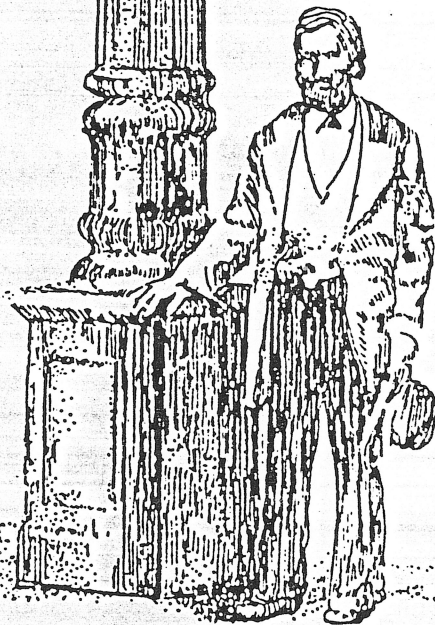


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# GOLDSBORO HISTORIC DISTRICT

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Documentation For  
Review And  
Certification





# **Goldsboro Historic District**

## **Documentation for Review and Certification**

**Prepared  
for the  
Goldsboro Historic District Commission  
by the  
Goldsboro Department of Planning and Redevelopment**

**July 1984**

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**Cover sketch by Edith Shepherd Overton**



## Physical Description

Both commercial and residential properties are included in the proposed Goldsboro Historic District. The junction of the north-south running Wilmington and Weldon Railroad with the east-west running Raleigh to New Bern Stageline Road marked the point at which the development of Goldsboro began. Center Street in downtown Goldsboro is within the former railroad right-of-way. The railroad tracks have been removed from the six-block length of Center Street and the four northernmost blocks now enjoy a central median whose 44 large holly trees separate the northbound and southbound lanes of the broad (140 feet wide) commercial street. Walnut Street, running east and west, crosses Center Street at the original junction. It extends four blocks to the west of Center Street, terminating dramatically in front of the National Register listed Goldsboro Union Station.

Ash Street (U. S. 70 Business) is the northern boundary of the 19th-century commercial district. Extending north of Ash Street the district includes the 19th-century North James Street residential neighborhood on the west side of Center Street and the early 20th-century Park Avenue residential neighborhood to the east terminating with Herman Park which was developed simultaneously.

Except for Ash and Center Streets and the one-block Ormond Avenue on the west side of the Courthouse Square, streets within the district are two-lane, two-way streets within 50 to 60 foot rights-of-way. Residential streets outside the commercial core are lined with large shade trees often 36 inches or more in diameter. These large trees contribute immeasurably to the residential neighborhoods and often make it difficult to obtain an unobscured view to photograph residential streetscapes.

Nineteenth and early twentieth century commercial structures downtown and more recent fill structures are characteristically built along the front property line, separated from the street only by the public sidewalk. While residential properties vary, the lots are typically 50 feet wide with the residences set back 20 to 30 feet from the front property line. Two notable exceptions to this residential pattern exist in the district; the Park Avenue neighborhood with lots 80 to 220 feet wide and with residences set back 50 feet from the front property line, and the former Borden family block (former Borden Farm) with lots 100 to 200 feet wide and with residences set back 40 to 100 feet from the front property line (block bounded by Walnut, Virginia, Chestnut and George Streets). Similar scattered exceptions exist including, most notably, the Henry and Solomon Weil houses located just east of the Borden block.

Goldsboro's historic district is large (approximately 46 blocks) and substantially intact. Within the district are 535 buildings (excludes accessory structures). Contributing buildings total 389 (73%) and non-contributing buildings total 146 (27%). There are six buildings within the district which are individually listed in the National Register of Historic Places and another 168 buildings which are listed in an inventory of historic architecture conducted in 1979. Other contributing structures in the district are less significant examples of popular 19th and early 20th century residential and commercial styles which collectively reinforce the character of the district.

Commercial buildings are primarily two to three stories in height and party walls are common. Three early 20th-century buildings are taller. Goldsboro's first skyscraper, the Borden Building, is six stories, the Waynesborough House (former Goldsboro Hotel, 5th hotel on the site) is eight stories and the Wachovia Building (former Wayne National Bank) is ten stories. Partly as a result of the disastrous 1884 fire which destroyed much of the early wood construction downtown, most of the commercial buildings are brick with extensive use of cast iron ornamentation and decorative masonry. In some instances, granite and terra cotta have been used in the detailing. Styles represented in the commercial district include Greek and Romanesque Revival, Italianate, Art Deco and vernacular variations. On the periphery of the commercial district are some notable churches designed in the Gothic and Romanesque Revival styles and the Greek Revival and National Register listed former First Presbyterian Church.

Residential buildings in the district represent the gamut of architectural styles popular from the end of the Civil War until the Great Depression. There are notable examples of Queen Anne, Second Empire, Italianate and Colonial Revival as well as a variety of bungalow designs.



# Architectural Description and Significance

Adapted from Goldsboro Inventory Project by Barbara M. Hammond

Among the structures contributing to the special character of the Goldsboro Historic District are 174 structures which are included in 137 of the descriptions of significant properties in the Goldsboro Inventory Project prepared by Barbara M. Hammond. Six of these structures are individually listed in the National Register of Historic Places. Another fifty-six are cited by Ms. Hammond as potential National Register listings. These 174 structures were of particular significance in the history of the development of Goldsboro. The following descriptions paint the background for the drama that unfolded from the 1830's to the eve of World War I, as Goldsboro progressed from crossroads to major transportation center to prominent commercial and industrial city. The unity of the proposed district is seen in the relationships between the sites included and the principal players in the drama, the railroads, former Waynesborough leaders and their successors in Goldsboro. The descriptions are ordered chronologically within building type categories.

## Transportation

### 1. Goldsboro Union Station, 101 North Center Street, 1907-1909

Listed in the National Register of Historic Places, the Goldsboro Union Station was designed by the Wilmington, North Carolina architectural firm of Leitner and Wilkins in 1907-1909. The two-story brick building, seven bays wide and two bays deep, with a low hip roof, is flanked by one-story gabled brick wings, four bays wide and two bays deep. A three-story tower punctuates the main facade while at the rear, the center floor base projects slightly as a pavillion, surmounted by a dramatic curvilinear parapet. This curvilinear parapet design is echoed by the wings. The construction of the eclectic style station, one of the most ambitious of its type in the State at the time, expressed Goldsboro's importance as a railroad center. Since 1972, the building has been used for storage of construction supplies. It remains one of the most distinctive historic sites in the City.

## Commercial

### 2. L. D. Giddens and Son Jewelry Store, 135 South Center Street, CA 1850- 1868

The "Parlor" jewelry store of L. D. Giddens and Son founded in 1859, is the oldest continuous business in the City of Goldsboro, and may be the oldest jewelry store in the State of North Carolina. As it stands today, the shop at 135 South Center Street has endured the passing of the railroads, fire, war and depression to become an integral part of the revitalization efforts for the central business district. As an example of 19th Century commercial architecture, the current facade reflects elements from various eras. However, it has retained the decorative elements of the cast-iron architecture so popular in 19th century construction. It also reflects the continuity of the business within one family throughout several generations. A freestanding clock in front of the store is believed to be the last of its kind in the State. Erected in 1877, the clock was electrified in 1924. In 1978, L. D. Giddens and Son Jewelry Store was listed in the National Register of Historic Places.

3. Keaton-Fonville Grocer Store, 201 South Center Street, CA 1865

Alexander H. Keaton was born in 1830 in Goldsboro and purchased Lot no. 164 to build a small frame grocery store about 1847. At the end of the Civil War, he moved the frame building to the rear of the lot on Chestnut Street and constructed a two-story brick building. Apparently it was one of the earliest brick structures of its kind to have been built in Goldsboro. The first floor was to have been used for his business and the second floor for apartments, to be reached by an outside staircase on the southern elevation. The stairs are no longer in evidence, however, on the second floor outside doors are quite obvious. Keaton sold his business to his son-in-law, Isaac Bruce Fonville, who continued the store until his death in 1918, and ownership of the property has passed along through the family. Today it is occupied by the Rollins Appliance Center. This two-story, three bay buff colored building is considered to be one of the first of its type in Goldsboro, CA 1865. Continually owned by the same family for over a century, it is unique in the cornice line brick detail that is rare on remaining buildings in town.

4. Judge William T. Faircloth Law Office, North side of Spruce Street between John Street and William Street, CA 1868

The Judge William T. Faircloth Law Office is significant as the Law Office of an important Goldsboro Attorney who served his State as Associate Justice and Chief Justice of the North Carolina Supreme Court. Constructed in 1868, the small, one room, one bay vernacular Greek Revival structure is one of the few remaining buildings of its type in Goldsboro and remains an interesting example of the architectural style and building type. At present, the building is undergoing restoration as an historic site by the Wayne County Historical Society and represents the organization's first attempt at such a project.

5. Edwards Brother's Mens Clothing Store, 142 North Center Street, 1877

Built CA 1877, by Asher Edwards, a two-story brick and cast iron commercial building that is quite similar to the Giddens Jewelry Store and Parrott Shoe Store. Distinctive is the second floor cast-iron facade of the six bay building which is typical of mid-19th century commercial facades as must have existed on Center Street. Adjacent on the northeast corner is a two-story brick building constructed by the same Edwards Brothers, CA 1940.

6. Mozart Saloon, 128-130 South Center Street, 1880

Week's Little Restaurant was originally the Mozart Saloon, CA 1880, and adjacent on the south was the Messenger Opera House whose second floor was demolished after extensive damage by Hurricane Hazel. The entire block was designed by a local architect, Milton Harding. A three-story, four bay, brick building with decorative brick work at the cornice line, the former Saloon still exhibits two fluted cast-iron columns at the street level.

7. Paramount Theater (Armory Building), 139 South Center Street, CA 1882

The Armory Building is a three-story, three bay, brick building constructed CA 1882-1883 by the Weil family. Originally used as a drilling



place for the home guard, from 1883-1886, space was leased to the congregation of Temple Oheb Sholom for use as a temporary synagogue. Throughout the years, various other retail businesses rented the ground floor store front. In 1908 the building became the first movie theater in Goldsboro opened by R. H. Mason. Stylistically the building is High Victorian Italianate, particularly in the variety of cast-iron details and ornaments such as the cornice topped by a closed pediment, shadow-forming window arches, and decorative quoins at the edges, which combine to emphasize the strong verticality of the facade. The central section on the facade covers another pair of windows on each floor and the addition of a marquee has altered the entrance.

8. Isaac F. Dortch Law Office, 218 East Walnut Street, CA 1884

A small, one-story brick law office located on the northeast corner of Court House Square, was originally the law office of Isaac F. Dortch, a local attorney and Senator in the North Carolina General Assembly. The simple, two-bay building is Romanesque Revival in style as evidenced by the round arched windows and the repetitive round arches at the cornice line. One of the most interesting structures in Goldsboro.

9. Goldsboro Drug Company, 101 North Center Street, CA 1885

The Goldsboro Drug Company Building was constructed CA 1885 after a disastrous fire leveled much of the West Walnut Street block extending from Center Street through to James Street. An 1885 Sanborn Insurance Map shows the building as partially constructed. The two-story, cream painted brick building occupies a corner site extending both onto Center and James Street simultaneously. The cornice is crowned with iron brackets and molding in a saber-tooth pattern, an iron mortar and pestle, the "tools of the trade", crown the cornice line in advertisement of the wares inside. The facade is marked with a decorative brick pattern, a belt course and quoins at the corners. Unfortunately, the facade has been marred by Rexall signs and an intrusive overhead hanging aluminum awning.

10. M. E. Castex and Company, 107 South Center Street, CA 1886

It is believed that the M. E. Castex and Company building was constructed between 1885 and 1886 after the large fire of 1884 which destroyed much of this section of downtown Goldsboro. An 1885 Sanborn Insurance Map shows this location as vacant. Margaret Elizabeth Castex was the wife of Francis L. Castex who founded a mercantile business in Goldsboro in the early 1850's. At the time of the fire in 1884, the property belonged to the Einstein family who had purchased the property at auction in 1867 and subsequently operated a mercantile there until 1878. It was not until around 1886 that the Castex Business was located at this site. Since 1956 the store has been leased to Serotta's, a ladies apparel store. A 1971 renovation of the street floor obliterated the first floor of the building, but fortunately retained the upper floors in their original design. A 1914 volume of Illustrated Cities, which was devoted to Goldsboro, described M. E. Castex and Company as follows: "This business has been established for the past 42 years and has always been one of the most notable and highly successful mercantile houses of Goldsboro, and has never lacked for patronage. It is known as the 'ladies store' and the patronage is among the best class of trade. The

business is thoroughly systematic and under able management and the house possesses all the advantages of ample capital and experience in the making of purchases. Mr. M. E. Castex, who is at the head of the business, is one of Goldsboro's prominent men of affairs and too well known to require personal comment from us. He is highly esteemed in business and social circles and heartily cooperates with all movements for the best interests of the community. He carries a magnificent stock of dress goods, millinery, etc." The M. E. Castex and Company Store is one of the few largely unaltered examples of the Center Street facade, CA 1886. This two-story, three-bay brick structure has elaborate cast-iron window arches, decorative quoins, and cornice line detail which are decidedly Italianate in style and presents one of the most exciting and lively Center Street facades.

11. Parrott Shoe Store, 106 West Walnut Street, CA 1886

The Parrott Shoe Store is a two-story commercial building, CA 1886, of which the second floor is largely unaltered and quite similar to Giddens Jewelry Store on Center Street. The second floor still has cast-iron ornamentation, i. e., rosettes, pilasters, Corinthian columns and decorative plaques. Three bays wide, the building is one of the few of its type remaining on the south side of Walnut Street between Center Street and James Street.

12. Heilig-Meyers Company, 138 East Walnut Street, CA 1890

A three-story brick commercial structure in the heart of the Central Business District, CA 1890, the Heilig-Meyers Store originally was the Yelverton Hardware Company. Described as "a magnificent three-story affair of pleasing appearance" the building exhibits distinctive characteristics in its cornice treatment and third story, which has repetitive granite arches and a beltcourse. It has a unique architectural style and scale in relation to the other buildings on the block. The Heilig-Meyers Company has been in business in Goldsboro since around 1913, however, it was at another location.

13. Lawyer's Row, 229-231-233-235 East Walnut Street, CA 1890

This significant cluster of law offices on Court House Square adjacent to the Wayne County Court House had traditionally been known as Lawyer's Row. Many prominent local attorneys such as W. K. Dortch, Abraham K. Smedes, Frank Daniels, Kenneth Royall, etc. have occupied these one-story, four bay brick buildings which display a moderate amount of simple patterned brick work. These buildings portray a distinctive sense of time and place.

14. Paramount Cleaners Building and Laundry, 225 East Walnut Street, CA 1900

The Paramount Cleaners, a two-story, six bay, brick commercial building located near the Court House, is on a site formerly occupied by the Judge Faircloth Law Office. The first floor exhibits a typical store front, post recent modernization, and the second floor has a very distinctive pair of Palladianesque windows.



15. Borden Building, 100 South James Street, CA 1914

The six-story Borden Building is a good example of the commercial style with its characteristic straight front, flat roof and level skyline. Composed of Flemish bonded red brick, with granite accents, the facade is relatively simple and uncluttered. Between the fifth and sixth floors, a stone beltcourse of buff colored brick breaks the placidity of the facade. Over the entrance on South James Street are two lion's head gargoyles of interesting note. Built in 1914 by the Borden Brothers the six-story structure was the tallest building in town. Alfred E. Smith was in Goldsboro in 1915; he was then Sheriff of New York County, remarked that the "skyscraper was a baby's first tooth." Among the original tenants included local doctors, lawyers, architect John B. Gullette, the Borden Brick and Tile Company, and architect A. J. Maxwell, Jr. The entire top floor was the home for over 20 years of the Algonquin Club, a select social club. Large dances were held there and Adam Scott, the barbeque king, catered one of the earliest dances as his first endeavor in the field. The ground floor was operated as a drug store which subsequently became a meeting place for local doctors and bank personnel. In the Fall of 1976, the Borden family donated the building to the County and it was subsequently renovated at a cost of \$225,000, a cost of less than \$15.00 per square foot. At present, the Wayne County Senior Citizens Program utilizes the fifth and sixth floors; the County Food Stamp Program is located on the first and second floors, the third floor is reserved for future expansion and the fourth floor is rented to previous long term tenants.

16. Hotel Goldsboro, 104 South Center Street, CA 1924-1926

The Hotel Goldsboro, built in 1924-1926, is the fifth hotel to be constructed on the site, which historically has held the focal point of the Central Business District. Eight stories tall, the brick and stone trimmed building is oriented to the southeast corner of Walnut and Center Streets and the architectural style of the building underscores this concept. The standard commercial style of the facade is alleviated on the second floor by a series of classically inspired balustraded arches. The curve of the arches is decorated with a floral applique and voissoirs decorated with faces. A beltcourse between the second and third floors, seventh and eighth floors, and at the cornice line, is fancifully decorated with griffins, lions, flora and fauna. W. L. Stoddart of New York City was the architect and the contractor was Stout of Sanford. The building was renovated with HUD funds for use as a Senior Citizens Hotel in 1977 by local developer David Weil, a grandson of one of the original stockholders.

17. S. H. Kress and Company, 112 North Center Street, CA 1935

The S. H. Kress and Company Store on North Center Street on North Center Street is a two-story brick building which is distinctively Art Deco in style. The original store logo in gold letters caps the cornice line and reiterates the sign just above the store front on the second floor. Carried through to the sidewalk, the name Kress is inlaid in the pavement. The store front itself is composed of three bays of curved and flat glass panels with a support of green tiles.

18. F Stop Camera Shop, 116 North Center Street, CA 1935

The former F Stop Camera Shop facade has been distressingly altered on the first floor, yet the second floor has retained its distinctive Art Deco styling with terra cotta panels, fluted pink tiles, and dark red terra cotta squares set with concentric discs. Three bays wide, the structure has unusual design elements for the North Center Streetscape.

19. Streetscape No. 119-121 West Walnut Street, CA 1940

Number 199-121 West Walnut Street is one of the few early CA 1940 store fronts which has escaped modernization. The majority of the store-fronts on this block have been significantly changed, however, the street floors of these two buildings have retained the original glass (either curved or sharply edged) and of particular importance is the inlaid entrance floorway. Number 119 is a former Kinney Shoe Store with the name and logo inlaid in terrazzo with Art Deco styling. Number 121 has a more Art Moderne diamond shape motif with the number 121 in the same stylistic tone. The only examples of this commercial interpretation of Art Deco and Art Moderne in the Central Business District of Goldsboro.

Public

20. Herman Park Pavillion and Fountain, 900-1000 Park Avenue, CA 1890-1900

Given to the City of Goldsboro on July 21st, 1890 by Solomon and Henry Weil in honor of their brother, Herman, the founder of H. Weil and Brothers Department Store, Herman Park commemorated the 25th anniversary of the founding of the store. The deed specified both the name and purpose of the acreage and in order to create excitement about the park, the family built a pavillion or a park house. The park was not officially open until the Spring of 1900. Augustus Gustavus Kleinert, a German goldsmith was known by the Weil's in Germany, and he emigrated to this region and became a woodworker and stone mason. Reportedly he created the lattice work trim with a handlathe. The first keeper of the park was his son, E. C. Kleinert, and he is reported to have begun this position in 1898 and laid out the drawings and tree plannings within the park. Originally the park also had a bandstand which was subsequently destroyed. Eight tennis courts were added in 1946, and a fountain had been added previously in 1916 as a request of a bequest by Solomon Weil to beautify the park. The bronze fountain is a standing, classical female figure with an urn by the Danish sculptor, Thor Waldsen. Another section, Citizen's Grove, had been added on the southeast corner to commemorate the 75th anniversary of Weil's Department Store. Although over-utilized and overextended, Herman Park still remains the focal point for outdoor activity in Goldsboro. The park house and fountain are irreplaceable gifts to the City, evocative of the late 19th century taste and culture.

21. Goldsboro City Hall, 214 North Center Street, 1902

Goldsboro City Hall was designed by Herbert Woodley Simpson in the Neo-classical Revival style in 1902. At the time of this construction, the two-story building was the tallest in the City and the source of a great deal of civic pride. The yellow brick building, three bays wide and

four bays long, is dominated by a large central portico on the west elevation, with four large Doric columns. The denticulated pediment is highlighted with a low relief cornucopia. The boxed cornice moulding wraps around the entire building and highlights the pedimented cross-gabled roof, capped by an octagonal cupola. The cupola is decorated with Corinthian pilasters and four open pediments capped by a fluted lantern. Pedestals topped by statues of Liberty and Justice flank the main monumental pediment over the doorway. Liberty holds a torch on the north pedestal while Justice holds the scale and the sword on the south pedestal. City Hall remains both an historic and architecturally significant landmark in Goldsboro.

22. Odd Fellows Lodge, 115 North John Street, 1906

The Odd Fellows Lodge is a distinctive and relatively intact commercial building designed by local architect/builder, E. G. Porter and constructed in 1906. Stylistically, it is a vernacular blend of the fashionable Neo-classical Revival with some Romanesque elements. The building was constructed as a lodge for the Neuse Lodge No. 6 of the Independent Order of Odd Fellows, providing for rent income from office space and street level shops. Founded in 1846, it is the second oldest active lodge in the State of North Carolina and the building is the oldest Odd Fellows Hall still in use in the State. The most significant architectural detail is the broad Romanesque archway, monumental in size, through which the building is entered. Most recently, the buildings on both sides have been demolished, therefore, leaving it standing alone, somewhat isolated within the streetscape. The building was entered in the National Register of Historic Places in 1978 and remains one of the most interesting and unusual architectural and historical references in downtown Goldsboro.

23. Wayne County Courthouse, Court House Square, 224 East Walnut Street, CA 1914

The first seat of Wayne County, a simple frame building was at Waynesborough on the Neuse River, about a mile from Goldsboro. An election in 1847 resulted in the move to the present site in Goldsboro. In 1850 a brick and stone building, designed by Benjamin Gardner and Captain John Berry, was constructed and demolished in 1913 to make way for the present Neo-Classical Revival style building. The three-story tan brick building with a terra cotta tile roof is nine bays long and wide. Designed by Milburn and Hesiter, the building typifies their court house style: a rectangular plan with pedimented porticos capped by a modillioned cornice, a tan brick facade, Ionic columns and segmentation of window bays by pilasters. Upon its completion, the building was described as "a magnificent building, admired and praised by one and all alike, and which is a credit to Wayne County." Set in the middle of a parklike square, the court house complex houses an administrative building, Sheriff's Office and Magistrate's Office. It signals a transition of East Walnut Street from a less commercial to a more specialized, eventually residential use, and function in totality as a greenbelt area within the Central Business District. On the southeast corner of the square are two small one-story brick law offices, CA 1850, which lend a sense of historic and architectural continuity to the square. In 1978, the Wayne County courthouse was



included in One Hundred Court Houses: A Report on North Carolina Judicial Facilities, in which the building was considered appropriate for nomination and inclusion in the National Register of Historical Places, a fact which the County Commissioner's have chosen to ignore.

24. The Goldsboro Women's Club, 118 North William Street, 1927

Organized in 1899, the Goldsboro Women's Club built its current home in 1927. Designed by local architect, Thomas W. Jones, the building included offices, a drawing room, dining room, and kitchen as well as an auditorium. Apartments were to be added on the second floor. The club has actively supported cultural, civic improvement and social causes in Goldsboro for over 80 years. The two-story red brick building is an example of revival of Jeffersonian Classicism as evidenced in the mixed use of red brick with a white portico, closed pediment, white columns, and a semi-circular window in the pediment. Five bays wide and seven bays long, the building features a cross gable roof. The location of the building at the head of Mulberry Street on William, necessitated the continuation of Mulberry Street east of William to be noncontiguous, thereby, permanently altering the traffic pattern.

25. Fire Department Headquarters, 109 East Ash Street, 1939

Built as a W. P. A. Project in 1939, this two-story red brick fire house was, and remains, the most outstanding Art Deco building in Goldsboro. The main facade is white stucco over brick with a distinctive low-relief graphic representation near the tiled cornice line. The sides, constructed of unstuccoed red brick, are six bays long. Since abandoned as a fire house, the building has become part of a used car lot and unfortunately altered by the removal of the front doors and sidewalls.

Churches

26. The First Church of Christ the Scientist, 111 West Ash Street, 1856

The First Church of Christ the Scientist is significant as a preserved example of a nationally popular, highly academic, Greek Revival church design rarely seen (or surviving, at least) in North Carolina. The distyle-in-antis portico and the bold and heavy Greek Revival forms reveal the influence of mid-19th century pattern books. The church is one of the finest examples of Greek Revival ecclesiastical architecture in the state. The First Church of Christ the Scientist, formerly the First Presbyterian Church, has been a religious, cultural, and architectural landmark for over 124 years. Built in 1856 by the newly organized Presbyterian congregation, the church became the center of religious endeavor for many of Goldsboro's leading citizens. In 1953 the building was sold to the Christian Science Society who maintained the architectural integrity of the original design. In 1978 the building was entered in the National Register of Historic Places. It has been acquired and renovated by the Wayne County Historical Association.

27. Saint Stephen's Episcopal Church, 200 North James Street, 1856 and 1885

Saint Stephen's Episcopal Church, a small red brick, two-story building, designed by John W. Priest of Newburgh, New York, CA 1856, is English Gothic Revival in style. A bell tower was added in 1885. The church is decorated with seven stained glass windows which recent research indicates may be the work of Joseph Petranni from the workshop of Joseph Hooker, who was the former foreman for Louis Comfort Tiffany. The church is surrounded by a low brick wall topped by an iron fence which is a relatively recent addition. The iron fence is from the Yelverton House which, until recently, was located on the corner of South John and Spruce Streets. The location of the church on the northeast corner of James and Mulberry Street, is a visual cue indicating the beginning of the North James ambiance, which is perhaps the most unchanged in Goldsboro.

28. Saint Paul United Methodist Church, 200 South John Street, CA 1883-1885

A two-story red brick, Gothic Revival style church formerly with a polychromed fish scale patterned slate roof. The building typifies the Gothic Revival with its basilican plan, a steeple at the entrance end, and accented with pointed arches and crenellated towers. Organized in 1849, the congregation built this, their second home, in 1883. Milton Harding was the architect. The sanctuary was totally renovated in 1982.

29. Temple Oheb Sholom, 314 North James Street, CA 1886

Temple Oheb Sholom, built in 1886, a two-story, red brick synagogue was designed by Milton Harding, a local builder. The Romanesque Revival style building is located on North James Street amidst a block of exceptional Victorian residences. Significant for architectural design as well as its function as the religious center for Goldsboro's Jewish citizenry, the synagogue has remained virtually unchanged.

30. Saint Mary's Catholic Church, 201 North William Street, CA 1889

Saint Mary's roman Catholic Church, located on the corner of Mulberry and William Street, was dedicated in 1889. The two-story structure is of red brick with wood trim in the Romanesque Revival style. A rose window punctuates the main facade and the bell tower is to the left of the main entrance. Stained glass windows were installed shortly after construction and were designed with a thick, darker glass on the south side of the building and lighter glass on the north side, in order to facilitate proper distribution of light within the church. During the 1950's, a new school and convent building were constructed some distance across town and, recently, a movement was developed to demolish the church and reconstruct a new church at this new location. Fortunately, a new congregation has acquired the building which remains one of the most architecturally and historically significant in Goldsboro.

31. Shiloh United Presbyterian Church, 111 West Elm Street, CA 1890

A one-story brick, vernacular Gothic Revival style church, CA 1890, located on the north side of West Elm Street, near James. Reverend Clarence Dillard, local black educator, was one of the first Pastors of



the church. Three bays wide and four bays long, the building has a two-story bell tower on its southwest corner, capped by a crenellated parapet and a simple gable roof. Significant as one of the earliest black churches in town and for its association with Reverend Dillard.

### Banks

32. Bank of New Hanover, 141 North Center Street, CA 1873

This modest two-story brick building, now houses an automotive repair service. It was the home of the Bank of New Hanover, CA 1873. E. B. Borden, prominent Goldsboro citizen, organized the bank and served as its President until it was absorbed into the Bank of Wayne in 1893. Three bays wide, the painted brick building has been altered on the first floor to accommodate vehicular passage. It retains its original arched windows, subsequently bricked in, on the second floor.

33. Branch Banking and Trust Co., 200 East Walnut Street, CA 1905

A two-story buff brick bank building with classical details, CA 1905, originally the National Bank of Goldsboro, the BB&T Company took over the building in the 1930's. Three bays wide and five bays long, the first floor entrance has been altered as has the west facade windows. A good example of CA 1900 Classical Revival commercial type buildings.

34. Wachovia Bank Building, 139 West Walnut Street, 1922

A ten-story building and the tallest structure in Goldsboro, the Wachovia Bank Building was constructed in 1922. Originally the Wayne National Bank, which eventually merged with the Wachovia in 1955, the structure is eight bays long and three bays wide. The first two floors are of stone, the third through tenth floors are brick with a stone beltcourse between the ninth and tenth floors. In the standard Commercial style, with classical details, the most interesting elements are the first floor two-story window arches, unfortunately bricked in. A new addition, located on the east side, is a two-story brick structure which blends into the scale of the street, and the materials of the bank building. It remains a good example of a well-designed infill structure relating to its existing environment.

### Miscellaneous

35. The Giddens Well House, West side of South William Street between Chestnut Street and Spruce Street, CA 1859

A small, eight-sided wood and brick well house, CA 1859, approximately twelve feet tall with a domed roof. An unusual example of its type, recently restored by the Wayne County Bicentennial Commission, it remains a nice example of early Goldsboro history. The Community Appearance Study indicates that the well was dug around 1859 after the arrival of Louis D. Giddens in Goldsboro. The Wayne County Cultural and Historic Preservation Society, Inc. indicates that it pre-dates this time. Originally 60 to 100

feet deep, the well was a favorite stop-over on the Raleigh-New Bern stagecoach line. Giddens built his home on this site, CA 1860, incorporating an existing house. The well house matched the porch of his home demolished in 1974.

### Residential

#### 36. Nelson House, 109 East Pine Street, CA 1839

The house of Colonel Charles J. Nelson, one of the earliest citizens of Waynesborough and Goldsboro, was moved to Goldsboro around 1850. Nelson had previously settled in Waynesborough in 1839 and built a large buggy and harness business which he subsequently moved to Goldsboro. This house was originally on the northwest corner of Pine and South John Streets and was moved to the rear of the property and subsequently to the lot it now stands on in the middle of the block. A two-story frame, vernacular style house, built in Waynesborough, CA 1839, and moved to Goldsboro in 1850, it has a porch and port-cochere, apparently later additions. It is significant as the home of Colonel Charles J. Nelson, an important figure in early Goldsboro's history and the settlement of the South John Street area.

#### 37. Jones-Griffin-Scarborough House, 301 South John Street, CA 1840-1850

Probably built between 1840 and 1850 by William Henry Best in Greene County from logs that reportedly came from the Pee Dee Swamps in South Carolina. Best's sister married Jim Jones of Goldsboro and the house was probably moved here CA 1877, when the current site was purchased by Jones. The Two-story, three-bay frame house, vernacular Victorian in style, is important for its varied history and the present fact that it has had a stabilizing effect on the neighborhood and could help to signal like rehabilitation efforts on the block. Next to the Weil houses, it perhaps exhibits the most interesting architectural details of any house in Goldsboro of the period. The elaborate cornice brackets, lintil shutters, and round arched windows project an Italianate influence.

#### 38. Silas Webb House, 205 East Mulberry Street, CA 1850

Moved CA 1868-1873 from South Slocumb Street, where it was originally built CA 1850 and owned by Silas Webb. Moved by the Weil Brothers to its current location and leased to Adolph Lehman, a tavern owner who apparently lived there until 1892. The property was then sold and subsequently used as a private residence until 1932 when it became a funeral home, and was moved over one lot. The two-story frame building, vernacular in style, has obviously been altered, particularly the two-story porch. The brackets at the cornice line vary according to which section they ornament. Historically interesting as another example of the relocation of buildings in nineteenth century Goldsboro and as one of the oldest buildings existent in town.

#### 39. Bizzell House, 201 East Mulberry Street, CA 1851

A two-story frame vernacular house, CA 1851, the previous owners have included William T. Dortch (1851-1871) and the Weil Brothers (1871-1887).

In 1892, K. E. Bizzell purchased the house from E. Lippman Edwards. The house was believed to have been moved to this site from another location in town. Three bays wide, the house has 6/6 windows on the second floor, and contemporary double hung windows on the first floor. Interestingly, the rear half of the exterior chimneys are covered by additions to the house itself, something not seen elsewhere in Goldsboro. The rear yard is enclosed with a plank fence giving the feeling of how the yard must have looked around 1850.

40. Bogart House and/or Office, 202 East Pine Street, Ca 1852

Originally located on the southeast corner of Pine and John Streets and built CA 1852 by William Bogart, a local builder and architect. Moved CA 1910 to the present location by W. V. Williams, who was a local drug store owner. Bogart advertised in early Goldsboro newspapers as Bogart and Taylor, Builders and Carpenters, and by 1861, William Bogart, Architect. Within his advertisements, he specified he could provide designs of "churches, public buildings, mansions, villas, stores and cottages" and "general plans, detailed drawings, specifications and estimates furnished at short notice and on moderate terms." The small two-story frame building, altered considerably and relocated to this site, is the only known example of work by the early Goldsboro architect, William Bogart. Apparently, the Greek Revival style building, built on the corner of John and Pine, was, according to his ads of 1861, his office.

41. Nelson's Buggy Factory, 311 South John Street, CA 1853

Colonel Charles J. Nelson, owner of a large buggy and hardware business in Waynesborough, relocated the business to Goldsboro in 1850, and moved his factory building to Goldsboro. This modest two-story frame house with 6/6 windows, a high hip roof, apparently was Nelson's buggy factory which was subsequently altered for use as a home.

42. J. J. Baker House, 314 South William Street, CA 1853

J. J. Baker was one of the owners of the First Foundry in Goldsboro and the two-story, three bay frame house, square in plan with a flat roof, was built CA 1853 on land he purchased in 1851. The porch was altered at some point, and extends only across the entrance bay. The house looks like it was Greek Revival made into Colonial at another point. It is significant as one of Goldsboro's earliest structures and it was occupied by General Gordon and his staff during the Civil War, and reportedly the small Baker children sat on the wall and watched the Union Army enter Goldsboro.

43. 204 West Oak Street, CA 1860

Small one-story vernacular style house with rear additions, 6/6 windows. Porch has simple sawn balustrades. Considered to be one of the oldest buildings in Goldsboro, the cottage belonged to Adolph Lehman, a founder and first president of Temple Oheb Sholom. Moved to this site at the rear of the lots on the corner of North James and Oak Streets, CA 1885, to allow for construction of the twin Castex and Crabtree Houses.



44. Kirby-Robinson House, 300 South William Street, CA 1872

A large two-story, five bay Italianate house built in 1872, and moved to the present site in 1904. Covered some time after that point in pebble-dash with various porches and trim removed. Described as the "handsomest, most expensive comodious, attractive house in Goldsboro at that period," it was built by Dr. George L. Kirby, a prominent local physician, and it has since become the local Red Cross Chapter House.

45. The Solomon and Henry Weil Houses, 204 and 200 West Chestnut Street, CA 1874-1875

The Solomon Weil House and the Henry Weil House, twin houses built in 1875, are among one of the most important landmarks in Goldsboro. Not only as handsome, well-preserved examples of Victorian architecture, but also because of the major role the Weil family played in the history of Goldsboro, North Carolina. Henry, Solomon, and Herman Weil came to Goldsboro in the 1860's and became part of a Jewish community which has been important to the City since its incorporation in 1847. By the 1870's, the Weil Brother's had become successful businessmen and soon were involved in a variety of successful financial and industrial ventures. They contributed strongly to the cultural and educational life of the town and their wives, Mina and Sarah, were also involved in public and philanthropic activities. Gertrude Weil, daughter of Henry and Mina, played an active role in the women's suffrage movement in the 1920's and in a wide variety of progressive causes until her death in 1971. The two-story, four bay frame Victorian houses have been the focus of one of the most controversial National Register-preservation issues in Goldsboro's history.

46. 310 North James Street, CA 1880

A two-story vernacular style Queen Anne house with a wraparound porch with turned ornament, posts, spindles, etc. Another example of North James Street architectural style and sense during the later 19th century.

47. Hill-Holder House, 413 North James Street, CA 1881

This two-story house, CA 1881, is in the Queen Anne style. The first floor of brick construction with 2/2 windows and an arched brick lintel over the windows is separated from the second floor by a shingled pent roof. The second floor of frame construction with windows ornamented with mullions is in marked contrast to the first floor. The most striking architectural details are the brick chimneys, a pair on the north and south elevations, each rising from the first floor to beyond the cornice line. These give the house an unusual architectural character, again an example of the great variety and sense of scale of the North James Street area.

48. Frank K. Borden House, 103 South George Street, CA 1883

A two-story, three bay, yellow frame Victorian style house, with a high pitched gable roof of polychrome slate. Delicate brackets support the eaves and a fishscale pattern trim ornaments the gables. A one-story porch



wraps around the facades and is composed of an exceptional balustrade, post and brackets. Located on the southwest corner of Walnut and George Streets, the house was constructed on the original E. B. Borden farmland. Frank Borden built the house CA 1883, he was the son of E. B. Borden, one of Goldsboro's most prominent and powerful citizens. Frank also founded the Southern Cotton Oil Company in 1882, and the Borden Manufacturing Company in 1900, and was the President of the Bank of Wayne.

49. Castex and Crabtree House, 311-313 North James Street, CA 1885-1896

No. 313 North James Street was built some years before the owner, George Crabtree, from Washington, North Carolina, married in 1895. No. 311 was built in 1896 by his older sister, Eleanor, and her husband, Louis Castex, a local merchant. Originally both houses had additional covered and uncovered porches, cast-iron roof ornaments, etc. No. 313 lost some of its details (CA 1960) to facilitate painting and maintenance. The pair of Queen Anne style Victorian houses remain perhaps among the finest examples of the style extant in Goldsboro. The two-story, three bay, frame houses exhibit splendid polychrome slate roofs and somewhat altered porches, with elaborate starburst patterned brackets and balustrades. Uniquely, these houses set the tone and atmosphere of North James Street.

50. 309 North James Street, CA 1890

A two-story, white frame house with a polychrome slate mansard roof, this house is located on the west side of North James Street. Designed in the Second Empire style, the building is three bays wide and the only one of its style in town. A significant addition to the North James Street sense of time and scale.

51. 115 North George Street, CA 1900

This 1½-story, three bay, Carpenter Gothic style cottage is one of a pair, the other being located on the southwest corner of Walnut and Slocumb Streets. This pair of houses is among the most distinctive examples of an architectural style in Goldsboro. The roofline numbers no less than six gables, placed at various angles to each other, each with a diamond-shaped leaded window. Also distinctive is the porch with turned balustrade posts and decorative details. The double door has etched glass panels. No. 115 has the second most unusual mail box in town: a cigar box. Another example of the great variety of architectural style and development along North George Street, CA 1900.

52. 700 Park Avenue, CA 1902

A large two-story, three bay, frame vernacular Victorian style house, built CA 1902, by local City school superintendent, J. I. Foust. The land formerly belonged to the Weil family and the north side of the 700 block of Park Avenue was a baseball field. The most unusual point about this house is the porch with its large one-half Corinthian columns which supposedly were originally on the now demolished Spicer House on Center Street.

53. 111 North George Street, CA 1920

This two-story three bay brick house built CA 1920 for Dr. Woodard, a local physician, is distinctive because of the large open pediment over the porch. Large white columns support the pediment and the porch roof, and a turned balustrade completes the porch treatment. The doorway is framed by an arched transom and side lights of leaded glass.

54. 619 Park Avenue, CA 1920

A large 2½-story, frame, five bay house, eclectic in style, vernacular plan with Beaux-Arts style porch and Colonial Revival Palladianesque decorative elements, i. e., denticulated cornice, etc. Signals, along with No. 618, the beginning of Park Avenue as an exclusive neighborhood with a concurrent improvement in stylistic expression. This house was built for the Oettinger family, associates of the Weil family, CA 1920.

55. 618 Park Avenue, CA 1928

Large 2½-story frame house, five bays wide, CA 1928, built for A. A. Joseph, subsequently owned by Leslie Weil, the Georgian Colonial Revival style house with a large enclosed garden in the rear, has interesting decorative details including a Chippendalesque balustraded slate hip roof.

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## Significance Summary

Encompassing approximately 46 blocks, the Goldsboro Historic District includes architecturally and historically significant properties which reflect the development of the City between 1838, when railroad service began, through 1939, when the City's most distinctive Art Deco building, the Fire Department Headquarters, and other exceptionally important ~~commercial~~ buildings that make up the fabric of the downtown streetscape had been completed. During this period of significance, Goldsboro grew to become a major transportation, commercial and industrial center for eastern North Carolina, increasing in population from less than 1,000 people to more than 15,000.

- 1939

Properties within the Goldsboro Historic District are associated with the lives of persons who played prominent business, social and political roles in the City's development during the late 19th and early 20th centuries. Included among such figures are Henry and Solomon Weil, Gertrude Weil, L. D. Giddens, M. E. Castex, Reverend Clarence Dillard, Col. Charles J. Nelson, E. B. Borden, and Governor Charles B. Aycock.

Well-preserved and representing a significant and distinct entity, the Goldsboro Historic District contains numerous excellent examples of late 19th and early 20th century commercial and residential architecture. Vernacular commercial buildings with notable ornamental metal and masonry are prominent as well as later Classical Revival and Art Deco buildings. Greek Revival, Gothic and Romanesque Revival churches accent the fringes of Goldsboro's early commercial development. Among the many significant residential structures, the Queen Anne, Second Empire, Italianate, Colonial Revival and bungalow styles are all to be found.

Contributing properties make up 73% of the structures in the Goldsboro Historic District with 27% nonconforming. For the most part, non-contributing structures are buildings less than 50 years old. In a few instances properties have become non-contributing due to alterations.

# Historical Sketch and Significance

Adapted from Goldsboro Inventory Project by Barbara M. Hammond

The evolution of Goldsboro, North Carolina from town to city occurred during a period in which there was a startling increase in the number, as well as the size, of North Carolina towns, a factor which was symptomatic of the large scale railroad construction. Had it not been for this all important transportation advance in the early 19th century, there might never have been a Goldsboro, the "Gateway to Eastern North Carolina."<sup>1</sup>

Located some fifty miles southeast of Raleigh, the state capital, Goldsboro is approximately ninety miles west of the Atlantic coastline. It is situated in the very heart of the eastern North Carolina bright leaf tobacco belt, and developed largely as the transportation center for the region's agricultural industry. Perhaps the most salient feature about Goldsboro is this pivotal location, the central, halfway point between the capital and the coast.

Wayne County, of which Goldsboro has been the county seat since 1847, is comprised of some 557 square miles. Until 1779 the area now identified as Wayne County was a segment of Dobbs County, which was subsequently separated into Wayne, Lenoir and Greene Counties. Prior to this time the area was predominantly populated by the Tuscarora Indians, until around 1760, when a newly flourishing Naval stores industry in the Neuse River area encouraged migration and settlement.

Wayne County was named after "Mad Anthony" Wayne, a Revolutionary War General, who became a popular hero after the Battle of Stoney Point in New York State. Waynesborough, at a site on the west bank of the Neuse River, was established as the seat of Wayne County by legislative act in 1787. Civilization progressed quietly at Waynesborough until the late 1830's when the dawning of a new era threatened the very existence of the small community. The Wilmington and Raleigh (Weldon) railroad line was completed and, in effect, bisected the county. A town known as Goldsborough's Junction developed at the point which was located midway between Wilmington and Weldon, near the site of Arnold Borden's Hotel. This location had previously been a "halfway House" on the New Bern and Raleigh stageline. In 1838, Arnold Borden built a hotel, reportedly at the suggestion of Major Matthew T. Goldsborough, at the intersection of the railroad and the New Bern Road. Because of the hotel's existence, the village was made a stopover point for the train and, therefore, began to establish itself as a community.

Major Matthew Tilghan Goldsborough, a native of Talbot City, Maryland, had studied engineering at West Point before becoming the assistant chief engineer for the railroad. While in the area, he boarded with Colonel Charles Nelson, a prominent Waynesborough citizen. It had been said that he referred to the new depot as his own, and thus, Colonel Nelson began to refer to it as Goldsborough's Junction. The name was officially adopted in 1839, and the spelling subsequently changed about 1860.

The land adjacent to the railroad was owned by Arnold Borden, Lemuel Whitfield, James Rhodes and Wright Langston. Values began to soar as the railroad became a vital link to the capital and marketing centers of the state. Construction of commercial buildings and residences began almost

immediately along the railroad bed. The first train steamed into town on February 23, 1838, and farmers from outlying areas came to celebrate the arrival of the locomotive. A big celebration was held at Waynesborough with Governor Dudley on hand to address the assembled crowd. Completion of the Wilmington and Weldon railroad, some 161.5 miles in length, made it the longest railroad in the world and signaled the beginning of a period of successful economic development for the state.

The coming of the railroad to Wayne County was an event of such magnitude, that it is best summed up in a letter written in 1840 by Raiford Hooks, a citizen of Waynesborough. To his nephew, Daniel McIntosh of Franklin City, Alabama, Hooks wrote: "As to matters and things in general in the country it is hardly worthwhile for me to say much crops are tolerable prices of everything are low; there is a railroad through the country and we have a new Town laid off at the depot At the crossroads by Lemuel Whitfield's they have named it Gouldsboro it is improving right fast Arnold Borden has built a hotel there for the accomodation of the passengers it is the largest House I ever saw it has twenty four fire places there is a great deal of Travel on the road some days there is about one-hundred passengers they say it everages thirty some day."<sup>2</sup>

From 1840-1845, increasing numbers of citizens relocated from Waynesborough to the new community at Goldsboro, and interest in moving the county seat began to build. However, in 1845, a vote to this effect was defeated. Subsequently in 1847, the vote was cast overwhelmingly in favor of relocating the Wayne County seat to a new site in Goldsboro.

This issue proved to have been a controversial one in that most of the citizens on the south side of the river were opposed and those on the north side were in favor of the move. Before the vote in 1847, a meeting was held in a large oak grove at the present intersection of Chestnut and George Streets. It was reported that "eloquent speeches were made, and much good barbecue, and much good, home-made liquor consumed."<sup>3</sup> And as the story goes, several barrels of ice from Wilmington were surreptitiously put into the well so that Goldsboro would have the reputation for having the "coldest and best water in the county."<sup>4</sup> It has also been suggested that this was just a rumor started by the opposition because the water "was naturally so pure and cool that it would have been absurd to have polluted it with Wilmington's Ice."<sup>5</sup> For whatever reasons, once the great geographic advantage of the railroad was realized, Waynesborough was abandoned as the county seat and, eventually, as a town.

The first charter of the City of Goldsboro was ratified by the North Carolina General Assembly on January 1, 1847. The tangible elements of a settled society began to evidence themselves within the city boundaries as incorporation became a reality; the population had grown and a tax rate was set at thirty cents per one-hundred dollar valuation. A town plan was initiated that specified Center and Walnut Streets at the nucleus of a grid, with the other streets aligned on the grid. The north/south streets were given men's names and the east/west streets were given the names of trees. In 1851, Ira Langston contracted to lay out Boundary Street (now Holly Street) which served as the northernmost limits of the city. Willowdale Cemetery was laid out with eight foot wide avenues in 1853 by Colonel Nelson on land purchased from W. B. Edmundson. George Street and the cross streets from James to George were laid out by a surveyor, W. C. Bryan, in 1854.



Proceedings were started for the construction of a new brick courthouse when in 1849 four acres of land were purchased from James Rhodes for \$250. The location had been specified as being from two to four acres in size, within one-half mile of the Borden Hotel. A contract for this, the first county-owned structure within the new city limits, was made with John W. Becton and Joseph Kennedy, to build the new courthouse for \$17,000. Demolished in 1912, the architects for the courthouse were Benjamin Gardner of Wilmington and Captain John Beery of Hillsborough.

Goldsboro's pre-eminence as a transportation center was furthered in 1856 when the North Carolina Railroad connected Goldsboro to Charlotte. And, in 1858, the atlantic and North Carolina (Old Mullet Line) railroad was completed from Goldsboro to Beaufort, thereby allowing connections in all four directions. In addition to a right-of-way on Center Street, the railroad was given permission to construct a warehouse at Beech Street. In 1854, the North Carolina Railroad had been given a right-of-way to lay their tracks on West Center Street. The convergence of the major railroad lines within the region in Goldsboro signaled the beginning of the City's strategic position within the statewide transportation system. From around 1840 until 1886, a railroad station straddled the tracks across Center Street at Walnut. Destroyed by fire, it was never reconstructed on the site, probably because the existing Kennon Hotel was utilized as a waiting room and ticket office. Subsequently in 1906, a new union terminal was built on the western edge of the city.

The commercial and residential structures which formulated early Goldsboro created a typical 19th centural "walking city." Lack of commuter transportation vitally affected the location of homes in relation to businesses, and the businesses were located as closely to the railroad as possible. This resulted in a mixed land use that centralized the city's initial development onto a main thoroughfare flanking the tracks on both sides. Many of the first homes were moved here from nearby Waynesborough and later Everittsville. Three streets, namely South John, South William, and North James, best exemplify today the earliest architectural forms the city took hold of.

South John Street developed as a pleasant residential area shortly after the city was incorporated. Apparently named for John A. Green, the first chairman of the Board of Commissioners, the street was mainly composed of two-story wood frame dwellings similar to those found at Waynesborough. Colonel Charles J. Nelson moved his buggy factory, including the building, to the west side of John Street in 1850. He constructed a new home for himself on the northwest corner, which was subsequently moved to 109 East Pine Street. The factory building is still in use as a multiple dwelling and is a two-story frame building with hip roof, three bays wide, of modest vernacular style.

On the southwest corner of John and Pine, Frank L. Castex built a new home in 1851. A small L-shaped building, it has since been altered for commercial use. His Waynesborough house had been moved to Goldsboro at that time, but has since been demolished. At this same intersection, on the southeastern corner in 1852, William Bogart, an early architect and builder, located his new residence. A square, two-story diminutive white frame house, it still retains a semblance of Greek Revival simplicity and is still in use today. In 1910 it was moved to an adjacent site at 204 East Pine Street. The length of Pine Street from John to



William is dotted with small vernacular style houses with the kitchen building obviously attached or close by the main block.

The recently demolished Allie Freeman House at 111 North William Street was another curious example of the Waynesborough prototype. It is believed to have originated there and moved several times within the block after its move from Waynesborough. It was a two-story white frame, double pile house, three bays wide with a tin hipped roof and two internal chimneys.

At the foot of East Pine on William Street is the Colonel J. J. Baker house. It is not known for sure whether the house was originally built here or moved from Waynesborough, but it has been attributed to Colonel Nelson, who apparently had a great deal to do with the transformation of the field of broom straw that was early John Street. The square-shaped, white frame house was probably built around 1851-53 and has been altered at some point with a Colonial Revival style entry; the house has a flat tin roof and a Greek Revival feeling in proportion as well as design.

Holly Street, as the northernmost boundary of the city, also retains some of the very early buildings CA 1850. A lovely one-story white frame vernacular style house with a pitched roof and boxed cornice at 209 East Holly is one example. It has two exterior chimneys and various additions at the sides and rear. Throughout the 200 and 300 block are several vernacular houses which are remnants of the first dwellings in Goldsboro.

A multi-use structure was built in 1848 at the southeast corner of Chestnut and John streets, the current location of St. Paul's Methodist Church. This building was used for a school until Sundays when it served all of the religious denominations as a church facility. Residential development along John Street was encouraged by the location of the Academy. Concurrently, the placement of other churches signaled residential development on adjacent lots along connecting streets, linking residential and commercial areas.

Truly it was the construction of the first churches in Goldsboro that marked the beginnings of any strong architectural style. Each of these early churches reflect the prevalent stylistic tendencies of the early 19th century--Greek Revival, Gothic Revival, Romanesque Revival. The First Presbyterian Church (subsequently the Church of Christ the Scientist), on the northeast corner of West Ash and North James Streets, was built in 1856. A one-story stuccoed structure with simple, classical proportions, the facade proudly displays a distyle-in-antis portico with Tuscan columns. This church represented the first construction by a specific denomination within the growing city and the quality of its architectural design reveals the growing sophistication of antebellum Goldsboro. From 1953 to 1980 the church was owned by the Christian Science Society of Goldsboro. It has now been nominated to the National Register of Historic Places, acquired and renovated by the Wayne County Historical Association.

Shortly after completion of the First Presbyterian Church in 1856, only one block south at 200 North James Street, St. Stephen's Episcopal Church was constructed. Designed by John W. Priest, an architect from

Newburg, New York, the church is of Gothic Revival Style and said to have been patterned after an Early English Gothic church. The two-story red brick building, with granite accents, was augmented by a bell tower in 1885. It closely followed the Presbyterian Church chronologically and as a stylistic trendsetter.

As Goldsboro expanded and came into contact with Raleigh, the state capital, as well as other nearby cities, it became influenced by the more fashionable architectural styles. During the 1840's and 1850's, the City of Raleigh focused upon the rebuilding of the state capital, was abounding with Greek and Gothic Revival buildings. It was only natural that eventually this would provide a model for a newly-born city like Goldsboro, with a wealth of vacant space prime for development. In the mid-1870's, the Weil Brothers, Solomon and Henry, were at the ascendancy of their position in the community, and looked to the prevailing style in Raleigh for the model of a "house of comfort."<sup>6</sup> Walks around the City of Raleigh served to inspire them in their search and as a result, they hired an architect to design their subsequent homes on West Chestnut Street.

Constant throughout the early history of Goldsboro were two factors. One was the lack of hesitation in physically moving houses, whether within the City or from elsewhere to a new location in town. And, once an architectural style was embraced, it usually hung on for some time. It was as if, on both counts, once a good thing was found, there was a great reluctance to change. This tended to set up a prearranged architectural mode and insured its perpetuation. It also insured a long-term preservation of older structures which might not have survived otherwise.

Goldsboro's growth progressed at such a rate that by 1860 the original boundaries were extended by three hundred feet on each side. In providing for this expansion, the City Commissioners also prohibited the opening or extension of streets without the permission of the property owner. This insured that the future development of the City proceeded in an irregular manner and tended to confuse the traffic pattern on into the next century.

By 1861 the population of Goldsboro was estimated to be from twelve to fifteen hundred people, and the City's emergence as an important transportation center was a fact by the outset of the Civil War. The City became an important supply center for the Confederate forces fighting in Virginia. Raided by Federal troops from New Bern on December 17, 1862, direct involvement in the war was avoided until after the Battle of Bentonville in 1865. General Sherman's army marched through the City to the great apprehension of local residents. Large groups of citizens, both black and white, turned out to view the enemy troops as they marched into town. Goldsboro fortunately escaped the vast destruction which occurred across the countryside because of General Schofield's arrival from Wilmington two days prior to Sherman's Army of 100,000. Federal officers forcibly occupied the finest homes in the town and Wayne Female Academy became a Union Hospital. "But beyond the loss of fences and outhouses torn down for firewood and depredations on poultry yards and smokehouses, this Wayne County town suffered little at the hands of the Occupying Forces."

Lack of money seemed to be a common condition to both citizen and soldier alike. The soldiers peddled tobacco, cigars, stationery and canned milk on street corners. The general populace was characterized as "poor as a general thing very kind and hospitable with none of the treachery found in other places." The size of Goldsboro held down the raucous activities, and one trooper of the One Hundred and Third Illinois indicated that the "town din't amount to anything."<sup>9</sup> Lt. Charles Brown said it was "a little 7x9...about as large as Bentonville was once..."<sup>10</sup> Throughout the spring of 1865, Sherman's men, while in Goldsboro, attended local churches. The large number of soldiers who converted to the various religions were an encouragement to the Chaplain of the Army. St. Stephen's Episcopal Church was the beneficiary of a special collection taken up by the soldiers, and was protected by armed guard, at General Schofield's request, as the army left Goldsboro.

After the war, Goldsboro was garrisoned by Federal Troops until early 1869. At the close of the war, Goldsboro was a town constructed largely of wood, with perhaps a dozen brick buildings. This was a condition which was to rapidly change in the ensuing decades. In 1873, the City Commissioner's further shaped the City's development prohibiting the construction of wood buildings which would endanger public interest, safety or property. This was extended to include storefronts in 1880. Demolition of any buildings considered to present such a hazard was also instituted. This had a long range positive impact on building in that it allowed for safer, more secure buildings to be built in a more orderly pattern, thereby forshadowing the future zoning laws and building codes.

Almost as if in response to the war-time deprivation and hardship post-war Goldsboro gave rise to larger, more sophisticated residences, particularly for the newly affluent merchant classes. The Henry and Solomon Weil houses, a pair of Victorian homes built in 1875, were then as now, the most exceptional houses ever constructed in Goldsboro. They have a quiet elegance which alludes to a tasteful and refined statement of architectural style.

The Kirby-Robinson House, now the Wayne County home of the American Red Cross, was built in 1872 by Dr. George Kirby, a local physician. Located on the southeastern corner of John and Mulberry Streets, it was dismantled and moved to 300 South William Street in 1904. The two-story house of frame construction originally was Italiante in style with profuse decorative molding, capped by a cupola. However, in 1904, when it was reconstructed, the detail was simplified and the exterior covered in pebbledash. Fortunately, the house retained the elegance of plan and symmetry as originally expressed.

Another example of the refined elegance of Reconstruction era homes is the Jones-Griffin-Scarborough House at 301 South John Street. Originally built in Greene County in 1840, by William Henry Best, it was dismantled and moved to the present site in 1866 by Jim Jones of Goldsboro. The house was reconstructed here and altered as was the Kirby-Robinson House to prevailing contemporary tastes and requirements.

During the 1880's and '90's, Goldsboro became the seventh largest town in the state, with a population rapidly approaching four thousand



in number. A post-Civil War sense of economic optimism, combined with the onset of the Industrial Revolution throughout the state, contributed to the rapid industrialization and growth of the urban population in Goldsboro as well as in other burgeoning cities. Throughout the late 19th century, the tobacco and furniture industries established their pre-eminence on a statewide basis. Cotton had remained the main local staple crop during the post war period enduring the shift from slavery to the tenant system. Twenty-five to thirty thousand bales of cotton were marketed in Goldsboro before 1880. Corn, rice, tobacco and truck farming became important rivals during the latter part of the century. The first tobacco warehouse was built in 1895, and the number grew to three by 1909.

From 1881 until the eve of the First World War, a strong, broadly based industrial community was established in rapid succession by the following: 1881 - J. H. Strauss & co. Rice Mill (later Carolina Rice Mills); 1882 - Goldsboro Oil Mills; 1884 - Goldsboro Lumber Co.; 1885 Royall & Borden Mattress Factory; Dewey Brothers and the Goldsboro Furniture Company (later Kemp Furniture); 1886 - Wayne Agricultural Works; 1887 - The Enterprise Lumber Company; 1907 - Goldsboro Buggy Company, Goldsboro Knitty Mills, and Utility Manufacturing Company; and in 1911 Wayne Hardware Company. No less than four brick and tile companies began in the midst of the post-war industrial booms; namely, H. Weil and Brothers, H. L. Grant & Son, Borden Brick & Tile, and the Wayne Red Brick Company. As further indication of this favorable economic climate, by 1914 four banks were in full operation within the City: The Bank of Wayne; the National Bank of Goldsboro; the Savings Bank; and the People's Bank of Goldsboro.

Newer and more opulent residences were a natural offshoot of the economic boom. The Queen Anne style was at the zenith of its popularity and was reproduced in Goldsboro, particularly along the length of North James Street. A pair of houses at 311-313 North James Street are most notable. Initially, No. 313 was built on the southwest corner of James and Oak Streets, by George Crabtree, a bachelor from Washington, North Carolina. Several years later he was married and in 1895, brought his bride to the house. Subsequently, his sister married Louis Castex and they built a twin house to the south. The houses have been slightly altered in recent years, however, they retain most of their original star-burst brackets and spindlework on the porches. The two-story white frame houses have poly-chromed slate roofs with multiple gables and a central high hip roof, which was surrounded by cast-iron balustrades when first built. These have since been removed. They have remained two of the most architecturally significant private homes in Goldsboro.

Located directly across North James Street, on the east side, is Temple Oheb Sholom, which was built in 1886. The Jewish segment of the population had grown to a position of influence in the community and constructed the handsome two-story red brick temple in the Romanesque Revival style. Milton Harding, a local contractor, had supplied the understated design; a year before he had built the new St. Paul's Methodist Church on the site of the Old Academy Building at the southeast corner of Chestnut and South John Streets. A Gothic Revival style building, the two-story red brick church has a striking polychromed slate roof, and boasted the tallest spire of any church until it was unceremoniously removed by Hurricane Hazel in 1954.

Church structures again set the architectural pace in 1889 with the construction of St. Mary's Roman Catholic Church on the northwest corner of William and Mulberry Streets. A lovely rose window on the main facade is complimented by the wood frame bell tower on the south end of the two-story brick church.

Several notable fires have unexpectedly altered the shape of the City, and, in 1884, there was an exceptionally large one. A large section of the Central Business District from the Borden Brothers Cotton Yard on Walnut Street near James extending through to Center Street was destroyed. In the wake of its path, over twenty-five businesses were destroyed. It was succinctly described at the time by one insurance adjustor as the result of "small boy, cigarette, high wind, and no water."<sup>11</sup> As a result of this particular conflagration, a water system, the Goldsboro Water Company, was completed in 1889. At the turn of the century, Goldsboro experienced the largest boom in residential construction thus far in its history. The population had risen to about 5,800 in 1900 and proceeded to double within the next decade. Annexation of bordering areas, as well as natural growth, were responsible for this large increase. Most of the new dwellings were of wood construction and constituted a "small, conservative little city, thoroughly appreciated by the people who lived there."<sup>12</sup> Many civic improvements were instituted in the early decades of the 20th century, indicative of an era of progress and prosperity right up until World War I.

Prior to 1910, the City streets were largely unpaved, composed of sand-clay. By 1915, 2.7 miles of concrete were completed and by 1919, the entire City was paved. In addition to street paving, sidewalks and road construction received great emphasis. Goldsboro was ahead of the majority of the state in such civic improvements to the extent that a streetcar system was in operation by 1911. As Goldsboro reached the official status of city, it possessed all of the essential characteristics: a school system, fire department, electric and water companies, street lamps, and a sewer system.

The most visible evidence of the new awakening of civic pride was the Goldsboro City Hall, erected on North Center Street in 1902. Most notable are the statues of Liberty and Justice which grace the top of the Neo-Classical Revival building, that came to symbolize the progressive era in which Goldsboro prided its achievements.

The railroad which had been the impetus for the initial development of Goldsboro, had curiously begun to represent unfavorable living conditions particularly in the light of the "City Beautiful" movement. The World's Columbian Exposition at Chicago (1893-94) was an attempt to improve the quality of urban life through beautification, which had far reaching effects even to a small city like Goldsboro. One of its results was the largest scale construction of neo-classical buildings throughout the country. The railroad tracks running parallel to Center Street, with the continual stream of traffic, noise and dirt was the antithesis of the "City Beautiful" and the proud new City Hall. Intense civic pride furthered the demands that the tracks be relocated from Center Street. The City that once viewed the railroad as an economic lifeline had begun to view it as an enemy at its very core.

Construction of a new passenger depot on the western perimeter of the City and the subsequent re-routing of the railroad was the means by which these aims were to be achieved. In 1906, "Borden's Bottom", a section of the original Borden farm, was selected to be the new terminal site. Located at the western end of Walnut Street and outside of the city limits, the new Union Station opened in 1909 for joint use by the Norfolk and Southern, and Atlantic Coast Line. The elegant eclectic brick building signaled the development of that section of the City in both the residential, as well as commercial use. The concept of this area as the westernmost terminus of expansion was well established at this point in time. With the cessation of railroad passenger service in 1968, the area, perhaps the most fashionable in the early decades of the century, has experienced an accelerated decline. Listed in the National Register of Historic Places, Union Terminal has been altered for use as a storage facility by a construction concern.

The commercial interests along the tracks of Center Street were somewhat concerned about the sudden change in the traffic pattern that the new station would represent. The possible deleterious effects were of genuine concern, however, the greatest fears were not realized. With the renewed efforts to beautify the City and the advent of street lights. Goldsboro referred to Center Street as its "White Way". However, the tracks themselves were still on Center Street, and it was not until 1926, that they were removed. In spite of legal implications, the tracks mysteriously disappeared thanks to a City-hired work crew who labored from midnight to dawn to do what the railroads refused.

In 1913, a new Wayne County Courthouse was built and it replacing the brick one constructed in 1840. Designed by the architectural firm of Milburn and Heister in the Neo-Classical Revival style, it enjoys a commanding position on Courthouse Square.

The Wayne County Memorial Building was constructed in 1925 as a "living memorial" to those men who fought and died for their country in World War I. Apparently this building was in the vanguard and considered to be one of the first of its type in the nation. The Hotel Goldsboro was erected in 1924 (now Waynesborough House) on the site of the old Kennon Hotel, which had followed on the same site as the original Borden Hotel. Eight stories in height, the hotel was immediately rivaled by the Wachovia Bank Building, which was comprised of ten stories. The Borden Building, built in 1914, had enjoyed supremacy as the tallest building in town when first constructed. Ushering in the skyscraper age, the six-story Borden Building was described by Alfred E. Smith on a visit to Goldsboro in 1915, as being "a baby's first tooth."<sup>13</sup> Goldsboro had completed the transition to modern American City in the aftermath of the First World War with these interesting examples of the Commercial Style, in the short span between the war and the slump of the Great Depression.

In 1930, the Great Depression represented the same hardships and deprivations to the citizens of Goldsboro as it did all over the State of North Carolina and the United States. By 1930, the population had risen to 15,000; however, the severe economic conditions virtually halted all residential construction that might have been spawned. Previously, in



1920, many of the local farmers were wiped out by a depression and never really had the chance to recoup their losses. So that the deprivations of the '30's still, to this day, evoke a profoundly bitter response.

Goldsboro received some benefits from the statewide Emergency Relief Administration Program. A variety of projects were completed such as the addition of an indoor pool to the Memorial Community Building, the repair of some fifty schools county-wide, construction of one-room movable cottages for tubercular welfare cases, repair of the driveways of both Elmwood and Willowdale Cemeterys, the construction of an isolation ward at Goldsboro Hospital, and improvements to the municipal airfield. The William Street School Complex was complimented by a brick gymnasium addition in 1934; and the Wayne County Administration Building (formerly the Health Center) was constructed by the Federal Works Agency in 1944. Perhaps the most distinctive contribution to the local depression era WPA construction was the Fire Department Headquarters on East Ash Street which has the most decidedly Art Deco tendencies of any building in Goldsboro. The two-story red brick building exhibits a white stucco facade which has a sleek, sculptural quality about it. Prominently displayed across the top of the second floor are the bold low relief letters which spell out the headline GOLDSBORO FIRE DEPARTMENT in a most attractive, yet unobtrusive, manner.

The level of regional and state prominence that Goldsboro had reached by 1930 has not been equalled by it since. During its period of ascendancy from 1840 to 1930, the City's most notable buildings were constructed leaving the legacy which is reflected in the proposed historic conservation district.

# FOOTNOTES

- 1 The C. E. Weaver Series, Illustrated Cities: Goldsboro, N. C.  
(Richmond: Central Publishing Co., 1914), P. 1.
- 2 J. M. Hollowell, War-Time Reminiscences & Other Selections (Goldsboro: The Goldsboro Herald, 1939), P. 34.
- 3 Judge Frank A. Daniels, History of Wayne County (Goldsboro: The Goldsboro Herald, 1914), P. 28.
- 4 Ibid.
- 5 Ibid.
- 6 Moses Rountree, Strangers in the Land: The Story of Jacob Weil's Tribe. (Baltimore: Dorrance & Co., 1969), P. 29.
- 7 John G. Barrett, Sherman's March Through the Carolinas. (Chapel Hill: The University of North Carolina Press, 1956.), P. 191.
- 8 Ibid.
- 9 Ibid.
- 10 Ibid.
- 11 J. M. Hollowell, War-Time Reminiscences & Other Selections (Goldsboro: The Goldsboro Herald, 1939), P. 31.
- 12 Goldsboro News-Argus, 9 October, 1947
- 13 Goldsboro News Argus, 31 July, 1963
- 14 J. S. Kirk, W. A. Cutter, Thomas W. Morse, editors, Emergency Relief in North Carolina (Raleigh: State of North Carolina, 1936), P. 35.

## Boundary Justification

Goldsboro's historic district boundary surrounds the greatest concentration of readily identifiable architecturally significant properties which reflect the urbanization and evolution of the City into a major 19th century railroad transportation center. From mid-19th century to the early years of the 20th century, Goldsboro grew to assume a pivotal role geographically, economically, and politically in eastern North Carolina. Much of the agricultural bounty of the Coastal Plains was shipped by rail from centrally-located Goldsboro to the major metropolitan markets of the State. During this same period, a Goldsboro lawyer, Charles B. Aycock, was elected Governor.

At the core of the district is the site where Goldsboro was conceived at the junction of the Wilmington and Weldon Railroad with the Raleigh to New Bern Stageline Road. From this point along the north-south axis of the original rail line, a 19th-century commercial district extends approximately two blocks to the north, south, east, and west with surrounding 19th and early 20th century residential neighborhoods including the home of Governor Aycock. National Register-listed Goldsboro Union Station stands as an expression of Goldsboro's former importance as a railroad center and as the western anchor of the proposed historic district. Comprising the eastern anchor of the district is Herman Park with its pavilion and fountain, reminders of the philanthropic, commercial and industrial contributions made to Goldsboro by the Weil family during the late 19th and early 20th centuries.

The boundary was established by first mapping the properties listed in the Goldsboro Inventory Project by Barbara M. Hammond. Based on using Goldsboro Union Station and Herman Park as anchors on the west and east respectively, and with the 19th century commercial area as the heart of the district, a boundary was drawn to include the major residential properties between the two anchors and surrounding the commercial area. The boundary was originally developed, and subsequently revised, according to suggestions from the staff of the N. C. Division of Archives and History to minimize the number of properties which are non-contributing as defined in this report. Approximately 46 blocks make up the total district. Of these, 14 blocks are included in the original 1847 city limit and 35 blocks are included within the 1900 city limit. All of the district is within the 1915 city limit. Goldsboro's rise to prominence and the importance of this period in the City's history are reflected in the extensions of Goldsboro's corporate limits in 1849, 1859, 1869, 1875, 1895, 1909 and 1915, increasing the City's land area from 124.9 acres to 1,935.5 acres.

The boundary forms a very rough "flag" and "staff" shape with the "staff" at the north running roughly east and west and with the "flag" extending toward the south from the west end of the staff. Beginning at its westernmost point, the boundary surrounds the block which includes Goldsboro Union Station and proceeds northward to include contributing turn-of-the-century residences primarily along North Virginia Street and North George Street. Within the boundary immediately to the north of Union Station is a non-contributing new metal warehouse for a beer distributor included to apply controls in the future to protect the pivotal train station. West of Union Station are two sets of Railroad tracks which are still in use. With no significant buildings west of these rail lines the boundary was not extended further in that direction. Turning eastward, the boundary includes contributing 1880's and 1890's residences on North James Street, one of the major early residential neighborhoods, and excludes to the north, a mix of non-contributing heavily altered early 20th century residences and others less than



50 years old as well as a non-contributing filling station and new metal warehouse. Just north of the 19th century Central Business District, the boundary dips to the south to exclude a non-contributing railroad switching yard. Contributing properties in this area along Ash Street include the National Register listed First Presbyterian Church and the excellent Art Deco Fire Department Headquarters. The area excluded further to the north is composed of mostly early to mid-twentieth century industrial facilities and warehouses along the several railroad tracks that converge on the area from every direction. Continuing eastward, the "staff" portion of the boundary includes the contributing 1900 to 1930 residential neighborhood along Park Avenue, but excludes the area to the north with non-contributing mid-twentieth century houses and apartments and the area to the south with intrusions of the same as well as dwellings that have been heavily altered for office use near the former Wayne County Hospital building. Near the mid-point of the "staff" approximately two blocks along Park Avenue are included which contain non-contributing mid-twentieth century apartments. Significant reasons justify the inclusion of this land, however. Herman Park and the Park Avenue residential neighborhood play a significant role in the history of the City. Herman Park is so named in memory of Herman Weil, whose former residence is also in this neighborhood. Many of the political and business leaders who built Goldsboro lived in this area which remains prestigious and substantially intact. The continuous extension of the historic district along Park Avenue is, therefore, crucial to maintain the integrity and the continuity of the district. The "flag" portion of the boundary west and south of the "staff" follows the rear lot lines of properties on the east side of William Street. Among the contributing properties included are the William Street School Complex, the Goldsboro Women's Club, the Governor Aycock house and the beautifully adapted Kirby-Robinson and Creech-Warren houses, now being used as offices. To control their impact, also included along this boundary are the non-contributing Post Office, Southern Bell building, two small 1950's apartment complexes, and the new, but sensitively designed Wachovia building. Excluded to the east are modern commercial buildings along East Ash Street, a mix of 1930's to 1950's dwellings, some of which have been heavily altered, and a public housing project. The southernmost boundary includes Shiloh United Presbyterian Church where Rev. Clarence Dillard was pastor and contributing 1890's residences on the north and south sides of Elm Street, but excludes the large non-contributing Kemp Furniture Plant. Included in the boundary just south of the west half of the Central Business District are the National Register listed Henry and Solomon Weil houses and the Keaton Fonville Grocery on Chestnut Street. Excluded to the south of the district's core along Center Street is the South Center Street Redevelopment Area with a new CP&L office building and a new Farmer's Market complex. Other excluded non-contributing buildings are the new City Fire and Police Complex and Buick dealership on Center Street and the County Agricultural Extension Service offices on Chestnut Street, as well as several small and heavily altered residences.

## Boundary Description

BEGINNING at a point on the northern right-of-way line of Chestnut Street and the eastern right-of-way line of Seaboard Coastline Railroad, said point being the southwest corner of Wayne County Tax Map Lot 55-3-1: thence, in a northerly direction with the boundary of lots 55-3-1 and 68-1-1 and the eastern right-of-way line of Seaboard Coastline railroad to approximately 950 feet to the northwest corner of lot 68-1-1 in the southern right-of-way line of Mulberry Street; thence, easterly 280 feet along the southern right-of-way line of Mulberry Street with lot 68-1-1; thence, crossing Carolina Street to the northwest corner of lot 68-4-7; thence, easterly 210 feet with lots 68-4-7 and 68-4-8 to the northeast corner of lot 68-4-8; thence, northerly crossing Mulberry Street to the southwest corner of lot 68-5-21; thence, northerly 455 feet with the eastern right-of-way line of an alley and the western boundary of lots 68-5-21, 18, 17, 16, 15, 14 and 11 to the northwest corner of lot 68-5-11; thence, crossing Ash Street to the southwest corner of lot 68-6-16; thence northerly 340 feet continuing with the alley along rear boundary of lots 68-6-16, 15, 14, 13 and 12 to the northwest corner of lot 68-6-12; thence, easterly 50 feet with the northern boundary of lot 68-6-12 to the southwest corner of lot 68-6-11; thence, northerly 55 feet with the rear boundary of lot 68-6-11 to the northwest corner of said lot; thence, easterly 9 feet with the northern boundary of lot 68-6-11 to the southwest corner of lot 68-6-10A; thence, northerly 60 feet with the rear boundary of lot 68-6-10A to the northwest corner of lot 68-6-10A; thence, easterly 141 feet with the right-of-way line of Oak Street and lot 68-6-10A; thence, crossing Virginia Street to the northwest corner of lot 68-9-5; thence, easterly 210 feet to the northeast corner of lot 68-9-5; thence, crossing Oak Street to the southwest corner of lot 72-7-11; thence, northerly 436 feet with the rear boundary of lots 72-7-11, 10, 8, 7 and 6 to the northwest corner of lot 72-7-6; thence, easterly 209 feet with the southern right-of-way line of Vine Street to the northeast corner of lot 72-7-6; thence, crossing George Street to the northwest corner of lot 71-1-8; thence, easterly 414.67 feet with the boundary of lots 71-1-8, 9 and 10 to the northeast corner of lot 71-1-10; thence, crossing James Street to the northwest corner of lot 71-4-5; thence, easterly 210 feet with the boundary of lots 71-4-5 and 6 to the northeast corner of lot 71-4-6; thence, southerly 440 feet with the boundary of lots 71-4-7 and 8 to the southwest corner of lot 71-4-8; thence, crossing Oak Street to the northeast corner of lot 67-6-6; thence, southerly 187 feet with the boundary of lots 67-6-7, 11 and 12A to the southwest corner of lot 67-6-12A; thence, easterly 200 feet with the southern boundary of lots 67-6-12A and 12; thence, easterly crossing Center Street and the Seaboard Coastline Railroad right-of-way to the northwest corner of lot 31-1-1; thence, northerly 15 feet to the southwest corner of lot 31-1-2; thence easterly 207 feet with the southern boundary of lot 31-1-2 to the southeast corner of said lot; thence, northerly 60 feet with the rear boundary of lot 31-1-10 to the northwest corner

of lot 31-1-10; thence, easterly 205 feet with the boundary of lot 31-1-10; thence, easterly crossing John Street to the southwest corner of lot 31-3-6; thence, easterly 140 feet with the southern boundary of lot 31-3-6 to the southeast corner of lot 31-3-6; thence, southerly 8.25 feet to the southwest corner of lot 31-3-8; thence, easterly 70 feet with the northern boundary of lot 31-3-5 to the northeast corner of said lot; thence, southerly 65 feet with the western boundary of lot 31-3-11 to the southwest corner of said lot; thence, easterly 141 feet with the boundary of lot 31-3-11 to the southeast corner of said lot; thence, northerly 175 feet with the eastern boundary of lot 31-3-11 to the northeast corner of lot 31-3-11; thence, westerly 101 feet to the northwest corner of lot 31-3-11; thence, crossing Oak Street to the southwest corner of lot 31-4-22; thence, northerly 328.5 feet with the western boundary of lots 31-4-22, 18, 17 and 16 to the northwest corner of lot 31-4-16; thence, easterly 146.75 feet with the northern boundary of lot 31-4-16 to the southwest corner of lot 31-4-15; thence, northerly 107.5 feet with the rear boundary of lots 31-4-14 and 15 to the northwest corner of lot 31-4-14; thence, crossing Vine Street to the southwest corner of lot 40-3-12; thence, northerly 110 feet with the western boundary of lot 40-3-12 to the northwest corner of said lot; thence, easterly 84 feet with the northern boundary of lot 40-3-12; thence, crossing William Street to the northwest corner of lot 41-1-1; thence easterly 118 feet to the southeast corner of lot 41-1-2; thence, northerly 50 feet with the rear boundary of lot 41-1-2 to the northeast corner of said lot; thence, easterly 167 feet with the rear boundary of lots 41-1-22, 21 and 20 to the northeast corner of lot 41-1-20; thence, northerly 105 feet with the rear boundary of lots 41-1-14 and 15 to the northwest corner of lot 41-1-14; thence, easterly 120 feet with the northern boundary of lot 41-1-14 to the southwest corner of lot 41-1-13; thence, northerly 60 feet with the rear boundary of lot 41-1-13 to the northwest corner of said lot; thence, easterly 150 feet with the northern boundary of lot 41-1-13 to the northeast corner of said lot; thence, southerly to the southeast corner of lot 41-1-13; thence, crossing Daisy Street to the southwest corner of lot 41-3-4; thence, easterly 175 feet to the southeast corner of said lot; thence, southerly 27 feet with the western boundary of lot 41-3-6 to the southwest corner of said lot; thence, easterly 210 feet with the rear boundary of lot 41-3-6 to the southeast corner of said lot; thence, crossing Kornegay Street and to the southwest corner of lot 42-1-5; thence easterly 400 feet with the rear boundary of lots 42-1-5, 5A, and 6A to the southeast corner of lot 6A; thence, northerly 21 feet with the eastern boundary of lot 42-1-6A to the southwest corner of lot 42-1-6; thence, easterly 200 feet with the rear boundary of lots 42-1-6 and 7 to the southeast corner of lot 42-1-7; thence, southerly 21 feet with the western boundary of lot 42-1-8 to the southwest corner of said lot; thence, easterly 340 feet with the rear boundary of lots 42-1-8, 9, and 10 to the southeast corner of lot 42-1-10; thence, easterly crossing Leslie Street to the southwest corner of lot 43-1-2; thence,



with lot 43-1-2 northerly 264.8 feet to the northwest corner of lot 43-1-2; thence, easterly with the southern right-of-way line of Beech Street and lots 43-1-2 and 3 297.5 feet to the northeast corner of lot 43-1-3; thence, southerly with the western boundary of lot 43-1-4 101 feet to the southwest corner of said lot; thence, westerly 5 feet with the northern boundary of lot 43-1-5 to the northwest corner of said lot; thence, southerly 120 feet with the rear boundary of lots 43-1-5 and 6 to the southwest corner of lot 43-1-6; thence, easterly with the southern boundary of lot 43-1-6 150 feet to the southeast corner of lot 43-1-6; thence, easterly crossing Lionel Street to the southwest corner of lot 43-3-2; thence, easterly 143.57 feet to the southeast corner of said lot; thence, northerly with the western boundary of lot 43-3-10 33.5 feet to the northwest corner of said lot; thence, with the rear boundary of lot 43-3-10 easterly 146.43 feet to the northeast corner of said lot; thence, with the rear boundary of lot 43-3-8 southerly 26.5 feet to the southwest corner of said lot; thence, easterly with the southern boundary of lot 43-3-8 150 feet to the southeast corner of said lot; thence, crossing Herman Street to the southwest corner of lot 44-1-1, said property being Herman Park; thence, with the eastern right-of-way of Herman Street and lot 44-1-1 northerly 442 feet to the northwest corner of lot 44-1-1; thence, with the southern right-of-way of Beech Street and lot 44-1-1 884.7 feet to the northeast corner of lot 44-1-1; thence, southerly with the western right-of-way of Jackson Street and lot 44-1-1 456.8 feet to the southeast corner of said lot; thence, crossing Park Avenue to the northeast corner of lot 35-1-3; thence, southerly with the western right-of-way of Jackson Street and lots 35-1-3 and 1 923.15 feet to the southeast corner of lot 35-1-1; thence, westerly with the northern right-of-way line of Ash Street and lot 35-1-1 889.93 feet to the southwest corner of lot 35-1-1; thence, northerly with the eastern right-of-way of Herman Street and lots 35-1-1, 2 and 3 764 feet to a point in the western boundary of lot 35-1-3; thence, westerly crossing Herman Street to the southeast corner of lot 34-5-4; thence westerly 144 feet to the southwest corner of lot 34-5-4; thence, northerly 10 feet with the eastern boundary of lot 34-5-6 to the northeast corner of said lot; thence westerly 145 feet with the rear boundary of lot 34-5-3 to the southwest corner of said lot; thence, southerly 50 feet with the eastern boundary of lot 34-5-2 to the southeast corner of said lot; thence, westerly 150 feet with the southern boundary of lot 34-5-2 to the southwest corner of said lot; thence, crossing Lionel Street to the southeast corner of lot 34-6-4; thence, westerly with the rear boundary of lot 34-6-4 150 feet to the southwest corner of said lot; thence, northerly 12.77 feet with the eastern boundary of lot 34-6-6 to the northeast corner of said lot; thence, westerly with the rear boundary of lots 34-6-3, 2 and 1A 290 feet to the southwest corner of lot 34-6-1A; thence crossing Leslie Street to the northeast corner of lot 33-2-16; thence, southerly with the western right-of-way of Leslie Street and lot 33-2-16 and 17, 186 feet to the southeast corner of lot 33-2-17; thence, westerly 172 feet with

the southern boundary of lot 33-2-17 to the southwest corner of said lot; thence, northerly 100 feet with the western boundary of lot 33-2-17 to the northwest corner of said lot; thence, westerly approximately 374 feet with the boundary of lots 33-2-16 and 14 to the southwest corner of lot 33-2-14; thence, southerly 112 feet with the eastern boundary of lot 33-2-13 to the southeast corner of said lot; thence, westerly 170 feet with the rear boundary of lot 33-2-13 to the southwest corner of lot 33-2-13, said point being in the middle of the Big Ditch; thence, northerly approximately 280 feet with the western boundary of lot 33-2-13 and the Big Ditch to the northeast corner of lot 33-2-11; thence, westerly 211 feet with the southern boundary of lot 33-2-12 to the southwest corner of said lot; thence, crossing Kornegay Street to the northeast corner of lot 32-3-12; thence, westerly 138 feet with the rear boundary of lots 32-3-11 and 10; thence westerly approximately 116 feet crossing through lot 32-3-9 to the southeast corner of lot 32-3-8; thence, westerly 136 feet with the rear boundary of lot 32-3-8 and 7; thence, crossing the right-of-way of Daisy Street to the northeast corner of lot 32-1-6; thence southerly 510.88 feet with the western right-of-way of Daisy Street and lots 32-1-6, 7, 3D, 3C, 3, 3F and 3B to the northeast corner of lot 32-1-8; thence, westerly 345.06 feet running with the northern boundary of lot 32-1-8 and 3E to the northwest corner of lot 3E; thence, southerly 269.03 feet with the western boundary of lots 32-1-3E, 2A and 15 to the southwest corner of lot 32-1-15; thence, southerly crossing Ash Street to the northwest corner of lot 25-3-7; thence, easterly 60 feet to the northeast corner of said lot; thence, southerly 220 feet to the southeast corner of said lot; thence, westerly 60 feet to the southwest corner of said lot; thence, southerly 197.5 feet with the eastern boundary of lot 25-3-1 to the southeast corner of said lot; thence, southerly crossing Mulberry Street to the northeast corner of lot 25-1-8; thence, southerly 119.44 feet with the eastern boundary of lot 25-1-8 to the southeast corner of said lot; thence, westerly 30.7 with the southern boundary of lot 25-1-8 to a point in the rear boundary of said lot; thence, southerly 209.5 feet with the western boundary of lots 25-1-8A, 9 and 10 to the southwest corner of lot 25-1-10; thence, westerly 54 feet to the northeast corner of lot 25-1-2; thence, southerly 181.5 feet along the eastern boundary of lots 25-1-2 and 1 to the southeast corner of lot 25-1-1; thence, crossing Walnut Street to the northeast corner of lot 2-1-1; thence, southerly 150 feet with the eastern boundary of lots 2-1-1 and 2-1-34 to a corner in the rear boundary of lot 2-1-34; thence, easterly 40 feet with the rear boundary line of lot 2-1-34 to the northwest corner of lot 2-1-35; thence southerly 35.3 feet with the western boundary of lot 2-1-35 to the southwest corner of said lot; thence, easterly 31.87 feet to the northeast corner of lot 2-1-33; thence, southerly approximately 135 feet with the eastern boundary of lots 2-1-33 and 32 to the southeast corner of lot 2-1-32; thence, westerly 20 feet with the southern boundary of lot 2-1-32 to the northeast corner of lot 2-1-31; thence, southerly 127.96 feet with the eastern boundary of lots 2-1-31, 30 and 29 to the southeast corner of lot 2-1-29;

thence, crossing Chestnut Street to the northeast corner of lot 2-2-1; thence, southerly 81.5 feet to the southeast corner of lot 2-2-1; thence, approximately 150 feet crossing lot 2-2-32 to the northeast corner of lot 2-2-31; thence, southerly 224.5 feet with lots 2-2-31, 30 and 29 to the southeast corner of lot 2-2-29; thence, southerly crossing Spruce Street to the northeast corner of lot 9-1-26; thence southerly 235 feet to the southwest corner of lot 9-1-26A; thence, easterly 109.5 feet with the northern boundary of lot 9-1-29 to the northeast corner of lot 9-1-29; thence, southerly 105 feet with lot 9-1-29 to the southeast corner of said lot; thence, westerly 78.73 feet with the southern boundary of lot 9-1-29 to the northwest corner of lot 9-1-6; thence, southerly 120.5 feet with lot 9-1-6 to the southwest corner of said lot; thence, easterly 87 feet with the southern boundary of lot 9-1-6 to the northeast corner of lot 9-1-21; thence, with the rear boundary of lot 9-1-21 southerly 63 feet; thence, easterly 8 feet; thence, southerly 94 feet to the southeast corner of said lot; thence, westerly 100 feet with the southern boundary of lot 9-1-21 to the northeast corner of lot 9-1-20; thence, southerly 273 feet with the rear boundary of lots 9-1-20, 19 and 18 to the southeast corner of lot 9-1-18; thence, westerly 60 feet to the northeast corner of lot 9-1-17; thence, southerly 68 feet to the southeast corner of lot 9-1-17; thence, westerly 150 feet with the northern right-of-way line of Elm Street to the southwest corner of lot 9-1-17; thence, crossing William Street to the southeast corner of lot 8-3-13; thence, crossing Elm Street to the northeast corner of lot 14-3-1; thence, southerly 250 feet to the southeast corner of lot 14-3-1; thence, westerly 300 feet with the rear boundary of lots 14-3-1, 12, 11, 10, 9, 8 and 7 to the southwest corner of lot 14-3-7; thence, northerly 90 feet with the western boundary of lot 14-3-7 to the southeast corner of lot 14-3-6; thence, westerly 134 feet with the rear boundary of lots 14-3-6 and 5 to the southwest corner of lot 14-3-5; thence, crossing John Street to the southeast corner of lot 14-1-1; thence, westerly 71 feet to the southwest corner of lot 14-1-1; thence, southerly 93 feet with the eastern boundary of lot 14-1-8 to the southeast corner of said lot; thence, westerly 90 feet with the rear boundary of lot 14-1-8 to the southwest corner of said lot; thence, southerly 33 feet with the eastern boundary of lot 14-1-7 to the southeast corner of said lot; thence, westerly 244.9 feet with the rear boundary of lots 14-1-7, 6 and 5; thence, northerly 237 feet to the northwest corner of lot 14-1-5; thence, northerly crossing Elm Street to the southwest corner of lot 8-1-16; thence, westerly crossing Center Street to the southeast corner of lot 58-3-20; thence, westerly 242.37 feet with the southern boundary of lots 58-3-20, 21, 22, 23 and 24 to the southwest corner of lot 58-3-24; thence northerly 110 feet to the northwest corner of lot 58-3-24; thence, easterly 242.37 feet with the northern boundary of lots 58-3-24, 23, 22, 21 and 18 to the northeast corner of lot 58-3-18; thence, easterly crossing Center Street to the southwest corner of lot 8-1-18; thence, easterly 204 feet to the southeast corner of lot 8-1-18; thence, northerly 319.5



feet with the eastern boundary of lots 8-1-18, 19, 20 and 3 to the northeast corner of lot 8-1-3; thence, northerly crossing Pine Street to the southeast corner of lot 8-2-13; thence, northerly 437 feet with the eastern boundary of lots 8-2-13, 15, 16, 17, 18 and 2 to the northeast corner of lot 8-2-2; thence, northerly crossing Spruce Street to the southwest corner of lot 1-2-10; thence, easterly 210 feet with the southern boundary of lots 1-2-10 and 9 to the southeast corner of lot 1-2-9; thence, northerly 328.7 feet with the eastern boundary of lots 1-2-9, 8, 7, 6 and 5 to the northeast corner of lot 1-2-5; thence, westerly 412 feet with the northern boundary of lots 1-2-5 and 16 to the northwest corner of lot 1-2-16; thence, westerly crossing Center Street to the southeast corner of lot 54-5-9; thence, westerly 409.73 feet with the southern boundary of lots 54-5-9, 8, 7, 6 and 5 to the southwest corner of lot 54-5-5; thence, southerly 141.04 feet to the southwest corner of lot 54-5-4; thence, westerly crossing James Street to the southeast corner of lot 54-2-5; thence, westerly 255 feet with the boundary of lots 54-2-5 and 4 to the southwest corner of lot 54-2-4; thence, northerly 222.5 feet to the northwest corner of lot 54-2-4; thence, westerly 165 feet to the northwest corner of lot 54-2-3; thence, crossing George Street to the southeast corner of lot 55-11-8; thence, westerly 422 feet with the boundary of lots 55-11-8 and 1 to the southwest corner of lot 55-11-1; thence, crossing Virginia Street to the southeast corner of lot 55-8-6; thence, westerly 150 feet with the southern boundary of lot 55-8-6; thence, northerly 55 feet with the western boundary of lot 58-8-6 to the northwest corner of said lot; thence crossing Chestnut Street to the southeast corner of lot 55-6-17; thence, northerly 300 feet with the boundary of lots 55-6-17 and 18 to the southeast corner of lot 55-6-7; thence, westerly 210 feet with the boundary of lots 55-6-7, 6 and 5 to the southwest corner of lot 55-6-5; thence, southerly 300 feet with the eastern right-of-way line of South Carolina Street to the southwest corner of lot 55-6-1; thence, crossing Carolina Street to the southeast corner of lot 55-3-1; thence, westerly 280 feet with with northern right-of-way line of Chestnut Street and lot 55-3-1 to the point of beginning.

## Contributing and Non-contributing Structures

The Secretary of the Interior's definition of a "contributing structure" was used in classifying buildings in the Goldsboro Historic District. Of the 535 buildings in the Goldsboro Historic District, 174 are listed as significant in the Goldsboro Inventory Project prepared by Barbara M. Hammond under the supervision of the North Carolina Division of Archives and History. A follow up survey of the remaining buildings in the Historic District was conducted by the staff of the Goldsboro Department of Planning and Redevelopment.

The locally-designated Goldsboro Historic District included 389 of 535 structures as contributing (pivotal or contributing) within the designated boundaries. Among the contributing buildings are 9 of less than fifty years of age. Although all of those could be evaluated as having significance in the context of Goldsboro history and architecture, only 2 could be evaluated as "exceptionally significant" according to the standards of the National Register of Historic Places program; therefore, only those 2--the Goldsboro Fire Department Headquarters and the Herman Weil House--will be considered contributing for the purpose of certification. The remaining 7 (see Inclusion of Exempted Properties, p. 65, for addresses) are classified as non-contributing.

Resultant classifications (for certification) are:

<u>Category</u>	<u>Number</u>	<u>Percentage</u>
Significant or Contributing	382	71%
Non-Contributing	153	29%
Total	535	100%

Contributing structures are those which:

- are associated with events that have made a significant contribution to local, state or national history; or
- are associated with the lives of significant persons; or
- display distinct characteristics of a type, period, or method of construction; or
- collectively represent a significant and distinguishable entity whose components may lack individual significance.

Non-contributing structures are those which:

- were constructed within the past fifty years and which lack exceptional historical or architectural significance as defined above for contributing structures; or
- were constructed more than fifty years ago, but which lack historical or architectural significance as defined above for contributing structures; or
- have lost any original architectural significance due to alterations; or
- have lost any original historical or architectural significance as a result of being moved to a site which is incompatible with the structure.

A large number of vernacular Victorian residential buildings were classified as contributing as well as several modes early 20th century residences lacking individual significance but which, collectively, contribute to the character of the Historic District.



SCALE IN FEET





## Historic District Ordinance

### Sec. 26-49. Historic District.

(a) *Purpose.* The historical heritage of Goldsboro and Wayne County is embodied in buildings, landscape features and other improvements which are among the most valued and important assets of the community. Protecting and conserving the significant structures, streetscapes and neighborhoods which impart a distinct quality to the character of Goldsboro benefits the residents of the city, the county and the state as a whole. As part of its effort to preserve and promote the economic, cultural, educational and general welfare of its residents, and under authority granted by the North Carolina General Statutes, the City of Goldsboro intends its Historic District to:

- (1) Safeguard the aesthetic, cultural and historic resources that embody the heritage of Goldsboro and Wayne County and prevent their irreplaceable loss.
- (2) Promote harmony of style, form, color, proportion, texture and materials.
- (3) Enhance the attractiveness of the city to visitors and foster civic pride in its beauty and heritage.
- (4) Retain and enhance property values to strengthen the economy of Goldsboro and Wayne County.
- (5) Encourage rehabilitation and restoration to stimulate business and to enhance the environmental quality of neighborhoods.

(b) *Historic District establishment.* The Goldsboro Historic District is hereby established as a district which overlaps and overlays existing zoning districts, the extent and boundaries of which are as indicated on the official zoning map for the City of Goldsboro. The boundaries of the Goldsboro Historic District are as shown on the official zoning map.

(c) *Permitted uses.* The Goldsboro Historic District contains several zoning classifications. All uses permitted in any such district, whether by right or as a special use, shall be permitted in the Historic District according to the procedures established for such uses.

(d) *Required conformance to dimensional regulations; exceptions.* Structures within the Historic District shall observe the dimensional and other regulations of this chapter, except as follows:

- (1) No structure or part thereof shall extend nearer to or be required to be set back further from the front lot line than the average distance of the setbacks of the nearest principal buildings within two hundred (200) feet on each side of such building and fronting on the same side of the street.

(e) *Historic District commission recommendation on special use applications.* All special use applications within the Historic District shall be reviewed by the Historic District commission at its next regular meeting. After the application has been submitted in accord with the requirements of this section. The recommendations of the Historic District commission shall be presented to the board of adjustment or the planning commission and the board of aldermen as applicable.

(f) *Certificate of appropriateness required.*

- (1) Within the Historic District, no exterior portion of any building or other structure (including masonry walls, fences, light fixtures, steps and pavement, or other appurtenant features) nor aboveground utility structure nor any wall, freestanding, or projecting sign, as defined in section 26-78 of this chapter, shall be erected, altered, restored, moved or demolished within the district until after an application for a certificate of appropriateness as to the exterior architectural features has been submitted and approved. A certificate of appropriateness shall be issued prior to any application for a building permit being made, and shall be issued or denied, subject to such conditions as the Historic District commission may impose thereon, according to such procedures as may be set forth elsewhere in this chapter or adopted by the Historic District commission. A certificate

of appropriateness shall be required for all activities specified in this section whether a building permit or other permit is otherwise required or not. "Exterior features" shall include important landscaping and natural features of the area, the architectural style, general design, and general arrangement of the exterior of a building or other structure, including the kind and texture of the building material, the size and scale of the building, and the type and style of all windows, doors, light fixtures, signs, and other appurtenant features. In the case of signs, "exterior features" shall be construed to mean style, material, size, color, and location of all such signs.

- (2) The city and all public utilities shall be required to obtain a certificate of appropriateness prior to initiating any changes in the character of street paving, utility installations, lighting, street trees, walls, fences or buildings on property or streets owned by the city.

(g) *Application for certificate of appropriateness.* Application for a certificate of appropriateness shall be made in the office of the department of planning and redevelopment on forms provided therefor, obtainable at the office. The application shall be filed at least two (2) weeks prior to the next regularly scheduled meeting of the Historic District commission. Each application shall be accompanied by sketches, drawings, photographs, specifications, descriptions and other information of sufficient detail and accuracy to clearly show the proposed exterior alterations, additions, changes or new construction. In order to be processed for review, applications must be complete and accompanied by the aforementioned information.

(h) *Submission of new application.* If the commission determines that a certificate of appropriateness should not be issued, a new application affecting the same property may be submitted only if substantial change is made in plans for the proposed construction, reconstruction, alteration, restoration or moving.

(i) *Review criteria.* The intention of these regulations is to ensure insofar as possible that the exterior portion of buildings, structures and their appurtenant features within an Historic District shall be in harmony with other buildings or structures

located therein. A document entitled "Guidelines for Property Improvements" contains architectural guidelines, and design standards which shall be applied in consideration of applications for certificates of appropriateness and said document is incorporated herein by reference. It is not the intention of these regulations to require the reconstruction or restoration of individual or original buildings or prohibit the demolition or removal of same or to impose architectural styles from particular historic periods. In considering new construction, the commission shall encourage contemporary designs that are compatible and harmonious with the character and period of the district.

In granting a certificate of appropriateness, the commission shall take into account the historic or architectural significance of the structure under consideration and the exterior form and appearance of any proposed additions or modifications to that structure as well as the effect of such change or additions upon other structures in the vicinity.

(j) *Prohibitions.*

- (1) It shall be unlawful for any person to cause the exterior portion of any building or structure (including walls, fences, light fixtures, steps, pavement, walkways, trees, or any other appurtenant features) or aboveground utility structure or any wall, freestanding or projecting sign as defined in section 26-78 of this chapter to be erected, altered, restored or moved within the Historic District until after an application for a certificate of appropriateness as to exterior architectural features has been submitted to and approved by the Historic District commission.
- (2) After a certificate of appropriateness has been issued, it shall be unlawful for any person to cause the exterior portion of any building or structure (including walls, fences, light fixtures, steps, pavement, walkways, trees or any other appurtenant features) or aboveground utility structure or any wall, freestanding or projecting sign, as defined in section 26-78 of this chapter, to be erected, altered, restored or moved within the Historic District except in accordance with plans submitted with and approved as part of the certificate of appropriateness application.



- (3) It shall be unlawful for any person to cause the exterior portion of any building or structure (including walls, fences, light fixtures, steps, pavement, trees, important landscaping and natural features of the area, or any appurtenant features) or aboveground utility structure or any wall, freestanding or projecting sign, as defined in section 26-78 of this chapter, to be demolished within the Historic District until each person shall have given the Historic District commission one hundred eighty (180) days written notice of the proposed action. During such one hundred eighty-day period, the Historic District commission may negotiate with the owner and with any other parties in an effort to find a means of preserving the building. If the Historic District commission finds that the building involved has no particular historic significance or value toward maintaining the character of the district, it shall waive all or part of such one hundred eighty-day period and authorize either demolition or removal. The maximum period of delay authorized by this section shall be reduced by the commission where it finds that the owner would suffer extreme hardship or be permanently deprived of all beneficial use of or return from such property by virtue of the delay.
- (k) *Certain changes not prohibited.* Notwithstanding other provisions of this chapter, nothing herein shall prohibit:
- (1) The ordinary maintenance or repair of any exterior or architectural features of a structure in the historic district which does not involve a change in design material or outer appearance thereof.
  - (2) The construction, reconstruction, alteration, restoration or demolition of any feature of a structure which the building inspector shall certify in writing to the commission is required by the public safety because of an unsafe or dangerous condition.
  - (3) The ordinary maintenance or repair of streets, sidewalks, pavement markings, utility service lines, street signs, traffic signs and/or replacement of street light fixtures in the

event of an equipment failure, accidental damage or natural occurrences such as electrical storms, tornados, ice storms and the like.

- (4) The issuance of a certificate of appropriateness in situations where, owing to conditions especially affecting the structure involved such as lot size, terrain, availability of materials, etc., but not affecting the Historic District generally, compliance with the guidelines for property improvements would cause an unusual and unnecessary hardship on the property owner beyond what other property owners in the Historic District would meet.

(l) *Appeal of decision.* An appeal may be taken to the board of adjustment from the commission's action in granting or denying any certificate. Any such appeal shall be taken in accordance with section 26-107 of this chapter. Any appeal from the board of adjustment's decision in any case shall be taken to the superior court of Wayne County in accordance with section 26-109 of this chapter.

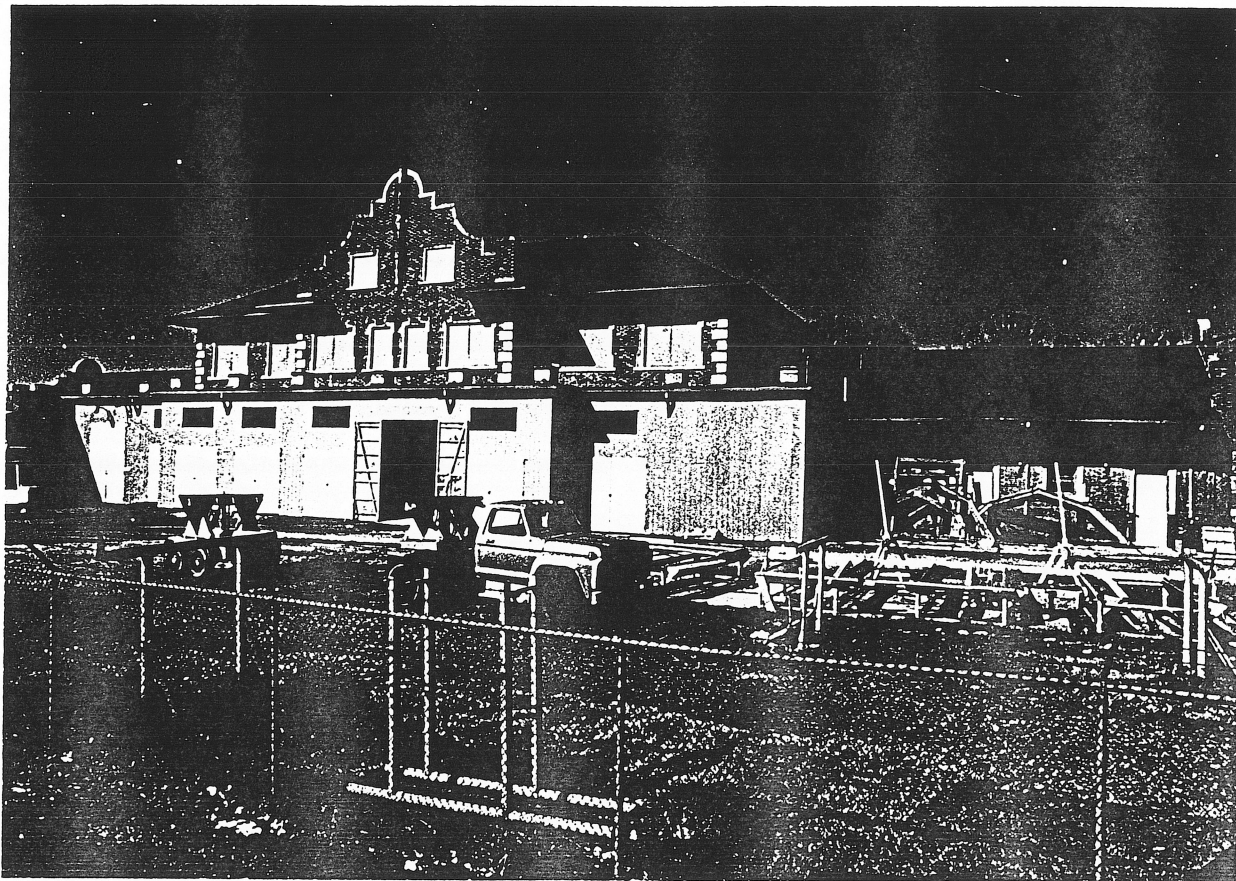
(m) *Penalties.* Compliance with the terms of the certificate of appropriateness shall be enforced by the building inspector. Failure to comply with a certificate of appropriateness shall be a violation of the zoning ordinance. The discontinuance of work or the lack of progress toward achieving compliance with a certificate of appropriateness for a period of six (6) months shall be considered as a failure to comply with a certificate of appropriateness. Any such violation of the zoning ordinance shall be subject to penalties as set forth in section 26-12 of this chapter.

Nothing contained in this section shall prohibit, impair, or limit in any way the power of the City of Goldsboro to prevent the construction, reconstruction, alteration, restoration, or removal of buildings, structures, appurtenant fixtures or outdoor signs in the Historic District in violation of the provisions of this section. The enforcement of any remedy provided herein shall not prevent the enforcement of any other remedy or remedies provided herein or in other ordinances or laws. (Ord. No. 1983-61, § A, 12-5-83)

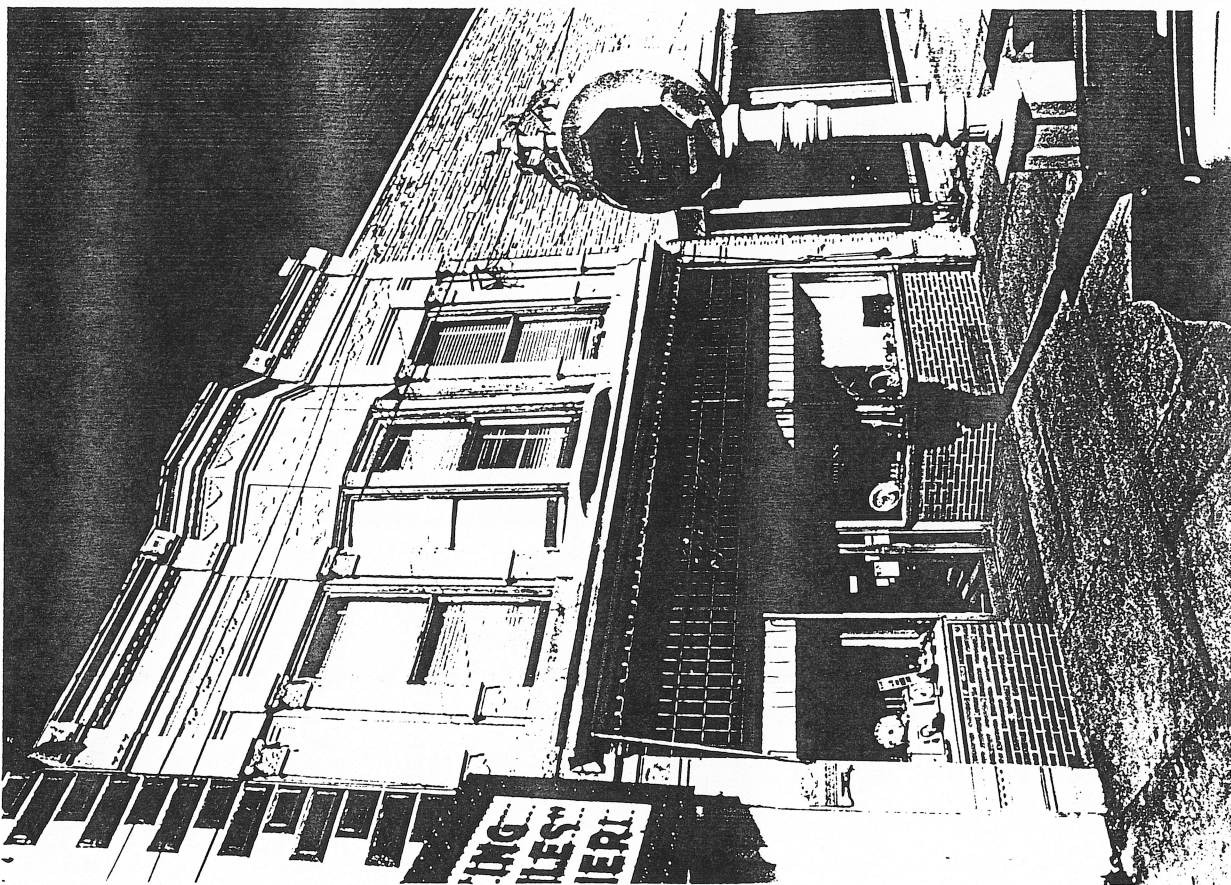
# Photographs

Numbers keyed to map



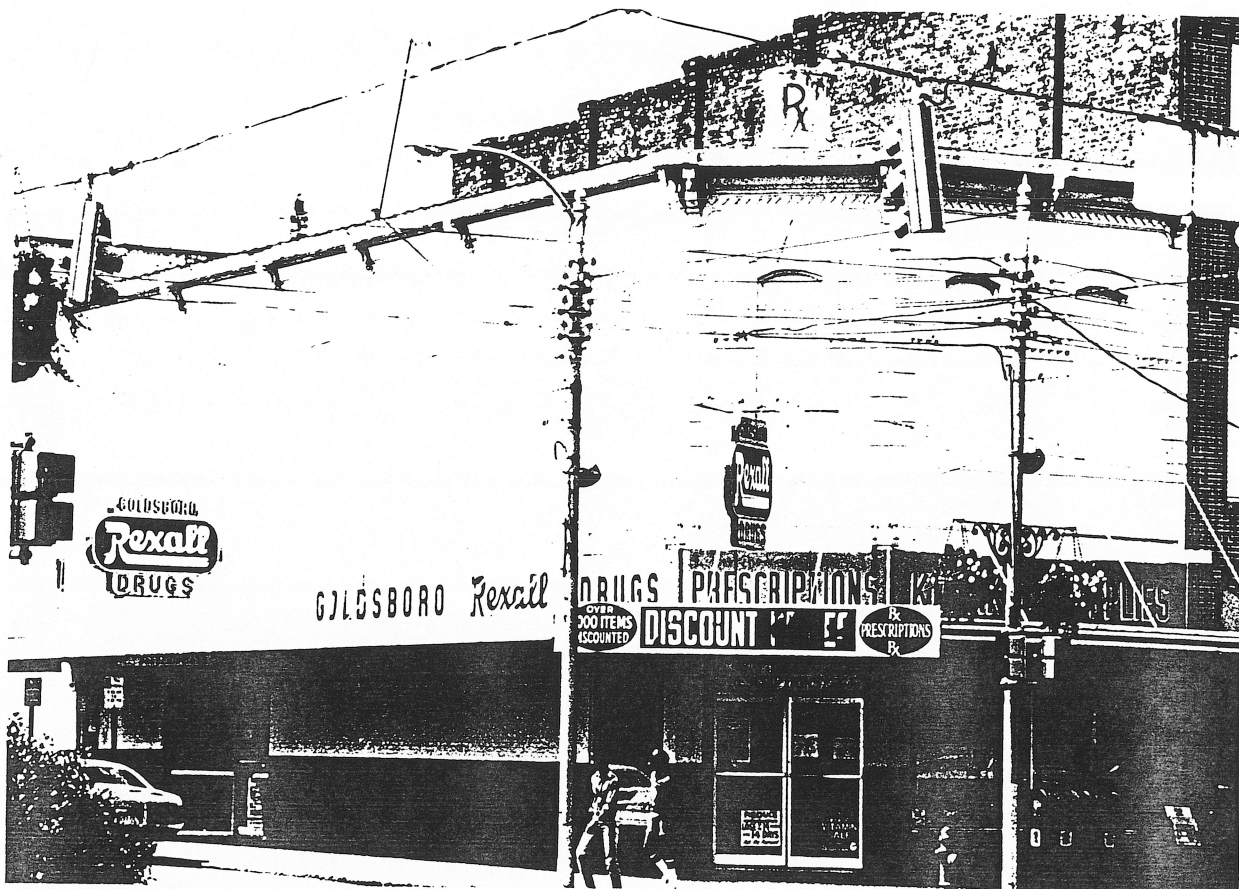


1. Goldsboro Union Station

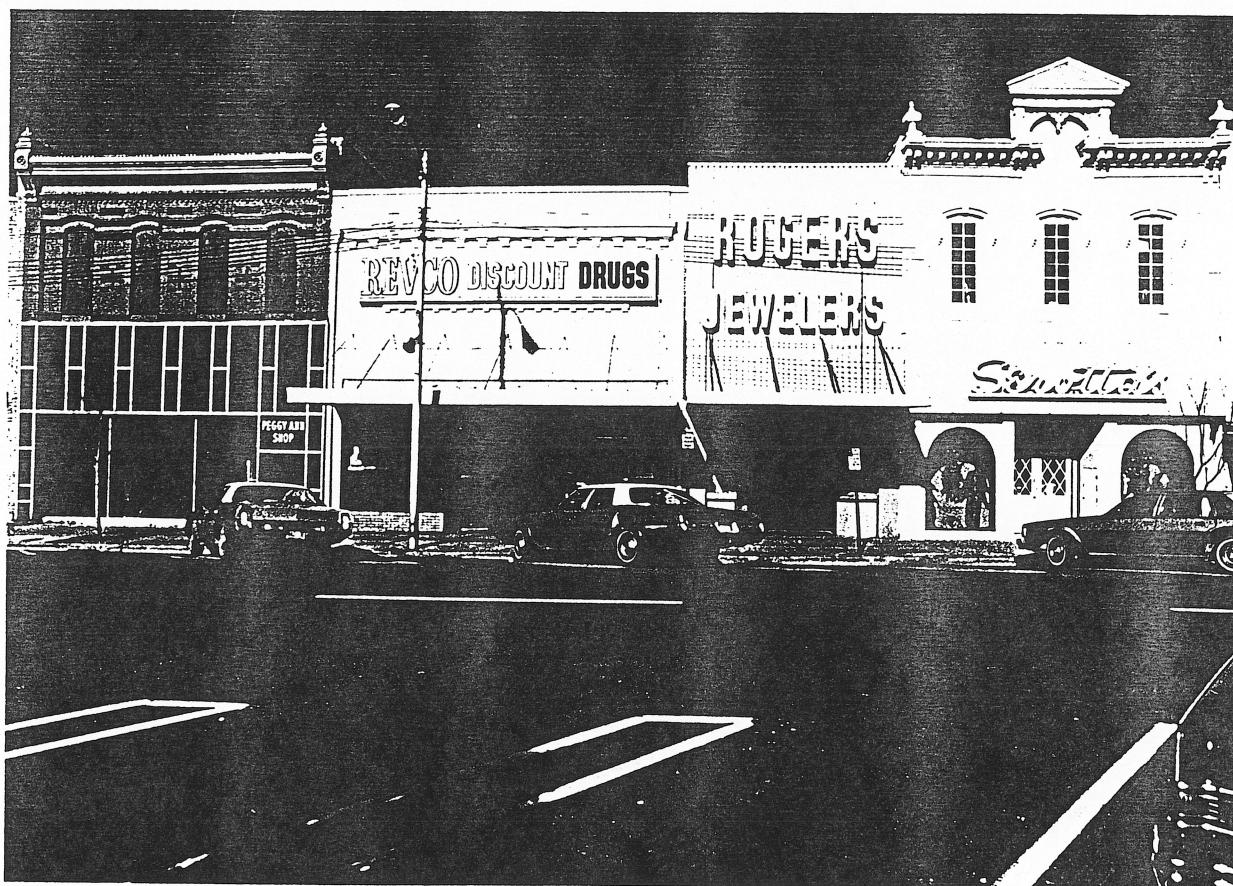


2. L. D. Giddens and Son Jewelry Store

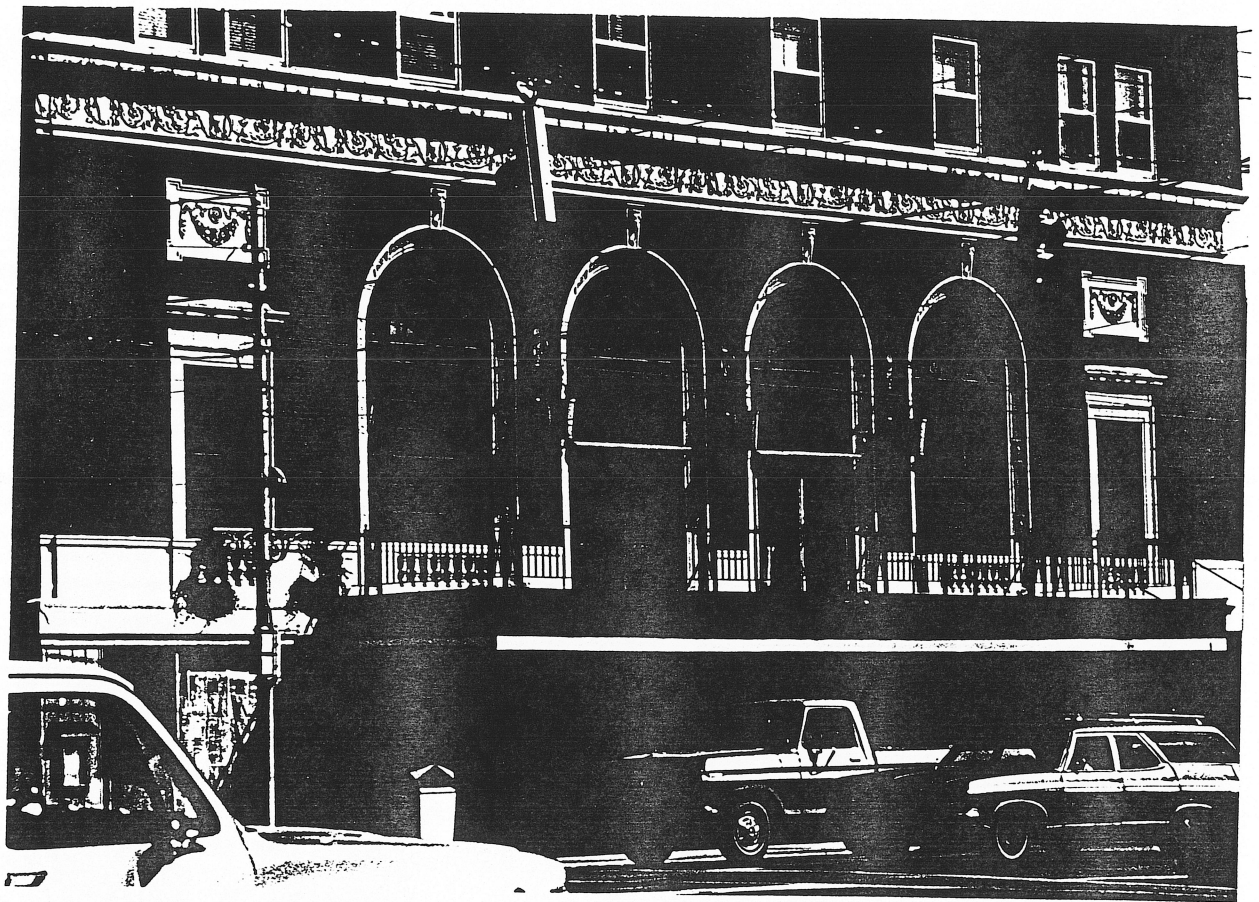




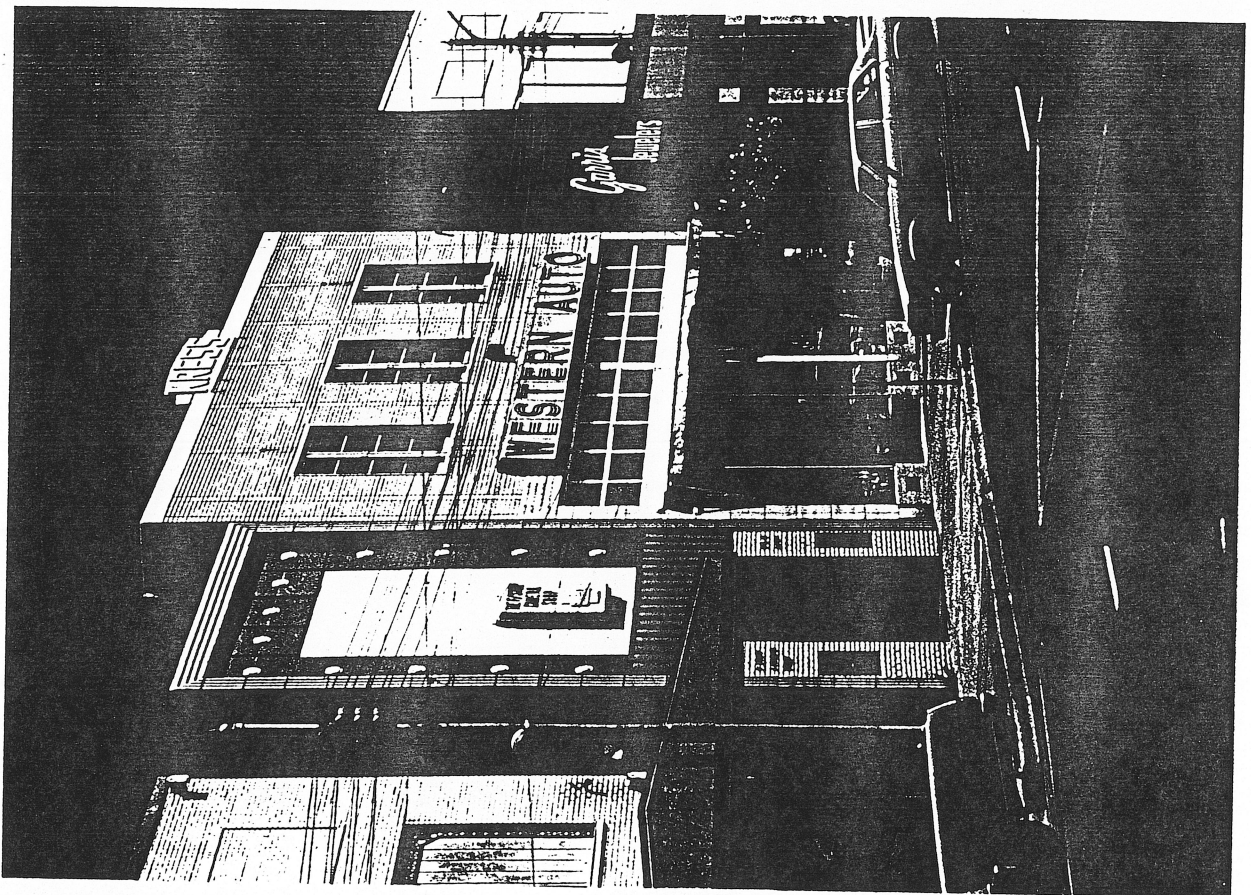
9. Goldsboro Drug Company



10. M. E. Castex and Company (on right)

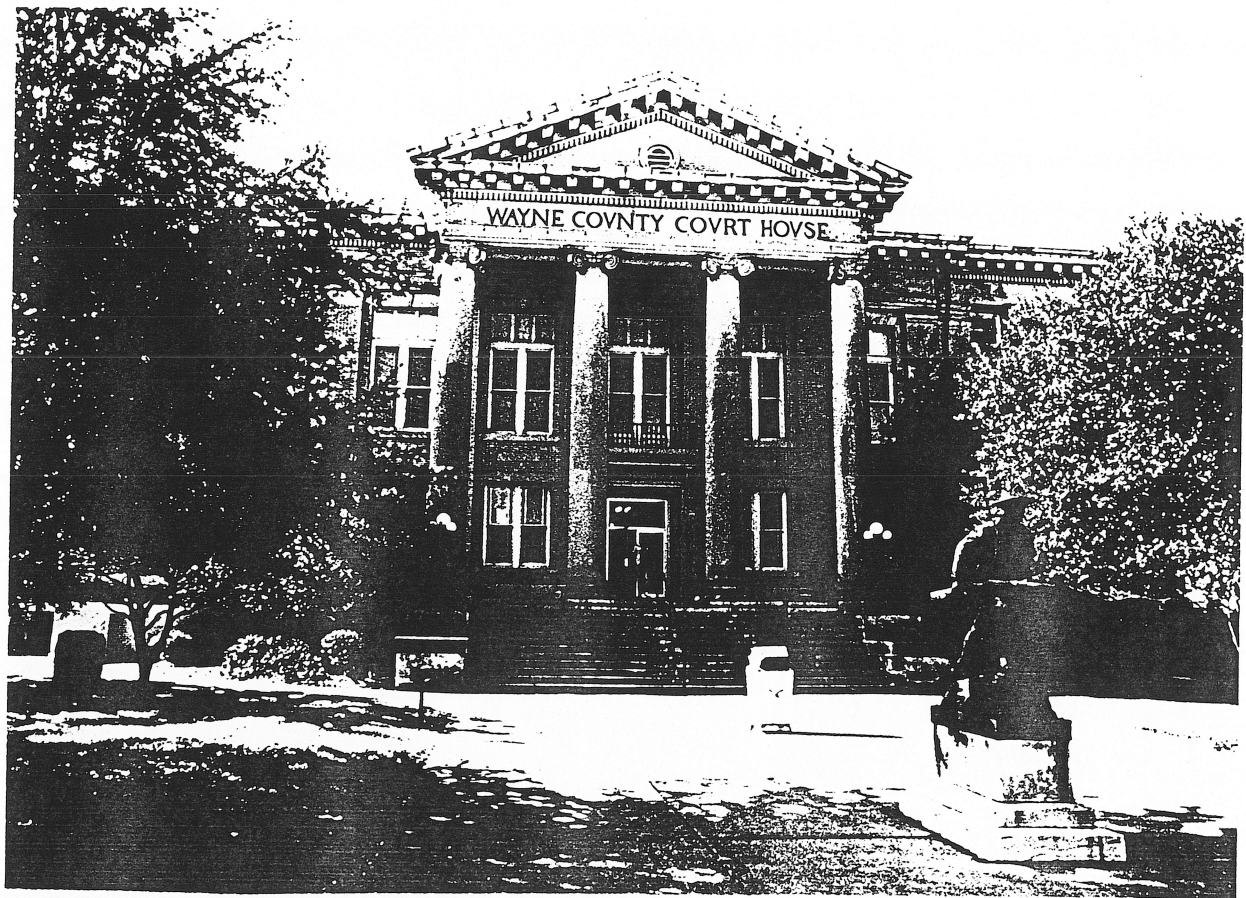


16. Hotel Goldsboro (facade detailing)

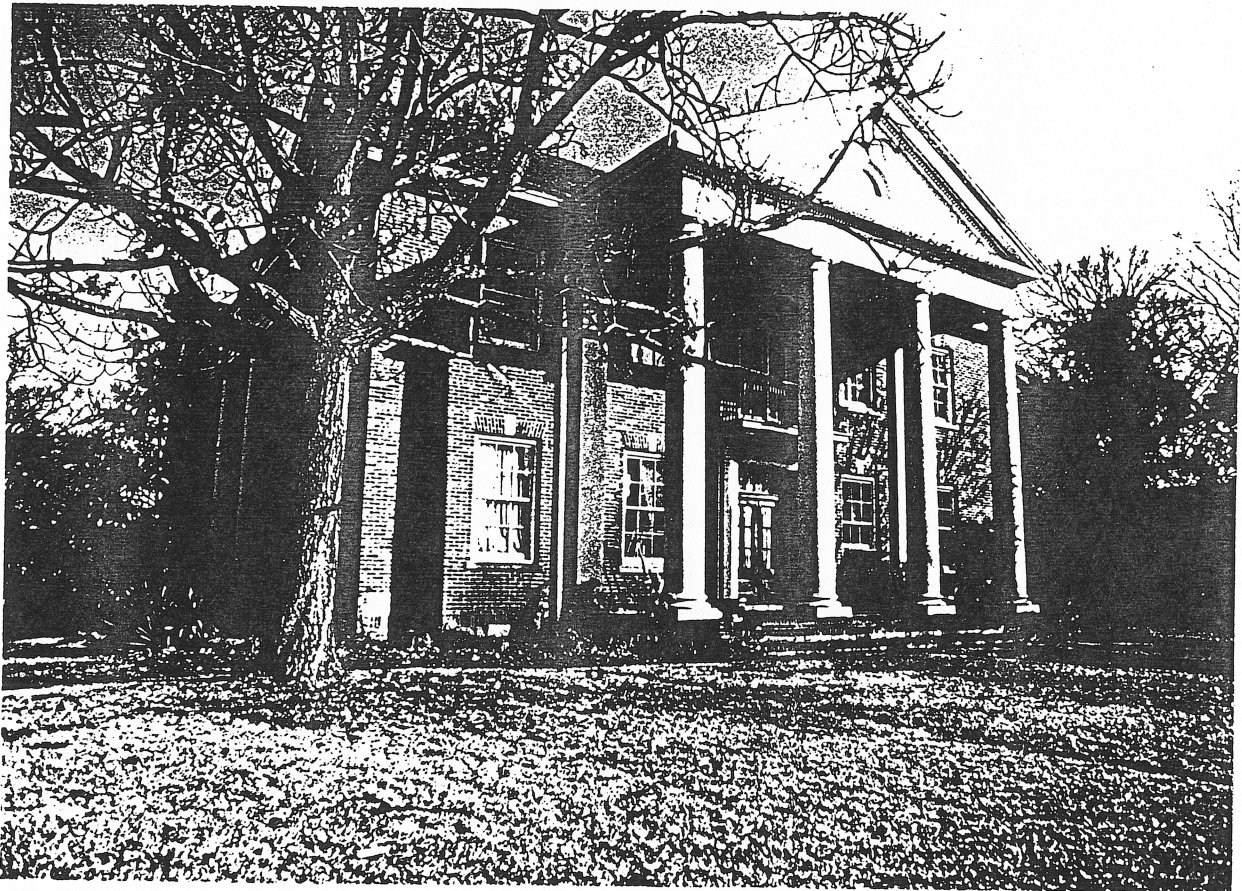


17. & 18. S. H. Kress and Company/F Stop Camera Shop



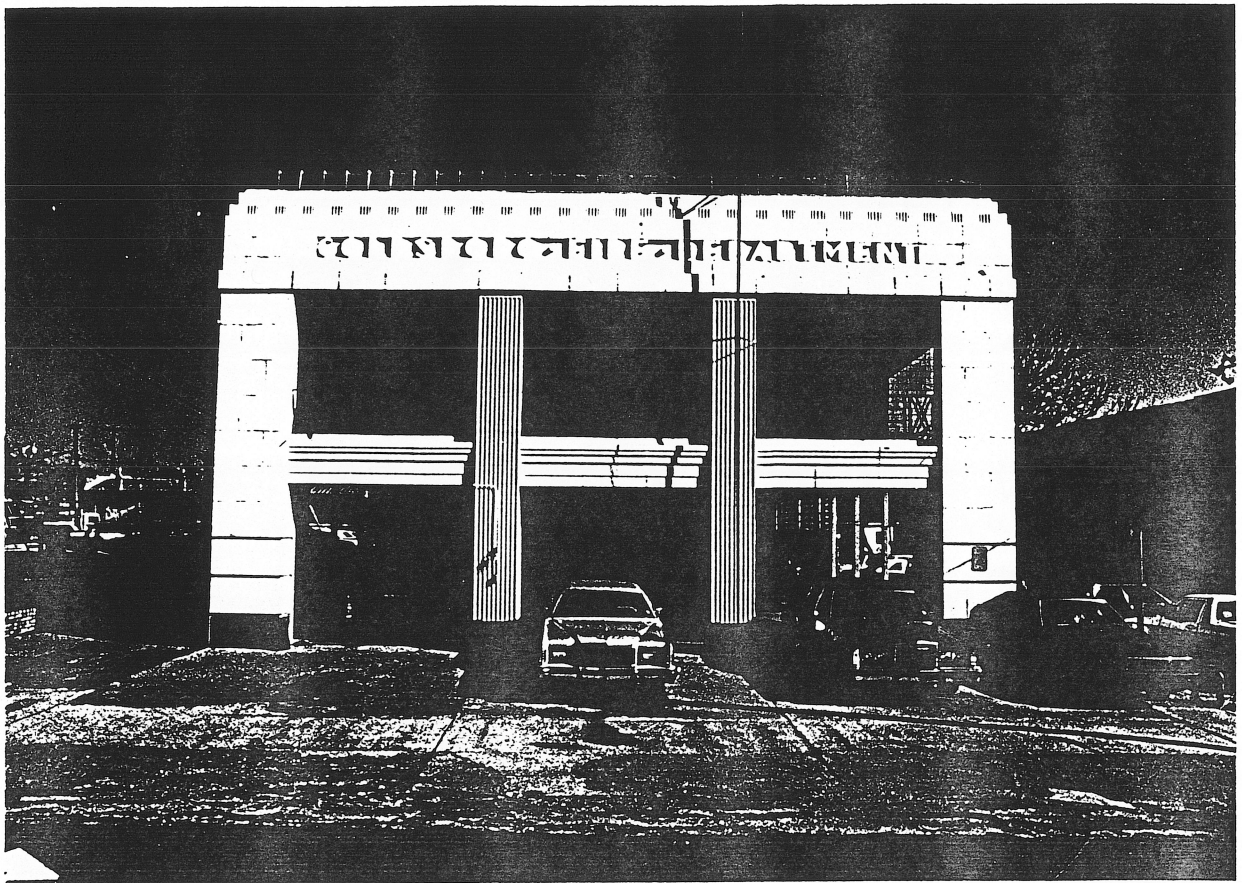


23. Wayne County Courthouse

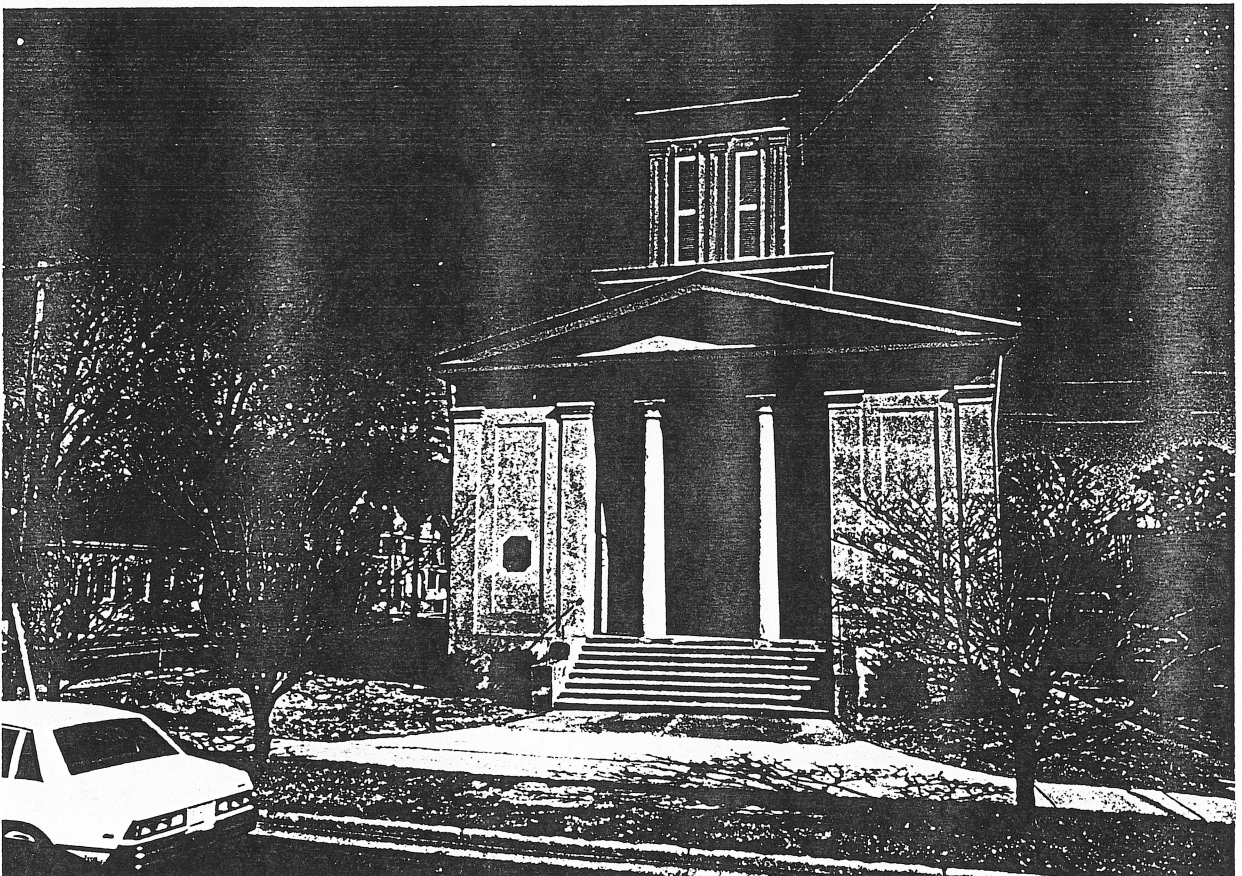


24. The Goldsboro Women's Club

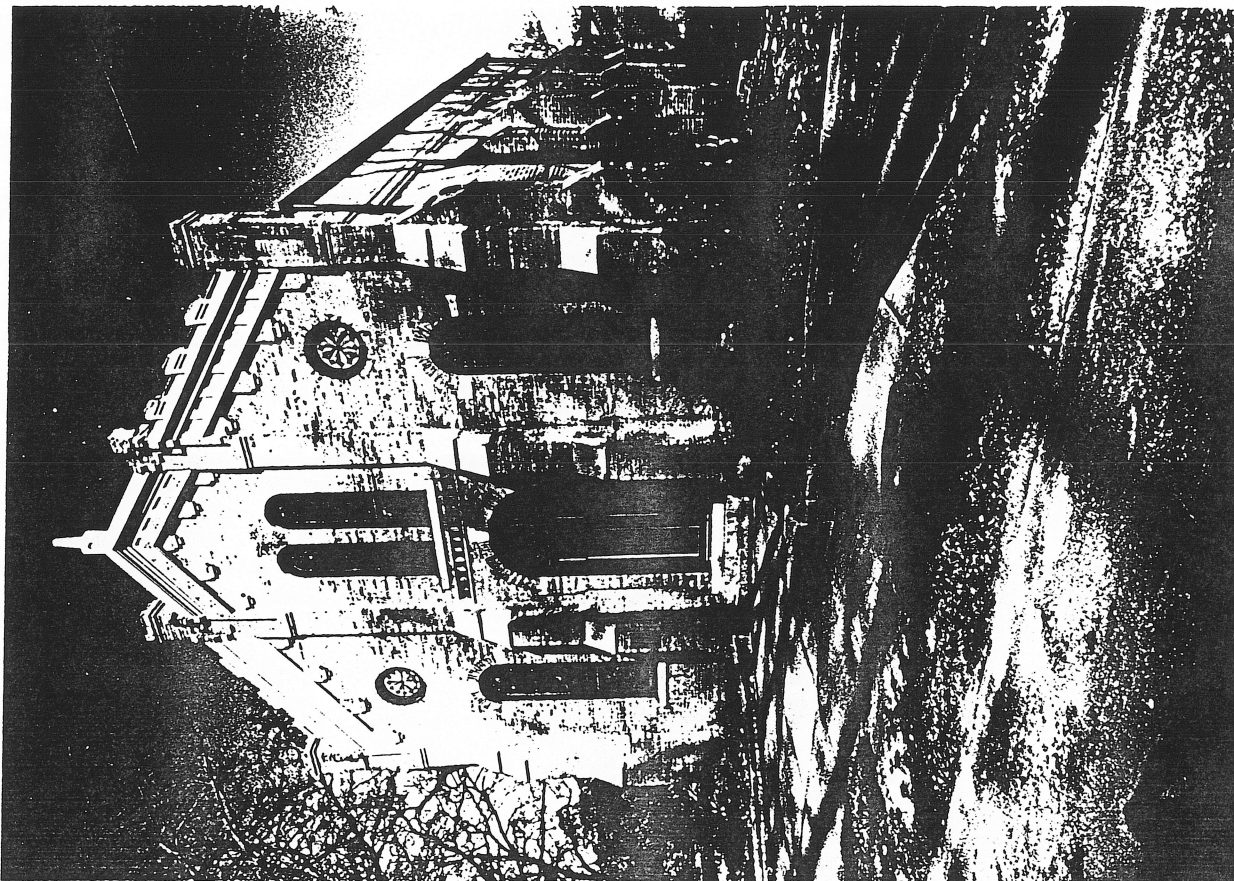




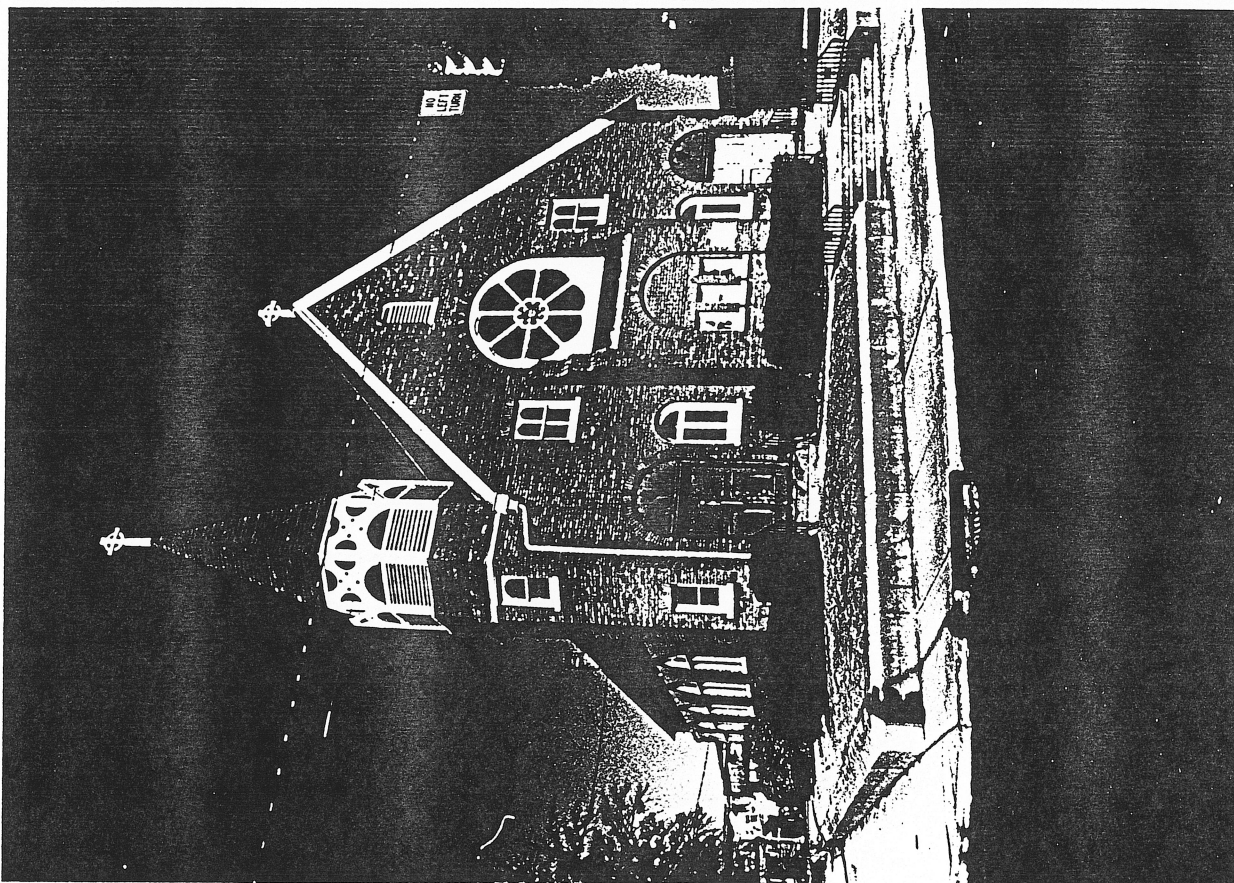
25. Fire Department Headquarters



26. First Church of Christ, the Scientist

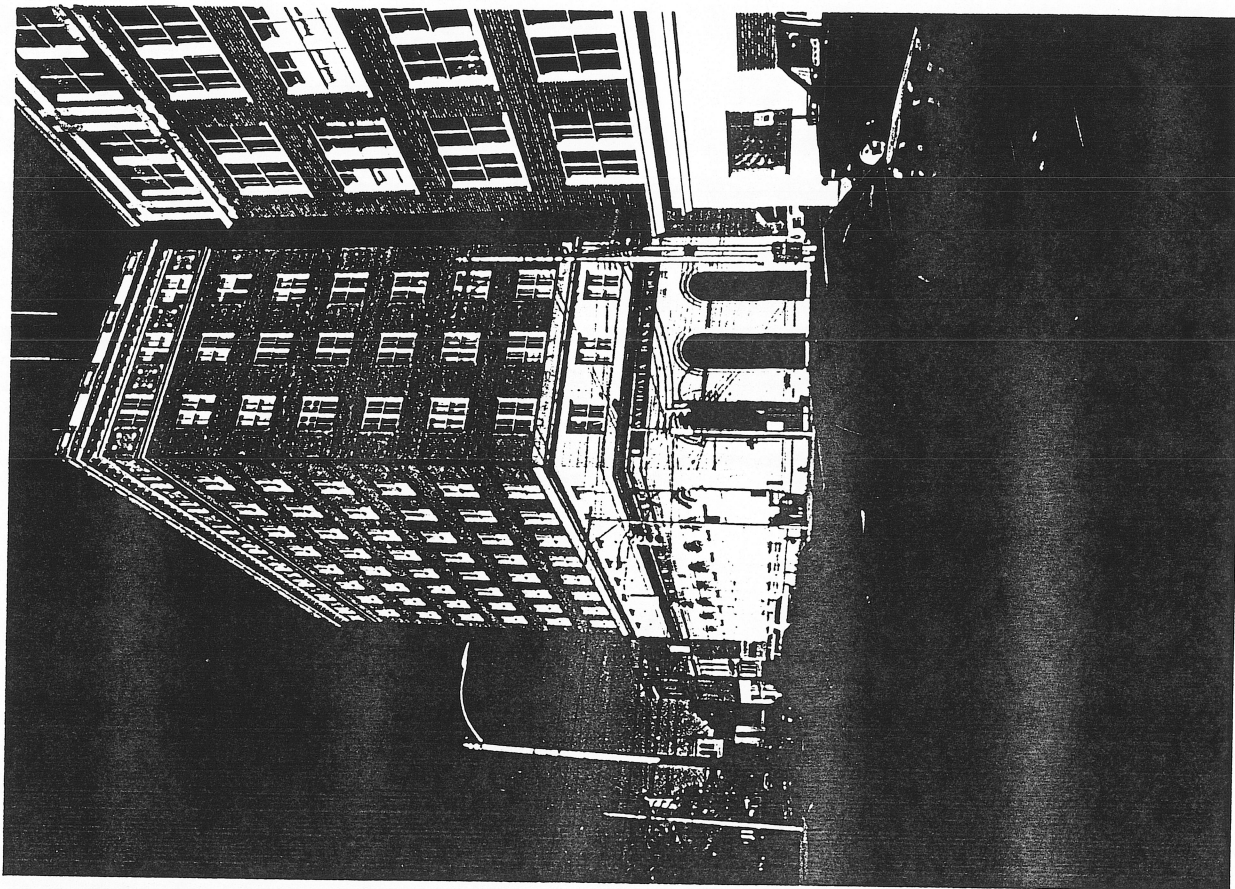


29. Temple Oheb Shalom



30. Saint Mary's Catholic Church





34. Wachovia Bank Building



44. Kirby-Robinson House





46. 310 North James Street



48. Frank K. Borden House

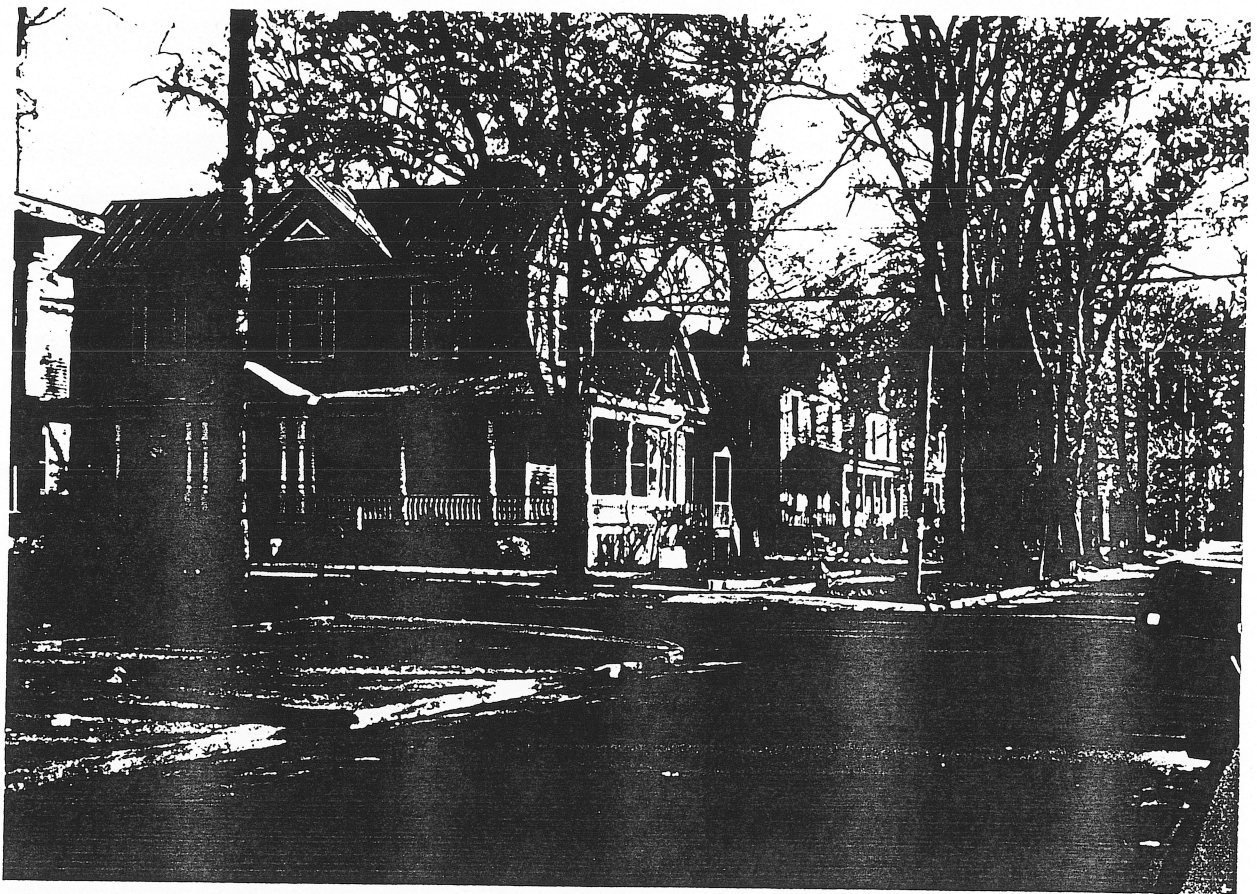


49. Crabtree House

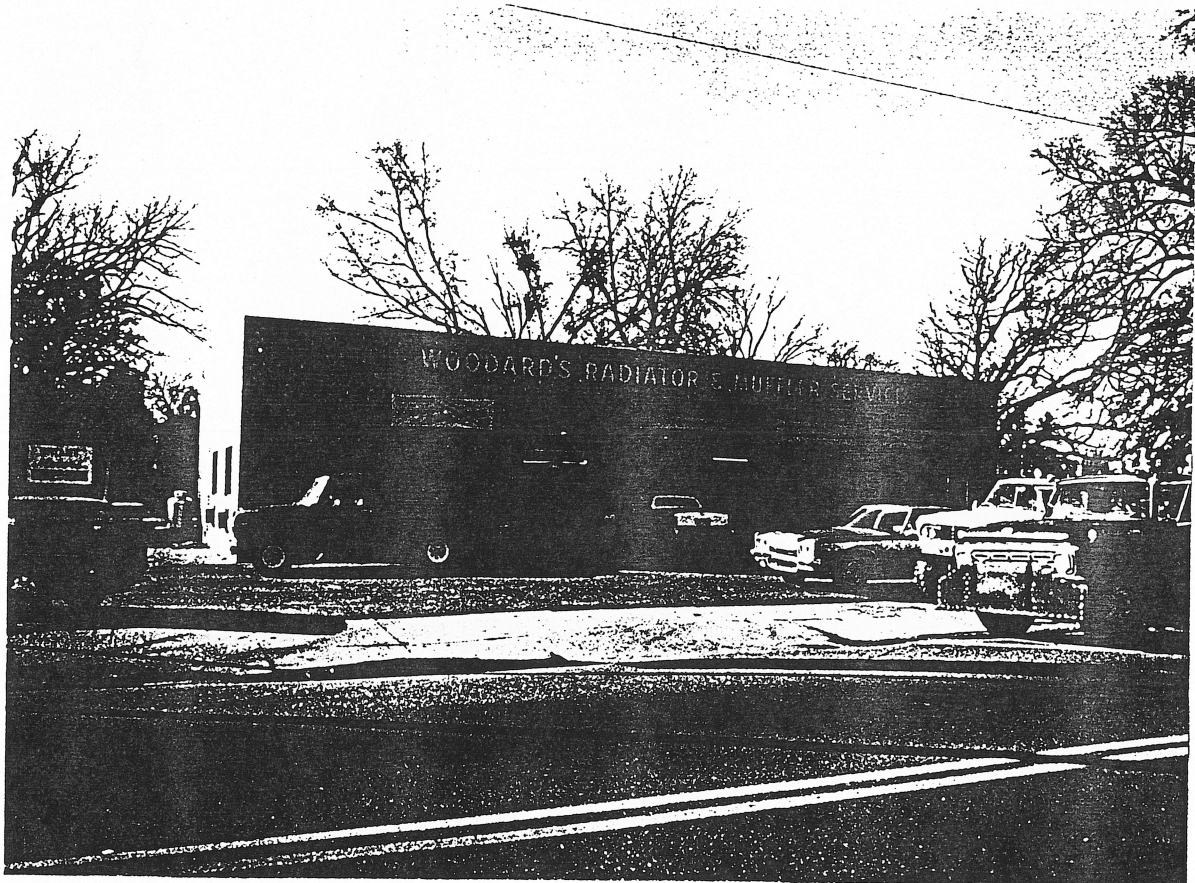


50. 309 North James Street



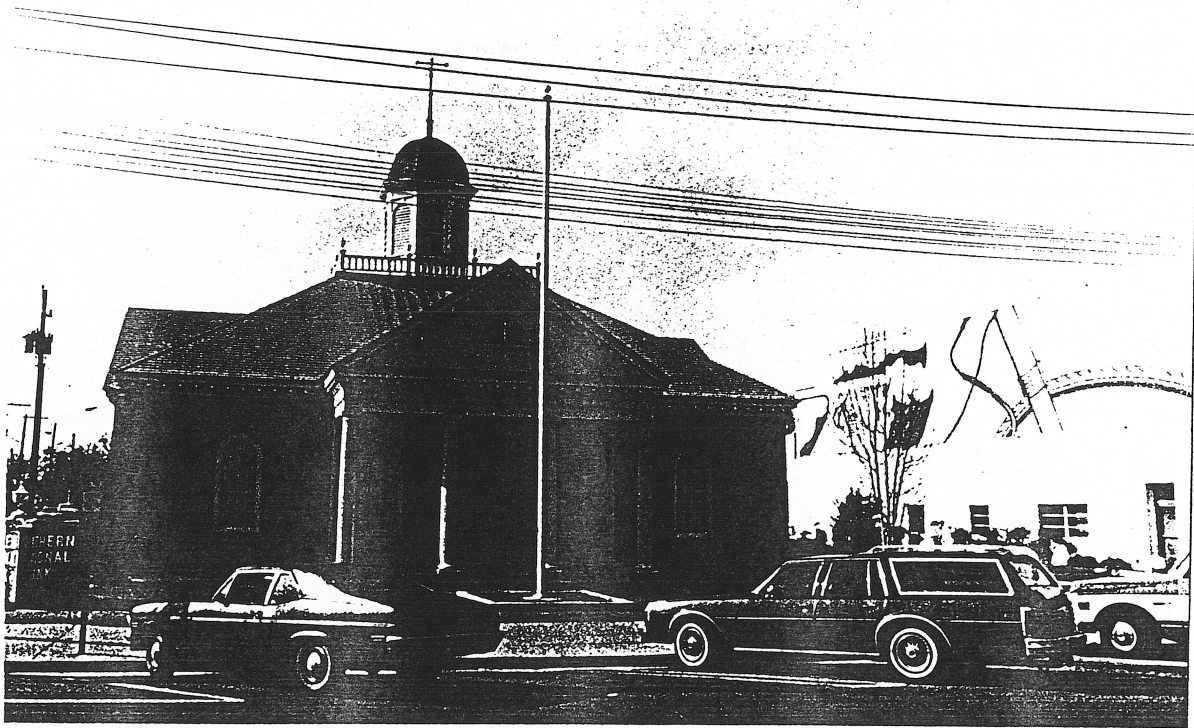


56. Barham-Graham House and Virginia Street

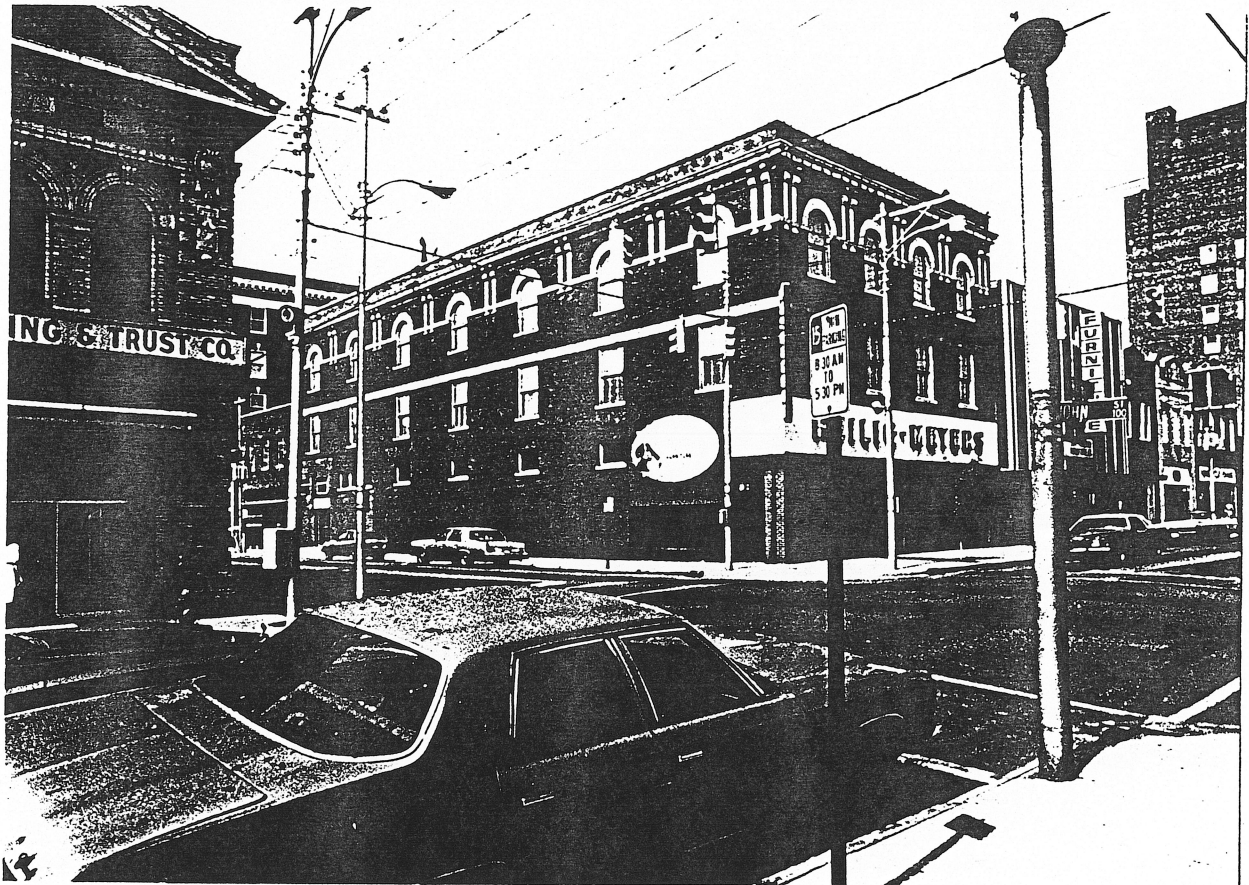


57. Noncontributing

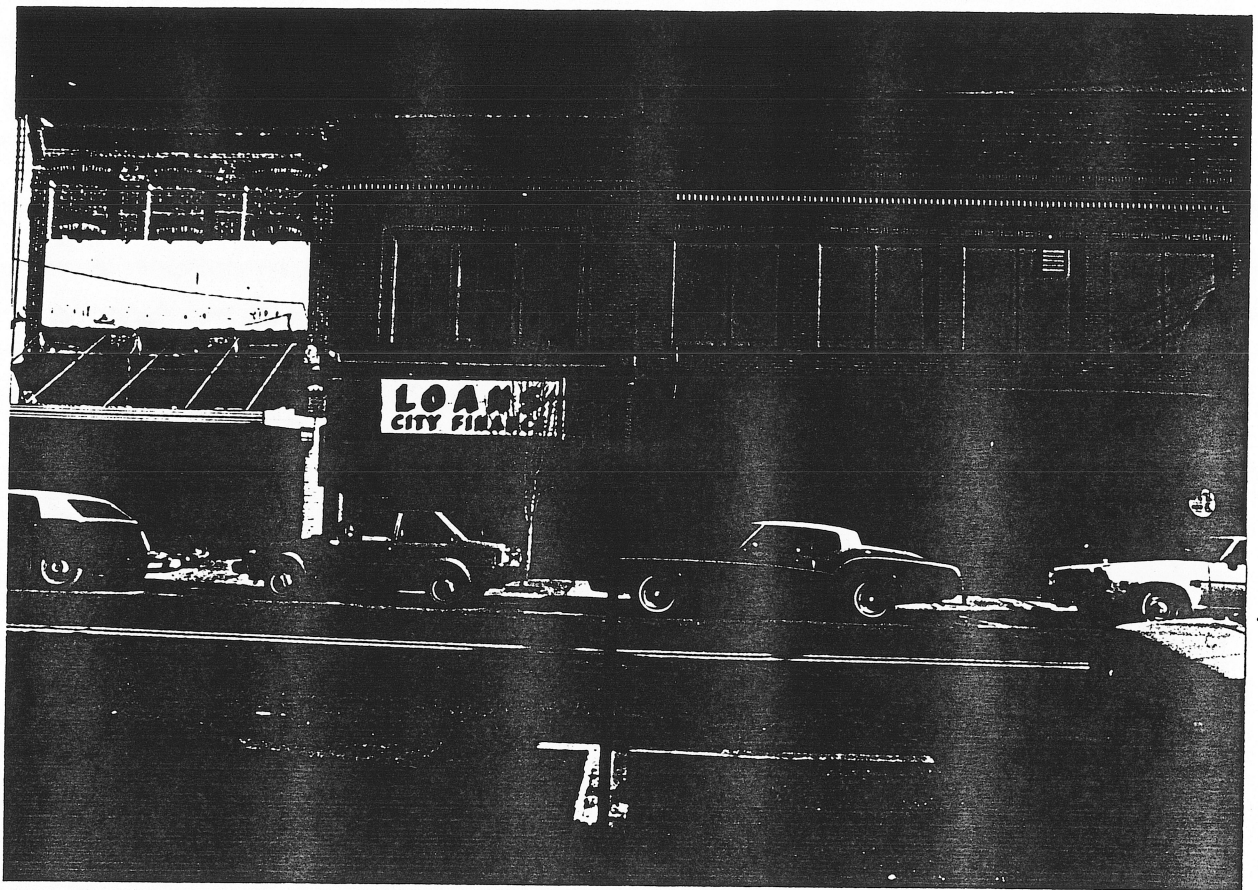




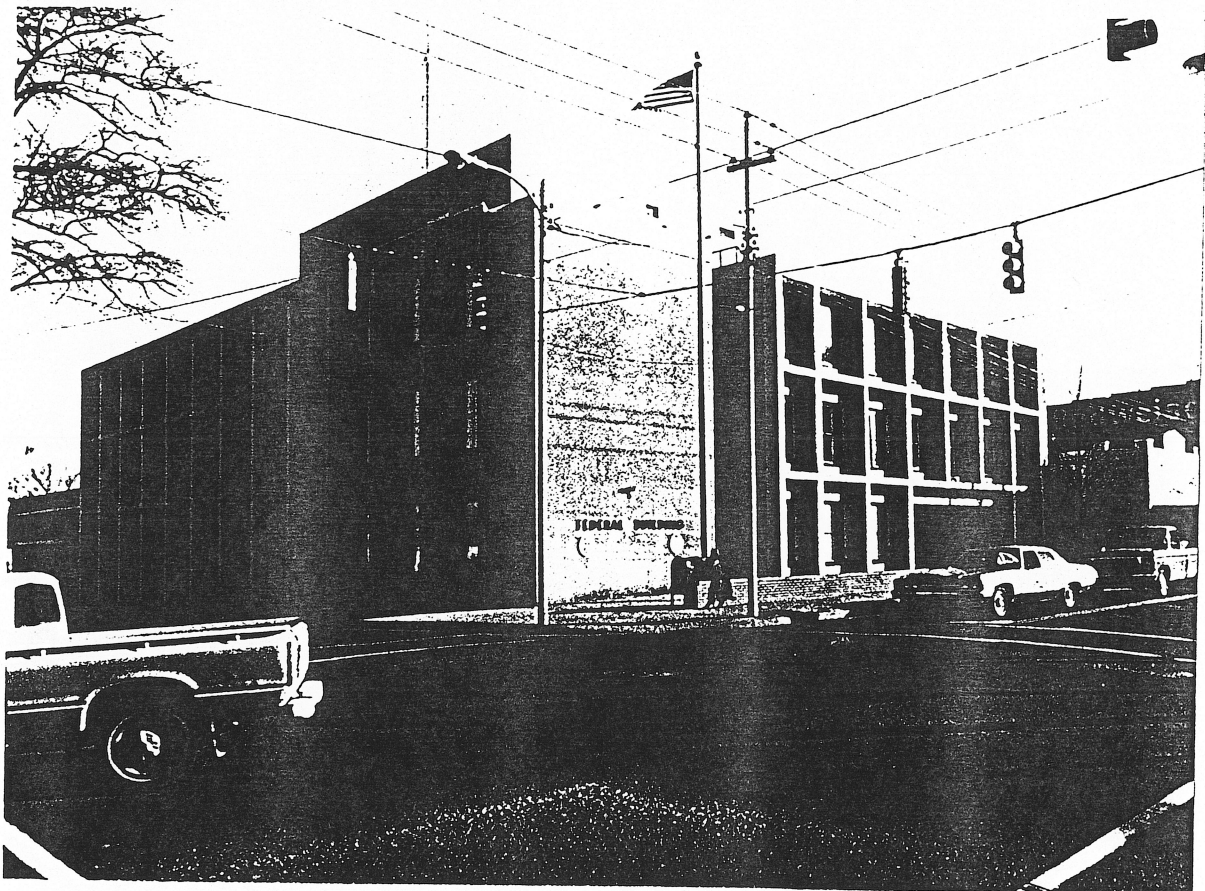
58. Noncontributing



59. Branch Banking & Trust, Heilig-Meyers and Walnut Street

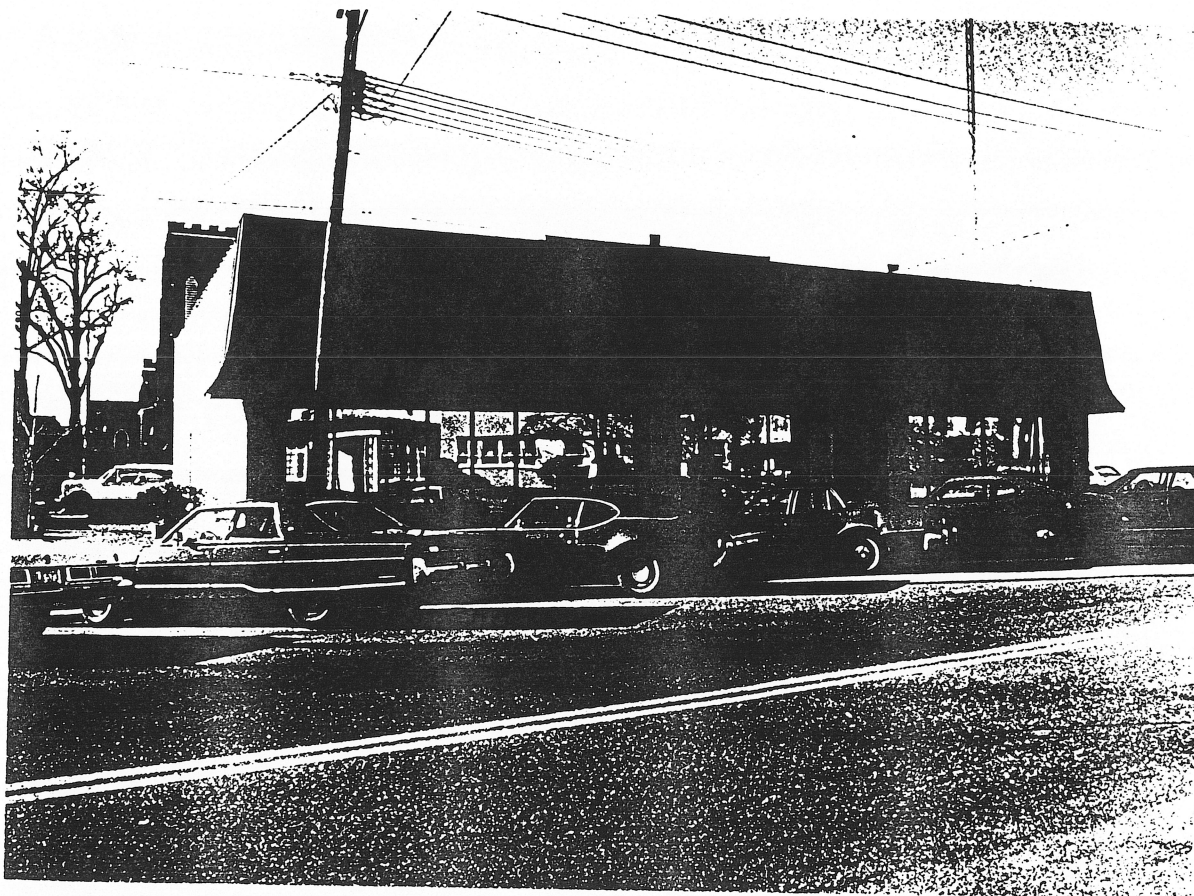


60. Walnut Street

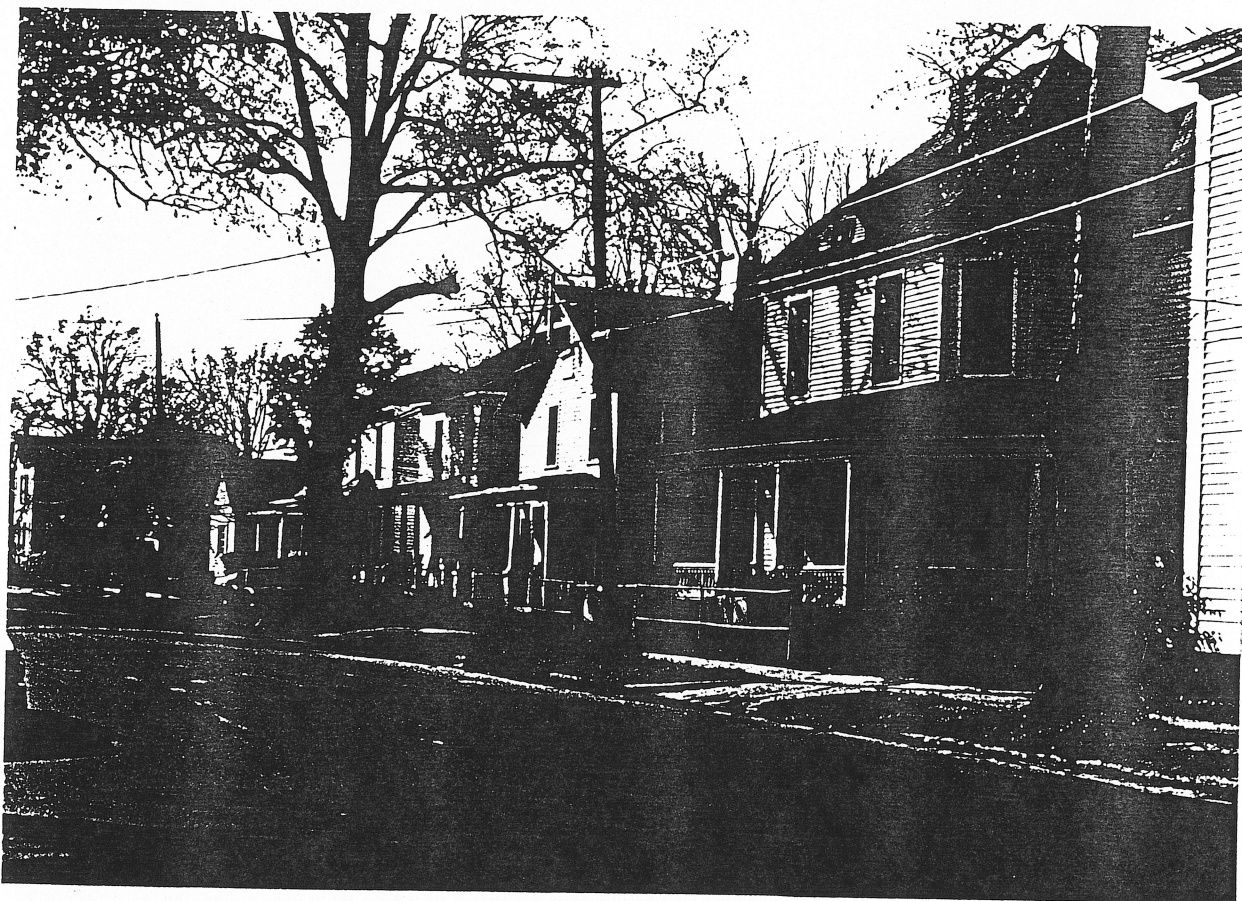


61. Noncontributing





62. Noncontributing

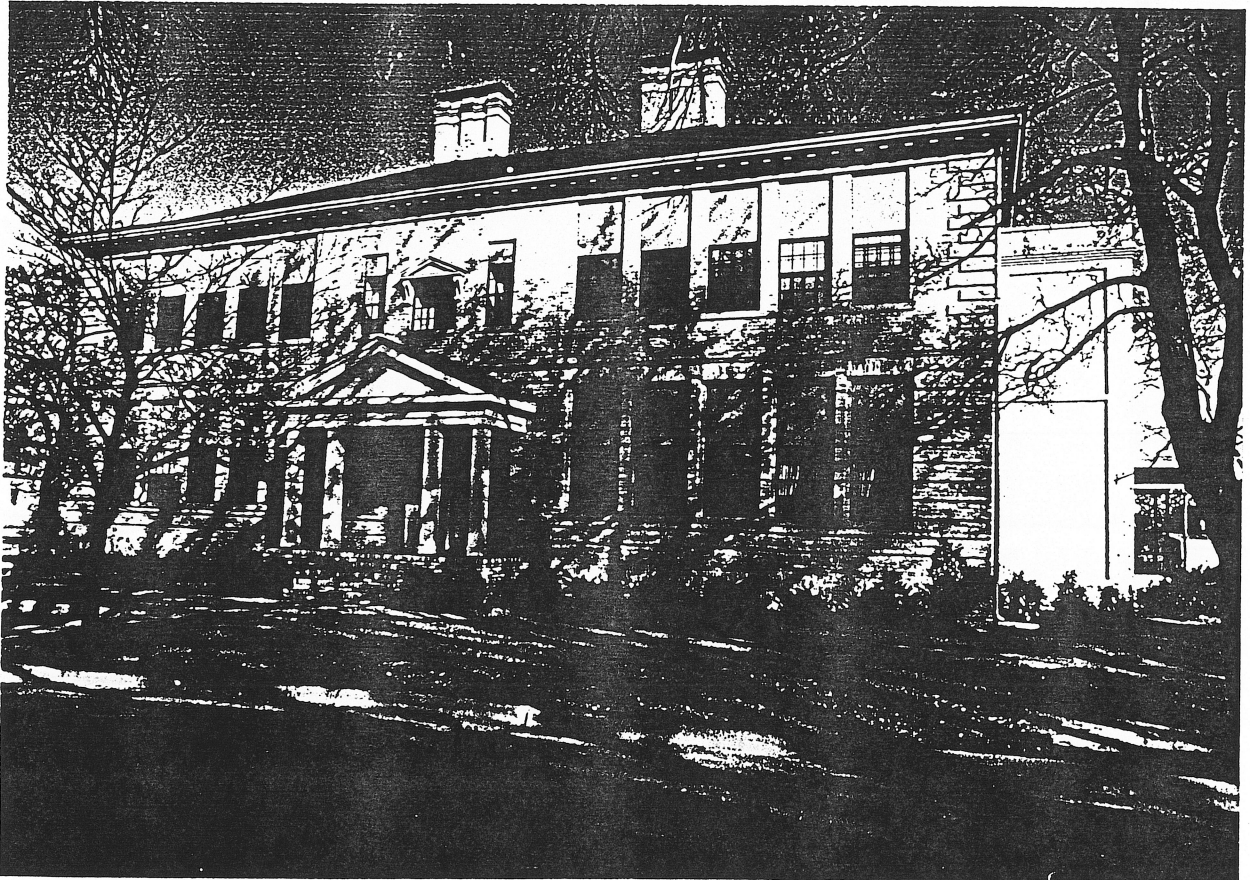


63. Pine Street





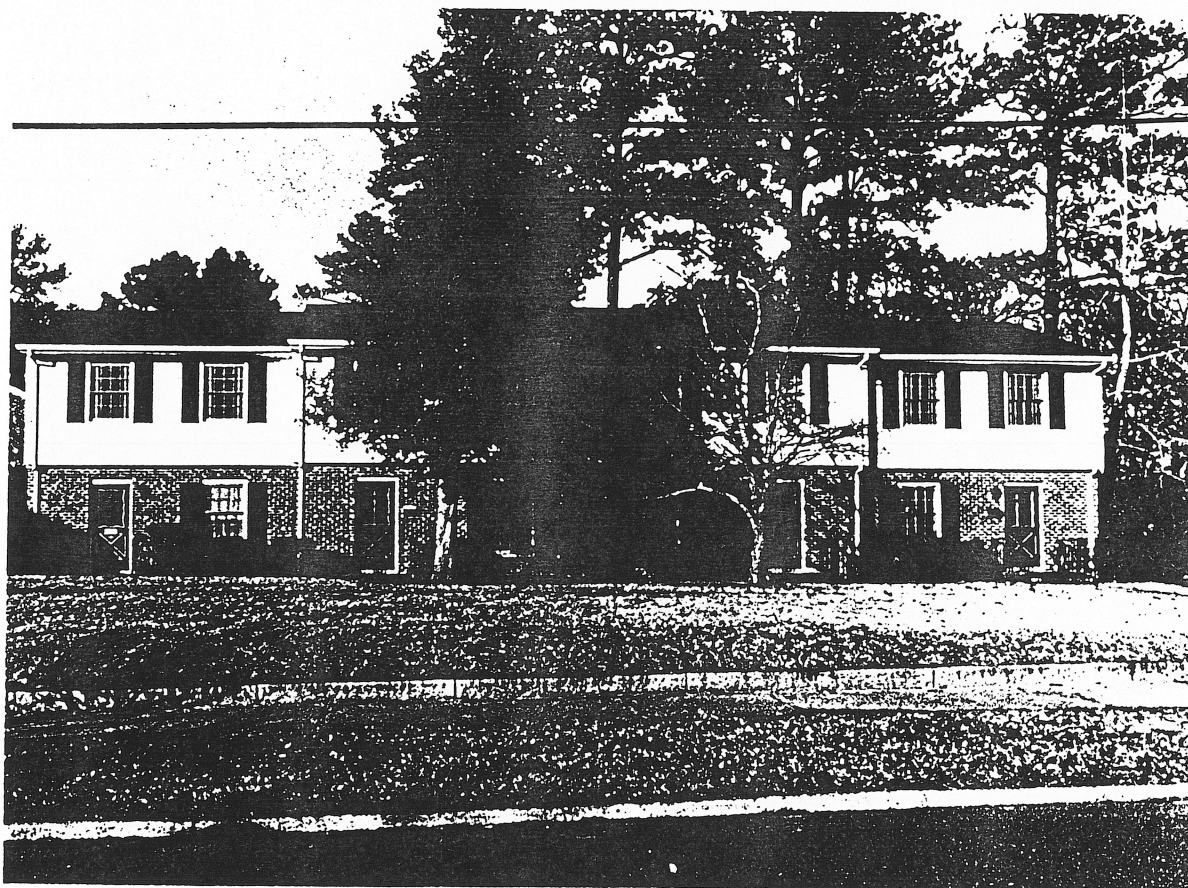
64. William Street



65. William Street School



66. Daisy Street



67. Noncontributing





68. Herman Weil House



69. 704 Park Avenue



# Inclusion of Exempted Properties

## PROPERTIES LESS THAN 50 YEARS OLD

Among the 535 structures in the Goldsboro Historic District, 382, or 71%, are considered contributing. Of the contributing structures, 9, or 1.7%, are less than 50 years old.

The Goldsboro Inventory Project by Barbara Hammond, Goldsboro's inventory of architecturally, historically and culturally significant properties, prepared under the supervision of the N. C. Division of Archives and History, is the basis for including the two exceptionally significant structures less than 50 years old. As noted in this report in the Significance Summary, the period of significance for the Goldsboro Historic District clearly includes 1838 through 1939.

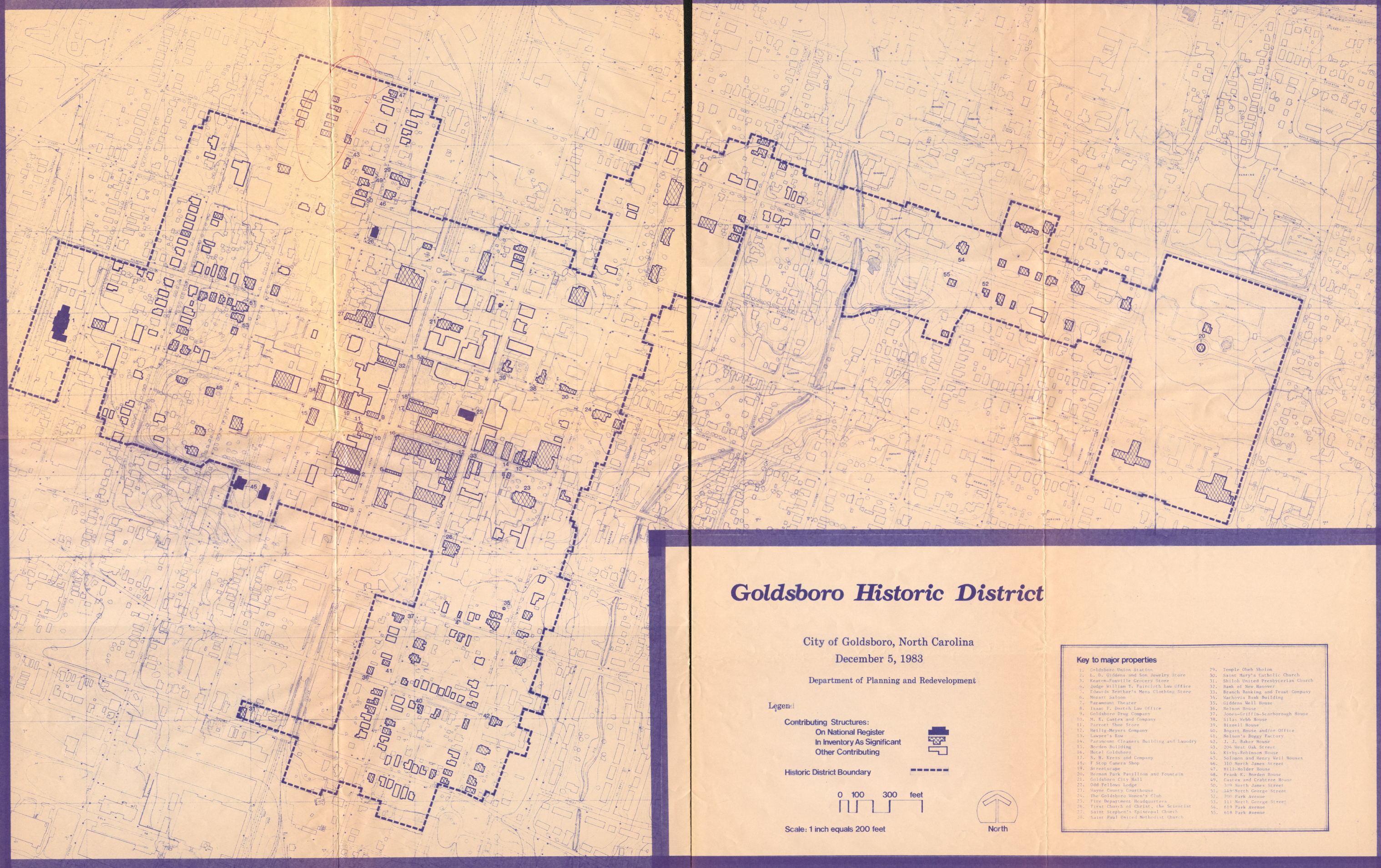
Contributing despite their age are the 1939 Goldsboro Fire Department Headquarters at 109 East Ash Street, and the 1936 Herman Weil House at 700 East Beech Street. The fire department building is exceptional in its architectural significance as the most impressive local example of Art Deco design, with colossal fluted pilasters, "denticulated" roofline, and stylized inscription; historically, it is of known and perhaps exceptional significance as a highly-visible public building constructed by the local work force as part of the W.P.A. (Works Projects Administration) program. The Herman Weil House is perhaps the community's best example of Neo Georgian domestic design. It is one of the lineage of "palatial" Weil houses constructed by that family distinguished in Goldsboro commercial and civic life, capable of another grand residence even during the Great Depression.

Classified as non-contributing according to National Register standards are seven less-than-fifty-year-old buildings in the district. Although characteristic of their respective periods of design from 1940 through the 1970s, these buildings cannot be firmly evaluated as exceptional. The 7 are: the Herman Park Center at 901 E. Ashe St., Weil's Department Store at 125 S. Center St., the Wayne County Public Library at 1001 E. Ash St., the Branch Bank and Trust Company at 207 E. Ash St., the Circle Texaco Service Center at 101 W. Ash St., 119 W. Walnut St., and 121 W. Walnut. (Visible bits of detail on the lower story of 119 and 121 W. Walnut Street suggest that the buildings were originally of Art Deco character, but unless and until remodeled facades of 1960s vintage can be removed, the buildings must be evaluated as non-historic and non-significant.)

## STRUCTURES THAT HAVE BEEN MOVED

Six residential structures within the Goldsboro Historic District are known to have been moved from their original sites. Fortunately, each was placed on a compatible new site. The last of the moves took place shortly after the turn of the century. Some of the structures were relocated from Waynesborough, the original county seat one and one-half miles away. One was moved from a neighboring county. Because the moves took place well within the period of development and significance of the district, and all sites were or have become "natural" to the buildings, none precludes any building from inclusion in the certified district.





# Goldsboro Historic District

City of Goldsboro, North Carolina  
December 5, 1983

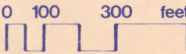
Department of Planning and Redevelopment

### Legend

Contributing Structures:  
On National Register  
In Inventory As Significant  
Other Contributing



Historic District Boundary



Scale: 1 inch equals 200 feet



### Key to major properties

- |   |                                       |
|---|---------------------------------------|
| 1. Goldsboro Union Station                  | 29. Temple Church Shalom              |
| 2. L. B. Giddens and Son Jewelry Store      | 30. Saint Mary's Catholic Church      |
| 3. Keaton-Fonville Grocery Store            | 31. Shiloh United Presbyterian Church |
| 4. Judge William T. Faircloth Law Office    | 32. Bank of New Hanover               |
| 5. Edwards Brothers Mens Clothing Store     | 33. Branch Banking and Trust Company  |
| 6. Newark Saloon                            | 34. Wachovia Bank Building            |
| 7. Paramount Theater                        | 35. Giddens Well House                |
| 8. Isaac F. Borch Law Office                | 36. Nelson House                      |
| 9. Goldsboro Drug Company                   | 37. Jones-Griffin-Scarborough House   |
| 10. W. E. Carter and Company                | 38. Silas Webb House                  |
| 11. Parrott Shoe Store                      | 39. Bizzell House                     |
| 12. Heilig-Meyers Company                   | 40. Bogart House and/or Office        |
| 13. Lawyer's Row                            | 41. Nelson's Buggy Factory            |
| 14. Paramount Cleaners Building and Laundry | 42. J. J. Baker House                 |
| 15. Borden Building                         | 43. 204 West Oak Street               |
| 16. Hotel Goldsboro                         | 44. Kirby-Robinson House              |
| 17. S. H. Kress and Company                 | 45. Solomon and Henry Well Houses     |
| 18. F. Stop Camera Shop                     | 46. 310 North James Street            |
| 19. Streetscape                             | 47. Mill-Helder House                 |
| 20. Herman Park Pavilion and Fountain       | 48. Frank E. Borden House             |
| 21. Goldsboro City Hall                     | 49. Castex and Crabtree House         |
| 22. Odd Fellows Lodge                       | 50. 308 North James Street            |
| 23. Wayne County Courthouse                 | 51. 144 North George Street           |
| 24. The Goldsboro Women's Club              | 52. 700 Park Avenue                   |
| 25. Fire Department Headquarters            | 53. 111 North George Street           |
| 26. First Church of Christ, the Scientist   | 54. 618 Park Avenue                   |
| 27. Saint Stephen's Episcopal Church        | 55. 618 Park Avenue                   |
| 28. Saint Paul United Methodist Church      |                                       |