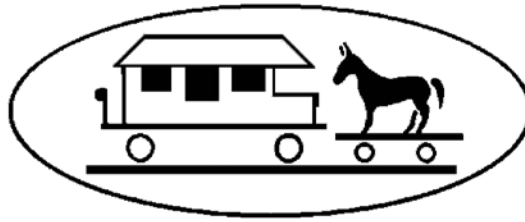


Historic Ontario



The "Model Colony"

**CITY OF ONTARIO HISTORIC PRESERVATION  
COMMISSION  
HISTORIC PRESERVATION SUBCOMMITTEE**

**AGENDA**

**September 14, 2017**

**All documents for public review are on file in the Planning Department located in City Hall at 303 East "B" Street, Ontario, CA 91764.**

**MEETINGS WILL BE HELD AT 5:30 PM IN COMMUNITY CONFERENCE ROOMS  
1 & 2 LOCATED AT 303 East "B" Street**

**PUBLIC COMMENTS**

*Citizens wishing to address the Historic Preservation Subcommittee on any matter that is not on the agenda may do so at this time. Please state your name and address clearly for the record and limit your remarks to five minutes.*

*Please note that while the Historic Preservation Subcommittee values your comments, the members cannot respond nor take action until such time as the matter may appear on the forthcoming agenda.*

**AGENDA ITEMS**

*For each of the items listed below the public will be provided an opportunity to speak. After a staff report is provided, the chairperson will open the public hearing. At that time the applicant will be allowed five (5) minutes to make a presentation on the case. Members of the public will then be allowed five (5) minutes each to speak. The Historic Preservation Subcommittee may ask the speakers questions relative to the case and the testimony provided. The question period will not count against your time limit. After all persons have spoken, the applicant will be allowed three minutes to summarize or rebut any public testimony. The chairperson will then close the public hearing portion of the hearing and deliberate the matter.*

## CONSENT CALENDAR ITEMS

### A. MINUTES APPROVAL

Historic Preservation Subcommittee Minutes of June 8, 2017, approved as written.

Motion to Approve/Deny

## PUBLIC HEARING ITEMS

### B. ENVIRONMENTAL ASSESSMENT AND CERTIFICATE OF APPROPRIATENESS REVIEW FOR FILE NO. PHP17-014: A request for a

Certificate of Appropriateness to allow for the construction of a 10,504 square foot, multi-tenant, commercial building on approximately 0.88 acres of land generally located at the northwest corner of Francis Street and Euclid Avenue, within the CN (Neighborhood Commercial) and EA (Euclid Avenue Overlay) zoning districts. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15331 (Historical Resource Restoration/Rehabilitation). The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT), and was evaluated and found to be consistent with the policies and criteria of the ONT Airport Land Use Compatibility Plan (ALUCP). (APNs: 1050-281-01, 1050-282-02, and 1050-281-03); **submitted by Clarkson Properties L.P. Planning Commission action is required.**

#### 1. CEQA Determination

No action necessary – Exempt: CEQA Guidelines Section § 15331

#### 2. File No. PHP17-014 (Certificate of Appropriateness)

Motion to recommend Approval/Denial

### C. LOCAL LANDMARK DESIGNATION AND TIER DETERMINATION REVIEW FOR FILE NO. PHP17-018 AND PHP17-025: A request for a Local Landmark

designation (File No. PHP17-018) and Tier Determination (File No. PHP17-025) for a 1,218 square foot, one story, California Ranch style single-family residential building, a Non-Contributor to the College Park Historic District within the LDR-5 (Low Density Residential-2.1 to 5.0 DU/Acre) Zoning District located at 318 East Princeton Street. (APN: 1047-543-33); **submitted by Mark Rivas. Planning Commission and City Council action is required.**

#### 1. CEQA Determination

No action necessary – Not a project pursuant to CEQA Guidelines Section § 21065

2. **File No. PHP17-018** (Landmark Designation)

Motion to recommend Approval/Denial

3. **File No. PHP17-025** (Tier Determination)

Motion to Approve/Deny

- D. **ENVIRONMENTAL ASSESSMENT AND CERTIFICATE OF APPROPRIATENESS REVIEW FOR FILE NO. PHP17-021:** A request for a Certificate of Appropriateness to allow for a façade and storefront replacement of an existing 28,635 square foot, single-tenant, commercial building, a Non-Contributor to the Euclid Avenue Historic District, on approximately 1.74 acres of land located at the northwest corner of G Street and Euclid Avenue, within the MU-1 (Downtown Mixed Use) and EA (Euclid Avenue Overlay) zoning districts. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15331 (Historical Resource Restoration/Rehabilitation). The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT), and was evaluated and found to be consistent with the policies and criteria of the ONT Airport Land Use Compatibility Plan (ALUCP). (APN: 1048-271-19); **submitted by Dillway Associates, LLC. Planning Commission action is required.**

1. **CEQA Determination**

No action necessary - Exempt: CEQA Guidelines Section § 15331

2. **File No. PHP17-021** (Certificate of Appropriateness)

Motion to recommend Approval/Denial

- E. **REQUEST TO ADD POTENTIAL HISTORIC RESOURCES TO THE ONTARIO REGISTER FOR FILE NO. PHP17-031:** A request to add the following potential historic resources to the Ontario Register: 1) The Lockheed Aircraft Services Historic District, located on the northwest portion of the Ontario International Airport property, south of East Airport Drive and west of Vineyard Avenue (APNs: 113-231-05, 113-231-06, 113-241-06, 113-241-07, 113-231-04, and 113-231-03); 2) The Terminal One Historic District, located at 1820-1800 East Moore Way (APN: 113-261-18); 3) The General Electric Aircraft Engines Historic District, generally located on East Avion Street west of Vineyard Avenue (APN: 113-261-06); 4) The Aerojet-General Hangar, located at 301 S. Hellman Avenue west of the Cucamonga Creek Channel (APN: 113-261-03); 5) The Air National Guard Hangar, located at 2475 East Avion Street (APN: 113-271-02); The request is not a “Project” pursuant to Section 21065 of the CEQA Guidelines. **City initiated.**

1. **CEQA Determination**

No action necessary – Not a project pursuant to CEQA Guidelines Section § 21065

2. **File No. PHP17-031** (Tier Determination)

Motion to Approve/Deny

- F. **REQUEST FOR A TIER DETERMINATION FOR THE PROPOSED LOCKHEED AIRCRAFT SERVICES HISTORIC DISTRICT FOR FILE NO. PHP17-026:** A request for a Tier Determination for the Proposed Lockheed Aircraft Services Historic District located on the northwest portion of the Ontario International Airport property, south of East Airport Drive and west of Vineyard Avenue. The request is not a “Project” pursuant to Section 21065 of the CEQA Guidelines. (APNs: 113-231-05, 113-231-06, 113-241-06, 113-241-07, 113-231-04, and 113-231-03); **City initiated.**

1. **CEQA Determination**

No action necessary – Not a project pursuant to CEQA Guidelines Section § 21065

2. **File No. PHP17-026** (Tier Determination)

Motion to Approve/Deny

- G. **REQUEST FOR A TIER DETERMINATION FOR THE PROPOSED TERMINAL ONE HISTORIC DISTRICT FOR FILE NO. PHP17-027:** A request for a Tier Determination for the Proposed Terminal One Historic District located at 1820-1800 East Moore Way within the Ontario International Airport property boundary. The request is not a “Project” pursuant to Section 21065 of the CEQA Guidelines. (APN: 113-261-18); **City initiated.**

1. **CEQA Determination**

No action necessary – Not a project pursuant to CEQA Guidelines Section § 21065

2. **File No. PHP17-027** (Tier Determination)

Motion to Approve/Deny

- H. **REQUEST FOR A TIER DETERMINATION FOR THE AIR NATIONAL GUARD HANGAR FOR FILE NO. PHP17-028:** A request for a Tier Determination for the Air National Guard Hangar located at 2475 East Avion Street within the Ontario International Airport boundary. The request is not a “Project” pursuant to Section 21065 of the CEQA Guidelines. (APN: 113-271-02); **City initiated.**

1. **CEQA Determination**

No action necessary – Not a project pursuant to CEQA Guidelines Section § 21065



2. **File No. PHP17-028** (Tier Determination)

Motion to Approve/Deny

I. **REQUEST FOR A TIER DETERMINATION FOR THE PROPOSED GENERAL ELECTRIC AIRCRAFT ENGINES HISTORIC DISTRICT FOR FILE NO. PHP17-029:**

A request for a Tier Determination for the Proposed General Electric Aircraft Engines Historic District generally located on East Avion Street west of Vineyard Avenue within the Ontario Internal Airport property boundary. The request is not a “Project” pursuant to Section 21065 of the CEQA Guidelines. (APN: 113-261-06); **City initiated.**

1. **CEQA Determination**

No action necessary – Not a project pursuant to CEQA Guidelines Section § 21065

2. **File No. PHP17-029** (Tier Determination)

Motion to Approve/Deny

J. **REQUEST FOR A TIER DETERMINATION FOR THE AEROJET-GENERAL HANGAR FOR FILE NO. PHP17-030:**

A request for a Tier Determination for the Aerojet-General Hangar located at 301 S. Hellman Avenue west of the Cucamonga Creek Channel within the Ontario International Airport property boundary. The request is not a “Project” pursuant to Section 21065 of the CEQA Guidelines. (APN: 113-261-03); **City initiated.**

1. **CEQA Determination**

No action necessary – Not a project pursuant to CEQA Guidelines Section § 21065

2. **File No. PHP17-030** (Tier Determination)

Motion to Approve/Deny

**DISCUSSION ITEMS:**

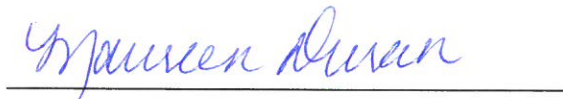
1. GE Clubhouse Update

If you wish to appeal a decision of the **Historic Preservation Subcommittee**, you must do so within ten (10) days of the **Historic Preservation Subcommittee** action. Please contact the **Planning Department** for information regarding the appeal process.

If you challenge any action of the **Historic Preservation Subcommittee** in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the **Historic Preservation Subcommittee** at, or prior to, the public hearing.

The next **Historic Preservation Subcommittee** meets on October 12, 2017.

I, Maureen Duran, Office Specialist of the City of Ontario, or my designee, hereby certify that a true, accurate copy of the foregoing agenda was posted on or before **September 11, 2017**, at least 72 hours prior to the meeting per Government Code Section 54954.2 at 303 East "B" Street, Ontario.

  
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# CITY OF ONTARIO HISTORIC PRESERVATION COMMISSION

## Historic Preservation Subcommittee

### Minutes

June 8, 2017

**REGULAR MEETING:** Community Conference Room 1, 303 East B Street, Ontario, CA 91764  
Called to order by Jim Willoughby, Chairman, at 5:30 PM

### **BOARD MEMBERS PRESENT**

Jim Willoughby, Chairman  
Richard Delman, Planning Commissioner  
Robert Gregerok, Planning Commissioner (Arriving at 5:48 PM)

### **BOARD MEMBERS ABSENT**

None

### **STAFF MEMBERS PRESENT**

Diane Ayala, Senior Planner  
Elly Antuna, Assistant Planner

### **PUBLIC COMMENTS**

No one responded from the audience

### **MINUTES**

- A. **APPROVAL OF MINUTES:** Motion to approve the minutes of the May 9, 2017 meeting of the Historic Preservation Subcommittee was made by Mr. Delman, seconded by Mr. Willoughby; and approved unanimously by those present (2-0).

### **PUBLIC HEARING ITEMS**

- B. **ENVIRONMENTAL ASSESSMENT AND CERTIFICATE OF APPROPRIATENESS REVIEW FOR FILE NO. PHP17-003:** A request for a Certificate of Appropriateness to construct a 3,535 square foot, two-story, single-family residence on 0.37 acres of land, located at 1521 North Euclid Avenue, within the Euclid Avenue Historic District, and the RE-4 (Residential Estate - 2.1 to 4.0 DU/Acre) and EA (Euclid Avenue) Overlay zoning districts. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15303 (New Construction or Conversion of Small Structures). The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT), and was evaluated and found to be consistent with the policies and criteria of the ONT Airport Land Use Compatibility Plan (ALUCP). (APN: 1047-251-01); submitted by Anthony Lionel Mejia. **Planning Commission action is required.**

Assistant Planner, Elly Antuna, presented the staff report for File No. PHP17-003. Ms. Antuna described the Euclid Avenue Historic District, including the District's character-defining features and the surrounding properties historic status within the District. Ms. Antuna stated that the 2-story single-family residence will be constructed in the Mediterranean Revival architectural style which is present in the District. Ms. Antuna stated that conditions have been added to the project requiring that the 4-car garage be completely attached to the main residence with a shared roof and that 2 windows shall be added to the south elevation of the residence.

Project representative, Hipolito Serrano of Façade Design, was present and agreed to the conditions of approval.

Motion recommending approval of **File No. PHP17-003** subject to conditions to the Planning Commission was made by Mr. Delman; seconded by Mr. Willoughby and approved unanimously by those present (2-0).

- C. **REQUEST FOR REMOVAL FROM ONTARIO REGISTER FOR FILE NO. PHP17-009**: A request to remove 3 single-family residences, located at 543, 546 and 627 West Maitland Street, from the Ontario Register. The request is not a “Project” pursuant to Section 21065 of the CEQA Guidelines. (APNs: 1049-573-07, 1049-324-15, and 1049-571-08); **City initiated.**

Assistant Planner, Elly Antuna, presented the staff report for File No. PHP17-009. Ms. Antuna described the 3 single-family residences and the surrounding neighborhood. Ms. Antuna stated that the residences are not located within a designated, proposed or potential historic district. Ms. Antuna stated that if the application is approved, this segment of West Maitland Street will not have any remaining eligible historic resources.

Motion to approve **File No. PHP17-009** was made by Mr. Delman; seconded by Mr. Gregerok and approved unanimously by those present (3-0).

- D. **REQUEST FOR A TIER DETERMINATION FOR THE PROPOSED GUASTI VILLAGE HISTORIC DISTRICT FOR FILE NO. PHP17-010**: A request for a Tier I Determination for the Proposed Guasti Village Historic District. The request is not a “Project” pursuant to Section 21065 of the CEQA Guidelines. (APNs: 0210-192-11 and 0210-551-02); **City initiated.**

Senior Planner, Diane Ayala, presented the staff report for File No. PHP17-010.

Motion to approve **File No. 17-010** was made by Mr. Gregerok; seconded by Mr. Delman and approved unanimously by those present (3-0).


#### **DISCUSSION ITEMS**

1. Update-Euclid Avenue Recycled Water Improvements

Ms. Ayala updated the Historic Preservation Subcommittee on the Euclid Avenue Recycled Water line project.

There being no further business, the meeting was adjourned at 6:06 PM.

Respectfully submitted,

  
Elly Antuna  
Assistant Planner



# Historic Preservation Subcommittee

September 14, 2017

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**DECISION NO:**

**FILE NO:**               **PHP17-014**

**DESCRIPTION:**    A request for a Certificate of Appropriateness to allow for the construction of a 10,504 square foot, multi-tenant, commercial building on approximately 0.88 acres of land generally located at the northwest corner of Francis Street and Euclid Avenue, within the CN (Neighborhood Commercial) and EA (Euclid Avenue Overlay) zoning districts. (APNs: 1050-281-01, 1050-282-02, and 1050-281-03); **Related File Nos. PDEV17-008 and PVAR17-003; submitted by Clarkson Properties.**

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## **PART I: BACKGROUND & ANALYSIS**

CLARKSON PROPERTIES, (herein after referred to as "Applicant") has filed an application for the approval of a Certificate of Appropriateness, File No. PHP17-014, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

**(1) Project Setting:** The project site is comprised of 0.88 acres of land located on Euclid Avenue, bound by Maple Street to the north, and Francis Street to the south. The site is developed with 2 commercial buildings and the properties to the west include a vacant lot and a single-family residence. The site is depicted in *Exhibit A: Project Location Map*, attached. The project proposes demolition of the 2 commercial buildings to allow for the development of the site. The remainder of the site is paved with a parking lot and has no landscaping. Additionally, the parkway is paved.

**(2) Background:** As part of the environmental review of the project and pursuant to Section 21084.1 (Historical Resource; Substantial Adverse Change) of the California Environmental Quality Act, an intensive level survey of the buildings was completed to determine historic significance. Although the buildings were more than 50 years old, the buildings were found to be ineligible for listing on the national, state and local registers. The project site and surrounding area was developed with mostly orchards until at least 1948. Building permits and historic aerials indicate that the southern building was constructed in 1948 and the adjacent building to the north was constructed soon after. Both commercial buildings are visible in the 1953 historic aerials, which also indicates the surrounding area began to develop with commercial buildings at that time. The survey indicates that the project site does not contain any buildings of historical significance. However, the project site frontage is along the Euclid Avenue corridor.

**(3) Historic Context:** The Chaffey brothers planned Ontario with a 200 foot-wide boulevard, Euclid Avenue, running through the center from its southern boundary to the foothills to the north. Seven miles long, Euclid Avenue with twin roadways and a central median was the stately backbone of the colony; its long easy incline from the Southern Pacific tracks on the south to the tableland at the mouth of San Antonio Canyon on the north was ideal for gravity irrigation. Euclid Avenue from Philadelphia Street to Interstate 10 was designated as Local Landmark No. 67 on January 16, 2001. On August 10, 2005, the segment of Euclid Avenue from Philadelphia Street in Ontario to 24<sup>th</sup> Street in Upland was listed on the National Register of Historic Places.

**(4) Project Description:** The Applicant is requesting approval of a Certificate of Appropriateness, File No. PHP17-014, to allow for the construction of the commercial building within the Euclid Avenue Overlay Zoning District in conjunction with a Development Plan (File No. PDEV17-008) and a Variance (File No. PVAR17-003) to deviate from the minimum building arterial street setback, along Euclid Avenue, from 20 to 9 feet, and to reduce the required parking from 42 to 40 spaces. The 2 existing commercial buildings on the site will be demolished prior to construction commencing. The 10-unit commercial building will be constructed 11 feet from the west property line and 73 feet from the Euclid Avenue (front) property line as depicted in *Exhibit B: Site Plan*. Forty parking spaces for the project are located in front of the building. The site will be accessed through a 2-way 24-foot wide drive aisle from Maple and Francis Streets. There will not be access from Euclid Avenue.

The building will feature a contemporary architectural design with several tower elements, and is depicted in *Exhibit D: Conceptual Elevations*, attached. The design will make use of decorative cornices and corbels, a stacked stone veneer on select towers, and tile accents along the base of the building. Glass storefronts on each unit will enhance this overall architectural theme. The entrances are oriented towards Euclid Avenue and will have decorative pilasters and metal awnings and canopies to differentiate the units along the street. Parking and driveways will be screened from view by dense landscaping in setback areas. The 4 existing Silk Oak trees in the Euclid Avenue parkway will be preserved and protected and 4 new Silk Oak trees will be planted where street trees are currently missing. Public right-of-way improvements will be constructed along Maple and Francis Streets, including curb and gutter, the planting of street trees and parkway landscaping.

**(5) Project Analysis:** Section 6.01.035 (Overlay Zoning Districts) of the Ontario Development Code, requires Certificate of Appropriateness approval for any development project within the Euclid Avenue Overlay Zoning District which requires Development Plan approval. The Euclid Avenue Overlay Zoning District is intended to recognize, protect, and enhance the visual character and quality of Euclid Avenue as a major scenic and historic resource of the City and also to identify and safeguard Euclid Avenue's position on the National Register of Historic Places. The intent of the Overlay Zoning District is not to create a false sense of history with any new development along the Euclid Avenue Corridor, but rather to ensure that new development does not

negatively impact the character-defining features of Euclid Avenue, such as the 60 foot wide landscaped median, rock curbs, and King's Standard lampposts. Additionally, all new construction should be compatible with the surrounding developments in site design, massing and scale.

Euclid Avenue is defined by various periods of development that have occurred since the boulevards construction. The segment of Euclid Avenue between G and State Streets is the historic core of the City and features commercial buildings built directly on property lines with no setback from Euclid Avenue. The shift to commercial buildings and uses between G and I Streets that occurred during the 1950s makes up a "transition area" from downtown commercial to residential to the north. The segment of Euclid Avenue south of State Street to Mission Boulevard developed with residential where another "transition area" to commercial begins to the south. Euclid Avenue south of Mission Boulevard originally contained agricultural uses but has been developed with commercial uses over the past 70 years.

Other commercial properties located on Euclid Avenue adjacent to the project site have been developed with landscape planter or parking lots along Euclid Avenue with the buildings setback from Euclid Avenue. The site design of the project is consistent with that of the surrounding area. The street trees in the Euclid Avenue parkway will be restored with Silk Oak trees, a species that is and has been historically prominent along Euclid Avenue. The design, site configuration and landscaping of the commercial building is appropriate in scale and massing for the infill construction, and will not detract or negatively impact the historic character of Euclid Avenue.

## **PART II: RECITALS**

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA") and was reviewed to determine possible environmental impacts; and

WHEREAS, the Project is exempt from CEQA pursuant to a categorical exemption (listed in CEQA Guidelines Article 19, commencing with Section 15300) and the application of that categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Historic Preservation Subcommittee ("HPSC") the responsibility and authority to review and act, or make recommendation to the Planning/Historic Preservation Commission, on the subject Application; and

WHEREAS, all members of the HPSC of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the proposed; and

WHEREAS, on September 14, 2017, the Historic Preservation Subcommittee of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Decision have occurred.

### **PART III: THE DECISION**

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Historic Preservation Subcommittee of the City of Ontario, as follows:

SECTION 1: As the recommending body for the Project, the HPSC has reviewed and considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the HPSC, the HPSC finds as follows:

(1) The Project is categorically exempt from environmental review pursuant to Section 15331 Historical Resource Restoration/ Rehabilitation (Class 31) of the CEQA Guidelines; and

(2) The application of the categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

(3) The determination of CEQA exemption reflects the independent judgment of the HPSC.

SECTION 2: Based upon the substantial evidence presented to the HPSC during the above-referenced hearing and upon the specific findings set forth in Section 1, above, the HPSC hereby concludes as follows:

(1) The new construction, in whole or in part,

a. Will not detrimentally change, destroy or adversely affect any significant architectural feature of the resource. While there are no identified historic resources within the project site, the project has frontage along Euclid Avenue, a designated historic resource. The existing building does not contain character-defining features, therefore no significant architectural features will be impacted; and

b. Will not detrimentally change, destroy or adversely affect the historic character or value of the resource. While there are no identified historic resources within the project site, the project has frontage along Euclid Avenue, a designated historic resource. As a condition of approval, street trees and dense landscaping will be installed in the front setback area and parkways along Euclid Avenue, adequately screening the parking lot and restoring the street tree pattern that was originally present along this



section of Euclid Avenue. The project proposes appropriate building massing and scale, site design, building layout, and architecture that is in keeping with the area; and

c. Will be compatible with the exterior character-defining features of the historic resource. Although the project site is not considered historic, the project site has frontage along Euclid Avenue, a designated historic resource. Through enhanced architectural elements in the contemporary commercial architectural style, and restoration of street trees along Euclid Avenue, the proposed project does not detract from the character of Euclid Avenue.

SECTION 3: Based upon the findings and conclusions set forth in Sections 1 and 2 above, the HPSC hereby recommends approval of the Application to the Historic Preservation Commission subject to each and every condition, included as Attachment "A" of this Decision, and incorporated herein by this reference.

SECTION 4: The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 5: The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

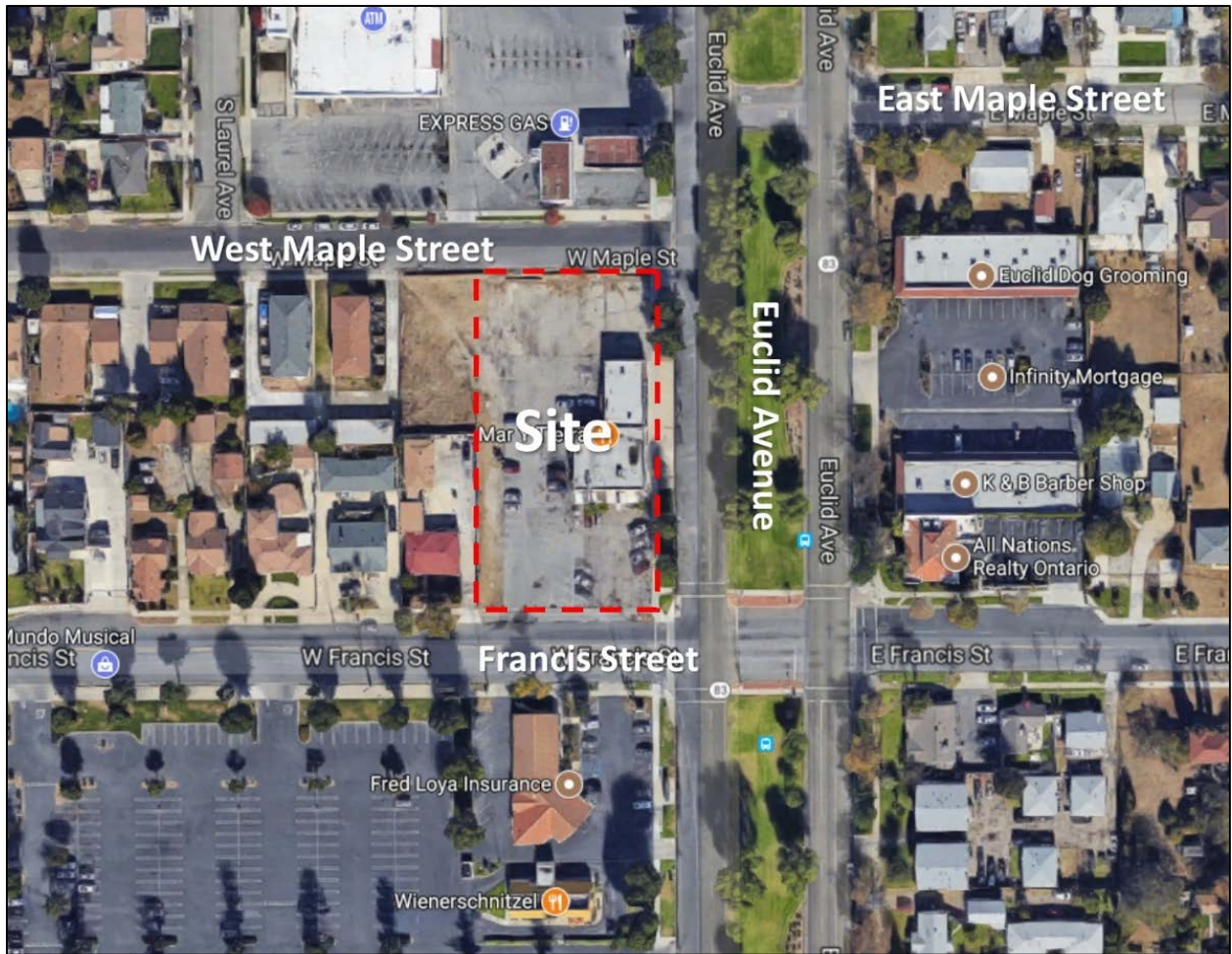
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APPROVED AND ADOPTED this 14th day of September, 2017.

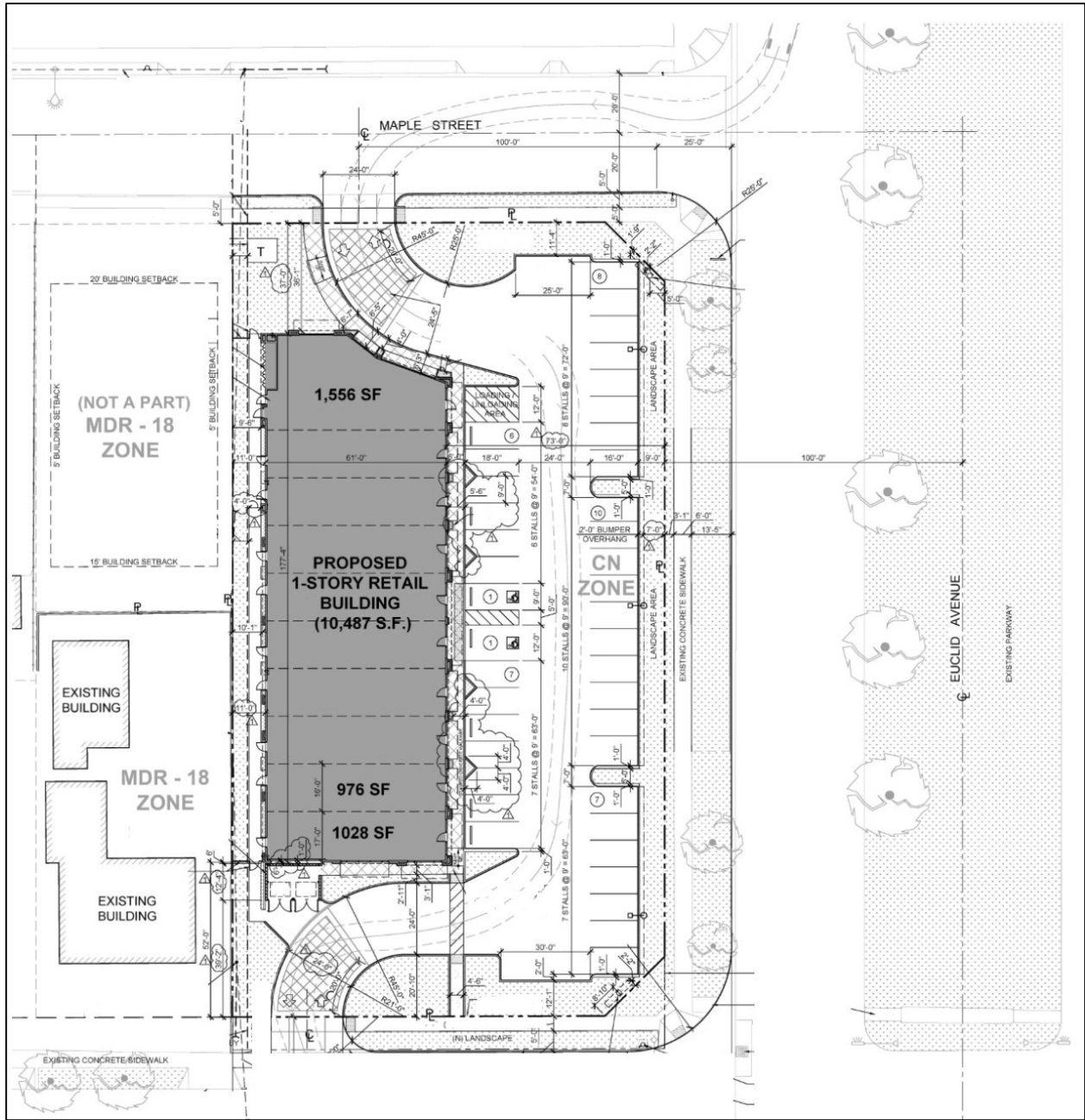
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Historic Preservation Subcommittee

**Exhibit A: Project Location Map**



**Exhibit B: Site Plan**





**Exhibit C: Conceptual Landscape Plan**



**Exhibit D: Conceptual Elevations**



Attachment "A"  
FILE NO. PHP17-014  
CONDITIONS OF APPROVAL



# CERTIFICATE OF APPROPRIATENESS

## CONDITIONS OF APPROVAL

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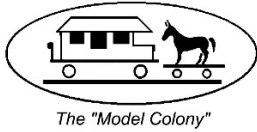
<b>Date:</b>	September 14, 2017
<b>File No.:</b>	PHP17-014
<b>Location:</b>	0.88 acres of land generally located at the northwest corner of Francis Street and Euclid Avenue (APNs: 1050-281-01, 1050-282-02, and 1050-281-03)
<b>Prepared By:</b>	Elly Antuna, Assistant Planner
<b>Description:</b>	A request for a Certificate of Appropriateness to allow for the construction of a 10,504 square foot, multiple-tenant, commercial building on approximately 0.88 acres of land generally located at the northwest corner of Francis Street and Euclid Avenue, within the CN (Neighborhood Commercial) and EA (Euclid Avenue Overlay) zoning districts.

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### CONDITIONS OF APPROVAL

1. The Certificate of Appropriateness shall become void twenty-four (24) months from the date of approval unless a building permit has been issued and work authorized by this approval has commenced prior to the expiration date and is diligently pursued to completion.
2. The project parkways along Maple Street, Euclid Avenue, and Francis Street will be fully landscaped. The 4 existing Silk Oak trees will be preserved and protected in place within the Euclid Avenue parkway and 4 new Silk Oak trees will be planted where street trees are currently missing. The area along the street side edges of the project will be fully irrigated and landscaped with shade trees, screening shrubs, and low, flowering accent shrubs pursuant to section 6.05.030 (Required Landscape Areas) of the Ontario Development Code.
3. Conditions of Approval shall be reproduced onto the plans submitted for permits.
4. Prior to Occupancy the Planning Department shall inspect the premises to ensure the Conditions of Approval have been met and that the project has been constructed per the approved plans.





# Historic Preservation Subcommittee

September 14, 2017

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## DECISION NO:

FILE NO: PHP17-018

**DESCRIPTION:** A request for a Local Landmark Designation for a 1,218 square foot, one story, California Ranch style single-family residential building, a Non-Contributor to the College Park Historic District within the LDR-5 (Low Density Residential-2.1 to 5.0 DU/Acre) zoning district located at 318 East Princeton Street (APN: 1047-543-33); **Related File No. PHP17-025; submitted by Mark Rivas**

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## PART I: BACKGROUND & ANALYSIS

MARK RIVAS, (herein after referred to as "Applicant") has made a request for a Local Landmark Designation of 318 East Princeton Street (File No. PHP17-018), the Fred and Verna Clapp House, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

**(1) Project Setting:** The proposed historic landmark is a one-story, single-family residence located on .23 acres of land within the College Park Historic District (*Exhibit A: Aerial*). The residence is situated on a flag lot and is accessed through a 100 foot long driveway off of Princeton Street between 316 and 328 East Princeton Street. Because the residence has no street frontage, it has been designated as a Non-Contributor to the District.

**(2) Architectural Description:** The one-story residence, as depicted in *Exhibit B: Site Photographs*, was constructed in the early California Ranch style. The residence is horizontally oriented, rectangular in plan with a cross-gabled roof covered in composition shingles with exposed eaves and rafter tails. The Fred and Verna Clapp House is covered with textured plaster on the primary façade and the remaining facades are covered in unpainted board and batten siding. The residence features an off-center entrance with a dropped roof open front porch supported by 4 simple wood posts. The primary (east) façade features 4 pairs of deeply recessed, wood framed, multi-paned casements windows with a bull-nose treatment and wood sill. The main entry is a half glass door with diamond shaped panes and a wood trim surround. A second, double door entry is present on the primary façade to access the converted attached garage and is covered with a patio supported by 3 simple wood posts. The north façade features a bay, wood-framed multi-pane window and a large fixed multi-pane window.

The windows on the remainder of the residence consist of aluminum frame fixed and slider windows and do not appear to be original. Additional alterations include a garage conversion to a hobby room in 1934 and a small addition to the south side of the



house in 1970. The difference in size and style of the fixed, multi-pane windows on the north façade from the east façade indicate that the bay and fixed windows may have been later additions. Additionally, the style of the doors on the residence appear to be from the 1950s. These alterations do not detract from the value of the historic resource and have occurred during the period of significance. Also present on the site are a small shed to the northwest of the residence and the remnants of a waterfall to the southeast of the residence that once led to the Graber family pool on the adjacent property.

**(3) Historic Context:** This unique, early California Ranch style residence was likely one of the first in the City, preceding the typical California Ranch style homes that were being built during the 1930s-1960s. The Ranch style of architecture originated in the mid-1930s in California. It gained in popularity during the 1940s and became the dominant style throughout the country during the decades of the 1950s and 1960s. The Ranch style was created from a mix of styles, including the Craftsman, Prairie, and Minimal Traditional styles, as well as elements of the Spanish Colonial style. The residence shows some characteristics of the Spanish Colonial Revival style, including the textured plaster siding and deeply recessed windows on the primary façade.

**(4) Evaluation:** A historic resource may be designated an “historic landmark” by the City if it meets the criteria for listing in the National Register of Historic Places, the California Register of Historic Resources, or it meets the Local Landmark Designation criteria in the Ontario Development Code, which is based on architecture and history. Historic resources must also have integrity for the time in which they are significant. The criteria considered when evaluating properties for integrity include: design, setting, materials and workmanship, location, feeling and association.

The Fred and Verna Clapp House is an excellent example of the early California Ranch style, which is evident by the presence of the building’s character-defining features, including the horizontal orientation, cross-gable roof, single-story, board and batten siding, full width front porch and wood framed multi-pane casement windows. The architectural integrity of the residence is moderate as it retains most of its original exterior features and has had minimal alterations, most of which have acquired their own significance or are easily reversible. The preservation of the mature Redwood and Olive trees on the site contribute to the residences eligibility for designation as it conveys the feeling and association of early life in Ontario. Staff recommends the historic resource be designated as Local Landmark No. 97 as it meets the designation criteria.

## **PART II: RECITALS**

WHEREAS, the Application is not a project pursuant to the California Environmental Quality Act ("CEQA") Guidelines Section 21065; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Historic Preservation Subcommittee (“HPSC”) the responsibility and authority to review and act, or make recommendation to the Planning/Historic Preservation Commission, on the subject Application; and

WHEREAS, all members of the HPSC of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the Project; and

WHEREAS, the Community Design element of The Ontario Plan (“TOP”) sets forth Goals and Policies to conserve and preserve Ontario’s historic buildings and sites; and

WHEREAS, on September 14, 2017, the HPSC of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Decision have occurred.

### **PART III: THE DECISION**

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Historic Preservation Subcommittee of the City of Ontario, as follows:

SECTION 1: As the decision-making body for the Project, the HPSC has reviewed and considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the HPSC, the HPSC finds as follows:

(1) The Application is not a project pursuant to Section 21065 of the CEQA Guidelines. The Local Landmark Designation will not result in a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment; and

SECTION 2: Based upon the substantial evidence presented to the HPSC during the above-referenced hearing and upon the specific findings set forth in Section 1, above, the HPSC hereby concludes as follows:

(1) FINDING: The residence located at 318 East Princeton Streets meets the following criteria for local landmark designation as contained in the Development Code (Section 4.02.040 Historic Preservation-Local Historic Landmark and Local District Designations, Historic Resource Tiering, and Architectural Conservation Areas):

*a. The structure is (or the district contains resources which are) a prototype of, or one of the finest examples of a period, style, architectural movement, or construction in the City or a particular style of architecture or building type*

*b. The structure is (or the district contains resources which are) the first, last, only, or one of the finest examples, notable works, or the best surviving work by an architect or designer or major importance to the City, state or nation.*

(2) FACT: The residential building is a fine example of the early California Ranch style, which is evident by the presence of the building's character-defining features, including the horizontal orientation, cross-gable roof, board and batten siding, full width front porch and wood framed multi-pane casement windows. This unique, early California Ranch style was likely one of the first in the City, preceding the typical California Ranch style homes that came in the 1930s-1960s. The only known alterations to the buildings are the aluminum frame fixed and slider windows that do not appear to be original, a garage conversion to a hobby room in 1934 and a small addition to the south side of the house in 1970. The alterations do not detract from the value of the historic resource and are easily reversible.

SECTION 3: Based upon the findings and conclusions set forth in Sections 1 and 2 above, the HPSC hereby recommends the Planning/Historic Preservation Commission recommends City Council approval of the Application.

SECTION 4: The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 5: The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

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APPROVED AND ADOPTED this 14th day of September 2017.

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Historic Preservation Subcommittee

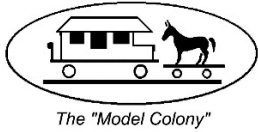
**Exhibit A: Aerial**





***Exhibit B: Site Photographs***





# Historic Preservation Subcommittee

September 14, 2017

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**DECISION NO:**

**FILE NO:** PHP17-025

**DESCRIPTION:** A request for a Tier Determination for a 1,218 square foot, one story, California Ranch style single-family residential building, a Non-Contributor to the College Park Historic District within the LDR-5 (Low Density Residential-2.1 to 5.0 DU/Acre) zoning district located at 318 East Princeton Street (APN: 1047-543-33); **Related File No. PHP17-018; submitted by Mark Rivas**

---

## PART I: BACKGROUND & ANALYSIS

MARK RIVAS, (herein after referred to as "Applicant") has made a request for a Tier Determination of 318 East Princeton Street, the Fred and Verna Clapp House, File No.PHP17-025, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

**(1) Project Setting:** The proposed historic resource is a one-story, single-family residence located on .23 acres of land within the College Park Historic District. The residence is situated on a flag lot and is accessed through a 100 foot long driveway off of Princeton Street between 316 and 328 East Princeton Street. Because the residence has no street frontage, it has been designated as a Non-Contributor to the District.

**(2) Project Background:** To provide a greater level of certainty regarding the City's preservation goals, the Ontario Development Code includes a tier system with standard criteria and procedures for evaluating the significance of historic or potentially historic resources threatened by major modifications or demolition. The Development Code establishes criteria for Tier I, Tier II or Tier III historic resources, with Tier I and II being of the highest value. The tier system identifies those historic resources that have the highest preservation value in terms of their architectural and/or historical contribution to the City and method to evaluate the significance of their loss in the case of major modification or demolition. Major modification or demolition should not occur for Tier I or Tier II historic resources and preservation and/or avoidance of such historical resources in order to prevent demolition is strongly encouraged. Whereas Tier III historic resources may be modified or demolished under certain circumstances with appropriate mitigation measures in place.

Tier Determinations are required prior to approval with landmark designations, development plans, and/or specific plans.

**(3) Evaluation:** A set of criteria, which is based on architecture and history, is used to determine the Tier recommendation. Tier I historic resources must meet at least one of the criterion within the Architecture/Form category and 3 criteria within the History category. Tier II historic resources may be determined eligible for listing in the National Register or the California Register of Historic Places or be listed in the Ontario Register and meet at least 2 criteria within the Architecture/Form or History categories. Tier III historic resources are those that are Designated Local Historic Landmarks, are contributing properties within Designated Local Historic Districts, or are eligible historic resources.

A Tier Determination record was completed for the Fred and Verna Clapp House and is attached to this report in Exhibit A: Tier Determination

## **PART II: RECITALS**

WHEREAS, the Application is not a project pursuant to the California Environmental Quality Act ("CEQA") Guidelines Section 21065; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Historic Preservation Subcommittee ("HPSC") the responsibility and authority to review and act, or make recommendation to the Planning/Historic Preservation Commission, on the subject Application; and

WHEREAS, all members of the HPSC of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the Project; and

WHEREAS, the Community Design element of The Ontario Plan ("TOP") sets forth Goals and Policies to conserve and preserve Ontario's historic buildings and sites; and

WHEREAS, on September 14, 2017, the Historic Preservation Subcommittee of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Decision have occurred.

## **PART III: THE DECISION**

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Historic Preservation Subcommittee of the City of Ontario, as follows:

SECTION 1: As the decision-making body for the Project, the HPSC has reviewed and considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the HPSC, the HPSC finds as follows:

(1) The Application is not a project pursuant to Section 21065 of the CEQA Guidelines. The Tier Determination will not result in a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment; and

SECTION 2: Based upon the substantial evidence presented to the HPSC during the above-referenced hearing and upon the specific findings set forth in Section 1, above, the HPSC hereby concludes as follows:

(1) The Fred and Verna Clapp House meets the Tier II criteria as identified in the attached Tier Determination record.

SECTION 3: Based upon the findings and conclusions set forth in Sections 1 and 2 above, the HPSC hereby approves the Application.

SECTION 4: The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 5: The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

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APPROVED AND ADOPTED this 14th day of September 2017.

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Historic Preservation Subcommittee



***Exhibit A: Tier Determination Form***

# HISTORIC PRESERVATION SUBCOMMITTEE/COMMISSION



## TIER DETERMINATION

**Date:** September 14, 2017  
**Location:** 318 East Princeton Street  
**Historic Name:** Fred and Verna Clapp House  
**APN:** 1047-543-33  
**Description:**

<b>Decision Date:</b>	September 14, 2017
<b>File No.:</b>	PHP17-025
<b>Decision No.:</b>	
<b>Tier Determination:</b>	II
<b>Current Historic Status:</b>	Eligible



The single-family residence located at 318 East Princeton Street was constructed in 1920 (est.) and is located within the boundaries of the College Park Historic District. The residence is located on a flag lot and is accessed through a 100 foot long driveway off of Princeton Street between 316 and 328 East Princeton Street. The property is landscaped with mature trees including Redwood and Olive trees.

The one-story residence was constructed in the early California Ranch style. The residence is horizontally oriented, rectangular

in plan with a cross-gabled roof covered in composition shingles with exposed eaves and rafter tails. The Fred and Verna Clapp House is covered with textured plaster on the primary façade and the remaining facades are covered in unpainted board and batten siding. The residence features an off-center entrance with a dropped roof open front porch supported by 4 simple wood posts. The primary (east) façade features 4 pairs of deeply recessed, wood framed, multi-paned casements windows with a bull-nose treatment and wood sill. The main entry is a half glass door with diamond shaped panes and a wood trim surround.

**INDIVIDUAL PROPERTY**

**HISTORIC DISTRICT**

### TIER DETERMINATION

- Tier I** – Properties which should not be demolished or significantly altered. These properties are the most significant historical or cultural properties and must meet any of the following:
  - A property listed on the Ontario Register of Historical Resources and meets at least 1 of the architectural category and 3 criteria in the history category as listed below;
  - A contributing structure in a district where the district meets 1 of the criterion in the architecture category and 3 criterion in the history category.

- Tier II** – Properties where demolition should be avoided. These properties must meet any of the following:
- Any property listed or determined eligible for listing in the National Register of Historic Places; or
  - Any property listed or determined eligible for listing in the California Register of Historic Resources; or
  - A property listed on the Ontario Register of Historical Resources and meets at least 2 of the criteria in either the architecture or history categories; or
  - A contributing structure in an Eligible Historic District where the district meets at least 2 of the criteria in either architecture or history categories.
- Tier III** – Properties where demolition should be avoided where possible, but may be appropriate under certain circumstances. These properties must be one of the following:
- Designated Historic Landmarks, or
  - Contributing structures in a Designated Historic District, or
  - Eligible Historical Resources as defined in Section 4.02.040 of the Ontario Development Code.

## TIER CRITERIA

### Architecture (Check all that apply)

- The structure is (or the district contains resources which are) a prototype of, or one of the finest examples of a period, style, architectural movement, or construction in the City or a particular style of architecture or building type.
- The structure is (or the district contains resources which are) the first, last, only, or one of the finest examples, notable works, or the best surviving work by an architect or designer or major importance to the City, state or nation.

### Explanation:

The residential building is an excellent example of the early California Ranch style, which is evident by the presence of the building's character-defining features, including the horizontal orientation, cross-gable roof, board and batten siding, full width front porch and wood framed multi-pane casement windows. This unique, early California Ranch style was likely one of the first in the City, preceding the typical California Ranch style homes that came in the 1930s-1960s. The Ranch style was created from a mix of styles, including the Craftsman, Prairie, and Minimal Traditional styles, as well as elements of the Spanish Colonial style. The residence shows some characteristics of the Spanish Colonial Revival style, including the stucco siding and deeply recessed windows on the primary façade.

### History (Check all that apply)

- It is the location of an historic event(s) that have had a significant contribution to the history of the City, state or nation.

- It is associated with a business, company, or individual that has made a significant, cultural, social, or scientific contribution to the City, state, or nation.
- It is identified with a person(s) who has exerted a major influence on the heritage or history of the City, state, or nation.
- It embodies the ideals or principles of the "Model Colony" or furthers the ideals or principals established by the Chaffey Brothers.
- It has a direct relationship to one of the principle historic contexts in the City's history.
- It is related with a business, company or individual significant in the agricultural history of the City.

Explanation:

According to a directory search, Fred and Verna Clapp were the first recorded occupants and owners of the residence at 318 East Princeton Street. Fred and Verna Clapp, who also moved the Avenue Boarding House from Euclid Avenue to the homes current location at 328 East Princeton Street, owned the house until at least 1956. Fred Clapp came to Ontario in 1915 and taught swimming at Chaffey High School until retiring in 1951. Verna Clapp was the Chaffey librarian and remained active in community book clubs even after her retirement. The next recorded owner of the residence was William N. Graber, an Olympic pole vaulter. Graber studied at the University of Southern California and competed with the USC Trojans in various meets. Graber competed with the US Olympic Track & Field team in 1932 in Los Angeles and again in 1936 in Berlin, Germany. The residence remained in the Graber family until 2016.



# Historic Preservation Subcommittee

September 14, 2017

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**DECISION NO:**

**FILE NO:**               **PHP17-021**

**DESCRIPTION:**     A request for a Certificate of Appropriateness to allow for a façade and storefront replacement of an existing 28,635 square foot, single-tenant, commercial building, a Non-Contributor to the Euclid Avenue Historic District, on approximately 1.74 acres of land located at the northwest corner of G Street and Euclid Avenue, within the MU-1 (Downtown Mixed Use) and EA (Euclid Avenue Overlay) zoning districts. (APN: 1048-271-19); **submitted by Dillway Associates, LLC.**

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## **PART I: BACKGROUND & ANALYSIS**

DILLWAY ASSOCIATES, LLC, (herein after referred to as “Applicant”) has filed an application for the approval of a Certificate of Appropriateness, File No. PHP17-021, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

**(1) Project Setting:** The project site is comprised of 1.74 acres of land within an existing 4.09 acre commercial center, at the northwest corner of Euclid Avenue and G Street. The commercial center is comprised of 4 parcels with 3 property owners. The property is depicted in *Exhibit A: Aerial Photograph*, attached. The property was designated by the City Council on June 4, 2013 as a Non-Contributor to the Euclid Avenue Historic District.

The project site is located at the southernmost edge of the Euclid Avenue Historic District and is surrounded by commercial uses to the north and south, and residential uses to the west and east. The Euclid Avenue Historic District is defined by various periods of growth and development that occurred from 1888 through 1965. Character-defining features of the District include a 60 foot wide center landscape median in Euclid Avenue, mature street trees including the Silk Oak and Camphor, scored sidewalks, rock curbs, King Standard lampposts, and residences and commercial buildings in a variety of architectural styles from multiple periods of development. The Euclid Avenue Historic District features some of Ontario’s best examples of the Victorian, Craftsman, Mediterranean Revival and Spanish Colonial architectural styles. The district is predominately residential development with single and multi-family residences, churches and a school. The shift to commercial buildings and uses between G and I Streets that occurred during the 1950s makes up a “transition area” from downtown commercial to residential that currently exists today.

Historic aerials and Sanborn maps indicate a church and accessory buildings were located at this site until at least 1948. The project site was developed with the commercial center in the early through mid-1960s (*Exhibit B: Site Photographs*). The design and architecture of the center is typical of strip commercial from this time period and remains unaltered with exception of the subject building. Over the past 70 years, the storefront has been replaced at least 2 times. The current building storefront features a central front facing gable flanked by two front facing gables with open trusses, each supported by two square columns. The building is clad in stucco with a rock veneer base. This building and commercial center do not have any historic significance and does not contribute to the significance of the Euclid Avenue Historic District.

**(2) Project Description:** The Applicant is requesting a Certificate of Appropriateness, File No. PHP17-021, to allow for a façade and storefront replacement of an existing 28,635 square foot, single-tenant building within an existing commercial center (*Exhibit C: Site Plan*). The building will feature a contemporary architectural design with several tower elements, and is depicted in *Exhibit D: Conceptual Elevations*, attached. The design will make use of decorative cornices and corbels, and tile accents along the base of the columns on the building. The proposed storefront design will allow for the future subdivision of the space into 3 unit. New glass storefronts on each unit will enhance this overall architectural theme. The entrances are oriented towards G Street and will have decorative pilasters and metal awnings and canopies to differentiate the units along the street.

**(3) Project Analysis:** Section 4.02.050 (Historic Preservation Certificate of Appropriateness and Demolition of Historic Resources) of the Ontario Development Code, requires approval of a Certificate of Appropriateness for any work to the exterior of any Non-Contributing resource in a Historic District. Pursuant to the Development Code, a reasonable effort shall be made to produce compatibility, and in no event shall there be a greater deviation from compatibility. The proposed façade and storefront replacement will be constructed in a contemporary commercial style, a style that is compatible with nearby commercial properties in the District.

The commercial properties within this “transition area” have been constructed in a variety of styles including International Modern, Modern Ranch, and Googie. The existing storefront does not contain character-defining features of any specific style, therefore no significant architectural features will be impacted. The proposed tower elements complement the flat roof that is present on the other buildings in the center. The contemporary commercial design of the project is compatible with those styles, and will not detract or negatively impact the historic character of the Euclid Avenue Historic District.

## **PART II: RECITALS**

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) (“CEQA”) and was reviewed to determine possible environmental impacts; and

WHEREAS, the Project is exempt from CEQA pursuant to a categorical exemption (listed in CEQA Guidelines Article 19, commencing with Section 15300) and the application of that categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Historic Preservation Subcommittee (“HPSC”) the responsibility and authority to review and act, or make recommendation to the Planning/Historic Preservation Commission, on the subject Application; and

WHEREAS, all members of the HPSC of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the Project; and

WHEREAS, on September 14, 2017, the Historic Preservation Subcommittee of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Decision have occurred.

## **PART III: THE DECISION**

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Historic Preservation Subcommittee of the City of Ontario, as follows:

SECTION 1: As the recommending body for the Project, the HPSC has reviewed and considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the HPSC, the HPSC finds as follows:

(1) The Project is categorically exempt from environmental review pursuant to Section 15331 Historical Resource Restoration/ Rehabilitation (Class 31) of the CEQA Guidelines; and

(2) The application of the categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

(3) The determination of CEQA exemption reflects the independent judgment of the HPSC.

SECTION 2: Based upon the substantial evidence presented to the HPSC during the above-referenced hearing and upon the specific findings set forth in Section 1, above, the HPSC hereby concludes as follows:

(1) The new construction, in whole or in part,

a. Will not detrimentally change, destroy or adversely affect any significant architectural feature of the resource. While the project site has not been identified as an historic resource, the site has been designated as a Non-Contributor to the Euclid Avenue Historic District. The existing storefront does not contain character-defining features of any specific style, therefore no significant architectural features will be impacted; and

b. Will not detrimentally change, destroy or adversely affect the historic character or value of the resource. The project does propose any alterations to the existing site layout and circulation. The proposed façade replacement will not result in any alteration to the orientation and the spatial relationship from the building to the Euclid Avenue Historic District, therefore the project will not change, destroy or adversely affect the character or value of the Euclid Avenue Historic District; and

c. Will be compatible with the exterior character-defining features of the historic resource. Although the project site is not considered historic, the site is directly adjacent to historic Euclid Avenue. Through enhanced architectural elements in the contemporary commercial architectural style, the proposed project will be compatible with the exterior features of the Euclid Avenue Historic District; and

d. Will not adversely affect or detract from the character of the historic district. Through enhanced architectural elements in the contemporary commercial architectural style, the proposed project does not detract from the character of the Euclid Avenue Historic District.

SECTION 3: Based upon the findings and conclusions set forth in Sections 1 and 2 above, the HPSC hereby recommends approval of the Application to the Historic Preservation Commission subject to each and every condition, included as Attachment "A" of this Decision, and incorporated herein by this reference.

SECTION 4: The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 5: The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario



Historic Preservation Subcommittee  
File No. PHP17-021  
September 14, 2017

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City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

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APPROVED AND ADOPTED this 14th day of September, 2017.

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Historic Preservation Subcommittee

**Exhibit A: Project Location Map**



***Exhibit B: Site Photographs***



***View looking north from G Street Subject Building)***



***View looking northwest***



***Exhibit B: Site Photographs Cont'd***

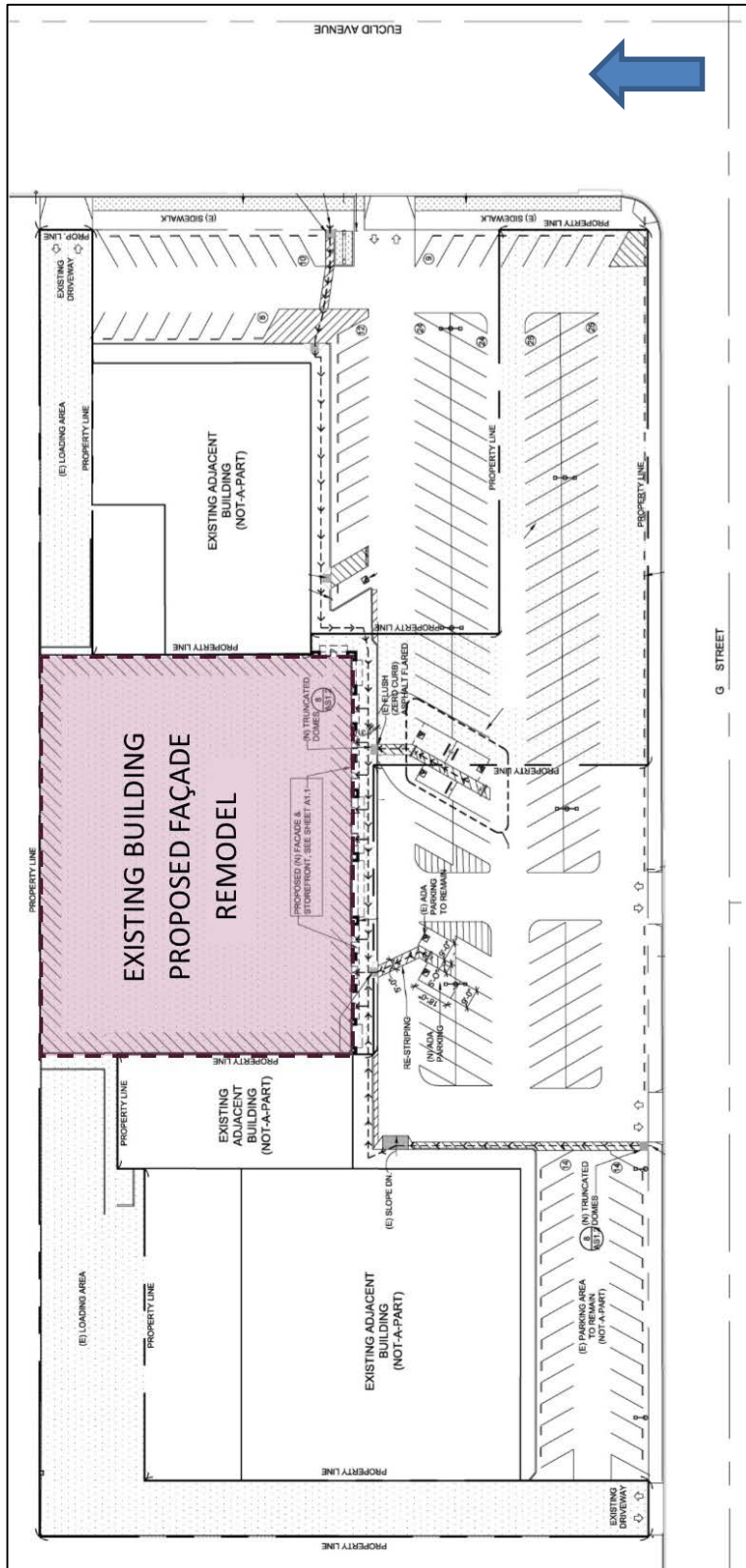


***View looking northeast from G Street***

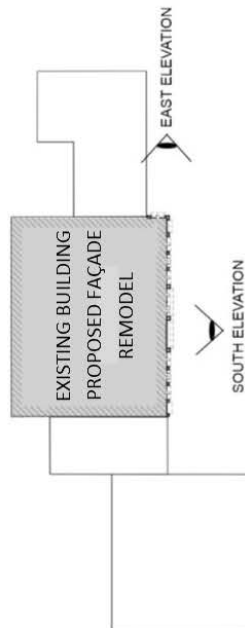
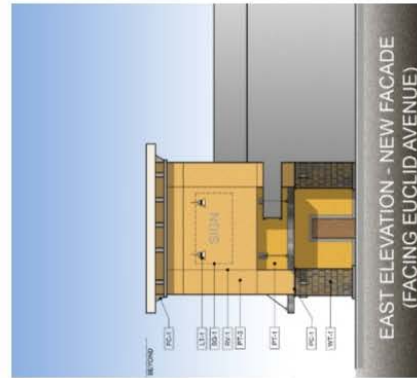


***View looking northwest from Euclid Avenue***

**Exhibit C: Site Plan**



**Exhibit D: Conceptual Elevations**

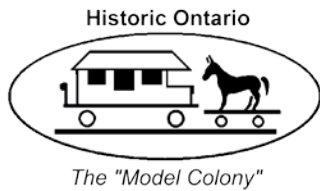


**KEY PLAN**



Attachment "A"

FILE NO. PHP17-021  
CONDITIONS OF APPROVAL



# CERTIFICATE OF APPROPRIATENESS

## CONDITIONS OF APPROVAL

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**Date:** September 14, 2017  
**File No.:** PHP17-021  
**Location:** 130 West G Street  
(APN: 1048-271-19)  
**Prepared By:** Elly Antuna, Assistant Planner

**Description:** A request for a Certificate of Appropriateness to allow for a façade and storefront replacement of an existing 28,635 square foot, single-tenant, commercial building, a Non-Contributor to the Euclid Avenue Historic District, on approximately 1.74 acres of land located at the northwest corner of G Street and Euclid Avenue, within the MU-1 (Downtown Mixed Use) and EA (Euclid Avenue Overlay) zoning districts.

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### CONDITIONS OF APPROVAL

The above-described Project shall comply with the following Conditions of Approval

1. Time Limits.

1.1 The Certificate of Appropriateness shall become void twenty-four (24) months from the date of approval unless a building permit has been issued and work authorized by this approval has commenced prior to the expiration date and is diligently pursued to completion.

2. Architectural Treatment.

2.1 Tower elements shall be treated with decorative corbels.

2.2 Stucco areas of storefront shall be painted in alternating colors to create depth and movement. Paint colors shall be "Allspice," "Braided Raffia," "Suede Jacket," "Vanilla Love," and "Harmony."

2.3 Each column base shall be covered in "Rustic Gold Slate" tile with staggered joints.

2.4 Exterior awnings shall be decorative metal vee-panel awnings. Fabric awnings shall not be used.

**Conditions of Approval**

**File No.: PHP17-021**

**September 14, 2017**

**Page 2**

2.5 Exterior light fixtures shall be compatible with the overall contemporary commercial architectural style. Submit a cut sheet to Planning for review and approval prior to issuance of building permit.

3. Signs.

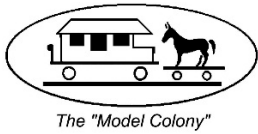
3.1 Sign plans shall be submitted and approved for the site prior to the installation of any signs. Signs shall conform to Division 8.01 (Sign Regulations) of the Ontario Development Code.

4. The applicant shall obtain a building permit prior to any demolition or construction.

5. Any deviation from the approved plans shall require approval of the Planning Department and, if necessary, the Historic Preservation Commission.

6. Conditions of Approval shall be reproduced onto all plans submitted for permits.

7. Prior to Occupancy the Planning Department shall inspect the premises to ensure the Conditions of Approval have been met and that the project has been constructed per the approved plans.



# Historic Preservation Subcommittee

September 14, 2017

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## DECISION NO:

FILE NO: PHP17-031

**DESCRIPTION:** A City initiated request to add the following potential historic resources to the Ontario Register: 1) The Lockheed Aircraft Services Historic District, located on the northwest portion of the Ontario International Airport property, south of East Airport Drive and west of Vineyard Avenue (APNs: 113-231-05, 113-231-06, 113-241-06, 113-241-07, 113-231-04, and 113-231-03); 2) The Terminal One Historic District, located at 1820-1800 East Moore Way (APN: 113-261-18); 3) The General Electric Aircraft Engines Historic District, generally located on East Avion Street west of Vineyard Avenue (APN: 113-261-06); 4) The Aerojet-General Hangar, located at 301 S. Hellman Avenue west of the Cucamonga Creek Channel (APN: 113-261-03); 5) The Air National Guard Hangar, located at 2475 East Avion Street (APN: 113-271-02);. (APN: 113-261-06).

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## PART I: BACKGROUND & ANALYSIS

THE CITY OF ONTARIO, (herein after referred to as "Applicant") has made a request to add certain potential historic resources to the Ontario Register as "Eligible" for individually listed properties or "Proposed" as part of a historic district, File No.PHP17-031, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

**(1) Project Setting:** Potential historic resources for consideration are located within the bounds of the Ontario International Airport (ONT) properties. A map to illustrate the general locations of each resource is attached to this report in *Exhibit A: Potential Historic Resources Location Map*.

**(2) Project Background:** In 2016, the City of Ontario received a Certified Local Government (GLG) grant to develop a historic context statement for the ONT and conduct an intensive level survey of aviation related properties that are older than 45 years located within the bounds of ONT properties.

The historic context and survey project provides the foundation for preservation planning by documenting, understanding, identifying, and evaluating potential historic resources. It is the first step in guiding land use decisions which includes consideration of adaptive reuse alternatives for identified historic properties. Additionally, the project deliverables have the potential to streamline and strengthen the environmental review process for future redevelopment and growth of the project area and benefit the community by developing and promoting airport history as an opportunity for heritage tourism.

The CLG program requires local governments to conduct surveys based on historic contexts on a regular basis to identify and document potential historic resources for the purpose of evaluation of placement on the local, state, and national historic registers. As a result of the project, a total of 55 properties were surveyed within the project boundary and evaluated for significance under the context theme of Aviation in Ontario.

**(3) Historic Context:** The Ontario International Airport (ONT) Historic Context Statement (Aviation in Ontario) identifies 4 themes and 5 subthemes in which the potential historic resources were evaluated under and include:

1. Theme: Commercial Aviation, 1946–1967
  - a. Sub-Theme: Aviation Support Services, 1952–1967
  - b. Sub-Theme: International Cargo and Freight Operations, 1946–1967
2. Theme: Civil Aviation, 1950–1967
  - a. Sub-Theme: Early Passenger Travel, 1950–1967
3. Theme: Military Aviation, 1942–1991
4. Theme: Aviation and Architecture, 1952–1975
  - a. Sub-Theme: Developments in Construction Technology, 1952–1975
  - b. Sub-Theme: Modernism and Aviation, 1955–1970

**(4) Evaluation:** The Ontario Development Code allows for potential historic resources surveyed at an intensive level pursuant to standards established by the California Office of Historic Preservation to be considered for inclusion on the Ontario Register. Three historic districts (containing 18 contributors) and 9 individual buildings were identified as “Eligible” for local, state, and national registers based on local historic significance. Seven of the individually “Eligible” buildings were also found to be contributors to their perspective historic district. Reconnaissance and intensive level survey record for each potential historic resource is attached to this report in *Exhibit B: DPR523 Records*. Eligibility to the local register is based on designation criteria as contained in Section 4.02.040 of the Ontario Development Code and is listed below.

A historic resource may be designated an “historic landmark” by the City if it meets the criteria for listing in the National Register of Historic Places or the California Register of Historic Resources, or it meets one or more of the following criteria:

- a) The historic resource exemplifies or reflects special elements of the City’s history;
- b) The historic resource is identified with persons or events significant in local, state, or national history;
- c) The historic resource is representative of the work of a notable builder, designer, architect, or artist;

- d) The historic resource embodies distinguishing architectural characteristics of a style, type, period, or method of construction;
- e) The historic resource is a noteworthy example of the use of indigenous materials or craftsmanship;
- f) The historic resource embodies elements that represent a significant structural, engineering, or architectural achievement or innovation;
- g) The historic resource has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community, or the City;
- h) The historic resource is one of the few remaining examples in the City, region, state or nation, possessing distinguishing characteristics of an architectural or historical type or specimen: or
- i) The historic resource has yielded, or is likely to yield, information important to the City's history or prehistory.

A neighborhood or area listed as a historic resource may be designated a "Local Historic District" by the City if the neighborhood meets the criteria for listing in the National Register of Historic Places or the California Register of Historic Resources, or it meets one or more of the following criteria:

1. The historic resource is a geographically definable area possessing a concentration of historic resources or a thematically related grouping of structures that contribute to each other and are unified by plan, style, or physical development, and embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values;
2. The historic resource reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of a park landscape, site design, or community planning;
3. The historic resource is associated with, or the contributing resources are unified by, events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or



4. The historic resource is, or the contributing resources are, associated with the lives of persons important to the City, State or National history.

Discussion of the historic significance and evaluation using the criteria for each potential historic resource being considered for inclusion on the Ontario Register is summarized in *Table 1* below with the full evaluation attached to this report in *Exhibit B: DPR523 Records*.

Table1. List of Eligible Historical Resources Surveyed

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

## **PART II: RECITALS**

WHEREAS, the Application is not a project pursuant to the California Environmental Quality Act ("CEQA") Guidelines Section 21065; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Historic Preservation Subcommittee ("HPSC") the responsibility and authority to review and act, or make recommendation to the Planning/Historic Preservation Commission, on the subject Application; and

WHEREAS, all members of the HPSC of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the Project; and

WHEREAS, on September 14, 2017, the Historic Preservation Subcommittee of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Decision have occurred.

## **PART III: THE DECISION**

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Historic Preservation Subcommittee of the City of Ontario, as follows:

SECTION 1: As the decision-making body for the Project, the HPSC has reviewed and considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the HPSC, the HPSC finds as follows:

(1) The Application is not a project pursuant to Section 21065 of the CEQA Guidelines; and

SECTION 2: Based upon the substantial evidence presented to the HPSC during the above-referenced hearing and upon the specific findings set forth in Section 1, above, the HPSC hereby concludes as follows:

(1) The potential historic resources identified, documented, and evaluated in the Ontario international Airport Historic (ONT) Context Statement and Survey project meet the designation criteria as stated the attached *Exhibit B: DPR523 Records*.

SECTION 3: Based upon the findings and conclusions set forth in Sections 1 and 2 above, the HPSC hereby approves the Application.

SECTION 4: The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 5: The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

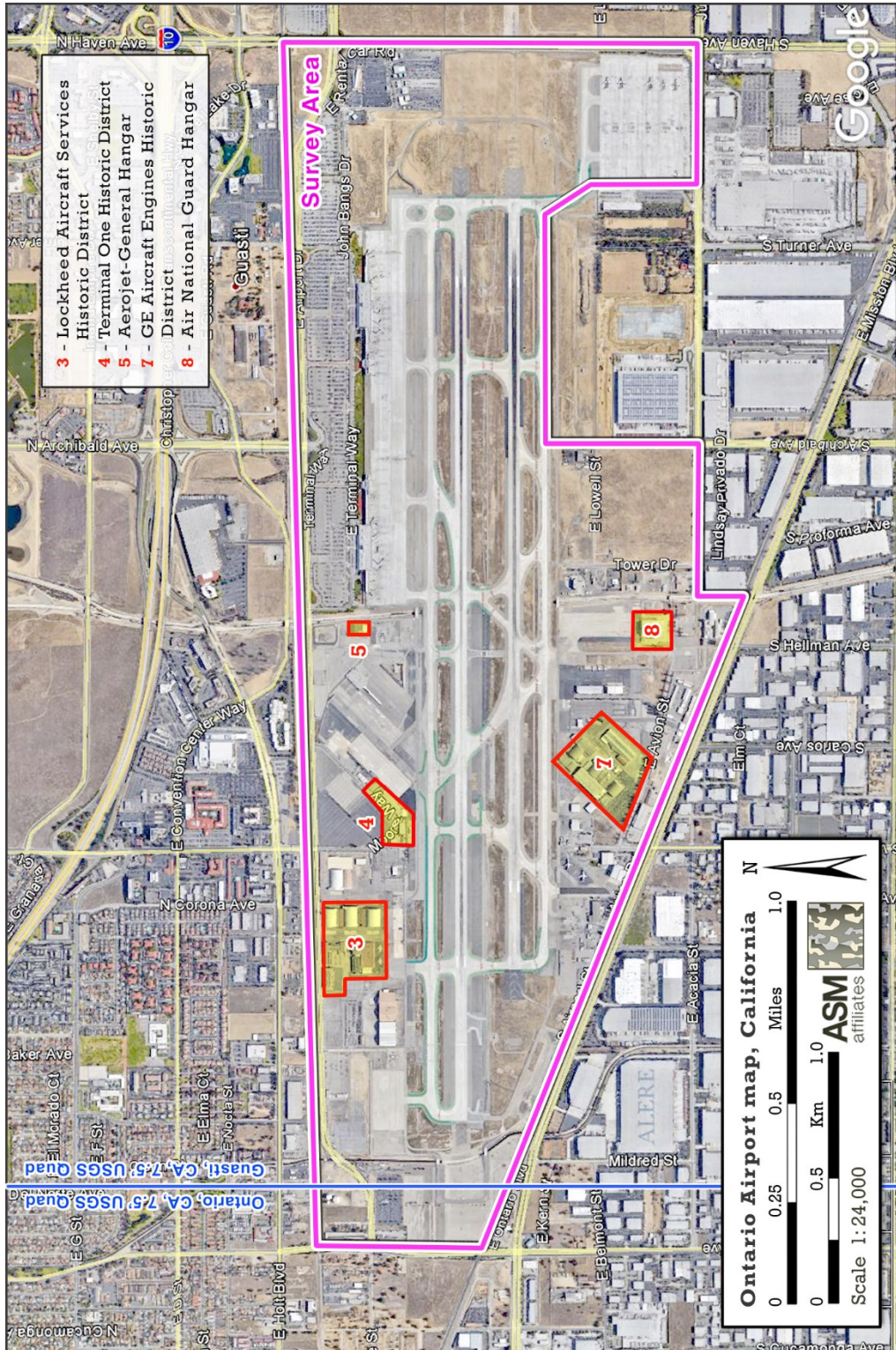
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APPROVED AND ADOPTED this 14th day of September 2017.

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Historic Preservation Subcommittee  
Chairman

**Exhibit A: Potential Historic Resource Map**



***Exhibit B: DPR523 Records***

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

Applicable Criteria A/1/Local: District 1-3

(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



**CONTINUATION SHEET**

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Page 2 of 8

\*Resource Name or # (Assigned by recorder)

Lockheed Aircraft Services Historic District

Recorded by: Shannon Davis and Marilyn Novell

Date: December 2016

Continuation  Update

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

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

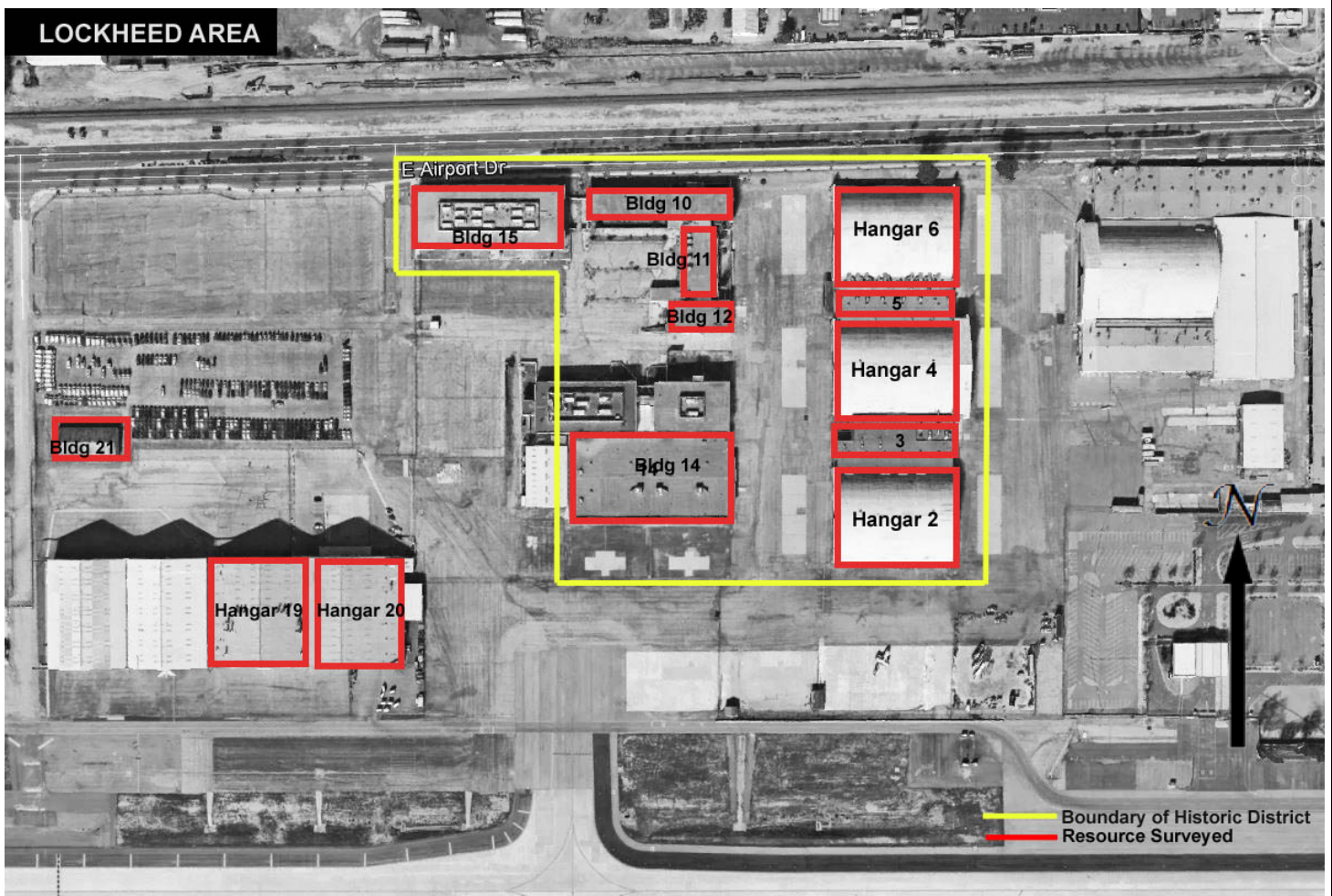
**D6. Significance:** (Continued from page 1)

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

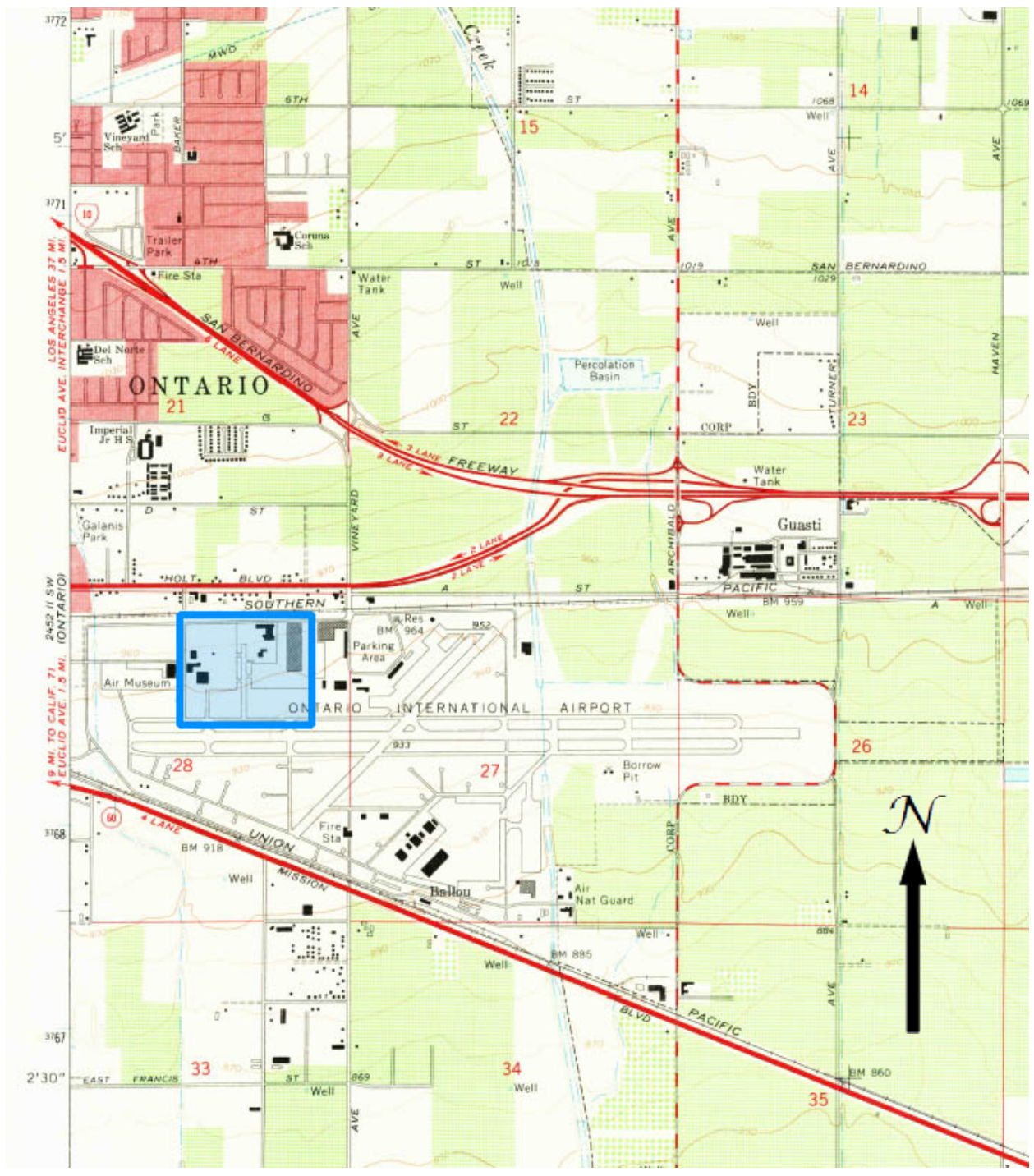
ASM recommends the Lockheed Aircraft Services Historic District as eligible under Criteria A/1 and local district criteria 1-3 for its association with aviation support services at ONT during the period of significance.

**D7. References:**

- Douglas, Diane L., and David Livingstone. (2006). *Historical Architectural and Cultural Resources Inventory Report: Pacific Gateway Cargo Center, Ontario International Airport*. Prepared by URS for Aero Ontario.
- Jenkins, Dennis R. 2001. *Lockheed Secret Projects: Inside the Skunk Works*. St. Paul, MN: MBI Publishing.
- Lockheed Aircraft Service Company. 2017. "The Beginning of a Global Lockheed Martin." Available at Lockheed Martin website.
- Los Angeles Department of Airports (LADOA). 1983. *Ontario International Airport Information: Service, Economics, Improvements and Growth Potential* (Quarterly Report). Ontario, CA: Los Angeles Department of Airports.
- National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation*. National Register Bulletin No. 15. Washington, D.C.
- National Park Service. 1997. *How to Complete the National Register Nomination Form*. National Register Bulletin No. 16A. Washington, D.C.
- Ontario International Airport Historic Context Statement. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.
- Sable, Julie. 1998. "Lockheed Closes Doors at Ontario Airport Site," *Ontario Daily Bulletin*, April 11.



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).

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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.



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Recorded by: Shannon Davis and Marilyn Novell

\*Resource Name or # (Assigned by recorder)

Lockheed Aircraft Services Historic District

Date: December 2016

Continuation  Update



**Image 5.** View looking northwest at the LAS facilities.



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

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

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**Trinomial** \_\_\_\_\_

**Page 8 of 8**

**Recorded by:** Shannon Davis and Marilyn Novell

**\*Resource Name or # (Assigned by recorder)**

Lockheed Aircraft Services Historic District

**Date:** December 2016

Continuation  Update



**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.*

Page 1 of 6

\*Resource Name or #: Terminal One Historic District

D1. Historic Name: Terminal One, Control Tower, FAA office building

D2. Common Name: Terminal One, 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 6)

\*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  
Period of Significance 1950-1967

Area Early Passenger Travel  
Applicable Criteria A/1/Local District: b/D 1-3; C/3/Local:  
Individual 3 a, b

(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-theme Early Passenger Travel, 1952-1967, 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 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 1-3 for its association with civil aviation and early passenger travel at ONT during the period of significance.

(Continued on page 6)

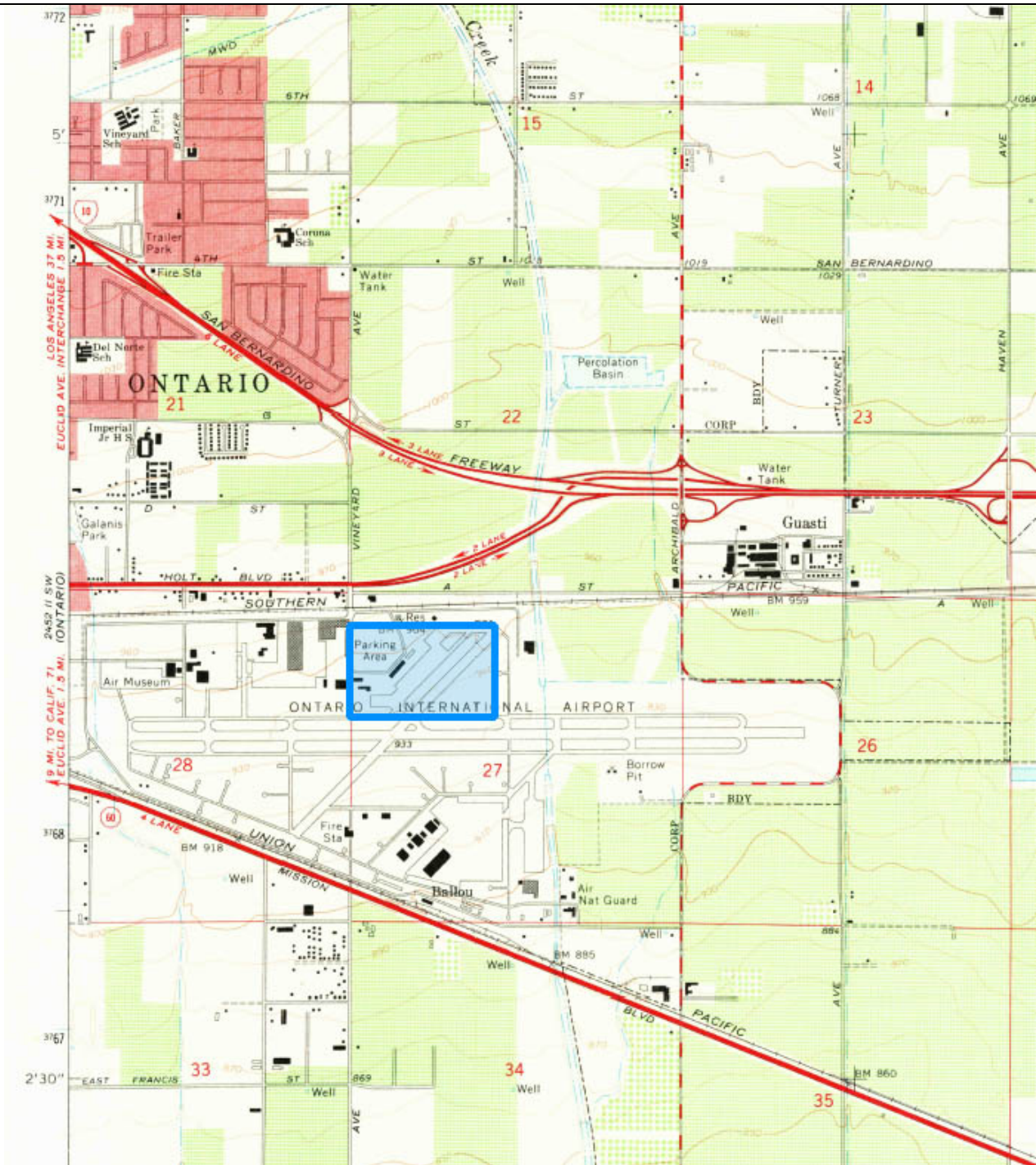
\*D8. Evaluator: Shannon Davis and Marilyn Novell Date: June 2017

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



Map of the Terminal One Historic District showing resources surveyed and boundary.  
Source: ASM Affiliates, Inc., June 20, 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.



**Image 3.** View of Control Tower and ancillary buildings looking east.

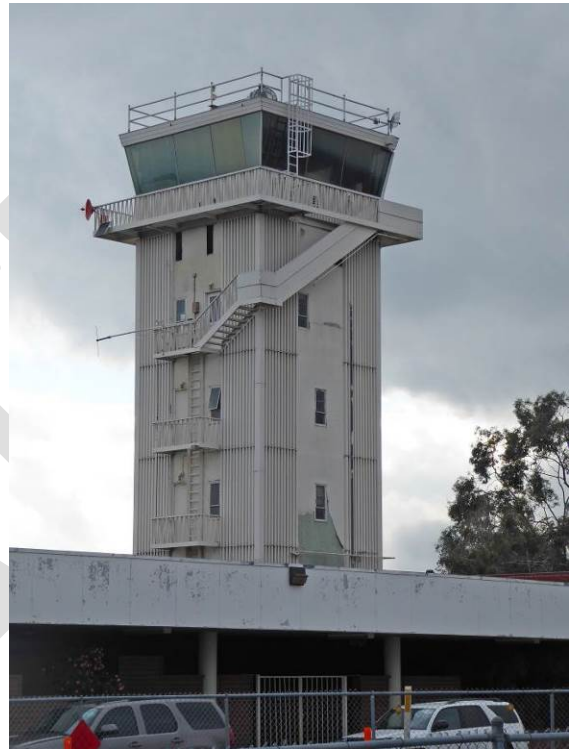


**Image 4.** Historic view of Terminal One in original configuration. Source: HCM brochure, Ontario City Library Robert E. Ellingwood Model Colony Room. Undated.





**Image 5.** View of Control Tower looking west from runway.



**Image 6.** View looking southwest at the east and north façades.

**CONTINUATION SHEET**

Primary # \_\_\_\_\_

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Trinomial \_\_\_\_\_

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\*Resource Name or # (Assigned by recorder)

Terminal One Historic District

Recorded by: Shannon Davis and Marilyn Novell

Date: June 2017

**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 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, 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.

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Page 1 of 8

\*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 A/1/Local: District 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.):

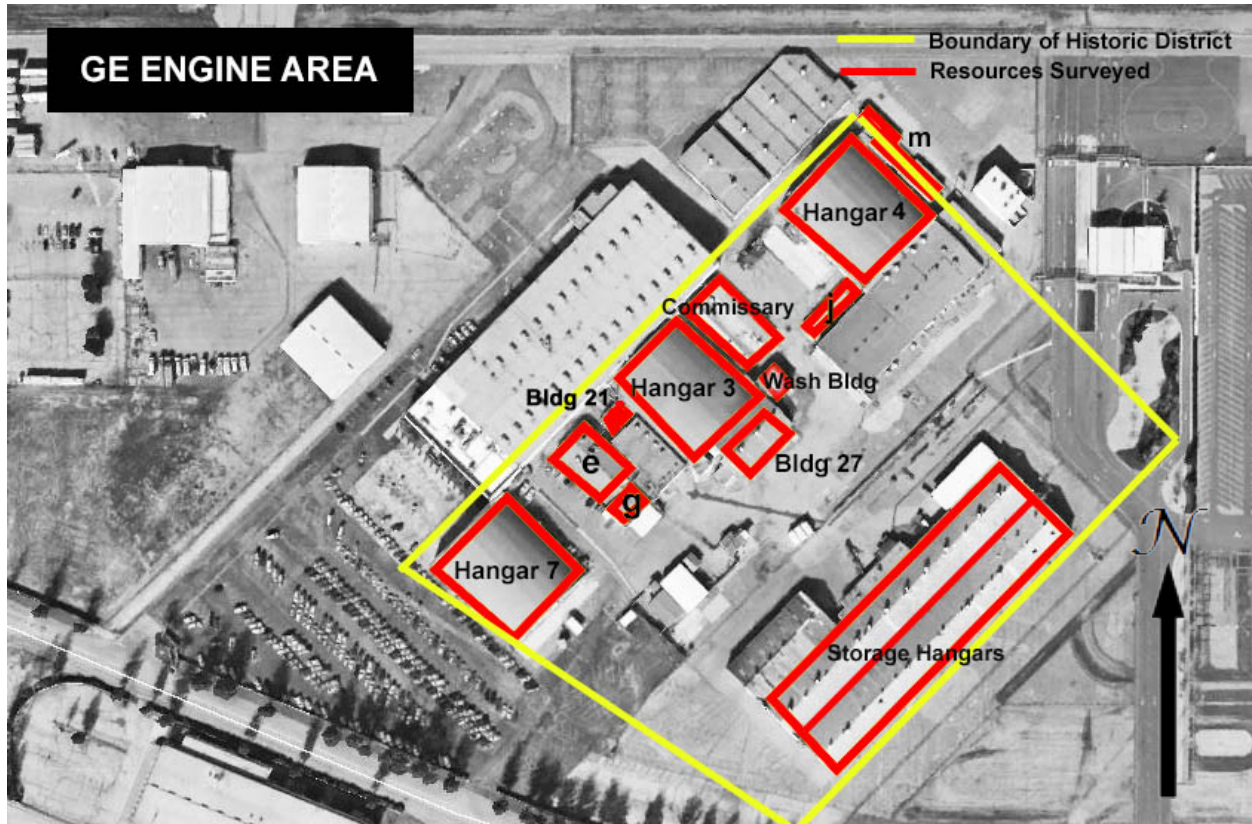
National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation*. National Register Bulletin No. 15. Washington, D.C.  
National Park Service. 1997. *How to Complete the National Register Nomination Form*. National Register Bulletin No. 16A. Washington, D.C.  
*Ontario International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

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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 2 of 8 \*Resource Name or # (Assigned by recorder) General Electric Aircraft Engines Historic District  
\*Map Name: GE Aircraft Engines Areas \*Scale: \*Date of Map: June 2017



Map showing resources surveyed and recommended historic district boundary.



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

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

Primary # \_\_\_\_\_  
 HRI # \_\_\_\_\_  
 Trinomial \_\_\_\_\_

Page 3 of 8

\*Resource Name or # (Assigned by recorder)

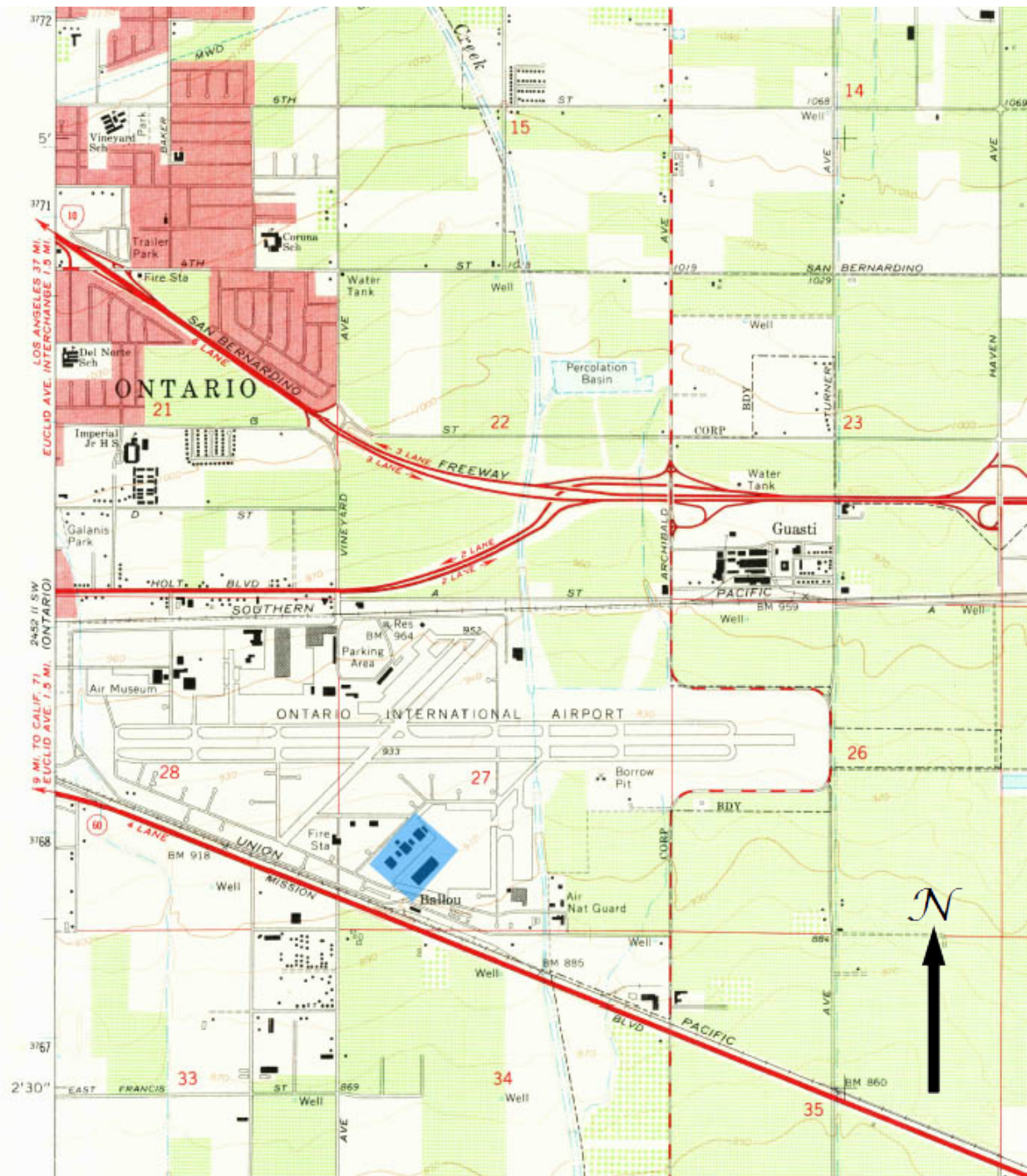
General Electric Aircraft Engines Historic District

\*Map Name: GE Aircraft Engines Areas

\*Scale:

\*Date of Map: June 2017

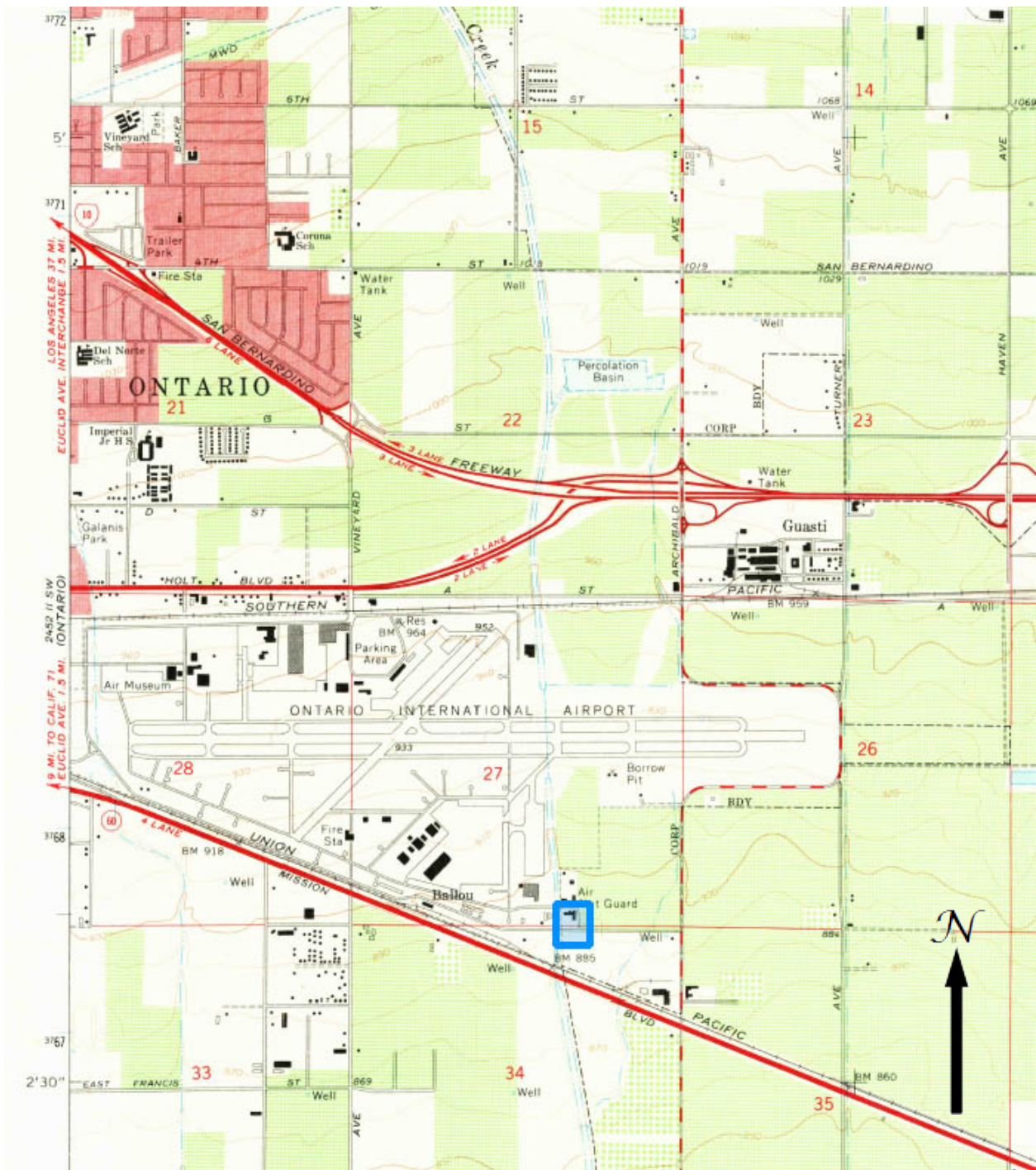




Map showing location of GE Aircraft Engine area relative to the airport (USGS Guasti, 1966, 1:24,000 scale).

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

Primary # \_\_\_\_\_  
 HRI # \_\_\_\_\_  
 Trinomial \_\_\_\_\_



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



Page 5 of 8

\*Resource Name or # (Assigned by recorder)

General Electric Aircraft Engines Historic District

Recorded by: Shannon Davis and Marilyn Novell

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.

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

**Primary #** \_\_\_\_\_  
**HRI #** \_\_\_\_\_  
**Trinomial** \_\_\_\_\_

**Page 7 of 8**

**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 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.

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

**Primary #** \_\_\_\_\_  
**HRI #** \_\_\_\_\_  
**Trinomial** \_\_\_\_\_

**Page 8 of 8**

**\*Resource Name or # (Assigned by recorder)**

General Electric Aircraft Engines Historic District

**Recorded by:** Shannon Davis and Marilyn Novell

**Date:** December 2016

Continuation  Update



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



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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 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."<sup>1</sup> 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."<sup>2</sup>

(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): \_\_\_\_\_

<sup>1</sup> "Lockheed Dedicates New Ontario Airport Facilities." *Los Angeles Times*, July 1, 1956.

<sup>2</sup> 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.





**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.

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**CONTINUATION SHEET**

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Trinomial \_\_\_\_\_

Page 5 of 7

\*Resource Name or # (Assigned by recorder)

Lockheed Executive Office Building (Building 10)

Recorded by: Shannon Davis and Marilyn Novell

Date: December 2016

Continuation  Update

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

The horizontally oriented steel-frame building has three floors housing offices, with one floor below grade, where the ground is cut back to create a well for windows to admit natural light. Building 10 has a rectangular plan and is set on a poured-concrete foundation. The flat roof is cantilevered to form a wide overhang with a deep fascia faced with corrugated metal. A decorative metal grille attached to vertical metal supports wraps around the east and west facades. At the west façade, a row of metal screens partially shades the windows. The walls are clad in a regular pattern of aggregate stone set in concrete, contrasting with intermittent narrower vertical concrete sections. The motif of aggregate stone interspersed with smooth concrete is repeated on walls around Building 10 and throughout the administrative complex of buildings in the former LAS area. Rows of fixed-pane aluminum windows set between projecting vertical members horizontally span the building at each level. The primary entrance is at the south façade, where the building adjoins Building 11 to the south and consists of a pair of metal-framed glass doors set in a wall of glass. There are additional entrances at the west and east façades. The interior consists of offices opening off of central halls.

Landscaping was an integral part of the design of Building 10, as evidenced by the planters along the south façade and at the primary entrance and consistent with Mid-Century Modern design. Historic photographs and architectural drawings show rows of trees along the south and north façades.

**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: C/3/3 c-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 France and experienced a long and prolific career. Among his well-known works are the Flamingo Hotel in Las Vegas, Sunset Plaza in

(Continued on page 7)

B11. Additional Resource Attributes: (List attributes and codes) \_\_\_\_\_

\*B12. References:

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

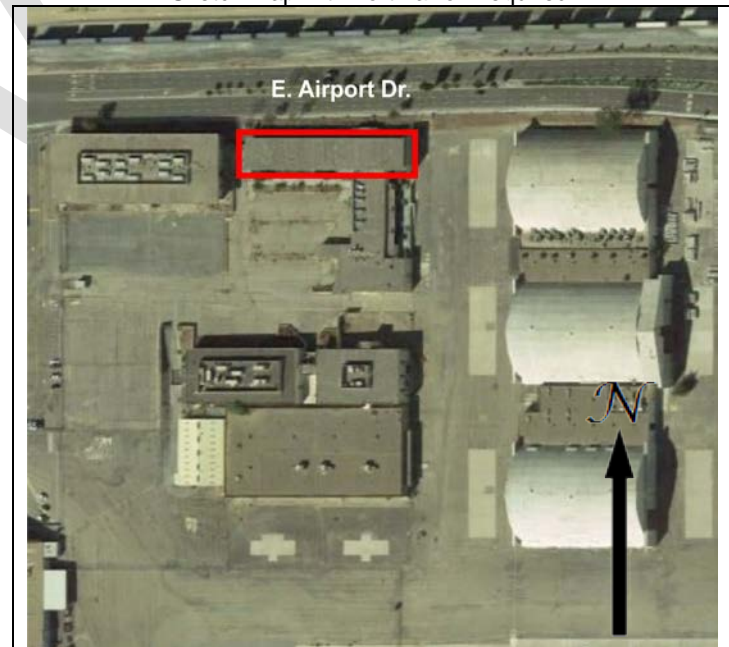
*Ontario International Airport Historic Context Statement*. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

B13. Remarks: \_\_\_\_\_

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

\*Date of Evaluation: June 2017

Sketch Map with north arrow required.



(This space is reserved for official comments)

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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 7 of 7

\*Resource Name or # (Assigned by recorder)

Lockheed Executive Office Building (Building 10)

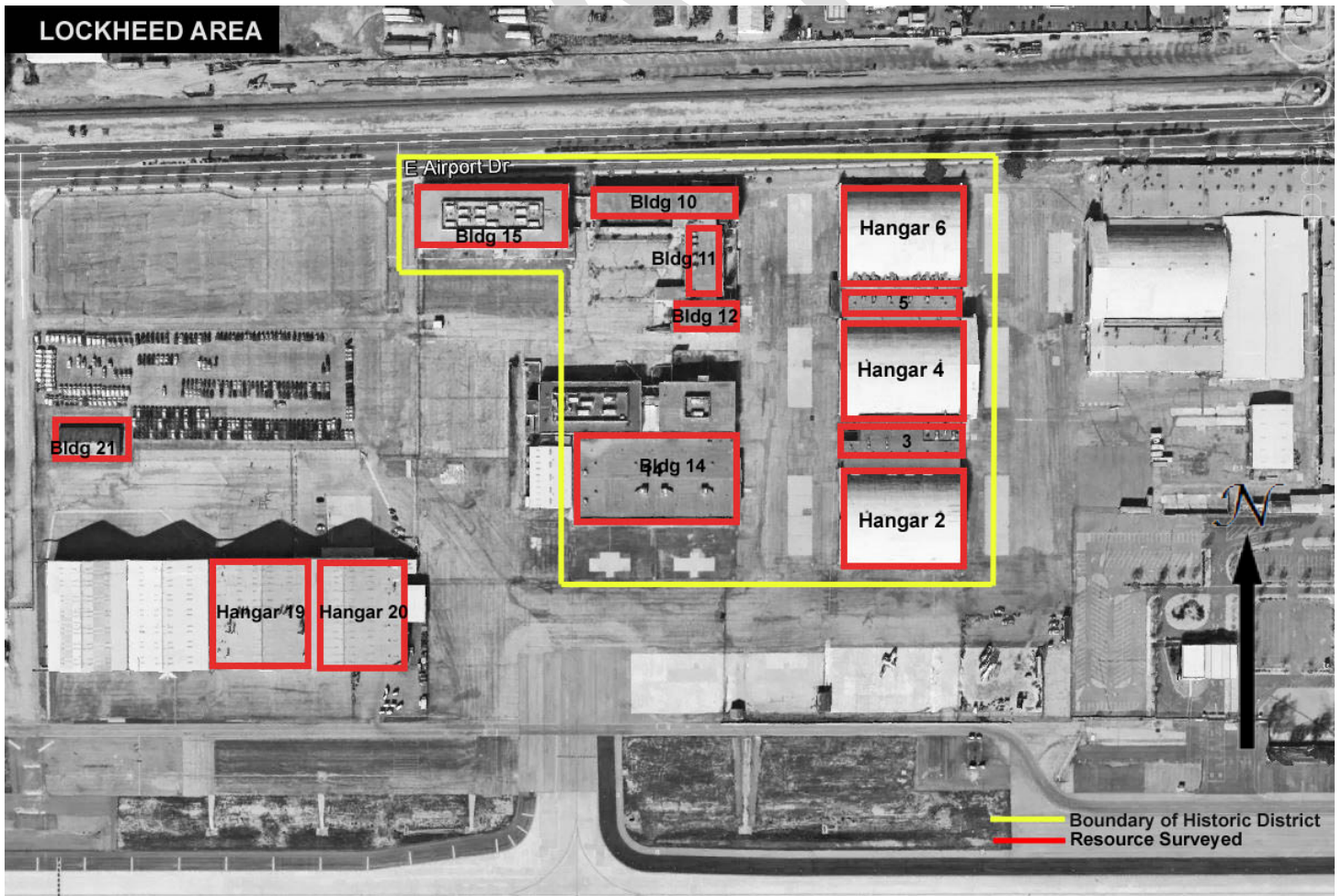
Recorded by: Shannon Davis and Marilyn Novell

Date: December 2016

Continuation  Update

**B10. Significance:** (Continued from page 6)

West Hollywood, Ciro's Restaurant, and the iconic Deco-style Hollywood Reporter building. He became a fellow of the American Institute of Architects and served as president of its Southern California chapter. Although the building has deteriorated and lost some of its original materials, it retains integrity of location, design, setting, workmanship, feeling, and association. The building meets several of the requirements for significance under Criterion C: it embodies the distinctive characteristics of a type and period, it possesses high artistic value, and it can be considered the work of a master architect. After careful consideration, ASM recommends the Lockheed Executive Office Building eligible for listing at the federal, state or local level under Criterion C/3/3 c-h.



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

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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):

DRAFT



**Image 1.** View looking northwest at the west and east façades of buildings 12, 11, and 10.



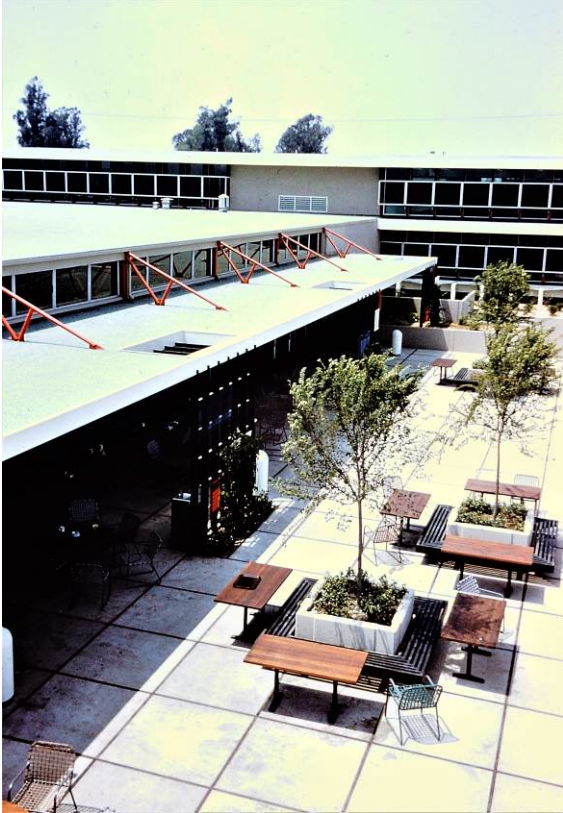
**Image 2.** Detail view looking northwest at the east façade of Building 11 and the south façade of Building 10.



**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: C/3/3 c-h

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

The Cafeteria building in the Lockheed Aircraft Services (LAS) area at ONT served the employees and personnel at the LAS facilities. The building is a good example of Mid-Century Modernism considered within the context of Aviation in Ontario under the theme of Aviation and Architecture, and the sub-theme of Modernism in Architecture, 1942–1970. It exhibits character-defining features of the style including horizontal orientation, minimal ornamentation, a flat roof with wide overhanging eaves, and simple, orthogonal massing. The large outdoor dining patio with planters surrounded by fixed tables and benches is connected visually and functionally by the floor-to-ceiling glazing of the cafeteria interior and the wide cantilevered canopy. The distinctive feature of Mid-Century Modern architecture of connection

(Continued on page 5)

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

**\*B12. References:**

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

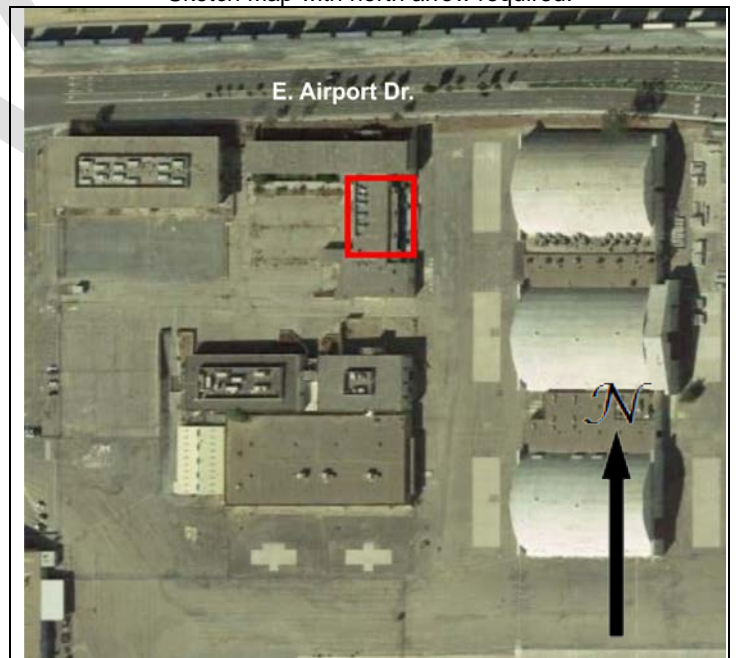
*Ontario International Airport Historic Context Statement*. Prepared by ASM Affiliates, Inc., for City of Ontario. 2017.

B13. Remarks:

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

\*Date of Evaluation: June 2017

Sketch Map with north arrow required.





(This space is reserved for official comments)

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

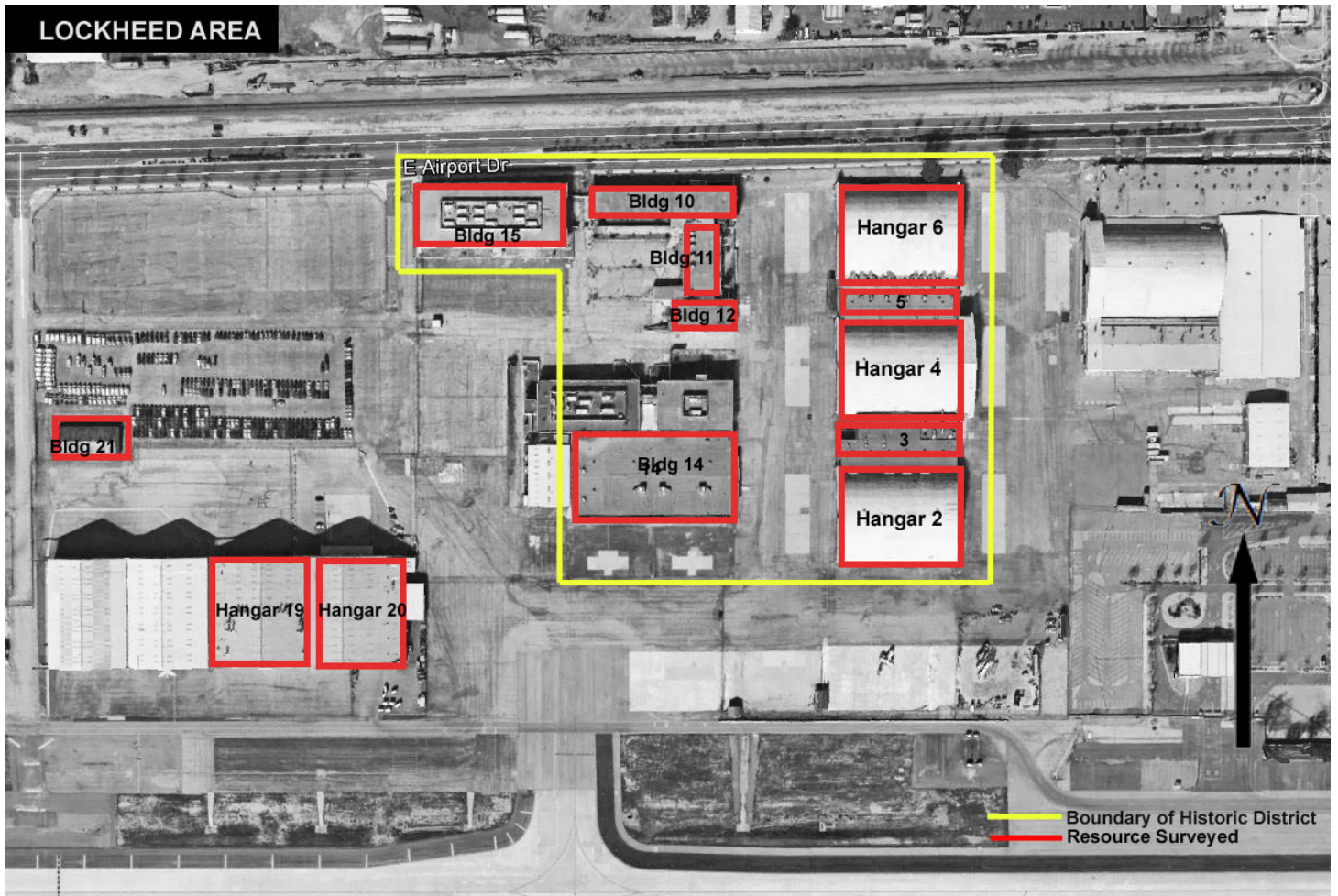
Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 5 of 5      \*Resource Name or # (Assigned by recorder) Lockheed Cafeteria Building (Building 11)  
Recorded by: Shannon Davis and Marilyn Novell      Date: December 2016  
 Continuation    Update

**B10. Significance:** (Continued from page 4)

between the indoors is apparent in this design. Architect George Vernon Russell studied at the estimable Ecole des Beaux-Arts in France and experienced a long and prolific career. Among his well-known works are the Flamingo Hotel in Las Vegas, Sunset Plaza in West Hollywood, Ciro's Restaurant, and the iconic Deco-style Hollywood Reporter building. He became a fellow of the American Institute of Architects and served as president of its Southern California chapter. Although the building has deteriorated and lost some of its original materials, it retains integrity of location, design, setting, workmanship, feeling, and association. The building meets several of the requirements for significance under Criterion C: it embodies the distinctive characteristics of a type and period, it possesses high artistic value, and it can be considered the work of a master architect. After careful consideration, ASM recommends the Lockheed Cafeteria building eligible for listing at the federal, state or local level under Criterion C/3/3 c-h.





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

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

Primary # 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.<sup>1</sup> The terminal was built by Hoefer Construction Co. of Fontana.<sup>2</sup> 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.<sup>3</sup> 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.

<sup>1</sup> Architectural drawings. Ontario International Airport Authority records.

<sup>2</sup> "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.

<sup>3</sup> "Ontario Will Expand Terminal at Airport." *Los Angeles Times*, May 21, 1964.

**\*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):

DRAFT





**Image 1.** Detail view looking east at the northwest façade.



**Image 2.** Detail view looking northeast at the northwest façade.



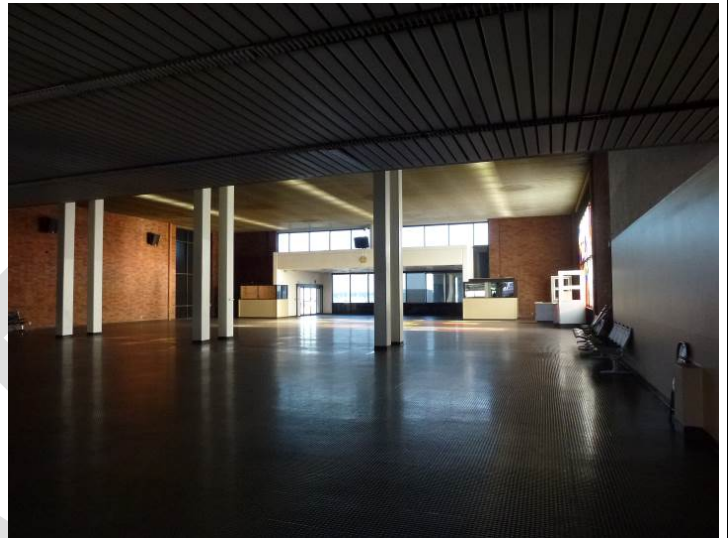
**Image 3.** View looking south at the northeast and northwest façades.



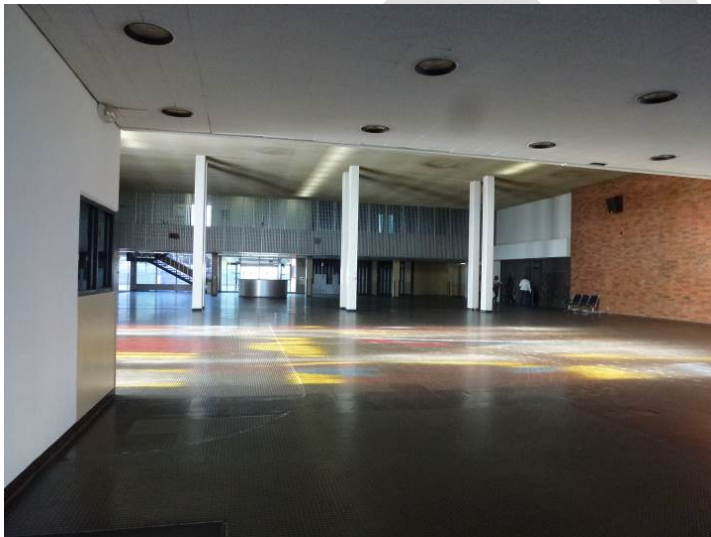
**Image 4.** Interior view looking west.



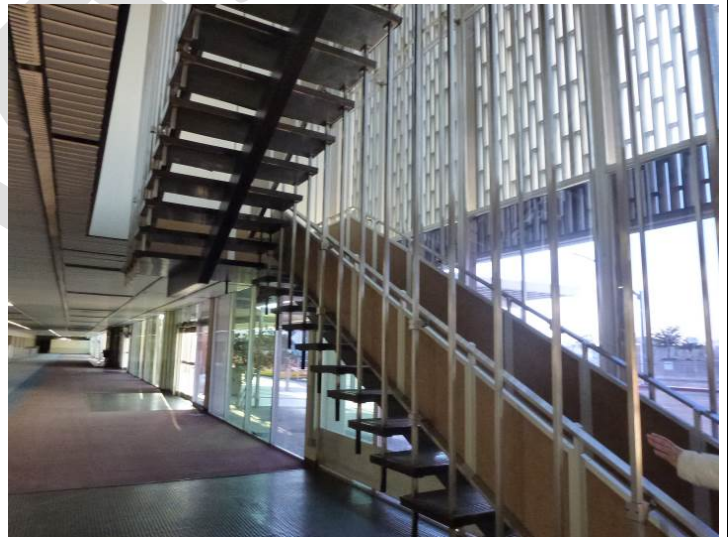
**Image 5.** Interior view of ticketing area looking northeast.



**Image 6.** Interior view of waiting room looking southeast.



**Image 7.** Interior view of waiting room looking northwest.



**Image 8.** Interior view looking southwest.





**Image 9.** Interior view of second-floor offices.



**Image 10.** Interior view of second-floor conference room.



**Image 11.** View looking south of the passenger promenade southwest of the terminal.



**Image 12.** View looking east at the northwest and southwest façades of Baggage Claim Building B.



Image 13. View looking north at Baggage Claim Building B.



Image 14. Interior view of Baggage Claim Building B looking southwest.



Image 15. View looking northeast at the passenger arcade behind Terminal One.



Image 16. View looking east at the northwest façade of one of the gate buildings.





**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.



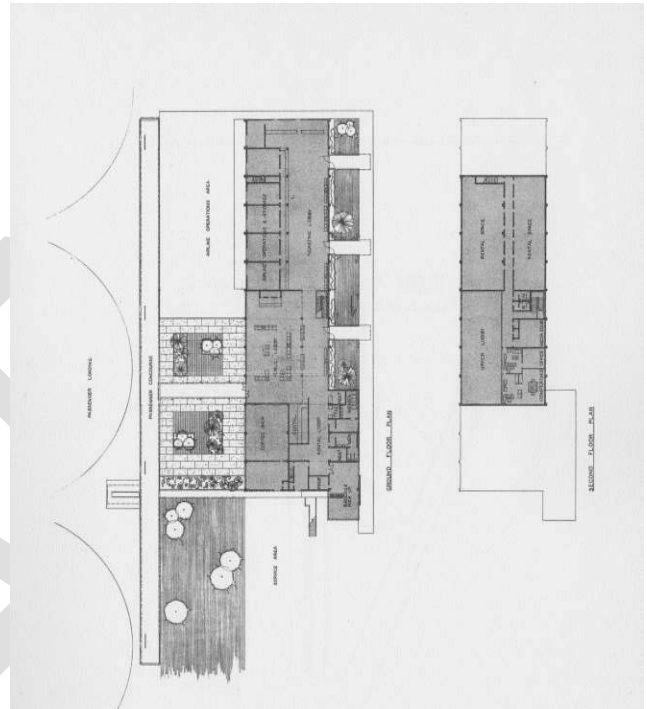
**Image 19.** View looking north from the runway area at the southwest and southeast façades of one of the holdroom (gate) buildings.



**Image 20.** View looking northwest at the south façade of the USO building (formerly the West Lobby).



**Image 21.** View of Terminal One in original configuration. Source: HCM brochure, undated; Ontario City Library Robert E. Ellingwood Model Colony Room.



**Image 22.** Floor plan of Terminal One in original configuration. Source: HCM brochure, undated; Ontario City Library Robert E. Ellingwood Model Colony Room.



**Image 23.** Historic view of the primary façade. Source: HCM brochure, undated; Ontario City Library Robert E. Ellingwood Model Colony Room.



**Image 24.** View from the original lobby looking toward the entrance. Source: Los Angeles Public Library Herald-Examiner Collection, April 1, 1967.



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**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.<sup>4</sup> 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.<sup>5</sup> In 1983, the concourse was extended,<sup>6</sup> and in 1993 new "holdrooms" (free-standing buildings housing gates) were added.<sup>7</sup> 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.<sup>8</sup> 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."<sup>9</sup>

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 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.

<sup>4</sup> Ontario International Airport Authority records; architectural drawings by Harnish-Morgan and Causey, architects, dated April 2, 1969.

<sup>5</sup> Ontario International Airport Authority records; architectural drawings by Cashion-Horie, architects, dated June 27, 1973.

<sup>6</sup> Ontario International Airport Authority records; architectural drawings by Rivers & Christian, architects, dated March 16, 1993.

<sup>7</sup> Ontario International Airport Authority records; architectural drawings by Barkmakian, Wolff, Lang, and Christopher, architects, dated June 27, 1973.

<sup>8</sup> "Director of Ontario Airport Sees Bright Future for Facility." *Los Angeles Times*, December 18, 1960.

<sup>9</sup> "New Airport Design, in the U.S. and Abroad." *Architectural Forum*, July 1962.

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 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,<sup>10</sup> Baggage Claim Building A does not meet the age criterion for consideration as a historic resource.

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<sup>10</sup> Ontario International Airport Authority records; architectural drawings by Wolff, Lang, and Christopher, architects, dated March 9, 1984.



**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: A/1/3 a and b; C/3/3 c-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/I-3 and b/D 1-3.

(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

Sketch Map with north arrow required.

(This space is reserved for official comments)



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

Primary # \_\_\_\_\_  
 HRI # \_\_\_\_\_  
 Trinomial \_\_\_\_\_

Page 12 of 13

\*Resource Name or # (Assigned by recorder)

Terminal One

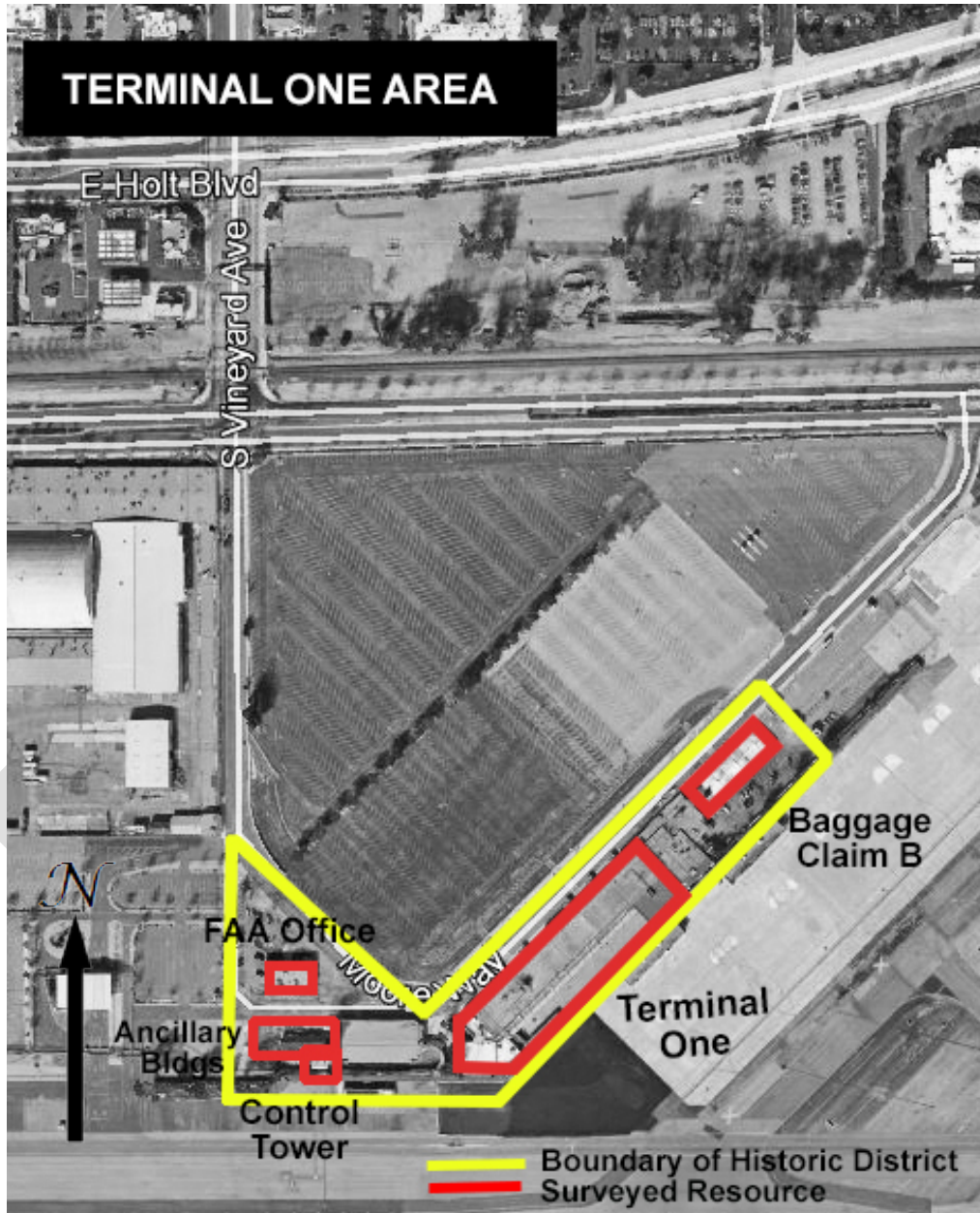
Recorded by: Shannon Davis and Marilyn Novell

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 eligible and early additions under the theme of Modernism and Aviation at ONT under Criteria C/3/3 c-h.



Map showing location of buildings within the Terminal One area.  
Source: ASM Affiliates, Inc., June 2017.

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)

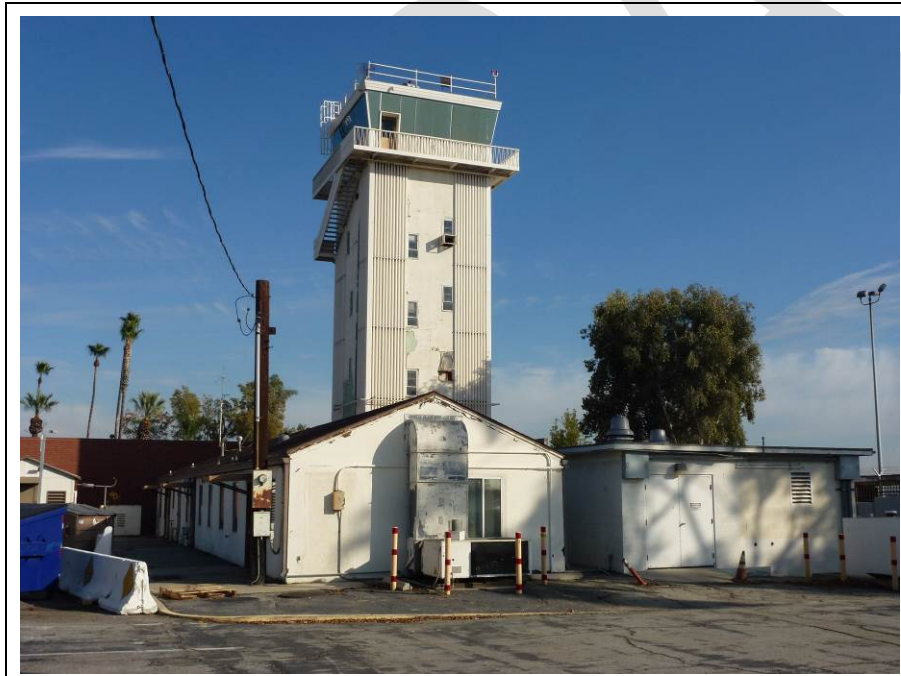
The Ontario International Airport (ONT) air control tower was constructed by the FAA in 1952-1953, with federal funds approved in 1952. Designed by architect Jay Dewey Harnish, it was said to be the first in the nation to be designed strictly according to Civil Aeronautics Administration rules.<sup>1</sup> The six-story tower is equipped with an elevator, marking another first for control towers in the U.S.<sup>2</sup> 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.

<sup>1</sup> "Federal Funds Assured for Airport Tower." *Los Angeles Times*, June 22, 1952.

<sup>2</sup> *Ibid.*



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

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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.

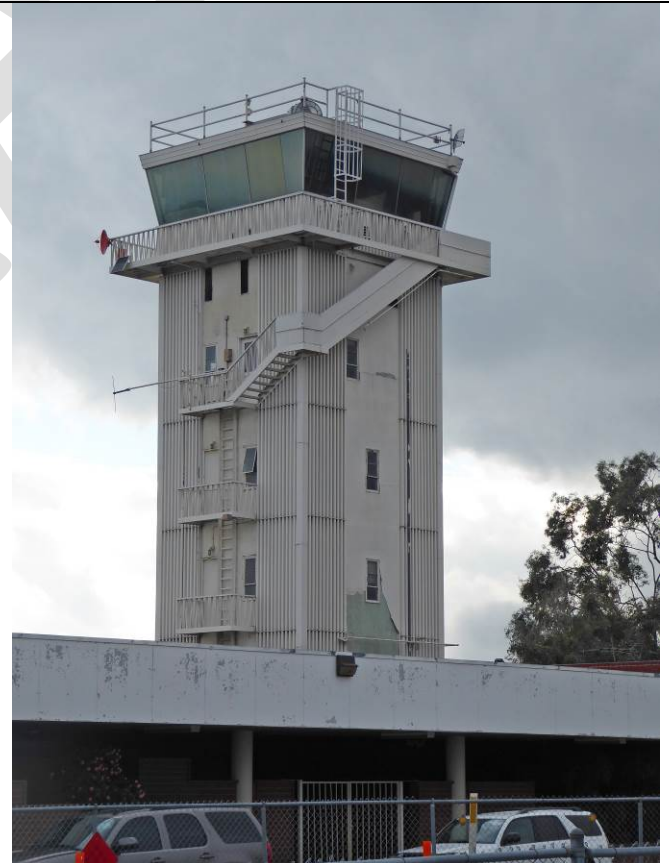


Image 4. View looking southwest at the east and north façades.



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].

DRAFT

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.<sup>3</sup> 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.



<sup>3</sup> 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: A/1/1 a and b; C/3/3 c-h

(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 Criteria A/1/1 a and b.

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 c-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

Sketch Map with north arrow required.



(This space is reserved for official comments)



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

**Primary #** \_\_\_\_\_  
**HRI #** \_\_\_\_\_  
**Trinomial** \_\_\_\_\_

**Page 8 of 8**

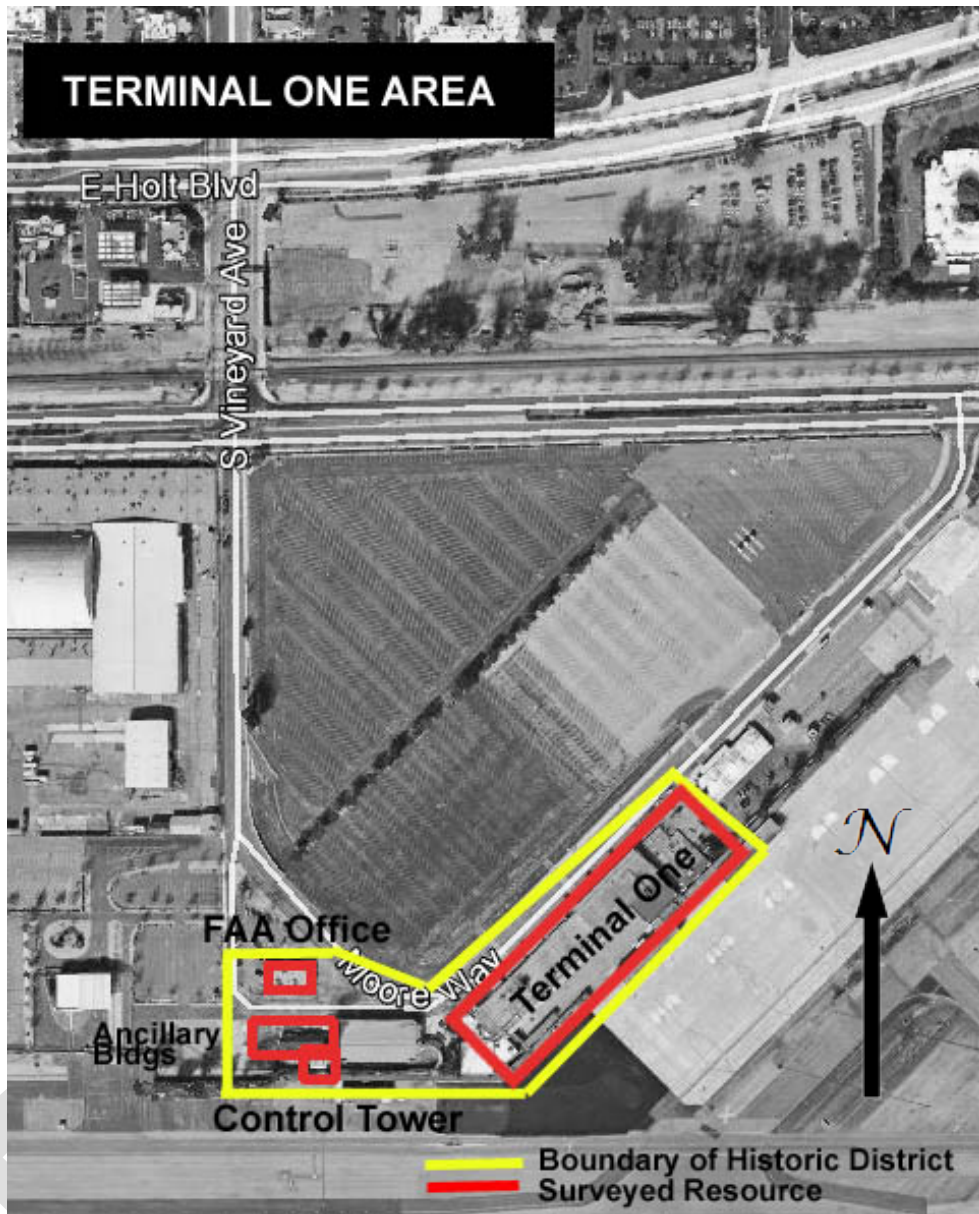
**\*Resource Name or # (Assigned by recorder)** \_\_\_\_\_

**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 # \_\_\_\_\_  
 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):

DRAFT





**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.



**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: C/3/3 c-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 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. Aircraft apron

\*B12. References:

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

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

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

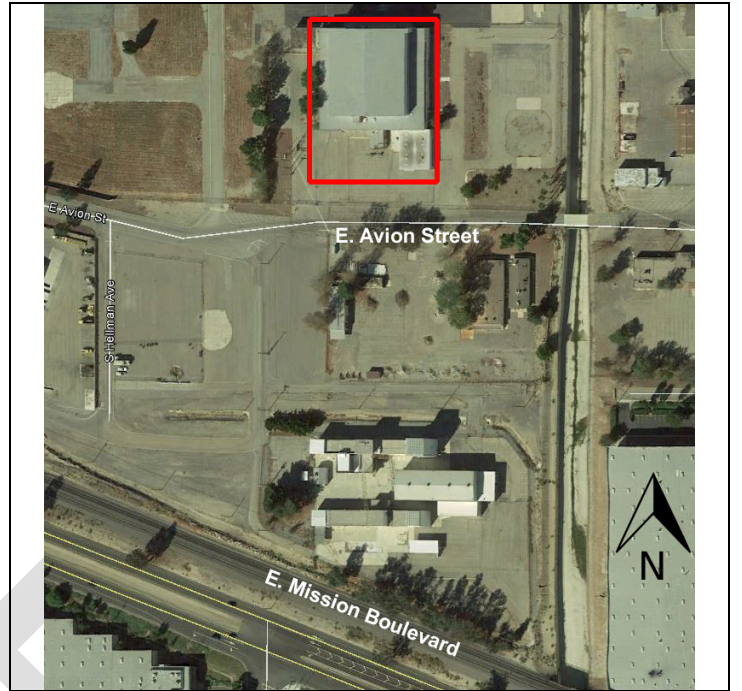
B13. Remarks:

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

\*Date of Evaluation: June 2017

Sketch Map with north arrow required.

(This space is reserved for official comments)



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

**Primary #** \_\_\_\_\_  
**HRI #** \_\_\_\_\_  
**Trinomial** \_\_\_\_\_

Page 9 of 9

Recorded by: Shannon Davis and Marilyn Novell

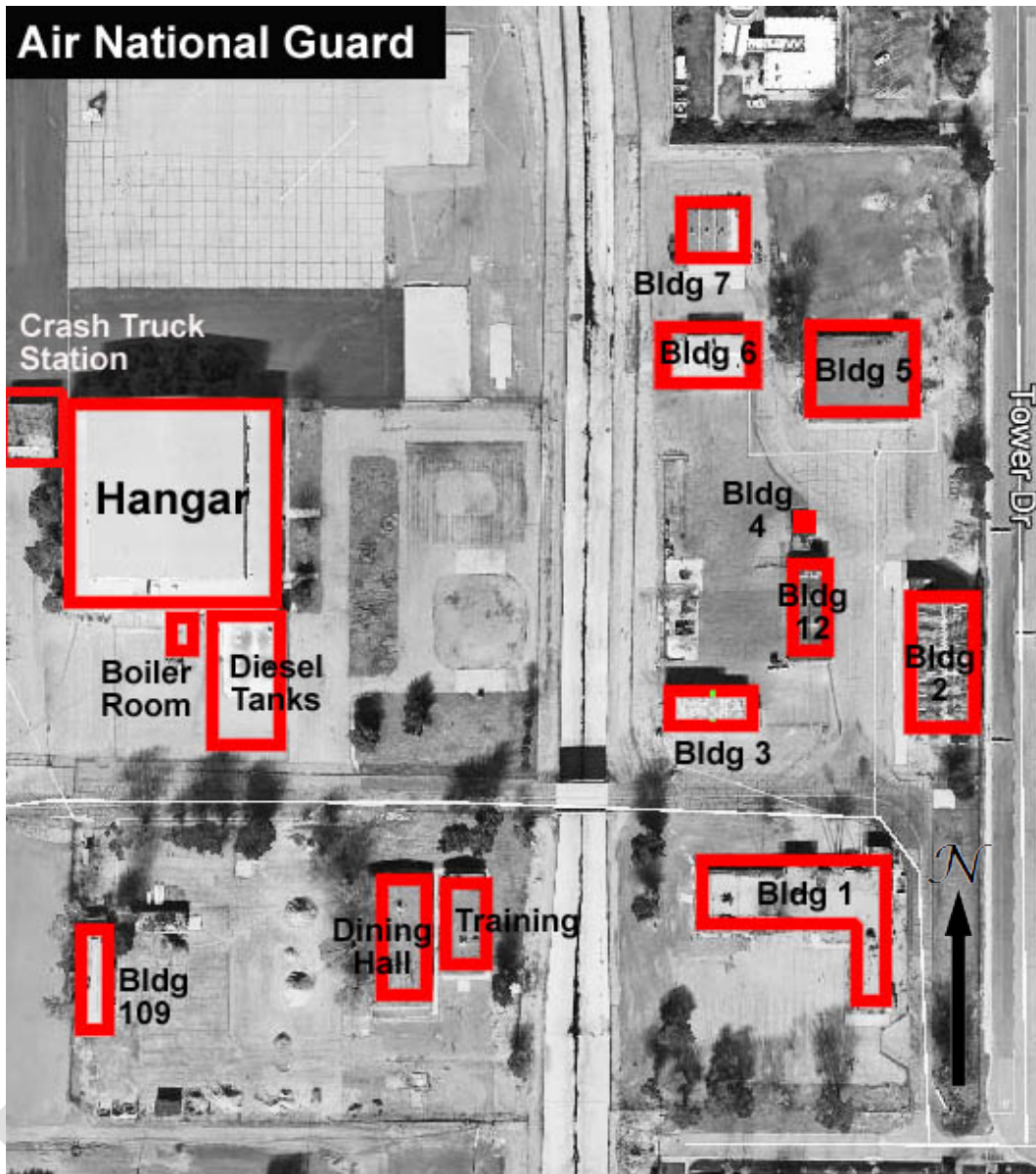
\*Resource Name or # (Assigned by recorder)

Air National Guard Hangar

Date: December 2016

Continuation  Update





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

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.

DRAFT



**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: C/3/3 c-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 or local level under Criterion C/3/3 c-h.

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

**\*B12. References:**

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

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

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

B13. Remarks:

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

\*Date of Evaluation: June 2017

Sketch Map with north arrow required.



(This space is reserved for official comments)

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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 4 of 4

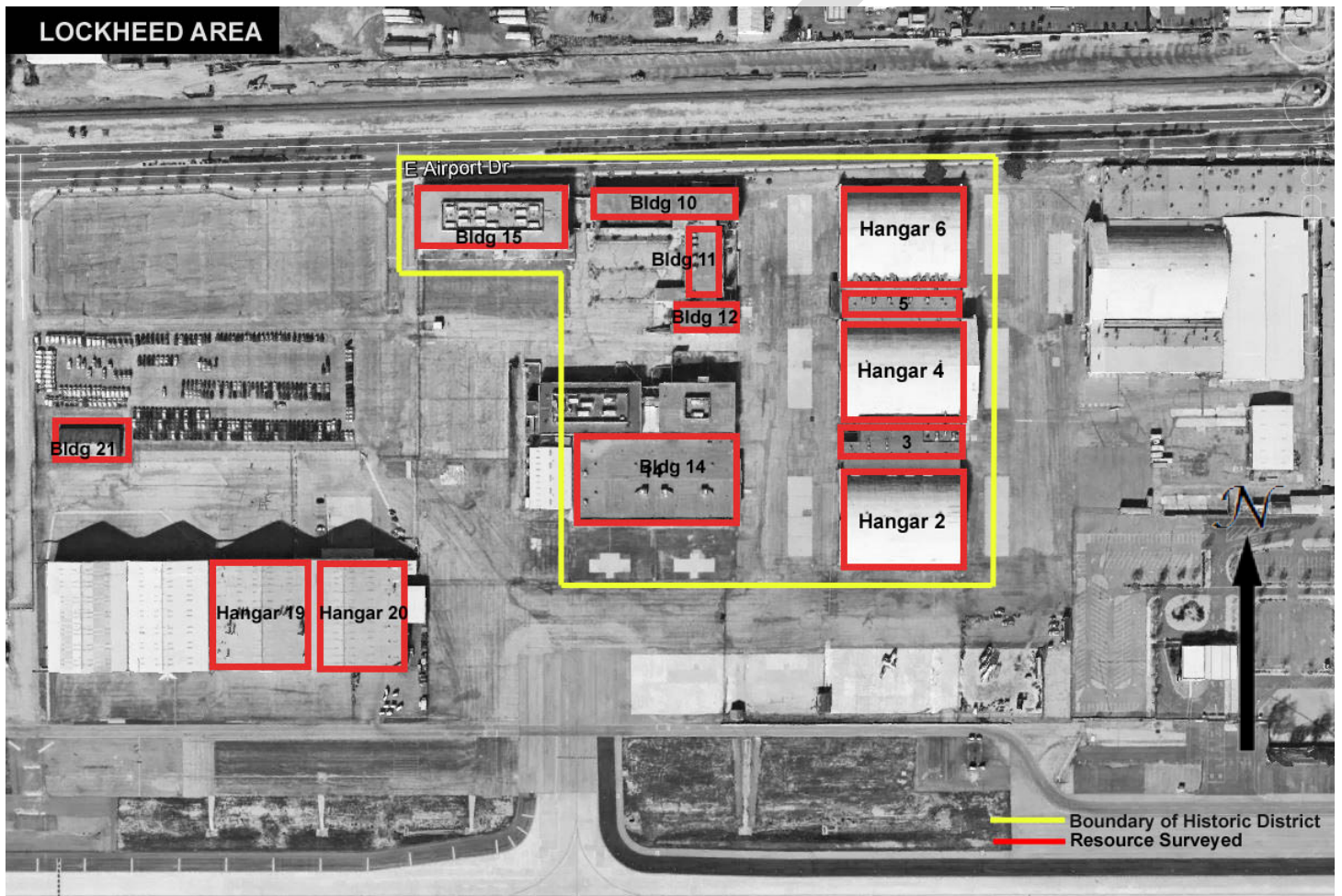
\*Resource Name or # (Assigned by recorder)

Lockheed Hangar 2

Recorded by: Shannon Davis and Marilyn Novell

Date: December 2016

Continuation  Update



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

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.

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

Primary # \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

HRI # \_\_\_\_\_

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: C/3/3 c-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 or local level under Criterion C/3/3 c-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:

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

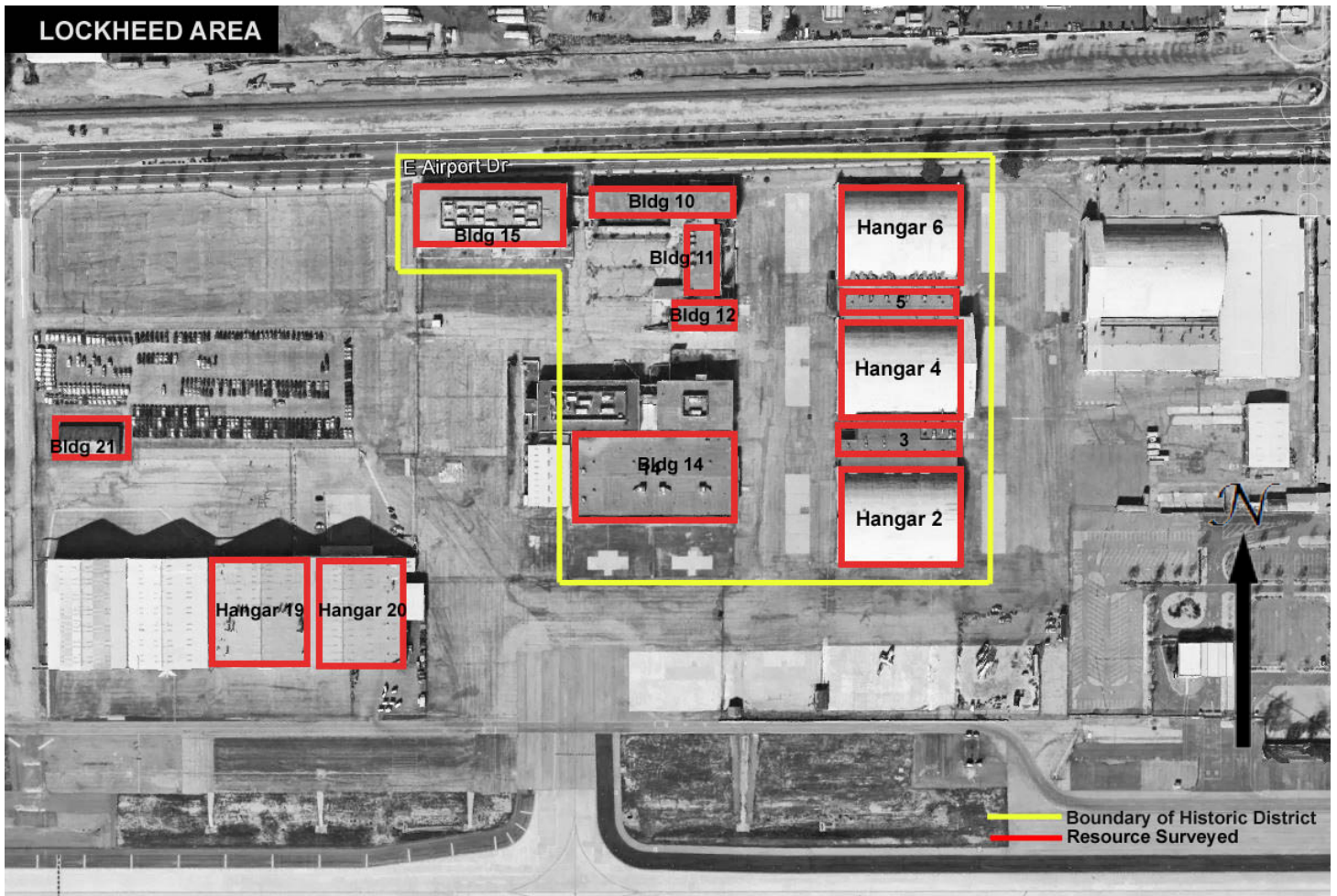
(This space is reserved for official comments)



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

**Primary #** \_\_\_\_\_  
**HRI #** \_\_\_\_\_  
**Trinomial** \_\_\_\_\_

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



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

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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 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 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, 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: C/3/3 c-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 or local level under Criterion C/3/3 c-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 Department of Defense Legacy Resource Management Program.

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

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

B13. Remarks:

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

\*Date of Evaluation: June 2017

Sketch Map with north arrow required.

(This space is reserved for official comments)

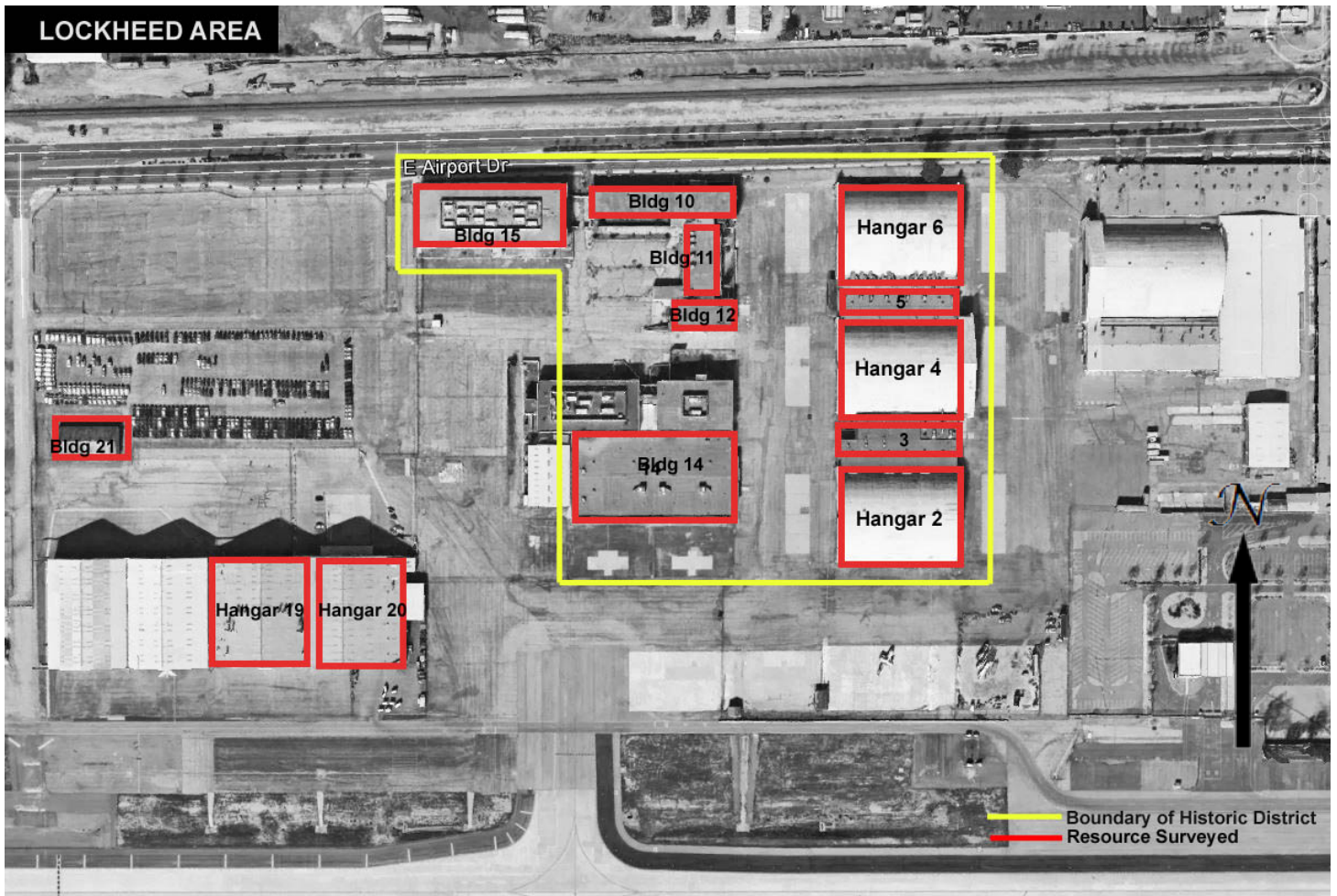


State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**LOCATION MAP**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 4 of 4      \*Resource Name or # (Assigned by recorder) Lockheed Hangar 6  
Recorded by: Shannon Davis and Marilyn Novell      Date: December 2016  
 Continuation    Update

DRAFT



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



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.<sup>1</sup>

(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.

<sup>1</sup> "\$95,000 facility rising at airport." *Los Angeles Times*, September 21, 1958.

**\*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):

DRAFT



**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.

Page 3 of 4

\*Resource Name or # (Assigned by recorder)

Aerojet-General Hangar

Recorded by: Shannon Davis and Marilyn Novell

Date: December 2016

Continuation  Update

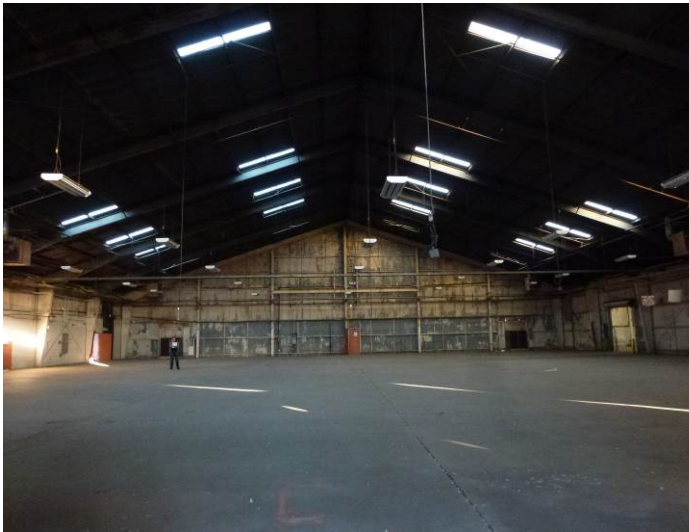


Image 5. Interior view looking southwest.



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 c-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 c-h.

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

\*B12. References:

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

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

B13. Remarks:

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

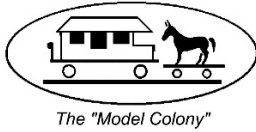
\*Date of Evaluation: June 2017

Sketch Map with north arrow required.

(This space is reserved for official comments)



DRAFT



# Historic Preservation Subcommittee

September 14, 2017

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**DECISION NO:**

**FILE NO:** PHP17-026

**DESCRIPTION:** A City initiated request for a Tier Determination for the Lockheed Aircraft Services (LAS) Historic District located on the northwest portion of the Ontario International Airport property, south of East Airport Drive and west of Vineyard Avenue. (APNs: 113-231-05, 113-231-06, 113-241-06, 113-241-07, 113-231-04, and 113-231-03).

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## PART I: BACKGROUND & ANALYSIS

THE CITY OF ONTARIO, (herein after referred to as "Applicant") has made a request for a Tier Determination of the Lockheed Aircraft Services (LAS) Historic District, File No.PHP17-026, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

**(1) Project Setting:** The proposed historic district is comprised of 6 parcels containing 10 contributing buildings (historic resources) located on the northwest portion of the Ontario International Airport (ONT) property, south of East Airport Drive and west of Vineyard Avenue, on the former Lockheed Aircraft Services (LAS) complex which include:

- a. Hangars 2\*, 4\*, and 6\*,
- b. Industrial Buildings No. 5 and 3,
- c. Executive Office Building No. 10\*,
- d. Cafeteria Building No. 11\*,
- e. Mail Room Building No. 12,
- f. Administration Office Building No. 15, and
- g. Warehouse Building No. 14.

*\*Historic resources that are contributors to the historic district and eligible for local landmark designation.*

**(2) Project Background:** In 2016, the City of Ontario received a Certified Local Government (GLG) grant to develop a historic context statement for the ONT and conduct an intensive level survey of aviation related properties that are older than 45 years located within the bounds of ONT properties.

The historic context and survey project provides the foundation for preservation planning by documenting, understanding, identifying, and evaluating potential historic resources. It is the first step in guiding land use decisions which includes consideration of adaptive

reuse alternatives for identified historic properties. Additionally, the project deliverables have the potential to streamline and strengthen the environmental review process for future redevelopment and growth of the project area and benefit the community by developing and promoting airport history as an opportunity for heritage tourism.

The CLG program requires local governments to conduct surveys based on historic contexts on a regular basis to identify and document potential historic resources for the purpose of evaluation of placement on the local, state, and national historic registers. As a result of the project, a total of 55 properties were surveyed within the project boundary and evaluated for significance under the context theme of Aviation in Ontario. Three historic districts (containing 18 contributors) and 9 individual buildings were identified as "Eligible" for local, state, and national registers based on local historic significance. Seven of the individually "Eligible" buildings were also found to be contributors to their perspective historic district.

The Ontario Development Code includes a tier system with standard criteria and procedures for evaluating the significance of historic or potentially historic resources threatened by major modifications or demolition. The Development Code establishes criteria for Tier I, Tier II or Tier III historic resources, with Tier I and II being of the highest value. The tier system identifies those historic resources that have the highest preservation value in terms of their architectural and/or historical contribution to the City and method to evaluate the significance of their loss in the case of major modification or demolition. Major modification or demolition should not occur for Tier I or Tier II historic resources and preservation and/or avoidance of such historical resources in order to prevent demolition is strongly encouraged. Whereas Tier III historic resources may be modified or demolished under certain circumstances with appropriate mitigation measures in place.

**(3) Evaluation:** A set of criteria, which is based on architecture and history, is used to determine the Tier recommendation. Tier I historic resources must meet at least one of the criterion within the Architecture/Form category and 3 criteria within the History category. Tier II historic resources may be determine eligible for listing in the National Register or the California Register of Historic Places or be listed in the Ontario Register and meet at least 2 criteria within the Architecture/Form or History categories. Tier III historic resources are those that are Designated Local Historic Landmarks, are contributing properties within Designated Local Historic Districts, or are eligible historic resources, including proposed historic districts.

A Tier Determination record was completed for the Lockheed Aircraft Services (LAS) Historic District and is attached to this report in *Exhibit A: Tier Determination*.

## **PART II: RECITALS**

WHEREAS, the Application is not a project pursuant to the California Environmental Quality Act ("CEQA") Guidelines Section 21065; and



WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Historic Preservation Subcommittee (“HPSC”) the responsibility and authority to review and act, or make recommendation to the Planning/Historic Preservation Commission, on the subject Application; and

WHEREAS, all members of the HPSC of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the Project; and

WHEREAS, on September 14, 2017, the Historic Preservation Subcommittee of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Decision have occurred.

### **PART III: THE DECISION**

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Historic Preservation Subcommittee of the City of Ontario, as follows:

SECTION 1: As the decision-making body for the Project, the HPSC has reviewed and considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the HPSC, the HPSC finds as follows:

(1) The Application is not a project pursuant to Section 21065 of the CEQA Guidelines; and

SECTION 2: Based upon the substantial evidence presented to the HPSC during the above-referenced hearing and upon the specific findings set forth in Section 1, above, the HPSC hereby concludes as follows:

(1) The Lockheed Aircraft Services (LAS) Historic District meets the Tier I criteria as identified in the attached Tier Determination record; and

(2) Historic resources which contribute to the significance of the Lockheed Aircraft Services (LAS) Historic District will have the same Tier determination as the historic district.

SECTION 3: Based upon the findings and conclusions set forth in Sections 1 and 2 above, the HPSC hereby approves the Application.

SECTION 4: The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or

proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 5: The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

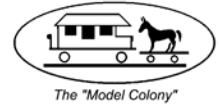
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APPROVED AND ADOPTED this 14th day of September 2017.

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Historic Preservation Subcommittee  
Chairman

***Exhibit A: Tier Determination Form***



# HISTORIC PRESERVATION SUBCOMMITTEE/COMMISSION

## TIER DETERMINATION

**Date:** September 14, 2017

**Location:** Northwestern portion of the ONT property, south of East Airport Dr. and west of Vineyard Ave.

**Historic Name:** Lockheed Aircraft Services (Proposed Historic District)

**APNs:** 113-231-05, 113-231-06, 113-241-06, 113-241-07, 113-231-04, and 113-231-03

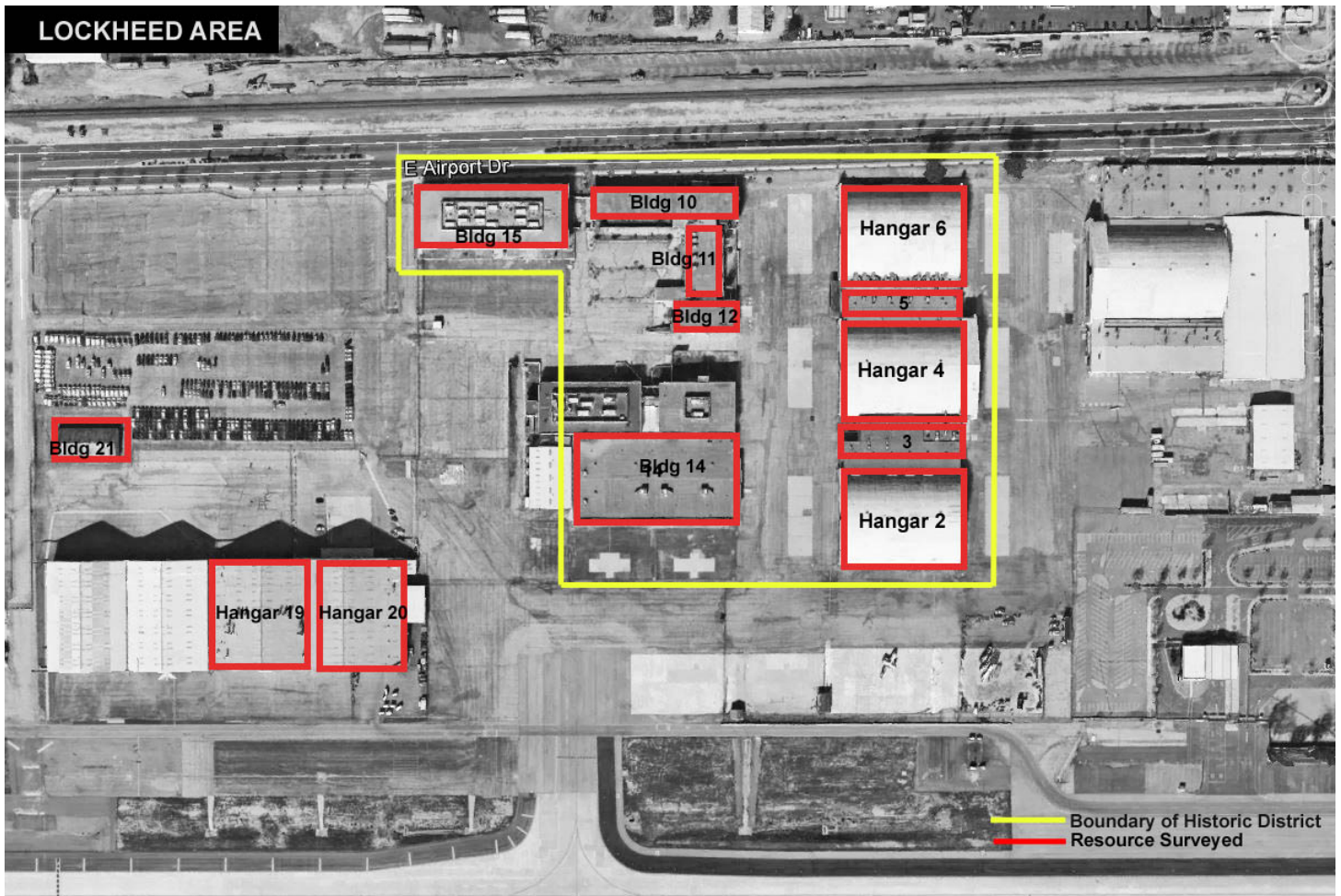
**Decision Date:** 9/14/2017

**File No.:** PHP17-026

**Decision Making Body:** HPSC

**Tier Determination:** I

**Current Historic Status:** Proposed Historic District



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





**History** (Check all that apply)

- It is the location of an historic event(s) that have had a significant contribution to the history of the City, state or nation.
- It is associated with a business, company, or individual that has made a significant, cultural, social, or scientific contribution to the City, state, or nation.
- It is identified with a person(s) who has exerted a major influence on the heritage or history of the City, state, or nation.
- It embodies the ideals or principles of the "Model Colony" or furthers the ideals or principals established by the Chaffey Brothers.
- It has a direct relationship to one of the principle historic contexts in the City's history.
- It is related with a business, company or individual significant in the agricultural history of the City.

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

Lockheed's commercial aviation support services for primarily military aircraft played an important role in the growth and development of ONT and was a major employment center. Through development of the Ontario International Airport Historic Context Statement and intensive level survey of the property, the Lockheed Aircraft Services Historic District is eligible for listing on the local, state and national registers under Criterion A/1 and local designation criterion 1.



*Left: Lockheed Executive Office, Building No. 10*

*Below: Lockheed Cafeteria, Building No. 11*





*Above: Lockheed Mail Room, Building No. 12*



*Above: Lockheed Warehouse, Building No. 14*

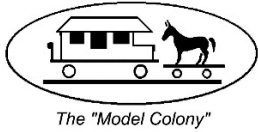




*Above: (Left to right) Lockheed Hangar 6, Building No. 5, Lockheed Hangar 4 Warehouse, Building No.3, and Lockheed Hangar 2*

*Below: Lockheed Administration Office Building No. 15*





# Historic Preservation Subcommittee

September 14, 2017

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**DECISION NO:**

**FILE NO:** PHP17-027

**DESCRIPTION:** A City initiated request for a Tier Determination for the Terminal One Historic District located at 1800-1820 East Moore Way within the bounds of the Ontario International Airport (ONT) property. (APN: 113-261-18).

---

## PART I: BACKGROUND & ANALYSIS

THE CITY OF ONTARIO, (herein after referred to as "Applicant") has made a request for a Tier Determination of the Terminal One Historic District, File No.PHP17-027, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

**(1) Project Setting:** The proposed historic district is single parcel containing 4 contributing buildings (historic resources), generally located east of Vineyard Avenue and north of the ONT runways, which include:

- a. Terminal One\*
- b. Air Control Tower\*
- c. Baggage Clam B, and
- d. FAA Flight Services Building

*\*Historic resources that are contributors to the historic district and eligible for local landmark designation.*

**(2) Project Background:** In 2016, the City of Ontario received a Certified Local Government (GLG) grant to develop a historic context statement for the ONT and conduct an intensive level survey of aviation related properties that are older than 45 years located within the bounds of ONT properties.

The historic context and survey project provides the foundation for preservation planning by documenting, understanding, identifying, and evaluating potential historic resources. It is the first step in guiding land use decisions which includes consideration of adaptive reuse alternatives for identified historic properties. Additionally, the project deliverables have the potential to streamline and strengthen the environmental review process for future redevelopment and growth of the project area and benefit the community by developing and promoting airport history as an opportunity for heritage tourism.

The CLG program requires local governments to conduct surveys based on historic contexts on a regular basis to identify and document potential historic resources for the purpose of evaluation of placement on the local, state, and national historic registers. As a result of the project, a total of 55 properties were surveyed within the project boundary and evaluated for significance under the context theme of Aviation in Ontario. Three historic districts (containing 18 contributors) and 9 individual buildings were identified as “Eligible” for local, state, and national registers based on local historic significance. Seven of the individually “Eligible” buildings were also found to be contributors to their perspective historic district.

The Ontario Development Code includes a tier system with standard criteria and procedures for evaluating the significance of historic or potentially historic resources threatened by major modifications or demolition. The Development Code establishes criteria for Tier I, Tier II or Tier III historic resources, with Tier I and II being of the highest value. The tier system identifies those historic resources that have the highest preservation value in terms of their architectural and/or historical contribution to the City and method to evaluate the significance of their loss in the case of major modification or demolition. Major modification or demolition should not occur for Tier I or Tier II historic resources and preservation and/or avoidance of such historical resources in order to prevent demolition is strongly encouraged. Whereas Tier III historic resources may be modified or demolished under certain circumstances with appropriate mitigation measures in place.

**(3) Evaluation:** A set of criteria, which is based on architecture and history, is used to determine the Tier recommendation. Tier I historic resources must meet at least one of the criterion within the Architecture/Form category and 3 criteria within the History category. Tier II historic resources may be determine eligible for listing in the National Register or the California Register of Historic Places or be listed in the Ontario Register and meet at least 2 criteria within the Architecture/Form or History categories. Tier III historic resources are those that are Designated Local Historic Landmarks, are contributing properties within Designated Local Historic Districts, or are eligible historic resources, including proposed historic districts.

A Tier Determination record was completed for the Terminal One Historic District and is attached to this report in *Exhibit A: Tier Determination*.

## **PART II: RECITALS**

WHEREAS, the Application is not a project pursuant to the California Environmental Quality Act ("CEQA") Guidelines Section 21065; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Historic Preservation Subcommittee (“HPSC”) the responsibility and authority to review and act, or make recommendation to the Planning/Historic Preservation Commission, on the subject Application; and

WHEREAS, all members of the HPSC of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the Project; and

WHEREAS, on September 14, 2017, the Historic Preservation Subcommittee of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Decision have occurred.

### **PART III: THE DECISION**

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Historic Preservation Subcommittee of the City of Ontario, as follows:

SECTION 1: As the decision-making body for the Project, the HPSC has reviewed and considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the HPSC, the HPSC finds as follows:

(1) The Application is not a project pursuant to Section 21065 of the CEQA Guidelines; and

SECTION 2: Based upon the substantial evidence presented to the HPSC during the above-referenced hearing and upon the specific findings set forth in Section 1, above, the HPSC hereby concludes as follows:

(1) The Terminal One Historic District meets the Tier I criteria as identified in the attached Tier Determination record; and

(2) Historic resources which contribute to the significance of Terminal One Historic District will have the same Tier determination as the historic district.

SECTION 3: Based upon the findings and conclusions set forth in Sections 1 and 2 above, the HPSC hereby approves the Application.

SECTION 4: The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.



SECTION 5: The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

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APPROVED AND ADOPTED this 14th day of September 2017.

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Historic Preservation Subcommittee  
Chairman

***Exhibit A: Tier Determination Form***

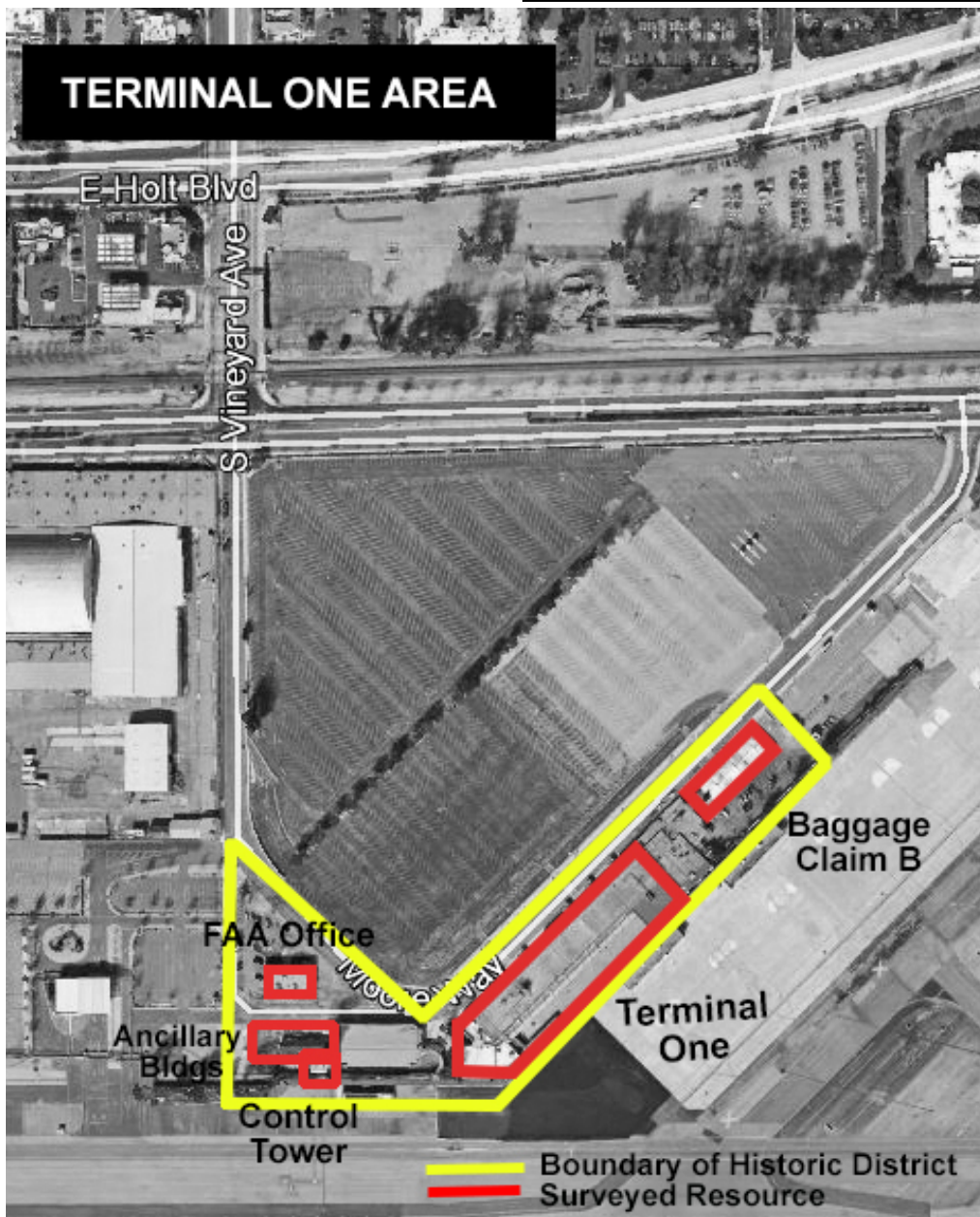
# HISTORIC PRESERVATION SUBCOMMITTEE/COMMISSION



## TIER DETERMINATION

**Date:** September 14, 2017  
**Location:** 1800-1820 East Moore Way  
**Historic Name:** Terminal One  
(Proposed Historic District)  
**APN:** 113-261-18  
**Description:**

**Decision Date:**  
**File No.:** PHP17-027  
**Decision Making Body:** HPSC  
**Tier Determination:** I  
**Current Historic Status:** Proposed Historic District



Map showing location of buildings within the Terminal One area.  
Source: ASM Affiliates, Inc., June 2017.

The Proposed Terminal One Historic District is comprised of 4 contributing buildings located north of the west side of the primary runways at Ontario International Airport, which include \*Terminal One, Baggage Claim B (east), \*Control Tower, and the FAA Office. \**Historic Resources that are also individually eligible for local, state, and national registers for their local significance.*

**INDIVIDUAL PROPERTY**                       **HISTORIC DISTRICT**

**TIER DETERMINATION**

- Tier I** – Properties which should not be demolished or significantly altered. These properties are the most significant historical or cultural properties and must meet any of the following:
  - A property listed on the Ontario Register and meets at least 1 of the architectural category and 3 criteria in the history category as listed below;
  - A contributing structure in a district where the district meets 1 of the criterion in the architecture category and 3 criterion in the history category.
  
- Tier II** – Properties where demolition should be avoided. These properties must meet any of the following:
  - Any property listed or determined eligible for listing in the National Register of Historic Places; or
  - Any property listed or determined eligible for listing in the California Register of Historic Resources; or
  - A property listed on the Ontario Register and meets at least 2 of the criteria in either the architecture or history categories; or
  - A contributing structure in a Eligible Historic District where the district meets at least 2 of the criteria in either architecture or history categories.
  
- Tier III** – Properties where demolition should be avoided where possible, but may be appropriate under certain circumstances. These properties must be one of the following:
  - Designated Historic Landmarks, or
  - Contributing structures in a Designated Historic District, or
  - Eligible Historical Resources as defined in Section 7.01.010.

**TIER CRITERIA**

**Architecture** (Check all that apply)

- The structure is (or the district contains resources which are) a prototype of, or one of the finest examples of a period, style, architectural movement, or construction in the City or a particular style of architecture or building type.
  
- The structure is (or the district contains resources which are) the first, last, only, or one of the finest examples, notable works, or the best surviving work by an architect or designer or major importance to the City, state or nation.

Explanation: The Proposed Terminal One Historic District contains resources that are the only examples of early passenger airport during the period of significance within the City. HMC architects, founded and based in Ontario, are well known in the region for their Mid-Century Modern architectural style designs which are evident in many of office, school, civic, and hospital buildings throughout the City.

**History** (Check all that apply)



- It is the location of an historic event(s) that have had a significant contribution to the history of the City, state or nation.
- It is associated with a business, company, or individual that has made a significant, cultural, social, or scientific contribution to the City, state, or nation.
- It is identified with a person(s) who has exerted a major influence on the heritage or history of the City, state, or nation.
- It embodies the ideals or principles of the "Model Colony" or furthers the ideals or principals established by the Chaffey Brothers.
- It has a direct relationship to one of the principle historic contexts in the City's history.
- It is related with a business, company or individual significant in the agricultural history of the City.

Explanation: Evaluated under the context of Aviation in Ontario, theme Civil Aviation (1946-1967) and subtheme Early Passenger Travel (1952-1967). The Proposed Terminal One historic District character defining features include buildings used for dropping off and picking up passengers, ticketing, aircraft loading, runways, and control tower to direct air traffic, administration and close parking lots. Terminal One HD represents important patterns and trends in early passenger travel at ONT.



Above: Terminal One



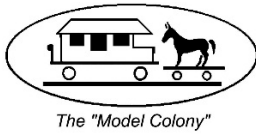
Above: Baggage Claim B



Above: FAA Office



Above: Control Tower



# Historic Preservation Subcommittee

September 14, 2017

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**DECISION NO:**

**FILE NO:** PHP17-028

**DESCRIPTION:** A City initiated request for a Tier Determination for the Air National Guard (ANG) Hangar located at 2475 East Avion Street, south of the ONT runways on the former Air National Guard complex, within the bounds of the Ontario International Airport (ONT). (APN: 113-271-02).

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## PART I: BACKGROUND & ANALYSIS

THE CITY OF ONTARIO, (herein after referred to as “Applicant”) has made a request for a Tier Determination of the Air National Guard Hangar, File No.PHP17-028, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

**(1) Project Setting:** The Air National Guard Hangar is situated on a single parcel located at 2475 East Avion Street within the bounds of the Ontario International Airport (ONT) and is currently vacant.

**(2) Project Background:** In 2016, the City of Ontario received a Certified Local Government (CLG) grant to develop a historic context statement for the ONT and conduct an intensive level survey of aviation related properties that are older than 45 years located within the bounds of ONT properties.

The historic context and survey project provides the foundation for preservation planning by documenting, understanding, identifying, and evaluating potential historic resources. It is the first step in guiding land use decisions which includes consideration of adaptive reuse alternatives for identified historic properties. Additionally, the project deliverables have the potential to streamline and strengthen the environmental review process for future redevelopment and growth of the project area and benefit the community by developing and promoting airport history as an opportunity for heritage tourism.

The CLG program requires local governments to conduct surveys based on historic contexts on a regular basis to identify and document potential historic resources for the purpose of evaluation of placement on the local, state, and national historic registers. As a result of the project, a total of 55 properties were surveyed within the project boundary and evaluated for significance under the context theme of Aviation in Ontario. Three historic districts (containing 18 contributors) and 9 individual buildings were identified as “Eligible” for local, state, and national registers based on local historic significance. Seven



of the individually “Eligible” buildings were also found to be contributors to their perspective historic district.

The Ontario Development Code includes a tier system with standard criteria and procedures for evaluating the significance of historic or potentially historic resources threatened by major modifications or demolition. The Development Code establishes criteria for Tier I, Tier II or Tier III historic resources, with Tier I and II being of the highest value. The tier system identifies those historic resources that have the highest preservation value in terms of their architectural and/or historical contribution to the City and method to evaluate the significance of their loss in the case of major modification or demolition. Major modification or demolition should not occur for Tier I or Tier II historic resources and preservation and/or avoidance of such historical resources in order to prevent demolition is strongly encouraged. Whereas Tier III historic resources may be modified or demolished under certain circumstances with appropriate mitigation measures in place.

**(3) Evaluation:** A set of criteria, which is based on architecture and history, is used to determine the Tier recommendation. Tier I historic resources must meet at least one of the criterion within the Architecture/Form category and 3 criteria within the History category. Tier II historic resources may be determine eligible for listing in the National Register or the California Register of Historic Places or be listed in the Ontario Register and meet at least 2 criteria within the Architecture/Form or History categories. Tier III historic resources are those that are Designated Local Historic Landmarks, are contributing properties within Designated Local Historic Districts, or are eligible historic resources, including proposed historic districts.

A Tier Determination record was completed for the Air National Guard Hangar and is attached to this report in *Exhibit A: Tier Determination*.

## **PART II: RECITALS**

WHEREAS, the Application is not a project pursuant to the California Environmental Quality Act ("CEQA") Guidelines Section 21065; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Historic Preservation Subcommittee (“HPSC”) the responsibility and authority to review and act, or make recommendation to the Planning/Historic Preservation Commission, on the subject Application; and

WHEREAS, all members of the HPSC of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the Project; and

WHEREAS, on September 14, 2017, the Historic Preservation Subcommittee of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Decision have occurred.

### **PART III: THE DECISION**

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Historic Preservation Subcommittee of the City of Ontario, as follows:

SECTION 1: As the decision-making body for the Project, the HPSC has reviewed and considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the HPSC, the HPSC finds as follows:

(1) The Application is not a project pursuant to Section 21065 of the CEQA Guidelines; and

SECTION 2: Based upon the substantial evidence presented to the HPSC during the above-referenced hearing and upon the specific findings set forth in Section 1, above, the HPSC hereby concludes as follows:

(1) The Air National Guard Hangar meets the Tier II criteria as identified in the attached Tier Determination record; and

SECTION 3: Based upon the findings and conclusions set forth in Sections 1 and 2 above, the HPSC hereby approves the Application.

SECTION 4: The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 5: The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

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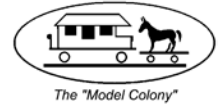
APPROVED AND ADOPTED this 14th day of September 2017.

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Historic Preservation Subcommittee  
Chairman

***Exhibit A: Tier Determination Form***





# HISTORIC PRESERVATION SUBCOMMITTEE/COMMISSION

## TIER DETERMINATION

**Date:** September 14, 2017

**Location:** 2475 East Avion Street,  
south of ONT runways

**Historic Name:** Air National Guard Hangar

**APN:** 113-261-03

**Description:**

**Decision Date:**

**File No.:** PHP17-028

**Decision Making Body:** HPSC

**Tier Determination:** II

**Current Historic Status:** Eligible



Constructed in 1955, the two-story, steel-framed hangar has a low pitched front-gabled roof, clad in corrugated metal, a continuous row of steel frame six-over-three fixed window spaces which spans over three sides of the building. The north façade features a double set of telescoping hangar-type doors that retract into enclosed housing at the sides.

**INDIVIDUAL PROPERTY**

**HISTORIC DISTRICT**

### TIER DETERMINATION

- Tier I** – Properties which should not be demolished or significantly altered. These properties are the most significant historical or cultural properties and must meet any of the following:
  - A property listed on the Ontario Register and meets at least 1 of the architectural category and 3 criteria in the history category as listed below;
  - A contributing structure in a district where the district meets 1 of the criterion in the architecture category and 3 criterion in the history category.
  
- Tier II** – Properties where demolition should be avoided. These properties must meet any of the following:
  - Any property listed or determined eligible for listing in the National Register of Historic Places; or
  - Any property listed or determined eligible for listing in the California Register of Historic Resources; or
  - A property listed on the Ontario Register and meets at least 2 of the criteria in either the architecture or history categories; or
  - A contributing structure in an Eligible Historic District where the district meets at least 2 of the criteria in either architecture or history categories.

- Tier III** – Properties where demolition should be avoided where possible, but may be appropriate under certain circumstances. These properties must be one of the following:
- Designated Historic Landmarks, or
  - Contributing structures in a Designated Historic District, or
  - Eligible Historical Resources as defined in Section 7.01.010.

## TIER CRITERIA

### Architecture (Check all that apply)

- The structure is (or the district contains resources which are) a prototype of, or one of the finest examples of a period, style, architectural movement, or construction in the City or a particular style of architecture or building type.
- The structure is (or the district contains resources which are) the first, last, only, or one of the finest examples, notable works, or the best surviving work by an architect or designer or major importance to the City, state or nation.

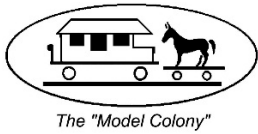
Explanation: Evaluated under the context of Aviation in Ontario, theme Aviation and Architecture (1942-1975) and subtheme Developments in Construction Technology (1942-1975), the hangar displays character-defining features of one style typical of Air National Guard facilities during the period of significance, 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. 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. The building embodies distinctive features of the type of hangar constructed during the period of significance.

### History (Check all that apply)

- It is the location of an historic event(s) that have had a significant contribution to the history of the City, state or nation.
- It is associated with a business, company, or individual that has made a significant, cultural, social, or scientific contribution to the City, state, or nation.
- It is identified with a person(s) who has exerted a major influence on the heritage or history of the City, state, or nation.
- It embodies the ideals or principles of the "Model Colony" or furthers the ideals or principals established by the Chaffey Brothers.
- It has a direct relationship to one of the principle historic contexts in the City's history.
- It is related with a business, company or individual significant in the agricultural history of the City.

Explanation: Evaluated under the context of Aviation in Ontario, theme Aviation and Architecture (1942-1975) and subtheme Developments in Construction Technology (1942-1975), the hangar was determined to be eligible for the local, state, and national registers. Although is hangar was

constructed during the period of significance for the ANG, it was determined through a previous report by Jayne Aaron titled Historical and Architectural Overview of Aircraft Hangars of the Reserves and National Guard Installations from World War I through the Cold War (2011) that the California Air National Guard did not contribute to important patterns and trends in its role in military operations from WWII through the Cold War.



# Historic Preservation Subcommittee

September 14, 2017

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**DECISION NO:**

**FILE NO:** PHP17-029

**DESCRIPTION:** A City initiated request for a Tier Determination for the General Electric Aircraft Engines Historic District generally located on East Avion Street, west of Vineyard Avenue within the Ontario Internal Airport property boundary. (APN: 113-261-06).

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## PART I: BACKGROUND & ANALYSIS

THE CITY OF ONTARIO, (herein after referred to as “Applicant”) has made a request for a Tier Determination of the Proposed General Electric Aircraft Engines Historic District, File No.PHP17-029, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

**(1) Project Setting:** The proposed historic district is a single parcel containing 4 contributing buildings (historic resources) which include Hangars 3, 4, and 7 and Storage Hangars generally located on East Avion Street, west of Vineyard Avenue, on the former General Electric Aircraft Engines complex.

**(2) Project Background:** In 2016, the City of Ontario received a Certified Local Government (CLG) grant to develop a historic context statement for the ONT and conduct an intensive level survey of aviation related properties that are older than 45 years located within the bounds of ONT properties.

The historic context and survey project provides the foundation for preservation planning by documenting, understanding, identifying, and evaluating potential historic resources. It is the first step in guiding land use decisions which includes consideration of adaptive reuse alternatives for identified historic properties. Additionally, the project deliverables have the potential to streamline and strengthen the environmental review process for future redevelopment and growth of the project area and benefit the community by developing and promoting airport history as an opportunity for heritage tourism.

The CLG program requires local governments to conduct surveys based on historic contexts on a regular basis to identify and document potential historic resources for the purpose of evaluation of placement on the local, state, and national historic registers. As a result of the project, a total of 55 properties were surveyed within the project boundary and evaluated for significance under the context theme of Aviation in Ontario. Three historic districts (containing 18 contributors) and 9 individual buildings were identified as “Eligible” for local, state, and national registers based on local historic significance.



Seven of the individually “Eligible” buildings were also found to be contributors to their perspective historic district.

The Ontario Development Code includes a tier system with standard criteria and procedures for evaluating the significance of historic or potentially historic resources threatened by major modifications or demolition. The Development Code establishes criteria for Tier I, Tier II or Tier III historic resources, with Tier I and II being of the highest value. The tier system identifies those historic resources that have the highest preservation value in terms of their architectural and/or historical contribution to the City and method to evaluate the significance of their loss in the case of major modification or demolition. Major modification or demolition should not occur for Tier I or Tier II historic resources and preservation and/or avoidance of such historical resources in order to prevent demolition is strongly encouraged. Whereas Tier III historic resources may be modified or demolished under certain circumstances with appropriate mitigation measures in place.

**(3) Evaluation:** A set of criteria, which is based on architecture and history, is used to determine the Tier recommendation. Tier I historic resources must meet at least one of the criterion within the Architecture/Form category and 3 criteria within the History category. Tier II historic resources may be determine eligible for listing in the National Register or the California Register of Historic Places or be listed in the Ontario Register and meet at least 2 criteria within the Architecture/Form or History categories. Tier III historic resources are those that are Designated Local Historic Landmarks, are contributing properties within Designated Local Historic Districts, or are eligible historic resources, including proposed historic district.

A Tier Determination record was completed for the Historic District and is attached to this report in *Exhibit A: Tier Determination*.

## PART II: RECITALS

WHEREAS, the Application is not a project pursuant to the California Environmental Quality Act ("CEQA") Guidelines Section 21065; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Historic Preservation Subcommittee (“HPSC”) the responsibility and authority to review and act, or make recommendation to the Planning/Historic Preservation Commission, on the subject Application; and

WHEREAS, all members of the HPSC of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the Project; and

WHEREAS, on September 14, 2017, the Historic Preservation Subcommittee of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Decision have occurred.

### **PART III: THE DECISION**

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Historic Preservation Subcommittee of the City of Ontario, as follows:

SECTION 1: As the decision-making body for the Project, the HPSC has reviewed and considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the HPSC, the HPSC finds as follows:

(1) The Application is not a project pursuant to Section 21065 of the CEQA Guidelines; and

SECTION 2: Based upon the substantial evidence presented to the HPSC during the above-referenced hearing and upon the specific findings set forth in Section 1, above, the HPSC hereby concludes as follows:

(1) The General Electric Aircraft Engines Historic District meets the Tier I criteria as identified in the attached Tier Determination record; and

(2) Historic resources which contribute to the significance of the General Electric Aircraft Engines Historic District will have the same Tier Determination as the historic district.

SECTION 3: Based upon the findings and conclusions set forth in Sections 1 and 2 above, the HPSC hereby approves the Application.

SECTION 4: The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 5: The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

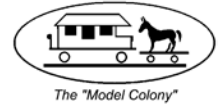
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APPROVED AND ADOPTED this 14th day of September 2017.

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Historic Preservation Subcommittee  
Chairman

***Exhibit A: Tier Determination Form***



# HISTORIC PRESERVATION SUBCOMMITTEE/COMMISSION

## TIER DETERMINATION

**Date:** September 14, 2017

**Location:** Southwestern portion of the ONT property on East Avion Street, west of Vineyard Avenue

**Historic Name:** General Electric Aircraft Engines (Proposed Historic District)

**APN:** 113-261-06

**Decision Date:**

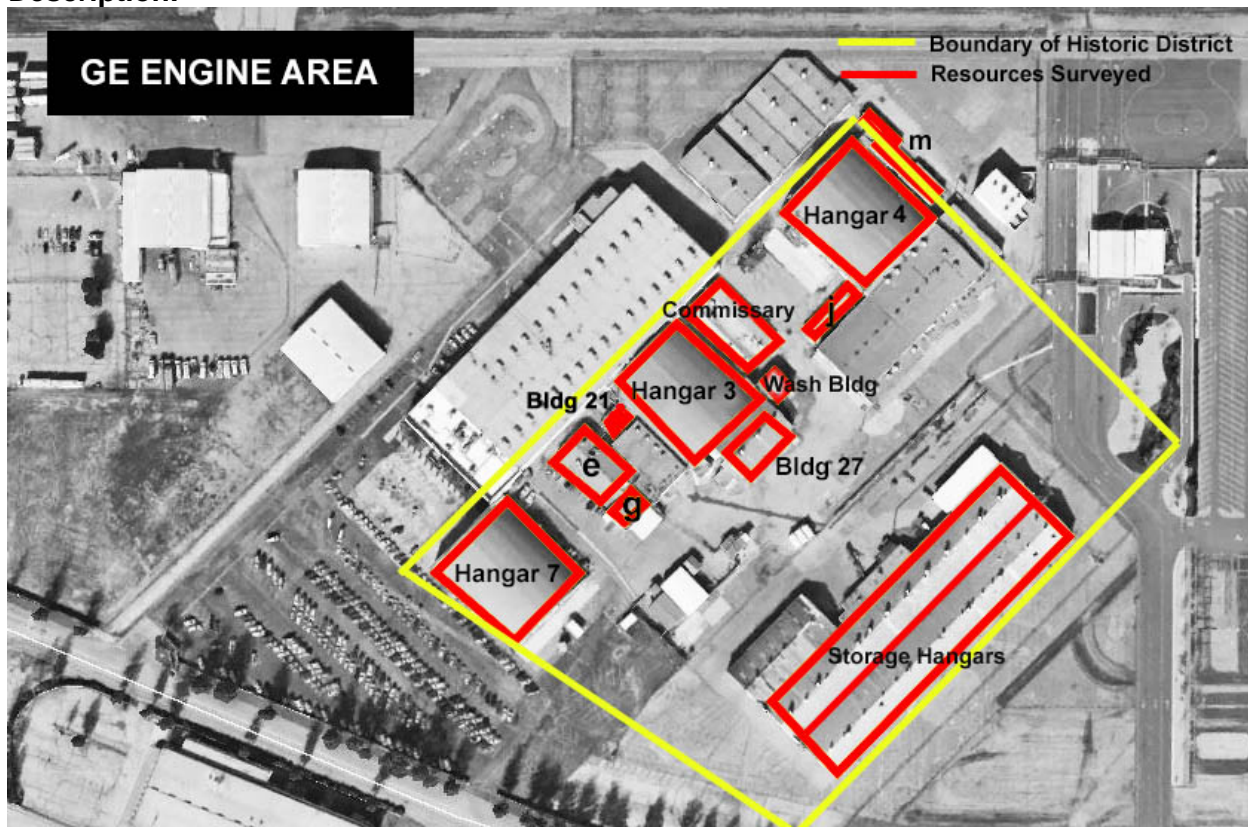
**File No.:** PHP17-029

**Decision Making Body:** HPSC

**Tier Determination:** I

**Current Historic Status:** Proposed Historic District

**Description:**



Map showing resources surveyed and recommended historic district boundary.

The General Electric Historic District is comprised of 4 contributing buildings which include Hangars 3, 4, and 7, and the Storage Hangars.

- INDIVIDUAL PROPERTY                       HISTORIC DISTRICT

**TIER DETERMINATION**

- Tier I** – Properties which should not be demolished or significantly altered. These properties are the most significant historical or cultural properties and must meet any of the following:
  - A property listed on the Ontario Register and meets at least 1 of the architectural category and 3 criteria in the history category as listed below;
  - A contributing structure in a district where the district meets 1 of the criterion in the architecture category and 3 criterion in the history category.





- Tier II** – Properties where demolition should be avoided. These properties must meet any of the following:
  - Any property listed or determined eligible for listing in the National Register of Historic Places; or
  - Any property listed or determined eligible for listing in the California Register of Historic Resources; or
  - A property listed on the Ontario Register and meets at least 2 of the criteria in either the architecture or history categories; or
  - A contributing structure in a Eligible Historic District where the district meets at least 2 of the criteria in either architecture or history categories.
  
- Tier III** – Properties where demolition should be avoided where possible, but may be appropriate under certain circumstances. These properties must be one of the following:
  - Designated Historic Landmarks, or
  - Contributing structures in a Designated Historic District, or
  - Eligible Historical Resources as defined in Section 7.01.010.

**TIER CRITERIA**

**Architecture** (Check all that apply)

- The structure is (or the district contains resources which are) a prototype of, or one of the finest examples of a period, style, architectural movement, or construction in the City or a particular style of architecture or building type.
  
- The structure is (or the district contains resources which are) the first, last, only, or one of the finest examples, notable works, or the best surviving work by an architect or designer or major importance to the City, state or nation.

Explanation: Hangars 3 (built 1940) and 4 (built pre-1948) appear to be World War II era hangars first built and used by the Army Air Corps. GE Aircraft Engines Maintenance Center moved into the facility in 1956 after Northrop and Double Aircraft vacated.

**History** (Check all that apply)

- It is the location of an historic event(s) that have had a significant contribution to the history of the City, state or nation.
  
- It is associated with a business, company, or individual that has made a significant, cultural, social, or scientific contribution to the City, state, or nation.
  
- It is identified with a person(s) who has exerted a major influence on the heritage or history of the City, state, or nation.
  
- It embodies the ideals or principles of the “Model Colony” or furthers the ideals or principals established by the Chaffey Brothers.
  
- It has a direct relationship to one of the principle historic contexts in the City’s history.
  
- It is related with a business, company or individual significant in the agricultural history of the City.

Explanation: The Proposed GE Historic District represents important patterns and trends in commercial aviation development from this period (1942-1967), 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.

Through development of the Ontario International Airport Historic Context Statement and intensive level survey of the property, the Proposed GE Historic District is eligible for listing on the local, state and national registers under Criterion A/1 and local district designation criterion 1-3 for its association with aviation support services at ONT during the period significance (1942-1967).



*Above: GE Hangar 3*

*Below: GE Hangar 4*

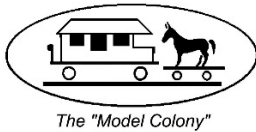




*Above: GE Storage Hangars*

*Below: GE Hangar 7*





# Historic Preservation Subcommittee

September 14, 2017

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**DECISION NO:**

**FILE NO:** PHP17-030

**DESCRIPTION:** A City initiated request for a Tier Determination for the Aerojet-General Hangar located at 301 South Hellman Avenue, west of the Cucamonga Creek Channel, within the bounds of the Ontario International Airport (ONT). (APN: 113-261-03).

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## PART I: BACKGROUND & ANALYSIS

THE CITY OF ONTARIO, (herein after referred to as "Applicant") has made a request for a Tier Determination of the Aerojet-General Hangar, File No.PHP17-030, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

**(1) Project Setting:** The Aerojet-General Hangar is situated on a single parcel located at 301 South Hellman Avenue, west of the Cucamonga Creek Channel, within the bounds of the Ontario International Airport (ONT).

**(2) Project Background:** In 2016, the City of Ontario received a Certified Local Government (CLG) grant to develop a historic context statement for the ONT and conduct an intensive level survey of aviation related properties that are older than 45 years located within the bounds of ONT properties.

The historic context and survey project provides the foundation for preservation planning by documenting, understanding, identifying, and evaluating potential historic resources. It is the first step in guiding land use decisions which includes consideration of adaptive reuse alternatives for identified historic properties. Additionally, the project deliverables have the potential to streamline and strengthen the environmental review process for future redevelopment and growth of the project area and benefit the community by developing and promoting airport history as an opportunity for heritage tourism.

The CLG program requires local governments to conduct surveys based on historic contexts on a regular basis to identify and document potential historic resources for the purpose of evaluation of placement on the local, state, and national historic registers. As a result of the project, a total of 55 properties were surveyed within the project boundary and evaluated for significance under the context theme of Aviation in Ontario. Three historic districts (containing 18 contributors) and 9 individual buildings were identified as "Eligible" for local, state, and national registers based on local historic significance. Seven



of the individually “Eligible” buildings were also found to be contributors to their perspective historic district.

The Ontario Development Code includes a tier system with standard criteria and procedures for evaluating the significance of historic or potentially historic resources threatened by major modifications or demolition. The Development Code establishes criteria for Tier I, Tier II or Tier III historic resources, with Tier I and II being of the highest value. The tier system identifies those historic resources that have the highest preservation value in terms of their architectural and/or historical contribution to the City and method to evaluate the significance of their loss in the case of major modification or demolition. Major modification or demolition should not occur for Tier I or Tier II historic resources and preservation and/or avoidance of such historical resources in order to prevent demolition is strongly encouraged. Whereas Tier III historic resources may be modified or demolished under certain circumstances with appropriate mitigation measures in place.

**(3) Evaluation:** A set of criteria, which is based on architecture and history, is used to determine the Tier recommendation. Tier I historic resources must meet at least one of the criterion within the Architecture/Form category and 3 criteria within the History category. Tier II historic resources may be determine eligible for listing in the National Register or the California Register of Historic Places or be listed in the Ontario Register and meet at least 2 criteria within the Architecture/Form or History categories. Tier III historic resources are those that are Designated Local Historic Landmarks, are contributing properties within Designated Local Historic Districts, or are eligible historic resources, including proposed historic districts.

A Tier Determination record was completed for the Aerojet-General Hangar and is attached to this report in *Exhibit A: Tier Determination*.

## **PART II: RECITALS**

WHEREAS, the Application is not a project pursuant to the California Environmental Quality Act ("CEQA") Guidelines Section 21065; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Historic Preservation Subcommittee (“HPSC”) the responsibility and authority to review and act, or make recommendation to the Planning/Historic Preservation Commission, on the subject Application; and

WHEREAS, all members of the HPSC of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the Project; and

WHEREAS, on September 14, 2017, the Historic Preservation Subcommittee of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Decision have occurred.

### **PART III: THE DECISION**

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Historic Preservation Subcommittee of the City of Ontario, as follows:

SECTION 1: As the decision-making body for the Project, the HPSC has reviewed and considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the HPSC, the HPSC finds as follows:

(1) The Application is not a project pursuant to Section 21065 of the CEQA Guidelines; and

SECTION 2: Based upon the substantial evidence presented to the HPSC during the above-referenced hearing and upon the specific findings set forth in Section 1, above, the HPSC hereby concludes as follows:

(1) The Aerojet-General Hangar meets the Tier II criteria as identified in the attached Tier Determination record; and

SECTION 3: Based upon the findings and conclusions set forth in Sections 1 and 2 above, the HPSC hereby approves the Application.

SECTION 4: The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 5: The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

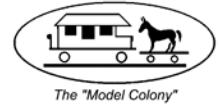
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APPROVED AND ADOPTED this 14th day of September 2017.

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Historic Preservation Subcommittee  
Chairman

***Exhibit A: Tier Determination Form***



# HISTORIC PRESERVATION SUBCOMMITTEE/COMMISSION

## TIER DETERMINATION

**Date:** September 14, 2017

**Location:** 301 S. Hellman Avenue, west of the Cucamonga Creek Channel and north of Terminal One

**Historic Name:** Aerojet-General Hangar

**APN:** 113-261-03

**Decision Date:**

**File No.:** PHP17-030

**Decision Making Body:** HPSC

**Tier Determination:** II

**Current Historic Status:** Eligible

**Description:**



Constructed in 1958 and nearly 19,000-square-foot, the hangar has a moderately pitched front-gabled roof clad in corrugated metal with regularly spaced inset corrugated fiberglass skylights. 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.

**INDIVIDUAL PROPERTY**

**HISTORIC DISTRICT**

**TIER DETERMINATION**

- Tier I** – Properties which should not be demolished or significantly altered. These properties are the most significant historical or cultural properties and must meet any of the following:
  - A property listed on the Ontario Register and meets at least 1 of the architectural category and 3 criteria in the history category as listed below;
  - A contributing structure in a district where the district meets 1 of the criterion in the architecture category and 3 criterion in the history category.
- Tier II** – Properties where demolition should be avoided. These properties must meet any of the following:
  - Any property listed or determined eligible for listing in the National Register of Historic Places; or
  - Any property listed or determined eligible for listing in the California Register of Historic Resources; or
  - A property listed on the Ontario Register and meets at least 2 of the criteria in either the architecture or history categories; or



- A contributing structure in an Eligible Historic District where the district meets at least 2 of the criteria in either architecture or history categories.
  
- Tier III** – Properties where demolition should be avoided where possible, but may be appropriate under certain circumstances. These properties must be one of the following:
  - Designated Historic Landmarks, or
  - Contributing structures in a Designated Historic District, or
  - Eligible Historical Resources as defined in Section 7.01.010.

## TIER CRITERIA

### Architecture (Check all that apply)

- The structure is (or the district contains resources which are) a prototype of, or one of the finest examples of a period, style, architectural movement, or construction in the City or a particular style of architecture or building type.
  
- The structure is (or the district contains resources which are) the first, last, only, or one of the finest examples, notable works, or the best surviving work by an architect or designer or major importance to the City, state or nation.

Explanation: Evaluated under the context of Aviation in Ontario, theme Aviation and Architecture (1942-1975) and subtheme Developments in Construction Technology (1942-1975), the building's character defining features include large open space to accommodate aircraft with an exposed steel frame, front-gabled roof, telescoping doors that run on steel tracks, and an opening for aircraft tail with retracting doors. The building embodies distinctive features of the type of hangar constructed during the period of significance.

### History (Check all that apply)

- It is the location of an historic event(s) that have had a significant contribution to the history of the City, state or nation.
  
- It is associated with a business, company, or individual that has made a significant, cultural, social, or scientific contribution to the City, state, or nation.
  
- It is identified with a person(s) who has exerted a major influence on the heritage or history of the City, state, or nation.
  
- It embodies the ideals or principles of the "Model Colony" or furthers the ideals or principals established by the Chaffey Brothers.
  
- It has a direct relationship to one of the principle historic contexts in the City's history.
  
- It is related with a business, company or individual significant in the agricultural history of the City.

Explanation: Evaluated under the context of Aviation in Ontario, theme Aviation and Architecture (1942-1975) and subtheme Developments in Construction Technology (1942-1975), the hangar was determined to be eligible for the local, state, and national registers.