

## Historic Plans for Proposed North End Park & Bridge Recommendation

### Battelle/Harrison West Planting

Corner of Perry and West Third

The 2nd Saturday of each month starting April 13th, is the time to bring your trowel, gloves and enthusiasm to the flower bed at the corner of Perry & 3rd, 8-11AM. Info.-Chris Hershberger, 299-3148

Society meets Thurs. April 11, 7:30, Godman Guild  
1996 Garden Tour Planning

GLAD Bag-A-Thon Alley Cleanup

Harrison West News - Practices & Policies

Coffee and dessert served at 7:30 PM

HARRISON WEST  
SOCIETY  
20TH

# Harrison West News

1976 1996

APRIL 1996

ANNIVERSARY "A Neighborhood on the National Register of Historic Places"

VOL. 7 NO. 4

### Third to Be Tree-lined Avenue

## Ninety-Four Trees Planted by HWS in Neighborhood to be Logged On

Last month, 18 more flowering pear trees were planted on Third with funds from the Columbus Foundation Neighborhood Partnership Grant.

The \$8,000 provided the opportunity for the Harrison West Society to plant 94 trees on Third, Second and Bradley between Harrison and the Olentangy River in the last 12 months.

Craig Copeland thanks all the participants in this spring effort: Mary Funk, Jeff Larson, Joe Spinelli, Jim Warren, and

everyone else, as well as those who participated in three 1995 week-end plantings.

Additional kudos to Dennis Karem, Karem and Co., whose landscaping crew dug many of the holes and to the Godman Guild for keeping track of the funds.

Major credit goes to Sandy Woolard, who inspired this round of street tree planting by getting the original pear trees on Third started with Society volunteers in 1989.

*(continued on page 7)*

## Battelle To Stay Put

Battelle and OSU announced March 14 that the marriage was off.

For the last nine months, the neighboring organizations had been exploring a land and facilities swap. Battelle had considered constructing a new facility on a 44-acre site owned by OSU at SR-315 and Ackerman Road. OSU would then have acquired Battelle's King Avenue facility.

"We have selected the option of remaining at King Avenue and extensively renovating and modernizing our facilities," said Douglas E. Olesen, Battelle President and CEO. Olsen indicated that the key features of Battelle's plan are:

- Modernization of Battelle's labs and offices between King and West Fifth.

- Construction of two new buildings on Battelle's campus, along with the razing of four others.

- Leasing selected excess space to OSU and the Ohio EPA.

Plans for the tract between Third and Fifth Avenues, west of Perry, which is a part of the National Register Near Northside Historic District, are unknown at this time.

Battelle serves industry and government with more than 40 offices in 30 countries in developing new technologies and products and in commercializing technology.

## Time to Sign up for the Harrison West Open Garden Tour, Sunday, June 30

It's Garden Tour time again! Now that Spring is here, can the Harrison West Open Garden Tour be far behind? Call Gene Roe at 299-1073 or Sandy Woolard at 461-5083 to sign up or to learn more about the Tour.

## Clean Community Day Saturday, May 4

The Harrison West Society will join the Columbus Clean Community on Saturday, May 4, to clean the alley between Harrison and Pennsylvania from 5th to 1st. Veda Gilp (299-6877) and Peg Monigold (299-1867) are seeking volunteers to help. Clean up runs from 9 to noon.

The GLAD Bag-A-Thon Program is the nation's largest grassroots cleanup and recycling campaign. Through community volunteer groups, it is a citywide drive sponsored by GLAD Wrap and Bags and Keep America Beautiful, Inc.





May 1 is the beginning of the Society's membership year.

## The Harrison West Society Celebrates 20th Anniversary

Why is your support of the 1996 Membership Campaign so important to the Harrison West Society?

Improving the neighborhood has its costs, but it's worth every penny in improved quality of life -- and property values -- for all of us.

Society members have made a commitment for a neighborhood that is safe, beautiful, peaceful, and protected. Alone, we have little influence over our streets, alleys, parks, and parking. But as a unified neighborhood group -- the Harrison West Society -- we can exercise a great deal of control over what happens where we live.

The possibilities for preserving and improving these common areas are endless with organization, strategy, and support.

The successes of the Harrison West Society are contingent upon the strength of its membership resources. Still only \$10.00, your membership dues are one of the best investments you'll make in the quality of life in your neighborhood.

Membership dues from neighborhood households will be pooled to fund capital improvements: beautification efforts; tree plantings; legal assistance for zoning and variance issues; architectural research and preservation efforts; and *ad hoc* issues of common concern brought forth by your fellow Harrison West residents.

Bring your goals and your vision for the neighborhood to the next Harrison West Society meeting on April 11 at the Godman Guild, 7:30.

Follow us to the Godman Guild - 321 West Second Avenue about 1 block east of Harrison Avenue.  
Next Harrison West Society meeting, Thursday, April 11, 7:30 PM.



**Harrison West News**  
is the monthly publication of the  
Harrison West Society, Inc.

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LAST MONDAY OF THE MONTH  
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299-3737.

### Editorial and Advertising Information:

Craig Copeland 299-3737

465 Vermont Place

Columbus, Ohio 43201

The Harrison West News is not responsible for errors.

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### GLOVES & TROWELS

Harrison West Garden at 3rd & Perry Needs You!

Chris Hershberger and Alec Chambers cordially invite you to join them from 8 to 12 the 2nd Saturday of April and of every month this summer to plant, weed, and tend.

## Harrison West Society Membership Registration

Please complete this form and mail it, along with your appropriate contribution to Sean Conway, Secretary, Harrison West Society, 465 Vermont Place, Columbus, Ohio 43201. Membership dues are paid annually at the beginning of each year. 1996 dues must be paid on or before Thursday, May 9, 1996, to be eligible to participate in this year's Society elections.

NAME \_\_\_\_\_

PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

Select one: ☐ Individual \$10 ☐ Senior (60 and over) \$5 ☐ Sustaining \$20 ☐ Patron (Business) \$25

Your comments are invited:



# Harrison West Society Design Recommendations Submitted for the Third and King Avenue Bridges

In the next four years, the three Neoclassical concrete arch bridges from the City Beautiful Movement-era will be demolished by Franklin County Engineer John Circle, PE, PS. The bridges have been identified as significant examples of the nationally renowned bridge designer and Ohioan, Wilbur J. Watson, D. Eng., by the Ohio Department of Transportation in 1994. They are deemed eligible and ready for placement on the National Register.

Columbus has enjoyed the Third, King and Lane Avenue Bridges for the last eight decades or about as long as The Ohio State University Buckeyes have been playing football at Ohio Stadium. These bridges all resulted from the *The Plan of the City of Columbus*, published in 1908, which described the bridges in the context of a park. The plan for a North End Park along the Olentangy River from First to King Avenues describes the importance of public structures, bridges in particular, in the Columbus landscape. These three City Beautiful Movement bridges were then built in the context of the proposed park, and Ohio Stadium was constructed as an extension of this riverfront strategy. Stadium Drive was a proposed name for today's Olentangy River Road, and its destination was the Lane Avenue Bridge. The visionary 1908 *Plan* in similar to the current Riverfront Commons Corporation's goals for the present.

Unfortunately, today's piecemeal replacement strategy for the bridges from City Hall up the river to the OSU campus ensures a hodgepodge of structures and facilities. Thrown up without architectural and planner development of a coherent thematic scheme, the bridges could well become an urban eyesore along what most probably will be a popular pedestrian parkway.

We recommend that a well-conceived plan be developed.

The bridges, prominent focal points in the landscape, from Third Avenue to the University offer a once-every-century opportunity to create a pleasing sense of place in the urban environment. The new bridges should be the products of current construction methods and technology, but not lim-

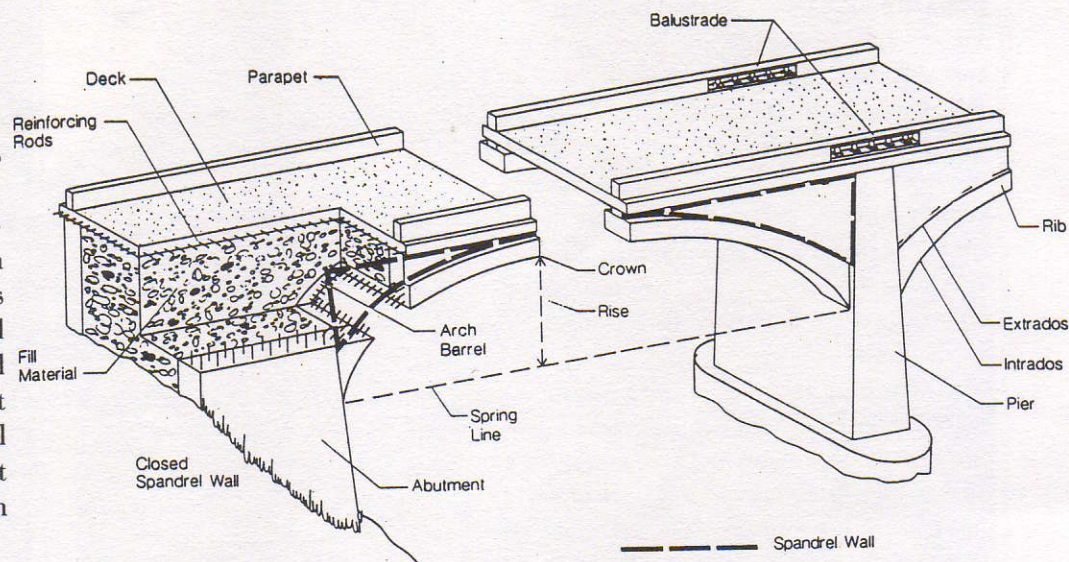
*The per annum cost of Watson-inspired bridges is negligible, when spread over the 100 year life of the bridges. The difference in beauty, however, is not.*

ited by them. The designs should be examples that inspire just as Wilbur Watson's have done for almost a century and not be limited by a cost-constrained vision that

permits only assembling "pre-cast bridge parts." These new bridges will set the example for Ohio's future architects and civil engineers-in-training at The Ohio State University and therefore should be of a higher standard. The new bridges should exhibit the lines, silhouette, monumental scale, character and spirit of the City Beautiful-era bridges they are replacing.

The new bridges will serve the city of Columbus for over a century. Their design should not be constrained and construction methods limited by a tight schedule or to accommodate 6 home games in one football season.

The new bridges should be designed with similar Neoclassical grace envisioned by the Franklin County Commissioners at the beginning of the century and retain the same number of deep elliptical arches as the present Third, King and Lane Avenue Bridges. When they were designed and built, these three bridges set the standard for the concrete arch bridges that grace the downtown's riverfront today. The former Broad Street Bridge was highly derivative



**Closed-spandrel concrete arch bridge nomenclature**



of Watson's bridge designs, appearing to have been born of a bridge designers' rivalry, according to newspaper accounts from 1917. The old Broad Street Bridge was widely appreciated, serving as the progenitor of the graceful new structure. Ironically, once again Watson's bridges are being given short shrift by the County Engineer's office. In 1908, his predecessor threatened a lawsuit against the County Commissioners for having chosen the "outside" design services of the nationally recognized Watson.

Poured-in-place concrete similar to the new Broad Street Bridge should be considered to achieve these design goals identified by the community and the City of Columbus Historic Resources Commission. Any additional cost over the present Engineer's proposed structures is a relatively small investment when averaged over the anticipated 100-year service life, and considering the long-term importance of the bridges in the future of the Riverfront Commons guided development.

The bridges should be closed-span-drel concrete arch bridges, have pier spacing equal to the existing structures with graceful arches of equal spring or rise. These arches are particularly pleasing for three reasons.

The crown or top of the arch appears to almost touch the road bed, forming a very delicate thin line between the two elements. In present sketches, this design element has been lost.

Second, the arches spring from the piers. This parabolic line of the arches rises rapidly upward before flattening in the middle of the span. This rapid rate of rise is missing from the proposed precast concrete beams that have only shallow curves on their undersides.

The third dynamic element missing in the Engineer's sketches is the ratio of the height of the arch compared with its width. The existing bridges have arches about 80 feet wide with the crown of the arch about 20 feet above the spring line, the line where the arch starts to rise. This is a 4 to 1 ratio. As sketched, the pre-cast beams have only

5 feet of rise over much wider widths - in excess of 20 to 1 ratios. These much flatter curves are hardly worthy of the term *arches*.

Pier design is of particular importance and offers the opportunity to enhance the graceful character of the arches on these bridges. The piers should be solid or monolithic with curvilinear cutwaters, and not rows of supporting columns rising out of the water. Through the battering of the

walls of these piers, a sense of mass and gravity can be expressed as already exhibited by the Third Avenue Bridge, that anchors the structure in the landscape and creates the appearance of additional spring in the arches. The Engineer's current sketches have not elaborated this opportunity.

Vaulted arches are deemed desirable to conceal the superstructure, instead of the proposed visible rows of nine or more pre-

### **Proposed North End Park from the Plan of the City of Columbus of 1908.**

***First Avenue is on the Left;  
King is on the Right. A  
boathouse was slated for south  
of Fifth, with a playground  
where Battelle is now.***





cast concrete girders typical of parking garage construction spanning the distance between each pier. The present sketches do not show the structures in oblique view or an "off-center" perspective where this would be apparent.

The railings on the bridge deck should be appropriate and similar to the existing City Beautiful, Neoclassical period designs. These balustrades are heavy in appearance and should be of concrete or metal fabrication with penetrations to per-

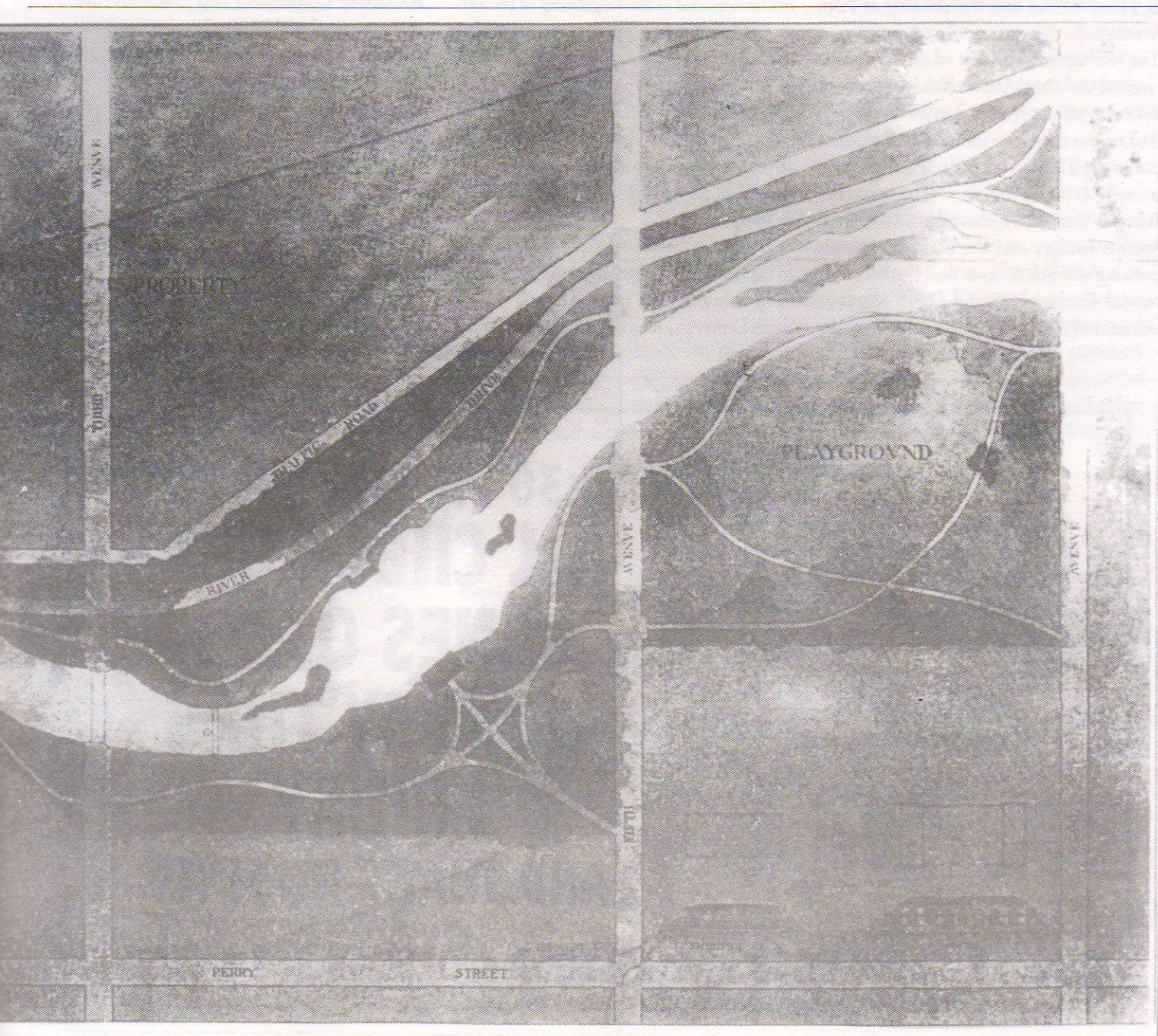
mit viewing the river. The Engineer's proposed railings are unfortunately representations from an earlier, more delicate Victorian-esque period and are inappropriate.

Concrete barriers of "kitchen counter" height or taller, three and a half feet, and 300 feet long should not be used to separate pedestrians or users of the Lower Olentangy Bikeway on the King or Third Avenue Bridges as proposed. Not only are they out of context, but they will become scarred from traffic impacts, spalled

from salt spray and will serve as long billboards for urban graffiti vandals.

The sidewalks for pedestrians should be of traditional design, raised above the roadway as in the existing fashion. The sidewalks should be wide and provide the pedestrian with the opportunity to linger over the river.

In the opinion of the community, the safety requirements and barriers of the federally funded Bikeway, including four and a half foot tall hand rails, the resultant deck





widening for the Bikeway-roadway and the taking of curb lawns and sidewalk re-configuration have a significant adverse effect on the appropriateness of the design of the Third Avenue Bridge and on the Department of Interior listed, National Register of Historic Places; Near Northside Historic District.

The Olentangy Bikeway crossing over Third Avenue Bridge should be reevaluated by the Recreation and Parks department. The long convoluted path under the Third Avenue Bridge to avoid the traffic crossing at Third Avenue and the crossing at Fifth Avenue is both impractical and dangerous. The recreational bicyclist crossing over the river on the Third Avenue Bridge using the Bikeway will be required to go under SR-315 no less than four times as well as once under the Third Avenue Bridge itself when actually crossing the river. The torturous Bikeway should be removed from the Third Avenue Bridge, and the hazardous grade crossing at Fifth Avenue and Battelle Memorial Institute's Tisdal Drive entrance eliminated for safety reasons. A separate

path, capable of carrying the capacity easily foreseeable between Northwest Columbus and Downtown, should be constructed under both the Fifth and Third Avenue Bridges with a bikes-only bridge crossing the river. This would be the best, safest, and most appropriate approach for realizing the goals of the Riverfront Commons Corporation.

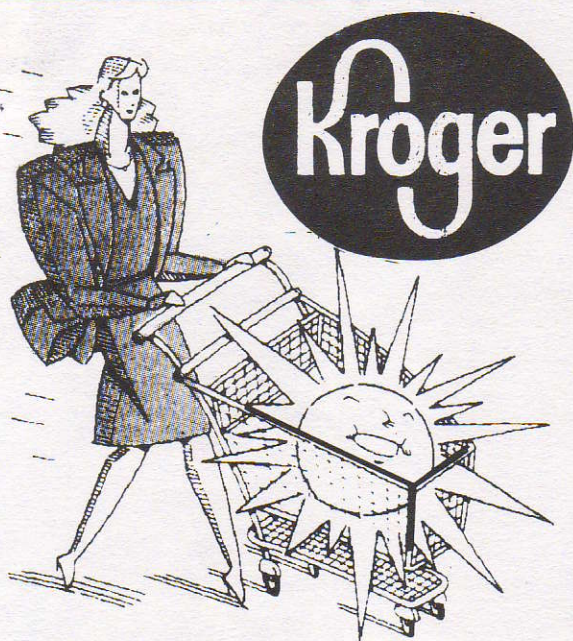
In the opinion of the community, it is necessary and appropriate for an architect or designer proficient in bridge design to be hired just as the Franklin County Commissioners did in the beginning of the century. These bridges are in a special context and what has already been created can not be replaced by assembling "pre-cast bridge parts."

First, before any design work or construction of any structure or facility is undertaken, a forward looking plan must be drawn.

These bridges act as a gate or entry to be viewed by an incalculable number of visitors in the next 100 years to The Ohio State University as students, families, schol-

ars, researchers, business leaders or even patients at the University Hospitals come from all over Ohio and the world. The number of visitors to the campus and adjacent Battelle Memorial Institute was estimated to be 3.5 million in 1995.

The University represents the second center of Columbus today as it did in 1908. The historic neighborhoods of the Short North, including Victorian Village, are achieving national recognition for Columbus similar to that already attained by German Village. Given the mandate of Riverfront Commons Corp., not only will motorists and pedestrians be viewing these bridges, but equally inevitable, an ever increasing number of citizens will be utilizing the lower Olentangy River as a recreational resource.



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## Neighborhood Trees Logged On

(continued from page 1)

These trees will soon be logged on to a pilot computerized inventory tracking program that City Forester Jack Low is establishing. Low said Harrison West has

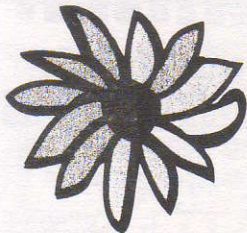
been selected to be part of a test program that's creating an inventory of trees in the city right-of-way, including curb lawns, to facilitate planning for new plantings and provide a maintenance history for established trees. The Forester has recently been in Harrison West selecting tree species for a

future neighborhood tree planting scheme. Implementation will be dependent on individual or neighborhood funding.



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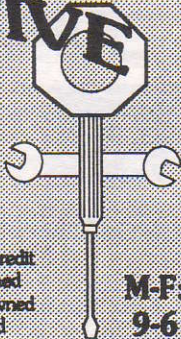
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# MARTHA WALKER GARDEN CLUB

## ANNUAL SALE

*The Martha Walker Garden Club is a neighborhood non-profit organization committed to enhancing and beautifying our urban neighborhoods. The Garden club has been active in the Short North, Victorian Village, Italian Village, Harrison West, Goodale Park, and Dennison Place for over 10 years. The trustees of Martha Walker each year purchase flowers and mulch for 18 neighborhood greenspaces. Our Annual Sale (please see order form) and Mother's Day sale at the North Market on Saturday, May 11, are our fund-raisers, which make these donations possible. Please support Martha's efforts and order your annuals from us and stop by the North Market on May 11 for flowering baskets and wreaths.*

### ORDER FORM

*Please Support Martha's Efforts to Beautify our neighborhood parks*

**Flats-\$11 containing 48 plants/ Cannas \$4 (small) and \$5 (large)**

**Order deadline is May 1st**

**Pick-up is Saturday, May 11 from 2-4 pm at Goodale Park Gazebo**

**Make checks payable to Martha Walker Garden Club and mail order form to :**

**P.O. Box 8281 Columbus, Ohio 43201**

**QUESTIONS ????? Call Martha at 299-8920 or Greg at 299-8252**

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___ Purple Alyssum	___ Celosia (plume)	___ Nicotiana





# Martha Walker Garden Club

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## COMMUNITY PERENNIAL POTLUCK

*Enjoy a Sunday afternoon with your neighbors!*

*Bring:*

- \* A covered dish to share.*
- \* A perennial which you have divided from your garden; Bring more if you can spare*
- \* A friend.*

*When: Sunday April 21st Time: 1:00 - 4:00p.m.*

*Where: Goodale Park Shelter House*

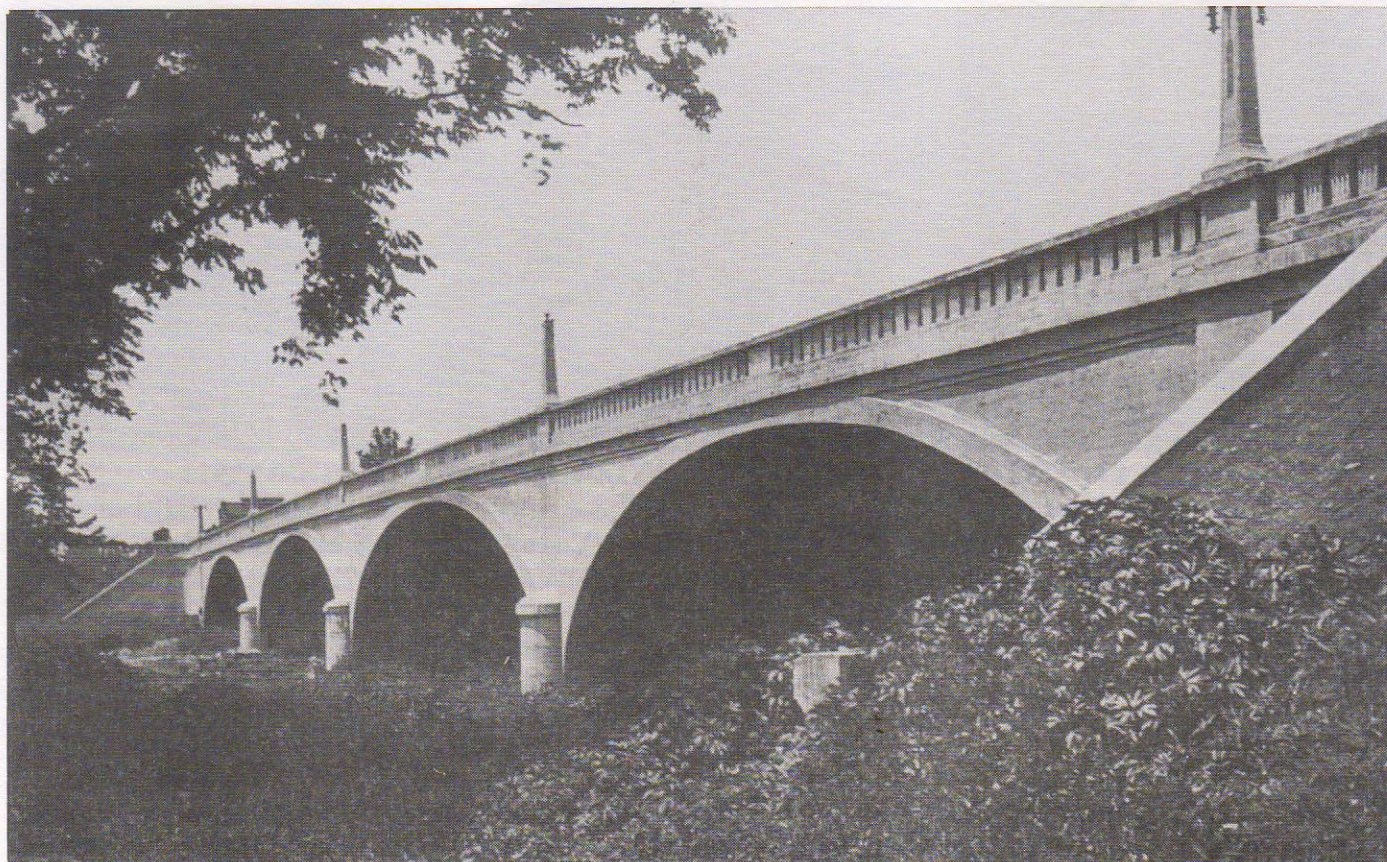
*Beverages provided by Martha Walker Garden Club.*

*Contact Christie Nohle at 291-9336 for further information.*





# The City Beautiful Legacy - The Graceful Bridges of Franklin County Over The Olentangy and Scioto Rivers



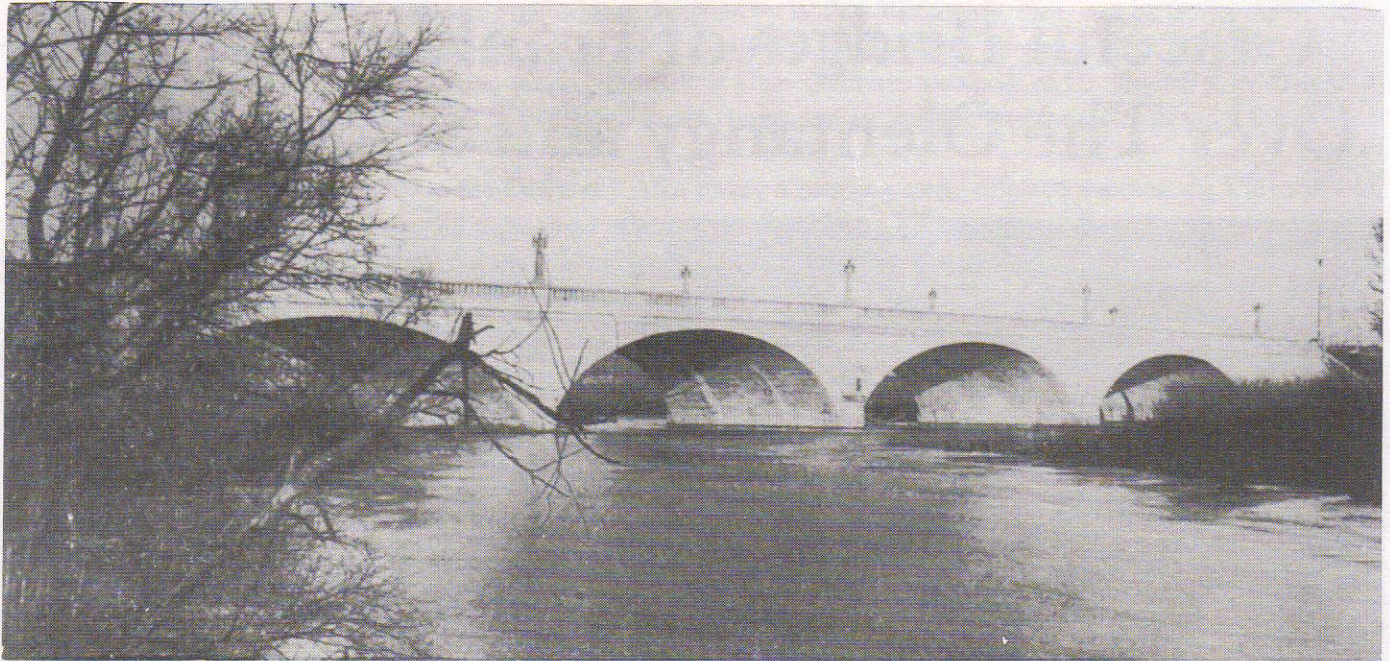
THE KING AVENUE BRIDGE, 1914

Much of the way Columbus has looked for the 20th century was determined by *The Plan of the City of Columbus*, a 1908 master plan that was set into motion by the citizens of Columbus and their political leaders to realize the civic aspirations deemed so then important; to achieve the status of a major city on the American landscape, or as the concept has become known, "world class." The bridges and buildings along our riverfronts including the Civic Center District planned with clustered buildings including City Hall, state and federal buildings, boulevards, river floodwalls, monuments anchoring grand perspectives, and even Ohio Stadium all owe their presence to *The Plan*. Bridges were deemed of particular importance due to their prominence in the landscape. These projects required political and local citizen involvement led by influential middle class civic-minded citizens, professionals, and elected officials.

Columbus, then competing for a presence with other burgeoning cities, was similarly experiencing the impact of increasing industrialization, with an expansion of commercial traffic, factories, retail centers, rising population, air, water, and noise pollution, and an overall increase in congestion and disorder. The City Beautiful Movement developed as a solution to improve many of the then urban ills with public aesthetic improvements creating a new sense of civic grandeur in an ever increasingly chaotic world.

The City Beautiful project aesthetics reflected classical design principles of beauty, order and harmony through the use of Neoclassical style details such as columns, balustrades, pediments, monumental stairs, and rounded arches. Many of the same graceful details were used to decorate the concrete arch bridges. The collaboration of architects, engineers, sculptors, and artists contributed to this unified design.





#### **KING AVENUE BRIDGE OVER THE OLENTANGY RIVER, BUILT 1912-1913**

Wilbur J. Watson, D. Eng., describing this concrete arch bridge stated that it was, "Designed and construction supervised by our organization in collaboration with Walter Baun, County Bridge Engineer. Both architectural and engineering talent is required to produce a satisfactory modern bridge." Watson further characterized this bridge, one of his earliest works documented in the 1927 book, *Bridge Architecture*, "The essential features of this bridge may be described as the use of perfect ellipses for the interdosal curves, curved cutwaters for the piers, curved retaining walls at the abutments and a carefully executed parapet." In 1994, the Ohio Department of Transportation deemed the bridge, "Significant as an example of Wilbur Watson's work," in a published survey of concrete arch bridges in Ohio.

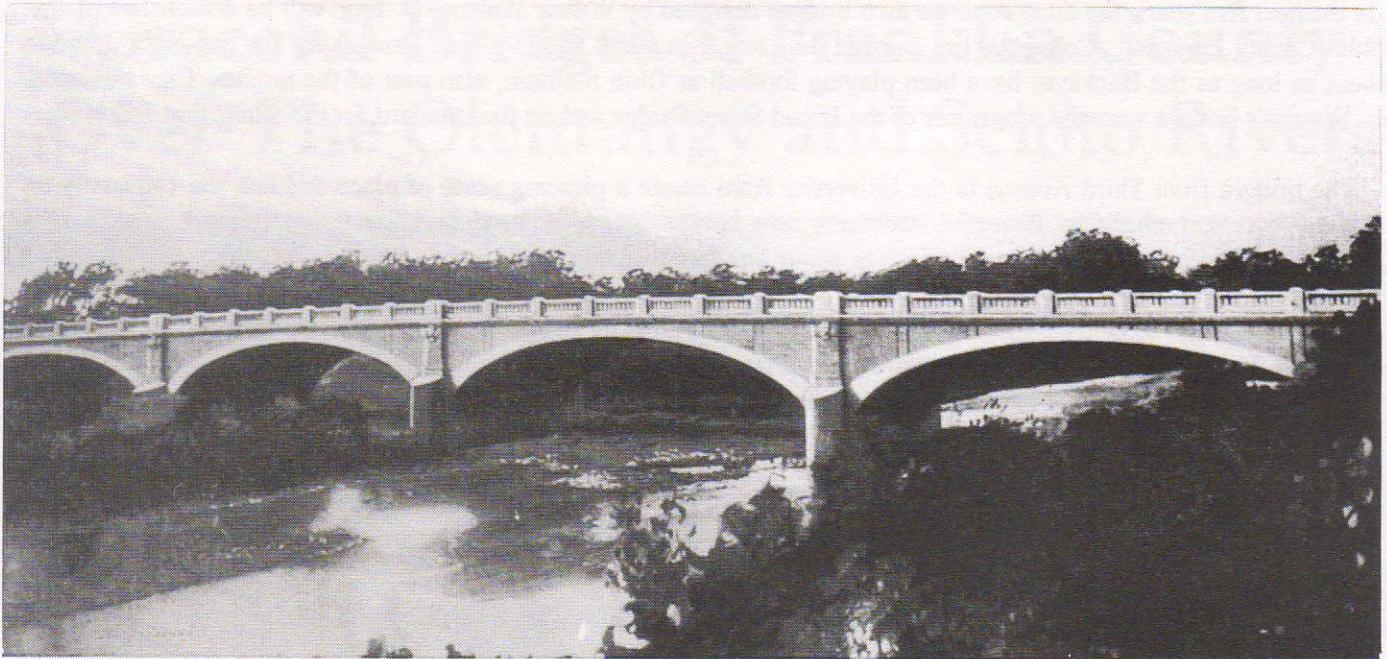
In Columbus, during the early century much of the public expression reflecting this new harmony through design was manifested in the downtown upon the Scioto River and the Olentangy River, north to The Ohio State University area, already the second center of the city. The grand bridges, including the Mound Street, Town Street, Broad Street, Third Avenue, King Avenue, and Lane Avenue Bridges all replaced plain utilitarian steel structures.

During this period, the Franklin County Commissioners hired nationally renowned engineer Wilbur J. Watson, D. Eng., to design first the King Avenue Bridge in 1913 and then the Third Avenue and Lane Avenue Bridges in 1917. The former Broad Street Bridge and others that followed, were derivatives of Watson's pioneering City Beautiful designs.

Today, Columbus political leaders and civic-minded citizens are rediscovering these same waterways and the City Beautiful Movement with the newly created Riverfront Commons Corporation, charged with developing the Scioto and Olentangy River Greenways into a public domain - private partnership for civic, business and recreational uses. The mission for Columbus, now the largest city in Ohio, is to develop a "world class" riverfront on par with any other city.

Seemingly inescapable, controversies regarding bridge aesthetics are with us today as they were then. According to newspaper accounts from 1917, the Franklin County (Surveyor) Engineer, threatened to bring a lawsuit against the Franklin County Commissioners in a spat over the Third and Lane Avenue Bridge designs. The Engineer alleged that his





**THIRD AVENUE BRIDGE OVER THE OLENTANGY RIVER, 1919**

This particular bridge designed by Wilbur J. Watson, D. Eng., was characterized in the 1994, Ohio Department of Transportation publication, *The Concrete Arch Supplement To The Ohio Historic Bridge Inventory, Evaluation and Preservation Plan*, as a good example of Watson's theory that proper ornamentation emphasizes structural members and calls attention to the design. Decorative touches include exposed aggregate on the parapet, decorative railings and curved wing walls on the approaches. The Lane Avenue Bridge was designed by Watson and built at the same time. While the bridge did not receive individual recognition in the ODOT Plan, it was listed as a significant structure worthy of National Register status.

office was as capable as Watson, who practiced from Cleveland and New York. The Engineer threatened to sue the Commissioners over the design fees, claiming they were exorbitant and work of equal quality could be done by the Engineer's office "in-house," by men, "who draw only about \$125 a month."

Today, a number of leading Columbus architects, and civic groups complain that the standards of grace and beauty set in the beginning of the century are not being met by the "in-house" designs, for lack of funding or whatever reasons, by our present Engineer. Simply, the designs do not reflect the "world class" thinking that Columbus already discovered in 1908. Many of the structures are now reaching an age when they need to be replaced or rehabilitated, and it is especially important that this be done with care and a sensitivity to the larger scheme or piecemeal

demolitions, alterations, and replacements will over time erode the carefully-planned City Beautiful-era design relationships which knit our city together.

The Olentangy and Scioto Rivers offers their greatest promise to the citizens of Columbus and the historic neighborhoods along the rivers with the construction of the Olentangy Bikeway connecting Worthington to the north, Ohio State University with 20,000 bicycles on campus and Downtown in a public park setting. Already on a sunny weekend the Bikeway averages 400 enthusiasts arriving per hour at the current Antrim Lake dead end turnabout. For the next century, today's leaders must consider the vision from the beginning of what will soon enough be the past century when replacing the graceful Neoclassical bridges that are already part of an earlier grand City Beautiful Movement plan.



## Proposed Design Recommendations For the Third and King Avenue Bridges

In the next five years, the three concrete arch bridges designed by Wilbur Watson, D. Eng. will be demolished by the Franklin County Engineer. Columbus has enjoyed the Lane, King and Third Avenue Bridges for the last eight decades or about as long as the Buckeyes have been playing football at Ohio Stadium, also part of the original City Beautiful plan. Watson's bridges were the progenitor of the Broad Street Bridge and set the standard for the others that followed.

- The bridges from Third Avenue to the University Area create a pleasing sense of place and link the University to the Civic Center and other City Beautiful structures; new bridges should be products of our own time but significantly recall the line, shape, form, colors, textures, style, scale, and monumentality of the City Beautiful-era bridges.

- The new bridges will be designed to serve the city of Columbus for over a century. The materials and design of the structures will have such a lasting impact on the city that should be planned with deliberation and not be restricted by tight construction schedules or the OSU football season.

- Poured in place concrete similar to the new Broad Street Bridge, should be considered if it more successfully achieves the design goal identified by the community and the Historic Resources Commission. Over its 79 year lifespan, the present Third Avenue Bridge will have cost by simple average, \$2,200 per annum; a modest investment.

- The new bridges should retain the same number of deep elliptical arches as the original ones.

- The bridges should act as a gate and entry to The Ohio State University, and the National Register of Historic Places residential neighborhoods Dennison Place, Harrison West and Victorian Village. The image of entry should be monumental in scale and integral to the design of the bridges.

- The Olentangy Bikeway crossing over Third Avenue Bridge should be re-evaluated by the Recreation and Parks Department. The long convoluted path under the Third Avenue Bridge to avoid the traffic crossing at Third Ave. and the crossing at Fifth Ave. are not practically conceived and dangerous. The bike path should be removed from the Third Avenue Bridge and a separate path constructed under both Fifth and Third Avenue bridges with a bikes-only bridge.

- The sidewalks for pedestrians should be of traditional design, raised above the roadway. Concrete barriers of "kitchen counter" height or taller should not be used to separate vehicles from pedestrians as proposed.

- The railing should be appropriate to the City Beautiful, neo-classical period, existing designs. The size of the elements and scale of the railing should not be of an earlier, more delicate Victorian-esque period as proposed.

To better evoke the link to other City Beautiful-era structures in Columbus, and preserve the sense of place, public spirit, and enhance the greenway experience to be developed by the Riverfront Commons Corporation and the Recreation and Parks Department, the Harrison West Society will meet Thursday, March 14, 1996 at the Godman Guild. As an earlier civic association did 79 years before at the Godman Guild, a set of recommendations reflecting the civic aspirations of the community and Columbus regarding the replacement of the Third and King Avenue Bridges will be sent to the Franklin County Commissioners Teater, Shoemaker, Stokes and Franklin County Engineer Circle, P.E., P.S.

### Bibliography

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