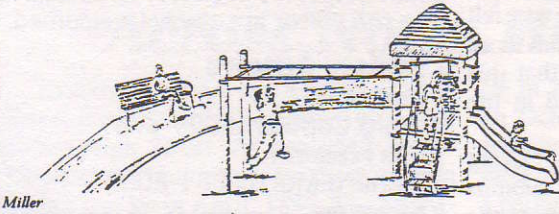


OLENTANGY BIKEWAY 3RD AVENUE BRIDGE CROSSING pgs 4-5



Next Harrison West Society Meeting
Thursday, October 12, 7:30 p.m. • 4th Ave. School Senior Ctr.

➤ **HARRISON WEST PARK REHAB**
Allen McKnight, Rec. & Parks Dept., to present new plans

➤ **COTA Representative to Discuss Levy**

OCT
1995

Harrison West News

"A Neighborhood on the National Register of Historic Places"

VOL. 6
NO. 10

LEGAL BILLS MOUNT FOR PRECINCT 33-I BALLOT PETITION CIRCULATOR ZENO'S CLAIMS BALLOT INITIATIVE UNCONSTITUTIONAL

MARY FUNK SUBPOENAED

"Did you ever refer to Dick Allen as a one-eyed drunken bastard?" Zeno's attorney Don McTigue queried Mary Funk on cross examination in court Monday morning, October 2.

The claim being made was that the owners of Zeno's constitutional rights under Ohio law were being violated when the voters dried the 33-I precinct for beer and spirituous liquor. Mrs. Funk replied no to this question and others of a personal nature regarding Mr. Allen.

The owners of Zeno's are again attempting to overturn the results of last fall's election prohibiting on-site sales and consumption of beer and liquor in Columbus Ward 33, Precinct I. Previously, on July 11, 1995, Judge James J. O'Grady of the Franklin Country Com-

mon Please Court, dismissed the election contest filed after the 1994 election.

On September 15, 1995, Zeno's filed another action in Franklin County Common Pleas Court claiming that local option elections violate the Ohio and United States Constitutions. Judge David L. Johnson granted Zeno's a restraining order permitting on-site sales to continue on a temporary basis.

Zeno's named the Ohio Department of Liquor Control as a defendant. The other bar in the precinct, Da'Cota's, did not join in the suit.

On October 2, 1995, the court held a preliminary injunction hearing. Zeno's co-owner, Chris Miller, testified at the hearing as did Harrison West resident, Mary Funk, who was subpoenaed to appear by the State. In her testimony, Funk recounted the problems of many residents over the years, the efforts to resolve those problems and the events leading to the liquor option issue being placed on the ballot. Many Harrison West residents attended the hearing to show their support for Funk and for enforcement of the results of the 1994 election.

Columbus Police Officer Terrie Price testified, as Mr. McTigue's witness, that Mrs. Funk had made scurrilous state-

(Continued on page 3)

OPINION

I-670/High St. Cap Still In Dispute

The long promised new innerbelt expressway will change the face of our community. Will that reworked face wear a smile or a grimace?

The short answer is that it depends on whether highway planners or community planners design the expressway. The highway planners believe their prescription is the best way to build a highway; community planners want them to accommodate the community their highway traverses.

For several years community members have promoted the idea of a cap over I-670 to join together Goodale Park, the Greek Orthodox Cathedral and the Convention Center with the new 10-lane freeway running underneath. Last year, the state turned thumbs down on the idea of funding amenities at surface level, because they had not approved the substructure in the first place. Frowns turned to smiles when the city council ordered a \$75,000 study of the cap, and what it would cost.

The report (six months late) said that a cap from east of High to west of Park Street would be a tunnel requiring ventilation, fireproofing and lighting and cost \$10.7 million. In a letter to Mayor Greg Lashutka, Public Services Director Tom Merritt concluded that spending \$10.7 million on a tunnel was "not a prudent use of public funds" and recommended to the mayor that the city "not pursue such a structure." Instead, Director Merritt proposed widening the sidewalks on High Street and Goodale.

This project gets 90% federal money, 9% state and 1% city. Thus, the city's cost for the basic tunnel (without surface amenities like landscaping and lighting) would be \$107,000.

(Continued on page 8)

Free Investment Advice

Enroll Now For Growth Plan

The hot tip? Call Craig Copeland at 299-3737 to help invest in the future of Harrison West. Craig is looking for investors to help plant a dozen or so flowering pear trees on Third Avenue. This community effort will result in Third Avenue being completely tree-lined through Harrison West. This will exhaust the remaining grant monies from the Columbus Foundation. Dates planned are the last weekend in October or the first weekend in November. What better way can you invest in your neighborhood? *This is one investment that will grow to the sky!*

Harrison West Society Minutes

Submitted by Sean Conway
Secretary, Harrison West Society
 Thursday, September 12, 1995

Full of energy and looking for change, the Harrison West Society convened at 7:30 p.m. at the Fourth Avenue Senior Center at the corner of Michigan Avenue.

The first issue of concern to neighbors was the possible Ohio State/Battelle land swap. The arrangement, as explained in local newspaper accounts, would give OSU ownership of all the Battelle buildings and the land south of King Avenue, north of Third Avenue and west of Perry Street to the Olentangy River and, in exchange, Battelle would receive property in a proposed OSU "technology park." People voiced concern that OSU could develop this land in a manner inappropriate to a residential neighborhood listed on the National Register of Historic Places by the United States Department of Interior. OSU, to some extent, can avoid city planning ordinances since it is a state institution. Additional concern was raised that as OSU penetrates further into Dennison Place and Harrison West the demand for high-rent, high-cash-flow and high turnover student apartments run by real estate syndicators will increase. These apartments are often poorly maintained and often cause parking shortages due to numerous multi-tenant, multi-car apartments.

Rents could escalate rapidly for current renting residents and fear was expressed that many could be priced out of their homes and displaced. There was discussion that historic neighborhood status would help protect homeowners and renters from the conversion of current properties into student apartments and boarding houses as OSU develops the land.

Having addressed the concerns of the neighborhood, the conversation moved to some possible solutions. By a unanimous decision, the Society passed a resolution to send letters to OSU, Battelle and to the

city, expressing concerns about possible changes in the neighborhood. It was felt that cooperation would be beneficial to all sides. In the end it was decreed that this conversation would be continued at the next meeting.

After the lively discussion, Craig Copeland announced that he had submitted a grant proposal, for \$4,860.00, to the Columbus Foundation to acquire ten cast iron, Victorian-style benches and two decorative trash receptacles for the Harrison West Park (at the corner of Oregon and Fourth Avenues). A determination by the Columbus Foundation will be made in December. Everyone expressed their appreciation to Craig for his work on this project.

It was also announced that on September 26 there would be a "Meet the Candidates" night at the Thompson Recreation Center. The event included most of the city council candidates running for office this November. The Society voted unanimously to contribute \$10.00 to help sponsor this event. We hope you made it!

In the spirit of the coming November election, Craig solicited the opinions of members of the Society and the community at large, in the form of "letters to the editor," to be published in the November *Harrison West News*. More than a few residents have expressed favorable experiences with council members Matt Habash, Lisa Griffin and Michael Coleman. All opinions and experiences are welcome.

The meeting was adjourned at 8:22 p.m. after unanimously passing a resolution to pay the printer. See you at the next meeting, 7:30 p.m. on Thursday, October 12, when Recreation and Parks' Allen McKnight will be presenting plans for the Harrison West Park makeover and a representative from COTA will describe the future of the transit system and the importance of passing the levy.

Don't forget that the entrance to the Fourth Avenue Senior Center is from the Michigan Avenue parking lot.

Harrison West News

is the monthly publication of the Harrison West Society, Inc. *Letters to the Editor* are always welcomed.

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VICE PRESIDENT

Richard Morris 861-3003

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Nathan H. Brown

November Deadlines

EDITORIAL **Friday, 20 October**

ADVERTISING **Monday, 23 October**

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Mary Funk Subpoenaed

(Continued from page 1)

ments to him regarding Mr. Allen while working as a Special Duty Officer for a coalition of neighbors seeking relief from the behavior of some intoxicated college-aged bar patrons in Precinct 33-I. Officer Price is presently awaiting a disciplinary hearing by Columbus Safety Director Tom Rice for "double dipping" or working Special Duty for more than one employer at the same time including the Pennsylvania Avenue Coalition. Officer Price was questioned extensively about his whereabouts following the notorious August, 1994 sidewalk shootout outside Da'Cota's Bar in Precinct 33-I during cross examination by Assistant State Attorney Chet Lyman. Officer Price stated that he was working for the neighborhood group at the time of the shooting. The al-

leged personal invective recounted by Officer Price appeared to be a large part of the foundation of the constitutional challenge being laid out by Mr. McTigue, chiefly that his client's liquor establishment was unfairly targeted by a group of voters in Precinct 33-I in the November 1994 election.

Following the hearing, Judge Johnson extended the restraining order for 14 more days. In that period, the parties will be submitting legal briefs and motions to the court. By law, the judge may not extend the temporary restraining order again.

Similar court actions which have challenged Ohio's liquor option election statutes have not been successful.

Neighborhood Matters

Harrison West Contributes To Victorian Village Tour Success

Harrison West's three participants in the VV Tour of Homes helped make the 21st annual tour one of the best to date. The weather was ideal and many chose to walk the tour. Planning has already begun for next year.

Garage Sale Exceeds Expectations

October 7-8 cooperated wholeheartedly, weather-wise, and contributed to another successful Harrison West garage sale. More than 18 signed up and, combined with OSU's victory over Penn State, everyone had a great time.

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Area Architects Involved In Third Avenue Bridge Charette

A workshop was held last month on Friday evening, September 7, to further explore the future design of the Third Avenue Bridge and the Olentangy Bikeway, which together will be a river crossing for auto, truck, bicycle and pedestrian traffic. Franklin County Deputy Engineer Of Bridges, Mark Sherman conducted the charette that was organized by Harrison West Society, President Craig Copeland. The charette committee consisted of four architects Frank Petruziello, Rob Harris, Steve Shinn (all residents of Harrison West), and Richard Buchsieb, Chairman of the Historic Resources Committee of the Columbus AIA; as well as David Jones of Jones & Stuckey, consulting engineers, David Stock of Stock and Stone, consulting architects, and Craig Copeland. The purpose of the charette was to develop design recommendations which will make the new bridge more sympathetic to the character of the existing one, and to the character of the neighborhood, which is listed by the U. S. Department of Interior on the National Register of Historic Places.

There was a general concurrence that this bridge is a gateway or entry point to Harrison West and Victorian Village. Many felt that the center pier in the middle of the Olentangy River should be enlarged, accentuated and highlighted with large fixtures to indicate the transition from Grandview's commercial environment to Harrison West and the larger historic district.

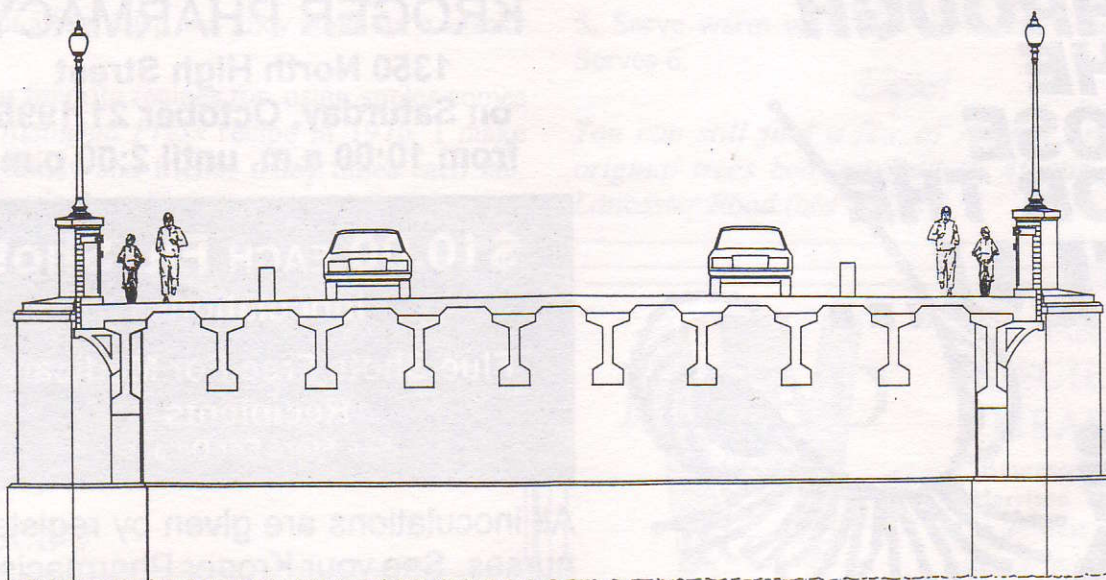
The proposed bridge with flattened, segmented arches and light fixtures of appropriate scale were ideas that were well received. Ideas abounded regarding the methods of reasonably expressing the historical relationship of the structure through details while accommodating the competing multiple uses of the bridge. Some were concerned that the bridge might not be wide enough for the task, given the anticipated 100 year life span.

The bicycle paths and pedestrian sidewalks were the subject of a considerable part of the evening. No studies exist to predict the number of bicyclists that will use the Columbus, OSU and Worthington connector, but estimates have ranged from 1,000,

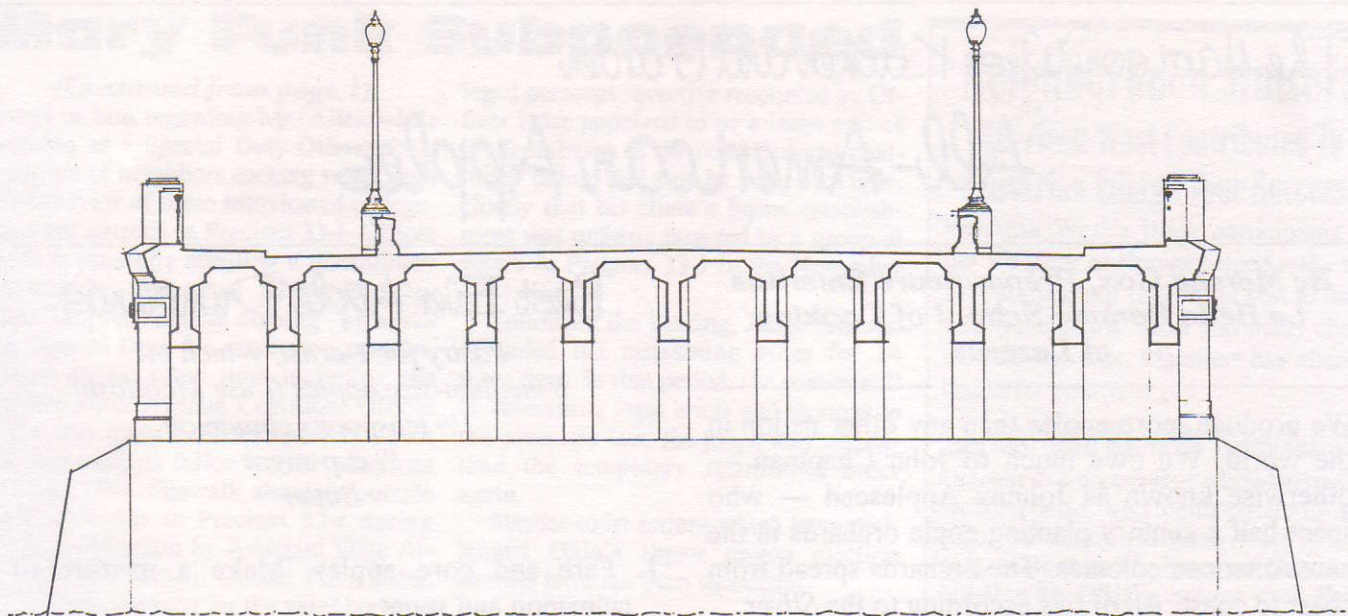
2,000, or 3,000 on a Saturday or Sunday when a special event such as the Columbus Arts Festival, Jazz and Ribfest, Rhythm and Food Festival or the many other special events downtown Columbus offers now and in the future. Home football games or special events at Ohio State could easily realize heavy usage. An east bound bike path on the south side of the bridge and symmetrical west bound bike path on the north side conforming to normal traffic patterns could offer more flexibility. Additional concern was voiced in this regard that a single lane for east and west bound bikes would effectively be a 300' long walled gauntlet of oncoming riders of different skill and velocity.

Placing the lighting standards on the proposed concrete barriers that divide the bikeway and pedestrians from the car and truck traffic, thus incorporating the barriers as an integral component of the bridge was one of the best ideas to come out of the session. The barriers did however raise some debate in that they used up about four feet of bridge width. They could become a maintenance problem, spalling from road salts and pock marking from vehicle impact. The point was made that aside from their width, the barriers fixed the width of the bike path and in periods of heavy bicycle use, undoubtedly, more aggressive riders would be in the vehicular traffic lanes creating confusion and potential conflict with motorists.

Some members from the neighborhood thought proper sidewalks differentiated from the roadway and bike paths would offer pedestrians a sense of comfort and safety. Alcoves for pedestrians to look out over the river located at the piers were suggested. The evening developed into spirited exchange of stimulating ideas and expression of concepts. The participants from the Harrison West community expressed their appreciation for the charette opportunity and look forward to the forthcoming design proposals from Mark Sherman and the talented team he has assembled of David Jones and David Stock.

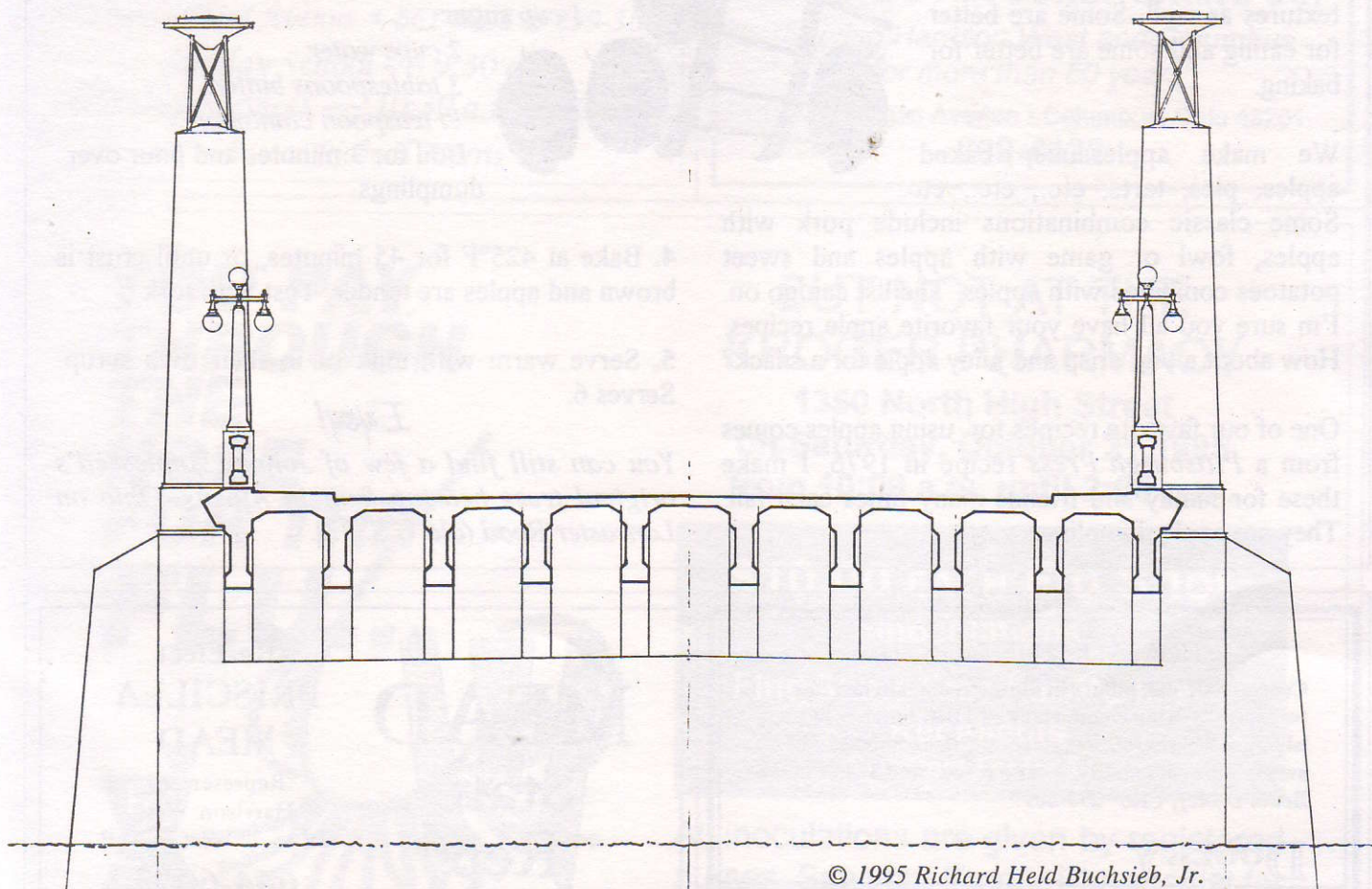


Section view from modified engineering drawings showing symmetrical bike paths without pedestrian sidewalks and 54" railing.



© 1995 Richard Held Buchsieb, Jr.

Proposed section view showing symmetrical sidewalks, 42" railings and bike paths with barrier.
By Architect Richard Buchsieb, Jr., Chairman, Historic Resources Committee of the Columbus AIA.



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Proposed section view expressing the central pier as a gate by Architect Richard Buchsieb, Jr.
Illustrating symmetrical sidewalks, 42" railings, dedicated with bike lanes delineated by solid striping.

The Harrison West Kitchen and Garden

All-American Apples

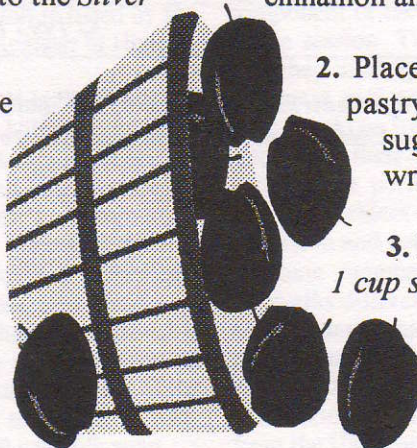
**By Marsha Cox, Préparateure Emeritus
La Belle Pomme School of Cooking
at Lazarus**

We produce more apples than any other nation in the world. We owe much to John Chapman — otherwise known as Johnny Appleseed — who spent half a century planting apple orchards in the new American colonies. The orchards spread from coast to coast. All of this according to the *Silver Palate*.

The harvest of apples begins in the fall. There are many varieties of apples with characteristics and uses for each. They all have their seasons, colors, flowers and textures as well. Some are better for eating and some are better for baking.

We make applesauce, baked apples, pies, tarts, etc., etc., etc. Some classic combinations include pork with apples, fowl or game with apples and sweet potatoes combined with apples. The list can go on. I'm sure you all have your favorite apple recipes. How about a big, crisp and juicy apple for a snack?

One of our favorite recipes for using apples comes from a *Pittsburgh Press* recipe in 1976. I make these for family and friends many times each fall. They are apple dumplings.



Best Ever Apple Dumplings

Pastry for 2-crust, 9-inch pie
6 medium-size apples (I use McIntosh)
1½ teaspoons cinnamon
½ cup sugar
Butter

1. Pare and core apples. Make a mixture of cinnamon and sugar.

2. Place each apple on a 7-inch square of pastry. Fill the cavity of each with the sugar mixture, dot with butter and wrap. Place in oblong baking dish.

3. Make the following syrup:

1 cup sugar
2 cups water
3 tablespoons butter
¼ teaspoon cinnamon
Boil for 3 minutes and pour over dumplings.

4. Bake at 425°F for 45 minutes, or until crust is brown and apples are tender. Test with fork.

5. Serve warm with milk or in their own syrup. Serves 6.

Enjoy!

You can still find a few of Johnny Appleseed's original trees bearing fruit in Athens, Ohio on Lancaster Road (old U.S. 33).

HOME OF THE MONTH

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WILL WE BE THE 'ARCH CITY' AGAIN?

Plans To Revive Lighted Arches Across North High Street

Exactly 100 years ago a group of High Street businesses built a series of arches across High Street. As described in *The Dispatch*, "The contract for these wooden arches was let in April, 1896. The following month the first gala 'May Inspection' was held. The stores stayed open at night. Throngs flocked to High Street to see the lighted arches and the colorful fireworks and displays, and to shop."

In a remarkable display of symmetry, the Short North Business Association hopes to revive the idea of lighted arches across High Street in the Short North sometime around the 100th anniversary of the first May Inspection. Cleve Ricksecker, SNBA executive director, hopes to combine assessments on property owners, city funds and private donations to build the arches every block or so from Nationwide Boulevard to King Avenue.

So what happened to the original arches? According to James Craig's arti-

cle in *The Columbus Dispatch Magazine* on October 21, 1956, the wooden ones quickly got replaced by steel. "The plans were bright and glittering, but there came a period of black. Late in 1900, the downtown streets were dark because the light bill was not paid." It seems the cost of lighting and maintaining the arches soon proved too much for the merchants association to handle, and the city

took over. Soon arches multiplied along High, on Mount Vernon Avenue and Fourth Street, East and West Broad.

There were even plans for a decorative double arch at Broad and High. On January 15, 1909, the chamber of commerce officially declared Columbus 'Arch City.'

Craig's article concludes: "In 1914 the arches gave way, amid a tumult of protests, to poles with five electric lamps each. Thus, like the one-horse shay, the arches played their role and then became history. And for passing tourists, downtown Columbus changed from a mecca to a nightmare."



CANDIDATES' NIGHT

The University Community Association's Sixth Annual Midtown Candidates' Night was held on September 26 at the Thompson Recreation Center. Attendees listened to a two-minute biography from each candidate and posed questions to be answered by all.

Local politicians racing hard against each other for seats on the Columbus City Council presented their best argument for why they should be chosen by the electorate. Incumbent Democrats Habash and Griffin recounted their recent efforts to improve the Short North area including their work on recreation and parks, city services and community policing. Democratic challenger Hugh DeMoss baffled and brought down the house when, in a moment of confusion, he called himself a Republican. Both mayoral candidates were in attendance, representing distinctly different points of view.

Questions fielded from neighbors included those about the proposed cap over I-670, problems in the University District, the tax abatement for NBBJ's proposed new business site, and concerns about the quality of life in the city's historic districts.

Candidates' Night was supported in part by the Harrison West Society.

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To Cap or Not To Cap? I-670 Final Design Still In Dispute

(Continued from page 1)

The subconsultants who completed the \$75,000 study specialize in tunnel engineering, and failed to tell the city whether a less expansive cap could avoid classification as a tunnel and come in at a more reasonable cost. Committee members also criticized the department's failure to release the results of the study after its completion last February.

At a second Victorian Village Planning meeting August 14, the city brought architect Michael Hayes, from Acock and Associates, to present color drawings showing how attractive a wide sidewalk surrounded by a 12-foot fence can look. As City Engineer Robert Smith explained in a letter, Mr. Hayes "prepared visuals showing how special 'walls' can be used in place of vandal fencing. These 'walls' will mimic the

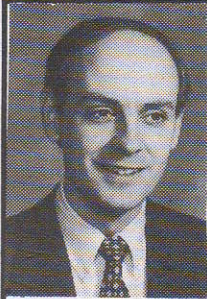
architectural style of the area. Additionally, 'anchors' will be added to the ends of the High Street bridge. These small buildings would be used to enhance the architectural effect and may also be used to hide roadway equipment such as controller cabinets."

"Without community support, the 'highway as enema' prescription will prevail"

Details aside, most disturbing was the city's assertion at the meeting that the plans as presented were the "max and min" for allowable cover for the expressway. No leeway on the freeway, bub. As things stand now, the city engineers propose rebuilding our 1950s' innerbelt expressway using 1970s plans and spread-

ing construction from now until sometime after 2002. Neighbors concerned over environmental impact of construction demolition, interested in combining other needs like high power lines and bike paths, and those commuters fearful that the road will be outdated before it is built or inaccessible, need to express their views. Will our suggestions fall on deaf ears?

Funny how this administration shows remarkable willingness to change "final" freeway alignments to accommodate an arena complex on the Pen site, or concerns by Nationwide Insurance about traffic congestion, or a new interchange for University Hospitals. Without community support, the engineers' "highway as enema" prescription will prevail — so it is your choice: stand up and be counted or bend over and prepare to take your medicine.



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