

I-670 Cap Charrette Ideas & Pictures

**Not This Time, You Don't
Drive 25 for Safer Streets
Truck Traffic Runs Down Harrison West**

**Society meets Thurs. September 12, 7:30,
at the Godman Guild
Speaker Sue Carpenter – Code Enforcement
Coffee and dessert served at 7:30 PM**

HARRISON WEST
SOCIETY
20TH
ANNIVERSARY

Harrison West News

1976-1996

SEPTEMBER 1996
VOL. 7 NO.9

"A Neighborhood on the National Register of Historic Places"

Code Enforcer Sue Carpenter at next HWS meeting

Complain to Sue

Two years ago, the Harrison West Code Enforcement Agent's attitude was "It's Harrison West, what can you expect?" Now Sue Carpenter's on the job, and her attitude is, "You're working so hard to make this a great neighborhood, what can I do to help?"

Finally, Code Enforcement is taking Harrison West seriously. This summer, Columbus Code Enforcement was reorganized into five areas, each with a supervisor. As we told you last Spring, Andy Baumann is the Code Supervisor for this area (Harrison West, Short North, Victorian & Italian Villages, and the University District) (645-7292) and Sue Carpenter is the Code Inspector (645-3295).

With the reorganization of Code Enforcement, Sue can concentrate on neighborhood problems. She's coming to the September 12 meeting to talk about Code Enforcement and how it can make our neighborhood quality of life lots better.

She'll talk about trash problems, illegal dumpers, chained dogs, shade tree mechanics, disintegrating buildings, junkyards, and more.

She'll also take complaints, so bring addresses. That's September 12, 7:30 pm. Bring a neighbor or two along.

City Codes

Just to get you started, and to make sure you're not in violation, here are some of the new city codes.

Private Garage means a building or portion of a building for the housing of motor vehicles in which no service, work, trade, occupation, or business is carried out.

Prohibited uses in a yard No person shall store, collect, park, leave, deposit, maintain, reserve, put aside for future use, permit, allow, or suffer to remain in a yard except in a completely enclosed structure: lumber or building materials except those related to projects for which a valid permit has been issued; motor vehicle, airplane, boat, or trailer; parts of any item listed above; machinery or household appliance; furniture capable of harboring rodents; junk; or salvage.

Motor vehicle service Simply put, you cannot work on any car except your own. (No, you won't get into trouble if you work on your Mom's car for her.)

Inoperable vehicles You cannot park, store, or collect an inoperable motor vehicle. Inoperable means no valid license plate, broken or missing windows, flat tires, missing wheels, necessary parts are missing.

Armeni's Condos on Tour

Tour of Homes 9/15

Joe Armeni's brand new dramatic condos at 590 Bradley will be on the Tour of Homes this year. The units have a romantic river view and are spacious and open — proof positive that our neighborhood offers a wide variety of living arrangements! This year's tour of homes and gardens features a wide variety of homes in three of our neighborhoods: Victorian Village, Harrison West, and Dennison Place. It's a great way to get ideas for your own decorating and home improvement projects. The annual home tour is often the way people discover the benefits of living in one of our urban Mark your calendar now and save September 15 for the Tour.

Saturday Preview Tour

This year's preview tour will be at Amy Salerno and Joe Armeni's restored church/home on 4th. Their home will not be on Sunday's tour, so this is your only chance to see their fabulous renovation. The evening begins at 6 with a buffet dinner of beef tenderloin, roast turkey, lobster ravioli, and much more. Tour the featured homes at your own pace from 6:30 to 9:30. A 20 minute vintage fashion show begins at 9 back at Joe and Amy's plus gourmet coffees and desserts. Tickets are \$50 per person and are valid for Sunday's Tour. Call 291-4555 to reserve Preview Tour tickets.

Harrison West Society Minutes August 8, 1996

SUBMITTED BY: JOSEPH L. SPINELLI

Meeting called to order at 7:40 p.m.

NEW BUSINESS

Frank Petruziello explained what had occurred over the last month between representatives of the Harrison West Society and Battelle. Several meetings have taken place in order to negotiate what would be done with the land North of West Third along Oregon Avenue. Battelle submitted a request to city council to grant permission to vacate the streets West of Oregon in order to turn it into a parking lot. Battelle met with representatives of the Harrison West Society to seek our approval of their plan. Representatives included Frank Petruziello, Steve Tway, Veda Gilp, Steve Shinn, Mary Funk and Craig Copeland.

The final points that were agreed upon between both parties include:

- 1) No curb cut on Perry Avenue with entrance/exits on 5th Avenue only.
- 2) There will be a 45' greenspace buffer zone along the west side of Perry Street to include mounding, trees and low-level shrubbery. In addition, they will eliminate from its plan seven "head-in" parking spaces at the intersections of Vermont Place/Perry Street and Fourth Street/Perry Street.
- 3) A landscape architect will be hired by Battelle and will collaborate with neighborhood residents in overall design of the landscape and architectural themes.
- 4) A walkway will be created from Perry Street to the bikepath along the Olentangy River and allow neighbors to use it.
- 5) Battelle will convert the parking lots on 5th Avenue and Perry Street into greenspace. In addition, Battelle offered to provide improvements to its

Harrison West property totaling about \$1.5 million: create tree-lined greenspace between Fourth and Third Avenue, provide mounding and landscaping in the buffer zones, provide decorative cast iron street lamps along Perry Street, provide easement for bike path along the river, provide an improved parking lot between Fifth and Third Avenue with substantial landscape improvements and provide improved landscape along Third and Fifth Avenue including the four corners surrounding the Tisdale and Fifth Avenue intersection. Steve Tway thanked all residents involved in the negotiation process.

Richard Gursky from traffic and engineering visited and discussed the traffic issues in our neighborhood. The speeding on Third, Fifth, King and Neil Avenue are of great concern to the residents and city. Currently, there is discussion occurring about ways to discourage drivers from speeding. An example that was suggested was to put "landscape islands" at the entrance of the neighborhood that would force drivers to slow down. Discussion about increased truck traffic and the need for better routing is also a concern of the neighborhood and city. Concerns can be expressed to Richard Gursky at #421-7168 from traffic and engineering or Joe Spinelli at #294-3637 from the Harrison West Society. In addition, Sgt. Connolly from the Division of Police works second shift (2-10 p.m.) and can be contacted at #645-4942 for enforcement.

Craig Copeland discussed a survey that the Columbus Monthly sent to him asking What does Columbus need to improve the city? Residents of Harrison West discussed and agreed upon the following: Become more urban friendly, have a city with a backbone, respond more proactively to possible problems, have a better transit system, be a 2 newspaper town and the need for a jazz station.

Veda Gilp announced that Sue Carpenter from city code enforcement will be coming to the next Harrison West

Harrison West News

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PRECEDING PUBLICATION MONTH

Advertising Rates:

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Harrison West Society meets 2nd Thursday of each month at Godman Guild, 7:30 pm.

Society meeting to help us deal with problems in our neighborhood (i.e. code violations). We need a good turnout to show them that Harrison West is concerned about issues that affect our neighborhood so please come and bring a neighbor.

Meeting adjourned at 8:50 PM.

Harrison West Meeting

September 12, 7:30 pm,
Godman Guild, 321 West 2nd

You Should Join the Harrison West Society

Working together, we can make positive change happen. We can persuade Battelle to make a park instead of a parking lot. We can persuade the City to mark our streets 25 mph so commuters don't race through our neighborhood. We can persuade the County Engineer to create beautiful bridges, rather than just basic ones. It's situations such as this where the Harrison West Society makes the most impact: when our neighborhood needs an **organized group** to guard our quality of life, property values and safety.

Join us today. Complete the membership blank and bring it to the next meeting -- September 12, 7:30 at the Godman Guild on West Second.

Harrison West Society Membership Registration

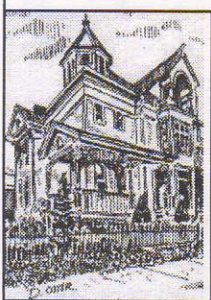
Please complete this form and mail it, along with your appropriate contribution to Joe Spinelli, Secretary, Harrison West Society, 465 Vermont Place, Columbus, Ohio 43201. Membership dues are paid annually.

NAME _____

PHONE _____

ADDRESS _____

Select one: ☐ Individual \$10 ☐ Senior (60 and over) \$5
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Drive 25 for Quieter Streets

If you slow down while driving in our neighborhood, so will everyone behind you. That's the single most effective impact residents can make on the traffic problem in our neighborhood, says the Neighborhood Traffic Committee. The NTC is working to reduce the effect of traffic on our neighborhood. Already they have persuaded the Columbus Traffic Division to take measurements of noise levels on various streets. To no one's surprise but the City engineers, Neil Avenue is louder than a freeway. This discovery added emphasis to the NTC's arguments that our neighborhoods are carrying more than our fair share of construction and truck traffic. According to NTC's Richard Gursky (421-7168), residents should slow down to the posted 25mph to force the people driving through to slow down, too. Report speeders to Sgt. Connally at 645-4942, between 2:30 and 10 pm. Other times, call Sgt. Connally to request stricter enforcement of the speed limits.

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Not This Time, You Don't

Neighborhood awareness helps tame a Columbus, Ohio, freeway

reprinted with permission from *Preservation*, the magazine of the National Trust for Historical Preservation, July-August, 1996

by Arnold Berke

COLUMBUS, OHIO — The perennial pain caused by urban road building comes nowadays more from rebuilding. Old highways, it seems, must be enlarged, and the people next door must again take their lumps. In this midwestern capital, however, a freeway retrofit has incited the neighbors to save — and even recover — the cityscape they hold dear.

Interstate 670, the northern segment of the downtown innerbelt, funnels four lanes of traffic under High Street, the chief north-south artery. When it was built in the late 1950s, I-670 split this part of town in two, razing houses and replacing a block of High Street's buildings with an overpass that snuffed out the likes of Smelzer's Hardware, The Twentieth Century Grill, and Fuller's Drug Store. High Street, already slipping into decline, began to slide into blight and by the 1970s was riddled with empty buildings, vacant lots, and short-lived shops.

Then Columbus's budding back-to-the-city movement broke out in this North Side area. North of I-670, imposing houses were restored, leading to the neighborhood's designation as the Victorian Village Historic District. Similarly the Italian Village Historic District, composed of more modest but older houses, appeared. Finally new shops and restaurants regenerated High Street, and the Short North, as it came to be known, matured into a prosperous business strip. South of I-670, downtown's trophy towers still give way to a parking-pocked landscape, but this commercial/industrial area is coming back, too, thanks to the creation of another historic district, the revival of Columbus's last public market, and the opening of Columbus's audaciously designed convention center.

The changes have been attitudinal as well as physical. "People in this neighborhood really get the big picture," says Cleve Ricksecker, the executive director of the Short North Business Association (SNBA). "They understand how to get urban living moving in Columbus." The bottom line here for promoting livability — the preservation of history, density, and a pedestrian culture — has risen considerably. When the city dusted off its long-standing plan to widen I-670 to 10 lanes, residents and merchants determined that this time around I-670 would not spell destruction.

As designed, the freeway widening would have razed 17 historic buildings. That prospect and the vision of an even wider gash through their turf prompted leaders in 1993, under the aegis of the SNBA, "to focus discussion on whether we could make the environment better with the reconstruction of I-670," says Ricksecker. "Could we, on balance, end up with an environment strong enough to counter demolition that might have to occur?"

Their talks with the city and the Ohio Department of Transportation, which is funding most of the project, generated two proposals: the first would rejoin the sundered cityscape with a 1,000-foot-long platform over I-670 westward from High Street. This "cap" would bury the highway under a street grid outfitted with plazas and buildings that, on High Street, would help re-create a continuous row of buildings and link the Short North corridor and the market/convention center area. Also, after the neighborhood told "the highway people they needed to absolutely minimize the demolitions," says Ricksecker, the city re-designed the freeway with retaining walls rather than grassy slopes, squeezing the 10 lanes in the cur-

rent right-of-way and reducing the razings to three to nine buildings.

The cap proposal has had a bumpier ride. Federal rules define such a long, covered stretch of highway as a tunnel — requiring lighting, venting, and other features that would raise the cap's cost, an increase the state in 1994 refused to help fund. But support for the cap endured. The conservative *Columbus Dispatch* termed the cap "a pro-development, people-friendly idea." To local leaders it seemed logical to enhance neighborhoods on the rebound. "The city's already invested a huge amount here," says Nancy Duncan Porter, the executive director of the North Market Development Authority, which runs the market. "They've got a vested interest in these things working."

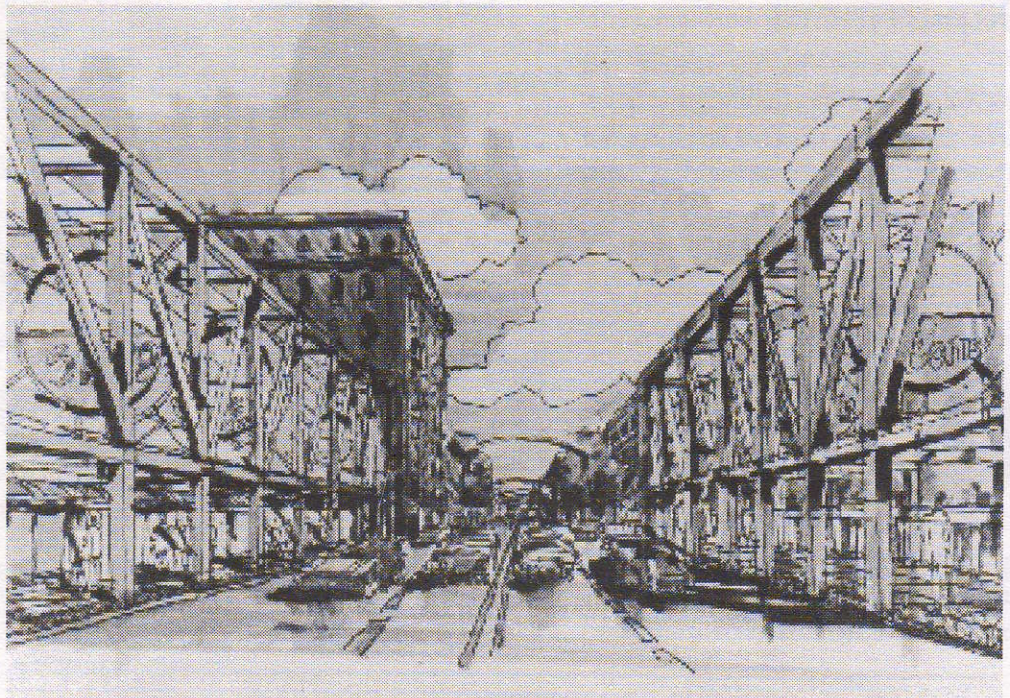
Following a January forum on I-670 held by the Columbus Landmarks Foundation, the city finally softened its stance, Ricksecker says, and agreed to "sit down and talk about what *can* happen here." The result was an agreement to pursue a narrower cap — platforms bracketing the High Street overpass topped with rows of retail/office structures — whose \$5-million price tag, including buildings, would be borne by the city, the state, and a developer. Work continues also on reducing the historic-structure hit list. Among the alternatives being pursued is moving one of the buildings to a nearby vacant lot.

Is the freeway itself no longer an issue? "It *is* an issue; it's a monster freeway being proposed," says Ricksecker. "This whole project on lots of different levels is disturbing. But it's really hard to fight head-on, and the odds of stopping this are slim enough that the neighborhood has chosen to squeeze as much mitigation effort out of the state as possible It was a tough decision to make." But a decision that perhaps shows the neighborhood savvy about city design that the bureaucracy. "Urban preservation is a tough sell in Columbus," says the city's preservation officer, Diane Cole, "and public decision makers have yet to make the connection that historic preservation is economic development."

Some of the Best Designs from the I-670 Freeway Cap Design Charrette

The I-670 Freeway expansion will change the way our neighborhoods interact with Downtown. To combat this, the city council, local businesses, and neighborhood residents are calling for a Cap to physically reconnect the High Street retail corridor with the North Market and Downtown areas as well as address the dead space which currently exists around the intersection of Park Street and Goodale Boulevard.

The most innovative design created a "bridge" look with a framework of girders behind which shops and apartments were constructed.



Recognizing that a successful cap must be well designed and economically feasible, neighborhood residents, city council members and local businesses sponsored a design charrette to generate innovative, collaborative conceptual design solutions and allow for input from local stakeholders. The Charrette took place August 24 from 8:30 to 5 PM at the Greek Orthodox Church.



A landscaped Pedestrian Avenue could link Downtown and the Short North.

Property Reappraisal Hotline

Call 462-4663 to get information concerning the 1996 reevaluations of property in Franklin County. If you think the tentative value of your property is too high, you can request an informal review. Hurry — reviews run only through September.

Great Ideas Department

If you skipped the last meeting, you missed out on your opportunity to tell *Columbus Monthly* what Columbus needs to make it a better city. Among the sterling ideas voiced by those present:

- Urban Friendly Planning
- Descent Schools
- Leaders Who Lead
- 2 Daily Newspapers
- Backbone for City Leaders
- Real Transit System
- Real Newspaper
- Real Jazz Station

Craig Copeland is forwarding these ideas to the *CM* for inclusion in their article. Let's hope someone at City Hall listens. What would you have said Columbus really needs?

First Brethern Youth Nights

Join the fun at the First Brethern Church Youth Nights, 473 West Third Avenue.

For girls -- Little Women will meet from 6:30 to 8 pm beginning Tuesday, September 17 (ages 4 and up).

For boys -- Christian Boys Brigade from 6:30 to 8 pm beginning Wednesday, September 18 (first grade and up).

For more information, call 299-3663.

You're Needed at the Harrison West Meeting

September 12, 7:30, Godman Guild, W. 2nd. Guest Speaker Sue Carpenter will tell you what to do about those Code violators who are driving you crazy!



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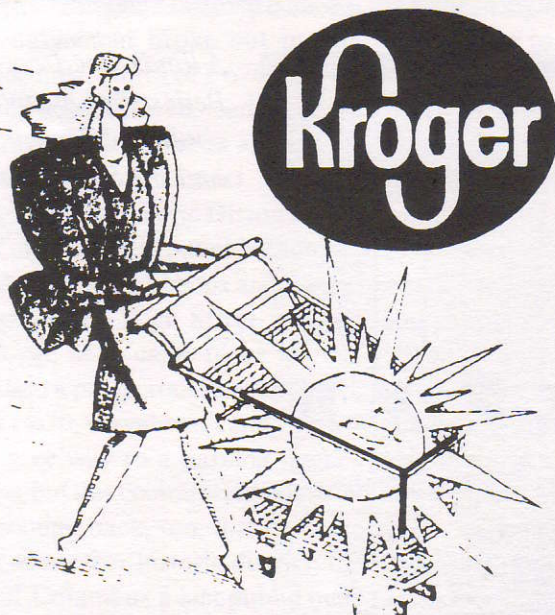
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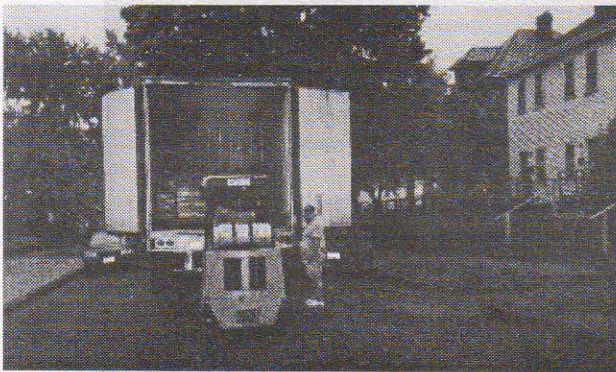
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Truck Traffic Runs Down Harrison West Neighborhood

How bad is it? Every day, numerous semi-tractor trailers drive through our neighborhood to make deliveries to several manufacturing and processing companies. Not only is this type of truck traffic against the law, numerous accidents and property damage incidents are the result.

For instance, in the last year there are documented reports of the semis doing the following damage:

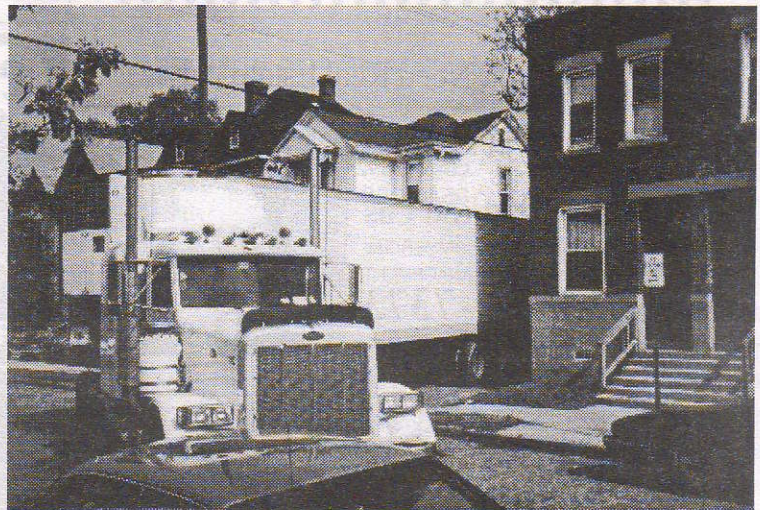
- Hitting parked cars on Michigan and Oregon.
- Hitting one moving vehicle on West Third Avenue, crushing the passenger side.
- Backing into a home on West Third, causing significant damage.
- Backing into a retaining wall on West Third, splitting the wall in half.
- Tearing down telephone wires so local residents were without phones for hours.
- Hitting a utility pole on West Third, causing it to split in half.
- Running over numerous curbs and sidewalks, causing them to crack and crumble, since they aren't constructed to withstand semi truck traffic.



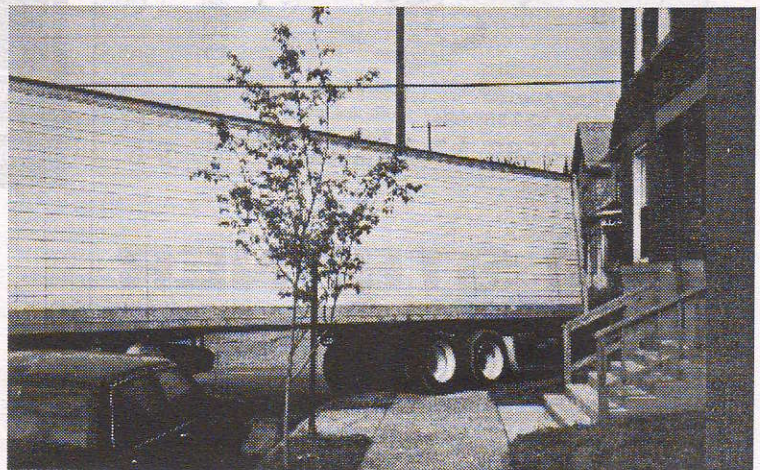
Unloading semi trucks in the street effectively blocks all parking spaces and driveways, as well as normal street traffic.



Three semis blocking Oregon, waiting to unload during morning rush hour. Folks trying to get to work are really hot about this practice, since they can't get by.



Semi trucks are too big for our streets and alleys. Legally, semis are allowed only on main thoroughfares.



When giants such as this maneuver out of alleys and narrow streets, they run over trees, cars, and curbs.

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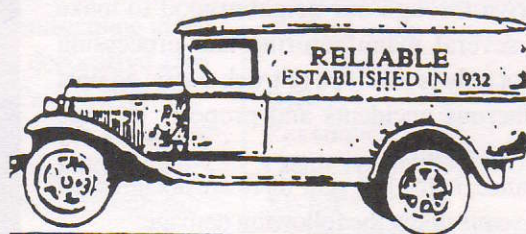
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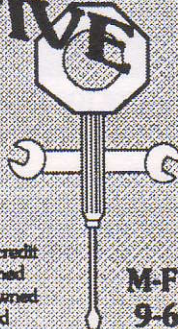
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