

United States Department of the Interior
National Park Service

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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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

Historic name Jovita Land Company Model Home - Corbett House

Other names/site number King County Historic Resources Inventory (HRI) #563

2. Location

street & number 4600 South 364th Street not for publication

city or town Federal Way vicinity

State Washington code WA county King code 033 zip code 98002

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

[Signature]
Signature of certifying official/Title

1/27/64
Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. 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:)

[Signature]
Signature of the Keeper

Date of Action

3/10/04

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

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

Contributing	Non-Contributing	
1	1	buildings
		sites
		structures
		objects
1	1	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

N/A

6. Functions or Use

Historic Functions
(Enter categories from instructions)

Domestic: Single Dwelling

Current Functions
(Enter categories from instructions)

Domestic: Single Dwelling

7. Description

Architectural Classification
(Enter categories from instructions)

Late 19th and Early 20th Century American
Movements: Bungalow/Craftsman

Materials
(Enter categories from instructions)

foundation Concrete

walls Wood

roof Asphalt

other _____

Narrative Description

(Describe the historic and current condition of the property.)

SEE CONTINUATION SHEET

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

(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.

Areas of Significance

(Enter categories from instructions)

Architecture

Community Planning and Development

Period of Significance

1908

Significant Dates

1908

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

unknown

Narrative Statement of Significance

(Explain the significance of the property.)

SEE CONTINUATION SHEET

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form.)

SEE CONTINUATION SHEET

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 Engineering Record# _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

King County Historic Preservation Program

516 Third Avenue, Room 420

Seattle, WA 98104

10. Geographical Data

Acreeage of Property 1.54

UTM References

(Place additional UTM References on a continuation sheet.)

1	<u>10</u> Zone	<u>554</u> <u>788</u> Easting	<u>523</u> <u>5843</u> Northing	3	<u> </u> Zone	<u> </u> <u> </u> Easting	<u> </u> <u> </u> Northing
2	<u> </u> Zone	<u> </u> <u> </u> Easting	<u> </u> <u> </u> Northing	4	<u> </u> Zone	<u> </u> <u> </u> Easting	<u> </u> <u> </u> Northing

Verbal Boundary Description

(Describe the boundaries of the property.)

Section 26, Township 21, Range 4

JOVITA HEIGHTS ADDITION, BLK 117, LOTS 4 THRU 9 TGW N 1/2 OF LOT 12 TGW ALL OF LOTS 13-14-15 [Tax Parcel #375160-5131]
and all of BLK 6 [Tax parcel 375060-0030]

Boundary Justification

(Explain why the boundaries were selected.)

The boundaries of the nominated property are those described in the legal description above and include the subject house and historically associated site.

11. Form Prepared By

name/title Phil Esser, edited by King County Historic Preservation Program Staff

organization King County Historic Preservation Program date November 2003

street & number 516 Third Ave, Rm 402 telephone (206) 296-8636

city or town Seattle state WA zip code 98104

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items.)

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

name Scott and Susan Stevens

street & number 4600 South 364th Street telephone (253) 856-8004 (wk)

city or town Federal Way state WA zip code 98002

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PHYSICAL DESCRIPTION

The Corbett House was constructed c.1908 by either the Jovita Land Company or a predecessor real estate venture, associated with C.A. Stokes. It is located in the vicinity of Auburn, Federal Way and Pacific in an unincorporated area along the southwestern border of King County, WA. The area is sparsely developed and remains relatively rural in character. The Corbett House is particularly distinctive for its age, architectural character and historical associations with early twentieth century residential development. It is one of two extant single family dwellings specifically built to promote suburban residential development in the Jovita and Jovita Heights additions. Today, the community consists primarily of a mixture of mid and late twentieth century residences, however the great majority of building lots remain undeveloped and wooded.

Setting

Built on the southwest corner of a relatively flat platted block, the house is located near the southwest corner of a large L-shaped building site, comprised of nine and one-half lots covering a total of 1.54 acres. The house is oriented to the west toward an unpaved and undeveloped portion of 46th Avenue S., which serves as an access driveway. Beyond the driveway to the west is an additional triangular lot. This separate land parcel is an open grassy area immediately adjacent to Military Road, which runs at a diagonal in a northeast/southeast direction. The Corbett House is highly visible from Military Road. The house is separated from S. 364th Street to the south by mature fruit trees and deciduous shrubs. To the east of the house is a large, open grassy area punctuated only by two, large mature evergreen trees. The entire northern border consists of a row of large, evenly-spaced mature evergreen trees. The eastern portion of the southern property line borders on a neighboring lot, divided by fencing, while the western portion borders on 364th Street. An unpaved driveway runs north from 364th Street to a large parking area northwest of the house. Directly to the northeast of the house and separated by a concrete slab is a large (27' X 42') non-historic concrete masonry (CMU) building that serves as a workshop and garage. Remnants of an historic orchard cover the area directly to the east of the house. The house is surrounded by foundation plantings and lawn area.

Exterior

The house is two stories, with a prominent hipped roof form. It is American Foursquare in character with some distinctive Craftsman-inspired architectural features and details. The rectangular wood-frame structure is supported by a modern reinforced concrete foundation. The original narrow clapboard siding is terminated at the corners by narrow corner boards and surmounted at the eaveline by a tripartite fascia trim. A variety of original and new wooden window types remain in place: double-hung, cottage, single and casement sets. Most of the windows include multi-pane sash members. The house is further distinguished

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by hipped dormers on the west, east and south slopes of the main roof, wide overhanging eaves with beaded-board soffits, and distinctive square-trimmed rafter tails along the entire perimeter of the main roof and the dormer roofs. The roof is clad with asphalt composition shingles and the dormer side walls are clad with asbestos siding. An engaged red-brick chimney is located on the south elevation and a second red-brick chimney penetrates the north slope of the main roof ridge.

The primary (west) elevation is distinguished by a prominent, full-width, front porch that is accessible by a flight of simple wooden stairs with cheeks. The porch has a truncated hip roof with details matching the main roofline eaves. It is supported by three large wood-cased piers and engaged pilasters at the inside corners. The porch has a wooden deck and is enclosed by a knee-wall also clad with narrow clapboard siding. The northern end of the porch is a recessed area where the entry door is located. It is a large, oak door with a beveled oval glass light flanked by diamond-light sidelights surmounting stylized "pedestal" raised-panels. A new ornate "Victorian style" storm door has been installed. At the south side of the porch there is a symmetrically placed, tripartite window assemblage consisting of three wood-frame, double hung sashes. The central window is a simple one/one cottage sash, flanked by six/one artificially divided-light sashes. The symmetrical second story level includes a central tripartite window similar to that of the first floor level. The second story level includes a fenestration feature that is common to all the other elevations: tall, narrow, casement windows at each corner. Those on the west elevation are a single light, while the others are 10-light casement type. Within the centrally placed dormer is an eight-light wooden sash.

The north elevation is asymmetrical; the most prominent feature is the front porch at the west end and the one-story hipped roof kitchen wing that projects from the NE corner of the house. The kitchen wing has details similar to the main house. Windows in the kitchen wing and at the first floor of the main body of the house are simple square or rectangular fixed sashes. A small projecting, triangular bay at mid-floor level provides light into the stairhall and landing. The bay is detailed to match the house, each face has a 15-light casement window. A single, one/one, double hung sash window is also located at the second story of this elevation, offset to the east. The aforementioned tall, narrow, 10-light casement windows are located near each corner.

A one-story wing extends two-thirds of the width of the east (rear) elevation. It has a hipped roof and includes windows similar to those in the kitchen wing. A raised entry deck provides access to the rear door. A pair of typical double-hung windows is located at the center of the second story level and typical casement sash members are located near the corners. Within the centrally placed dormer is an eight-light wooden sash that further distinguishes this elevation.

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The south elevation is asymmetrical with the prominent side elevation of the front porch to the west, and the one-story hipped rear porch on the east end. The first floor level includes a distinctive tripartite, projecting bay window with typical multi-pane wooden window sash. An engaged red brick chimneystack dominates the west end of the south elevation. The chimney is flanked by symmetrically placed fixed windows. Typical corner casement sashes and a roof prominent dormer further distinguish the elevation.

Interior

The interior of the house exhibits several intact and distinctive features and details drawn from the popular Craftsman design mode. The passages between the formal first floor level rooms all include simple octagonal wooden (fir) columns set on low pedestal walls. The design of the columns is repeated on the stairwell newel posts that include flat tops. A continuous wooden picture rail molding runs the perimeter of all of the formal rooms at the door and window head height. This woodwork is dark-stained with a glossy finish. The walls are plain, painted plaster (some covered by wallpaper), as are the ceilings. The majority of the doors are wooden with five horizontal raised panels.

The front door opens to a small entry and stairhall that is dominated by the entrance door and sidelights. At the east side of the entry hall is the stairwell to the second floor, which runs perpendicular to the adjacent passageway leading to a large kitchen. At the south side of the entry hall is a set of 10-light, French doors that are flanked by double-sided glass display cabinets where columns may have been originally located. Beyond the french doors is the living room, which opens onto the dining room to the east. The living and dining room spaces are separated by a set of the aforementioned wooden columns. The living room area includes a painted brick fireplace and hearth. The dining area is distinguished by a bay window and a set of the aforementioned wooden columns within a passage to a small room/alcove at the southeast corner of this floor level. This alcove includes fir wainscott with a lower plate rail detail.

The kitchen is directly to the north of the dining room and has been modernized and expanded northward creating a projection at the north elevation. A small vestibule/porch with an exterior door is located at the east side of the kitchen, off of which is a bathroom/powder room.

The stairwell, located between the kitchen and entry hall leads to a mid-point landing where a V-shaped bay is located. The stairwell wraps to continue up in the opposite direction opening onto the second floor hallway. The hallway runs east/west and leads to three bedrooms, a bath and the attic stairway. The entire west and east ends of the second floor consist of large bedrooms flanked by long, shallow closet areas. To the south side of the

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hallway and beyond the landing is a third large bedroom. The attic stair runs parallel to the main staircase. The wide attic staircase leads to a large, open, unfinished space used for storage. The roof valleys and structural system are evident within the space. Exposed framing in the attic reveals the original cedar shingle roofing.

Evolution

A 1938 King County tax assessment photograph shows that the porch did not originally include low walls (cheeks) flanking the steps, and that the porch roof extended higher on the front elevation and included a small recessed porch with a parapet wall. The photograph reveals that all of the windows included wooden multi-paned sash and the north chimney had a corbelled cap. The dormers were originally clad in clapboards matching the body of the house. Tax records also indicate that a small shed (possibly a garage) was located at the north side of the house. Written tax records reveal that plumbing and heating upgrades occurred in 1949. Nothing in the records indicates exactly when the concrete outbuilding was constructed but it was most likely during this same period.

In 1961, the 12' X 10' kitchen addition was constructed on the north elevation and some time between 1959 and the 1980s; the entire house was re-sided with asbestos shingles. A 1986 King County Historic Resource Inventory (HRI) photograph reveals that the siding covered some of the second-story corner windows.

Tracking the dates of the few interior changes is somewhat difficult. The most obvious changes have been the addition of hardwood flooring in the dining room, living room and alcove, and removal of the wood columns between the entry hall and living room. The paneling in the dining room is not original. Normal changes over time include kitchen and bathroom remodels and the rear porch enclosure.

The current owners have undertaken significant rehabilitation of the house, being careful to preserve and restore original architectural elements. The asbestos shingles have been removed and the original clapboard repaired and replaced in-kind. The corner windows on the west (front) elevation have been exposed and rehabilitated.

Overall, the house is well preserved with a distinctive and intact floor plan, and some highly distinctive interior finishes and features. The majority of exterior features and millwork remain intact. Despite the changes to the windows and expansion of the kitchen floor plan, the Corbett House continues to exhibit sufficient physical integrity to convey its architectural character and historic significance.

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STATEMENT OF SIGNIFICANCE

The Corbett House is eligible under National Register *Criterion A* for its association with early twentieth century suburban residential development spurred by the construction of Interurban Railway service in south King County, as well as the growth of automobile-oriented commuter patterns in rural areas of King County during the early decades of the twentieth century. The house is also eligible under *Criterion C* as a particularly rare and early example of a model home that exhibits distinctive characteristics drawn from popular residential home designs of the era and Craftsman-inspired architectural features and details.

Early Federal Way Area History

The origins of Federal Way and its environs (including the Jovita area) are closely linked to the creation of Military Road. Efforts to construct a route between Fort Walla Walla and various points on Puget Sound were begun by the United States military in 1852. The federal government agreed that access between Fort Steilacoom and Fort Bellingham should be established for the protection of settlers in the area. Growing impatience with the slow progress of the Puget Sound portion of the construction led Seattle pioneers in 1854 and 1855 to use construction volunteers. Once complete, the rudimentary roadway was little used and soon became overgrown. During the Indian wars of 1855-56 the roadway was of little help in moving troops between Seattle and Fort Steilacoom. The poor condition of the initial route ultimately convinced Congress to appropriate \$35,000 to construct a passable roadway between Fort Steilacoom and Fort Bellingham via Seattle. The upgraded roadway was completed in 1860 and became known as King County Road No. 4.

The thick forest of the Federal Way area attracted few early settlers. Those who did build homes or log cabins primarily selected sites on Puget Sound or on the shores of the several lakes in the area. Some individuals settled on 160-acre homesteads or timber claims and small scale, subsistence farming was also undertaken by early settlers. Despite the Military Road, overland travel remained difficult and mail service (beginning in c.1879) was via boat to the small settlements on Puget Sound (known as Milton, Buenna, Stone's Landing and Redondo) and distributed by horseback.

Twentieth Century Development in the Federal Way Area

Commercial logging activity increased in the early 1900s and a few sawmills operated for a short period of time. Land acquisition and subdivision increased during this period in anticipation of the residential growth spurred by the construction of the Seattle-Tacoma Interurban Railway completed in 1902. Among those subdivisions platted in the first two decades of the century were Maltby's Five-Acre Tracts, Algona, Lake Killarney Shore Lands, West Auburn Five-acre Tracts, Pacific City, Jovita, and Jovita Heights.

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Interurban Railway

The greatest stimulus for residential development of the largely rural area between Seattle and Tacoma was the construction of the Interurban Railway system. The Interurban Railway had its origins in downtown Seattle with the first electrified streetcars in 1889. As numerous independent lines were created in the ensuing years, consolidation became desirable to coordinate the array of unrelated rail lines. Stone & Webster Management Company, an engineering and energy-related consortium came to Seattle in 1898 and purchased the Snoqualmie Falls hydroelectric plant. The consortium retained a local banker, Jacob Furth, to acquire utilities and street railways in the area, an effort the company was undertaking around the nation. Within a year, Furth had purchased 22 streetcar lines, creating a virtual monopoly. At the time, Stone & Webster and its financial backers were in the process of pursuing the creation of a single entity controlling an entire electrical utilities and interurban transportation system from Olympia all the way to Vancouver, B.C.

The first major acquisition the company made was an incomplete interurban railway from Seattle to Tacoma. Initially begun in 1901 by Henry Bucey, Stone & Webster's private utility, Puget Traction, Light & Power Company finished the work and opened the railway in September 1902. Running from a downtown Seattle terminal at Yesler and Occidental Streets, the once-an-hour service took 100 minutes to reach downtown Tacoma, or 70 minutes for a limited-stop express. The cost was 60 cents for one-way or \$1 for a round-trip fare. Wooden cars powered by overhead electrical power in the city, and an electrified third rail in outlying areas, carried passengers through Tukwila, Orilla, O'Brien, Kent, Auburn, to Milton (Pierce County) where it headed west, terminating in Tacoma. Farmers in the Kent Valley were among the greatest beneficiaries of the system. The railways allowed for speedy delivery of their produce to the cities, where previously horse-drawn wagons had made the slow and cumbersome trip over the rough rural roads.

Plagued by opposition by Progressives and labor disputes from the start, the Stone & Webster Management Company consortium had a relatively short lifespan, never quite realizing its grand scheme. As early as 1902, a restrictive streetcar franchise was approved, which included a cap of five cents on fares. Soon after Seattle voters approved bonds to create a municipal hydroelectric plant on the Cedar River, curbing the ambitions of a single, privately held monopoly on electric power. After years of labor problems and a restrictive franchise, the city Interurban system was purchased by the City of Seattle, ending private ownership of the entire system.

By 1927, the Interurban system had gone into bankruptcy. The Seattle-Tacoma line finally closed on December 30, 1928 after 26 years of service. Continuing labor issues and reduced ridership, due to the completion of Highway 99, contributed to the demise of the remainder

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of the system. The growing popularity of the automobile, and the greater flexibility offered by trucks in moving products to market were the final death knells to the system.

The nationwide Stone & Webster cartel was ultimately dissolved in 1934 due to Federal anti-trust rulings. Puget Power & Light Company was reorganized under local control, and in 1946 was ordered by federal regulators to divest North Coast Lines, ending their involvement in interurban transportation.

Road Related Development

An exponential increase in motor vehicle registration occurred between 1900 and 1920 and made access and settlement outside of the established urban centers feasible. The proliferation of automobile use occurred in tandem with the increased demand by drivers and oil companies for expanded and improved roadways. Road building lobbies, which stood to profit from such contracts, formed highway associations and cunningly built small sections of roadway between towns to coax local investment in connecting open sections through nearby communities. While these associations proved successful, the most significant increase in road building came from the federal government and the Federal-Aid Road Act of 1916, which was enacted to create a network of coast-to-coast, hard-surfaced, two-lane highways. The subsequent Federal Highway Act of 1921 completed the national system by making funds available for the building of primary state roads.

With a reliable, all-weather road system in place, automotive traffic and a significant offshoot, commercial trucking, fostered the development of roadside businesses in rural areas to serve travelers, and a growing number of permanent residents. The road system was also a significant factor in fostering the development of recreational facilities. Small privately developed resorts thrived along several of the small lakes in the area from the 1920s through the 1950s.

Military Road South continued to be maintained and improved by King County. It served as the principal north-south overland route until the construction of a new highway brought about the first period of significant population growth. Construction of Highway 99, situated approximately two miles west of the subject property, was begun with Federal funds in 1916 and the entire alignment was completed by the late 1920s. By 1929, the eight small school districts in the area were consolidated into School District #210. The name chosen for the school district was Federal Way, in reference to the new highway known commonly at that time as the "Federal Highway". Eventually this unincorporated area of King County became known as Federal Way.

Property maps and aerial photographs indicate that from the 1900s until the early 1940s residential and commercial development in the area was scattered. United States census

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records reveal that between 1930 and 1940 the overall local population did increase by 500 people due to both advantageous land values and automobile accessibility.

During the 1950s, the community experienced significant post-World War II suburban growth including new housing developments and a 10-block commercial district with a shopping center. The 1960s and 70s saw continued residential development due to several factors including: the construction of Interstate 5; housing needs for the growing Boeing company; and, the establishment of the nearby headquarters of Weyerhaeuser Corporation in 1971. In the mid-1970s additional retail growth occurred including the construction of the SeaTac Mall. A large portion of the area was officially incorporated as the City of Federal Way in 1990, forming, at the time, Washington State's sixth largest city.

Jovita & Jovita Heights Additions and Early Residential Development

The Jovita Addition and the Jovita Heights Addition are among the earliest residential subdivisions and the largest platted areas in south King County. Portions of the land area encompassed in the Jovita Addition (around Trout Lake) are known to have been claimed by Charlotte Contner in 1886. In 1894, Juliette and Clairborne A. Stokes acquired the property, which appears to have included the extant Stokes Log House (King Co. HRI #0553). This highly distinctive large log structure with full dovetail corner joints is noted on 1894 and 1897 USGS maps. The house was readily accessible via a private roadway connection to the nearby Military Road, which transected the Stokes property. Mr. Stokes operated cigar and liquor related businesses in Tacoma until c. 1901 and it is assumed – given the size and quality of the design - that the house functioned as a country retreat. Mrs. Stokes died in 1904, after which Mr. Stokes became the legal guardian of his granddaughter, Jovita Vallejo – the child of his daughter Katie and a man identified in legal papers as Napoleon Vallejo.

By 1907, C.A. Stokes had acquired at least 600 acres of property in the vicinity of both Trout Lake and Five Mile Lake (and possibly adjacent land areas) and is said to have been one of the largest landholders between Tacoma and Seattle. The *Tacoma Daily Ledger* reported on August 8, 1907 that C.A. Stokes and H.J. Schwinn, a Tacoma real estate dealer, were in the process of platting a new 20-acre townsite to be named after Mr. Stokes granddaughter, Jovita. The newspaper article noted the proximity of the planned townsite to a new Interurban railway station under construction at Edgewood, approximately one mile southeast. The article indicates that Mr. Stokes and Mr. Schwinn intended to establish sites for stores, build several houses and construct streets and sidewalks.

The Jovita area already included a large sawmill that employed about 40 men and cut some 35,000 feet of lumber a day. The presence of the mill and the generation of lumber would indicate the active clearing of the wooded land in preparation for residential development and land sales. A brick plant was also planned due to large deposits of high quality brick and

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pottery clay, which may have been an omen regarding the suitability of the land for residential purposes.

In September of 1908, the *Tacoma Daily Ledger* reported that the half-acre tracts in the Jovita Addition were selling well, that the saw and shingle mill were employing some 75 men, and the establishment of a large brickyard was still anticipated. The article further stated that "some fifteen or twenty houses have been erected in the neighborhood" and that "men are now at work clearing the streets and laying sidewalks...and contemplating the installation of a fine water system."

During this time period C.A. Stokes was in the process of settling the estate of his late wife. Portions of the Jovita townsite and associated land were owned by Mrs. Stokes and may have been willed to their young granddaughter, Jovita. Julietta Stokes' estate was settled in May 1908 and the sale of their Jovita land holdings, apparently in Jovita's interest, appears to have been an essential part of that settlement. By December of 1908, a new and entirely separate corporate entity the Jovita Land Company was established, which was then followed by incorporation of the Jovita Heights Company in August of 1909.

According to the articles of incorporation, the Jovita Land Company was created through the association of John Carrigan and E. M. Brouillette. The articles of incorporation for the subsequent Jovita Heights Company included E.M. Brouillette, who was a signatory on both documents. The partners of the legal firm who prepared the documents for the Jovita Land Company, F.E. and E.M. Hammond, partnered with Mr. Brouillette for the Jovita Heights venture.

The Jovita Land Company appears to have been established in order to acquire yet unsold Stokes properties, which may have included unsold houses developed by Stokes and Schwinn as part of the 1907 Jovita townsite venture. It remains unclear whether Stokes owned portions of the land area associated with the Jovita Heights area. The two land areas were formally platted and recorded by the respective companies in June 1910 and July 1911. However, several homes were reportedly built in 1908, prior to the recordation of the formal plats. These houses would have been constructed on lots/land parcels defined by land surveys undertaken by Stokes and Schwinn but not formally recorded. Together the two platted areas cover approximately 1540 acres (including approximately 6800 individual building lots or parcels) and remain the largest formally platted area in southwest King County.

Both of the historic subdivisions were similarly delineated in a rigid north/south orientation with a rectangular urban block grid. The blocks typically measure 240' x 600' and are divided into 30 lots, each measuring 40' x 120'. Irregular blocks were typically created around

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bodies of water, pre-existing roads and the irregular topographic and steep ridge along the eastern portion of Jovita Heights. Larger one-acre parcels were set aside for small farms in the western portion of Jovita Heights where the soils were more conducive to agricultural pursuits.

Tax records indicate that a significant number of lots were sold between 1910 and 1911, once the plats were formally recorded and promoted by the Jovita Land Company. However, a great many of those lots remained vacant and undeveloped prior to 1940 and the great majority of the land parcels are currently wooded or vacant. Those residences that were constructed required private wells and septic systems and many appear to have included outbuildings or small barns associated with small-scale farming and animal husbandry.

The Jovita Land Company and the Jovita Heights Company were listed in local directories from 1911 until 1914. The two companies were operated by W.A Ridgway (President) and R.E. Glass (Secretary/Treasurer) from offices in the Epler Block in Seattle. Interestingly, one of the incorporators of the Jovita Land Company was John Carrigan, an architect with offices also in the Epler Block. Carrigan is known for his design of the Seattle Elks Club. He also worked for Burke & Farrar, a successful residential real estate firm that was very active in the suburban development of Kirkland during the 1910s and 20s. It is unclear what role Mr. Carrigan may have played in the design of the two extant Jovita model homes, however his participation in the incorporation would indicate a relatively significant design role.

Despite the nearby interurban rail service to both Tacoma and Seattle, as well as a convenient road system, residential development in Jovita and Jovita Heights did not proceed as envisioned by the landholders and promoters. Explanations regarding why the development did not occur are essentially based on speculation and hindsight. The planned townsite infrastructure, the streets, sewers and sidewalks were not installed and few commercial businesses were established. A community sufficient to require the establishment of a local school system did not materialize. In fact, the area was a significant distance from the urban centers, given other closer and pleasant suburban as well as urban residential enclaves. The greatest challenge to development may have indeed been the clay soils. The inability to properly percolate private or community septic systems continues to inhibit modern housing and commercial development in the area.

Jovita Model Homes & Popular Home Designs of the Era

The Corbett House and the Leines House, situated on Block 60 approximately five blocks to the northeast, appear to be the only extant examples of several model homes built to promote the development of Jovita and Jovita Heights. It is unclear whether these houses were among those constructed by Stokes and Schwinn in their initial effort to establish the Jovita townsite (and were subsequently purchased by the Jovita Land Company) or whether

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they were built by the land company.¹ A local resident recounted that the Jovita Land Company held a promotional event at Five-Mile Lake, a dance party, where newly platted lots were auctioned off. The informant stated that several model homes were raffled off with tickets that cost \$25 each. Ruben and Dorah Corbett are believed to have won their house and generous lot as a second prize. Reportedly, Mr. George N. Bradford also won a house (now demolished) that was located at 282nd Street and 46th Avenue S.

The two extant houses are located approximately five blocks apart and share identical original floor plans and similar design features and building materials. While they do exhibit distinctly different roof forms and exterior stylistic details, they are clearly based on a very similar construction plan. The Leines House is believed to have been built in 1908, while the Corbett House is reported to have been built in 1910, however the distinct design similarities (and information gleaned from other Jovita tax records) would indicate they were both built closer to the 1908 date.

The floor plan used for each of these houses, as well as the architectural features and building materials, provides solid evidence that they were constructed according to a popular house plan design. The floor plan is distinctive due to the placement of the interior stairwell in relation to the entry hall, the relationship of the dining and living room to the kitchen, and the placement of bedrooms at each end of the second floor level, as well as the configuration of the front porch. The hipped roof form is necessary in order to accommodate the bedroom configuration and the full-width porch balances the symmetrical two story building form. This floor plan and complementary roof and building form, is very similar to various standard plans published by the Radford Architectural Company of Chicago, Illinois during this era. The plan is also somewhat similar to designs by Victor Voorhees, one of numerous local architects who were active purveyors of plan book designs during this era.

The parallels between the Jovita model homes and the Radford or Voorhees designs do not necessarily mean that the houses were constructed according to the plans and specifications that were sold by either enterprise. Many of the designs that were published in plan books were based-on or "borrowed" from other popular late nineteenth century designs that were already widely available and known to practicing architects and builders. Antecedents to the design of this floor plan and building design could possibly be found in house types made popular by numerous earlier purveyors of plan book designs including R.W. Shoppell and George F. Barker. Whatever the source, the basic design of the Jovita model home is clearly

¹ Examination of King County Assessor's property records cards (prepared in 1938) indicates that approximately twenty houses dating from 1908-10 were located within the two additions. There appear to have been at least three different model house plans used to construct some of the homes. More in-depth field examination is necessary in order to determine if any additional houses from this era may be extant.

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linked to the popular use and practical application of plan book designs for home and farmstead construction during this era. The land company, possibly with the assistance of architect John Carrigan, provided variety from the standardized plan by using different roof forms and including Craftsman-inspired variations in the exterior details and materials for each house.

King County tax records indicate that this house was constructed in 1910, however its distinct similarity to the Leines House and numerous other houses said to have been built in 1908, make this construction date suspect. It is highly likely that this house was among the earlier houses and remained unfinished and/or unsold for a period of time. It was sold to F.W. Cline in a deed dated July 28, 1911. Less than two years later on December 11, 1913, Cline sold the property to Dorah H. (and Rudy) Corbett with Cline carrying the mortgage. Mr. Corbett worked as a mill foreman at the local shingle mill and with his wife and son (Raymond) lived for a period in the Stokes Log House (HRI# 0553). The Corbett's owned this house and property until 1958 during which time they purchased a number of parcels surrounding the house. By 1941 tax records indicate that Dorah and Rudy owned the majority of the lots that make up the current property.

The house was sold to C.C. Brison in the 1950s and did not change ownership again until purchased by James Johnson in March 1958. Johnson resided in the house until 1989 when he sold the house to Hugh and Sharon Dougherty. The current owners, Susan and Scott Steven purchased the house in 1995.

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1.15 AC
 JOVITA MODEL HOME /
 CORBETT HOUSE
 35530 52ND AVENUE SOUTH
 FEDERAL WAY, WA 98002
 PARCEL # 3751605131 &
 3750600030
 Section SE 27 Township 21 Range 4

1.15 AC
 0022



NORTH

39444#
 0024

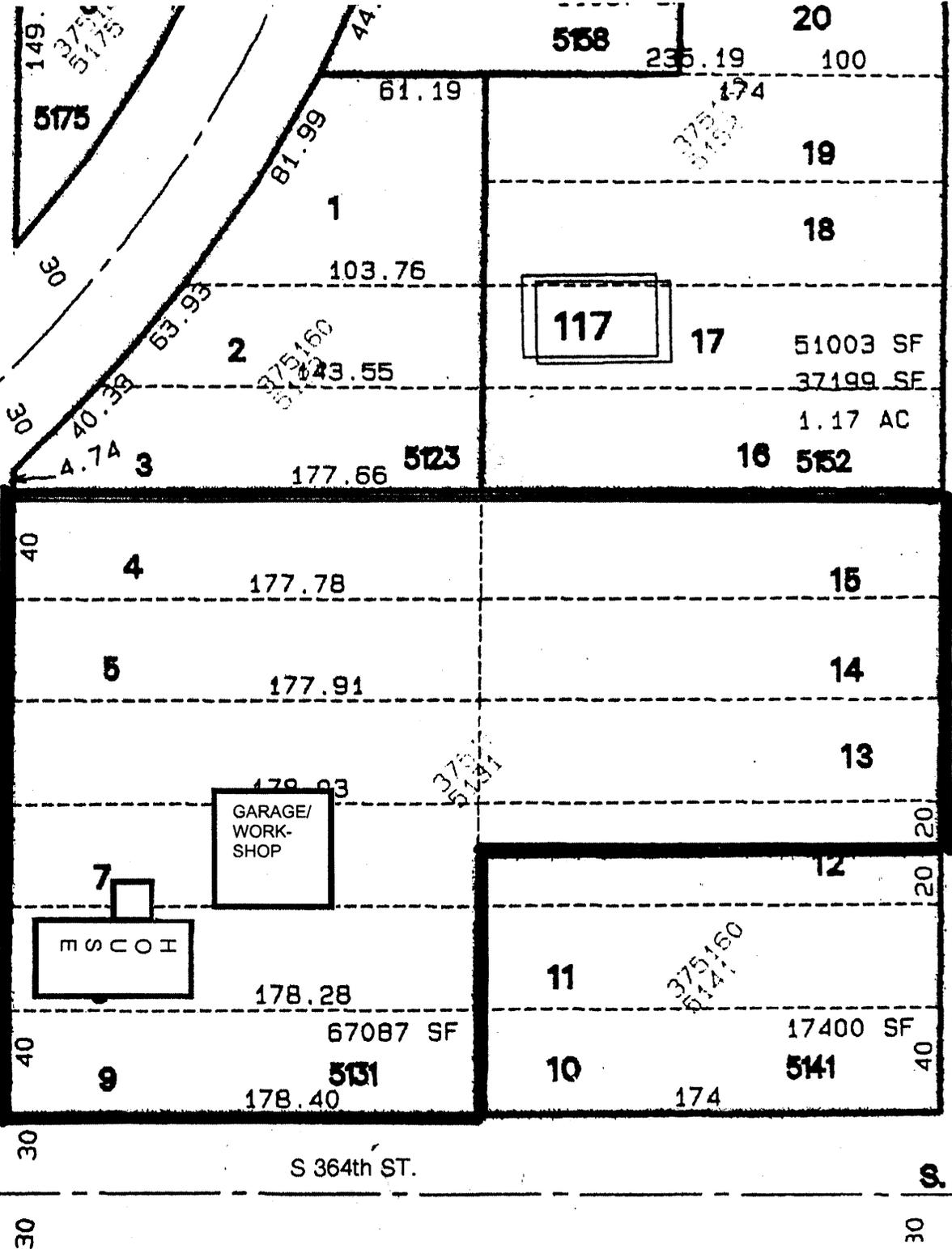
MILITARY RD.
 170.63

264.09

188.30
 17653#
 0030

185.79
 46th AVE. S

UNVACATED STREET



S 364th ST.

S. 364

JOVITA HEIGHTS.

Scale: 1"=200'

DESCRIPTION

This plat of Jovita Heights embraces the following described tracts of land:

The West three quarters of the N.W. 1/4 and all of the S.W. 1/4 of Sec. 23;

All of the N.E. 1/4, and all of the East 1/2 of the S.E. 1/4 of Sec. 27;

All of the N.W. 1/4 and all of the South 1/2 of Sec. 26, lying west of Valley City Land Co's Add. as recorded in Vol. 16 of Plats, page 92, records of King Co, except tracts A, B, C, D, E, F, G, H & I as shown on the plat;

All of the North 1/2 of the N.W. 1/4 of Sec. 35, lying west of said Valley Land Co's Add.

All in Twp. 21 N., R. 4 E., W.M.

Also the following described tract of land:

Beginning at the center of Sec. 23, T. 21 N., R. 4 E., W.M. thence along the center line of said Sec. 23, S. 0° 18' 17" E., 640.59 feet, to the true point of beginning, thence N. 89° 11' 43" E., 272.19 feet, to the west line of Detroit Boulevard, thence along the west line of Detroit Boulevard S. 2° 59' 16" E., 676.95 feet, thence S. 89° 11' 43" W., 303.88 feet, thence N. 0° 18' 17" W., 676.46 feet to the true point of beginning.

All distances are as shown on this plat in feet.

We hereby certify that the plat of Jovita Heights is based upon an actual survey and subdivision of Sections 23-26-27 & 35 Twp. 21 N., R. 4 E., W.M. that the distances and courses thereon are correct and that monuments have been set and lots and blocks have been staked on the ground.

Gardner & Gardner
by Albro Gardner, Jr.

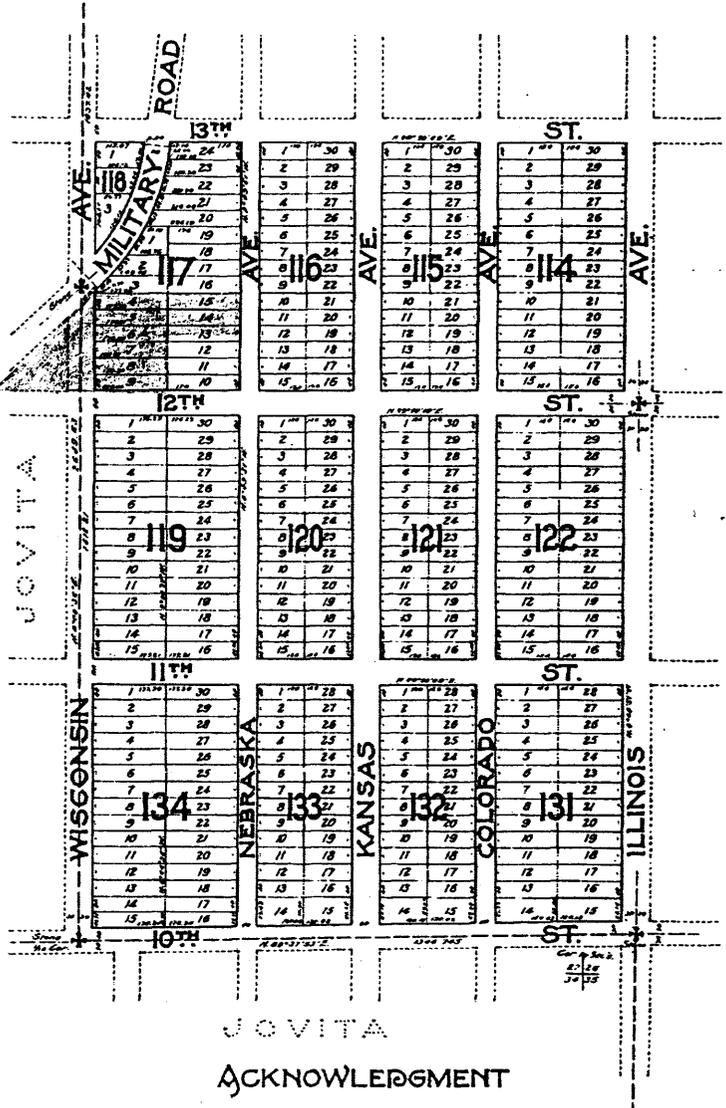
DEDICATION

Know all men by these presents that the Jovita Heights Company, a corporation organized under the laws of the State of Washington, owners in fee simple of the land hereby platted, hereby declares this plat and dedicates to the use of the public forever all streets and avenues shown thereon.

In witness whereof the Jovita Heights Co. has caused its corporate name to be hereunto subscribed by its president and secretary and its corporate seal to be hereto affixed this 7th day of July A.D. 1911.

Signed and sealed
in the presence of
Albro Gardner, Jr.
Albro Gardner.

Jovita Heights Company
by W. A. Ridgway President
by G. V. Ridgway Vice President



ACKNOWLEDGMENT

State of Washington
County of King

This is to certify that on this 7th day of July A.D. 1911 before me the undersigned a Notary Public in and for the State of Washington duly commissioned and sworn personally appeared W. A. Ridgway president and G. V. Ridgway vice-president of the Jovita Heights Co. to me known to be the officers of said corporation and which executed the foregoing instrument and acknowledged said instrument to be the free and voluntary act and deed of said corporation for the uses and purposes mentioned therein and they on oath stated that they were authorized by said corporation to execute said instrument and that the seal affixed is the corporate seal of said corporation.

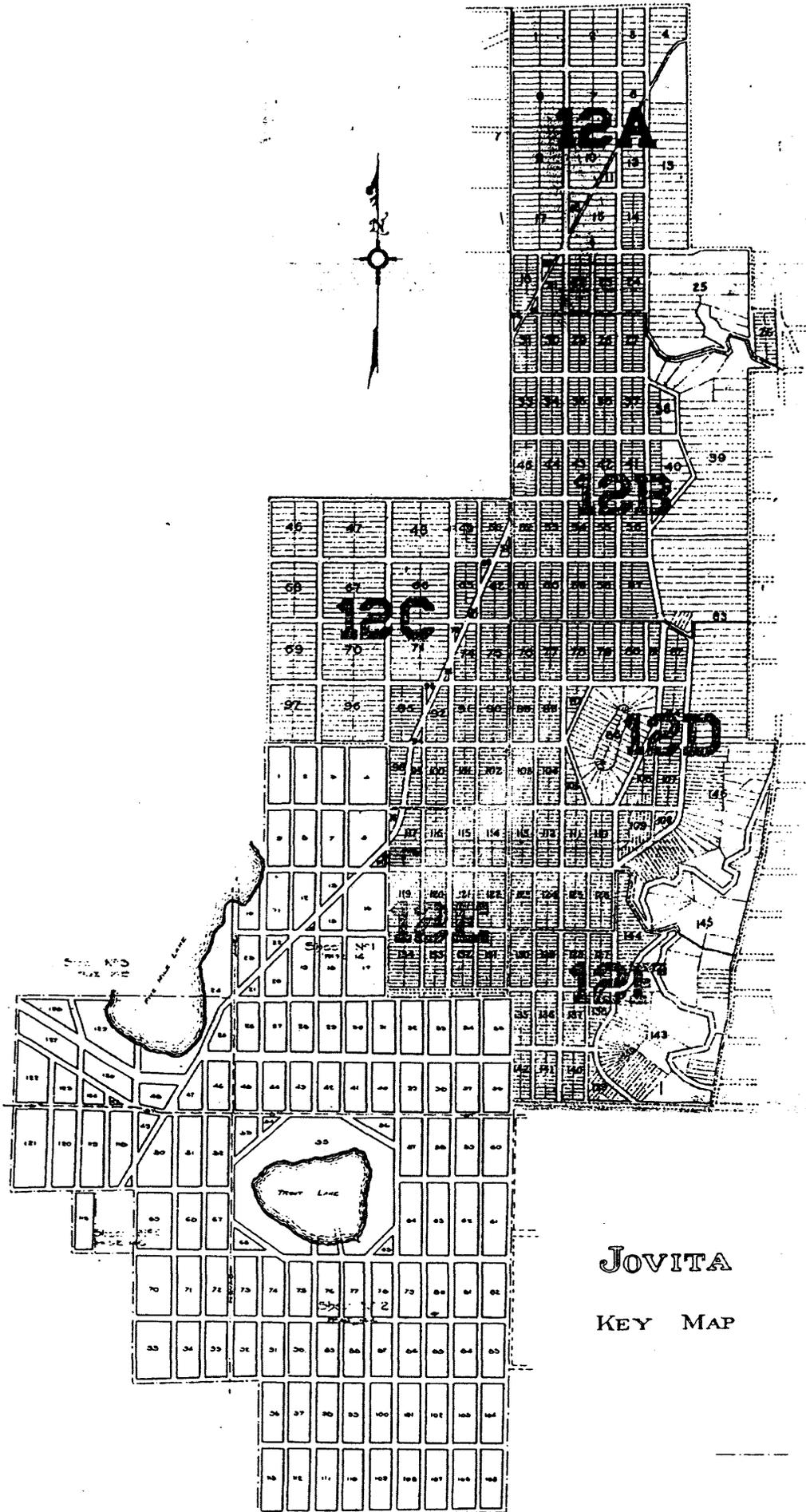
In witness whereof I have hereunto set my hand and affixed my official seal the day and year above written.

Albro Gardner
Notary Public in and for the State of Washington,
residing in Seattle.



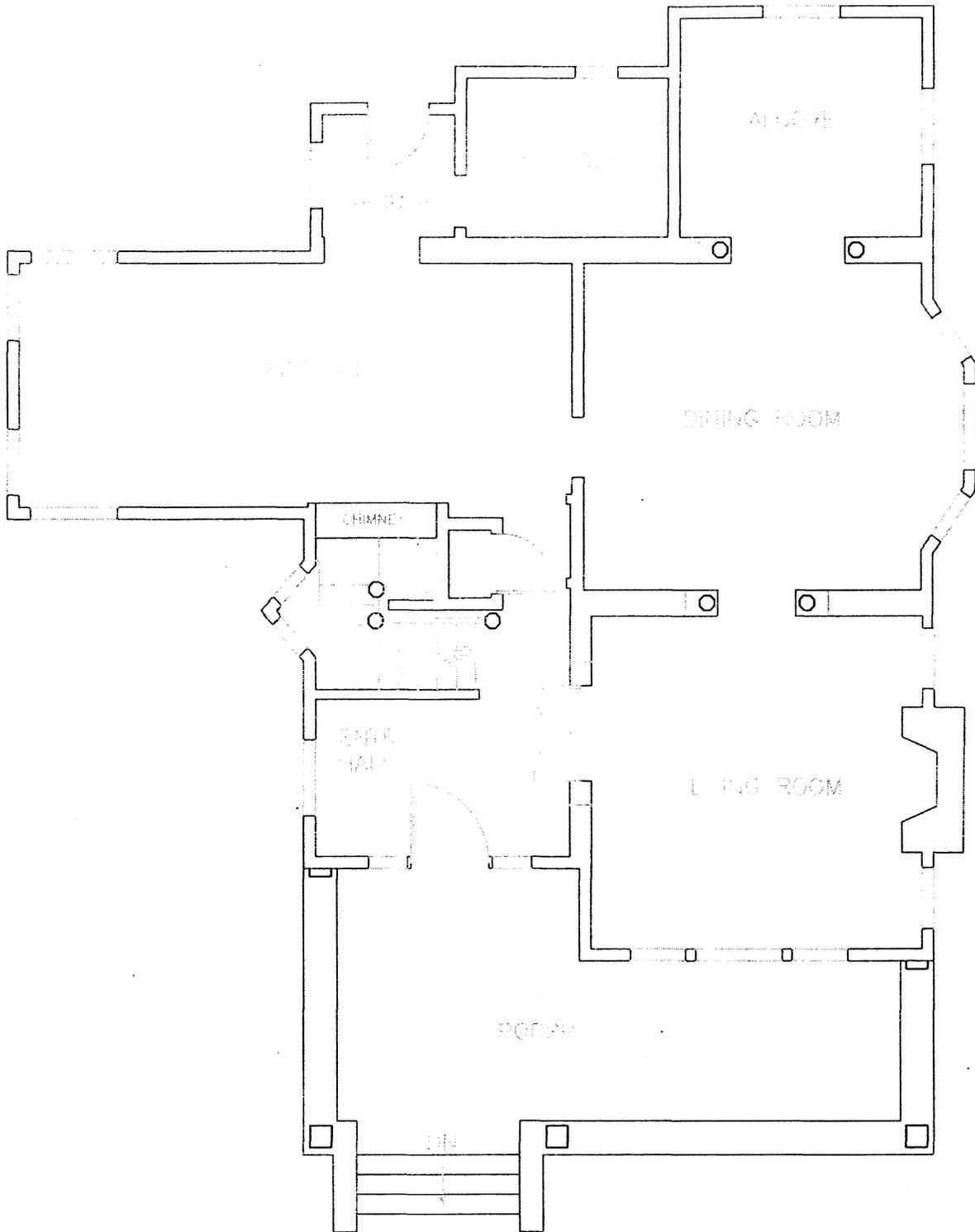
JOVITA HEIGHTS

KEY MAP.



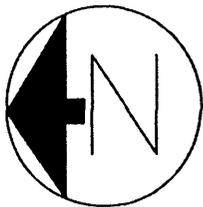
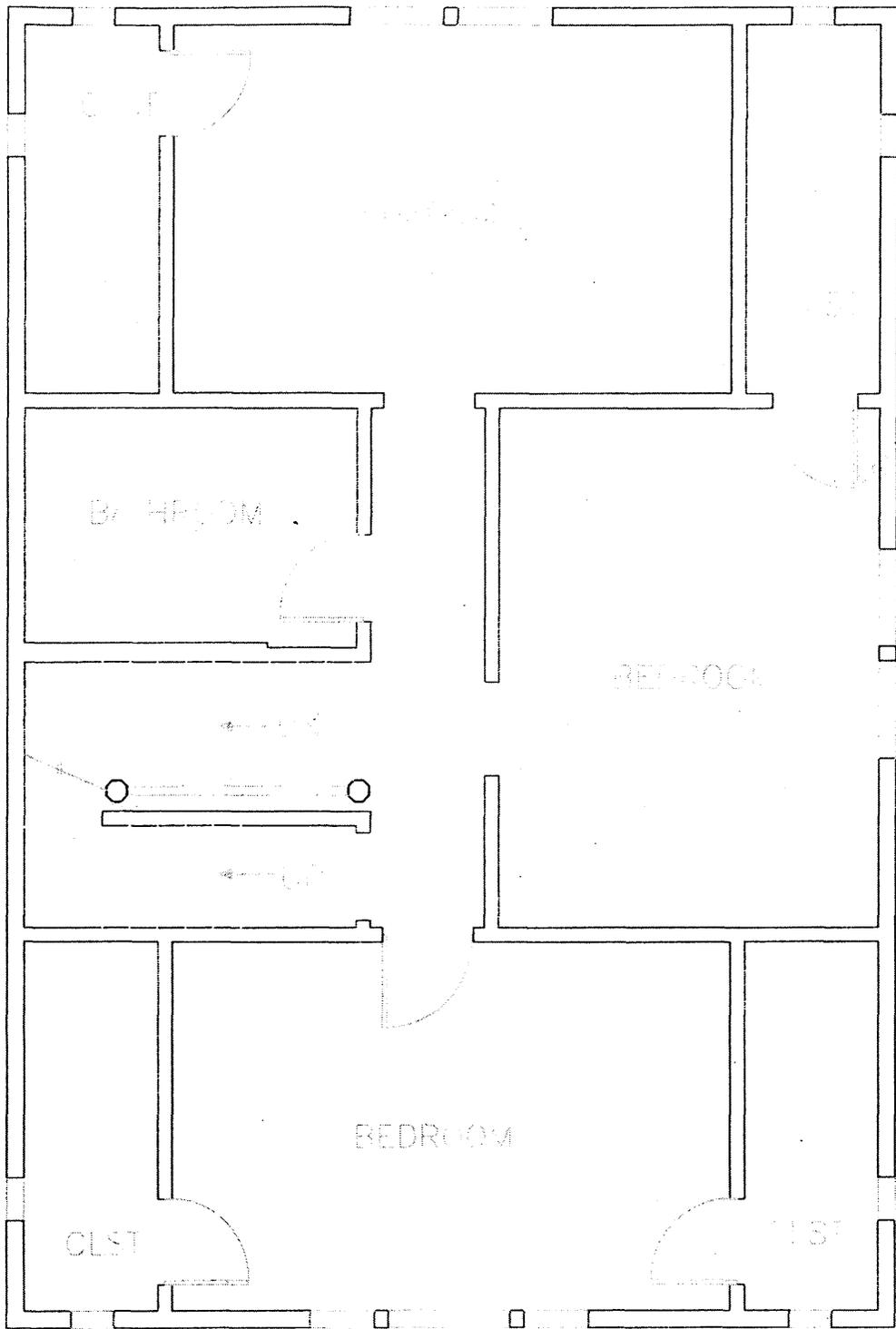
JOVITA

KEY MAP



JOVITA MODEL HOME / CORBETT HOUSE

FIRST FLOOR PLAN - NOT TO SCALE



JOVITA MODEL HOME / CORBETT HOUSE
SECOND FLOOR PLAN – NOT TO SCALE