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MAY 19 1989

United States Department of the Interior
National Park Service

NATIONAL REGISTER

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Warren, Frank M., House
other names/site number N/A

2. Location

street & number 2545 NW Westover Road N/A not for publication
city, town Portland N/A vicinity
state Oregon code OR county Multnomah code 051 zip code 97210

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>2</u>	<u>0</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u> </u>	<u> </u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u> </u>	<u> </u> structures
	<input type="checkbox"/> object	<u>2</u>	<u>0</u> objects
			<u>0</u> Total

Name of related multiple property listing: N/A
Number of contributing resources previously listed in the National Register N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. See continuation sheet.

[Signature] May 5, 1989
Signature of certifying official Date
Oregon State Historic Preservation Office
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.
 See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

Mark Z. Baker Entered in the National Register 16 June, 1989

Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Domestic: single dwelling

Current Functions (enter categories from instructions)

Domestic: hotel

7. Description

Architectural Classification

(enter categories from instructions)

Late 19th and 20th Century American

Movements

Other: Arts and Crafts

Materials (enter categories from instructions)

foundation concrete

walls stucco

stone

roof asphalt

other windows: glass

Describe present and historic physical appearance.

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The Arts and Crafts style Warren House was constructed in 1905. The builder and architect are unknown. In 1919 the house underwent a remodel which substantially altered the interior and exterior of the building and gives it its present characteristics. The remodel was designed by Joseph Jacobberger and A.H. Smith, prominent Portland architects. The building is in excellent condition, retaining integrity of design, materials, and workmanship. Constructed as a single family dwelling, it was converted to a bed and breakfast in 1987, and continues as such to the present.

The building is prominently sited on the north side of N.W. Westover Road in the city of Portland. Oriented to the east away from the street, it is set well above grade approximately 40 feet from the street. It is screened from the street by a dense evergreen hedge. The lot, which slopes steeply to the east, is bisected north-south by a curvilinear, exposed aggregate driveway which terminates in a garage and parking area at the rear of the lot. The garage, constructed in 1916 and designed by the noted architectural firm of MacNaughton and Raymond, is a one-story, rectangular building with a truncated hip roof. Exterior walls are covered with stucco and fenestration consists of pairs of multi-light casement windows. The garage doors are paneled and glazed.

The house is located above the driveway to the west. A hedge of mature rhododendrons separates the house from the driveway. The area to the east of the driveway consists of six large fruit trees, a large laurel hedge and other mature greenery including two large holly bushes. This area is connected to the house and grounds above the driveway by a staircase. A patio and swimming pool are located adjacent to the south of the house. The house is engulfed in a variety of mature foundation plantings and a concrete pathway encircles the house.

The neighborhood surrounding the subject property is residential in character consisting of sumptuous houses--most of which were constructed in the first few decades of the 20th century--sited on large, irregularly shaped lots.

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The 2 1/2-story wood frame Warren house is asymmetrical in plan. It rests on a poured concrete foundation and has a full basement. The complex clipped-gable roof has rolled eaves and it is sheathed in composition shingles. The roof is broken by dormers in a variety of different shapes including shed, gable, and "eyelid" forms. Exterior walls are stuccoed with the exception of a portion of the first floor entry bay and part of the porch on the northwest corner of the house which are covered with uncoursed stone. Exterior walls of the gabled dormers are stuccoed with mock half-timbering and the shed roof dormers are sheathed in shingles. A large endwall, brick chimney is located on the south (side) elevation. It has prominent double flues with cast stone coping and it is adorned with ceramic tiles. A stuccoed interior chimney pierces the ridge of the roof.

The main entry is recessed in a 1 1/2-story projecting gabled wing. The porch is illuminated by a rectangular opening that is adorned with wood brackets. An elliptical hood with a Tudor arch opening is supported by large consoles and shelters the porch stoop. A wood plaque carved with a quatrefoil is located at the head of the porch opening. The handsome oak door has a keyhole-shaped panel.

A hipped porch surmounted by a shed roof, with elliptical arched openings, extends across half of the south (side) elevation. Exposed rafters accentuate the roofline of the porch which is supported by large chamfered posts set on uncoursed stone piers. A 2 x 2 balustrade with molded railing--reused from the 1905 porch--is incorporated into the existing porch. An uncovered deck with the same piers and balustrade extends across the remainder of the south elevation. The covered porch was enclosed for use as living space in 1987.

Another porch is recessed in the northwest corner of the house. The east wall of the porch is battered and sheathed in uncoursed stone and illuminated by rectangular openings with wood brackets similar to that in the main entrance. A portion of this porch was enclosed with glass in 1987. A much smaller recessed porch--off the kitchen--is located on the northwest corner of the house. A minor recessed entrance with a balcony above is located on the west elevation.

Windows are varied. The primary types are multi-light casements in groups of two, three and four, and double-hung sash with six to eight lights in the upper sash. Some of the windows from the original house were incorporated into the 1919 remodel including several small multi-light double-hung windows. A bow window supported by large wood consoles and two rectangular window bays with leaded glass transom lights are located on the facade. One of the rectangular bays is supported by massive consoles while the other is surmounted by a balconette.

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Alterations to the exterior of the building include the enclosure of the south (side) porch and the partial enclosure of the porch on the northeast corner with glass.

Interior

The spatial arrangement of the Warren House remains virtually intact as shown in the plans for the 1919 remodel. The first floor of the building consists of seven main rooms: living room, dining room, kitchen (including two small pantries), library, sunroom, den, bath, storage, and utility room, all of which are loosely grouped around a central stair and hall. There are four large bedrooms three of which have baths, two sleeping porches (one of which has been converted for use as a spa), a dressing room, sitting room and a large porch at the second floor. The basement consists of finished storage space and a furnace room.

Woodwork throughout the house is simple and unadorned. Baseboards are tall with a small cap. Door and window trim is plain with the exception of modest architrave molding. Doors throughout the house consist of the five panel type common to the period. The library is the most ornate of all the rooms in the house. Here, handsome built-in bookcases with glass doors grace the walls, and additional light is provided through the leaded glass transoms over the windows. There is one fireplace which is located in what was originally the livingroom but is now used as the dining room. The fireplace has a prominent but simple mantel with a decorative geometric motif. The frontispiece is covered with matte ceramic tile.

Perhaps the most striking interior feature is the staircase. Open at the string, the stairway rises from two platform steps to the first of two landings. Delicate turned balusters span the area between the square, paneled oak newel posts. A wide built-in bench is located at the foot of the stairway. The pass-through pantry, located on the east side of the kitchen, has built-in cupboards on all walls. The original hardwood floors have been carpeted in all rooms with the exception of the livingroom, dining room, reception hall, and sunroom which have been parqueted, and the kitchen and baths which have vinyl flooring.

The only major alterations to the interior of the house include the replacement of all original flooring, cabinets, counters, and sinks in the kitchen and baths, and the enclosure of the porches: one for use as additional living space; and one for protection from weather. The kitchen was remodeled in the 1950s and the baths were remodeled in 1987. In addition, the second story sunroom on the northeast corner of the house was converted into a spa in 1987.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Commerce
Indsutry

Period of Significance

1919-1933

Significant Dates

1919

Cultural Affiliation

N/A

Significant Person

Warren, Frank M. (1876-1947)

Architect/Builder

Jacobberger, Joseph, and Smith, A.H.,
architects

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See continuation sheet

9. Major Bibliographical References

Previous documentation on file (NPS):

- 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 # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreeage of property 0.64 acres Portland, Oregon-Washington 1:24000

UTM References

A

1	0	5	2	3	1	8	0	5	0	4	1	5	7	0
Zone		Easting				Northing								

B

Zone		Easting				Northing								

C

Zone		Easting				Northing								

D

Zone		Easting				Northing								

See continuation sheet

Verbal Boundary Description

The nominated area is located in Section 32, Township 1N, Range 1E, Willamette Meridian, Multnomah County, Oregon. It is comprised of all of Tax Lot 13 in the Nob Hill Terrace Addition to the Original Plat of Portland at said location.

See continuation sheet

Boundary Justification

The nominated parcel is comprised of the house built for Frank M. Warren, Sr. the father of Frank M. Warren, Jr. The parcel includes a garage of 1916 which is counted as a contributing feature and an area planted with fruit trees and ornamental plant materials. The parcel was occupied by Frank M. Warren, Jr. from 1905 to the date of his death in 1947. It is unquestionably the property most importantly associated with his productive life.

See continuation sheet

11. Form Prepared By

name/title Jane Morrison
organization Koler/Morrison Consultants date December 15, 1988
street & number PO Box 445 telephone (503) 654-2786
city or town Oregon City state Oregon zip code 97045

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The Arts and Crafts style house of prominent Portland businessman Frank M. Warren, located on a hillside tract on Westover Road in northwest Portland, Oregon was erected for Frank M. Warren, Sr. in 1905. The original architect is unknown. In 1919 the house remodeled for the junior Frank Warren by the firm of Jacobberger and Smith.

The grounds of the steeply-sloping site are developed by mature landscape plantings including a high laurel hedge which separates the house from a driveway dividing the lot on the north-south axis. The property also contains a compatibly styled garage of 1916, the design for which was commissioned by Frank M. Warren, Jr. from the local firm of MacNaughton and Raymond. It is counted a separately contributing feature.

The interior treatment is restrained, characterized by woodwork of almost Classical simplicity, yet furnished with the stairhall settle, the built-in cabinetry and tile-fronted chimney pieces which are essential to the Arts and Crafts idiom. In remodeling of recent years, all original flooring was replaced and porches were enclosed. Kitchen and baths have been remodeled. The house presently serves as a bed and breakfast inn.

The house is proposed for nomination under Criterion B for its association with Frank M. Warren (1876-1947), who, as president of the Port of Portland from 1919 to 1933, played a pivotal role in Portland's development as the largest fresh water port on the West Coast, an achievement which involved promotion of legislation, consolidation of existing commissions, acquisition of land, and dredging and filling on a massive scale for industrial expansion in areas adjacent to the waterways.

Throughout the height of his career, from 1905 to his retirement from the Port Commission in 1933 and his death 14 years later in 1947, Warren occupied the house on Northwest Westover Road. Thus, there can be no question of a second or third residence of equally significant association. Warren succeeded his father and grandfather in the packing industry and in profitable real estate investments. His father, the senior Frank Warren, had cooperated in formation of the Alaska-Portland Packers Association which advanced a means of replenishing its fishery through propagation of salmon fry financed by cannery licensing fees. This pioneering work eventually was taken over by the U.S. Fisheries Bureau.

Frank Warren, Jr. served on the State Fish and Game Commission before being elected to the Port of Portland Commission, and he had served under U.S. Food Administrator Herbert Hoover during the First World War in his capacity as an expert on packing and distribution of food supplies.

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The Warren House is significant under criterion b for its association with Frank M. Warren, long-time president of the Port of Portland, who dominated Port operations from the time he was elected to the presidency in 1919 to his resignation in 1933. During his tenure at the Port, Warren oversaw three major projects which were to have a vital impact on the future of Portland. Warren lived in the subject house from the time of its construction in 1905 until his death in 1947. The date of construction is based on tax assessor records and corroborated by City of Portland Directories.

Warren was descended from a line of individuals who gained prominence and wealth in river-related enterprises. His grandfather, Francis M. Warren, was a pioneer Oregon farmer, timberman, and steamboat operator who established the Warren Packing Company, one of the earliest salmon canneries in the Pacific Northwest. His father, who died on the Titanic in 1912, greatly expanded the business and also founded the successful Alaska-Portland Packers Association which the Warrens sold in 1930 for a considerable sum of money. The Warrens also amassed a great deal of real estate in Portland's commercial core area, including the site on which the prestigious Arlington Club was constructed. When Frank Warren retired from the fish packing business in the early 30s he was reportedly one of Oregon's wealthiest men.

Warren was born in Portland on August 25, 1876 to Frank M. and Anna S. Atkinson Warren. His mother was the daughter of George H. Atkinson, prominent pioneer missionary who was sent to Oregon by the American Board in the 1840s and who played a leading role in establishing both public and private educational institutions in Oregon. Frank was educated in public schools in Portland; attended Pacific University in Forest Grove for one year; and completed his college education at Amherst, graduating Phi Beta Kappa in 1898. Following graduation he returned to Portland and went to work for the salmon packing company founded by his grandfather and managed by his father.

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In the waning decades of the 19th century and the early years of the 20th century the salmon industry was one of Oregon's leading industries. However, by the 1890s, it was apparent to many that years of over-fishing had seriously depleted the salmon supply. Warren's father, Frank M. Sr., played a leading role along with Sylvester Farrell, Jim Cook, and Frank Seufert, in organizing the first major effort to save the salmon industry. They established the plan for licensing canneries and using the proceeds for propagation of salmon fry. With the opening up of Alaska to the salmon trade Frank Warren Sr. established the Alaska-Portland Packers Association, noted above, which grew into one of the largest fishery enterprises in the nation. Frank Warren Jr. played an important role in implementing many of the conservation ideas, pioneered by his father on the Columbia River, in Alaskan waters and according to The Oregon Voter was reportedly in "the forefront of this privately-financed endeavor when the work finally was taken over by the federal government through the fisheries bureau."

It was Warren's above noted activities which prompted Governor Withycombe to appoint Warren to the State Fish and Game Commission in 1914--Warren's first stint in formal public service. Warren served for three consecutive terms before resigning in 1919 when the state legislature elected him to the Port of Portland Commission. As a member of the Fish and Game Commission Warren was cited by several sources as being a particularly astute lobbyist. The Oregon Voter in 1926 wrote, "His mental capacity was not confined to fish, but betrayed itself on other subjects as members conferred with him, so he soon became a sort of oracle who was consulted on every variety of legislation," and "he was sought so much by legislators that a hostile press dubbed him the boss of the legislature." During World War I Warren was summoned to Washington D.C. by Herbert S. Hoover to be part of the food administration with jurisdiction over food fish packing and distribution.

Although it was as president of the Port that Warren made his most significant contribution to local and regional history, he also played an important role in the development of Oregon's highway system. In 1920 a special session of the state legislature submitted amendments to increase the bond debt limitation in order to allow completion of Oregon's fledgling highway system on the scale envisioned by the Highway Commission. It was deemed undesirable to increase property taxes to finance the 1 million dollar project and so it was necessary to create a revenue system that motor vehicle owners would accept. A legislative committee was appointed to draft the legislation and Warren was named chairman of the committee. Warren was also responsible for presenting the draft during the special session. This pioneering legislation, which was adopted essentially as submitted, became the foundation for Oregon's motor vehicle revenue and highway protection system and was widely copied by other states.

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In The Growth of a City Portland historian E. Kimbark MacColl writes with respect to Warren's many activities, "obviously oriented toward high achievement, Warren was quiet, methodical and well organized. He was known as a man of decision who enjoyed using the authority of his office." No where is this more evident than the record of Warren's 14 year tenure as the president of the Port of Portland.

Portland's history and development--and that of much of the region--are intricately tied to the Willamette and Columbia rivers. From the initial settlement period these waterways have served as major transportation corridors servicing 250,000 square miles of inland agricultural lands as well as manufacturing centers. Portland with its deep water port became the primary shipping and repair facility for ocean going vessels early in its history. The subsequent growth of the city was directly tied to the expansion of the port which substantially enhanced commerce. Today Portland is the largest fresh water port on the west coast in large part due to the leadership of Frank Warren.

The Port of Portland was granted a charter by the state legislature in 1891 for the purpose of improving navigation on the Willamette and Columbia rivers from Portland to the Pacific Ocean. The power and authority of the Port was vested in a Board of Commissioners made up of 15 members. In 1901 the Legislature reduced the number of commissioners to 7, each serving a four year term.

In April 1919 Portland Major George L. Baker appointed a committee of citizens to examine common problems of the Port of Portland and the City's Dock Commission and to make recommendations for action. "The Committee of 15", of which Warren was a member, was given authority to investigate the following issues: the overlap of the two commissions's functions; development of potential industrial sites; the disposition of Swan Island; and the abandonment of the existing east channel and the dredging of the new main channel west of Swan Island. In March 1920 the committee made the following recommendations:

1. An initiative measure should go before the voters authorizing the merger of the Commission of Public Docks and the Port of Portland;
2. the Port, or the newly merged agency, should acquire Swan Island, a shallow area in the Willamette just north of the downtown area;
3. the west channel of Swan Island should be dredged to create a new main shipping channel and the dredge full should be used to extend the fill of Guild's Lake and to begin the fill of Swan Island; and

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4. Mock's Bottom, a low marshy area on the east bank of the Willamette, should be filled for use as a future industrial site.

The committee report also stressed Portland's need for improved industrial sites of 20 acres or more, and a number of the committee members advocated an industrial zoning requirement.

In the November 1920 election voters turned down the Port consolidation and rejected the zoning code. These factors, combined with Port president Max Houser's resignation and a shortage of operating funds, left the Port in a state of crisis in late 1920. As MacColl writes, "Frank M. Warren must be given the major credit for picking up the pieces that were left in disarray after the November '20 election. A man of high ability and forceful drive, Warren's presence dominated all facets of the Port's operation." Within a few months after the election, under the leadership of newly elected President Warren, the Port had embarked on three aggressive projects--all of which had been included in the "Committee of 15" report--which would consume most of the decade and would have a tremendous impact on both city and regional development: purchase and development of Swan Island; dredging of the west channel; and the filling of Guild's Lake for industrial sites and railroad freight yards.

Prior to improved dredging operations instituted by Warren the river channel was often closed due to the spring freshets which deposited heavy silts. A combination of improved equipment, construction of a wing-dam and current jetties opened the Port of Portland to year around shipping. The dredging went hand-in-hand with the filling of Mock's Bottom, Guild's Lake and portions of Swan Island. The immediate effect of the filling and improvement of Swan Island led to the opening of Portland's first airport, located on the island, in 1928. The filling of Guild's Lake and Mock's Bottom opened up large areas for future industrial development including improved terminal facilities for the Port. Under Warren's leadership the dry dock facilities were greatly expanded. In 1922 the Port had two dry docks which accounted for approximately a quarter of a million ton days a year. By the end of Warren's terms in office the Port had expanded the dry dock facilities to accomodate no less than a half a million ton days per year accounting for a payroll in excess of 10 million dollars.

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City of Portland, Bureau of Planning. "Historic Resource Inventory, 1983."

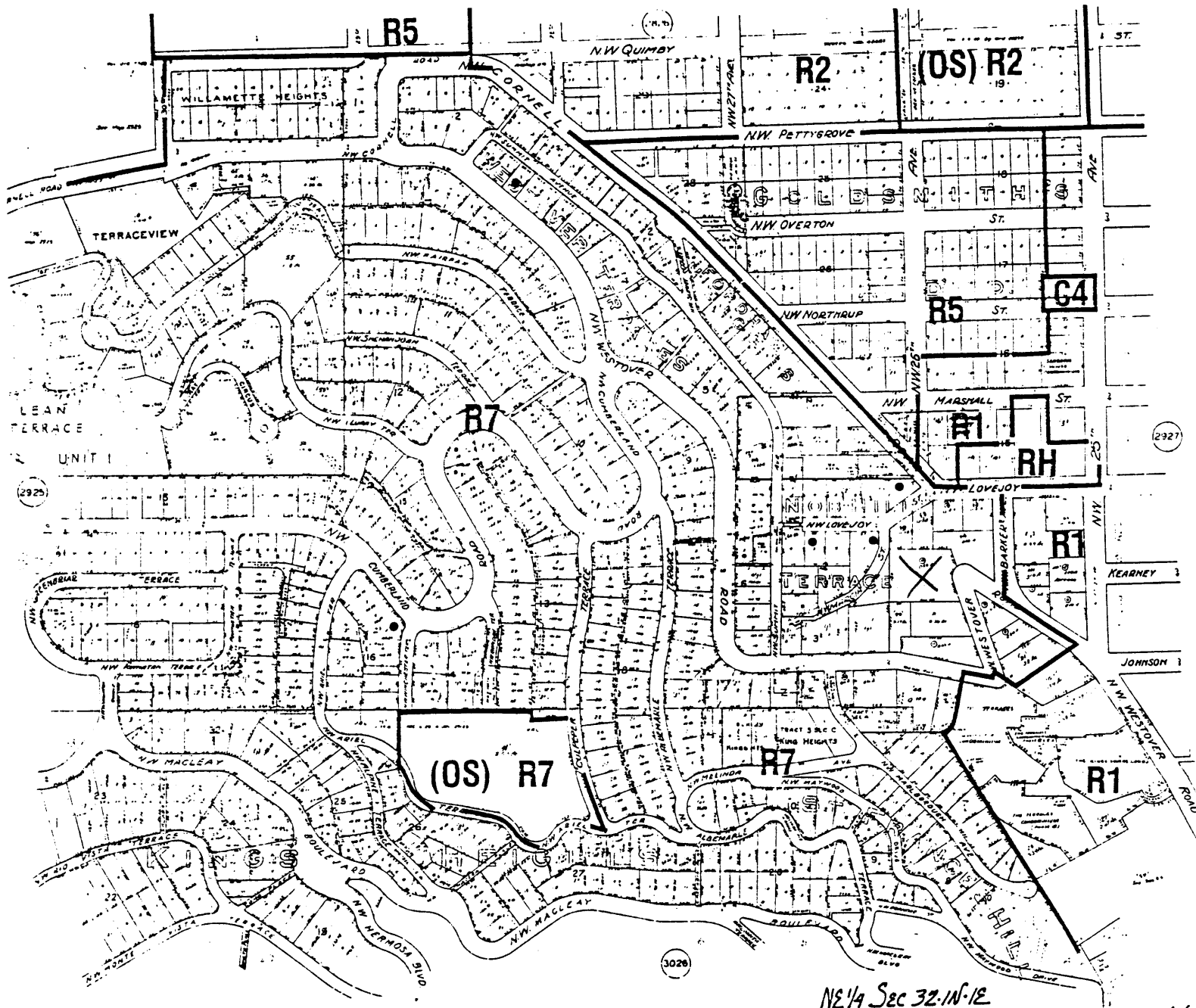
MacColl, E. Kimbark, The Growth of a City: Power and Politics in Portland, Oregon 1915-1950. Portland: The Georgian Press, 1979.

Multnomah County Tax Assessor Records. Portland, 1988.

Oregon Historical Center Vertical Files. Portland, Oregon.

"The Oregon Journal", Sunday, July 17, 1958, p. 10A.

TICOR Title Company Records. Portland, Oregon.



● HISTORIC LANDMARK

NE 1/4 Sec 32-1N-1E

CITY OF PORTLAND • BUREAU OF PLANNING		6/84
R5	Current Zoning	
(R5)	Maximum Potential Zoning as per Comprehensive Plan	★
		SCALE = 200
		ZONING REVISED 10-87

Warren, Frank M., House
 2545 N.W. Westover Road
 Multnomah County, Oregon