ONTARIO INTERNATIONAL AIRPORT HISTORIC CONTEXT STATEMENT

Prepared for:
City of Ontario

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September 2017

ASM Project Number 27400

Ontario International Airport
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1. INTRODUCTION

> "Aviation is more than airplanes. It is a technology which broadly defined, includes aircraft and wrecks of aircraft, production and testing facilities, air terminals, and other components that support civil, military, and commercial flying. The airplane gradually became the vehicle of transportation and military evolutions, and aviation has permeated twentieth-century life. Aviation's significance is reflected in many aspects of American history, architecture, archeology, engineering, and culture. Under the National Register's areas of significance, aviation has played an important role in the history of agriculture, architecture, archeology, art, commerce, communications, education, engineering, entertainment/recreation, industry, invention, landscape architecture, military, science, social history, and transportation" (National Register Bulletin No. 43: *Guidelines for Evaluating and Documenting Historic Aviation Properties*, p. 7).

In light of the broad range of components recognized by the National Register of Historic Places (NRHP) as contributing to the historic significance of aviation facilities, Ontario International Airport (ONT) represents a microcosm of the national story. The extant built environment at ONT reflects elements of aviation support services, commerce, technology, communications, engineering, architecture, commerce, technology, industry, local and regional economy, and transport of people and freight. The history of ONT tells a larger story of American life in the twentieth century, from early recreational pursuits and experiments with flying machines, to mammoth cargo and personnel carriers supporting World War II and military missions in Southeast Asia, to the changes brought by the advent of advanced jet aircraft. The history of ONT also tells the story of local and regional social, cultural, and economic processes and the evolution of the Southern California landscape from idyllic agricultural pursuits to the proliferation of suburban residential and industrial environments.

Historic context statements identify the broad patterns of historical development and link the history of an area with the built environment. A robust historic context is the foundation for making decisions about identification, evaluation, and treatment of historic properties. Historic contexts differ from other types of narrative histories in that they are meant to identify important themes in history and then relate those themes to existing historic resources or associated property types. Although a historic context statement contributes to an understanding of the story of a particular community, it is not intended to be a comprehensive history of that community; rather, the focus is on existing properties that reflect the community's history.

This historic context statement is prepared in compliance with guidance from the NRHP and the California Office of Historic Preservation (OHP). The narrative is intended to identify historically significant themes unique to ONT, as well as themes in the wider geographic area that might be exemplified by the airport's built environment. Themes relate to development patterns and processes, including early passenger travel, aviation support services, and the presence of the military at ONT, as well as architectural trends and cultural topics. Property types associated with each theme and sub-theme are included.

PROJECT OVERVIEW AND SCOPE

The transfer of ONTs ownership from Los Angeles World Airports (LAWA) to the City of Ontario (City), managed by the Ontario International Airport Authority (OIAA), took place on November 1, 2016. The goals of the OIAA encourage planning for the highest and best use of all airport property and facilities, consistent with surrounding infrastructure and land uses, and the ability to respond to market opportunities. As the need and opportunity arise for redevelopment of the airport and surrounding areas, the City recognizes that potential historic resources may be threatened. For this reason, the City contracted with ASM Affiliates, Inc. (ASM) to develop a historic context statement to guide identification and evaluation

of historic resources and to support future planning, environmental analysis, and development of ONT. Some of the properties within the survey area had been evaluated prior to the development of this context statement, including the facilities for Air National Guard, Lockheed, Terminal One, and one residential property. ASM surveyed these, and all aviation-associated properties at ONT within the project boundary that are older than 45 years, for potential eligibility for the local, state, and national registers.

The Ontario International Airport Historic Context Statement provides a historical background for properties located within the airport and a framework for understanding and preserving the history of the area. This historic context was developed in conjunction with an intensive-level pedestrian survey of aviation properties on ONT property. It is intended to identify and characterize the potential historic resources within the ONT boundaries and to identify those areas, property types, and individual resources that should be considered for future land use planning. Architectural historians and historians who meet Secretary of the Interior's (SOI) Professional Qualification Standards for those disciplines conducted the survey and prepared this historic context statement. ASM prepared this context statement in accordance with the OHP's *Writing Historic Contexts* and *Format for Historic Context Statements*, as well as more general guidance found in National Register Bulletin No. 24: *Guidelines for Local Surveys: A Basis for Preservation Planning*; Bulletin No. 16A: *How to Complete the National Register Registration Form*; and Bulletin No. 15: *How to Apply the National Register Criteria for Evaluation*.

PROJECT TEAM AND ACKNOWLEDGMENTS

The ASM team for this project was composed of Shannon Davis (Senior Architectural Historian and Project Manager), Marilyn Novell (Architectural Historian), and Sarah Stringer-Bowsher (Historian). All meet the SOI Professional Qualification Standards for their respective disciplines.

City of Ontario staff who participated were Diane Ayala (Senior Planner), Elly Antuna (Assistant Planner), and Kelly Zackmann (Local History Librarian, Ontario City Library, Robert E. Ellingwood Model Colony History Room).

As part of this project, ASM conducted and documented oral histories through interviews with people associated with ONT, in collaboration with the local non-profit historic advocacy group, Ontario Heritage, and produced a short video documentary of the history of the airport. Interviews were conducted on May 15 and 23, and July 13, 2017, at the Ontario City Hall and at the airport.

Ron Smith, Don Davidson, Skip Bowling, Bill Wheeler, Richard Delman, Nancy DeDiemar, and ASM Architectural Historian Laura Voisin George participated in the oral history project. ASM Graphics Specialist Zee Malas provided photography, video-recording, and technical assistance.

Bruce Atlas, Les Normandy, and Clifford Lemons of the Ontario International Airport Authority provided access to airport properties and valuable institutional knowledge of the airport's history.

PREVIOUS HISTORIC RESOURCES SURVEYS AND CONTEXTS

In preparing this historic context statement, ASM reviewed several documents that contributed to understanding the built environment at the airport. Some, such as a historic resources inventory of the Lockheed area, are specific to ONT, whereas others are more general, including NRHP guidelines on how to evaluate historic aviation properties and historic context statements addressing aviation properties. A partial list of the documents consulted for the development of the ONT historic context statement is provided below.

- Diane L. Douglas and David Livingstone. (2006). *Historical Architectural and Cultural Resources Inventory Report: Pacific Gateway Cargo Center, Ontario International Airport.* Prepared by URS for Aero Ontario.

  This inventory of buildings associated with Lockheed Aircraft Services (LAS) identifies 15 potentially eligible historic resources, including 11 buildings and four hangars. Because of the contributions Lockheed made to the nation during the Cold War era, the report considers the LAS area for significance under Criterion A, but found that these facilities were primarily used for maintenance and modifications to aircraft that were not significant in Cold War operations (Sable 1998). The assessment finds that the facility did not appear to have been used for research and development, or for maintenance activities dedicated to the Cold War effort. URS recommended that the properties at the LAS facility were not eligible under Criteria A, B, or C, either as individual resources or as contributors to a historic district (Douglas and Livingstone 2006:ES-1 through ES-2).

- Department of the Air Force. 1998. Environmental Assessment. *Disposal of Ontario Air National Guard Station, California.*

  A 1996 review of architecturally significant property listings maintained by the OHP resulted in no findings for Ontario Air National Guard (ANG). In addition, no properties at Ontario ANG were previously listed in the NRHP. The facilities were evaluated for their eligibility to the NRHP in compliance with Section 106 of the National Historic Preservation Act (NHPA). Additionally, the facilities were evaluated under the guidelines provided in the U.S. Air Force (1993) document entitled *Interim Guidance: Treatment of Cold War Historic Properties for U.S. Air Force Installations*. This guidance establishes the criteria set by the Air Force for the evaluation of Cold War-era facilities.

  The 1998 Environmental Assessment (EA; Department of the Air Force 1998) investigates the buildings and structures within the ANG area of the airport, in response to 1996 OHP comments on the earlier report. OHP recommended an expansion of the APE and consideration of the buildings as part of a potential historic district. Archaeological investigation and a records search were also recommended (Office of Historic Preservation 1996). It is unknown whether the Air Force followed through on these recommendations, but the EA lists no eligible properties on the site.

- National Park Service. 2011. *American Aviation Heritage: Identifying and Evaluating Nationally Significant Properties in U.S. Aviation History: A National Historic Landmarks Study*. Washington, D.C.

- National Park Service. 1998. *Guidelines for Evaluating and Documenting Historic Aviation Properties.* National Register Bulletin No. 43. Washington, D.C.

- Mikesell, Stephen D. 2000. *California Historic Military Buildings and Structures Inventory.* Vol. III: Historic Context: Themes, Property Types, and Registration Requirements. Prepared by JRP Historical Consulting Services for U.S. Army Corps of Engineers.

DESCRIPTION OF THE SURVEY AREA

The City of Ontario is located in San Bernardino County on the Cucamonga plains in the San Bernardino Valley. Lying on relatively flat alluvial soils between the highest part of the San Gabriel Mountains to the north and the Chino Hills to the south, the valley forms part of a natural route to the coastal lands from the east (Figures 1 and 2). The airport is within the City boundaries approximately one mile south of Interstate 10, at the south end of Vineyard Avenue, bounded by Cucamonga Avenue on the west, the Union Pacific Railroad on the south, the Southern Pacific Railroad on the north, and Haven and Archibald Avenues on the east. The survey area excluded the private NRHP property known as the Hofer Ranch to the southeast.

Figure 1. Regional location map.

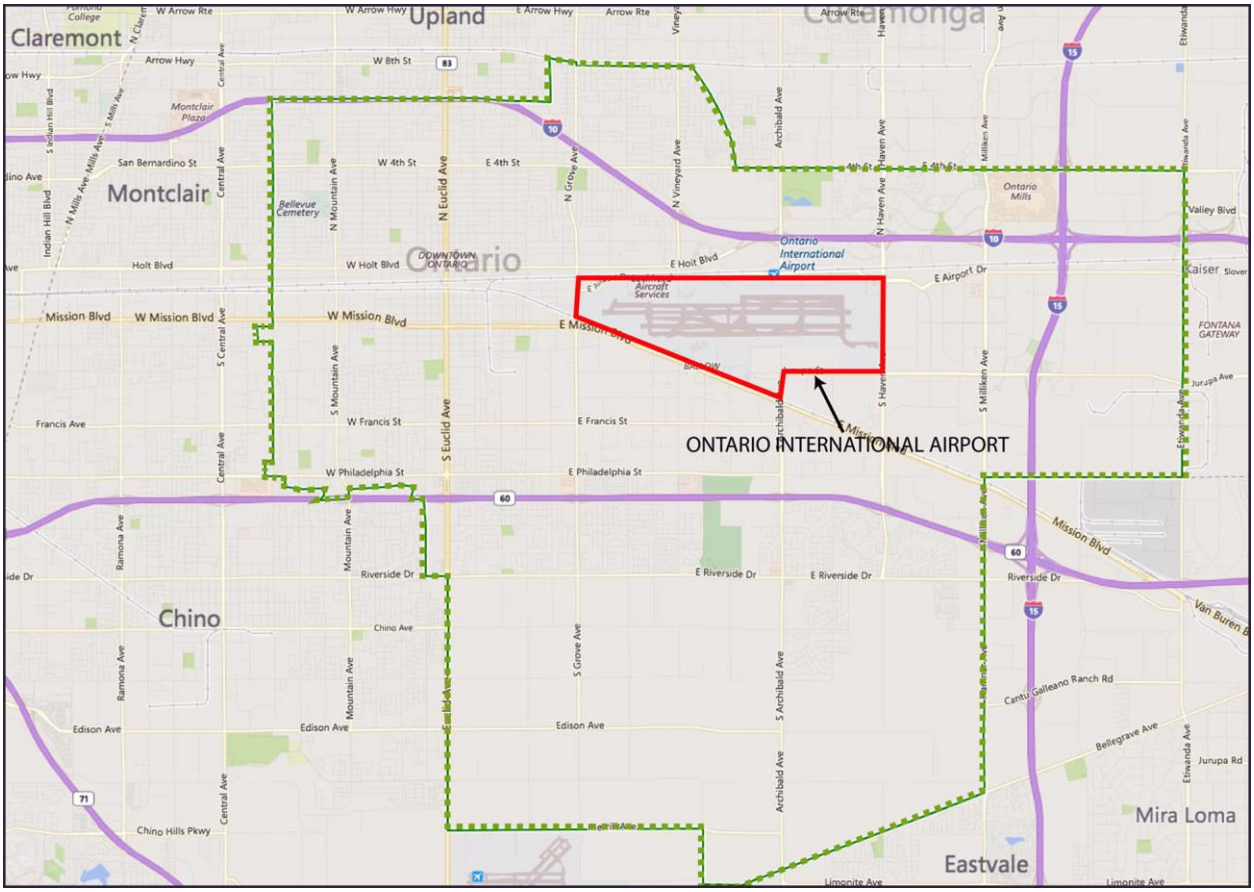

Figure 2. Map showing location of airport and immediate vicinity.

2. METHODOLOGY

Evaluation of historic significance is based on a review of existing historic designations, research of the relevant existing historic contexts, and an analysis of the eligibility criteria and integrity thresholds for listing in the NRHP, the California Register of Historical Resources (CRHR), and as local historic resources. This historic context statement is based on the following research efforts by ASM:

- An intensive-level pedestrian survey of associated aviation properties 45 years or older within the Project boundaries;
- Development of a historic context outline, including themes, sub-themes, and property types associated with each;
- Archival and secondary source research, as outlined in the following section; and
- Oral histories conducted by ASM in collaboration with Ontario Heritage.

In addition to developing this historic context statement, ASM prepared Department of Parks and Recreation (DPR) Series 523 forms, including primary records (Form A) for each building surveyed and the evaluation form for each of four potential historic districts identified (Form D), as well as individual building evaluation forms (Building Structure Object form [BSO]) for individual buildings that may or may not be located within a potential historic district (Appendix 1).

ARCHIVAL RESEARCH

This report was prepared using primary and secondary sources related to the development of the region, the City, and its immediate surrounding areas. ASM consulted the following documents:

- Historic photographs, aerial photos, and site plans
- Published local histories
- Local and regional newspaper archives
- Architectural and aviation journals
- Previous survey documentation for ONT
- LAWA and OIAA building records
- Corporate and agency records, including military records
- California State Historic Resources Inventory (HRI) for San Bernardino County
- Scholarly papers
- Previously recorded Department of Parks and Recreation Historic Resources Inventory Forms
- San Bernardino County Assessor[1]
- South Central Coastal Information Center (SCCIC), California State University, Fullerton

ASM requested a records search limited to the survey area from the SCCIC on November 30, 2016, and received results on January 13, 2017. The records search found previous California DPR forms for Terminal One, a residential property within the survey area, a survey and evaluation of the LAS area, California HRI findings, a National Register form for a private ranch (Hofer Ranch) adjacent to the airport property, and several cultural resources reports that were limited to archaeological and paleontological resources, which are beyond the scope of this report. The pertinent data from the SCCIC findings are incorporated into this historic context statement.

[1] A search was conducted at the County, but no building records were available because government-owned buildings and exempt properties are not assessed. As a result, they were not measured, and building records were not prepared (per Glen Brinkerhoff, Assessor-Recorder-County Clerk, San Bernardino County, November 11, 2016).

Table 1. Built Environmental Resources from SCCIC Records Search

Resource No.	Author/Recorder	Title	Date
P-36-012630	Ben Taniguchi and Christeen Taniguchi; Galvin & Associates	Ontario International Airport Terminal	2005
P-36-013937	PHR Associates	House & Tool & Die Casting Co., 1218 Airport	1989
SB-02118	Winter, Leonard, and Mason; Chambers Group	Cultural Resources Survey: United Parcel Service Proposed Air Cargo Facility, Ontario, San Bernardino County, California	1989
P-36-016249	J. Marvin and R. Goodwin; LSA Associates, Inc.	Hofer Ranch	2004

FIELD METHODS

A reconnaissance survey is an essential preliminary step in the development of a historic context statement. This initial survey is an overview of the physical components of an area that informs the project team about general patterns of development and extant built resources. Guided by City planning staff and assisted by Ontario International Airport Authority employees, ASM Senior Architectural Historians Shannon Davis and Marilyn Novell conducted a reconnaissance survey of ONT on November 1, 2016. Intensive pedestrian surveys were conducted on December 1 and December 6, 2016, and January 5 and February 1, 2017. Throughout the surveys, extensive notes were taken in the field documenting the architectural features and condition of the buildings and structures, and multiple photographs were taken of each building and area of the airport meeting the age threshold for historic significance. When interiors were accessible, additional notes and photographs were taken. A list of all properties surveyed is included in Appendix 2 of this report.

3. EVALUATION FRAMEWORK

Historic resources fall within the jurisdiction of several levels of government. Federal laws provide the framework for the identification, and in certain instances, protection of historic resources. Additionally, states and local jurisdictions play active roles in the identification, documentation, and protection of such resources within their communities. The principal laws governing and influencing the preservation of historical resources of national, state, and local significance are the NHPA of 1966, as amended; California Environmental Quality Act (CEQA); the CRHR; and the City of Ontario Development Code Section 4.02.040 (Municipal Code) and the Ontario Plan (Policy Plan). Descriptions of these relevant laws and regulations are presented below.

HISTORIC DISTRICTS

Groups of buildings constructed the same period of time, in the same geographical area, and serving the same mission or function may be eligible as historic districts. A group of buildings that would not be individually eligible might be eligible together as a group. It is possible that a historic district associated with a particular theme might be composed of a series of different types of significant buildings that were built at different times. The National Park Service Bulletin No. 15: *How to Apply the National Register Criteria for Evaluation* provides the following guidelines for evaluating the integrity of a historic district.

Districts have concerns that are different from those associated with individual buildings. For a district to retain integrity as a whole, the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished. In addition, the relationships among the district's components must be substantially unchanged since the period of significance.

When evaluating the impact of intrusions upon the district's integrity, the relative number, size, scale, design, and location of the components that do not contribute to the significance of the district should be considered. A district is not eligible if it contains so many alterations or new intrusions that it no longer conveys the sense of a historic environment. However, some new buildings, the loss of original landscape features, or the construction of additions to original buildings may be acceptable. Most military and manufacturing or services facilities are evolving properties that must be updated and augmented to remain functional. Some level of alteration is acceptable, as long as the original form and layout of the district is mostly intact.

A component of a district cannot contribute to the significance if:

- it has been substantially altered since the period of the district's significance, or
- it does not share the historic associations of the district.

NATIONAL REGISTER OF HISTORIC PLACES

Authorized by the NHPA of 1966, the National Park Service's NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources. The NRHP is the official list of the nation's historic places worthy of preservation. The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity and:

A. are associated with events that have made a significant contribution to the broad patterns of our history; or

B. are associated with the lives of persons significant in our past; or

C. embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. have yielded, or may be likely to yield, information important in prehistory or history.

Integrity

In order to be eligible for listing in the NRHP and CRHR, a property must retain sufficient integrity to convey its significance. National Register Bulletin No. 15: *How to Apply the National Register Criteria for Evaluation* establishes how to evaluate the integrity of a property, describing it as "the ability of a property to convey its significance" (National Park Service 1997a:44). The evaluation of integrity must be grounded in an understanding of a property's physical features and how they relate to the concept of integrity. Determining which of these aspects are most important to a property requires knowing why, where, and when a property is significant. To retain historic integrity, a property must possess several, and usually most, aspects of integrity:

1. *Location* is the place where the historic property was constructed or the place where the historic event occurred.
2. *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
3. *Setting* is the physical environment of a historic property, and refers to the character of the site and the relationship to surrounding features and open space. Setting often refers to the basic physical conditions under which a property was built and the functions it was intended to serve. These features can be either natural or manmade, including vegetation, paths, fences, and relationships between other features or open space.
4. *Materials* are the physical elements that were combined or deposited during a particular period or time, and in a particular pattern or configuration to form a historic property.
5. *Workmanship* is the physical evidence of crafts of a particular culture or people during any given period of history or prehistory, and can be applied to the property as a whole, or to individual components.
6. *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, when taken together, convey the property's historic character.
7. *Association* is the direct link between the important historic event or person and a historic property.

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The CRHR program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under CEQA. The criteria established for eligibility for the CRHR are directly comparable to the national criteria established for the NRHP.

In order to be eligible for listing in the CRHR, a building, object, or structure must satisfy at least one of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
2. It is associated with the lives of persons important to local, California, or national history.
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Historical resources eligible for listing in the CRHR must also retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. For the purposes of eligibility for the CRHR, integrity is defined as "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance" (California Office of Historic Preservation 2001). This general definition is strengthened by the more specific definition offered by the NRHP—the criteria and guidelines on which the CRHR criteria and guidelines are based upon.

CITY OF ONTARIO CRITERIA FOR HISTORIC LANDMARKS AND DISTRICTS

A property that meets one or more of the following criteria is eligible to be placed on the City's List of Historic Landmarks and Districts as a Landmark (per Municipal Code Section 4.02.040) if:

1. It meets the criteria for listing in the National Register of Historic Places; or
2. It meets the criteria for listing in the California Register of Historical Resources; or
3. It meets one or more of the following criteria:
    a. It exemplifies or reflects special elements of the City's history;
    b. It is identified with persons or events significant in local, state, or national history;
    c. It is representative of the work of a notable builder, designer, architect, or artist;
    d. It embodies distinguishing architectural characteristics of a style, type, period, or method of construction;
    e. It is a noteworthy example of the use of indigenous materials or craftsmanship;
    f. It embodies elements that represent a significant structural, engineering, or architectural achievement or innovation;
    g. It has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community or the City;
    h. It is one of the few remaining examples in the City, region, state, or nation possessing distinguishing characteristics of an architectural or historical type or specimen; or
    i. It has yielded, or is likely to yield, information important to the city's history or prehistory.

Any neighborhood or area that meets one or more of the following criteria is eligible to be placed on the City's List of Historic Landmarks and Districts as a District (per Municipal Code Section 4.02.040):

1. Is a geographically definable area possessing a concentration of Historical Resources or thematically related grouping of structures which contribute to each other and are unified by plan, style, or physical development; and embodies the distinctive characteristics of a type, period,

region, or method of construction, or represents the work of a master or possesses high artistic values;

2. Reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of a park landscape, site design, or community planning;

3. Is associated with, or the contributing resources are unified by, events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or

4. Is or the contributing resources are associated with the lives of persons important to Ontario, California, or national history.

The project is supported by the following policies within the Community Design Element of The Ontario Plan (General Plan/Policy Plan); 1] CD4-1 Cultural Resource Management. The City updates and maintains an inventory of historic sites and buildings, professional collections, artifacts, manuscripts, photographs, documents, maps and other archives; 2] CD4-3 Collaboration with Outside Agencies. The City pursues opportunities to team with other agencies, local organizations and non-profits in order to preserve and promote Ontario's heritage; and 3] CD4-6 Promotion of Public Involvement in Preservation. The City engages in programs to publicize and promote the City's and the public's involvement in preservation efforts. Additionally, the project supports the Statewide Historic Preservation Plan goal of redefining the public's perception of preservation. The project documents and identifies potential historic resources, based on an aeronautical themed (military and commercial) historic context, which are predominately mid-century era and are a unique prototype.

4. HISTORIC CONTEXT SUMMARY STATEMENT

Four geographically definable areas at ONT were surveyed as part of this assessment, per preliminary research and maps provided by the City (Figure 3). The survey areas were established according to their potential to contain historic resources (i.e., buildings and structures more than 45 years of age) and the potential to be eligible as historic districts. Each area investigated possesses a significant concentration, linkage, and continuity of buildings and structures that are united historically by plan, function, and physical development. Areas of the airport lacking potential historic resources because they do not contain buildings or structures that meet the age threshold for historic significance were not surveyed. In Appendix 1 to this report are (a) DPR Primary Record (A) forms documenting those buildings within the study area more than 45 years of age, (b) DPR District (D) forms evaluating four areas as potential historic districts following the evaluation criteria presented in this historic context statement, and (c) DPR Building Structure Object (BSO) evaluation forms for each of the four individual buildings and seven buildings that were also included in the potential historic districts within the study area and each of the properties determined individually eligible.

- *Lockheed Area:* Buildings and structures in the area occupied by Lockheed Aircraft Services
- *Terminal One Area:* The group of buildings in the area of the earliest extant passenger terminal and control tower
- *General Electric Aircraft Engines Area:* Buildings and structures in the area occupied by General Electric Aircraft Engines
- *Air National Guard Area:* Buildings and structures in the area occupied by the California Air National Guard
- Individual buildings more than 45 years of age
    - Aerojet-General Hangar
    - Police Dispatch/Fire Station No. 3
    - Residential property at 1218 East Airport Drive
    - Residential properties at 1221 East Airport Drive

SUMMARY OF IDENTIFIED THEMES AND SUB-THEMES

The overarching context under which themes and sub-themes have been identified is Aviation in Ontario. Informed by the field survey and archival research, the development of themes is a critical part of this project. The historic context framework used for evaluation of properties at ONT is summarized below and presented in more detail with periods of significance, associated property types, and other elements related to each sub-theme provided in Section 6. Appendix 3 is a timeline showing the period of significance of each theme and sub-theme.

CONTEXT: AVIATION IN ONTARIO

Theme: Commercial Aviation, 1946–1967

- Sub-Theme: Aviation Support Services, 1952–1967
- Sub-Theme: International Cargo and Freight Operations, 1946–1967

Theme: Civil Aviation, 1950–1967

- Sub-Theme: Early Passenger Travel, 1950–1967

Theme: Military Aviation, 1942–1991

Theme: Aviation and Architecture, 1952–1975

- Sub-Theme: Developments in Construction Technology, 1952–1975
- Sub-Theme: Modernism and Aviation, 1955–1970

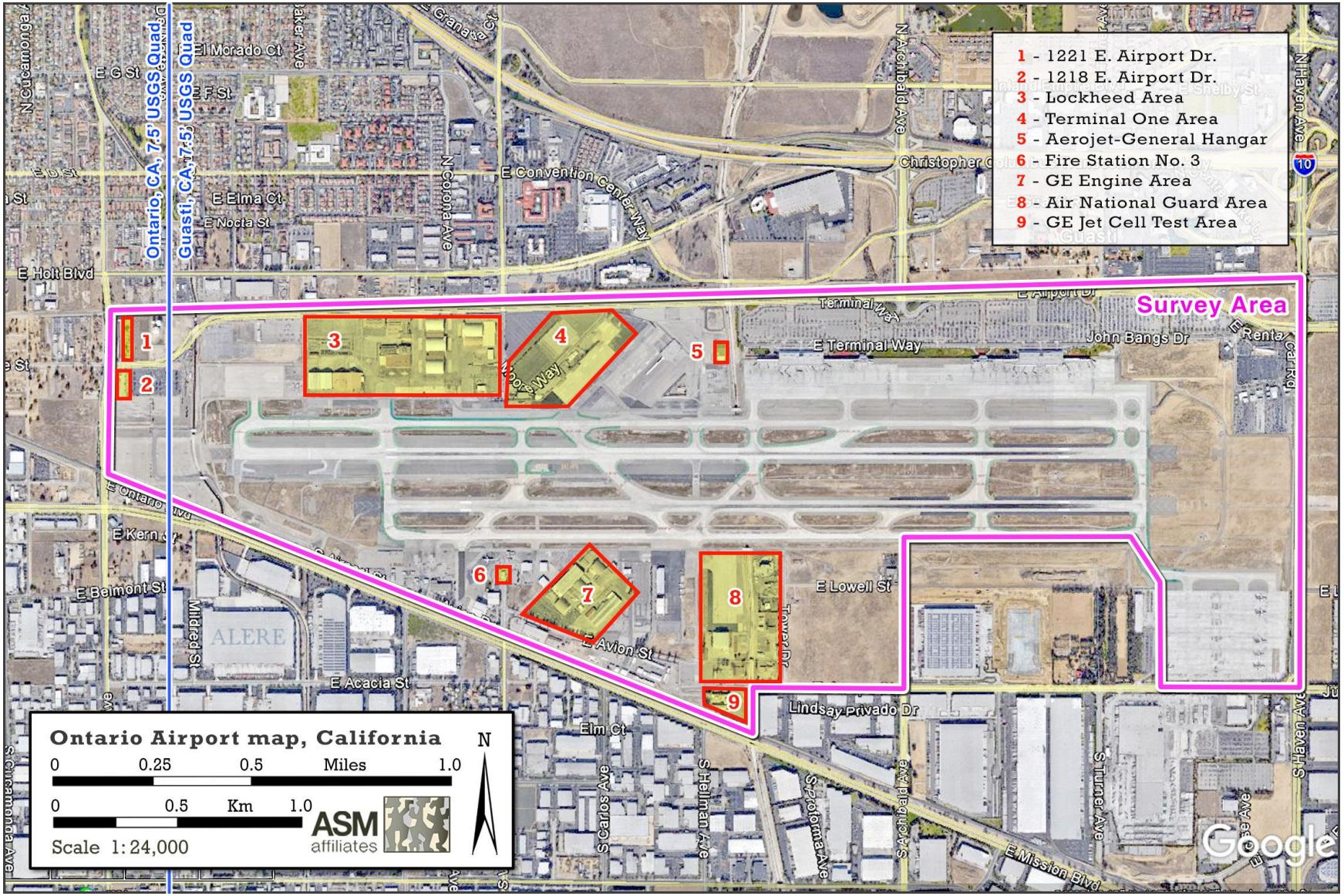

Figure 3. Map of Ontario International Airport showing areas investigated.

5. HISTORICAL BACKGROUND

This section provides a broad historical overview of the environmental, geographical, social, cultural, political, governmental, and technological processes that have shaped the land-use patterns and development of Ontario International Airport within the region and as it relates to the City of Ontario.

REGIONAL HISTORY

At the time of Spanish exploration, Tongva, or Gabrieleno, Indians occupied the land in the Ontario region, although apparently somewhat sparsely or seasonally (Dumke 1944:16). Mission San Gabriel Arcángel, founded in 1771, encompassed extensive lands toward the east, including San Bernardino Rancho, a mission outpost where livestock were grazed from 1819 to 1834 (Engelhardt 1927:143). In 1839, after secularization of the missions, Tiburcio Tapia, a Los Angeles merchant, was granted the Cucamonga Rancho, which included the present-day settlements of Cucamonga, Ontario, and Upland (Gentilcore 1960:79). Tapia arguably was the first to engage in agricultural pursuits such as growing grapes, corn, and grain (Cleland 1951:23). By the late 1850s, a decline in the economy and a series of natural disasters resulted in the decline of the rancho era (Gentilcore 1960:79). Eventually, the land was acquired by a group of Los Angeles investors who experimented with commercial crops, including barley, wheat, silk, cotton, and castor beans (Guinn 1911), finally settling on a venture ideally suited to small 10-acre plots that attracted settlers seeking sun and the idyllic California life (Webber and Batchelor 1948). From the 1870s to the end of World War II, land in the valleys east of Los Angeles was used predominantly for agriculture, ONT was carved out of well-established large wineries including the 5,000-acre Italian Vineyard Company (Guasti) and the Hofer/Ballou Ranch. Dairy farms occupied the land less suited to cultivating citrus and other crops, especially the area south of the airport (Ontario Planning Department 2004:11-13).

EARLY YEARS OF THE CITY OF ONTARIO

Developers began to establish agricultural colonies in the inland valleys to entice buyers by providing the necessary infrastructure such as irrigation systems, which often involved complex agreements with property owners near the rivers having riparian rights (Gentilcore 1960:80) (Figure 4). The Ontario Model Colony was founded in 1882 by Canadian engineer George Chaffey and his two brothers, William and Charles. The alluvial soil in the broad river valley and the sunny, dry climate were ideal for growing irrigated crops such as citrus and grapes (City of Ontario 2008:4.7-1). With water rights included in the purchase of the land, the Chaffey brothers set up an irrigation system that channeled water down from the canyons of Mount San Antonio ("Mount Baldy") to flatter, tillable land. The Chaffeys set aside one square mile for the Ontario townsite and reserved half of the land for an agricultural college (Chaffey College). The Chaffeys sold off the land, parcel by parcel, to Easterners drawn by idyllic visions of orange groves thriving at the base of snow-capped mountain ranges in sunny California. Several major companies began in Ontario's early years—Armstrong Nurseries, C.C. Graber Olive Company, and the Ontario appliance manufacturing plant known as Hotpoint, which later became General Electric (GE), were all established between 1882 and 1889.[2] The population grew rapidly, and Ontario was incorporated as a city on December 10, 1891.[3]

In the decades following incorporation, the Ontario Land and Improvement Company was active in providing infrastructure to attract more settlers to Ontario. By 1910, Ontario had become an established city with amenities including a post office, a library, and a bustling downtown.

The agriculture industry in the area continued to prosper, driven particularly by citrus farming. In the 1920s, the largest business was a forerunner of Sunkist Growers, Inc., a subsidiary of the California Fruit Growers

[2] "Ontario California" brochure. n.d. In the Meewis files housed in the Ontario City Library Model Colony Room.
[3] https://en.wikipedia.org/wiki/Ontario,_California#cite_note-9.

Exchange. Through the 1950s, Sunkist remained Ontario's largest employer. Other important local industries in the 1950s, as touted in a promotional brochure under the heading "Southern California's Newest Industrial Empire," included Armstrong Nurseries, Fruehauf Trailer Company, General Electric (formerly Hotpoint) Iron Plant, Graber Olive Co., Kaiser Steel Corporation, and Lockheed. One-third of the local labor force in 1957 worked in manufacturing (including the massive Kaiser Steel plant), agriculture employed about 13 percent of workers, and service (including aircraft repair and schools) constituted about 23 percent. [4]

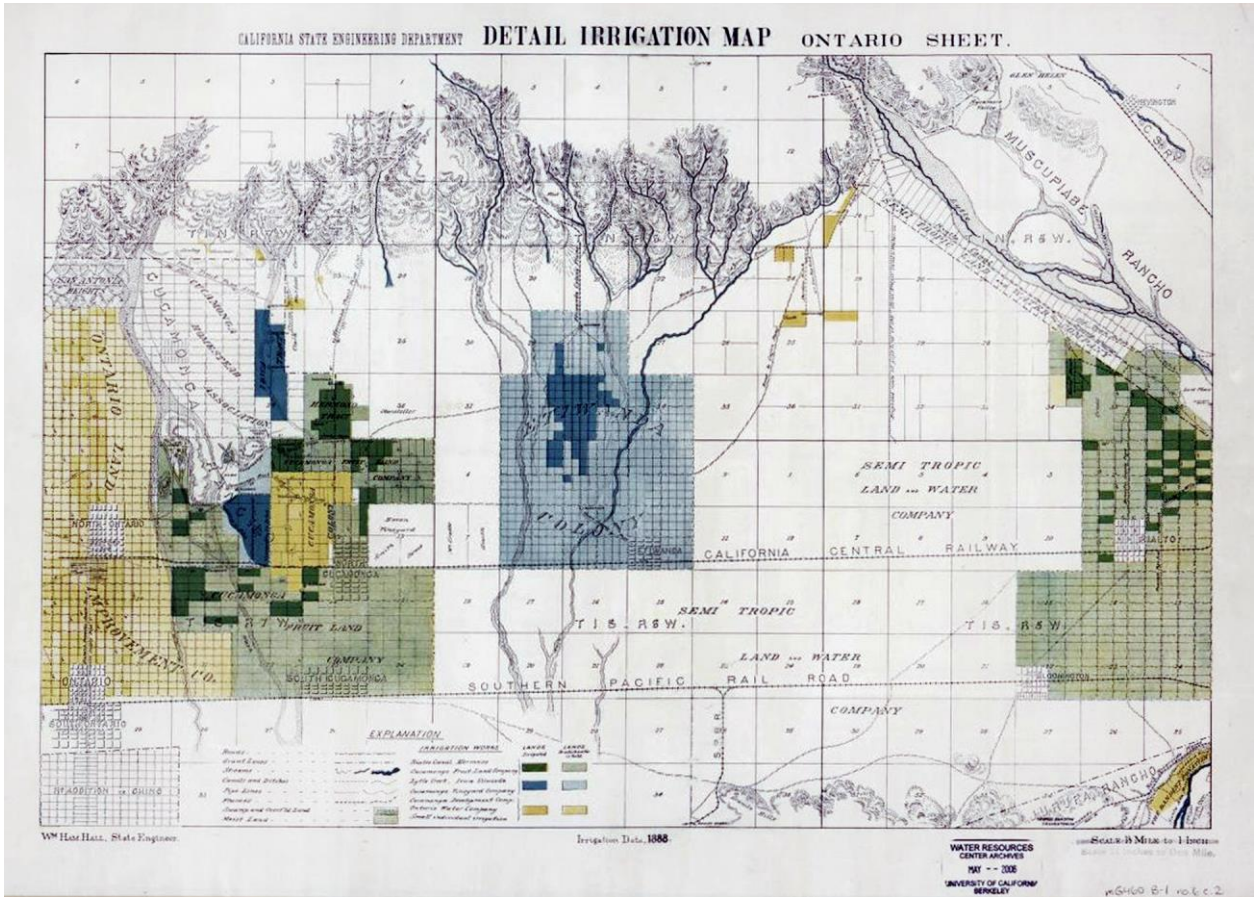

Figure 4. Detail Irrigation Map, Ontario Sheet, 1888.
Source: Wm. Ham. Hall, State Engineer, California State Engineering Department. David Rumsey Map Collection.

In parallel with the rest of California, Ontario's population exploded in the 1950s after World War II. Propelled by a growing, relatively prosperous middle class, and with Federal Housing Authority (FHA) loans providing easy financing, development of tract housing quickly altered the landscape. In 1952 alone, four new subdivisions were added to the City. Soon, most of the citrus groves and vineyards had been replaced with subdivisions, schools, shopping centers, and other commercial establishments. In 1959, the City began to develop new areas to the east and south, including the 2,000-acre Ontario Industrial Park south of the airport. With a stock of reasonably priced houses and the increasing availability of manufacturing jobs, the population grew from 22,872 in 1951 to 46,627 in 1960 (City of Ontario 2014: IV.E-9).

[4] The brochure states that "Lockheed Aircraft Service, General Electric, Southern California Aircraft Corp. and others have invested more than $10 million in manufacturing facilities." In "Ontario California," Ontario Association of Commerce and Industry brochure, ca 1957. Source: Ontario City Library Robert E. Ellington Model Colony Room.

DEVELOPMENT OF THE ONTARIO AIRPORT

In 1923, a local flying club landed an airplane on a dirt field between South San Antonio and South Mountain avenues and the Union Pacific and Southern Pacific railroad tracks (Figure 5). The first flying enthusiasts were Archie Mitchell, Waldo Waterman, and several others, and the aircraft was a Curtis JN 4 "Jenny." They called the landing area Latimer Field, taking the name from a nearby orange packing company. In 1929, development of a full-fledged airport began when the City purchased 30 acres three miles east of Latimer Field, at the southwest corner of the present airport. The new airfield became known as Ontario Municipal Airport (Watson 1983:2-3).

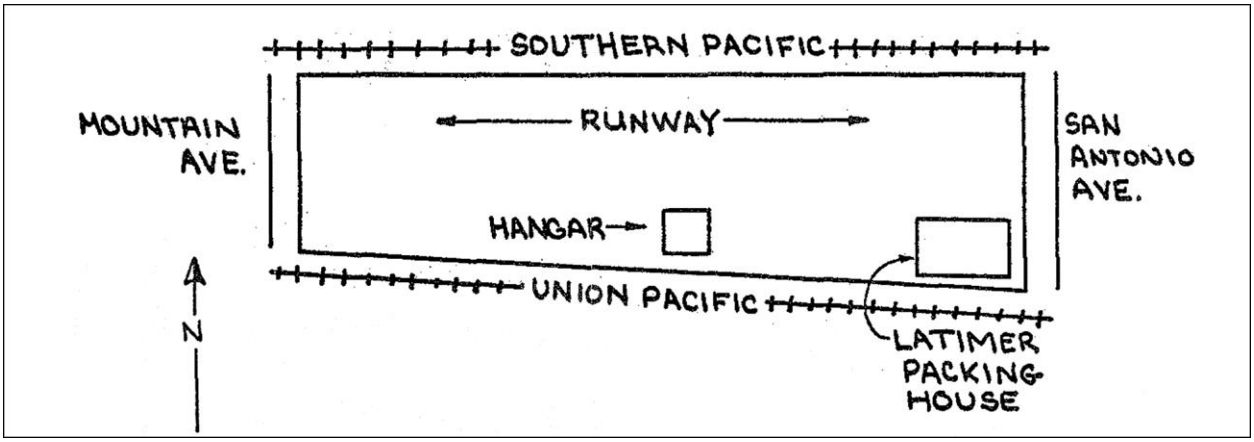

Figure 5. Schematic sketch of Latimer Field (Neward 1970:9).
Source: Ontario City Library Robert E. Ellingwood Model Colony Room.

In 1935, Carl von Darnell established a flying field on agricultural land leased from the City and founded a flight school called Darnell's Flying Service. The following year, Darnell and his partners borrowed $1,000 from a local lumber dealer and built the new airfield's first hangar, a 50-by-75-foot wood-frame building, and created a 1,200-by-700-foot-long runway by dragging weights behind an automobile. By 1939, the three partners had sold their interest to Arthur C. Nelson, who continued flight school operations subsidized through a program offered by the Civil Aeronautic Authority, a Federal agency tasked with training a pool of potential military pilots in anticipation of war with Germany (USACE 1995:3-1 to 3-2).

In 1940, the Aviation Committee of the Ontario Chamber of Commerce submitted a proposal to the City Council to expand the flying field. In consultation with the Civil Aeronautics Authority and the Works Project Administration (WPA), the City Council approved the proposal to lease 405 acres of nearby Ballou Ranch. In March 1941, the City annexed the land, along with several neighboring parcels. President Franklin Roosevelt approved the plan under WPA Application No. 50223 (USACE 1995:3-1 to 3-2; WPA Application No. 50223).

In 1942, the WPA began extensive work on improving Ontario Municipal Airport, including the construction of two concrete runways, drainage structures, roadways, and lighting, as well as water supply and storage facilities (Figure 6). The original dirt runway was lengthened by 600 feet and narrowed from 700 to 500 feet, and a second runway was constructed measuring 4,200 feet (northeast by southwest) by 500 feet. By this time, the United States had entered World War II, and on May 30, 1942, the U.S. Army Air Corps (known by this name until 1941, when it became the Air Force) acquired much of the Ontario facility for wartime use. In full operation, the military facility consisted of 875.49 acres: 357.11 acres owned by the Army, 518.12 acres leased, and a 0.26-acre easement (USACE 1995:3-1 to 3-2). At the end of the

war, a California Air National Guard (ANG) took over 30.62 acres of the Ontario Army Airfield facilities to establish a training station. ANG was responsible for further expansion of runways through 1966.[5]

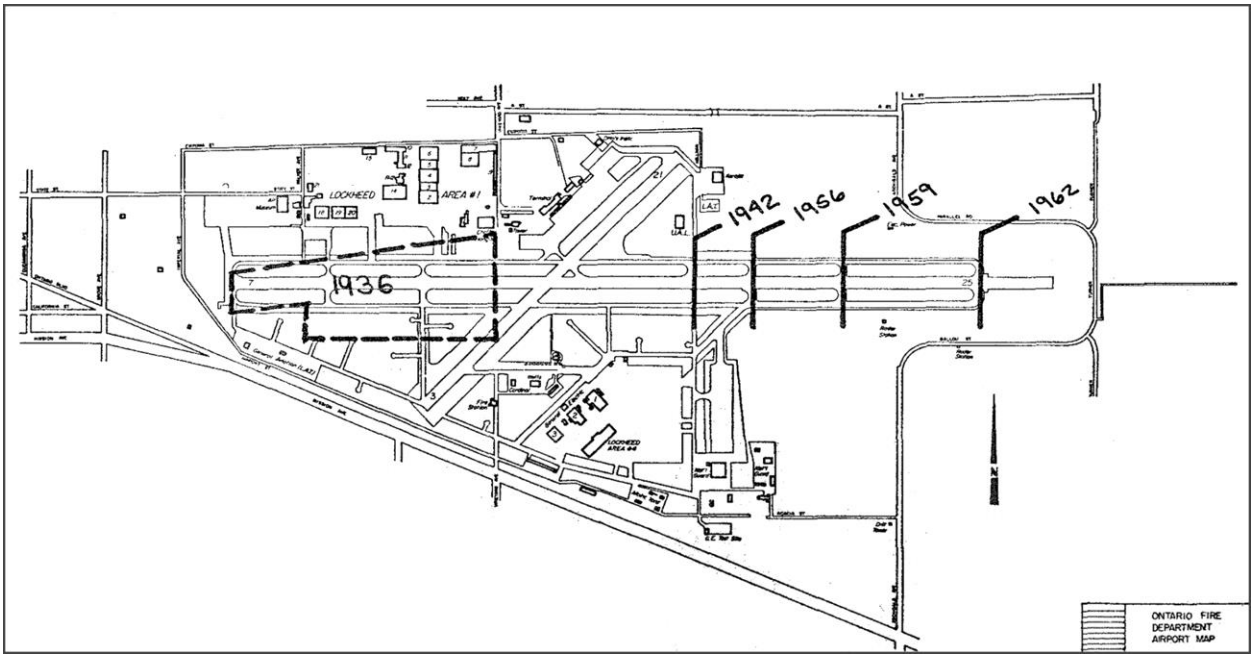

Figure 6. Schematic of runway expansion, 1936-1962 (Neward 1970: App II).
Source: City of Ontario Robert E. Ellingwood Model Colony Room.

In 1945, the City began the development of a master plan, which was to incorporate the airport as a major element. At the time, the mayor cited the airport as the City's "number one asset" and claimed that it was to play "a major role in the progress of the West."[6] The local newspaper reported optimism for the expansion of the airport for shipping, military use, industrial facilities, and passengers.[7] At the time, Ontario Municipal Airport was the only airfield in Southern California capable of accommodating large, heavy aircraft; in fact, Pacific Overseas Airlines (Industrial Air Transport) was already transporting cargo to Tokyo and other Asian ports from Ontario. Considering these conditions and the commitment of the City to development of the airport, the federal government declared Ontario Municipal Airport an official international port of entry in 1946, setting the stage for further growth.[8]

By 1947, Nelson Flying Service was operating a fleet of 22 planes dedicated to flight instruction. In 1950, a modern two-story terminal was constructed, along with a control tower in 1953. Shortly thereafter, in the late 1950s, Terminal One replaced the 1950 terminal, which had already become outdated. Runways were expanded to accommodate the jet aircraft and anticipated military plans, and further expansion of runways occurred repeatedly as the airport grew (Figure 7). In the 1960s, ONT, uncommon for metropolitan airports, still had ample land to expand to the east and the south without the expense of demolishing existing buildings or extensive earth-moving. The airport had begun to formalize compatible land use in the vicinity of the airport when it zoned the area south of the airport as industrial in 1957. To minimize the likelihood of complaints about noise from the operation of jets, in 1962, the City denied a change in zoning that would

[5] California State Military Museum. 2017. Available at: http://www.militarymuseum.org/OntarioANGS.html; accessed May 26, 2017.
[6] "Airport to Play Major Role in West Progress." *Daily Report,* November 7, 1945.
[7] "Airport to Play Major Role in West Progress." *Daily Report,* November 7, 1945.
[8] "Ask International Port Status for Ontario's Field." *Daily Report,* April 1, 1946.

have allowed new residential construction near the airport.[9] The airport's location near the population centers of Los Angeles yet removed from densely developed areas was an additional factor in the growth of the airport (Douglas and Livingstone 2006).

Figure 7. "Working Together for Victory: Construction of the Ontario Airport runway extension in 1941 funded by Federal Works Progress Administration (WPA)."
Source: Ontario City Library Robert E. Ellingwood Model Colony Room. Accession No. 367

The postwar years brought industry-leading aviation/aerospace companies such as Lockheed Aircraft Services and GE Aircraft Engines to ONT, and an expansion of the airport to accommodate increased passenger traffic. As the population and geographic reach of the greater Los Angeles area increased, ONT became a part of a regional airport system (Los Angeles World Airport) that included Los Angeles International Airport (LAX) and smaller airports in Van Nuys and Palmdale.

[9] "Airport Zone Issue Will Be Aired Today." Los Angeles Times, October 26, 1961. "Ontario, L.A. Airport Pairing Gains Favor." San Bernardino County Sun, March 13, 1962.

INDUSTRIAL DEVELOPMENT AND THE AIRPORT

As early as 1947, the small, mainly agricultural cities east of Los Angeles were setting the groundwork to attract industry to the area. Already it had become apparent that Los Angeles could not absorb the influx of population and industry to Southern California. "It is obvious … that the valleys and plains east of Los Angeles must make plans to take care of industrial growth," claimed a local newspaper.[10] Modeling itself after Azusa, which before the war was a "nice little citrus community with a huge relief roll during the years of the depression,"[11] Upland-Ontario saw the economic advantage of evolving from an agricultural community to an industrial area, with increased employment opportunities and rising property values. The vision was to create separate zones, with industry in the valley and residential areas in the hills.[12]

With the reconversion of the Ontario airport to civilian use in 1945, the City began to investigate opportunities for development on and around the airport. The federal government had purchased land adjacent to the airport, some of which became available for repurchase by owners of ranches and the remaining portion available to the City for its desired industrial purposes.[13]

A 1949 City of Ontario Chamber of Commerce brochure promoted the city as "an ideal spot for industrial development" citing the presence of a major airport, railroads, and highways, the airport's designation as an international port, and the availability of 360 improved acres within the airport zoned for aviation industrial development on a lease basis. Also touted were the airport's unusually long runways (City of Ontario Chamber of Commerce 1949).

The end of World War II was met with the advent of the Cold War Era and growing concerns about the atomic bomb. In this climate, the aeronautical industry began to flourish both at and adjacent to the Ontario airport. By the end of the decade, Ontario was served by three railroads, an airport, the San Bernardino Freeway (Interstate 10), California State Highway Routes 71 and 83 (Euclid Avenue), and U.S. highway 60. The launch of the aerospace industry and a new passenger terminal at Ontario International Airport signaled a bright future for the City.

A 1962 Ontario Association of Commerce and Industry brochure, in a bid to draw business, featured Ontario's location near Los Angeles and the harbor, three major railroad lines, and freight truck lines. The availability of undeveloped land within the city limits zoned for industry, "excellent uniform terrain with little slope," good drainage and subsoil (piling not required), water mains, sewer lines, gas, electric lines, and, of course, the fine weather. A large pool of unemployed female workers (presumably young housewives) and few labor disputes in the area suggested the availability of cheap labor. The Kaiser Steel plant and other industries to the east, with housing built for workers, was another attraction to business and population, indicating the suitability of Ontario for manufacturing (Ontario Association of Commerce and Industry 1962a).

In 1957, the City had the foresight to set aside 2,000 acres of land adjacent to the airport for the Ontario Planned Industrial Park. Located south of East Mission Boulevard, major selling points to potential occupants were the area's proximity to the airport and the ability to expand.[14] By 1960, the City had in place 640 acres of improved land including amenities such as paved streets, curbs, sewers, and water, and was in the process of creating a master plan for the industrial park. By the 1960s, the Chamber of Commerce was claiming that ONT had the second largest air facility in Southern California, "as modern as tomorrow,"

[10] "Lesson in Prosperity." *Daily Report,* October 23, 1947.
[11] "Lesson in Prosperity." *Daily Report,* October 23, 1947.
[12] "Lesson in Prosperity." *Daily Report,* October 23, 1947.
[13] "City Interests on Air Field Are Protected." *Daily Report,* December 4, 1945.
[14] Bruce Thornton. "Ontario Industrial Park Dream Soon to Become Reality." *The Daily Report,* October 2, 1960.

with jet-age facilities. The airport's "new million-dollar terminal faces an 11,000-foot runway that can accommodate the largest commercial jets," a promotional brochure reads. The airport also included a Federal Aviation Administration (FAA) flight service facility and a control tower with up-to-the-minute air navigation aids (Ontario Association of Commerce & Industry 1962b).

6. THEMES AND SUB-THEMES

This section provides a focused, analytical discussion of the historical patterns, significant events and activities, environmental, social, political, technological and cultural influences relevant to each theme within the context of Aviation in Ontario. It is intended to establish through analysis the historical significance of the properties associated with each theme. A detailed analysis of each theme, including period of significance, criteria for evaluation, and associated property types, is included.

Properties may be significant for their association with the history and development of Aviation in Ontario under one or more of the identified historic contexts. The selection of property types and associated character-defining features associated with each theme is intended to be inclusive, yet not definitive, in the identification of individual properties that may possess significance.

The threshold of integrity is defined as the ability of the property to convey its historic appearance and/or its historical association. The property should retain a significant number of character-defining features, such that visual, spatial, and contextual relationships may be understood. For example, the property's materials may be replaced, modified, added to, or have new uses yet still retain integrity if its overall appearance continues to convey its original design intent.

Alterations completed within the period of significance will not diminish the historic integrity of the property. Significant alterations occurring outside the period of significance may remove a property for consideration from NRHP listing unless they demonstrate the evolution of the property. Examples of significant alterations include relocation of the building or structure, the introduction of new circulation patterns, and removal of previously documented details and/or ornament. The rarity of a property type should be considered in assessing its degree of alteration. A rare or unique property type permits a greater degree of alterations if its character and association is preserved.

THEME: COMMERCIAL AVIATION, 1946–1967

Major aviation companies, including Lockheed Aircraft Services and GE Aircraft Engines, operated international aircraft support services out of ONT beginning in 1946. ONT's location near the population center of Los Angeles and ground transportation, yet sufficiently removed from developed areas, meant available acreage for multiple hangars and unobstructed runways. The lower costs for property and labor further enticed commercial aviation-related companies to locate divisions at ONT. ONT's capacity to receive and ship heavy cargo was essential to the operations of aviation support services at the airport.

Sub-Theme: Aviation Support Services, 1952–1967

Several international aircraft companies established divisions at ONT that focused on aviation-related support services, including maintenance, modification, and testing of aircraft engines, rather than manufacturing. Support services also included the development of instruments and flight data recorders for both commercial and military clients. In addition to major aviation-related corporations such as Lockheed and GE were numerous smaller companies that provided various services to airline companies, as well as to the military at ONT.

Lockheed Aircraft Services

From 1952 to 1998, LAS, a division of Lockheed Aircraft Corporation, operated at ONT, primarily within a 70-acre parcel in the northwest area of the airport. During its 46 years of operation at Ontario, Lockheed built more than 25 structures, including hangars, office buildings, machine shops, and auxiliary buildings (Douglas and Livingstone 2006) (Figures 8-11).

Figure 8. Aerial view of LAS area (the hangar in the fore right has been demolished), post-1953. *Photographer: Gordon Ayers. Source: Ontario City Library Robert E. Ellingwood Model Colony Room. Accession No. 3677.*

Figure 9. Historic view of entrance to Lockheed executive office building, designed by architect George Vernon Russell. Undated.
Source: Colin Russell.

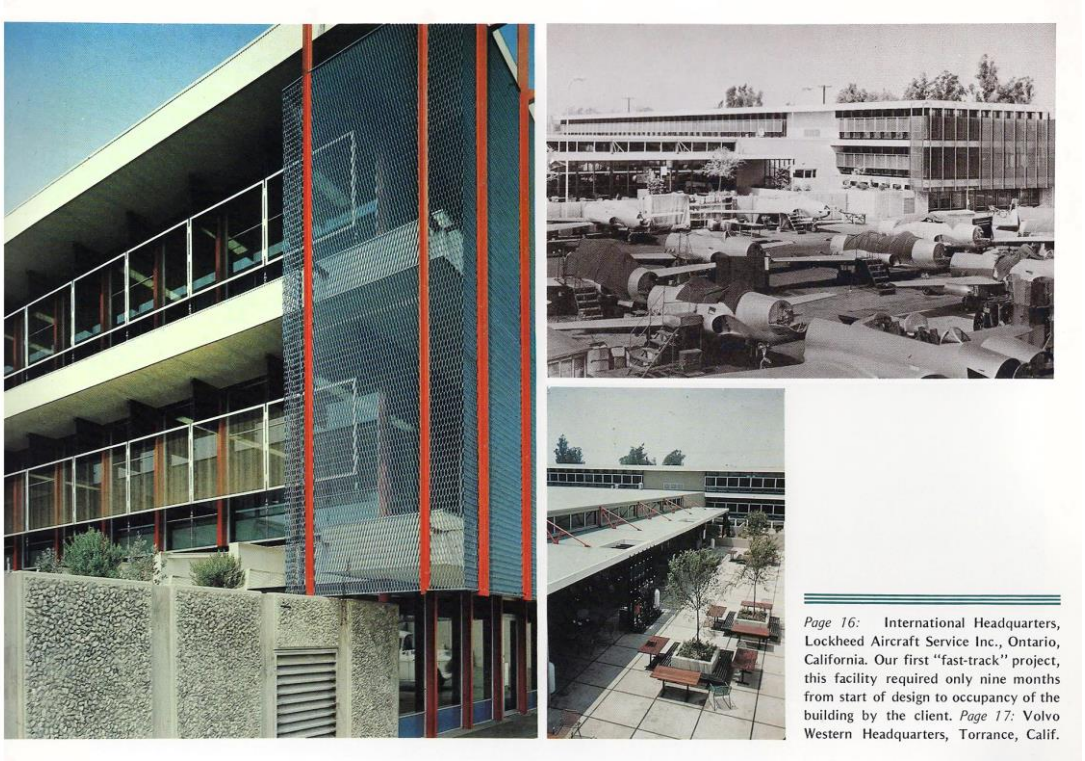

Figure 10. Lockheed brochure showing Mid-Century Modern construction of the executive office building and cafeteria, designed by architect George Vernon Russell. Undated.
Source: Colin Russell.

Figure 11. Lockheed Hangar 2, looking southwest. December 6, 2016.
Source: ASM.

Primary LAS activities at Ontario consisted of modifying and refurbishing commercial and military aircraft. The Ontario facilities served as headquarters for LAS's domestic and international operations (LADOA 1983). LAS also produced a complete line of flight data recording devices, data playback stations, and training and simulation devices (LADOA 1983). Lockheed's manufacture of flight recorders began in 1958 with the introduction of the Model 109 (LADOA 1983:5).

After World War II, with its expertise in maintenance, modification, and overhaul of aircraft, LAS saw an opportunity to expand its support services. In the U.S., the division constructed facilities in California, New York, Louisiana, South Carolina, and Hawaii. In the 1960s, LAS in Ontario became the maintenance and modification center for the highly classified U.S. Air Force fleet of four-engine turbo-prop C-130 aircraft under the program known as "Big Safari" (Lockheed 2017). Big Safari was an Air Force program responsible for maintenance and modification of specialized mission aircraft. It was not a technology development project, but a management program to support multiple projects simultaneously. Big Safari Detachment 4 was located at LAS in 1964 specifically to oversee modification of aircraft for special missions to Southeast Asia. LAS ONT also modified six C-123Bs, which were first-generation deep-penetration jamming aircraft fitted with special receivers and transmitters, Doppler navigation systems, and camouflage paint (Jenkins 2001:121). In 1998, LAS ended 46 years at ONT and permanently closed the facility (Sable 1998).

General Electric Aircraft Engines

GE Aircraft Engines operated an Aircraft Engine Maintenance Center facility at ONT from 1956 to 2010, when it closed ostensibly because of diminishing cargo traffic at the airport.[15] The site was formerly occupied by an aircraft engine maintenance facility operated by Northrop and Double Aircraft. The 22 acres had been leased from LADOA and included administrative offices, an executive office building, a cafeteria building, a shipping building, a machine shop, engine overhaul hangar, a parts repair and assembly hangar, final assembly hangar, warehouses, and other offices and ancillary buildings (Dames & Moore 1992) (Figures 12-16). Two of the GE area hangars appear to be World War II hangars first built and used by the Army Air Corps.[16]

Figure 12. Aerial view of GE Engine area, post-1953.
Source: Ontario City Library Robert E. Ellingwood Model Colony Room. Accession No. 6018.

[15] "GE Aviation Closing California Facility." *Cincinnati Business Courier*, November 3, 2010.
[16] Interview with Don Davidson, former Head of Quality for GE Aviation, May 15, 2017.

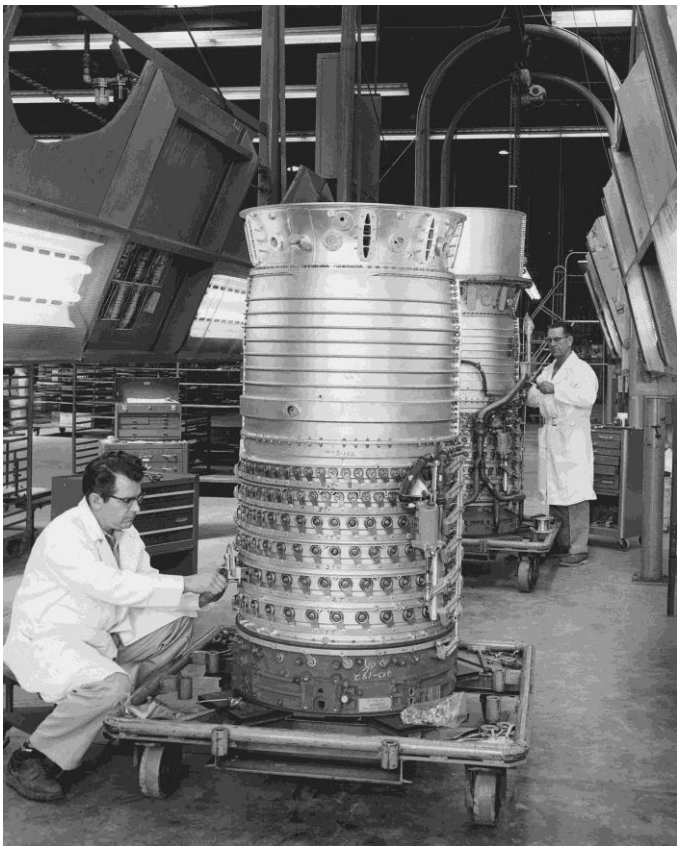

Figure 13. February 14, 1968. Workers at General Electric servicing jet engines. *Photographer: Gordon Ayers. Source: Ontario City Library Robert E. Ellingwood Model Colony Room. Accession No. 276.*

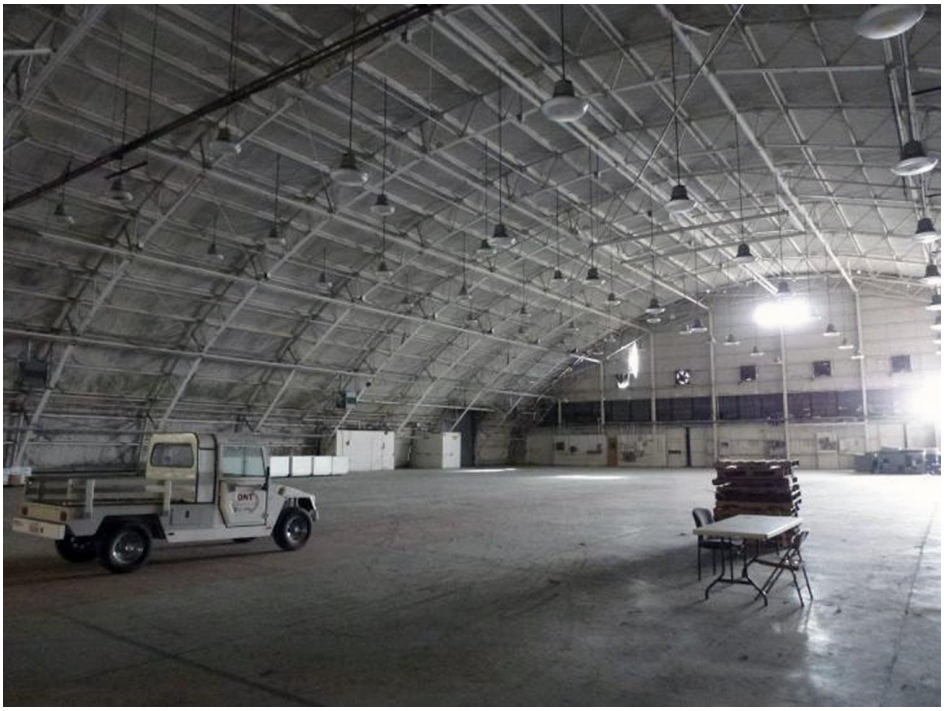

Figure 14. Interior of GE Engine Hangar 3. December 6, 2016. Source: ASM.

Figure 15. GE storage hangars, looking west at northeast façade, December 6, 2016.
Source: ASM.

Figure 16. GE storage hangars, looking north at south façade, December 6, 2016.
Source: ASM.

The GE Jet Engine Test Cell Area is located to the southeast of the main GE operations on East Mission Boulevard (Figure 17). The initial components of the testing area were constructed in 1956, and the facility was used to test military and commercial aircraft jet engines after they were overhauled. The site consists of two thick-walled concrete test cells, storage structures, a preparation-for-testing building, offices, and a guard house.[17]

Figure 17. GE Jet Engine Test Cell 1, looking southwest. December 6, 2016.
Source: ASM.

Other Commercial Enterprises

Otto Instrument Service

Otto Instrument Service has been in continuous operation since 1946, maintaining aircraft instruments for private aircraft, commercial aircraft, and the U.S. government. The company began in a 120-square-foot leased office at Rubidoux Airport in Riverside. A year later, the company relocated to a quonset hut at San Bernardino Airport and then to Ontario Airport in 1950. In 1952 at Ontario, Otto Instrument began construction on its first permanent building, a 6,400-square-foot building. In 1970, the building was moved down the runway from the south side of the airport, where new terminals where being built, to the north side, where customers were able to fly right up to the hangar for service.[18]

[17] Letter from Department of Toxic Substances Control: Five-year review of General Electric Jet Engine Test Cell Facility, n.d. Source: Ontario City Library Model Colony Room.
[18] Otto Instrument Service website. Available at: https://www.ottoinstrument.com/; accessed May 1, 2017.

In February of 1993, Otto Instrument Service moved from its original facility to a new, larger, more modern facility in Ontario. In 2008, Otto Instrument Service purchased a second building in Ontario, more than doubling the size of its Ontario repair station.

Aerojet-General Corporation

Aerojet-General Corporation completed construction on a 19,000-square foot facility at ONT in 1958 to the west of Cucamonga Creek Channel at ONT. The facility included hangar space, as well as offices, a lobby, engine store, and a repair shop in an attached concrete block structure (Figure 18).[19] Aerojet-General Corporation maintained an overhaul base at the airport to service its fleet of seven transport aircraft used on company business.[20]

Figure 18. Aerojet-General Hangar, looking east at the west façade. December 6, 2016. *Source: ASM.*

Summary Statement of Significance: Commercial aviation support services for both general and military aircraft played an important role in the growth and development of ONT. A resource evaluated under this sub-theme is significant under Criteria A/1/I 3 a and b/D 1-3 for its association with aviation support services at ONT during the period of significance.

Period of Significance: 1952–1967

Justification of the Period of Significance: The period of significance begins with the establishment of the earliest commercial aviation support facility at ONT in 1952. The end of the period of significance is 1967, following NRHP guidelines for using 50 years ago when activities continue to have importance and no more specific date can be defined (*National Register Bulletin No. 16A*: *How to Complete the National Register Nomination Form*, p. 42).

[19] "$95,000 Facility Rising at Airport." *Los Angeles Times*, September 21, 1958.
[20] Airport fact sheet, December 10, 1963. Source: Ontario City Airport Model Colony Room.

Criteria:

- NRHP A
- CRHR 1
- Local: Individual, 3 a, b
- Local: District 1-3

Associated Property Types: Eligible properties under this sub-theme include historic districts that retain the buildings and structures associated with an aircraft service facility that performed aircraft modifications, repair, and/or testing. Buildings and structures that could be contributing to an eligible historic district might include office buildings, fire stations, aircraft testing facilities, aircraft maintenance facilities, warehouses, laboratories, machine shops, aircraft hangars, storage, and maintenance hangars.

Representative organizations are Lockheed and General Electric, both of which established large complexes of properties with various functions related to the operations of the business. Individual property types with the ability to represent this sub-theme are limited to office/administration buildings and hangars, as these property types represent the strongest association with the sub-theme.

Registration Requirements

To be eligible under this sub-theme, an individual property should:

- Represent an important association with commercial aviation support services
- Be present during the period of significance
- Retain most of its character-defining features
- Retain the essential aspects of integrity

To be eligible under this sub-theme, a historic district should:

- Represent important patterns and trends in commercial aviation development from this period
- Contain a grouping of buildings and structures typical of a commercial aviation support facility
- Retain a majority of the buildings/structures present during the period of significance
- Retain most of its character-defining features
- Retain the essential aspects of integrity

Character-Defining Features

Hangars

- Multi-leaved, telescoping hangar doors
- Multi-light steel windows inset into hangar doors
- Either bow-trussed roof or front-gabled roof
- Usually with both hangar doors and personnel doors
- Adjacent to paved aircraft aprons, runways, and taxiways

Office/Administrative Buildings

- One or two stories in height
- Designed to reflect styles popular at the time of construction
- Multi-light steel-frame windows with some operable sections
- Associated landscaping and parking

Historic District

- Utilitarian or industrial buildings and structures with minimal or no ornamentation
- Industrial materials such as poured concrete, concrete block, and steel
- Laboratories and offices one or two stories in height

- Hangars, warehouses, and maintenance facilities with large open interior spaces to accommodate aircraft and mechanical equipment. Engine testing structures constructed of concrete and lacking windows
- Paved surfaces surrounding buildings and structures
- Landscaping associated with administrative and offices buildings

Integrity Thresholds: A property important for association with an event/historical patterns ideally should retain *some* features of all seven aspects of integrity: location, design, setting, materials, workmanship, feeling and association. However, some loss of design and workmanship is acceptable relevant to the other aspects of integrity. Additionally, there are some specific factors pertaining to integrity that should be taken into consideration when determining if sufficient integrity is retained:

Individual Properties

- Original hangar doors should be retained
- Exterior surfaces have may been painted
- Original massing of building should be retained

Historic Districts

- Retain original spatial relationships among buildings
- Majority of the contributors must possess integrity
- Alterations or new intrusions should not be so significant that the district can no longer convey a sense of its historical associations

Sub-Theme: International Cargo and Freight Operations, 1946–1967

"Ontario is destined to become the air cargo terminal of the west" with City Council approval of a proposal to establish the Industrial Air Transport Corp. at Municipal Airport, according to a 1945 news report.[21] Leasing hangars vacated by the Army, the Ontario Industrial Air Tansport Corp. was formed by a group of former employees of the Consolidated Aircraft Corp. to carry freight only.[22] At the same time, Fletcher Aviation Corporation was in the process of building a $250,000 freight terminal with the aim of focusing on the transportation of cut flowers and perishable citrus and deciduous produce.[23] At a meeting of the City Council, company officials urged the importance of developing a zoning plan for the airport, designating sections for private aviation and other specific activities.[24]

Military operations at the airport required the airport's long runways and unobstructed approach from the east for activities requiring transport of freight and personnel. Commercial aviation facilities at ONT such as GE Aircraft Engines and LAS relied on the airport's capacity to handle cargo, as the companies' operations depended on shipping and receiving aircraft engines and parts (Figure 19).

Summary Statement of Significance: Once Ontario Municipal Airport was designated an international port of entry in 1946, the airport's capacity for shipping and receiving freight opened the door to further rapid development. Aviation support services on airport property as well as in the adjacent industrial park needed such services to conduct their businesses and thrive. A resource evaluated under this sub-theme is significant under Criteria A/1/I 3 a and b/D 1-3 for its association with international cargo and freight at ONT during the period of significance.

[21] "City Authorizes Basing Transport Planes at Field." *Daily Report,* December 27, 1945.
[22] "Aerial Freight Lines Organized." *San Bernardino County Sun,* January 2, 1946.
[23] "City Authorizes Basing Transport Planes at Field." *Daily Report,* December 27, 1945.
[24] "City Authorizes Basing Transport Planes at Field." *Daily Report,* December 27, 1945.

Figure 19. Lockheed Hangar 19, looking south at the north façade. December 6, 2016. *Source: ASM.*

Period of Significance: 1946–1967

Justification of the Period of Significance: The period of significance begins with the establishment of the earliest air cargo operations at ONT in 1946. The end of the period of significance is 1967, following NRHP guidelines for using 50 years ago when activities continue to have importance and no more specific date can be defined (*National Register Bulletin No. 16A*: *How to Complete the National Register Nomination Form*, p. 42) .

Criteria

- NRHP A
- CRHR 1
- Local: Individual, 3 a, b
- Local: District 1-3

Associated Property Types: Eligible properties under this sub-theme include historic districts that retain the buildings and structures associated with an aviation-related freight and cargo facility. Buildings and structures that could be contributing to an eligible historic district might include warehouses, office buildings, fire stations, aircraft hangars, and storage hangars.

Individual property types with the ability to represent this sub-theme are limited to aircraft hangars and storage hangars, as these property types represent the strongest association with the sub-theme.

Registration Requirements

To be eligible under this sub-theme, an individual property should:

- Represent an important association with air cargo and freight operations
- Be present during the period of significance
- Retain most of the character-defining features
- Retain the essential aspects of integrity

To be eligible under this sub-theme, a historic district should:

- Represent important patterns and trends in air cargo and freight development from the period of significance
- Retain a grouping of buildings and structures typical of an air cargo and freight facility
- Retain a majority of the buildings/structures dating from the period of significance
- Retain most of its character-defining features
- Retain the essential aspects of integrity

Character-Defining Features

Hangars

- Multi-leaved, telescoping hangar doors
- Multi-light steel windows inset into hangar doors
- Either bow-trussed roof or front-gabled roof
- Usually with both hangar doors and personnel doors
- Adjacent to paved aircraft aprons, runways, and taxiways

Historic Districts

- One- or two-story utilitarian or industrial buildings and structures with minimal or no ornamentation
- Industrial materials such as poured concrete, concrete block, and steel
- Hangars and warehouses, and maintenance facilities with large open interior spaces to accommodate aircraft and cargo
- Paved surfaces surrounding buildings and structures

Integrity Thresholds: A property important for association with an event/historical patterns ideally should retain *some* features of all seven aspects of integrity: location, design, setting, materials, workmanship, feeling and association. However, some loss of design and workmanship is acceptable relevant to the other aspects of integrity. Additionally, there are some specific factors pertaining to integrity that should be taken into consideration when determining if sufficient integrity is retained:

Individual Properties

- Original hangar doors should be retained
- Exterior surfaces have may been painted
- Original massing of building should be retained

Historic Districts

- Should retain original spatial relationships among buildings
- Majority of the contributors must possess integrity
- Alterations or new intrusions should not be so significant that the district can no longer convey a sense of its historical associations

THEME: CIVIL AVIATION, 1950–1967

Passenger travel has played an important role in the development of ONT since 1929, when the City established Ontario Municipal Airport. Later, ONT's strategic location inland, away from coastal fog and with unobstructed runway approaches, made it a natural candidate for inclusion in a regional airport system based at Los Angeles International Airport (LAX).

Sub-Theme: Early Passenger Travel, 1950–1967

In 1949, Western Airlines began scheduled flights at Ontario, even before the first modern terminal dedicated to passenger travel was built in 1950. The terminal building contained a full complement of passenger services, including a lobby, a baggage room, a ticketing office, shops, and a restaurant. Ancillary facilities housed in separate buildings were offices for the Civil Aeronautics Administration (CAA) and a communication service and weather bureau.[25] A control tower added soon after, in 1953, was built adjacent to the two-story terminal (Figures 20 and 21).

Figure 20. Control tower with first modern terminal to the east (right) circa 1953.
Source: Ontario City Library Robert E. Ellingwood Model Colon Room. Accession No. 4216.

[25] "Ontario Airport Adds New Aviation Facilities." *Los Angeles Times*, June 21, 1950.

Figure 21. Interior of the control tower cab. Circa 1960.
Source: Source: Ontario City Library Robert E. Ellingwood Model Colony Room.

By 1959-1960, the terminal was replaced by the current Terminal One complex (Figures 22-25). Designed for expansion, the Terminal One building was enlarged extensively in two phases in the 1960s, and again in the 1970s. In 1983 and 1993, the terminal received two more additions (Figure 26). In 1965, a freestanding single-story Federal Aviation Authority (FAA) office building was added to the complex. Terminal One was vacated in 1998, when the current terminals two and four were opened.

In 1955, Bonanza Air Lines began services out of the airport. At the time, nonstop flights by Western and Bonanza airlines did not travel farther than Las Vegas. In 1962, Western began nonstop flights to San Francisco, and Bonanza began nonstop F27 flights to Phoenix in 1967 (USACE 1998:3-4). By 1967, Bonanza and Western were joined by Los Angeles Airways (a helicopter airmail service to downtown Los Angeles and LAX) (City of Ontario Chamber of Commerce 1967).

On October 18, 1967, a contract was signed by the City of Los Angeles and the City of Ontario agreeing to jointly contribute to the further expansion and development of ONT. The City of Ontario would benefit economically from a larger airport but lacked the necessary funds to expand, which the City of Los Angeles was able to provide. Los Angeles also agreed to promote and manage the aiport (Agreement 1967).

Figure 22. "Logan Locke, the Federal Aviation Agency's chief controller at Ontario International Airport, looks over the airport from control tower." April 1, 1967. *Herald-Examiner Collection, Los Angeles Public Library. Accession No. LAPL00054959.*

Figure 23. Primary façade of Terminal One. Circa 1960.
Source: Ontario City Library Robert E. Ellingwood Model Colony Room.

Figure 24. Terminal One, looking east. Circa 1960. HCM brochure.
Source: Ontario City Library Robert E. Ellingwood Model Colony Room.

Figure 25. Interior of Terminal One. Circa 1960. HCM brochure.
Source: Ontario City Library Robert E. Ellingwood Model Colony Room.

Figure 26. Primary façade of Terminal One, showing additions. December 6, 2016. *Source: ASM.*

On November 1, 1967, ONT was officially added to the Los Angeles Department of Airports (LADOA) regional network of satellite airports, which included Van Nuys and Palmdale as well (Figure 27). At that time, development at ONT was already fully under way, with the 1960 terminal already being doubled to accommodate increased traffic, 350 acres acquired at the east end for runway expansion, and plans for additional extensions of runways. As the only airport in the eastern Los Angeles metro area capable of serving large commercial jetliners, and with existing facilities including a fully equipped passenger terminal and six airlines with daily scheduled service, ONT was ideally situated for inclusion in a regional airport system based at LAX. The Civil Aeronautics Board approved service that would allow all domestic airlines serving LAX to provide similar service out of ONT (LADOA 1967).

Since being vacated in 1998 when new terminals were opened east of Terminal One, the complex has been a popular location for filming. Classic Mid-Century-Modern in style, Terminal One has stood in for a number of airports, both fictional and real, in movies and television shows. ONT represented Miami International Airport, Tehran Airport, Las Vegas Airport, and LAX in the 1960s, among other airports.

Summary Statement of Significance: Early passenger travel contributed to the development of ONT, partially in parallel with the explosion of suburban expansion toward the east of Los Angeles. A resource evaluated under this sub-theme is significant under Criteria A/1/I 3 a and b/D 1-3 for its association with early passenger travel at ONT during the period of significance.

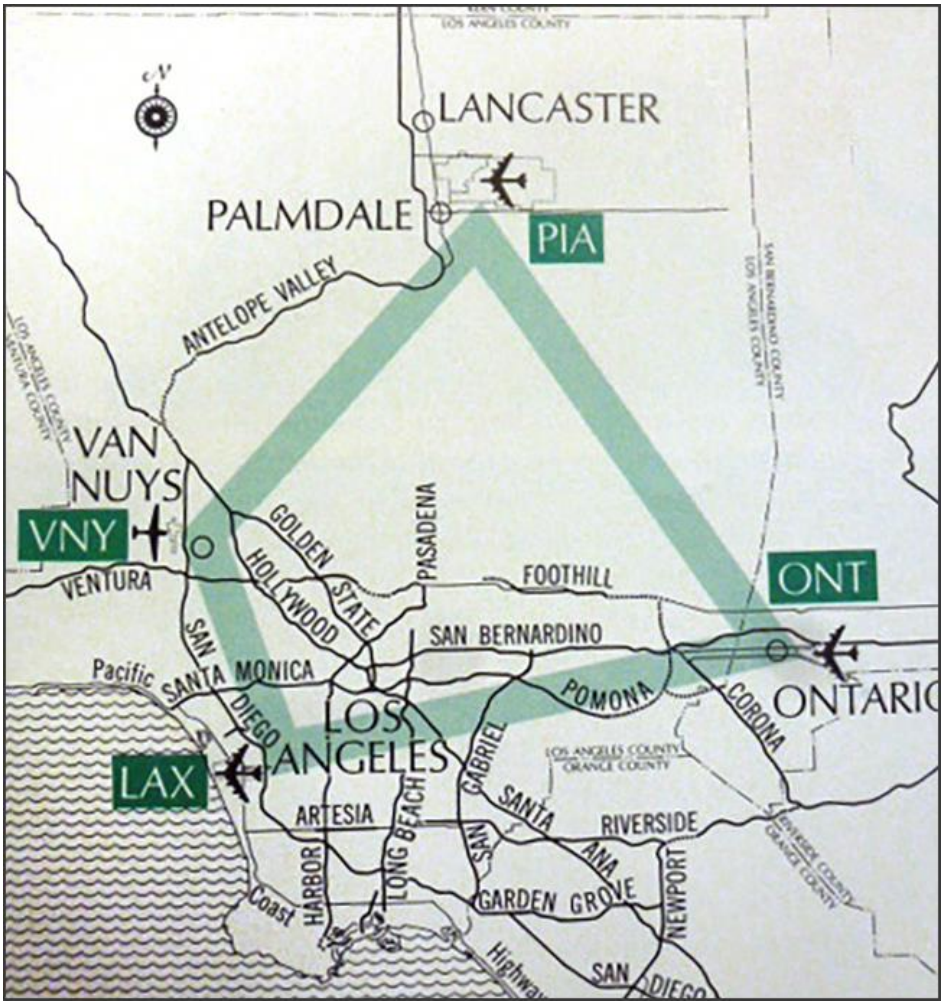

Figure 27. Schematic of regional airport system. Los Angeles Department of Airports promotional brochure. Undated. Source: Ontario City Library Robert E. Ellingwood Model Colony Room.

Period of Significance: 1950–1967

Period of Significance Justification: The period of significance begins with the establishment of the earliest extant passenger flight facility at ONT in 1952. The end of the period of significance is 1967, following NRHP guidelines for using 50 years ago when activities continue to have importance and no more specific date can be defined (*National Register Bulletin No. 16A*: *How to Complete the National Register Nomination Form*, p. 42). This date also coincides with a new period of development for ONT once it became part of the LADA network of regional airports.

Criteria

- NRHP A
- CRHR 1
- Local: Individual, 3 a, b
- Local: District 1-3

Associated Property Types: Eligible properties under this sub-theme include historic districts that retain the buildings and structures associated with early passenger travel. Buildings and structures that could be contributing to an eligible historic district might include passenger terminals, baggage claim buildings and conveyance systems, control towers, and office and support buildings.

Individual property types with the ability to represent this sub-theme are limited to terminal buildings and control towers, as these property types represent the strongest association with the sub-theme.

Registration Requirements

To be eligible under this sub-theme, an individual property should:

- Represent an important association with early passenger travel
- Be present during the period of significance
- Retain most of the character-defining features
- Retain the essential aspects of integrity

To be eligible under this sub-theme, a historic district should:

- Represent important patterns and trends in air passenger travel from the period of significance
- Retain a grouping of buildings and structures of facilities associated with early passenger travel
- Retain a majority of the buildings/structures dating from the period of significance
- Retain most of its character-defining features
- Retain the essential aspects of integrity

Character-Defining Features

Individual Properties

Passenger Terminals

- One or two stories in height
- Horizontal massing
- Passenger lobby often two or more stories in height
- Terminal includes services such as ticketing, restaurants, and baggage areas
- Baggage area can be a separate related building
- Often designed to reflect styles popular at the time of construction
- Adjacent to passenger loading zones, runways, and taxiways

Control Towers

- Height exceeds all other nearby buildings and structures
- Vertical massing
- Near terminals, hangars, runways, and taxiways

Historic Districts

- Prominent terminal with vehicle access for picking up and dropping off passengers
- Associated baggage claim and handling facilities including physical association with passenger, ticketing, and aircraft loading
- Buildings and structures located adjacent to aircraft aprons and runways
- Control tower overlooks facilities and runways
- Paved surfaces surrounding buildings and structures; parking closely associated with terminals
- Landscaping associated with terminals and administrative and office buildings

Integrity Thresholds: A property important for association with an event/historical patterns ideally should retain *some* features of all seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. However, some loss of design and workmanship is acceptable relevant to the other aspects of integrity. Additionally, there are some specific factors pertaining to integrity that should be taken into consideration when determining if sufficient integrity is retained:

Individual Properties

- Original exterior surfaces retain original materials
- Exterior surfaces have may been painted
- Original massing of buildings should be retained, although later additions are acceptable if configuration of original building is apparent

Historic Districts

- Retain original spatial relationships among buildings
- Majority of the contributors must possess integrity
- Alterations or new intrusions should not be so significant that the district can no longer convey a sense of its historical associations

THEME: MILITARY AVIATION, 1942–1991

Typical of many small municipal airfields, Ontario Municipal Airport was controlled by the military throughout World War II. During the years of military occupancy of the airfield, it was transformed from the dirt field of the 1920s and 1930s to a modern field with long runways, an air traffic control tower, hundreds of buildings, and advanced instrument systems. The improvements set the stage for a long-term occupation by the California Air National Guard from 1942 to 1997.

Ontario Army Air Field

During World War II, from 1942 until 1946, the military owned, leased, and controlled Ontario Municipal Airport, along with many small airports that were taken over to accommodate the war effort. During this period, the U.S. Army built 215 buildings containing a total of approximately 300,000 square feet at what was known as Ontario Army Air Field (OAAF) (Douglas and Livingstone 2006:4-5, 4-6). The OAAF began by leasing 466.2 acres from Ontario Municipal Airport, and then expanded.

After the war, in 1952, the Army Air National Guard proposed basing jet fighter aircraft of the 196th Tactical Air Support Group at the airport. As a result of this proposal, the City initiated the first of three runway extensions and other improvement to airport facilities. The first modern control tower was completed, and after two additional runway extensions, the airport had a 10,000-foot runway to service both commercial and military air traffic.

Many of the World War II military buildings were constructed in the current Lockheed area at the north side of the airport along East Airport Drive. Few of the World War II buildings remain; only two barrel-roofed hangars remain that were constructed circa 1940 in what is now the General Electric area of the airport. Portions of the World War II era sites might lie below ground in the form of utility and sewer systems, foundations, and roads (Douglas and Livingstone 2006:4-5, 4-6).

When the Army acquired the airport, the 311th Airbase Squadron was assigned to Ontario under the jurisdiction of the 4th Army Air Corps Force, headquartered at Hamilton Army Air Field. The airport became known as the Ontario Observation Aerodrome when the 69th Observation Group arrived on June 1, 1942. The group flew specialized observation aircraft with a mission to patrol the coastal areas around Los Angeles for submarines and to photograph the local harbor defenses and war industries. The 69th

Observation Group continued operating out of Ontario until October 1943, when the 384th Fighter Squadron arrived at the Aerodrome to begin combat training. Equipped with the P-38 "Lightning," a twin-engine propeller-driven fighter plane designed by Lockheed in 1937, the 384th trained in air-to-air and air-to-ground gunnery (Davies 1942:3-5). The P38 was the first military aircraft to operate regularly at ONT. Built by Lockheed in Burbank, the P38s were flown at Ontario by pilot trainees in the Army Air Corps. With the arrival of these activities, the airfield became a full-fledged facility known as the OAAF. During this period, the Air Force stationed several anti-aircraft artillery battalions at Ontario because of its resemblance to terrain in southern Europe (Croas 1944).

Chemical warfare training was conducted at OAAF, as on many other World War II airbases, but associated buildings and structures appear to have been removed. Records show a base Chemical Defense Plan had been established by February 1943, and a chemical warehouse and office were constructed by May 10, 1943, on Victory Boulevard (on the southeast side of the air field). The gas chamber was utilized for exercises that included the use of tear gas and chlorine. Later in 1943, the Chemical Warehouse and Pyrotechnics Magazine were relocated to near the Bomb Storage Area in the northeast sector of the airfield. None of these buildings appear to remain (USACE 1998:3-4). In 1944, the Fourth Platoon of the 813th Chemical Company was stationed at OAAF to facilitate the training of pilots in the use of "smoke missions" (maneuvers wherein chemical canisters were dropped from aircraft onto ground targets to create artificial smoke screens used as camouflage for military forces operating nearby) (Croas 1944). Training at ONT ceased with the end of World War II. On November 15, 1945, the Army declared the airfield surplus and converted it to inactive status.[26]

California Air National Guard

In 1949, the military's use of the airport recommenced when a California Air National Guard (CA ANG) training station was established at the airport under a lease from the City of Ontario. An armory for the 149th Control and Warning Squadron was constructed, and in the following years, ANG activities contributed significantly to further construction at the airport (USACE 1995:6-1 to 6-2) (Figure 28).

Bids for construction of an armory for the 149th Aircraft Control and Warning Squadron of the CA ANG were opened in April 1949. The main armory was to be one of three buildings comprising the installation on 9.5 acres adjacent to the airport east of Cucamonga Creek Channel and north of the Union Pacific railroad tracks paralleling Mission Boulevard on the south. A subsequent construction phase was to involve a motor service shop and warehouse buildings.[27]

[26] California State Military Museum. 2017. Available at: http://www.militarymuseum.org/OntarioANGS.html; accessed May 26, 2017.
[27] "Open Bids for Armory at Airport." *Daily Report*, April 28, 1949.

Figure 28. Aerial view of Air National Guard area, looking northwest. Mid-1950s.
Photographer: LADOA. Source: Ontario City Library Robert E. Ellingwood Model Colony Room. Accession No. 149.

The CA ANG Training Station underwent expansion until 1966. Additional air rights over the approach zone to the east and acquisition of a 12-acre strip of land by the City were planned to accommodate the fighter aircrafts used by ANG and to improve air safety. The ANG was to contribute a $1,500,000 building program and funds to extend the runway to 7,000 feet. Included in the initial phase of the building program was a hangar with lean-to, a gasoline storage facility, and a large paved area (Figure 29). The City wanted to bring the fighter squadron program to Ontario because it would contribute a $400,000 annual payroll and employ 40 permanent workers, in addition to 500 personnel participating in squadron activities.[28] The Ontario ANG station was closed in 1995 by the Defense Base Closure and Realignment Commission, at which time operations were relocated to March Air Reserve Base in Riverside County, California.[29]

[28] "Additional Air Rights Are Needed for Guard." *Daily Report,* April 22, 1952.
[29] California State Military Museum. Available at: http://www.militarymuseum.org/OntarioANGS.html; accessed June 13, 2017.

Figure 29. Air National Guard hangar, looking southwest at east and north facades. December 6, 2016. *Source: ASM.*

Summary Statement of Significance: Ontario Army Air Field was typical of small municipal airports during World War II that were utilized by the military for the war effort. The presence of the military forces during that time contributed to the growth of the airport by spurring development of larger runways and flight guidance systems. Later, these facilities would be returned to the City and eventually used by the CA ANG. A resource evaluated under this theme is significant under Criteria A/1/I 3 a and b/D 1-3 for its association with important military operations and activities, which could include World War II, Korean or Cold War operations in Ontario, during the period of significance. A property that was present during the period of significance and associated with the military is not sufficient justification for eligibility under this theme; such properties must also demonstrate that they were associated with *important* patterns and trends in military operations.

Period of Significance: 1942–1991

Justification of the Period of Significance: The period of significance begins with the construction of the first existing military-related building at ONT in 1942. The end of the period of significance is 1991, the generally accepted year for the end of the Cold War (Salmon 2011, 4). Although this period of signficance extends beyond 50 years ago, the historical signficance of the Cold War has been demonstrated to be exceptionally important, and therefore Criterion Consideration G is applicable (*National Register Bulletin No. 15: How to Apply the National Register Criteria*, p. 41).

Criteria

- NRHP A
- CRHR 1
- Local: Individual, 3 a, b
- Local: District 1-3

Associated Property Types: Eligible properties under this sub-theme include historic districts that retain the buildings and structures associated with a military facility. Buildings and structures that could be contributing to an eligible historic district might include aircraft hangars, maintenance and modification facilities, supply buildings, motor pool buildings, munitions storage buildings, fire stations, personnel support services buildings, and administration buildings.

Individual property types with the ability to represent this sub-theme are limited to hangars, as these property types represent the strongest association with the sub-theme for extant buildings.

Registration Requirements

To be eligible under this sub-theme, an individual property should:

- Represent an important association with military aviation
- Be present during the period of significance
- Retain most of the character-defining features
- Retain the essential aspects of integrity

To be eligible under this sub-theme, a historic district should:

- Represent important patterns and trends in military operations from the period of significance
- Retain a grouping of buildings and structures of associated with a military facility
- Retain a majority of the buildings/structures dating from the period of significance
- Retain most of its character-defining features
- Retain the essential aspects of integrity

Character-Defining Features

Individual Properties: Hangars

- Military hangars might have two-story "lean-to" offices and workshops around the perimeter of the aircraft space
- Hangars often have clerestory windows and windows in hangar doors
- Multi-leaved hangar doors

Historic District

- Utilitarian or industrial buildings and structures
- Industrial materials such as poured concrete, concrete block, and steel
- Hangars and warehouses, and maintenance facilities with large open interior spaces to accommodate aircraft and cargo
- Personnel support buildings and offices often display a common architectural style
- Buildings and structures clustered together
- Located adjacent to or near runways

Integrity Thresholds: A property important for association with an event/historical patterns ideally should retain *some* features of all seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. However, some loss of design and workmanship is acceptable relevant to the other aspects of integrity. Additionally, there are some specific factors pertaining to integrity that should be taken into consideration when determining if sufficient integrity is retained:

Individual Properties

- Exterior surfaces have may been painted or resurfaced
- Original massing of building should be retained
- Should retain both original aircraft doors and tail cuts

Historic Districts

- Retain original spatial relationships among buildings
- Majority of the contributors must possess integrity
- Alterations or new intrusions should not be so significant that the district can no longer convey a sense of its historical associations

THEME: AVIATION AND ARCHITECTURE, 1942–1975

With an eye toward the future, aviation activities at ONT spurred the need for new building types, accompanied by new, jet-age designs. Advances in construction technology are represented by the airport's variety of aircraft hangars serving commercial, industrial, and military purposes, and outstanding examples of Modernist architecture reflect postwar optimism and prosperity in the postwar years at ONT.

Sub-Theme: Developments in Construction Technology, 1942–1975

The advent of aviation and related activities in the twentieth century necessitated a new type of building to house the flying machine, both for storage and as enclosed workspaces for aircraft modification and repair. The founders of Latimer Field, Ontario's first airfield, designed and constructed a hangar that improved on the hangars of the day, which had large, single-piece doors that ran on tracks out from the sides. The new hangar had doors that were segmented and hinged, so that the tracks could run along the sides of the building and thus be protected from the wind (Neward 1970:7-8). As the size and mechanical complexity of airplanes increased, the size and construction technology of hangars increased as well (Aaron 2011:5-2).

The physical form of a hangar is its primary characteristic and is defined by its structural material. Hangars are generally constructed with wood, steel, or concrete, lending structural integrity to the large buildings that required unimpaired open spaces. Steel has always been the most common material, with the first examples constructed as early as 1916 and prefabricated steel hangars constructed since the late 1940s. The strength of the material allows trusses and beams to span the long distances needed to accommodate aircraft, and the ability to prefabricate and easily transport steel components adds to the material's popularity (Aaron 2011:5-2) (Figure 30-32).

The aircraft doors are the second most prominent feature of the hangar. The doors, which are heavy because of their size, are required to extend to the maximum width of the large opening, presenting a design challenge that has evolved over time. The first hangars had fairly simple doors or were left open or covered with canvas. As early as 1917, the commonly telescoping door with multiple leaves hung on barn door rollers and running on tracks was developed and remains in use. To allow the doors to retract the full width of the hangar space, external tracks extended beyond the mass of the hangar (Aaron 2011:5-7). Another type of hangar door, known as a canopy door, was first used in military hangars during World War II. Many hangar doors have inset smaller personnel doors. Windows are often absent, but many have multi-light glazing of various configurations (Aaron 2011:5-7).

Summary Statement of Significance: Hangars of several types more than 45 years of age are located on ONT property. Hangars, many of which were built using standard plans, evaluated under this sub-theme might meet Criteria C/3/I-3 as embodying distinctive characteristics of construction type, period, or method. In most cases, hangars will not represent the work of a master or possess high artistic value. In order to determine if a hangar is eligible under Criteria C/3/I-3, it must be a significant example of a hangar design type or construction method (Aaron 2011:605, 6-06)

Figure 30. Interior of Lockheed Hangar 2. December 6, 2016.
Source: ASM.

Figure 31. Interior of ANG Hangar. December 6, 2016.
Source: ASM.

Figure 32. Multi-leaved doors on ANG Hangar. December 6, 2016.
Source: ASM.

Period of Significance: 1942–1975

Justification for the Period of Significance: The period of significance begins with the construction of the first extant hangar at ONT circa 1942. The end of the period of significance is 1975, based on the end of the period of development of military hangars associated with the Cold War and the Vietnam War (1955–1975) (Aaron 2011:7-1).

Criteria

- NRHP C
- CRHR 3
- Local: Individual, 3 c-h

Associated Property Types: Eligible individual property types under this sub-theme that have the ability to represent this sub-theme are limited to hangars, as these property types represent the strongest association with the sub-theme for extant buildings. No extant groups of hangars at ONT were found that could be evaluated as historic districts.

Registration Requirements

To be eligible under this sub-theme, an individual property should:

- Represent an important association with developments in construction technology
- Be constructed during the period of significance
- Retain most of the character-defining features of the property type or style

- Retain the essential aspects of integrity

Character-Defining Features

Individual Properties: Hangars

- Hangars have large open space to accommodate aircraft
- Hangars are either front-gabled or barrel-roofed
- Hangars generally have multi-leaved telescoping doors
- Spanning systems of hangars are generally steel truss
- Building material steel, wood, and/or concrete
- Tail cuts

Integrity Thresholds: Eligible properties will retain a high degree of integrity of design, materials, and craftsmanship. Properties should also retain good integrity of location, setting, feeling, and association, but some loss of these aspects of integrity is acceptable (NRHP 2002). If multiple properties are extant that represent the same property type, a comparison of similar resources is critical to determining local-level eligibility.

- Hangars should retain original doors and tail cuts
- Exterior cladding may be replaced
- Hangars should retain original massing
- Newer auxiliary buildings might be attached

Sub-Theme: Modernism and Aviation, 1955–1970

The postwar period in the U.S. witnessed the construction of several widely acclaimed terminals designed to reflect the coming of the jet age. In the early 1950s, architects had a number of issues to address in their designs. First, a new terminal had to be a visually significant place of arrival and departure, easily seen from approaching automobiles and airplanes, and with a futuristic look that spoke of the jet age. Second, cities often wanted their terminals to include interior space that provided views of the activities of a bustling airfield that passengers could observe from a waiting area that itself was significant. Finally, the design had to allow for expansion. Like other terminals of the era, the 1959 design for the new terminal at ONT included an impressive two-story waiting room with walls of windows through which passengers could observe arriving and departing planes (Figure 33). The core of the terminal building served as only the beginning of a greatly expanded terminal. The ONT terminal building was included in a 1962 *Architectural Forum* article on modern designs for international terminals and was described as a fairly modest contribution to the genre:

> Ontario, Calif., Airport, by architects Harnish, Morgan & Causey, is a small, efficient flying facility which also pays some attention to architecture. The tall, two-story waiting room with ticket offices has the usual glass fronts facing the field and the approach road, but in this case they were handsome, glare-shielding grilles. California's climate permits open-air walkways to the loading stations. Pleasant planting has been started around them. General contractor for the terminal is Service Construction Co.[30]

[30] "New Airport Design in the U.S. and Abroad." *Architectural Forum*, 117:80. July 1962.

Figure 33. The lobby waiting room at Terminal One. April 1, 1967.
Herald-Examiner Collection, Los Angeles Public Library. Accession No. LAPL00054961.

Harnish, Morgan & Causey (HMC) is a local architectural firm specializing in Mid-Century-Modern design that was founded in Ontario in 1940, with Jay Dewey Harnish initially working as an individual. In addition to Terminal One at the airport, the firm designed an office building in the Lockheed area and the control tower in the Terminal area. The firm was also responsible for several Modernist buildings throughout the City, including Ontario High School (1967), the Ontario City Library (remodeled), and corporate buildings at 500 East E Street (1965), 735 North Euclid Avenue (1963), and 240 North Euclid Avenue (1964). Other known practitioners of the Modernist aesthetic in Ontario were Donald Warren Co. (architects) and Albert C. Martin and Associates.

The executive office building and adjacent cafeteria at Lockheed Aircraft Services are an outstanding example of Mid-Century-Modern architecture at ONT (Figure 34). Notable award-winning architect George Vernon Russell was an employee of Lockheed and served as part of the World War II effort (Figure 31). One unusual project he worked on at Lockheed Ontario was his design for General Dwight D. Eisenhower's posh two-unit rolling headquarters.[31] Russell's numerous projects included the Flamingo Hotel in Las Vegas, the 1937 Regency Modern Hollywood Reporter building, and Sunset Plaza in West Hollywood.[32] The Lockheed building was said to have embodied "[n]ew concepts of structural design, sun protection devices, and use of colors not common in the industrial field."[33] Exterior enameled metal panels were colored in "the vivid red, white, and blue of the corporation's trademark, with contrasts of textured gray walls and the bluish-green tint of glare-reducing glass," according to the *Los Angeles Times*.[34]

[31] "G. V. Russell; Award Winner in Architecture." Obituary. *Los Angeles Times.* March 28, 1989.
[32] Pacific Coast Architectural Database. Buildings and other words by George Vernon Russell. Available at: http://pcad.lib.washington.edu/person/234/; accessed May 22, 2017.
[33] "Lockheed Dedicates New Ontario Airport Facilities." *Los Angeles Times,* July 1, 1956.
[34] "Lockheed Dedicates New Ontario Airport Facilities." *Los Angeles Times,* July 1, 1956.

Figure 34. Lockheed executive office building, designed by architect George Vernon Russell. *Circa 1956. Source: Colin Russell.*

Summary Statement of Significance: Mid-Century Modernism was widely used in aviation-related facilities both in the U.S. and internationally, expressive of a new perspective that turned away from the past and looked toward the future. A resource evaluated under this sub-theme might be significant under Criteria C/3/I-3 for displaying distinctive characteristics of the architectural style or for association with a master architect.

Period of Significance: 1955–1970

Justification for the Period of Significance: The period of significance begins with the construction of the earliest extant Mid-Century-Modern building at ONT in 1955 and ends in 1970, which commonly marks the end of the influence of the style.[35]

Criteria

- NRHP C
- CRHR 3
- Local: Individual, 3 c-h

Property Type Description: Associated properties that express Mid-Century Modernism are often prominent commercial and civic buildings such as airport terminals, and corporate offices and headquarters. At ONT, the eligible properties are primarily those that are visible to and used by the public.

Registration Requirements

To be eligible under this sub-theme, an individual property should:

- Be a good representation of the Mid-Century-Modern style on the local level *or*

[35] This cut-off point is consistent with the historic context statement for SurveyLA, as well as other sources of evaluation criteria.

- Be designed by a master architect and be a good representation of his/her work *and*
- Be constructed during the period of significance
- Retain most of the character-defining features of the style
- Retain the essential aspects of integrity

Character-Defining Features

Individual Properties

- Horizontal orientation
- Direct expression of structural system and function
- Minimal ornamentation
- Flat roof, often with wide overhanging eaves
- Wide expanses of glazing, often floor-to-ceiling
- Connection between the interior and exterior, often landscaped
- Simple, geometric forms

Integrity Thresholds: Eligible properties will retain a high degree of integrity of design, materials, and craftsmanship. Properties should also retain good integrity of location, setting, feeling, and association, but some loss of these aspects of integrity is acceptable (NRHP 2002). If multiple properties are extant that represent the same architectural style, a comparison of similar resources is critical to determining local-level eligibility.

- In a large building, some windows and doors might have been changed
- Exterior surface have may been painted
- Original use may have changed

7. SUMMARY AND CONCLUSIONS

As a result of the development of this historic context statement, and an intensive-level survey of 55 buildings and structures that are more than 45 years of age, ASM has identified three historic districts and nine individually eligible buildings that are recommended eligible for the NRHP, CRHR, and City of Ontario List of Historic Landmarks and Districts at the local level of significance (Figure 35 and Table 2). The remaining resources are recommended ineligible under the themes associated with Aviation identified within this historic context statement. Most of the contributing resources to the three historic districts are not individually eligible, as they do not sufficiently represent the themes that they are associated with as individual resources. The potential historic resources evaluated are primarily industrial/commercial, but also include some military buildings, two residential single-family dwellings, one with several newer apartment complexes on the same parcel.

The eligible historic resources reflect the important themes and sub-themes identified in this historic context statement. Specifically, three districts at ONT (LAS, GE Aviation Engines, and the Terminal One Complex), are recommended eligible as good representations of the themes/sub-themes of:

- *Commercial Aviation, 1946-1967/Aviation Support Services, 1952-1967*
- *Civil Aviation, 1950-1967/Early Passenger Travel, 1950-1967*

Individual buildings—specifically, Lockheed Executive Office Building and Cafeteria (Bldgs. 10 and 11) and Hangers 2, 4, and 6; Terminal One Building; Control Tower; Air National Guard Hangar; and Aerojet-General Hangar—are recommended eligible as good representations of the themes/sub-themes of:

- *Civil Aviation, 1950-1967/Early Passenger Travel, 1950-1967*
- *Aviation and Architecture, 1942-1975/Modernism and Aviation, 1955-1970*
- *Aviation and Architecture, 1942-1975/Developments in Construction Technology, 1942-1975*

Table 2 identifies those eligible resources, the themes they represent, and the criteria under which they are eligible. As a result of the intensive evaluations, ASM assigned an OHP status code to all properties surveyed, including eligible and ineligible properties (Appendix 2). Status codes utilized in this survey project are:

- 3B: Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation
- 3D: Appears eligible for NR as a contributor to a NR eligible district through survey evaluation
- 6Z: Found ineligible for National Register, California Register, or local designation through survey evaluation
- 3S: Appears eligible for NR as an individual property through survey evaluation

Those resources that are recommended herein as eligible and worthy of preservation should be considered historical resources when compliance with the California Environmental Quality Act (CEQA) is required. For listing on the local List of Historic Landmarks and Districts, CRHR, or NRHP, the proper nomination process will need to be undertaken.

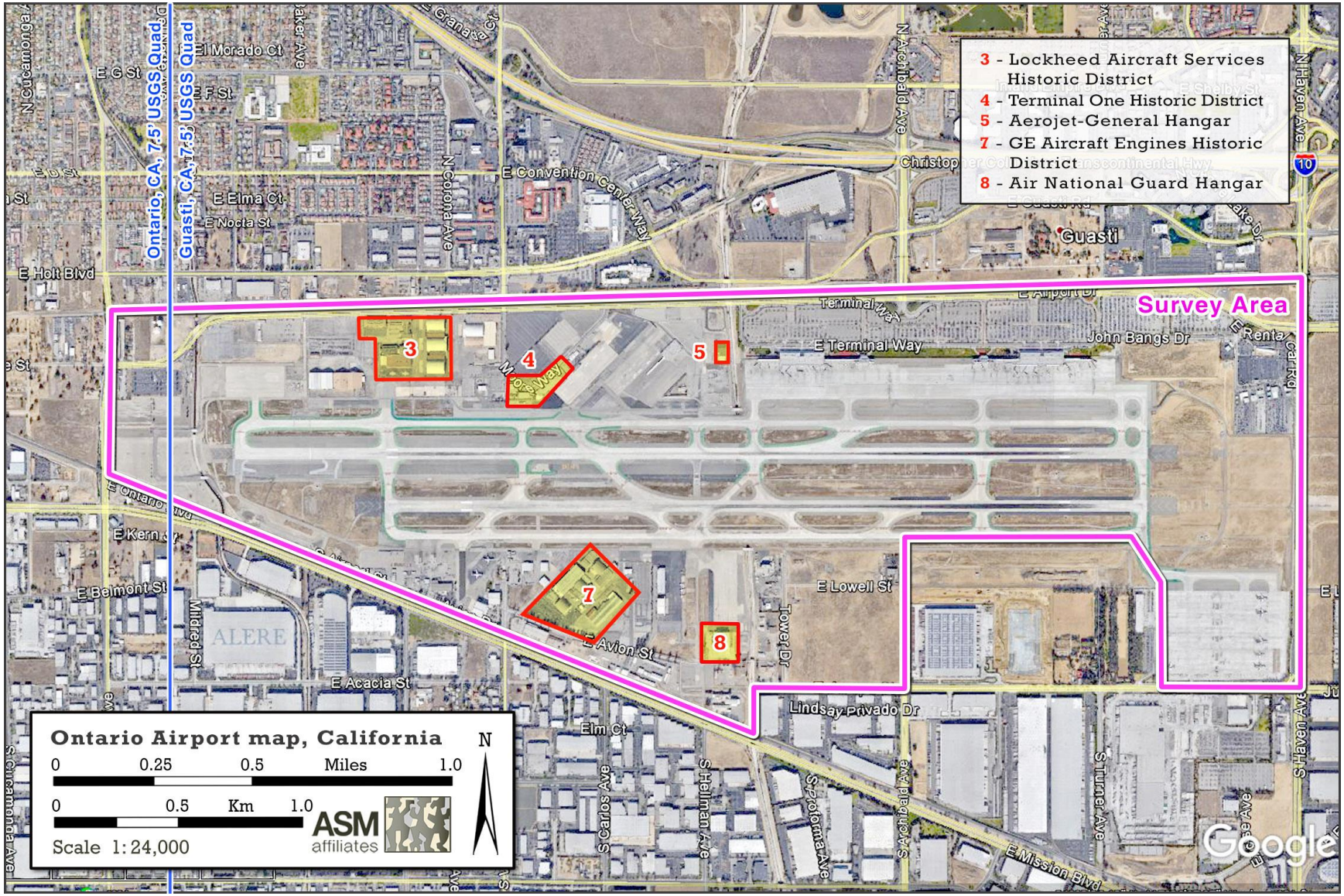

Figure 35. Map showing eligible districts and properties identified.

Table 2. List of Eligible Historical Resources Surveyed

Name of Property	Theme/Sub-theme	NRHP Criteria	CRHR Criteria	Local Criteria
Lockheed Aircraft Services Historic District	Commercial Aviation, 1946-1967/ Aviation Support Services, 1952-1967	A,C	1,3	District 1
Terminal One Historic District	Civil Aviation, 1950-1967/Early Passenger Travel, 1950-1967/ Modernism and Aviation, 1955–1970	A,C	1,3	District 1
GE Aircraft Engines Historic District	Commercial Aviation, 1946-1967/ Aviation Support Services, 1952-1967/ Modernism and Aviation, 1955–1970	A	1	District 1
Lockheed Executive Office Building (Bldg. 10)	Aviation and Architecture, 1942-1975/ Modernism and Aviation, 1955-1970	C	3	Individual 3 c-d, f-h
Lockheed Cafeteria (Bldg. 11)	Aviation and Architecture, 1942-1975/ Modernism and Aviation, 1955-1970	C	3	Individual 3 c-d, f-h
Terminal One Building	Civil Aviation, 1950-1967/ Early Passenger Travel, 1950-1967/ Modernism and Aviation, 1955–1970	A, C	1, 3	Individual 3 a-d, f-h
Control Tower	Civil Aviation, 1950-1967/ Early Passenger Travel, 1950-1967	A	1	Individual 3 a-b, g
Air National Guard Hangar	Aviation and Architecture, 1942-1975/ Developments in Construction Technology, 1942-1975	C	3	Individual 3 d, f-h
Lockheed Hangar 2	Aviation and Architecture, 1942-1975/ Developments in Construction Technology, 1942-1975	C	3	Individual 3 d, f-h
Lockheed Hangar 4	Aviation and Architecture, 1942-1975/ Developments in Construction Technology, 1942-1975	C	3	Individual 3 d, f-h
Lockheed Hangar 6	Aviation and Architecture, 1942-1975/ Developments in Construction Technology, 1942-1975	C	3	Individual 3 d, f-h
Aerojet-General Hangar	Aviation and Architecture, 1942-1975/ Developments in Construction Technology, 1942-1975	C	3	Individual 3 d, f-h

8. REFERENCES

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APPENDICES

APPENDIX 1

DPR Forms

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
DISTRICT RECORD

Primary #
HRI #
Trinomial

Page 1 of 4 ***Resource Name or #:** Air National Guard Area
D1. Historic Name: Air National Guard, California Air National Guard, 149th Control and Warning Squadron
D2. Common Name: Air National Guard, California Air National Guard

***D3. Detailed Description:** (Describe overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.)

The Air National Guard (ANG) area is a complex of military buildings comprising the former operations of the California Air National Guard, which operated at Ontario International Airport from 1956 to 2010, providing aircraft maintenance facilities, as well as jet engine testing at a nearby site. In addition to a large front-gabled roof hangar with "lean-to" offices and shops around its perimeter, the ANG area retains a complex of buildings that served various functions for the reserve units stationed at Ontario. Buildings remaining include a dining hall, training facilities, maintenance shops, warehouses, a munitions building, and motor pool buildings.

Throughout World War II, Ontario Army Air Field was taken over for military use for the war effort, declaring it surplus in 1945 at the conclusion of the war. In 1949, the military's use of the airport recommenced when a California Air National Guard (CA ANG) training station was established at the airport under a lease from the City of Ontario. An armory for the 149th Control and Warning Squadron was constructed, and in the following years, ANG activities contributed significantly to further construction at the airport.

Bids for construction of an armory for the 149th Aircraft Control and Warning Squadron of the CA ANG were opened in April 1949. The main armory was to be one of three buildings comprising the installation on 9.5 acres adjacent to the airport east of Cucamonga Creek and north of the Union Pacific railroad tracks paralleling Mission Boulevard on the south. A subsequent construction phase was to involve a motor service shop and warehouse buildings ("Open Bids for Armory at Airport." *Daily Report,* April 28, 1949).

***D4. Boundary Description**: (Describe limits of district and attach map showing boundary and district elements.)

The area considered for a potential historic district for the Air National Guard Area is bounded by the main runways at ONT on the north, Tower Drive on the east, East Avion Street on the south, and just west of the Air National Guard Hangar on the west.

***D5. Boundary Justification**:

The area considered for a potential historic district for the Air National Guard Area encompasses the buildings and structures of the former Air National Guard facilities.

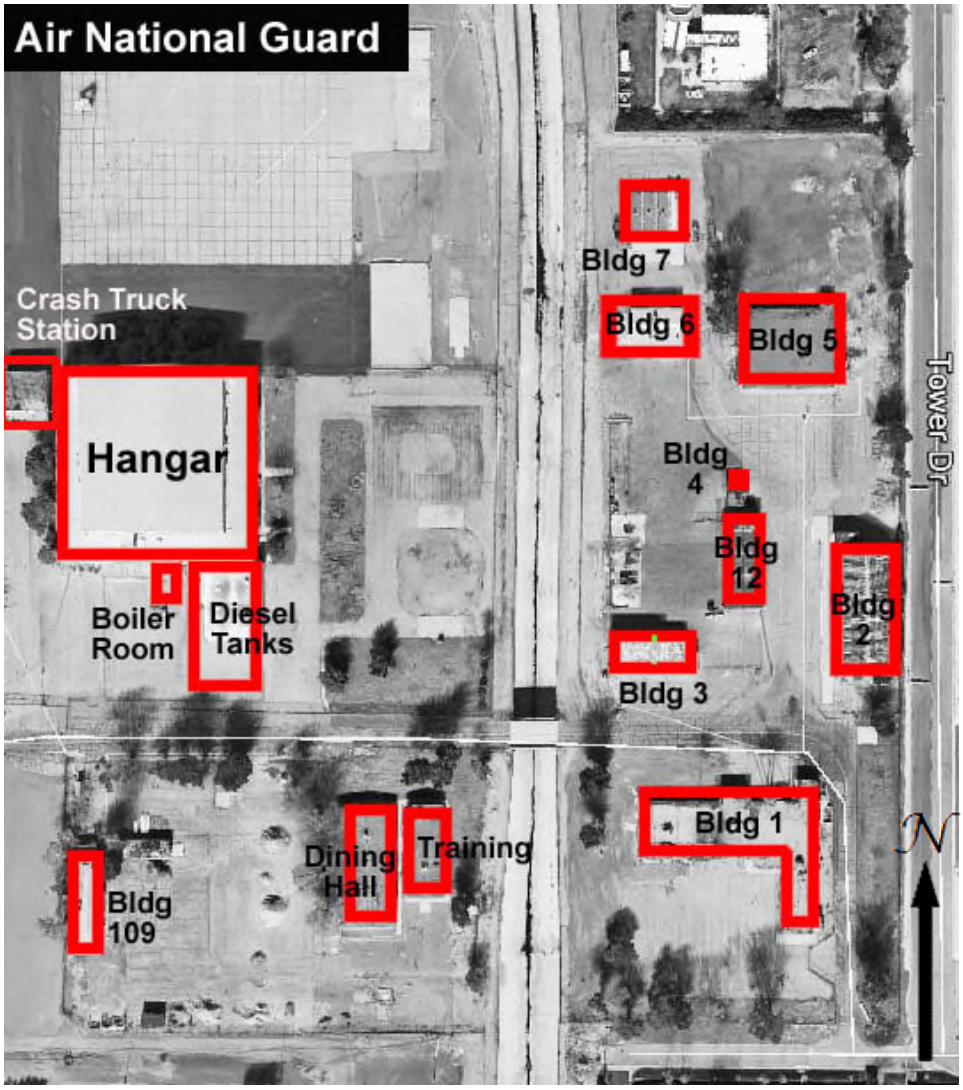
D6. Significance: Theme n/a **Area** n/a
Period of Significance n/a **Applicable Criteria** N/A
(Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

The Air National Guard Area was evaluated as a potential historic district under the context of Aviation in Ontario, and Theme: Military Aviation, 1942–1991, according to the guidelines established in the *Ontario International Airport Historic Context Statement*, prepared by ASM Affiliates, Inc., for the City of Ontario, June 2017. Although the Air National Guard Area, and the buildings and structures comprising it, played a role in military operations from WWII through the Cold War, the function of the CA ANG facility does not appear to have to have been associated with important patterns and trends in military operations. As such, the Air National Guard Area is recommended not eligible as a historic district as it does not meet the registration requirements for the theme of Military Aviation, 1942–1991. Furthermore, no individually eligible properties within this area were identified that meet the requirements for the theme of Military Aviation, 1942–1991. One building, the Air National Guard Hanger, was found to meet the registration requirements under the theme of Aviation and Architecture, 1942–1975, and the sub-theme of Developments in Construction Technology, 1942–1975 (see separate 523BSO form).

D7. References (Give full citations including the names and addresses of any informants, where possible.):

National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation.* National Register Bulletin No. 15. Washington, D.C.
National Park Service. 1997. *How to Complete the National Register Nomination Form*. National Register Bulletin No. 16A. Washington, D.C.

***D8. Evaluator:** Shannon Davis and Marilyn Novell **Date:** June 2017
Affiliation and Address: ASM Affiliates, Inc., 20 N. Raymond Ave., Pasadena, CA

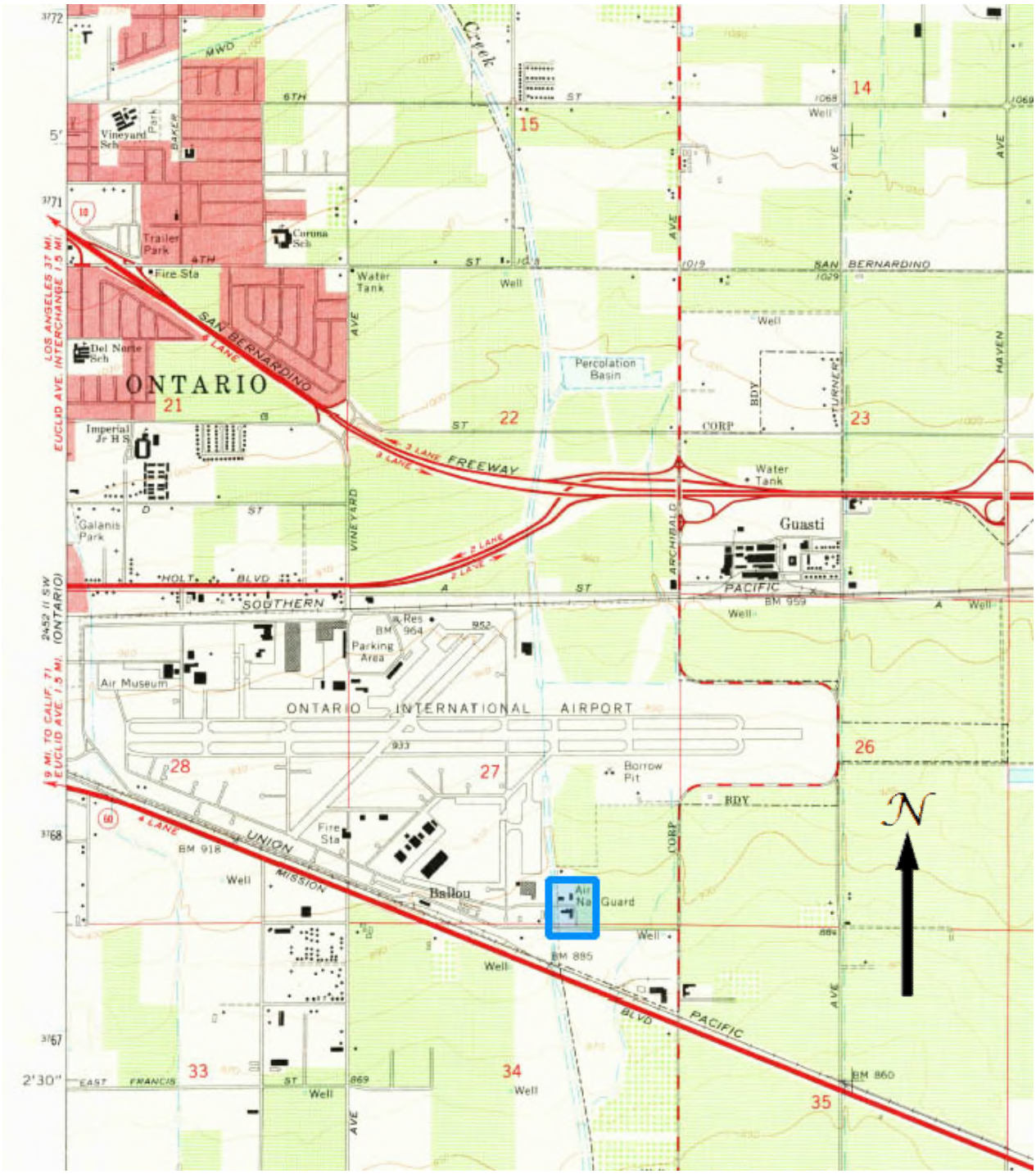


Map showing resources surveyed in the Air National Guard area. Source: ASM Affiliates, Inc.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # _____
HRI # _____
Trinomial _____

 ***Resource Name or # (Assigned by recorder)** Air National Guard Historic Area
***Map Name:** Air National Guard Area ***Scale:** ***Date of Map:** June 2017



Map showing location of the Air National Guard area relative to the airport (USGS Guasti, 1966, 1:24,000 scale).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH SHEET

Primary #
HRI #
Trinomial

Page 4 of 4 ***Resource Name or # (Assigned by recorder)** Air National Guard Historic Area
Recorded by: Shannon Davis and Marilyn Novell **Date:** June 2017
☐ Continuation ☐Update

Image 1. Aerial view of Air National Guard area, looking northwest. Mid-1950s.
Photographer: LADOA. Source: Ontario City Library Robert E. Ellingwood Model Colony Room. Accession No. 149.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3S

Other Listings
Review Code Reviewer Date

Page 1 of 9 ***Resource Name or #:** Air National Guard Hangar
P1. Other Identifier: Air National Guard Area, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 2475 East Avion Street City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 444499.47 mE/ 3767880.54 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Air National Guard Hangar, located at 2475 E. Avion St. at Ontario International Airport, is a complex comprising an aircraft hangar with a two-story office/workshop complex known as a "lean-to" adjoining the hangar on three sides. In addition, there are two wings on the south façade, housing a boiler room and a diesel tank facility. The hangar is a multi-story building of steel frame construction enclosing a single open space to accommodate aircraft. It is rectangular in form and sits on a poured-concrete foundation that opens on the north to the aircraft apron. The hangar is composed of corrugated metal and is capped by a low-pitched front-gabled roof. A continuous row of steel-frame six-over-three fixed windows spans three sides of the hangar. At the north façade is a double set of telescoping hangar-type doors that retract into enclosed housing at the sides. A continuous row of multi-light windows spans the width of the doors. At the interior of the hangar the steel truss construction is visible on the ceiling and walls. The floor is smooth poured concrete, and lighting is provided by regularly spaced industrial pendant fixtures, as well as the rows of windows on all sides.

(continued on page 7)

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building; HP34. Military property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking south at the north façade.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1955

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

Image 1. View looking southeast at the north and west façades, with Fire Station in the foreground.

Image 2. View looking east at the west façade.

Image 3. Detail view looking southeast at the north and west façades.

Image 4. View looking southwest at the east and north façades.

Image 5. View looking north at the south façade.

Image 6. View looking northwest at the south and east façades.

Image 7. View looking northeast at the west and south façades.

Image 8. View looking west at the east façade.

Image 5. Looking southwest at the north and east façades.

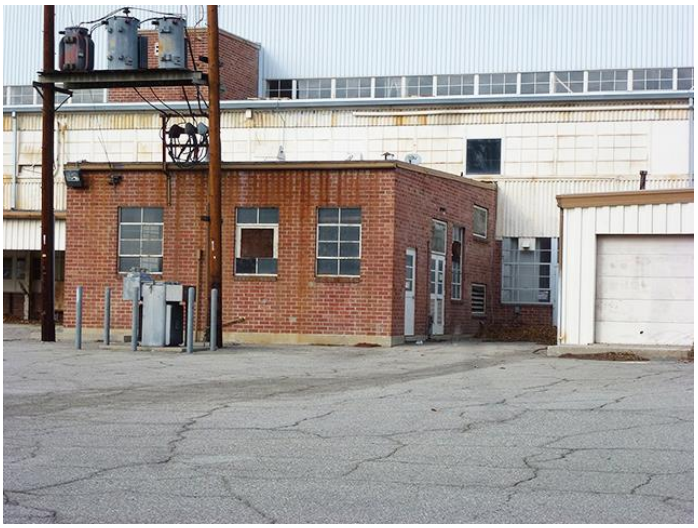


Image 6. View looking northwest at the south and east facades of the Diesel Tanks room.

Image 7. Detail view looking east at the west façade of the Diesel Tanks room.

Image 8. Detail view of the entrance on the east façade of the Diesel Tanks room.

Image 9. Detail view looking northwest at the south façade of the Hangar.

Image 10. Interior view of the hangar looking northeast.

Image 11. Interior view of the hangar looking northwest.

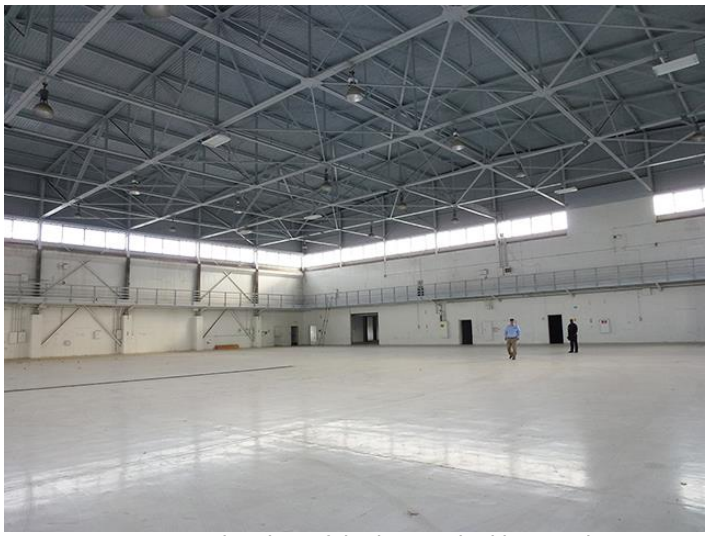


Image 13. Interior view of the hangar looking southeast.

Image 14. Detail view of the interior of the hangar ceiling.

Image 15. Detail interior view of the hangar doors looking east.

Image 16. Detail view of the hangar door track mechanism.

***P3a. Description:** (continued from page 1)

The flat-roofed two-story wings, or "lean-tos," as described in the technical specifications for the hangar,[1] are clad in corrugated metal with a red brick water line. A continuous row of steel-frame windows resembling those on the hangar have both fixed and awning-style operable portions. All of the windows on the south façade and approximately half of the windows on the other façades have been painted over. The west wing functioned as offices for operations, and the east wing housed maintenance and shops. The interiors of the wings were not accessible at the time of the survey.

Two wings extend from the south façade of the hangar complex. A large flat-roofed corrugated steel industrial-style building set on a concrete foundation is located toward the east side of the south façade. A second, much smaller, flat-roofed wing extends from approximately the center of the south façade. The industrial building is clad in red brick and sits on a poured concrete foundation. Fenestration includes a set of double doors with a vent in a transom above and a single door, with three horizontal lights each, located on the east façade; a single door with similar lights is located on the west façade. Windows are two-by-five in a combination of fixed and operable portions.

[1] "Technical Specifications, Part IV, for Hangar Building—with two-story lean-to with exterior Utilities and Facilities. California Air National Guard, Ontario, California, June 6, 1952. [from Model Colony Room archives]

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

***NRHP Status Code** 3B
***Resource Name or #** (Assigned by recorder) Air National Guard Hangar

B1. Historic Name: Air National Guard Hangar
B2. Common Name:
B3. Original Use: Hangar and offices/workshops to support Air National Guard operations
B4. Present Use: Hangar
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** **(Construction date, alterations, and date of alterations)** 1955

The Air National Guard Hangar was constructed in 1955. Technical specifications were prepared by the California Air National Guard, Ontario, in 1952. The hangar and lean-to buildings are minimally altered

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** N/A
***B8. Related Features:** Aircraft apron
B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Aviation and Architecture **Area:** Developments in Construction Technology
Period of Significance: 1955-1975 **Property Type:** Aircraft hangar and offices **Applicable Criteria:** NRHP/CRHR Criteria C/3; Local Individual Criteria 3 d, f-h

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Air National Guard Hangar is an example of construction technology considered within the context of Aviation in Ontario under the theme of Aviation and Architecture, 1942–1975, and the sub-theme of Developments in Construction Technology, 1942–1975. The hangar displays character-defining features one style typical of Air National Guard facilities during the period of significance, including a front-gabled roof, multi-leaved hangar door and tail cut, and a large open space to accommodate aircraft enabled by steel truss construction. The multi-leaved telescoping hangar doors with extensive fenestration and the mass of the building formed by the pop-up center section with clerestory windows and the lower "lean-to" sections all original features (Aaron 2011). Although the National Guard no longer occupies the site, suggesting some change in use, both the interior and exterior of the building reflect all seven aspects of integrity. After careful consideration, ASM recommends the Air National Guard Hangar individually eligible for listing at the federal, state or local level under Criteria C/c or Local Individual Criteria 3 d, f-h.

B11. Additional Resource Attributes: (List attributes and codes) HP39. Aircraft apron

***B12. References:**

Aaron, Jayne. 2011. *Historical and Architectural Overview of Aircraft Hangars of the Reserves and National Guard Installations from World War I through the Cold War.* Prepared for the Department of Defense Legacy Resource Management Program.

National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation.* National Register Bulletin No. 15. Washington, D.C.

Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

B13. Remarks:

***B14. Evaluator:** ASM Affiliates, Inc. (Shannon Davis and Marilyn Novell)
***Date of Evaluation:** June 2017

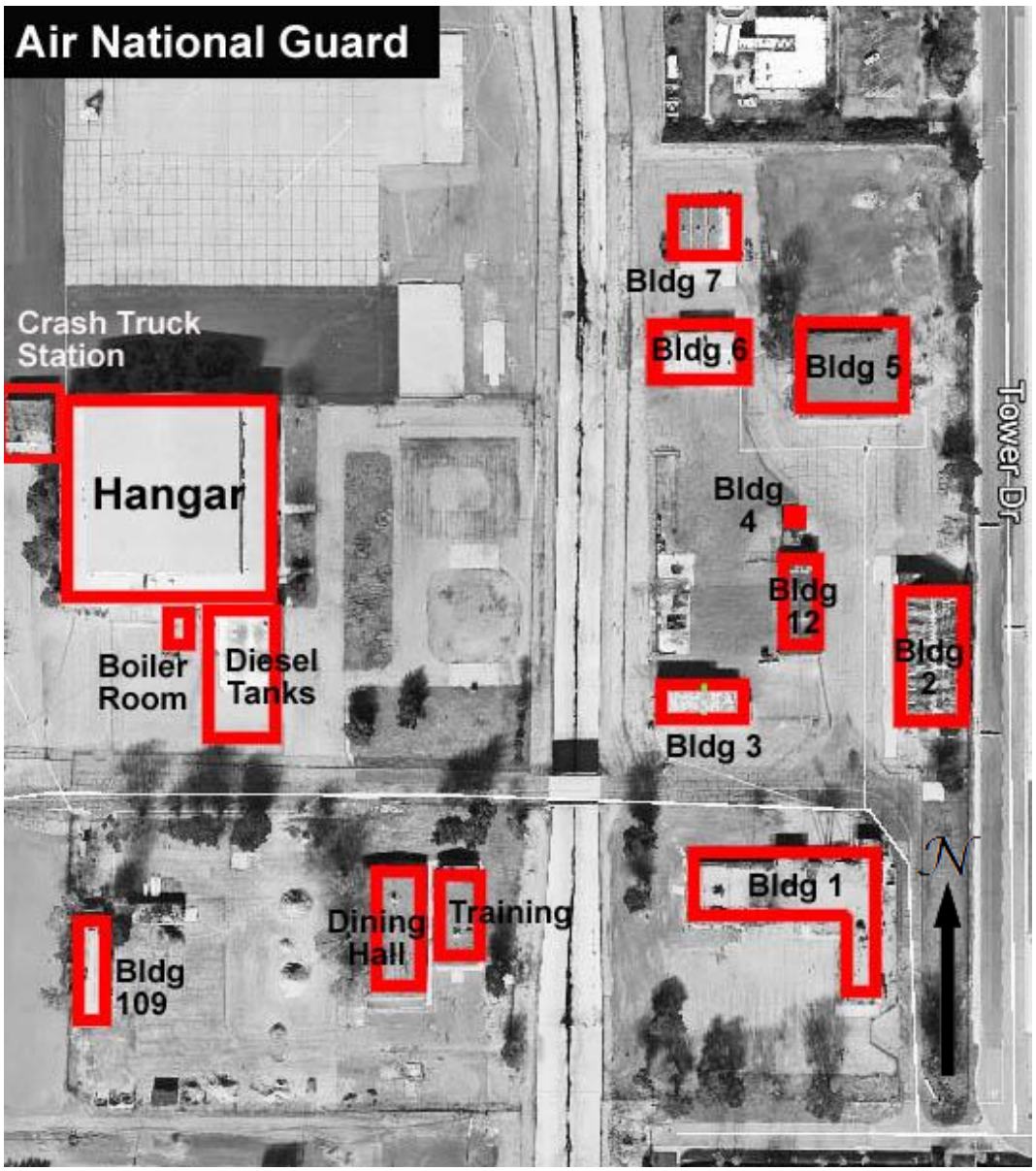
Sketch Map with north arrow required.

(This space is reserved for official comments)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # _____
HRI # _____
Trinomial _____

 ***Resource Name or # (Assigned by recorder)** Air National Guard Hangar
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016
☒ Continuation ☐ Update



Map of the Air National Guard area surveyed, showing building locations.
Source: ASM Affiliates, June 20, 2017.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

Page 1 of 3 ***Resource Name or #:** Administration Building (Building 1)
P1. Other Identifier: Personnel Building, Dispensary, Reserve Forces Training, Air National Guard Area, Ontario Int'l Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W ¼ **of** ¼ **of Sec** S.B. **B.M.**
c. Address 2475 East Avion Street City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 443197.77 mE/ 3769174.38 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Administration Building is located at the southwest corner of East Avion Street and Tower Drive in the Air National Guard area of the Ontario International Airport. It is a flat-roofed office building with a rambling, irregular plan that generally forms an L shape. A tall brick chimney is located near the northeast corner of the building. The walls are clad in stucco, and the windows have stucco sills. The building has multiple windows of various sizes and configurations; the type of windows could not be determined because the openings were covered in plywood at the time of survey. The primary entrance is at the north façade and consists of a pair of wood doors with decorative metal hardware sitting beneath a shingle-clad mansard-type roof that projects above the height of the building. Centered on the rear (south) façade is a second pair of doors that provide access from the parking lot. An addition to the south was lengthened sometime between 1959 and 1966.[1] The building was boarded up at the time of the survey, and the interior was not accessible.

***P3b. Resource Attributes:** (List attributes and codes) HP34. Military property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking south at the north façade.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1949 and 1966
Environmental Assessment. Disposal of Ontario Air National Guard Station, California. San Antonio, TX: Environmental Conservation and Planning Directorate, Brooks Air Force Base. April 1998.

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

[1] Historicaerials.com, 1959, 1966.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 3 ***Resource Name or # (Assigned by recorder)** Administration Building (Building 1)
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. Detail view of the primary entrance at the north façade.

Image 2. View looking southwest at the east and north façades.

Image 3. View looking northeast at the west and south façades.

Image 4. View looking north at the south façade.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary #
HRI #
Trinomial

Page 3 of 3 ***Resource Name or # (Assigned by recorder)** Administration Building (Building 1)
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 5. View looking northwest at the south and east façades.

Image 6. Detail view of the south façade.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

Page 1 of 2 ***Resource Name or #:** Warehouse Equipment and Supply (Building 2)
P1. Other Identifier: Air National Guard Area, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 2475 East Avion Street City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 444733.29 mE/ 3767826.29 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Warehouse Equipment and Supply building (Building 2) of the Air National Guard area at Ontario International Airport is a single-story building located at the south end of the motor pool and supply area. The horizontally oriented building has a generally rectangular plan with a small flat-roofed wing at the east end of the south façade. A tall stepped red-brick-and-concrete chimney extends from the top of the wing. The building is set on a poured-concrete foundation. At the west façade is a loading dock with a ramp at each end. The side-gabled roof is formed of corrugated metal and is flush with the walls of the building on all sides. A vent is located just below the apex of the roof at each gable end. The exterior walls are clad in smooth stucco. Fenestration includes two bays with roll-up metal doors at the west façade and a larger bay with a barn door at the north facade. There are two personnel doors at the west façade and one at the north façade. Windows are sets of two or six regularly spaced small square windows set in plain stucco surrounds. The wing at the south has a bay at the west façade and two windows at the south façade. The interior of the building was not accessible at the time of the survey.

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building; HP34. Military property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking southeast at the north and west façades.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1949
Environmental Assessment. Disposal of Ontario Air National Guard Station, California. San Antonio, TX: Environmental Conservation and Planning Directorate, Brooks Air Force Base. April 1998.

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

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PHOTOGRAPH RECORD

Primary #
HRI #
Trinomial

Page 2 of 2 ***Resource Name or # (Assigned by recorder)** Warehouse and Supply and Equipment (Building 2)
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking northeast at the west and south façades.

Image 2. View looking northwest at the south and east façades.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

Page 1 of 2 ***Resource Name or #:** Vehicle Maintenance Shop (Building 3)

P1. Other Identifier: Motor Pool, Air National Guard Area, Ontario International Airport

***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**

***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**

c. Address 2475 East Avion Street City Ontario Zip 91761

d. UTM: (give more than one for large and/or linear resources) Zone 11S, 444662.35 mE/ 3767809.39 mN;

e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Vehicle Maintenance Shop is a flat-roofed building that functioned as part of the motor pool for the Air National Guard area at Ontario International Airport. It is a horizontally oriented building with an irregular plan set on a poured-concrete foundation. The building has three distinct massings: a large one-and-a-half-story space for vehicles, a single-story wing to the east, and a third single-story wing farther to the east. The exterior walls are clad in smooth stucco. Four vehicle bays with swing-up doors, each with two horizontal rows of glazing, are located on the south (primary) façade of the main mass. The south façade of the main section of the building has five vertically oriented multi-light windows set in smooth stucco surrounds and two personnel doors in the main mass of the building. The west façade has two sets of two similar windows. The east wing has smaller square windows on the south, east, and north faces. The smallest wing has double doors and a square multi-light window on the north façade and a tall, stepped red-brick-and-concrete chimney. The interior of the building was not accessible at the time of the survey.

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building; HP34. Military property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking south at the north façade.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1949
Environmental Assessment. Disposal of Ontario Air National Guard Station, California. San Antonio, TX: Environmental Conservation and Planning Directorate, Brooks Air Force Base. April 1998.

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 2 ***Resource Name or # (Assigned by recorder)** Vehicle Maintenance Shop (Building 3)
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking north at the south façade.

Image 2. View looking southwest at the east and north façades.

Image 3. View looking northeast at the west and south façades.

Image 4. View looking northeast at the west and south façades.

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Trinomial
NRHP Status Code 6Z
Other Listings
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Page 1 of 2 ***Resource Name or #:** Shop/Storage (Building 6)
P1. Other Identifier: Shop/Storage, Air National Guard Area, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 2475 East Avion Street City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 444659.39 mE/ 3767915.39 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 6 is located in the motor pool area of the Air National Guard at Ontario International Airport. The building has a generally rectangular plan and is set on a poured-concrete foundation flush with the surrounding asphalt pavement. Massing includes a single-story, flat-roofed section on the south, with a flat-roofed story-and-a-half section to the north. Construction is concrete masonry unit with sections of vertical corrugated metal siding. The primary (south) façade has a corrugated metal roll-up vehicle bay door and a personnel door with a single light and a transom. Windows at the single-story level are fixed metal; a row of horizontally oriented metal windows, both fixed and casement, is set into a corrugated metal wall at the upper level. A steel ladder is attached to the façade at the lower level. The north façade has an additional steel attached ladder and two flat metal personnel doors. The west façade is fitted with a roll-up corrugated metal vehicle bay door, two flat personnel doors, and an emergency shower station. At the east façade a roll-up corrugated metal vehicle bay door is located in the higher section of the building opposite the one on the west façade. The building currently serves as storage for grounds-keeping equipment.

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building; HP34. Military property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking north at the south façade.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1962
Environmental Assessment. Disposal of Ontario Air National Guard Station, California. San Antonio, TX: Environmental Conservation and Planning Directorate, Brooks Air Force Base. April 1998.

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** February 1, 2017

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

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PHOTOGRAPH RECORD

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HRI # _____
Trinomial _____

Page 2 of 2 ***Resource Name or # (Assigned by recorder)** Shop/Storage (Building 6)
Recorded by: Shannon Davis and Marilyn Novell **Date:** February 2017

Image 1. View looking northwest at the south and east façades.

Image 2. View looking southeast at the north and west façades.

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Primary #
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Trinomial
NRHP Status Code 6Z

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Page 1 of 2 ***Resource Name or #:** Hazardous Storage (Building 4)
P1. Other Identifier: Air National Guard Area, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 2475 East Avion Street City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 444689.80 mE/ 3767861.24 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Hazardous Storage building of the Air National Guard area at Ontario International Airport is a small stucco-clad building with a square plan located in the motor pool and supply area. It is set on a concrete foundation, raising it approximately 3 feet above ground level. A small dock approximately 3 feet tall in front of the entrance is accessed by a set of steel steps with metal guardrail. The sloped shed roof has a wood fascia that extends slightly beyond the surface of the wall on all facades. Fenestration consists of a pair of recessed-panel wood doors on the east façade and a small square vent with a stucco sill on each of the other three façades. Flat steel plates near the building, the dock, and its central local in the motor pool and supply area suggest the building might have served as a weighing station and as a check-in office for the motor pool. The interior of the building was not accessible at the time of the survey.

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building; HP34. Military property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking west at the east façade.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1955
Environmental Assessment. Disposal of Ontario Air National Guard Station, California. San Antonio, TX: Environmental Conservation and Planning Directorate, Brooks Air Force Base. April 1998.

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☒ Photograph Record ☐ Other (List):

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PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 2 ***Resource Name or # (Assigned by recorder)** Hazardous Storage (Building 4)
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking northwest at the south and east façades.

Image 2. View looking southeast at the north and west façades.

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NRHP Status Code 6Z
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Page 1 of 2 ***Resource Name or #:** Supply Building (Building 5)
P1. Other Identifier: Reserve Forces Training, Air National Guard Area, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W ¼ **of** ¼ **of Sec** S.B. **B.M.**
c. Address 2475 East Avion Street City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 444708.20 mE/ 3767731.10 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Supply Building (Building 5) of the Air National Guard area at Ontario International Airport is a single-story building located in the motor pool and supply area. The building has a rectangular plan with a small wing extending from the east side of the north façade. The horizontally oriented building is set on a poured-concrete foundation. The flat roof is flush with the walls below on three sides and has a wide overhang on the south (primary) façade. The exterior walls are clad in smooth stucco. Fenestration includes two vehicle bays and a personnel door on the south façade. Horizontally oriented windows are regularly spaced around the building and consist of sets of two four-by-four light metal casements set in plain stucco surrounds. At the east façade is an array of electrical machinery enclosed in a chain-link fence. The interior of the building was not accessible at the time of the survey.

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building; HP34. Military property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking north at the south façade.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1956
Environmental Assessment. Disposal of Ontario Air National Guard Station, California. San Antonio, TX: Environmental Conservation and Planning Directorate, Brooks Air Force Base. April 1998.

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

State of California — The Resources Agency
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PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 2 ***Resource Name or # (Assigned by recorder)** Supply Building (Building 5)
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking northeast at the west and south façades.

Image 2. View looking northwest at the south and east façades.

Image 3. View looking southwest at the east and north façades.

Image 4. View looking southeast at the north and west façades.

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Trinomial
NRHP Status Code 6Z

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Page 1 of 2 ***Resource Name or #:** Munitions Building (Building 7)
P1. Other Identifier: Shop/Storage, Air National Guard Area, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 2475 East Avion Street City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 444662.48 mE/ 3767952.33 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Munitions Building of the Air National Guard area at Ontario International Airport (ONT) is a single-story building located south of the currently operating ONT control tower. The building has a rectangular plan set on a slightly raised poured-concrete foundation. Raised docks with low concrete ramps are attached to the north and south façades. The roof is flat topped by a series of five evenly spaced stucco-clad "fins" running north to south. The exterior walls are clad in smooth stucco. Fenestration consists of four pairs of flat metal doors on the north and south façades and a single flat metal door on the east façade. The interior of the building was not accessible at the time of the survey.

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building; HP34. Military property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking north at the south façade.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1957
Environmental Assessment. Disposal of Ontario Air National Guard Station, California. San Antonio, TX: Environmental Conservation and Planning Directorate, Brooks Air Force Base. April 1998.

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

 ***Resource Name or # (Assigned by recorder)** Munitions Building (Building 7)
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking southeast at the north and west façades.

Image 2. View looking southwest at the east and north façades.

Image 3. View looking northeast at the west and south façades.

Image 4. View looking northwest at the south and east façades.

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Trinomial
NRHP Status Code 6Z
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Page 1 of 2 ***Resource Name or #:** Air National Guard Dining Hall (Building 10)
P1. Other Identifier: Commissary, Air National Guard Area, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 2475 East Avion Street City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 444588.74 mE/ 3767744.71 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Dining Hall is located within a group of ancillary Air National Guard buildings south of the hangar and south of E. Avion St. at Ontario International Airport. The building is horizontally oriented and sits on a poured-concrete foundation. It has a rectangular plan and is capped with a very slightly sloped front-gabled roof that is flush with the exterior walls at the gable ends and has a moderate overhang on the other two sides. Utilities such as HVAC systems are visible on the roof. Exterior walls are clad in vertical wood boards. The primary entrance at the north façade is a set of flat double doors with decorative wood panels and a fixed-glass transom above. The entrance is recessed at the center of the façade. Additional fenestration includes several flat metal doors and regular spaced horizontally oriented windows placed high on the side walls. At the south façade is a low poured-concrete dock. The interior of the building was not accessible at the time of the survey.

***P3b. Resource Attributes:** (List attributes and codes) HP34. Military property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking south at the north façade

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1962
Environmental Assessment. Disposal of Ontario Air National Guard Station, California. San Antonio, TX: Environmental Conservation and Planning Directorate, Brooks Air Force Base. April 1998.

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☒ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 2 ***Resource Name or # (Assigned by recorder)** Air National Guard Dining Hall (Building 10)
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking southeast at the north and west façades.

Image 2. View looking north at the south façade.

Image 3. View looking northwest at the south and east façades of buildings E and F.

Image 4. Detail view of the primary entrance at the north façade.

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Primary #
HRI #
Trinomial
NRHP Status Code 6Z

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Page 1 of 2 ***Resource Name or #:** Reserve Forces Training (Building 11)
P1. Other Identifier: Air National Guard Area, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 2475 East Avion Street City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 444588.30 mE/ 3767744.34 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 11 is located within a group of ancillary Air National Guard Area buildings south of the hangar and south of E. Avion St. at Ontario International Airport. The building is horizontally oriented and sits on a poured-concrete foundation. It has a rectangular plan and is capped with a slightly sloped front-gabled roof with a moderate overhang on all sides; and exposed wood rafters at the sides. Utilities including HVAC systems are visible on the roof. Exterior walls are clad in horizontal wood boards. Fenestration includes rows of regularly spaced horizontal metal sliders placed high on the side walls. There are four additional metal sliders and a flat metal door approached by a short flight of concrete steps at the south façade. The north façade has two metal sliders and a flat metal door approached by a short concrete ramp. There are two additional flat metal doors with short concrete ramps at the west façade. A concrete sidewalk encircles the building. The interior of the building was not accessible at the time of the survey.

***P3b. Resource Attributes:** (List attributes and codes) HP34. Military property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking north at the south façade.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1966
Environmental Assessment. Disposal of Ontario Air National Guard Station, California. San Antonio, TX: Environmental Conservation and Planning Directorate, Brooks Air Force Base. April 1998.

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 2 ***Resource Name or # (Assigned by recorder)** Reserve Forces Training (Building 11)
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking northwest at the south and east façades.

Image 2. View looking southwest at the east and north façades.

Image 3. View looking southeast at the north and west façades.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

Page 1 of 2 ***Resource Name or #:** Motor Pool (Building 12)
P1. Other Identifier: Warehouse Supply and Equipment, Air National Guard Area, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 2475 East Avion Street City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 444692.98 mE/ 3767837.85 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Motor Pool Building (Building 12) in Air National Guard area at Ontario International Airport is a single-story horizontally oriented building with a rectangular plan. It is set on the asphalt surface of the motor pool area. The building is constructed of corrugated metal and has a slightly sloping side-gabled roof. Fenestration consists of four vehicle bays comprising the entire west façade. The wood framework of the roof and walls is exposed at the interior of the building.

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building; HP34. Military property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking southeast at the north and west façades.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1966
Environmental Assessment. Disposal of Ontario Air National Guard Station, California. San Antonio, TX: Environmental Conservation and Planning Directorate, Brooks Air Force Base. April 1998.

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH SHEET

Primary #
HRI #
Trinomial

Page 2 of 2 ***Resource Name or # (Assigned by recorder)** Motor Pool (Building 12)
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking northwest at the south and east façades.

Image 2. View looking southwest at the east and north façades.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

Page 1 of 2 ***Resource Name or #:** Maintenance Shop (Building 109)
P1. Other Identifier: Air National Guard District, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W ¼ **of** ¼ **of Sec** S.B. **B.M.**
c. Address 2475 East Avion Street City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 444473.26 mE/ 3767730.94 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Maintenance Shop (Building 109) is located in a group of ancillary Air National Guard (ANG) buildings south of the ANG hangar and south of E. Avion St. at Ontario International Airport. It is a horizontally oriented single-story building generally rectangular in plan with a small lower wing at the north façade, a second small shed-roofed addition at the west façade, and a shed-roofed shelter attached to the south façade. It has a very slightly gabled roof that is flush with the exterior walls. The exterior is clad in smooth stucco. Fenestration consists of a personnel door and two windows that have been covered over at the south façade. At the east (primary) façade are two large panels covered with wood shingles, with a door inset into each panel, and a large bay with a metal door. The interior of the building was not accessible at the time of the survey.

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building; HP34. Military property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking northwest at the south and east façades.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1942
Environmental Assessment. Disposal of Ontario Air National Guard Station, California. San Antonio, TX: Environmental Conservation and Planning Directorate, Brooks Air Force Base. April 1998.

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☒ Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 2 ***Resource Name or # (Assigned by recorder)** Maintenance Shop (Building 109)
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking north at the south façade.

Image 2. View looking northwest at the south and east façades.

Image 3. View looking northeast at the west and south façades.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

Page 1 of 3 ***Resource Name or #:** Air National Guard Crash Truck Station
P1. Other Identifier: Air National Guard Area, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 2475 East Avion Street City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 444452.20 mE/ 3767899.06 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Crash Truck Station is an industrial building with a rectangular plan set on a poured-concrete foundation located to the west of the Air National Guard hangar at Ontario International Airport. The shed roof slopes with a narrow overhang slightly toward the front of the building, capping a one-and-a-half story space. A single-story flat-roofed addition is located at the south of the building. The exterior walls are clad in smooth stucco. Fenestration consists of three roll-up metal vehicle doors with a horizontal row of windows at the north (primary façade). Multi-light sash windows are distributed on the three remaining façades. Concrete bollards at the corners of the vehicle bays protect the building from entering vehicles. The interior of the building was not accessible at the time of the survey. Original architectural drawings are attributed to the California Department of Public Works (April 7, 1953).

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building; HP34. Military property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking south at the north façade.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1953
Ontario International Airport Authority records (architectural drawings)

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") *Ontario International Airport Historic Context Statement.* Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary #
HRI #
Trinomial

 ***Resource Name or # (Assigned by recorder)** Air National Guard Crash Truck Station
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking southeast at the north and west façades, with the hangar in the background.

Image 2. View looking east at the west façade.

Image 3. View looking southwest at the east and north façades.

Image 4. View looking northeast at the west and south façades.

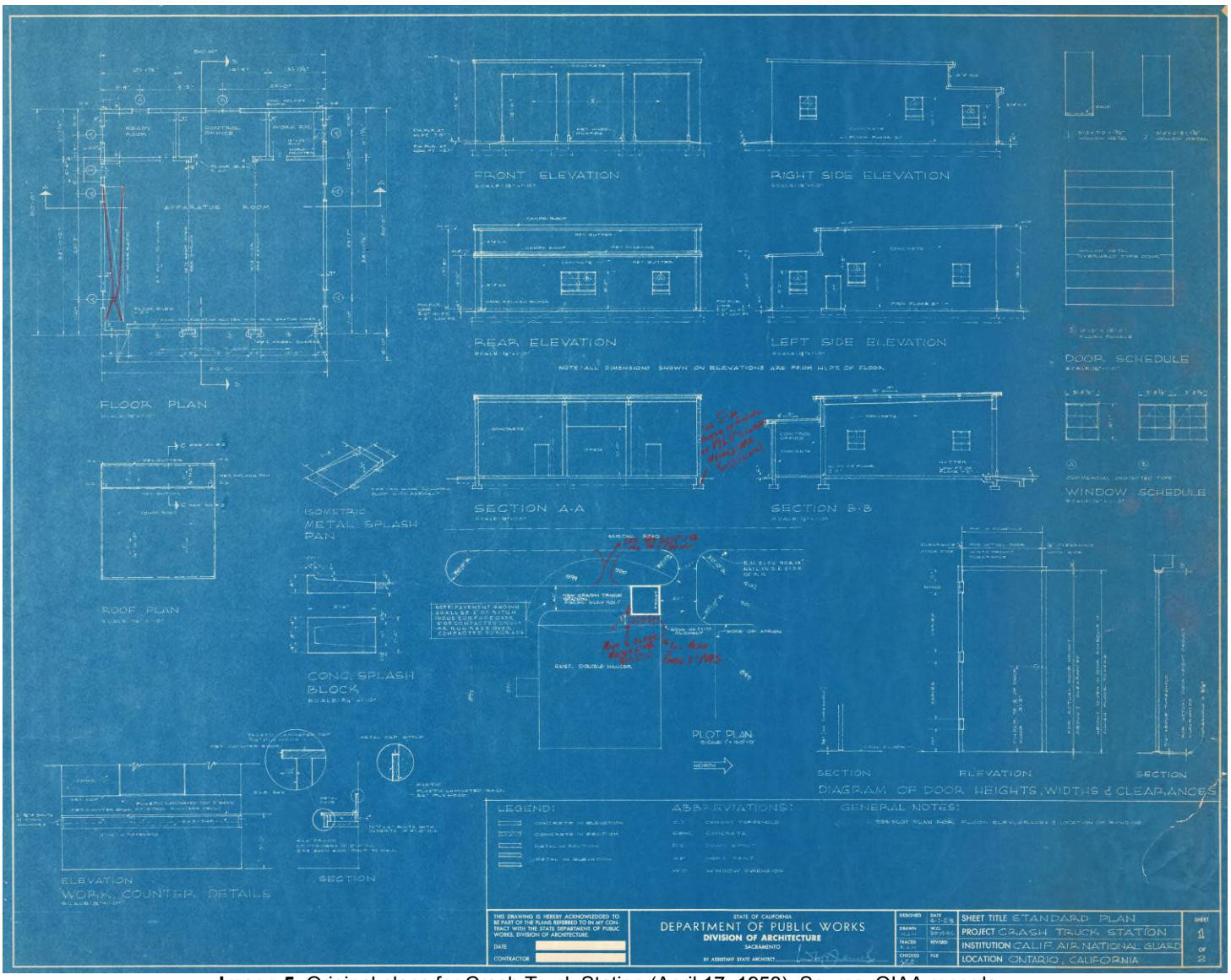


Image 5. Original plans for Crash Truck Station (April 17, 1953). Source: OIAA records.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
DISTRICT RECORD

Primary #
HRI #
Trinomial

Page 1 of 7 ***Resource Name or #:** General Electric Aircraft Engines Historic District
D1. Historic Name: General Electric Aircraft Engines
D2. Common Name: General Electric Aircraft Engines

***D3. Detailed Description:** (Describe overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.)

The district is a large complex within the former property of General Electric Aircraft Engines, which operated at Ontario International Airport from 1956 to 2010, providing aircraft maintenance facilities, as well as jet engine testing at a nearby site. In addition to three imposing barrel-roofed hangars and three metal gable-roofed hangars, the complex includes multiple utilitarian single-story buildings associated with the hangars. These buildings housed offices, commissary services, and all of the activities required for a self-contained industrial facility. The main facility is adjacent to airport runways to the north and a railroad to the south. Only the hangars are recommended contributors to the historic district, as those are the buildings where aircraft modifications, repair, and/or testing was performed.

***D4. Boundary Description**: (Describe limits of district and attach map showing boundary and district elements.)

The historic district is within the boundaries of the Ontario International Airport in Ontario, California, on the south side of the airport property on East Avion Street just north of East Mission Boulevard. A secondary non-contiguous area, the GE Jet Engine Test facility, is located southeast of the main plant.

***D5. Boundary Justification**:

The boundary of the General Electric Aircraft Engines Historic District encompasses the historic boundary of the facility.

D6. Significance: Theme Commercial Aviation **Area** Aviation Support Services
Period of Significance 1952-1967 **Applicable Criteria** NRHP Criterion A, CRHR Criterion 1, and Local District Criteria 1-3

(Discuss district's importance in terms of its context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

The General Electric (GE) Aircraft Engines Historic District was evaluated under the context of Aviation in Ontario; theme Commercial Aviation, 1946-1967; and sub-theme Aviation Support Services, 1952-1967, according to the guidelines established in the *Ontario International Airport Historic Context Statement*, prepared by ASM Affiliates, Inc., for City of Ontario, June 2017. Commercial aviation support services for both general and military aircraft played an important role in the growth and development of ONT. Property types with the ability to individually represent this sub-theme are limited to office/administration buildings and hangars, as these property types represent the strongest association with the sub-theme. Eligible districts under this sub-theme retain the buildings and structures associated with an aircraft service facility that performed aircraft modifications, repair, and/or testing.

As noted in the Historic Context Statement registration requirements, the GE historic district represents important patterns and trends in commercial aviation development from this period, contains a grouping of buildings and structures typical of a commercial aviation support facility, retains a majority of the buildings/structures present during the period of significance, and retains most of its character-defining features and essential aspects of integrity. Only the hangars are recommended as contributors to the historic district, as known locations where aircraft modifications, repair, and/or testing was performed; insufficient information exists function of the ancillary buildings to recommend them as contributors. The majority of the hangar doors have been altered or replaced, and construction adjacent to or near the hangars obscure their original function. While the hangars retain sufficient integrity as a historic district, they do not retain sufficient integrity of design and materials to be recommended as individually eligible, and no other individually eligible properties were identified within the survey area. ASM recommends the General Electric Aircraft Engines Historic District as significant under Criteria A/1 and local District Criteria 1-3 for its association with aviation support services at ONT during the period of significance.

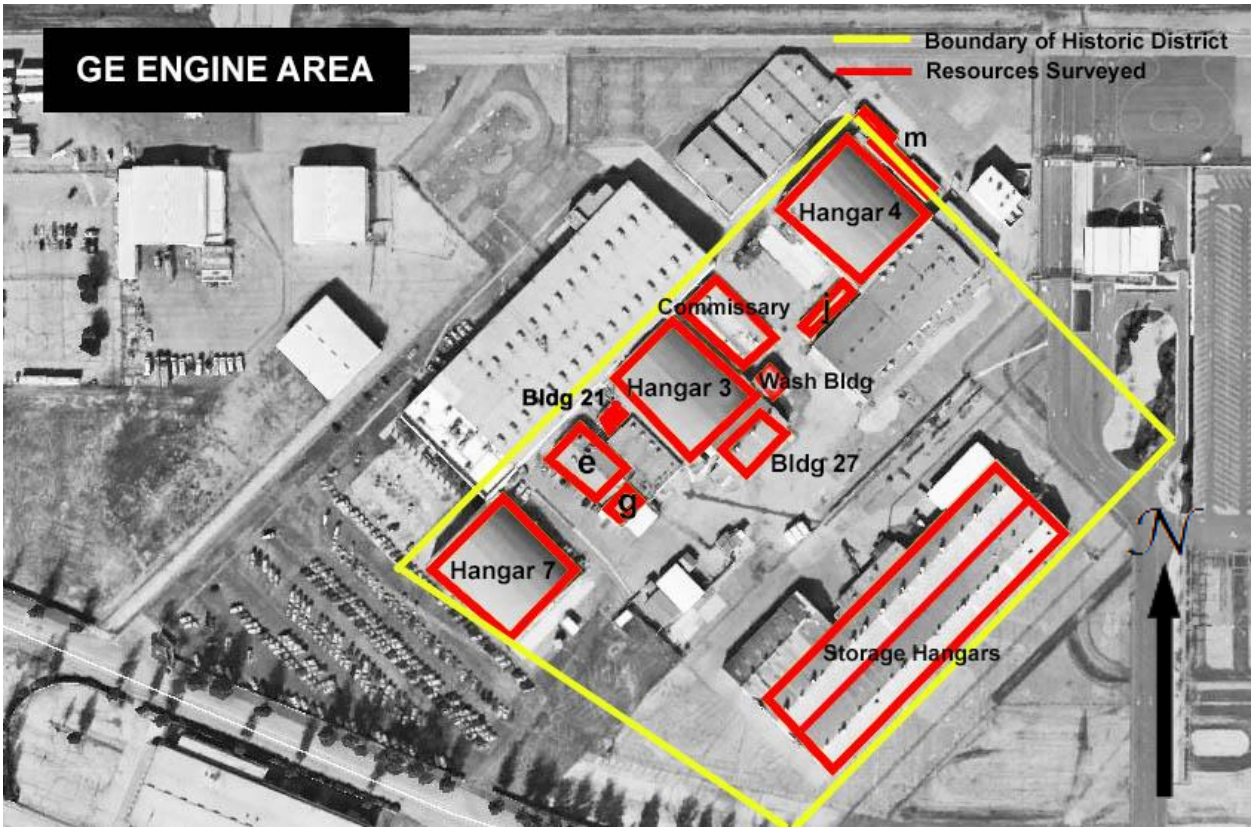
D7. References (Give full citations including the names and addresses of any informants, where possible.):

National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation.* National Register Bulletin No. 15. Washington, D.C.

National Park Service. 1997. *How to Complete the National Register Nomination Form*. National Register Bulletin No. 16A. Washington, D.C.

Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***D8. Evaluator:** Shannon Davis and Marilyn Novell **Date:** December 2016
Affiliation and Address: ASM Affiliates, Inc., 20 N. Raymond Ave., Pasadena, CA



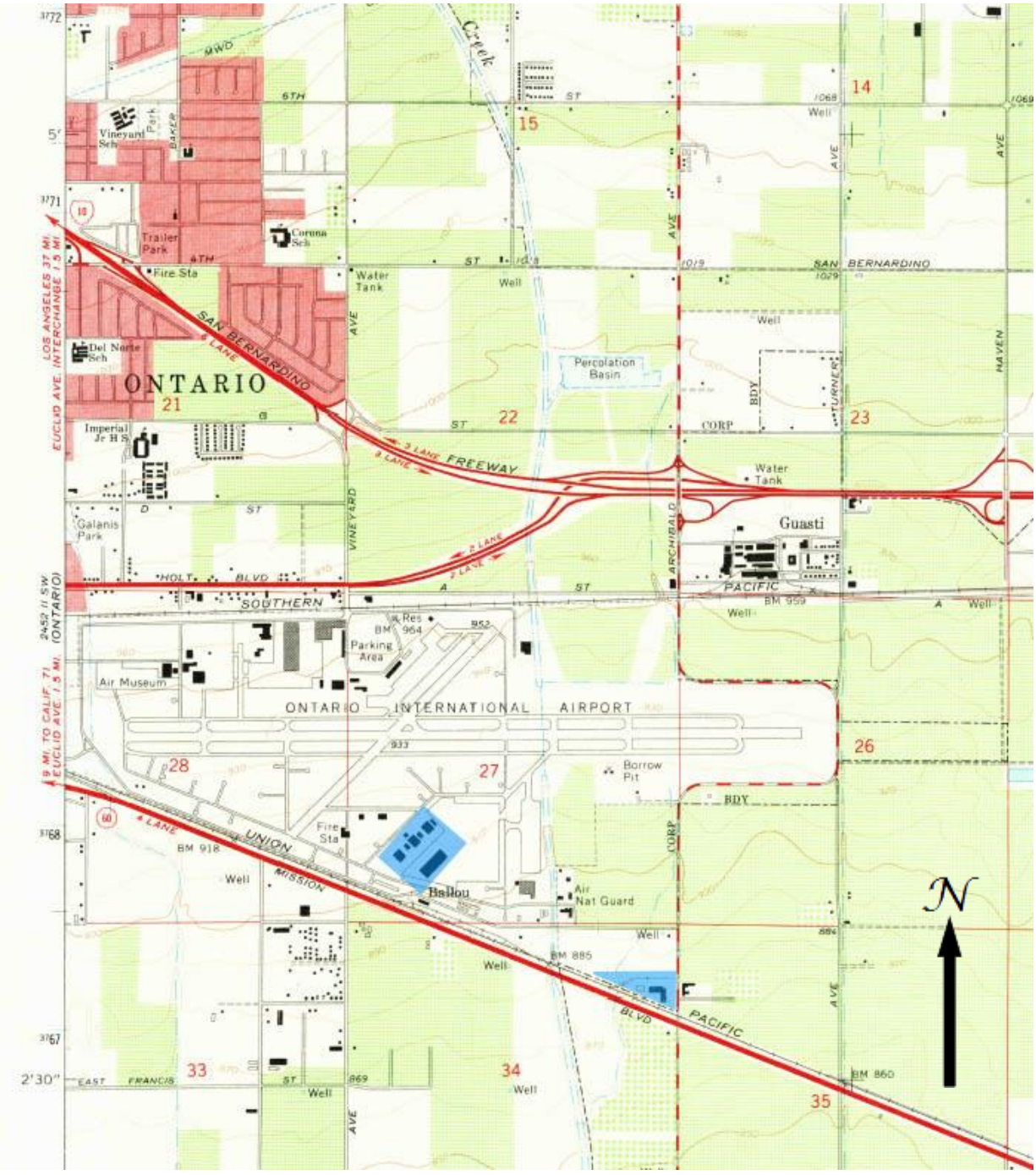
Map showing resources surveyed and recommended historic district boundary.

Map showing resources surveyed in the GE Jet Engine Cell Test area.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # _____
HRI # _____
Trinomial _____

Page 3 of 7 ***Resource Name or # (Assigned by recorder)** General Electric Aircraft Engines Historic District
***Map Name:** GE Aircraft Engines Areas ***Scale:** ***Date of Map:** June 2017



Map showing location of GE Aircraft Engine area and GE Test Cell area relative to the airport (USGS Guasti, 1966, 1:24,000 scale).

Image 1. View looking west at the southeast and northeast facades of Hangar 7 with the admininstration building to the right. ASM, December 1, 2016.

Image 2. View looking south at the northwest and northeast facades of the Commissary Building, with Hangar 3 in the background. ASM, December 1, 2016.

Image 3. View looking southwest at the northeast façade of ancillary buildings M, with Hangar 4 in the background. ASM, December 1, 2016.

Image 4. View looking north at the southwest and southeast façades of the Storage Hangars. ASM, December 1, 2016.

Image 5. View looking east at the Jet Engine Test Cell area. ASM, December 1, 2016.

Image 6. Detail view looking south at the north façade of Test Cell 1. ASM, December 1, 2016.

Image 7. Historic aerial view of GE Engine area, post-1953.
Source: Ontario City Library Robert E. Ellingwood Model Colony Room. Accession No. 6018.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3D

Other Listings
Review Code Reviewer Date

Page 1 of 6 ***Resource Name or #:** GE Hangar 3 and Ancillary Buildings
P1. Other Identifier: GE Aircraft Engine District, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 1923 East Avion Street City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 443923.97 mE/ 3768094.66 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

GE Hangar 3 is located between hangars 7 and 4 in the GE Aircraft Engine area at Ontario International Airport. It is a barrel-roofed aircraft hangar with a rectangular plan set on a poured-concrete foundation. It is constructed of a series of arched steel truss girders terminating in a canted wall at two sides. The roof is clad in metal covered in a sprayed sealant. The exterior walls are formed of corrugated metal panels. The hangar has been modified by additions on three sides and no longer functions as a hangar. In the interior, a set of telescoping metal hangar doors that run on steel tracks with a horizontal row of three-by-three windows is visible at the southeast façade. The interior of the hangar is a single open space with a concrete floor and exposed steel trusses. Lighting consists of regularly spaced rows of pendant industrial fixtures. At the northwest façade the hangar doors have been retracted and a large warehouse addition is accessible from the interior of the hangar. The Shipping and Receiving building (Building 27) and a steam clean shed are connected to the hangar at the southeast façade.

(continued on page 2)

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building; HP11. Engineering structure
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking north at the southwest and southeast façades.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
Pre-1948
Historic aerials

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 1, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

***P3a. Description:** (continued from page 1)

Steam Clean Shed

The steam clean shed is an open shelter adjoining Hangar 3 at the southeast façade. It is constructed of a metal roof and supported by steel I-beams and sits on a sloped concrete foundation. Lighting is provided by fluorescent tubing.

Shipping and Receiving (Building 27)

Building 27 is a single-story utilitarian building constructed of corrugated metal connected to the southeast façade of Hangar 3. It has an irregular plan and sits on a poured-concrete foundation. Along the ridgeline of the moderately pitched gabled roof are turban-style vents and other ventilation utilities. At the southwest façade are three vehicle bays with metal roll-up doors, and at the northwest façade is a flat-roofed addition with bay doors covered in woven metal slats and an additional corrugated metal door under a flat canopy. The interior of the building was not accessible at the time of survey.

Commissary Building

The single-story commissary building is connected to Hangar 3 at the northeast façade. It is a horizontally oriented utilitarian building with a rectangular plan sitting on a poured-concrete foundation. It is a double side-gabled building with very narrow eaves and ventilation and other utilities atop the roof. The roof is covered in asphalt shingles, and the exterior walls are clad in textured stucco. The interior includes a large room with adjacent food-preparation facilities and a series of offices located off of a central hall. Ceilings are acoustical tile interspersed with recessed fluorescent light panels. Walls are plaster, and the flooring is vinyl. Fenestration consists of fixed-pane metal replacement windows of various sizes on the northwest and southwest façades, and several flat-metal personnel doors, some with single lights, on the three exposed sides of the building.

Wash Building

The Wash Building is a utilitarian structure located east of Hangar 3 and southeast of the Commissary Building. It is a flat-roofed shed-like building with a rectangular plan constructed of corrugated metal. At the southeast and northwest façades are sliding barn-type doors made of corrugated metal. The interior has an exposed wood framework and hanging fluorescent tube lighting fixtures.

Building F

This small side-gabled building adjoins Hangar 3 on the northeast façade and a warehouse building to the northwest. It has a rectangular plan and sits on a concrete foundation. A 1992 report labels the hangar as a Safety and Dispensary facility.[1] The roof has slightly overhanging eaves with exposed rafter beams at the primary (northwest) façade. The exterior walls are clad in textured stucco. Fenestration consists of a centrally located door under a small canopy and two symmetrical windows at the primary façade. The interior of the building was not accessible at the time of survey.

[1] *Contingency and Post-Closure Plan, Hazardous Waste Management Unit, GE Aircraft Engine Maintenance Center, Ontario International Airport.* Prepared for General Electric Aircraft Engines by Dames & Moore, February 14, 1992.

Image 1. View looking southwest at the northeast façades of Hangar 3 and the Commissary Building.

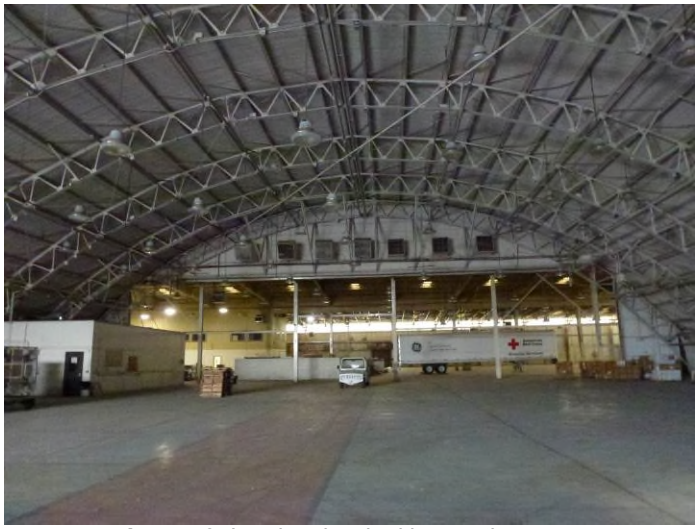


Image 2. Interior view looking northwest.

Image 3. Interior view looking east.

Image 4. View looking north at the southwest and southeast façades of Hangar 3 and the steam clean shed.

Image 5. View looking northeast at the southwest façade of Building 27.

Image 6. View looking north at the southwest and southeast façades of Building 27.

Image 7. View looking west at the southeast and northeast façades of Building 27.

Image 8. View looking south at the northwest and northeast façades of the Commissary Building.

Image 9. View looking north at the southwest and southeast façades of the Commissary Building.

Image 10. Interior view of the Commissary Building.

Image 11. View looking east at the northwest and southwest façades of Building 21.

Image 12. View looking south at the northwest and northeast façades of the Wash Building.

Image 13. View looking north at the southwest and southeast façades of the Wash Building.

Image 14. Interior view of the Wash Building.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3D

Other Listings
Review Code Reviewer Date

Page 1 of 4 ***Resource Name or #:** GE Hangar 4 and Ancillary Buildings
P1. Other Identifier: GE Aircraft Engines District, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 1923 East Avion Street City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 444001.69 mE/ 3768173.52 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

GE Hangar 4 is located northeast of Hangar 3 in the GE Aircraft Engine area at Ontario International Airport. It is a barrel-roofed aircraft hangar with a rectangular plan set on a poured-concrete foundation. The hangar is constructed of a series of arched steel truss girders terminating in a canted wall at two sides. The roof is clad in metal covered in a sprayed sealant. The exterior walls are formed of corrugated metal panels. The hangar has been modified by an addition on the southeast façade that effectively blocks the hangar doors. The northwest façade has been replaced with a corrugated metal wall with a personnel door and three vehicle bay doors, two with corrugated metal roll-up doors and one with a flat door. In the interior, the hangar is open to the adjoining warehouse at the southeast façade. The hangar has a large open space with a concrete floor and exposed steel trusses. Partitions for offices and restroom facilities have been added along the sides. Lighting consists of rows of pendant industrial fixtures toward the northeast and southwest walls.

(continued on page 2)

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building; HP11. Engineering structure
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking east at the northwest and southwest façades.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
Pre-1948
Historic aerials

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 1, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

***P3a. Description:** (continued from page 1)

Building J

Building J, located to the west of Hangar 4, is a single-story utilitarian building with a rectangular plan on a poured-concrete foundation. It is capped with a moderately pitched side-gabled roof with narrow eaves and is constructed of concrete masonry units. At the southeast façade is a partial porch housing a variety of mechanical equipment. The interior was not accessible at the time of survey.

Building M Area

Building M is an attached group of single-story side-gabled buildings adjoining the northeast façade of Hangar 4. The buildings are clad in smooth stucco, and the roofs are covered in asphalt roll material. Fenestration includes vehicle bay doors, and a variety of windows and personnel doors facing the runway area.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

 ***Resource Name or # (Assigned by recorder)** GE Hangar 4 and Ancillary Buildings
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking northeast at the southwest façade.

Image 2. View looking south at the northwest and northeast façades of Hangar 4 and Building M.

Image 3. View looking southwest at the northeast façades of Building M and Hangar 4.

Image 4. Interior view of Hangar 4 looking southeast.

Image 5. Detail interior view looking east.

Image 6. Interior view looking southeast.

Image 7. View looking northeast at the southwest façade of Building J.

Image 8. View looking north at the southwest and southeast façades of Building J.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3D

Other Listings
Review Code Reviewer Date

Page 1 of 3 ***Resource Name or #:** GE Hangar 7
P1. Other Identifier: Building 34, GE Aircraft Engine District, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 1923 East Avion Street City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 443849.23 mE/ 3768020.20 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

GE Hangar 7 is the southernmost of three barrel-roofed hangars in the GE Aircraft Engines area at Ontario International Airport. A 1992 report labels the hangar as a Machine Shop and Heat Treat facility.[1] It is a barrel-roofed aircraft hangar with a rectangular plan set on a poured-concrete foundation. It is constructed of a series of arched steel truss girders terminating in a canted wall at two sides. The roof is clad in metal covered in a sprayed sealant. The exterior walls are formed of corrugated metal panels. At the northwest end is a set of telescoping metal hangar doors that run on steel tracks, allowing them to slide fully into a housing apparatus that extends beyond the mass of the building. A horizontal row of three-by-three windows is set into the hangar doors. It appears that an additional set of hangar doors at the southeast façade has been replaced with a corrugated metal wall and two large vehicle bays with roll-up corrugated doors and two flat metal personnel doors. The interior of the hangar is a single open space with a concrete floor and exposed steel trusses. Lighting consists of regularly spaced rows of pendant industrial fixtures.

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building; HP11. Engineering structure
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking northwest at the southeast façade.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
ca 1955
Ontario International Airport Master Plan, 1963

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 1, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

[1] *Contingency and Post-Closure Plan, Hazardous Waste Management Unit, GE Aircraft Engine Maintenance Center, Ontario International Airport.* Prepared for General Electric Aircraft Engines by Dames & Moore, February 14, 1992.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 3 ***Resource Name or # (Assigned by recorder)** GE Hangar 7
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking north at the southeast and northeast façades.

Image 2. View looking east at the northwest and southwest façades.

Image 3. Detail view looking at the northwest façade.

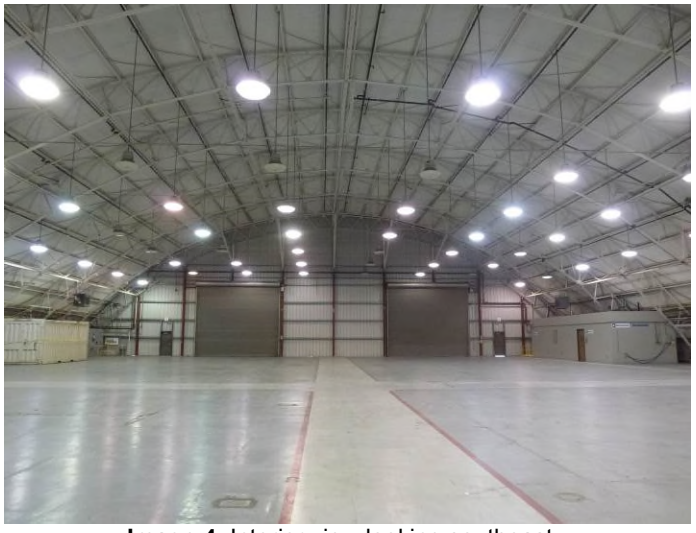


Image 4. Interior view looking southeast.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary #
HRI #
Trinomial

Page 3 of 3 ***Resource Name or # (Assigned by recorder)** GE Hangar 7
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 5. View of the interior looking northwest.

Image 6. Detail view of the interior looking west.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

Page 1 of 3 ***Resource Name or #:** GE Ancillary Buildings
P1. Other Identifier: GE Aircraft Engines District, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 1923 East Avion Street City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 443918.18 mE/ 3768055.68 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building E

Building E is a utilitarian office building located between hangars 7 and 3 formerly allocated to Training and Plasma Spray.[1] It is a single-story utilitarian building with a rectangular plan set on a poured-concrete foundation. The building has a slightly sloped side-gabled roof with metal fascia flush with the wall below. The exterior walls are clad in stucco and exposed concrete masonry units. Fenestration includes bays with a corrugated metal doors and personnel doors sheltered by small canopies at the northwest and northeast façades. At the primary façade a wide canopy extends above a glass entrance door and windows of varying sizes. An additional canopy, composed of corrugated metal, is attached to the exterior wall to the left. The interior is partitioned into offices and exhibit spaces. At the time of survey, the building housed a museum.

(continued on page 2)

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking northeast at the southwest façade of Building E.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
ca 1955
Ontario International Airport Master Plan, 1963

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 1, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

[1] *Contingency and Post-Closure Plan, Hazardous Waste Management Unit, GE Aircraft Engine Maintenance Center, Ontario International Airport*. Prepared for General Electric Aircraft Engines by Dames & Moore, February 14, 1992.

***P3a. Description:** (continued from page 1)

Building G

Building G is a utilitarian structure adjoining Building E to the northwest. It is a story-and-a-half building constructed of concrete masonry units with a rectangular plan set on a poured concrete foundation. A vehicle shelter open on two sides is attached to the southeast façade. Fenestration consists of flat metal personnel doors and bays with roll-up corrugated metal doors. The interior was not accessible at the time of the survey.

Image 1. View looking east at the northwest and southwest façades of Building E.

Image 2. View looking south at the northeast and northwest façades of Building E.

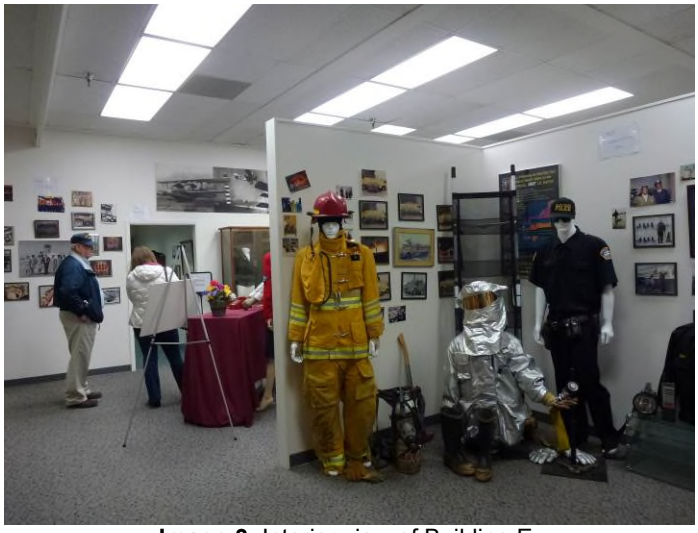


Image 3. Interior view of Building E.

Image 5. View looking north at the southwest and southeast façades of Building G.

Image 6. View looking west at the southeast and northeast façades of Building G.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3D

Other Listings
Review Code Reviewer Date

Page 1 of 3 ***Resource Name or #:** GE Storage Hangars
P1. Other Identifier: GE Aircraft Engine District, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 2043 E. Avion Street City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 444029.46 mE/ 3767987.90 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The GE Storage Hangers are located at 2043 E. Avion St. at Ontario International Airport. They consist of two adjoining single-story front-gabled hangar-type buildings with long, rectangular plans set on poured-concrete foundations. The moderately pitched roofs are covered in sheet asphalt and have narrow eaves. Vents and other utilities are visible on the roof. The buildings are clad in corrugated metal. Fenestration includes corrugated metal sliding barn-style doors and personnel doors on the southwest and northeast facades. At the southeast façade is a series of personnel doors and windows, as well as a row of freestanding exterior lighting fixtures on steel posts. A scale mechanism is located near the northeast façade. Three smaller buildings constructed at a later date adjoin the hangars on the northwest, obscuring the northwest façade of the hangars. The buildings were used for parts storage. The interiors were not accessible at the time of survey.

(continued on page 3)

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building; HP11. Engineering structure
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View northeast at the southwest façades.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
ca 1955
Ontario International Airport Authority records

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

 ***Resource Name or # (Assigned by recorder)** GE Storage Hangars
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking north at the southwest and southeast façades.

Image 2. View looking west at the northeast and southeast façades.

Image 3. View looking south at the northwest and northeast façades.

Image 4. Detail view looking west at the southeast façade.

Image 5. View looking west at the northeast façade.

Image 6. Detail view of scale mechanism to the northeast of the storage hangars.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

Page 1 of 7 ***Resource Name or #:** GE Jet Engine Test Cell Area
P1. Other Identifier: GE Aircraft Engines District, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W ¼ **of** ¼ **of Sec** S.B. **B.M.**
c. Address 2264 East Avion Street City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 444508.01 mE/ 3767618.97 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The GE Jet Engine Test Cell Area is located to the south of the Air National Guard area and to the southeast of the main GE facilities at Ontario International Airport. The basic function of the GE Jet Fuel Testing facility was to test aircraft jet engines. GE tested both commercial and military jet engines on the site from 1956 to 1992. There were four test cells at the site until 1969, when Test Cell 2 was constructed to the south of the existing test cells. In 1988, two test cells were disassembled and a new test cell constructed. After 1990 only two test cells were in operation.[1]

The largely paved site contains two test cells, a guard house, a prep-to-test building with connected office space and storage wings, and the foundations of above-ground jet fuel storage tanks. Overhead utility and fuel lines are supported by a steel truss that passes

(continued on page 7)

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building; HP11. Engineering structure
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking southeast at the north and west façades of the complex.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1956
Feasibility Study Report, General Electric Jet Engine Test Cell Facility, Ontario, California. Prepared by Dames & Moore. June 21, 1993; Los Angeles World Airports (LAWA) archives

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** January 5, 2017

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

[1] *Feasibility Study Report, General Electric Jet Engine Test Cell Facility,* Ontario, California. Prepared by Dames & Moore. June 21, 1993.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 7 ***Resource Name or # (Assigned by recorder)** GE Jet Engine Test Cell Area
Recorded by: Shannon Davis and Marilyn Novell **Date:** January 2017

Image 1. View looking north at the southeast and northeast façades of Test Cell 1.

Image 2. View looking east at the northwest and southwest façades of the Guard House and Test Cell 1.

Image 3. Detail view looking south at the north façade of Test Cell 1.

Image 4. Detail view looking southwest at the north façade of Test Cell 1.

Image 5. Detail view of steel personnel door on north façade.

Image 6. Detail view of intake vents in interior at west end.

Image 7. View of the interior looking northwest

Image 8. Detail view of the interior looking west.

Image 9. Interior view of Test Cell 1 looking east.

Image 10. View looking north at the south façade of the Guard House.

Image 11. View looking northwest at the south and east façades of the Guard House.

Image 12. View looking northwest at the south façade of Test Cell 2.

Image 13. View looking west of the east façade of Test Cell 2.

Image 14. Detail view looking north at the south façade of Test Cell 2.

Image 15. Detail viewing looking north at the south façade of Test Cell 2.

Image 16. View looking southwest at the north and east façades of the Prep-to-Test building and offices.

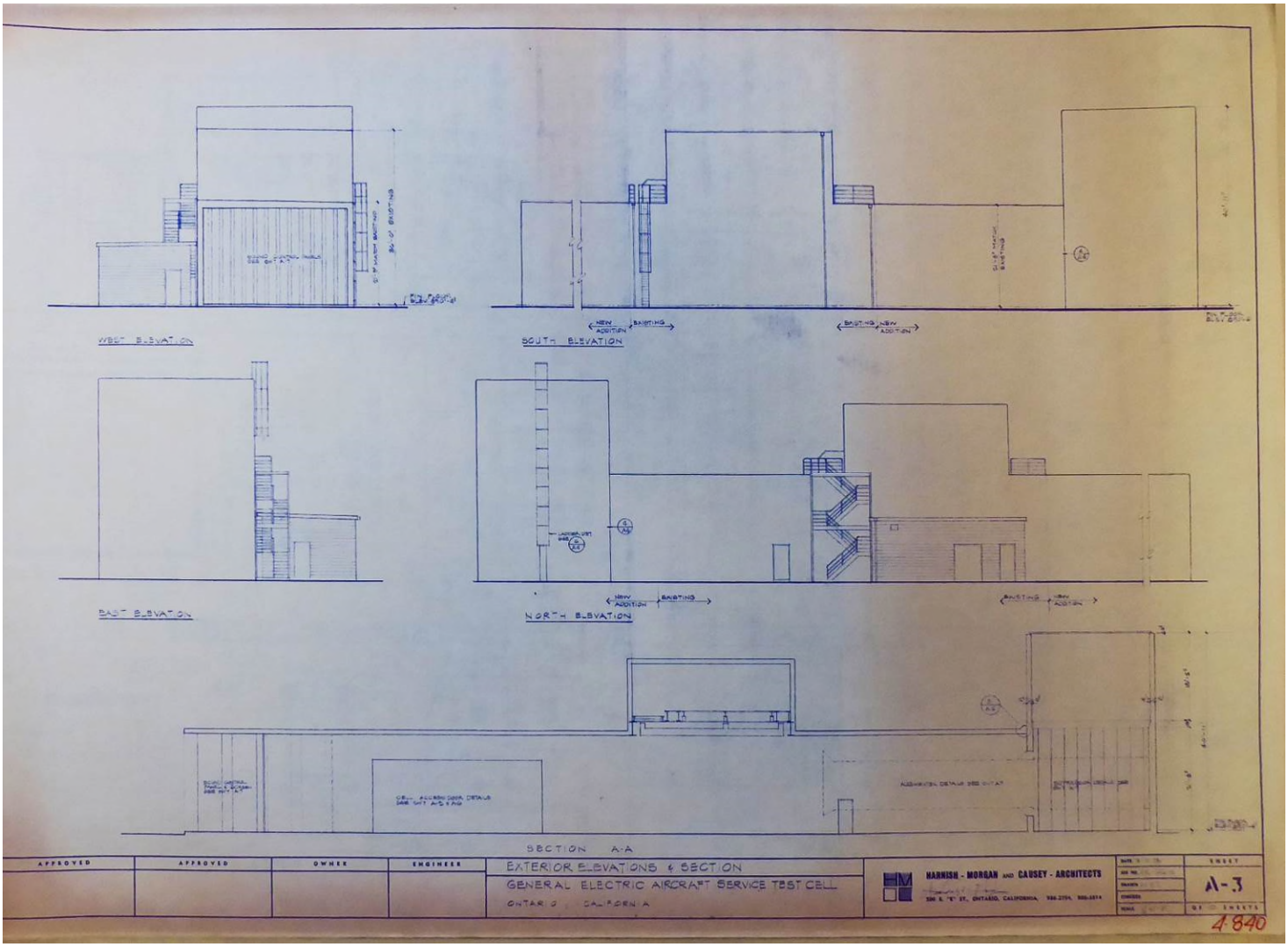


Image 17. Architectural drawing showing Test Cell 1 (General Electric, 1956) [from Ontario International Airport Authority records].

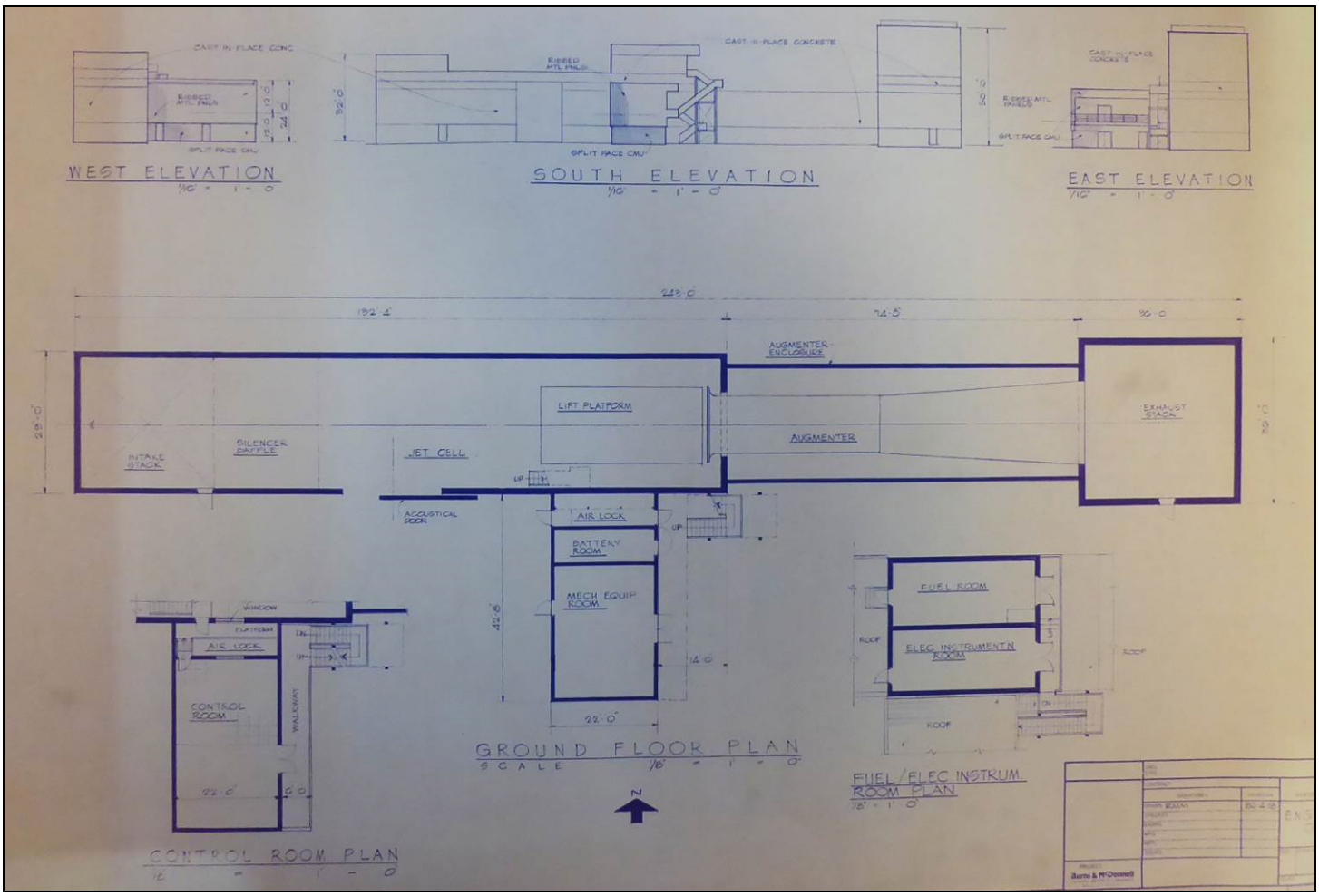


Image 18. Architectural drawing showing layout and function of Test Cell 2 (General Electric, April 18, 1986) [from Ontario International Airport Authority records].

***P3a. Description:** (continued from page 1)

from the former location of the fuel tanks to both of the test cells. The site is enclosed within a 6-foot-tall chain-link fence. Of the buildings and structures on the site, only the guard house and Test Cell 1, which were constructed in 1956, appear to meet the age requirement to be considered historic resources.[2]

The test cells are windowless buildings constructed of approximately 18-inch-thick steel-reinforced concrete walls and roofs. Each interior contains a single large open space where jet engines were tested. Each test cell has a concrete tower ("stack") at the eastern end with an exhaust flume to control exhaust and noise emissions from the testing of jet engines. An additional tower housing a lift platform is located toward the middle of the building. At the opposite end of each building is an "intake stack" for air intake and a silencer baffle. A steel truss for carrying fuel spans the space between the two fuel cells and is connected at the top of the central towers. A three-flight steel staircase with steel railings provides access to the roof. A lower flat-roofed concrete masonry unit addition in the center of the north façade houses a control room, from which the operations within the test cell would be visible through a heavy glass window protected by steel bars. This wing of the building is fitted with an acoustical tile and fluorescent tubing drop ceiling. A large full-height sliding door on steel tracks at the north façade provides access for engines to the interior of the space, and thick steel doors with industrial steel hinges and handles provide personnel access. In the interior at the west end of the building farthest from the exhaust tower are galvanized steel intake vents.

[2] Historicaerials.com

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
DISTRICT RECORD

Primary #
HRI #
Trinomial

 ***Resource Name or #:** Lockheed Aircraft Services Historic District
D1. Historic Name: Lockheed Aircraft Services Historic District
D2. Common Name: Lockheed Aircraft Services Historic District

***D3. Detailed Description:** (Describe overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.)

The district is a large complex within the former property of Lockheed Aircraft Services (LAS), a division of Lockheed Aircraft Corporation, which operated at Ontario International Airport from 1952 to 1998. LAS activities were primarily within a 70-acre parcel in the northwest area of the airport. During its 46 years of operation at Ontario, Lockheed built more than 25 structures, including hangars, office buildings, machine shops, and auxiliary buildings (Douglas and Livingstone 2006). Primary LAS activities at Ontario consisted of modifying and refurbishing commercial and military aircraft. The Ontario facilities served as headquarters for LAS's domestic and international operations. LAS also produced a complete line of flight data recording devices, data playback stations, and training and simulation devices. Lockheed's manufacture of flight recorders began in 1958 with the introduction of the Model 109 (LADOA 1983).

After World War II, with its expertise in maintenance, modification, and overhaul of aircraft, LAS saw an opportunity to expand its support services. In the U.S., the division constructed facilities in California, New York, Louisiana, South Carolina, and Hawaii. In the 1960s, LAS in Ontario became the maintenance and modification center for the highly classified U.S. Air Force fleet of four-engine

(Continued on page 2)

***D4. Boundary Description**: (Describe limits of district and attach map showing boundary and district elements.)

The historic district is bounded on the north by East Airport Drive; on the east by the east facades of Hangars 2, 4, and 6; on the south by a south facades of Hangar 6 and Building 14; and on the west to the western facades of Buildings 14 and 15. (see Location Map)

***D5. Boundary Justification**:

The boundary of the Lockheed Aircraft Services Historic District encompasses the concentration of resources that reflect the historic significance of the LAS facility, which is a subset of the area surveyed. The district comprises LAS properties extant during the period of significance.

D6. Significance: Theme Commercial Aviation **Area** Aviation Support Services
Period of Significance 1952-1968, 1955-1970 **Applicable Criteria** NRHP Criterion A, CRHR Criterion 1, and Local District Criteria 1-3; NRHP Criterion C, CRHR Criterion 3, and Local District Criterion 1

(Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

The Lockheed Aircraft Services Historic District was evaluated under the context of Aviation in Ontario; theme Commercial Aviation, 1946-1967; and sub-theme Aviation Support Services, 1952-1967, according to the guidelines established in the *Ontario International Airport Historic Context Statement*, prepared by ASM Affiliates, Inc., for City of Ontario, June 2017. Lockheed's commercial aviation support services for primarily military aircraft played an important role in the growth and development of ONT. Eligible properties under this sub-theme include historic districts that retain the buildings and structures, and their spatial relationships, associated with an aircraft service facility that performed aircraft modifications, repair, and/or testing. Individually eligible properties are limited to hangars and office or administrative buildings that reflect architectural styles that were popular during the period of significance.

The historic district comprises an executive office building, along with associated cafeteria, a mail room, a warehouse, three barrel-roofed hangars and associated ancillary buildings and structures. An additional office building constructed in 1968 in the vicinity of the core of the historic district is included because it was integral to the operations of the facility. As such, the period of significance for the district extends to 1968, to encompass this associated building. Per NRHP guidelines, the majority of buildings in the district are more than 50 years old and the majority of the years of the period of significance are more than 50 years old as well.

(Continued on page 2)

***D8. Evaluator:** Shannon Davis and Marilyn Novell **Date:**
Affiliation and Address: ASM Affiliates, Inc., 20 N. Raymond Avenue, Pasadena, CA 91103

***D3. Detailed Description:** (Continued from page 1)

turbo-prop C-130 aircraft under the program known as "Big Safari" (Lockheed 2017). Big Safari was an Air Force program responsible for maintenance and modification of specialized mission aircraft. It was not a technology development project, but a management program to support multiple projects simultaneously. Big Safari Detachment 4 was located at LAS in 1964 specifically to oversee modification of aircraft for special missions to Southeast Asia. LAS ONT also modified six C-123Bs, which were first-generation deep-penetration jamming aircraft fitted with special receivers and transmitters, Doppler navigation systems, and camouflage paint (Jenkins 2001:121). In 1998, LAS ended 46 years at ONT and permanently closed the facility (Sable 1998).

D6. Significance: (Continued from page 1)

As noted in the Historic Context Statement registration requirements, the Lockheed Historic District represents important patterns and trends in commercial aviation development from this period, contains a grouping of buildings and structures typical of a commercial aviation support facility, retains a majority of the buildings/structures present during the period of significance, and retains most of its character-defining features and essential aspects of integrity. Three hangars, two office buildings, a warehouse, and a mail room, as well as ancillary buildings serving the hangars, are recommended contributors to the district, as representing functions related to the operations of the facility. Hangars constructed in 1968 do not retain sufficient integrity to be recommended as contributors. Insufficient information exists on the function of Building 21 to recommend it as a contributor. ASM recommends the Lockheed Aircraft Services Historic District as eligible under Criteria A/1 and local District Criteria 1-3 for its association with aviation support services at ONT during the period of significance.

The Lockheed Historic District also contains several buildings that are significant for architecture. The Executive Office Building (Building 10) and the Lockheed Cafeteria Building (Building 11) were evaluated as individually eligible under the context of Aviation in Ontario; theme of Aviation and Architecture; and sub-themes of Modernism and Aviation, 1955-1970. The two buildings are good representations of Mid-Century-Modern architecture designed by a known local architect and represent the use of the style for prominent buildings visible to and used by the public. They were constructed during the period of significance and retain most of the character-defining features of the style to convey their historical association. Although there is some loss of integrity of materials to the buildings, they retain the aspects of integrity of location, design, setting, workmanship, feeling and association. The district also contains three aircraft hangars that are recommended individually eligible under the subtheme of Developments in Construction Technology, 1942-1975. Because these buildings are contributors to the historic district, the district is recommended eligible under Criteria C/3 and local District Criterion 1 for its association with Aviation and Architecture.

D7. References:

Douglas, Diane L., and David Livingstone. (2006). *Historical Architectural and Cultural Resources Inventory Report: Pacific Gateway Cargo Center, Ontario International Airport.* Prepared by URS for Aero Ontario.

Jenkins, Dennis R. 2001*. Lockheed Secret Projects: Inside the Skunk Works.* St. Paul, MN: MBI Publishing.

Lockheed Aircraft Service Company. 2017. "The Beginning of a Global Lockheed Martin." Available at Lockheed Martin website.

Los Angeles Department of Airports (LADOA). 1983. *Ontario International Airport Information:* Service, Economics, Improvements and Growth Potential (Quarterly Report). Ontario, CA: Los Angeles Department of Airports.

National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation.* National Register Bulletin No. 15. Washington, D.C.

National Park Service. 1997. *How to Complete the National Register Nomination Form*. National Register Bulletin No. 16A. Washington, D.C.

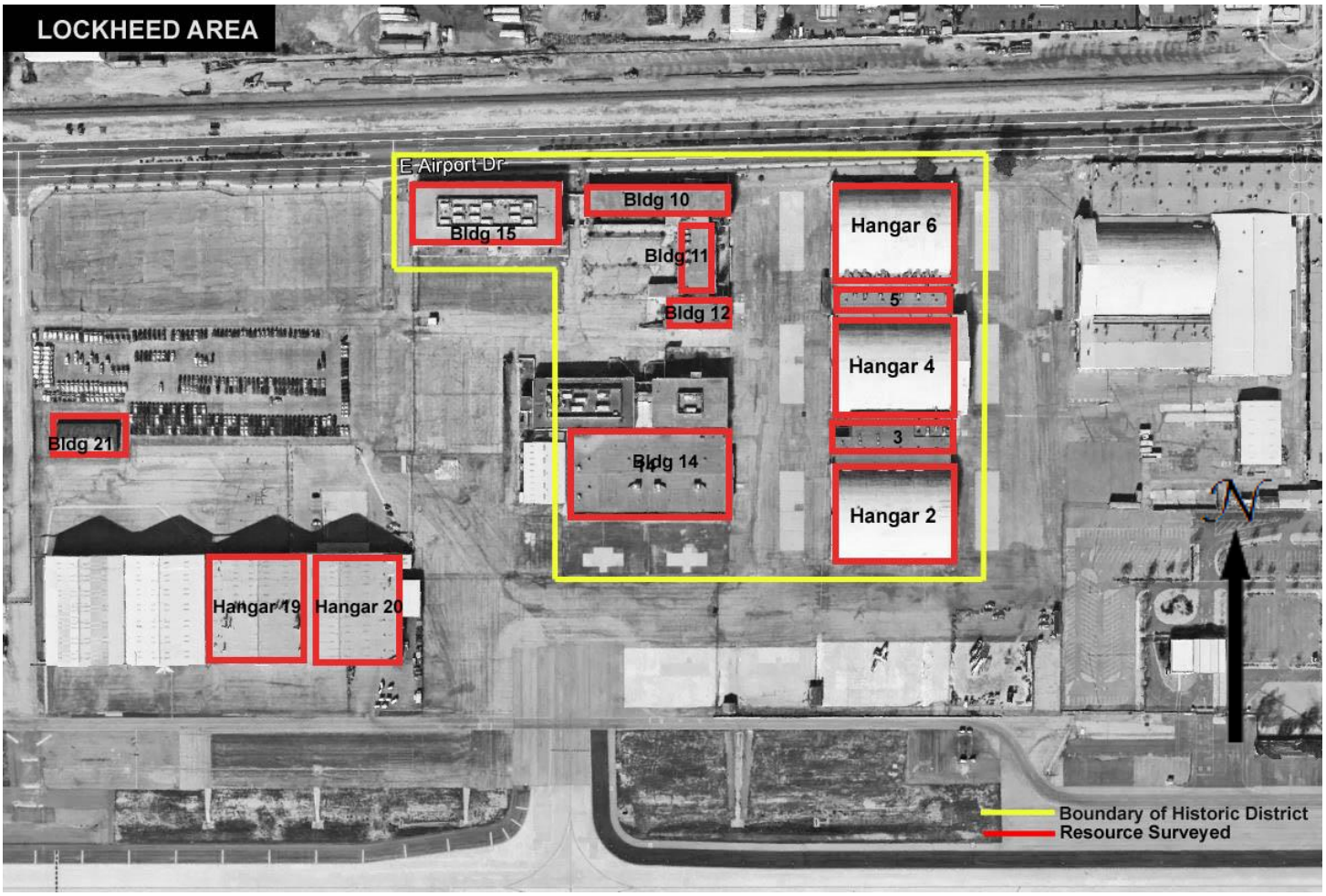
Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

Sable, Julie. 1998. "Lockheed Closes Doors at Ontario Airport Site," *Ontario Daily Bulletin,* April 11.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # _____
HRI # _____
Trinomial _____

Page 3 of 8 ***Resource Name or # (Assigned by recorder)** Lockheed Aircraft Services Historic District
***Map Name:** Lockheed Aircraft Services area ***Scale:** ***Date of Map:** June 2017

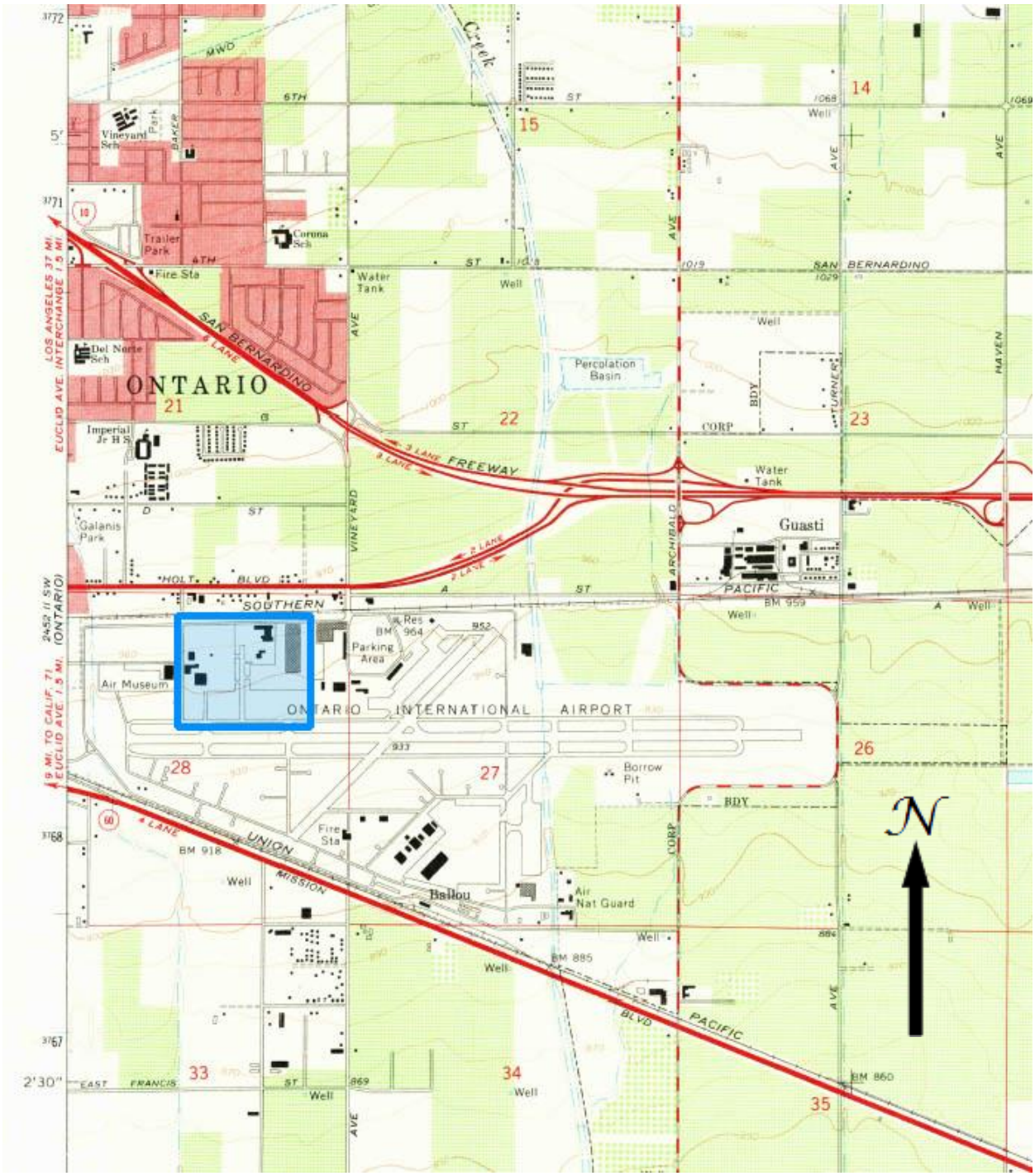


Map showing buildings within the area and boundary of Lockheed Aircraft Services Historic District.
Source: ASM Affiliates, Inc., June 2017.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # _____
HRI # _____
Trinomial _____

Page 4 of 8 ***Resource Name or # (Assigned by recorder)** Lockheed Aircraft Services Historic District
***Map Name:** Lockheed Aircraft Services area ***Scale:** ***Date of Map:** June 2017



Map showing location of Lockheed Aircraft Services area relative to the airport (USGS Guasti, 1966, 1:24,000 scale).

Image 1. View looking north at the south façade of Building 15.

Image 2. View looking northwest at the east façades of the Mail Room, the Cafeteria, and the Executive Office Building.

Image 3. View looking southeast at the west and north façades of hangars 6, 4, and 2.

Image 4. View looking southwest and the east and north façades of hangars 20 and 19.

Image 5. View looking northwest at the LAS facilities.

Image 6. View looking southwest at the east and north façades of Building 21.

Image 7. Aerial view of LAS area (the hangar in the foreground right has been demolished), post-1953. Photographer: Gordon Ayers. Source: *Ontario City Library Robert E. Ellingwood Model Colony Room. Accession No. 3677.*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3B
Other Listings
Review Code Reviewer Date

Page 1 of 4 ***Resource Name or #:** Lockheed Hangar 2
P1. Other Identifier: Lockheed Aircraft Services Area, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 1800 East Airport Drive City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 443342.05 mE/ 3768985.81 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Hangar 2, part of the Lockheed Aircraft Services Area at Ontario International Airport, is a barrel-roofed aircraft hangar with a rectangular plan set on a poured-concrete foundation. It is constructed of a series of arched steel truss girders terminating in a canted wall at two sides. The roof is clad in corrugated metal covered in a sprayed sealant. The exterior walls are formed of corrugated metal panels. At the east and west ends are sets of telescoping metal doors that run on steel tracks, allowing them to slide fully into a housing apparatus that extends beyond the mass of the building. Above and at the center of each set of doors is a retractable corrugated metal tail door. Additional fenestration consists of vents arranged in horizontal banks on the hangar doors, metal personnel doors, and shed dormers with louvered vents arranged in a horizontal row on the south side. Hangar 2 is connected to Building 3 on the north. The interior of the hangar is a single open space. The building was used for aircraft maintenance and modification.

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building; HP11. Engineering structure
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking northeast at the west and south façades.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1952
Los Angeles World Airports records

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

State of California — The Resources Agency
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PHOTOGRAPH RECORD

Primary #
HRI #
Trinomial

Page 2 of 4 ***Resource Name or # (Assigned by recorder)** Lockheed Hangar 2
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking north at the south façade.

Image 2. View looking southeast at the north and west façades.

Image 3. View looking southwest at the east and north façades.

Image 4. Detail view looking northwest at the south façade.

Image 5. View of the interior looking west.

Image 6. Detail view looking west at the south façade.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

***NRHP Status Code** 3B
***Resource Name or #** (Assigned by recorder) Lockheed Hangar 2

B1. Historic Name: Lockheed Hangar 2
B2. Common Name:
B3. Original Use: Hangar
B4. Present Use: Hangar
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** **(Construction date, alterations, and date of alterations)** 1952

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** N/A
***B8. Related Features:** Aircraft apron, workshops
B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Aviation and Architecture **Area:** Developments in Construction Technology
Period of Significance: 1955-1975 **Property Type:** Aircraft hangar **Applicable Criteria:** NRHP Criterion C, CRHR Criterion 3, and Local Individual Criteria 3 d, f-h

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Hangar 2 in the Lockheed Aircraft Services area at ONT is an example of construction technology considered within the context of Aviation in Ontario under the theme of Aviation and Architecture, 1942–1975, and the sub-theme of Developments in Construction Technology, 1942–1975. The hangar displays character-defining features typical of aircraft hangars during the period of significance, including a barrel roof, multi-leaved hangar door and tail cut, and a large open space to accommodate aircraft enabled by steel truss construction. The hangar was used for aircraft maintenance and modification. Although Lockheed Aircraft Services no longer occupies the site, suggesting change in use, both the interior and exterior of the building retain all seven aspects of integrity. After careful consideration, ASM recommends Lockheed Hangar 2 eligible for listing at the federal, state, and local level under Criteria C/3 and Local Individual Criteria 3 d, f-h.

B11. Additional Resource Attributes: (List attributes and codes) HP39. Aircraft apron

***B12. References:**

Aaron, Jayne. 2011. *Historical and Architectural Overview of Aircraft Hangars of the Reserves and National Guard Installations from World War I through the Cold War.* Prepared for the Department of Defense Legacy Resource Management Program.

National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation.* National Register Bulletin No. 15. Washington, D.C.

Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

B13. Remarks:

***B14. Evaluator:** ASM Affiliates, Inc. (Shannon Davis and Marilyn Novell)
***Date of Evaluation:** June 2017

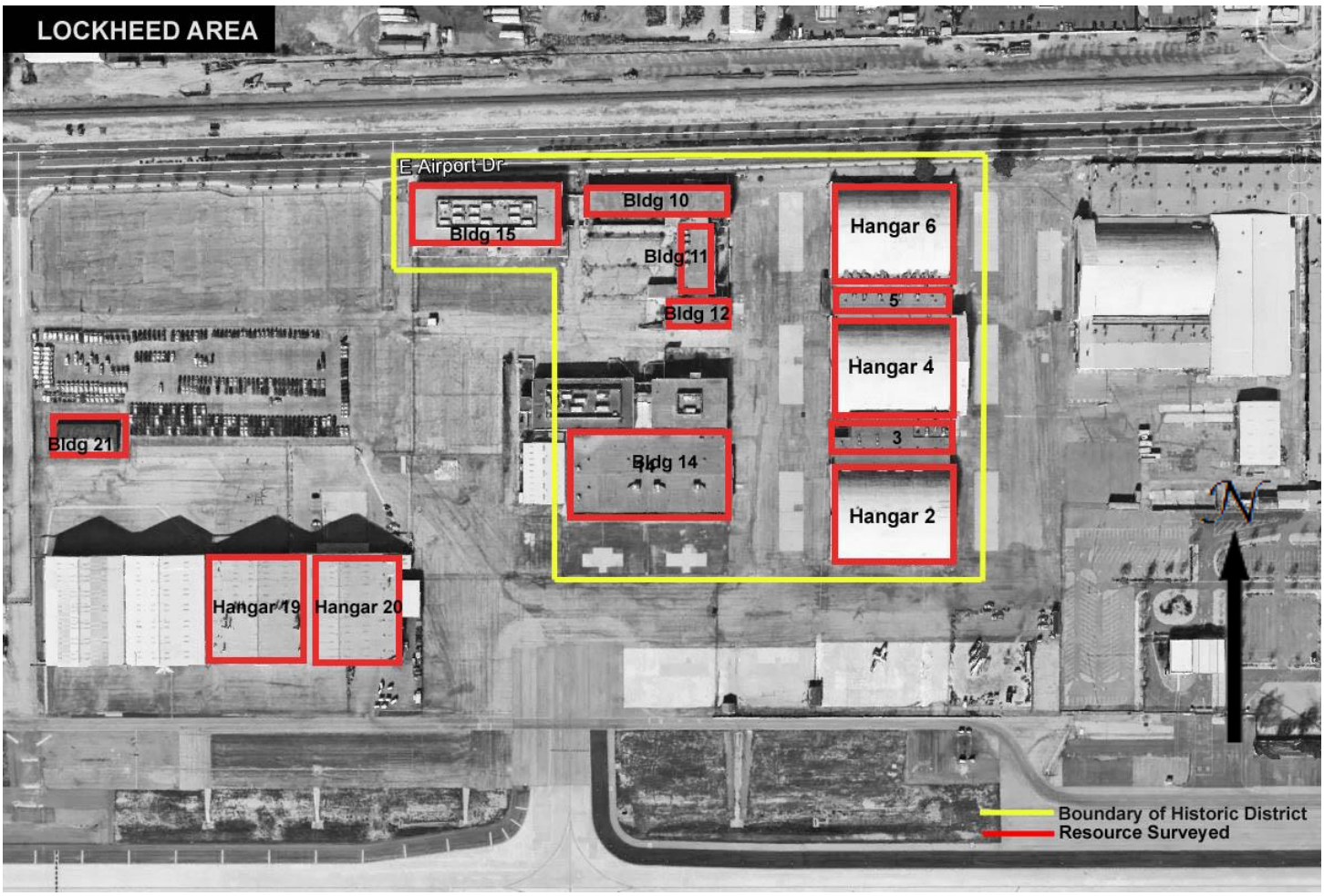
Sketch Map with north arrow required.

(This space is reserved for official comments)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary #
HRI #
Trinomial

Page 4 of 4 ***Resource Name or # (Assigned by recorder)** Lockheed Hangar 2
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016
☒ Continuation ☐ Update



Map showing location of buildings within the Lockheed Aircraft Services area.
Source: ASM Affiliates, Inc., June 2017.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3D

Other Listings
Review Code Reviewer Date

Page 1 of 2 ***Resource Name or #:** Lockheed Building 3
P1. Other Identifier: Lockheed Aircraft Services Area, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 1800 East Airport Drive City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 443342.80 mE/ 3769113.01 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 3 is a single-story industrial building part of the Lockheed Aircraft Services area at Ontario International Airport. It has an irregular plan set on a poured-concrete foundation. The flat roof is formed of corrugated metal covered with sheet asphalt and supported by steel truss framing. Walls are composed of concrete masonry units. The building adjoins Hangar 4 to the north and Hangar 2 to the south. Fenestration consists of two personnel doors and two metal freight doors on the east façade, and two personnel doors and a sliding metal freight door on the west façade. A shallow shed-roof canopy supported by metal pipe columns extends from the east façade. Each of the exposed façades has a fixed steel ladder for roof access. Building 3 functioned as a subassembly, sheet metal assembly, and paint shop (LAWA: ca. 1952 Dwg No. F001CFile0001). Alterations consist of building upgrades such as mechanical/electrical utility modifications, possible room partitions, and installation of sprinkler system, 1987-1990.[1]

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking west at the east façade.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1952
Ontario International Airport Authority records

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

[1] Douglas, Diane L., and Livingston, David. 2006. *Historical Architectural and Cultural Resources Inventory Report: Pacific Gateway Cargo Center, Ontario International Airport.* Prepared by USR for Aero Ontario RFP, LLC. January 2006.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 2 ***Resource Name or # (Assigned by recorder)** Lockheed Building 3
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking northwest at the east façade, with the south façade of Hangar 2 to the right.

Image 2. View looking east at the west façade.

Image 3. Detail view looking west at the east façade.

Image 4. View of the interior looking southwest.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3B

Other Listings
Review Code Reviewer Date

Page 1 of 4 ***Resource Name or #:** Lockheed Hangar 4
P1. Other Identifier: Lockheed Aircraft Services Area, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 1800 East Airport Drive City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 443341.43 mE/ 3769075.90 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Hangar 4, part of the Lockheed Aircraft Services Area at Ontario International Airport, is a barrel-roofed aircraft hangar with a rectangular plan set on a poured-concrete foundation. It is constructed of a series of arched steel truss girders terminating in a canted wall at two sides. The roof is clad in corrugated metal covered in a sprayed sealant. The exterior walls are formed of corrugated metal panels. At the east and west ends are sets of telescoping metal doors that run on steel tracks, allowing them to slide fully into a housing apparatus that extends beyond the mass of the building. Above and at the center of each set of doors is a retractable corrugated metal tail door. A gabled extension at the east façade appears to be a later addition. Additional fenestration consists of louvered openings arranged in horizontal and vertical banks on the hangar doors, and metal personnel doors. The interior of the hangar is a single open space with office areas constructed of plywood along the sides. Hangar 4 is connected to Building 3 on the south and Building 5 on the north. The building was used for aircraft maintenance and modification, with office space on a second level.

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building; HP11. Engineering structure
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking west at the east façade.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1953
Los Angeles World Airports records

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 4 ***Resource Name or # (Assigned by recorder)** Lockheed Hangar 4
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking southeast at the west façade.

Image 2. View looking southeast at the north and west façades

Image 3. View looking northwest at the east façade.

Image 4. Interior view looking northeast.

Image 5. View from the interior looking east.

Image 6. Detail view looking east at west façade.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

***NRHP Status Code** 3B
***Resource Name or #** (Assigned by recorder) Lockheed Hangar 4
B1. Historic Name: Lockheed Hangar 4
B2. Common Name:
B3. Original Use: Hangar
B4. Present Use: Hangar
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** **(Construction date, alterations, and date of alterations)** 1953

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** N/A
***B8. Related Features:** Aircraft apron, workshops
B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Aviation and Architecture **Area:** Developments in Construction Technology
Period of Significance: 1955-1975 **Property Type:** Aircraft hangar **Applicable Criteria:** NRHP Criterion C, CRHR Criterion 3, and Local Individual Criteria 3 d, f-h

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Hangar 4 in the Lockheed Aircraft Services area at ONT is an example of construction technology considered within the context of Aviation in Ontario under the theme of Aviation and Architecture, 1942–1975, and the sub-theme of Developments in Construction Technology, 1942–1975. The hangar displays character-defining features typical of aircraft hangars during the period of significance, including a barrel roof, a multi-leaved hangar door and tail cut at each end, and a large open space to accommodate aircraft enabled by steel truss construction. At the east façade, the doors retract into a gabled-roof structure; at the west façade, the barrel roof is visible and the doors travel on rails outside the main mass of the building to open. The hangar was used for aircraft maintenance and modification. Although Lockheed Aircraft Services no longer occupies the site, suggesting change in use, both the interior and exterior of the building retain all seven aspects of integrity. After careful consideration, ASM recommends Lockheed Hangar 4 eligible for listing at the federal, state, and local level under Criteria C/3 and Local Individual Criteria 3 d, f-h.

B11. Additional Resource Attributes: (List attributes and codes) HP39. Aircraft apron

***B12. References:**

Aaron, Jayne. 2011. *Historical and Architectural Overview of Aircraft Hangars of the Reserves and National Guard Installations from World War I through the Cold War.* Prepared for the Department of Defense Legacy Resource Management Program.

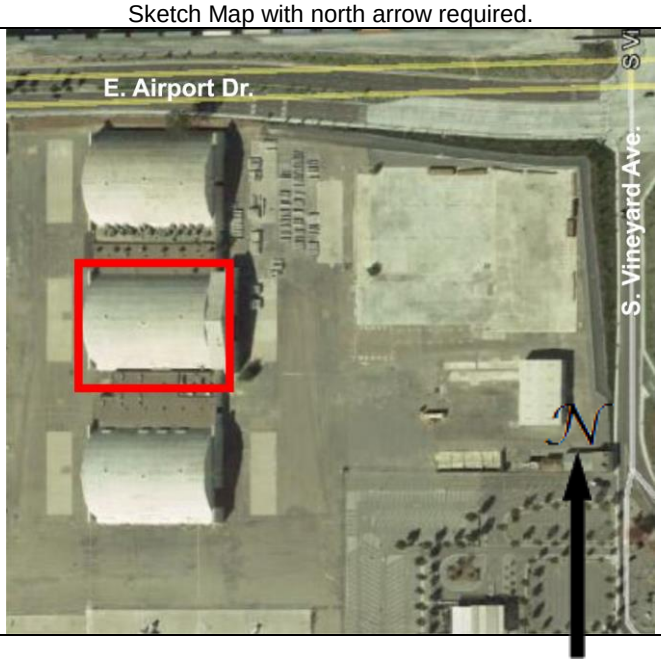
National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation.* National Register Bulletin No. 15. Washington, D.C.

Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

B13. Remarks:

***B14. Evaluator:** ASM Affiliates, Inc. (Shannon Davis and Marilyn Novell)
***Date of Evaluation:** June 2017

Sketch Map with north arrow required.

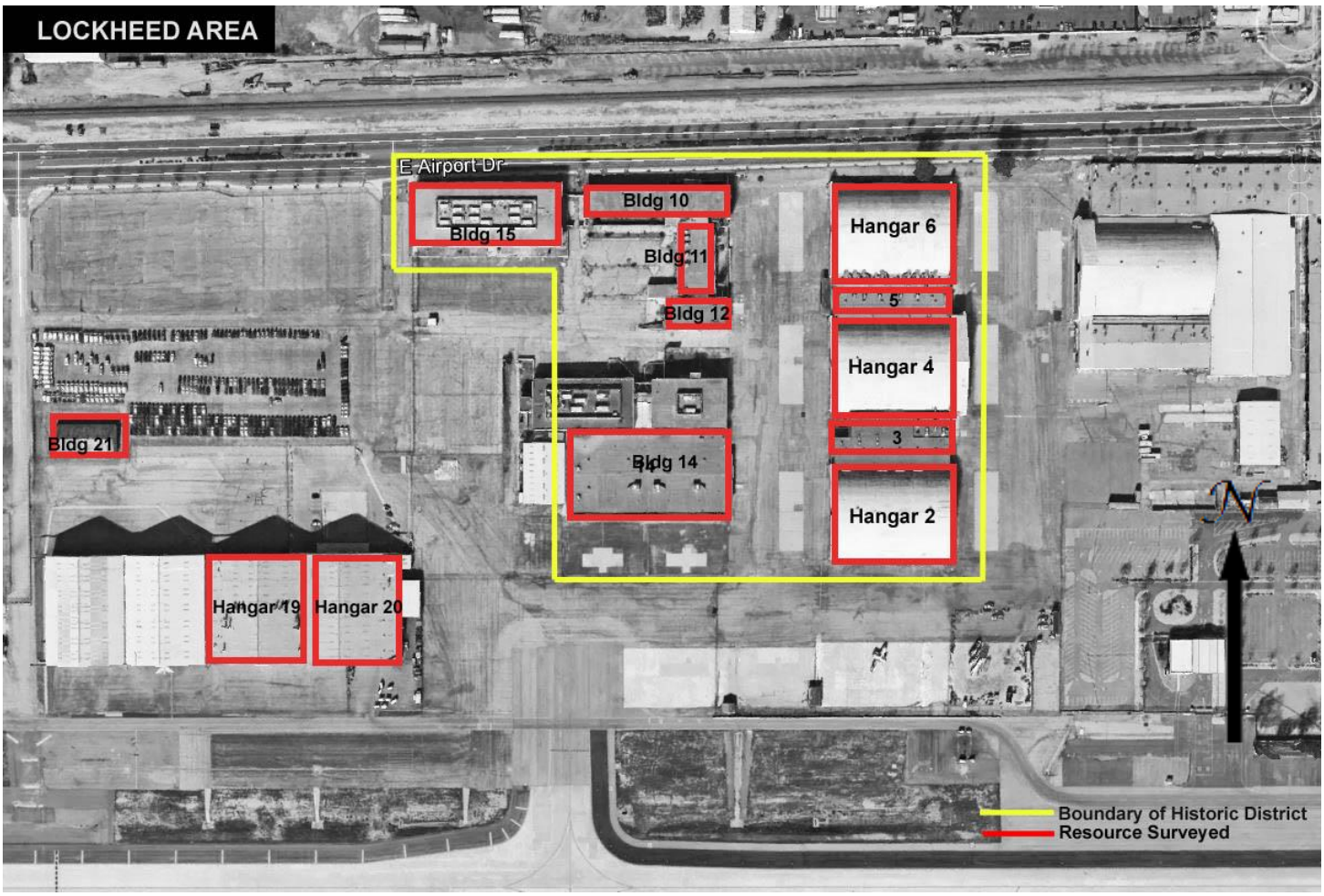


(This space is reserved for official comments)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary #
HRI #
Trinomial

Page 4 of 4 ***Resource Name or # (Assigned by recorder)** Lockheed Hangar 4
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016
☒ Continuation ☐ Update



Map showing location of buildings within the Lockheed Aircraft Services area.
Source: ASM Affiliates, Inc., June 2017.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3D
Other Listings
Review Code Reviewer Date

Page 1 of 2 ***Resource Name or #:** Lockheed Building 5
P1. Other Identifier: Lockheed Aircraft Services Area, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 1800 East Airport Drive City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 443340.13 mE/ 3769028.61 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 5, part of the Lockheed Aircraft Services area at Ontario International Airport, provided electrical support for adjoining hangars 4 and 6.[1] It is an industrial building with a rectangular plan set on a poured-concrete foundation. The flat roof is covered with sheet asphalt. Walls are composed of concrete masonry units. Fenestration consists of a set of double doors and a sliding metal freight door on the east façade, and a single door and a set of double doors on the west façade. A flat-roofed cantilevered canopy supported by steel L beams extends across the west façade, sheltering a set of double metal doors and a single personnel door. The interior was not accessible at the time of survey.

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking west at the east façade.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1955
Los Angeles World Airports records

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

[1] Douglas, Diane L., and Livingston, David. 2006. *Historical Architectural and Cultural Resources Inventory Report: Pacific Gateway Cargo Center, Ontario International Airport.* Prepared by URS for Aero Ontario RFP, LLC. January 2006.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary #
HRI #
Trinomial

Page 2 of 2 ***Resource Name or # (Assigned by recorder)** Lockheed Building 5
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking northeast at the west façade.

Image 2. Detail view looking west at the east façade.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3B

Other Listings
Review Code Reviewer Date

Page 1 of 4 ***Resource Name or #:** Lockheed Hangar 6
P1. Other Identifier: Lockheed Aircraft Services Area, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 1800 East Airport Drive City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 443411.95 mE/ 3769033.71 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Hangar 6, part of the Lockheed Aircraft Services (LAS) area at Ontario International Airport, is located in the northeastern portion of the former LAS facility north of Hangar 4. Hangar 6 is a barrel-roofed aircraft hangar with a rectangular plan set on a poured-concrete foundation. It is constructed of a series of arched steel truss girders terminating in a canted wall at two sides. The roof is clad in corrugated metal covered in a sprayed sealant. The exterior walls are formed of corrugated metal panels. At the east and west ends are sets of telescoping metal doors that run on steel tracks, allowing them to slide fully into a housing apparatus that extends beyond the mass of the building. Above and at the center of each set of doors is a retractable corrugated metal tail door. Additional fenestration consists of metal personnel doors. Hangar 6 is connected to Building 5 on the south. The interior of the hangar was converted to a multi-story office space in 1988. The building was used for aircraft maintenance and modification.

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building; HP11. Engineering structure
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking east at the west façade.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1955
Los Angeles World Airports records

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary #
HRI #
Trinomial

Page 2 of 4 ***Resource Name or # (Assigned by recorder)** Lockheed Hangar 6
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking southeast at the north and west façades

Image 2. View looking northeast at the south and west façades.

Image 3. Detail view looking southwest at the east façade.

Image 4. View of the interior looking west.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

***NRHP Status Code** 3B
***Resource Name or #** (Assigned by recorder) Lockheed Hangar 6

B1. Historic Name: Lockheed Hangar 6
B2. Common Name:
B3. Original Use: Hangar
B4. Present Use: Hangar
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** **(Construction date, alterations, and date of alterations)** 1955

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** N/A
***B8. Related Features:** Aircraft apron, workshops
B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Aviation and Architecture **Area:** Developments in Construction Technology
Period of Significance: 1955-1975 **Property Type:** Aircraft hangar **Applicable Criteria:** NRHP Criterion C, CRHR Criterion 3, and Local Individual Criteria 3 d, f-h

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Hangar 6 in the Lockheed Aircraft Services area at ONT is an example of construction technology considered within the context of Aviation in Ontario under the theme of Aviation and Architecture, 1942–1975, and the sub-theme of Developments in Construction Technology, 1942–1975. The hangar displays character-defining features typical of aircraft hangars during the period of significance, including a barrel roof, a multi-leaved hangar door and tail cut at each end, and a large open space to accommodate aircraft enabled by steel truss construction. The east and west façades each have entrances with telescoping doors. The hangar was used for aircraft maintenance and modification. Although Lockheed Aircraft Services no longer occupies the site, suggesting change in use, the exterior displays all seven aspects of integrity. A two-story office building has been constructed inside the building, apparently without disturbing the materials or structure of the hangar. After careful consideration, ASM recommends Lockheed Hangar 6 eligible for listing at the federal, state, and local level under Criteria C/3 and Local Individual Criteria 3 d, f-h.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial building; HP11. Engineering structure

***B12. References:**

Aaron, Jayne. 2011. *Historical and Architectural Overview of Aircraft Hangars of the Reserves and National Guard Installations from World War I through the Cold War.* Prepared for the DoD Legacy Resource Management Program.

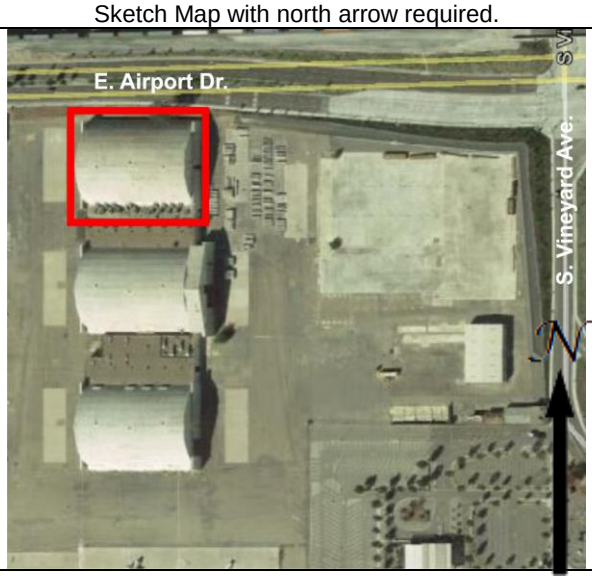
National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation.* National Register Bulletin No. 15. Washington, D.C.

Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

B13. Remarks:

***B14. Evaluator:** ASM Affiliates, Inc. (Shannon Davis and Marilyn Novell)
***Date of Evaluation:** June 2017

Sketch Map with north arrow required.

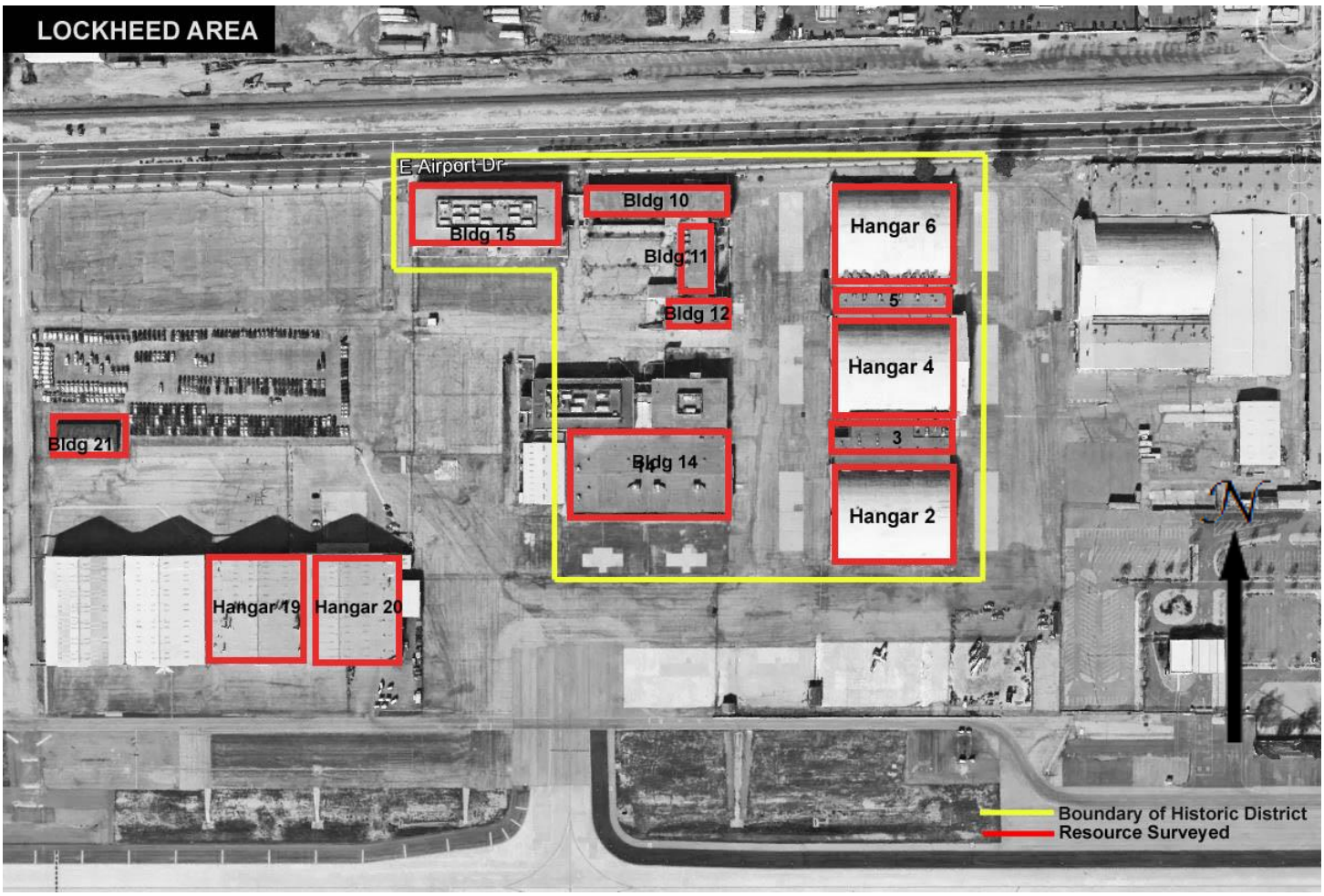


(This space is reserved for official comments)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary #
HRI #
Trinomial

Page 4 of 4 ***Resource Name or # (Assigned by recorder)** Lockheed Hangar 6
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016
☒ Continuation ☐ Update



Map showing location of buildings within the Lockheed Aircraft Services area.
Source: ASM Affiliates, Inc., June 2017.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3B

Other Listings
Review Code Reviewer Date

Page 1 of 7 ***Resource Name or #:** Lockheed Executive Office Building (Building 10)
P1. Other Identifier: Lockheed Aircraft Services Area, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 1800 East Airport Drive City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 443197.77 mE/ 3769174.38 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 10, part of the Lockheed Aircraft Services area at Ontario International Airport, is a Mid-Century Modern style administrative/executive office building. It was designed by architect George Vernon Russell and built by Pozzo Construction Co. It was said to have embodied "New concepts of structural design, sun protection devices, and use of colors not common in the industrial field."[1] Exterior enameled metal panels were colored in "the vivid red, white, and blue of the corporation's trademark, with contrasts of textured gray walls and the bluish-green tint of glare-reducing glass."[2]

(continued on page 5)

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking northeast at the west south façades.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1956
Los Angeles World Airports records

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

[1] "Lockheed Dedicates New Ontario Airport Facilities." *Los Angeles Times,* July 1, 1956.
[2] Ibid.

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Image 1. View looking southeast at the north and west façades.

Image 2. View looking east at the west façade.

Image 3. Detail view looking east at the west façade.

Image 4. View looking northwest at the east façade of Building 11 and the south façade of Building 10.

Image 5. Detail view looking northeast at the south façade.

Image 6. Detail view of the south façade.

Image 7. Detail view looking east at the primary entrance on the west façade.

Image 8. View of the first-floor interior looking southeast.

Image 9. View looking northeast at the south façade, ca. 1956. Source: Collection of Colin Russell.

Image 10. View looking northeast at the west and south façades, ca. 1956. Source: Collection of Colin Russell.

Image 11. View looking southeast at the north and west façades, ca. 1956. Source: Collection of Colin Russell.

Image 12. View looking northeast at the west and south façades, ca. 1956. Source: Collection of Colin Russell.

Image 13. An architect's rendering of Building 10 (in back), Cafeteria (Building 11), and Mail Room (Building 12), n.d. Source: Model Colony Room photos.

Image 14. Lockheed executive office building primary entrance, ca 1967. Source: Ontario Chamber of Commerce brochure, in Model Colony Room clipping files.

***P3a. Description:** (continued from page 1)

The horizontally oriented steel-frame building has three floors housing offices, with one floor below grade, where the ground is cut back to create a well for windows to admit natural light. Building 10 has a rectangular plan and is set on a poured-concrete foundation. The flat roof is cantilevered to form a wide overhang with a deep fascia faced with corrugated metal. A decorative metal grille attached to vertical metal supports wraps around the east and west facades. At the west façade, a row of metal screens partially shades the windows. The walls are clad in a regular pattern of aggregate stone set in concrete, contrasting with intermittent narrower vertical concrete sections. The motif of aggregate stone interspersed with smooth concrete is repeated on walls around Building 10 and throughout the administrative complex of buildings in the former LAS area. Rows of fixed-pane aluminum windows set between projecting vertical members horizontally span the building at each level. The primary entrance is at the south façade, where the building adjoins Building 11 to the south and consists of a pair of metal-framed glass doors set in a wall of glass. There are additional entrances at the west and east façades. The interior consists of offices opening off of central halls.

Landscaping was an integral part of the design of Building 10, as evidenced by the planters along the south façade and at the primary entrance and consistent with Mid-Century Modern design. Historic photographs and architectural drawings show rows of trees along the south and north façades.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

***NRHP Status Code** 3B
***Resource Name or #** (Assigned by recorder) Lockheed Executive Office Building (Building 10)
B1. Historic Name: Executive Office Building
B2. Common Name:
B3. Original Use: Office and Production Headquarters
B4. Present Use:
***B5. Architectural Style:** Mid-Century Modern
***B6. Construction History:** **(Construction date, alterations, and date of alterations)** 1956

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** N/A
***B8. Related Features:**
B9a. Architect: George Vernon Russell b. Builder: Pozzo Construction Co.
***B10. Significance: Theme** Aviation and Architecture **Area:** Modernism and Aviation
Period of Significance: 1955-1970 **Property Type:** Corporate offices **Applicable Criteria:** NRHP Criterion C, CRHR Criterion 3, and Local Individual Criteria 3 c-d, f-h

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Executive Office Building in the Lockheed Aircraft Services (LAS) area at ONT served as corporate headquarters for the LAS division of Lockheed. The building is a good example of Mid-Century Modernism considered within the context of Aviation in Ontario under the theme of Aviation and Architecture, and the sub-theme of Modernism in Architecture, 1942–1970. It exhibits character-defining features of the style including horizontal orientation, minimal ornamentation, a flat roof with wide overhanging eaves, and simple, orthogonal massing. In the prominent vertical exterior supports and connected brise-soleils that suggest an exoskeleton, it also displays direct expression of the structural system and function. Architect George Vernon Russell studied at the estimable Ecole des Beaux-Arts in

(Continued on page 7)

B11. Additional Resource Attributes: (List attributes and codes) _____

***B12. References:**

National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation.* National Register Bulletin No. 15. Washington, D.C.

Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

B13. Remarks:

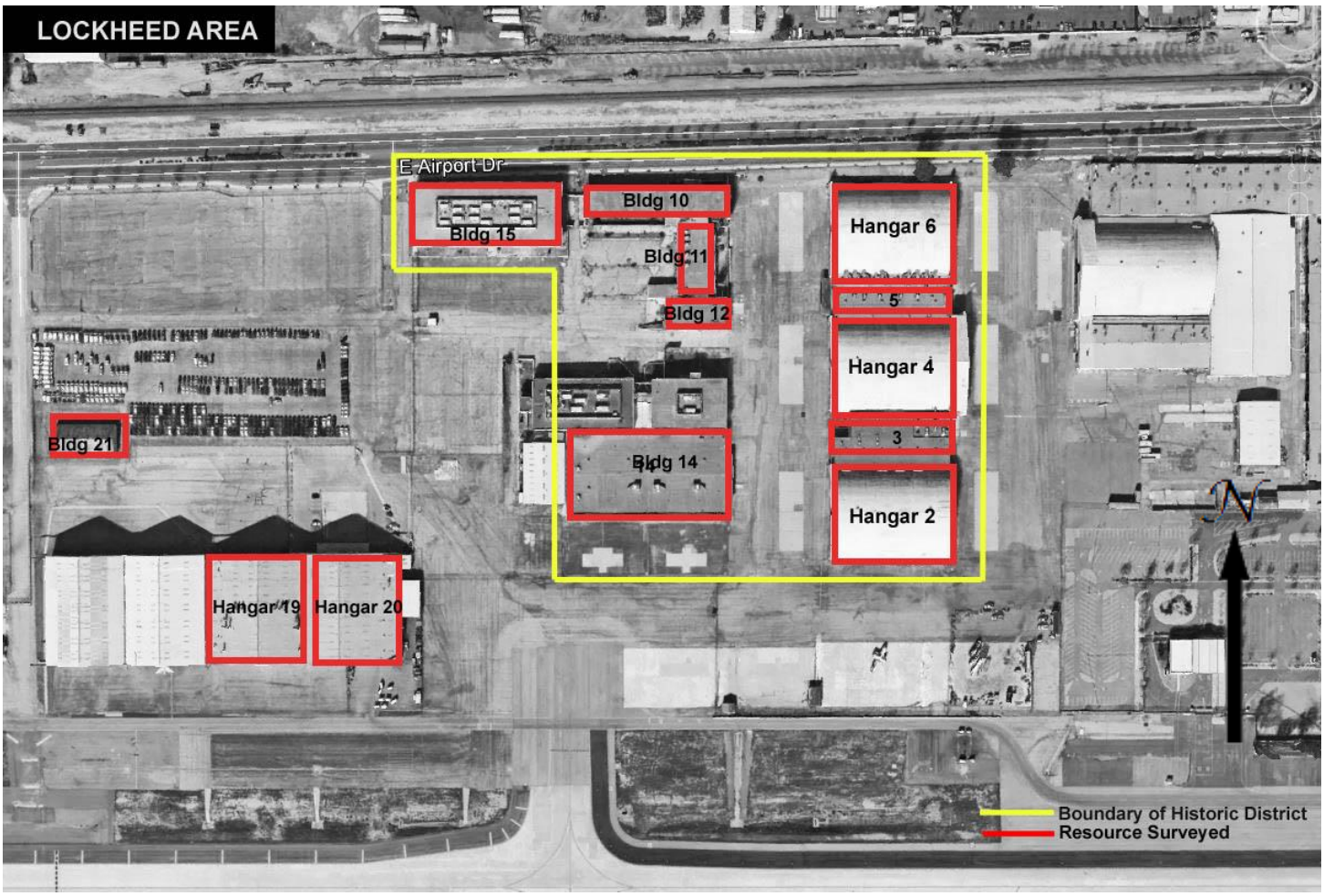
***B14. Evaluator:** ASM Affiliates, Inc. (Shannon Davis and Marilyn Novell)
***Date of Evaluation:** June 2017

Sketch Map with north arrow required.

(This space is reserved for official comments)

B10. Significance: (Continued from page 6)

France and experienced a long and prolific career. Among his well-known works are the Flamingo Hotel in Las Vegas, Sunset Plaza in West Hollywood, Ciro's Restaurant, and the iconic Deco-style Hollywood Reporter building. He became a fellow of the American Institute of Architects and served as president of its Southern California chapter. Although the building has deteriorated and lost some of its original materials, it retains integrity of location, design, setting, workmanship, feeling, and association. The building meets several of the requirements for significance under Criterion C: it embodies the distinctive characteristics of a type and period, it possesses high artistic value, and it can be considered the work of a master architect. After careful consideration, ASM recommends the Lockheed Executive Office Building eligible for listing at the federal, state or local level under Criteria C/3 or Local Individual Criteria 3 c-d, f-h.



Map showing location of buildings within the Lockheed Aircraft Services area.
Source: ASM Affiliates, Inc., June 2017.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3B

Other Listings
Review Code Reviewer Date

Page 1 of 5 ***Resource Name or #:** Lockheed Cafeteria Building (Building 11)
P1. Other Identifier: Cafeteria, Lockheed Aircraft Services Area, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 1800 East Airport Drive City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 443197.77 mE/ 3769174.38 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 11, part of the Lockheed Aircraft Services area at Ontario International Airport, is a single-story cafeteria constructed in 1956 in the Mid-Century Modern style. Designed by architect George Vernon Russell and built by Pozzo Construction Co., the cafeteria was part of a complex including adjacent buildings 10 and 12. Building 11 is a steel-frame cafeteria building with a generally rectangular plan that adjoins Building 10 at the north and Building 12 at the south. The horizontally oriented flat-roofed building is set on a poured-concrete foundation. Fenestration at the west façade consists of a high row of horizontal vents running the length of the façade, with no windows or doors. At the primary (east) façade, a wide concrete dining terrace extends across the space created by the setback between buildings 12 and 10. The entrance is recessed beneath a deep canopy. The façade consists of continuous rows of floor-to-ceiling windows set in projecting vertical dividers and interspersed with metal-framed glass doors. Ornamentation includes three sets of vertical wood screens that continue at a right angle across a cutout in the canopy. Square planters with attached benches are dispersed across the patio, which is paved in square concrete tiles and originally accommodated tables and seating. The interior includes a large open space with an open steel-truss beam ceiling and lower soffits, below which are arrays of metal-clad cafeteria counters and series of can lights. The walls are clad in drywall and floors are concrete.

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking southwest at the east façade of Building 11 and the north façade of Building 12.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1956
Los Angeles World Airports records

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

Image 1. View looking northwest at the west and east façades of buildings 12, 11, and 10.

Image 2. Detail view looking northwest at the east façade of Building 11 and the south façade of Building 10.

Image 3. Detail view looking southeast from Building 11.

Image 4. Interior view looking southwest.

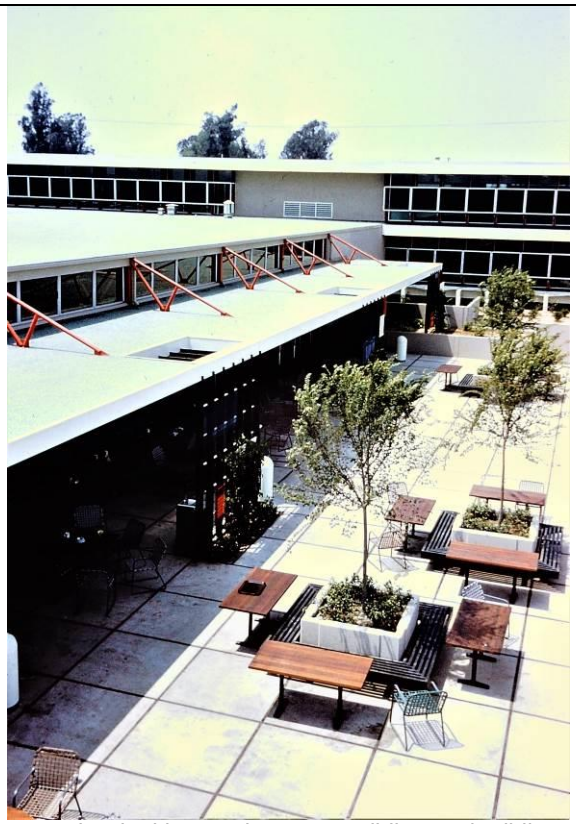


Image 5. View looking northwest at Building 11 (Building 10 in background), ca. 1956. Source: Collection of Colin Russell.

Image 6. Interior view looking northeast, ca. 1956. Source: Collection of Colin Russell.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

***NRHP Status Code** 3B
***Resource Name or #** (Assigned by recorder) Lockheed Cafeteria Building (Building 11)

B1. Historic Name:
B2. Common Name:
B3. Original Use: Cafeteria
B4. Present Use:
***B5. Architectural Style:** Mid-Century Modern
***B6. Construction History:** **(Construction date, alterations, and date of alterations)** 1956

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** N/A
***B8. Related Features:**
B9a. Architect: George Vernon Russell b. Builder: Pozzo Construction Co.
***B10. Significance: Theme** Aviation and Architecture **Area:** Modernism and Aviation
Period of Significance: 1955-1970 **Property Type:** Corporate offices **Applicable Criteria:** NRHP Criterion C, CRHR Criterion 3, and Local Individual Criteria 3 c-d, f-h

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Cafeteria building in the Lockheed Aircraft Services (LAS) area at ONT served the employees and personnel at the LAS facilities. The building is a good example of Mid-Century Modernism considered within the context of Aviation in Ontario under the theme of Aviation and Architecture, and the sub-theme of Modernism in Architecture, 1942–1970. It exhibits character-defining features of the style including horizontal orientation, minimal ornamentation, a flat roof with wide overhanging eaves, and simple, orthogonal massing. The large outdoor dining patio with planters surrounded by fixed tables and benches is connected visually and functionally by the floor-to-ceiling glazing of the cafeteria interior and the wide cantilevered canopy. The distinctive feature of Mid-Century Modern architecture of connection

(Continued on page 5)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation.* National Register Bulletin No. 15. Washington, D.C.

Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

B13. Remarks:

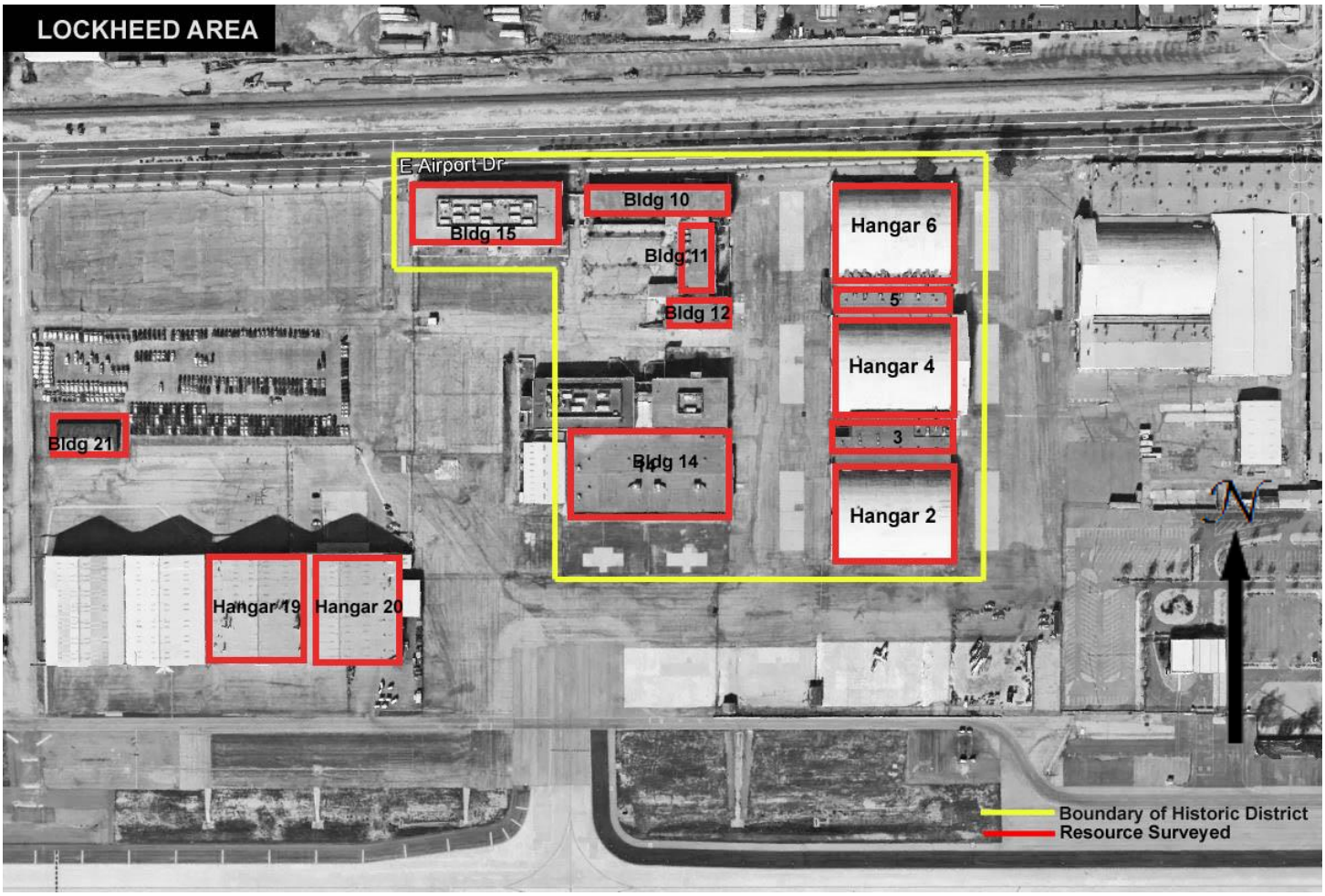
***B14. Evaluator:** ASM Affiliates, Inc. (Shannon Davis and Marilyn Novell)
***Date of Evaluation:** June 2017

Sketch Map with north arrow required.

(This space is reserved for official comments)

B10. Significance: (Continued from page 4)

between the indoors is apparent in this design. Architect George Vernon Russell studied at the estimable Ecole des Beaux-Arts in France and experienced a long and prolific career. Among his well-known works are the Flamingo Hotel in Las Vegas, Sunset Plaza in West Hollywood, Ciro's Restaurant, and the iconic Deco-style Hollywood Reporter building. He became a fellow of the American Institute of Architects and served as president of its Southern California chapter. Although the building has deteriorated and lost some of its original materials, it retains integrity of location, design, setting, workmanship, feeling, and association. The building meets several of the requirements for significance under Criterion C: it embodies the distinctive characteristics of a type and period, it possesses high artistic value, and it can be considered the work of a master architect. After careful consideration, ASM recommends the Lockheed Cafeteria building eligible for listing at the federal, state, and local level under Criteria C/3 and Local Individual Criteria 3 c-d, f-h.



Map showing location of buildings within the Lockheed Aircraft Services area.
Source: ASM Affiliates, Inc., June 2017.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3D

Other Listings
Review Code Reviewer Date

Page 1 of 2 ***Resource Name or #:** Lockheed Mail Room (Building 12)
P1. Other Identifier: Shipping and Receiving, Mail Room, Lockheed Aircraft Services Area, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 1800 East Airport Drive City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 443197.77 mE/ 3769174.38 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 12, part of the Lockheed Aircraft Services area at Ontario International Airport, adjoins the Cafeteria (Building 11) to the north. It served as the shipping and receiving area, the mailroom, and a warehouse. It is a single-story building with a recessed loading dock and ramp that are partially below grade and accessed from the west. The shipping and receiving facility is a flat-roof building constructed of concrete tilt-up panels. It has an irregular plan with a wing extending to the west. Fenestration consists of large freight bays at the loading docks and at the south and east facades and several personnel doors. A control room with fixed-pane windows is located to the south of the loading dock.

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking northeast at the west and south façades.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1956
Los Angeles World Airports records

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 2 ***Resource Name or # (Assigned by recorder)** Lockheed Mail Room (Building 12)
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking northwest at the south and east façades.

Image 2. View looking east at the west façade.

Image 3. From the interior looking northwest.

Image 4. View looking northeast at the west and south façades, ca. 1956. Source: Collection of Colin Russell.

W

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DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3D

Other Listings
Review Code Reviewer Date

Page 1 of 2 ***Resource Name or #:** Lockheed Warehouse (Building 14)
P1. Other Identifier: Spare parts warehouse, Lockheed Aircraft Services Area, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 1800 East Airport Drive City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 443189.91 mE/ 3769011.26 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 14, part of the Lockheed Aircraft Services (LAS) area at Ontario International Airport, is a single-story industrial building that served LAS as a spare parts warehouse. It is a flat-roof building with a rectangular plan set on a poured-concrete foundation. The primary (east) facade is constructed of tilt-up panels faced with aggregate stone interspersed with smooth vertical concrete dividers, echoing the surfaces on buildings 10 and 11 to the north. At the primary façade, a flat canopy shelters two vehicle bay doors and two personnel doors. The other façades are smooth tilt-up concrete. Other than the doors at the primary façade, the building lacks fenestration. The interior appeared to consist of one open warehouse space, although because of lack of lighting it was not photographable.

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking northwest at the south and east façades.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1967
Los Angeles World Airports records

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary #
HRI #
Trinomial

Page 2 of 2 ***Resource Name or # (Assigned by recorder)** Lockheed Warehouse (Building 14)
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking west at the east façade of Building 14 (left).

Image 2. Detail view of aggregate concrete panel.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3D

Other Listings
Review Code Reviewer Date

Page 1 of 5 ***Resource Name or #:** Lockheed Office Building (Building 15)
P1. Other Identifier: Office Building, Lockheed Aircraft Services Area, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 1800 East Airport Drive City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 443091.81 mE/ 3769169.40 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 15, part of the Lockheed Aircraft Services Area at Ontario International Airport, is a two-story office building designed by architect J. Dewey Harnish in the Mid-Century Modern style. A company brochure describes it as "crisp, straightforward design, with precast concrete walls and columns providing texture and shadow [that] give this low-profile building an easy grace."[1] It is a steel-frame building with a rectangular plan set on a poured-concrete foundation. It has a flat roof and a wide overhang with a deep painted concrete fascia with vertical scoring that encircles the building. The building is clad in smooth concrete with a series of regularly spaced projecting vertical members marking the locations of windows and doors. At the primary (south) façade, a flat canopy with rectangular concrete supports extends from the entrance, accessed by a short flight of brick-lined steps. Wide planters span the east façade, retained by a row of aggregate concrete panels. The landscaping plan on the south façade formerly included of a row of evenly spaced trees, which have been removed. The entrance is a set of metal and glass doors set in a wall of glass. In addition to the entrance, fenestration consists of regularly spaced vertical columns of fixed-pane glass on all facades, a secondary entrance of glass and metal **w**

(continued on page 2)

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking north at the south façade.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1968
Los Angeles World Airports records

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

[1] HCM company promotional brochure. HCM archives.

***P3a. Description:** (continued from page 1)

doors set in a wall of glass at the west façade, and flat metal doors on the east façade. At the interior is a foyer paved in ceramic tiles that extend to the exterior and wood-paneled walls. At each level, offices open off of a central hall. At the second level is a large unpartitioned office space. Flooring in the offices and halls is carpet, and walls are plaster. The ceiling is composed drywall and acoustic tile.

Image 1. View looking southeast at the north and west façades.

Image 2. View looking northeast at the west and south façades.

Image 3. Detail view looking northwest at the south and east façades.

Image 4. Detail view looking northeast at the south façade.

Image 5. Detail view of concrete fascia on south façade.

Image 6. Detail view looking northeast at entrance steps.

Image 7. View of interior foyer looking north.

Image 8. Interior view of second floor looking southwest.

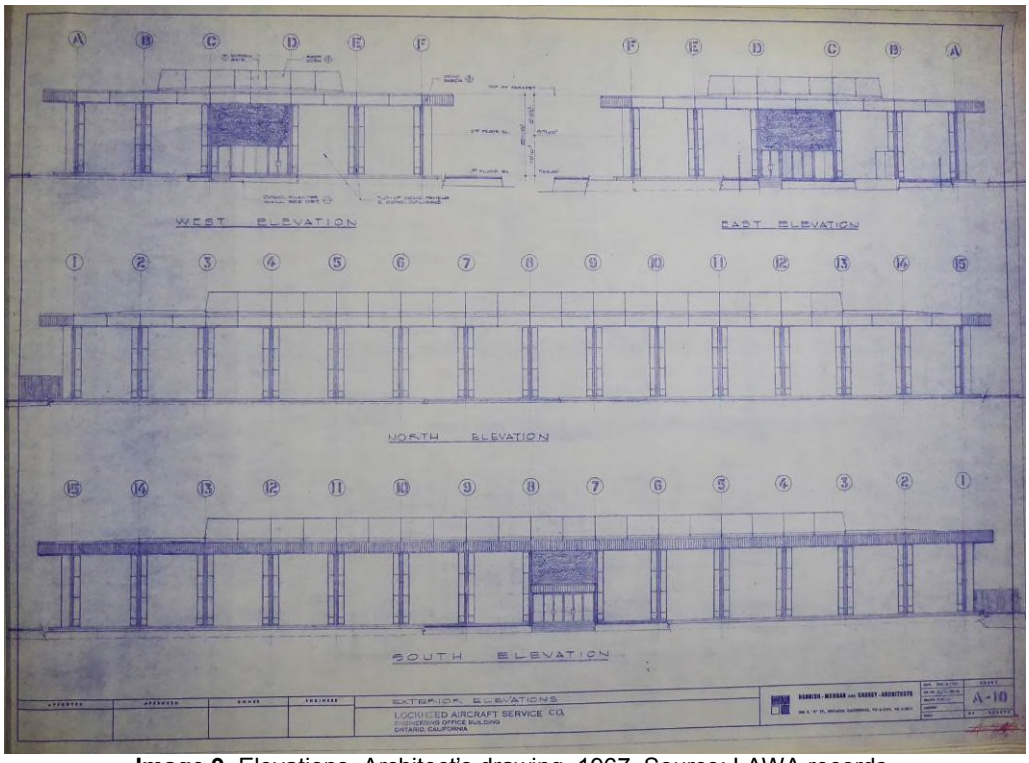

Image 9. Elevations. Architect's drawing, 1967. Source: LAWA records.

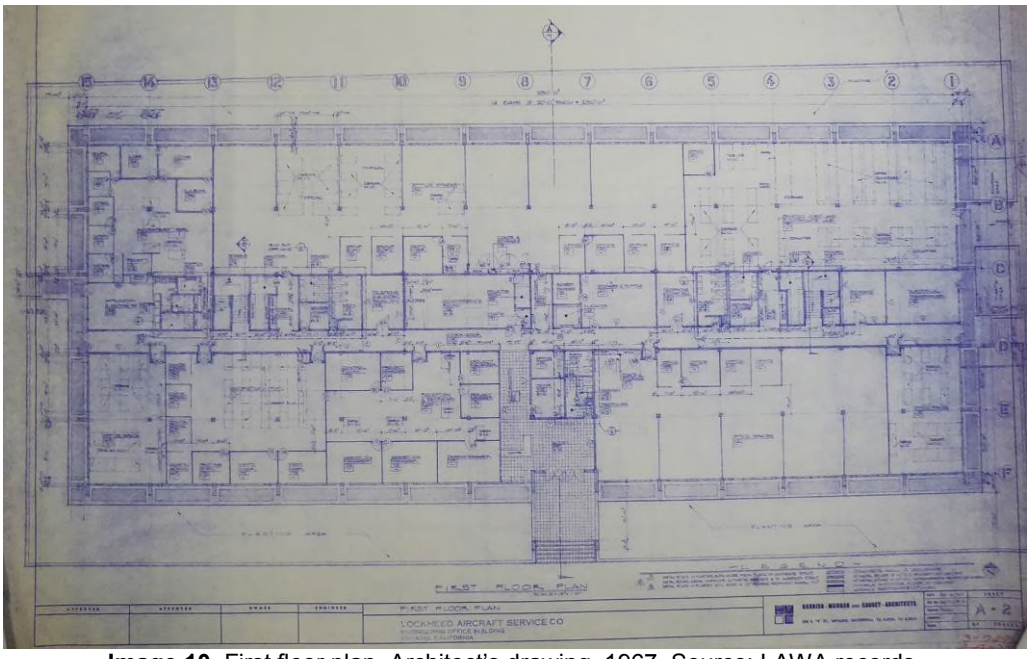

Image 10. First floor plan. Architect's drawing, 1967. Source: LAWA records.

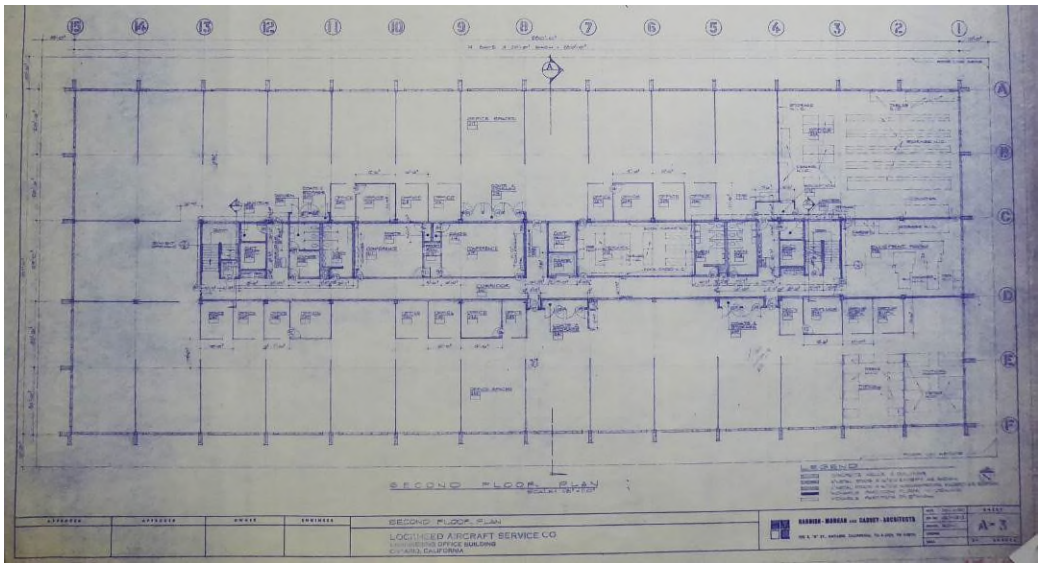

Image 11. Second floor plan. Architect's drawing, 1967. Source: LAWA records.

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PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

Page 1 of 2 ***Resource Name or #:** Lockheed Hangar 19
P1. Other Identifier: Lockheed Aircraft Services Area, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 1800 East Airport Drive City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 443342.05 mE/ 3768985.81 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Hangar 19, part of the Lockheed Aircraft Services Area at Ontario International Airport, is an aircraft hangar with a front-gabled roof with steel-frame construction set on a poured-concrete foundation. It has a metal roof with small evenly spaced flush fiberglass skylights. The walls are formed of corrugated metal. Office interiors have walls clad in sheet rock and floors covered in tile. In the main part of the hangar, the walls are metal and the floors are concrete. The north façade appears to have been rebuilt and aircraft hangar doors removed. In 1980, the south half was converted to a paint hangar; in 1990, the north half was converted to a PMB hangar.[1] The building was used for aircraft maintenance and modification.

(continued on page 3)

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building; HP11. Engineering structure
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking north at the south façade.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1968
Los Angeles World Airports records

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

[1] Douglas, Diane L., and Livingston, David. 2006. *Historical Architectural and Cultural Resources Inventory Report: Pacific Gateway Cargo Center, Ontario International Airport.* Prepared by USR for Aero Ontario RFP, LLC. January 2006.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 2 ***Resource Name or # (Assigned by recorder)** Lockheed Hangar 19
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking southwest at the north and east façades.

Image 2. Interior view looking northeast.

Image 3. Interior view looking northwest.

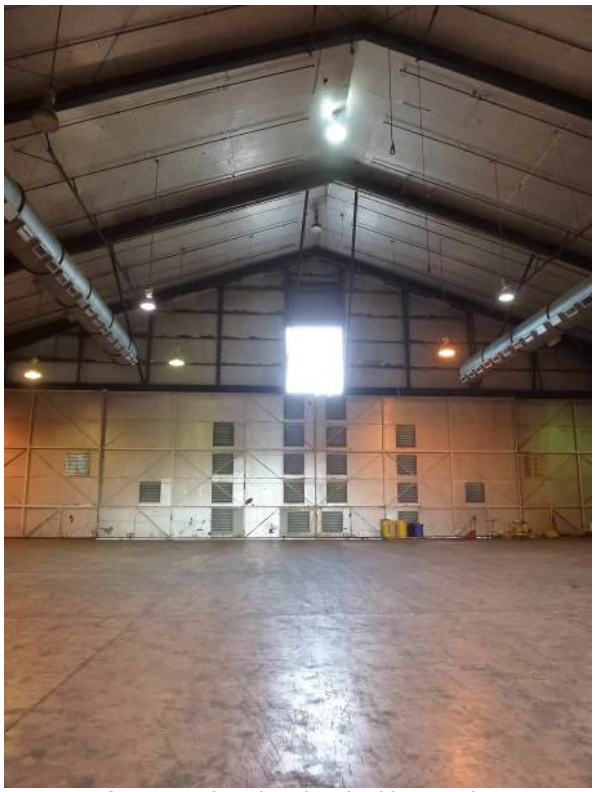

Image 4. Interior view looking north.

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DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

Page 1 of 2 ***Resource Name or #:** Lockheed Hangar 20
P1. Other Identifier: Lockheed Aircraft Services Area, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 1800 East Airport Drive City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 443342.05 mE/ 3768985.81 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Hangar 20, part of the Lockheed Aircraft Services Area at Ontario International Airport, is an aircraft hangar with a front-gabled roof set on a poured-concrete foundation. The roof is covered with spray sealant, and has multiple skylights arranged in a regular pattern. The walls are formed of corrugated metal. At the south façade is a set of telescoping doors set on tracks and suspended from a steel frame that extends to the edge of the building on the east side. Set into the gable at the south (runway) façade is also a tail door with a roll-up corrugated metal door and an additional smaller personnel door. Although the tail door remains on the north façade, the hangar doors have been removed and replaced with a corrugated metal wall and several vehicle bay doors with roll-up corrugated metal doors. A flat partial-width canopy extends from the north façade. The interior has been partitioned into two main sections. The steel joists forming the roof are exposed at the interior. The interior walls are formed of corrugated metal, and the floors are poured concrete. The building was used for aircraft maintenance and modification.[1]

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building; HP11. Engineering structure
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking northwest at the south and east façades.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1968
Los Angeles World Airports records

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

[1] Douglas, Diane L., and Livingston, David. 2006. *Historical Architectural and Cultural Resources Inventory Report: Pacific Gateway Cargo Center, Ontario International Airport.* Prepared by USR for Aero Ontario RFP, LLC. January 2006.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

 ***Resource Name or # (Assigned by recorder)** Lockheed Hangar 20
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking west at the east façade.

Image 2. Detail view looking southwest at the north façade.

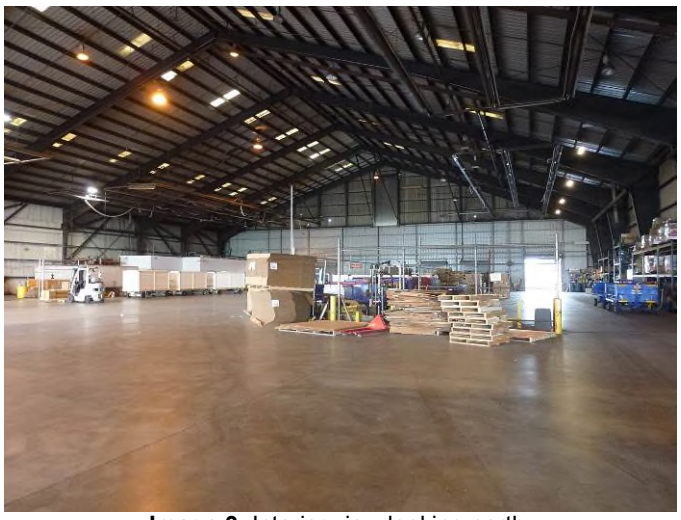


Image 3. Interior view looking north.

Image 4. Interior view looking southwest.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

Page 1 of 2 ***Resource Name or #:** Lockheed Shop Building (Building 21)
P1. Other Identifier: Shipping and Receiving, Mail Room, Lockheed Aircraft Services Area, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 1800 East Airport Drive City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 442925.16 mE/ 3768953.22 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 21, part of the Lockheed Aircraft Services (LAS) area at Ontario International Airport, pre-dates all other extant buildings in the LAS area. It is a front-gabled horizontally oriented building with a rectangular plan. It is constructed of corrugated metal and set on a poured-concrete foundation. Flat rectangular skylights are regularly spaced on the roof, and a series of standing vents is location along the ridgeline. Fenestration consists of retractable barn-style doors on sliders at the west and east facades, two flat metal personnel doors at the west façade, four multi-light windows of various sizes at the north façade, and vents along the base of the south façade. According to LAWA records, the building served as a shop building and was rotated 90 degrees in 1983. It was used for storage of foam from fuel tanks. The interior was not accessible at the time of the survey.

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking east at the west façade.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1945
Los Angeles World Airports records

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 2 ***Resource Name or # (Assigned by recorder)** Lockheed Shop Building (Building 21)
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking west at the east façade.

Image 2. View looking southeast at the north and west façades.

Image 3. View looking northeast at the west and south façades.

Image 4. View looking southwest at the north and east façades.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
DISTRICT RECORD

Primary #
HRI #
Trinomial

Page 1 of 7 ***Resource Name or #:** Terminal One Historic District
D1. Historic Name: Terminal One, Baggage Claim B, Control Tower, FAA office building
D2. Common Name: Terminal One, Baggage Claim B, Control Tower, FAA office building

***D3. Detailed Description:** (Describe overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.)

The Terminal One Historic District consists of a group of related buildings north of the primary runway at Ontario International Airport (ONT). Terminal One replaced an earlier terminal and was constructed in 1956-1960. The terminal building contained a full complement of passenger services, including a lobby, ticket counters, and a restaurant. Designed for expansion, the Terminal One building was enlarged extensively in two phases in the 1960s, and again in the 1970s. In 1983 and 1993, the terminal received two more additions. The complex includes the 1953 control tower, built adjacent to the prior terminal. In 1965, a freestanding single-story Federal Aviation Authority (FAA) office building was added to the complex. Terminal One was vacated in 1998, when the current ONT terminals two and four were opened to the east.

(Continued on page 2)

***D4. Boundary Description**: (Describe limits of district and attach map showing boundary and district elements.)

The Terminal One Historic District is located at 1820-1822 East Moore Way and 525 South Vineyard Avenue, and south of East Airport Drive. The boundary includes Terminal One, the control tower, and FAA building.

***D5. Boundary Justification**:

The boundary of the Terminal One Historic District encompasses the core of the extant buildings that served passenger travel during the period of significance.

D6. Significance: Theme Civil Aviation **Area** Early Passenger Travel
Period of Significance 1950–1967, 1955-1970 **Applicable Criteria** NRHP Criterion A, CRHR Criterion 1, and Local District Criteria 1-3: NRHP Criterion C, CRHR Criterion 3, and Local District Criterion 1

(Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

The Terminal One Historic District was evaluated under the context of Aviation in Ontario; theme Civil Aviation, 1946-1967; and sub-themes Early Passenger Travel, 1950-1967; and Aviation and Modernism, 1950-1970, according to the guidelines established in the *Ontario International Airport Historic Context Statement*, prepared by ASM Affiliates, Inc., for the City of Ontario. Eligible properties under this sub-theme include historic districts that retain the buildings and structures, and their spatial relationships, from the period of significance. Eligible districts include buildings that a serve specialized functions, including a prominent terminal with a control tower that overlooks facilities and runways; vehicle access for picking up and dropping off passengers; associated baggage claim and handling facilities including physical association with passenger, ticketing, and aircraft loading; buildings and structures located adjacent to aircraft aprons and runways; paved surfaces surrounding buildings and structures; parking closely associated with terminals; and landscaping associated with terminals and administrative and office buildings.

As noted in the Historic Context Statement registration requirements, the Terminal One Historic District represents important patterns and trends in early passenger travel at ONT, contains a grouping of buildings and structures typical of a passenger aviation support facility, retains a majority of the buildings/structures present during the period of significance, and retains most of its character-defining features and essential aspects of integrity. ASM recommends the Terminal One Historic District eligible under national and state Criteria A/1 and local District Criteria 1 through 3 for its association with civil aviation and early passenger travel at ONT during the period of significance.

(Continued on page 2)

***D8. Evaluator:** Shannon Davis and Marilyn Novell **Date:** June 2017
Affiliation and Address: ASM Affiliates, Inc., 20 N. Raymond Avenue, Pasadena, CA 91103

D3. Detailed Description: (Continued from page 1)

Prior to construction of Terminal One, Bonanza Air Lines began services out of the prior terminal in 1955, and continued to operation in the new Terminal One. In the 1950s, nonstop flights by Western and Bonanza airlines did not travel farther than Las Vegas. In 1962, Western began nonstop flights to San Francisco, and Bonanza began nonstop F27 flights to Phoenix in 1967 (USACE 1998:3-4). By 1967, Bonanza and Western were joined by Los Angeles Airways (a helicopter airmail service to downtown Los Angeles and LAX).

On October 18, 1967, a contract was signed by the City of Los Angeles and the City of Ontario agreeing to jointly contribute to the further expansion and development of ONT. The City of Ontario would benefit economically from a larger airport but lacked the necessary funds to expand, which the City of Los Angeles was able to provide. Los Angeles also agreed to promote and manage the aiport (Agreement 1967).

On November 1, 1967, ONT was officially added to the Los Angeles Department of Airports (LADOA) regional network of satellite airports, which included Van Nuys and Palmdale as well (Figure 27). At that time, development at ONT was already fully under way, with the 1960 terminal already being doubled to accommodate increased traffic, 350 acres acquired at the east end for runway expansion, and plans for additional extensions of runways. As the only airport in the eastern Los Angeles metro area capable of serving large commercial jetliners, and with existing facilities including a fully equipped passenger terminal and six airlines with daily scheduled service, ONT was ideally situated for inclusion in a regional airport system based at LAX. The Civil Aeronautics Board approved service that would allow all domestic airlines serving LAX to provide similar service out of ONT (LADOA 1967).

Since the new terminals were opened east of Terminal One, the complex has been a popular location for filming. Classic Mid-Century-Modern in style, Terminal One has stood in for a number of airports, both fictional and real, in movies and television shows. ONT represented Miami International Airport, Tehran Airport, Las Vegas Airport, and LAX in the 1960s, among other airports.

D6. Significance (Continued from page 1):

Recommended contributors to the Terminal One Historic District are the portions of the terminal building built during the period of significance, the baggage claim building to the northeast of the terminal, the control tower, and the FAA services building, as representing an important association with early passenger travel during the period of significance. The terminal building and the control tower were also found individually eligible under this sub-theme under national and state Criteria A/1 and Local Criteria 3 a and b.

The terminal building and the control tower were also evaluated as individually eligible under the context of Aviation in Ontario; theme of Aviation and Architecture; and sub-theme of Modernism and Aviation, 1955-1970. The two buildings are good representations of Mid-Century-Modern architecture designed by a known local architect and represent the use of the style for prominent buildings visible to and used by the public. They were constructed during the period of significance and retain most of the character-defining features of the style to convey their historical association. Although Terminal One has been altered over time by additions to expand the space as passenger travel increased, the core of the original building retains integrity and remains clearly identifiable as the central portion of the terminal. The Control Tower retains all aspects of integrity. Therefore, the Terminal One building and the Control Tower are found individually eligible under national and state Criteria C/3 and Local Criteria 3 c-d, f-h.

D7. References (Give full citations including the names and addresses of any informants, where possible.):

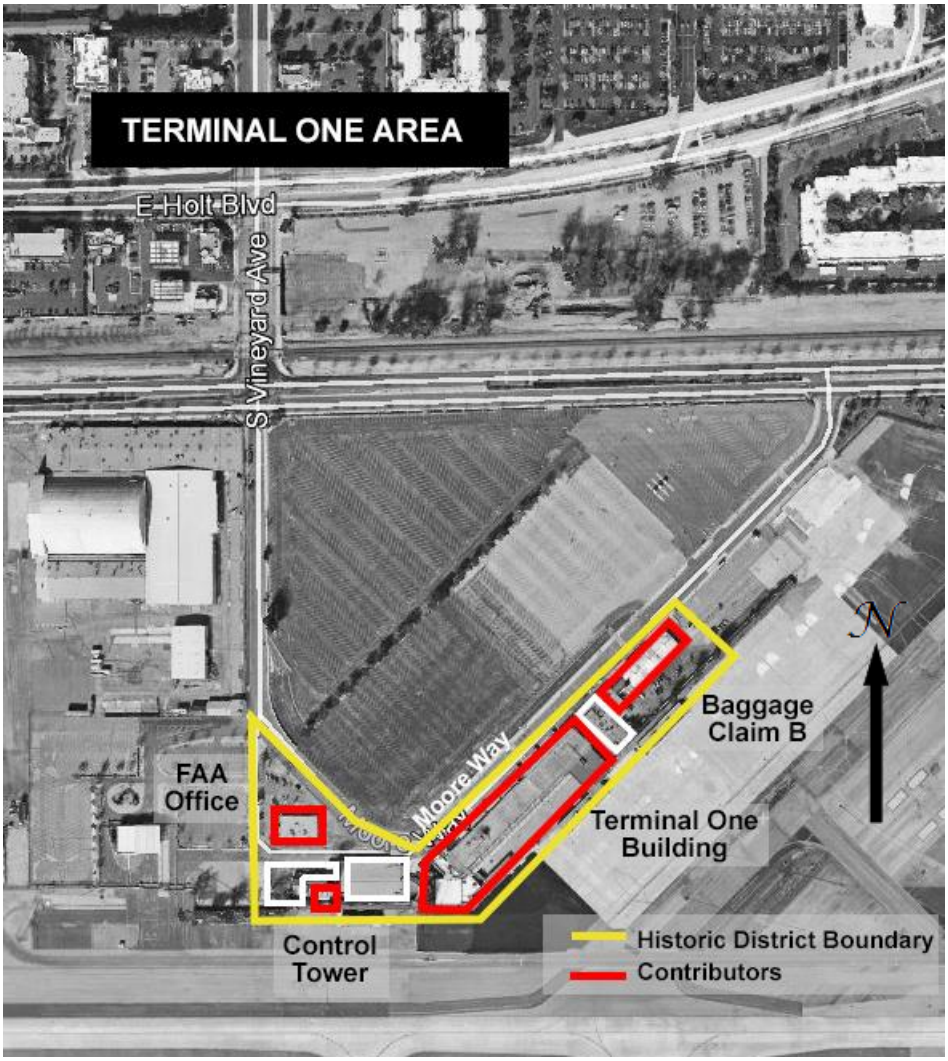
Los Angeles Department of Airports (LADOA). 1983. *Ontario International Airport Information:* Service, Economics, Improvements and Growth Potential (Quarterly Report). Ontario, CA: Los Angeles Department of Airports.

National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation.* National Register Bulletin No. 15. Washington, D.C.

National Park Service. 1997. *How to Complete the National Register Nomination Form*. National Register Bulletin No. 16A. Washington, D.C.

Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

"Ontario Airport Adds New Aviation Facilities." *Los Angeles Times,* June 21, 1950.

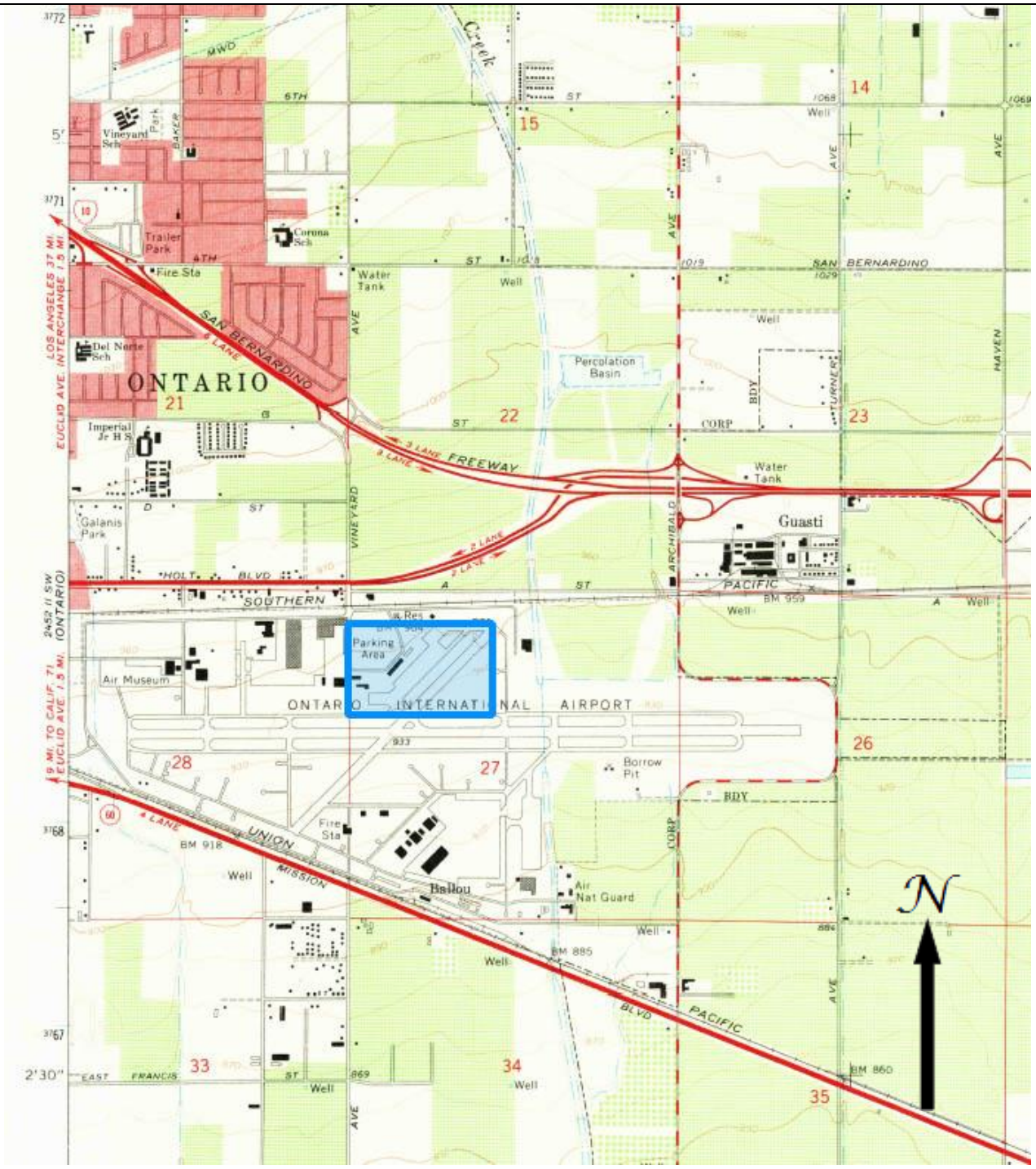


Map of the Terminal One Historic District showing contributors, other resources surveyed, and boundary.
Source: ASM Affiliates, Inc., June 20, 2017.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # _____
HRI # _____
Trinomial _____

***Resource Name or # (Assigned by recorder)** Terminal One Historic District
***Map Name:**
***Scale:** 1:24,000 ***Date of Map:** June 2017



Location map of the Terminal One area at ONT. (USGS Guasti, 1966).

Image 1. View of Terminal One and ancillary buildings looking east from the Control Tower cab.

Image 2. View of Terminal One primary facade looking east. The historic core of the Terminal One building is recommended as a contributor to the historic district.

Image 3. View of Control Tower and ancillary buildings looking east. Only the Control Tower is recommended as a contributor to the historic district.

Image 4. Historic view of Terminal One in original configuration. Source: HCM brochure, Ontario City Library Robert E. Ellingwood Model Colony Room. Undated.

Image 5. View of Control Tower looking west from runway. As a later addition to the terminal, this portion of the building does not contribute to the historical significance of the building.

Image 6. Detail view looking north at the southwest façade of Baggage Claim B. This building is recommended as a contributor to the historic district.

Image 6. View looking south at the north façade of the FAA building. This building is recommended as a contributor to the historic district.

Image 7. View looking southwest at the east and north façades of the Control Tower. The Control Tower is recommended as a contributor to the historic district.

D3. Detailed Description: (Continued from page 1)

Prior to construction of Terminal One, Bonanza Air Lines began services out of the prior terminal in 1955, and continued to operation in the new Terminal One. In the 1950s, nonstop flights by Western and Bonanza airlines did not travel farther than Las Vegas. In 1962, Western began nonstop flights to San Francisco, and Bonanza began nonstop F27 flights to Phoenix in 1967 (USACE 1998:3-4). By 1967, Bonanza and Western were joined by Los Angeles Airways (a helicopter airmail service to downtown Los Angeles and LAX).

On October 18, 1967, a contract was signed by the City of Los Angeles and the City of Ontario agreeing to jointly contribute to the further expansion and development of ONT. The City of Ontario would benefit economically from a larger airport but lacked the necessary funds to expand, which the City of Los Angeles was able to provide. Los Angeles also agreed to promote and manage the aiport (Agreement 1967).

On November 1, 1967, ONT was officially added to the Los Angeles Department of Airports (LADOA) regional network of satellite airports, which included Van Nuys and Palmdale as well (Figure 27). At that time, development at ONT was already fully under way, with the 1960 terminal already being doubled to accommodate increased traffic, 350 acres acquired at the east end for runway expansion, and plans for additional extensions of runways. As the only airport in the eastern Los Angeles metro area capable of serving large commercial jetliners, and with existing facilities including a fully equipped passenger terminal and six airlines with daily scheduled service, ONT was ideally situated for inclusion in a regional airport system based at LAX. The Civil Aeronautics Board approved service that would allow all domestic airlines serving LAX to provide similar service out of ONT (LADOA 1967).

Since the new terminals were opened east of Terminal One, the complex has been a popular location for filming. Classic Mid-Century-Modern in style, Terminal One has stood in for a number of airports, both fictional and real, in movies and television shows. ONT represented Miami International Airport, Tehran Airport, Las Vegas Airport, and LAX in the 1960s, among other airports.

D6. Significance (Continued from page 1):

Recommended contributors to the Terminal One Historic District include a prominent terminal, a control tower, and an FAA services building, as representing an important association with early passenger travel during the period of significance. The terminal building and the control tower were also found individually eligible under this sub-theme under national and state Criteria A/1 and local Individual Criteria 3 a and b.

The terminal building and the control tower were also evaluated as individually eligible under the context of Aviation in Ontario; theme of Aviation and Architecture; and sub-theme of Modernism and Aviation, 1955-1970. The two buildings are good representations of Mid-Century-Modern architecture designed by a known local architect and represent the use of the style for prominent buildings visible to and used by the public. They were constructed during the period of significance and retain most of the character-defining features of the style to convey their historical association. Although Terminal One has been altered over time by additions to expand the space as passenger travel increased, the core of the original building retains integrity and remains clearly identifiable as the central portion of the terminal. The Control Tower retains all aspects of integrity. Therefore, the Terminal One building and the Control Tower are found individually eligible under national and state Criteria C/3 and local Individual Criteria 3 c-h.

D7. References (Give full citations including the names and addresses of any informants, where possible.):

Los Angeles Department of Airports (LADOA). 1983. *Ontario International Airport Information:* Service, Economics, Improvements and Growth Potential (Quarterly Report). Ontario, CA: Los Angeles Department of Airports.

National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation.* National Register Bulletin No. 15. Washington, D.C.

National Park Service. 1997. *How to Complete the National Register Nomination Form*. National Register Bulletin No. 16A. Washington, D.C.

Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

"Ontario Airport Adds New Aviation Facilities." *Los Angeles Times,* June 21, 1950.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3B

Other Listings
Review Code Reviewer Date

Page 1 of 8 ***Resource Name or #:** Air Control Tower and Ancillary Buildings
P1. Other Identifier: Terminal One District, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 1820-1822 East Moore Way City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 443814.10 mE/ 3768921.12 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Ontario International Airport (ONT) air control tower was constructed by the FAA in 1952-1953, with federal funds approved in 1952. Designed by architect Jay Dewey Harnish, it was said to be the first in the nation to be designed strictly according to Civil Aeronautics Administration rules.[1] The six-story tower is equipped with an elevator, marking another first for control towers in the U.S.[2] The tower is located at the southwest end of the vacant terminal building and baggage handling buildings. The control tower is a vertically oriented utilitarian building with elements of Mid-Century-Modern style. It has a square plan set on a poured-concrete foundation. The verticality is emphasized by series of metal decorative elements spanning the height of the building toward the corners.

(continued on page 6)

***P3b. Resource Attributes:** (List attributes and codes) HP4. Ancillary building; HP7. 3+ story commercial building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking southeast at the north and west façades.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1953
Ontario International Airport Authority records (architectural drawings)

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

[1] "Federal Funds Assured for Airport Tower." *Los Angeles Times,* June 22, 1952.
[2] Ibid.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 8 ***Resource Name or # (Assigned by recorder)** Air Control Tower and Ancillary Buildings
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking southeast at the north and west façades.

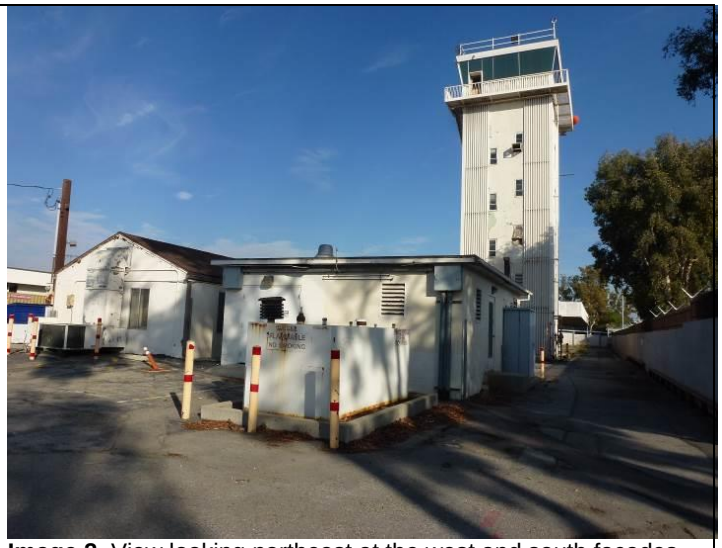


Image 2. View looking northeast at the west and south façades.

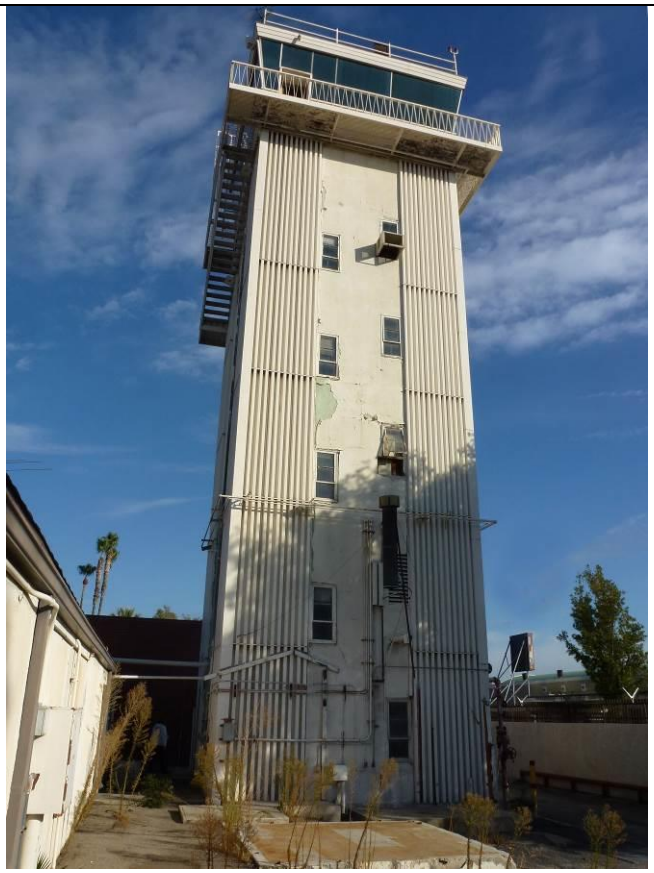


Image 3. View looking east at the west façade.

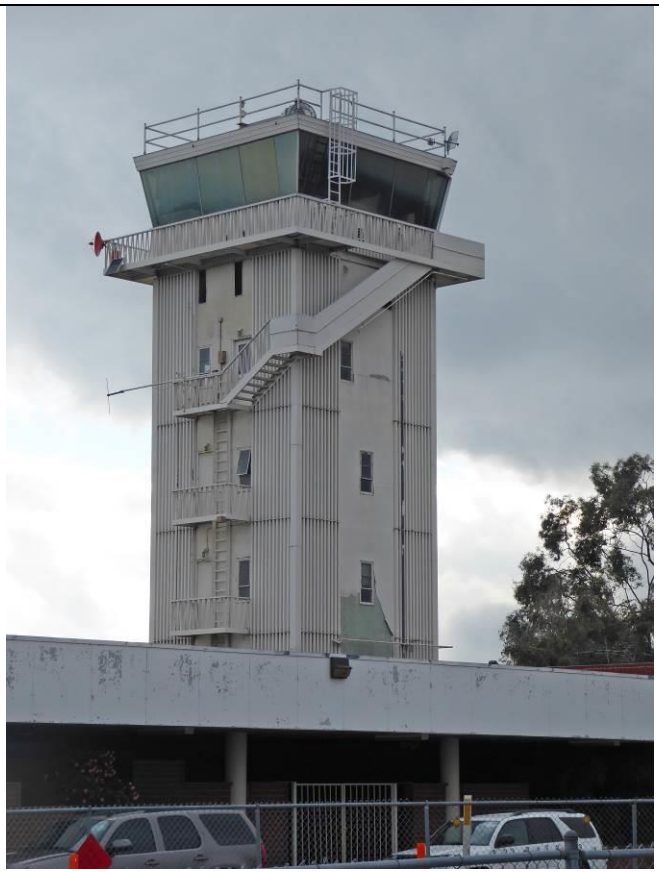


Image 4. View looking southwest at the east and north façades.

Image 5. Detail view of the interior staircase.

Image 6. Interior view looking southwest of an office in the Control Tower.

Image 7. View from the exterior staircase looking toward Terminal One from the Control Tower.

Image 8. Interior view of the control room looking southwest.

Image 9. Detail view of the primary entrance on the east façade.

Image 10. View looking south at the north façade of ancillary building north of the control tower.

Image 11. View looking northwest at the south and east façades of ancillary building to the west of the control tower.

Image 12. View looking southeast at north and west façades of ancillary building to the north of the control tower.

Image 13. View looking northwest at the south and east facades, ca. 1960. Source: Virgil R. Percy, photographer, July 18, 1969 [in Model Colony Room photo archives].

Image 14. View from the control tower looking at Terminal One. Source: Los Angeles Public Library Herald-Examiner Collection, April 1, 1967.

Image 15. Air traffic controller at work in the cab. Source: Ontario Chamber of Commerce Brochure, 1967 [in Model Colony Room clipping files].

***P3a. Description:** (continued from page 1)

At the center of each façade the cladding is smooth stucco.[3] At the south façade, facing the runways, is a large square fixed-pane at each level in the smooth stucco portion of the wall. At the west and north façades are staggered three-part steel windows with an awning-style opening at the top portion. A steel fire-escape-type ladder is attached to the east façade, with a single flat metal door and a single window at each level. At the top of the tower is a metal catwalk extending around the tower on all sides. The tower is capped with a control room ("cab") with canted glass on all sides and an entrance at the south façade.

To the north and west of the control tower are three, single-story ancillary buildings. A building with a street address of 1820 E. Moore Way is a side-gabled stucco-clad office building with a rectangular plan sitting on a poured-control foundation. Fenestration includes metal slider windows and a flat entrance door with a single light and sheltered by a flat canopy. A second building is a small front-gabled utility building clad in metal sheets. Fenestration includes a centrally located wood entrance door with recessed panels and sheltered by a small canopy at the west façade. The entrance is flanked by metal louvers in a metal frame. There is a multi-light window set high under the eaves at the north and south façades. At the east façade is a sheet-metal exhaust hood. A third utility building is located directly west of the control tower. It is a flat-roofed building with a moderate overhang, and fenestration consists of a several doors and vents of various sizes.

[3] Ontario International Airport Authority records; architectural drawings by Jay Dewey Harnish, architects, dated 1952. Revisions dated 1953.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

***NRHP Status Code** 3B
***Resource Name or #** (Assigned by recorder) Air Control Tower and Ancillary Buildings

B1. Historic Name:
B2. Common Name: Control tower
B3. Original Use: Air control tower
B4. Present Use: N/A
***B5. Architectural Style:** Mid-Century Modern/Utilitarian
***B6. Construction History:** **(Construction date, alterations, and date of alterations)** 1953

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** N/A

***B8. Related Features:**

B9a. Architect: Jay Dewey Harnish b. Builder: Unknown
***B10. Significance: Theme** Civil Aviation; Aviation and Architecture **Area:** Early Passenger Travel; Modernism and Aviation
Period of Significance: 1950-1970 **Property Type:** Control tower **Applicable Criteria:** NRHP Criterion A, CRHR Criterion 1, Local Individual Criteria 3 a-b, g

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Control Tower was evaluated under the context of Aviation in Ontario; theme Civil Aviation; sub-theme Early Passenger Travel, 1950-1967, according to the guidelines established in the *Ontario International Airport Historic Context Statement*, prepared by ASM Affiliates, Inc., for the City of Ontario. Eligible properties under this sub-theme include buildings associated with early passenger travel that were present during the period of significance. The Control Tower displays character-defining features of the property type including a height that exceeds all surrounding buildings and structures, vertical massing, and its location near terminals, runways, and taxiways. For these reasons, ASM recommends the Control Tower eligible for its association with Early Passenger Travel at ONT under national, state, and local Criteria A/1 and Local Individual Criteria 3 a-b, g

The Control Tower was also evaluated under the theme of Architecture and Aviation; sub-theme Modernism and Aviation, 1955-1970. The tower was constructed during the period of significance and retains the essential aspects of integrity. However, it is not among the property types associated with this sub-theme, and, although it displays some character-defining features of Mid-Century Modernism, it is not a good representation of the style. It is primarily designed as a utilitarian building that is not used by the public. After careful consideration, ASM recommends the Control Tower not eligible for Modernism and Aviation at ONT under Criteria C/3/3 d, f-h.

B11. Additional Resource Attributes: (List attributes and codes) _____

***B12. References:**

National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation.* National Register Bulletin No. 15. Washington, D.C.

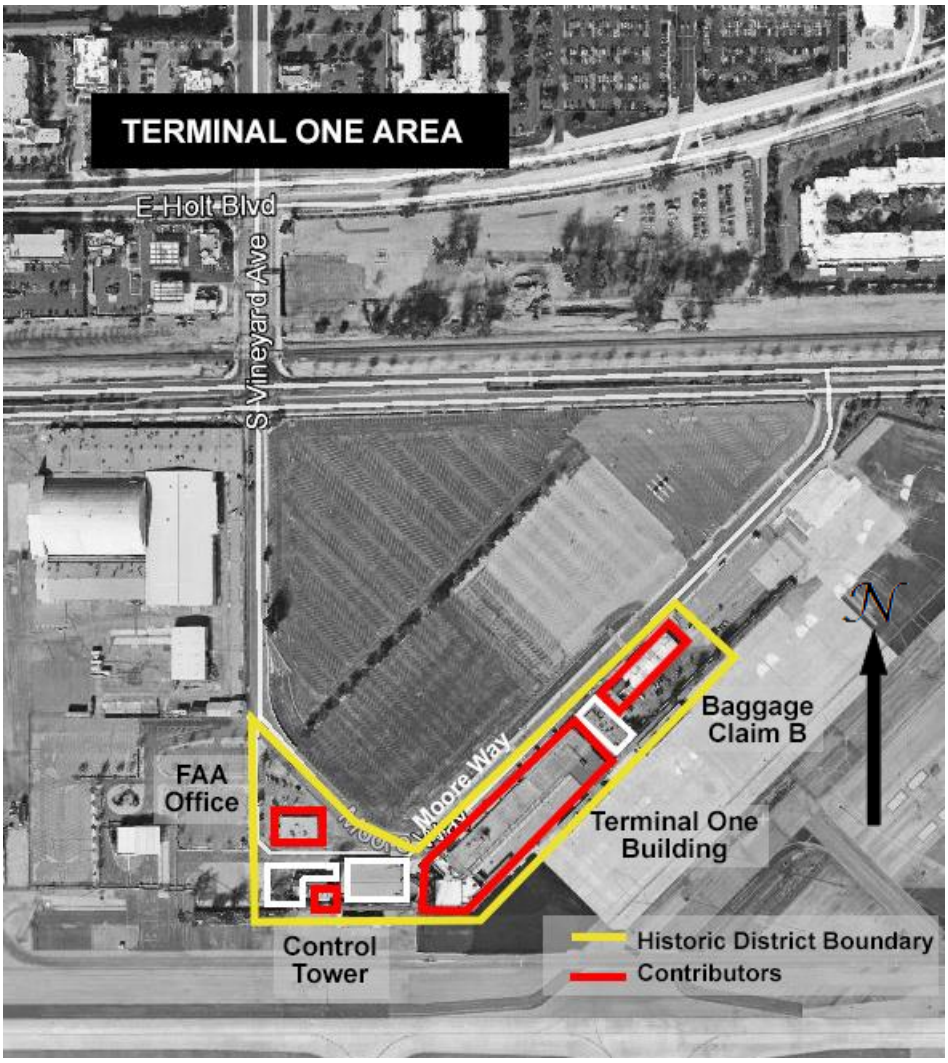
Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

B13. Remarks:

***B14. Evaluator:** ASM Affiliates, Inc. (Shannon Davis and Marilyn Novell)
***Date of Evaluation:** December 2016

(This space is reserved for official comments)

Sketch Map with north arrow required.



Map showing location of buildings within the Terminal One area.
Source: ASM Affiliates, Inc., June 2017.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # 36-012630
HRI #
Trinomial
NRHP Status Code 3B

Other Listings
Review Code Reviewer Date

Page 1 of 13 ***Resource Name or #:** Terminal One
P1. Other Identifier: Terminal One, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 1820-1822 E. Moore Way City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 443937.59 mE/ 3769041.92 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Terminal One consists of a group of related buildings north of the primary runway of the Ontario International Airport (ONT). The original terminal building was designed by architects Jay Dewey Harnish and Eugene Weldon Fickes.[1] The terminal was built by Hoefer Construction Co. of Fontana.[2] Terminal One replaced the original passenger terminal located west of the control tower. Designed to be built in phases, the original configuration was constructed in 1959-1960. The terminal was expanded in 1964 to include a restaurant/coffee shop and cocktail lounge on the main floor, and additional ticketing space and restrooms.[3] In 1969 the building was expanded toward the southwest, with porcelain enamel panels and glass to match the existing primary façade and the addition of a

(continued on page 9)

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking east at the northwest façade.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1959-1960, 1964, 1969, 1975, 1977
Ontario International Airport Authority records (architectural drawings)

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

[1] Architectural drawings. Ontario International Airport Authority records.
[2] "Ontario Airport's New Million-Dollar Bay." HCM archives. April 3, 1960. Ontario International Airport Authority records; architectural drawings dated July 1, 1958. A 1962 *Architectural Forum* article attributes the construction to Service Construction Co.
[3] "Ontario Will Expand Terminal at Airport." *Los Angeles Times,* May 21, 1964.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 13 ***Resource Name or # (Assigned by recorder)** Terminal One
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. Detail view looking east at the northwest façade.

Image 2. Detail view looking northeast at the northwest façade.

Image 3. View looking south at the northeast and northwest façades.

Image 4. Interior view looking west.

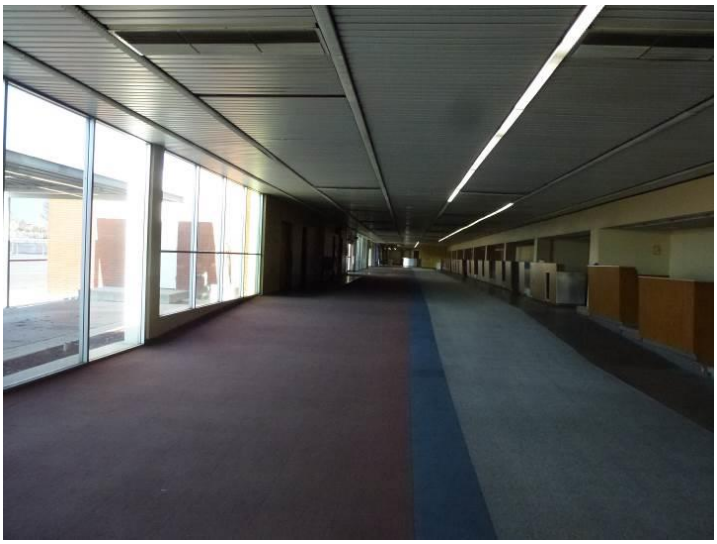


Image 5. Interior view of ticketing area looking northeast.

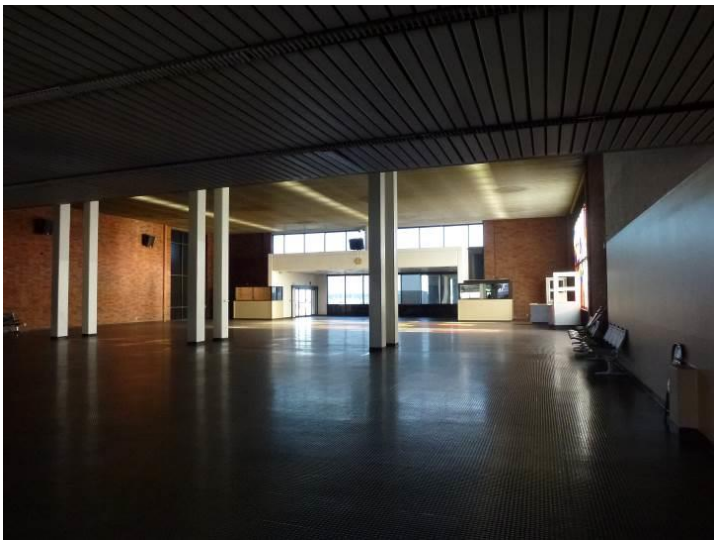


Image 6. Interior view of waiting room looking southeast.

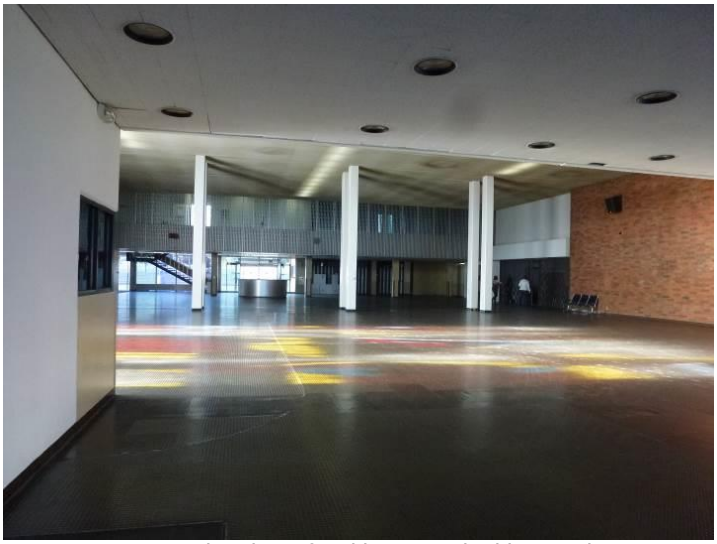


Image 7. Interior view of waiting room looking northwest.

Image 8. Interior view looking southwest.

Image 9. Interior view of second-floor offices.

Image 10. Interior view of second-floor conference room.

Image 11. View looking south of the passenger promenade southwest of the terminal.

Image 12. View looking east at the northwest and southwest façades of Baggage Claim Building B.

Image 13. View looking north at Baggage Claim Building B.

Image 14. Interior view of Baggage Claim Building B looking southwest.

Image 15. View looking northeast at the passenger arcade behind Terminal One. As a later addition to the terminal, this portion of the building does not contribute to the historical significance.

Image 16. View looking east at the northwest façade of one of the gate buildings. As a later addition to the terminal, this portion of the building does not contribute to the historical significance.

Image 17. View looking west from the runway area at the southeast and northeast façades of Terminal One.

Image 18. View looking northeast at the west façades of the Control Tower and ancillary buildings.

Image 19. View looking north from the runway area at the southwest and southeast façades of one of the holdroom (gate) buildings. As later additions to the terminal, these portions of the terminal do not contribute to the historical significance.

Image 20. View looking northwest at the south façade of the USO building (formerly the West Lobby).

Image 21. View of Terminal One in original configuration. Source: HCM brochure, undated; Ontario City Library Robert E. Ellingwood Model Colony Room.

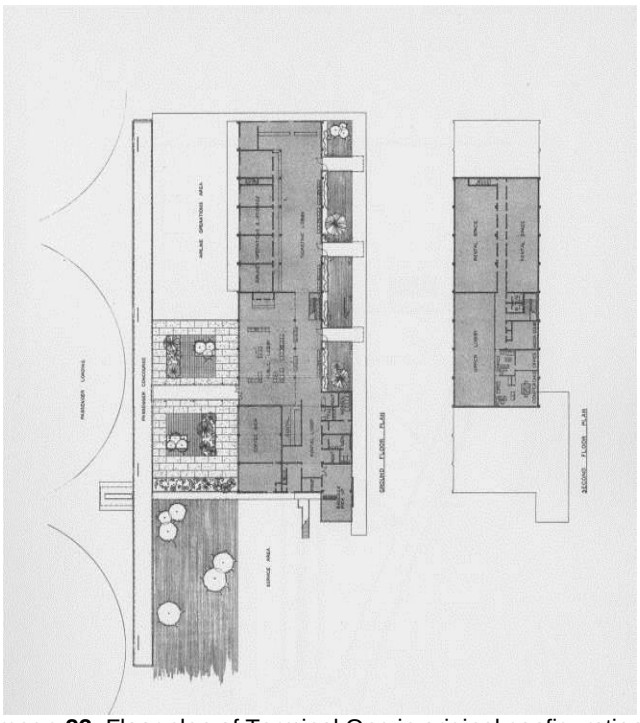


Image 22. Floor plan of Terminal One in original configuration. Source: HCM brochure, undated; Ontario City Library Robert E. Ellingwood Model Colony Room.

Image 23. Historic view of the primary façade. Source: HCM brochure, undated; Ontario City Library Robert E. Ellingwood Model Colony Room.

Image 24. View from the original lobby looking toward the entrance. Source: Los Angeles Public Library Herald-Examiner Collection, April 1, 1967.

Image 25. Historic view of the ticketing hall. January 1968.

Image 26. Interior view of second-story offices. Source: HCM brochure, undated [in Model Colony Room clipping files].

***P3a. Description:** (continued from page 1)

projecting red-brick clad portion.[4] Further additions included a gift shop in 1974. In 1973-1977, a major expansion was undertaken consisting of extension of the existing lobby toward the runways (the "East Lobby"), another wing to the southwest housing another lobby (the "west lobby," currently housing a USO facility), and a concourse at the runway side of the terminal.[5] In 1983, the concourse was extended,[6] and in 1993 new "holdrooms" (free-standing buildings housing gates) were added.[7] In its current configuration, the 25,000-square-foot two-story terminal building includes a double-height waiting area and a hall for ticketing counters.[8] The second level of the building housed airport offices.

Terminal One is a horizontally oriented Mid-Century Modern style building with a rectangular plan on a concrete foundation. The building consists of several discrete sections. A two-story section at the north end of the complex presents arriving passengers with a stark elevation faced with a broad expanse of decorative metal grille. A flat metal canopy connects the glass doors of the building to the traffic lanes. The building was included in a 1962 *Architectural Forum* article on Modern designs for international terminals and described as a fairly modest contribution to the genre:

> "Ontario, Calif., Airport, by architects Harnish, Morgan & Causey, is a small, efficient flying facility which also pays some attention to architecture. The tall, two-story waiting room with ticket offices has the usual glass fronts facing the field and the approach road, but in this case they were handsome, glare-shielding grilles. California's climate permits open-air walkways to the loading stations. Pleasant planting has been started around them. General contractor for the terminal is Service Construction Co.[9]"

Within the glass-walled single-story interior of the entrance is a suspended stairway leading to offices on the second level. Through a series of double columns, the entry opens up toward the back, forming an expansive two-story waiting room lit by a full-height window framing a graphic design composed of colored plastic panels and a regular arrangement of can lights in the ceiling. A single-story cafeteria/dining area is located to the east as passengers enter the waiting room. On the second level is a series of airport offices and conferences rooms with screened windows overlooking the waiting room or toward the front of the building.

In the southwest section of the building, a single-story ticketing hall is set back from the drive, where a series of metal arcades shelter arriving passengers. The primary/northwest façade is composed of glass and opaque turquoise panels set in floor-to-ceiling metal frames. The interior is carpeted, and the ceiling composed of metal panels interspersed with textured "popcorn"-style panels. A continuous row of counters and ticketing stations runs along the far wall. Behind the ticketing counters are doors providing access to offices and employee services.

From the terminal lobby, flat steel pedestrian arcades connect to a series of freestanding gate buildings (or holdrooms). Each gate building houses two holdrooms, with a single entrance on the terminal side and two separate entrances on the runway side. The gate buildings are constructed of concrete with deep stucco bulkheads and flat pilasters between rows of fixed-pane windows.

Baggage Claim Building A

Baggage Claim Building A is a horizontally oriented freestanding building on a concrete foundation located to the west of Terminal One. Modern in style, it is a red-brick-clad flat-roofed pavilion with a deep overhanging stucco-clad fascia supported by a series of smooth, round concrete columns. The primary façade is composed of partial walls and planters of varying sizes and heights. The sides of the building consist of red brick wing walls. Heavy metal beams span the interior ceiling, where curved steel baggage-handling conveyor systems continue through the walls to a loading area at the back of the building. Designed by architects Wolff Lang Christopher in 1984,[10] Baggage Claim Building A does not meet the age criterion for consideration as a historic resource.

[4] Ontario International Airport Authority records; architectural drawings by Harnish-Morgan and Causey, architects, dated April 2, 1969.
[5] Ontario International Airport Authority records; architectural drawings by Cashion-Horie, architects, dated June 27, 1973.
[6] Ontario International Airport Authority records; architectural drawings by Rivers & Christian, architects, dated March 16, 1993.
[7] Ontario International Airport Authority records; architectural drawings by Barkmakian, Wolff, Lang, and Christopher, architects, dated June 27, 1973.
[8] "Director of Ontario Airport Sees Bright Future for Facility." *Los Angeles Times,* December 18, 1960.
[9] "New Airport Design, in the U.S. and Abroad." *Architectural Forum,* July 1962.

[10] Ontario International Airport Authority records; architectural drawings by Wolff, Lang, and Christopher, architects, dated March 9, 1984.

Baggage Claim Building B

Baggage Claim Building B is a freestanding horizontally oriented Mid-Century Modern style pavilion set on a concrete foundation located northeast of Terminal One. The walls of the primary façade are clad in red brick, and at the back of the building is a concrete block screen. The ceiling is composed of three poured-concrete tent-like roofs, each supported by a square column within the pavilion. As the walls at the primary façade fall short of meeting the ceiling, the ceiling gives the impression of floating over the structure. Curved steel baggage-handling systems within the building continue through the back wall to a loading area. Although no original architectural plans were identified for this baggage claim building, it appears on historic aerial photos from 1959, indicating it was built concurrently with the original terminal building.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

***NRHP Status Code** 3B
***Resource Name or #** (Assigned by recorder) Terminal One

B1. Historic Name:
B2. Common Name: Terminal One, Ontario International Airport
B3. Original Use: Airport terminal
B4. Present Use: N/A
***B5. Architectural Style:** Mid-Century Modern
***B6. Construction History:** **(Construction date, alterations, and date of alterations)** 1959-1977

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** N/A
***B8. Related Features:**

B9a. Architect: Jay Dewey Harnish and Eugene Weldon Fickes
b. Builder: Hoefer Construction Co. of Fontana

***B10. Significance: Theme** Civil Aviation; Aviation and Architecture
Area: Early Passenger Travel; Modernism and Aviation
Period of Significance: 1959-1967 and 1959-1977
Property Type: Control tower
Applicable Criteria: NRHP Criteria A/1, CRHR Criteria C/3, and Local Individual Criteria 3 a-d, f-h

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Terminal One was evaluated under the context of Aviation in Ontario; theme Civil Aviation; sub-theme Early Passenger Travel, 1950-1967according to the guidelines established in the *Ontario International Airport Historic Context Statement*, prepared by ASM Affiliates, Inc., for the City of Ontario. Eligible properties under this sub-theme include buildings associated with early passenger travel that were present during the period of significance. Terminal One displays character-defining features of the property type including 2 stories in height, horizontal massing, ticketing and baggage services, double-height lobby, and its location near loading zones, runways, and taxiways. For these reasons, ASM recommends Terminal One and early additions eligible for association with Early Passenger Travel at ONT under Criteria A/1 and local Individual Criteria 3 a-b.

(Continued on page 12)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation.* National Register Bulletin No. 15. Washington, D.C.

Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

B13. Remarks:

***B14. Evaluator:** ASM Affiliates, Inc. (Shannon Davis and Marilyn Novell)
***Date of Evaluation:** December 2016

(This space is reserved for official comments)

Sketch Map with north arrow required.

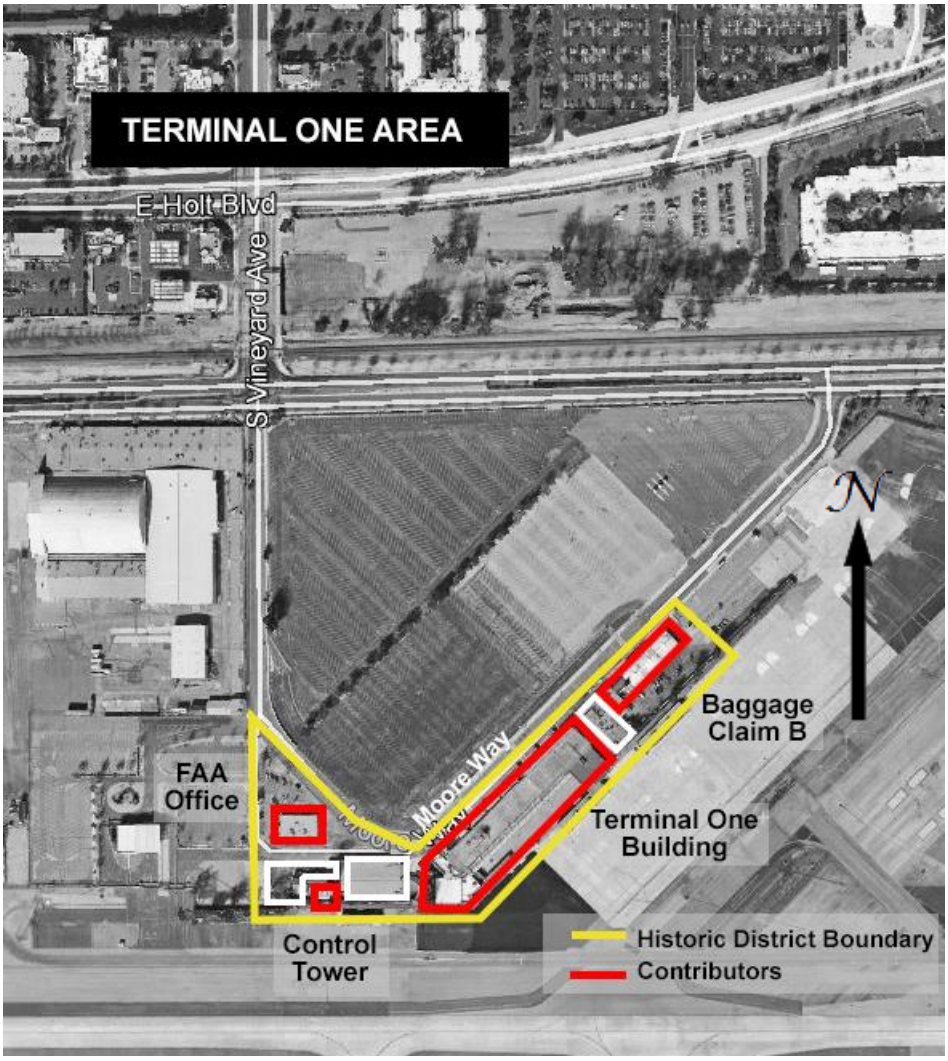
B10. Significance: (Continued from page 11)

Terminal One was also evaluated under the theme of Architecture and Aviation; sub-theme Modernism and Aviation, 1955-1970. The original section of Terminal One was constructed during the period of significance and retains the essential aspects of integrity. It is a property type associated with this sub-theme and displays character-defining features of Mid-Century Modernism popular at the time of initial construction, including its horizontal orientation and minimal ornamentation, flat roof, wide expanses of glazing, simple geometric forms, and a strong connection between the interior and exterior. Of the multiple additions to the terminal that occurred after original construction of the core terminal building, the extension of the façade and ticketing hall to the southwest took place in 1969, within the period of significance for Modernism and Aviation, which ends in 1970. This addition emulates the existing façade. However, two major additions were planned beginning in 1973 and completed in 1977: a large extension of the original lobby toward the runway (the East Lobby) and the addition of a lobby to the southwest (the West Lobby). A gift shop was also added in 1975, which was incorporated into the existing wing to the northeast by continuing an existing brick-clad bump-out along the primary façade to the right of the entrances. Although designed slightly later than the period of significance for this theme as defined in the Historic Context Statement, these important additions are included as eligible elements of Terminal One because (a) the Terminal One building core was originally designed for future expansion, (b) the additions echo the materials and design of the original terminal, and while clearly differentiated, are fully integrated with the original building, and (c) these elements of the building reflect the character-defining features of Modernism even though designed/constructed as this style was waning in popularity. Several more utilitarian additions occurred in the 1980s and 1990s that do not respond to the Mid-Century Modern style of the earlier parts of the terminal. Terminal One is a good representation of the Modern style on the local level and is among the most recognizable buildings designed by an important local architect. It retains all seven aspects of integrity. After careful consideration, ASM recommends Terminal One and early additions individually eligible under the theme of Modernism and Aviation at ONT for Criteria C/3 and local Individual Criteria 3 c-d, f-h.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # _____
HRI # _____
Trinomial _____

 ***Resource Name or # (Assigned by recorder)** Terminal One
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016
☒ Continuation ☐ Update



Map showing location of buildings within the Terminal One area, including contributors to the recommended historic district, resources surveyed, and contributors.
Source: ASM Affiliates, Inc., June 2017.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3D

Other Listings
Review Code Reviewer Date

Page 1 of 4 ***Resource Name or #:** FAA Flight Services Building
P1. Other Identifier: Flight Services Building; Terminal One Historic District, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 525 South Vineyard Avenue City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 443649.93 mE/ 3768906.91 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The FAA Building is a freestanding Mid-Century Modern office building located in the Terminal One area of Ontario International Airport (ONT) and designed by Harnish Morgan and Causey Architects, who were also responsible for Terminal One. The 4,050-square-foot building contained offices for general aviation and the systems maintenance sector, as well as the chief of the combined station and tower.[1] It is located at 525 South Vineyard Avenue across from the old control tower. It is a flat-roofed horizontally oriented building with a rectangular plan set on a poured-concrete foundation. The north and south façades are characterized by a deep horizontal overhanging fascia spanning the façade. The west and east façades are composed of prominent red-brick wing walls that extend

(continued on page 4)

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking northeast at the west and south façades.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1965
Architectural drawings, Los Angeles World Airports (LAWA) archives

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

[1] "Ontario Airport Study to Be Presented Today." *Los Angeles Times.* May 28, 1964.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 4 ***Resource Name or # (Assigned by recorder)** FAA Flight Services Building
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking south at the north façade.

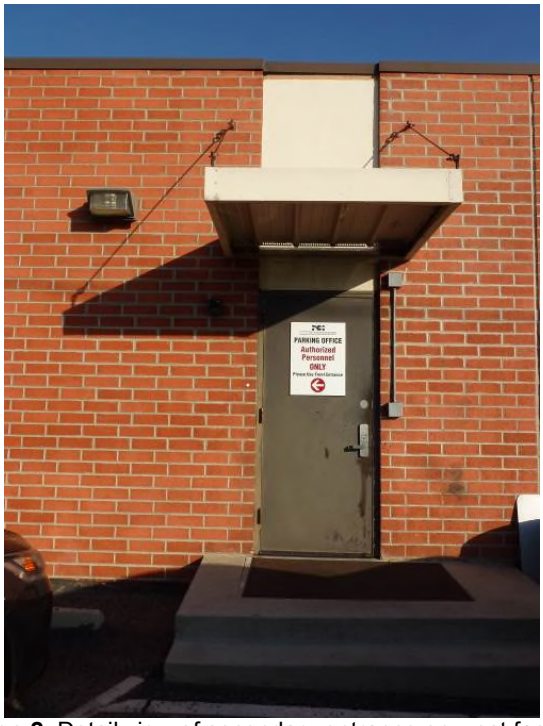


Image 2. Detail view of secondary entrance on west façade.

Image 3. View looking southwest at the east and north façades.

Image 4. Detail view looking at the north façade.

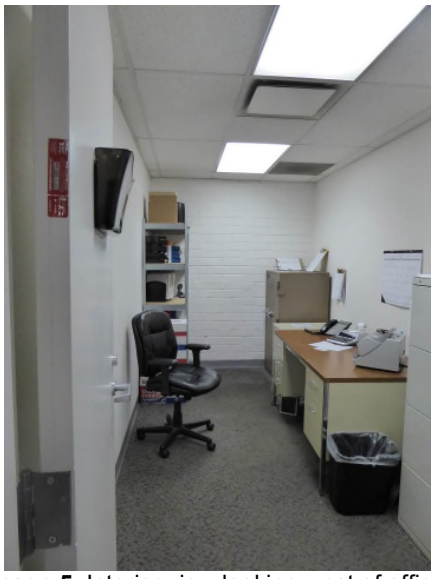


Image 5. Interior view looking west of office.

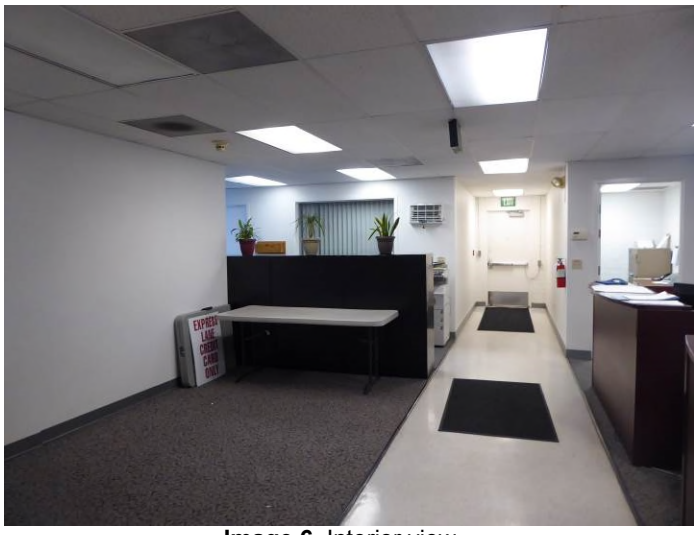


Image 6. Interior view.

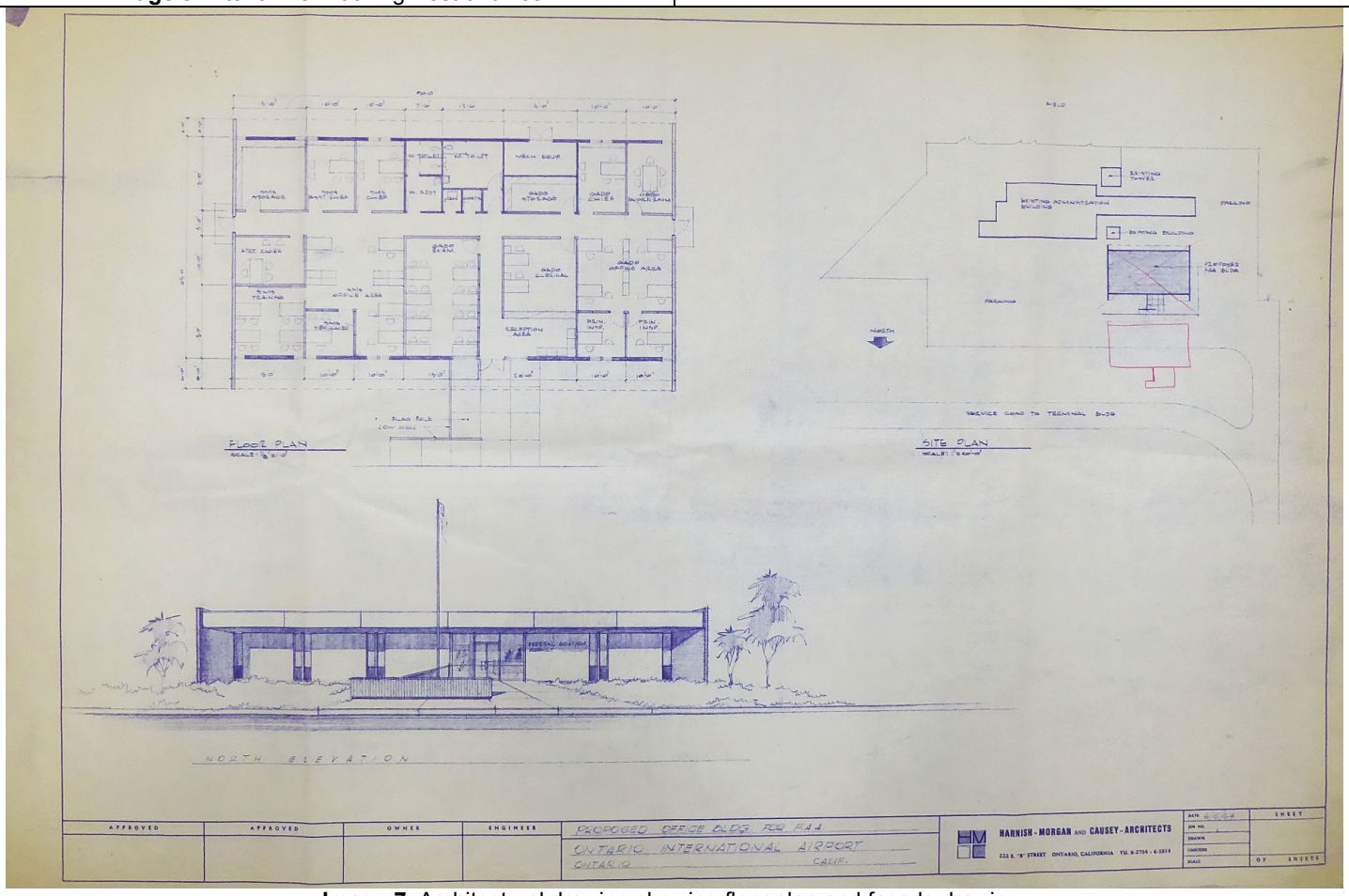


Image 7. Architectural drawing showing floor plan and façade drawing.
[architectural drawing dated 1965, Ontario International Airport Authority records]

***P3a. Description:** (continued from page 1)

slightly above the roof line. Pairs of vertically oriented fixed-pane windows with lower opaque panels are set into stucco-clad walls recessed below the, fascia on the north and south façades. A similar single window is located at the end of each stucco wall flush with the brick wing walls, creating a sense that the wing walls are supporting the entire building. At the north (primary) façade, a glass door in a metal frame is set between panels of floor-to-ceiling plate glass with a fixed-pane glass transom above. At the east and west facades are flat metal doors set below a vertical stucco panel. The door on the west façade is sheltered by a narrow, flat canopy suspended from the exterior wall by steel cables. The interior of the building retains the original drop ceiling of acoustic tile and flush fluorescent fixtures. Partition walls are composed of wallboard, and walls flush with the exterior are painted masonry. Floors are carpet and vinyl tile. The building currently houses the parking management offices for the airport.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3D

Other Listings
Review Code Reviewer Date

Page 1 of 3 ***Resource Name or #:** Baggage Claim B
P1. Other Identifier: Baggage Claim Building; Terminal One Historic District, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** San Bernardino **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 525 South Vineyard Avenue City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 443649.93 mE/ 3768906.91 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Baggage Claim B is a Mid-Century Modern building in the Terminal One area of Ontario International Airport (ONT). Although it was likely constructed concurrent with Terminal One, which was designed by Harnish Morgan and Causey Architects, no original architectural plans or construction history of the baggage claim were found to confirm the architect or year built. The building was originally freestanding and located to the northeast of Terminal One, at the time of survey it was connected via a corridor to Terminal One and ancillary buildings to the southwest. The roof of the building displays a unique technology in which three cast-concrete segments are each supported at the center by a large, square concrete column. The four-part roofs slope down toward the walls of the building, creating a tent-like effect. The roof is supported atop a red-brick wall at the primary façade by a concrete horizontal beam connected to the wall by thin posts, leaving a gap between the wall and roof that creates a floating effect. On the exterior, the roofs

(Continued on page 4)

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking east at the northwest and southwest façades

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
ca 1959
Architectural drawings, Los Angeles World Airports (LAWA) archives

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 3 ***Resource Name or # (Assigned by recorder)** Baggage Claim B
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking north at the southwest façade.

Image 2. Detail view looking north at the southwest façade.

Image 3. Detail view looking north at the southwest façade.

Image 4. Interior view looking west.

Image 5. Interior view looking west.

Image 6. Detail view of interior of northwest façade.

***P3a. Description:** (continued from page 1)

have four prominent standing seams. At the runway side of the building, a half-height concrete block screen sits below the slightly undulating edges of the roofline. At the primary façade, a flat canopy supported by square concrete posts shelters the entrances. The interior floor is composed of poured concrete. Four elongated oval-shaped conveyor systems clad in stainless steel pierce the back wall of the building for loading and circulate to the interior for passenger access to baggage.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial 36-0139367
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

Page 1 of 3 ***Resource Name or #:** Residence, 1218 East Airport Drive
P1. Other Identifier: Net Shapes office; formerly House & Tool & Die Casting Co. offices
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 1218 East Airport Drive City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 442054.81 mE/ 3768974.14 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)
Residential building located at the southeast corner of E. Airport Drive and S. Grove Avenue

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The building at 1218 E. Airport Dr. is a single-story residence being used as a business office within the boundaries of Ontario International Airport. The building has a rectangular plan and sits on a poured-concrete foundation. It is a vernacular-style bungalow with a clipped side-gabled roof with an addition at the back with a shed roof. The roof has plain wood fascias and is covered in asphalt shingles. The exterior walls are clad in horizontal siding. The primary façade is symmetrical with the flat wood entrance door flanked by two side lights and centered between two three-light windows with fixed panes. The windows on the other three façades are aluminum sliders with flat wood surrounds. None of the windows appear to be original. The primary entrance has a tiered poured-concrete porch with no roof. A rear door is accessed by a wood stairway with wood railings.

(continued on page 3)

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single family property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking south at the north façade.
January 2017.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1935
CA Department of Transportation Architectural Inventory/Evaluation Form. 1989

***P7. Owner and Address:**
Unknown

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** January 2017

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

Image 1. View looking southwest at the east and north façades.

Image 2. View looking southeast at the north and west façades.

Image 3. View looking northwest at the south and east façades.

***P3a. Description:** (continued from page 1)

The rear door is sheltered by a shed roof that connects to industrial buildings to the rear. A previous evaluation of the property estimates its construction date as 1935, but no confirmation of that date has been found; historic aerial photos from 1938 arguably show the house.[1]

[1] California Department of Transportation Architectural Inventory/Evaluation Form. 1989.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Residence, 1218 East Airport Drive

B1. Historic Name:
B2. Common Name:
B3. Original Use: Residential
B4. Present Use: Office
***B5. Architectural Style:** Vernacular Bungalow
***B6. Construction History:** **(Construction date, alterations, and date of alterations)** 1935

A 1989 description of the property mentions a porch with a "Jerkinhead cap" (clipped gable) over the door, which has been removed. A lean-to at the back with an extension of the original roof was added to the house at an unknown time. All of the windows and surrounds are replacements. Large corrugated metal warehouses were added at the back of the parcel prior to 1989.

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** N/A
***B8. Related Features:**
B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** _____ **Area:** _____
Period of Significance: **Property Type:** Residential **Applicable Criteria:**

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

No evidence was found that the residential property at 1218 East Airport Drive is associated with the context of Aviation in Ontario. As such ASM recommends that the property is not eligible under any of the themes or sub-themes identified in the Aviation in Ontario Historic Context Statement. A prior evaluation found the property ineligible and states that it has no historical significance (California Department of Transportation 1989).

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

California Department of Transportation form. 1989. Prepared by PHR Associates.

National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation.* National Register Bulletin No. 15. Washington, D.C.

Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

B13. Remarks:

***B14. Evaluator:** ASM Affiliates, Inc. (Shannon Davis and Marilyn Novell)
***Date of Evaluation:** June 2017

Sketch Map with north arrow required.

(This space is reserved for official comments)

~~P1083-16-11~~
36-013937

CALIFORNIA DEPARTMENT OF TRANSPORTATION
ARCHITECTURAL INVENTORY/EVALUATION FORM

MAP REFERENCE NO. 1.

County - Route - Postmile:

( ) LISTED
( ) APPEARS ELIGIBLE
( ) DETERMINED ELIGIBLE
(X) APPEARS INELIGIBLE

IDENTIFICATION

1.Common Name: House & Tool & Die Casting Co.

2.Historic Name: none

3.Street or rural address: 1218 Airport

City: Ontario Zip Code: 91761 County: San Bernardino

4. Parcel Number: unknown Present Owner: unknown

Address: City: Zip Code:

5. Ownership is: ( ) Public (X) Private

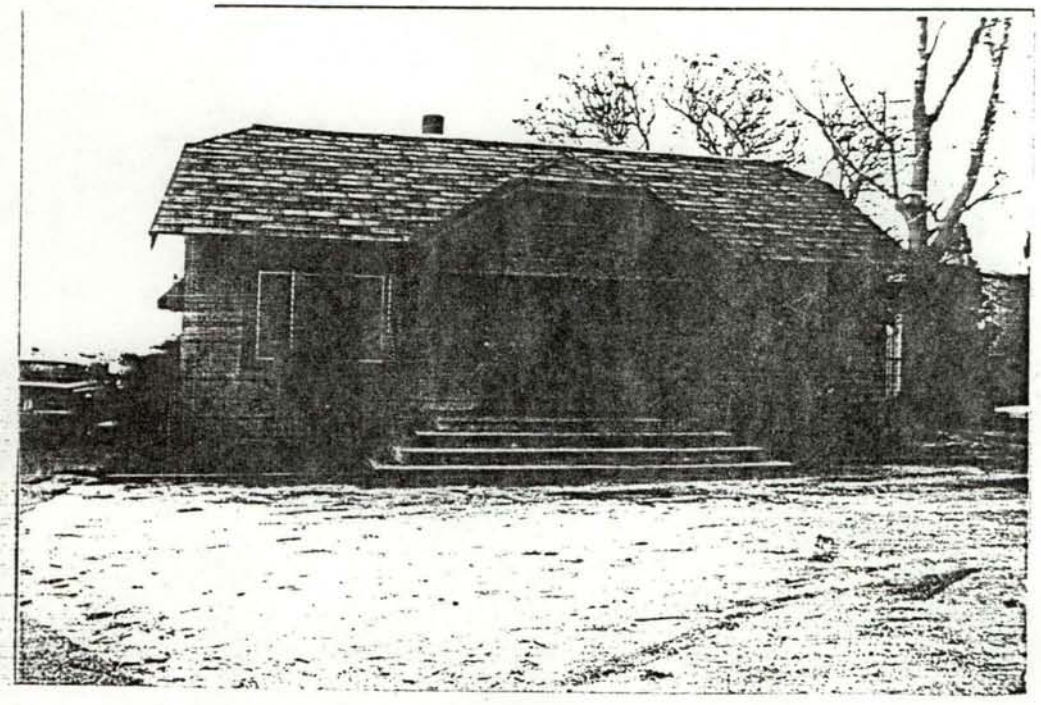
6. Present Use: office and tool & die manufacturer Original Use: dwelling

DESCRIPTION

7a.Architectural Style: Vernacular Bungalow

7b.Briefly describe the present PHYSICAL CONDITION of the site or structure and describe any major alterations from its original condition:

One-story dwelling converted to use as business office. The gable roofhas Jerkinhead detailing on both ends,and there is a Jerkinhead cap over the front entry on the north facade. Exterior walls are clad with fireproof panels. Windows throughout appear to have been altered; those along the front facade are now fixed wood sash. The front entry has also been modernized with sidelight windows and a large concrete step. Two very large corrugated metal commercial buildings are located behind the office building.



8. Construction date 1935
Estimated: (X) Factual: ( )

9. Architect: probably non

10. Builder: unknown

11. Approx. property size (in feet)
Frontage: 115 Depth: 360

12. Date(s) of enclosed photograph(s):
February 1989

36-013931

13.Condition: Excellent ( ) Good (X) Fair ( ) Deteriorated ( )

14.Alterations: Windows; front entrance

15.Surroundings: (Check more than one if necessary) Open land ( ) Scattered buildings ( ) Densely built-up ( )

Residential ( ) Industrial (X) Commercial ( ) Other:

16.Threats to site: None known ( ) Private Development ( ) Zoning ( ) Vandalism ( ) Public Works Project (X)

Other:

17.Is the structure: On its original site? (X) Moved? ( ) Unknown? ( )

18.Related features: two corrugated industrial buildings on rear of lot; permits indicated these were constructed in 1966 and 1975

SIGNIFICANCE

19.Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site):

The building has no architectural significance, and there is no known historical significance.

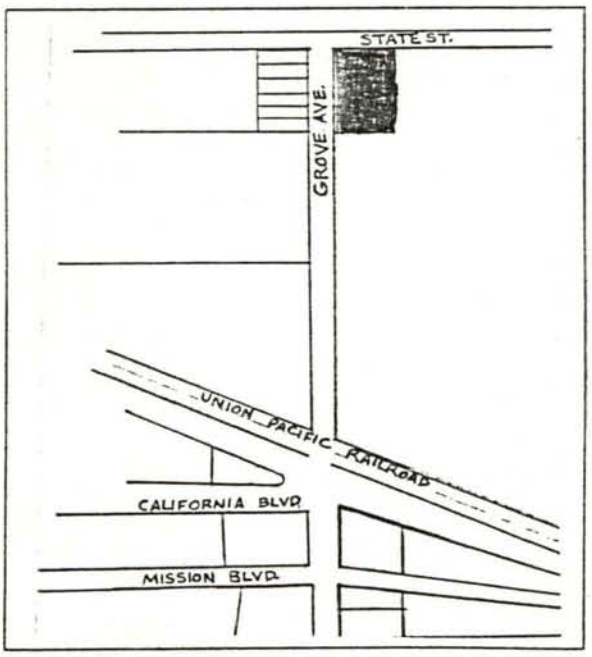
20.Main theme of the historic resource: (If more than one is checked, number in order of importance.)

Architecture ( ) Arts & Leisure ( )
Economic/Industrial ( ) Exploration/Settlement ( )
Government ( ) Military ( ) Religion ( )
Social/Education ( )

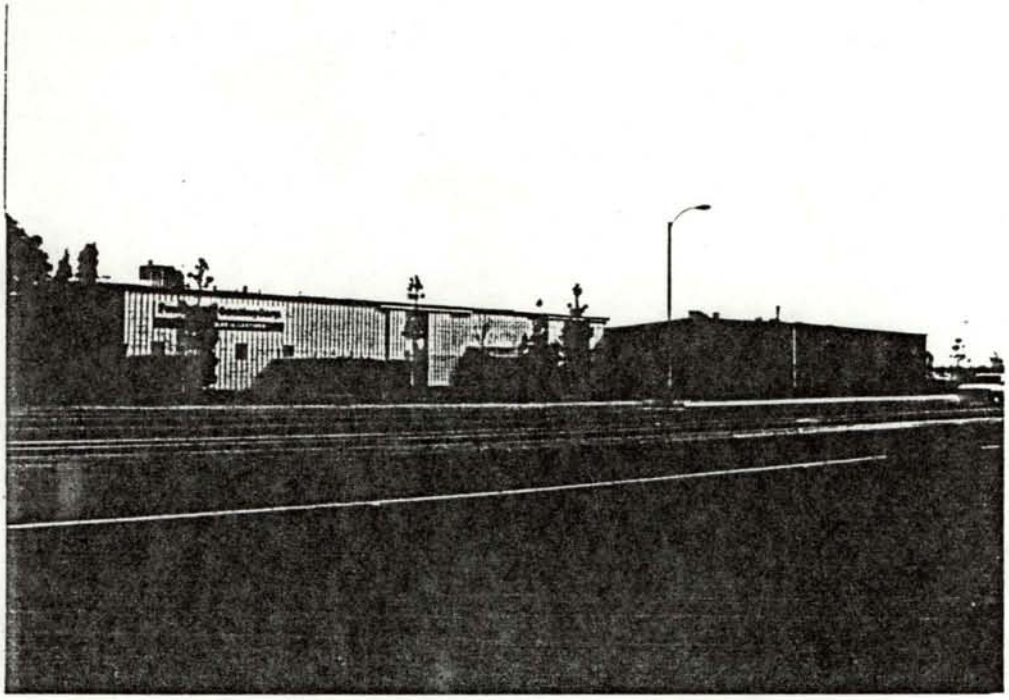
21.Sources (List books, documents, surveys, personal interviews and their dates.)

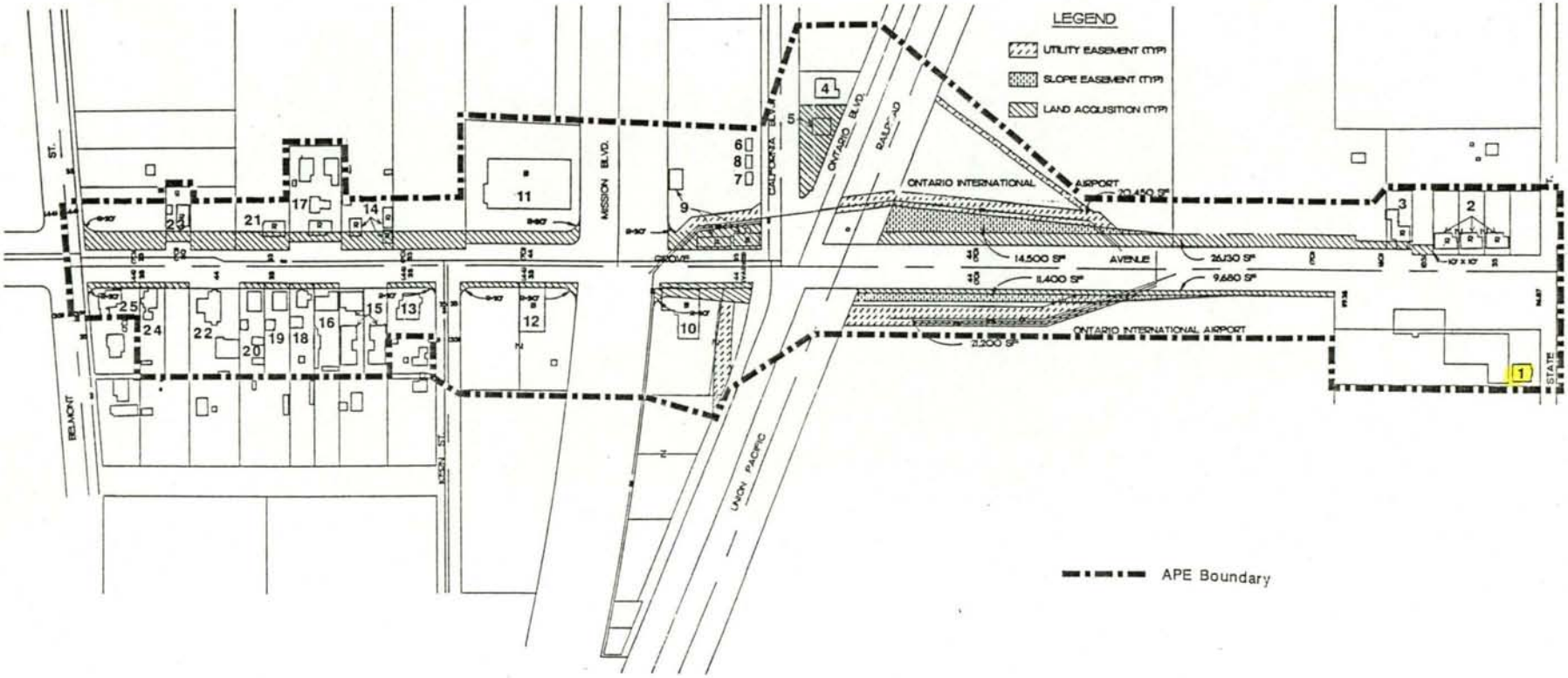
Field Survey, February 1989
Building Permit File

Location sketch map (draw & label site and surrounding streets, roads, and prominent landmarks)



22.Date form prepared: March 1989
By: Rebecca Conard
Organization: PHR Associates
Address: Santa Barbara
City: 93101
Zip Code: (805) 965-2357
Phone:





SCALE IN FEET
0 100 200

6/19/89:GD

FIGURE 3

AREA OF POTENTIAL EFFECTS FOR CULTURAL RESOURCES

86-03937

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

Page 1 of 4 ***Resource Name or #:** Residences, 1221 East Airport Drive
P1. Other Identifier: House and apartment buildings
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 1221 East Airport Drive City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 442099.05 mE/ 3769028.64 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)
Residential building located at the northeast corner of E. Airport Drive and S. Grove Avenue

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The property at 1221 E. Airport Dr. within the boundaries of Ontario International Airport consists of a historic single-story residential property, with an estimated year built of 1935. The front house is a single-family property with an irregular plan. It has a flat roof with stepped parapets on all sides. The exterior walls are clad in rough-textured stucco. At the symmetrical primary façade, a partial-width porch with arched openings and topped by a geometrically formed parapet is flanked by two additional windows. At the west façade is a tri-partite bay window. At the rear façade are a shed-roofed addition and two doors. All of the doors are obscured by metal security doors, and all of the windows are replacements. Most of the window openings have been resized, and all of the windows are replacements.

(continued on page 3)

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single family property; HP3. Multiple family property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking north at the south façade.
January 2017

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
ca 1935 and 1960
Historicaerials.com

***P7. Owner and Address:**
Unknown

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** January 5, 2017

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 4 ***Resource Name or # (Assigned by recorder)** Residences, 1221 East Airport Drive
Recorded by: Shannon Davis and Marilyn Novell **Date:** January 2017

Image 1. View looking northwest at the south and east façades.

Image 2. View looking southwest at the east and north façades.

Image 3. View looking northeast at the west and south façades.

Image 4. View looking northwest at the south and east façades.

Image 5. View looking northwest at the south and east façades.

Image 6. View looking southwest at the east and north façades.

***P3a. Description:** (continued from page 1)

Seven multi-family properties built between 1959 and 1966[1] are located behind the front house and share the unpaved driveway to the east. Of the seven single-story Ranch-style duplexes, the southernmost one is oriented east-west, and the other six are oriented north-south. They appear to all share the same irregular plan on poured-concrete foundations and have low-pitched cross-gabled hipped roofs. The doors are obscured behind metal security doors, and the windows are aluminum sliders.

[1] Historicaerials.com, 1959, 1966.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Residences, 1221 East Airport Drive

B1. Historic Name:
B2. Common Name:
B3. Original Use: Residential properties
B4. Present Use: Residential properties
***B5. Architectural Style:** Mediterranean and Ranch
***B6. Construction History:** **(Construction date, alterations, and date of alterations)** c. 1935

The front house at 1221 East Airport Drive was built circa 1935, with the group of duplexes at the back of the parcel added in the 1960s. Alterations appear to be minimal from year of construction.

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** N/A
***B8. Related Features:**
B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** _____ **Area:**
Period of Significance: **Property Type:** Residential **Applicable Criteria:**

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

No evidence was found that the residential properties at 1221 East Airport Drive are associated with the context of Aviation in Ontario. As such ASM recommends that the property is not eligible under any of the themes or sub-themes identified in the Aviation in Ontario Historic Context Statement.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation.* National Register Bulletin No. 15. Washington, D.C.

Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

B13. Remarks:

***B14. Evaluator:** ASM Affiliates, Inc. (Shannon Davis and Marilyn Novell)
***Date of Evaluation:** June 2017

(This space is reserved for official comments)

Sketch Map with north arrow required.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3S
Other Listings
Review Code Reviewer Date

Page 1 of 4 ***Resource Name or #:** Aerojet-General Hangar
P1. Other Identifier: United States Postal Service facilities, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 301 South Hellman Avenue City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 444500.89 mE/ 3769053.34 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)
Located within Ontario International Airport

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Aerojet-General Hangar is located at 301 S. Hellman Av. adjacent to the Cucamonga Creek channel on the north side of the Ontario International Airport. Constructed in 1958, the building has an irregular plan and is set on a poured-concrete foundation. The nearly 19,000-square-foot hangar has a moderately pitched front-gabled roof clad in corrugated metal with regularly spaced inset corrugated fiberglass skylights. The exterior walls are formed of corrugated metal panels. At the west façade is a set of telescoping corrugated metal doors that run on steel tracks set into the concrete pavement, allowing them to retract fully from the mass of the building. The doors are hung on a steel structure that projects beyond the sides of the building. At the center below the gable is an opening for the aircraft tail with a roll-up metal door. At the east façade is an array of utilities in a chain-link-fenced area and vents attached to the exterior walls. A single-story flat-roofed concrete masonry unit building, originally built to accommodate offices, a lobby, radio testing facility, engine storage, and repair shop, is attached to the north façade.[1]

(continued on page 4)

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building; HP11. Engineering structure
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking east at the west façade.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1958
Los Angeles Times; historicaerials 1959

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

[1] "$95,000 facility rising at airport." *Los Angeles Times,* September 21, 1958.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

 ***Resource Name or # (Assigned by recorder)** Aerojet-General Hangar
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking northeast at the west and south façades.

Image 2. View looking southwest at the east and north façades.

Image 3. Detail view looking north at the rails on the west façade.

Image 4. Interior view looking southeast.

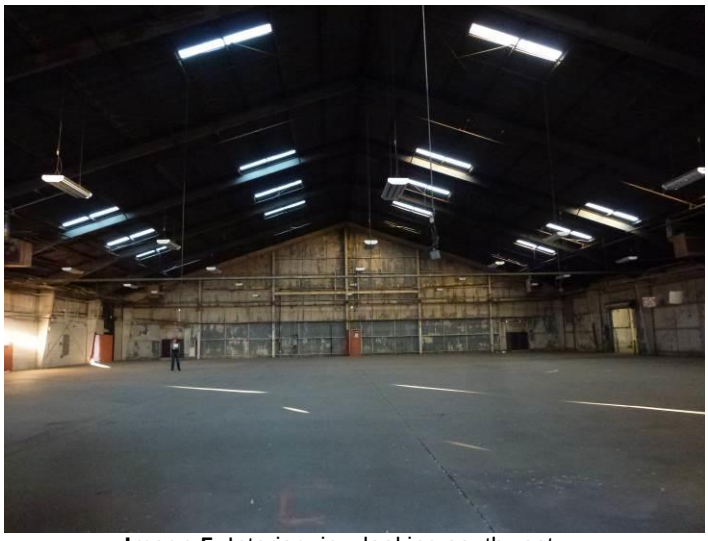


Image 5. Interior view looking southwest.

Image 6. Interior view of south wing.

***P3a. Description:** (continued from page 1)

A flat-roofed warehouse area with a bay door and a metal personnel door adjoins the hangar on the south façade. The interior of the hangar is a single open space with exposed steel frame. Hanging fluorescent tubing fixtures augment the lighting on the interior. The building was used for aircraft maintenance and modification.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

***NRHP Status Code** 3S
***Resource Name or #** (Assigned by recorder) Aerojet-General Hangar
B1. Historic Name: Aerojet-General Hangar
B2. Common Name: United States Postal Service Hangar
B3. Original Use: Hangar and offices for aircraft maintenance operations
B4. Present Use: Post office hangar
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** **(Construction date, alterations, and date of alterations)** 1958

The Aerojet-General Hangar and adjoining single-story concrete masonry block offices were constructed in 1958. A wing housing a storage area was added to the south sometime before 1980 (historicaerials.com 1966, 1980).

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** N/A
***B8. Related Features:** Aircraft apron
B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Aviation and Architecture **Area:** Developments in Construction Technology
Period of Significance: 1958 **Property Type:** Aircraft hangar and offices **Applicable Criteria:** C/3/3 d, f-h

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Aerojet-General Hangar is an example of construction technology eligible under the context of Aviation in Ontario, Theme of Aviation and Architecture, 1942–1975, and the Sub-theme of Developments in Construction Technology, 1942–1975. The hangar displays character-defining features of the style, including a front-gabled roof, multi-leaved hangar door and tail cut, and a large open space to accommodate aircraft enabled by steel truss construction and embodies the distinctive characteristics of the type of hangar during the period of significance. Although the use of the hangar and offices has changed, it is the only historic hangar of the simple gable-roof type at ONT that retains all seven aspects of integrity. After careful consideration, ASM recommends the Aerojet-General Hangar eligible for listing at the federal, state, and local level under Criterion C/3/3 d, f-h.

B11. Additional Resource Attributes: (List attributes and codes) HP39. Aircraft apron

***B12. References:**

National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation.* National Register Bulletin No. 15. Washington, D.C.

Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

B13. Remarks:

***B14. Evaluator:** ASM Affiliates, Inc. (Shannon Davis and Marilyn Novell)
***Date of Evaluation:** June 2017

Sketch Map with north arrow required.

(This space is reserved for official comments)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

Page 1 of 7 ***Resource Name or #:** Fire Station No. 3
P1. Other Identifier: Police Dispatch, Fire Station No. 3, Ontario International Airport
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Guasti **Date** 2015 **T** 1S **R** 7W **¼ of** ¼ **of Sec** S.B. **B.M.**
c. Address 1070 South Vineyard Avenue City Ontario Zip 91761
d. UTM: (give more than one for large and/or linear resources) Zone 11S, 443623.16 mE/ 376140.79 mN;
e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Fire Station is located on the southwest side of the Ontario International Airport. It is a flat-roofed Mid-Century Modern building with an irregular plan set on a concrete foundation. The building has two discrete sections: a story-and-a-half section with three vehicle bays to the east and extending toward the south, and a single-story section for personnel quarters and offices. The building is characterized by a combination of smooth stucco horizontal features contrasting with walls clad in red brick. At the south (primary) façade, the entrance of double glass doors in metal frames and an accompanying porch area are recessed beneath a deep horizontal fascia. A decorative metal grille screens the porch area. The single-story portion of the building projects toward the aircraft apron on the north. A covered walkway wraps around the north and west façades of the single-story section. A secondary entrance with a flat

(continued on page 2)

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession#)
View looking north at the south façade.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1961
Architectural drawings, Ontario International Airport Authority records; Ontario International Airport Master Plan, 1963, Ontario City Library Model Colony Room collection

***P7. Owner and Address:**
Ontario International Airport Authority
1923 E. Avion St.
Ontario, CA. 91761

***P8. Recorded by:** (Name, affiliation, and address)
Shannon Davis and Marilyn Novell
ASM Affiliates, Inc.
2034 Corte Del Nogal
Carlsbad, CA 92011

***P9. Date Recorded:** December 6, 2016

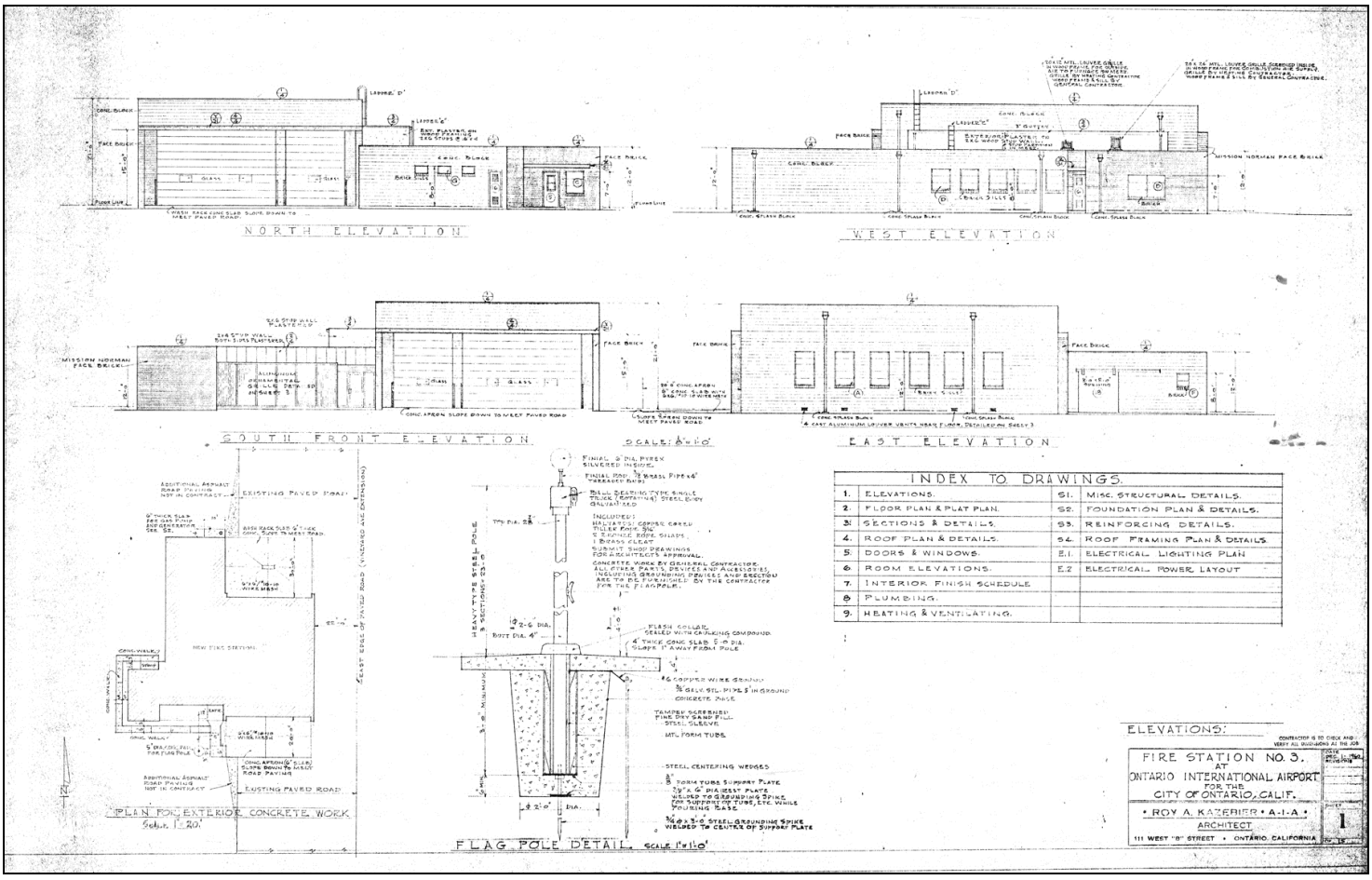
***P10. Survey Type:** (Describe) Pedestrian Intensive

***P11. Report Citation:** (cite survey report and sources, or enter "none.") Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

***Attachments:** ☐ NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

***P3a. Description:** (continued from page 1)

canopy is located on the north façade. Additional fenestration includes square fixed-pane windows on the west façade and on the east façade of the vehicle bay portion of the building. Both the north and south facades have a single and a double metal roll-up vehicle bay door. In the interior of the engine room, a row of similar square fixed windows and a two-story office section are located on the west wall, and heavy steel L-beams are visible on the ceiling. A two-story office addition appears to have been constructed on the west side of the engine room. The building served as a police dispatch center at the time of survey.



Architectural drawings of Fire Station No. 3 by architect Roy A. Kazebier, dated December 1, 1960, Source: LAWA files.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 3 of 7 ***Resource Name or # (Assigned by recorder)** Fire Station No. 3
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

Image 1. View looking northwest at the south and east façades.

Image 2. View looking northeast at the west and south façades.

Image 3. Detail view looking at the south façade.

Image 4. Detail view looking northwest at the south façade.

Image 5. View looking northwest at the south and east façades.

Image 6. View looking south at the north façade of the vehicle bays.

Image 7. Detail view looking west at the north façade of the personnel quarters.

Image 8. View looking east at the west façade of the personnel quarters.

Image 9. Detail view looking northeast at the west façade.

Image 10. Detail view looking southeast at the north entrance to the personnel quarters.

Image 11. View looking northeast at the west and south façades.

Image 12. Interior view of the vehicle bays looking north.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Fire Station No. 3

B1. Historic Name:
B2. Common Name: Fire Station
B3. Original Use: Fire Station
B4. Present Use: Police Dispatch Center
***B5. Architectural Style:** Mid-Century Modern
***B6. Construction History:** **(Construction date, alterations, and date of alterations)**

Fire Station No. 3 was constructed circa 1961. Based on architectural plans from 1960, the exterior appears to be unmodified. A two-story section has been built inside the vehicle bays, filling a portion of the original space. The interiors of the single-story office wing appear to have been remodeled. Dates of alterations are unknown.

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** N/A
***B8. Related Features:** Landscaping, aircraft apron
B9a. Architect: Roy A. Kazebier b. Builder: unknown
***B10. Significance: Theme** n/a **Area:** n/a
Period of Significance: n/a **Property Type:** Fire house **Applicable Criteria:** n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Fire Station No. 3 is an example of Mid-Century Modern architecture considered for eligibility within the context of Aviation in Ontario under the theme of Aviation and Architecture, 1942–1975, and the sub-theme of Modernism and Aviation, 1955–1970. The building displays character-defining features of the style, including a horizontal orientation emphasized by flat roofs and asymmetrical massing. The cladding materials of red brick and smooth stucco are representative of the style, as are the metal grille sheltering the recessed entrance porch and the surrounding landscaping. Although it retains all seven aspects of integrity on the exterior, the interior has been extensively altered. Fire Station No. 3 does not embody the style, and it does not represent the work of a master. Nor does it possess high artistic value or display individual distinctive. After careful consideration, ASM finds Fire Station No. 3 not eligible for listing at the federal, state or local level under Criterion C/3/3 c-h.

B11. Additional Resource Attributes: (List attributes and codes) HP39. Fire house

***B12. References:**

National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation.* National Register Bulletin No. 15. Washington, D.C.

Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

B13. Remarks:

***B14. Evaluator:** ASM Affiliates, Inc. (Shannon Davis and Marilyn Novell)
***Date of Evaluation:** June 2017

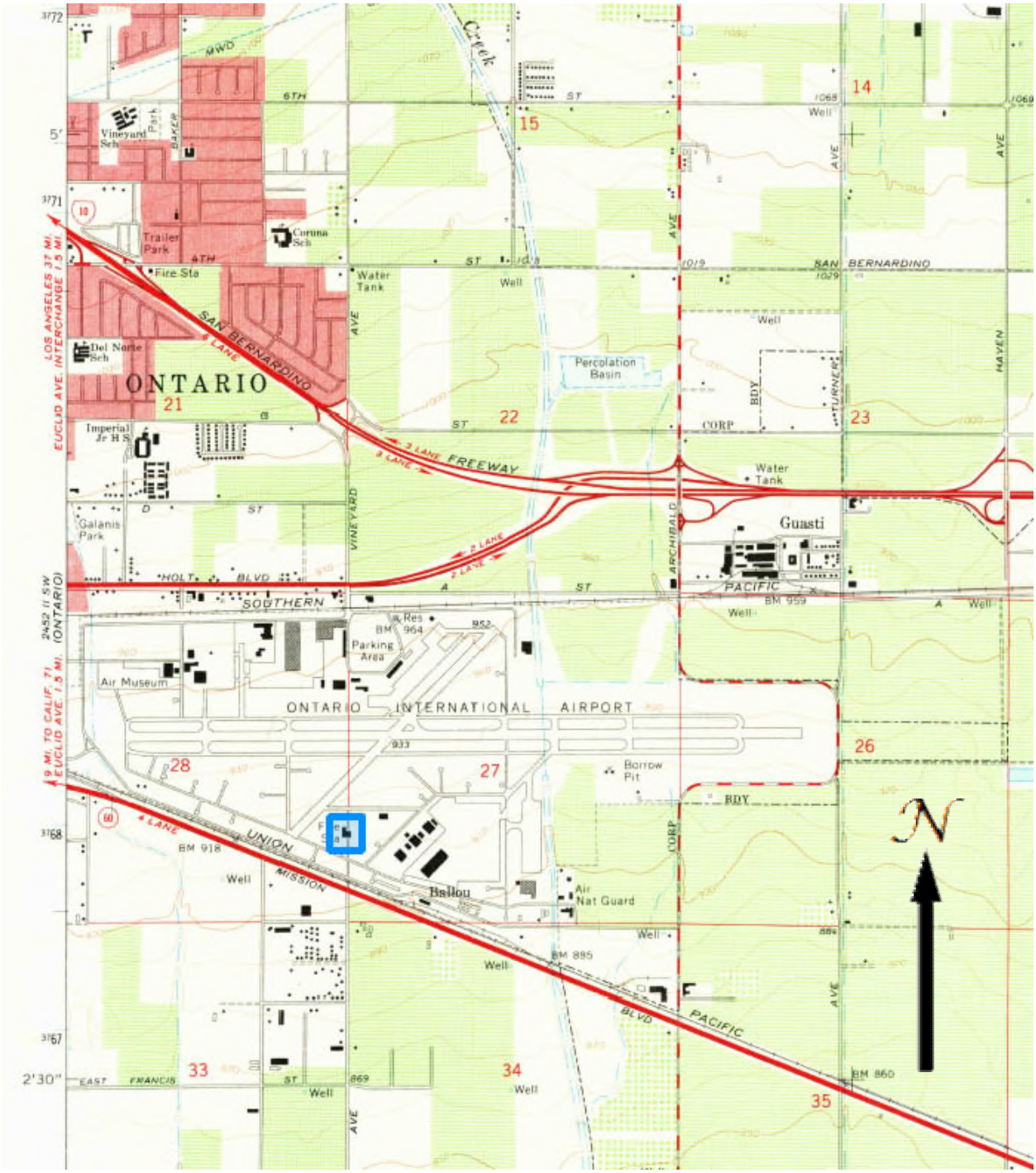
(This space is reserved for official comments)

Sketch Map with north arrow required.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # _____
HRI # _____
Trinomial _____

Page 7 of 7 ***Resource Name or # (Assigned by recorder)** Fire Station No. 3
***Map Name:** Lockheed Aircraft Services area ***Scale:** ***Date of Map:** June 2017



APPENDIX 2

Properties Surveyed

Buildings and Areas Surveyed	Year Built	Status Code[1]
LOCKHEED AIRCRAFT SERVICES AREA		
Lockheed Hangar 2	1952	3B
Lockheed Building 3	1952	3D
Lockheed Hangar 4	1953	3B
Lockheed Building 5	1955	3D
Lockheed Hangar 6	1955	3B
Lockheed Executive Office Building (Bldg. 10)	1956	3B
Lockheed Cafeteria Building (Bldg. 11)	1956	3B
Lockheed Mail Room (Bldg. 12)	1956	3D
Lockheed Warehouse (Bldg. 14)	1967	3D
Lockheed Office Building (Bldg. 15)	1968	3D
Lockheed Hangar 19	1968	6Z
Lockheed Hangar 20	1968	6Z
Lockheed Shop Building (Bldg. 21)	1945	6Z
TERMINAL ONE AREA		
Control Tower	1953	3B
Ancillary Buildings to Control Tower	1950s	6Z
Terminal One Building	1959-1960	3B
FAA Office Building	1965	3D
GE AIRCRAFT ENGINES AREA		
GE Hangar 7	Pre-1948	3D
GE Hangar 3	Pre-1959	3D
Building 27	Pre-1966	6Z
Building 21	Pre-1966	6Z
Commissary Building	Pre-1966	6Z
Wash Building	Pre-1966	6Z
GE Hangar 4	Pre-1948	3D
Ancillary Building J	Pre-1948	6Z
Ancillary Buildings M	Pre-1959	6Z
GE Storage Hangars	Pre-1959	3D
Ancillary Building E (Museum)	Pre-1959	6Z
Ancillary Building G	Pre-1980	6Z

[1] 3B = Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation.
3D = Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
3S=Appears eligible for NR as an individual property through survey evaluation.
6Z = Found ineligible for National Register, California Register, or local designation through survey evaluation

GE JET ENGINE TEST CELL AREA		
Test Cell Prep Area	Pre-1980	6Z
Test Cell 2	Pre-1980	6Z
Test Cell 1	1956	6Z
Guard House	1956	6Z
AIR NATIONAL GUARD AREA		
Air National Guard Hangar	1955	3S
Diesel Tanks Building	Pre-1959	6Z
Boiler Room	Pre-1966	6Z
Maintenance Shop (Bldg. 109)	1942	6Z
Dining Hall (Bldg. 10)	1962	6Z
Reserve Forces Training (Bldg. 11)	1966	6Z
Motor Pool (Bldg. 12)	1966	6Z
Vehicle Maintenance Shop (Bldg. 3)	1949	6Z
Hazardous Storage (Bldg. 4)	1955	6Z
Munitions Building (Bldg. 7)	1957	6Z
Supply Building (Bldg. 5)	1956	6Z
Warehouse Equipment and Supply (Bldg. 2)	1949	6Z
Administration/ Dispensary/Personnel (Bldg. 1)	1949 and 1966	6Z
Shop/Storage (Bldg. 6)	1962	6Z
Crash Truck Station	1953	6Z
INDIVIDUAL BUILDINGS		
Fire Station No. 3	1960	6Z
Aerojet-General Hangar	1958	3S
House at 1218 E. Airport Dr.	1935	6Z
House and apartments at 1221 E. Airport Dr.	Circa 1935 and 1960	6Z

APPENDIX 3

Timeline of Historic Context Themes and Sub-Themes

CONTEXT: AVIATION IN ONTARIO
Timeline of Themes and Sub-Themes