

APPENDICES

APPENDIX 1
DPR Forms

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.)

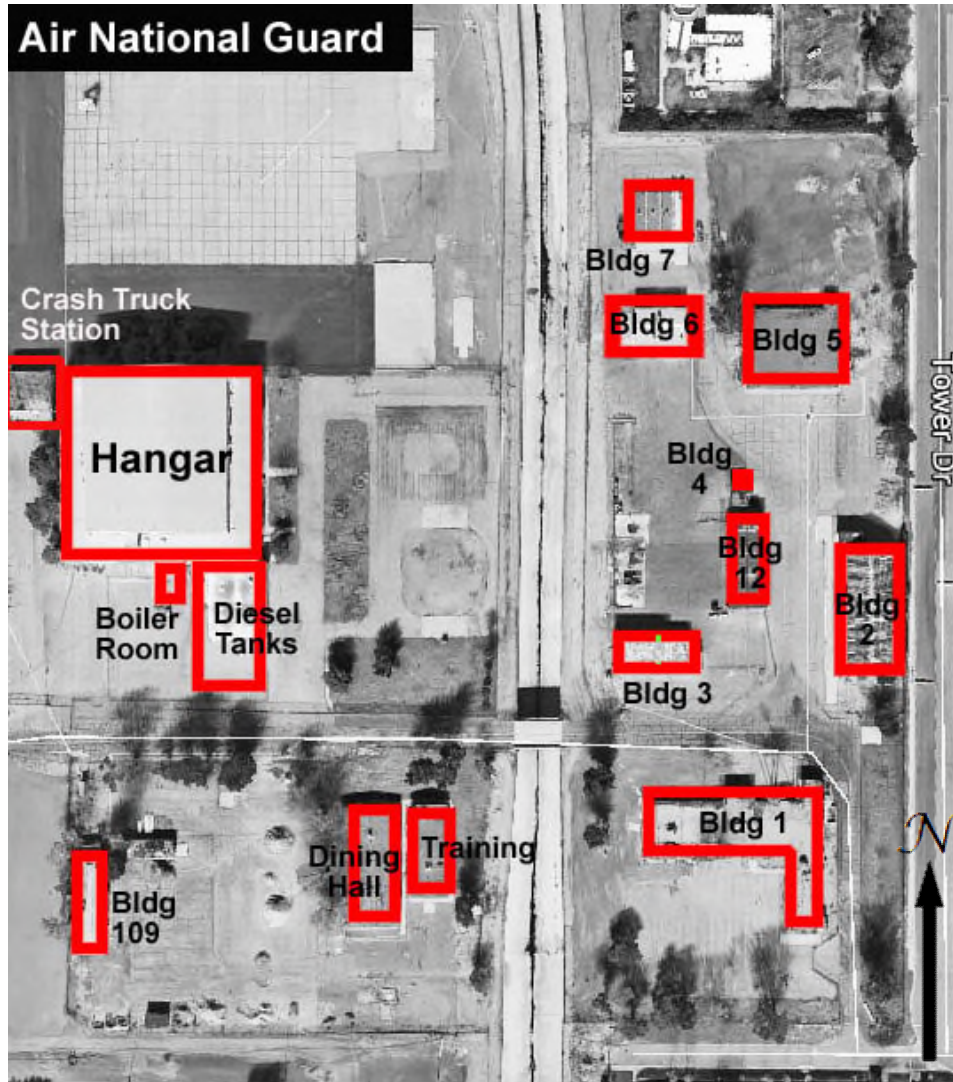
The Air National Guard Area was evaluated as a potential historic district under the context of Aviation in Ontario, and Theme: Military Aviation, 1942–1991, according to the guidelines established in the *Ontario International Airport Historic Context Statement*, prepared by ASM Affiliates, Inc., for 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 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.):

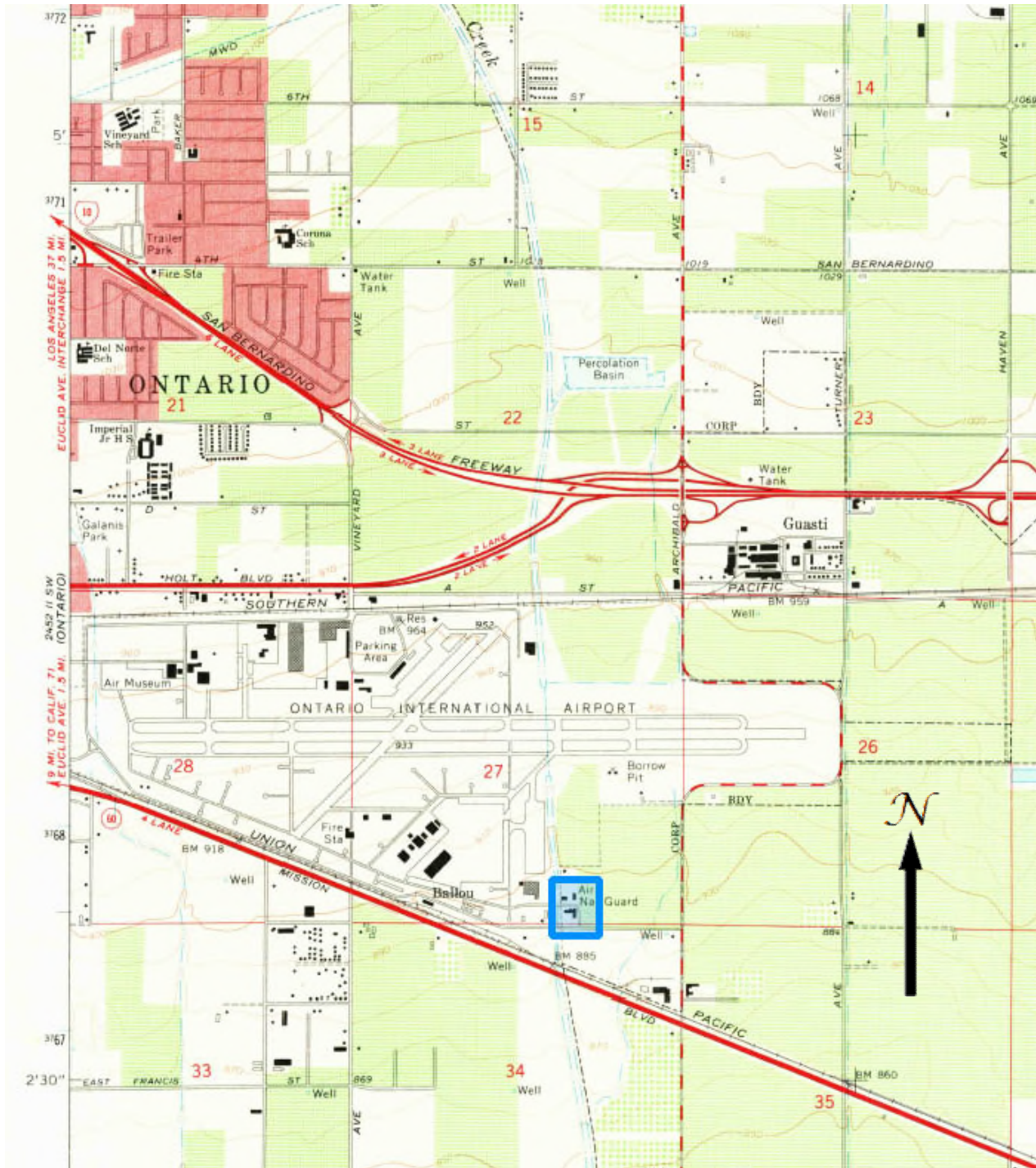
National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation*. National Register Bulletin No. 15. Washington, D.C.
National Park Service. 1997. *How to Complete the National Register Nomination Form*. National Register Bulletin No. 16A. Washington, D.C.

***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.



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

Page 4 of 4
Recorded by: Shannon Davis and Marilyn Novell

*Resource Name or # (Assigned by recorder)

Air National Guard Historic Area

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 façades 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.

Primary # _____

HRI # _____

Trinomial _____

Page 7 of 9

*Resource Name or # (Assigned by recorder)

Air National Guard Hangar

Recorded by: Shannon Davis and Marilyn Novell

Date: December 2016

Continuation Update

***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]

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 8 of 9

*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

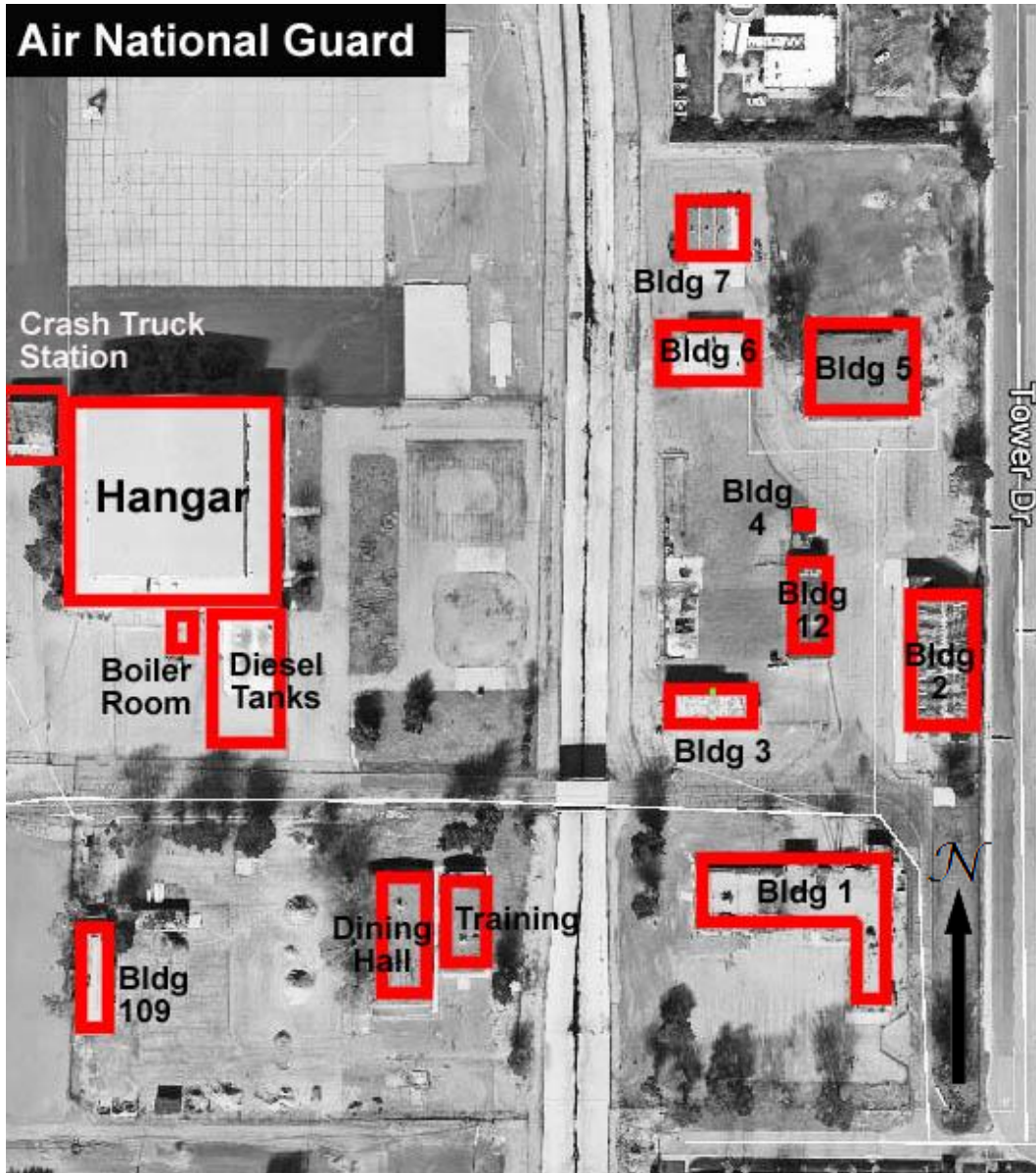
(This space is reserved for official comments)

Sketch Map with north arrow required.



Page 9 of 9 *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.

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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 1/4 of 1/4 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.



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.



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



Image 6. Detail view of the south façade.

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): _____

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.

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 1/4 of 1/4 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): _____



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.

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

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 1/4 of 1/4 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): _____



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



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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

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 1/4 of 1/4 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): _____



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



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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
 Review Code _____ Reviewer _____ Date _____

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 1/4 of 1/4 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): _____



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.

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

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 1/4 of 1/4 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): _____



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.

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

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): _____

Page 2 of 2 *Resource Name or # (Assigned by recorder)
Recorded by: Shannon Davis and Marilyn Novell

Air National Guard Dining Hall (Building 10)
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.

Primary # _____
 HRI # _____
 Trinomial _____
 NRHP Status Code 6Z

Other Listings _____
 Review Code _____ Reviewer _____ Date _____

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 1/4 of 1/4 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): _____

Page 2 of 2 ***Resource Name or # (Assigned by recorder)** _____
Recorded by: Shannon Davis and Marilyn Novell

Reserve Forces Training (Building 11) _____
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.

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): _____



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



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

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 1/4 of 1/4 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): _____

Page 2 of 2 ***Resource Name or # (Assigned by recorder)**
Recorded by: Shannon Davis and Marilyn Novell

Maintenance Shop (Building 109)
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.

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 1/4 of 1/4 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): _____



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.

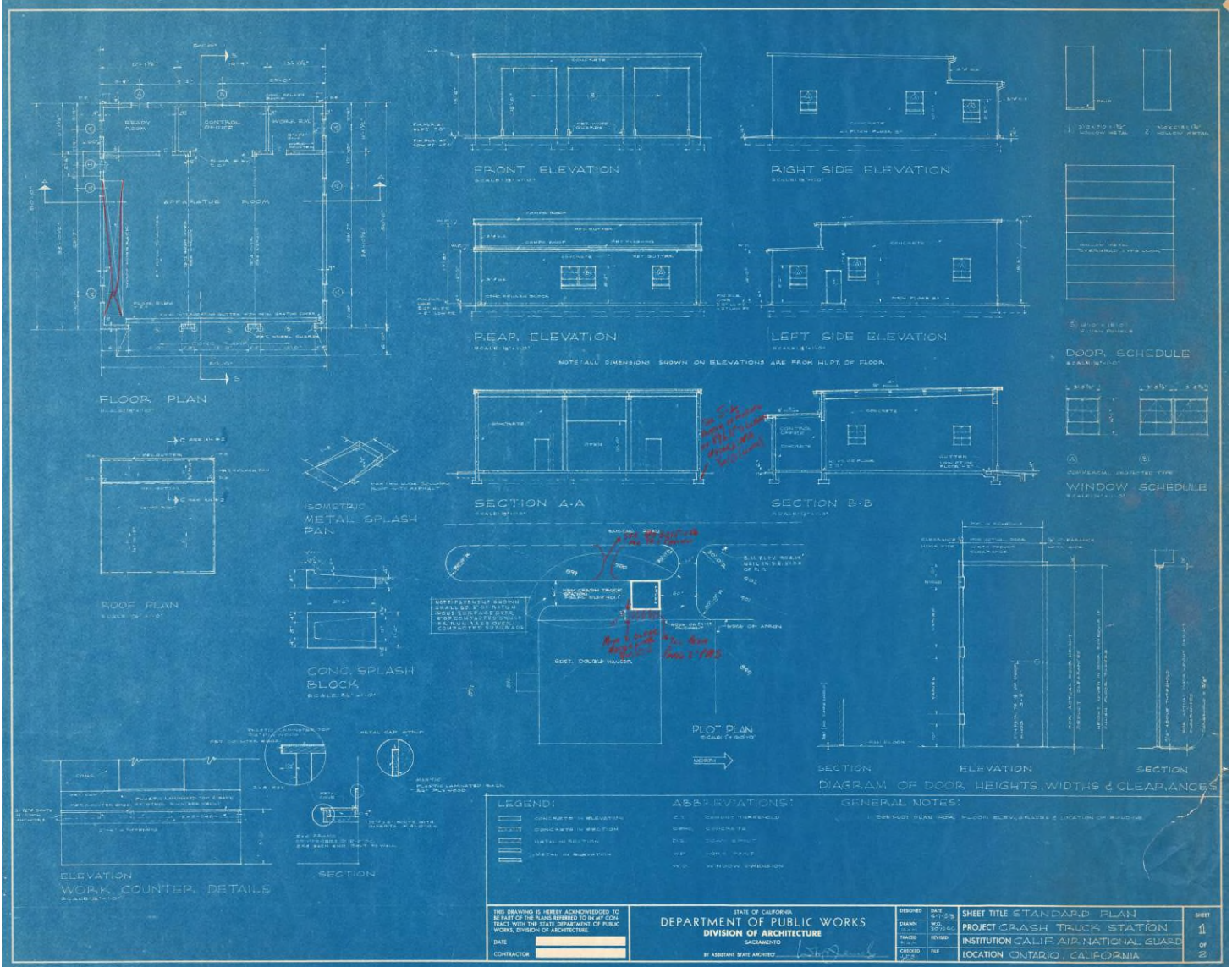


Image 5. Original plans for Crash Truck Station (April 17, 1953). Source: OIAA records.

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.):

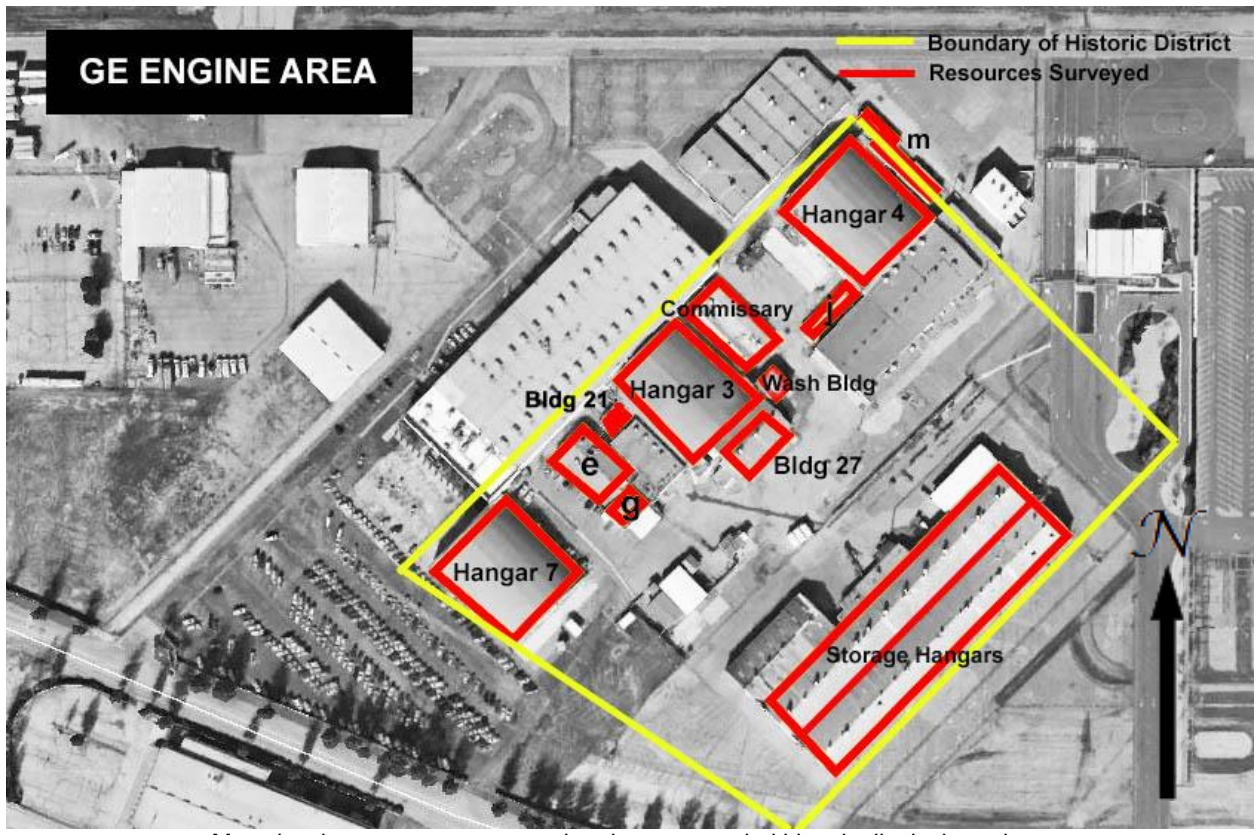
National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation*. National Register Bulletin No. 15. Washington, D.C.

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

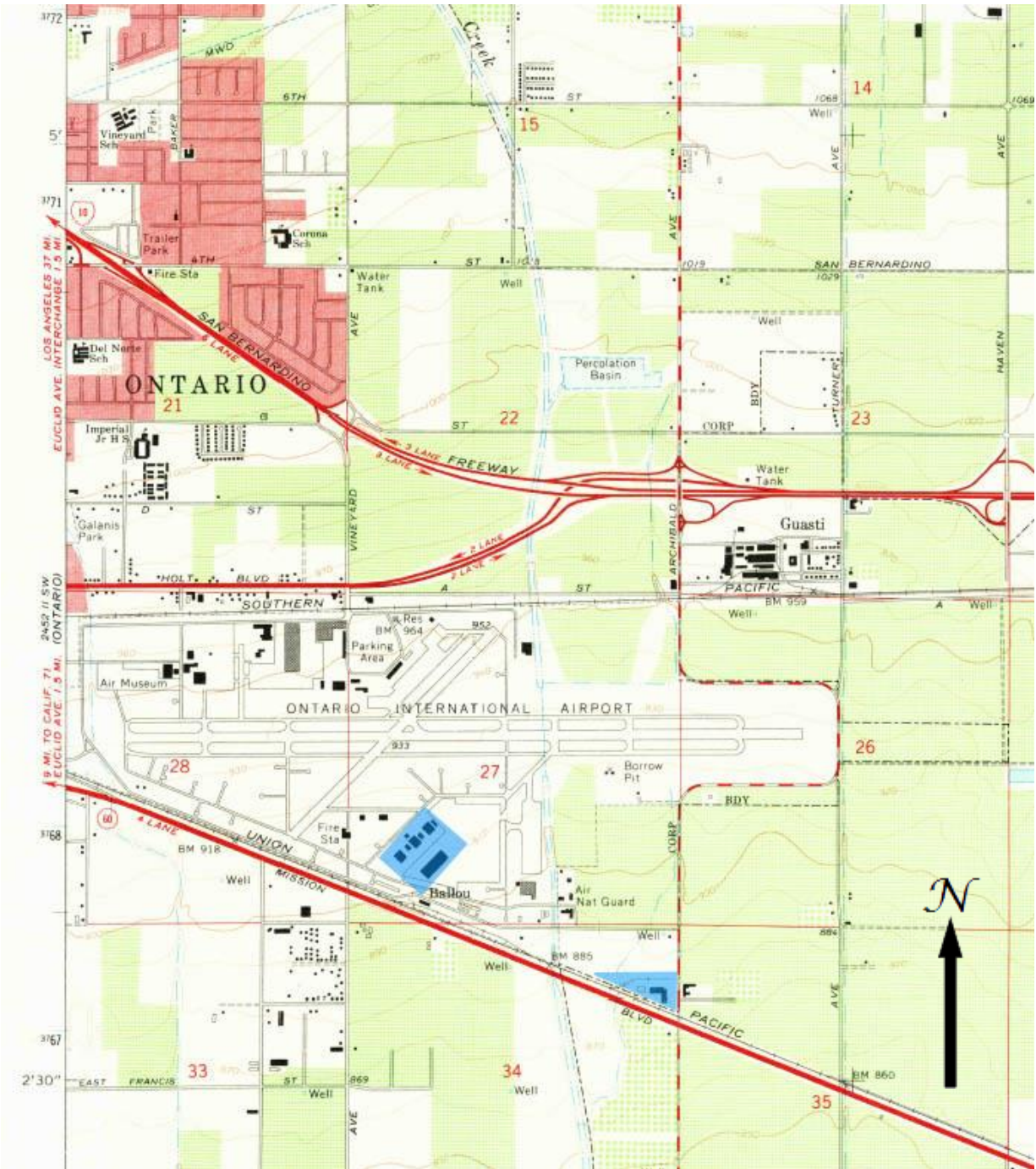
Affiliation and Address: ASM Affiliates, Inc., 20 N. Raymond Ave., Pasadena, CA



Map showing resources surveyed and recommended historic district boundary.



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



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

Page 4 of 7
Recorded by: Shannon Davis and Marilyn Novell

*Resource Name or # (Assigned by recorder)

General Electric Aircraft Engines Historic District

Date: December 2016

Continuation Update



Image 1. View looking west at the southeast and northeast facades of Hangar 7 with the administration 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.

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 1/4 of 1/4 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): _____

Page 2 of 6 *Resource Name or # (Assigned by recorder) GE Hangar 3 and Ancillary Buildings
Recorded by: Shannon Davis and Marilyn Novell Date: December 2016

Continuation Update

***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.

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 1/4 of 1/4 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): _____



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.

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 1/4 of 1/4 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.



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.



Image 5. View of the interior looking northwest.



Image 6. Detail view of the interior looking west.

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 1/4 of 1/4 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 façades. 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): _____



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.

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 1/4 of 1/4 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.



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.

Page 6 of 7 *Resource Name or # (Assigned by recorder) GE Jet Engine Test Cell Area
 Recorded by: Shannon Davis and Marilyn Novell Date: January 2017

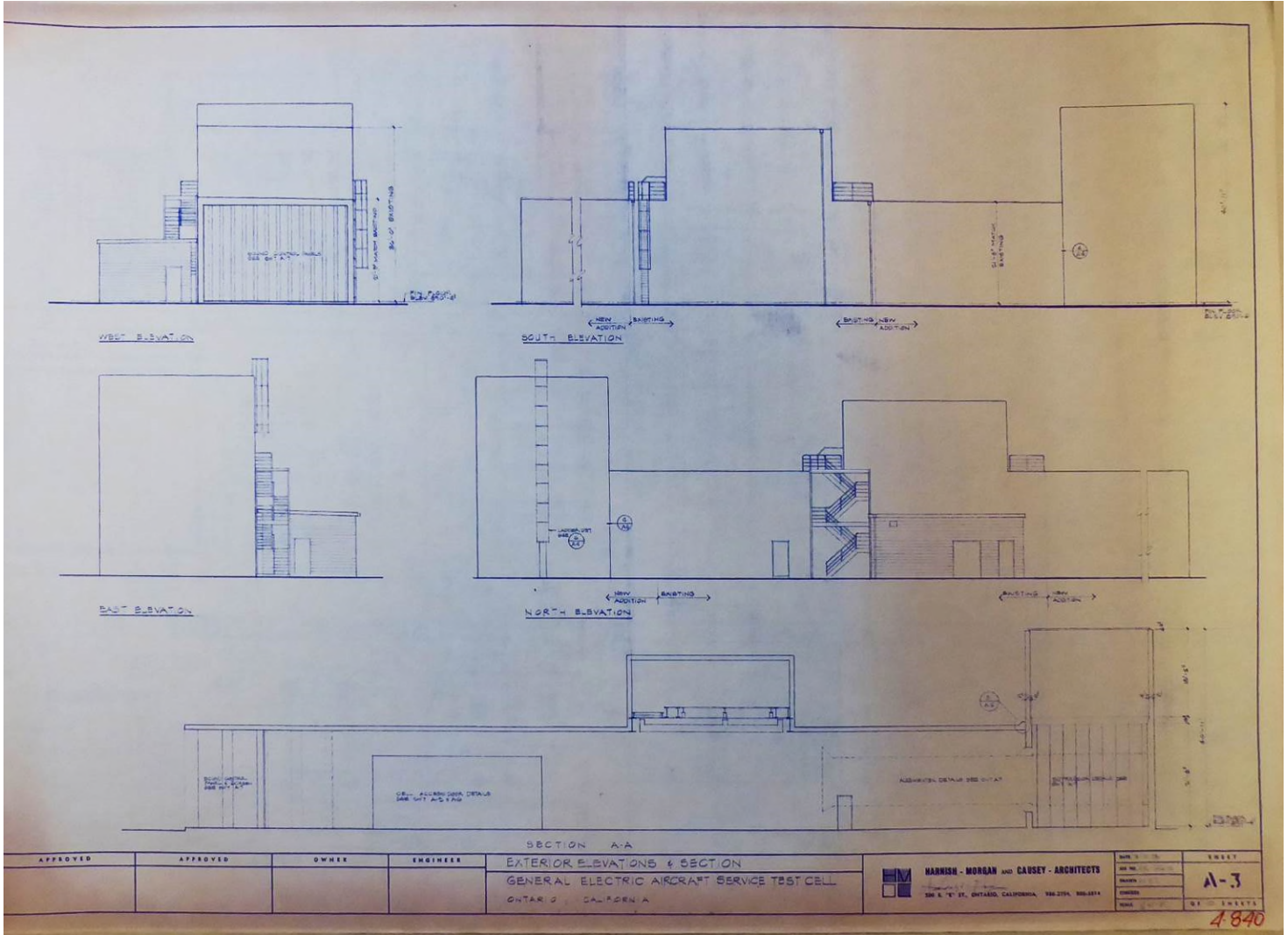


Image 17. Architectural drawing showing Test Cell 1 (General Electric, 1956) [from Ontario International Airport Authority records].

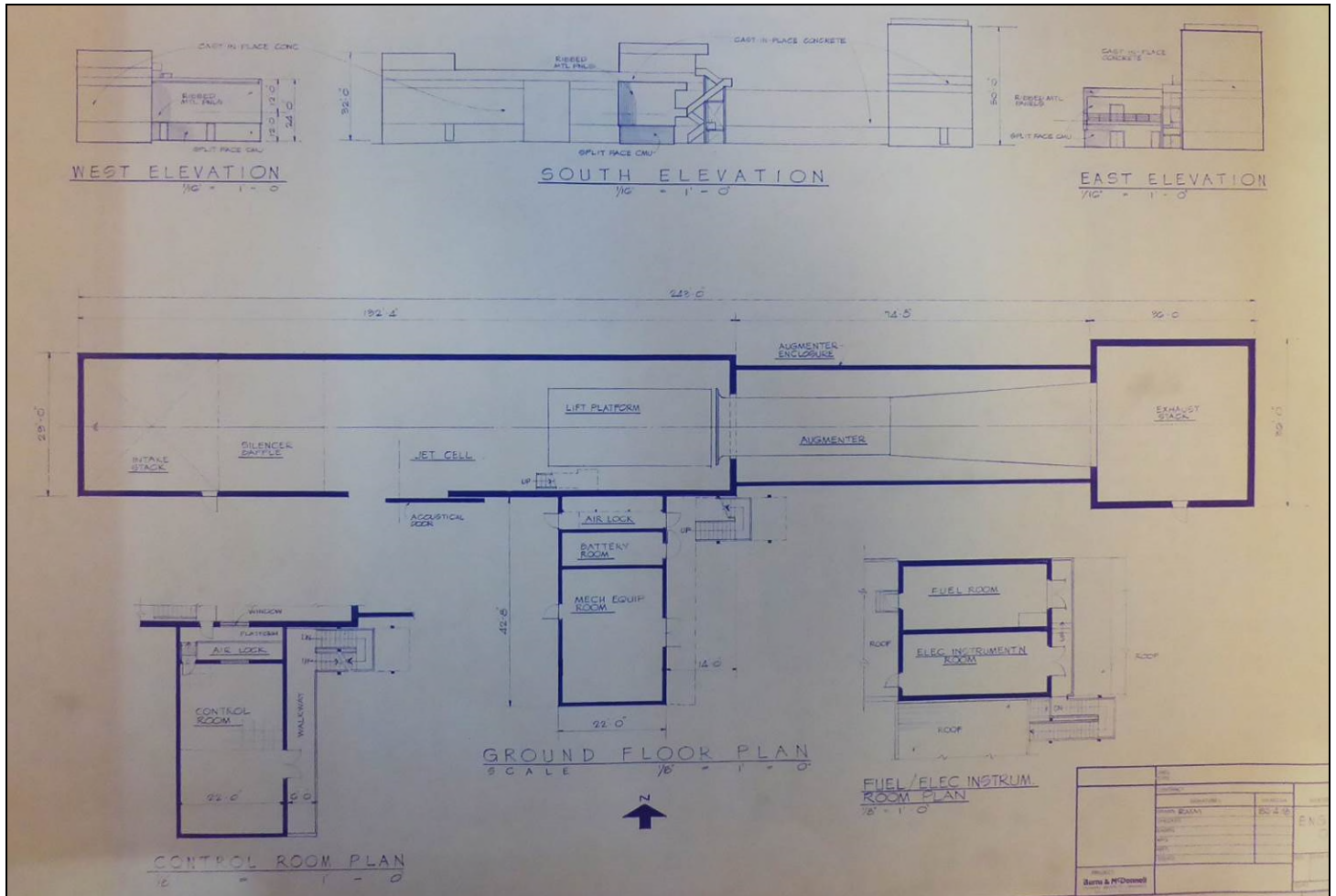


Image 18. Architectural drawing showing layout and function of Test Cell 2 (General Electric, April 18, 1986) [from Ontario International Airport Authority records].

***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

Page 1 of 8

*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.

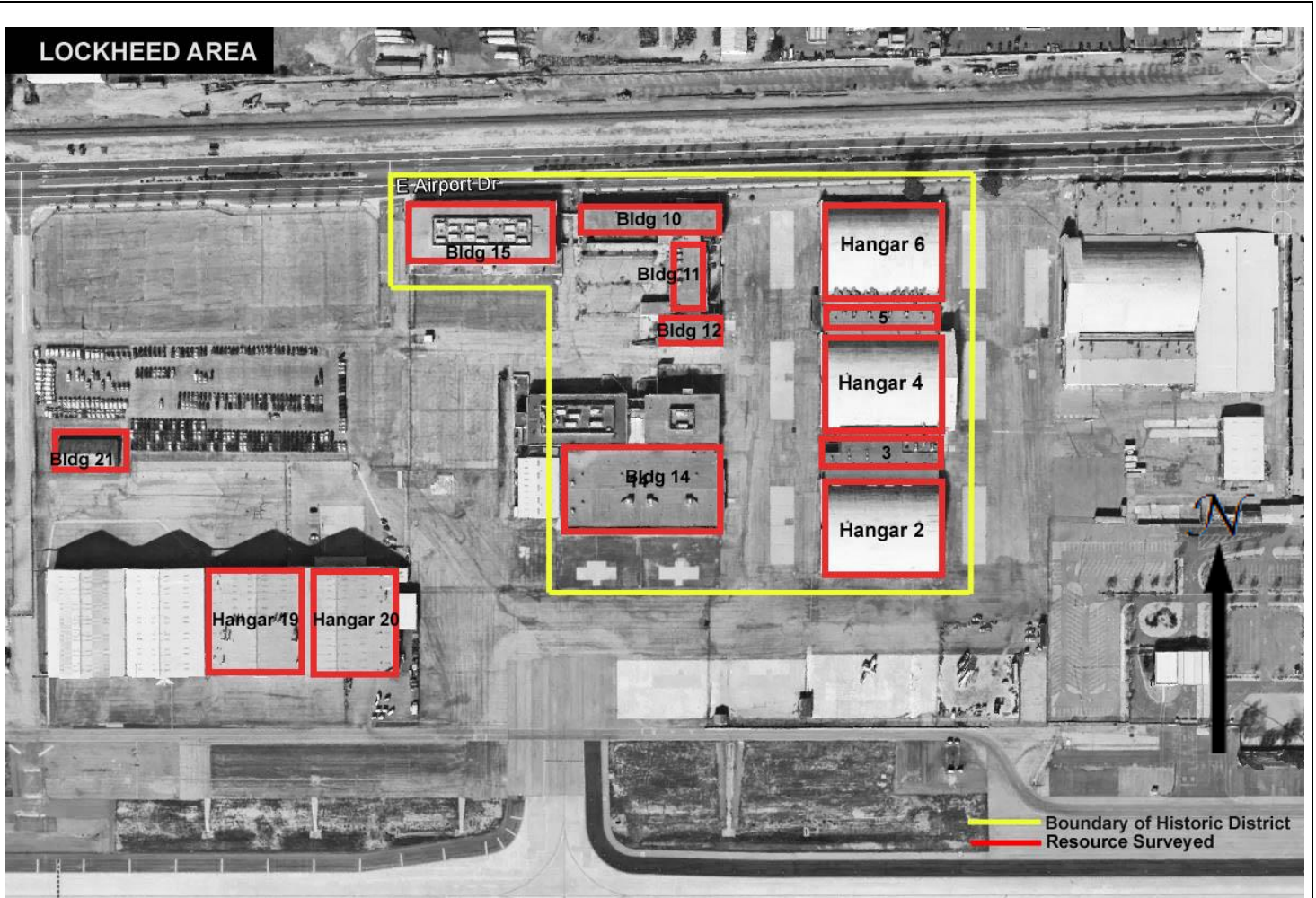
The historic district comprises an executive office building, along with associated cafeteria, a mail room, a warehouse, three barrel-roofed hangars and associated ancillary buildings and structures. An additional office building constructed in 1968 in the vicinity of the core of the historic district 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)

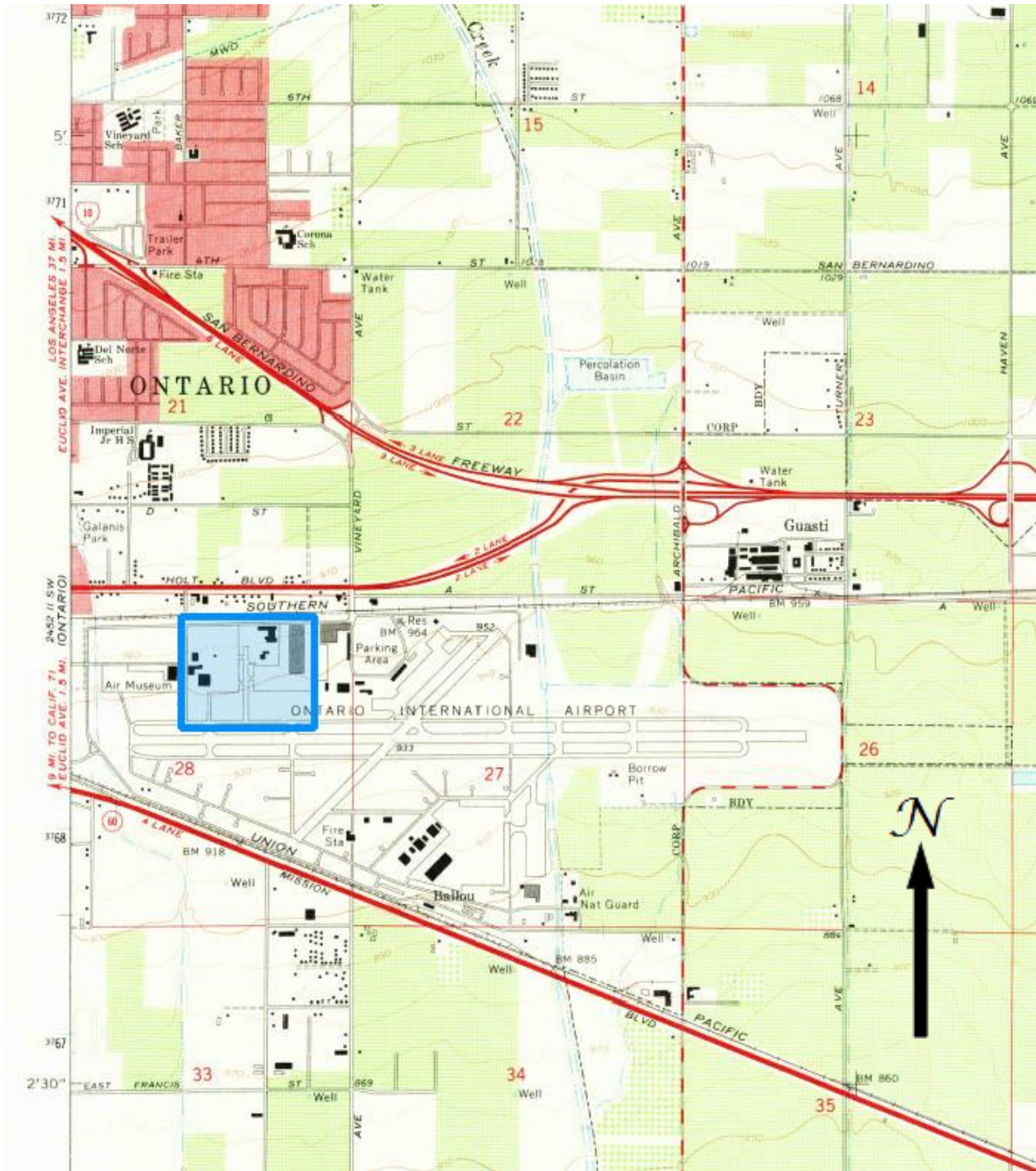
*D8. Evaluator: Shannon Davis and Marilyn Novell

Date: _____

Affiliation and Address: ASM Affiliates, Inc., 20 N. Raymond Avenue, Pasadena, CA 91103



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

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): _____



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.

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 4

*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

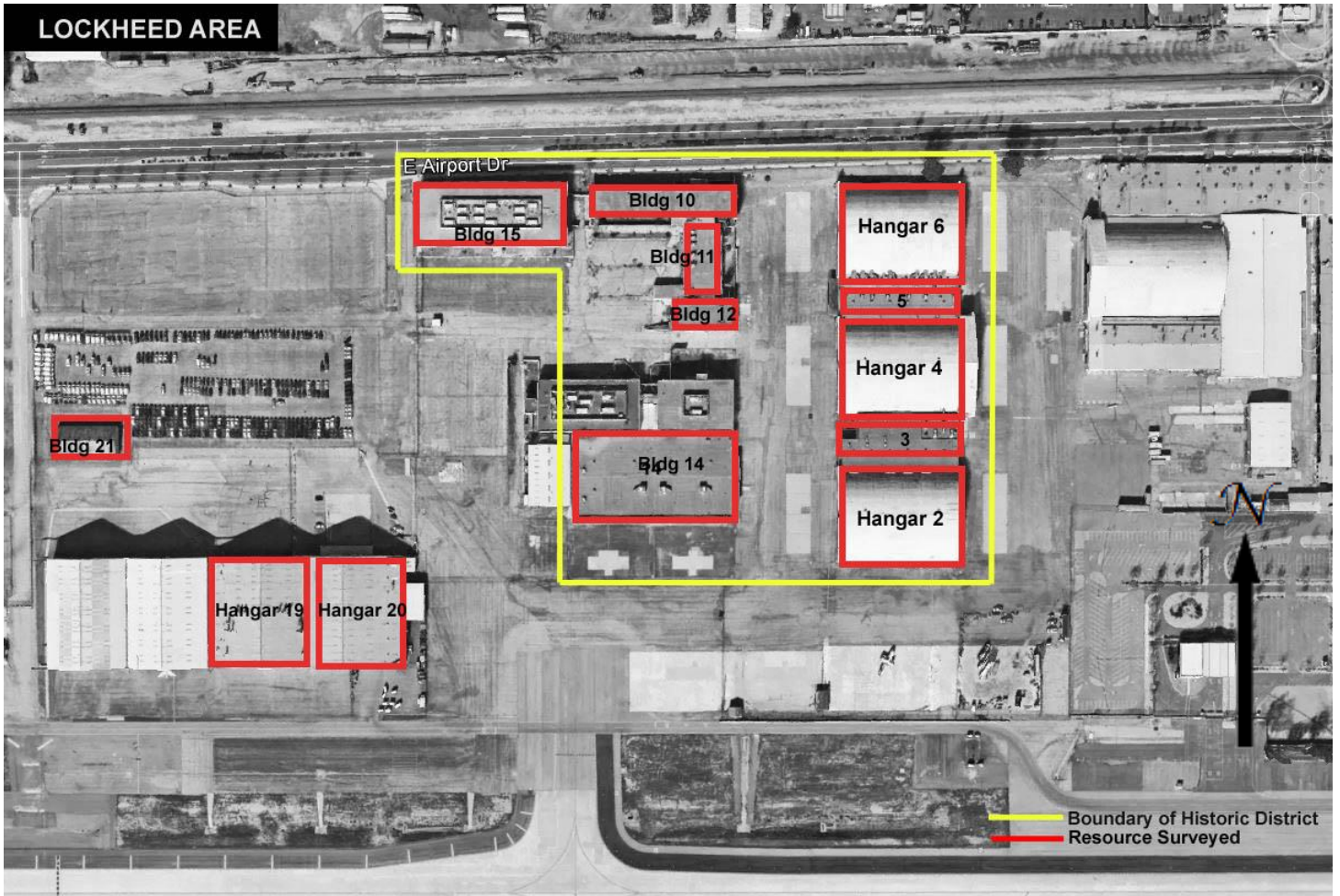
(This space is reserved for official comments)

Sketch Map with north arrow required.



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.

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.



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.

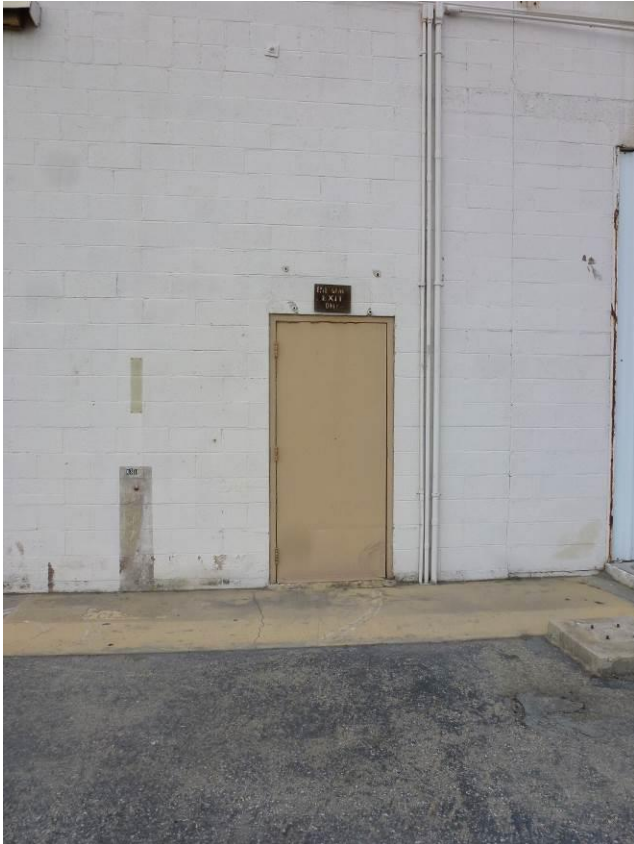


Image 3. Detail view looking west at the east façade.



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): _____



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.

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 4

*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

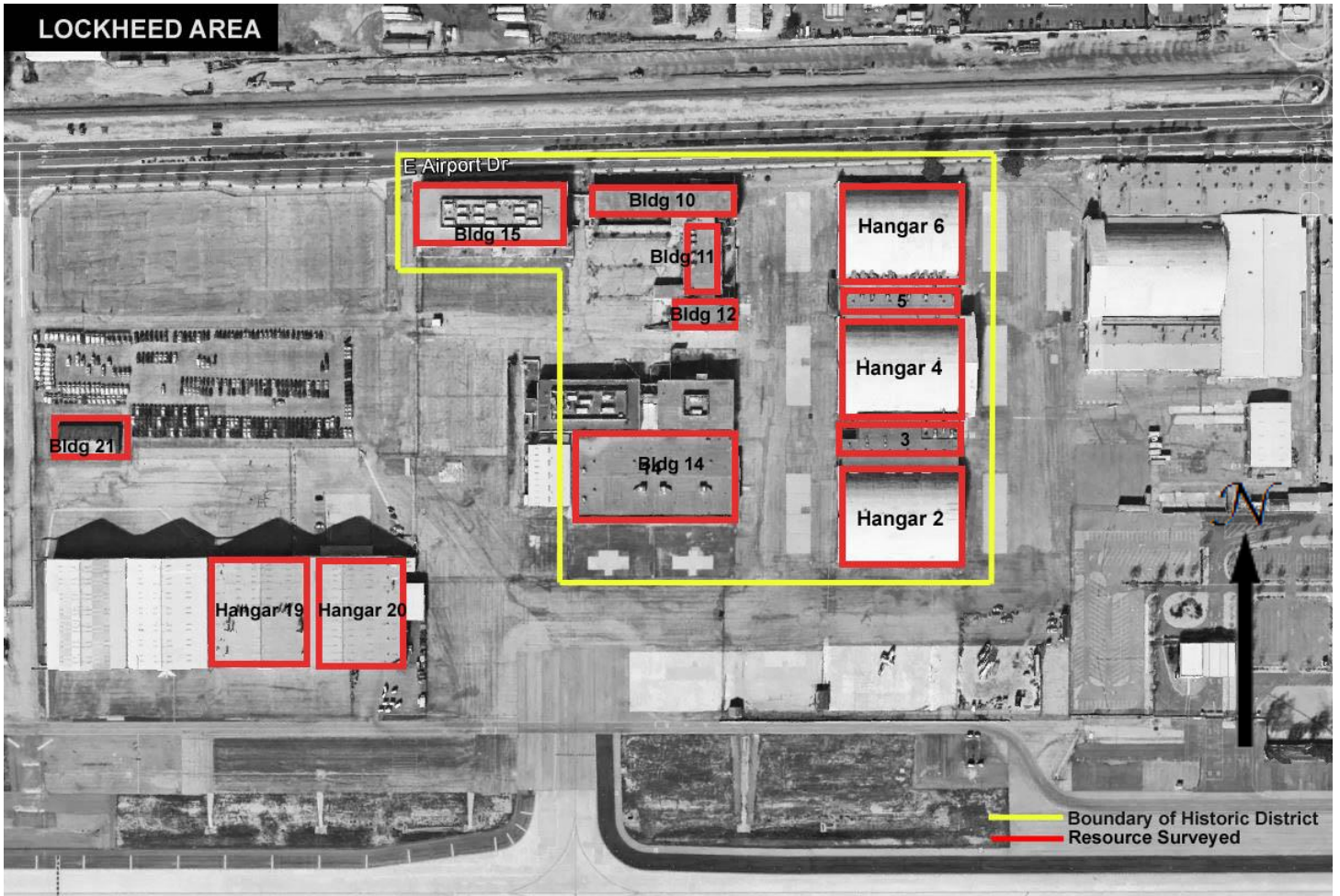
(This space is reserved for official comments)

Sketch Map with north arrow required.



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.



Image 1. View looking northeast at the west façade.



Image 2. Detail view looking west at the east façade.

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): _____



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.

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 4

*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

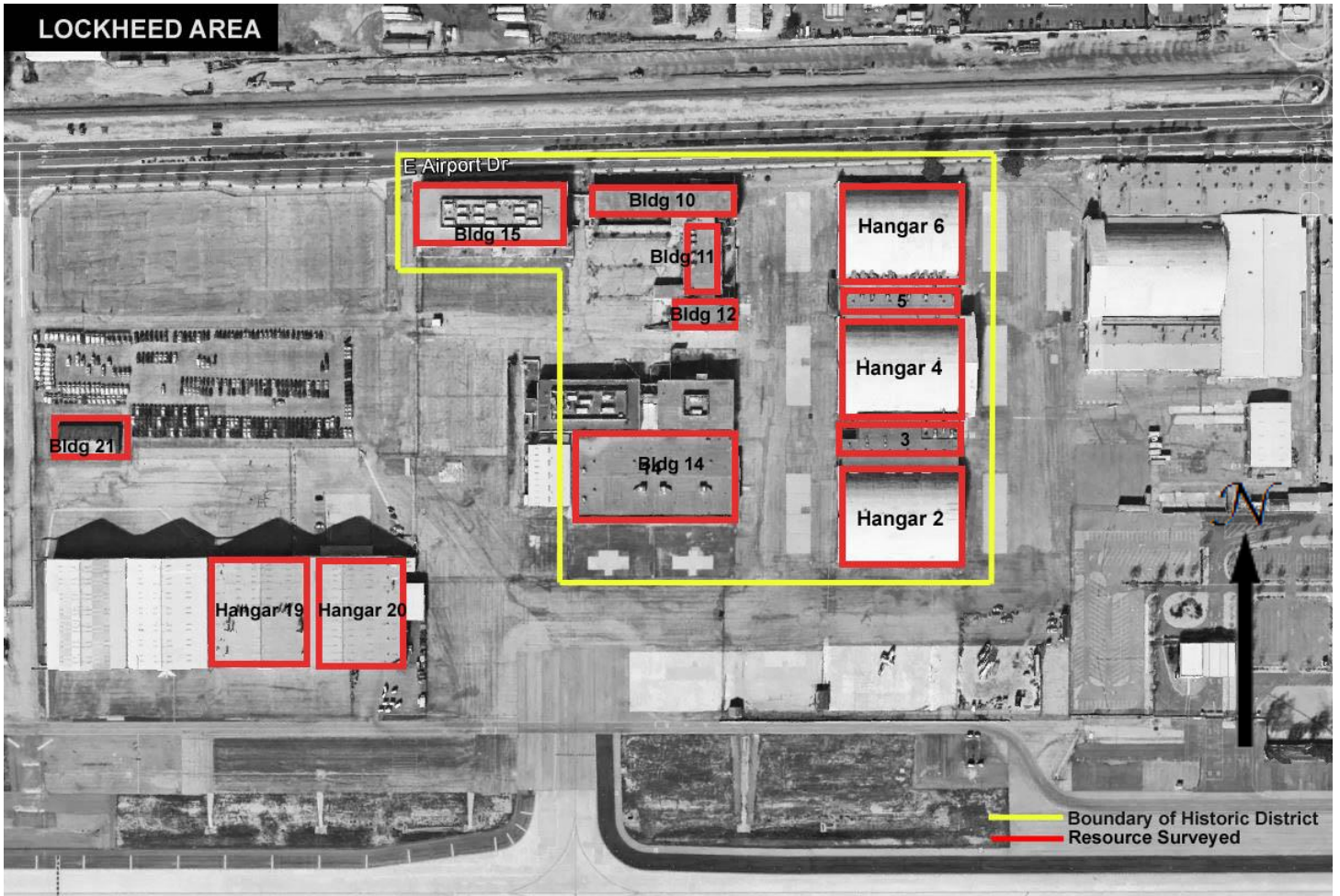
(This space is reserved for official comments)

Sketch Map with north arrow required.



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.

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.



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.

Page 3 of 7 *Resource Name or # (Assigned by recorder) Lockheed Executive Office Building (Building 10)
Recorded by: Shannon Davis and Marilyn Novell Date: December 2016



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.

Page 4 of 7 *Resource Name or # (Assigned by recorder) Lockheed Executive Office Building (Building 10)
Recorded by: Shannon Davis and Marilyn Novell Date: December 2016



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.

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 6 of 7

*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.

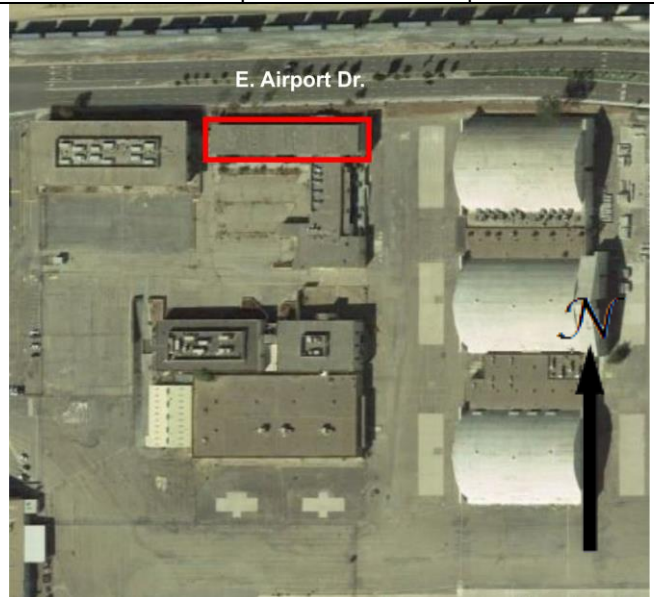
B13. Remarks:

*B14. Evaluator: ASM Affiliates, Inc. (Shannon Davis and Marilyn Novell)

*Date of Evaluation: June 2017

(This space is reserved for official comments)

Sketch Map with north arrow required.



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.

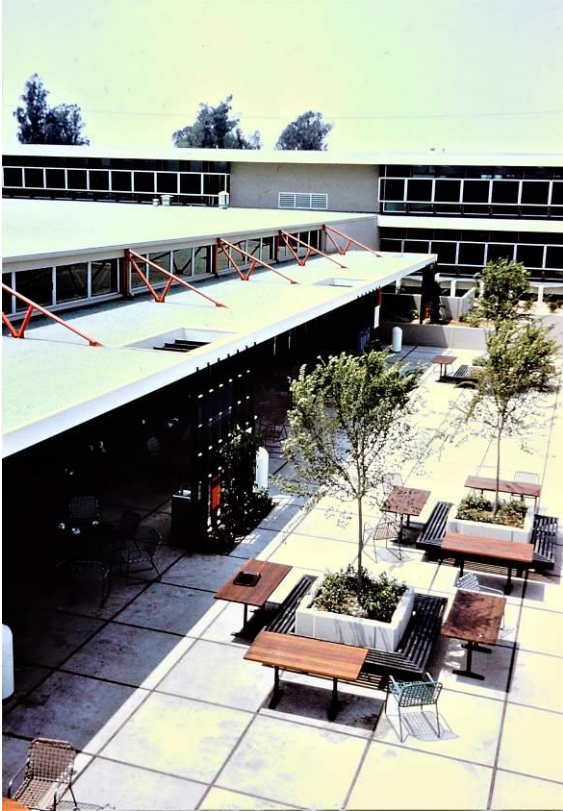


Image 5. View looking northwest at Building 11 (Building 10 in background), ca. 1956. Source: Collection of Colin Russell.



Image 6. Interior view looking northeast, ca. 1956. Source: Collection of Colin Russell.

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 4 of 5

*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.

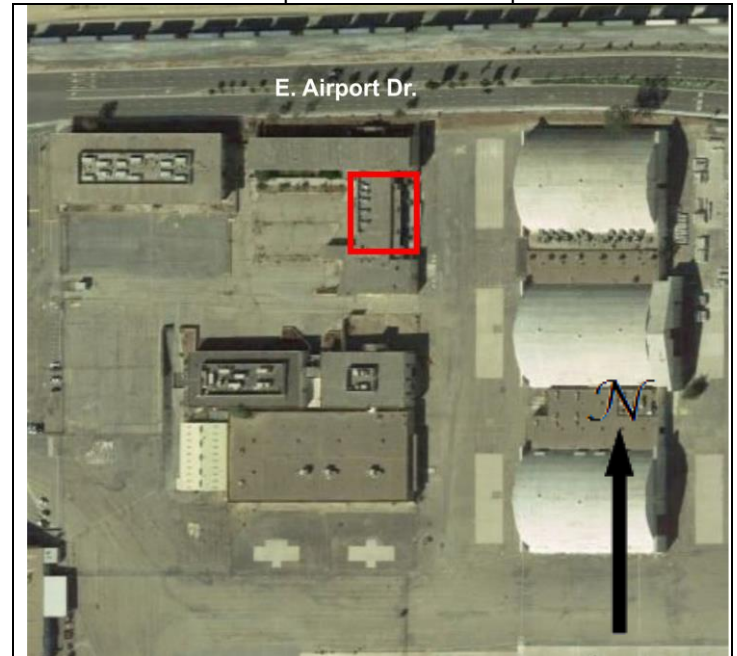
B13. Remarks:

*B14. Evaluator: ASM Affiliates, Inc. (Shannon Davis and Marilyn Novell)

*Date of Evaluation: June 2017

(This space is reserved for official comments)

Sketch Map with north arrow required.



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 1/4 of 1/4 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): _____



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.

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 1/4 of 1/4 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 facade, a flat canopy shelters two vehicle bay doors and two personnel doors. The other facades are smooth tilt-up concrete. Other than the doors at the primary facade, 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 facades.

*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): _____



Image 1. View looking west at the east façade of Building 14 (left).



Image 2. Detail view of aggregate concrete panel.

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

(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.

Page 2 of 5

*Resource Name or # (Assigned by recorder) Lockheed Office Building (Building 15)

Recorded by: Shannon Davis and Marilyn Novell

Date: December 2016

***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.

Page 4 of 5 *Resource Name or # (Assigned by recorder) Lockheed Office Building (Building 15)
Recorded by: Shannon Davis and Marilyn Novell Date: December 2016

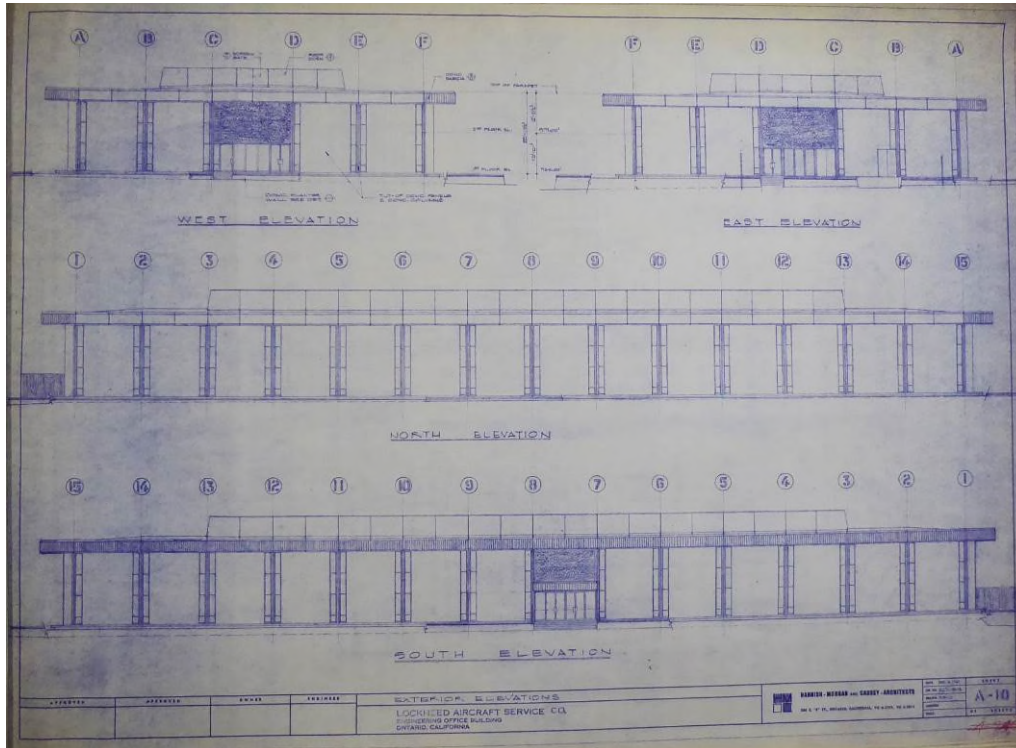


Image 9. Elevations. Architect's drawing, 1967. Source: LAWA records.

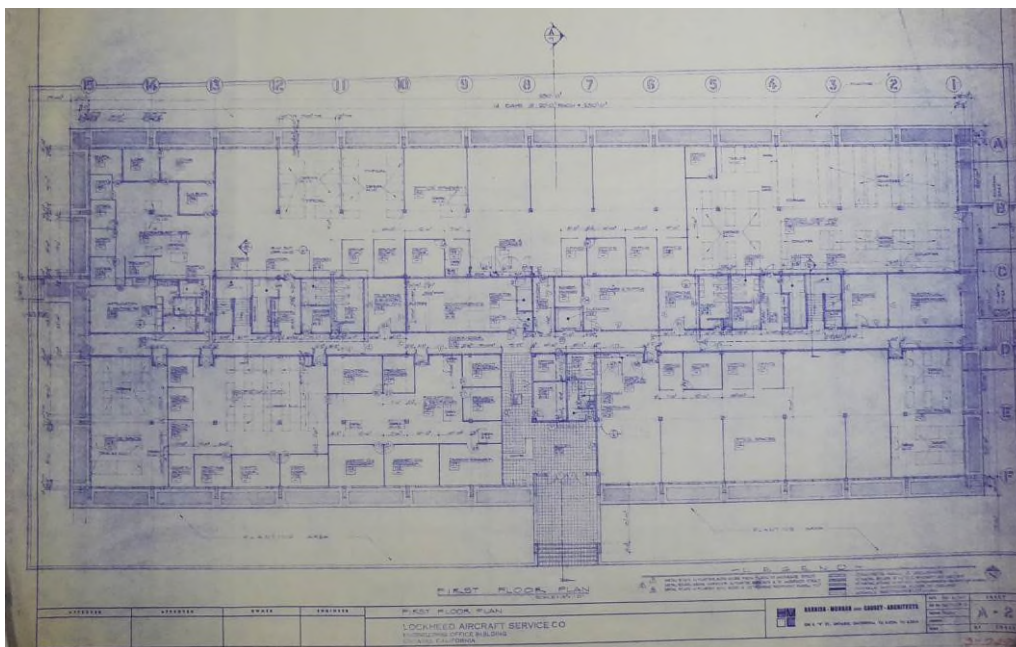


Image 10. First floor plan. Architect's drawing, 1967. Source: LAWA records.

Page 5 of 5

*Resource Name or # (Assigned by recorder)

Lockheed Office Building (Building 15)

Recorded by: Shannon Davis and Marilyn Novell

Date: December 2016

Continuation Update

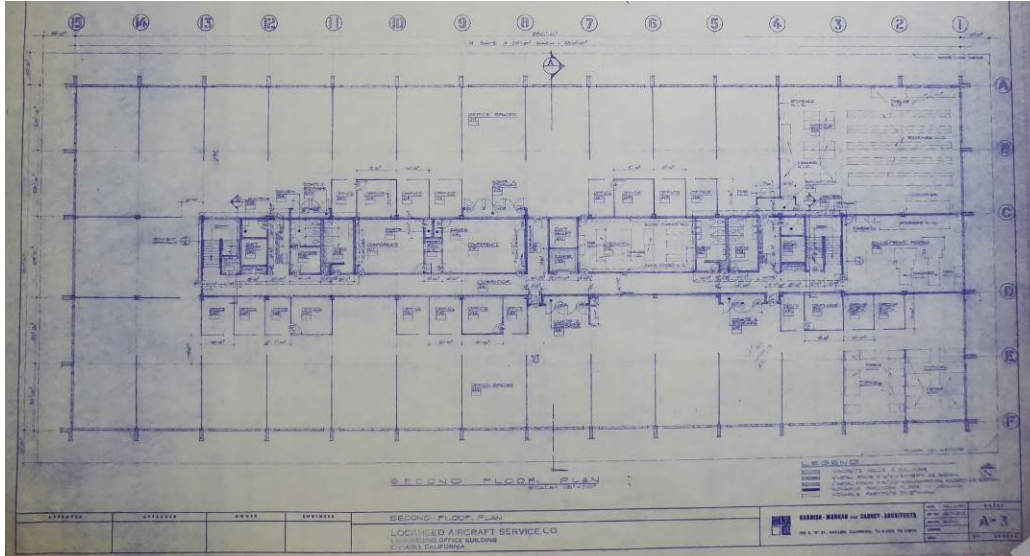


Image 11. Second floor plan. Architect's drawing, 1967. Source: LAWA records.

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 1/4 of 1/4 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.



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



Image 2. Interior view looking northeast.



Image 3. Interior view looking northwest.

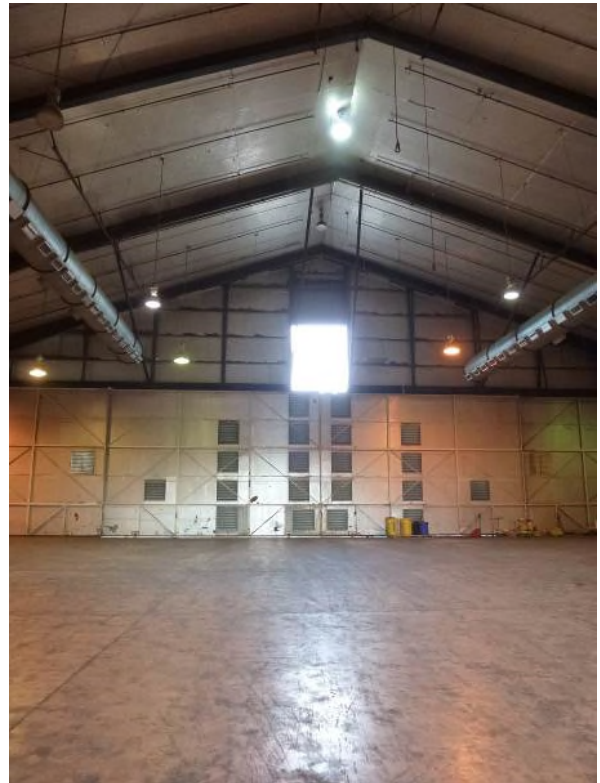


Image 4. Interior view looking north.

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 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.



Image 1. View looking west at the east façade.



Image 2. Detail view looking southwest at the north façade.

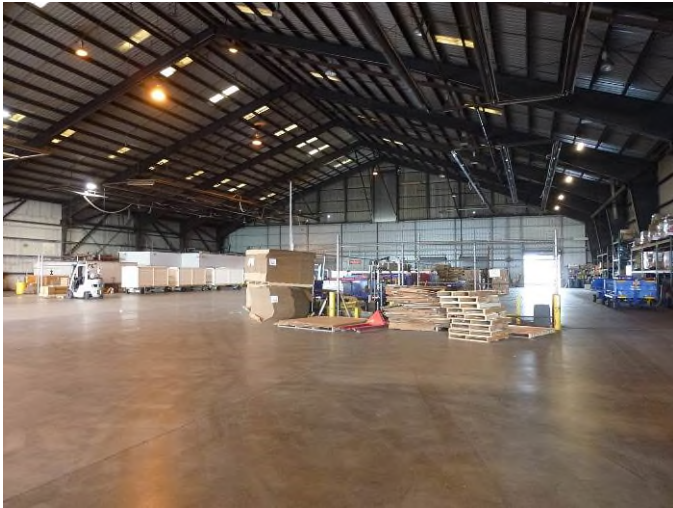


Image 3. Interior view looking north.



Image 4. Interior view looking southwest.

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): _____



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.

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 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 airport (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.):

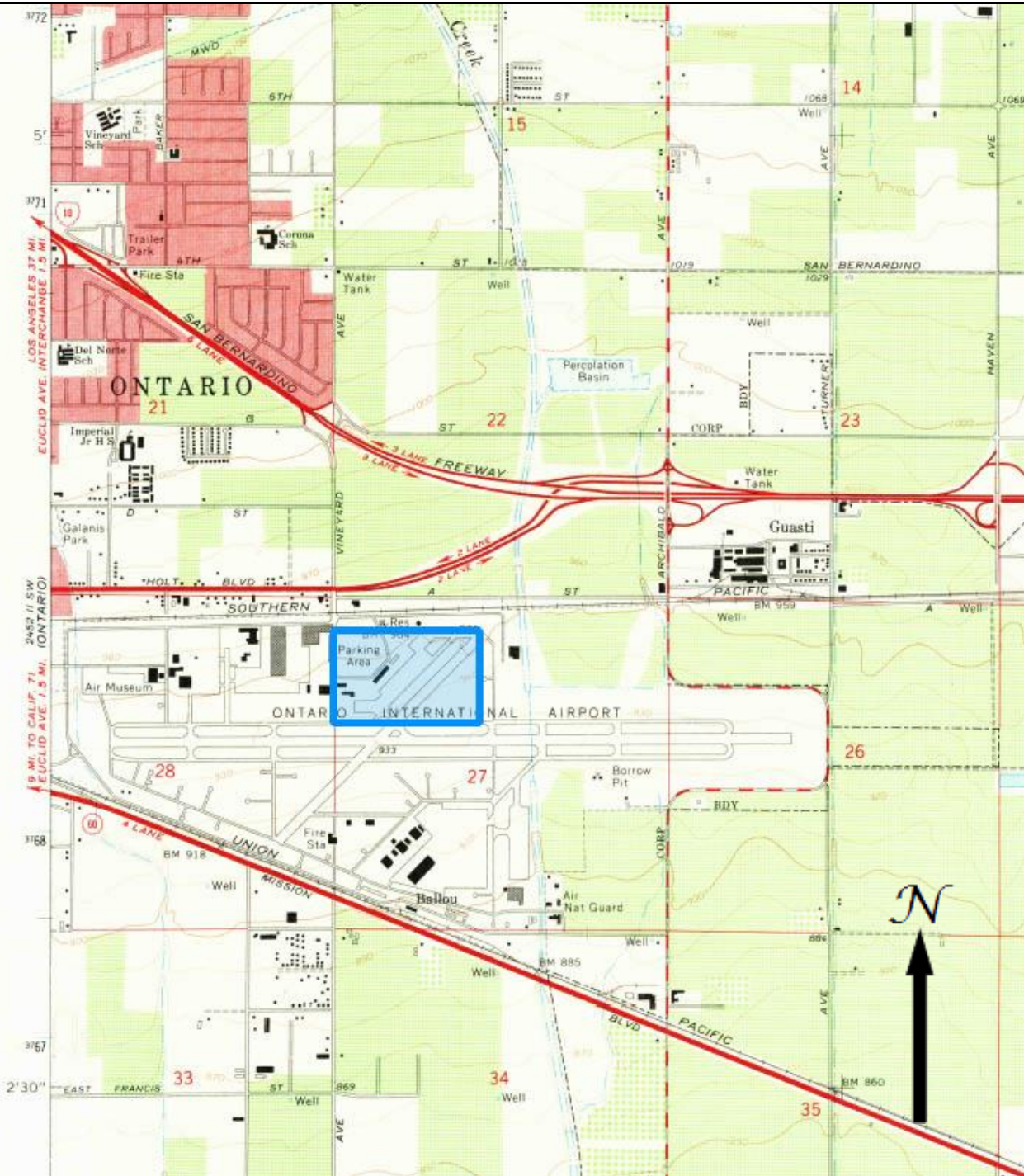
- Los Angeles Department of Airports (LADOA). 1983. *Ontario International Airport Information: Service, Economics, Improvements and Growth Potential* (Quarterly Report). Ontario, CA: Los Angeles Department of Airports.
- National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation*. 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.

Page 4 of 7
*Map Name:

*Resource Name or # (Assigned by recorder) Terminal One Historic District
*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.

Page 6 of 7 *Resource Name or # (Assigned by recorder) Terminal One Historic District
Recorded by: Shannon Davis and Marilyn Novell Date: June 2017



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).

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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)

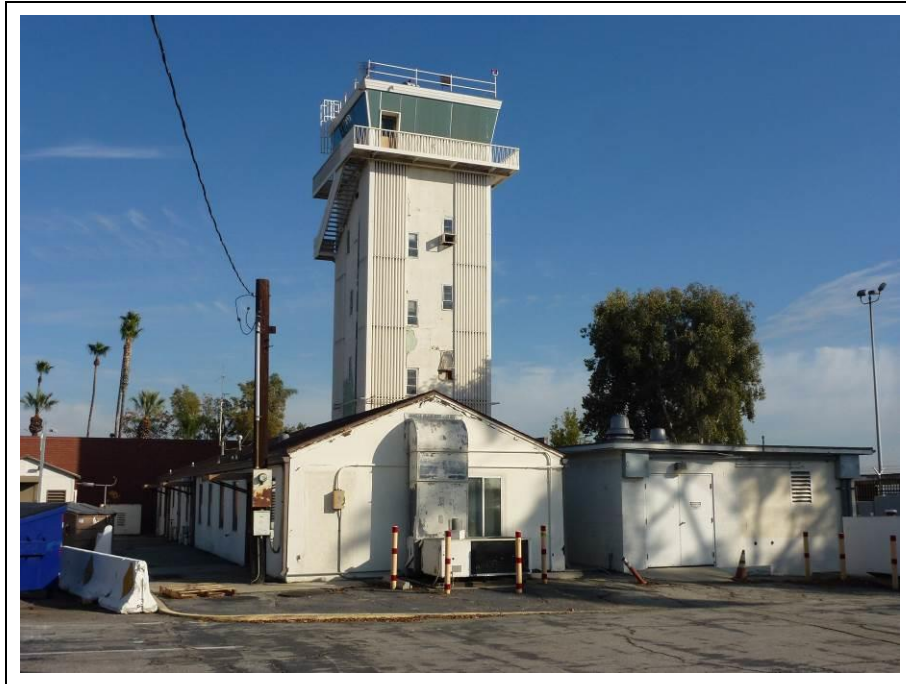
The Ontario International Airport (ONT) air control tower was constructed by the FAA in 1952-1953, with federal funds approved in 1952. Designed by architect Jay Dewey Harnish, it was said to be the first in the nation to be designed strictly according to Civil Aeronautics Administration rules.¹ The 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.*



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.

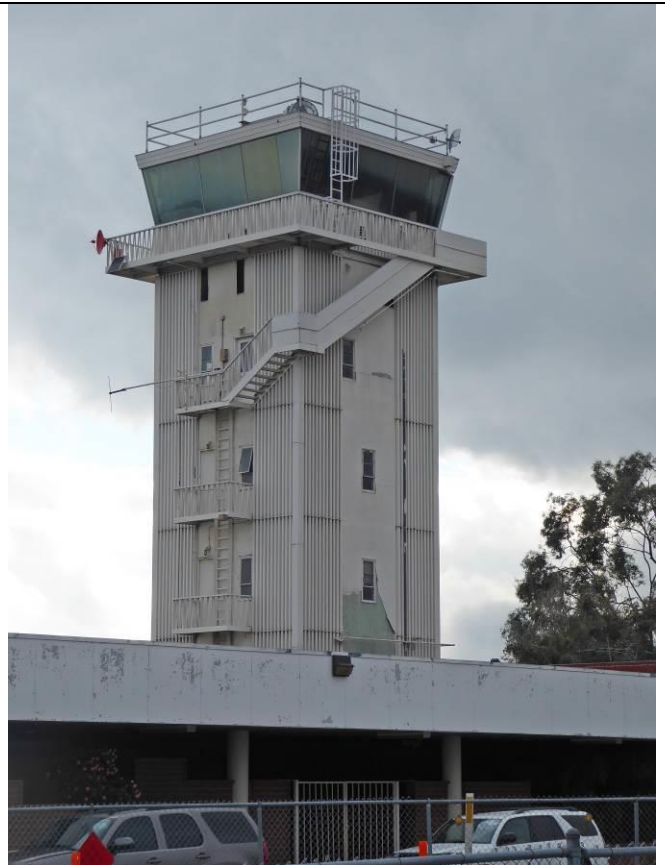


Image 4. View looking southwest at the east and north façades.



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].

Primary # _____

HRI # _____

Trinomial _____

Page 6 of 8

*Resource Name or # (Assigned by recorder)

Air Control Tower and Ancillary Buildings

Recorded by: Shannon Davis and Marilyn Novell

Date: December 2016

Continuation Update

***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-concrete 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.

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 7 of 8

*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.

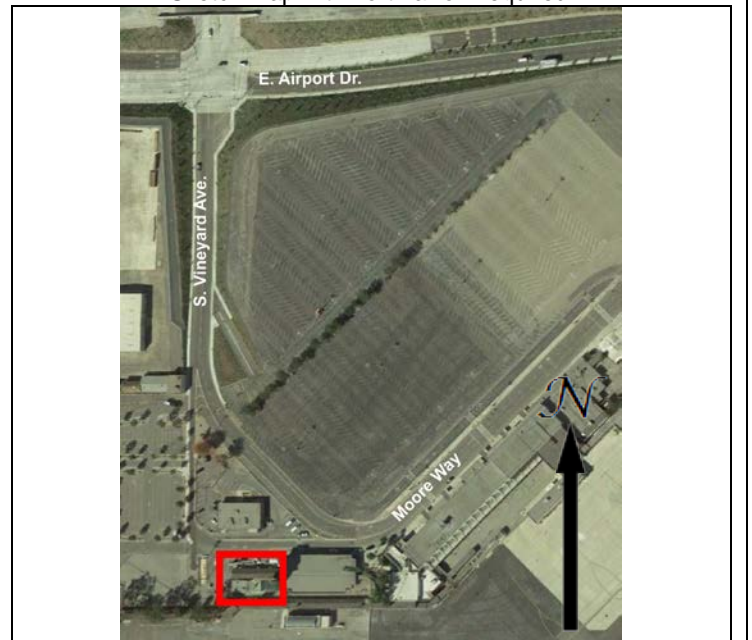
B13. Remarks:

*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.



Page 8 of 8 *Resource Name or # (Assigned by recorder) Air Control Tower and Ancillary Buildings
Recorded by: Shannon Davis and Marilyn Novell Date: December 2016

Continuation Update



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 1/4 of 1/4 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.



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.

Page 3 of 13
Recorded by: Shannon Davis and Marilyn Novell

*Resource Name or # (Assigned by recorder)

Terminal One

Date: December 2016



Image 5. Interior view of ticketing area looking northeast.



Image 6. Interior view of waiting room looking southeast.

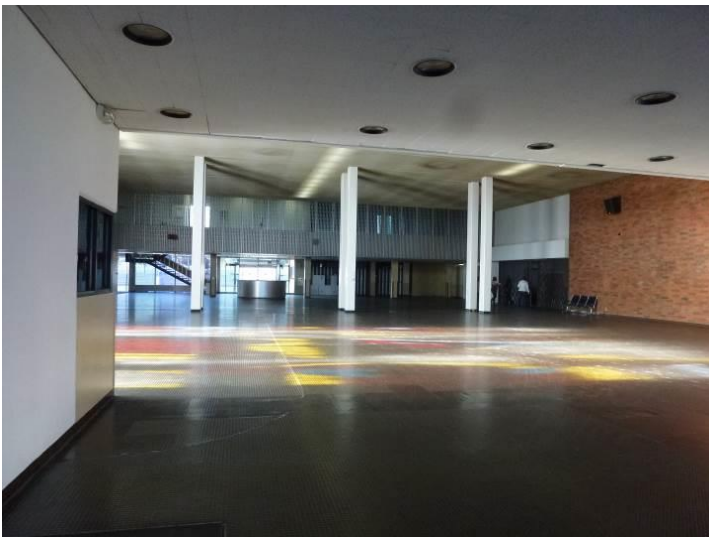


Image 7. Interior view of waiting room looking northwest.



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.

Page 5 of 13 *Resource Name or # (Assigned by recorder) Terminal One
Recorded by: Shannon Davis and Marilyn Novell Date: December 2016



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).

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Recorded by: Shannon Davis and Marilyn Novell

*Resource Name or # (Assigned by recorder)

Terminal One

Date: December 2016



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.

Primary # _____
HRI # _____
Trinomial _____

Page 10 of 13 *Resource Name or # (Assigned by recorder) Terminal One
Recorded by: Shannon Davis and Marilyn Novell Date: December 2016

Continuation Update

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.

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 11 of 13

*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: Hoefler 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, 1950-1967 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. 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.



CONTINUATION SHEET

Primary # _____

HRI # _____

Trinomial _____

Page 12 of 13

*Resource Name or # (Assigned by recorder)

Terminal One

Recorded by: Shannon Davis and Marilyn Novell

Date: December 2016

Continuation Update

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.

Page 13 of 13 *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.

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 1/4 of 1/4 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.



Image 1. View looking south at the north façade.

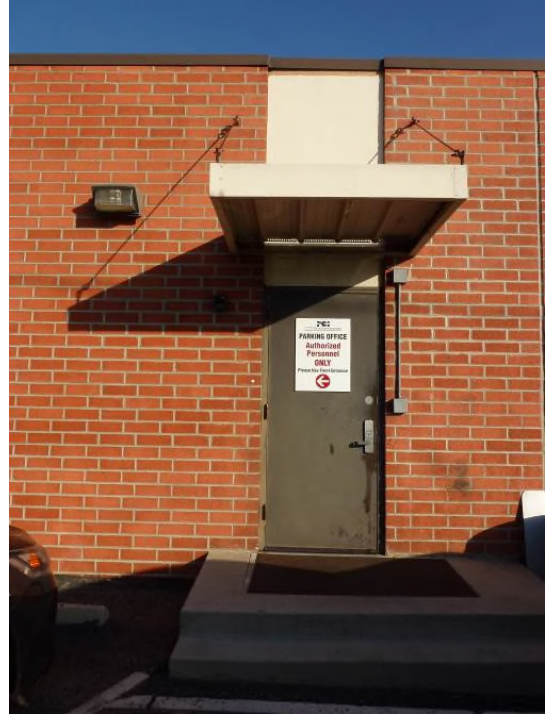


Image 2. Detail view of secondary entrance on west façade.



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



Image 4. Detail view looking at the north façade.

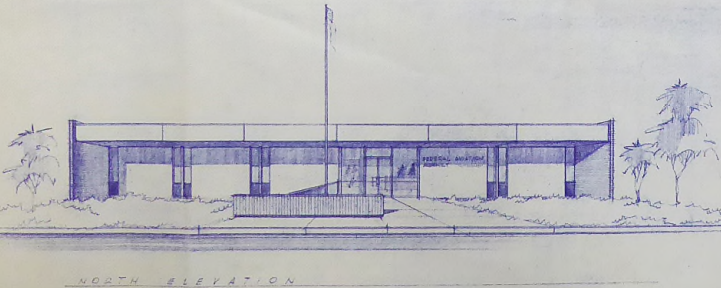
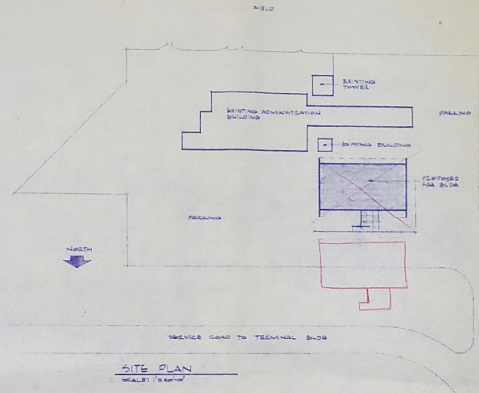
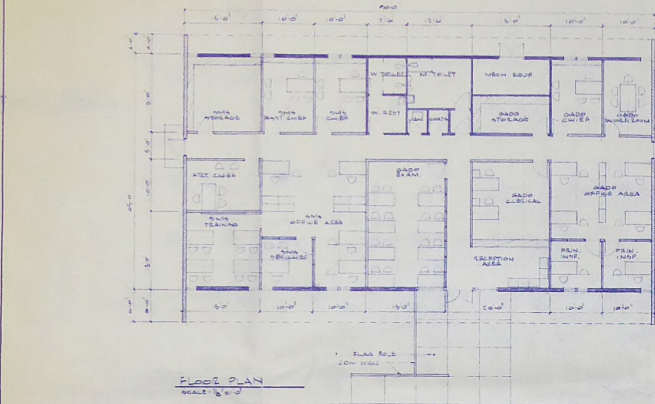
Page 3 of 4 *Resource Name or # (Assigned by recorder) FAA Flight Services Building
 Recorded by: Shannon Davis and Marilyn Novell Date: December 2016



Image 5. Interior view looking west of office.



Image 6. Interior view.



APPROVED	APPROVED	OWNER	ENGINEER	PROPOSED OFFICE BLDG FOR FAA ONTARIO INTERNATIONAL AIRPORT ONTARIO, CALIF.	HARRISH-MORGAN AND CAUSEY-ARCHITECTS 222 E. 9 TH STREET, ONTARIO, CALIFORNIA 91764-6314	DATE: 12/16/65	ENGINEER
						DRAWN BY: _____ CHECKED BY: _____ SCALE: _____ OF SHEETS	

Image 7. Architectural drawing showing floor plan and façade drawing.
 [architectural drawing dated 1965, Ontario International Airport Authority records]

Page 4 of 4 ***Resource Name or # (Assigned by recorder)** FAA Flight Services Building
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016
 Continuation Update

***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.

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 1/4 of 1/4 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): _____



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.

Page 3 of 3

*Resource Name or # (Assigned by recorder) Baggage Claim B

Recorded by: Shannon Davis and Marilyn Novell

Date: December 2016



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 **1/4 of 1/4 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):

Page 2 of 3

*Resource Name or # (Assigned by recorder)

Residence, 1218 East Airport Drive

Recorded by: Shannon Davis and Marilyn Novell

Date: June 2017

Continuation Update



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.

Page 3 of 3

*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

(This space is reserved for official comments)

Sketch Map with north arrow required.



PH83-16-11

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

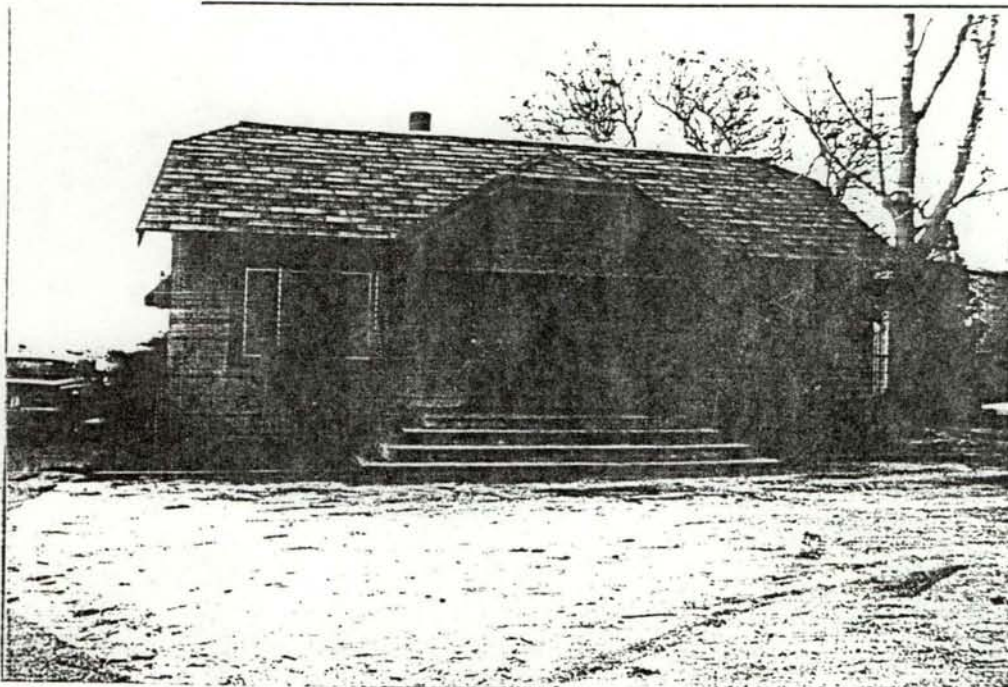
6. Present Use: office and tool & die manufacturer
Original Use: dwelling

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 roof has 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

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 ()

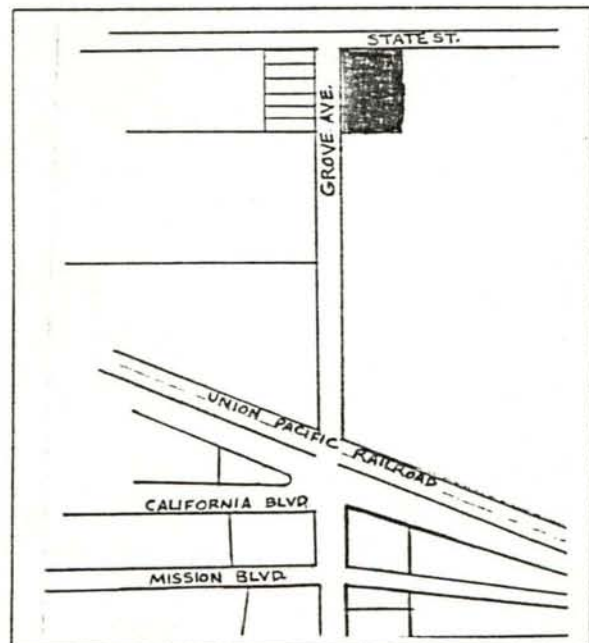
21. Sources (List books, documents, surveys, personal interviews and their dates.)

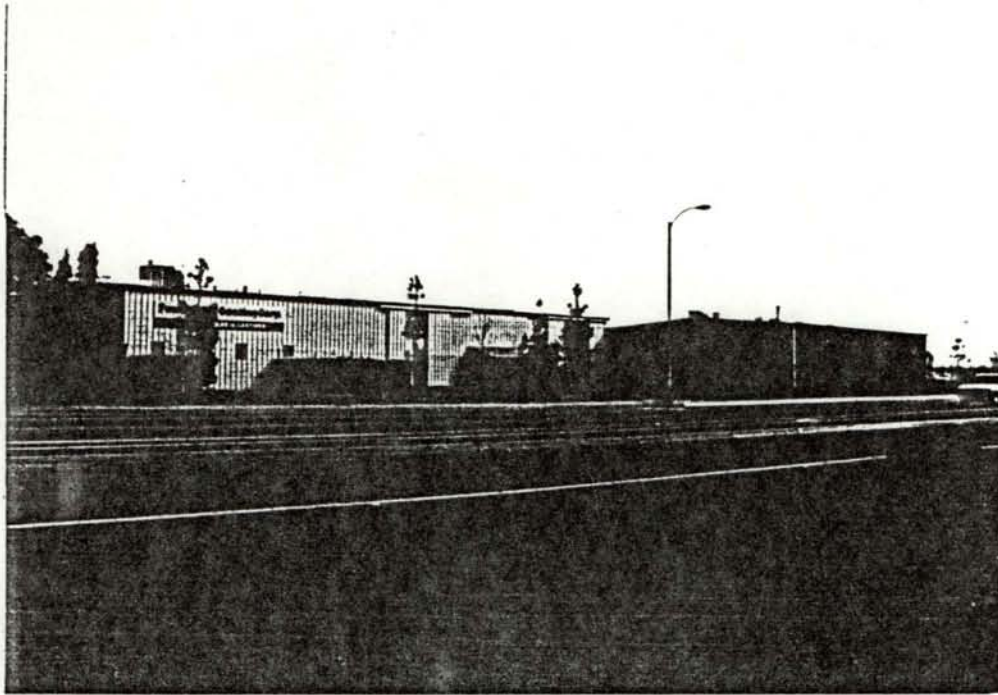
Field Survey, February 1989
Building Permit File

22. Date form prepared:

March 1989
By: Rebecca Conard
Organization: PHR Associates
Address: Santa Barbara
City: 93101
Zip Code: (805) 965-2357
Phone:

Location sketch map (draw & label site and surrounding streets, roads, and prominent landmarks)





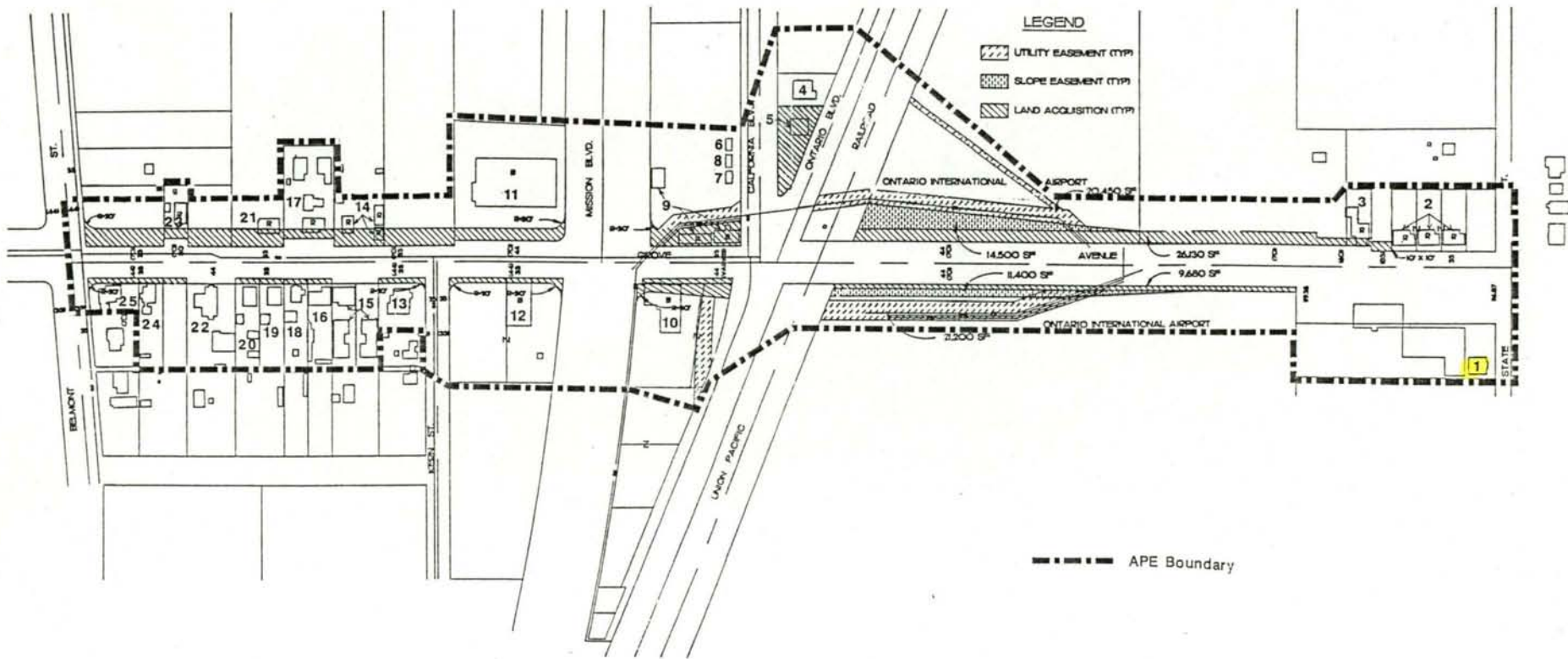


FIGURE 3
 AREA OF POTENTIAL EFFECTS FOR CULTURAL RESOURCES

36-03937

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 1/4 of 1/4 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):



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.

Page 3 of 4

*Resource Name or # (Assigned by recorder)

Residences, 1221 East Airport Drive

Recorded by: Shannon Davis and Marilyn Novell

Date: January 2017

Continuation Update



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 1966¹ 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.

Page 4 of 4

*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.



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.



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.

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 4 of 4

*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

(This space is reserved for official comments)

Sketch Map with north arrow required.



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): _____



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.

Page 4 of 7

*Resource Name or # (Assigned by recorder)

Fire Station No. 3

Recorded by: Shannon Davis and Marilyn Novell

Date: December 2016



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.

Page 6 of 7

*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. Kazeber

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.

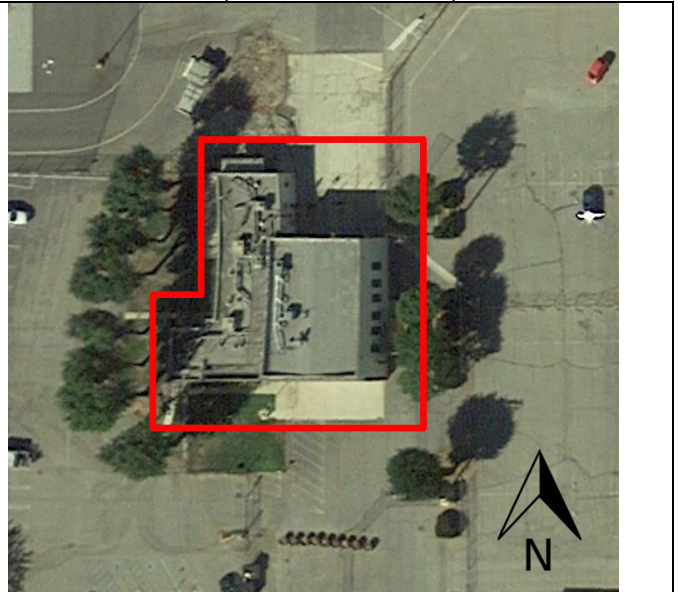
B13. Remarks:

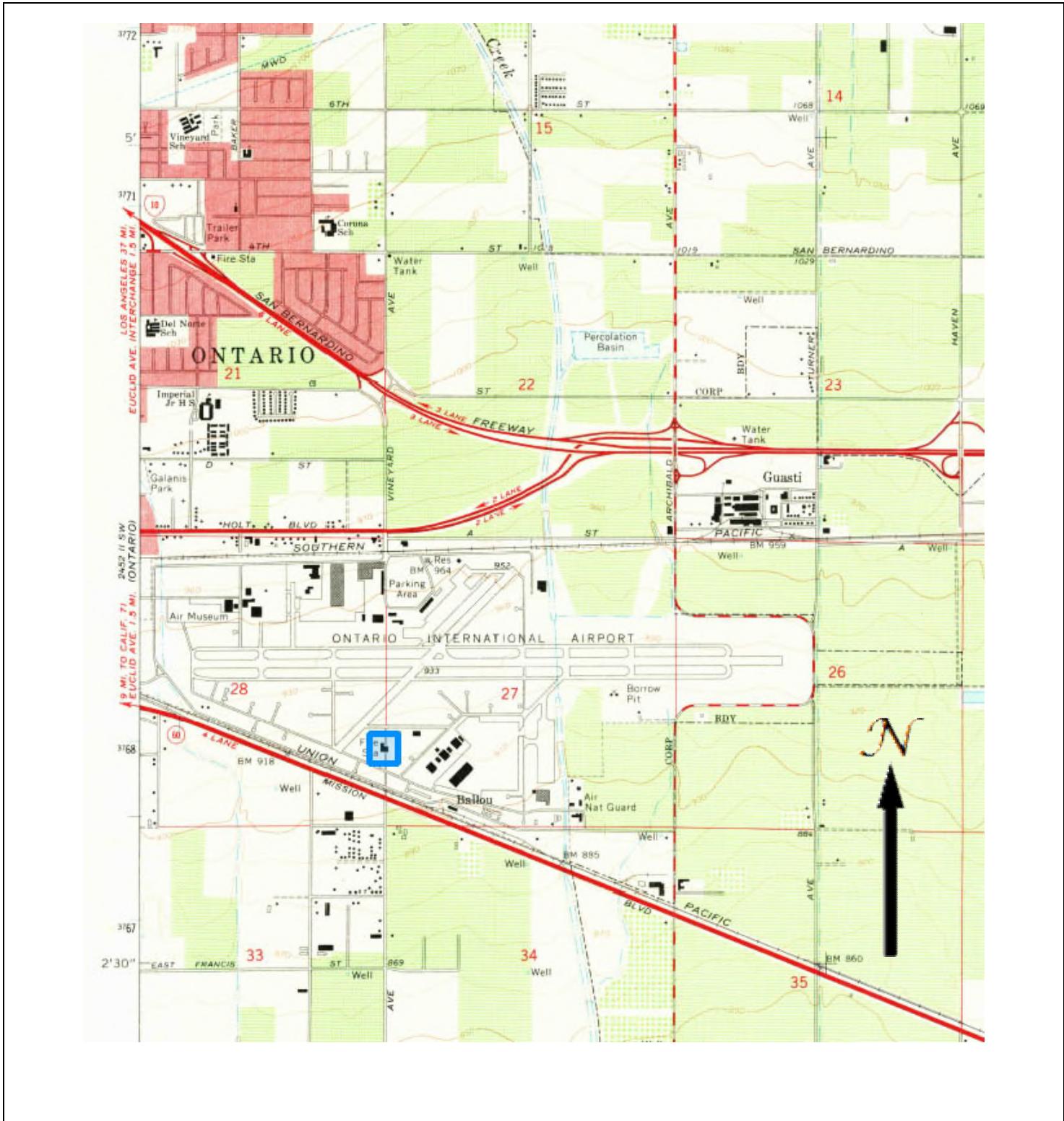
*B14. Evaluator: ASM Affiliates, Inc. (Shannon Davis and Marilyn Novell)

*Date of Evaluation: June 2017

(This space is reserved for official comments)

Sketch Map with north arrow required.





APPENDIX 2
Properties Surveyed

Buildings and Areas Surveyed	Year Built	Status Code¹
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

