

# Spokane Register of Historic Places Nomination

*Spokane City/County Historic Preservation Office, City Hall, Third Floor  
808 Spokane Falls Boulevard, Spokane, Washington 99201-3337*

## 1. Name of Property

Historic Name: Trade Winds Motel

And/Or Common Name: Trade Winds Motor Inn

## 2. Location

Street & Number: 907 W. Third Avenue

City, State, Zip Code: Spokane, WA 99201

Parcel Number: 35192.3303

## 3. Classification

### Category

☒ building

☐ site

☐ structure

☐ object

### Ownership

☐ public ☐ both

☒ private

### Public Acquisition

☐ in process

☐ being considered

### Status

☐ occupied

☒ work in progress

### Accessible

☒ yes, restricted

☐ yes, unrestricted

☐ no

### Present Use

☐ agricultural

☐ commercial

☐ educational

☐ entertainment

☐ government

☐ industrial

☐ military

☐ museum

☐ park

☐ residential

☐ religious

☐ scientific

☐ transportation

☒ other

## 4. Owner of Property

Name: Comfort Hospitality LLC

Street & Number: 10650 SE 213<sup>th</sup> Street

City, State, Zip Code: Kent, WA 98031

Telephone Number/E-mail:

## 5. Location of Legal Description

Courthouse, Registry of Deeds

Street Number:

City, State, Zip Code:

County:

Spokane County Courthouse

1116 West Broadway

Spokane, WA 99260

Spokane

## 6. Representation in Existing Surveys

Title: Enter previous survey name if applicable

Date: Enter survey date if applicable

Depository for Survey Records:

☐ Federal ☐ State ☐ County ☐ Local

Spokane Historic Preservation Office

## 7. Description

### Architectural Classification

### Condition

- ☐ excellent  
☐ good  
☒ fair  
☐ deteriorated  
☐ ruins  
☐ unexposed

### Check One

- ☐ unaltered  
☒ altered

### Check One

- ☒ original site  
☐ moved & date \_\_\_\_\_

*Narrative statement of description is found on one or more continuation sheets.*

## 8. Spokane Register Criteria and Statement of Significance

**Applicable Spokane Register of Historic Places criteria: Mark "x" on one or more for the categories that qualify the property for the Spokane Register listing:**

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of Spokane 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 history.

*Narrative statement of significance is found on one or more continuation sheets.*

## 9. Major Bibliographical References

*Bibliography is found on one or more continuation sheets.*

## 10. Geographical Data

Acreage of Property: < one  
Verbal Boundary Description: 1<sup>ST</sup> ADD SPOKANE FALLS E ½ L4 ALL LOTS 5 & 6 B46  
Verbal Boundary Justification: Nominated property includes entire parcel and urban legal description.

## 11. Form Prepared By

Name and Title: Stephen Emerson, Director  
Organization: Archisto Enterprises  
Street, City, State, Zip Code: W. 212 Dawn, Spokane, WA 99218  
Telephone Number: 509-466-8654  
E-mail Address: semerson@ewu.edu  
Date Final Nomination Heard: April 19, 2017

## 12. Additional Documentation

*Additional documentation is found on one or more continuation sheets.*

13. Signature of Owner(s)

[Signature]

14. For Official Use Only:

Date nomination application filed: 3/28/17

Date of Landmarks Commission hearing: 4/19/17

Landmarks Commission decision: approved

Date of City Council/Board of County Commissioners' hearing: May 15, 2017

City Council/Board of County Commissioners' decision: Approved

I hereby certify that this property has been listed in the Spokane Register of Historic Places based upon the action of either the City Council or the Board of County Commissioners as set forth above.

[Signature]

Megan Duvall  
City/County Historic Preservation Officer  
City/County Historic Preservation Office  
3<sup>rd</sup> Floor - City Hall, Spokane, WA 99201

4/20/17

Date

Attest:

[Signature]

City Clerk

Approved as to form:

[Signature]

Assistant City Attorney



### SUMMARY STATEMENT

The Trade Winds Motel is located at 907 W. 3<sup>rd</sup> Avenue, in central Spokane directly north of the I-90 freeway. It is situated on the southwest corner where W. 3<sup>rd</sup> intersects S. Lincoln Street. The plan of the 4-story building is a graceful curve, with rows of rooms with balconies which face an inner court. It was designed in 1962 by Donald E. Neraas, a prolific local architect who was noted for his many Mid-Century Modern designs for buildings throughout the Pacific Northwest. The building displays characteristics of the International Style, with its horizontal bands of compartmentalized units. It is significant for its association with the flourishing of Mid-Century Modern architecture experienced in Spokane in the 1950s and 1960s.

### DESCRIPTION OF PROPERTY

The design of the Trade Winds Motel can best be described as an example of the International Style of architecture, exemplified by the graceful curvilinear shape of the plan, the sweeping bands of the balconies, windows, and doors of the front façade, and their arrangement in an orderly rectilinear fashion. The shape of the plan is a modified L-shape, with the corner of the L rounded off to create sweeping curves along the front and rear-facing elevations of the 4-story building. If not for the curve at the center, the plan would define a right angle. The inside elevation of the L faces north and west at the ends, while the curved center faces northwest. This forms the front façade, where windows, doors, and the balconies are arranged. At each end of the L is a secondary wall, one facing west and the other facing north. The back wall of the building faces south and east at the ends and southeast at the curved center. The primary deviation from the curvilinear footprint of the building is a rectangular extension projecting to the southeast on the rear elevation.

The structural framework of the building is constructed of steel and poured concrete. The framework allows for large openings in the front façade, where the windows and doors are placed, and to provide a firm anchorage for the balcony floors. These balcony floors run the full length of the front façade, with concrete walls partially separating each unit

from the adjacent units. Wrought iron railings run the length of the balcony floors. Large sliding glass doors provide access to the balcony from each interior unit. The doors of the ground level of the interior curve open directly onto the inner courtyard where the pool was originally located. At the north end of the ground level is an open area that once served as temporary parking for guests checking in. It is supported from below by round concrete pillars, or piloti. This area has recently been enclosed with walls and large vinyl sash windows. Directly to the right of this space, also at ground level, is a vestibule clad with Arizona sandstone and fixed steel sash windows. The roof of the building is flat with built-up waterproofing and wide, flat eaves. Several utility structures are visible on the roof, including the elevator penthouse.

The upper three levels of the secondary walls of the north and west ends, and those of the outward facing walls of the exterior of the L, are clad with a veneer of concrete blocks. Above the first floor, these walls are windowless expanses, with the only visual relief provided by textural features arranged in patterns, including slightly projecting concrete blocks, partially hollow cinderblocks with gull wing interiors, and projecting scalloped triangles. The southeast wall of the projecting stem and the walls of the elevator housing to its right are similarly adorned. The lower level of the back wall is constructed of poured concrete and has no concrete block veneer. At this level is a row of fixed vinyl sash windows. More vinyl sash windows are placed along the sides of the projecting stem.

Until recently, a street-side sign was located on W. Third Avenue. The primary portion of the sign was a rectangular metal and glass structure that featured a stylized image of the god Tiki (see below for explanation), flanked by tiki torches. Below the figure was the name "Trade Winds Motor Inn." Below the primary sign was a typical reader board capable of presenting posted letters. The street sign was not a contributing feature of the Trade Winds Motel property. The original sign is visible on a postcard dated to the 1970s. The "Motor Inn" part of the name was not used until the mid-2000s. Therefore, the removed sign was not yet 50 years old.

The interior of the building is occupied mostly by semi-pie-shaped bedroom units accompanied by small bathroom areas in each room. Larger suites are located in the projecting southeast extension of the back. All rooms are accessed from a long hall that curves along the inside wall of the exterior arc of the building. Along these walls are the interior counterparts of the textural features of the exterior. The interior spaces of the gull wing cinder blocks are filled with glass. The northern portion of the ground level interior once contained the motel office, within the Arizona sandstone vestibule, and the large lobby. The walls of the lobby and the bedroom spaces are currently stripped down to their lumber studs. The bedrooms and hallways are walled by recently installed sheetrock. The recently replaced main elevator to upper level rooms is also located in the former lobby area. Another nearby elevator allows access to the adjacent sub-surface parking garage. Access between floors is further facilitated by dog leg stairs located at both the north and west ends of the main hallways of each floor. A descending stair case in the lobby accesses the small basement, occupying about half of the footprint of the building, which once contained laundry facilities and utility spaces. The basement also has an access to the underground parking area, most of which is beneath the asphalt parking area north and west of the motel building. It is a large poured concrete open space with concrete pilotis supporting the ceiling. A vehicle entry ramp leads from the southwest corner of the parking area. The ramp curves and slants downward from the west edge of the property.

#### ORIGINAL APPEARANCE & SUBSEQUENT MODIFICATIONS

During the present and ongoing rehabilitation of the Trade Winds Motel, most of the interior furnishings and floor and wall coverings have been removed. This is true for the individual rooms, the interior hallway, the office, the lobby and the check-in desk. The wrought iron railings of the upper level balconies will be replaced by similar wrought iron railings that will be higher and with narrower openings to address current code requirements. The sliding glass doors accessing the balcony are within the same openings as the originals, but are vinyl sash rather than the metal clad of the originals.

Most windows on other elevations have been replaced by vinyl sash units as well. However, the reinforced concrete superstructure of the building, which creates the framework of all of the interior room configurations and most fenestration openings, remains intact, as does the ornamental concrete block cladding of the secondary elevations. Furthermore, much of the original floor plans, defined by these concrete structures, remain unchanged. The retention of the durable concrete superstructure and framework is what illustrates the building elements that define it as an fine example of the International Style. These elements are discussed in the eligibility statement, which follows.

## HISTORIC CONTEXT

The origins of Spokane can be traced to two ambitious settlers named J.J. Downing and S.R. Scranton, who arrived in the vicinity in the early 1870s. Recognizing the energy potential of the powerful falls of the Spokane River, they built a sawmill near a channel of the river west of Havermale Island. In 1874 they sold their holdings to a partnership that included James N. Glover, who would in time be hailed as the “Father of Spokane.” Glover profited from the mill and other enterprises, as did other early entrepreneurs such as Fredrick Post, who built the first flourmill, A.M. Cannon, who started the first bank in town, J.J. Browne, who helped develop a new residential neighborhood west of downtown, and Francis Cook, who printed the first local newspaper in Spokane Falls. The Falls part of the name was later dropped. Another important early resident was Henry T. Cowley. Using logs from Glover’s mill, he and carpenter William Pool, built the first school in town, an enterprise that eventually led to the establishment of elementary and high school education in the area.

The town grew rapidly during the 1880s, reaching a population of 2,000 by 1886. Prosperous businesses were amassing bank capital, attracting more investments and commercial enterprise. The construction of railroads through the area turned Spokane into a transportation and commerce hub. Smaller rail lines that connected with Spokane included the *Spokane and Palouse*, which was built into the rich wheat fields to the south, the Spokane Falls and Idaho, which reached toward Coeur d’Alene Lake and the nearby mining districts, and the Spokane Falls and Northern, which connected with Colville to the north. Through these local arteries, the natural resources of the region were brought to Spokane for processing and distribution, spurring growth of both the economy and the population.

The construction of the Northern Pacific Railroad through central Spokane in 1881 would determine the nature of west Spokane for many years to come. Warehouses and lumber yards sprang up in its wake, as Spokane became a regional distribution center. Single room occupancy hotels (SROs) were built to house the transient population of workers.



The dawn of the automobile age in the early years of the twentieth century led to the replacement of carriage houses and livery stables with auto sales dealerships and car repair facilities. The so-called “Auto Row” that developed along West 1<sup>st</sup> Avenue and Sprague would eventually expand to 2<sup>nd</sup> and 3<sup>rd</sup> Avenues as well. As the population became more ambulatory, auto courts joined the SROs, eventually evolving into the modern motel.

In 1961, the land that the Trade Winds Motel now occupies was the site of a used car lot, “Bill Brown Plymouth.” Several blocks away, at the corner of Sixth Avenue and Cannon Street, was the Lackman Motel, owned and operated by Henry Lackman. But plans were under way for the construction of I-90, the freeway that would slice through the southern portion of downtown Spokane. The Lackman Motel was squarely in the sights of the approaching mega-highway, and Henry Lackman made plans to move his business. He decided to go all out, and financed an arrangement to build a motel such as Spokane had never seen. It would feature amenities that today are common place in motels, but were ground-breaking in 1962. Lackman hired Donald Neraas, a young and upcoming Spokane native as the architect. In the next several decades, Neraas would be at the cutting edge of modern Mid-Century Modern architecture that would flourish in Spokane like no other city in the Pacific Northwest. By the mid-summer of 1962 the motel was ready to open. On July 20, the *Spokane Daily Chronicle* announced “New City Motel to Open Tonight:”

First units of the \$600,000 Trade Winds Motel at Third and Lincoln will be ready for occupancy tonight. Henry Lackman, owner and operator, said that with some rooms now completed, all 26 units on the first and second floors will be in readiness by tomorrow night. The imposing four-story structure, built on curved lines and with a large court, office and lobby facing on Third, has a total of 60 units. Built largely of steel and concrete, the building has a solid wall of gold and white cement block on the Lincoln side of the lobby. N.H. Locher, Spokane, is the general contractor. Architect is Donald E. Neraas, Spokane. Construction started in February. Cement work was being rushed today on a 38-foot swimming

pool. Units on the second, third, and fourth floors, overlooking the court and pool, have iron-railed balconies with partitions between each unit for privacy. Lackman said there will be parking for 50 cars, half in an underground parking area. Most of the units are larger than average, with spacious bathrooms. All have the built-in electric “courtesy” coffee servers, television sets, automatic heat control and air conditioning. Each unit also has both table lamps and the pull-down variety. Each floor has an automatic ice machine which turns out ice cubes for the convenience of the guest, and the basement has a complete laundry for use by the motel. Lackman, a veteran in the motel business, is owner of the 24-unit Lackman at Sixth and Cannon which eventually will be torn down to make way for the new east-west freeway.

The Trade Winds Motel is associated with what became to be known as tiki culture, seen here not so much in the design of the building but in the original street-side sign, as well as the more cartoonish modern signs that replaced it. Tiki culture first developed in America during the 1930s, derived from Polynesian/Hawaiian origins centered around food and cocktail beverages. Tiki style could include the menacing tiki god, seen in the Trade Winds Motel signs, as well as flaming torches, rattan furniture, and flower leis. Following WWII, sailors returning from the Pacific theater gave impetus to the popularity of tiki culture. Although based on Polynesian mythology, tiki culture is a thoroughly American art form. The original Trade Winds Motel sign featured a tiki god, similar in appearance to Easter Island Moai figures, accompanied by tiki torches which in historic photographs appear to feature real flames. Another tiki culture influenced building in Spokane is the Tiki Lodge, at 1420 W. 2<sup>nd</sup> Avenue, with its A-frame beach lodge office and similar sign featuring a tiki god.

Henry Lackman ran the motel for about 30 years. By 1991, his son Hal was listed as the owner. Hal slightly changed the name to Trade Winds Motor Hotel in 2002, and a few years later it became the Trade Winds Motor Inn, at a time when the motel was affiliated

with the Best Western chain. It appears that by 2009, the motel had begun to accept a few long term rental residents. The condition of the property was deteriorating.

The Trade Winds Motor Inn was designed by Spokane-born architect Donald E. Neraas, a graduate of Lewis and Clark High School. Born in 1931, Neraas began working in the architectural firm of Whitehouse and Price when he was only 16 years old. He received his degree from the University of Oregon in 1953 and acquired his architectural license in 1957, and was known for his lectures on Spokane and Northwest history. He worked throughout the Pacific Northwest, specializing in churches and apartment buildings. He was a contributor to the regional wave of Mid-Century Modern architectural designs of the 1950s and 1960s. He worked with many Spokane developers, including Wendell Reugh, Rich Naccarato, and Harlan Douglas. Among his more notable projects in Spokane are the Spokane Racquet Club (1962), Sharon Arms Convalescent Hospital (1958), and the Five Mile Shopping Center (1958). A project file book containing the names of either original construction or remodeling projects finished by Neraas' firm between 1957 and 2007, lists no less than 3,000 entries, at locations all over the Pacific Northwest. This large body of work reveals that Neraas was a regional workhorse who designed numerous buildings in a variety of styles throughout the area. Although he designed many non-descript commercial and residential buildings, he was entirely capable of designing mid-century modern structures as well. Probably his closest approach to tiki culture design, outside of the Trade Winds Motel, was the interior décor of the former Sambo's restaurant, also on W. Third Avenue in Spokane. Although a prolific designer of apartment buildings, he was involved in relatively few motel projects. Among them is the former Vista Motel in Grand Coulee.

State genealogical records indicated that building contractor N.H. Locher's full name was Norval "Dutch" Locher. He was born on November 10, 1914 and died on June 4, 2001. Unfortunately, no information was located concerning his business ventures.

ELIGIBILITY STATEMENT

The Trade Winds Hotel is eligible for listing on the Spokane Register of Historic Places, under Category A, for its association with the development of Mid-Century Modern architecture in Spokane. Mid-Century Modern architecture had evolved on a global and national level, developing from various schools of thought and design, including Art Deco, Art Moderne, the Bauhaus School, and the International Style. The subsequent expanding economy and the return of soldiers following the war led to a housing boom across the United States, along with a forward-seeking attitude and openness to new ideas. This phenomenon was reflected in Spokane by the arrival of young architects with intentions to throw off the old inhibitions and playfully explore startling new concepts of architectural design. To these individuals, it was indeed a brave new world. For whatever reason, Spokane was blessed with an impressive number of these creators of that world. Among them were Royal McClure, Thomas Adkison, Donald Murray, Warren Heylman, John Culler, Carroll Martell, Kenneth Norrie, Bruce Walker, John McGough, Moritz Kundig, and Kenneth Brooks. Such was the gathering of talent that Spokane experienced during the 1950s. And although Donald Neraas is not counted as one of the leading lights of the Mid-Century Modern movement in Spokane, he is definitely included as a contributor, a status secured by his design of the Trade Winds Motel. The Trade Winds Motel was one of the first in the region to offer amenities that would become standard among many motels in the future, offering in-room coffee servers, television, automatic heat and air conditioning control, elevators, telephones, and a swimming pool.

Furthermore, as an outstanding example of Mid-Century Modern motel design executed in the International Style, the Trade Winds Motel is eligible for listing on the Spokane Register of Historic Places, under Category C, architecture. Design elements that identify the Trade Winds Motel as an example of the International Style include the clean white wall surfaces, the flat roof, the absence of projecting eaves, the curtain wall of glass created by the doors of the front façade, the horizontal bands, accentuated by the metal railings, and compartmentalized units of the front, and the cantilevered balcony.

The Trade Winds Motel compares favorably with other mid-century modern motels in Spokane, some designed by architects that were prominent in achieving architectural distinction is association with the City's burgeoning reputation as a hotbed for modern experimentation in the field. These include, The Hotel Ruby (the former Town Centre Motel, 123 S. Post Street, 1961), the Hotel Ruby 2 (the former Desert Motor Lodge, 123 S. Post Street, 1959), the Downtowner Motel (165 S. Washington Street, 1957), the Ridpath Motor Inn (the later Executive Court Building, 501 W. 1<sup>st</sup> Avenue, 1963), the former Desert Caravan Inn, later Spokane House, Sunset Highway, 1951), the Dessert Sahara Motor Hotel ( 802 W. 1<sup>st</sup> Avenue, 1962, Warren Heylman, later significantly remodeled to form the base of the Davenport Hotel Tower), and the Tiki Lodge (1420 W. 2<sup>nd</sup> Avenue). Common elements among these mid-century modern motels include enclosed or partially enclosed central court yards, most with swimming pools, compartmentalized units arranged in horizontal bands, cantilevered balconies, flat roofs without eaves, and off-street parking.

BIBLIOGRAPHY

Emerson, Stephen

2003 *A Cultural Resources Survey of the Washington State Department of Transportation's I-90/North South Freeway Collector/Distributor Project, Spokane County, Washington*. Short Report DOT2003-12. Archaeological and Historical Services, Eastern Washington University, Cheney.

R.L. Polk and Co.

Various years, Polk City Directories for the City of Spokane

*Spokane Daily Chronicle*

New City Motel to Open Tonight. July 20, 1962:5.

*Spokesman-Review*

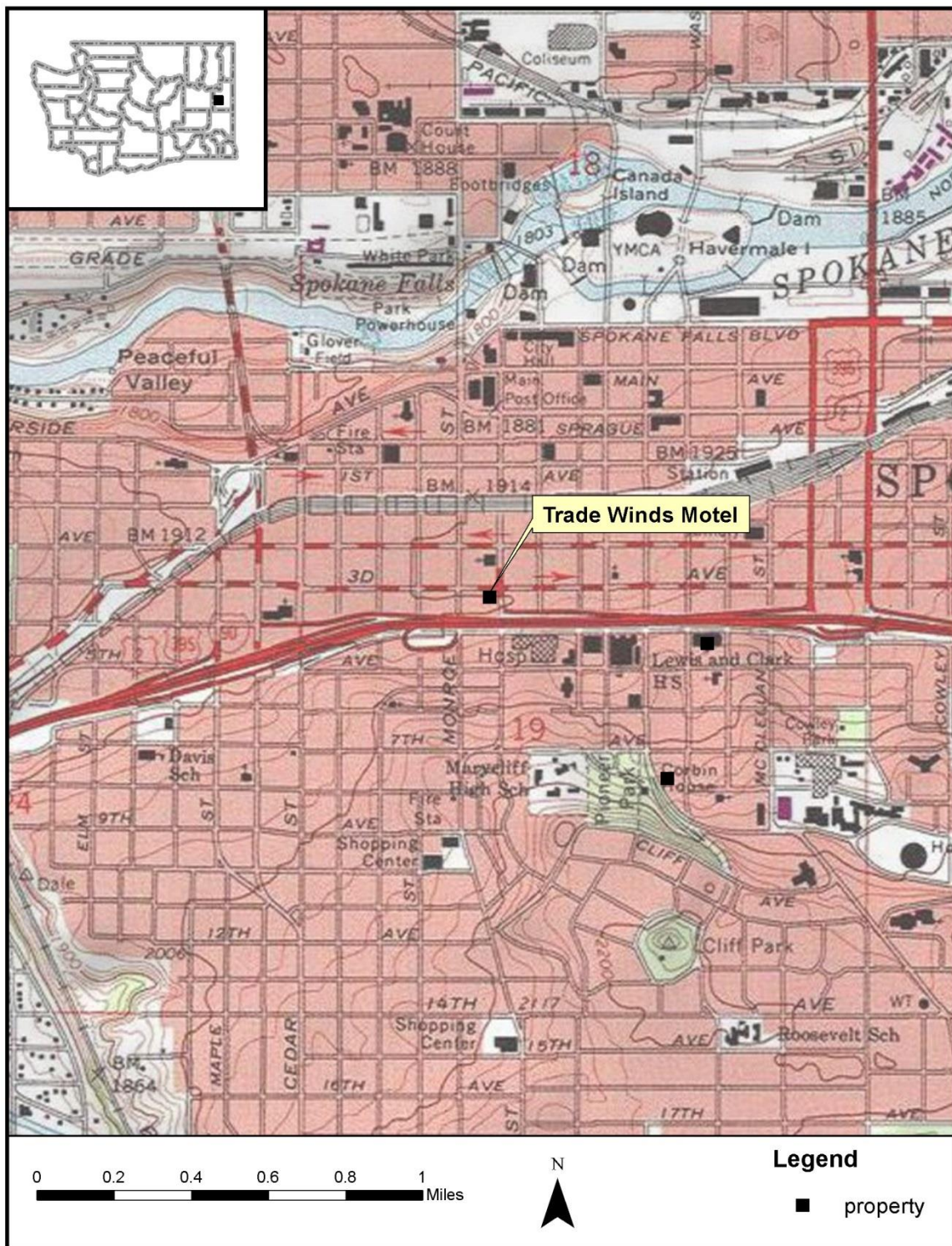
Architect Donald Neraas dies. December 17, 2017.

Washington Department of Archaeology and Historic Preservation (DAHP)

Washington Architectural Files, compiled by Michael Houser.

Washington State University History Department

1979 West Downtown Historic Transportation Corridor, National Register of Historic Places District Nomination.



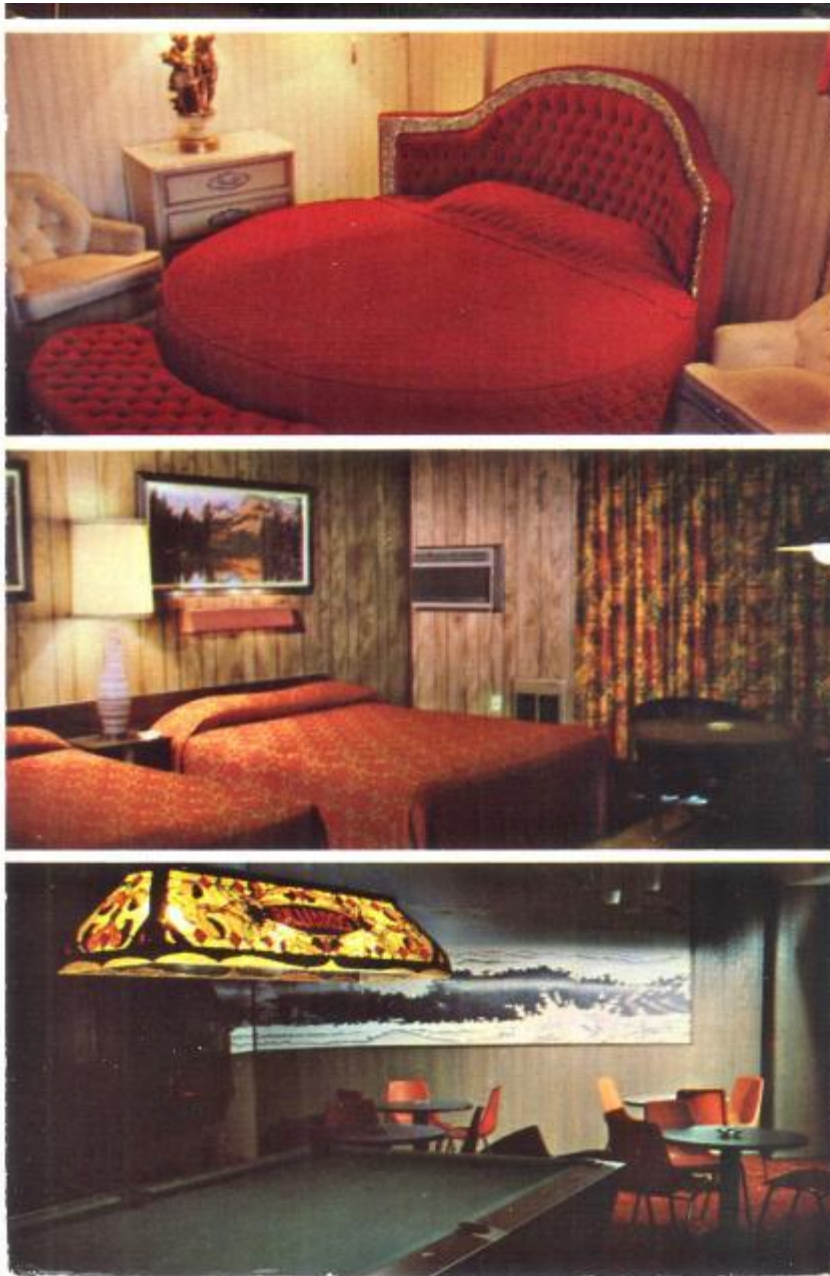
Trade Winds Motel, 907 W. 3<sup>rd</sup> Avenue, Spokane, Washington.





Trade Winds Motel, Eastern Washington Historical Society, Spokane Chamber of Commerce Collection, Museum of Arts and Culture.





Trade Winds Motel, interior details, ca. 1965.



**TRADE WINDS**

*Look NOW and make your reservation.*

**Highway 10 East—**  
60 New Luxurious Rooms — Beautyrest Mattresses — TV —  
Pool — Room Coffee — Elevator — Air-conditioned —  
Color TV in Lobby — Covered Parking — Self-dial Phones  
in every Room — Sample Rooms.

**HEATED  
POOL**

**MOTEL**

TEMPLE B-2091  
WEST 907 THIRD AVENUE  
SPOKANE 4, WASHINGTON  
DOWNTOWN

Trade Winds Motel ad, ca. 1965.





Trade Winds Motel, postcard, ca. 1965.



Trade Winds Motel, postcard, ca. 1965.



TW-1 Overview of south and west (front) elevations, view to the southeast.



TW-2 Front elevation, left side, view to the northeast.





TW-3 Front elevation, center, view to the southeast.



TW-4 Front elevation, right side, view to the south.



TW-5 Front elevation, lower levels, center, view to the southeast.



TW-6 Front elevation, lower levels, right side, view to the southeast.





TW-7 Front elevation, sliding doors detail, view to the east.



TW-8 Front and north elevations, former piloti area, view to the southeast.



TW-9 Rear elevation, north side, former piloti area, view to the northwest.

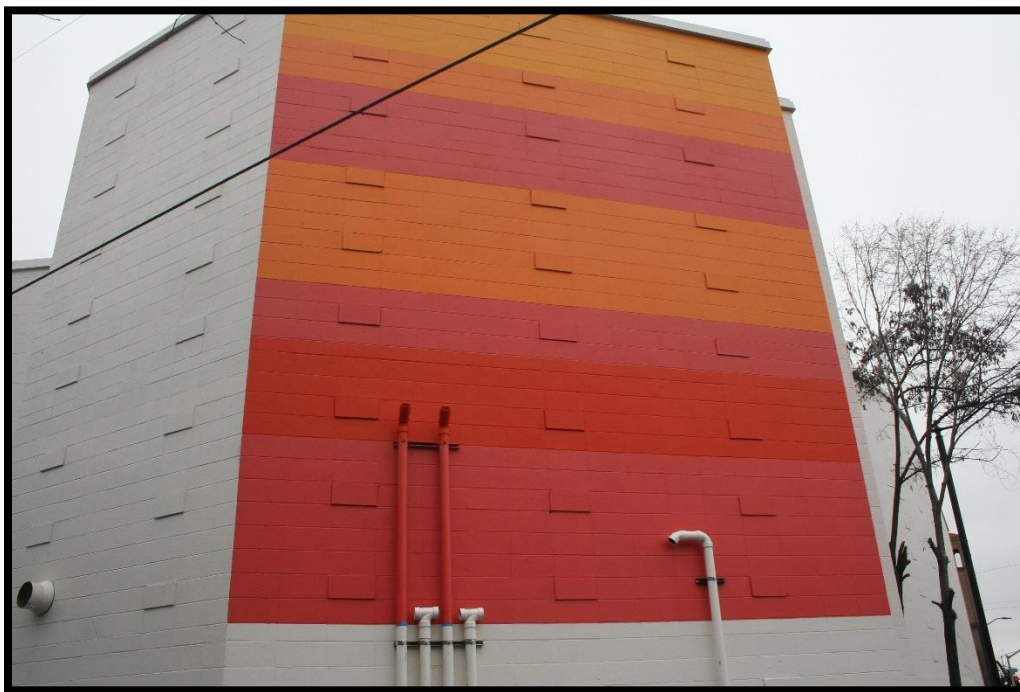


TW-10 Rear elevation, north side, view to the northwest.





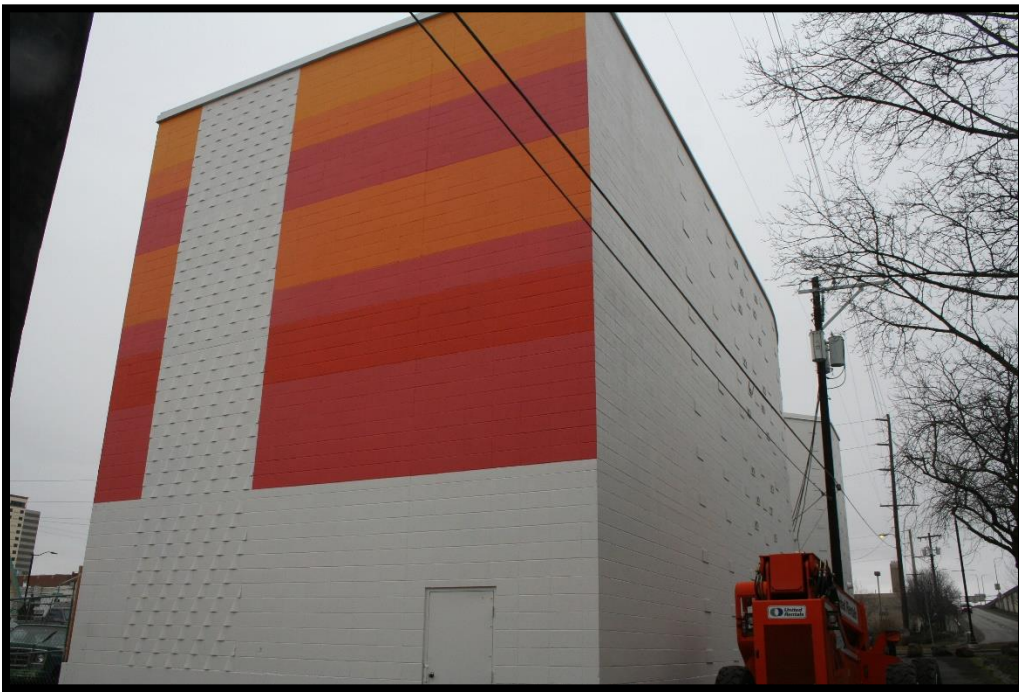
TW-11 Northeast elevation of southeast extension from rear, view to the south.



TW-12 Southeast elevation of southeast extension from the rear, view to the northwest.



TW-13 Rear elevation, west side, view to the northwest.



TW-14 Rear and west elevations, view to the northeast.





TW-15 Front elevation, right side detail, view to the east.



TW-16 Former piloti area, view to the northeast, view to the northeast.



TW-17 Former lobby area, view to the southwest.



TW-18 Former lobby area, view to the north.



TW-19 First floor hallway, north end, view to the north.



TW-20 Typical bedroom unit, view to the northwest.





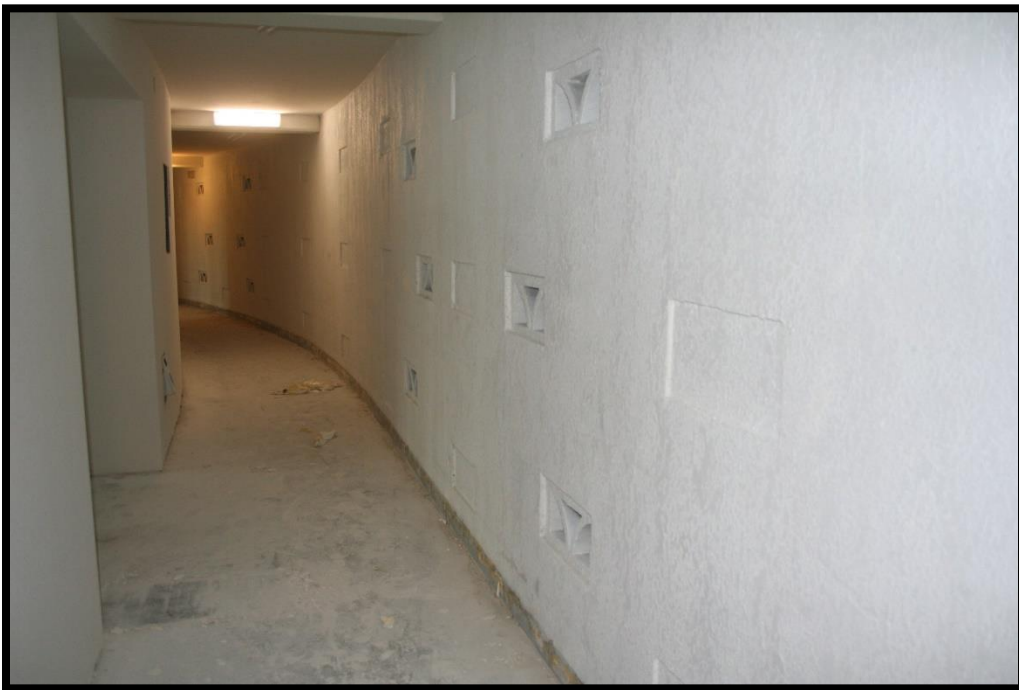
TW-21 Typical bedroom unit, view to west.



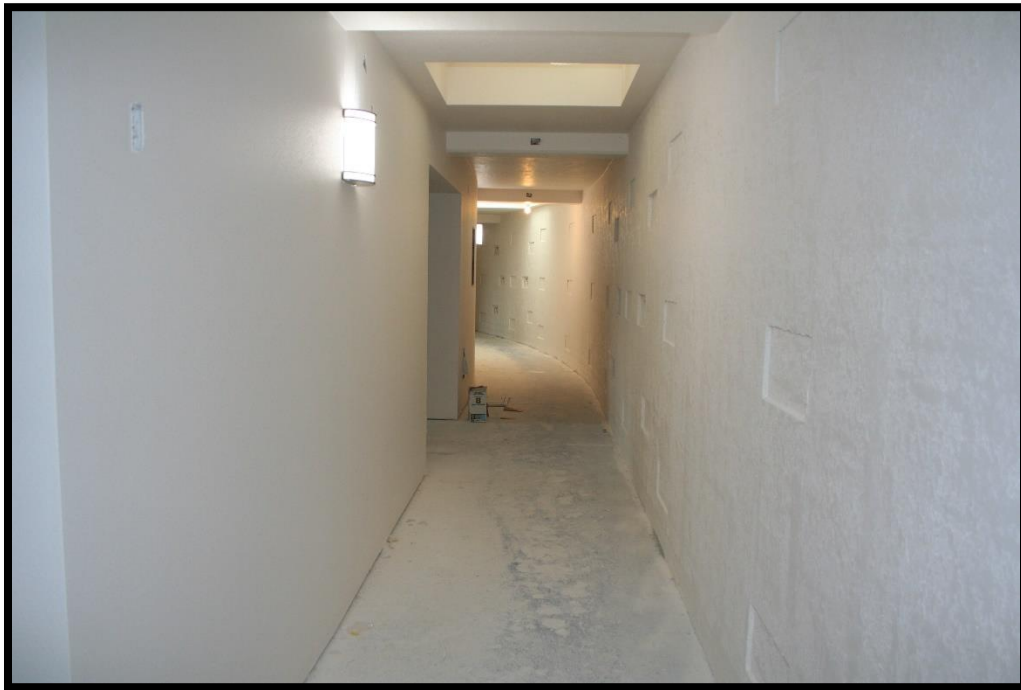
TW-22 Typical bedroom unit bath, view to the southeast.



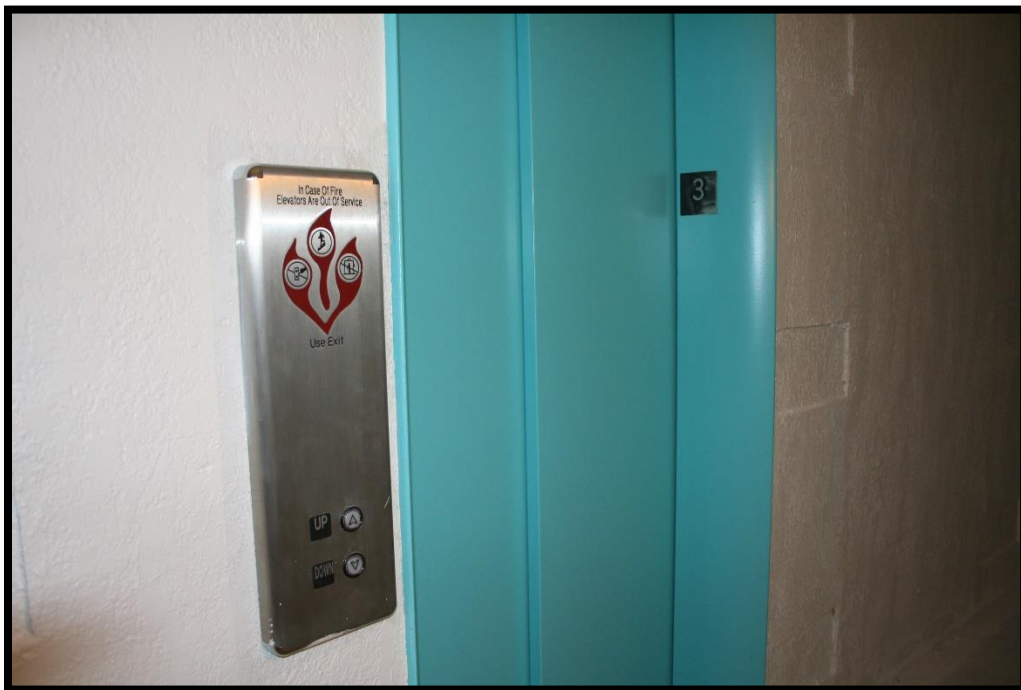
TW-23 Typical interconnecting hallway, view to the southwest.



TW-24 Typical interconnecting hallway, view to the northeast.

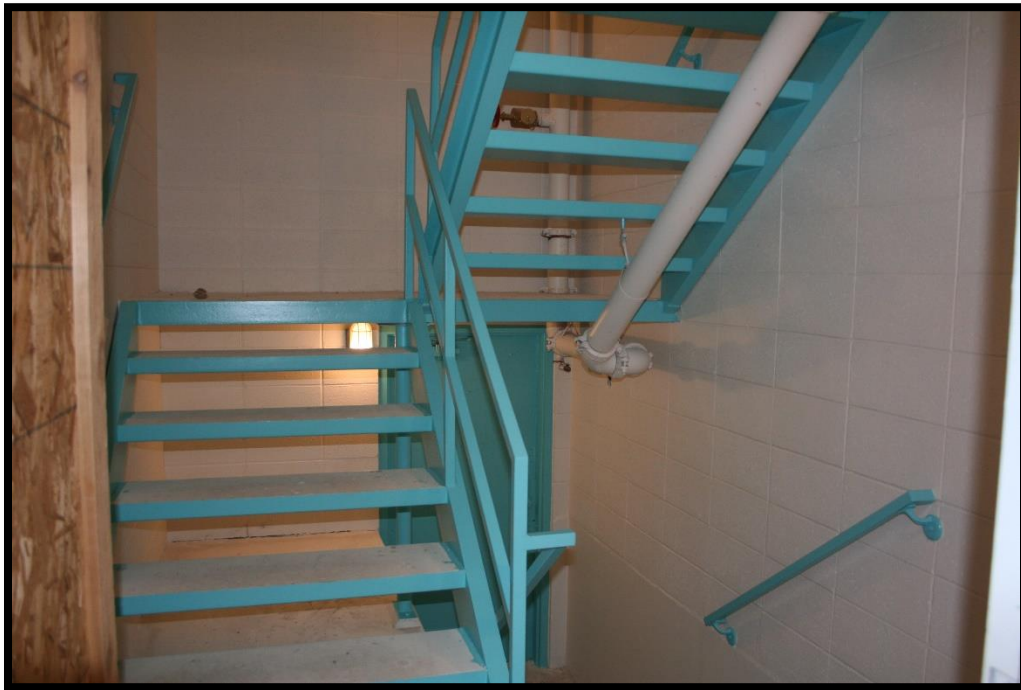


TW-25 Typical interconnecting hallway, view to the north.

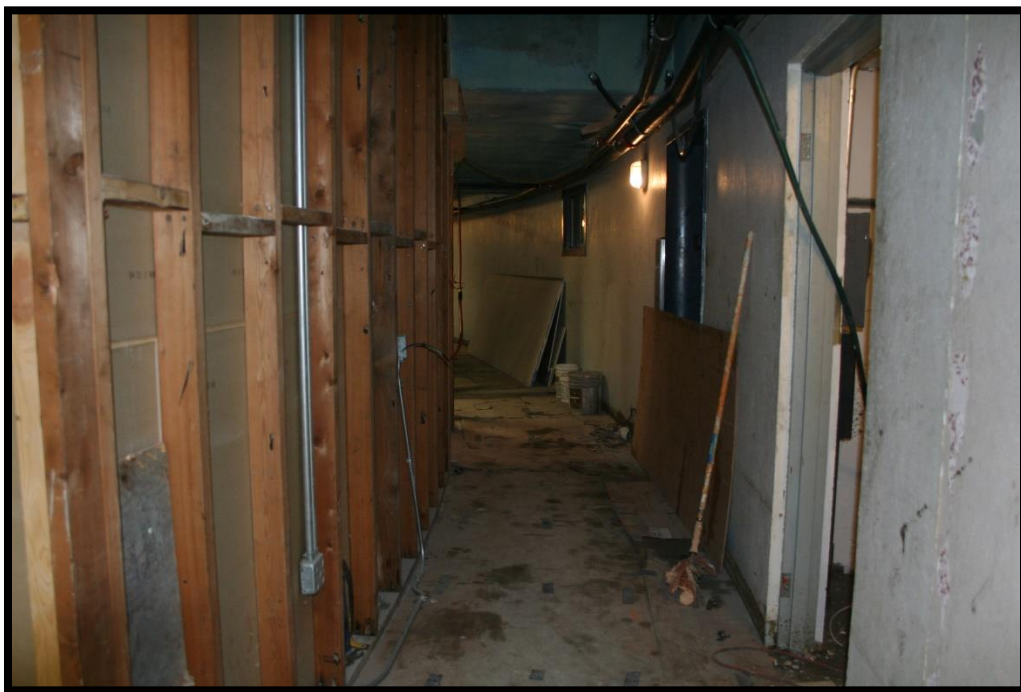


TW-26 Typical elevator door, view to the southeast.





TW-27 Typical stairway at hallway's end, view to the southwest.



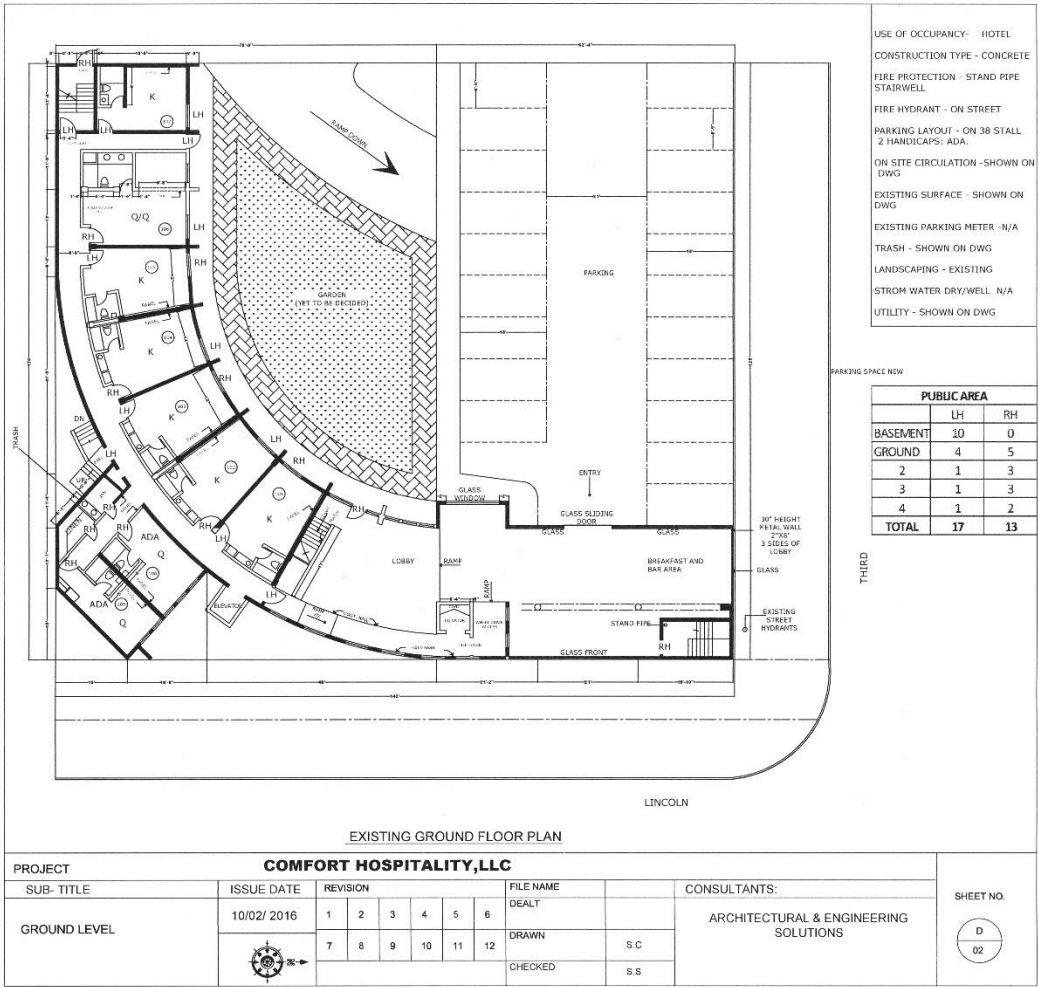
TW-28 Basement level hallway, view to the south.



TW-29 Underground parking area, view to the west.



TW-30 Access ramp to underground parking area, view to the southwest.



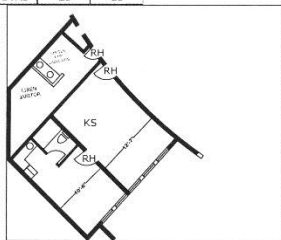
K	KING
Q	QUEEN
KS	KING SUITE
Q.ADA	QUEEN WITH ADA FACILITY
Q/Q	QUEEN/QUEEN

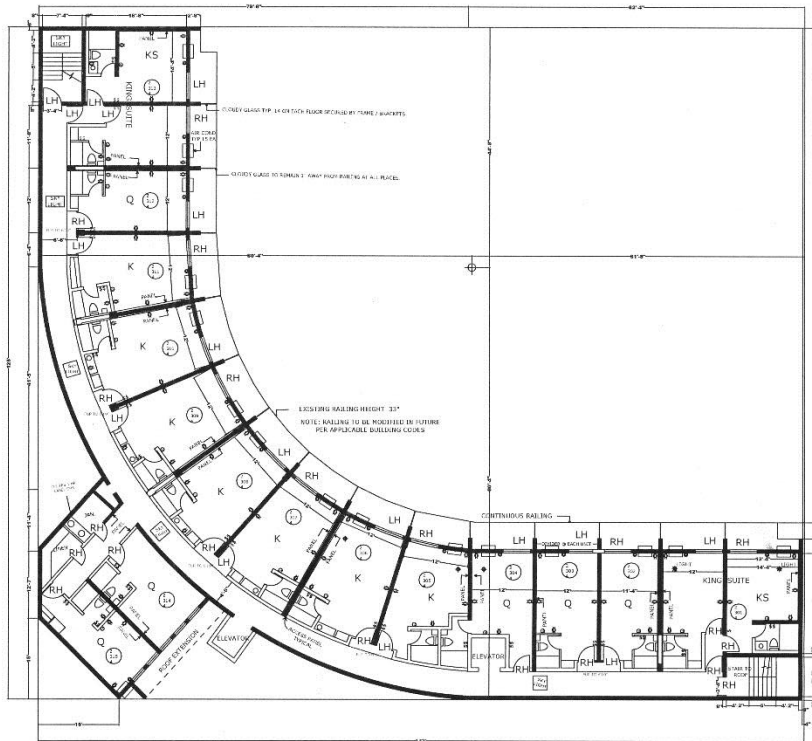
53 GUEST ROOMS MATRIX					
FLOOR	K	Q	KS	Q.ADA	Q/Q
GROUND	6	0	0	2	1
SECOND	7	6	2	0	0
THIRD	7	6	2	0	0
FOURTH	7	4	3	0	0
TOTAL	27	16	7	2	1

PATIO DOOR		
	LH	RH
GROUND	4	3
2	8	7
3	8	7
4	8	7
TOTAL	28	24

GUEST ROOM DOORS		
	LH	RH
GROUND	4	5
2	8	11
3	8	11
4	8	11
TOTAL	28	38



PART OF FOURTH FLOOR PLAN



EXISTING SECOND, THIRD & FOURTH FLOOR PLAN

PROJECT		COMFORT HOSPITALITY,LLC										
SUB- TITLE	ISSUE DATE	REVISION						FILE NAME			CONSULTANTS:  ARCHITECTURAL & ENGINEERING SOLUTIONS	SHEET NO <div><div>D</div><div>03</div></div>
SECOND , THIRD & FOURTH FLOOR PLAN	10 /02/ 2016	1	2	3	4	5	6	DEALT				
		7	8	9	10	11	12	DRAWN	S.C			
								CHECKED	S.S			

