

Spring/Sandusky: 7000 vehicles a day on Michigan

Spring/Sandusky was designed when the City ignored the area and the people who were to become Harrison West and Victorian Village. Now that our neighborhoods are a tourist mecca, why is the State still pushing ahead with this ruinous interchange?

Society meets Thursday, February 12, 7:30 PM at
GODMAN GUILD 321 Second Avenue
Guest Speaker Randy Morrison:
100 Years of Godman Guild
Harrison West in 98 Ideas
Mitigation of I-670 Impact on Harrison West

Harrison West News

February 1998

"A Neighborhood on the National Register of Historic Places"

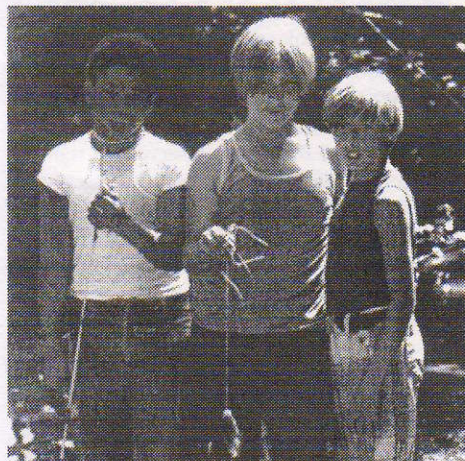
VOL. 9 NO.2

Godman Guild Ready for Next Hundred Years

The Godman Guild kicks off its second hundred years, and Director Randy Morrison will tell the Harrison West meeting Thursday, February 12 about the good old days and plans for the future. The Godman Guild is an important force in our neighborhood, so plan to attend this interesting meeting.

The Neighborhood Guild Association began when Miss Anna B. Keagle, both a high school teacher and Sunday school teacher in the Flytown neighborhood, discovered that all her 8-10 year old charges were in jail one Sunday.

(continued on Page 6)



Three Godman Guild boys fishing at Camp Mary Orton in the early 70s.

Highway Project's Impact Study On "Model 19th Century"

Neighborhood Done In 1980

Society Seeks Reevaluation of Spring/Sandusky Effects On Neighborhood

by *Craig Copeland*

Last month, the Harrison West Society and Victorian Village Society asked the federal agency charged with protecting the historic significance of the neighborhood to conduct a new review of the impacts of the Spring/Sandusky Interchange project.

The Advisory Council on Historic Preservation in Washington, DC, is responsible for ensuring that expenditures of federal dollars by the Federal Highway Administration to build the Spring/Sandusky Interchange do not adversely effect the historic character of the neighborhood. The federal historic preservation regulations, often referred to as "Section 106" of the National Historic Preservation Act (NHPA), are intended to protect Harrison West and the surrounding neighborhoods from traffic congestion related to the configuration of I-670 and SR-315.

(continued on Page 8)

The Highway Segment Formerly Known as B-4

The Missing Link With the Central Business District and Northwest Columbus

Spring/Sandusky Interchange Hits the Wall

by *Craig Copeland*

Where will the traffic go when the new roadway west of Neil Avenue opens? The Regional Center Connector, also termed the Goodale-Nationwide Boulevard Connector will connect the suburban northwest quadrant of Columbus via SR-315 to a dead-end with Neil Avenue this year, as shown in the photograph below. Neil Avenue is at the end of all those turn arrows.

(continued on page 11)



HARRISON WEST SOCIETY MINUTES January 8, 1998

Submitted by: Veda Gilp

Meeting called to order at 7:30 p.m.

President Craig Copeland presiding

All business and committee reports were delayed to enable the group to launch into a discussion of the future of Harrison West. The assembled members contributed their ideas of what the Society should be and do for the neighborhood and where the neighborhood should aim in the coming years. The ideas contributed were innovative, wide ranging, far sighted and indicative of the diversity which is one of the strengths of our neighborhood. They are:

1. liquor establishments are better neighbors
2. Moretti's Poultry problem
3. find a way to eliminate much of the commuter and truck traffic in our neighborhood
4. encourage Battelle to turn its open space into a park
5. find a way to mitigate the impact of I-670 on HW
6. create scholarships for HW students
7. put more community information in the newsletter, ie. Godman Guild GED programs, Meals on Wheels, etc.
8. tool loan program
9. handy man list for HW
10. services directory
11. HW home improvement show
12. sexy things to get more people involved in HW Society and the meetings (if anyone has any ideas, call President Copeland)
13. health fair
14. historical commission to protect fabric of neighborhood
15. river greenspace
16. support projects that improve the neighborhood
17. outlet mall on Battelle with international food court but no parking
18. encourage people to clean up, fix up, take care of neighborhood
19. public art somewhere in neighborhood
20. trees to finish rest of streets.

There was much enthusiastic discussion of these ideas.

OLD BUSINESS

Holiday Lights winners received their

prizes and certificates. They were Mary Towns, Bryan Babcock, and Marty Kehlmeier and Jack Fry. Holiday Lights Chair, Veda Gilp, thanked everyone for their participation and noted that the participants made the holiday season brighter and more cheerful in Harrison West. She also thanked judges Gina Petruziello, Maddy Weisz, and Jenny and John Gable.

Craig Copeland discussed projected impacts of I-670 on Harrison West. The freeway will be 10 lanes east of Neil and the resulting noise and run-off will be environmentally negative for HW.

Much of the northwest Columbus traffic coming downtown will exit at Neil. Highway studies indicate that by 2004, Neil will have 20,00 cars a day; Michigan will have 7,000 a day. Other streets will be similarly affected.

Copeland told members that the Society is working to cause the Department of Transportation to modify the highway design slightly to protect Harrison West.

It was announced that City Council did not advise revoking Zeno's liquor license.

New Business

The Chair called for a committee to explore historical commission status. Steve Tway volunteered to chair.

The Membership Committee Chair reported that we have three new members, one from California.

Gilp motioned, Weisz seconded, to pay the bills of the Society. Passed.

It was determined that Copeland will summarize the list of ideas for the future and distribute it to Committee chairs for input and planning purposes.

Motion to adjourn by Tway, Cowin seconded. Passed.

Adjourned at 9 PM.

Come hear an exciting discussion of the Godman Guild's first 100 years February 12, 7:30, Godman Guild, 321 Second Avenue

Harrison West News

Is the monthly publication of the Harrison West Society, Inc.

Officers

PRESIDENT

Craig Copeland 299-3737

VICE PRESIDENT

Maddy Weisz 291-2285

SECRETARY

Joe Spinelli 294-3637

TREASURER

John Cowin 291-7063

Editorial and Advertising Information:

Editor Veda Gilp 299-6877

Editorial and Advertising Deadlines: Third Friday of the month preceding publication month.

All ads are made in PC Pagemaker 6.5. Send your ad on floppy disk, as hard art, or a sketch showing design. Please send originals of all photos and logos. These originals will not be returned. Ads are 2-3/8 inches wide.

Ad rates	3 X	12 X
3 col inches	\$ 30	\$ 25
6 col inches	\$ 60	\$ 55
8 col inches	\$ 90	\$ 85
1/2 page	\$160	\$155
full page	\$300	\$290

HWN Notice Tags monthly, 3 month min. \$ 75

Send to: Veda Gilp, Editor, 996 Pennsylvania Ave., Columbus, Ohio 43201, 299-6877 evening, 444-4532 days, fax 444-1710.

Terms Payment for ALL ads is due by the 15th of the month the ad runs. Ads not paid within 30 days will be dropped until payment is made. Prepayment for 12 months earns the gratitude of the Harrison West Society. Make checks payable to Harrison West Society and send to Veda Gilp, 937 S. Third Street, Columbus 43206. Ads which are created by the Harrison West News are the property of the Harrison West News and cannot be used in other publications.

The Harrison West News reserves the right to decline any advertising which does not meet editorial and advertising guidelines. The Harrison West News is produced by an all-volunteer staff, and while accuracy is paramount, the reader is advised the Harrison West News or the Harrison West Society, Inc., is not responsible for errors.

Copyright 1998 by Harrison West Society, Inc. All rights reserved. Harrison West Society meets 2nd Thursday of each month at Godman Guild, 321 Second Avenue, 7:30 pm.

Why Should You Be Interested in the Harrison West Society?

...Because the future of Harrison West depends on you. Just as Columbus depends on all its citizens to shape its future, so does Harrison West depend on all of you to forge a solid future for our neighborhood.

Immense changes are facing our neighborhood

What will Harrison West be like to live in by the year 2000? Consider these enormous and far-reaching changes which are coming.

Infill development

With the increase in property values, the developers are moving in to build on the vacant lots in Harrison West.

What they build will greatly affect the Victorian look of our neighborhood. Will the new units, almost all of which will be rentals or condos, be designed in period style or will they be motel modern? If the latter, how will that affect property values for the rest of us?

I-670 building and traffic

Another major challenge facing Harrison West is I-670. Soon, 10 lanes of traffic will roar across Neil. The Ohio Department of Transportation planned this freeway, the Spring Sandusky interchange, and the connector interchanges, more than 20 years ago, when Harrison West was a blighted neighborhood brought down by City neglect. Powerless, with no champions, the neighborhood was not a consideration when ODOT was planning the route I-670 would take.

The freeway will bring horrible road noise and incredible traffic congestion to our neighborhood. It doesn't have to be this way.

There is an alternative route which would angle the freeway away from our neighborhood, improve traffic flow, and eliminate the bottleneck at Neil. It's not too late for all of us to fight for our neighborhood and the quality of life for all of us.

The river: accessible or not?

The river is another challenge. We are the only central city neighborhood on the river. Our houses overlook the river. Our streets end at it. Our residents should be able to enjoy the river. The City is developing a bike path along the west side of the river for the pleasure and convenience of people who live north and

west of us. We deserve equal access to our stretch of the river with a linear greenspace all along the river through Harrison West. Think of what a park along the river would mean to the neighborhood.

Only by working together through the Harrison West Society can we substantially affect the outcome of these and countless other challenges facing our neighborhood. We need each other, because together we can make a difference for Harrison West. Join the Society. Get involved. Volunteer some of your time. Protect your home and your neighborhood.

I Want to Influence What Happens in My Neighborhood Sign me up with the Harrison West Society

Please complete this form and mail it, along with your appropriate contribution to **Harrison West Society, Membership Committee, 1219 Harrison Avenue, Columbus, Ohio 43201.** Membership dues are paid annually.

NAME _____

PHONE _____

ADDRESS _____

Select one: Individual \$10 Senior (60 and over) \$5 Sustaining \$25 Patron (Business) \$30

1998 Membership Year



RE/MAX City Center Realtors

Joe Armeni
Broker/Owner

- Serving all Historic Neighborhoods
- Guaranteed Sales Available
- Financing Specialist
- Free Market Analysis

Call 291-7555

Located at 453 West Third Ave.

Stop in and see our newly renovated office.

One Coupon Per Order
Exp. 2-28-98



**Large Cheese plus 1 Topping
Pizza**

ONLY \$5.95
delivered HOT to your door

421-0777

MaMa B's Pizza & Pasta

we make our pizza dough daily

The better

BIG BEAR



with better prices

**All We
Did Was
Listen**

On Neil At Goodale

Homeowner Insurance Surprise

The Columbus Dispatch recently detailed a problem faced by people owning historical homes, such as those of us in Harrison West.

It seems that the words *guaranteed replacement* in our homeowners' insurance policies may imply more than the policy covers. Most modern insurance policies will cover replacement of the modernized part of the house. But, and it's an expensive but, the policy will not pay to bring your home up to code. This means that if much of your turn-of-the-century house is damaged by fire, for instance, the policy will cover rebuilding exactly what you lost. If rebuilding will involve bringing wiring, plumbing, foundation, and structural supports up to code, your insurance may not cover a dime of it.

The good news is that just a few dollars will get you "ordinance and law" coverage, which will pay up to 25% of your home's value to bring it up to code if you're rebuilding it because of a disaster.

Unless you've gutted your house down to the studs and rebuilt with the code inspectors looking over your shoulder, better check with your insurance agent about "ordinance and law" coverage.

Imagine Our City as a Donut

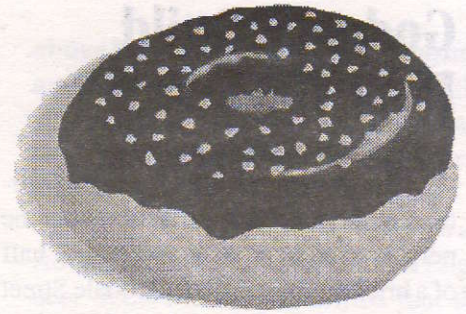
The *Growing Inward* group has made an excellent analogy in their recent brochure when they compare Columbus to a donut. They say a donut looks pretty good for breakfast, but as a concept for a city it doesn't work. Who wants Columbus with a hole in the middle? Who wants prosperity only on the outer ring? In order for Columbus to thrive, the center must be strong.

Growing Inward, Rebuilding the Center City, is a speaker series on urban issues, and it offers recipes to fill the hole in our center city. The series provides ideas to rebuild our neighborhoods, to put life back in our central business district, to preserve our civic architecture (a little late on that topic) and create a focused identity for the future.

Now, if only we could get the Mayor and City Council to attend the sessions!

Why Should You Be Interested?

...Because the future of Columbus depends on you. You help determine our city's future every day whether you realize it or not. Choosing to live in



Harrison West, choosing what mode of transportation to use and who and what to vote for all have an impact on our city's future.

The policy and practical issues of urban change from suburban sprawl and the redevelopment of our center city to public education and housing are shaped by you and people like you.

So whether you are a neighborhood activist, volunteer, senior citizen, student, civic leader, politician, homeowner or real estate developer, you are a citizen and a decision-maker.

Growing Inward will stimulate your thinking with exciting and innovative ideas to address the complex issues facing our center city.

The next session is Thursday, February 19 at noon at the Columbus Metropolitan Club Forum, Columbus Athletic Club, 136 East Broad Street. Craig Whitaker, an architect, planner, teacher, lecturer and author, will present visual images to enhance his discussion of the importance architecture plays in the redevelopment of our urban areas. Coming as it does upon the demise of the Pen, his discussion should be especially relevant. It will be relevant, also, to Harrison West, where we struggle daily to protect and preserve urban Victorian architecture. Don't miss this one.

(See the related article, Why Should You Be Interested in the Harrison West Society? on Page 3)



**When you have cold feet,
you want heat.**

**Bring your car heater to
Tom & Jerry and warm up.**

Tom & Jerry Auto Service

"Quality Service Since 1931"

488-8507 1701 Kenny at King



Most Domestic & Foreign Cars & Trucks.
By Appointment Only.
Towing • Wheel Balancing • Front End
Alignment • Transmissions Complete Tune Up •
Carburetor Service • Brake Service



Godman Guild First 100 Years

(continued from Page 1)

In November 1898, she and fourteen others of the Association became neighborhood activists and rented half of a brick double on West Goodale Street at Pennsylvania. By June 1899, they outgrew the house. In 1900, the Association set out to build a commodious settlement house. Various trustees raised \$6,000 to buy land, and Henry C. Godman of the Godman Shoe Company gave \$10,000 for the building fund. Construction began in May 1900 and was completed in November.

Godman Guild served the Flytown neighborhood until the late 1950s when urban renewal and freeway construction (I-670) demolished both Flytown and the

Godman Guild House. A Flytown historical marker indicated it was "democracy's melting pot" of "Germans, Irish, Negroes, Italians, Swedes, Jewish, Greeks, Hungarians and others." Immigrants located in Flytown to forge a new life for their families. The Guild offered English classes, cooking, sewing, recreation, supervised playgrounds, free library, athletic teams, well baby clinics, dental clinics, free milk, public baths, camps (Camp Mary Orton and Camp Wheeler) travel trips, employment and legal information and many other advantages to its neighbors.

Godman Guild still serves the near north side neighborhood. The home office at 321 West Second Avenue was dedicated in 1962 and the 303 East Sixth Avenue office was dedicated in 12993. Camp Mary

Orton in Worthington has provided much enjoyment to campers over the years since its beginning in 1910.

Events planned in 1998 will celebrate Godman Guild's rich history in the near north neighborhood including:

February 27 Freedom Celebration
6 PM Readings, Weinland Park School, 211 E. 7th Ave.

7 PM Reception and Art Exhibit
Godman Guild East, 303 E. 6th Ave.

April 25 Alumni Coming Home
Spaghetti Lunch 1- 3 PM,
100th Annual Meeting 4-6 PM,
Godman Guild 321 W. 2nd Avenue

May 20 Park Pride Festival
October 10 Appreciate- Celebrate
Camp Mary Orton



This early picture of the Godman Guild Settlement house shows the rich ethnic and heritage diversity of the neighborhood.

Poultry Factory Meeting Lays Egg for Harrison West

The January 27 meeting at the First Brethren Church concerning Harrison West's problems with Moretti's Poultry satisfied no one.

Some of the City's big guns were there, including Department of Public Safety Director Tom Rice; Department of Trade and Development representative Gene Bailey; Ohio Department of Agriculture Meat Inspectors Michael Flynn and Mike Haughn; Sue Carpenter from City Code Enforcement; Jim Hartman and Ted Strouth from the Columbus Department of Health; and City Police Lieutenant Lowe, Commander Denton, Sergeant John Sullivan and Officer Kurt Goldenbagen.

Mary Funk, Joe Spinelli, Pastor Richard Morris, Joe Armeni and Craig Copeland represented Harrison West is what was billed as a meeting to settle the problem.

The meeting covered three issues: code, health and safety.

Of the Code issues, Moretti's agreed to discontinue truck and employee parking on residential lots on Oregon

Avenue, in exchange for being able to permanently place dumpsters on these lots south of the plant.

The City Health inspectors said there wasn't much they could do about the problems, because responsibility for meat packing rests with the Ohio Department of Agriculture meat inspectors. Those gentlemen didn't seem to understand the neighborhood problems. They were unconcerned with what appeared to be bloody fluids running down the alley, insisting that it was the City's responsibility to keep Moretti's drains in good order so the fluids would run down them, instead.

They were also unconcerned with what appeared to be chicken wing tips lying in the alley, perhaps having fallen out of a dumpster or off a truck. Again, not their problem.

Unfortunately, it doesn't seem to be anything the City can fix, either.

The Division of Police said they will continue to enforce the law, but ticketing is at the discretion of the individual officers. Loading and unloading will be limited to one hour per truck, small com-


fort to people attempting to sleep while a refrigerated semi unloads outside their bedroom window at 5 AM.

Rice said the City Traffic Department would be invited to the next meeting, currently unscheduled.


Craig Copeland reports that Traffic did make it to the meeting, in a way. When Copeland left the meeting, a Traffic employee was measuring for a 110 foot semi-truck loading zone in front of Moretti's on Oregon Avenue! The application is coming up before the Parking Commission soon.

This factory problem won't go away, and it's making life miserable for the residents who live in the immediate area. Semi truck traffic illegally on the streets and alleys, forklifts unloading chicken parts in the street, blocking traffic for hours, the smell, the property damage ... the list of grievances goes on.







There's one answer to this problem and to many others facing the neighborhood — Historical Commission status. With an Historical Commission in place in Harrison West, the City and the State wouldn't find their hands tied so tightly in situations such as these.




HER
The Helpful People




Short North
Specialists

					
Susan Dworkin 538-5297	John Miller 538-5270	Jan G. Looman 538-5274	Peg Monigold 538-5774	Mike Moreland 538-5150	Mary Raysa 538-5118



Serving the Metro Area and Beyond



JIM STERNER

RELIABILITY SINCE 1950

STORM AND REPLACEMENT WINDOWS

ALUMINUM or VINYL SIDING FROM THE LEADING MFRS.
Price • Color Selection • Professional Installation

RESIDENTIAL RENOVATION SPECIALISTS

FREE ESTIMATES
REFERRAL LIST
AVAILABLE

CALL AND COMPARE
299-0502
if no ans call 486-7740

• AWNINGS
• ROOFING
• DOORS

Society Seeks Reevaluation of Spring/Sandusky on Neighborhood

(continued from Page 1)

The Section 106 review offers examination and protection from the adverse effects of federal undertakings such as the Spring/Sandusky Interchange project's re-direction of traffic through Harrison West, Dennison Place and Victorian Village.

Documents project three times the traffic on Michigan by 2000

Traffic is projected to almost triple on Michigan Avenue, highway project planning documents anticipate for the year 2000 when the Spring/Sandusky Interchange was to have been finished. This will be due to the new Michigan Avenue Connector with the Goodale-Nationwide Boulevard Connector, a.k.a. the Regional Center Connector, south of the neighborhood (see map page 9).

New configurations of the Spring/Sandusky Interchange, SR-315 and the completion of I-670 gap between I-70 and Neil Avenue are projected by City and ODOT estimates to result in unprecedented traffic on Third, Fifth, King and Neil Avenues when the project is completed. Average daily traffic (ADT) levels on these residential neighborhood streets will be higher than at any other time in the history of the neighborhood, including the current construction phase, according to these planning documents.

Here's what went wrong

A number of changes have been made to the Regional Center Connector that was to have connected the city's northwest quadrant by way of SR-315 to Columbus' Central Business District. The Regional Center Connector, now blocked east of Neil Avenue by the new Nationwide Arena, dead-ends at Neil Avenue just 750 feet south of Victorian

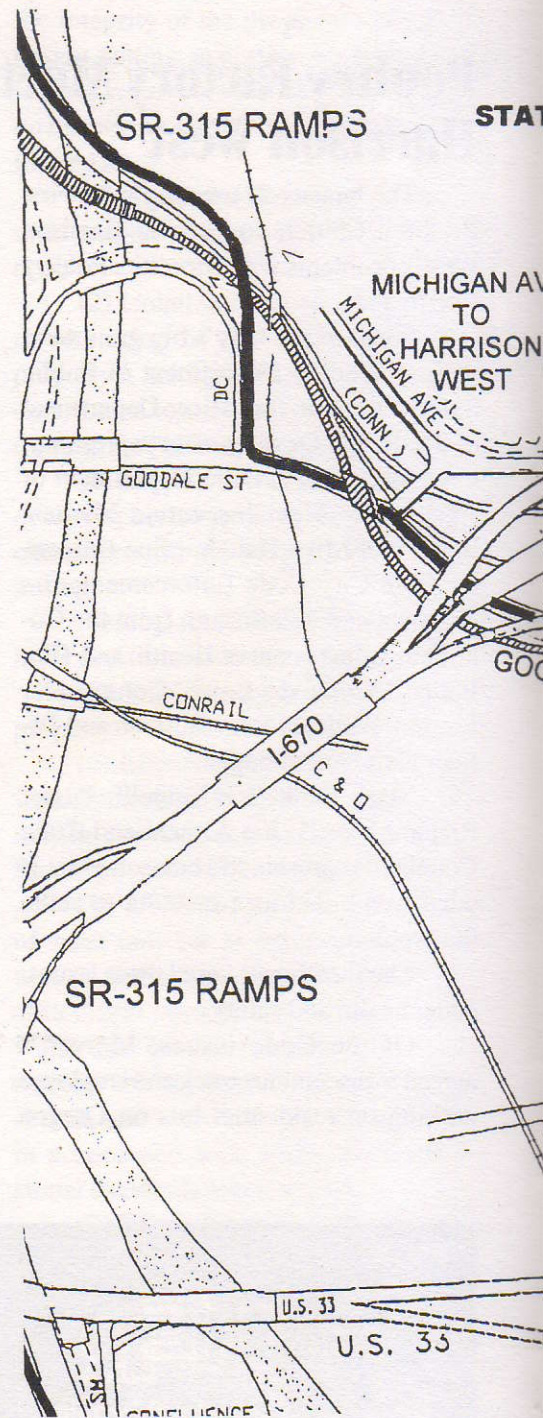
Village, instead of connecting to Nationwide Boulevard. The configuration of the new Michigan Avenue Connector with the Regional Center Connector has also been modified. These recent changes to the 1980 plan will cause new patterns of traffic congestion in the neighborhood and need to be assessed, the Society has asserted to the Advisory Council.

Here's why it matters

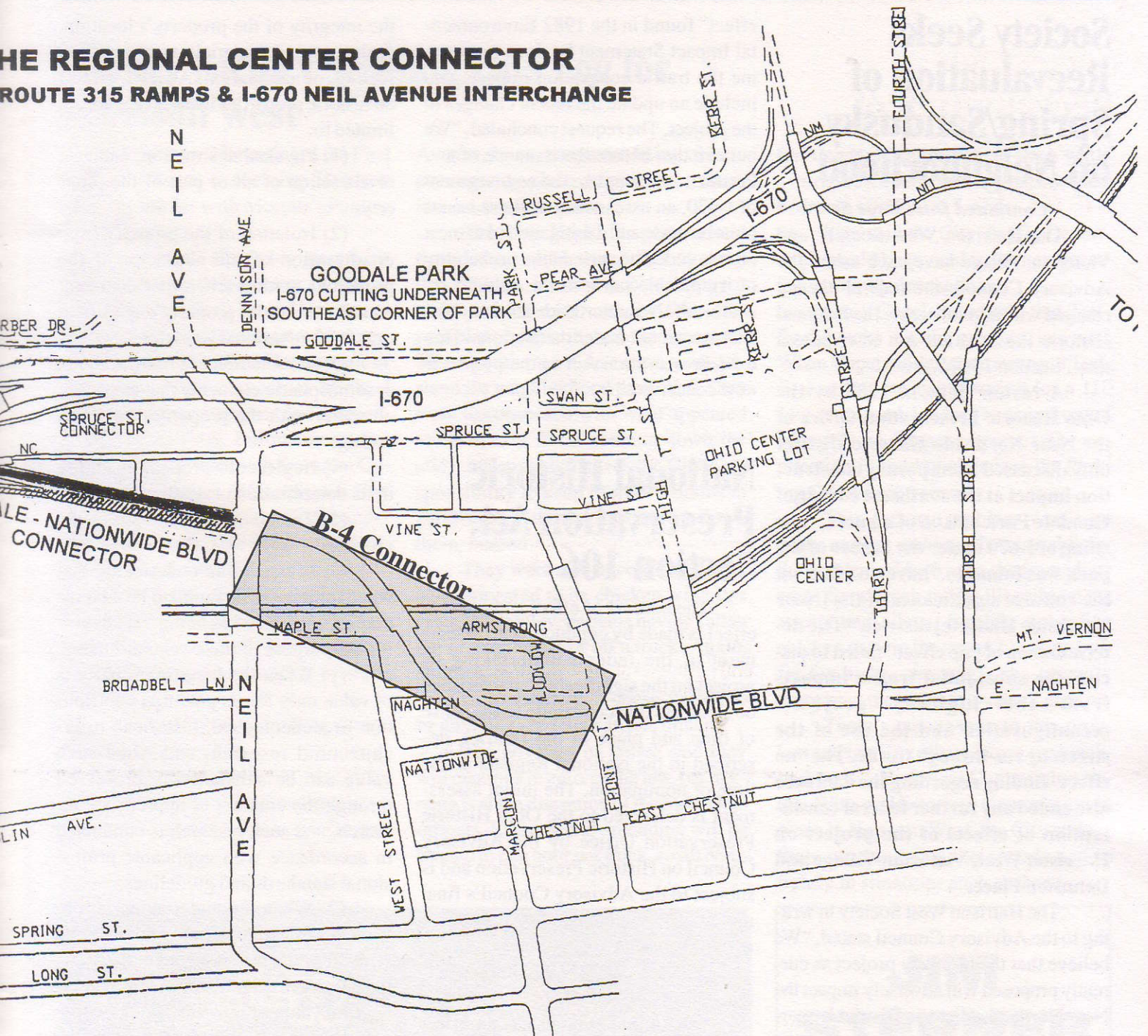
The federal Section 106 regulations are limited in application to the historic preservation of structures or properties listed on or eligible for the National Register of Historic Places. The Section 106 review is conducted in the context of protecting the National Register property from damages or adverse effects that would result from the expenditure of federal dollars or the granting of any federal permits that must be issued to build the project. Harrison West, Dennison Place and Victorian Village neighborhoods are historic properties that became federally protected during the nomination process in 1979 and listed in 1980 on the National Register of Historic Places as the Near Northside Historic District. The listing on the US Department of Interior's National Register requires that funds spent by the Federal Highway Administration be scrutinized to see if they will result in an adverse effect on the character of the listed property.

When the District was being nominated in 1979, its significance was described as follows: "The district appears today much as it did during its peak years. Its history and architecture make it an area of rich diversity and at the same time help unify it as a distinct entity - a model nineteenth century residential development."

(continued on Page 10)



**THE REGIONAL CENTER CONNECTOR
ROUTE 315 RAMPS & I-670 NEIL AVENUE INTERCHANGE**



You Think Traffic Is Bad Now

Here are some nasty facts of life ODOT isn't telling you:

The Goodale-Nationwide Boulevard east of Neil Avenue no longer exists as the "B-4" connector, now that the Arena is sited on the "B-4" space, so an adequate method of moving traffic is gone.

Michigan Avenue will carry an average of 7,000 vehicles per day, 7 days a week as a result of this configuration of northbound traffic. About 78,000 vehicles per day, 7 days a week will drive on Neil Avenue between the Goodale-Nationwide Boulevard connector and Goodale to the crossing on I-670. By comparison, 83,614 vehicles a day are expected to cross Neil on I-670 when it's finished and linked to the interstate highway system.

Society Seeks Reevaluation of Spring/Sandusky on Neighborhood

(Continued from Page 8)

The Harrison West Society and Victorian Village have each asked the Advisory Council, the federal agency charged with administering the National Historic Preservation Act to require a new "Section 106 review."

A review done in 1980 by the Ohio Historic Preservation Office of the Near Northside Historic District only discussed a temporary construction impact at the southeast corner of Goodale Park of 0.06 of an acre. The siting of I-670 under the corner of the park was found to "have no effect on the cultural significance of the [Near Northside Historic] district." The determination of "no effect" failed to discuss the substantial traffic impacts from the highway project's reconfiguration and the use of the streets by cut-through traffic. The "no effect" finding regarding the 0.06 acre also ended any further federal consideration of effects of the project on Harrison West, Victorian Village and Dennison Place.

The Harrison West Society in writing to the Advisory Council stated, "We believe that the highway project as currently proposed will adversely impact the Near Northside Historic District by permanently incorporating and using the streets of the district in a compensatory action to replace closed or reconfigured surface streets and freeway ramps of the former facility, plus the addition of the new ramps. The new use of these streets by the project will diminish the integrity, characteristics and context of the historic district's significance as a late 19th century residential by adversely affecting the setting, materials, feeling and association." The Society asked that a supplement to the 1980 finding of "no

effect" found in the 1982 Environmental Impact Statement be done to examine the traffic congestion impacts and include an update the recent changes to the project. The request concluded, "We believe that before the issuance of a ... Permit ... to complete the new segment of I-670, an assessment of these issues must be made and a mitigation plan must be concluded because of the probability of irreparable harm to the cultural resource, the Near Northside Historic District, protected under the National Historic Preservation Act as the project is now conceived."

National Historic Preservation Act, Section 106

The context of effect and adverse effect is made by conducting an assessment of the federal undertaking or project on the significant characteristics or elements that contribute to the sense of time and place of the District, described in the National Register at the time of nomination. The initial assessment is delegated to the Ohio Historic Preservation Office by the Advisory Council on Historic Preservation and is subject to the Advisory Council's final review. The implementation regulation in part, for criteria of effect:

36 CFR Part 800.9 Criteria of effect and adverse effect.

(a) An undertaking has an effect on a historic property when the undertaking may alter characteristics of the property that may qualify the property for inclusion in the National Register. For the purpose of determining effect, alteration to features of a property's location, setting, or use may be relevant depending on a property's significant characteristics and should be considered.

(b) An undertaking is considered to have an adverse effect when the effect on a historic property may diminish

the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects on historic properties include, but are not limited to:

(1) Physical destruction, damage, or alteration of all or part of the property;

(2) Isolation of the property from or alteration of the character of the property's setting when that character contributes to the property's qualification for the National Register;

(3) Introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting;

(4) Neglect of a property resulting in its deterioration or destruction; and

(5) Transfer, lease, or sale of the property.

(c) Effects of an undertaking that would otherwise be found to be adverse may be considered as being not adverse for the purpose of these regulations:

(1) When the historic property is of value only for its potential contribution to archeological, historical, or architectural research, and when such value can be substantially preserved through the conduct of appropriate research, and such research is conducted in accordance with applicable professional standards and guidelines;

(2) When the undertaking is limited to the rehabilitation of buildings and structures and is conducted in a manner that preserves the historical and architectural value of affected historic property through conformance with the Secretary's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings"; or

(3) When the undertaking is limited to the transfer, lease, or sale of a historic property, and adequate restrictions or conditions are included to ensure preservation of the property's significant historic features.

The Missing Link With the Central Business District and Northwest Columbus

(continued from Page 1)

The Connector was intended to continue across Neil Avenue on to connect Downtown to SR-315. Planned since 1980, the connection was to be made with Nationwide Boulevard at Front Street, as a major new east-west arterial linking SR-315 with the Central Business District (CBD).

Then on December 15, 1997, the City's Director of Trade and Development announced in a memo that the B-4 Segment of the North Innerbelt of FRA670/315-1.25/0.00 was history. After nearly 20 years of planning, engineering and land acquisition for the Regional Center Connector (segments B-2/B-4) by the City of Columbus, ODOT, Federal Highway Administration and the Mid-Ohio Regional Planning Commission, the highway plans changed faster than the NHL skater Wayne Gretzky's slap shot.

The link with SR-315 to Nationwide Boulevard at Front Street had been termed the Regional Center Connector or the Goodale-Nationwide Boulevard Connector in planning documents from 1980 to 1997. The connection with Nationwide Boulevard, which runs east-west, intersecting with Front, High, Third and North Fourth Streets was intended to move large volumes of traffic across Neil Avenue to and from the suburbs.

An estimated 27,874 vehicles an average seven days per week were expected to use the B-4 link making the connection between Neil Avenue and CBD's Nationwide Boulevard in the year 2000.

The newly reconfigured Neil Avenue I-670 Interchange is estimated to have 46,361 vehicles, seven days a week on Neil Avenue entering and exiting I-670 at the southern edge of Victorian Village in the year 2000.

Without the B-4 segment on the east side of Neil Avenue to Nationwide Boulevard, a significant amount of traffic will move north on Neil Avenue seeking east-west movement to Front/Park, High, Third and North Fourth Streets Street in Victorian Village, the Short North, the North Market and Italian Village.

Planning documents indicate that **without the B-4 segment, by the year 2000, an average of 78,207 vehicles a day, seven days a week will drive on Neil Avenue** between Goodale Street, which will be essentially converted into an I-670 entrance/exit ramp at Neil Avenue, and the Regional Center Connector 750 feet to the south of Goodale Street.

By comparison, 83,614 vehicles per day are expected to cross

above Neil on I-670 when it's finished and connected to the interstate highway system. This neighborhood street will carry as many cars as the interstate freeway!

The Federal Highway Administration's Field Operations Engineer Scott McGuire confirms that the segment formerly known as B-4 will not be built and the city is going to have to return the federal funds already spent on the project. McGuire states that the new Nationwide Arena will be built on the site where the Connector was planned.

Records indicate that the City of Columbus pulled the plug on the link on April 29, 1996 and spent \$757,300 on engineering and right-of-way acquisition. The City's Director of Trade and Development finally revealed the change in plans to the Neighborhood Review Committee in a memo on December 15, 1997.

What's it all mean to Harrison West? More traffic than we have ever seen. More traffic noise that we ever dreamed possible. Much less neighborhood peace and quiet.

HOME OF THE MONTH

Grand Home on Goodale Park

with center hall, oak floors, newly redone kitchen features top of the line finishes. Large rooms, 3rd floor apartment/suite - \$390s (158B)

Bruce Dooley, CRS 299-8097

DOOLEY

&

COMPANY 297-8600
REALTORS



So you can look as good as you want

HAIR • NAILS • SKIN CARE •
COSMETIC APPLICATION

444 West Third Avenue, Columbus, Ohio 43201 (614) 299-2409

What's really going on with the Spring/Sandusky Interchange project?

by Tim Wagner, President, Dennison Place Association and a founding member of the Urban Oasis Coalition

There's been a lot of talk and news hype in the media about the Spring/Sandusky interchange project being slowed down by environmentalists. That's a small part of the picture.

The big picture is that the Ohio Department of Transportation has ignored changing laws and public concerns since 1982, hoping to get the project finished before anyone noticed they were breaking the law.

Yes, endangered species habitat and wetlands are the general causes of the current delays with this extensive freeway construction project. The picture is really much larger, and the issues more extensive, pervasive and systemic. **More life along the rivers than people think**

The downtown rivers over which this project is being built are extremely vital. Between 1991 and 1996 Ohio EPA measured a doubling of Smallmouth

Bass; hiking along these rivers reveals evidence of current beaver and deer activity; hollow places in live and dead trees along the banks provide habitat for the rare Indiana bat; clams and mollusks can be found in abundance.

Early in the planning process of the Spring/Sandusky project, Roger Hubbell, then of Ohio Department of Natural Resources (ODNR), referred to "...relatively undisturbed portions of aquatic and riparian habitats rare in central, urban areas...[and that] streambank vegetation is well established along much of the Scioto in the project area."

ODOT used an incomplete 1982 Environmental Impact Statement

Underlying the project's problems is the Environmental Impact Statement (EIS) completed in 1982. Because of the age of the document and numerous concerns from other federal and state agencies, the Federal Highway Administration is considering requiring the Ohio Department of Transportation (ODOT) to formally supplement the EIS.

The Feds may require ODOT to prepare a new Environmental Impact Statement

This process would force ODOT to assess more thoroughly the impacts on aquatic life, wildlife, and human water supplies and recreation from wetlands destruction, loss of floodplain values, contaminated roadway stormwater run-off, release of contaminated sediment, and denuding the riverbanks.

These assessments are critical to evaluating highway design alternatives and developing responsible mitigation plans.

ODOT must obtain a water quality permit from the EPA under Section 401 of the Clean Water Act. **The EPA is concerned about this project because sediment in the area of the rivers in which much in-water construction will take place contains extremely elevated levels of toxic metals, including cadmium, copper, lead and zinc.** These toxins are stabilized in the riverbed sediment, but could be released when pier work is initiated for the 11 new bridges required for the project.

The Department of the Interior, Fish and Wildlife Service (F&WS), is concerned because over the past 15 years ODOT has done nothing to accommodate its concerns over wooded habitat destruction.

After its review of the final EIS, US EPA wrote to ODOT on Jan. 7, 1983: "We note that the City of Columbus and the ODOT have made a commitment to coordinate with the US EPA and the US Dept. of Interior, Fish and Wildlife Service before the US Corps of Engineers (COE) Section 10/404 permit application is filed. We look forward to working with you and the F&WS to develop a mitigation package to minimize impacts of 1100 feet of [river] channelization and loss of 31.3 acres of wooded habitat."

Section 404 of the Clean Water Act directs COE to administer a regulatory program for permitting the discharge of dredged or fill material in US waters. Impact assessment and mitigation are parts of this process.

ODOT slowed down the process after the Feds objected to the rape of the riverfront

ODOT submitted its 404 Permit application on Sep. 15, 1997 but withdrew it on Dec. 3, 1997, after F&WS wrote on Nov. 5, 1997 reminding ODOT of F&WS' Jan. 21, 1983 letter stating, "Every possible effort should be made during project construction to preserve the continuity of existing wooded

Andrew Klein

Attorney-at-law

NO TAXATION WITHOUT REPRESENTATION

Income Tax Service
Form 1040 \$25.00



In the Short
North
299-6139

streambank vegetation along the Scioto River. Where disruption of the riparian corridor becomes necessary, endemic plant species should be utilized for re-vegetation, with emphasis on trees and shrubs known to be of value to wildlife resources. The F&WS would be pleased to assist in the identification of such species."

ODOT officials admit they have not honored their commitments to the US EPA and the Fish & Wildlife Service

Instead, its plans call for completely denuding the riverbanks and replacing the existing vegetation with rock rip-rap (large rocks) along over 5100 linear feet (nearly a mile) of riverbank and seeding grass on the rest.

On Dec. 5, 1997, ODOT revealed a drawing dated Dec. 4, 1997 in which it proposed planting willow bushes among the rock rip-rap and landscaping the grassy areas after the project is complete.

ODOT refuses to consider new technology to save the river

Rock rip-rap and grassy embankments are old technology. Bioengineering for streambank erosion control is the latest methodology in these environments. ODOT officials characterize such procedures as experimental, but COE Technical Report EL-97-8 provides detailed instructions and examples from around the world of successful streambank treatments. Private bioengineering contractors are using even more advanced techniques than those documented by the COE.

The wetlands issue should not have been a surprise to ODOT officials

They admit that they knew the wetlands standards had been legislated in 1987; however, they didn't begin the wetlands inventory in the I-670 project area until Nov. 26, 1997.

Prominent in this area of the Scioto and Olentangy rivers are riverine wetlands that occur in floodplains and riverine corridors where surface water is lost by flow returning to the channel after flooding and by saturation surface flow running into the channel during heavy rainfall.

Riverine wetlands normally extend perpendicular from the stream channel to the edge of the stream's floodplain. These wetlands perform hydrologic functions such as surface water storage, biogeochemical functions such as nutrient cycling and particulate retention, and maintain plant and animal habitats. **The COE states that these wetlands are difficult to create because rivers are highly integrated into existing landforms, and, consequently, compensatory mitigation for degradation of their functions seldom can be accomplished by creating new ones, given the scarcity of appropriate sites. ODOT has not assessed its planned impacts on these wetlands or proposed any mitigation for their loss.**

The COE is concerned about the project because of ODOT's segmentation for permitting purposes

Breaking the project into smaller segments has allowed ODOT to begin construction of some portions under generic "Nationwide" Permits by claiming no significant impacts from these segments and thereby obviating the more onerous 404 permitting process. The "Nationwide" Permit was conceived for minor projects. The Spring/Sandusky Interchange is not a minor project, and therefore, the COE may force ODOT to reassemble these segments and apply for a 404 Permit for the entire project.

ODOT thinks they will get away with this because citizens are apathetic

There is something you can do. There is new technology which will allow the river to be saved as habitat and recreation, as well as get the highway and all the bridges built. You just need to help persuade ODOT that using the new technology is what the citizens want.

Write the COE and request a 404 Permit public hearing and that a Supplemental Environmental Impact Statement be prepared for this project (FRA-670/315-1.25). Send your request to:

District Engineer
US Army Corps of Engineers
Huntington District
502 Eighth Street
Huntington, WV 25701-2070

Please note the inadequacy of assessments and therefore the hollow mitigation plans in the original EIS.

Please send a copy of your letter to:
Tim Wagner
1279 Hunter Ave
Columbus, OH 43201.

To be advised of upcoming public hearings for the EPA 401 Permit and the COE 404 Permit, call Tim Wagner at 291-3337.



**St. Francis of Assisi
Roman Catholic Church**
(in Victorian Village)

WEEKEND MASSES

Saturday: 4 p.m. (Tridentine (Latin) Mass)
Sunday: 9 and 11 a.m.

MASSES DURING THE WEEK

Monday through Friday: 6 p.m.

HOLIDAY MASSES

Vigil: 6 p.m. HOLYDAY: 12 noon and 6 p.m.; 7:30 p.m. (Tridentine Mass)

SACRAMENT OF RECONCILIATION

Saturday: 3 p.m. and by appointment

386 Buttles Avenue Columbus, Ohio 43215 299-5781

Photography Exhibit At Urban Gardener

Mary Circelli, photographer, exhibits her work at the Urban Gardener, 940 N. High Street beginning with the Gallery Hop February 7 running through the end of the month. Circelli is an award-winning photographer for the *Columbus Dispatch*.

Also exhibiting is Tile Artist, Mary Miller, presenting her new line of "Intimate" boxes.

Hours for the exhibitions are Tuesday through Saturday 11 to 8; Sunday 12 to 6.

Everett Becomes Arts Impact School

The consultants have decided that Everett should get the Arts Impact program for Middle School, plus renovation or replacement for some of the buildings. All this looks good for Everett. What's it mean for neighborhood kids? Time will tell.

Support Our Advertisers

They deserve it, they're convenient to our neighborhood and they give good value.

For instance, did you know the reason Mama B's pizza tastes so good is that they make their pizza crust dough fresh every day right in the shop? Because they're so close, your Mama B's pizza gets to you hot, too.

Are you aware that at Aniara Styling Salon, you can get hair cutting and styling, make overs and make up? That they have a sure hand with naturally curly hair and gray hair, and that their new stylist is an artist with the new sleek styles.

If your car needs care, Tom and Jerry's Auto is close by, can run you back home, and has just put in place a new warranty program to back up their service.

You may not buy a house every week, but you could let our realtor supporters know you appreciate their boosterism of Harrison West. It's helping to raise your property values.

Next time you use our advertisers' services, let them know you're there because they advertise in the Harrison West News.

- Aniara Styling Salon
- Big Bear
- Body Life
- Dooley & Company Realtors
- First Brethren Church
- HER Realtors
- King Avenue Church
- Andrew Klein, Tax Attorney
- Mama B's Pizza
- Priscilla Mead, State Representative
- Reliable
- ReMax Realtors
- St. Francis Assisi Church
- Jim Sterner, Home Repair
- Tom & Jerry Auto
- Ken Wightman Realtor

If you have any suggestions about potential advertisers, call Veda Gilp at 444-4532.



CIRCULARS

City-wide delivery

We specialize in THE SHORT NORTH area
Door-to-door distribution of Circulars, Samples, Coupons, etc.

"It's in the bag - 52 weeks a year"

RELIABLE

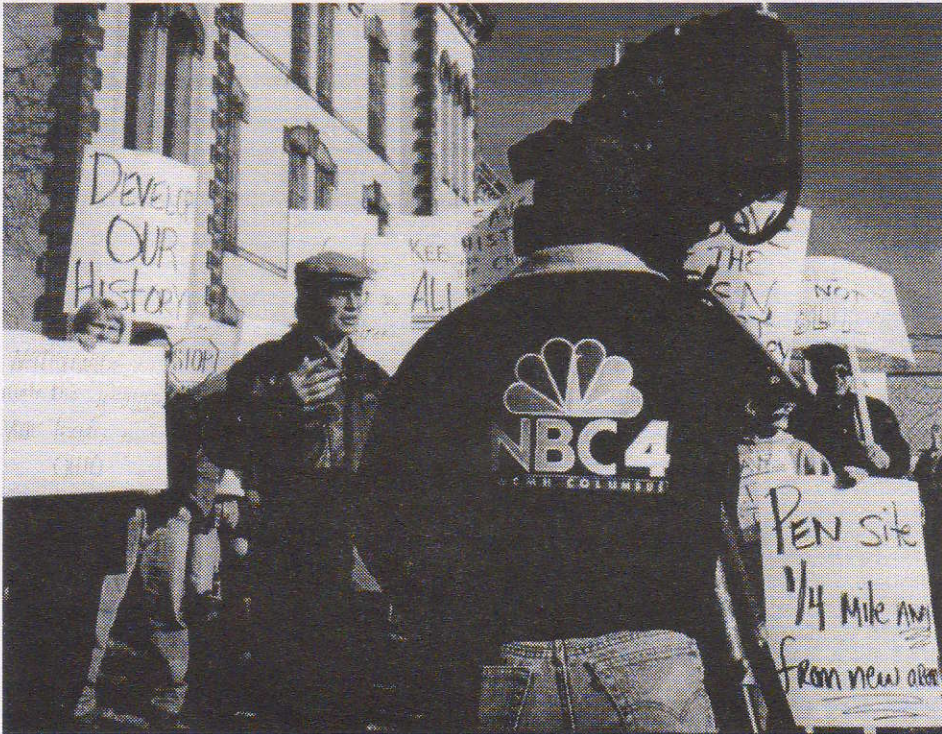
Advertising & Distributing Co.
1041 Summit Street

294-1629

Columbus First Brethren Church

473 West Third Avenue
861-3003 or 299-3663
Richard Morris, Pastor

Sunday	9:30 am	Sunday School
	10:40 am	Worship Service
	6:00 pm	Worship Service
Monday	7:00 pm	Bible Study
Tuesday	5:30 pm	Music Practice
	6:30 pm	Little Women
Wednesday	9:30 am	Homemakers
	6:30 pm	Boys' Brigade
Friday	6:30 pm	Women's Missionary Group



Pen Falls

The American Institute of Architects and the Columbus Landmarks Foundation struggled mightily for two years, but they lost the last round for a temporary restraining order to keep the City from tearing down the Pen.

The Brewery District, Dennison Place

Association and OSU Art Professor, Malcolm Cochran, have picked up the effort to halt the wrecking ball in a new suit filed in Federal Court, but have been unable to get a temporary restraining order, either.

Chalk up another shortsighted blow against the architectural fabric of the City. In

a city as old as Columbus, about the only old buildings left are the ones in historical neighborhoods such as Harrison West.

More than 100 picketers came out to protest the destruction of the Pen. Channels 4 and 10, shown interviewing Architect Jack Hedges, covered the event, but the preservationists did not prevail.

In other parts of the country elaborate prisons are parks for the enjoyment of tourists — Alcatraz in California and Sing Sing in New York, for instance. In England, the Tower of London is a top tourist attraction.

Columbus, however, is tearing the Pen down to use the land as a parking lot for the Nationwide arena. Developers are also talking about plans for a mixed use residential development on the site, though the only uncontaminated part of the Pen site is the actual ground the original buildings covered. The rest of the site may well qualify for Superfund environmental cleanup.

Whether you think the Pen could have become a tourist attraction or not, the idea of saving the Pen was one worth supporting.

You live in an historical neighborhood, so you know the value of preserving heritage.

Too late now. A magnificent building that demonstrated the authority of the state, and the best art of stonemasons, is rubble, soon to be a parking lot.

Couples Discount

1 membership @ regular price, the second is 1/2 off.

**CYBEX, FREE WEIGHTS,
CARDIO EQUIPMENT,
AEROBICS,
MASSAGE THERAPY,
TOWEL SERVICE &
FREE PARKING**

STEP • YOGA • HIP HOP
BOXING • LATIN DANCE

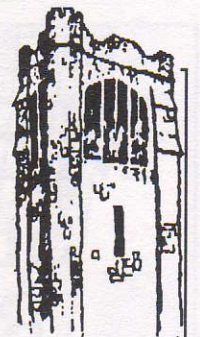
**3, 6 & 12 MONTH
MEMBERSHIPS
AVAILABLE**

**body
life**
FITNESS

The Most Progressive
Workout Environment
in Columbus

Located next to Mekka off of Neil Ave., one block north of Spring St. by the old Ohio Pen.

384 Dublin Avenue **614.221.4766**



Check out
**KING
AVENUE
CHURCH**

*See why more than 60 people joined this
congregation in 1997!*

**Worship 10:45 each Sunday
corner of King & Neil**

Harrison West News
996 Pennsylvania Avenue
Columbus, Ohio 43201

Restaurant Review

“Viva”

Reviewed by Maddy Weisz

“Viva” is a cozy Mexican restaurant in the Short North. We missed our reservation, and when we called the restaurant, they couldn’t have been more accommodating. We were told our table was ready and certainly would be held until we could get there. What a change from other Short North restaurants.

The atmosphere was intimate and upbeat. The vibrant blue walls and candle sconces add a south-of-the-border feel.

Our waiter was prompt and personable. Menu selections were limited, but prices were reasonable. The orange avocado salad was simple and refreshing. Ingredients were succulent and fresh. The entrees were presented in typical Mexican fashion. Grilled chicken and chicken enchiladas were creatively spicy but not hot. Smoked chicken in the enchiladas added a surprising twist to a Mexican standard. The traditional sides of beans and rice lacked a creative flair and did not have much taste.

If “Viva” wants to become a popular Short North eatery, they need to serve complimentary chips and salsa, which were lacking, and enliven their side dishes.

In This Issue
Spring/Sandusky -- the real story
Godman Guild First 100 Years
B4 - the Missing Link
Homeowner Insurance Surprise
Poultry Factory Meeting Lays Egg


COTA Improves Service for Harrison West

Harrison West residents now have easy access to the Mall at Tuttle Crossing since COTA expanded its service on the #18 Kenny Road-OSU route. Take the #18 all the way from Neil Avenue to the Mall at Tuttle Crossing on weekdays. For specific schedule and route information, call COTA 228-1776. This is one way to avoid parking hassles at the west side mega mall.


Buying or Selling?
Call Your Midtown Specialist

BRUCE DOOLEY, CRS, GRI
1997 Columbus Board of REALTORS
“REALTOR /Broker of the Year”

Over \$48 million in net sales
Proven sales record
Certified Residential Specialist



DOOLEY & COMPANY REALTORS
252 W. Fifth Ave.
Columbus, Ohio
614.297.8600
614.299.8097




MEAD
State Rep
Re-Elect
PRISCILLA MEAD
Representing Harrison West
2nd to 7th west of Neil
644-6005

Paid for by the Committee to Re-Elect Priscilla Mead, T.J. Riley, Treasurer
10 West Broad Street, Suite 1800, Columbus, Ohio 43215

Whether you're Buying or Selling, here's what counts...

Experience Results Service

- 10 years selling homes in our neighborhood. *Certified Residential Specialist*
- Over \$25 million in home sales (75% in the Victorian Village area)
- Guaranteed personal service. Full service marketing.



KEN WIGHTMAN 294-5335

- A Neighbor specializing in Our **Harrison West** Neighborhood.
- Buyer or Seller Representation.
- National Relocation Network.
- #1 in sales in Harrison West year after year after year.

The Prudential Residential One, REALTORS
719 N. High Street, Columbus, Ohio 43215
Independently Owned and Operated Email Ken at: KWight@ee.net