



Alamo Square Newsletter



INSA's heel design on the west exterior wall of Oak Fair Market

Neighborhood art helps create safer spaces

INSA's heel design (Scott at Oak) is just the latest example of public art in the neighborhood that helps create safer spaces.

Building owners team up with street artists, and the result is neighborhood beautification. Walls that have received an ar-

tistic treatment are less likely to be tagged by graffiti artists, which reduces vandalism statistics for the neighborhood.

Public art can also help create safety by calming traffic, creating an interesting environmental element for drivers.

Bi-Rite's new location on Divisadero

Bi-Rite has announced plans to move into the space currently occupied by Divisadero Farmers Market and Deli (550 Divisadero). They had formerly announced plans to open a

store at the smaller Emblem Market space (736 Divisadero) about a block and a half away from the new site. The bigger location will allow space for an in-store ice cream scoop counter.

next meeting

General membership meetings are usually held the fourth Monday of every other month.

MONDAY, MAR 28, 2011

What: ASNA general meeting

Where: Chateau Tivoli
1057 Steiner St.
Entrance between McAllister and Golden Gate

When: Doors open 7:00 p.m.
Meeting starts 7:30 p.m.

upcoming events

Every Saturday
Fillmore Farmers Market
8:30 a.m. - 1 p.m.
Fillmore & O'Farrell
Live jazz starting at 10:30 a.m.

Every Sunday
Farmers Market on Divisadero and Grove
10:00 a.m. - 2 p.m.
Divisadero & Grove

Tuesday, March 8
Park Police Station Community Meeting
Time: 6:00 p.m. to 7:30 p.m.
Location: 1899 Waller Street

Thursday, March 10
Northern Police Station Community Meeting
Time: 6:00 p.m.
Location: 1125 Fillmore

see Events >

2011 Board of Directors

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lisa.zahner@alamosq.org

Gus Hernandez, Vice President
gus.hernandez@alamosq.org

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Thank you to the ASNA Potluck volunteers

Thank you to the following for their generous volunteer services at the Alamo Square Neighborhood Association Potluck on January 23.

Organizer
Joe Pecora

Host
Richard Reutlinger

The kitchen crew
Gillian Etherington
Carol Hull
Elizabeth McDonald

Servers
David Merrell
Phineas Merrell
John Merrell

At the door and greeters

Ben Allison
Mario Donoso
David Boysel
LaVonne Hickerson
Peggy Nelson
Lisa Zahner

Supplies
Ben Allison
Joe Pecora
Paul Vestal

Clean up
J.B. Alegiani
Mike Hammond

We really appreciate all your efforts in making the potluck a wonderful event!

New programs for seniors

The Institute on Aging is offering a new program at the Western Addition Senior Center designed to assist older adults live more independently. The Older Adults Screening and Response Project was developed to help seniors who have difficulty sleeping or who are dealing with depression, loneliness or anxiety. Seniors will work together with counselors from the Institute on Aging to develop coping skills.

This service is free and open to

adults age 55 and over and there are no insurance requirements. The hours are Monday-Thursday 10a-3p, services are offered in English and Cantonese. Contact Jeanine Seymour 624-3071 or Joanna Cheung 624-3069.

The Institute on Aging also offers a weekly arts and crafts group free of charge on Mondays from 11a-1p. The Institute on Aging is located in the back of the Western Addition Senior Center dining room.

Newsletter

Editor: Gus Hernandez
newsletter@alamosq.org
Contributors: ASNA Board, Bill Bonds, Michael Helquist, Gus Hernandez, Joe Pecora, Lisa Zahner

Next deadline is April 1.
Email newsletter@alamosq.org

Advertising

Please contact Nico Lizarraga, ASNA advertising, if you would like to advertise in this newsletter at ads@alamosq.org.

Alamo Square Online

www.alamosq.org
ASNA email list: update@alamosq.org



Letter from the president

Dear neighbors,

We kicked off January with a lovely potluck at Richard Reutlinger's home. Many thanks to Richard for being such an excellent host, and to Joe Pecora for organizing such a nice event. Thanks also to all ASNA members who attended and especially to those who volunteered with set-up, clean-up and general door-duty. It was really wonderful to see everybody and reconnect with neighbors.

This will be an important year for our neighborhood! I am looking forward to the many projects and improvements that are currently underway, as well as those that are still on the drawing board.

Traffic calming, safety and quality of sidewalk life for pedestrians are concerns very near and dear to me. As a mother with three young children, our daily walk to school on Scott Street causes me great worry. Using the crosswalk at Scott and Oak is particularly scary. Cyclists and cars run quickly off Oak when turning right onto Scott and cannot see pedestrians in the crosswalk. Similarly, cars traveling westbound on Fell turn right onto Scott, usually at great speed because they have been accelerating as they come down the hill. This is dangerous for pedestrians in the crosswalks, and near-misses are an almost daily occurrence at these intersections and others nearby.

We are already working with City officials and other neighborhood groups to identify particular intersections and areas that need safety attention. We are hoping

see President's letter >



President's letter, *cont'd*

that safety improvements along Scott Street and Steiner Street can be coordinated with the Bicycle Coalition's "Connecting the City" bike lane plan, as well as the Lower Haight's Walk/Stop program that will bring a sense of "place" to particular intersections.

Our goal is to promote safety for pedestrians and cyclists and to deter people from using our neighborhood as their speedy shortcut to the freeway or across town. Later this year, there will be several neighborhood planning meetings for Scott Street and Steiner Street safety, where residents will have an opportunity to brainstorm ideas and feasibility. We will keep you posted for meeting dates, and welcome your participation.

Another issue for us is the general upkeep and health of our Park, especially our aging trees and plans for replanting as needed, as well as our broken irrigation system. Late last year, several board members met with the Rec and Park department to discuss the need for a Tree Health Survey.

During several strong storms this winter, large branches fell from some trees, and raised the issue of the overall health and safety of the trees in Alamo Square.

At current state, the City has resources to check on a tree once every FIFTY years! It's obvious that we need to help. Our goal this year is to start a Tree Health Survey and come up with a plan for new trees as needed, and how to best care for the ones we have. If you love our magnificent Alamo Square trees and are interested in helping with the tree plan, we would love your participation.

I am very appreciative of Ben Allison, ASNA president 2008-2010, for his work on the Bay to Breakers Neighborhood committee. To ensure more police as well as better safety precautions at the race, ASNA, together with the Hayes Valley, North of Panhandle, Lower Haight, and Divisadero Merchants groups have worked closely with the Police Department, Supervisor Mirkarimi's office, and AEG, the organizers of the Bay to Breakers. In

particular, enforcing no alcohol allowed on the race course, more barriers along the racecourse to protect our park and close off streets, and a significant increase in the number of porta-potties along the course. We are quietly optimistic that the extensive preparations will make for a safe and fun Centennial Bay to Breakers in May.

Please plan to join us at any or all of our park events, in addition to our quarterly Park Cleanups, and our Alamo Square Flea Market this summer.

I am looking forward to meeting you and invite you to share your good ideas and talents with our neighborhood! Please join us at our general meetings, which are held bi-monthly on the 4th Monday of alternating months. They are held at the beautiful Chateau Tivoli, at Golden Gate and Steiner Streets. And if you are not able to join us, check out our website at www.alamosq.org or send a note to board@alamosq.org.

Lisa Zahner, President
Alamo Square Neighborhood Association

MUSIC. ART. DRINKS.



Support local merchants. Shop & drink in the neighborhood.

500 Divisadero Street (at Fell) www.madroneartbar.com

Newel posts recapped

A subtle difference now awaits visitors to Alamo Square. Soon after ASNA board members met with San Francisco Rec and Park Department representatives last year to review ongoing issues at the park, RPD took action.

The formerly damaged newel posts at all eight entrances to the park have been repaired or replaced. Last year we reported several capitals missing.

We're also pleased to report the three burned-out lights in the park are once again lit.

Thank you to the Rec and Park Department for making these small im-



provements to Alamo Square. Thank you as well to the ASNA Park Committee for their efforts and advocacy to improve our park.

Park Greening Schedule

One of ASNA's main purposes is to help improve Alamo Square. Park greening days are scheduled the first Saturday on a quarterly basis throughout the year. Come out, join your neighbors, pitch in and help make Alamo Square better for everyone!

Saturday, May 14, 2011

Saturday, August 13, 2011

Saturday, November 12, 2011

9 a.m. - 12 p.m. Email bill.bonds@alamosq.org to sign up! Meet at the tennis court. Coffee provided.

SF NERT classes nearby

SOURCE: SF-FIRE.ORG/INDEX.ASPX?PAGE=859

NERT is a free training program for individuals, neighborhood groups and community-based organizations in San Francisco. Through this program, individuals will learn the basics of personal preparedness and prevention. The training also includes hands-on disaster skills that will help individuals respond to a personal emergency as well as act as members of a neighborhood response team.

History: On October 17, 1989, San Francisco experienced an earthquake with a magnitude of 6.9 on the Richter scale. The aftermath of such an event and its effect on San Francisco's residents led to specific action. The San Francisco Fire Department, prompted by the residents in the city, formed the Neighborhood Emergency Response Team Training Program, which currently provides training in disaster and emergency response. Since 1990 the NERT program has trained more than 21,000 San Francisco residents to be self-reliant in a major disaster

SFNERT training near the ASNA area:
Pacific Heights
2750 Jackson Street @ Scott
Town School for Boys

Wednesday evenings 6:00pm-9:00pm

Class session 1: March 9

Class session 2: March 16

Class session 3: March 23

Class session 4: March 30

Class session 5: April 6

Class session 6: April 13

The goal of SFNERT is to help the citizens of San Francisco to be self-sufficient in a major disaster situation by developing multi-functional teams, cross trained in basic emergency skills. Through the SFNERT training program, individuals will learn hands-on disaster skills that will help them as members of an emergency response team, preparing them to respond to a personal emergency or as an adjunct to the SFFD response. The 20 hour training consists of six class sessions that are approximately 3 hours each. The NERT Training is free to the public. The San Francisco Fire Department has the following NERT trainings scheduled. You may attend at any location. Enrollment is limited.

To Enroll - Call 970-2024 or go to the class registration website www.sf-fire.org/index.aspx?page=865 and provide Name, Phone Number, Location and Start Date of Class.



Alamo Square hoodies for sale

As a member of the Alamo Square Neighborhood Association, you get the best price on our hooded, zip-front, fleece-lined sweater. Machine washable, sturdy, and perfect for those brisk days and nights at Alamo Square.

\$45 Members

\$65 Non-members

Email hoodies@alamosq.org to place an order.



BY JOE PECORA, ASNA MEMBER

From the late nineteenth century until 1909, two hilltop homesteads, which had commanding views of Alamo Square and the city beyond, stood at the south-east corner of Pierce and Hayes, the present day site of Ida B. Wells High School. The cottage at 1021 Hayes, one of the earliest in the neighborhood, was built in 1863 for **John Nightingale**, a San Francisco '49er, real-estate investor, one-time alderman, and well-respected civic figure known for his philanthropy. Succeeding him in residency there was **Dorcas Clark**, her daughter, Helen, and her son-in-law, Robert Boyle. Circa 1870, Mrs. Clark's other daughter, Emily, and her husband, cabinetmaker **Alfred Jeffery**, built their house next door, at 1019 Hayes. Between them, the Boyle and the Jeffery couples raised 14 children on Hayes Street.

THE OCCUPANTS:

John Nightingale, born in 1823 to a silk and cotton goods manufacturer in Paterson, New Jersey, apprenticed in his youth as a machinist. In 1849, three years after marrying Miss Ellen Yates, he set out for San Francisco, traveling by sea to Vera Cruz, by land across Mexico to San Blas, and then by

the bark "Mary Frances," to the Golden Gate. He had planned to mine for gold in the Sierras, but he discovered it was more profitable to organize mule pack trains from Sacramento to transport supplies to the miners. When his wife and daughter arrived via the isthmus in 1851, they all settled in San Francisco. There John Nightingale became first a surveyor, then a fiscal agent for Benjamin Richardson, and finally, an exceedingly successful land speculator. (1)

In the sense that he claimed ownership of property whose title would be contested in the courts, including 2/3 of Alamo Square, Nightingale was a squatter, albeit a respectable one. But mainly through his efforts, in what today would be a conflict of interest, "legislation was brought about securing settlers permanent possession of the lands on which they lived." (2) This referred to the Van Ness Ordinance of 1855-56, named after its author, Mayor James Van Ness, which, among other things, cleared title to parcels as far west as Divisadero Street. Nightingale would be one of the major beneficiaries of its passage, as he laid claim to several lots in the area.

Dorcas Haley Clark, described by her

great-grandson, Robert Boyle, as a "pioneer woman teacher in the educational development of California," purchased the Nightingale House in 1868. (3) Born in New Brunswick, Canada in 1815 to a Maine Loyalist family, Dorcas Haley was one of the first women licensed to teach in the Territory, having received her authorization in 1831 at age 16. In 1835 she married Benjamin Milliken Clark of Eastport, Maine. In May 1850, after delivering four daughters and a son, she graduated from the Toronto Normal School and became the first headmistress of its Model School, where student teachers received hands-on training in the classroom.

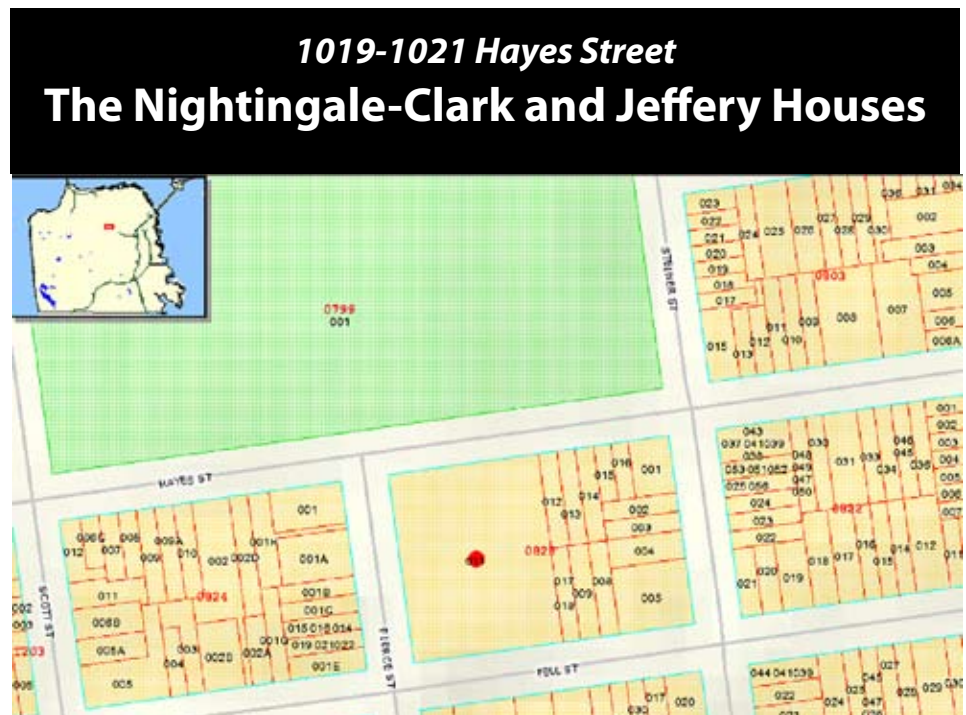
Two of Dorcas's daughters, Helen Milliken Clark and Sarah H. Clark, also graduated from the Toronto Normal School. In 1862, Helen, 22, accompanied by her uncle, Robert Haley, arrived in California, where she became the first teacher hired by the California State Normal School as principal of their Model School. Dorcas and Benjamin followed in 1865. Before his premature death a few years later, Benjamin found work along side his brother-in-law, Robert Haley, in a gold refining laboratory. After a brief move to Sonoma, where she became the first Preceptress (Vice Principal) of the Petaluma Baptist College, the widowed Dorcas returned to San Francisco to live with Helen, her eldest daughter.

Helen subsequently married John Boyle, who had also arrived in California in 1862. He started out as a clerk on the waterfront for Fraser & Co., sharing housing with W.Y. Swayne, a cabinetmaker. John's involvement in this neighborhood began in 1866, when he was a Director of the Alamo Square Homestead Association, which purchased several blocks west of Steiner for development. In the early 1870s, John and Helen joined Dorcas as occupants of the cottage at 1021 Hayes.

In 1877, William Swayne, John's old housemate, built his own dwelling on the same block at 1045 Hayes--a house that survives today.

John and Helen Boyle raised nine children, four boys and five girls, at 1021 Hayes. One son, John Clark Boyle, who graduated from the UC Hastings Law School with highest honors in 1894, specialized in estate law. As payment for one of his representations he was deeded ownership of the McAlpine mine in Mariposa County. In 1901, the same year as his marriage to Geraldine G. Donovan, John Clark Boyle was appointed Deputy Superintendent of Public Works in San Francisco. But the following year, at age 31, he died from "nervous prostration." Just two months later, Dorcas Clark also passed away, reportedly distraught over the death of her grandson.

The most accomplished of John and Helen Boyle's children was Gertrude Farquharson Boyle Kanno, born in 1878. A graduate of the Mark Hopkins School of Art, she became a celebrated sculptress, whom some critics compared to Rodin. Her clients included such luminaries as John Muir, John Swett, Joaquin Miller, Albert Einstein, Jack London, and Mark Twain. After the 1906 earthquake and until his death in 1914, she served as Joaquin Miller's secretary. She married Isen Takeshi Kanno, a poet and philosopher raised in the Samurai lifestyle. (4) The two divorced after Gertrude fell in love with a Japanese painter twenty-five years her



The red dot marks the lot where the Nightingale-Clark and Jeffery houses once stood

junior; but once that relationship ended, the couple remarried and in 1935 relocated to Japan. In 1937, at the age of 60, Gertrude returned to San Francisco only to die three days later.

Of the five children raised at 1019 Hayes by Alfred and Emily Clark Jeffrey, two stand out: Joseph, a graduate of the UC Berkeley dental school, and Benjamin, a mechanic. Joseph and Benjamin formed the Reliance Automobile Company of San Francisco, which they operated out of a machine shop in back of their home. Along with their brother-in-law, Mortimer DeWitt, they formed the Jeffery-De Witt Spark Plug Company. When the firm was bought out by Champion Spark Plug, they moved to Detroit to work for that enterprise.

Although they survived the great tremor of 1906, the two Italianate style Victorians at 1019-1021 Hayes did not escape its consequences. In 1908 the City floated bonds to replace schools and other structures that had been destroyed by the quake. It chose the corner of Hayes and Pierce as the site for the Denman grammar school, which

had stood for forty years at the corner of Bush and Taylor. Circa 1909 the Nightingale-Clark and Jeffery houses were torn down, and the school that replaced them was completed in 1911.

Much of this article is condensed from a profile by Mr. Robert Boyle of Paradise, California, a descendent of the pioneer families who were among the first settlers of the 1000 block of Hayes Street.

The house photo, from the Jeffery family collection, was contributed by Robert Boyle.

1. Burdette, American Biography & Genealogy, vol. 2, Calif. Edition pp. 571-74.

2. Ibid.

3. As far back as 1937, Dorcas Clark's descendents referred to 1021 Hayes as the "Nightingale House" (not to be confused with the city landmarked Nightingale house at 201 Buchanan).

4. The couple married in the state of Washington because of California's anti-miscegenation laws.

SF's transportation plan needs your input

Over the next 12-15 months, the San Francisco County Transportation Authority is in the process of updating the San Francisco Transportation Plan (SFTP), the long-range, comprehensive transportation plan for the city. The SFTP is the city's transportation blueprint, identifying goals, needs and investment priorities for our transportation system for the next 25 years. As such, the SFTP will shape the city's next generation of transportation projects, programs and policies and help the city achieve its broader sustainable development goals.

A long-range plan is important because if we don't plan for our future, circumstances and other people will do it for us. The Association of Bay Area Governments predicts that by 2035 San Francisco will add approximately 150,000 residents—the current population of Santa Rosa—and a comparable number of jobs. Our challenge is to accommodate this expected growth while protecting the city's famed quality of life and unique character. Toward that end, we have established four goals for the SFTP:

- Provide and sustain a world-class transportation infrastructure
- Strengthen San Francisco's regional competitiveness
- Create a more livable and equitable city
- Ensure a healthy environment

The city's and region's growth are forecasted to bring approximately 400,000 extra car trips to our city streets every day. That is more than the combined daily traffic on the Golden Gate and Bay Bridges. Unless we start planning for solutions today, the growth in

traffic could overwhelm our infrastructure, snarl traffic and further impact our neighborhoods. The SFTP gives us an opportunity to reduce or avoid these impacts altogether through new transportation investments and services and management options.

The planning process for the SFTP consists of four phases, each with a full round of public outreach. We are in process of concluding the first phase, when we will have defined existing transportation conditions and projected future conditions. The upcoming study milestones are:

- Phase 2 (March-June 2011): Clarify specific needs and potential projects, initiatives and policy options.
- Phase 3 (July-October 2011): Define project alternatives and evaluate them.
- Phase 4 (November 2011-March 2012): Select a preferred alternative and develop an implementation strategy.

Here are ways in which you can be involved:

- Fill out our survey on transportation conditions and needs in San Francisco at www.surveymonkey.com/s/sftp.
- Attend public workshops at key phases throughout the process. Check out the project website, www.movesmartsf.com, for upcoming dates and times.
- Email us at MoveSmartSF@sftca.org or call the project hotline at (415) 593-1670 for additional information or to request a special presentation to your organization.



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Pedestrians First: Keep It Simple, Make It Absolute

BY MICHAEL HELQUIST, IBIKENOPA.BLOGSPOT.COM

Last year two broken elbows forced me to rely on walking to get around the neighborhood and city. I had to forgo the daily bicycling and occasional driving, and I hesitated to rub shoulders, much less elbows, on packed Muni buses. Walking was the remaining, affordable option, and it seemed a reliably safe way to reach my destinations -- until I started doing it.

Twice a week I made the half-hour trek to and from physical therapy, and I walked to visit friends, shop for groceries, and get to cafes. But what I found is that the neighborhood is no haven of safe street crossing. When I used crosswalks -- entering with a green light and the right-of-way -- drivers often pushed through too close in front or behind me. Others raced to stop signs with little indication they would slow down in time. Some only stopped once they had blocked the crosswalk all together, especially with those narrow pedestrian crossings now along Divisadero. Too frequently others would yell at me to get out of the way. Many were holding cell phones while driving.

Usually I walked in the late morning or early afternoon, and I didn't encounter many bicyclists. But occasionally I didn't know what cyclists spinning toward me at a good clip would actually do: hit me in the crosswalk or maneuver around me. Other times cyclists took corners so fast I didn't think they could see me crossing. The prob-

lem intersections weren't just those along the traffic corridors like Divisadero, Fell, Masonic or Turk. The local, neighborhood streets posed problems as well, just often enough to make me wary. Granted, sporting a broken arm had me feeling vulnerable, but the risks from other road users were pretty damn real and more frequent than I had expected.

The several weeks of walking for transportation made me more aware of pedestrian safety. How could I be more pedestrian-aware when I'm on wheels? How can those travelling around me avoid intimidating or hitting and injuring pedestrians? I'm not suggesting constant threats and mayhem exist on our neighborhood streets and at our intersections, but ask people who walk here and elsewhere in the city regularly -- and especially people with an injury or physical disability -- whether they feel motorists and cyclists frequently put them at risk.

I know that better street design and traffic calming measures are essential to stop the speeding that leads to collisions and threatens people on foot. I think greater enforcement and new legislation are needed to convince motorists and cyclists that dangerous use of the road will cost them dearly. But while we wait for -- or work for -- structural change, better bike facilities, better laws to protect vulnerable users of the road, and better campaigns to influence behavior, the most effective intervention is our own resolve.

For me, the easiest way to stay pedestrian-aware now that I am on wheels again is to adhere to my own basic rule of the road:

Pedestrians First -- Keep It Simple, Make It Absolute.

Call it a resolution, a reminder, or a mantra. It requires careful, mindful driving and biking all the time. It means anticipating risks, always being sure an intersection is clear before rolling through it, not cutting in front of or closely behind someone in the crosswalk, and staying behind the stop line at a red light. It means keeping priorities clear. Pedestrians can be unpredictable, slow, careless, or clueless, but they don't deserve to be intimidated, injured or killed because of their behavior.

Pedestrian advocates may counter that my resolution is already the law of the land, but the laws don't seem to be working, not with the pedestrian injury and death statistics as high as they are in San Francisco. A pedestrian first code sets a higher standard, a commitment to do no harm to people who cannot or choose not to travel on wheels. And those of us biking or driving should protect ourselves: do we want to live with the fact that we damaged or ended someone's life because of our distracted, careless, or aggressive behavior?

Sometimes we need to adopt our own code of safe behavior. In my opinion, now is one of those times.



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purchased.

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- Mondays: 1/2 off beer, wine and cocktails
- Tuesdays: \$1 Pabst Blue Ribbon
- Saturday brunches: 2 mimosas for the price of one
- Saturday nights: shrimp broil and Red Stripe for \$14.95
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— Kristin Slye, San Francisco Home Buyer

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Water Tower Bucket Boys

SATURDAY, MAR. 5, 8 PM

Gypsy jazz & the music of Django Reinhardt with

The George Cole Quintet

Bobby McFerrin vocalist Dave Worm & exotic guitarist

Mark Vickness are **Glass House**



SATURDAY, MAR. 19, 8 PM

A (belated) St. Patrick's concert/celebration with

Colm O'Riain

The fiery violinist and his band explore the connection between Irish music and jazz, Brazilian, Cuban, Indian and other genres.

SATURDAY, APRIL 16, 8 PM

Culann's Hounds • Lucia Comnes

All performances at St. Cyprian's Church, 2097 Turk (corner of Lyon)

Performances start at 8 PM - Doors open 25 minutes before the concert

Information: noevalleymusicseries.com, liveatcyprians.blogspot.com, (415)454-5238

Tickets available at www.brownpapertickets.com or (800)838-3006

At Swankety Swank, 289 Divisadero; Phoenix Books & Records, 3957 24th St.

Tickets for each performance are \$18 adv / \$20 door

(\$16 for kids, seniors & students with I.D. - AT THE DOOR ONLY)

Events, cont'd

Fat Tuesday in the Fillmore

Celebrate Fat Tuesday in the Fillmore District now Mardi Gras West!

Saturday, March 5

Noon – 5 pm, Family Day with jugglers & live music at the Fillmore Mini Park

Sunday, March 6

3 pm, a Mardi Gras processional starting at John Coltrane Church, 1286 Fillmore

Monday, March 7

7 – 11 pm, pre-Fat Tuesday Jam sessions at Rasselas Jazz Club, 1534 Fillmore

Tuesday, March 8

6:30 pm to Midnight, Fat Tuesday on the Fillmore, on Fillmore Street from Geary to McAllister, live jazz bands, jugglers, stilt walkers, beads

& FUN. Free and open to the public. More information: www.fillmoredistrict.com

7 – 11 pm, Masquerade Ball Benefiting, The Village Project. Join the Village Project's Annual Fund-Raiser for music, food and costume contest. For ticket information, www.brownpapertickets.com

Important Contacts

Tom O'Connor, Manager
Rec and Parks Department
tom.o'connor@sfgov.org
(415) 218-0259

Denis O'Leary, Police Captain
SFPD Park Station
(415) 242-3000
SFPDParkStation@sfgov.org

Ann Mannix, Police Captain
SFPD Northern Station
(415) 614-3400
SFPDNorthernStation@sfgov.org

2011 ASNA Membership Form

Personal Contact Information (2 contacts per membership, will only be used for ASNA purposes)

Primary Contact – Please print legibly

First Name _____ Last Name _____

Email _____ Phone _____

Secondary Contact

First Name _____ Last Name _____

Email _____ Phone _____

Address Information

Street _____

City _____ State _____ Zip _____

Membership Rates

- \$15 – Low Income / Senior / Student Membership
- \$30 – Basic / Family Membership
- \$50 – Contributing Membership
- \$100 – Supporting Membership
- Other contribution _____
- Check this box if you are renewing your membership
- I would like to receive the ASNA Bi-Monthly Newsletter

Make checks payable to:

ASNA, Box 15372, San Francisco, CA 94115

Indicate areas of interest:

- Alamo Square (park and maintenance)
- ASNA Flea Market
- Transportation & Pedestrian Safety
- Communications (newsletter, ad sales)
- Divisadero Corridor
- Planning, Zoning, Historic Preservation
- Neighborhood Safety
- Meeting logistics

Alamo Square Newsletter

February – March 2011

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SF NERT classes nearby

The Nightingale-Clark and Jeffery houses

Pedestrians First: Keep It Simple, Make It Absolute

SF's transportation plan needs your input

February

Park Greening Saturday, February 5

ASNA Board Meeting Monday, February 7

March

ASNA General Meeting, Monday, March 28

Chateau Tivoli

1057 Steiner Street

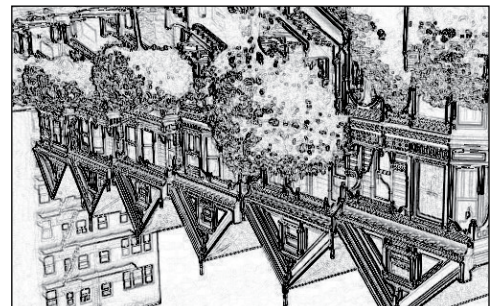
Entrance between McAllister and Golden Gate

Doors open at 7:00 p.m.

Meeting starts at 7:30 p.m.

Alamo Square Online: www.alamosq.org

*Alamo Square Neighborhood Association
P.O. Box. 15372
San Francisco, CA 94115*



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