

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Kendrick Downtown Historic District

other names/site number N/A

2. Location

street & number Generally bounded by Third St., the original Northern Pacific Railroad alignment, South Kirby St., and the steep grade rising to the north of East Main St.

N/A

not for publication

N/A

vicinity

city or town Kendrick

state Idaho

code ID

county Latah

code 057

zip code 83537

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

Signature of certifying official/Title

Date

Idaho State Historic Preservation Office

State or Federal agency/bureau or Tribal Government

In my opinion, the property X meets does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

 entered in the National Register

 determined eligible for the National Register

 determined not eligible for the National Register

 removed from the National Register

 other (explain:)

Signature of the Keeper

Date of Action

Kendrick Downtown Historic District
Name of Property

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5. Classification

Ownership of Property (Check as many boxes as apply.)

<input checked="" type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

Category of Property (Check only **one** box.)

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Number of Resources within Property (Do not include previously listed resources in the count.)

Contributing	Noncontributing	
22	7	buildings
		district
1		site
3	1	structure
		object
26	8	Total

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

1

6. Function or Use

Historic Functions

(Enter categories from instructions.)

COMMERCE/specialty store; restaurant;

financial institution

GOVERNMENT/post office

RECREATION/theater

AGRICULTURE/processing

INDUSTRY/communications facility; energy facility

RECREATION/outdoor recreation

SOCIAL/meeting hall

Current Functions

(Enter categories from instructions.)

COMMERCE/specialty store; restaurant

financial institution

GOVERNMENT/post office

RECREATION/museum

AGRICULTURE/processing

INDUSTRY/communications facility

RECREATION/outdoor recreation

7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH & 20TH CENTURY REVIVALS

MODERN MOVEMENT

MIXED

Materials

(Enter categories from instructions.)

foundation: CONCRETE

walls: BRICK

STUCCO

roof: SYNTHETICS

other: CONCRETE

Kendrick Downtown Historic District
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Narrative Description - Summary

The Kendrick Downtown Historic District is located within the boundaries of the City of Kendrick, Latah County, Idaho (Figures 1, 2). The approximately 9-acre district comprises the vast majority of the commercial area between the original Northern Pacific railroad alignment, which travels east-west along the north bank of the Potlatch River, and the steep grade rising to the north. The District boundaries form an elongated, irregular polygonal area generally bounded on the north by a steep, undeveloped grade, on the south by the railroad alignment, on the east by Kirby Street, and on the west by Third Street. The District is comprised of thirty-four (34) resources, consisting of twenty-two (22) contributing buildings, three (3) contributing structure(s), one (1) contributing site, seven (7) noncontributing buildings, one (1) noncontributing structure, and one (1) building already listed individually in the National Register.¹ With only eight (8) noncontributing resources, over 76 percent of the resources contribute to the significance of the District.² The noncontributing buildings are generally the same scale as the contributing buildings and do not significantly impact the overall visual and functional cohesiveness of the District. Several vacant lots are scattered throughout the District, however despite these gaps, the District continues to clearly communicate its historic commercial setting and landscape.

The District's setting and its historic resources represent a cohesive sense of place and reflect Kendrick's turn-of-the-twentieth century establishment and half-century of commercial and community development. Contributing buildings date from 1904 up to circa 1960. Over 63 percent of the extant resources served a commercial function, a few of which had mixed uses and included upper-story and/or secondary-entrance meeting halls, professional space, and/or residential units.

The District encompasses the main intact grouping of the commercial and industrial resources of Kendrick's historic central business district. Most of the contributing resources do not reflect an identifiable architectural style and are simple vernacular commercial buildings referencing restrained architectural treatments on basic One-Part Commercial Block and Two-Part Commercial Block building forms. The ten (10) buildings that do exhibit a defined architectural style from their period of construction represent examples of general Late 19th and 20th Century Revivals, Mixed, and Modern Movement styles. As a contiguous grouping of early twentieth century through mid-twentieth century downtown resources, the Kendrick Downtown Historic District retains its historic integrity and continues to communicate important information about its commercial development.

Narrative Description - Elaboration

LOCATION AND SETTING

The district's setting and its historic resources reflect its turn-of-the-twentieth century establishment and its commercial development through the mid-twentieth century. The downtown commercial area's arrangement illustrates a common commercial alignment along the cardinal axes, with East Main Street, the primary commercial street, aligned parallel to the north of the original Northern Pacific Railroad alignment running east-west at the south edge of the District. The network of streets, confined to the narrow level space between the river and a steep grade, is a circulation feature defining the spatial organization and development patterns of downtown Kendrick (Figures 3, 4).

All lots in the District are on a grid system platted in 1890 as part of the Original Town plat. Lot sizes vary depending on use (e.g. commercial, industrial) and reflect some twentieth century parcel boundary alterations as a result of subdivision or merging adjacent parcels/lots. Asphalt-paved streets, concrete curbs, and concrete sidewalks characterize the commercial streetscapes.

The vast majority of extant buildings served commercial functions, some of which had mixed uses and included first-floor retail and service spaces with street-facing storefronts, as well as secondary (upper-floor or rear/side entrance) spaces to accommodate meeting halls, offices for professional services, and/or residential apartments. Interspersed among the commercial properties are buildings of various historic uses, including governmental (post office), domestic (hotel), social (fraternal hall), industrial (telephone communications facility, electric substation), agricultural (grain elevator), and recreational (park, movie theater).

¹ The Kendrick Fraternal Temple at 614 Main Street (Resource #14) was individually listed in 2013 (NRHP Ref. No. 13000108).

² This includes NRHP-Listed properties.

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Of the eight (8) noncontributing resources, four (4) date to the period of significance but suffer from a loss of integrity³ and four (4) are currently less than fifty years of age.

ARCHITECTURAL STYLES AND PROPERTY TYPES

Dating from 1904 through the mid-twentieth century, the buildings found in the Kendrick Downtown Historic District are masonry commercial buildings of one to two stories. The majority of the contributing resources are One-Part and Two-Part Commercial Block buildings representing commercial building designs lacking a definable architectural style. Only ten (10) buildings reflect a formal architectural style, or at least the restrained and/or subtle influence or an identifiable stylistic category. In particular, they reflect the influences of the popular Late 19th and 20th Century Revivals and the Modern Movement styles of the pre- and post-World War II period. The District also includes one site—the historic park occupying the 500 block of East Main St.

INTEGRITY DISCUSSION

Overall, the district, as a whole, retains integrity of Location, Design, Setting, Materials, Workmanship, Feeling, and Association. The district's setting and its historic buildings reflect its development as a commercial hub of Latah County and as a significant regional railroad market center at the turn of the twentieth century and through the mid-twentieth century. Many of the buildings in the district reflect changes and alterations that occurred during the district's period of significance and some of these historic alterations have achieved significance in their own right. The majority of these historic changes reflect the modernization of first-story storefronts. The replacement of display windows and covering of transoms above the storefronts are the most conspicuous modifications. It is notable that many of these alterations left the original openings and spatial relationships of the storefront intact.

During the post-World War II period, prosperity in Kendrick, and nationwide, led to the enhancement of existing nineteenth- and early twentieth-century façades and storefronts in an effort to modernize. The influence of Modern Movement architectural styles prompted the installation of aluminum-framed display windows and façade re-facing with pale colors of brick and/or stucco. Buildings that exhibit alterations made before c1960 reflect the local evolution of commercial architecture in downtown Kendrick during the district's period of significance. Because many of these changes have gained historical significance, these buildings are included in the district as contributing resources for their illustration of these trends.

Changes made after the period of significance do not inherently render a building ineligible. If nonhistoric alterations do not compromise essential physical features characterizing a building's identity for which it is significant, the resource is counted as contributing. When nonhistoric alterations result in essential physical features no longer being present or visible enough for the building to communicate its historic identity, the building is counted as noncontributing.

PROPERTY INVENTORY

The following list provides information specific to each resource located within the district. Arranged in order by street name and then by address, the list includes the following information for each building: current street address, historic property name (if known), architectural style (if applicable), building form, construction date, significant alteration dates (if known), and the building's eligibility status, as well as a description and brief history of the resource. Style categorizations and building form categorizations are based on Richard Longstreth's *The Buildings of Main Street*, National Register Bulletin 16 *Guidelines for Completing National Register of Historic Places Forms Part A: How to Complete the National Register Registration Form*, and Virginia and Lee McAlester's *A Field Guide to American Houses*. Unless otherwise stated, all buildings' roofs are flat and their primary exterior materials are brick.

³ A few of these resources likely retain their historic fabric intact beneath nonhistoric claddings and secondary applications. In the future, if the nonhistoric materials and/or infill are removed, these properties should be reevaluated to determine if they would be contributing resources to the historic district.

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EAST MAIN STREET

1. **500 Block of E Main St.** **Eligibility:** Contributing
(1 site, 1 structure)
Historic Property Name(s): War Memorial Pool & Park;
Veterans Memorial Park

Style: n/a

Building Form: n/a

Date of Construction (Alterations): 1915 (1947)

IHSI #: 57-013479

Description: Historic character-defining features of this historic landscape include: open grassy lawn interspersed with mature deciduous trees; the 1947 pool structure; historic lamp posts around pool deck; historic rubble stone water fountain structure; the stone retaining wall adjacent the gazebo; and a rubble stone memorial pedestal. Nonhistoric features of the park include the 1971 flagpole, the playground equipment, and the brick sign/display case structure with hipped roof at the southeast corner of the park.

Significance: The 1901 Sanborn map shows the St. Elmo Hotel and other buildings filling this block. The site has been open space since a 1904 fire that destroyed the hotel. This park was dedicated in 1915. According to local sources, black locust trees from American Ridge were transplanted to the site in the early twentieth century. The concrete pool, constructed of donated labor, was dedicated July 17, 1947. This park reflects the continuum of land use development in Kendrick. It retains integrity and clearly communicates its historic recreational associations.



500 E Main St.



500 E Main, 1923

Courtesy Idaho State Archives



500 E Main, 1930s

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2. 507 E Main St. **Eligibility:** Contributing

Historic Property Name(s): Wild Block
Style: No Style
Building Form: ONE-PART
Date of Construction (Alterations): 1904 (1995)
IHSI #: 57-14065

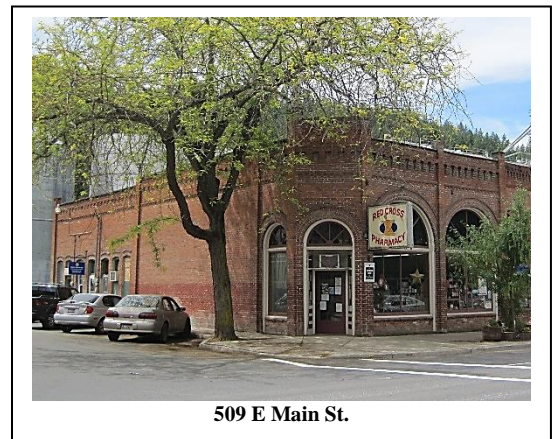
Description: This one-part commercial block is comprised of three distinct sections that reflect its original iteration as three separate buildings. The now internally combined building is five bays wide, defined by full-height engaged brick piers. Historic character-defining features include: the central raised parapet section of the east end section featuring letters in relief that read, "BLOCK 1904;" the decorative brick corbelling across the cornice level of the east end and central sections that suggest brackets; and the modest projecting brick atop the two brick piers defining the central section.



Significance: The existing building first appears on the 1905 Sanborn map as three separate abutting buildings comprised from east to west of a general store, a meat market, and a combination furniture store and crockery. The 1909 Sanborn map shows the same occupants. The separation between the three buildings remained until 1995 when Phil's Food City expanded west into the central and west end buildings, at which time the storefronts were updated to their current appearance and the west end building lost the decorative brickwork of its upper façade wall. This building reflects the continuum of commercial development in Kendrick. Despite the nonhistoric alterations to the storefronts and loss of decorative brickwork at the west end, the building retains sufficient integrity to communicate its historic associations and continues to convey important information.

3. 509 E Main St. **Eligibility:** Contributing
Historic Property Name(s): Rexall Drugs; Kendrick Drug
Style: Late 19th & 20th Century Revivals
Building Form: ONE-PART
Date of Construction (Alterations): c1905
IHSI #: 57-013713

Description: This one-part commercial block occupies a corner lot and thus has two primary elevations and a canted corner. The series of round arches and corbeled brackets above are evocative of Romanesque Revival. As such, the style categorization of the more general Late 19th and 20th Century Revivals. Key character-defining features include: the corbeled brick courses suggesting brackets at cornice level; the engaged piers at regular intervals on each elevation and which rise up above the parapet cap; the raised parapet section over the canted corner entrance bay; the continuous course of dentilated bricks below cornice-level; the large, round arch transoms over each window and door opening on the primary elevation; the historic wood muntins of each round arch transom; the three courses of header brick surrounding each round arch; the recessed entrance bay, featuring the historic half-light sidelights and full-light wood entrance door; the historic wood-framed display windows; and the series of seven segmental-arch window and door openings at the south end of the east side wall, denoting a secondary occupant/functional space.



Significance: The existing building first appears on the 1905 Sanborn map, where it is shown containing a drug store. It has remained a drugstore ever since. This building reflects the continuum of commercial development in Kendrick. Despite the nonhistoric alterations to the interior, the building retains excellent exterior integrity and clearly communicate its historic associations.

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4. 601 E Main St. *Eligibility:* Noncontributing

Historic Property Name(s): McCrea Hardware
Style: No Style
Building Form: ONE-PART
Date of Construction (Alterations): c1905 (c2010)
IHSI #: 57-013708

Description: This one-part commercial block occupies a corner lot. Its primary elevation faces north and is defined by a nonhistoric storefront comprised of brick infill around four, square, fixed display windows. The entrance is at the north end of the west side elevation. Historic character-defining features include: the decorative corbelled brickwork at cornice level, found in the form of faux brackets and continuous bands of sawtooth pattern work; the continuous course of dentilated brick atop the storefront and across the full width of the side elevation; the engaged brick piers defining each elevation into bays; and the stone parapet cap.



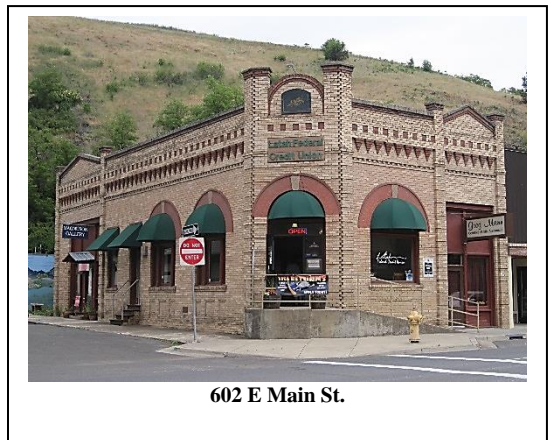
601 E Main St.

Significance: This building first appears on the 1905 Sanborn map, where it is shown containing a hardware store. A hardware store remained in the building until at least 1929. The accumulation of historic alterations to this building prevent it from clearly reflecting its association with the continuum of commercial development in Kendrick. If the nonhistoric metal covering the transom windows and the parapet wall were removed and the historic building materials found intact below, the building could be reevaluated for potential eligibility.

5. 602 E Main St. *Eligibility:* Contributing

Historic Property Name(s): Kendrick State Bank
Style: Mixed
Building Form: ONE-PART
Date of Construction (Alterations): c1904
IHSI #: 57-000563

Description: This one-part commercial block occupies a corner lot and thus has two primary elevations and a canted corner. The building exhibits the combined influences of Romanesque Revival, Colonial Revival, Classical Revival, and Renaissance Revival. As such, per NRHP guidelines, the style categorization is Mixed. Key character-defining features include: the pedimented parapet wall over the entrances in each outermost bay of each of the primary (south and west) elevations; the full-height, rusticated engaged piers defining the bays; the large round arches over the canted corner entrance and flanking display windows, each featuring stone keystones; the buff-colored brick walls with contrasting decorative red brick trim features; the decorative brickwork at cornice level, found in the form of corbel courses, a continuous band of slightly recessed square sections, the projecting sawtooth-profile bracket motif, and a continuous band of dentils; the historic, two- and three-part storefronts at the east end of the south elevation and north end of the west elevation, respectively, each of which retain the original tall transom openings, display window, cast iron framing, wood-paneled bulkhead, and three-quarter-light wood door. The only apparent nonhistoric alteration is the concrete accessibility ramp at the canted corner entrance.



602 E Main St.

Significance: A historic photo from before the August 1904 fire shows the previous bank building with the same footprint and height, but with a different façade treatment, suggesting the building was rebuilt to its current appearance after the fire. This landmark building anchors the center of Downtown Kendrick and it clearly reflects the continuum of commercial development in Kendrick. The building retains excellent exterior integrity and clearly communicates its historic associations.

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6. 603 E Main St. **Eligibility:** Contributing
Historic Property Name(s): Walker Harness Shop;
Lorang Cigars & Confectionary
Style: No Style
Building Form: ONE-PART
Date of Construction (Alterations): c1905
IHSI #: 57-013483

Description: This narrow, one-part commercial block is a mirror image of its neighbor to the east at 605 East Main Street. The original storefront, featuring a two-part display window, tall transoms, and a recessed entrance, is intact. Historic character-defining features include: the narrow primary (north) elevation; the original storefront profile with recessed side entrance; the tall height of the storefront and ceiling over entrance; the wood paneled bulkhead; the historic three-quarter-light wood paneled entrance door; the wood plank entrance floor; the dentillated brick course over the storefront; the decorative brickwork at cornice level with corbelled bracket-like projections; and its mirrored profile twin to the east.



603 (R) & 605 (L) E Main St.

Significance: This existing building first appears on the 1905 Sanborn map, where it is shown containing a tobacconist and confectionary with a cigar factory at the rear. By 1929, a harness shop was in the building. This building reflects the continuum of commercial development in Kendrick. Despite the infill of the transom window and nonhistoric metal sheeting covering the parapet wall, the building retains sufficient integrity to clearly communicate its historic associations.

7. 605 E Main St. **Eligibility:** Contributing
Historic Property Name(s): Dick's Barber Shop
Style: No Style
Building Form: ONE-PART
Date of Construction (Alterations): c1905
IHSI #: 57-013707

Description: This narrow, one-part commercial block is a mirror image of its neighbor to the west at 603 East Main Street. The original storefront, featuring a two-part display window, tall transoms, and a recessed entrance, is intact. Historic character-defining features include: the narrow primary (north) elevation; the original storefront profile with recessed side entrance; the tall height of the storefront and ceiling over entrance; the wood paneled bulkhead; the historic half-light wood paneled entrance door; the historic storefront framing members featuring chamfered edges; the wood plank entrance floor; the dentillated brick course over the storefront; the decorative brickwork at cornice level with corbelled bracket-like projections; and its mirrored profile twin to the west. The nonhistoric flashing over the parapet cap was added between 2003 and 2014.



603 (R) & 605 (L) E Main St.

Significance: This building first appears on the 1905 Sanborn map, where it is shown containing a barbershop and "baths." A barbershop remained in the building until at least 1929. This building reflects the continuum of commercial development in Kendrick. Despite the infill of the transom window, the building retains sufficient integrity to clearly communicate its historic associations.

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8. 606 E Main St. *Eligibility:* Noncontributing

Historic Property Name(s): Kendrick Theater
Style: No Style
Building Form: ONE-PART
Date of Construction (Alterations): c1910 (c1926/c2010)
IHSI #: 57-013709

Description: This one-part commercial block is three bays wide. Three storefront bays define the bays. nonhistoric brick surrounds the multi-light aluminum display windows and recessed entrance bay at the west end. Nonhistoric metal covers the upper façade wall. No historic material is visible

Significance: A c1910 photo shows an implement warehouse building at this location and featuring the same cornice brickwork pattern as that appearing on this building in later photos, suggesting the implement warehouse was remodeled into the theater and that they are one in the same building. This building appears on the 1929 Sanborn map as containing a movie theater. Nonhistoric alterations to this building leave little to no historic material visible from public right-of-way and it no longer clearly reflects the continuum of commercial development in Kendrick. If the nonhistoric metal cladding the upper-façade wall were removed and the historic building materials found intact below, the building could be reevaluated for potential eligibility.



606 E Main St.

9. 607 E Main St. *Eligibility:* Contributing

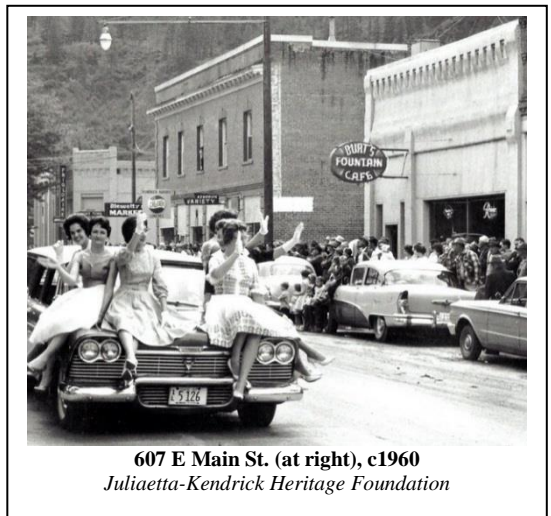
Historic Property Name(s): Zoe's Café; Burt's Fountain Café
Style: No Style
Building Form: ONE-PART
Date of Construction (Alterations): c1905 (c1960)
IHSI #: 57-013706

Description: Historic character-defining features of this one-part commercial block include: the smooth stucco cladding reflecting a common post-World War II modernization for small commercial buildings; the cornice brackets; the projecting piers defining the two façade bays; the high-set two-part fixed display window, a common mid-century storefront treatment; the tripartite arrangement of the full-light entrance and its flanking high-set sidelights; the mid-century interior lunch counter, stools, and booths; and the original segmental arched openings with header brick lintels in the secondary elevations.

Significance: This building first appears on the 1905 Sanborn map, where it is shown containing a saloon. A billiards hall was here in 1909 and by 1929 a confectionary and lunch counter occupied the space. A circa 1960 photo shows the building with its current stucco cladding. This building reflects the continuum of commercial development in Kendrick. Though this building has non-original stucco cladding the façade, historic photos show the alteration in place by circa 1960. Wholesale remodel of commercial facades during the post-World War II period was a common occurrence nationwide as business owners sought to update and modernize after nearly 20 years of financial strain and materials restrictions. While it is not individually eligible, it continues to communicate the commercial development trends of downtown Kendrick and communicates important information about its historic associations with commercial and community development contexts.



607 E Main St.



607 E Main St. (at right), c1960
Julietta-Kendrick Heritage Foundation

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10. 608 E Main St. Eligibility: Contributing

Historic Property Name(s): Success Restaurant

Style: No Style

Building Form: ONE-PART

Date of Construction (Alterations): c1905

IHSI #: 57-013710

Description: This one-part commercial block is three bays wide. The original cast iron storefront defines the bays, which are comprised of a recessed center entrance flanked on each side by large display windows. Historic, character-defining features include: the full-height piers at each end of the primary elevation, characterized by buff-colored brick with a rusticated effect created by regular recessed bands of red brick; the full-height, round, cast iron columns flanking the center entrance recess; the original, four-light, wood-framed display windows resting on wood bulkheads; and the full-light wood-framed entrance door with transom above.

Significance: This building first appears on the 1905 Sanborn map, where it is shown containing a restaurant. Local secondary sources indicate Edwin A. Deobald and Herman C. Schupfer, started the Kendrick Garage business in this building in 1919.⁴ This building reflects the continuum of commercial development in Kendrick. Despite the nonhistoric covering of the upper-façade wall and painting of the transoms, the building's retention of the original storefront allows it to continue to communicate its historic associations and be counted as contributing to the overall significance of the district.



608 E Main St.



608 E Main St.
Detail of original storefront

11. 609-615 E Main St. Eligibility: Contributing

Historic Property Name(s): Kendrick Hotel
Style: Late 19th & 20th Century Revivals

Building Form: TWO-PART

Date of Construction (Alterations): 1905 (c2008)

IHSI #: 57-013705

Description: This two-part commercial block occupies a corner lot and thus has two primary elevations and a canted corner. While the building features the rusticated first story and corner quoins typical of a Renaissance Revival building, it lacks other key features of the style. Additionally, it features tapestry brickwork and a cornice evocative of more general revivalism. As such, the style categorization is the more general Late 19th and 20th Century Revivals. This building is characterized by its corner lot location, its two-story height, its tapestry brick upper-story wall treatment, the rusticated brick on the first-story brick walls, and the canted northeast corner. The building retains the historic 1/1 wood sash windows, the decorative window lintels with exaggerated keystone motif, and the original storefront openings along the primary (north) elevation. The nonhistoric pent roof element over the cornice dates to c2008. Despite this incompatible alteration, the building continues to retain sufficient integrity of design, materials, workmanship, and feeling to clearly communicate its historic associations.



609-615 E Main St.

⁴ One reference, from February 1921 states Schupfer and Deobald's garage was a neighbor to the fraternal lodge and close enough so as to provide back-up power for an event in the hall.

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Significance: The second hotel on this site, this building first appears on the 1905 Sanborn map, where it is shown as the Kendrick Hotel and containing a corner bar, dining room, and "sample room." The 1929 Sanborn map shows it still with lodging upstairs and with a billiards hall in the corner storefront. This landmark building anchors the center of Downtown Kendrick and it clearly reflects the continuum of commercial development in Kendrick. The building retains excellent exterior integrity and clearly communicates its historic associations.



57-013705 - Kendrick Hotel (at left), 1920s
Courtesy ISHS 63.211.31

12. 610 E Main St.

Eligibility: Noncontributing

Style:

No Style

Building Form:

ONE-PART

Date of Construction (Alterations): c1983

IHSI #:

57-013711

Description: This one-part commercial block is three symmetrical bays wide. A recessed center entrance flanked on each side by a large, fixed display window, define the bays. Additional features include the façade set back a few feet from the sidewalk allowing for plantings below/in front of the display windows, the corrugated metal pent roof element spanning the full width of the upper façade wall, the concrete block secondary walls, and the 'giraffe' stone cladding treatment to the façade wall.



610 E Main St.

Significance: A fire in the early 1960s destroyed the previous building on this lot. The local garden club maintained a small park on the vacant ground until 1982 when the lot was purchased and this building constructed to serve as a retail store. The building was later converted to serve as a chiropractor's clinic and then subsequently into a medical clinic. Though this building has good integrity from its original period of construction, it is not yet fifty years of age, dates to outside the period of significance of the district, and is thus not eligible for listing.

13. 612 E Main St.

Eligibility: Noncontributing

Historic Property Name(s):

Battles & Ellis Building

Style:

No Style

Building Form:

ONE-PART

Date of Construction (Alterations): 1983

IHSI #:

57-013712

Description: This one-part commercial block characterized by an off-center entrance, diagonally laid wood plank façade cladding, and tall narrow fixed windows arranged in a pair (east side) and a series of three (west side). Additional features include the façade set back several feet from the sidewalk allowing ample space for plantings in front of the building, the wood-shingled pent roof element spanning the full width of the upper façade wall, and the un-coursed rubble stone water table.



612 E Main St.

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Significance: A fire in the early 1960s destroyed the previous building on this lot. The local garden club maintained a small park on the vacant ground until 1982 when the lot was purchased and this building constructed to serve as an accounting office building. Though this building has good integrity from its original period of construction, it is not yet fifty years of age, dates to outside the period of significance of the district, and is thus not eligible for listing.

14. 614 E Main St. **Eligibility:** Listed Individually

Historic Property Name(s): Kendrick Fraternal Temple

Style: Mixed

Building Form: TWO-PART

Date of Construction (Alterations): 1905

IHSI #: 57-000564

Description: This two-part commercial block occupies a corner lot and thus has two primary elevations—south and east. The building exhibits the combined influences of Romanesque Revival, Classical Revival, and Queen Anne styles. As such, per NRHP guidelines, the style categorization is Mixed. Character-defining features include: the buff-colored brick walls; the contrasting decorative red brickwork throughout and found in the form of parapet cap courses, header brick diamond motifs, slender corbelled bracket motifs, tabs flanking each window opening in the primary (south) elevation, and panels of tapestry brick motifs between the first and second stories; the segmental arch windows with modestly splayed lintels; the original cast iron storefront frame containing all the original openings and recessed double-leave entrance; and the distinctly differentiated rear section at the north end of the side (east) elevation which features a pedimented parapet wall with red brick tapestry motif.



Significance: This building is significant for its associations with the physical development of Kendrick and for what it reflects about the important patterns related to fraternal organizations in the early 20th century. The building is additionally significant for its architectural associations as an excellent example of the exuberant and often overlapping influences of early 20th century revivalism. This landmark building anchors the center of Downtown Kendrick and it clearly reflects the continuum of development in Kendrick. The building retains excellent exterior integrity and clearly communicates its historic associations.

15. 701 E Main St. **Eligibility:** Contributing

Historic Property Name(s): Alexander Block; Kendrick Hardware

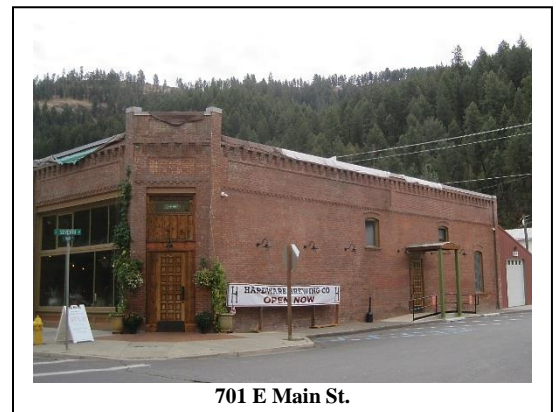
Style: Late 19th & 20th Century Revivals

Building Form: ONE-PART

Date of Construction (Alterations): 1904 (c1919)

IHSI #: 57-001261

Description: This one-part commercial block occupies a corner lot and has a canted corner. With stylistic influences restrained to decorative brickwork at the cornice, the building reflects the more general Late 19th and 20th Century Revivals stylistic categorization. Historic character-defining features include: the canted corner entrance; the dentillated belt course over the storefronts; the corbelled brickwork at the cornice suggesting brackets; the original storefront and entrance openings; the original segmental arched window openings in the side elevation; and the slightly projecting brick piers defining the three facades—north, west, and northwest.



Significance: At least the second building at this location, this building first appears on the 1905 Sanborn map, where it is shown containing a general merchandise store. Beckwith General Merchandise was in the building from 1905 until about 1911, with Kendrick Store Company General Merchandise occupying the building for at least the next decade. Between 1909 and 1929, the northeast quadrant of the building was separated with an internal partition wall

Kendrick Downtown Historic District
Name of Property

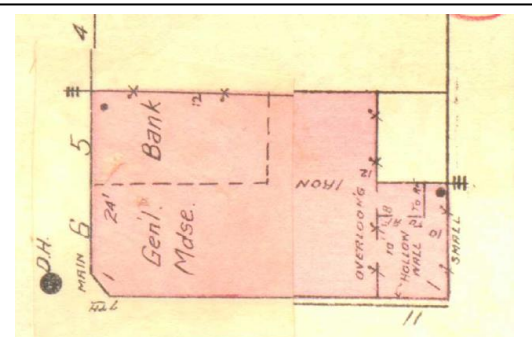
Latah County, ID
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to create a separate bank building (Resource #16). This building reflects the continuum of commercial development in Kendrick. It retains integrity and clearly communicates its historic associations.

- 16. 703 E Main St.** *Eligibility:* Contributing
Historic Property Name(s): Farmers Bank; US Post Office
Style: Late 19th & 20th Century Revivals
Building Form: ONE-PART
Date of Construction (Alterations): c1915
IHSI #: 57-001261
Description: This one-part commercial block exhibits Classical Revival-inspired stylistic influences, primarily expressed in the form of full-height pilasters with modestly stylized capitals symmetrically dividing the primary (north) elevation. Additional historic character-defining features include: the stucco-like smooth façade wall treatment; the center entrance flanked by glass block sidelights; the three-quarter-light wood entrance door; the high-set water table; and the intact (though painted) tall transom windows occupying the upper part of each of the three façade bays.



703 E Main St. (at left)



703 E Main St., 1929 Sanborn Map
Courtesy Library of Congress

Significance: Between 1909 and 1929, the northeast quadrant of the Alexander Block next door (Resource #15) was remodeled to create a separate bank building. An internal partition wall was introduced and the primary (north) elevation remodeled in a Classical Revival-inspired design, a common aesthetic for early twentieth century bank buildings. Farmers Bank and then First Security Bank occupied this building until about 1973. The Kendrick Post Office moved into this building around 1980, relocating from its previous home in the First State Bank Building (Resource #5), where it had been since about 1945. This building reflects the continuum of commercial development in Kendrick. It retains integrity and clearly communicates its historic associations.

- 17. 702 E Main St.** *Eligibility:* Contributing
Historic Property Name(s): Pottlatch Telephone Company
Style: Late 19th & 20th Century Revivals
Building Form: ONE-PART
Date of Construction (Alterations): c1906 (c1985)
IHSI #: 57-14066

Description: This one-part commercial block is three bays wide, defined by engaged brick piers. The two west end bays represent the original primary (south) façade, while the east end bay is a nonhistoric addition dating to circa 1985. Historic character-defining features present on the original building section include: the decorative brick treatment of the engaged brick piers that suggests quoins; the header brick windowsills; the header brick belt course over the window and entrance openings that forms a continuous lintel with integral sections of segmental arches over each opening; the two separate parallel courses of corbelled brick with dentils below that span the upper façade wall; and the presence of all decorative treatments on both the primary (south) and side (west) elevations. Though some original openings have been altered (a door converted into a window, a window concreted into an entrance, and a window infilled with brick), the rhythm of the openings is still clearly legible by means of the retention of the original opening width, segmental arch, and courses of header brick lintels.



702 E Main St.

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Significance: This building first appears on the 1909 Sanborn map, where it is shown containing unidentified offices. According to local sources, a dentist, Dr. Moser, had this building constructed for his practice and shared it with the Pacific Telephone and Telegraph Company at that time. A circa 1910 photograph (above) shows the building with signage indicating a telephone office operated within. The 1929 Sanborn shows the notation "Telephone Office" at this building. During the late 20th century (1980s) the building received an addition and a remodel resulting in its current appearance. Despite the nonhistoric alterations and addition, these changes do not compromise the building's overall ability to communicate historic associations. It retains integrity of location, materials, feelings, associations, and workmanship, and contributes to the significance of the District.



702 E Main., c1910

Courtesy Juliaetta-Kendrick Heritage Foundation

18. 704 E Main St.

Eligibility: Contributing

Historic Property Name(s):
Style:

Lewis Jewelry
Late 19th & 20th Century
Revivals

Building Form:

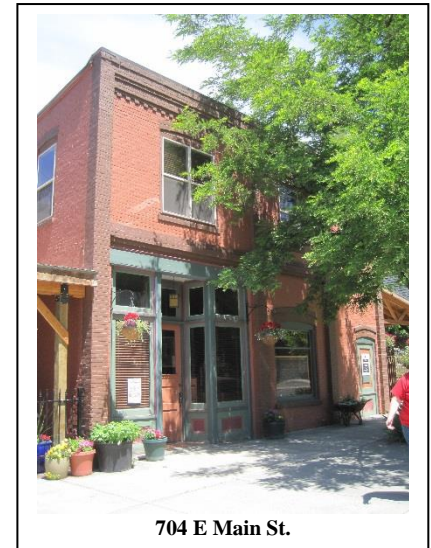
TWO-PART

Date of Construction (Alterations): 1904

IHSI #: 57-14067

Description: This two-part commercial block is three bays wide, defined by full-height engaged brick piers. From east to west the first-story bays contain a single flush entrance, a single window, and a storefront with recessed central entrance. Historic character-defining features include: the brick corbelling at cornice level that includes dentilation; the segmental arches over each window and door openings; the header brick windowsills; and the historic wood-framed storefront at the west end bay featuring wood paneled bulkheads, support posts with chamfered edges, and a historic three-quarter-light wood entrance door.

Significance: At least the second building on this site, this building first appears on the 1905 Sanborn map, where it is shown containing a photographer's studio on the first floor and a dwelling on the second. The 1909 Sanborn map shows the building divided internally to form two separate retail endeavors: a jewelry store (Lewis Jewelry) in the west part and a music store in the east half. Occupants over time included: Lewis Jewelry, Jack Pickard's Undertaking, Vaughn Photography, LaHatt Jewelry, barber shop, Frary's Ceramic Shop, and a Soil Conservation office, with apartments upstairs throughout the life of the building. This building reflects the continuum of commercial development in Kendrick. Despite the nonhistoric treatment of the west end addition, it is subservient and does not hinder the overall integrity of the building. The building continues to retain sufficient integrity to communicate its historic associations and contributes to the historic district comprised of the buildings in the vicinity.



704 E Main St.

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19. 707 E Main St. *Eligibility:* Noncontributing

Historic Property Name(s): Antelope Inn; Hillbilly Bar

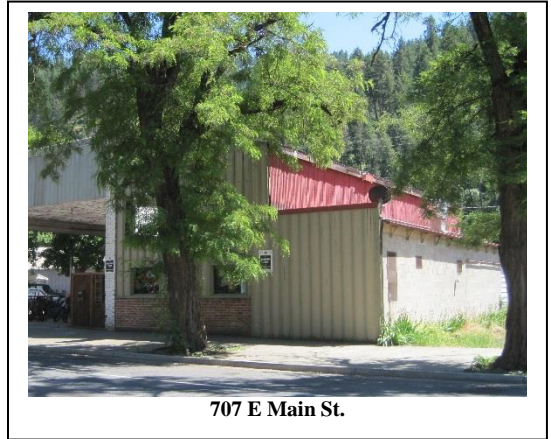
Style: No Style

Building Form: ONE-PART

Date of Construction (Alterations): 1905 (c1985)

IHSI #: 57-013704

Description: This one-part commercial block is three bays wide, defined by a flush center entrance flanked on each side by a high-set fixed window. Nonhistoric board-and-batten siding clads the façade walls. Additional features include: the shed roof sloping down to the west creating an angled façade roof profile; the concrete block addition to the west elevation; and the nonhistoric brick bulkhead cladding. Portions of the original building's south elevation are visible from the alley, where historic brick laid in a common bond (6 stretcher courses for each single header course), a splayed window lintel comprised of soldier and head bricks, can be seen.



707 E Main St.

Significance: This building first appears on the 1905 Sanborn map, where it is shown containing a saloon. By 1929, the occupant was a "Rest. & S.D." Nonhistoric alterations to this building leave little to no historic material visible from public right-of-way and it no longer clearly reflects the continuum of commercial development in Kendrick. If the nonhistoric metal cladding the upper-façade wall were removed and the historic building materials found intact below, the building could be reevaluated for potential eligibility.

20. 709 E Main St. *Eligibility:* Contributing

Historic Property Name(s): Bob's Garage

Style: No Style

Building Form: ONE-PART

Date of Construction (Alterations): c1905 (c1935)

IHSI #: 57-013703

Description: Character-defining features of this one-part commercial block include: the drive-through section occupying the front (north) part of the building; the historic sheet metal cladding the ceiling and walls of the drive-through section; the original brick walls with projecting piers visible on the east side elevation, that retain the original high-set, segmental arched windows with header brick sills and lintels and the decorative dentillated brick coursework; and the historic corrugated metal-clad shed roof rear addition.



709 E Main St.

Significance: At least the second building to stand at this location, this building first appears on the 1905 Sanborn map, where it is shown containing a general merchandise store with a "hand printing" shop at the rear. A c1905 photo shows Lauterbach's Cash Store at this location, with the Kendrick Gazette occupying the rear section at the alley. By 1929, the occupant was a "Farm Machy & Tractors" dealer. The forward half of the building was altered to create the drive-thru around 1935. This building reflects the continuum of commercial development in Kendrick. Despite the nonhistoric treatment of the west end addition, it is subservient and does not hinder the overall integrity of the building. The building continues to retain sufficient integrity to communicate its historic associations and contributes to the historic district comprised of the buildings in the vicinity.

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21. 801 E Main St. *Eligibility:* Contributing

Historic Property Name(s): Kendrick Post Office

Style: No Style

Building Form: ONE-PART

Date of Construction (Alterations): c1905

IHSI #: 57-14064

Description: This one-part commercial block is a single bay wide, defined by its storefront, which is comprised of a center flush entrance and two flanking two-part display windows. Historic character-defining features include the brick bulkheads and the modest brick corbelling at cornice level of the west side elevation.

Significance: The second building at this location, this building appears on the 1905 through 1929 Sanborn maps as the post office with a solid wall between it and the abutting building to the east. Around 1945, the post office moved into the First State Bank building at 602 E Main (Resource #5), where it remained until about 1980 when it moved to its current location in the former Farmers Bank location in the east end of the Alexander Block at 701-703 E Main (Resource #15). This building reflects the continuum of commercial development in Kendrick. Despite the nonhistoric metal pent roof and cladding on the upper façade wall, the building retains sufficient integrity to communicate its historic associations and it contributes to the surrounding historic district.



801 E Main St.

22. 803-805 E Main St. *Eligibility:* Contributing

Historic Property Name(s): Guy Hotel; Hotel Commercial

Style: Late 19th & 20th Century Revivals

Building Form: TWO-PART

Date of Construction (Alterations): c1907 (c1913)

IHSI #: 57-013702

Description: This two-part commercial block occupies a double-width lot and is four bays wide. Full-height engaged piers define the bays. An original, wood-framed storefront is intact at the west end at street-level, while the other three storefront openings contain nonhistoric large, double-leaf wood paneled doors. Historic character-defining features present include: the segmental arch windows with splayed header brick lintels; the header brick window sills; the corbeled brick courses above and below the upper-story windows; the decorative tabbed motif of the three decorative brick courses on the upper-façade wall of the east half of the building; and the historic wood-framed storefront that retains the single-leaf entrance, tall transoms, and wood-paneled bulkhead.



803-805 E Main St.

Significance: The west half of this building appears on the 1909 Sanborn map, at which time it is shown containing a bank in the west storefront and a meat market in the east storefront. Between 1909 and 1929, the east half of the building was added and the 1929 Sanborn shows the full building with the notation "Hotel Commercial" and containing a dining room, hotel office, and barber shop. The Guy Hotel, Charles Guy proprietor, was listed in the 1914 Latah County directory, 1916 Idaho Business Directory, and 1921-1922 Latah County directory. This building reflects the continuum of commercial development in Kendrick. Despite the nonhistoric alterations to the storefront openings, they are still apparent and the building retains sufficient integrity to communicate its historic associations. It contributes to the surrounding historic district.

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23. 807-809 E Main St. *Eligibility:* Noncontributing

Style: No Style

Building Form: DWELLING: Manufactured

Date of Construction (Alterations): 2017

IHSI #: N/A

Description: This one-story, gable-front manufactured home has a shallow-pitch roof, full-width front porch, and a rectangular footprint. One-by-one, sliding vinyl window units and synthetic pressed-wood siding characterize the exterior.

Significance: This nonhistoric dwelling replaced the earlier, c1907 NRHP-eligible *Kendrick Gazette* building (57-000562), which was demolished in 2017.



807-809 E Main St.

24. 811 E Main St. *Eligibility:* Contributing

Historic Property Name(s): Wagner's Garage; Kendrick Auto Co. Garage; Kendrick Garage

Style: No Style

Building Form: ONE-PART

Date of Construction (Alterations): c1917

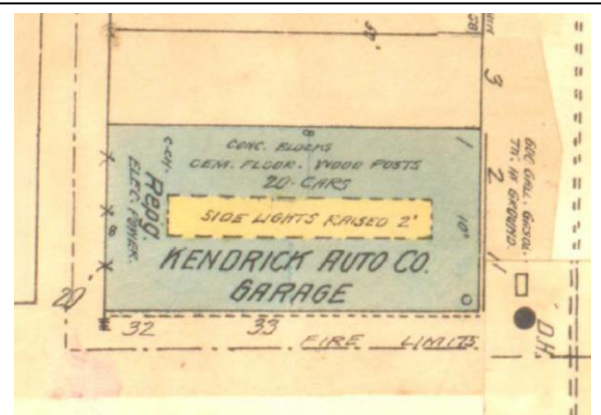
IHSI #: 57-013701

Description: This automobile-related One-Part Commercial Block is characterized by its broad front, drive-through northeast corner, stepped parapet, and rusticated cast-concrete block walls. Additional historic features of note include: the historic display window system at the west end bay of the primary (north) elevation; the original clerestory along the length of the roof ridge and retaining the original fur-light wood sash windows; the vehicular bay centered in the rear (south) elevation along the alley that contains historic double-leaf wood paneled doors; and the historic large, wood sash six-light windows occupying the four remaining bays in the rear elevation.



811 E Main St.

Significance: This building dates to the mid-to-late 1910s and has served as the home for at least three auto service businesses since that time. The earliest confirmed occupant was Wagner's Garage. In 1920, the *Kendrick Gazette* reported on the building, a "concrete block garage owned and managed by Adam Wagner" who had operated the garage successfully for two years.⁵



811 E Main St., 1929 Sanborn Map
Courtesy Library of Congress

The 1921 editions of the *Gazette*, as well as business directories from the time, repeatedly include references and/or advertisements for both Wagner's Garage and Kendrick Garage (operated by Schupfer and Deobald at 608 East Main Street (Resource #10)), indicating they were two separate entities in different locations.

⁵ *Kendrick Gazette*, January 6, 1922. Though it is unclear whether Wagner was responsible for the construction of the building, the reference to it being of concrete block construction is a strong indicator he was operating in the building at 811 E Main, one of the handful of early twentieth century concrete block buildings in Kendrick.

Kendrick Downtown Historic District

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In January 1922, brothers Leslie and Ernest Roberts took over the operation of Wagner's Garage.⁶ According to the *Gazette*, the brothers planned to name their new endeavor Kendrick Auto Company, reusing/resurrecting the company name from an earlier endeavor first opened and operated elsewhere in Kendrick in the early 1910s.⁷ At the close of the year, December 1922 issues of the *Kendrick Gazette* included advertisements for both Kendrick Auto Company (operated by the Roberts Brothers) and Kendrick Garage (operated by the Deobald Brothers).

A 1923 photo shows the building in place. The 1929 Sanborn map shows the building occupied by the Kendrick Auto Company Garage and with a capacity of 20 cars. In the mid-1930s, the garage expanded with the construction of a fuel/supply storage building and fuel tanks on the nearby property at 101-105 S Kirby (Resource #28).



811 E Main St., July 1923
Courtesy ISHS



811 E Main St., 1934
Courtesy ISHS

The garage building retains integrity and clearly reflects the continuum of commercial development in Kendrick. The building has important historic associations with the commercial development of downtown Kendrick, as well as the specific development of automobile-related businesses and architecture. Not only does it contribute to the Downtown Historic District, but it is individually eligible an excellent example of the early auto-related commercial development that took place in Kendrick.

⁶ *Kendrick Gazette*, January 6, 1922. They entered into a lease and purchased the stock of auto supplies. Leslie Roberts was described as "a mechanical genius who is so intensely interested in auto mechanics that it is almost impossible for him to work at anything else." The 1920 census listed Leslie Roberts as a mechanic employed in Kendrick.

⁷ The Kendrick Auto Company was in existence prior to the construction of this building, operating by 1911 at a different location in Kendrick. Unfortunately, the historic record is not precise as to where the business was originally located, nor is it clear as to when this building was constructed and by whom.

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SOUTH 6TH STREET

25. 104 S 6th St. *Eligibility:* Noncontributing

Historic Property Name(s): welding shop
Style: No Style
Building Form: OTHER
Date of Construction (Alterations): c1947 (c1978)
IHSI #: 57-013480

Description: This one-story, gable-front building is four bays wide. An off-center single-leaf flush entrance and three high-set horizontal windows define the bays. A full-length single-cell extension along the south elevation has a slightly different roof pitch than the rest of the building. Additional features include: the nonhistoric vertical wood siding; the gabled entrance hood; the corrugated metal roof; the aluminum awnings over each window; and the location adjacent off Main Street and among other utilitarian buildings.



Significance: Originally serving as a welding shop, this building was converted into the Juliaetta-Kendrick Senior Center in the late 1970s. Nonhistoric alterations to this building leave no historic material visible from public right-of-way and it no longer clearly reflects the continuum of commercial development in Kendrick. If the nonhistoric cladding were removed and the historic building materials found intact below, the building could be reevaluated for potential eligibility.

SOUTH 7TH STREET

26. 101 S 7th St. *Eligibility:* Contributing

Historic Property Name(s): Kendrick Ag & Supply
Style: Modern Movement
Building Form: ONE-PART
Date of Construction (Alterations): c1950
IHSI #: 57-14068

Description: This gable-front one-part commercial block is two bays wide, defined by the central vertical pier rising through and above the gable peak. A large, multi-light wood-framed display window occupies the north bay and the south bay has no penetrations. The main entrance is through a central full-light wood-framed door abutting the center pier. Additional character-defining features include: the narrow transom window over the entrance; the full-width visor awning with curved corners; and the broad pier dividing the façade and rising more than four feet above the gable peak, a common post-World War II commercial building façade feature.



Significance: Not the first building at this location, in the 1950s, Wally Fleming replaced the earlier building with the current parts and equipment store building. From around 1965 until circa 2010, Wayne Harris owned and operated the store as an automotive repair store. This building reflects the continuum of commercial development in Kendrick during the post-World War II period.

Kendrick Downtown Historic District
Name of Property

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SOUTH 8TH STREET

27. 101-105 S 8th St.

Eligibility: Contributing

Historic Property Name(s): vehicular storage; bus garage

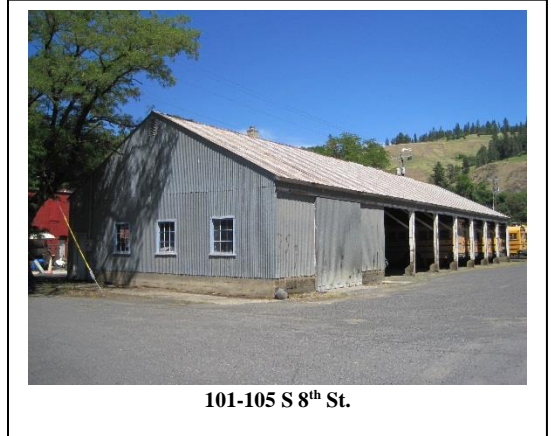
Style: No Style

Building Form: OTHER: Garage

Date of Construction (Alterations): c1935

IHSI #: 57-14070

Description: This utilitarian building has a gabled roof aligned east-west. The four bays of the west, gable-end elevation are defined by a flush entrance door at the north end and four single historic single-sash nine-light wood windows. The south elevation features seven open vehicular bays toward the east end and a vehicular bay with sliding door at the west end. Historic character-defining features include: the corrugated metal roof and siding; the historic wood windows with plain flat board casing trim; the relatively narrow form profiles on the poured concrete foundation; the cinder block furnace chimney toward the west end of the north roof slope; and the concrete bumpers at the base of each square wood post delineating the vehicular bays along the south elevation.



101-105 S 8th St.

Significance: A machinery storage building occupied this site on the 1929 Sanborn map, however this building appears to have a different footprint and likely replaced the earlier building. Local sources and the foundation concrete both suggest the building predates World War II. At one time, a cobbler occupied the enclosed section at the west end. This building reflects the continuum of development along the railroad tracks in Kendrick. The building retains sufficient integrity to contribute to the District and it communicates its historic associations.

28. 104 S 8th St.

Eligibility: Contributing

Historic Property Name(s): Potlatch Electric Company

Sub-station

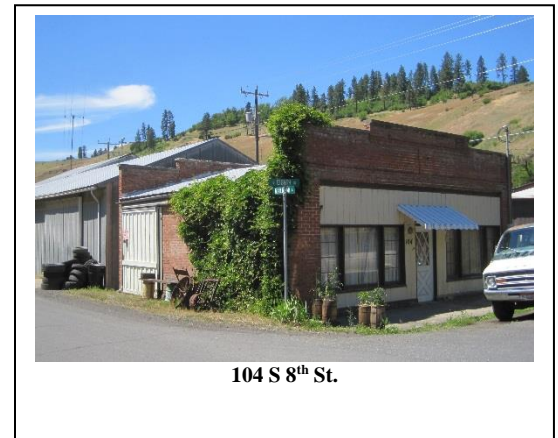
Style: No Style

Building Form: ONE-PART

Date of Construction (Alterations): 1915 (c1955)

IHSI #: 57-14069

Description: This one-part commercial block is three bays wide, defined by a flush center entrance flanked on each side by tripartite picture windows. Historic character-defining features include: the shaped, false front parapet walls on both east and west elevations disguising a gable roof behind; the header brick courses delineating rectangular enframements across the upper façade wall; the cast stone parapet coping blocks; and the utility entrance at the west end of the south side elevation featuring a sliding wood door.



104 S 8th St.

Significance: According to Sanborn maps, directories, and an unpublished account by Henry Schupfer of Kendrick, the building dates to 1915 and featured an office in the front and a 2,300-volt generating system in the rear. The 1916 directory noted one electric light plant operating in Kendrick—the Potlatch Electric Company, managed by Arthur Dunkle. The existing building appears on the 1929 Sanborn map, where it is shown with the notation, "Elec. Sub Stat'n & Elec. Supplies." This building reflects the continuum of commercial and light industrial development in Kendrick. While the tripartite picture windows in the façade suggest a mid-twentieth century alteration, this alteration does not compromise the building's overall ability to communicate its historic associations with the development of Downtown Kendrick.

Kendrick Downtown Historic District
Name of Property

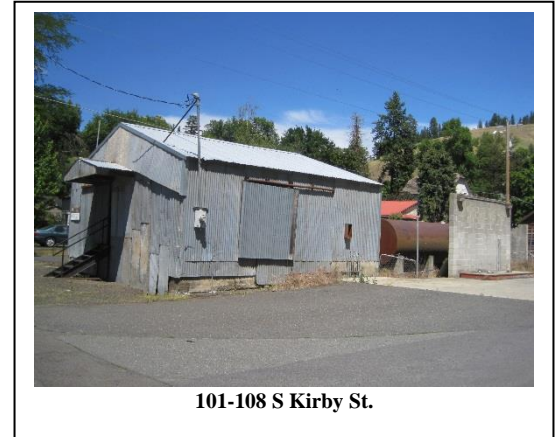
Latah County, ID
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SOUTH KIRBY STREET

29. 101-105 S Kirby St. *Eligibility:* Contributing (1 building, 1 structure)

Historic Property Name(s): Kendrick Garage Storage
Style: No Style
Building Form: OTHER: Ancillary
Date of Construction (Alterations): c1935
IHSI #: 57-14071

Description: This gable-front utilitarian building has a single bay in its primary (west) elevation, defined by a centered, flush entrance. Historic, character-defining features of the property include: the shallow-pitched, gabled entrance awning; the corrugated metal roof and wall sheathing; the relatively narrow form profiles on the poured concrete foundation; the sliding utility door in the south elevation; the lack of fenestration; the poured concrete fuel tank cradle structure to the rear (east) of the building; and the overall lack of any ornament.



101-108 S Kirby St.

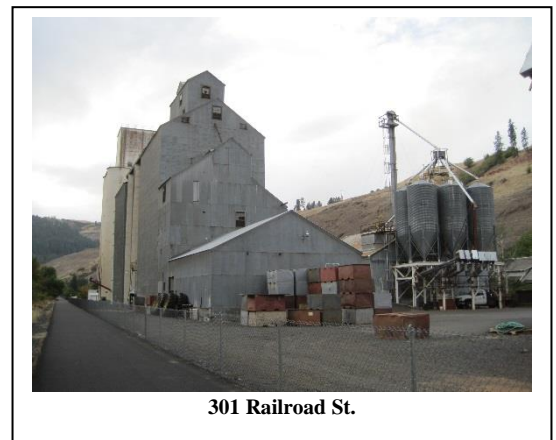
Significance: Local historian, Sharon Harris, indicated this was historically part of the Kendrick Garage (811 E Main, Resource #23) operation located diagonally across Kirby Street to the northwest. The metal shed housed grease and oil products, while large gasoline tanks rested in the concrete cradle structure. Both the building and cradle structure appear in a circa 1945 photograph. This building and structure reflect the continuum of commercial development in Kendrick, particularly as it relates to auto-related growth during the early to mid-twentieth century. The property retains integrity, continues to convey important information about Kendrick history, and contributes to the surrounding historic district.

RAILROAD STREET

30. 301 Railroad St. *Eligibility:* Contributing (1 C structure, 2 C buildings, 1 NC structure)

Historic Property Name(s): Lewiston Grain Growers Elevator;
Kendrick Bean Growers
Style: No Style
Building Form: OTHER: mill and grain elevator complex
Date of Construction (Alterations): c1930 (c1960)
IHSI #: 57-013828

Description: This grain elevator complex is comprised of a c1930-c1960 elevator/mill structure, a c1930 building, a c1960 building, and a nonhistoric seven-tank storage structure at the east end of the property. The earliest, central portion is comprised of wood-framed, corrugated metal-clad sections, each ranging one- to six-stories and having gabled roofs, and which flank a set of six three-to-four-story, cylindrical, reinforced concrete grain tanks. Extending to the west of the central mill and elevator section, are a set of six tall (~80-feet in-height), cylindrical, reinforced concrete grain tanks dating to a c1960 expansion and linked to the earlier central section by a grain transfer pipe apparatus. Adjacent to the north and northeast of the central section are two metal-clad, historically associated warehouse buildings dating to c1930 and c1960.



301 Railroad St.

Kendrick Downtown Historic District

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Significance: Grain storage and/or mill structures have occupied this site since the early days of Kendrick. The Kettenbach-Rochdale Flour Mill complex stood here originally, of which no original buildings are intact; expansions and upgrades, as well as fire and flood events over time resulted in replacement of the earliest buildings and structures on the property. The majority of the existing structures and buildings comprising this complex date to circa 1930 through circa 1960, with some later grain storage tanks added in recent decades.

The oldest extant portion of this elevator dates to sometime between 1929 and 1933 (central sections). Initially processing wheat and barley, in the early 1950s, the facility shifted its focus and began processing peas, lentils, and rape seed, as well as sold International Harvester equipment such as combines. Around 1960, they added the set of six, 7-to-8-story reinforced concrete tanks at the west end of the complex. A c1960 photograph shows the complex in its current configuration and appearance



301 Railroad St.

As a key railroad connection point in a vast agricultural region, such infrastructure was literally the basis of Kendrick's economy throughout its history. With the loss of the Vollmer-Clearwater mill/elevator in the last ten years, this complex represents the last elevator/mill facility in Kendrick. The 7-to-8-story tanks are visible from anywhere in Kendrick and have been, and continue to be, a characteristic feature of the Kendrick landscape.



301 Railroad St., c1960

Kendrick Downtown Historic District
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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☐ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations N/A

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ A Owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years old or achieving significance within the past 50 years.

Kendrick Downtown Historic District

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Areas of Significance

(Enter categories from instructions.)

COMMERCE

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Period of Significance

1904-c1960

Architect/Builder

Significant Dates

N/A

Period of Significance (justification)

The period of significance begins in 1904 and ends in c1960, the construction dates of the oldest and youngest contributing resources in the District. The period of significance also acknowledges historic alterations made to buildings as specific functional needs and commercial styles evolved and accepts the buildings that experienced such alterations within the period of significance as contributing elements to the district.

Criteria Considerations (explanation, if necessary)

N/A

Statement of Significance - Summary

The Kendrick Downtown Historic District comprises the historic business center of the City of Kendrick, Latah County, Idaho. It is eligible for listing in the National Register for its local significance under Criterion A in the area of Commerce. The district includes the contiguous commercial, industrial, social, and governmental resources that retain architectural integrity and continue to reflect the evolution of Kendrick's economic center from the turn of the twentieth century through the post-World War II period. The district encompasses thirty-four (34) resources constructed between 1904 and 2017, including twenty-two (22) contributing buildings, three (3) contributing structures, one (1) contributing site, as well as seven (7) noncontributing buildings and one (1) noncontributing structure. The district is locally significant in the area of commerce for its associations with the growth of Kendrick as a railroad market center and regional economic anchor. The physical and architectural development of the downtown commercial center reflects the importance of the railroad in the community's commercial history. The district's resources communicate historic trends in downtown development, physically representing the spectrum of building technology, design, stylistic features, form, and function that define the history of Kendrick. The district's period of significance begins in 1904 with the construction of the earliest building and ends at the construction of the latest contributing resource in c1960. The period of significance acknowledges historic alterations in response to specific functional and marketing needs and counts buildings that experienced such alterations within the period of significance as contributing elements to the district.

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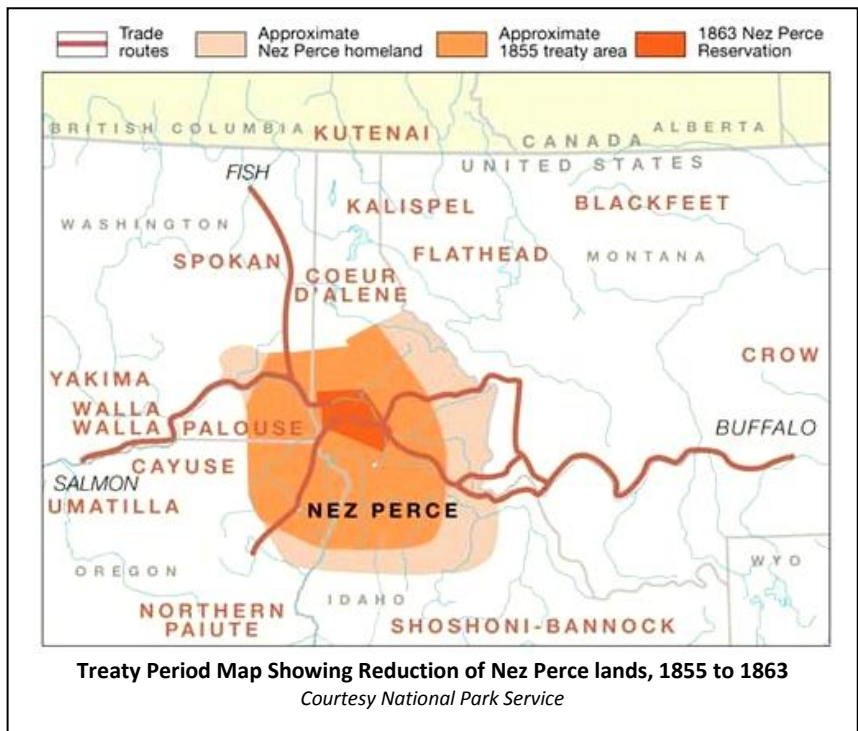
Narrative Statement of Significance - Elaboration

THE EVOLUTION OF THE CITY OF KENDRICK AS A REGIONAL COMMERCIAL HUB

EARLY SETTLEMENT PERIOD: 1840s TO 1890

During their 1804-1806 expedition, Lewis and Clark passed not far from the south edge of present-day Latah County, and subsequently both fur trappers and missionaries came through the area during the early 19th century. Increasing use of the Oregon overland emigrant trails, as well as the establishment of Oregon and Washington territories in 1848 and 1853 respectively, prompted the first major encroachment by non-Indians into the vast lands of the Nez Perce. Pressures created by these events resulted in what is known as the Treaty Period, during which the U.S. Government negotiated the Nez Perce tribe's relinquishment of 7.5 million acres of traditional homeland.

Despite an 1855 treaty defining the Nez Perce homeland boundaries as comprising most of present-day Latah and Idaho counties and beyond, trespassing miners discovered gold well within these boundaries at Pierce in 1860. This discovery of gold (in present-day Clearwater County) spurred widespread prospecting in the region and by the end of 1861 a major gold rush was underway.⁸ In an effort to manage the subsequent flood of prospectors to the area, the U.S. military established Fort Lapwai on the Nez Perce reservation in 1862. To further enable access of non-Indians to area gold districts, the U.S. government negotiated the Treaty of 1863, also known as the 'steal treaty,' which drastically reduced reservation lands to a fraction of tribe's original homeland.⁹ The rapid and extensive additional intrusion by Euro-Americans into Nez Perce territory eventually led to war in 1877, with massacres and battles fought across north Idaho and western Montana.¹⁰



By the end of 1861, the population influx and mining activity spurred the Washington Territorial Legislature to establish three new counties in the region—Shoshone, Nez Perce, and Idaho. The boundaries set for Nez Perce County were enormous and included not only its current area but also present-day Latah, Benewah, Kootenai, Bonner, and Boundary counties—spanning all the way to the Canadian border.¹¹

⁸An *Illustrated History of North Idaho* (Spokane, Washington: Western Historical Publishing, 1903), 86.

⁹ National Park Service, "Nez Perce National Historical Park,"

http://www.nps.gov/nr/travel/cultural_diversity/Nez_Perce_National_Historical_Park.html (accessed August 15, 2014).

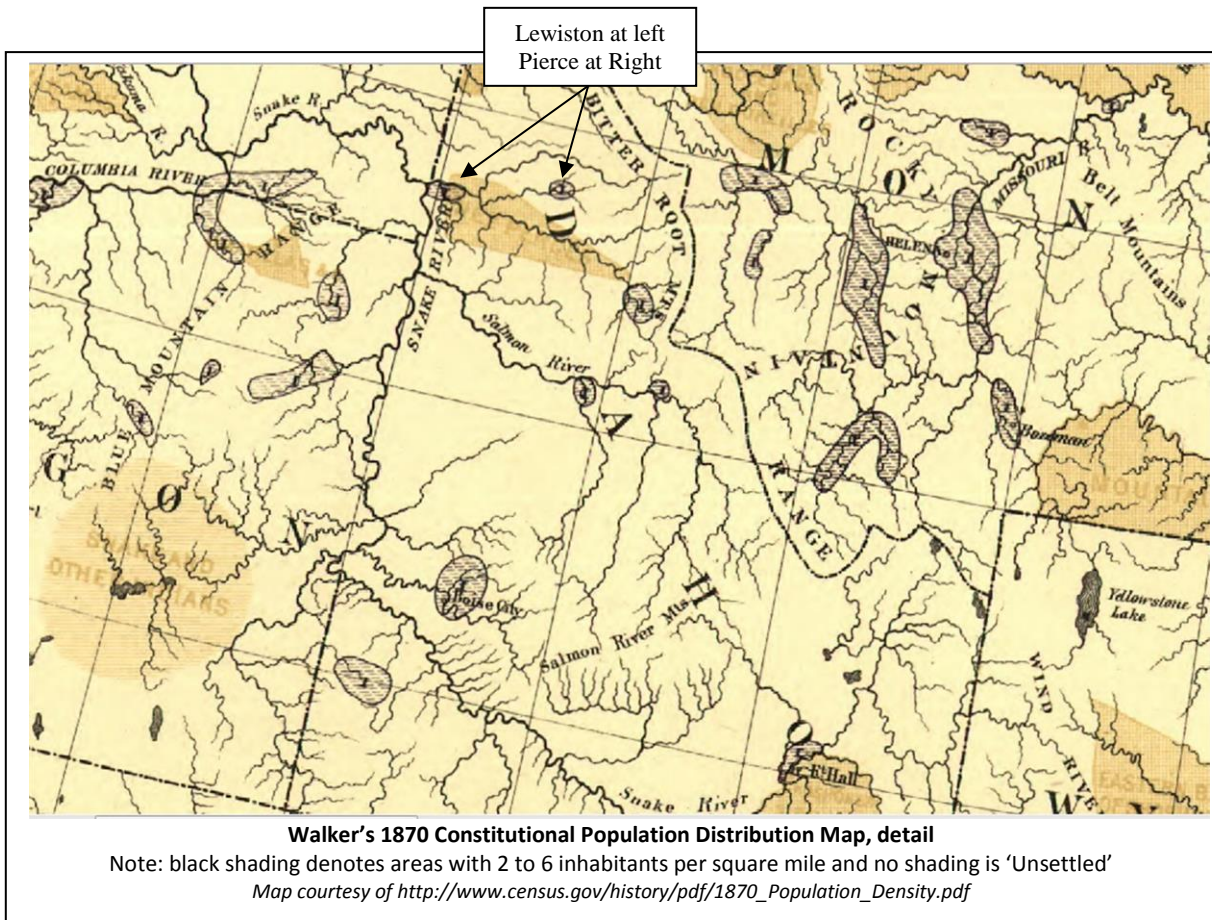
¹⁰ Ibid. National Park Service, "Nez Perce National Historical Park.,"

http://www.nps.gov/nr/travel/cultural_diversity/Nez_Perce_National_Historical_Park.html (accessed April 15, 2017).

¹¹ For the purposes of this nomination, statistics and references to Latah County refer to only the area of present-day Latah County. Care was taken in research and analysis to eliminate data and information related to areas that are no longer within Latah County as a result of boundary changes over time.

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Expansion of mining activity to the south in Idaho County reached stampede scale upon new gold discoveries at Warren and the Boise Basin in July and August 1862 respectively. As a result, in March 1863, the mining districts and surrounding vast wilderness and rugged terrain were all incorporated into the new Idaho Territory. Concurrently, passage of the 1862 Homestead Act solidified the region's position as a destination point for prospectors, speculators, and settlers from across the country and beyond.

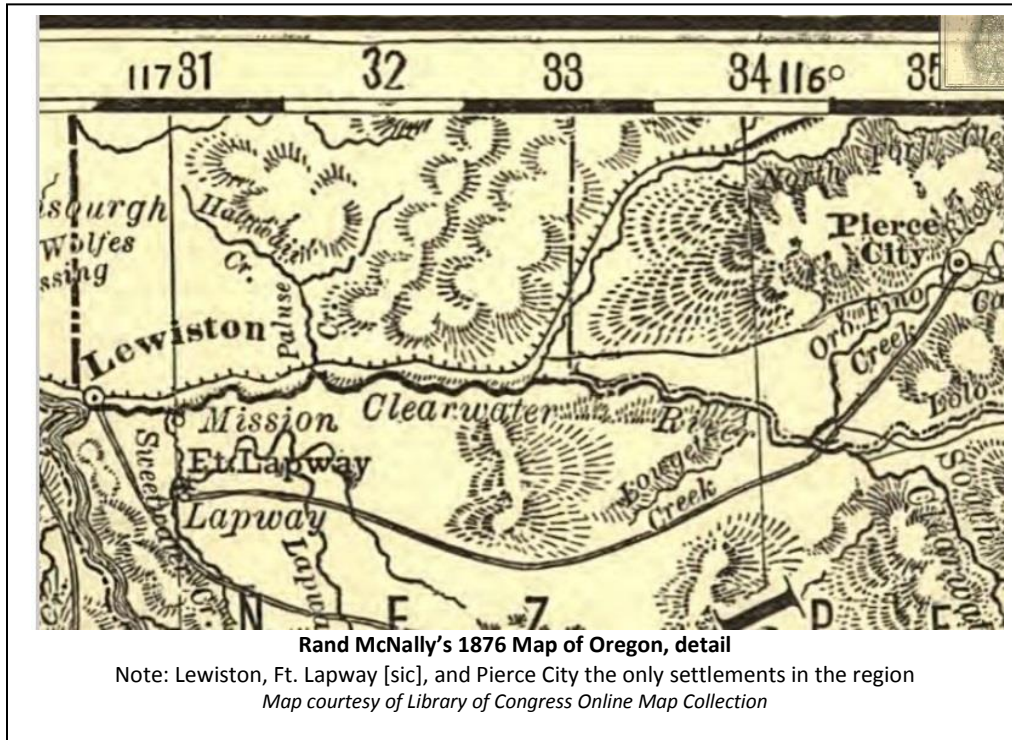
Analysis of population census and land records from this period clearly conveys the sparseness of settlement in North Idaho. The 1870 census tallied a total of 14,999 Idahoans; by contrast in the area that became present-day Latah County it documented no formal settlements, with Lewiston and Fort Lapwai the only post offices listed in all of then-Nez Perce County. Non-native settlement was pending, however, and in September 1871, the Government Land Office (GLO) surveyed the area now occupied by Kendrick. The surveyor, Isaac N. Collard, documented the boundary and sectional lines of Township 38 North, Range 3 West, and while he noted the area's agricultural potential and well-timbered slopes, he made no mention of settlers in the township.

The influx of prospectors to the region increased demand for necessary agricultural goods and services, drawing non-miners to the Palouse and Potlatch districts, who then established settlements along and at the intersections of overland trails and waterways to provide services to the area freighters and miners. In present-day Latah County, agricultural settlements sprang up at Moscow and Genesee and a postal route crossed part of the county by the early 1870s.¹²

¹² *An Illustrated History of North Idaho* (Spokane, Washington: Western Historical Publishing, 1903), 581-610.

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During the territorial period Idaho's population boomed, increasing by 117 percent from 1870 to 1880 (to 32,610) and another 171 percent by 1890 (to 88,548). These rapid shifts in settlement patterns prompted the establishment of new counties, Latah County among them. After the failure of the territorial legislature to confirm county boundaries, citizens of Moscow rallied and enlisted Fred T. Dubois as their representative on the matter. Dubois successfully petitioned U.S. Congress and Latah County was carved out of then-Nez Perce County in 1888, with Moscow as the county seat.

In the late 19th century, "railroad mania" swept the nation and railroad expansion revolutionized America by stimulating the growth of trade, settlement, and communication networks. Between 1880 and 1890, more than 70,300 miles of new lines opened, a 75 percent increase in track mileage nationwide.¹³ At the same time, Idahoans welcomed two new railroads built across the territory—the Oregon Short Line across southern Idaho and the Northern Pacific across the panhandle through Sandpoint.

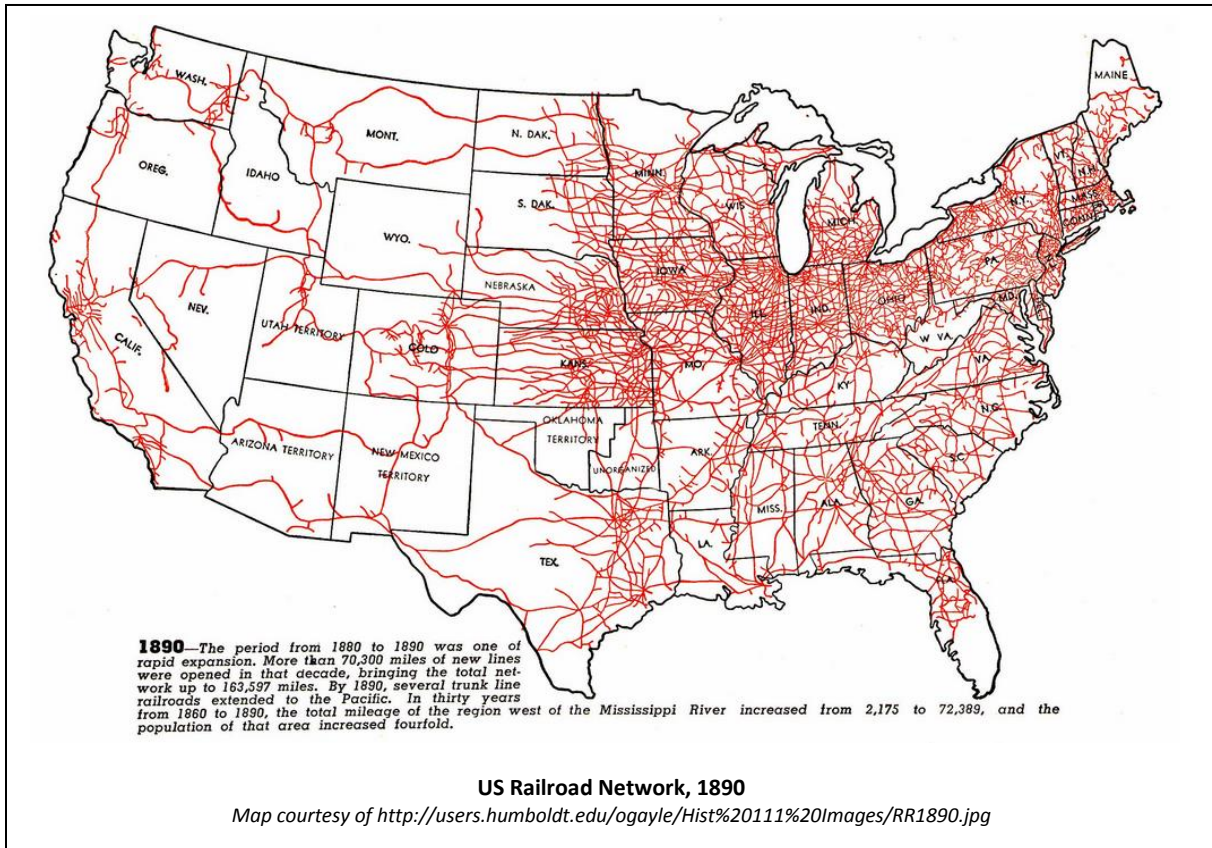
The railroad expansion that had transformed America by linking previously isolated trade, settlement, and communication networks nationwide finally arrived to Latah County during this period. Moscow saw the arrival of the Oregon Railroad and Navigation Company line (from Colfax, Washington) in 1885 and the Northern Pacific in 1890, and Latah County's natural resources ensured that it entered statehood poised for promise.¹⁴

¹³ Humboldt State University, "Industrialization, Urbanization, and Immigration in the Gilded Age," <http://users.humboldt.edu/ogayle/hist111/industrial.html> (accessed August 13, 2014).

¹⁴ *An Illustrated History of North Idaho* (Spokane, Washington: Western Historical Publishing, 1903), 581-610.

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STATEHOOD, THE RAILROAD, AND EARLY DEVELOPMENT OF KENDRICK: 1890-1905

Secondary sources are not consistent with regards to the original settlement and establishment of Kendrick, particularly relating to dates of settlement, town founding, and land ownership. However, primary resources confirm that the area of present-day Kendrick belonged to the federal government until January 7, 1890, when it sold the land to John C. Nichols.¹⁵ Reflecting the economic promise of the region, just a few months later in March 1890, members of the Lewiston Board of Trade traveled to Spokane to meet with Northern Pacific Chief Engineer J.W. Kendrick in an effort to influence and encourage the extension of the Spokane & Palouse branch down to Lewiston, as it would “open another new and enormously rich country” to Lewiston markets.¹⁶

Though the dates given vary, and the nature of his connection with the Lewiston Board of Trade is unclear, all secondary sources state Thomas Kirby, the founder and first postmaster of the town of Latah City (also known as Latah; present-day Kendrick), was the one who orchestrated the agreement ensuring a railroad connection.¹⁷ This agreement entailed

¹⁵ GLO patent records indicate the present site of Kendrick belonged to the federal government until January 7, 1890, when a John C. Nichols received certificate No. 1975 under the Land Act of 1820 allowing for direct purchase of government-owned lands. This purchase certificate covered the N ½ of the NE ¼ of Section 25 and the E ½ of the SE ¼ of Section 24 in Township 38 North Range 3 West – the area occupied by present-day Kendrick. The Idaho State Historical Society’s 1890 reconstructed census index corroborates John C. Nichols as a property owner in Kendrick.

¹⁶ *The Idaho Statesman* reported on March 21, 1890. The article made no mention of Thomas Kirby

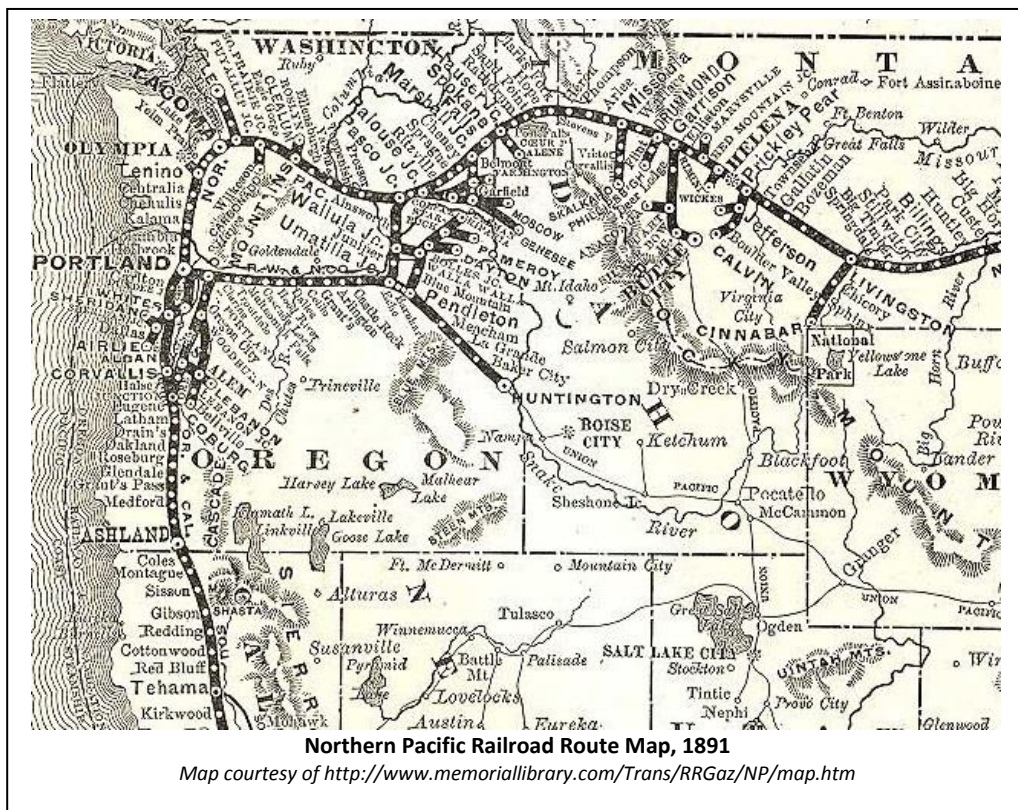
¹⁷ The 1890 reconstructed census index also corroborates Thomas Kirby owning land and listed as a druggist in Kendrick. However, his land patent document is in section 11, not section 25 where Kendrick is located.

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relinquishing about 240 acres of land along the Potlatch River to the Northern Pacific railroad company and the renaming of Latah in honor of Northern Pacific chief engineer, J.W. Kendrick.¹⁸

Their efforts evidently prevailed, for less than six weeks later, Chief Engineer Kendrick stated that railroad officials had decided to build through the Potlatch district down to Lewiston and would commence "at once, when assured that the \$65,000 subsidy promised by Lewiston was ready."¹⁹ The route was to travel "via Moscow, Kendrick, Juliaetta, down Bear Creek to Lewiston."²⁰ By early June 1890, construction had begun at Moscow and the *Statesman* reported that "Two new towns—or rather two old towns revived—are now booming along the proposed line. One is Juliaetta and the other Kendrick, formerly Latah City, on Bear Creek."²¹ As a result, lots were already being sold in both towns. The following year, in May 1891, the area Board of Trade had delegated Thomas Kirby to travel to Spokane Falls "to try to induce capitalists to locate manufacturing enterprises in Kendrick."²²



¹⁸ Most secondary sources refer to a James P. or John P. Kendrick, however primary sources confirm it was John W. Kendrick.

¹⁹ *The Idaho Statesman*, May 1, 1890.

²⁰ *The Idaho Statesman*, May 8, 1890.

²¹ *The Idaho Statesman*, June 6, 1890.

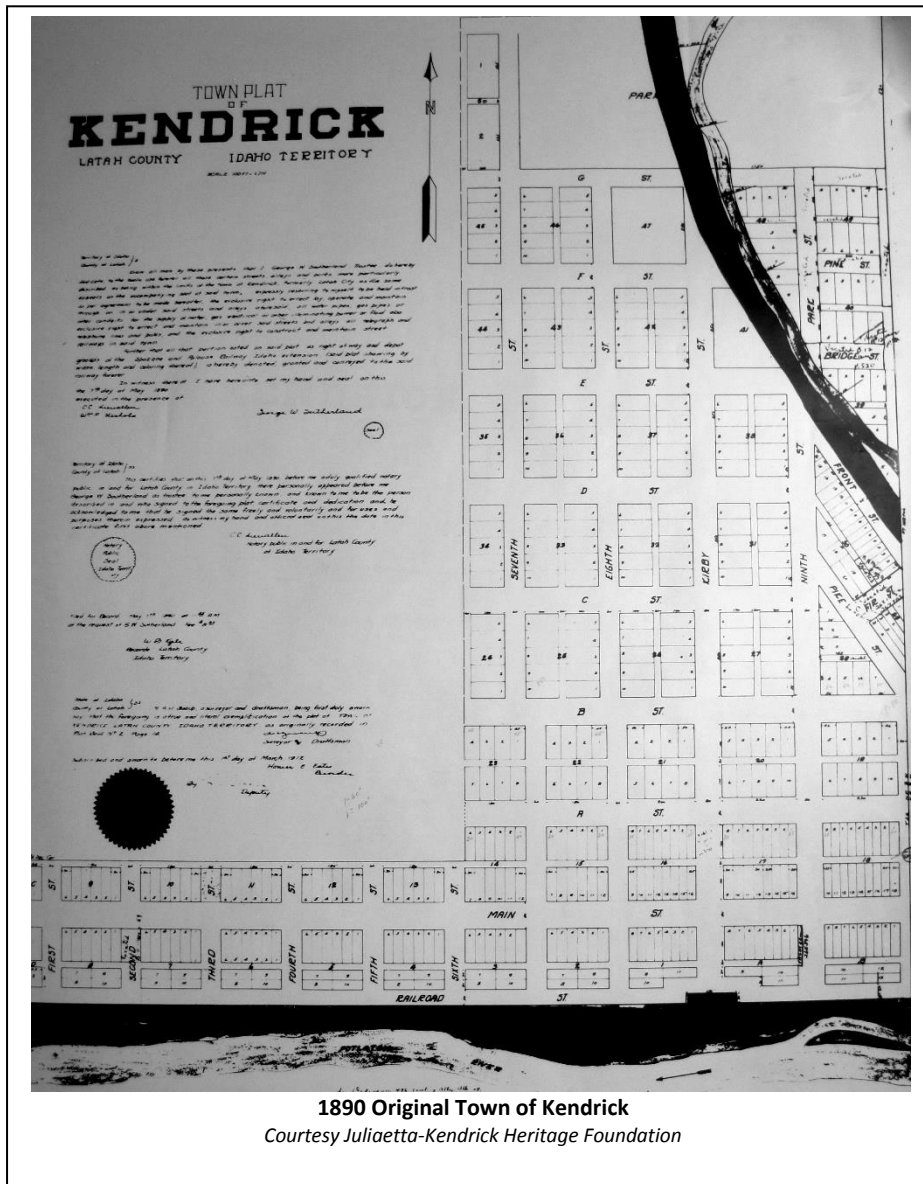
²² *The Idaho Statesman*, May 1, 1891. The article was unclear as to whether the Board of Trade referenced was that of Latah County, Moscow, or Kendrick.

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Original Town Plat

Based on the railroad's promise, the original plat of Kendrick was filed May 7, 1890.²³ The optimistic town plat comprised fifty blocks and nineteen streets laid in a grid oriented with the cardinal points (N-S) and bounded by a prominent bend in the Potlatch River to the south and east, as well as the steep grade to the north-northwest. Bounding streets of the original town plat were First Street to the west, Railroad Street to the south, G Street to the north, and Front and Addison streets to the east. Most streets were 80 feet wide, with 1st through 8th streets measuring 60 feet in width.



1890 Original Town of Kendrick
Courtesy Juliaetta-Kendrick Heritage Foundation

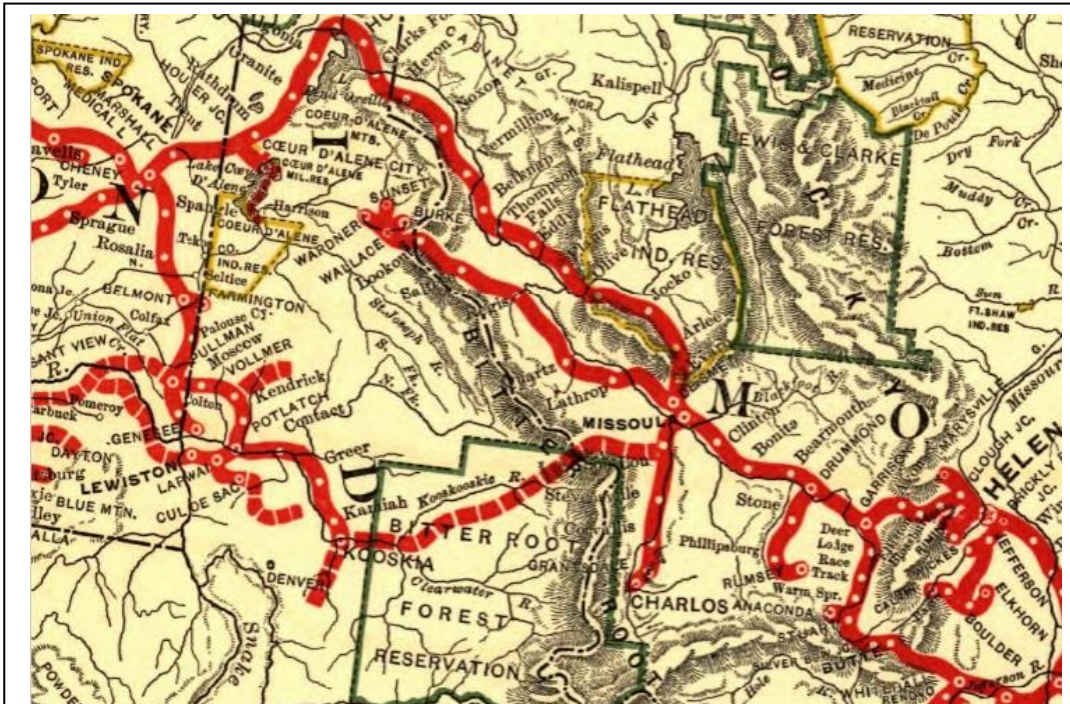
Blocks varied in size and lot orientation based on their location, whether they abutted railroad, and/or designation as prime real estate along Main Street. Most downtown blocks were 180-by-180 feet with a 20-foot-wide alley bisecting the block east-west and contained sixteen long, narrow, evenly spaced lots measuring 30-by-100 feet each. Exceptions were those parcels abutting the railroad grade, resulting in a range of sizes and irregularly shaped lots, as well as the less-dense blocks designated for residential development to the north-northeast of downtown.

²³ *The Oregonian Souvenir* (Portland, Oregon: Lewis & Dryden, 1892), 176-78.

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As with many railroad towns, particularly a terminus in an area otherwise not served by rail connections, Kendrick experienced an immediate spurt of growth as a shipping point for agricultural goods. Within six months of filing the town plat, Kendrick incorporated. Less than six months later, in February 1891, it welcomed the promised spur line from the Northern Pacific railroad's Spokane and Palouse branch. By the end of the 1891 growing season, the new rail connection shipped 255,000 bushels of wheat from Kendrick; five times the amount freighted out the previous year by draft teams.



Northern Pacific Railway Map, 1900, detail

Map courtesy of Library of Congress Online Map Collection

Newly connected to Lewiston, Spokane, and distant markets beyond, Kendrick's access to rail trade spurred rapid commercial growth and anchored the community. Within two years of its founding, Kendrick boasted a population of about 800 residents and was the chief trading point of the rich farming area known as the Potlatch district. The main street was lined with wood-framed business houses, a bank, and the commodious St. Elmo Hotel (present-day site of War Memorial Pool & Park, Resource #1).²⁴

Amidst this early wave of rapid growth, downtown Kendrick suffered a major setback when an August 1893 fire destroyed about thirty business buildings along Main Street. Despite the extensive loss, Kendrick's citizens quickly rebuilt using primarily area timber and a near-solid streetscape of false-front buildings soon lined Main Street again.

Following the boom period of the 1880s, the nationwide Panic of 1893 led to a serious nationwide economic depression that lasted most of the decade. While some Idahoans suffered as a result of these economic conditions, the Panic put only a slight damper on the previous boom times and the new state of Idaho continued to draw rapid immigration. An additional 73,224 residents arrived to the state between 1890 and 1900, an 83 percent increase. At the same time, Latah County saw a more than 46 percent increase in population, gaining an additional 4,275 residents.

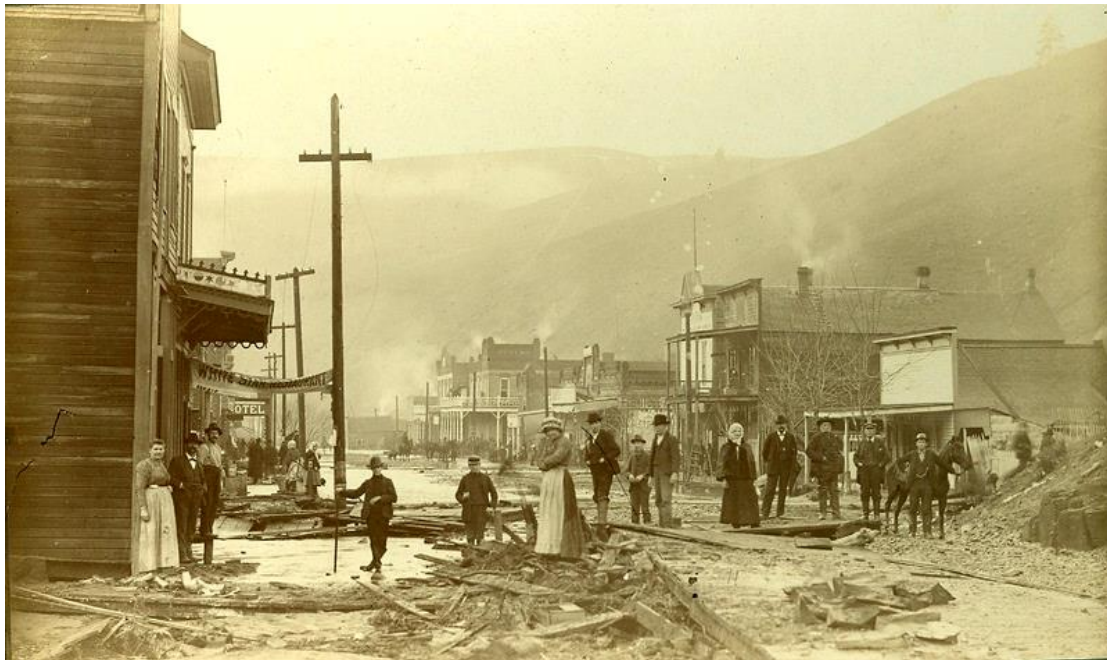
²⁴ *The Oregonian Souvenir* (Portland, Oregon: Lewis & Dryden, 1892), 176-78.

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A significant causative factor of this population boom in North Idaho was the U.S. Government's violation of previous treaties with the 1887 passage of the General Allotment Act (Dawes Act) assigning allotment lands to tribal members and subsequently opening the remaining reservation lands to non-Indian settlement. With the 1895 finalization of allotment of Nez Perce lands, the "excess" lands were opened and a regional land rush ensued. As one of the nearest railroad points to the newly available 750,000 acres of land, Kendrick benefitted from all the newly arrived settlers.²⁵

At the turn of the century, Kendrick prospered because of its rail connection and ample agricultural exports including wheat, timber, and fruit. However, the nascent town was to suffer another disaster in the form of a massive flood in January 1900, the result of a train wreck damming the Potlatch River and an early snow melt. Despite fire and flood, Kendrick's approximately 500 residents were not to be deterred and downtown was soon bustling again around the two dozen one- and two-story buildings lining Main Street between 5th and 8th streets, including a bank, two hotels, and three saloons.



Kendrick Flood aftermath, January 1900

Courtesy of Juliaetta-Kendrick Heritage Foundation

Review of Kendrick's population demographics at the time reveals a high number of families and a very high diversity of places of origin/birth, with thirty-four states represented including South Dakota, Texas, New Jersey, as far northeast as Maine, as far southeast as North Carolina and Alabama, and as far southwest as California. In addition, immigrants from eleven different countries resided in Kendrick including immigrants originally from England, Norway, and Portugal, as well as numerous Canadians, a group of Italian railroad laborers, and Chinese cooks and launderers.²⁶ The broad range of places of origin reflects typical patterns of 'boom' settlement.

Less than five years passed since the 1900 flood before Kendrick faced yet another major calamity, when an August 1904 fire laid waste to the entire downtown. Again, residents wasted no time rebuilding and within the week, merchants and businessmen were operating out of make-shift shacks and tents. To avert any additional fire disasters, city council immediately passed an ordinance requiring downtown buildings be built of masonry with brick fire separation walls between. A review of the Sanborn map a year later shows the population had remained steady and twenty new brick buildings lined

²⁵ *An Illustrated History of North Idaho* (Spokane, Washington: Western Historical Publishing, 1903), 615.

²⁶ Bureau of the Census, "Latah County, Idaho" *U.S. Federal Population Census, 1900*. Database online, accessed July 28, 2014, <http://www.ancestry.com>.

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Main Street. These buildings comprise the majority of the streetscape defining downtown Kendrick today and include the following, all constructed within twelve months of the 1904 fire and appear on the 1905 Sanborn map.

IHSI #	Property Name	Address
57-14065	Wild Block	507 E Main
57-000563	Kendrick State Bank	602 E Main
57-001261	Alexander Block	701 E Main
57-14067	Lewis Jewelry	704 E Main
57-013713	Kendrick Drug	509 E Main
57-013708	McCrea Hardware	601 E Main
57-013483	Walker Harness Shop	603 E Main
57-013707	Dick's Barber Shop	605 E Main
57-013706	Zoe's Café; Burt's Fountain Café	607 E Main
57-013710	Success Restaurant	608 E Main
57-013705	Kendrick Hotel	609-615 E Main
57-000564	Fraternal Temple	614 E Main
57-013704	Antelope Inn; Hillbilly Bar	707 E Main
57-013703	Bob's Garage	709 E Main
57-14064	Kendrick Post Office	801 E Main

EARLY TWENTIETH CENTURY KENDRICK: 1906-1920s

Following the strained market conditions of the 1890s, the United States entered a period of prosperity. International demand for wheat and other crops provided farmers with expendable income to purchase tractors and automobiles, thus improving both production and market access. Increased farm production created a boom economy during the first decades of the twentieth century. The resulting increase in real estate values and farm mortgages continued until the early 1920s. Prosperous times spurred continued brisk immigration to Idaho and the state population increased 101 percent between 1900 and 1910, from 161,772 to 325,594. State population increased another 37 percent by 1930, to 445,032. At the same time, Latah County increased in population by more than 34 percent between 1900 and 1920, up to 18,092 residents.

As with many communities nationwide, a relative boom period took place in Kendrick in the decades leading up to the Great Depression. While commercial growth was solid, the economy of the region remained largely dependent on agricultural production. As the shipping point for the surrounding agricultural region, most area harvests passed through Kendrick and the grain, fruit, and timber industries were major drivers of the town's economy. In 1908 alone, 750,000 bushels of wheat were freighted out and nearly 1,000 freight cars of all combined agricultural products passed through town. Kendrick's 600 residents sustained two banks, construction of the Guy Hotel (c1907, 803-805 E Main, Resource #22), a flour mill, a brickyard, two churches, and a weekly newspaper, the *Kendrick Gazette*, in its new building (c1907, 807 E Main²⁷). Citizens enjoyed the conveniences of Western Union telegraph, daily mail, and telephone service via the newly established Potlatch Telephone Company (c1906, 702 E Main, Resource #17).

In addition to a prosperous farm economy, a rising general economy and population growth led to the formation of the Kendrick Commercial Club in by 1909. Around 1910, the club produced a promotional pamphlet entitled *Kendrick Idaho and the Potlatch – Illustrating What They Are and May Be – The Opportunities for Settlement and Investment* in an effort to attract new residents and enhance development. The pamphlet boasted of the climate, soil conditions, and ample rain leaving no need for irrigation, as well as the fact that there had been no epidemics and the climate kept contagious diseases “down to a mild form.”²⁸ The promotion noted the 30,000 surrounding acres in wheat, 5,000 acres each in oats and barley, stock raising opportunities, the tramways facilitating movement of grain over steep grades, and described Kendrick as “a

²⁷ This building (57-000562) was demolished in 2017.

²⁸ *Kendrick Idaho and the Potlatch – Illustrating What They Are and May Be the Opportunities for Settlement and Investment*, 1.

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modern farming metropolis.”²⁹ Additionally, it boasted of the presence of four general stores, two hardware and implement stores, a brickyard, six grain warehouses and a flour mill, two lumber/construction companies, a furniture store, jewelry/phonograph store, a drug store, tobacco/confectionary store, two meat markets, a restaurant, a hotel, two doctors and a dentist, and harness maker. It proudly noted the two telephone systems, the gravity water works, and gas lights. At the same time, it explained how much appreciation would be expressed if a candy factory, machine shop, and/or second-hand shop would come to Kendrick.

Good agricultural production and demands for agricultural products created by the United States’ entry into World War I, spurred continued immigration and improvements in the first two decades of the 20th century. Particularly successful wheat production in the region drew more farmers and led to Kendrick’s ascension as *the* trading and commercial center of the surrounding agricultural area to the north and east. Between 1910 and 1920 Kendrick enjoyed the commerce generated by the flour mill’s 200-barrel capacity, three warehouse companies, a saw mill, a cigar factory, and a new agricultural implement dealer (c1910, 606 E Main, Resource #8; converted to Kendrick Theater in the 1920s). During this period, the town also gained a second hotel, long distance telephone service, an opera house, a park (dedicated in 1915 where the St. Elmo Hotel once stood, 500 block E Main, Resource #1), an electric sub-station for the Potlatch Electric Company (1915, 104 S 8th, Resource #27), a creamery, and new residents for a total of nearly 900 citizens.

The Auto Arrives in Kendrick

During the first years of the twentieth century, car ownership in Idaho grew at a rapid pace as a result of improved roads and the increasing affordability of vehicles. With the 1913 formation of the State Highway Commission, a spike in Idaho’s road building ensued and over 2,000 vehicles were in operation statewide.³⁰ By 1918, Idaho’s state highway system boasted 2,255 miles of roads, though only five of which were paved or oiled. The only state highway route through Latah County was along present-day U.S. Highway 95, which at the time was characterized as “unimproved.” However, by 1922, the



North and South Highway, c1935

Courtesy of Historical Museum of St. Gertrude

²⁹ *Kendrick Idaho and the Potlatch*, 2.

³⁰ 2,083 license plates were issued in 1913. Rebecca Herbst, *Idaho Bridge Inventory*, Volume 1 (Boise, Idaho: Idaho Transportation Department, 1983), 25, and Idaho Transportation Department, “Idaho’s Motor Vehicle History,” <http://itd.idaho.gov/dmv/dmvhistory.htm> (accessed August 15, 2014).

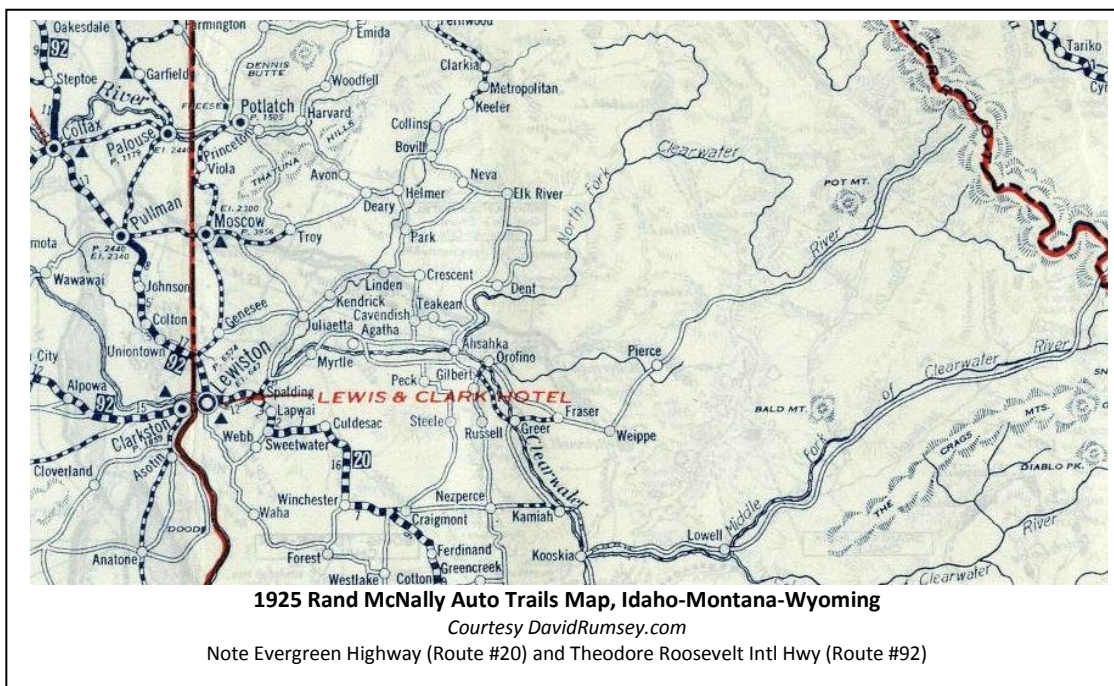
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system had expanded greatly and in Latah County new expansion included the routes between Moscow and Bovill and Moscow and Pottlatch (present-day State Highway 8 and portions of State Highways 6 and 3), all of which was not yet to state standards.³¹ Regardless, such graded, “all weather” crushed rock roads between area commercial centers further stimulated automobile use in Latah County.

By this time, auto tourists were becoming important travelers across Idaho and the identification of regional and transcontinental auto routes became vital. To provide tourists with a documented network of roads linking states and identifying roadside necessities along the route, town boosters and national automobile clubs planned touring routes and published guidebooks directing “autoists” from state to state.³² Among the trans-state highways developed in the 1910s, promoters laid out the cross-country route dubbed the Evergreen National Highway, which passed near Kendrick through Lewiston on its way between El Paso, Texas, Tacoma, Washington, and British Columbia.³³ By 1919, the Theodore Roosevelt International Highway was another cross-country auto route developed between Portland, Maine, and Portland, Oregon, which swung through Lewiston between Spokane and Yakima.

Passage of the Federal Highway Act in 1921 promised federal monies to aid state road and forest highway construction. Due to increased funding, during the 1920s Idahoans enjoyed completion of several long-distance state highways, including the North and South Highway that finally successfully connected north and south Idaho.³⁴ Service stations and other roadside businesses went up along the route in communities along the way to serve not only tourists, but the increasing numbers of local automobile owners and commercial users.



³¹ Herbst, 52.

³² Elizabeth Rosin and Dale Nimz, National Register of Historic Places Multiple Property Documentation Form (Draft), “Roadside Kansas,” (Kansas City, Missouri; Rosin Preservation, 2009), E-8.

³³ “Washington State News of Interest,” *Issaquah Press* (King County, Washington), May 30, 1919, and “Highway and Road Associations,” *The Highway Engineer and Contractor* 6, no. 1 (January 1922): 78. With the coming of the U.S. Bureau of Roads numbering system in 1926, the 225-mile portion of the Evergreen Highway between Weiser, Idaho, and Lewiston, Idaho, was designated part of U.S. Route 95.

³⁴ Herbst, 33.

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Though none of these routes went directly through Kendrick, the town benefitted from the increased traffic through the area on these auto trails, which drew new automobile-related businesses and commercial development. Horse-powered transportation gave way to automobiles during this period with the replacement of livery stables and blacksmith shops with auto garages.



Kendrick Garage (Resource #23), 1934

Courtesy ISHS 78-5.162a

An analysis of the city directories from this period reflects this nationwide trend as it happened in Kendrick. Located on the main trade route to Lewiston for outlying communities to the north and northeast, such as Deary, Bovill, Park, and others, Kendrick enjoyed early and fast growth in automobile-specific commercial endeavors. Up until 1911, only blacksmiths, a livery, and a stage line are listed.³⁵ However, the 1912-13 directory features the first listing of an automobile-related business—the Kendrick Auto Company—alongside two blacksmiths and a livery.³⁶

Only twelve miles from a state highway in either direction to the north or south, Kendrick benefited from a system of “all weather” paved roads allowing shipment of goods by truck, a more efficient and less costly option for some types of produce and manufactured goods than rail transport.

With a population of only 856 in 1920, Kendrick boasted four mechanics in two garages—Kendrick Garage (Deobald Brothers, 608 East Main Street (Resource #10)³⁷ and Kendrick Auto Company (Robert Brothers, Resource #23). According to the *Gazette* in their January 1922, edition, “Kendrick is now well-equipped with auto mechanics” and “motorists will get good service and the best of treatment in Kendrick and with the present garage facilities and thoroughly competent mechanics, there is no good reason why any garage work in the Potlatch country should be taken away from Kendrick.”³⁸

³⁵ *Idaho State Gazetteer and Business Directory 1912-13* (St. Paul, Minnesota: R.L. Polk & Company, 1912).

³⁶ *Idaho State Gazetteer and Business Directory 1912-13*.

³⁷ Kendrick Garage later moved into the building at 811 E Main (Resource #23).

³⁸ “Leased Wagner’s Garage,” *Kendrick Gazette*, January 6, 1922, 1.

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AGRICULTURAL RECESSION, DEPRESSION, AND WORLD WAR II: 1920s TO 1946

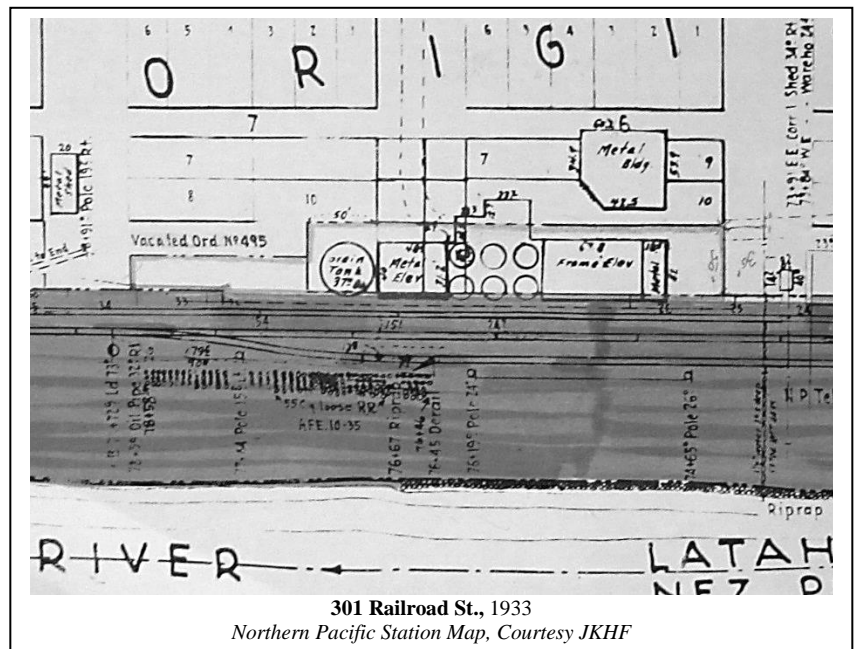
Though the onset of the Great Depression is typically defined as the October 1929 collapse of the stock market, a major agricultural recession was already underway throughout Idaho by the early 1920s. While the 'Roaring Twenties' took place in the general economy, Idaho farmers did not experience these conditions. Federal price supports during World War I caused farmers nationwide to expand their production, however these supports were withdrawn after the war and prices for farm products plummeted. Despite the organizing and political efforts of the Grange, the Farmer's Union, and the national American Farm Bureau Federation, many farmers were forced into bankruptcy.

Many Idahoans tied to the agricultural sector left the state during the 1920s and Idaho experienced its lowest population growth to date, with an increase of only 3 percent between 1920 and 1930. During this period, Latah County lost nearly 2 percent of its residents. The number of farms statewide dropped for the first time in Idaho's history, with many of those lost or consolidated located in Latah County, where there were 188 fewer farms in 1930 than in 1920—a drop of more than 10 percent.³⁹

Despite the strained conditions during the Depression, Idaho saw a jump both in population growth and numbers of farms, indicating a pattern of return to farming and rural areas likely due to job scarcity in urban areas and as Dust Bowl refugees came to Idaho.⁴⁰ This pattern manifested in Latah County as it welcomed more than 1,000 new inhabitants – a growth of more than 5.5 percent – and it gained another 182 farms between 1930 and 1940.⁴¹

Little private development occurred during the Great Depression and the only significant construction nationwide took place through public building projects. In Idaho, federal work programs spurred "the most active period of highway and bridge construction" to date.⁴² Idaho ranked eighth nationwide in receipt of New Deal allocations through the PWA, WPA, and CCC programs that funded more than two hundred public buildings.⁴³ By 1940, the Idaho State Highway System had more than doubled its mileage since 1918, and the vast majority of its 4,857 miles of roads were graded with crushed rock, oiled, or paved thanks to New Deal money. During this period, rural Latah County hosted a CCC camp, saw various soil conservation and weed eradication projects undertaken, and the construction of a dam near Moscow. In Kendrick, only two downtown projects date to this period, both utilitarian buildings related to automobile/vehicular expansions—the Kendrick Garage's expansion at 101-105 S Kirby (Resource #28) and the vehicular storage building at 101-105 S 8th (Resource #26).

The broad disruption of private construction resulting from the Great Depression continued after the United States entered World War II. As the nation refitted for wartime production, restrictions on construction materials and fuel led to a general cessation of private and public development.



³⁹ University of Virginia, Historical Census Browser. Database online, <http://mapserver.lib.virginia.edu/php/county.php> (accessed August 11, 2014).

⁴⁰ "Dust Bowl Immigrants to Northwest Present Nation's Big Relief Problem," *Spokane Daily Chronicle*, April 8, 1937.

⁴¹ University of Virginia, Historical Census Browser. Database online, <http://mapserver.lib.virginia.edu/php/county.php> (accessed August 11, 2014).

⁴² Herbst, 33.

⁴³ Egleston, E-2.

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POST-WAR PERIOD: 1946-1950s

As the post-war economy stabilized around the country consumer demand increased, fueling production growth and contributing to a period of unprecedented economic prosperity. Wartime legislation, such as the GI Bill of Rights, provided subsidies for education, housing, and business endeavors, shifting the national economy away from its agricultural roots.⁴⁴ As the nation's standard of living rose, many smaller farmers found it financially difficult. By 1950, the median income of farm families was only sixty percent of the median income of American families nationwide.⁴⁵ As numerous families left farming for the increasing opportunities in towns and cities nationwide, the remaining farms grew in size through consolidation and the sector as a whole expanded. This nationwide shift in settlement patterns manifested in Latah County, which gained population by 10 percent (+1,967 individuals), but lost 22 percent of its farms (-413) between 1940 and 1950.⁴⁶



Kendrick, view E-NE, c1960
Courtesy JKHF

By the end of World War II, almost twenty years had passed during which the Great Depression and wartime restrictions had severely constrained construction, maintenance, and new development. Thus, there was a real and psychological need for new, clear symbols of progress. Deferred maintenance of the nation's buildings and infrastructure during World War II and improved economic conditions in the decade following the war led to road and building improvements nationwide. The auto industries refitted for automobile manufacturing, which had been ceased during the War, and consumer demand skyrocketed as Americans hit the road and the Baby Boom began. Statewide, Idaho experienced a 13 percent population increase during the 1950s, while Latah County welcomed 199 new residents. In Kendrick, during the post-war period, residents gained the new War Memorial Pool at the part in the 500 block of E Main Street (Resource #1), the Kendrick AG & Supply Building at 101 S 7th (Resource #25), and a welding shop at 104 S 6th (Resource #24). In addition to new construction downtown, the c1905 Burt's Fountain Café (Resource #9) underwent a comprehensive remodeling to give it a

⁴⁴ Christy Davis and Brenda Spencer, National Register of Historic Places Multiple Property Documentation Form, "Historic Agriculture-Related Resources of Kansas," (Topeka, Kansas: Davis Preservation and Spencer Preservation, 2008), E-34.

⁴⁵ Davis and Spencer, E-35.

⁴⁶ University of Virginia, Historical Census Browser. Database online, <http://mapserver.lib.virginia.edu/php/county.php> (accessed August 11, 2014).

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fresh, updated look with a smooth Modern Movement-inspired stucco exterior, a change that survives and has gained significance in its own right.

Most prominent on the landscape of Kendrick was the c1960 expansion of the Lewiston Grain Growers' Elevator complex (Resource #29). Area agricultural diversification into beans and peas, as well as record grain crops in the mid-1950s, spurred the doubling of storage capacity with the construction of a set of six, approximately 80-feet tall, reinforced concrete grain tanks. This structure formed a literal 'skyscraper' anchoring the west edge of Kendrick's historic core, and continues to function as such today.

EPILOGUE

After peaks in the 1910s and the post-World War II period, Kendrick's population growth has steadily declined while the downtown businesses have remained relatively stable. The town's approximately 300 residents enjoy an intact downtown commercial area reflecting a continuum of commercial buildings spanning nearly a century of development. Currently, the occupants of buildings in the District reflect a similar level of diversity of commercial uses that has characterized Kendrick throughout much of its history. Financial institutions, business and professional offices, variety shops, a tavern, a hardware store, a post office, a grocery store, and three cafés continue to operate as they have throughout much of downtown Kendrick's history.

The Latah County Historic Preservation Commission and Kendrick citizens recognize the importance of retaining Kendrick's historic downtown resources. It is as a result of their initiative and concern for their community that this National Register of Historic Places nomination is undertaken.

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9. Major Bibliographical References

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<http://proxy.mcpl.lib.mo.us/login?url=http://sanborn.umi.com> (accessed April 12, 2017).

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<http://proxy.mcpl.lib.mo.us/login?url=http://sanborn.umi.com> (accessed April 12, 2017).

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<http://proxy.mcpl.lib.mo.us/login?url=http://sanborn.umi.com> (accessed April 12, 2017).

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Previous documentation on file (NPS): N/A

☐ preliminary determination of individual listing (36 CFR 67 has
been requested)
☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey

☐ recorded by Historic American Engineering Record # _____
☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

☒ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☒ Other
Name of
epository: Juliaetta-Kendrick Heritage Foundation

Historic Resources Survey Number
(if assigned):

N/A

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10. Geographical Data

Acreage of Property Approximately 9 acres
(Do not include previously listed resource acreage.)

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

1	<u>46.613055</u> Latitude	<u>-116.655467</u> Longitude	3	<u>46.614198</u> Latitude	<u>-116.648960</u> Longitude
2	<u>46.614544</u> Latitude	<u>-116.651471</u> Longitude	4	<u>46.613315</u> Latitude	<u>-116.647142</u> Longitude

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary is shown as the bold line on the accompanying map entitled "Figure 4: District Map."

Boundary Justification (Explain why the boundaries were selected.)

The boundary of the Kendrick Downtown Historic District encompasses, without exceeding, the concentration of historic resources that retain architectural integrity and are significantly associated with the commercial development of the community during the period of significance. The District's boundary corresponds to the parcel lines of the included properties, all of which lie within the original limits of the town's original plat. Nonhistoric buildings and noncommercial/residential buildings form the boundary in each direction.

The contributing resources define the historic setting and sense of place of downtown Kendrick, which is underscored and strengthened by the intact historic street network that is confined to a narrow space between the Potlatch River to the south and a steep grade to the north. The historic grain elevator at the west edge of the district and the railroad grade along the south edge of the district are key elements to understanding the historic development of the Kendrick's downtown well into the post-World War II period.

11. Form Prepared By

name/title	<u>Kerry Davis</u>		
organization	<u>Preservation Solutions LLC (PSLLC)</u>	Date	<u>November 2017</u>
street & number	<u>1007 E Jefferson St.</u>	telephone	<u>816-225-5605</u>
city or town	<u>Boise</u>	state	<u>ID</u> zip code <u>83712</u>
e-mail	<u>kdavis@preservation-solutions.net</u>		

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Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15-minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Kendrick Downtown Historic District

City or Vicinity: Kendrick

County: Latah County

State: Idaho

Photographer: Kerry Davis

Date Photographed: September 19, 2016, and May 29, 2017

Description of Photograph(s) and number:

01 of 32.	E. Main St., view near intersection with 6 th St.	View E-SE
02 of 32.	E. Main St., view at intersection with 6 th St.	View SW
03 of 32.	E. Main St., view near intersection with 6 th St.	View W
04 of 32.	Resource #1: War Memorial Park., view toward pool	View NW
05 of 32.	E. Main St., view from 500 block	View E
06 of 32.	E. Main St., view at intersection with 6 th St.	View SE
07 of 32.	6 th St., view near intersection with Railroad St.	View NE
08 of 32.	E. Main St., view between 7 th St. and 6 th St.	View W
09 of 32.	E. Main St., view between 7 th St. and 6 th St.	View E
10 of 32.	E. Main St., view near intersection with 7 th St.	View E
11 of 32.	E. Main St., view at intersection with 7 th St.	View NW
12 of 32.	E. Main St., view near intersection with 7 th St.	View W
13 of 32.	E. Main St., view near intersection with 7 th St.	View SW
14 of 32.	E. Main St., view near intersection with 7 th St.	View W
15 of 32.	E. Main St., view near intersection with 7 th St.	View W
16 of 32.	E. Main St., view at intersection with 7 th St.	View NW
17 of 32.	7 th St., view at intersection with Main St.	View SE
18 of 32.	E. Main St., view between 7 th St. and 8 th St.	View W
19 of 32.	E. Main St., view near intersection with 8 th St.	View NW
20 of 32.	E. Main St., view from 704 E. Main (Resource #18)	View W-SW
21 of 32.	E. Main St., view between 8 th St. and Kirby St.	View SW
22 of 32.	8 th St., view at intersection with Main St.	View SW
23 of 32.	E. Main St., view at intersection with 8 th St.	View SE
24 of 32.	E. Main St., view at intersection with Kirby St.	View SW

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25 of 32.	Alley behind E. Main St., at intersection with Kirby St.	View W
26 of 32.	Alley behind E. Main St., at intersection with Kirby St.	View NE
27 of 32.	Railroad St., view at intersection with 8 th St.	View NE
28 of 32.	Railroad St., view at intersection with 8 th St.	View NW
29 of 32.	7 th St., view at intersection with Railroad St.	View N-NE
30 of 32.	Northern Pacific RR grade, between 4 th St. and 5 th St.	View W
31 of 32.	Northern Pacific RR grade, between 3 rd St. and 1 st St.	View E-NE
32 of 32.	Ridge above Kendrick, view of landscape	View SW

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name See Continuation Sheet(s)

street & number _____ Telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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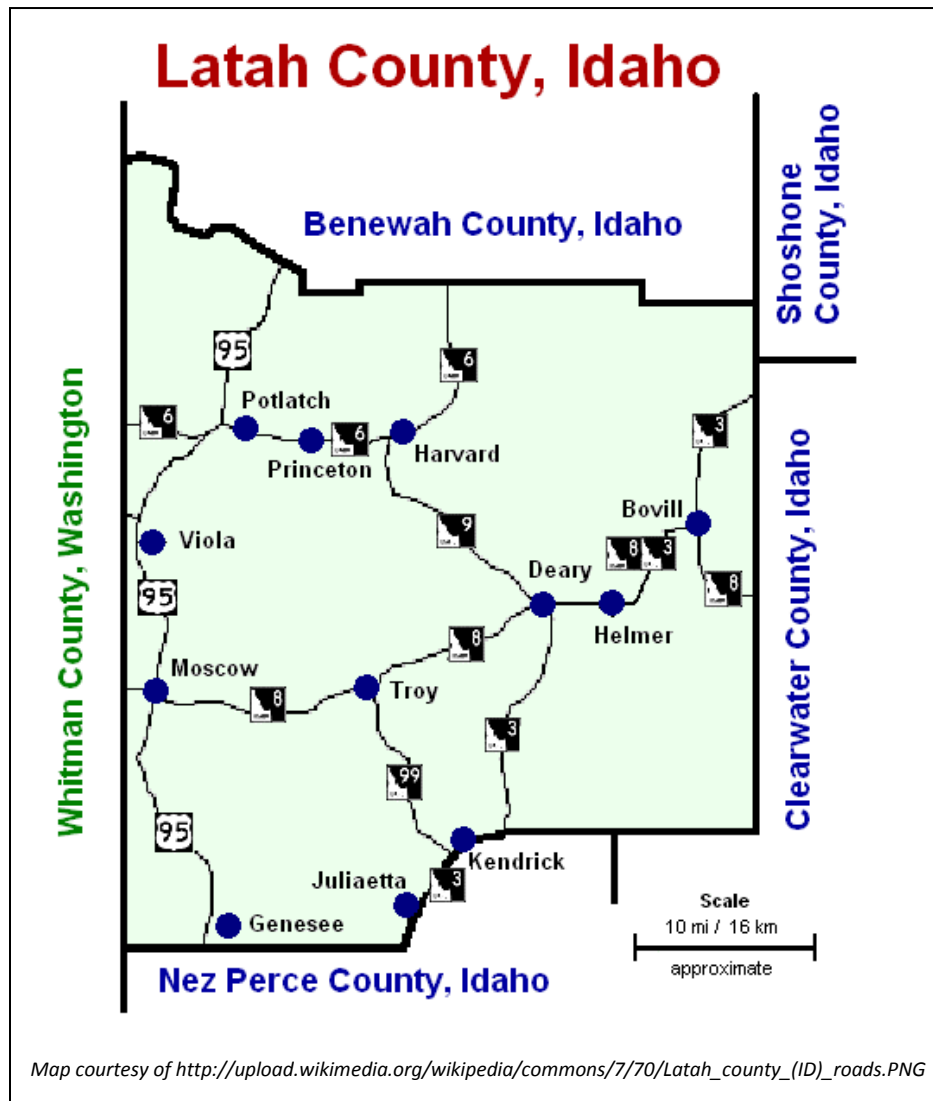
Figure 1: Location Map



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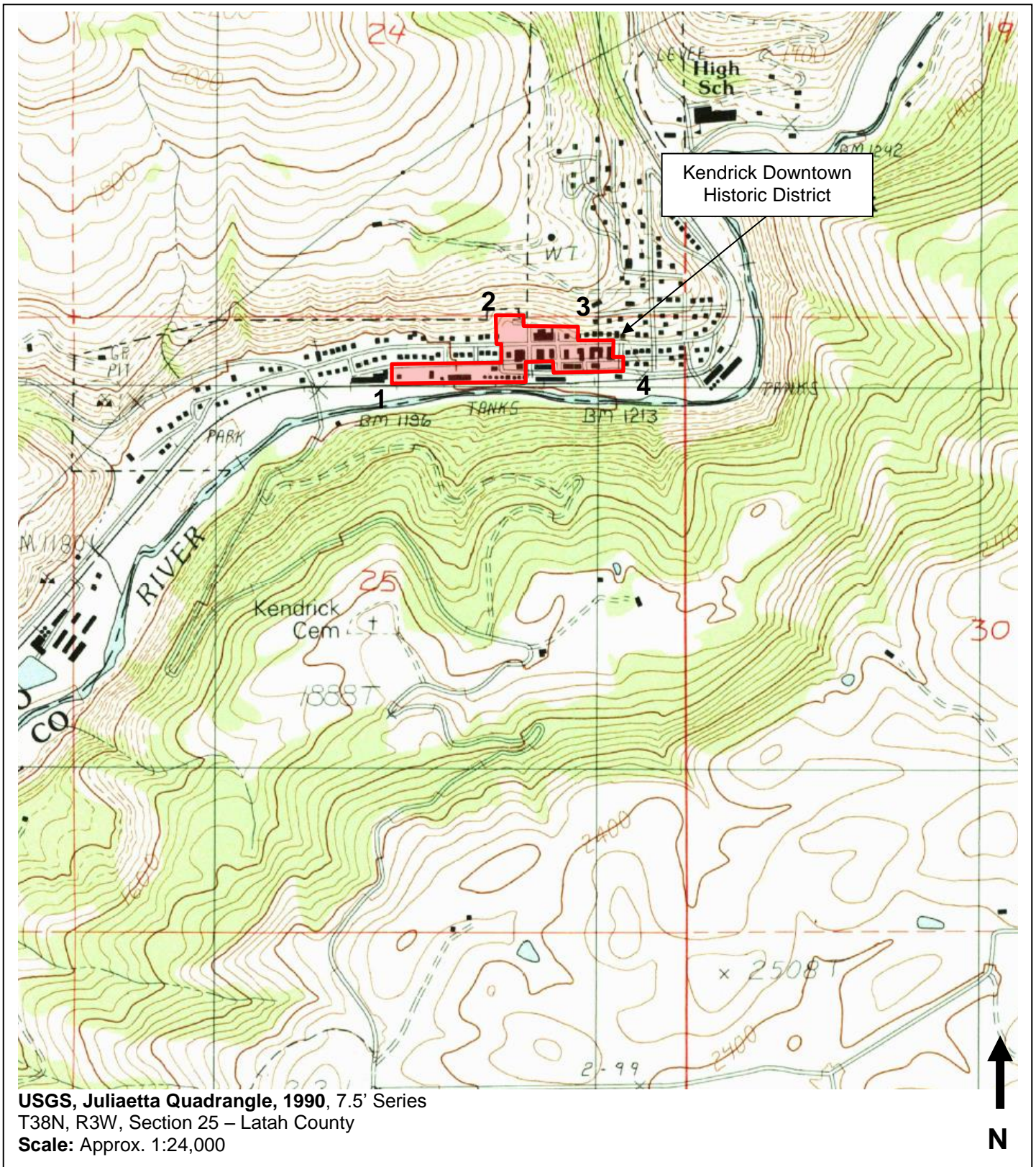
Figure 2: County Map



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Figure 3: USGS Quadrangle Map



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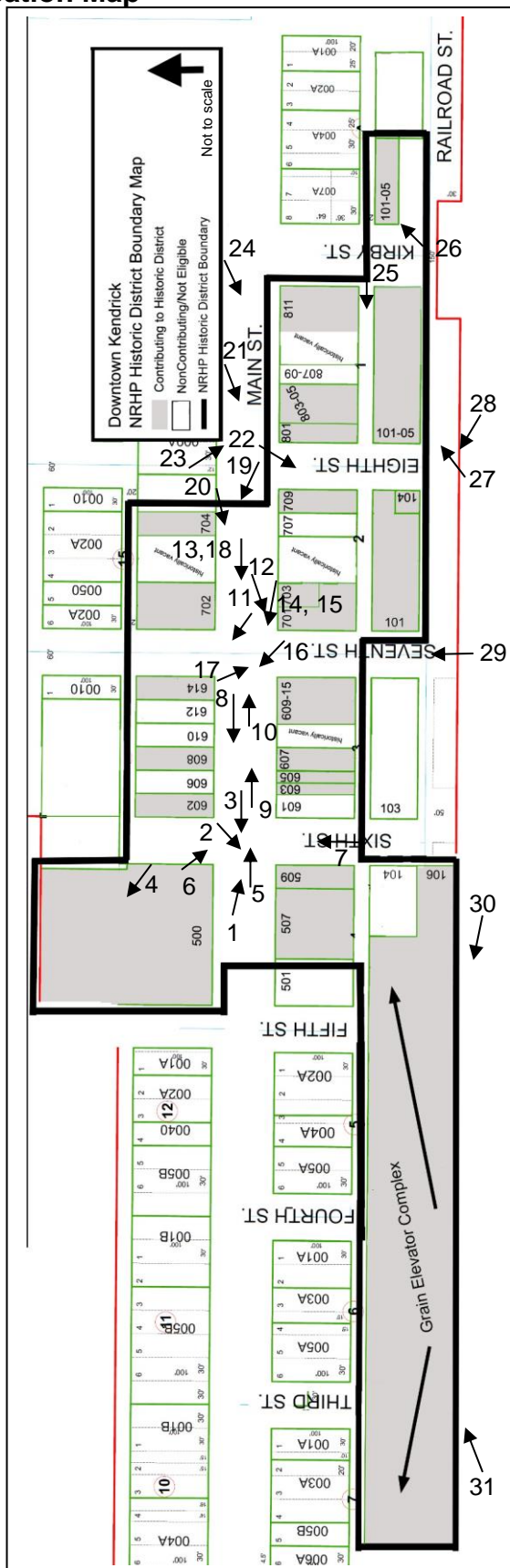
Figure 4: District Map



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Figure 5: Photograph Location Map



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Additional Documentation (cont.): Property Owners

Resource #	IHSI #	Street Address	Property Owner of Record
01	57-013479	500 block (even) E Main	City of Kendrick, 808 Railroad St, Kendrick, ID 83537
02	57-14065	507 E Main	Aaron and Dian Heinen, Box 197, Kendrick, ID 83537
03	57-013713	509 E Main	Gritman Medical Center, Inc., 700 S Main St, Moscow, ID 83843
04	57-013708	601 E Main	George F. Brocke & Sons, Inc., PO box 159, Kendrick, ID 83537
05	57-000563	602 E Main	George F. Brocke & Sons, Inc., PO box 159, Kendrick, ID 83537
06	57-013483	603 E Main	RJ Investment Group LLC, Robert J. Ouderkerken, PO Box 114, Kendrick, ID 83537
07	57-013707	605 E Main	RJ Investment Group LLC, Robert J. Ouderkerken, PO Box 114, Kendrick, ID 83537
08	57-013709	606 E Main	Gritman Medical Center, Inc., 700 S Main St, Moscow, ID 83843
09	57-013706	607 E Main	RJ Investment Group LLC, Robert J. Ouderkerken, PO Box 114, Kendrick, ID 83537
10	57-013710	608 E Main	Carol Dammarell, Box 91, Kendrick, ID 83537
11	57-013705	609-615 E Main	Tierney Properties, Inc., c/o Paul V. Rush, Jr., 207 E Main St., Kendrick, ID 83537
12	57-013711	610 E Main	Glenn Lazelleo, 1037 Wheatland Rd, Kendrick, ID 83537
13	57-013712	612 E Main	Douglas Harris, 1255 Cedar Ridge Rd, Kendrick, ID 83537
14	57-000564	614 E Main	Juliaetta-Kendrick Heritage Foundation, 614 E Main, 2 nd Floor, Kendrick, ID 83537
15	57-001261	701 E Main	Hardware Brewing Co. LLC, 701 E Main, Kendrick, ID 83537
16	57-001261	703 E Main	Hardware Brewing Co. LLC, 701 E Main, Kendrick, ID 83537
17	57-14066	702 E Main	Potlatch Telephone Co., Inc., 702 E Main, Kendrick, ID 83537
18	57-14067	704 E Main	Matt and Lisa Ihms, 704 E Main, Kendrick, ID 83537
19	57-013704	707 E Main	Hillbilly Bar & Grill, LLC, 707 E Main, Kendrick, ID 83537
20	57-013703	709 E Main	James T. Martin, Box 5, Kendrick, ID 83537
21	57-14064	801 E Main	Mike and Nadine Towne, 801-807 E Main, Kendrick, ID 83537
22	57-013702	803-805 E Main	Mike and Nadine Towne, 801-807 E Main, Kendrick, ID 83537
23	N/A	807-809 E Main	Mike and Nadine Towne, 801-807 E Main, Kendrick, ID 83537
24	57-013701	811 E Main	Charles & John Deobald, 118 N 9th St., Kendrick, ID 83537
25	57-013480	104 S 6 th	Kendrick Senior Citizens Center, 104 S 6 th St., Kendrick, ID 83537
26	57-14068	101 S 7th	Bruce Roberts, 1544 Big Bear Ridge Rd, Deary, ID 83823
27	57-14070	101-105 S 8th	School Dist #283, Box 283, Kendrick, ID 83537

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Resource #	IHSI #	Street Address	Property Owner of Record
28	57-14069	104 S 8th	Jim Martin, Box 5, Kendrick, ID 83537
29	57-14071	101-105 S Kirby	Charles & John Deobald, 118 N 9th St., Kendrick, ID 83537
30	57-013828	301 Railroad St.	CHS Inc., 4384 Cavendish Hwy, Kendrick, ID 83537