

**CITY OF DELAWARE**  
**HISTORIC PRESERVATION COMMISSION**  
**AGENDA**  
**CITY COUNCIL CHAMBERS**  
**1 SOUTH SANDUSKY STREET**  
**7:00 P.M.**

REGULAR MEETING

SEPTEMBER 27, 2017

1. ROLL CALL
2. APPROVAL of the Motion Summary of the Historic Preservation Commission meeting held on July 26, 2017 as recorded and transcribed.
3. REGULAR BUSINESS
  - A. 2017-2403: A request by the City of Delaware for a Certificate of Appropriateness for the demolition of 20 East William Street which is zoned B-2 (Central Business District) and located in the Transitional Sub-District of the Downtown Historic District Overlay.
4. COMMISSION MEMBER COMMENTS AND DISCUSSION
5. NEXT REGULAR MEETING: October 25, 2017
6. ADJOURNMENT

**HISTORIC PRESERVATION COMMISSION  
MOTION SUMMARY  
July 26, 2017**

ITEM 1. Roll Call

Chairman Koch called the Historic Preservation Commission meeting to order at 7:00 p.m.

Members Present: Erinn Nicley, Sherry Riviera, Stephanie Van Gundy, Vice-Chairman Hatten and Chairman Roger Koch

Members Absent: Joe Coleman and Councilman Kyle Rohrer

Staff Present: Dianne Guenther, Development Planner

**Motion to Excuse:** Mr. Nicley motioned to excuse Mr. Coleman and Councilman Rohrer, seconded by Vice-Chairman Hatten. Motion approved by a 5-0 vote.

ITEM 2. APPROVAL OF MOTION SUMMARY of the Historic Preservation Commission meeting held on June 28, 2017, as recorded and transcribed.

Vice-Chairman Hatten requested that the Motion Summary of June 28, 2017 reflect that he was absent from the meeting.

**Motion:** Vice-Chairman Hatten motioned to approve the amended Motion Summary of the Historic Preservation Commission meeting held on June 28, 2017, as recorded and transcribed, seconded by Ms. Riviera. Motion approved a by 3-0-2 (Hatten, Nicley) vote.

ITEM 3. REGULAR BUSINESS

A. 2017-1726: A request by Brigado Investments for a Certificate of Appropriateness for the renovation of 15 North Franklin Street which is zoned B-3 (Community Business District) and located in the Residential Sub-district of the Downtown Historic District Overlay.

Ms. Guenther provided background history of the home and reviewed the proposed renovations. Ms. Guenther discussed proposed plans to remove the second floor entry and deck area in the back of the building and brick repairs.

**APPLICANT:**

Karen Beasley  
Beasley Architecture and Design  
109 W. Columbus Avenue  
Bellefontaine, Oh 43311

Ms. Beasley discussed plans to preserve the stairs to the front entrance and plans to repair driveway to even out with next door neighbor.

**Motion:** Vice-Chairman Hatten moved to approve 2017-1726 as submitted with staff recommendations, seconded by Ms. Riviera. Motion approved by a 5-0 vote.

ITEM 4. COMMISSION MEMBER COMMENTS AND DISCUSSION

Ms. Guenther discussed sidewalk permits compliance.

ITEM 5. NEXT REGULAR MEETING: August 23, 2017

ITEM 7. ADJOURNMENT

**Motion:** Mr. Nicley moved to adjourn the meeting, seconded by Vice-Chairman Hatten. The Historic Preservation Commission meeting adjourned at 7:36 p.m.

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Roger Koch, Chairman

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Elaine McCloskey, Clerk

#### APPLICANT/OWNERS

City of Delaware  
20 East William Street  
Delaware, OH 43015

#### REQUEST

**2017-2403:** A request by the City of Delaware for a Certificate of Appropriateness for the demolition of 20 East William Street which is zoned B-2 (Central Business District) and located in the Transitional Sub-District of the Downtown Historic District Overlay.

#### LOCATION & DESCRIPTION

The subject site at 20 East William Street is located on the south side of East William Street between South Sandusky and South Union Streets, in the Transitional Sub-district of the Downtown Historic District Overlay. The properties immediately to the north also lie within the Transitional Sub-district, while the properties immediately to the west and south are within the Downtown Core Sub-district of the Downtown Historic District Overlay. The properties to the east are outside of the Downtown Historic District Overlay. The property is zoned B-2 (Central Business District), as are the properties to the north, south, east, and west. 20 East William Street is not included individually on the National Register of Historic Places and lies outside of the National Register Sandusky Street Historic District.

#### BACKGROUND

The City Planning and Community Development Department prepared a study to document the history of 20 East William Street which should help make a well-informed and thought-out decision regarding the future of this site. The Study is included and made part of this case. The Sheets Building, now known as the former City Engineering Building, currently is vacant. It is owned by the Delaware City Government and has not been used since 2015 when it last served as office space. In 2001, the City had purchase costs associated with the property of \$164,400 and then subsequently renovated the structure for office uses. Currently, it does not serve (and it is not planned to serve) any City office purpose in the short or long range facility plans of the city.

#### GENERAL BUILDING & PROPERTY DESCRIPTION

20 East William Street sits on a narrow 52.1 foot wide by 158.4 foot long parcel, equating to 8,252 square feet or 0.189 acres. An approximate 52 foot wide by 63 foot long (or 3,276 square foot) paved parking lot is located behind the building, is shared with the adjacent 'Gazette Building' (18 E. William St.), and is set back approximately 95 feet from the public sidewalk. The access to this parking lot is via a narrow 11 ft. wide drive that provides two-way access to the parking lot (one car at a time) and sits between the property and the City-owned 'Gazette Building' to the west. The site's current Total Market Value, per the Delaware County Auditor's Office, is \$195,800. The Land Value is estimated at \$84,000, while the Improvement Value (the building and parking lot) is estimated at \$111,800. The building is adjacent to the former Delaware Gazette Building to its west, which is also owned by the City of Delaware.

**20 East William Street – Front (North) Elevation**



**20 East William Street – Side (West) Elevation**



**20 East William Street – Side (West) Elevation**



**20 East William Street – Side (West) Elevation**



**20 East William Street – Rear (South) Elevation**



**20 East William Street – Side (East) Elevation**



**Site Map**



**20 East William Street, Delaware, OH**

**BUILDING & PROPERTY HISTORY**

20 East William Street was constructed circa 1880 (rather than 1901 as per the Delaware County Auditor Office). The two-story brick Italianate building is approximately 3,016 square feet and is listed as having eight bedrooms, four bathrooms, and a full basement, but most recently has been used as offices by the City. The structure has housed a diverse collection of uses through the years including a funeral home, residential units, apartments, offices, and even a laundromat. Though the building has been added on to, renovated, and changed through the years, it retains several of its original architectural elements such as box gutters, corbels and round decorative air vents at the roof overhangs, large narrow pediment windows, and a windowed hexagonal two-story bump-out on

the west side of the building. Other aspects of the building, such as the wrap-around front porch and a second floor covered porch on the west side of the building were added prior to the 1950s. On the east side of the building, an exterior metal stair and landing were added as a secondary access to the second floor, and a brick addition was later constructed at the rear of the building. The original metal standing seam roof was replaced in 2004 with a new metal standing seam roof. The interior of the building retains a few original architectural elements, as well, such as brick fireplaces and polished wood spindled staircase handrails, but has been modified many times over the years depending on its use at the time (please reference The Sheets Building Study Summary for additional details.)

The first documented owner and occupant was Edwin D. Sheets, a Delaware farmer and the first official embalmer in Delaware County. Mr. Sheets first established his undertaking business at 19 West Winter Street (current location of Gibson the Florist), where he also sold furniture, before moving to the subject site to open and operate a funeral home. By 1908, the property was sold to the Miller Brothers (Orestus F. and Hiram H.), who continued to operate the funeral home at the site and also added the first and only ambulance service in town at the time. In 1921, the property was sold to Grover and Blanche Fawcett from Kentucky, who took over and operated the funeral home business until 1947. It is believed that each family resided on the second floor and operated the funeral services from the first floor as was traditional at the time. Through a series of five different ownerships from 1948 through 2001, the building was briefly adapted into a laundromat before being renovated into five apartments. In 2001, the City of Delaware purchased and converted the building into offices to house its Engineering Department. The City Engineering Department vacated the building in 2015, when it moved to the new consolidated Public Works Facility at 440 East William Street, Delaware.

City records indicate two cases for this property were placed before the Historic Preservation Commission for Certificates of Appropriateness – both were approved:

- (1) HPC 01-29 in 2002 for approval of the freestanding sign at its front elevation, and
- (2) HPC 04-003 in 2004 for the replacement of the original standing seam metal roof with a new standing seam roof and preservation of the original box gutters to maintain the historic character of the building.

## **PROPOSAL**

The City of Delaware undertook a parking study for Downtown Delaware and set forth the recommendations within a 57-page document prepared by the consultant, MKSK of Columbus, OH. The study was released to the public via the city website in early 2017. One of the recommendations for improving the city's parking systems states to "Formalize Agreements for Downtown Parking on Private Lots." The recommendation goes on to say that it is more difficult to create new parking spaces because of the historic fabric of Downtown Delaware. The City, then, should "identify and pursue partnerships with property owners to allow for downtown parking on lots that are not being used during peak days and times. This could address the need for employee parking, additional downtown public parking, and valet parking." A listing of such lots was outlined and included the lot associated with this case. The recommendation continues: "Additionally, the City already owns a parcel on the south side of William Street, one building down from City Hall. This lot is currently used for overflow fleet parking, but could be used as a potential location for employee, valet, special event parking, or public parking on evenings and weekends. Efforts should be made to work with adjacent property owners to establish cross-access connections or expanded parking areas (Downtown Delaware Parking Study, pages 30 and 31)." The whole intent of the recommendation is to free up spaces in the regularly saturated areas of parking while adding needed capacity as the Downtown continues to develop. The parking study, however, stopped short of recommending the demolition of the building located on the referenced parcel to expand the parking area in the hope that cross-access could be achieved.

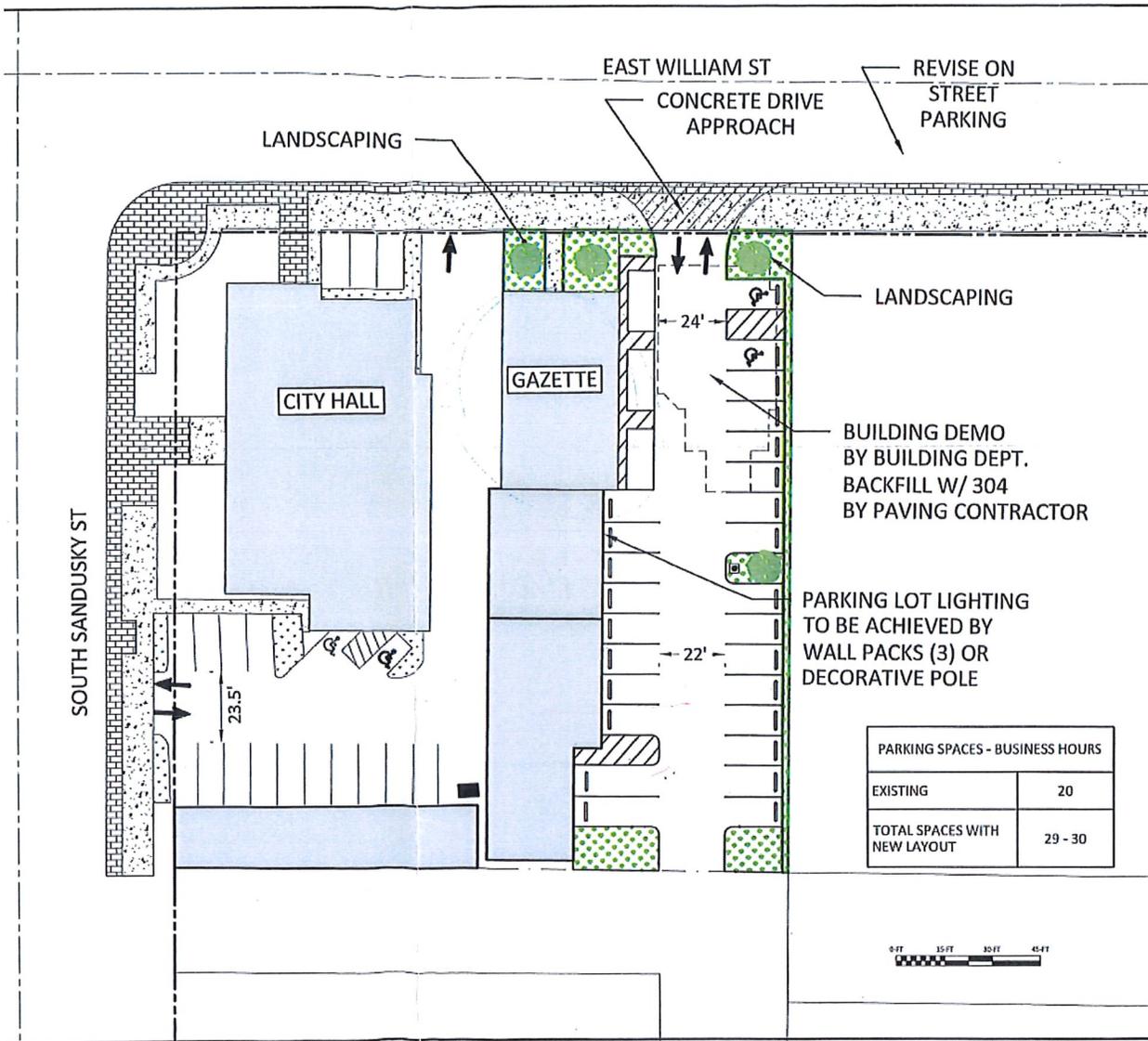
To that end, City Staff has had communication with the adjacent property owner to the east (Saint Mark's Lutheran Church) regarding sharing parking resources and access between William and Union Streets. Unfortunately, there was no interest expressed in pursuing this opportunity. To the west, the City owns the Gazette Building (18 E. William St.) and has long had plans to renovate the structure but has lacked the funding to do so. Currently, the City is negotiating with a company that would help further Economic Development

efforts in our City by helping to renovate the structure and then utilize it for a possible co-working space as well as potentially expanded City Hall offices. Initially, the Engineering Building had been considered for this opportunity but was not pursued due to cost (see estimate attached) as well as size and space limitations of the building itself. The City wants to fulfill the goals and objectives contained within the Comprehensive Plan to consolidate and expand its footprint within the downtown core by utilizing a renovated Gazette Building. To the south of the site, the Colony House Apartments property presents grade and layout issues that prevent accessing this property effectively. This leaves the opportunity to create a minimally wide access drive (as proposed 24 ft.) as opposed to the current 2-way, 11 feet wide configuration (accommodating only one car at a time obviously) and about 9-10 more parking spaces. This can be achieved only if the former Engineering Building is removed.

Unlike a private sector proposal, this plan has been vetted through several processes. Most recently, in 2017, City Council received the City Manager's amended proposed five-year capital improvement plan, which budgeted \$136,100 to develop the subject parcel into a public parking lot. This requires the demolition of The Sheets Building (the former City Engineering Building) as discussed. As a result, the City Administration is seeking a Certificate of Appropriateness for the demolition of 20 East William to facilitate the development as proposed. The existing paved parking lot, which includes the parking area from the former City Engineering Building and the adjoining Delaware Gazette Building, contains about 20 parking spaces currently, which have been utilized for staff parking and fleet parking. The demolition of The Sheets Building would add approximately 9-10 parking spaces to the lot, bringing the total to about 30 parking spaces for use by the City Hall Campus and overall downtown district.

An improved curb access, landscaping, lighting (packs or on decorative poles), striping, and signage is included in the concept proposal. The Sheets Building footprint is outlined on the concept rendering below. This would provide the opportunity for a formal public parking lot that would not only provide needed parking to the City Hall campus (including the renovated Gazette Building), but also could be utilized for traditional public parking. There are no public lots south of William Street with the exception of the current, small City Hall Parking lot containing approximately 23 spaces and which also accommodates a drive through lane for utility bill payments. Again, the possible uses of the site are very limited that the City, as public entity as opposed to a private entity, could potentially utilize the property for. The long term plan is to consolidate and expand its downtown campus while needing to provide adequate parking for these public uses as well as expanded parking opportunities south of William St. for a formal public lot. This will help support the parking needs of the private sector businesses in accordance with the recently adopted Parking Plan. The City does not have any other viable economic use for the property as a result other than what is proposed.

**Concept Plan for Parking Lot Development**



**STAFF ANALYSIS**

**General:** At first glance this is a difficult case, as the Applicant is presenting a proposal for demolition of the property known as 20 East William Street to be able to utilize the property for a parking lot. However, the City does not bring it forward without much thought and effort in preparation and with the overall intent of enhancing the downtown historic district through the provision of needed parking facilities for both its campus (to ensure it remains an anchor of downtown for years to come) as well as to help support the parking needs of the private businesses particularly in the Sandusky Street corridor.

As precedent is a known concern for such a proposal, Staff would contend that there are several distinguishing elements to this case which warrant consideration. It is important to recognize that as a public entity, as opposed to a private one, that the potential use list is significantly narrowed and a valid public purpose improvement of a formal public parking lot is proposed that will support several goals and objectives of the City. The City recognizes that tearing down this building for the proposed use will create consternation for some and likely some debate at a minimum. However, it should be recognized that the site is 52 ft. wide and constrained on all sides.

The City has attempted to gain access through the adjacent property to the east but these efforts have not been successful. The City has to balance the sometimes competing needs, goals, and objectives in its policy documents with the overall needs of the community. The Comprehensive Plan indicates that preservation of the downtown and historic resources is desired and important. The Plan also indicates that provision of additional public parking is important and needed. The recently adopted Parking Study indicates that finding additional surface parking opportunities should be pursued particularly upon this site. Both plans indicate the long term need to study a possible parking garage. While this is still something that needs to be accomplished in the long term perhaps, having more surface parking may push out (in time) the need for such a structure – a structure that, no matter where one could site it, would certainly have a larger impact upon the downtown environment than what is proposed with this application. The proposed project will add approximately ten parking spaces to an existing parking area at the rear of the parcel. In addition, the existing curb access will be improved to provide safer and more visible access to the lot.

**Demolition:** The exterior of the property is in a slightly deteriorated state. The roof, foundation, and framework are in stable condition. The interior of the building has suffered the usual wear-and-tear of everyday use by office staff over the fourteen years of its occupancy by the City Engineering Department. The building is generally weathertight and water-tight. The structural integrity of the 137 year old building is sound and intact throughout its transition from a funeral home to a laundromat, apartments, and finally office use. The utilities are intact and operational. There are currently neither nuisance abatement orders nor orders for demolition on this property.

#### **Zoning Code Section 1190.07 - Demolition**

Pursuant to City of Delaware Zoning Code Section 1190.07-Demolition, in cases where an Applicant applies for a certificate to demolish a structure within a designated historic district, the Historic Preservation Commission shall grant demolition and issue a certificate when one or both of the following conditions prevail:

- (1) The structure contains no features of architectural and historic significance; and/or
- (2) There exists no reasonable economic use for the structure as it exists or as it might be restored, and that there exists no feasible and prudent alternatives to demolition, or that deterioration has progressed to the point where it is not economically feasible to restore the structure.

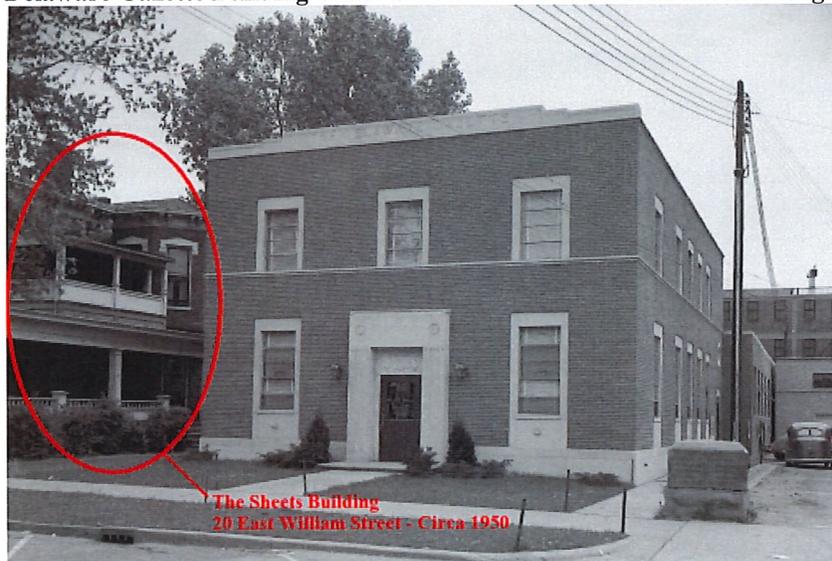
#### Criteria 1 (a): Architectural Significance

In terms of architectural significance, 20 East William Street was constructed in the Italianate style of architecture. This architectural style is prevalent within the Sandusky Street downtown district. With the platting of the City in 1808, the development of the downtown district and construction of the majority of the buildings occurred primarily within the same timeframe of the late 19<sup>th</sup> century. Thus, the Italianate style is not atypical in the community. In addition, and not surprising, over time and the various uses, the building modifications and additions have changed the historical character of the original building, although many of the modifications and additions could be considered historic due to their age as well. As discussed in the The Sheets Building Study Summary (page 6), the addition of the front and side wrap-around porch and second floor porch occurred by the 1950s. A circa 1900 photograph of the original city hall illustrates The Sheets Building in the background without porches. A circa 1950 photograph of The Delaware Gazette Building illustrates the building in the background with the porches present.

**Original City Hall Circa 1900s – 20 East William Street in Background**



**The Delaware Gazette Building Circa 1950 – 20 East William Street in Background**



Other additions to The Sheets Building include the fire escape on the east side of the building, likely built during the time when the building was converted to five apartments in the 1980s, as well as the second level on the rear of the building. On the east back addition, the change in brick color clearly suggests that an addition was constructed, and the porch and stairs are more than likely not original to the building. A wood ramp allowing handicapped accessibility to the structure had been installed on the west side of the building; however, it has recently been removed after significant deterioration. There have been windows and doorways blocked in and/or filled in through the years as well.

**Side and Rear Modern Elements Added to Original Building Design of 20 East William Street**



Therefore, although certain architectural elements are intact (such as box gutters and pediment windows), the building design in its original form could be described as compromised at the maximum and altered at a minimum. The changes described detract from the property's overall historic significance because of their incompatibility of scale, materials, texture, or color, and with the sense of time and place and historical development of the original site to a degree. The additions to the original Italianate building do seem to fall within these parameters and are obviously not original elements to the structure. Finally, the structure is not listed individually on the National Register of Historic Places nor does it lie within the Sandusky St. National Register District. While these criteria are not particularly local concerns in this process, inclusion on these lists can indicate (and the City has used these sources as inputs into other decision making processes in the past) a possible level of historic significance.

Criteria 1 (b): Historic Significance

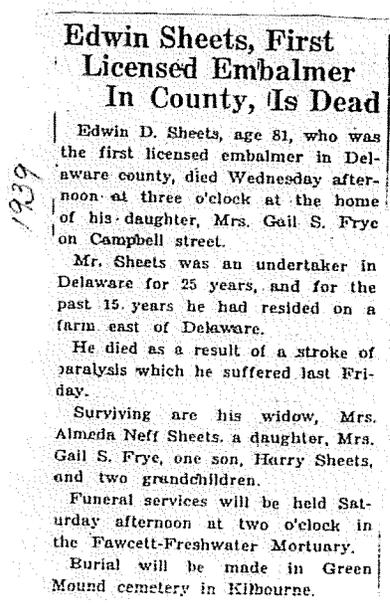
While there are no specifics given under the demolition criteria for historic significance, Chapter 1190.05(a) outlines a list of criteria in considering the designation of a property or site for inclusion within a historic district or designation as a historic landmark which can be used when evaluating this criteria:

- (1) The character, interest or value of the area, property or site as part of the development, heritage or cultural characteristics of the City or the United States.
- (2) The location as a site of a significant prehistoric or historic event.
- (3) The identification with a person or persons who significantly contributed to the culture and development of the City.
- (4) The exemplification by the area, property or site of the cultural, economic, social or historic heritage of the City.
- (5) The embodiment of distinguishing characteristics of an architectural type or specimen.
- (6) Identification as the work of an architect or notable builder whose individual work has influenced the development of the City.
- (7) The embodiment of elements of architectural design, detail, materials or craftsmanship which represent architecture of significant character.

The importance of the structure being among the first purpose built funeral homes, and subsequently an ambulance service, in the City of Delaware and Delaware County at this address and building is certainly relevant to this case. Mr. Edwin Sheets, the first occupant of the building, more than likely commissioned its construction circa 1880-1885 to establish a funeral home. From a local farming family, his primary profession was in furnishings, which included coffins and caskets, and was housed at 19 West Winter Street (currently The Gibson Florist). It was here he started and operated his undertaking business in his late thirties/early forties before moving it to 20 East William Street. One of four undertakers in town during the time, his designation as the first embalmer for Delaware City and County was progressive for the time. It was not until the practice of embalming became commonplace towards the latter half of the 1800's that the modern business of undertaking became a recognized profession. Since the practice of viewing the deceased in the family home was a common practice, funeral homes were relatively unheard of before this time. Mr. Sheets was a mortician for 25 years before returning to farming and held this distinction throughout his life.

However, taken into context within the expansive history of the city and county, the provenance of the site and person may not necessarily rise to the level of others in the community especially when coupled with the fact that this was not the original site of the business and the site has not figured prominently in the history of the City or its people from what Staff can ascertain.

**Obituary for Edwin Sheets, First Owner/Occupant of 20 East William Street**



Therefore, it would appear that the first criteria for demolition could be interpreted as not being clearly met in all respects though the structure certainly qualifies as historic by virtue of its age and original design.

1190.07 Demolition - Criteria 2 (a): Reasonable Economic Use As-Is or As Restored

As previously mentioned, 20 East William Street sits on a narrow 52.1 foot wide by 158.4 foot long parcel, equating to 8,252 square feet or 0.189 acres. A 52 foot wide by 63 foot long (or 3,276 square foot) paved parking lot is located behind the building and is set back approximately 95 feet from the public sidewalk. According to the Delaware County Auditor's Office, the current Market Value of the property is \$195,800, which has held steady since 2011 and is explainable since the City pays no property tax on this type of facility. The Land Value is estimated at \$84,000, while the Improvement Value (the building and parking lot) is estimated at \$111,800. The City had original purchase costs in 2001 of \$164,400 (acquisition costs). In addition, the City spent another approximate \$117,000 in initial renovation costs – meaning the original cost of the property plus renovation costs (or the capitalized value) is approximately \$281,400.

There is no reasonable economic use for the structure as it exists in its current condition for the City. Even though the utilities are intact and operational, it is not "move-in ready." Thus, the building is not in a useable or in an occupiable condition as of this writing. Additionally and together with unsuccessful attempts to gain access to the east through property owned by St. Mark's Church as previously discussed, the City has no viable public use for the building. As a public entity, as opposed to a private entity, the City only has a certain set of uses for its properties. A public parking lot is such a use. The only way currently to make a lot that satisfies requirements for minimally safe access (24 feet wide for two-way drive aisle) is to demolish the structure.

The City of Delaware utilized this building as business offices for its Engineering Department. Restoration for continued use as business offices in the current B-2 (Business District) classification and for the current building classification according to the building code is possible, however the City has no facility plans for such a use for this property. Finally, funds would need to be expended to bring the property and site to a viable and marketable condition.

Option: Maintain the Current Business Use Group of the Building.

The Building Official for the City has estimated the repair cost to be at least \$21,500 to restore the property to meet minimal Building Code conditions for a business office use group. If the building is to be utilized with the existing Business Use Group, the recently removed handicapped accessible ramp needs to be replaced per federal ADA regulations. On the exterior, more-than-usual preparation work prior to the execution of actual repairs and painting would need to occur due to the deteriorated nature of the exterior exposed surfaces. For example, the porches and all paintable surfaces would need to be repaired prior to painting. On the interior, all surfaces are intact and require a thorough cleaning and touch-up painting. The mechanical system (i.e., heating, cooling, ventilation, etc.) needs a full standard maintenance evaluation and repairs would need to be made. This could increase the estimate above another \$10,000-\$20,000 depending upon the findings. Lastly, the cause of sewer gas odors needs to be located and the affected sewer line(s) repaired or possibly replaced. Again, this could increase the estimate above another \$10,000-\$20,000 depending upon the findings. Overall, the City has no identified uses to maintain the previous office use of the building and the costs to bring the building into minimal code compliance could be \$22,000-\$60,000. From a minimum marketability standpoint (as opposed to simply bringing the structure into minimum Building Code compliance), the City had a separate estimate prepared by a licensed architect when it considered this property for rehabilitation and upgrades. These estimates were in excess of \$470,000 to prepare the building past minimal code requirements and into a likely usable and marketable condition (see attached). The City believes, therefore, this is not a viable option and thus meets the standard for demolition.

1190.07 Demolition - Criteria 2 (b): No Feasible and Prudent Alternatives to Demolition

There are two possible alternatives for conversion of the building into uses that would likely meet minimal building code requirements. The building could be re-purposed and re-used as either a Live/Work Unit or a Duplex. Again, the City Building Official has initially estimated these costs for minimal Building Code compliance only. Finally, the City does not have any viable uses for these options, but they are documented here to show the level of funding minimally needed to achieve these options and to demonstrate due diligence.

Option: Create a Live/Work Unit per Ohio Building Code (OBC) Section 419.

When originally constructed, the building had a mixed use: the first floor of the building was used for the funeral home business and the second floor had a residential use, housing the family who owned the property and operated the business. Currently, the entire building is classified as a business use. To revert the building back to the mixed use, or live/work unit per current code regulations, the second floor would need to be changed to Single Family Residential Group R-2 and the first floor would maintain a business use. A monitored Fire Alarm Protection System would need to be installed throughout the building. The exterior fire escape on the east side of the building would remain in place. Taking into account the same repairs outlined in Option 1 (\$21,500 - \$60,000) and adding the cost of the fire alarm protection system (\$11,000), the probable cost of converting the building into a Live/Work Unit would be approximately \$32,500-\$92,000. Finally, this does not take into account the likely significant additional amount needed to bring the property into a marketable condition rather than simply a minimal code condition. This would likely be several hundred thousand dollars based upon the architect estimate noted for the Option above.

Option: Create a Duplex.

A duplex or a two-family dwelling unit, as defined by the City Zoning code, means a dwelling consisting of two dwelling units, which may be either attached side by side, or one above the other, with each dwelling unit having a separate entrance, and each occupied by one family. The building could be converted into two dwelling units

one above the other. Each of the two floors would need to be changed to Single Family Residential Group R-2. A 1-hour horizontal fire separation between the floor/ceiling of each floor and a fire-rated front stairway to the second floor would need to be constructed. The existing front rooms would need to be separated from the fire-rated stair enclosure. All utilities and mechanical systems would need to be separated so each unit has its own systems. Individual kitchens, bathrooms, smoke detection systems, electrical wiring for residential use would need to be created and installed. This option also requires plans prepared by a design professional to be submitted to the City Inspection Division for review approval. The probable cost of converting the building into a duplex would be approximately \$230,000. Finally, this does not take into account the likely significant additional amount needed to bring the property into a marketable condition rather than simply a minimal code condition.

1190.07 Demolition - Criteria 2 (c): Not Economically Feasible to Restore Structure

There are currently neither nuisance abatement orders nor orders for demolition on this property. Given the items previously mentioned, there do not appear to be economically feasible alternatives to restore the structure. The City has no viable alternative uses for this structure and the costs for both minimal and market viable condition of the property are significant.

The probable cost of demolition for this size structure, with fill and compaction of the basement, would be approximately \$23,000 as estimated by the Chief Building Official. An asbestos survey and remediation (if found to be present) would be required as well which would increase the total cost of demolition.

For the reasons previously stated, the City does not believe that feasible nor prudent alternatives exist for its public use of the structure other than demolition, the provision of adequate parking for the City Hall Campus, and additional public parking to support the businesses in the historic district.

**Conclusion:**

Staff is always concerned anytime a structure is proposed for demolition. Staff is equally supportive of taking a deliberate and thoughtful approach to each unique case balancing all factors involved. This was evident during the most recent public sector demolition requests related to the eventual construction of the County Court House and parking lot redevelopment on the north side of Downtown. Staff is, on balance and weighing all relevant factors, supportive of this COA Application for demolition for the unique public purpose of creating adequate parking for the City Hall campus as well as additional parking for the Downtown area (particularly the south side of downtown) that achieves compliance with minimum Zoning Code requirements for access drive width. The support is not without some reservation and concern surrounding the impact of the demolition on the historic fabric of the commercial historic district. However, this particular city block is within the Transitional Sub-district, lacking the continuous streetwall of the Downtown Core. The site is centered in the East William Street streetscape amongst an eclectic collection of buildings and uses. To the east lies St. Mark's Lutheran Church and to the west is the vacant former Delaware Gazette Building and the adjacent City Hall for the City of Delaware. To the north, on the building's street side elevation, the city block is comprised of a coffee shop and bakery, a hair salon, a gas station, a city parking lot, and a plumbing contractor business. To the south, lie an apartment building and a 'pay-day loan' facility.

The Sheets Building possesses mild deterioration with arguably compromised architecturally significant features. Although the Sheets family played a role in the Delaware community of the early 1900s as the first funeral home with a licensed embalmer, when taken into context within the expansive history of the City, the provenance of the site and person are not necessarily compelling to rise to the level of passing the 'historic significance' test as required in the decision criteria.

The Applicant is proposing to construct a public parking lot which will begin to address the recommendations of the recently completed Downtown Parking study. The lot will help serve the public needs of the City Hall Campus as well as the south of William St. downtown area in particular. The parking lot will be designed according to the Historic District Architectural Standards and will provide a safer and more visible access point to the new municipal lot. Initially, the proposed parking lot may not appear to be the most optimal use of this space in the entire context of

safeguarding the historic heritage of our community. However, it appears to be a viable, economic option which could be designed to blend well with the streetscape and provide better parking options for visitors and residents who frequent downtown businesses and the emerging City Hall Campus.

Staff finds this application narrowly tailored to include only a public use of the City Hall Campus, which is an anchor to our downtown. This unique use makes it a limited request and distinguishable from a private property owner request to demolish a structure and building private parking. In downtown, the City and County are effectively the only two entities capable of creating such public parking lots. Finally, the City has attempted to find reasonable alternative access to the site to the east. Unfortunately, the adjacent property owner has not been willing to entertain those options. These factors leave no practical alternative in this case while allowing for a clear distinction to be made between this case and those that may be (or have in the past been) brought forward by private entities. The City has well vetted plans and policies related to expanding parking as well as preservation which deserve to be thoughtfully balanced with this request. Staff finds the balance achieved. The Historic District as a whole could potentially benefit from this project.

The City seeks HPC approval of the proposed demolition in order to be able to expeditiously move forward. Part of moving forward would be to finish plans for the parking area and bring them before the HPC for approval in accordance with the historic district guidelines for parking lots.

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**STAFF RECOMMENDATION (HPC 2017-2403 – CERTIFICATE OF APPROPRIATENESS)**

Staff recommends approval of the request by the City of Delaware for a Certificate of Appropriateness for the demolition of 20 East William Street which is zoned B-2 (Central Business District) and located in the Transitional Sub-District of the Downtown Historic District Overlay, with the following conditions that:

- 1) The Applicant shall notify adjoining property owners/business owners of demolition timeline and shall make any necessary repairs to adjacent sites as a result of the demolition process according to the State Building Code and Historic District Architectural Standards.
- 2) The Applicant shall discuss storm water drainage and parking issues, and make any necessary repairs to adjacent sites as a result of the demolition process according to the State Building Code and Historic District Architectural Standards.
- 3) The Applicant shall adhere to Historic District Architectural Standards and Historic District Overlay standards for demolition and parking lots.
- 4) Proposed signage and lighting shall achieve compliance with minimum zoning, historic district, and wayfinding requirements
- 5) The final Parking Lot Plan and any subsequent plans shall be brought before the HPC for a COA at a future date when plans are complete.
- 6) Photo documentation and archiving of such at the Delaware County Historical Society shall be completed prior to demolition, including detailed photography of the structure both interior and exterior.

**COMMISSION NOTES:**

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*MOTION:*      \_\_\_\_\_ *1<sup>st</sup>*      \_\_\_\_\_ *2<sup>nd</sup>*      *approved*      *denied*      *tabled* \_\_\_\_\_

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2017-2403  
Certificate of Appropriateness  
20 East William Street  
Location Map





2017-2403  
 Certificate of Appropriateness  
 20 East William Street  
 Zoning Map





2017-2403  
 Certificate of Appropriateness  
 20 East William Street  
 Historic District Map





IS NOIND N

IS NOIND S

E WILLIAM ST

N SANDUSKY ST

S SANDUSKY ST

W WILLIAM ST



2017-2403  
Certificate of Appropriateness  
20 East William Street  
Aerial (2016)



**Comprehensive Plan Excerpts –  
Relevant to Case 2017-2403 – 20 E. William St.**

**TRANSPORTATION ELEMENT**

Goals and Principals – Supporting Principal

6. Parking needs of the Downtown will be fully met where practical and financially feasible.

*H. Downtown Parking*

Issues and Findings

Additional intensification of business and development in the Downtown will necessitate the need for additional parking, which could include the construction of one or more public parking garages.

Benchmarks

The provision of parking services to serve the Downtown that reflect balanced geographic distribution, and affordability, and in response to concrete development opportunities.

Objectives and Strategies

- T15. Consider the Viability of a Parking Garage in the Downtown, Provided Sufficient Redevelopment Occurs to Justify the Expense. The City expects and promotes revitalization in the Downtown. One or more public parking garages may be necessary to support the use of upper floors in existing buildings, expansion of existing businesses, infill on vacant sites, and redevelopment of underused sites. The City will organize itself to be prepared to undertake development of parking garages as necessitated by substantial developer interest.
- T16. Enhance Visibility and Directional Signage to Public Parking Lots. Given the importance of off-street public parking lots in the Downtown, the City should work to improve visibility and directional signage. This will improve access by the motoring public to the lots, especially first time shoppers. *See Downtown Element.*

**COMMUNITY FACILITIES & SERVICES ELEMENT**

*I. Municipal Buildings*

Issues and Findings

The City administrative offices are located in the City Hall at the southeast corner of William and Sandusky Streets and the Engineering Department is located in the City Hall Annex on William Street. The current City Hall was constructed in 1936 as a Public Works Administration project and contains

about 25,000 square feet. The Annex was purchased and renovated in 2002 and contains about 2,000 square feet.

These buildings are reaching their capacity. A potential solution for adding space, since the two buildings cannot be expanded, would be purchase of the Delaware Gazette Building. This would form a civic campus of municipal buildings in the heart of the Downtown.

#### Benchmarks

1. The provision of sufficient space to efficiently run City administrative operations and to create a civic campus in the Downtown.

#### Objectives and Strategies

CF20. Determine Future Space Needs and Implement Appropriate Solutions. A space programming study should be undertaken to determine future office space needs, particularly as the City continues to grow over the long term. The study will forecast space needs by department and will serve as a guide for determining future building needs. A variety of solutions should be addressed to determine the most cost effective approach: expansion of existing buildings, acquisition and renovation of nearby buildings, lease of office space, and relocation of offices.

### COMMUNITY CHARACTER

#### Goal and Principles

The City's goal for Community Character is that:

The City is a special place and its historic fabric will be used as a template to ensure a quality built environment that provides exciting and imaginative development.

The supporting principles for Community Character are the following:

1. The "small town" atmosphere and character of the City will be protected and promoted.
2. Historic buildings, districts and areas, especially the Downtown, will be preserved or conserved as applicable.
5. The City's image will be improved at gateways and along major corridors.

#### Objectives and Strategies

CC11. Continue to Support Key Nodes. The City will continue to support key nodes in the community and encourage their continued use.

CC11.1 Government offices should continue to be located in the Downtown to reinforce its role as the City's major activity center.

#### *I. Historic Preservation*

#### Issues and Findings

The City has a strong historic character defined by the Downtown and the neighboring residential districts, as well as the Ohio Wesleyan University campus. There are two districts on the National Register of Historic Places (Sandusky Street and Northwest), one area of the City that could meet the criteria to be placed on the National Register (Eastside Historic Area), and one locally designated district (the Downtown) under the regulatory authority of the Historic Preservation Commission. There are also numerous individual structures that have been placed on the National Register. Street signage should recognize historic districts through special colors and period lettering.

#### Benchmarks

1. Historic resources will continue to be preserved, conserved, and protected as appropriate.

#### *J. Downtown*

#### Issues and Findings

The Downtown is one of the City's most defining elements because it is a fairly intact pre-1900 historic business district. Its architecture and materials are fairly consistent, despite some changes made in this century that detract from its character. Parts of the Downtown have been listed on the National Register of Historic Places. The public that participated in the Comprehensive Plan process consistently noted that the Downtown was one of most treasured aspects of the community.

The defining components of the Downtown include the following:

1. **Block Face:** Fairly intact street blocks where buildings front the sidewalk, with main entrances that are located on the sidewalk. Very few buildings are set back from the sidewalk. If more buildings had generous setbacks, then the sidewalk would not be as inviting a place to walk and stroll.
2. **Architecture and Materials:** Fairly consistent architectural styles (Victorian commercial) and materials, such as brick. There has been a mix of recent investments that are not always complimentary, such as building and façade changes made since the 1950s.
3. **Pedestrian Atmosphere:** A pedestrian-friendly environment enhanced by recent streetscape investments, including sitting areas, and traffic calming on Winter Street. Parking is located to the rear of buildings. Holiday displays help to animate the streetscape and generate interest for walkers. Sidewalk dining associated with restaurants should be strongly promoted.
4. **anchors:** Although not a direct component of the built environment, there are several anchors that draw people to the Downtown and encourage them to walk the sidewalks and frequent businesses. These include government offices, Ohio Wesleyan University and the Ross Museum, Strand Theatre, the former Bun's Restaurant, among many others.

Maintaining a quality built environment in the Downtown and encouraging improvements that are complimentary is fundamental to seeing a resurgence in retail activity. The Downtown offers an

environment for shoppers that is different from the sterility of the enclosed shopping mall and suburban strip retail center. This distinctiveness is Downtown's sole competitive edge. Without it, the Downtown will never recover the business losses that have occurred over the past few decades – because it cannot compete head-on with an auto-oriented suburban business model. It must offer an alternative, not unlike the environment that has been created at Easton Town Center.

New investment in the Downtown does not have to dogmatically reinvent historic architecture and materials of the 19th century, but it must be complimentary and provide a contemporary interpretation of historic styles and materials that are economical in the long term.

#### Benchmarks

1. Maintain the integrity of the Downtown's built environment.
2. No significant building is lost from neglect or inappropriate reconstruction.



## 20 East William Street, Delaware, OH

Information contained within this map may be used to generally locate, identify and inventory land parcels within Delaware County.

Delaware County cannot warrant or guarantee the information contained herein, including, but not limited to its accuracy or completeness. The map parcel lines shown are approximate and this information cannot be constructed or used as a "legal description" of a parcel.

Flood Plain information is obtained from FEMA and is administered by the Delaware County Building Department (740-833-2201).

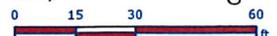
Please report any errors or omissions to the Delaware County Auditor's office at [delcogis@co.delaware.oh.us](mailto:delcogis@co.delaware.oh.us).

Prepared by: Delaware County Auditor's GIS Office

Printed on 8/31/2017



Delaware County Auditor  
George Kaitza



REVISE ON  
STREET  
PARKING

EAST WILLIAM ST  
CONCRETE DRIVE  
APPROACH

LANDSCAPING

LANDSCAPING

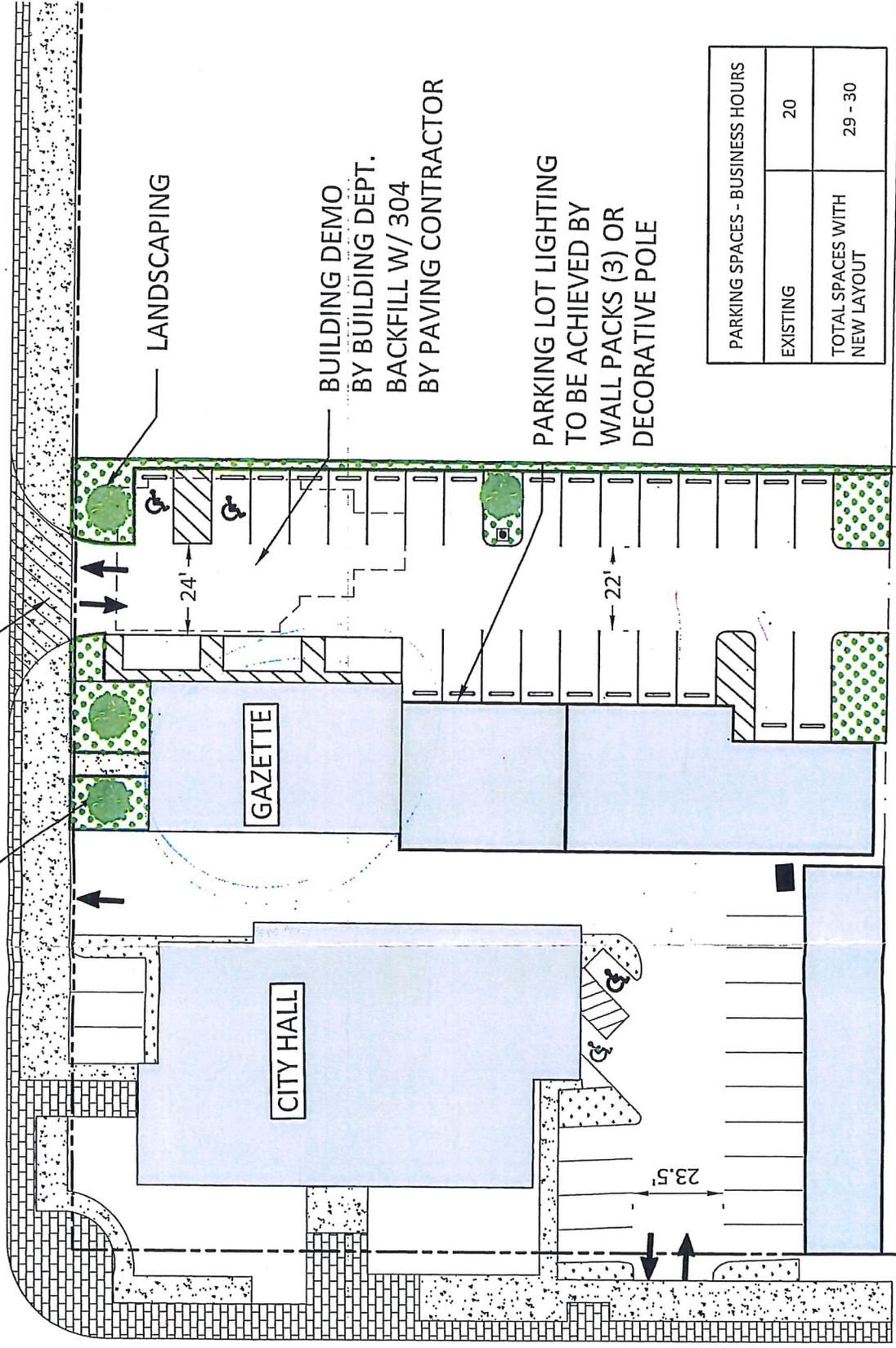
GAZETTE

CITY HALL

BUILDING DEMO  
BY BUILDING DEPT.  
BACKFILL W/ 304  
BY PAVING CONTRACTOR

PARKING LOT LIGHTING  
TO BE ACHIEVED BY  
WALL PACKS (3) OR  
DECORATIVE POLE

PARKING SPACES - BUSINESS HOURS	
EXISTING	20
TOTAL SPACES WITH NEW LAYOUT	29 - 30



SOUTH SANDUSKY ST



CITY OF DELAWARE



**CITY HALL AND GAZETTE BUILDING RENOVATIONS**  
SCHEMATIC DESIGN REPORT

**DELAWARE CITY HALL | 1 S SANDUSKY STREET**  
**SECOND FLOOR AND PARTIAL FIRST FLOOR RENOVATION**

	UNIT	QTY	UNIT \$
<b>CONSTRUCTION COSTS</b>			
COST PER SQUARE FOOT	SF	9993	\$749,475.00
DESIGN CONTINGENCY	%		\$37,473.75 (5.0%)
EXPECTED BID COST			\$786,948.75
CONSTRUCTION CONTINGENCY	%		\$39,347.44 (5.0%)
CONSTRUCTION COST BUDGET			\$826,296.19

**NON-CONSTRUCTION COSTS**

ENVIRONMENTAL STUDIES, CONSTRUCTION TESTING, BUILDERS RISK	%		\$115,681.47 (14.0%)
INSURANCE, PERMITTING, DESIGN PROFESSIONALS, LEGAL, ETC	SF		\$249,825.00
FURNITURE / FIXTURES / EQUIPMENT			\$365,506.47
NON-CONSTRUCTION COST BUDGET			

**TOTAL PROJECT BUDGET**

**\$1,191,802.65**

**ENGINEERING BUILDING | 20 E WILLIAM STREET**  
**UNIDENTIFIED USE**

	UNIT	QTY	UNIT \$
<b>CONSTRUCTION COSTS</b>			
COST PER SQUARE FOOT	SF	2386	\$377,000.00
DESIGN CONTINGENCY	%		\$18,850.00 (5.0%)
EXPECTED BID COST			\$395,850.00
CONSTRUCTION CONTINGENCY	%		\$19,792.50 (5.0%)
CONSTRUCTION COST BUDGET			\$415,642.50

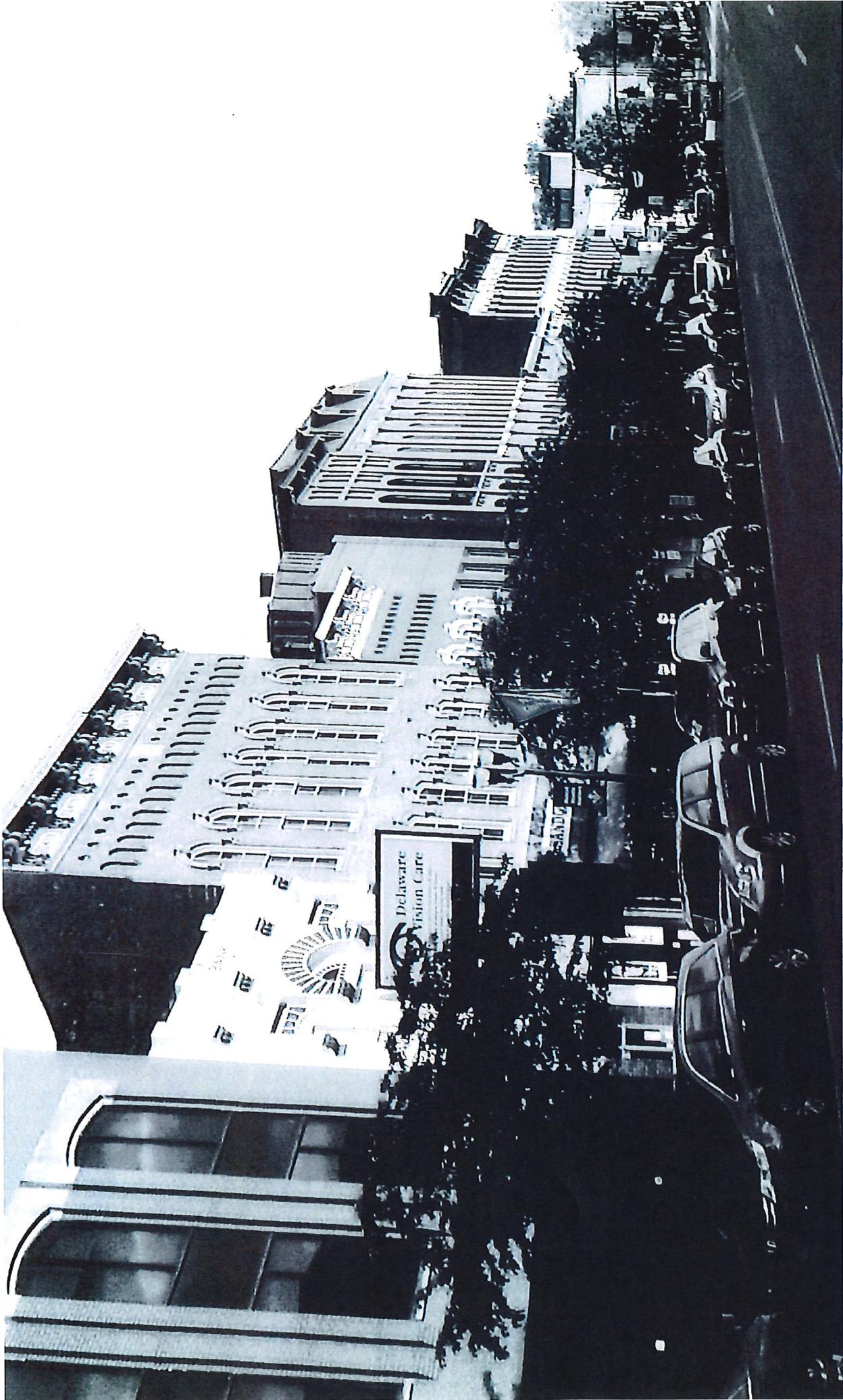
**NON-CONSTRUCTION COSTS**

ENVIRONMENTAL STUDIES, CONSTRUCTION TESTING, BUILDERS RISK	%		\$58,189.95 (14.0%)
INSURANCE, PERMITTING, DESIGN PROFESSIONALS, LEGAL, ETC			NOT INCLUDED
FURNITURE / FIXTURES / EQUIPMENT			
NON-CONSTRUCTION COST BUDGET			\$58,189.95

**TOTAL PROJECT BUDGET**

**\$473,832.45**

**GRAND TOTAL: \$2,900,013.98**



# DOWNTOWN DELAWARE

PARKING STUDY | February 6, 2017



MKSK

TOTAL SPACES		
Type	# of Spaces	Percentage
Public	1,531	46%
Private	1,773	54%

PUBLIC SPACES		
Type	# of Spaces	Percentage
Surface	735	48%
On-Street	796	52%

PUBLIC SPACES - TIME RESTRICTIONS		
Type	# of Spaces	Percentage
1/4 Hour	9	0.6%
1/2 Hour	44	3%
2 Hours	165	11%
3 Hours	169	11%
10 Hours	177	12%
Unrestricted	967	63%

At the time of this study, overall occupancy in downtown is high, particularly in ground floor space. Data made available by the City of Delaware indicates an overall vacancy rate of approximately 10%, with opportunities for additional office and residential rehabilitation of unused upper stories.

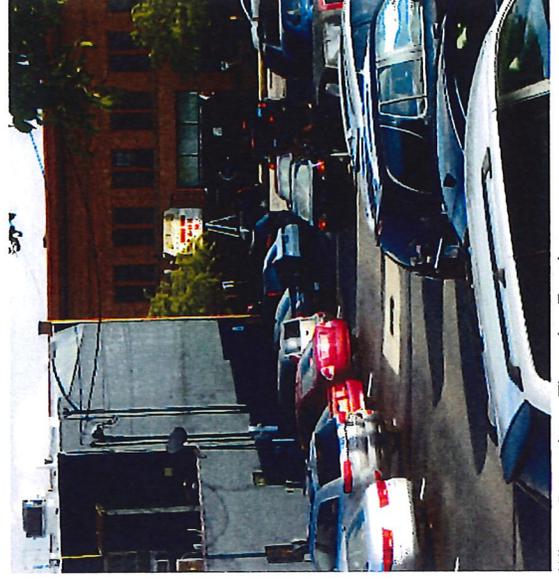
Of the 3,300 parking downtown parking spaces, 1,060 (public and private) are located immediately within the downtown core. Based on typical parking ratios, the approximately 508,000 square feet of existing occupied space would require just

over 1,635 parking spaces. While these numbers suggest a shortage of 575 spaces, there are an additional 532 publicly available parking spaces located within one block of the core, bringing the effective supply close to equilibrium with typical demand assumptions. When considering the time of use differences among the various downtown land uses, the downtown supply can be considered sufficient today - at least in quantitative terms. Looking to the future, with the buildout of the upper levels of the buildings along Sandusky, there will likely be the need to provide more parking spaces to serve the downtown core.

To summarize, the buildout analysis identified that there are a sufficient number of parking spaces to serve Downtown Delaware today. However, a variety of other factors affect the efficiency and useability of parking systems. In the future, as downtown continues to redevelop, there will be a need to add more parking spaces, which may include constructing a parking structure. It is important to identify this long-term strategy, in order to plan accordingly.



Brooklyn Heights Building



Winter Street Lot - Thursday Evening

# Recommendations & Implementation

## Introduction

The key findings highlighted in the previous section serve as the foundation for the development of the recommendations. Specifically, these identified that despite the public perception, there is not currently a parking shortage within downtown. While the parking within the core quickly becomes saturated during peak times/peak days, there are available spaces along the downtown periphery streets and lots. However, because visitors are resistant to walking farther than two blocks from their parking space to their destination, they often perceive there is no parking available because they are only looking within the core. Additionally, while there is not currently a parking shortage, it is important to plan for the continued growth, infill development, and use

of building stock in Downtown Delaware, and the parking implications this will have. Ensuring adequate parking for downtown will allow it to continue to flourish.

The following outlines recommendations to improve the existing parking system and experience, as well as strategies to plan for the long-term parking needs within Downtown Delaware. The recommendations are categorized by topic:

- > Parking System
- > Parking Policy
- > Signage and Wayfinding

- > Pedestrian Experience
- > Meter Strategies
- > Core Parking Lots
- > Parking Structure

Within each of these sections, applicable case studies are included that show how these types of recommendations have been implemented in other communities similar to Delaware. An implementation chart is also included that outlines the specific recommendations and identifies whether their implementation is a short-term, mid-term or long-term objective with a colored key. Generally, it is assumed that short-term recommendations would take one to two years, mid-term would take three to five years, and long-term would take five or more years. This timeframe will depend on a variety of factors.

RECOMMENDATIONS	
TIMEFRAME	
●	Short-Term Recommendations
●	Mid-Term Recommendations
●	Long-Term Recommendations



Sandusky Street - Typical Friday, 7:00 pm

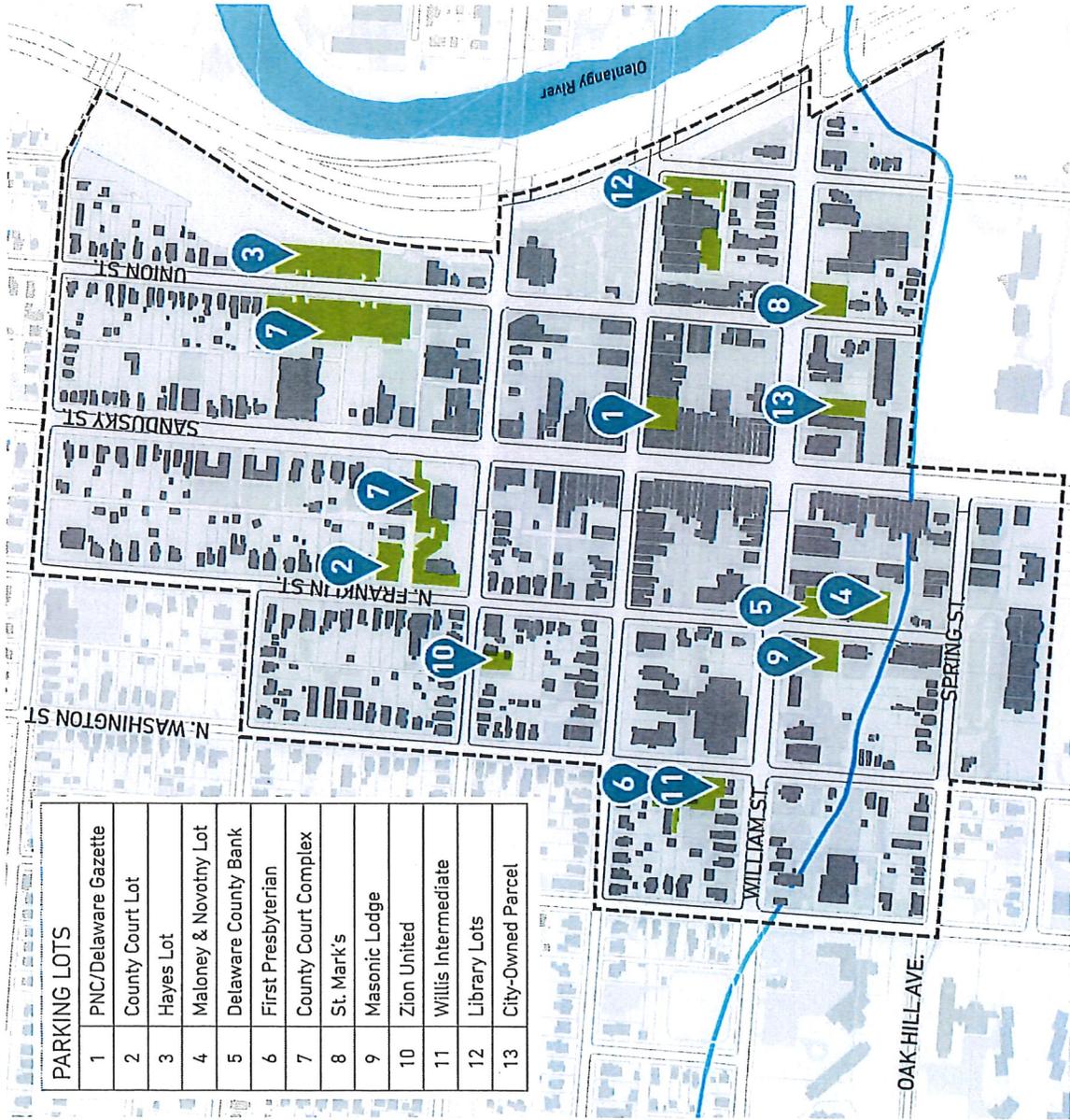
## Parking System

### FORMALIZE AGREEMENTS FOR DOWNTOWN PARKING ON PRIVATE LOTS

Because of the historic fabric of Downtown Delaware, it is more difficult to create new parking spaces. Therefore the City should identify and pursue partnerships with property owners to allow for downtown parking on lots that are not being used during peak days and times. This could address the need for employee parking, additional downtown public parking, and valet parking. The diagram to the left identifies secondary public lots and private potential lots that could be used for these purposes.

Many people that visit Downtown Delaware regularly have learned there are certain private lots that can be parked in without fear of being towed or fined. Some of these, such as the PNC/Delaware Gazette lot, are used on a regular basis. Others are used during community events such as First Fridays, when the parking demand is at its greatest peak. Private lots which are used for public parking either on a regular basis or during events include:

- > PNC/Delaware Gazette Lot
- > The County Court lot along North Franklin Street
- > The Hayes Lot
- > The Maloney and Novotny lot, which is open to public parking after 5:00 pm, but is not formally designated as a public lot
- > The Delaware County Bank



PARKING LOTS	
1	PNC/Delaware Gazette
2	County Court Lot
3	Hayes Lot
4	Maloney & Novotny Lot
5	Delaware County Bank
6	First Presbyterian
7	County Court Complex
8	St. Mark's
9	Masonic Lodge
10	Zion United
11	Willis Intermediate
12	Library Lots
13	City-Owned Parcel

The City should evaluate if there are opportunities to formalize agreements with the property owners of these lots to establish designated public parking times.

There are also several businesses and institutions which have off-street parking areas that are used during certain times, but may not be during evenings, weekends, or other times during the week. These sites and owners include:

- > The Willis Intermediate Lot
- > The First Presbyterian Lot
- > The County Court Complex
- > The St. Mark's Evangelical Lutheran Church lot at the corner of Union and William Streets
- > The Masonic Hall Lot
- > The Zion United Lot
- > The Library Lot

Additionally, the City already owns a parcel on the south side of William Street, one building down from City Hall. This lot is currently used for overflow fleet parking, but could be used as a potential location for employee, valet special event parking, or public parking on evenings and weekends. Efforts should be made to work with adjacent property owners to establish cross-access connections or expanded parking areas.

Developing a partnership to allow for downtown parking uses on these lots would provide additional parking during community events, and help relocate employee and some patron parking outside the core, freeing up spaces in the regularly saturated areas.

## CASE STUDY: HISTORIC DUBLIN PARKING AGREEMENTS



Dublin, Ohio has implemented a series of strategic investments to improve the supply and utilization of parking in its successful historic downtown. These include strategic partnerships with downtown institutions located on the edges of the core to secure additional parking for various users. The City has established parking agreements with the Dublin Branch of the Columbus Metropolitan Library, the Indian Run Elementary School, and the Dublin Community Church. Each of the agreements was structured to meet specific parking needs in downtown. The library agreement secured 15 employee spaces for downtown business members in the Historic Dublin Business Association. This relieved pressure on the City's most popular public parking lot. The City improved the edge of the library lot with a sidewalk and pedestrian

connection as part of this initiative and was permitted to post signs in the lot reserving their use. The agreement with the Dublin Community Church secured 30 spaces for exclusive use by employees of a downtown business who expanded operations but did not have sufficient parking. The City acts as a broker between the business and the church and pays an annual per space fee. Spaces are signed and reserved for employee use during business hours. The City also provides financial contributions to maintenance and snow removal of the church lot. The agreement with the elementary school secured the use of the school parking lot for after-hours valet parking, used by a third party valet operator serving nearby restaurants. The school reserves the right to use the lot after hours when necessary, at which time the valet uses a nearby public lot as a secondary location.

## Core Parking Lots

The three primary public parking lots within the downtown core are surrounded by individual private lots, which can make it unclear where the public spaces end and the private ones begin. Therefore it will be important to work with these property owners to improve downtown parking.

Where possible, the City should work with property owners to negotiate shared public/private parking agreements. This should provide for consolidated maintenance and improvements in exchange for public use of private spaces. The particular details of which spaces and at what times private spaces could be used by the public will need to be negotiated on a case by case basis, but there would likely be a need to reserve some spaces for private use during business hours, or at all times. **Consistent and coordinated signage will be necessary to avoid confusion and set expectations.**

There are significant site complexities associated with each of the three public lots and adjacent private lots that will need to be considered when discussing consolidated maintenance and improvements. These include existing utilities and drainage issues, among others. Improvements to these lots will take significant coordination between public and private partners, however the completed improvements will improve the parking experience and efficiency of the system.

As opportunities arise, the City should strategically acquire privately owned surface parking lots for permanent public use. Where outright purchase by the City can be negotiated, these opportunities should be capitalized upon to ensure public control of prime parking areas.

Within the short-term, improvements can be made to strengthen the vehicular connections between lots by eliminating physical and visual barriers and securing cross-access easements. This will enhance the ability of visitors to find parking within the downtown.

A vehicular connection from the rear portion of the William Street lot through the PNC/Gazette building lot to Winter Street (in the location of the recent pedestrian connection improvement) would significantly improve circulation within this block. This portion of the William Street lot is currently difficult to access and physically removed from the larger public parking area accessed from William and Union Streets. This connection would also allow for more direct circulation between the Winter and William Street public lots.

Improvements to parking lots within the downtown core should include the incorporation of charging stations for electric cars, which are increasing in popularity. Currently, the City is investigating the potential of installing electric car chargers in the William Street lot.

Given the limited dimensions and elevation changes in the Winter Street lot, opportunities for improved circulation are limited. However, there is an opportunity to modestly increase capacity by restriping portions of the lot to create a small number of additional spaces in location where drivers already park illegally on a regular basis. A more significant opportunity to upgrade this lot would involve consolidation of the adjacent private parking areas and relocation of dumpsters (through negotiations with private



New Pedestrian Connection from Winter Street to William Street Lot

# Recommendations

## Core Parking Lots

property owners) to create a more cohesive parking lot, and thereby increasing available parking capacity. Similar opportunities exist in the William and Franklin Street lots. Aesthetic improvements in each of these lots, while not affecting parking supply, would contribute to the quality of the parking experience in these prime parking locations. Currently, pavement conditions are either of poor quality, or of inconsistent quality between public areas and adjacent private parking lots. The entry points to these lots are generally uninviting, and where pedestrian facilities exist within the lots, these are sometimes obstructed with utility infrastructure and do not provide consistent or accessible connections to surrounding streets.

Circulation in the Franklin Street lot is generally adequate, with direct connections to both William Street and Franklin Street. However, there may be a larger opportunity to improve overall circulation between Sandusky and the Franklin Street lot by converting the one-way portion of Franklin Street (north of Winter Street) to two-way travel. A traffic study would be necessary to determine the feasibility of a directional conversion, and the potential impact on existing on-street parking spaces along Franklin Street.

TIMEFRAME	CORE PARKING LOTS	RECOMMENDATIONS
	Improve vehicular connections between lots by eliminating physical and visual barriers and securing cross-access easements.	Improve vehicular connections between lots by eliminating physical and visual barriers and securing cross-access easements.
	Create a vehicular connection from the William Street lot, through the PNC/Delaware Gazette lot, to Winter Street.	Create a vehicular connection from the William Street lot, through the PNC/Delaware Gazette lot, to Winter Street.
	Increase capacity of the Winter Street lot by restriping portions of the lot to create a small number of additional spaces in location where drivers already park illegally on a regular basis.	Increase capacity of the Winter Street lot by restriping portions of the lot to create a small number of additional spaces in location where drivers already park illegally on a regular basis.
	Work with adjacent property owners to address pavement condition within the public lots and the adjacent private lots.	Work with adjacent property owners to address pavement condition within the public lots and the adjacent private lots.
	Improve the entrance points to the lots, providing aesthetic improvements to make them more inviting to pedestrians and motorists.	Improve the entrance points to the lots, providing aesthetic improvements to make them more inviting to pedestrians and motorists.
	Improve pedestrian facilities in the lots, and in the entrances to the lots.	Improve pedestrian facilities in the lots, and in the entrances to the lots.
	Building on the City's initiative, install additional charging stations for electric cars in the downtown core parking lots.	Building on the City's initiative, install additional charging stations for electric cars in the downtown core parking lots.
	Upgrade the Winter Street, William Street, and Franklin Street lots by consolidating the adjacent private parking areas and relocating dumpsters (through negotiations with private property owners) to create a more cohesive parking lot, and thereby increasing available parking capacity.	Upgrade the Winter Street, William Street, and Franklin Street lots by consolidating the adjacent private parking areas and relocating dumpsters (through negotiations with private property owners) to create a more cohesive parking lot, and thereby increasing available parking capacity.
	Negotiate shared public/private parking agreements with property owners who control lots immediately adjacent to public lots.	Negotiate shared public/private parking agreements with property owners who control lots immediately adjacent to public lots.
	<b>Strategically</b> acquire privately owned surface parking lots for permanent <b>public use</b> as opportunities arise. Where outright purchase by the City can be negotiated, these <b>opportunities</b> should be seized to ensure public control of prime parking areas.	<b>Strategically</b> acquire privately owned surface parking lots for permanent <b>public use</b> as opportunities arise. Where outright purchase by the City can be negotiated, these <b>opportunities</b> should be seized to ensure public control of prime parking areas.
	Conduct a traffic study to understand the feasibility of improving overall circulation between Sandusky and the Franklin Street lot by converting the one-way portion of Franklin Street (north of Winter Street) to two-way travel.	Conduct a traffic study to understand the feasibility of improving overall circulation between Sandusky and the Franklin Street lot by converting the one-way portion of Franklin Street (north of Winter Street) to two-way travel.

### **PART 3: STANDARDS APPLICABLE TO ALL PROPERTIES IN THE HISTORIC DISTRICT**

#### **Treatment of Brick Exteriors**

Brick shall not be cleaned with abrasive techniques. The method of cleaning, removing dirt or paint, replacing, or repairing of the brick or mortar shall be reviewed for approval or modification by the City or, upon appeal by the Applicant, by the Historic Preservation Commission.

For historic buildings, any unpainted surface such as, but not limited to, masonry such as brick, or stone shall not be painted. In the event that an existing unpainted surface cannot be restored or preserved through acceptable means, painting of the surface may be considered as a last resort.

#### **Painting Exteriors of Buildings**

In choosing colors for a historic building in the Historic District, applicants shall use colors that are appropriate to the age and style of the building. In choosing paint colors for a non-historic building in the Historic District, applicants shall use colors that are appropriate to the overall character, age, and style of the Historic District. No garish, bright, or fluorescent colors will be permitted.

Historic and non-historic buildings shall not be painted so as to enlarge and/or extend the signage area beyond the approved signage, or to use the building itself as corporate identification.

#### **Parking Lots**

New parking lots (including expansions of five or more parking spaces) within the Downtown Historic District shall be screened from the public way by means of fencing and landscaping. **A brick or stone wall may be used instead of a fence.** A permanent fence shall extend over the entire length of the lot that is visible from the public way, except where access is required. The fence shall not be more than four feet behind the back of the sidewalk.

The fence shall be historically-appropriate wrought iron or other metal made to resemble historically-appropriate wrought iron. Posts may be the same metal as the fence or may be of brick, stone, or pre-cast concrete masonry. In the residential districts only, fences and posts made of wood are also permitted.

The fence or wall shall be not more than 3 feet high. A landscaped area shall exist behind a fence, planted with dense shrubbery to hide the lot from view from the public way. No landscaped area is required behind a wall but is encouraged in front.

All landscaping (except for tree trunks and the like) shall be planted and kept trimmed from the clear sight zone that exists between three feet and six feet above the pavement everywhere within the parking lot plus along any vehicular access into or out of the parking lot.

All such parking lots shall have at least 10% of their surface area covered by landscaped areas.

#### **Rear and Sides of Buildings**

Although these Standards address street fronts primarily, the rear and sides of a building are also important. Because these are visible from adjacent properties and often from parking areas or side streets, they can enhance or diminish the appearance of an entire area. The rear and sides of a building shall be compatible in design with the front façade.

#### **Roof-Mounted Mechanical Equipment**

Roof-mounted mechanical equipment and other projecting items shall not be prominently visible from an adjacent right-of-way.

#### **Awnings and Canopies**

Awnings shall be constructed of non-coated cloth material attached to a rigid or retractable frame. The outer edge (skirt) of a sloped awning shall not be more than 10 inches high. Awnings may only be supported by the building to which they are attached. "Awning" means a structure attached to a building constructed of a rigid fixed or retractable metal frame covered with cloth fabric.



**CITY OF DELAWARE  
PLANNING & COMMUNITY DEVELOPMENT**

**Certificate of Appropriateness Application**

**Downtown Historic District and Certificate of Appropriateness Information**

The City of Delaware Planning and Community Development Department works to help you obtain a Certificate of Appropriateness (COA) for your property located in the Downtown Historic District. The Certificate of Appropriateness review process is designed to preserve buildings that are architecturally and historically significant. The establishment of such districts recognizes the particular historic and architectural qualities of neighborhoods and buildings and encourages their protection and maintenance for the benefit of the entire City. The Historic Preservation Commission (HPC) reviews and decides on all Certificates of Appropriateness.

**What is the Downtown Historic District?** The Downtown Historic District is comprised of three subdistricts, Downtown Core, Transitional and Residential. Refer to the map in the appendix of the *Architectural Standards for the Downtown Historic District* for subdistrict boundaries.

**When is a COA needed?** Changes to sites or to the exteriors of existing buildings within the Downtown Historic District (Downtown Core, Transitional and Residential) must receive a COA from the HPC before the work can begin. Changes that require a COA include signage, painting (other than maintenance), rehabilitation, total or partial demolition or addition, new construction and site changes. A COA permit is available on the Forms and Permits Page:  
<http://www.delawareohio.net/formspermits.html>

**Does being in a historic district mean that I can never change the appearance of my property?** No. Properties in historic districts are not frozen in time. Historic district protection is designed to ensure that when changes occur, they do not destroy the unique qualities of the district.

**What guidelines have been established for the historic district?** The City has created the *Architectural Standards for the Downtown Historic District* to assist property owners, business owners,

architects and contractors who are proposing work on any building or site within the historic district. This guide can be downloaded from the City's website:  
<http://www.delawareohio.net/formspermits.html>.

**My building is not very historic, but it is in a historic district. Do I need a COA to make exterior changes?** Yes. A major goal of local historic districts is maintaining the overall character of the area. Prior to designation most districts have had a certain amount of infill new construction - some sensitive, some not. Reviewing proposed changes to non-historic properties as well as historic properties insures that more recent construction will not become more intrusive and hopefully will become less so.

**What is an Informal Review?** Applicants interested in exploring their options for signage, rehabilitation, new construction or site changes are strongly encouraged to attend an Informal Review to receive feedback from the HPC to address any initial concerns with the application prior to a formal application submission. Informal Reviews are held at the beginning of each HPC meeting. Contact the Planning and Community Development Department for more information on the Informal Review process.

**Where do you apply for a Certificate of Appropriateness?**

Planning & Community Development Department  
1 South Sandusky Street  
Delaware, Ohio 43015

Voice: (740) 203-1620

Fax: (740) 203-1699

Hours: 8:00am – 5:00pm, Monday to Friday

Application information is also available on the City's website:

<http://www.delawareohio.net/formspermits.html>

**What is the next step once the application is approved?** The applicant must then obtain the necessary permit(s) in order to begin construction work.



**CITY OF DELAWARE  
PLANNING & COMMUNITY DEVELOPMENT**

FOR STAFF USE ONLY:

2017-

HPC \_\_\_\_\_

**Certificate of Appropriateness Application**

**Applicant Information** (please type or print legibly)

Historic Subdistrict  Downtown Core  Residential  Transitional

Address 20 East William Street

Parcel Number(s) 519-434-09-026-000

Applicant Name/Contact Person R. Thomas Homan, City Manager Phone 740-203-1012

\*if the applicant is not the owner, the property owner is required to sign the application to authorize proposed changes.

Address City of Delaware, 1 South Sandusky Street, Delaware, OH 43015

Fax \_\_\_\_\_ Email rthoman@delawareohio.net

Property Owner City of Delaware Phone 740-203-1012

Address 1 South Sandusky Street, Delaware, OH 43015

Fax \_\_\_\_\_ Email rthoman@delawareohio.net

**Project Type**

Signs or Graphics  New Construction  Exterior Building/Site Alterations  
 Demolition Permit(s)  Other (specify): \_\_\_\_\_

**Work Description** (please type or print legibly)

Describe the proposed project in detail, describing materials and colors proposed, including all changes to the building, site or lot. Include all features to be removed, altered, or added and provide a narrative of why the particular type of construction or other environmental changes are being proposed. Indicate all materials to be used. Attach additional sheets as needed.

**Demolition of the structure at 20 East William Street to create a municipal public parking lot.**

**See attached report.**

**Materials to submit with application** (as needed):

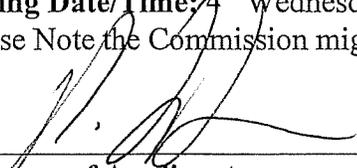
- **Photographs**, digital copies or copied from a negative, not photocopied.
- **Site Plans** showing view from above plus elevation plans showing the view from front, sides, and rear;
- **Drawings for New Construction, Modifications or Signs**, showing dimensions, setbacks, colors, and specifications of any window, door, trim, lintel, sign, base, header, or other element to be installed/modified.
- **Material Samples/Manufacturers Brochures**: which show/describe materials to be used.
- **Interior floor plans**, where appropriate.
- **OHPO Submission**: if applicant submits the same project to Ohio Historic Preservation Office, all information contained in that application shall be submitted with the City application.
- **Variance Explanations**: If the Applicant believes that strict application of the Standards and Guidelines for the Historic District will create a substantial economic hardship or that there is an unusual and compelling circumstance, a narrative to support a Variance from, or waiver of, the Code requirements may be submitted. The Variance or waiver shall be granted only if the Commission deems that at least one of the following 6 criteria is met:
  - There would be substantial economic reduction in the value of the property due to application of the Standards and Guidelines;
  - The property cannot be maintained in its current form and substantial economic burden would result from the application of the Standards and Guidelines;
  - No reasonable alternative exists;
  - The property has little or no historical or architectural significance;
  - The property cannot be reasonably maintained in a manner consistent with Standards and Guidelines; or
  - No reasonable means of saving the property from deterioration, demolition, or collapse exists.
- **Nine (9) copies** of all items should be submitted with the application.

**Deadline:** Applications must be submitted 30 days prior to the Historic Preservation Commission meeting.

**Public Notification:** Staff will notify property owners within 150' of the site.

**Meeting Date/Time:** 4<sup>th</sup> Wednesday of each month at 7:00 pm in Council Chambers at 1 South Sandusky Street.

\*Please Note the Commission might table the application if the applicant is not present to answer questions.

  
 \_\_\_\_\_  
 Signature of Applicant

**9/8/2017**  
 \_\_\_\_\_  
 Date

n/a  
 \_\_\_\_\_  
 Signature of Owner (if not the Applicant)

\_\_\_\_\_  
 Date

Application Fee \$50.00    Fees Received \$ \_\_\_\_\_    Received by \_\_\_\_\_    Date \_\_\_\_\_



## **The Sheets Building | Study Summary**

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20 East William Street, Delaware, Ohio

# The Sheets Building | Study Summary

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Researched and Compiled by  
City of Delaware Planning and Community Development Department  
for Delaware City Council

A Special Thank You to the Delaware County Historical Society  
and Delaware County Genealogical Society  
For Assistance With This Project

David M. Efland, AICP, Director  
Javier Melendez-Galinsky, Planning Intern  
City of Delaware Planning and Community Development Department  
1 South Sandusky Street, Delaware, OH 43015

Created: July 2017

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# The Sheets Building | Overview

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## Overview

The purpose of this report is to document the history of The Sheets Building located at 20 East William Street, also known as the former Delaware Engineering Building, and to help educate the public about the role the building and its former owners and occupants have played in the City of Delaware throughout the years.

The study was undertaken so that in the event any major change to the structure be advanced, a tool to better educate the public about the property can be provided to help make a well-informed and thought-out decision regarding the future of this historic site.

As of this writing, The Sheets Building is vacant. It is owned by the Delaware City Government and has not been used since 2015 when it last served as office space for the City Engineering Department.

With the conclusion of this study, it is intended to have compiled a well-documented history of the site, the building, and its occupants as they relate to the history of the City of Delaware.

# The Sheets Building| Historic District Overlay

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The subject site at 20 East William Street is located on the south side of East William Street between South Sandusky and South Union Streets, in the Transitional Sub-district of the Downtown Historic District Overlay. The properties immediately to the north also lie within the Transitional Sub-district, while the properties immediately to the west and south are within the Downtown Core Sub-district of the Downtown Historic District Overlay. The properties to the east are outside of the Downtown Historic District Overlay. 20 East William Street is not included individually on the National Register of Historic Places nor included in the National Register Sandusky Street Historic District.

As of this writing, the zoning of the property is B-2 (Central Business District), as are the properties to the north, south, east, and west. The site is centered in the streetscape amongst an eclectic collection of buildings and uses. To the east lies St. Mark's Lutheran Church and to the west is the vacant former Delaware Gazette Building and the adjacent City Hall for the City of Delaware. To the north, or the building's street side elevation, the city block is comprised of a coffee shop and bakery, a hair salon, a gas station, a city parking lot, and a plumbing contractor business. To the south, lie an apartment building and a 'pay-day loan' facility.

# The Sheets Building|

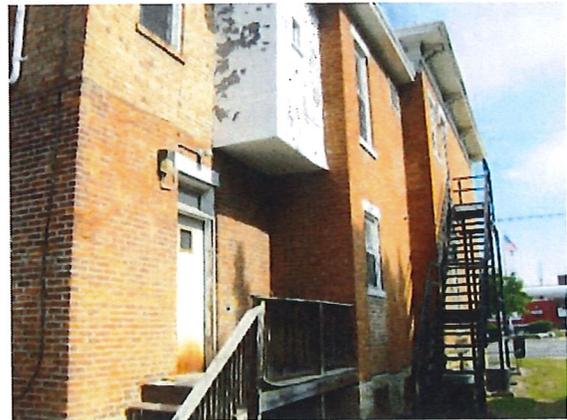
## Architecture and Building Additions

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Italianate architecture was a recognizable architectural movement that took place in the United States and Europe during the second half of the 19<sup>th</sup> century. It is considered a phase of the Classical architectural movement. Key design aspects of this style include low-pitched or flat roofs, cornice (ledge) structure and detail, pediment windows and doors, and a tall first floor with tall windows to suggest a "Piano Nobile." ("Piano nobile," Italian for "noble floor," refers to the principal floor of a large house containing the principal reception room and bedrooms of the home.) This type of architectural style is prevalent in the City's downtown district since the majority of the buildings were constructed during this time period, including The Sheets Building.

It is likely that over the years, The Sheets Building underwent some structural additions to its physical structure. Many of these additions can be seen with the naked eye, simply by looking at the exterior of the building. Although it is not certain of the years when these additions were made, it is apparent that some physical aspects of the current building were not part of its original structure. Given its Italianate architectural style, one can tell that the original building design was a fairly simple and straightforward brick design. Because of this, it is likely that a handful of features, even some older ones like the wraparound porch on the front, were built as additions to the original structure. A picture of the first city hall has The Sheets Building pictured off in the distance. One can see in the circa 1900 photograph, on page 29 of this study, that the building did not yet have the front porch and second floor balcony as it does today.

Other additions to The Sheets Building include the fire escape on the east side of the building, likely built during the time when The Sheets Building housed several apartments, as well as the second level on the backside of the building. On the east back addition to The Sheets Building, one can see a line just before the second level where the color of brick on the building changes. The change is clearly noticeable and suggests that this was where an addition to the building took place.



# The Sheets Building |

## History of the Building and Site

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### History of the Building and Site

The building at 20 East William Street was most likely built circa 1880-1885. The earliest Sanborn maps showing the building date back to 1885. In these maps, the building can already be clearly identified. It is a two story structure and is approximately 3,016 square feet.

It is unclear who commissioned the buildings construction. According to the Delaware Historical Society, Edwin D. Sheets, a Delaware farmer and first official embalmer in the county, purchased the parcel (Lot 79) in the late 1800's and commissioned the construction of the building, although this information was difficult to confirm. Mr. Sheets operated his undertaking business at 19 West Winter Street (current location of Gibson the Florist), where he also sold furniture, before moving it to 20 East William Street in between 1899 and 1901. The Sanborn maps show the building as early as 1880. Because of this, it is unclear to us who exactly constructed the building.

Born in 1858 in Delaware County, Edwin spent most of his life as a farmer. However, according to his obituary and as mentioned above, he was also registered as Delaware County's first official Embalmer. He worked as a mortician for 25 years before retiring back to his roots as a farmer.

The earliest ancestors of Mr. Sheets arrived in the country during colonial times. Edwin's great grandfather, Jacob Sheets was born sometime between 1730 and 1740 in the German Palatine region. In 1753, Jacob left his native Germany, escaping the possibility of war and economic hardship, and arrived in Philadelphia via Rotterdam on a ship named the Snowy Rowan. Jacob started a family in colonial America and settled in Virginia. Henry Sheets, Edwin's grandfather, was the first of the Sheets family to move to Ohio. He moved to Delaware County with his wife and son in 1834. Benjamin Sheets (Edwin's father) was 18 years old at the time. Henry remained there with his family until his death in Brown Township in 1856. Edwin was born two years later to Benjamin in 1858.

At the time of their move to Ohio, the Sheets family was generally poor. Benjamin Sheets worked hard through his life to attain a level of wealth and affluence previously unseen by his family in America. By the time Edwin was born, his father Benjamin had acquired enough wealth to purchase his own tract of farmland (530 acres) in Brown Township and was able to build his own farmhouse on the land. His hard work elevated the status of the Sheets family in Delaware County.

Edwin Sheets established the funeral home on Lot 79 in Delaware between 1899 and 1901(Delaware City Catalogues 1899 &1901). According to the 1899 Delaware City Catalogue, Mr. Sheets operated his furnishing business on Winter Street but by 1901 had moved his business operation to 20 East William Street Mr. Sheets was one of four undertakers in town during the time. It should be noted that although Mr. Sheets' business is listed as "Furniture" in 1899, it was not uncommon for furniture makers to take on the responsibility of local undertaker for their communities. Because of their skills in furniture making, they were commonly called upon to build coffins or caskets for the recently deceased. It was not until the practice of embalming became commonplace towards the latter half of the 1800's that the business of undertaking became a recognized profession. Funeral homes were relatively unheard of before this time, since the practice of viewing the deceased in the family home was a common practice.

The Sheets Building was the first permanent structure, as we think of them today, to be constructed at the site. At some point before the construction of the City Hall and Opera House in 1882, a horse stable existed on the lot to aid guests of the Shoab Public House, a local pub that stood on the corner now occupied by City Hall. Local historians believe that the women's temperance movement in Delaware eventually led to the closure of this business establishment.

Edwin Sheets established the property as a funeral home. Mr. Sheets ran the funeral home at the site until 1906 when he sold it to the Miller brothers. By 1908, the Miller brothers (Orestus F. and Hiram H.) had taken ownership of the property and continued to operate the building as a funeral home. They continued the undertaking business that had been established on the site by Mr. Sheets. They also advertised their undertaking business as providing an ambulance service. By adding this service, they were able to provide the only ambulance service in town.

The Millers operated their business out of The Sheets Building for 15 years. Life may have gotten rather difficult for the Miller brothers and their family throughout their time owning the property. In 1913, Orestus Miller sold his portion of the property to his brother Hilas. Orestus no longer had a mortgage on the property but continued to live in the building (most likely on the second level above the funeral home) while paying rent to his brother and proprietor Hilas, who had likely moved to Kentucky by this time. In 1921, Hilas sold the property to Grover and Blanche Fawcett, a couple from Kentucky who had come to Delaware and soon took over the funeral home with the purchase of the property. Only 10 days after the sale, the Delaware Journal Herald reported that Mrs. Jessie Miller had divorced Mr.Orestus Miller on the grounds of cruelty. Orestus did not contest the suit.

The Fawcett's were the last owners who operated the property as a funeral home. They operated the funeral home on site until 1947. It was then briefly converted into a laundromat before being converted into apartments. It remained as apartments until it was purchased by the city in 2001 and retrofitted to serve as office space. Since the

city's, engineering department stopped using the building for their office space in 2015, The Sheets Building has been vacant. Although vacant, it remains in fair condition.

# The Sheets Building | Deed Transfers

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**6/15/2001-Present**-City of Delaware- Walter D. Thomson sells the building to the City of Delaware.

(1993-2001) Walter D. Thomson- Polly Horn sells the building to its final owner, Walter Thomson, before the property is transferred to ownership by the city.

(1959-1993) John and Polly Brehm- the Brehm's purchase the property which is still being used as apartments. Four years later, in 1954, John Brehm passes away. A widowed Polly Brehm continues to maintain ownership of the property. In 1983 she remarries a Mr. Robert E. Horn, changing her name to Polly Horn.

(1950-1959) Merrit and Anna Nash- the Nash's' purchase the property from Frank and Marie Harvey and Fannie Hageman. Nine years later, a widowed Anna M. Nash sells the property to the Brehms.

(1948-1950) Frank J Harvey, Marie A. Harvey, and Fannie E Hagman. These three citizens purchase the property in April of 1948. They owned it for only two years before selling it to the Nashs' and purchased the property from Donald and Mildred Warren.

(1945-1948) Donald J Warren and Mildred Warren. In 1945, the Warren's purchased the property from Blanch A. Fawcett, a widow. They owned the property for three years before selling it to the Harvey's.

(1935-1945) Blanche A. Fawcett. Grover C. Fawcett, husband of Blanche, sells the property to his wife in 1935. The reason for this transaction is not certain but may have been due to personal illness, seeing that Grover Fawcett passes away only a few years later. The Fawcett's operated the funeral home and advertised themselves as one of the only Ambulance service providers in the area.

(1913-1922) H.H Miller. Hilas Miller owns the building for a significant period of years but likely moves off the property soon after assuming ownership. In 1922, Hilas Miller sells the property to Blanche and Grover Fawcett.

(1906-1913)H.H. & O.F Miller. The two Miller brothers are the second owners of the building and continue its operation as a funeral home. In 1913, O.F Miller and wife sell/convey their one-half interest in the lot to Hilas H. Miller. O.F Miller and wife continue to live on the site.

(construction Ca.1880-1901) Edwin D. Sheets and wife. Mr. Sheets sells the property to the Miller Brothers in 1906.

# The Sheets Building | Contextual Timeline

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Circa 1899-1901- Edwin D. Sheets begins his business as an undertaker in the property at 20 East William Street

1906- Miller Brothers (O.F and Rev. H.H.) purchase the building from Edwin Sheets and continued serving the community with embalming/funeral services and ambulance. It is likely under their ownership that an extension to the building is made. Orestus and his wife also reside in The Sheets Building during this time as their primary residence.

1913- Miller Brothers funeral service becomes owned and operated solely by Hilas H. Miller. Delaware Gazette reports in its May 20<sup>th</sup> paper the deed transfer and transfer of property "O.F. Miller and wife to Hilas H. Miller, inlot 79, city of Delaware \$1."

1920- U.S. Census lists O.F Miller as a resident of The Sheets Building (20. East William Street.) but is no longer an owner. He rents the building from his brother Hilas, who now owns the building but lives in Ashland, Kentucky.

July 12/1921- The Delaware Journal Herald reports that the Miller Property (20 East William Street) has been sold, the deed being mailed by Hilas H. Miller from Kentucky to the new owners in Delaware.

July 22/1921- A July issue of the Delaware Journal Herald reports that Mrs. Jessie F. Miller is granted a divorce from her husband O.F Miller on the grounds of cruelty. She then reassumes her maiden name of Jessie Main.

1922- Business is transferred to the Fawcett brothers. Ads also appear in local newspapers for Morrison & Powell Undertaking who offer ambulance service as well at a different address. This makes it clear that Fawcett Bros were not the only undertaking service in town and that there was some local competition within the industry.

1935- Building is transferred to Grover C. Fawcett who maintains sole possession and ownership of the building.

1937- Herschel Brackney and Richard Whiting begin operating the funeral home. The building and parcel is still owned by the Fawcett's

1946- Funeral and embalming services cease operation at 20 East William Street. White Rose Laundry service opens in the building.

1950-business/commercial operations cease at 20 East William Street The building is converted/retrofitted into 3 apartment units.

1959- The building is purchased by Polly Horn. Still houses 3 apartment units.

1993-Walter D. Thomson purchases the building/

2001- City of Delaware purchases the building from Walter D. Thomson for \$100,249. The building is retrofitted to house offices for the city's engineering department.

# The Sheets Building | Subject Property

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Parcel Number: 519-434-09-026-000

Acres: 0.189

Lot: 79

Land Use: B-2 Central Business District (2017)

Total Market Value= \$195,800

Market Land Value= 84,000

Market Impr Value=\$111,800

\*Delaware County Auditor Valuation\*



## House Information

Built: Ca. 1880

Stories: 2, plus basement

Square Footage: 3016

# The Sheets Building|

## Deed/Property Descriptions

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### Deed/Property Descriptions

#### Vol.128 Pg.8

Edwin D. Sheets and Almedia Sheets **TO** Hilas H. Miller and Orestus J. Miller. June 20, 1906 pg.8

“The following derived premises, situated in the City of Delaware, County of Delaware and State of Ohio and known as being In Lot number Seventy-Nine (79) in the city, county and State aforesaid.”

#### Vol.139 Pg.580

QUIT-CLAIM DEED

Orestus F. Miller and wife Jessie **TO** Hilas H. Miller. May 14, 1913

“And known as being in lot number, Seventy Nine (79) in the said city of Delaware, Ohio; as numbered on the plat thereof. And being the undivided one-half interest conveyed to said Orestus F. Miler by Edwin D. Sheets and wife by deed dated March 10, 1906 and recorded in vol.128 page 8, Record of Deed of Delaware County, Ohio.”

#### Vol.158 Pg.17

Hilas H. Miller and Jean Miller **TO** Grover C. Fawcett and Blanch L. Fawcett. July 19<sup>th</sup> 1921

“And known as being In lot Number Seventy Nine (79), in said City, being the same premises conveyed by Edwin D. Sheets and wife to Grantor, Hilas H. Miller and Orestes F. Miller, jointly, see deed record Vol. 128, page 8, and by Orestes F. Miller and wife, Jessie who conveyed their undivided one half interest in said Lot 79 to said Grantor, Hilas H. Miller, May 14, 1913, see Deed Record, Vol. 139, Page 580, Deed Record of Delaware County, Ohio, and all property of every kind and character connected with said real estate.”

### **Vol.181 Pg.560**

Grover C. Fawcett **TO** Blanche A. Fawcett. January 22<sup>nd</sup> 1935

“Being an Undivided one-half interest and known as and being InLot number Seventy Nine (79), in said City, being the same premises conveyed by Edwin D. Sheets and wife to Hilas H. Miller and Orestes F. Miller and wife, Jessie, who conveyed their undivided one half interest in said lot in said Lot 79 to said Hilas H. Miller, May 14, 1913, See Deed Record, Vol.139, page 580, Deed Record of Delaware County, Ohio, and all property of every kind of character connected with said real estate.”

### **Vol.209 Pg.280**

Blanche A. Fawcett **TO** Donald J. Warren and Mildred Warren. May 15<sup>th</sup>, 1945

“Being the E ½ of Lot #79, more particularly described as follows: Beginning at the northeast corner of said Lot No. 79 at an iron pipe; thence west along the north line of said Lot No. 79 at an iron pipe; thence west along the north line of said lot passing over an iron pipe at 200 feet; thence east along the south line of said lot, 52.1 feet to the southeast corner of said Lot no.79; thence north along the east line of said Lot No.79, 208.4 feet to an iron pipe at the northeast corner of said lot to the place of beginning, crossing over an iron pipe at the northeast corner of said lot to the place beginning, crossing over an iron pipe 8.4 feet north of the southeast corner of said Lot No.79.

Also a perpetual easement and right of way for the purpose of use as a driveway on and over and the following premises; being a strip of land nine (9) feet in width off the east side of the west half of lot No.79, immediately abutting the property above the described and extending from the North line of said Lot No.79 to the South line thereof.”

### **Vol 223 Pg.589**

Donald J. Warren and Mildred Warren **TO** Frank J. Harvey, Marie A. Harvey and Fannie E. Hageman. April 2<sup>nd</sup>, 1948

“Being the E. ½ of Lot No.79, more particularly described as follows: Beginning at the northeast corner of said Lot.79 at an Iron Pipe; thence west along the north line of said Lot No.79, 52.1 feet to an Iron Pipe; thence south 208.4 feet to the south line of said lot, 52.1 feet to the southeast corner of said lot No.79; thence north along the east line of said Lot no. 79, 208.4 feet to an iron pipe at the northeast corner of said lot to the place of beginning, crossing over an iron pipe 8.4 feet north of the southeast corner of said Lot No.79.

Also a perpetual easement and right of way for the purpose of use as a driveway on and over the following premises; being a strip of land nine (9) feet in width off the east side of the west half of Lot No. 79, immediately abutting the property above described and extending from the north line of said Lot. No. 79 to the south line thereof.

Being the same premises conveyed to these grantors herein by deed dated May 15, 1945 and as recorded in Vol.209, page 280 of the Deed Records, Delaware County, Ohio.”

### **Vol. 232 Pg.385**

Frank J. Harvey, Marie A. Harvey and Fannie E. Hageman **TO** Merrit J. Nash and Anna M. Nash. May 18, 1950

“Being the North part of the East one-half of Lot No.79 in said City, more particularly described as follows: Beginning at the northeast corner of said Lot.79 at an Iron Pipe; thence west along the north line of said Lot No.79 at an iron pipe; thence West along 52.1 feet to an Iron Pipe; thence south 208.4 feet to the south line of said lot, 52.1 feet to the southeast corner of said lot No.79; thence north along the east line of said Lot no. 79, 208.4 feet to an iron pipe at the northeast corner of said lot to the place of beginning, crossing over an iron pipe 8.4 feet north of the southeast corner of said Lot No.79.

Also a perpetual easement and right of way for the purpose of use as a driveway on and over the following premises; being a strip of land nine (9) feet in width off the east side of the west half of Lot No. 79, immediately abutting the property above described and extending from the north line of said Lot. No. 79 to the south line thereof.

Being the same premises conveyed to these grantors herein by deed dated May 15, 1945 and as recorded in Vol.209, page 280 of the Deed Records, Delaware County, Ohio.”

### **Vol.286 Pg. 212**

Anna M. Nash **TO** John F. Brehm. December 18, 1959

“Being the North part of the East one-half of Lot No.79 in the said city, more particularly described as follows: Beginning at the northeast line of said Lot.79 at an iron pipe; thence West along the North along the North line of said Lot No.79 at an iron pipe; thence West along the north line of said Lot No. 79 52.1 feet to an iron pin; thence South 158.4 feet to the Northwest corner of a tract deeded by Frank J. Harvey, et al. to W. D. Thomson, et al., April 2, 1948 (See Vol.223 D.R.591); thence Easterly along the North line of said Thomson tract 52.1 feet to the east line of Lot No. 79; thence North along the East line of Lot No. 79 158.4 feet to an iron pipe at the Northeast corner of said Lot and the place of beginning.

Also a perpetual easement and right of way for the purpose of use as a driveway on and over the following premises; Being a strip of land 9 feet in width off the East side of the West half of Lot No.79, immediately abutting the property above described and extending from the North line of said Lot No. 79 to the South line thereof, to be used jointly with others having the use of said easement.

For last former instruments of conveyance see Warranty Deed from Frank J. Harvey, et al. to Merrit J. Nash and Anna M. Nash, dated May 12, 1950, recorded Vol.232, page 385, Delaware County Deed Records, and commissioner's Deed dated October 14, 1954, recorded Vol.254, page 47 Delaware County Deed Records."

### **Vol. 559 Pg. 588**

Polly W. Horn **TO** Walter D. Thomson and Helen U. Thomson. July 1, 1993.

"Being the North part of the East one-half of Lot No.79, in said City, more particularly described as follows: Beginning at the Northeast corner of said Lot No.79 at an iron pipe; thence West along the North line of said Lot No. 79, 52.1 feet to an iron pin; thence South 158.4 feet to the Northwest corner of a tract deeded by Frank J. Harvey, et al. to W. D. Thomson, et al., April 2, 1948 (see Vol.223 D.R. 591); thence Easterly along the North line of said Thomson tract 52.1 feet to the East Line of Lot No.79; thence North along the East line of lot No. 79, 158.4 feet to an iron pipe at the Northeast corner of said Lot and the place of beginning.

Also a perpetual easement and right-of-way for the purpose of use as a driveway on and over the following premises: Being a strip of land 9 feet in width off the East side of the West half of Lot No. 79, immediately abutting the property above described and extending from the North Line of Said Lot No. 79 to the South line thereof, to be used jointly with others having the use of said easement."

### **Vol.103 Pg.1147**

Walter D. Thomson **TO** the City of Delaware, Ohio. June 15, 2001.

"Being the North part of the East one-half of Lot No.79, in said City, more particularly described as follows: Beginning at the Northeast corner of said Lot No. 79 at an iron pipe; thence West along the North line of said Lot No.79. 52.1 feet to an iron pin; thence South 158.4 feet to the Northwest corner of a tract deeded by Frank J. Harvey et al. to W. D. Thompson, et al., April 2, 1948 (see Vol. 223 D.R. 591); thence easterly along the North Line of said Thomson tract 52.1 feet to the East line of Lot No.79; thence North along the East Line of Lot No. 79 158.4 feet to an iron pipe at the Northeast corner of said Lot and the place of beginning.

Also a perpetual easement and right-of-way for the purpose of use as a driveway on and over the following premises: Being a strip of land 9 feet in width off the East side of the West half Lot No. 79, immediately abutting the property above described and extending from the North line of said lot No.79 to the South line thereof, to be used jointly with others having the use of easement.

## References

### ARCHITECTURAL INFORMATION

Giedion, Siegfried, et al. "Space, Time and Architecture: The Growth of a New Tradition, 5th Revised and Enlarged Edition." *AbeBooks*, Harvard University Press, 1 Jan. 1967, [www.abebooks.com/book-search/isbn/9780674830400/](http://www.abebooks.com/book-search/isbn/9780674830400/).

"Italianate Architectural Elements." *Italianate*, Middleburgh Telephone Company, 3 Oct. 2009, [web.archive.org/web/20091003132452/http://www.midtel.net/~mcselem/architecture/italianate.htm](http://web.archive.org/web/20091003132452/http://www.midtel.net/~mcselem/architecture/italianate.htm).

### DELAWARE COUNTY

The Delaware County Auditor, Delaware County GIS; <http://www.delco-gis.org/auditor/>

The Delaware County Recorder's Office, 140 North Sandusky Street, First Floor, Delaware, Ohio, 43015. 740-833-2460

The Delaware County Records Center, 50 Channing St, Delaware, Ohio, 43015. 740-833-2140

### DELAWARE COUNTY GENEOLOGICAL SOCIETY

"DCGS." *Delaware County Ohio.*, 2010. Web. 21 July 2017. <http://delawareohiohistory.com/>

"Delaware Business Directory. 1899." Wiggins' Delaware and Delaware County Directory. Vol. IV. Columbus, Ohio: New Franklin Printing, 1899. 165+. Print.

"Delaware Business Directory. 1901." Wiggins' Delaware and Delaware County Directory. Columbus, Ohio: New Franklin Printing, 1901. N. pag. Print.

### PERSONALS

"Drester [Orestes] F Miller in The1910 United States Federal Census." Ancestry.com. Web. 26 July 2017. <[http://search.ancestrylibrary.com/cgi-bin/sse.dll?\\_phsrc=Aec25&\\_phstart=successSource&usePUBJs=true&gss=angs-g&new=1&rank=1&msT=1&gsfn](http://search.ancestrylibrary.com/cgi-bin/sse.dll?_phsrc=Aec25&_phstart=successSource&usePUBJs=true&gss=angs-g&new=1&rank=1&msT=1&gsfn)>.

"Edwin D. Sheets." *Ancestors of Edwin D. SHEETS*. Web. 20 July 2017. <http://jacobsheets.thesheetsfamilytree.com/jacobsheetsfamilies/237.htm>

"Grover C. Fawcett in the Ohio, County Marriages,1774-1993." *Ancestry.com*. Web. 26 July 2017. <[http://search.ancestrylibrary.com/cgi-bin/sse.dll?\\_phsrc=foF1&\\_phstart=successSource&usePUBJs=true&gss=angs-c&new=1&rank=1&msT=1&gsfn](http://search.ancestrylibrary.com/cgi-bin/sse.dll?_phsrc=foF1&_phstart=successSource&usePUBJs=true&gss=angs-c&new=1&rank=1&msT=1&gsfn)>.

"Hilas H Miller in the U.S. City Directories, 1822-1995." *Ancestry.com*. Web. 26 July 2017.  
<[http://search.ancestrylibrary.com/cgi-bin/sse.dll?\\_phsrc=AEc20&\\_phstart=successSource&usePUBJs=true&gss=angs-g&new=1&rank=1&msT=1&gsfn](http://search.ancestrylibrary.com/cgi-bin/sse.dll?_phsrc=AEc20&_phstart=successSource&usePUBJs=true&gss=angs-g&new=1&rank=1&msT=1&gsfn)>.

"Jessie F Miller in the 1910 United States Federal Census." *Ancestry.com*. Web. 26 July 2017.  
<<http://search.ancestrylibrary.com/cgi-bin/sse.dll?db=1910USCenIndex&indiv=try&h=144835955>>.

## APPENDICES

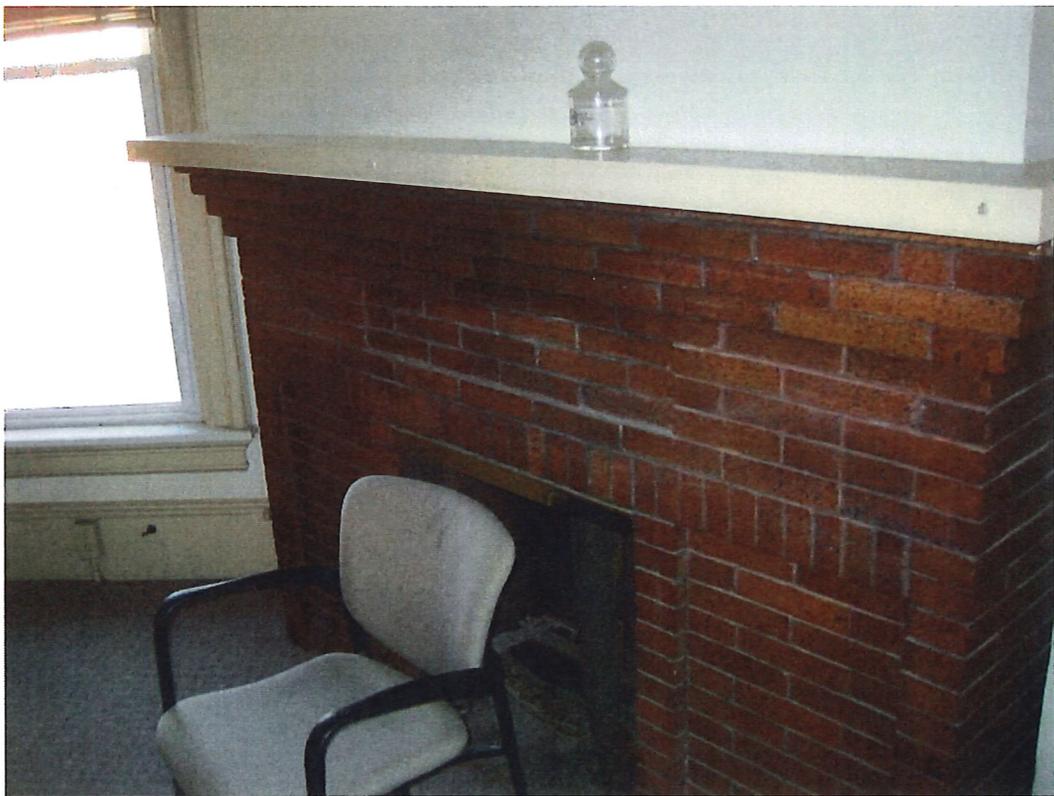
Current Photographs .....	20
Historic Photographs .....	25
Sanborn Maps .....	30
Microfilm Newspaper Clippings .....	38
Selected Genealogical Records .....	42

# The Sheets Building | Current Photos

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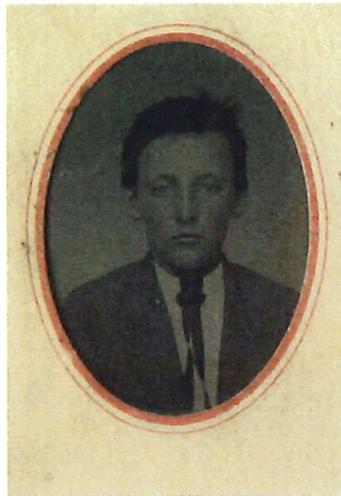






# The Sheets Building | Historic Photos

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Edwin D. Sheets as a Boy

Photograph of the Miller Brothers Ambulance from a Delaware City Catalogue.



# Come to the Revival!

Methodist Episcopal Church



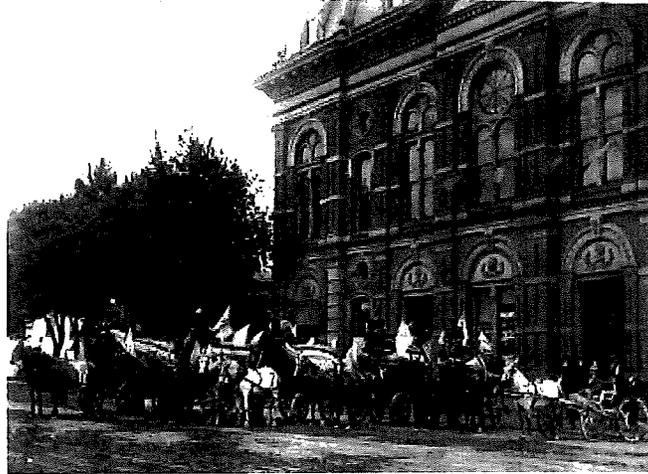
EVANGELIST HILAS H. MILLER

Will preach each evening at 7:00, and  
afternoons at 2:00 o'clock.

Mrs. Miller will sing and conduct a 20  
minutes song service.

Service for men only, Sunday afternoon  
at 2:30 o'clock. Let every man be present.

Postcard of Hilas H. Miller from the  
1920's



Pictured above: Old Delaware City Hall. In the distance behind the trees, The Sheets Building can be seen without a porch structure. Circa 1900



Pictured in the main space of this picture is the Delaware Gazette building. On the left hand side, The Sheets Building can be seen peeking out from behind with a new porch addition. Circa 1950.



Concrete rock slab located in the basement of the Sheets Building. Dated to January 1911 with O.F. Miller's name printed alongside the date. Also printed on the rock above Mr. Miller's name are the names of three domesticated chicken breeds.

The inscription is printed as follows:

S.C.W. Leghorn  
Buff Rock  
Barred Rock  
Jan 1911 O.F. Miller



Looking towards The Sheets Building  
circa 1970.

## Edwin Sheets, First Licensed Embalmer In County, Is Dead

1939  
Edwin D. Sheets, age 81, who was the first licensed embalmer in Delaware county, died Wednesday afternoon at three o'clock at the home of his daughter, Mrs. Gail S. Frye on Campbell street.

Mr. Sheets was an undertaker in Delaware for 25 years, and for the past 15 years he had resided on a farm east of Delaware.

He died as a result of a stroke of paralysis which he suffered last Friday.

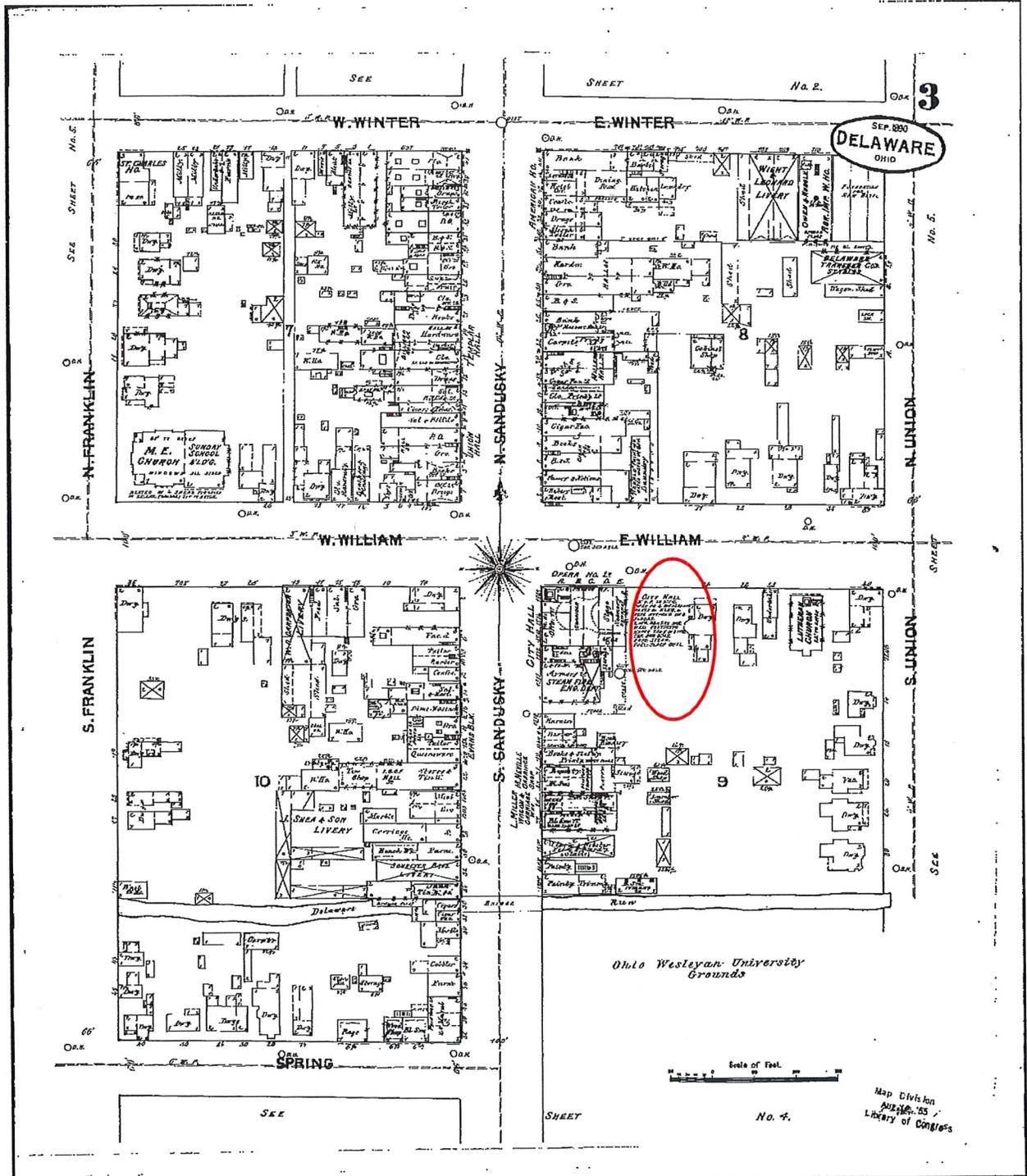
Surviving are his widow, Mrs. Almada Neff Sheets, a daughter, Mrs. Gail S. Frye, one son, Harry Sheets, and two grandchildren.

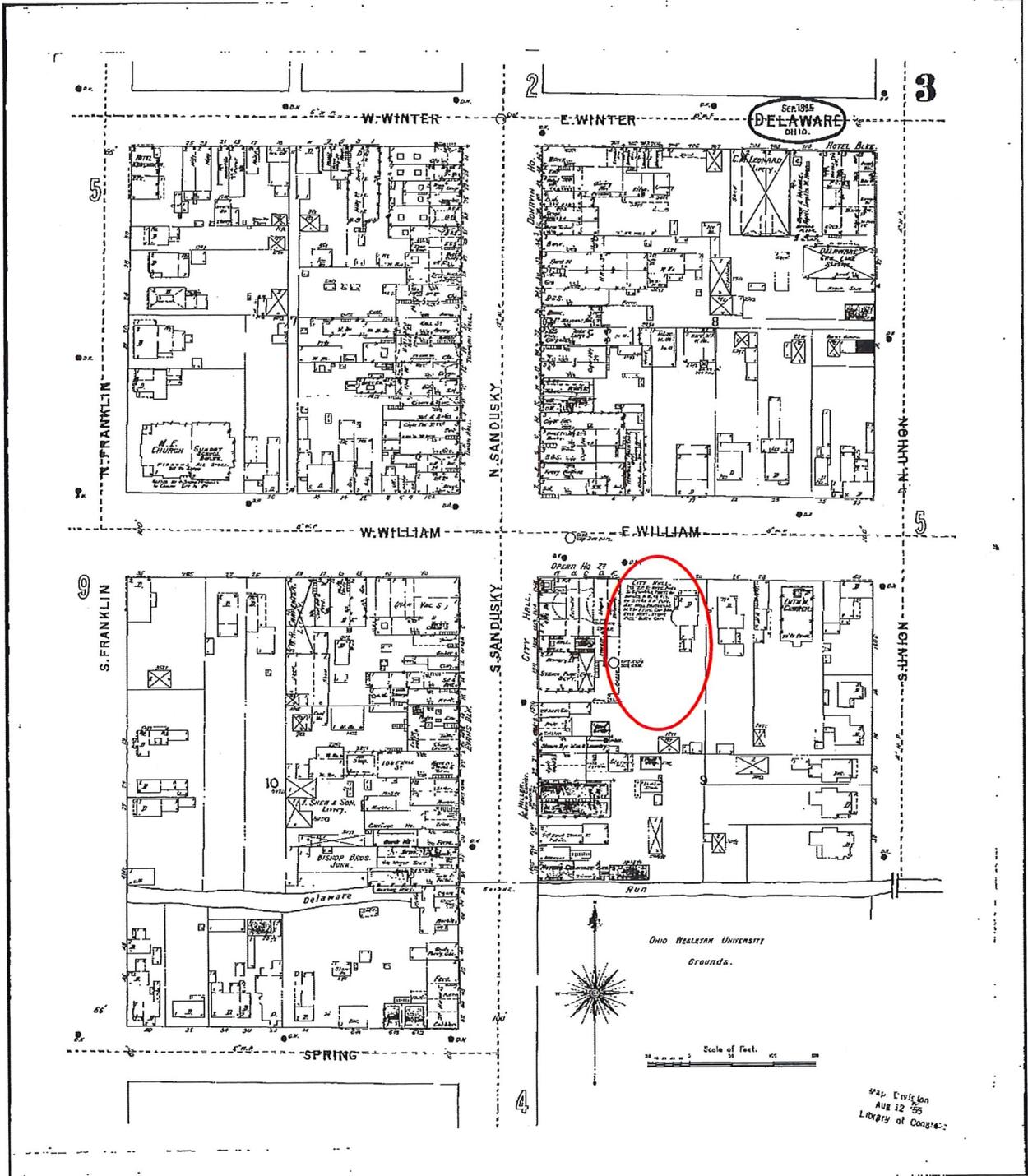
Funeral services will be held Saturday afternoon at two o'clock in the Fawcett-Freshwater Mortuary.

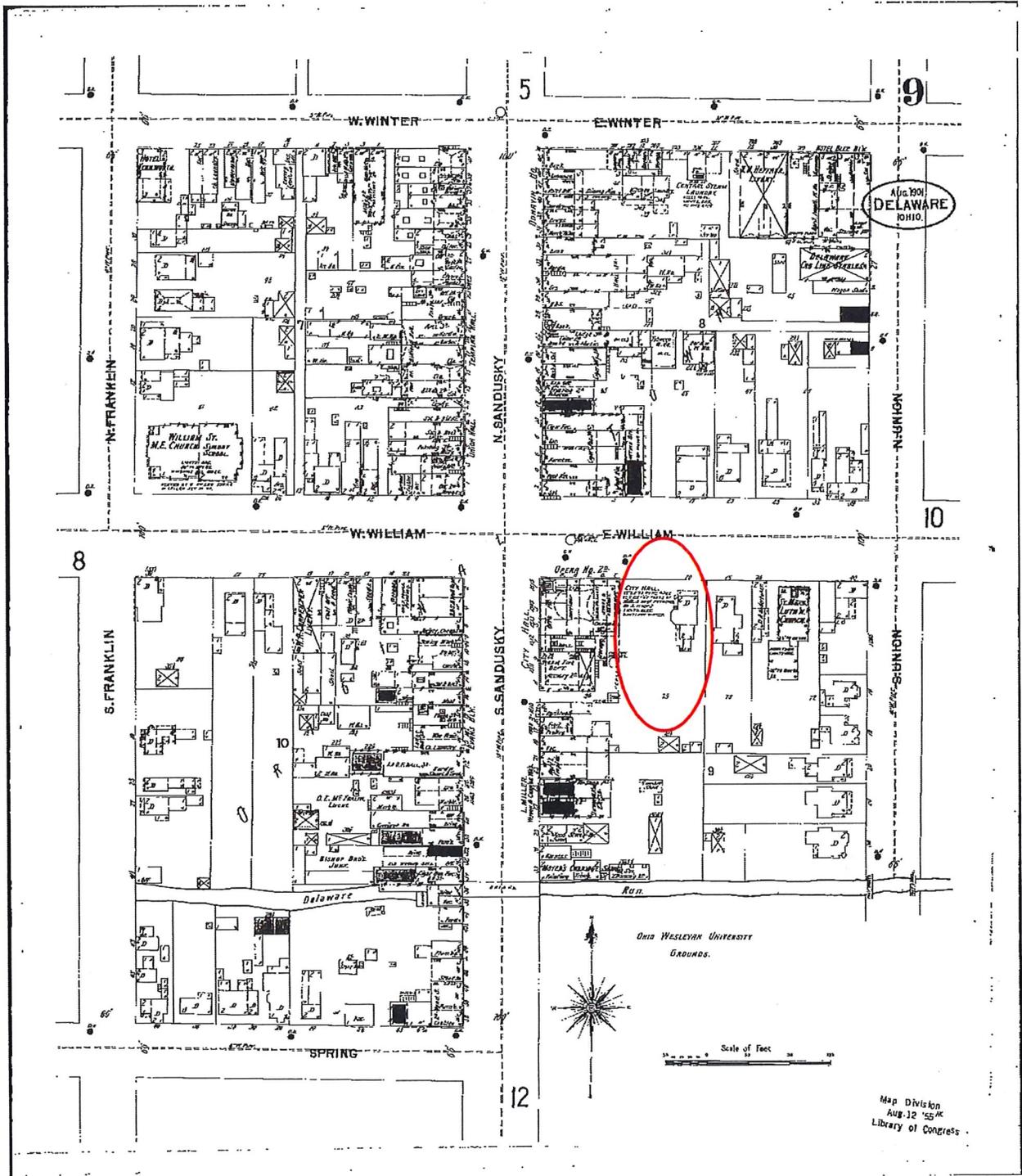
Burial will be made in Green Mound cemetery in Kilbourne.

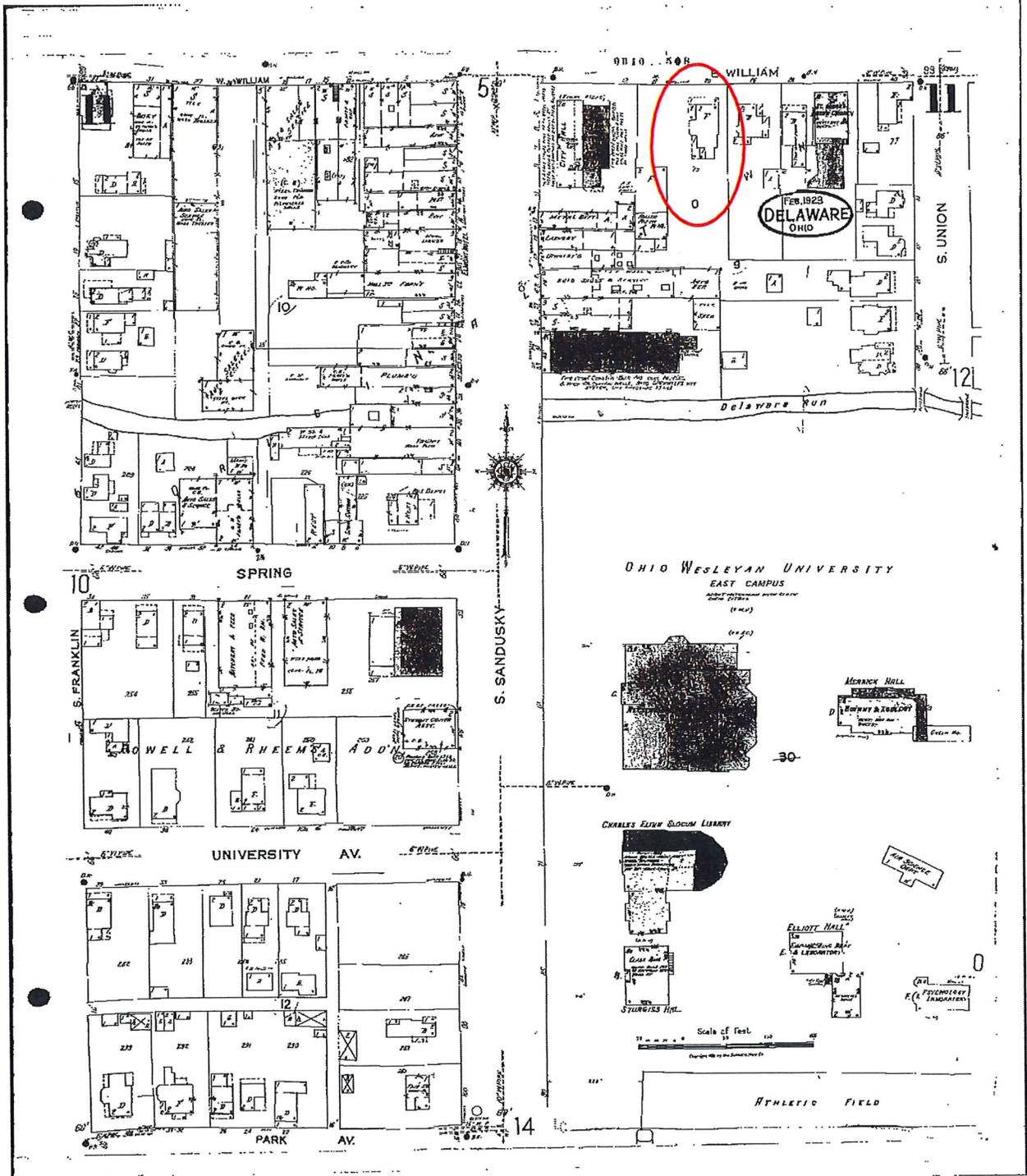
Edwin D. Sheets Obituary from 1939. The significance of his embalming license is clearly noted

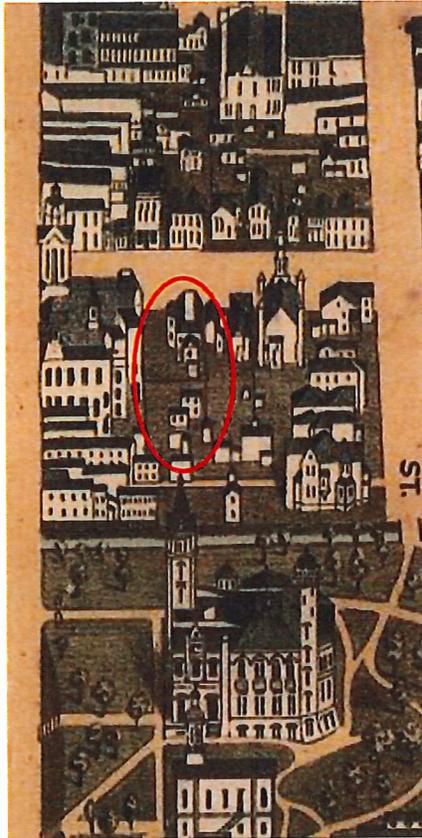












The Sheets Building as seen in an 1890 aerial map drawing

### The plan of the Town of Delaware

This Town is laid off into one hundred and eighty six lots containing by estimation seventy acres & one half square poles each in the same more or less six by fourth rods by twelve by one half by one excepting lots No. 67-68-69-70-71 & 72. Which is by the variation of William Street from west 17° to the north from Washington Street to Liberty Street. The Streets which run from north to south are Henry, Union, Sandusky, Franklin, Washington & Liberty Streets & those running from east to west are North, Water, William, Abraham, Tenny & South Streets, which cross the other Streets at right angles.

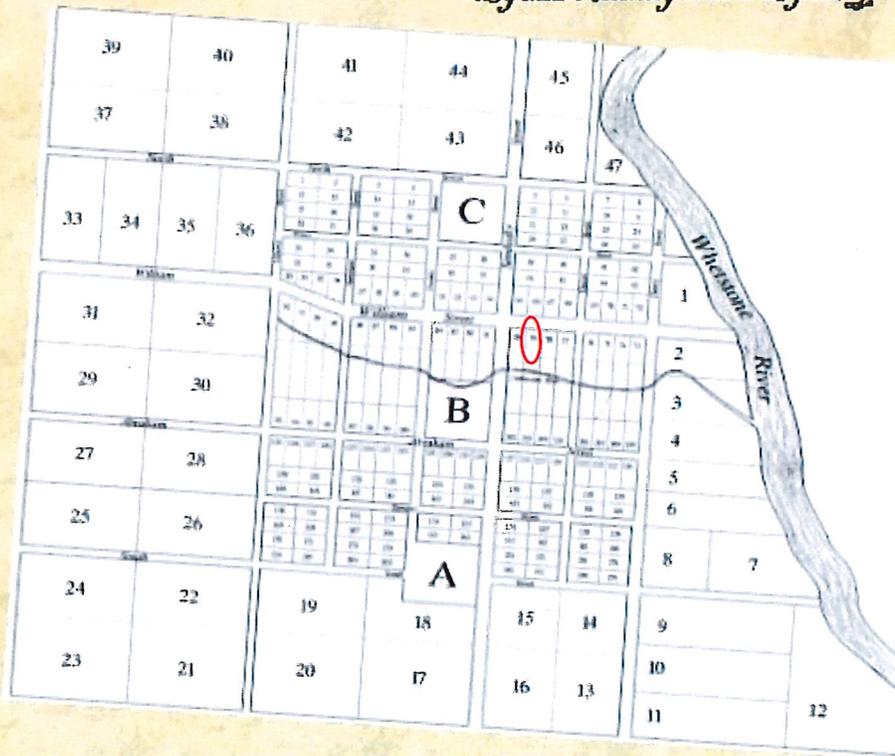
All the Streets are four poles wide except William, Abraham & Sandusky Streets which are six poles in width. The lots or squares including Delaware Syn or which are not numbered extending from east to west through the Town is reserved for future disposal, or for the benefit of the Town as the proprietors may think proper hereafter.

The ground for a parade or other public uses.

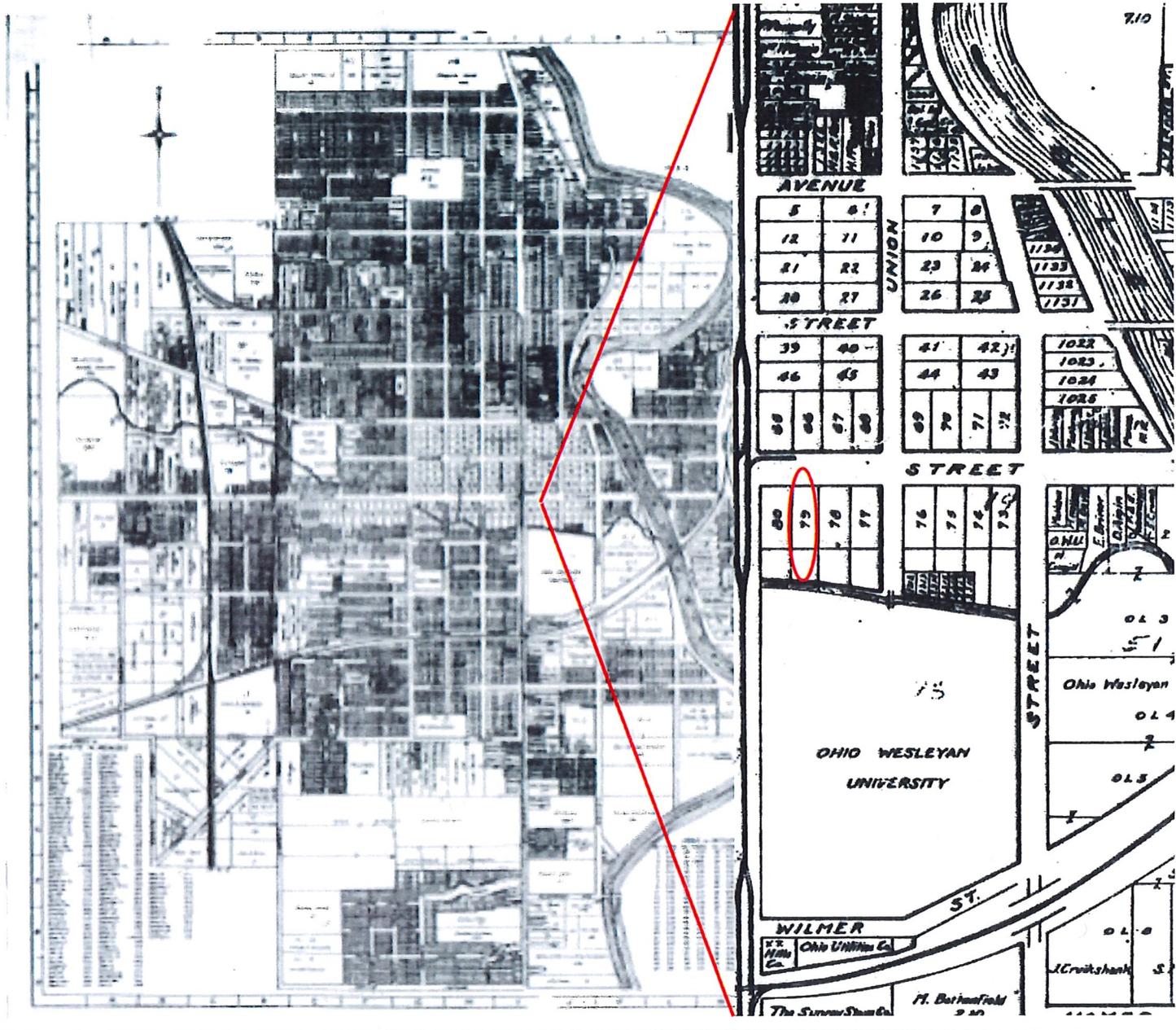
1. Public squares intended for public buildings.
2. The burial ground & for religious purposes.
3. The larger squares are Out Lots & vary in size as will appear by their respective numbers.

May 3, 1806

Henry Baldwin Moses Byrke  
By their Attorney Moses Byrke, Jr.



1808 plat map of Delaware with Lot 79 Circled.  
Prior to construction of The Sheets Building.



1929 Map of Delaware

# The Sheets Building |

## Microfilm Newspaper Clippings

Tuesday, July 12<sup>th</sup>, 1921 - Herald

alkins offi-  
s unattend-  
are and are  
Mr. McCarty  
19th Infan-  
nt line an  
ry, Mrs. Mc-  
Charles San-  
of operator

Spicer, vice president; Miss Chu Dav-  
ls, secretary and Mrs. Gearon, treas-  
urer.

### MILLER PROPERTY HAS BEEN SOLD

Ham street has been sold to a local  
man according to information gained  
Friday. The deed has been mailed  
from Kentucky by Mr. Hilar Miller  
but has not yet arrived.

#### CHAMBERLAIN'S COLIC AND DIARRHOEA REMEDY.

This remedy is certain to be need-  
ed in many homes before the summer  
is over. Buy it now and be pre-  
pared. It is recognized as a most  
reliable remedy for bowel complaints  
and may be obtained at any drug  
store.

(ADVERTISEMENT)

The European Grange will meet

his sons at the home of Dr. at  
Furulas.

Mr. and Mrs. Diko are en-  
ing Prof. and Mrs. Milner  
roll and Mrs. Buehler.

Miss Marlam Cunningham l  
week for California where s  
visit Sacramento, Hong Bea  
Ango'es, San Francisco, San  
and other points of interest.

ing the summer with her son  
Cunningham in Minneapolis.

NAT. FIRE-PROOFING C  
Factory 247 E. Wm. St., Delaw  
HOLLOW BUILDING BLO



Also Manufacture of Dra  
and Sower P...  
wagon load  
Thorough Hard Burnt V  
and Salt Glared.  
Plain and Rock Fac

left for a  
to.  
ociety.  
nd Foreign  
race church  
g Thursday  
of the meet-  
evotions. A  
c was Inter-  
Mabel Bird-  
need.  
ertainod a  
g ladies at  
n avenue on

# MRS. MILLER IS GIVEN DIVORCE

Mrs. Jessie F. Miller was granted a divorce by Judge Harry Jewell, Monday afternoon, from her husband, O. F. Miller on the grounds of cruelty. The suit was not contested by Mr. Miller. Mrs. Miller was restored to her former name of Main.

---

The Journal-Herald's classified ads. bring results.

---

St. Louis	69	65	171
Chicago	73	75	118
Philadelphia	76	76	117

### Yesterday's Results

**National League**  
 All games postponed until today.

**American League**  
 Boston 2, Cleveland 2  
 Chicago 2, Washington 2 (11 in.)  
 Philadelphia 2, Detroit 2 (11 in.)  
 New York 7, St. Louis 2

**American Association**  
 Columbus 2, St. Paul 2  
 Vicksburg 11, Toledo 4  
 Wheeling 2, Louisville 1  
 Kansas City 7, Indianapolis 6

### Today's Games

**National League**  
 Cincinnati at Philadelphia  
 Chicago at Brooklyn  
 St. Louis at Boston, 2 games  
 Pittsburgh at New York

**American League**  
 Washington at Cleveland  
 Boston at Chicago  
 New York at Detroit  
 Philadelphia at St. Louis

...ing 10 to 10. The game went into fifth place, the highest point of the season to date.

...first extra inning contest of his major league career when he beat the Senators 2 to 0 in 11 frames.

Bambina Ruth gets homer No. 15 and helped the Yanks beat the Browns 7 to 2.

Ty Cobb went back into the game as a pinch hitter but he couldn't do a thing and the Tigers lost to the Athletics 2 to 1 in ten innings.

The Indians lost another hard battle to the Red Sox 5 to 2. Steve O'Neill appeared as a pinch hitter for the first time since May 19.

**BIG REDUCTION ON WALL PAPER**  
 25 to 35 per cent lower. The sale you have been looking for! If you cannot buy now, wait the next six months, buy now. We have one of the largest and best selected stocks in the city. Retail lots, daily priced. Picture framing, a new line of moldings just received.

**LEMLEY BOOK STORE**  
 West Winter Street  
 7-12 14 16 18 22& 24

A healthy man is a king in his own right. An unhealthy man an unhappy slave. For impure blood and sluggish bowels use Burdock Blood Bitters. On the market 65 years. It's a bottle of IMPROVEMENT.

...into power, after the downfall of Kervasky, private trading was forbidden in Russia.

"This, however, was not ordered for the sake of progress of advancing Communism; private trading was called in order to concentrate all business in the hands of the government, just as private trading was restricted and controlled in Germany and other European countries during the war.

"Russia was in the midst of civil war; more disastrous in its effect on a nation than war with a foreign enemy. Meanwhile Russia also had foreign foes. Hundreds of thousands of armed men were invading Russian soil on many battle fronts.

"This dire emergency lasted from the latter part of 1918 until the winter of 1921.

"Now we are entering the second period. There's a prospect of peace today. We are starting the gigantic job of rehabilitating Russia after seven years of terrific warfare, when, in the examples far exceeded those of any belligerent in the world war.

"We never intended nationalizing the small factories. Our aim is to control the big enterprises with steel works and corporations that occupy in Russia the same degree of importance as the great oil syndicates in America.

"Fact is we are today returning today numerous small plants to private initiative. But meanwhile the government is starting out building up a colossal system of state industrialism.

"The Russian state is the biggest employer in great Russia; having the state is the greatest buyer, and when our transport system has been repaired and we can move stuff to wherever the state will buy the biggest haul, we shall be selling our stuff to the whole world.

"Through the All-Russian Co-operative Society, called ARCOOP, we shall the products of 150,000,000 Russian workers will be sold.

Lenina and his staff are today creating State Capitalism which will finance and develop State Industrial-

Our SERVICE and equipment mean perfect satisfaction.

**FAWCETT BROS.**  
**Funeral Directors**

Phone 2822 Delaware, O.

July 18-1921



# The Sheets Building | Selected Genealogical Records

## Drester F Miller in the 1910 United States Federal Census



VIEW

View blank form

Name:	Drester F Miller (Orestes F Miller)	
Age in 1910:	34	
Birth Year:	abt 1876	
Birthplace:	Ohio	
Home in 1910:	Delaware Ward 3, Delaware, Ohio	
House Number:	20	
Race:	White	
Gender:	Male	
Relation to Head of House:	Head	
Marital Status:	Married	
Spouse's Name:	Jessie F Miller	
Father's Birthplace:	Ohio	
Mother's Birthplace:	Ohio	
Native Tongue:	English	
Occupation:	Funeral Director	
Employer, Employee or Other:	Employer	
Home Owned or Rented:	Own	
Home Free or Mortgaged:	Mortgaged	
Farm or House:	House	
Able to Read:	Yes	
Able to Write:	Yes	
Years Married:	2	
Neighbors:	View others on page	
Household Members:	<b>Name</b>	<b>Age</b>
	Drester F Miller	34
	Jessie F Miller	31

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Provided in association with National Archives and Records Administration

### Suggested Records

- 1900 United States Federal Census  
Orestes F Miller
- 1920 United States Federal Census  
Oresta F Miller
- U.S., World War I Draft Registration Cards, 1917-1918  
Orestes Franzelle Miller
- 1880 United States Federal Census  
??Estys F. Miller

#### Source Citation

Year: 1910; Census Place: Delaware Ward 3, Delaware, Ohio; Roll: T624\_1177; Page: 68; Enumeration District: 0039; FHL microfilm: 1375190

#### Source Information

[http://search.ancestrylibrary.com/cgi-bin/ssc.dll?\\_phsrc=AE625&\\_phstart=succesSource&usePUB.fs=true&gs=sangs-g&new=1&rank=1&nsT=1&gsfn...](http://search.ancestrylibrary.com/cgi-bin/ssc.dll?_phsrc=AE625&_phstart=succesSource&usePUB.fs=true&gs=sangs-g&new=1&rank=1&nsT=1&gsfn...) 1/2

# Hilas H Miller

in the U.S. City Directories, 1822-1995



VIEW

Name:	Hilas H Miller
Gender:	Male
Residence Year:	1922
Street address:	511 23d
Residence Place:	Ashland, Kentucky, USA
Occupation:	Undertaker
Spouse:	Jean Miller
Publication Title:	Ashland, Kentucky, City Directory, 1922

## Suggested Records

- 1910 United States Federal Census  
Hilar H Miller
- U.S. City Directories, 1822-1935  
Hilas H Miller
- 1920 United States Federal Census  
Hilas Miller
- U.S. City Directories, 1822-1995  
Hilas Miller

### Source Information

Ancestry.com. *U.S. City Directories, 1822-1995* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2011.

Original data: Original sources vary according to directory. The title of the specific directory being viewed is listed at the top of the image viewer page. Check the directory title page image for full title and publication information.

### Description

This database is a collection of city directories for various years and cities in the U.S. Generally a city directory will contain an alphabetical list of its citizens, listing the names of the heads of households, their addresses, and occupational information. [Learn more](#)

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## Jessie F Miller

in the 1910 United States Federal Census



VIEW

View blank form

Name:	Jessie F Miller						
Age in 1910:	31						
Birth Year:	abt 1879						
Birthplace:	Ohio						
Home in 1910:	Delaware Ward 3, Delaware, Ohio						
Race:	White						
Gender:	Female						
Relation to Head of House:	Wife						
Marital Status:	Married						
Spouse's Name:	Drester F Miller						
Father's Birthplace:	New Jersey						
Mother's Birthplace:	Ohio						
Native Tongue:	English						
Able to Read:	Yes						
Able to Write:	Yes						
Years Married:	2						
Number of Children Born:	0						
Number of Children Living:	0						
Neighbors:	<a href="#">View others on page</a>						
Household Members:							
	<table border="1"><thead><tr><th>Name</th><th>Age</th></tr></thead><tbody><tr><td>Drester F Miller</td><td>34</td></tr><tr><td>Jessie F Miller</td><td>31</td></tr></tbody></table>	Name	Age	Drester F Miller	34	Jessie F Miller	31
Name	Age						
Drester F Miller	34						
Jessie F Miller	31						

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### Suggested Records

1920 United States Federal Census  
Jessie Miller

#### Source Citation

Year: 1910; Census Place: Delaware Ward 3, Delaware, Ohio; Roll: T624\_1177; Page: 6B; Enumeration District: 0039; FHL microfilm: 1375190

#### Source Information

Ancestry.com. 1910 United States Federal Census [database on-line]. Provo, UT, USA: Ancestry.com Operations Inc, 2006.

Original data: Thirteenth Census of the United States, 1910 (NARA microfilm publication T624, 1,178 rolls). Records of the Bureau of the Census, Record Group 29. National Archives, Washington, D.C. For details on the contents of the film numbers, visit the following NARA web page: [NARA](#).

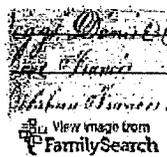
#### Description

<http://search.ancestrylibrary.com/cgi-bin/ss.e.dll?cb=1910USCanIndex&indiv=try&h=144835855>

1/2

# Grover C. Fawcett

in the Ohio, County Marriages, 1774-1993



Name:	Grover C. Fawcett
Gender:	Male
Age:	27
Birth Date:	abt 1879
Marriage Date:	23 Feb 1906
Marriage Place:	Franklin, Ohio, USA
Father:	L. W. Fawcett
Mother:	AL Morrow Munsel
Spouse:	Blanche Peck
Film Number:	000285162

## Suggested Records

- 1930 United States Federal Census  
Grover C Fawcett
- 1910 United States Federal Census  
Grover C Fawcett
- U.S., Social Security Applications and  
Claims Index, 1936-2007  
Grover C Fawcett
- Ohio, County Marriages, 1774-1993  
Grover C Fawcett
- Ohio, County Marriages, 1774-1993  
Grover C Fawcett

### Source Information

Ancestry.com, Ohio, County Marriages, 1774-1993 [database on-line]. Lehi, UT, USA: Ancestry.com Operations, Inc., 2016.

Original data: *Marriage Records. Ohio Marriages.* FamilySearch, Salt Lake City, UT.

### Description

This collection consists of county marriage records from various counties in Ohio. [Learn more](#)

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