 12-story building could begin by April. As currently envisioned, the project will include 157 student apartments, parking, over 30,000 square feet of retail space, and a 10,500 square foot pharmacy. (See <http://hub.jhu.edu/2014/10/15/charles-village-property-development>.)

Community residents at the workshop asked that attention be paid to safe passage crossing streets during construction, noting that this need was not adequately attended to while North Charles Street, from 29th Street to University Parkway, has been under construction. The group was told that the current unusually high curbs in some parts of the street redesign area will be lowered once final paving occurs.

Various options for parking and turn lanes were discussed. Nothing was decided, but the input will inform the work of city planners and the developers. Attendees indicated that making St. Paul Street a major bikeway was not suitable, given the street and parking configurations and amount of traffic. It was felt that other routes were more suitable for biking, and safer as well. Participants reported dissatisfaction with the MTA's service in the community. It was felt that having access to a Circulator Bus that makes the rounds of University Parkway, The Rotunda, Hampden and the Charles Village business district would be very desirable. It was pointed out, though, that this service could lose money.

The event facilitators told the group that about 15,000 cars pass through the Charles Village business district each day. This means the community cannot expect the district to become a retail magnet area; it will more likely serve as a neighborhood business district that serves the day-to-day needs of those who live or work within walking or easy driving distance. The consultants displayed large conceptual drawings of streetscapes that included such amenities as spaces for outdoor dining and socializing, and participants indicated their preferences by affixing colored stickers.

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and how the artists were inspired by both Baltimore's natural environment and the work of Johns Hopkins University researchers is available at <http://hub.jhu.edu/gazette/2014/november-december/focus-charles-street-public-art-park>.

Johns Hopkins special events that may impact traffic and parking in the neighborhood include:

April 17-19	Alumni Weekend
April 24-26	Spring Fair
May 21	Commencement

Baltimore Contemporary Print Fair will be held the weekend of March 28-29 at the Baltimore Museum of Art (admission). See www.artbma.org/PrintFair.

Concerts at Second will feature 100 voices of the Towson University Chorale and McDonogh School Concert Choir on March 8. Akiko Kobayashi and Eric Siepkes will play works for violin and piano on March 22. The Wonderlic Voice Finals will be held on April 26. Pianist Amy Lin will appear on May 17. All these Sunday concerts will start at 3:30 p.m. at Second Presbyterian Church, 4200 St. Paul Street. The church will also host Chamber Music by Candlelight on April 19 and May 3. See www.communityconcertsatsecond.org or call 443.759.3309.

Music at Evergreen. The Ensō String Quartet will perform on Saturday, March 21, and pianist Yun-Chin Zhou on Saturday, April 18. Both concerts are at 3:00 p.m. at the Evergreen Museum and Library, 4545 N. Charles St. (admission). See <http://museums.jhu.edu>.

Shriver Hall Concert Series will conclude its 2014-15 season with two Sunday concerts: Les Violons du Roy on March 15, and pianist Richard Goode on April 19. Both concerts are at 5:30 p.m. in JHU's Shriver Hall (admission). See www.shriverconcerts.org or call 410.516.7164.

Jasper String Quartet will perform a free concert at the Baltimore Museum of Art on Saturday, March 28 at 3:00 p.m., as part of the Shriver Hall Discovery Series. Reservations may be made at 410.516.7165, but tickets are not required.

Homewood Museum on the Johns Hopkins campus is presenting *Making a Museum: The Peale Family in Early Baltimore* through May 31. See <http://museums.jhu.edu>.

Baltimore Museum of Art will reopen its expanded Asian Art Galleries and Wurtzburger African Art Gallery on April 26. A Baltimore-inspired sculpture and photography installation by Sara VanDerBeek opens April 12 in the BMA's Front Room. See www.artbma.org.

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PLEASE JOIN THE TUSCANY-CANTERBURY NEIGHBORHOOD ASSOCIATION

All residents, businesses, and institutions within the neighborhood are eligible for membership in the Tuscany-Canterbury Neighborhood Association. We encourage you to join online. Please go to www.tuscanycanterbury.org to become a member and pay dues.

All members are entitled to receive email alerts from the TCNA board and use the listerv. If you have questions about membership, click on the *Contact Us* link on our website. To join by mail, use the form below.

Name _____ Email _____

Second Name _____ Email _____

Address _____ Phone _____

Business/Institution Name _____

I would like to receive updates from TCNA by email: Yes No

Annual Dues: \$20 Individual \$30 Family \$55 Business/Institution

Make checks payable to **TCNA** and mail to: **P.O. Box 26223, Baltimore, MD 21210**

I'd like to volunteer for:

- Gardening Committee
- Internet & Website Committee
- Membership Committee
- Newsletter Committee
- Traffic & Parking Committee

Thank you for your support!