APPENDIX 5.4-2

Historic Property Evaluation Report
Desert Research Institute.
November 2022

Impactful science, inspiring solutions.

Historic Property Evaluation Report
Ontario International Airport
South Airport Cargo Center Project
Ontario, San Bernardino County, CA

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November 2022

Cover photos: Ontario Air National Guard Hangar (left), Building 2 at the former GE maintenance facility (right). Desert Research Institute 2022.

EXECUTIVE SUMMARY

The Ontario International Airport Authority (OIAA) proposes the Ontario International Airport (ONT Airport) South Airport Cargo Center Project (Project). The Project requires approval of the Airport Layout Plan (ALP) from the Federal Aviation Administration (FAA). The Project is an undertaking as defined by Section 106 of the National Historic Preservation Act (NHPA). It is also subject to compliance with the California Environmental Quality Act (CEQA). The FAA is the lead agency for Section 106 compliance; the OIAA is the lead agency for CEQA compliance.

The purpose of this Historic Property Evaluation Report is to comply with the requirements of Section 106 of the NHPA related to built environment historic properties. It also fulfills requirements under CEQA related to built environment historical resources. This report identifies built environment cultural resources within the Project's Area of Potential Effect (APE), determines if any are known historic properties as defined by Section 106 or known historical resources as defined by CEQA, evaluates those that require evaluation as potential historic properties or historical resources, and makes recommendations regarding resource eligibility and Project effects.

Laura O'Neill, Architectural Historian at the Desert Research Institute (DRI) who meets the Secretary of the Interior's Professional Qualifications Standards (PQS) in Architectural History and Historic Architecture (36 CFR §61) prepared this report. Jeffrey Wedding, Archaeologist at DRI who meets the PQS in Archaeology, assisted with research efforts.

Research, records searches, fieldwork, and review of applicable cultural resource laws and guidelines revealed that the APE included properties requiring evaluation for the National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR), and as potential City of Ontario Landmarks/Historic Districts to comply with Section 106 and CEQA. The following properties were evaluated as a result: the Ontario Air National Guard (ANG) hangar and the General Electric (GE) maintenance facility. The Ontario ANG hangar was evaluated as a potential individual resource; the GE maintenance facility was evaluated as a potential historic district consisting of nine buildings. Both properties were found to be ineligible for listing in the NRHP, CRHR, and as potential Ontario Landmarks/Historic Districts. DPR forms are located in Appendix B.

Identification efforts also revealed that one previously evaluated district overlapped part of the APE: the Ontario ANG Station. It was evaluated as ineligible for listing in the NRHP and CRHR in 1998 and again in 2017. Review of the previous evaluations in comparison with the independent research completed for this report confirmed the conclusions of ineligibility. Re-evaluation was determined to be unnecessary. A DPR Update form was prepared to provide additional historical narratives and information about the current undertaking. See Appendix B.

In summary. this report concludes that none of the built environment resources in the APE appear eligible for listing in the NRHP. They are not historic properties as defined by Section 106 of the NHPA. The recommended Section 106 finding for the undertaking for built environment resources is No Historic Properties Affected pursuant to 36 CFR §800.4(d)(1). Likewise, this report concludes that none of the resources in the APE appear eligible for listing in the CRHR or as Ontario Landmarks/Historic Districts. They are not historical resources as defined by CEQA, and no further cultural resources compliance analysis or review is recommended.

The recommended California Historical Resource Status Code for all built environment resources in the APE is 6Z: found ineligible for NRHP, CRHR, or local designation through survey evaluation. See DPR forms in Appendix B for detailed evaluations and property data.

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ACRONYMS

AAC	U.S. Army Air Corps
ANG	Air National Guard
APE	Area of Potential Effects
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
DPR	Department of Parks and Recreation
DRI	Desert Research Institute
EA	Environmental Assessment
EIR	Environmental Impact Report
FAA	Federal Aviation Administration
HCS	Historic Context Statement
NHPA	National Historic Preservation Act
NOP	Notice of Preparation
NPS	National Park Service
NRHP	National Register of Historic Places
OIAA	Ontario International Airport Authority
ONT	Ontario International Airport
SHPO	State Historic Preservation Office
USAF	United States Air Force

I. INTRODUCTION

The Ontario International Airport Authority (OIAA), the owner and operator of Ontario International Airport (ONT or Airport), is proposing to develop a new air cargo facility at ONT. The Proposed Project includes the development of a cargo sorting building (Air Cargo Sort Building), truck yard, employee parking structure, two aviation support buildings (ground service equipment [GSE] and aircraft line maintenance buildings), and aircraft apron improvements. The OIAA seeks unconditional approval of the Proposed Project on the Airport Layout Plan (ALP) from the Federal Aviation Administration (FAA).

The Proposed Project is an undertaking as defined by Section 106 of the National Historic Preservation Act (NHPA). It is also subject to compliance with the California Environmental Quality Act (CEQA). The FAA is the lead agency for Section 106 compliance; the OIAA is the lead agency for CEQA compliance.

Objectives

The purpose of this Historic Property Evaluation Report is to comply with the requirements of Section 106 of the NHPA related to the built environment historic properties. It also fulfills requirements under CEQA related to the built environment historical resources. The objectives of the report are to identify built environment cultural resources within the Project's Area of Potential Effect (APE), determine if any are known historic properties as defined by Section 106 or known historical resources as defined by CEQA, evaluate those that require evaluation as potential historic properties or historical resources, and make recommendations regarding resource eligibility and Project effects.

Preparer's Qualifications

Laura O'Neill, Architectural Historian at the Desert Research Institute (DRI) who meets the Secretary of the Interior's Professional Qualifications Standards (PQS) in Architectural History and Historic Architecture (36 CFR §61) prepared this report. Ms. O'Neill's résumé is available at https://www.dri.edu/directory/laura-oneill. Jeffrey Wedding, Archaeologist at DRI who meets the PQS in Archaeology, assisted with research efforts.

II. REGULATORY SETTING

Section 106 of the National Historic Preservation Act

In general, Section 106 of the NHPA requires that federal agencies take into account the effect of undertakings on historic properties. Undertakings are projects, activities, or programs funded in whole or in part under the direct or indirect jurisdiction of a federal agency [36 CFR §800.16(y)]. Historic properties are those that are included in or are eligible for listing in the National Register of Historic Places (NRHP) [36 CFR §800.16(l)(1)].

National Register of Historic Places

Following the standards issued by the Secretary of the Interior, cultural resources are eligible for listing in the NRHP if they meet the registration requirements (NPS *National Register Bulletin #15*). According to the requirements, the resource must be eligible under at least one of the four significance criteria (A, B, C, or D, defined below). Eligibility for listing in the NRHP also depends on the integrity of the property. Thus, a property must have both significance and integrity to be considered eligible.

Significance Criteria

Federal regulation 36 CFR §60.4 outlines the significance criteria a property must meet to be eligible for listing in the NRHP. To be eligible for listing in the National Register, a property must be at least 50 years of age (unless the property is of "exceptional importance") and possess significance in American history, architecture, archaeology, engineering, and/or culture. Significant properties are those that:

A. Are associated with events that have made a significant contribution to the broad patterns of our history; or
B. Are associated with the lives of persons significant in our past; or
C. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D. Yield or may likely to yield, information important in prehistory or history.

Physical Integrity

Integrity is the ability of a property to convey its significance, and its assessment consists of a consideration of the seven aspects listed in 36 CFR §60.4: location, design, setting, workmanship, materials, feeling, and association.

Historic Context

To be eligible for listing in the NRHP, a property must be significant within a historic context. *National Register Bulletin #15* states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are "those patterns, themes, or trends in history by which a specific...property or site is understood and its meaning...is made clear" (NPS 7).

Historical Resources under the California Environmental Quality Act

Generally, a lead agency must consider a property a historical resource under CEQA if it is eligible for listing in the California Register of Historical Resources (CRHR). The CRHR is modeled after the NRHP. Furthermore, a property is presumed to be historically significant if it is listed in a local register of historic resources or has been identified as historically significant in a historic resources survey (provided certain criteria and requirements are met, see below), unless a preponderance of evidence demonstrates that the property is not historically or culturally significant (PRC Section 5024.1 and 14 CCR Section 4850).

California Register of Historical Resources

The CRHR is an authoritative guide used by state and local agencies, private groups, and citizens to identify historic resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse impacts [PRC Section 5024.1(a)]. The CRHR consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process. The CRHR automatically includes the following [PRC Section 5024.1(d)]:

- California properties listed in the NRHP and those formally determined eligible for the NRHP;
- State Historical Landmarks from No. 0770 onward; and
- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (SOHP) and have been recommended to the State Historical Resources Commission for inclusion on the CRHR.

Significance Criteria

The criteria for eligibility of listing in the CRHR are based upon NRHP criteria, but are identified as 1-4 instead of A-D. To be eligible for listing in the CRHR, a property must possess significance at the local, state, or national level. Significant properties are those that:

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

Physical Integrity

While the enabling legislation for the CRHR is less rigorous with regard to the issue of integrity, there is the expectation that properties reflect their appearance during their period of significance (PRC Section 5024.1).

Properties Identified in Surveys

Properties identified during historic resource surveys may be considered historical resources under CEQA only if the survey meets all of the following criteria (PRC Section 5024.1 and 14 CCR Section 15064.5):

1. The survey has been or will be included in the State Historic Resources Inventory;
2. The survey and the survey documentation were prepared in accordance with office (OHP) procedures and requirements;
3. The resource is evaluated and determined by the office (OHP) to have a significance rating of Category 1 to 5 on a DPR Form 523; and
4. If the survey is five or more years old at the time of its nomination for inclusion in the CRHR, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

Ontario Historic Landmarks and Historic Districts

The City of Ontario's Designation Criteria for Historic Landmarks and Historic Districts are codified in Section 9-1.2615 of the City's Development Code. A property may be designated a Historic Landmark if (Section 9-1.2615.A):

1. It meets the criteria for listing in the National Register of Historic Places; or
2. It meets the criteria for listing in the California Register of Historic Resources; or
3. It meets one or more of the following criteria:
    a. It exemplifies or reflects special elements of the City's history;
    b. It is identified with persons or events significant in local, state, or national history;
    c. It is representative of the work of a notable builder, designer, architect, or artist;
    d. It embodies distinguishing architectural characteristics of a style, type, period, or method of construction;
    e. It is a noteworthy example of the use of indigenous materials or craftsmanship;

f. It embodies elements that represent a significant structural, engineering, or architectural achievement or innovation;
g. It has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community or the City; or,
h. It is one of the few remaining examples in the City, region, state, or nation possessing distinguishing characteristics of an architectural or historical type or specimen.

A neighborhood or area may be designated a Historic District if (Section 9-1.2615.B):

1. It meets the criteria for listing in the National Register of Historic Places; or
2. It meets the criteria for listing in the California Register of Historic Resources; or
3. It meets one or more of the following criteria:
    a. Is a geographically definable area possessing a concentration of Historical Resources or thematically related grouping of structures which contribute to each other and are unified by plan, style, or physical development; and embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
    b. 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.
    c. 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;
    d. Is or the contributing resources are, associated with the lives of persons important to Ontario, California, or national history.

In addition to meeting one or more of the criteria above, Ontario Landmarks and Historic Districts must also possess integrity (Section 9-1.2615.E). Ontario recognizes the same seven aspects of integrity as the NRHP.

III. PROJECT DESCRIPTION

The OIAA, the owner and operator of Ontario International Airport, is proposing to develop a new air cargo facility at ONT. The Proposed Project includes the development of a cargo sorting building (Air Cargo Sort Building), truck yard, employee parking structure, two aviation support buildings (ground service equipment [GSE] and aircraft line maintenance buildings), and aircraft apron improvements.

The Proposed Project involves development of facilities and supporting infrastructure in two phases on the approximate 97-acre site on the southern side of the Airport. The Proposed Project involves approximately 2,514,000 square feet of airfield improvements, including three taxi lanes, an aircraft parking apron, and GSE and Aviation Line Maintenance Buildings.

Construction of the proposed Project would include excavation and grading of the Project site. In the aircraft apron area, which is the majority of the Project site, the Project site would be excavated approximately two feet with stabilization of the subgrade with undercuts of up to two feet. Trenches would be required for the installation of stormwater piping and structures, as well as other utilities (sanitary, water, electric, communications and hydrant fueling). These improvements would require trenching with depths up to 20 feet in limited areas. The parking garage foundations would reach an approximate depth of five (5) to seven (7) feet below grade.

Project Location

The Project site includes portions of Assessor's Parcel Numbers (APN) 11326106, 11326107, 11326108, 11327101, and 11327102 in the City of Ontario, in southwest San Bernardino County. The Project site encompasses approximately 97 acres and is south of the Airport airfield and west of the Cucamonga Canyon Channel. The majority of the Project site is located north of East Avion Street with the remainder of the site located south of East Avion Street and east of South Hellman Avenue. See Appendix A, Maps 1.1 and 1.2.

Area of Potential Effects (APE)

The Area of Potential Effect (APE) for the undertaking was delineated to include all areas that could be affected, both directly and indirectly, by the undertaking. See Figure 1, below. The horizontal APE encompasses the 97-acre Project site located on East Avion Street, all under the current ownership of the OIAA, and includes all construction areas and staging areas. Specifically, the horizontal APE includes the proposed air cargo sort building, the aircraft apron with parking stands, the parking structure, the truck yard, the relocated secure access point, the stormwater drainage/detention system, security systems, utility services and all related developments.

In terms of the vertical APE, the depth of ground disturbance for the Project will range from 3 ft to approximately 20 ft below the current ground surface (bgs). Installation of the stormwater drainage system piping and associated structures, as well as other utilities are expected to extend up to 20 ft in depth; however, the apron pavement and parking garage foundations are anticipated to only reach up to 3 ft and between 5 to 7 ft bgs, respectively. The extent of the building foundation is not known at this time, but it is not anticipated to extend below 20 ft.

The topography of the APE is flat, and the land is mostly paved, except for limited areas of grass and trees in medians and along facility perimeters. The APE includes buildings and structures from a range of time periods, constructed for a variety of occupants. The oldest buildings date from the late 1940s; the newest are circa 2006. Building types include large hangars, office buildings, maintenance facilities, security facilities, and support buildings. Chain-link fencing delineates secure and public areas.

The APE contains three distinct areas in terms of general characteristics and development patterns amid large areas of vacant land and surface parking lots as shown in Figure 2, below. All three are located north of East Avion Street. They include: the former General Electric (GE) maintenance facility at the west end; a portion of the former Ontario Air National Guard (ANG) Station at the east end; and a 1980s-era private jet center between the two.

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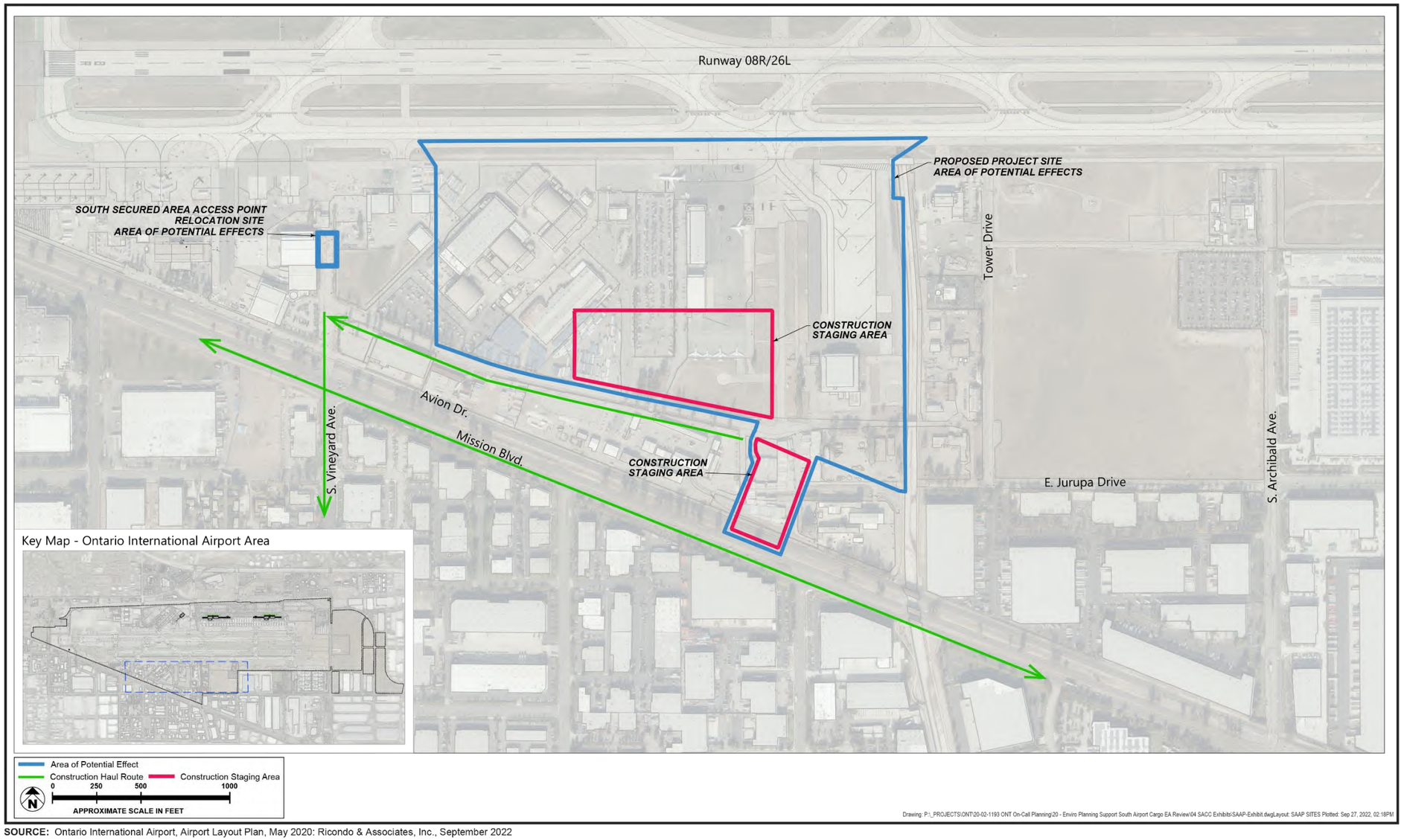


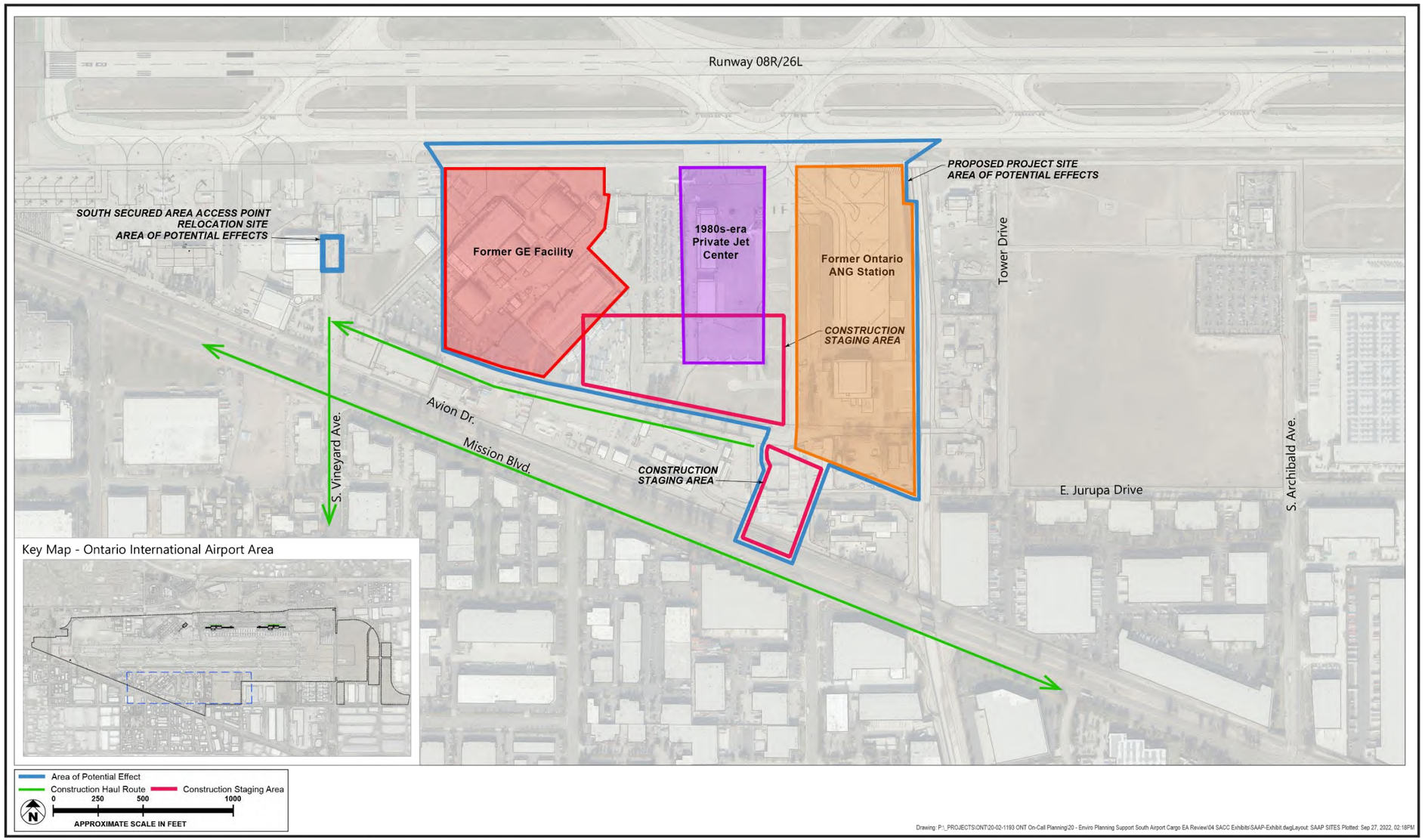
SOURCE: Ontario International Airport, Airport Layout Plan, May 2020: Ricondo & Associates, Inc., September 2022

Meridian Consultants

ONT SACC Project Area of Potential Effect

332-001-21

Figure 1: Area of Potential Effects map by Meridian Consultants.



SOURCE: Ontario International Airport, Airport Layout Plan, May 2020: Ricondo & Associates, Inc., September 2022

Meridian Consultants

ONT SACC Project Area of Potential Effect

332-001-21

Figure 2: Three main areas of built resources in the APE.

IV. METHODOLOGY

Research

Records Search Results and Previous Evaluations

PaleoWest (Project archaeologists) conducted a literature review and records search at the South Central Coastal Information Center (SCCIC), housed at California State University, Fullerton, on November 17, 2021, and provided a copy of the results for review. This inventory effort included the Project APE and a one-half-mile radius around the Project area, collectively termed the records search area. The objective of this records search was to identify prehistoric or historical cultural resources that have been previously recorded within the study area during prior cultural resource investigations.

The records search indicated that five previous investigations have been conducted within the records search area since 1976 (Table 1). One of these studies (SB-05358) includes a small portion of the Project APE.

Table 1: Previous Cultural Studies within the Records Search Area.

Report No.	Date	Author(s)	Title
SB-03586	2000	Love, Bruce	Ontario To Colton Pipeline, San Bernardino County, California
SB-04674	2004	Bonner, Wayne H. and Christeen Taniguchi	Records Search Results and Site Visit for Cingular Wireless Telecommunications Facility Candidate SB-476-01 (Villa Park Trucking) 2301 East Francis Street, Ontario, San Bernardino County, California
SB-05358	*1976*	*Sider, W.A.*	*Cucamonga Creek 1776-1976 After 200 Years*
SB-05367	2004	Marvin, Judith and Riordan Goodwin	Cultural Resource Assessment: Hofer Ranch Airport Business Park Specific Plan Amendment, City of Ontario, San Bernardino County, California
SB-05814	2007	Bonner, Wayne H. and Marnie Aislin-Kay	Cultural Resource Records Search Results and Site Visit for Royal Street Communications, LLC Candidate LA-730C (Carlos Ct), 2001 Elm Court, Ontario, San Bernardino County, California

Italics indicate previous projects that include portions of the current Project APE.

The records search indicated that two cultural resources have been previously documented within the records search area (Table 2). These resources include one historic period building, the Ontario International Airport Terminal (36-012630), and one historic period archaeological site, the remains of an abandoned irrigation system (36-007096). Neither of these resources are within the Project APE.

Table 2: Cultural Resources Recorded within the Records Search Area.

Primary No.	Trinomial	Type	Age	Description
P-36-007096	CA-SBR-7096H	Site	Historic	Remnants of an abandoned irrigation system

Primary No.	Trinomial	Type	Age	Description
P-36-012630	(none)	Building	Historic	Ontario International Airport Terminal

In summary, the records search did not reveal any known, previously evaluated built historic properties within the APE.

Consultation with Interested Parties

The following is a summary of public outreach and interested party consultation completed to date as part of OIAA's CEQA obligations. Section 106 requires that lead agencies consult with interested parties regarding historic properties and the potential effects of undertakings. The FAA, as the federal lead agency, is required to conduct interested party consultation to meet its Section 106 obligations, and consultation with any interested parties will be conducted as part of the Environmental Assessment (EA) process.

OIAA CEQA Consultation

A Notice of Preparation (NOP) of Environmental Impact Report (EIR) for the Project was circulated for public comment from October 15 through November 15, 2021, in accordance with the CEQA Guidelines. The NOP was provided to the State of California Office of Planning and Research State Clearinghouse for distribution for review by state agencies and was also distributed to other local public agencies and other parties by the OIAA. The NOP was also available on the OIAA website. A scoping meeting was held on November 10, 2021 by the OIAA.

The OIAA received one letter regarding the undertaking's potential to affect historic properties from the City of Ontario Planning Department (City). The City informed OIAA that the City had received a federal grant through the Certified Local Government (CLG) Program administered by the California State Parks Office of Historic Preservation (OHP) to prepare a Historic Context Statement (HCS) for Ontario Airport in 2017. This HCS, prepared by ASM Affiliates (Davis and Novell), contained preliminary eligibility determinations for buildings and other resources. This HCS was reviewed with other literature as part of this built environment report, as described below.

Further consultation between OIAA and the City resulted in clarifying that OIAA is the responsible public agency with the authority to prepare and evaluate historic context statements/surveys and to determine the historic significance of structures on airport property.

No other responses to the NOP or scoping meeting were received regarding historical resources.

Additional Research

In addition to the records search and interested party consultation, several other sources were consulted to develop the appropriate historic contexts for the properties in the APE. Laura O'Neill, Architectural Historian with the Desert Research Institute (DRI), visited the City of Ontario's Ovitt Family Library on March 23, 2022, to review relevant local history sources, including histories of the airport and previous environmental documents. Newspaper articles from online databases were also reviewed. Other research resources consulted include the 2017 HCS and survey, a recent survey of eight buildings that overlapped the APE for the current undertaking (Reed and Harris 2022), general histories of Ontario and the airport, previous technical and environmental studies, historic aerial photographs and maps, county assessor data, the California Built Environment Resources Directory (BERD), and credible online sources.

The Reed and Harris survey did not appear in the SCCIC records search results, because it was completed after the search was conducted; however, it included former Ontario ANG Station buildings and former GE facilities outside the APE for the current undertaking. It concluded that none were eligible for listing in the NRHP; it did not identify any eligible historic properties or historical resources.

Field Survey

Ms. O'Neill surveyed the APE on March 24, 2022. Photographs and notes were taken during the field survey. The purpose of the field survey was to document the condition and physical integrity of the potential historic properties in the APE and to confirm dates of construction and alterations.

Resources Requiring Evaluation as Potential Historic Properties/Historical Resources

Based on the records search, research, field survey, and applicable cultural resource codes and regulations, the following resources required evaluation to determine if they are eligible for listing in the NRHP, CRHR, or as local Ontario Landmarks/Historic Districts and should be considered historic properties as defined by Section 106 or historical resources as defined by CEQA:

- Former Ontario ANG hangar – The hangar is over 50 years old and located within the APE. It was evaluated as an individual property in the 2017 HCS and survey of the airport (Davis and Novell). The evaluation was reviewed as part of the research conducted for this report. The review revealed that the previous survey did not meet the requirements in PRC Section 5024.1 and 14 CCR Section 15064.5. It is not included in the State Historical Resource Inventory, and it does not appear that the SHPO ever concurred with the findings. It did not come back in the records search results, nor does it appear in the BERD. Furthermore, review of the evaluation revealed that it is incomplete by current industry standards. It lacks a detailed explanation of potential significance, an outline of character-defining features, and comparison with other examples of its type.

  As a result, new DPR 523 forms were prepared for the current undertaking to evaluate the hangar as an individual resource. See Appendix B.

- Former GE maintenance facility – The facility includes four hangars, an administration building, and ancillary buildings and structures. Five of the nine buildings surveyed are over 50 years old. Parts of the facility were evaluated as a historic district in the 2017 HCS and survey (Davis and Novell). The evaluation was reviewed as part of the research conducted for this report. The review revealed that the previous survey did not meet the requirements in PRC Section 5024.1 and 14 CCR Section 15064.5. It is not included in the State Historical Resource Inventory, and it does not appear that the SHPO ever concurred with the findings. It did not come back in the records search results, nor does it appear in the BERD. Furthermore, review of the evaluation revealed that the analysis is incomplete by current industry standards. It lacks a detailed explanation of potential significance, supporting evidence for the facility's association with important trends or themes in history, and an analysis of the facility's physical integrity.

  As a result, new DPR 523 forms were prepared for the current undertaking to evaluate the facility as a potential historic district. See Appendix B.

Resources Requiring Updated Documentation

Based on the records search, research, field survey, and applicable cultural resource codes and regulations, the following resources do not require re-evaluation to determine if they are eligible for listing in the NRHP, CRHR, or as local Ontario Landmarks/Historic Districts. They are not considered

historic properties for the purposes of Section 106 compliance or historical resources for the purposes of CEQA compliance. These resources were documented and evaluated previously, and their findings remain valid.

- Former Ontario ANG Station – The majority of the former Ontario ANG Station is outside the APE. It was previously determined ineligible for the NRHP as a potential historic district in two separate recordings (Department of the Air Force 1998; Davis and Novell 2017). Fieldwork and research conducted for the current undertaking confirmed the ineligibility findings in the prior evaluations and did not reveal any reason to re-evaluate them from scratch.

  Based on the records search and BERD, it does not appear that the SHPO ever concurred with the DPR forms prepared for the prior evaluations. Because the station does not warrant full re-evaluation and to minimize duplication of effort, a new DPR 523 Update form for the station was prepared to add to the existing documentation and provide information pertinent to the current undertaking. See Appendix B. Determinations regarding which DPR forms to prepare for which resources were based on the California Office of Historic Preservation's *Instructions for Recording Historical Resources* publication, pp. 23-24.

Resources Not Requiring Documentation or Evaluation

Based on the records search, research, field survey, and applicable cultural resource codes and regulations, the following resources do not require evaluation to determine if they are eligible for listing in the NRHP, CRHR, or as local Ontario Landmarks/Historic Districts. They are not considered historic properties for the purposes of Section 106 compliance or historical resources for the purposes of CEQA compliance:

- 1980s-era private jet center – These buildings date from 1985 and later according to the San Bernardino County Assessor and historic aerials. They are typical hangar and office buildings from the 1980s. Research did not reveal any potentially exceptionally significant associations that would warrant evaluation under NRHP Criteria Consideration G.

V. HISTORIC CONTEXT

To consider properties for the NRHP, CRHR or as local landmarks or districts, they must be evaluated within appropriate historic contexts and themes. The historic context presented below is based on the records search and research completed for this report and is scaled to the size and complexity of the proposed undertaking, the APE, and the extant resources therein. The APE includes part of an airport. The general historic context for the properties in the APE is airport development. An understanding of the local setting is also important for evaluating significance. Consequently, the following narratives relevant to the properties in the APE include Airport Development in the 20th Century America and Aviation in Ontario.

Focused theme narratives and property-specific historical information, such as information regarding General Electric's aviation division and the Air National Guard, are included on the DRP forms for each evaluated resource in Appendix B and are not repeated in this report.

Airport Development in 20th Century America[1]

On December 17, 1903, the Wright Brothers embarked on the historic, inaugural flight that would usher in the Air Age and change the world. The American fascination with aviation had begun. In the decades that followed, an entire new industry developed for aircraft development, production, and service. Airshows, showcasing aviators and aircraft, became popular recreational events.

The U.S. Army took early notice of the potential of powered flight in its missions, and incorporated pilot training and airplanes by 1909 (39). The Navy was not far behind, ordering its first aircraft in 1911 (41). The military used aviation in its missions as early as 1913, at the beginning of the Mexican Revolution amid rising tensions at the border. The U.S. Army Signal Corps sent the 1st Aero Squadron to Texas to respond, becoming the first air service unit of its kind ever organized (46).

Despite the early incorporation of aviation into its military, U.S. investment in aerial military components lagged behind the rest of the world's major nations leading up to its entry into WWI (48, 52). A major increase in aircraft production was ordered in 1917 to meet the needs of not only the Army and Navy, but of the country's allies, as well (52). Pressure mounted for increased research and development of aircraft technology as the war continued. This resulted in increased demand for flying fields – ground installations for training, aircraft manufacturing, testing, and repair. A large and widespread network would be required. The federal government appropriated hundreds of millions of dollars to the effort, and an extensive program of temporary wartime construction quickly expanded at airfields around the country. In May 1917, master architect Albert Kahn designed the basic airfield plan using a one-square-mile section that would be replicated and customized for local conditions (54-55).

Airfields took over prairies, farmlands, and coastlines all over the country, in part as a mechanism for recruiting pilots. Flying fields and training schools were also added to existing Army posts, such as Camp Bragg, Camp Knox, and Aberdeen Proving Ground. Facility construction was most often temporary, consisting of wood-frame buildings and steel-frame hangars. On November 11, 1918, the end of WWI yielded an immediate halt to airfield construction in the U.S. The majority of the airfields were leased properties, so the government either immediately vacated them or retained them temporarily for storage (55).

The end of the war may have led to abandoned airfields, but it also led to the beginning a new era in aviation. As expressed in *American Aviation Heritage* (NPS 60):

> When the war ended, dozens of innovative designs were on the drawing boards, thousands of trained pilots, and a surplus of airplanes set the stage for continued advances and new uses for aircraft. All of this technology along with trained aviators and support personnel fueled a race to break speed, altitude, distance, and duration records. These advances would make possible the development of airline routes, global exploration, and a new economic sector with potential for changing the lives of ordinary citizens. America's fledgling aviation industry had been transformed from a haphazard infancy into a vibrant manufacturing enterprise that would spark a national passion for flying and mark the beginning of a "golden age" of flight.

One of the major domestic advances to come out of WWI aviation efforts was airmail. The first regularly scheduled airmail route began in 1918 under the direction of the Army. It was quickly turned over to the Post Office Department. The first transcontinental route from New York to San Francisco was in service

[1] This section was compiled using NPS's *American Aviation Heritage.* Specific page references for dates, figures, and quotes are provided in parentheses.

by 1920. By 1921 in response to Congress' hesitation to fund airmail services, the Post Office demonstrated just how fast mail could be carried by aircraft by flying both day and night across the country in a total of 33 hours and 20 minutes, compared to 4.5 days by rail (63-66).

In the early 1920s, there were no lighted airways for safe night travel and navigating poor visibility due to weather. Bonfires were used to light the way for the 1921 day-and-night airmail flight. Congress funded the first lighted airway to remedy the problem in 1923. A prototype, 72-mile lighted route was established in Ohio. It utilized rotating beacons and field floodlights and became the model for the entire transcontinental airmail route. Expanding airmail service would require more than a lighted airway, however. Significant investment would be necessary. By 1925, Congress passed the Air Mail Act of 1925, transferring airmail operations to private companies. In effect, this pivotal act helped launch the U.S. commercial aviation industry (67-68).

Airmail also led directly to the establishment of many municipal airports. Initial federal budgets for airmail services included monies for pilots, planes, navigational aids, and some emergency fields, but not for a system of federally owned and operated airports. The Post Office campaigned around the country for local communities to build permanent landing facilities. Cities, local landowners, and aviation enthusiasts in places like Atlanta and Chicago heeded the call, initiating the developments that would later become Hartsfield-Jackson International Airport and Midway International Airport, respectively (70).

The Post Office was the most aggressive promoter of local airport construction in the early 1920s, but not the only. The Army, too, through the Army Air Service actively tried to persuade communities to build airfields via the Model Airway Program. The goal was to ensure an adequate number of intermediate landing areas existed for training. They were successful in their efforts, until 1926 when the Air Commerce Act transferred responsibility for airway establishment to the Aeronautics Branch of the Department of Commerce (71).

In the same period, the Army also instituted the Air Service Reserve Flying Field Program to help reserve pilots keep and hone their skills. The program used War Department funds to construct training facilities without purchasing land. Instead, the Air Service leased land from local interests for one dollar per year and resulted in the construction of airports in numerous cities from coast to coast. Additionally, the Air Service developed and distributed a manual titled "Airways and Landing Fields" that served as a how-to guide for airport construction and became one of the first works on airport design. Disseminating this information made local airport construction easier and more accessible. Military offices also published articles extolling the need for a national network of airports, the undoubted benefits for local communities, and even argued that constructing local airports was a civic duty (71-72).

In addition to the influences of the military and Post Office, the role of private industry in airport development cannot be overlooked. Private citizens, often through chambers of commerce and local aviation groups, took the lead in their community airfields through sponsorship and proactive construction. City governments took on greater roles in the early 1920s. State governments became involved in airport operations as early as 1920, but the majority of states did not officially authorize cities to own and operate municipal airports until the latter half of the decade (72). Between 1927 and 1929, 33 states created such legislation (86).

Also in the late 1920s, emphasis on safety increased, as did public support for airports. Cities across the country responded accordingly and airport development accelerated in its shift from the private to the public sector. A major factor in the shift was the Air Commerce Act of 1926. The act gave responsibility for the development of airways and supporting systems to the federal government, but local governments

would have to build and maintain the airports. Federal funding for local airports was prohibited; however, federal regulation of them was not (86-87).

Loose regulation of airport design began with the Air Commerce Act of 1926, but compliance was voluntary. Construction boomed between 1926 and 1930, yet airport development varied widely through the early 1930s. Western cities were far more proactive in setting up airports than cities in other parts of the country, leading to regional disparity. In the early 1930s, airport construction waned due to the Great Depression, lack of municipal funds, and the rise of liability and nuisance lawsuits (90-91).

It was also clear by the early 1930s that airport construction was neither cheap nor simple. Constant improvements in aviation technology meant the constant need for improvements to airport facilities. Better lighting, more durable landing surfaces, new technological devices, and customer amenities all drove up costs at local airports. Worsening the problem, most airports were not profitable. Along came President Roosevelt's New Deal in 1933 and with it came much-needed federal assistance for local airports (113-114).

The New Deal's Civil Works Administration (CWA) yielded work on 808 landing fields and airports by 1934, most of which were in small communities. The Works Progress Administration (WPA) replaced the CWA in 1935 and continued expanding airports and improving airways. The enabling legislation required that cities own, rather than lease, their airports to qualify for assistance, prompting cities like Los Angeles to purchase land they had previously been leasing (115-116). In 1938, the Civil Aeronautics Act removed some of the existing restrictions on federal direct funding for airports. In effect, it "recognized that U.S. commercial aviation had come of age" (120). A year later, in 1939, New York's LaGuardia Airport opened. Sometimes called the first modern airport, LaGuardia became home to four commercial airlines, American, TWA, United, and Eastern. It was followed in 1941 by Washington's National Airport, another example of a model modern airport.

All of this was happening on the brink of WWII, and once the U.S. entered the war, it needed airports. The Army, Navy, and Army Air Force (AAF) all utilized civilian airports to fill this need. They leased, purchased, or developed agreements with local governments to use existing airports throughout the country with the promise of returning them following the war. The War Department began investigating the possibility of using civilian airports as early as 1939. They developed a list of 4,000 airports for potential use, though ultimately programmed improvements at 250 (167).

The program was called the Development of Landing Areas for National Defense (DLAND). By 1941, 17 airport improvement projects were underway in California, with others in Florida, Maine, Texas, Washington, and Massachusetts. Florida had the most with 31. DLAND funding yielded lasting improvements to municipal airports in the form of extended and new runways and lighting and drainage systems. Many of the buildings and structures constructed by the military during the war, however, were temporary and removed after its conclusion (167-168).

By the end of WWII, many cities throughout the country had improved airfield facilities and were well-prepared for the expansion of civilian air travel in the postwar era. Both private flying and commercial aviation were poised to boom with hundreds of thousands of trained pilots and a new generation of willing passengers. Federal funding for airport improvements continued with an emphasis on funding smaller airports. There were competing interests inherent in the legislation, on the one hand separating the legislation from national defense interests and on the other using defense as a justification. During the Korean War, for example, Congress appropriated $500 million for airport improvements for military use (200-201).

Airplanes, like airports, benefited from the extensive research, development, and mass production of the war years. The development of jet engines, in particular, would prove to be world changing. Though commercial airlines in the U.S. were hesitant to invest too much in jet technology in the early postwar years, by the late 1950s, the jet age had officially begun. National Airlines became the first in the U.S. to offer jet service, using leased Boeing 707s, on December 10, 1958. Other major carriers followed, offering transcontinental and international flights to a rapidly increasing consumer base (219-221).

Jets required much larger runways and served many more passengers than their predecessors. Airports required numerous upgrades to both infrastructure and passenger facilities, accordingly. At existing airports, runways were extended and reinforced. At new airports, such as the groundbreaking Dulles International Airport, they were built to new, massive specifications. Terminals were either significantly upgraded or replaced. Terminal architecture took on new importance as designs had to be more than just functional and efficient; they had to be aesthetically appealing and comfortable, as well (225-227).

By the 1970s, air travel had become a component of the nation's mass transit. After 40 years of federal regulation, Congress deregulated it in 1978. Airlines were free to set their own fares, determine their own routes, and the like (228). This has had both positive and negative effects on U.S. air travel that continue to the present day. As summarized in *American Aviation Heritage* (NPS 230):

> Through regulation and deregulation, the introduction of jet airliners, battles over noise, the vast expansion of passenger air traffic, and myriad new technologies that support the air traffic system in the United States, major airports have become far more complex and expensive than the first enthusiastic generation of airport boosters could have imagined. Particularly due to the expansion of air passenger traffic since World War II, airports throughout the United States, and throughout the world, have struggled to keep up with the growth. As a result, it may seem to observers that the nation's airports are in a perpetual state of change and renewal as construction projects, large and small, seem a constant.

Aviation in Ontario[2]

Aviation in Ontario and the corresponding development of the Ontario airport followed the basic nationwide trends throughout the 20th century. It started as a result of local group of pilots, expanded through the efforts of the local government, benefited from improvements made with federal funds through the Great Depression, WWII, and Cold War, reorganized a number of times, and responded to changing needs and demands fueled by technological advances and consumer demand.

In 1923, airplane enthusiasts known as the First Friends of the Ontario Airport landed a Curtiss JN 4 "Jenny" aircraft on a dirt patch near San Antonio Avenue and the Union Pacific railroad tracks (Watson 2). The strip became known as Latimer Field. It was Ontario's first airfield and initiated the city's association with the aviation industry. The location was three miles west of the current airport, on land leased from the Union Pacific. Increased land development demands pushed aviators to the east. Six years later, the city purchased 30 acres at the airport's current location for a total of $12,000 to create the Ontario Municipal Airport. In 1941, in the runup to the U.S. entry into WWII, the city purchased an additional 470 acres and began constructing new runways.

[2] Dates and figures in this section are from LAWA, "History of LA/Ontario International Airport," unless otherwise cited. A review of historical literature regarding aviation in Ontario presented numerous examples of conflicting information. The information presented herein represents a best practices effort to provide as accurate as possible historical narrative under the circumstances.

In 1942, the U.S. Army Air Corps (AAC), a predecessor of the U.S. Air Force, took over the municipal airport for military operations and called it Ontario Army Airfield (OAAF). The AAC used the airport as a P-38 training base and a P-59 operating base. They built 215 buildings and structures on the grounds to accommodate pilots training and stationed at the temporary base. The military presence also coincided with the transition from dirt to concrete runways (Watson 3). The Works Progress Administration (WPA) completed the engineering project in 1942, resulting in a 6,200-foot east-west runway and a 4,700-foot northwest-southwest runway at a cost of $350,000 (Watson 4). In 1947, following the end of the war, the military demolished most, if not all, of the buildings and structures and returned the airport to the city (UCSB historic aerials; NETROnline). The military use of municipal airports during WWII and subsequent return to local governments was common practice nationwide (Denfield 2012).

Toward the end of the AAC's tenure in Ontario, in 1946, the airport was renamed the Ontario International Airport to reflect the transpacific cargo flights originating there. By 1949, the airport hosted commercial airline service, and a new terminal building was constructed in 1951 to meet growing demand. A new air traffic control tower was added in 1953 (Watson 4). Three major aircraft plants had facilities at the airport in the 1950s, including Lockheed, Douglas, and Northrop (Watson 4), as did General Electric (GE) Aviation (Neward 38). Lockheed had the largest presence with facilities on both the north and south sides of the runways (Neward 67). GE appears to have taken over some of Lockheed's facilities on the south side of the runways c. 1955 (Neward 38, 59, 67; Davis and Novell 27).

In addition to the expansion of commercial and passenger activities, the 1950s witnessed the return of the military to the Ontario International Airport. The California Air National Guard established an armory at the airport in 1949. In 1952, the ANG approached the city about forming a station at the airport but required a longer runway for its fighter jets (Neward 37-38). The city purchased the additional land for the runway, and the Ontario ANG Station followed. The ANG required two additional runway extensions in 1956 and 1962, both times to accommodate faster aircraft (Watson 5). The ANG's facilities were concentrated in the southwest corner of the airport and included a maintenance hangar, dining hall, administrative buildings, training facilities, maintenance shops, and storage facilities (Department of the Air Force 3-54).

By 1964, the airport's two original runways had reached their final lengths. A new passenger terminal was added in the 1960s as air travel increased in popularity (Watson 6). The airport became part of the Los Angeles regional airport system in 1967 via a joint-powers agreement between the City of Ontario and the Los Angeles City Department of Airports (predecessor to the current Los Angeles World Airports [LAWA]). Three years later, in 1970, the airport implemented a major expansion, adding 300 acres of land and expanding the terminal facilities by 22,500 square feet. Passenger service continued to grow with one million annual travelers in 1972 and two million by 1979 (Watson 7).

In 1982, Ontario transferred the airport's title to the City of Los Angeles. Throughout the 1980s, the airport experienced significant increases in passenger volumes, hitting five million per year by 1989. New facilities constructed in the decade included a new 10,200-foot runway for wide-body jets to the south of the original east-west runway and a new air traffic control tower.

By 1990, it was becoming clear that cargo operations would be a significant part of the airport's future. United Parcel Service (UPS) broke ground on a new cargo hub that year. Passenger service continued to grow at the same time, and a $270 million new terminal complex was approved to meet demand. The new facilities broke ground in 1995 and opened in 1998. Incidentally, the Ontario ANG Station officially closed the same year, in 1998 (Air Force Civil Engineer Center). Also in the mid-1990s, a new, longer, 12,200-foot runway was added to the north of the original east-west runway. By 2005, passenger service

reached a peak volume of seven million and then began to decline. Freight service declined for a brief period before steadily increasing. The airport continued to make physical improvements to its facilities, including airfield enhancements and transportation improvements.

Los Angeles transferred ownership and control of the airport in 2015 to the OIAA after years of negotiations and a lawsuit. The OIAA was formed in 2012 by a joint-powers agreement between Ontario and San Bernardino County. It retains control over the airport to the present day (ONT 2022). The Ontario International Airport is the only airport in the City of Ontario. Smaller, regional, general aviation airports exist in nearby cities, such as Redlands, Chino, and Upland. San Bernardino International Airport is the closest international airport; it offers mostly cargo service with only one commercial passenger airline.

VI. BUILT RESOURCE EVALUATIONS

Table 3 provides a summary of the results of the evaluations completed as part of the cultural resource compliance efforts for the proposed Project. Brief discussions of the resources follow the table. See the DPR forms in Appendix B for full resource descriptions, applicable theme narratives, detailed NRHP, CRHR, and local evaluations, and numerous photographs of each resource.

Table 3. Summary of Evaluation Recommendations.

Name	Type	NRHP Recommendation	CRHR Recommendation	Ontario Recommendation
Ontario ANG hangar	Former military maintenance hanger	Ineligible. Though it retains integrity, it does not possess significance under any of the established criteria.	Ineligible. Though it retains integrity, it does not possess significance under any of the established criteria.	Ineligible. Though it retains integrity, it does not possess significance under any of the established criteria.
GE maintenance facility	District of maintenance hangars and associated buildings and structures	Ineligible. The potential district lacks both significance and integrity.	Ineligible. The potential district lacks both significance and integrity.	Ineligible. The potential district lacks both significance and integrity.

Ontario ANG Hangar

History and Description

The Ontario ANG hangar was built in 1955 and used as a California ANG facility until 1995. The Ontario ANG Station officially closed in 1998 (Air Force Civil Engineer Center). Based on its intact features, it was designed and constructed according to the U.S. Air Force (USAF) standard plan for hangar type H-2. This standard plan dates to 1951 and is attributed to Mills & Petticord (Weitze 65). Type H-2 hangars were maintenance hangars. They featured a large central hangar with multi-leaved, telescoping doors, surrounded on two or three sides by two-story lean-tos for shop space. This hangar type was built at USAF and ANG installations all over the country in the Cold War era, as evidenced in Appendix D, "Representational Hangars" of *Historical and Architectural Overview of Aircraft Hangars of the Reserves and National Guard Installations from World War I through the Cold War* (Aaron) and in numerous other historic context statements on U.S. Cold War military resources.

The Ontario example is nearly identical to many of its extant contemporaries (see Figure 3). It is composed of a steel-frame central hangar with concrete block lean-tos on three sides faced with brick and corrugated metal siding. It has bands of multi-light metal windows on both the lean-tos and the hangar. Original doors are also metal, some with single lights. The hangar's multi-leaved doors include eight total leaves with tall multi-light windows on all leaves and pilot doors in the end leaves. The hangar elevations are clad with corrugated metal siding. There is no tail cut in the primary elevation, indicating that the Ontario ANG Station did not service planes with high tails. This is also evident from the relatively low bottom chords on its interior steel trusses. The building has one-story additions on its rear elevation and some of the windows have been painted over, glazing and all. Otherwise, the building remains intact from its 1955 construction.

Figure 3: Ontario ANG hangar, looking south, March 2022.

Air National Guard groups stationed at Ontario while the hangar was in use as part of the Ontario ANG Station included: the 196th Tactical Air Support Group and the 163rd Tactical Support Group from July 1952 until 1983, and the 148th Combat Communications Squadron (CCS) from 1984 to1995. During the 196th and 163rd tenures, the station was used as an operations area in support of the California ANG's air training mission. Both jet and propeller aircraft were taxied, parked, and maintained at the station. During the 148th period, the CCS conducted radar operations, maintenance, and training on the property (California Military Department). Missions attributed to the groups and squadrons at the station included fighter-interceptor, air defense, tactical air support, tactical reconnaissance, air refueling, and communications.

NRHP Evaluation Summary

Research into the defense missions and their fulfillment at the Ontario ANG Station did not reveal any direct associations with important events or trends. The missions and activities were typical of ANG installations throughout California and the United States. No significant missions or activities originated at the station, and the groups and squadrons were not directly related to any significant military events. As a result, the hangar does not appear significant under NRHP Criterion A for direct association with important historical trends or events.

The Ontario ANG hangar was associated with numerous members of the California ANG. Research did not reveal a direct association with any specific, important individuals in local, state, or national history. The collective contributions of the many Air National Guard personnel stationed at the hangar over time is best understood and evaluated under NRHP Criterion A. Therefore, the hangar does not appear significant under NRHP Criterion B for direct associations with important individuals.

To be eligible under NRHP Criterion C, the hangar would have to be an outstanding example of its type in comparison with its peers. There are numerous extant H-2 type hangars across the country. Every intact example is not eligible for listing in the NRHP. In order to be eligible under this criterion, a hangar would have to be an early prototype or display some unique adaptations to suit a particular mission, aircraft type, or local conditions. This is not the case for the Ontario ANG hangar. It followed standard design plans and served standard missions and aircraft. It is nearly identical to other ANG hangars from the mid-1950s, many of which have been determined ineligible for the NRHP, including others in California. Building 100 at the Fresno ANG Station is a good example of a very similar hangar determined ineligible in 2005 (Aaron D-9). In fact, a review of the representational hangars provided in Aaron's Appendix D found that no ANG maintenance hangars had been previously determined eligible for the NRHP. Eligible hangars were limited to those with other functions, such as aerial ports and first-generation alert hangars. Following the guidance in Aaron's ANG-specific historic context statement, the Ontario ANG hangar does not appear significant under NRHP Criterion C.

Criterion D generally applies to archaeological resources that have the potential to yield significant information for the study of history or pre-history. As pointed out in Aaron, it would be unlikely that a military aircraft hangar would meet Criterion D. Drawings for standard plans and specific hangars exist that provide adequate information for understanding the technologies and designs of the buildings. As a standard plan hangar, the Ontario ANG hangar is not significant under NRHP Criterion D.

In summary, although the hangar is intact and retains physical integrity, it is not significant under any of the established NRHP Criteria for Significance. It does not appear to be eligible for listing in the NRHP.

CRHR Evaluation Summary

The CRHR criteria for significance are nearly identical to the NRHP criteria. As such, the Ontario ANG hangar does not appear to be eligible for the listing in the CRHR for the same reasons outlined above in the NRHP evaluation.

Ontario Historic Landmark Evaluation Summary

Most of the Ontario Historic Landmark Criteria are nearly identical to the NRHP and CRHR criteria. Criteria 1 and 2 relate to meeting the NRHP or CRHR criteria, respectively. Per the NRHP and CRHR evaluation summaries above and detailed on the DPR forms in Appendix B, the Ontario ANG hangar is not eligible for either, so it does not meet local Criteria 1 and 2. Criterion 3 has eight subparts (a through h). Criteria 3(a) through 3(f) restate the NRHP and CRHR criteria. Thus, the Ontario ANG hangar is not eligible under local Criteria 3(a) through 3(f).

Criteria 3(g) applies to properties with unique locations, singular physical characteristics, and those that are established and familiar visual features. The Ontario ANG hangar does not meet this Criterion. It is an aviation property in an airport location. It is a standard plan hangar made of typical materials applied in a typical manner, so it does not possess any singular distinguishing physical characteristic. Lastly, it is not a familiar visual feature in the City as it is only highly visible from restricted access locations within the Airport.

Criteria 3(h) applies to properties that are one of the few remaining examples in a geographic area possessing distinguishing characteristics of an architectural or historical type or specimen. The Ontario ANG hangar is not one of the few remaining examples of an H-2 maintenance hangar on the regional or national scale. Dozens remain nationwide, including others in California. It is the only ANG hangar in Ontario, but as outlined under the NRHP summary above and in detail on the DRP forms in Appendix B, it does not possess distinguishing characteristics. It is an example of its type, but it is not an important example. Therefore, it is not one of the few remaining examples possessing distinguishing characteristics of an architectural or historical type or specimen.

In summary, although the hangar is intact and retains physical integrity, it is not significant under any of the established Ontario Historic Landmarks Criteria. It does not appear to be eligible for listing as an Ontario Historic Landmark.

GE Maintenance Facility

History and Description

The former GE maintenance facility consists of three former maintenance hangars (Buildings 1-3), a storage hanger (Building 4), an administration building connected to one of the maintenance hangars (Building 6), and support buildings (Buildings 5 and 7-9). See Figure 4. The facility developed over a period of time starting in 1946 and extending to around 1994, according to historical records and aerial photographs (UCSB and NETROnline). The first buildings were Buildings 1 and 2, two Army surplus World War II hangars. The City of Ontario acquired them in 1946 from an offsite location; they are not original to the Ontario airport ("Ontario Acquires Plane Hangars"). By 1952, a third, very similar hangar, Building 3 was added. The three hangars are metal-framed with metal siding and have arched roofs. They originally all had multi-leaved, multi-light doors with pocket extensions on their runway-facing elevations, but only one such door remains on the northwest elevation of Building 3.

By 1959, Building 4, a double-gabled metal hangar, and Building 5, a small gabled building, were added to the facility, along with a few smaller buildings. By 1966, multiple large additions were added to Buildings 1 and 2. By 1980, several new buildings existed, including Building 6 parallel to Buildings 1 and 2, Building 7, and more additions to Buildings 1 and 2. Building 6 was extended by 1985 to physically adjoin Building 2 and to create administrative office space. By 1994, Buildings 8 and 9 had been completed. The resulting composition of the facility is an assortment of buildings and myriad additions from five decades of development.

In the late 1940s, it appears that the original three hangars functioned as municipal airport facilities (UCSB). They were later used by Northrop and Douglas Aircraft. The City leased the buildings to GE in either 1954 (Neward 38) or 1956 (Davis and Novell 27), depending on the source, and GE remained at the site until 2010 ("GE Aviation closing California facility"). GE used the buildings for aircraft engine maintenance activities. They are currently occupied by the OIAA as offices, maintenance, and storage facilities.

There is little cohesion in the facility at present. Though it started out primarily as three, nearly identical arched-roof hangars organized on a northeast-southwest axis, numerous additions and alterations have substantially diminished visual connection and continuity. Perimeter fencing composed of concrete block and chain link is a unifying element, though Building 4 is cutoff from the other buildings by an interim fence. Materials vary based on period of original construction and alterations. They include smooth stucco, corrugated metal, standing seam metal, and concrete block. Building forms include rectangular plans with arched, gabled, shed, and flat roofs. There is no landscaping within the district boundary;

however, there is a row of trees along E. Avion Street, outside the facility's perimeter fence. The overall character of the facility is industrial.

Figure 4: GE maintenance facility map.

NRHP Evaluation Summary

GE Aviation is a well-known, widely recognized pioneer in aviation history with numerous significant achievements, including: the first airplane engine "booster" known as the turbosupercharger; America's first jet engine; the first turbojet engines to power flights at two and three times the speed of sound; and the world's first high bypass turbofan engine to enter service (Weber; GE Aviation). The company is undoubtedly important within the context of aviation. Facilities associated with its important achievements include its large research and manufacturing facilities, like the plants in Lynn, Massachusetts and Evendale, Ohio. Research did not reveal any evidence to suggest that important developments in the field of aviation or in the history of GE Aviation occurred at the Ontario maintenance facility. Engine maintenance was a routine operation and maintenance facilities were standard airport fixtures.

Numerous aviation-related companies had facilities at the Ontario International Airport in the postwar era, in addition to GE. Lockheed, Northrop, Douglas, Otto Instrument Service, and Aerojet-General Corporation are some examples. Among the group, Lockheed had the biggest impact on the airport and its development. The Lockheed Airport Services (LAS) division occupied a 70-acre area and built more than 25 structures over a 46-year period. LAS's domestic and international operations were headquartered at the facility. It encompassed a large area and created a purpose-built campus. Its activities extended beyond routine maintenance to production of specialized devices and systems and modification of specialized aircraft (Davis and Novell 23-26). While it is clear that LAS impacted the airport and

surrounding communities and that it was an important aspect of Lockheed's operations, the same cannot be said of the GE facility in comparison.

The GE facility provided typical maintenance services. It developed by occupying existing buildings and adding additions and new buildings on what appears to have been on an as-needed basis. It does not appear to have generated independent growth of the airport or surrounding communities. As a result, it does not appear to possess significance under NRHP Criterion A for direct, important association with historical trends or events.

The former GE maintenance facility was associated with numerous GE employees. Research did not reveal a direct association with any specific, important individuals in local, state, or national history. The collective contributions of the many employees working in the facility over time is best understood and evaluated under NRHP Criterion A. Therefore, the facility does not appear significant under NRHP Criterion B for direct associations with important individuals.

Under Criterion C, the facility lacks a cohesive, discernable site plan and design program. It is a hodgepodge grouping of buildings added and modified over a long period of time. It does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or that possess high artistic values. It does not represent a significant and distinguishable entity whose components may lack individual distinction principally because it lacks historic or architectural significance. The facility's most interesting buildings are its World War II-era hangars, but they have all been altered to the point of no longer retaining integrity. Additions, multi-leaf door removals, siding changes, window removals, and door replacements are all evident. In fact, even if the facility possessed significance under one of the other NRHP Significance Criteria, it would likely not retain sufficient integrity to convey such significance and would not be eligible for listing in the NRHP.

Criterion D generally applies to archaeological resources that have the potential to yield significant information for the study of history or pre-history. As a collection of altered, standard plan hangars, pre-fabricated buildings, and construction as recent as 1994, the GE maintenance facility has no such information potential and is not significant under NRHP Criterion D.

In summary, the GE maintenance facility is not significant under any of the established NRHP Criteria for Significance. Even if it were significant, the buildings and structures would not retain sufficient integrity to qualify for the NRHP. It does not appear to be eligible for listing in the NRHP.

CRHR Evaluation

The CRHR criteria for significance are nearly identical to the NRHP criteria. As such, the former GE maintenance facility does not appear to be eligible for the listing in the CRHR for the same reasons outlined above in the NRHP evaluation.

Ontario Historic District Evaluation Summary

Most of the Ontario Historic District Criteria are nearly identical to the NRHP and CRHR criteria. Criteria 1 and 2 relate to meeting the NRHP or CRHR criteria, respectively. Per the NRHP and CRHR evaluation summaries above and detailed on the DPR forms in Appendix B, the former GE maintenance facility is not eligible for either, so it does not meet local Criteria 1 and 2. Criterion 3 has four subparts (a through d). Criteria 3(a), 3(c), and 3(d) restate the NRHP and CRHR criteria. Thus, the Ontario ANG hangar is not eligible under local Criteria 3(a), 3(c), and 3(d).

Criteria 3(b) applies to properties that reflect 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. The GE maintenance facility does not meet this Criterion. It developed over several decades in an as-needed manner. Buildings and additions were built essentially wherever there was space. It does not reflect any clear development pattern as a result, nor does it reflect a distinctive example of park landscape, site design, or community planning.

In summary, the GE maintenance facility is not significant under any of the established Ontario Historic District Criteria. Even if it were significant, the buildings and structures would not retain sufficient integrity to qualify for the NRHP. It does not appear to be eligible for listing as an Ontario Historic District.

VII. CONCLUSIONS AND RECOMMENDED FINDINGS

None of the resources in the APE appear eligible for listing in the NRHP. They are not historic properties as defined by Section 106 of the NHPA. The recommended Section 106 finding for the undertaking for built environment resources is No Historic Properties Affected pursuant to 36 CFR §800.4(d)(1). Likewise, none of the resources in the APE appear eligible for listing in the CRHR or as Ontario Landmarks/Historic Districts. They are not historical resources as defined by CEQA, and no further cultural resources compliance analysis or review is recommended.

The recommended California Historical Resource Status Code for all built environment resources in the APE is 6Z: found ineligible for NRHP, CRHR, or local designation through survey evaluation. See DPR forms in Appendix B for detailed evaluations and property data.

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APPENDIX A

Project Maps

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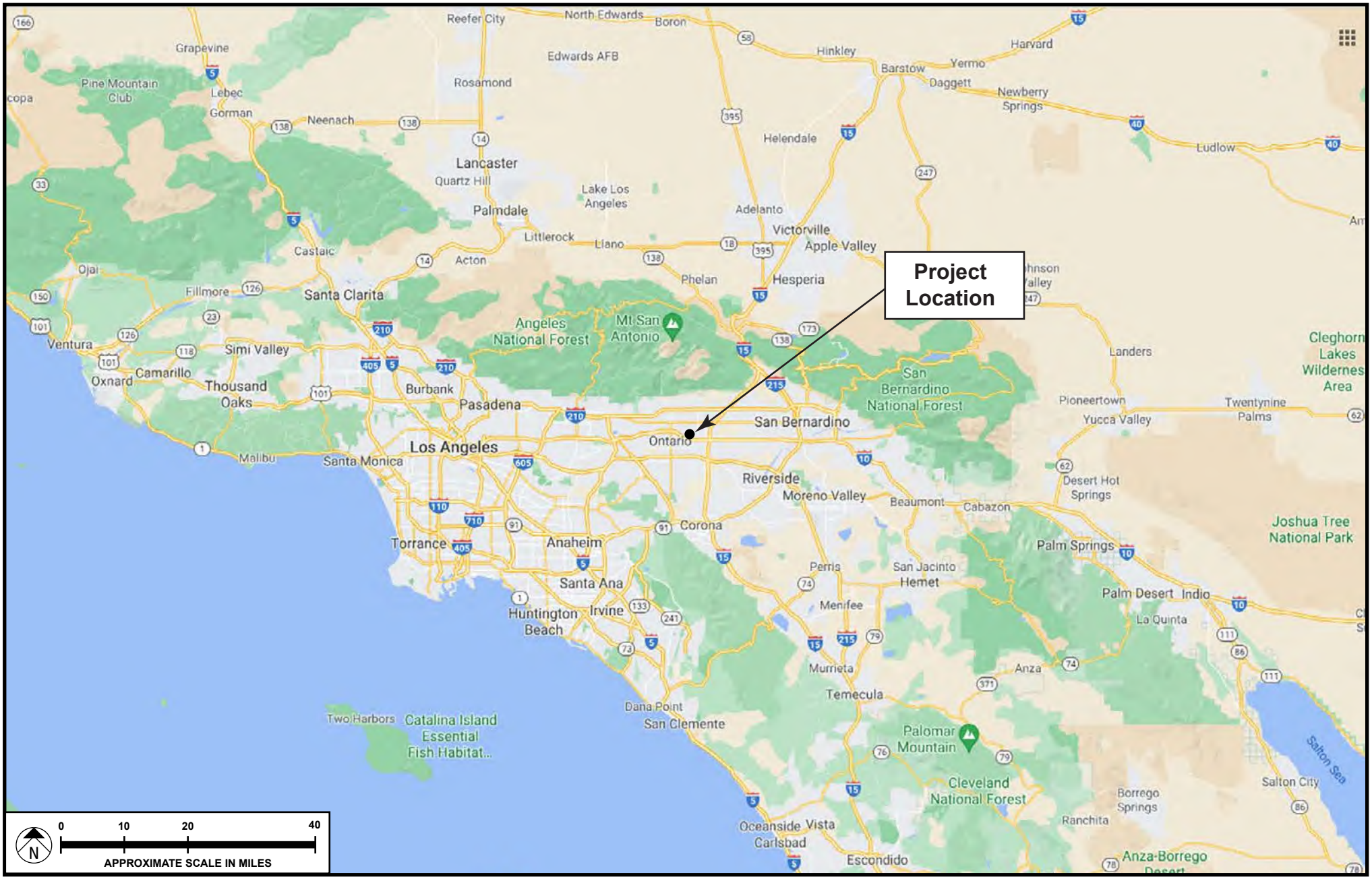


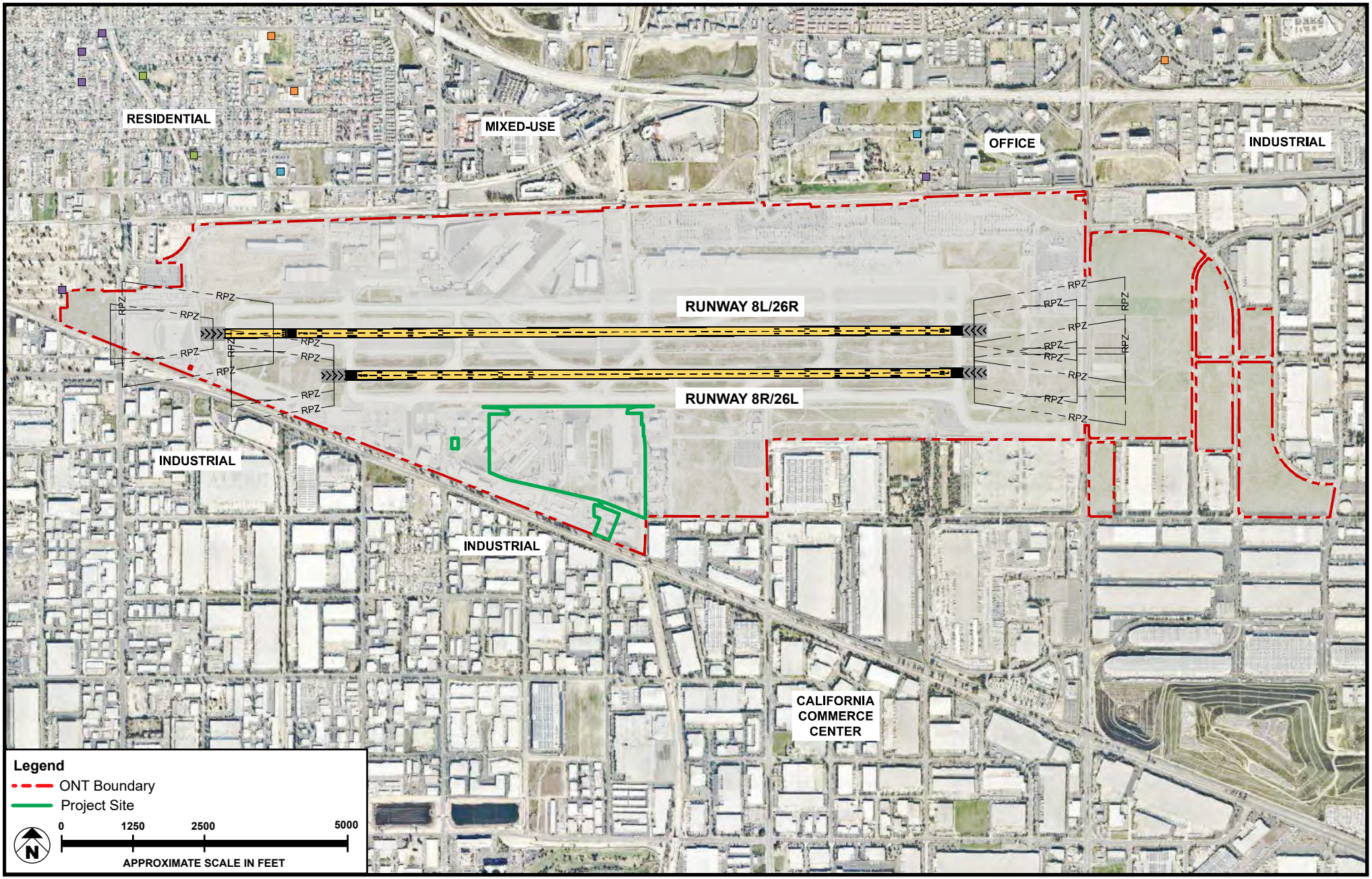
SOURCE: Google Earth - 2022

FIGURE **1.1**

Meridian Consultants

Regional Location

332-001-21



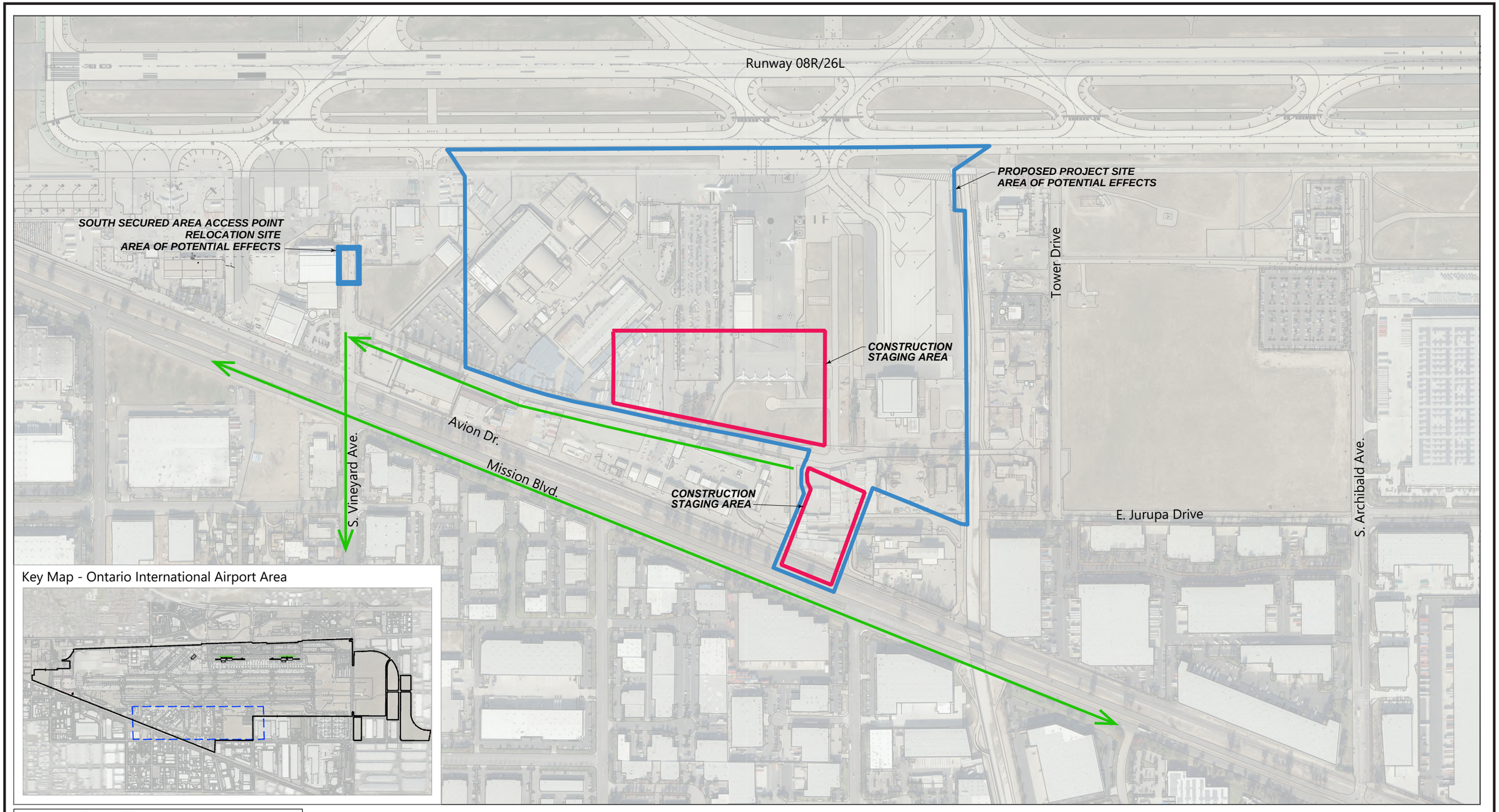
SOURCE: Google Earth - 2022

FIGURE **1.2**

Meridian Consultants

Project Site Location

332-001-21



Drawing: P:_PROJECTS\ONT\20-02-1193 ONT On-Call Planning\20 - Enviro Planning Support South Airport Cargo EA Review\04 SACC Exhibits\SAAP-Exhibit.dwgLayout: SAAP SITES Plotted: Sep 27, 2022, 02:18PM

SOURCE: Ontario International Airport, Airport Layout Plan, May 2020: Ricondo & Associates, Inc., September 2022

Meridian Consultants

ONT SACC Project Area of Potential Effect

332-001-21

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APPENDIX B

DPR Forms

Ontario Air National Guard Station

- 2022 DPR form series for the Ontario ANG hangar
- 2022 Update form
- 2017 District Record and DPR A forms for individual buildings

General Electric Maintenance Facility

- 2022 DPR A form for the evaluated district
- 2022 District Record form (with Continuation sheets)
- 2022 DPR A forms for individual buildings

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Ontario Air National Guard Hangar DPR Forms - 2022

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State of California – The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI #

PRIMARY RECORD

Trinomial
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

Page 1 **of** 12 ***Resource Name or #:** (Assigned by recorder) Ontario Air National Guard Hangar
P1. Other Identifier:

*__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; **of Sec** 1/4 ; SB **B.M.**

c. Address 2475 E. Avion Street City Ontario Zip 91761

d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 44499.47 mE/ 3767880.54 mN

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

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

The Ontario ANG hangar is composed of a steel-frame central hangar with concrete block lean-tos on three sides faced with brick and corrugated metal siding. It has bands of multi-light metal windows on both the lean-tos and the hangar. Original doors are also metal, some with single lights. The hangar's multi-leaved doors include eight total leaves with tall multi-light windows on all leaves and pilot doors in the end leaves. The hangar elevations are clad with corrugated metal siding. There is no tail cut in the primary elevation, indicating that the Ontario ANG Station did not service planes with high tails. This is also evident from the relatively low bottom chords on its interior steel trusses. The building has a couple of one-story additions on its rear elevation and some of the windows have been painted over, glazing and all. Otherwise, the building remains intact from its 1955 period of construction.

***P3b. Resource Attributes:** (List attributes and codes) HP 34. 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 #) North elevation, looking south, 3/24/2022

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1955; numerous sources

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

***P8. Recorded by:** (Name, affiliation, and address) Laura O'Neill
Desert Research Institute (DR)
755 E. Flamingo Road, Las Vegas, NV

***P9. Date Recorded:** 3/24/2022

***P10. Survey Type:** (Describe)
Section 106/CEQA

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Historic Property Evaluation Report for the Ontario International Airport South Cargo Center Project, Ontario, San Bernardino County. Prepared by Laura O'Neill, DRI, for Meridian Consultants. May 2022.

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

State of California – The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) Ontario Air National Guard Hangar ***NRHP Status Code** 6Z
Page 2 **of** 12

B1. Historic Name: Ontario Air National Guard (ANG) hangar
B2. Common Name: Ontario ANG hangar
B3. Original Use: Aircraft maintenance B4. Present Use: Vacant/Filming
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built: 1955. Minor rear additions at unknown dates.

***B7. Moved?** ☑ **No** ☐ **Yes** ☐ **Unknown** **Date:** **Original Location:**
***B8. Related Features:**
Large lot for parking aircraft to the north. The crash truck/fire station to the west was recorded separately as a potential district contributor in 2017 and found ineligible.

B9a. Architect: Mills & Petticord (standard plans) b. Builder: Unknown
***B10. Significance: Theme** Military Aviation; Hangar Design **Area** California; U.S.

Period of Significance 1955-1995 **Property Type** Hangar **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Ontario ANG hangar was evaluated for individual NRHP and CRHR eligibility within the general context of aviation. The applicable themes include military aviation within the Air National Guard and hangar design. Although it retains integrity, the hangar is not significant under any of the established criteria. As a result, it does not appear to be eligible for listing in the NRHP or CRHR. The information and registration requirements in *Historical and Architectural Overview of Aircraft Hangars of the Reserves and National Guard Installations from World War I through the Cold War* (Aaron) served as the framework for the evaluation. See Continuation sheets.

The hangar is within the boundary of the larger Ontario ANG Station. The station was evaluated as a potential district in 1998 and 2017 and found to be ineligible both times. The 2017 District Record and a current Update form for the district are included with this individual evaluation for reference.

B11. Additional Resource Attributes: (List attributes and codes) None.
***B12. References:**

See continuation sheets.

B13. Remarks:

None.

***B14. Evaluator:** Laura O'Neill, DRI
***Date of Evaluation:** May 2, 2022

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

B10. Significance, continued.

History of the Air National Guard

The following narrative was compiled using the Military Network's "Air National Guard History" and Susan Rosenfield and Charles J. Goss's *Air National Guard at 60: A History*, as cited in parentheses. Full citations are located in the References section.

The Air National Guard was established as a separate reserve component of the U.S. Air Force in September 1947, but it traces its roots to the 1st Aero Company, New York National Guard. In July 1916, the 1st Aero Company mobilized during the border crisis with Mexico. It trained at Mineola Field, New York (Military Network).

During WWI, the War Department decided that it would not mobilize National Guard air units. Instead, individual volunteers provided a major pool of Army Air Force (AAF) pilots. They were required to leave the Guard and enter the Signal Corps Reserve if they wished to fly in the war. During WWII, Guardsman served in every major combat theater during the war. The most significant wartime contribution of National Guard aviators was to train and lead the large numbers of volunteer airmen who had entered the AAF (Military Network).

The National Guard Association of the United States compelled the AAF to plan for a significant dual-component reserve force including an Air National Guard once the overseas fighting ended. General George C. Marshall, Army Chief of Staff, also pressured the AAF to revise its ambitious plans for a large postwar active-duty force. When President Harry S. Truman instituted dramatic postwar military budget cuts, he split defense dollars evenly among the Army, Navy, and Air Force. That move also required the Air Force to plan for a far smaller active-duty service than it had envisaged. As a result, the Air Force needed the reserve components to help fill the gap (Rosenfield and Gross).

The Air Force of the mid-to-late 1940s included the 58,000 members of what became the Air National Guard. Its primary units were 84 flying squadrons, mostly fighters with air defense of the continental United States as their main mission. In 1946, as individual units began obtaining federal recognition, a separate Air Guard began to emerge. September 18, 1947, however, is considered the ANG's official birth date, the same day the Air Force became a separate service under the 1947 National Security Act (Rosenfield and Gross).

The Korean War was a turning point for the Air Guard. Some 45,000 Air Guardsmen, 80 percent of the force, were mobilized. Once in federal service, they proved to be unprepared for combat. Many key Air Guardsmen were used as fillers elsewhere in the Air Force. It took three to six months for some ANG units to become combat ready. Some never did. Eventually, they made substantial contributions to the war effort and the Air Force's global buildup. Largely as a result of the Korean War experience, senior ANG and Air Force leaders became seriously committed to building the Air Guard as an effective reserve component (Military Network).

Although flying units garnered most of the attention during the Korean War, 11,000 of the 45,000 mobilized Air Guardsmen belonged to the organization's aircraft control and warning as well as its radar calibration units. Their organizations either strengthened American air defenses or were converted to tactical air control units that directed Air Force fighter aircraft in the continental United States, Alaska, Newfoundland, Europe, and French Morocco (Rosenfield and Gross).

During and after the conflict in Korea, Congress played a key role in securing reserve programs. Congress was much more willing than either the Department of Defense or the military services to fund the reserves properly.

Moreover, beginning with the passage of the Armed Forces Reserve Act of 1952, a series of key laws fostered the development of more effective reserve components (Rosenfield and Gross).

Although Korean War hostilities ended in July 1953, the Cold War persisted. Georgia Air Guard Major General George G. Finch, former Air Division chief at the National Guard Bureau, wanted to find an innovative way to provide additional training for fighter pilots after their units were demobilized. At the same time, the Air Defense Command could not call upon sufficient active-duty Air Force units to defend the continental United States against the Soviet air threat. General Finch proposed to employ pilots full time from "strategically placed" Air Guard units to perform "air intercept missions" against unidentified aircraft entering U.S. air space. In addition, they would "provide simulated fighter attacks against the Strategic Air Command's [SAC's] nuclear-capable bombers" (Rosenfield and Gross).

Using Air Guardsmen from the 138th Fighter Interceptor Squadron in Syracuse, New York, and the 194th Fighter Bomber Squadron in Hayward, California, the experiment, which began on March 1, 1953, proved a great success—except that it had to remain a secret at least for the time being. Brigadier General Curtis J. Irwin, the 138th commander, later recalled trying to obtain the services of his pilots from their civilian employers but not being able to tell them why. "But with Cold War tensions remaining high, employers were eager to help" (Rosenfield and Gross).

By October 1954, nine fighter interceptor squadrons respectively began "standing alert" using volunteer aircrews on a rotating basis for 14 hours a day. The ANG runway alert program required some planes and pilots to be available around-the-clock to become airborne within minutes of being notified to scramble. At its peak, in the mid-1950s, all 70 Air Guard fighter squadrons participated in that program. That number was reduced to 25 by 1961. Most of the runway alert exercises involved SAC bombers; the few actual scrambles turned out to be late or off-course commercial airliners. The runway alert experiment in 1953 marked the beginning of the Air Guard's modern homeland defense role. Moreover, it was the first broad effort to integrate reserve units into a major Air Force combat mission in peacetime on a continuing basis using volunteers (Rosenfield and Gross).

Throughout the rest of the 20th century and into the 21st, the Air National Guard remained important to U.S. military operations at home and abroad. Guardsman participated in major historical events, including the Bay of Pigs, Berlin Crisis, Cuban Missile Crisis, the Vietnam War, the Persian Gulf Crisis, Iraq, and Afghanistan. They also provided critical natural disaster assistance and continue to do so to the present day, in addition to their defense missions.

California Air National Guard

The California ANG traces its history back to the 115th Aero Squadron during WWI. It was re-established as the 115th Observation Squadron in 1924. The squadron met at a variety of locations in the Los Angeles area. It was ordered into active duty for WWII in 1941. Following the war, as part of the National Security Act of 1947, the modern California ANG was formed. The 62nd Fighter Wing/115th Bombardment Squadron were the first to receive federal recognition in the state. They were located in Van Nuys. By 1949, California had 41 Air National Guard units. The major units were the 62nd and 61st Fighter Wings. The 62nd's mission was the air defense of Southern California. The 61st was located at Hayward Municipal Airport and its mission was the air defense of Northern California (California Military Museum "Outline History").

California ANG units performed missions typical of units throughout the country and participated in major historical events at the call of the governor or president. Today, there are nine ANG bases in the state: Fresno,

Lompoc, Marysville, Mountain View, Oxnard, Riverside, San Diego, Sacramento, and Van Nuys. They perform "twenty-one unique missions, training and preparing the citizen-airmen to respond to the Governor of California for state emergencies or to the call of the President in times of crisis" (ANG).

History and Missions of the Ontario ANG Hangar

The Ontario ANG hangar was built in 1955 and in use as a California ANG facility until 1995. Based on its intact features, it was designed and constructed according to the U.S. Air Force (USAF) standard plan for hangar type H-2. This standard plan dates to 1951 and is attributed to Mills & Petticord (Weitze 65). Type H-2 hangars were maintenance hangars. They featured a large central hangar with multi-leaved, telescoping doors, surrounded on two or three sides by two-story lean-tos for shop space. This hangar type was built at USAF and ANG installations all over the country in the Cold War era, as evidenced in Appendix D, Representational Hangars, of *Historical and Architectural Overview of Aircraft Hangars of the Reserves and National Guard Installations from World War I through the Cold War* (Aaron) and in numerous other historic context statements on U.S. Cold War military resources. The Ontario example is nearly identical to many of its contemporaries.

Air National Guard groups stationed at Ontario while the hangar was in use as part of the Ontario ANG Station included: the 196th Tactical Air Support Group and the 163rd Tactical Support Group from July 1952 until 1983, and the 148th Combat Communications Squadron (CCS) from 1984 and 1995. During the 196th and 163rd tenures, the station was used as an operations area in support of the California ANG's air training mission. Both jet and propeller aircraft were taxied, parked, and maintained at the station. During the 148th period, the CCS conducted radar operations, maintenance, and training on the property (California Military Department "Ontario Air National Guard Station"). Missions attributed to the groups and squadrons at the station included fighter-interceptor, air defense, tactical air support, tactical reconnaissance, air refueling, and communications.

NRHP Evaluation

Criterion A

To be significant under Criterion A, a property must be associated with events that have made a significant contribution to the broad patterns of our history. The mere fact of association is not sufficient for a property to possess significance. Rather, the association itself must be direct and important. Research into the defense missions and their fulfillment at the Ontario ANG Station did not reveal any direct and significant associations with important events or trends. The missions and activities were typical of ANG installations throughout California and the United States. As opposed to the bases at Van Nuys and Hayward, for example, no significant missions or activities originated at the station, and the groups and squadrons were not directly related to any significant military events. As a result, the hangar does not appear significant under NRHP Criterion A for direct association with important historical trends or events.

Criterion B

To be significant under Criterion B, a property must be associated with the lives of persons significant in our past. The Ontario ANG hangar was associated with numerous members of the California ANG. Research did not reveal a direct association with any specific, important individuals in local, state, or national history. The collective contributions of the many Air National Guard personnel stationed at the hangar over time is best understood and evaluated under NRHP Criterion A. Therefore, the hangar does not appear significant under NRHP Criterion B for direct associations with important individuals.

Criterion C

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

To be eligible under NRHP Criterion C as embodying distinguishing characteristics of a type, period, or method of construction, the hangar would have to be an outstanding example of its type in comparison with its peers. The Ontario ANG hangar is a USAF standard plan H-2 hangar. There are numerous H-2 type hangars across the country. Every intact example is not eligible for listing in the NRHP. In order to be eligible under this criterion, a hangar would have to be an early prototype or display some unique adaptations to suit a particular mission, aircraft type, or local conditions. An example of a hangar that meets Criterion C is Building 3 at the Kulis Air National Guard Base in Alaska. It was the earliest building constructed for the entire Alaska ANG and the hangars in Building 3 were adapted to meet specific mission requirements. Furthermore, the missions themselves were unique and important, and the Kulis base was the only ANG unit nationwide with C-123J aircraft (Aaron D3-D5).

The Ontario ANG hangar, by comparison, followed standard design plans and served standard missions and aircraft. It is nearly identical to other ANG hangars from the mid-1950s, many of which have been determined ineligible for the NRHP, including others in California. Building 100 at the Fresno ANG Station is a good example of a very similar hangar determined ineligible in 2005 (Aaron D-9). In fact, a review of the representational hangars provided in Aaron Appendix D found that no ANG maintenance hangars had been previously determined eligible for the NRHP. Eligible hangars were limited to those with other functions, such as aerial ports and first-generation alert hangars.

As a standard plan building, the Ontario ANG hangar is not the work of a master, nor does it possess high artistic values. As an individual building, it is not a significant and distinguishable entity whose components may lack individual distinction. Furthermore, consideration of the Ontario ANG Station as a potential historic district was completed in both 1998 and 2017, and it was found ineligible in both cases.

Following the guidance in Aaron's ANG-specific historic context statement, the Ontario ANG hangar does not appear significant under NRHP Criterion C.

Criterion D

Criterion D generally applies to archaeological resources that have the potential to yield significant information for the study of history or pre-history. As pointed out in Aaron, it would be unlikely that a military aircraft hangar would meet Criterion D. Drawings for standard plans and specific hangars exist that provide adequate information for understanding the technologies and designs of the buildings. As a standard plan hangar, the Ontario ANG hangar is not significant under NRHP Criterion D.

Integrity

The hangar retains integrity of location, design, materials, workmanship, feeling, and association as it has not been altered, except for some relatively small rear additions. Its setting has been somewhat compromised by changes to the runways to its north.

NRHP Summary

In summary, although the hangar is intact and retains physical integrity, it is not significant under any of the established NRHP Criteria for Significance. It does not appear to be eligible for listing in the NRHP.

CRHR Evaluation

The CRHR criteria for significance are nearly identical to the NRHP criteria. As such, the Ontario ANG hangar does not appear to be eligible for the listing in the CRHR for the same reasons outlined above in the NRHP evaluation.

B12. References (continued).

Aaron, Jayne. *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. 2011.

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Photographer: Laura O'Neill, DRI Date: March 24, 2022

North elevation, looking south.

Detail of west end of north elevation and west elevation, looking south.

Photographer: Laura O'Neill, DRI Date: March 24, 2022

Detail of east end of north elevation and east elevation, looking southwest.

South elevation, looking north.

Photographer: Laura O'Neill, DRI Date: March 24, 2022

Addition to south elevation at right, looking northeast.

Interior of main hangar space, looking north at multi-leaved doors.

Photographer: Laura O'Neill, DRI Date: March 24, 2022

Interior of main hangar space, looking southeast.

Ontario Air National Guard Station Update Form - 2022

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UPDATE

Purpose

This DPR 523L is being prepared to update the previous evaluation of the Ontario Air National Guard (ANG) Station, listed on the original DPR 523D as "Air National Guard Area, Ontario International Airport."

A portion of the station is located within the Area of Potential Effect (APE) for the Ontario International Airport (ONT Airport) South Cargo Center Project (Project). The Project is an undertaking as defined by Section 106 of the National Historic Preservation Act (NHPA). It is also subject to compliance with the California Environmental Quality Act (CEQA). The Federal Aviation Administration (FAA) is the lead agency for Section 106 compliance; the Ontario International Airport Authority (OIAA) is the lead agency for CEQA compliance.

The majority of the former Ontario ANG Station is outside the APE for the undertaking. It was previously determined ineligible for the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and as a local historic district in two separate recordings: first, as part of an Environmental Assessment (EA) for the disposal of the station in 1998 (Department of the Air Force); second, as part of the 2017 Historic Context Statement (HCS) and survey (Davis and Novell). Fieldwork and research conducted for the current undertaking confirmed the ineligibility findings in the prior evaluations and did not reveal any reason to re-evaluate them or reconsider potential significance.

It was unclear from the HCS, records search, and California Built Environment Resources Directory (BERD) if the the State Historic Preservation Officer ever concurred with the DPR forms prepared for the past evaluations. Because the station dose not warrant full re-evaluation and to minimize duplication of effort, this new DPR 523L/Update form for the station was prepared to add to the existing documentation and provide information pertinent to the current undertaking. The 2017 DPR 523D form for the ANG station follows this Update. The 2017 DPR 523A forms for the buildings in the district boundary are also attached, with the exception of the maintenance hangar.

The maintenance hangar in the station was excluded from the 1998 district evaluation as it was outside the study area for that undertaking, but it was recommended individually eligible under NRHP Criterion C in the 2017 HCS and survey without adequate justification and analysis. It was the only building in the Ontario ANG Station requiring full re-evaluation as part of the current undertaking as a result. A new full set of DPR 523 forms for this resource are attached in lieu of its 2017 forms.

Determinations regarding which forms to prepare for which resources were based on the California Office of Historic Preservation's *Instructions for Recording Historical Resources* publication, pp. 23-24.

Preparer's Information

Laura O'Neill, Architectural Historian at the Desert Research Institute (DRI) in Las Vegas, Nevada, who meets the Secretary of the Interior's Professional Qualifications Standards (PQS) in Architectural History and Historic Architecture (36 CFR §61) prepared this report. Ms. O'Neill's résumé is available at https://www.dri.edu/directory/laura-oneill. Jeffrey Wedding, Archaeologist at DRI who meets the PQS in Archaeology, assisted with research efforts.

Field Survey

Ms. O'Neill surveyed the APE for the undertaking on March 24, 2022. Photographs and notes were taken during the field survey. The purpose of the field survey was to document the condition and physical integrity of the potential historic properties in the APE, to confirm dates of construction and alterations, and to examine the recommended findings in the 2017 HCS.

Ontario ANG Station Buildings Summary

The following buildings were documented as part of the station in the 2017 HCS and survey. DPR 523A forms attached.

Building ID	2017 Finding/Status Code	Current Recommendation
Bldg 1	6Z	6Z
Bldg 2	6Z	6Z
Bldg 3	6Z	6Z
Bldg 4	6Z	6Z
Bldg 5	6Z	6Z
Bldg 6	6Z	6Z
Bldg 7	6Z	6Z
Bldg 10 (Dining Hall)*	6Z	6Z
Bldg 11 (Training)*	6Z	6Z
Bldg 12	6Z	6Z
Building 109*	6Z	6Z
Crash Truck Station*	6Z	6Z
Maintenance Hangar*	3S	6Z

* Building is located in the APE for the current undertaking and proposed for demolition. DPR 523A forms attached.

Updated Information

Extensive research was completed to re-evaluate the Ontario ANG hangar. The research helped to confirm the 1998 and 2017 ineligibility findings for the potential ANG district. It also generated additional context and theme narratives related to the station. Those narratives are included in this Update form to create a more complete historical record.

History of the Air National Guard

The following narrative was compiled using the Military Network's "Air National Guard History" and Susan Rosenfield and Charles J. Goss's *Air National Guard at 60: A History*, as cited in parentheses. Full citations are located in the References section.

The Air National Guard was established as a separate reserve component of the U.S. Air Force in September 1947, but it traces its roots to the 1st Aero Company, New York National Guard. In July 1916, the 1st Aero Company mobilized during the border crisis with Mexico. It trained at Mineola Field, New York (Military Network).

During WWI, the War Department decided that it would not mobilize National Guard air units. Instead, individual volunteers provided a major pool of Army Air Force (AAF) pilots. They were required to leave the Guard and enter the Signal Corps Reserve if they wished to fly in the war. During WWII, Guardsman served in every major combat theater during the war. The most significant wartime contribution of National Guard aviators was to train and lead the large numbers of volunteer airmen who had entered the AAF (Military Network).

The National Guard Association of the United States compelled the AAF to plan for a significant dual-component reserve force including an Air National Guard once the overseas fighting ended. General George C. Marshall, Army Chief of Staff, also pressured the AAF to revise its ambitious plans for a large postwar active-duty force. When President Harry S. Truman instituted dramatic postwar military budget cuts, he split defense dollars evenly among the Army, Navy, and Air Force. That move also required the Air Force to plan for a far smaller active-duty service than it had envisaged. As a result, the Air Force needed the reserve components to help fill the gap (Rosenfield and Gross).

The Air Force of the mid-to-late 1940s included the 58,000 members of what became the Air National Guard. Its primary units were 84 flying squadrons, mostly fighters with air defense of the continental United States as their main mission. In 1946, as individual units began obtaining federal recognition, a separate Air Guard began to emerge. September 18, 1947, however, is considered the ANG's official birth date, the same day the Air Force became a separate service under the 1947 National Security Act (Rosenfield and Gross).

The Korean War was a turning point for the Air Guard. Some 45,000 Air Guardsmen, 80 percent of the force, were mobilized. Once in federal service, they proved to be unprepared for combat. Many key Air Guardsmen were used as fillers elsewhere in the Air Force. It took three to six months for some ANG units to become combat ready. Some never did. Eventually, they made substantial contributions to the war effort and the Air Force's global buildup. Largely as a result of the Korean War experience, senior ANG and Air Force leaders became seriously committed to building the Air Guard as an effective reserve component (Military Network).

Although flying units garnered most of the attention during the Korean War, 11,000 of the 45,000 mobilized Air Guardsmen belonged to the organization's aircraft control and warning as well as its radar calibration units. Their organizations either strengthened American air defenses or were converted to tactical air control units that directed Air Force fighter aircraft in the continental United States, Alaska, Newfoundland, Europe, and French Morocco (Rosenfield and Gross).

During and after the conflict in Korea, Congress played a key role in securing reserve programs. Congress was much more willing than either the Department of Defense or the military services to fund the reserves properly.

Moreover, beginning with the passage of the Armed Forces Reserve Act of 1952, a series of key laws fostered the development of more effective reserve components (Rosenfield and Gross).

Although Korean War hostilities ended in July 1953, the Cold War persisted. Georgia Air Guard Major General George G. Finch, former Air Division chief at the National Guard Bureau, wanted to find an innovative way to provide additional training for fighter pilots after their units were demobilized. At the same time, the Air Defense Command could not call upon sufficient active-duty Air Force units to defend the continental United States against the Soviet air threat. General Finch proposed to employ pilots full time from "strategically placed" Air Guard units to perform "air intercept missions" against unidentified aircraft entering U.S. air space. In addition, they would "provide simulated fighter attacks against the Strategic Air Command's [SAC's] nuclear-capable bombers" (Rosenfield and Gross).

Using Air Guardsmen from the 138th Fighter Interceptor Squadron in Syracuse, New York, and the 194th Fighter Bomber Squadron in Hayward, California, the experiment, which began on March 1, 1953, proved a great success—except that it had to remain a secret at least for the time being. Brigadier General Curtis J. Irwin, the 138th commander, later recalled trying to obtain the services of his pilots from their civilian employers but not being able to tell them why. "But with Cold War tensions remaining high, employers were eager to help" (Rosenfield and Gross).

By October 1954, nine fighter interceptor squadrons respectively began "standing alert" using volunteer aircrews on a rotating basis for 14 hours a day. The ANG runway alert program required some planes and pilots to be available around-the-clock to become airborne within minutes of being notified to scramble. At its peak, in the mid-1950s, all 70 Air Guard fighter squadrons participated in that program. That number was reduced to 25 by 1961. Most of the runway alert exercises involved SAC bombers; the few actual scrambles turned out to be late or off-course commercial airliners. The runway alert experiment in 1953 marked the beginning of the Air Guard's modern homeland defense role. Moreover, it was the first broad effort to integrate reserve units into a major Air Force combat mission in peacetime on a continuing basis using volunteers (Rosenfield and Gross).

Throughout the rest of the 20th century and into the 21st, the Air National Guard remained important to U.S. military operations at home and abroad. Guardsman participated in major historical events, including the Bay of Pigs, Berlin Crisis, Cuban Missile Crisis, the Vietnam War, the Persian Gulf Crisis, Iraq, and Afghanistan. They also provided critical natural disaster assistance and continue to do so to the present day, in addition to their defense missions.

California Air National Guard

The California ANG traces its history back to the 115th Aero Squadron during WWI. It was re-established as the 115th Observation Squadron in 1924. The squadron met at a variety of locations in the Los Angeles area. It was ordered into active duty for WWII in 1941. Following the war, as part of the National Security Act of 1947, the modern California ANG was formed. The 62nd Fighter Wing/115th Bombardment Squadron were the first to receive federal recognition in the state. They were located in Van Nuys. By 1949, California had 41 Air National Guard units. The major units were the 62nd and 61st Fighter Wings. The 62nd's mission was the air defense of Southern California. The 61st was located at Hayward Municipal Airport and its mission was the air defense of Northern California (California Military Museum "Outline History").

California ANG units performed missions typical of units throughout the country and participated in major historical events at the call of the governor or president. Today, there are nine ANG bases in the state: Fresno,

Lompoc, Marysville, Mountain View, Oxnard, Riverside, San Diego, Sacramento, and Van Nuys. They perform "twenty-one unique missions, training and preparing the citizen-airmen to respond to the Governor of California for state emergencies or to the call of the President in times of crisis" (ANG).

History and Missions of the Ontario ANG Station

Air National Guard groups stationed at Ontario included: the 196th Tactical Air Support Group and the 163rd Tactical Support Group from July 1952 until 1983, and the 148th Combat Communications Squadron (CCS) from 1984 and 1995. During the 196th and 163rd tenures, the station was used as an operations area in support of the California ANG's air training mission. Both jet and propeller aircraft were taxied, parked, and maintained at the station. During the 148th period, the CCS conducted radar operations, maintenance, and training on the property (California Military Department "Ontario Air National Guard Station"). Missions attributed to the groups and squadrons at the station included fighter-interceptor, air defense, tactical air support, tactical reconnaissance, air refueling, and communications.

Update Summary

Research into the defense missions and their fulfillment at the Ontario ANG Station did not reveal any direct and significant associations with important events or trends. The missions and activities were typical of ANG installations throughout California and the United States. As opposed to the bases at Van Nuys and Hayward, for example, no significant missions or activities originated at the station, and the groups and squadrons were not directly related to any significant military events. Though the station is a distinguishable entity whose components lack individual distinction, it does not possess the necessary significance under any of the other established criteria. In accordance with the 1998 and 2017 evaluations for the potential district, Ontario ANG Station does not appear significant under any of the NRHP or CRHR criteria. It does not appear eligible for listing in the NRHP, CRHR, or as a local historic district.

References

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Air National Guard. "California." *Air Nation Guard*: https://www.goang.com/locations/california.html. Accessed May 2, 2022.

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National Park Service. *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation.* U.S. Department of the Interior, Washington, DC. 1997.

NPS, see National Park Service.

NETROnline. Historic aerials for Project site from 1938 through 2018: https://historicaerials.com/viewer. Accessed March 2022.

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Ontario Air National Guard Station DPR Forms - 2017

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

Primary #
HRI #
Trinomial

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

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

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

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

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

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

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

***D5. Boundary Justification**:

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

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

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

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

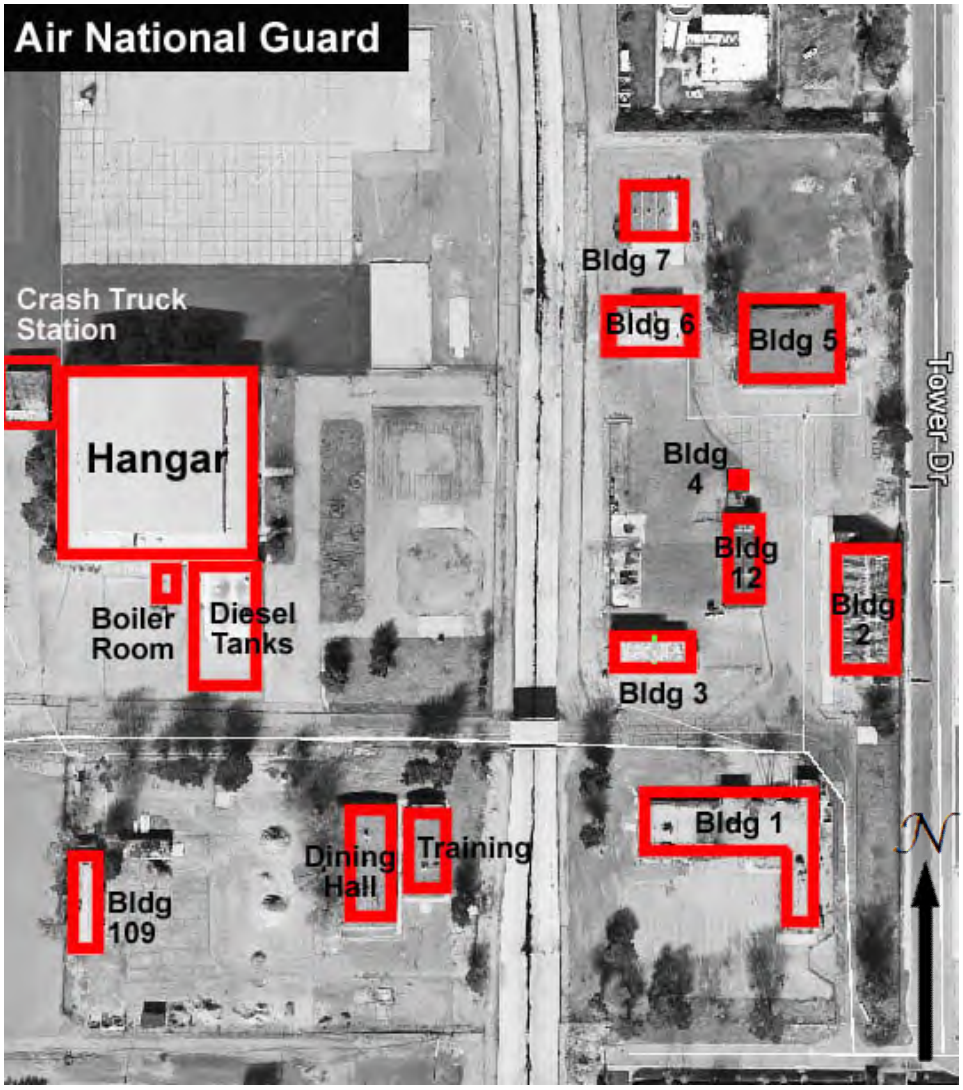
National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation.* National Register Bulletin No. 15. Washington, D.C.
National Park Service. 1997. *How to Complete the National Register Nomination Form*. National Register Bulletin No. 16A. Washington, D.C.

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

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

Primary # _____
HRI # _____
Trinomial _____

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



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

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

Primary # _____
HRI # _____
Trinomial _____

Page 3 of 4 ***Resource Name or # (Assigned by recorder)** Air National Guard Historic Area
***Map Name:** Air National Guard Area ***Scale:** ***Date of Map:** June 2017

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

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

Primary #
HRI #
Trinomial

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Primary # _____
HRI # _____
Trinomial _____

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

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

Image 2. View looking north at the south façade.

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

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

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

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

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

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

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

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

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

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

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

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

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

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

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

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

Primary #
HRI #
Trinomial

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

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

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

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

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

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

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

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

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

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

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

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

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

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

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

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

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

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

Primary #
HRI #
Trinomial

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

Image 1. View looking north at the south façade.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 3 ***Resource Name or # (Assigned by recorder)** Air National Guard Crash Truck Station
Recorded by: Shannon Davis and Marilyn Novell **Date:** December 2016

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

Image 2. View looking east at the west façade.

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

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

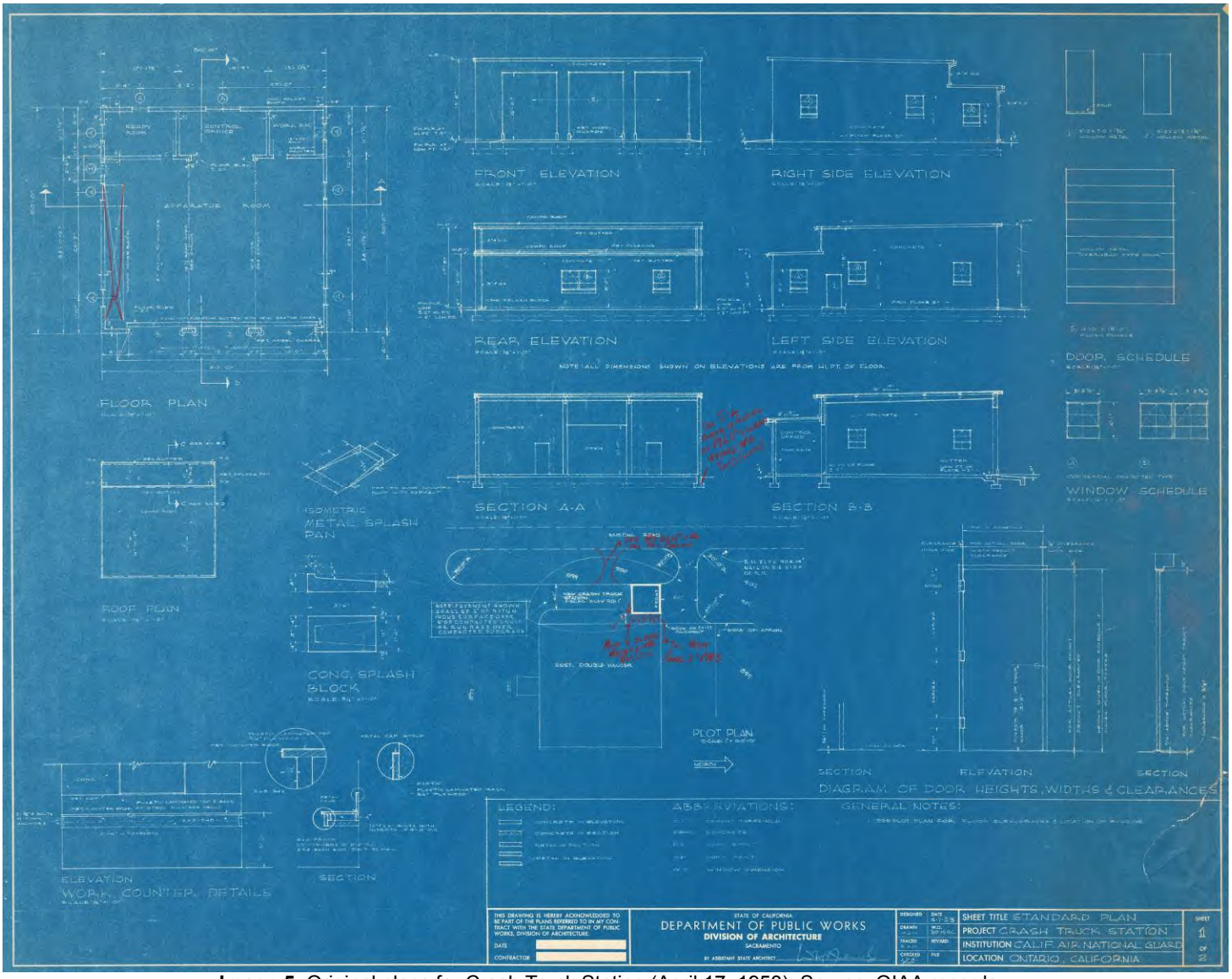


Image 5. Original plans for Crash Truck Station (April 17, 1953). Source: OIAA records.

GE Maintenance Facility DPR Forms - 2022

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

Page 1 **of** 22 ***Resource Name or #:** (Assigned by recorder) General Electric (GE) Maintenance Facility
P1. Other Identifier: Ontario International Airport Authority (OIAA) Headquarters

*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; **of Sec** 1/4 ; SB **B.M.**
c. Address 1923 E. Avion Street City Ontario Zip 91761
d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 444001.69 mE/ 3768175.52 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

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

See District Record attached.

***P3b. Resource Attributes:** (List attributes and codes) HP 6. Commercial; HP 8. Industrial.

***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 #) Bldgs 2, 3, 5, 6, and 9, looking northwest, 3/24/2022

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1946-1994; numerous sources

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

***P8. Recorded by:** (Name, affiliation, and address) Laura O'Neill
Desert Research Institute (DR)
755 E. Flamingo Road, Las Vegas, NV

***P9. Date Recorded:** 3/24/2022

***P10. Survey Type:** (Describe)
Section 106/CEQA

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Historic Property Evaluation Report for the Ontario International Airport South Cargo Center Project, Ontario, San Bernardino County. Prepared by Laura O'Neill, DRI, for Meridian Consultants. May 2022.

***Attachments:** ☐NONE ☐Location 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):

*Resource Name or # (Assigned by recorder)

D1. Historic Name: General Electric (GE) Maintenance Facility

D2. Common Name: Ontario International Airport Authority (OIAA) Headquarters

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

The former GE maintenance facility consists of three former maintenance hangars (Buildings 1-3), a storage hanger (Building 4), an administration building connected to one of the maintenance hangars (Building 6), and support buildings (Buildings 5 and 7-9). The site plan is generally oriented along a northeast-southwest axis and has an irregular shape bounded by perimeter fencing. The facility is located south of the Ontario International Airport's runways and north of E. Avion Street. The area is completely paved with large parking lots in the southwest portion. Buildings are densely developed, with the exception of Building 4, with little space between them. See Figure 1.

Figure 1: GE maintenance facility map.

The facility developed over a period of time starting in 1946 and extending through around 1994, according to historical records and aerial photographs (UCSB and NETROnline). The first buildings were Buildings 1 and 2, two Army surplus World War II hangars. The City of Ontario acquired them in 1946; they are not original to the Ontario airport ("Ontario Acquires Plane Hangars"). By 1952, a third, very similar hangar, Building 3 was added. The three hangars are metal-framed with metal siding and have arched roofs. They originally all had multi-leaved, multi-light doors with pocket extensions on their runway-facing elevations, but only one such door remains on the northwest elevation of Building 3.

By 1959, Building 4, a double-gabled metal hangar, and Building 5, a small gabled building, were added to the facility, along with a few smaller buildings. By 1966, multiple large additions were added to Buildings 1 and 2. By 1980, several new buildings existed, including Building 6 parallel to Buildings 1 and 2, Building 7, and more additions to Buildings 1 and 2. Building 6 was extended by 1985 to physically adjoin Building 2 and to create administrative office space. By 1994, Buildings 8 and 9 had been completed. The resulting composition of the facility is an assortment of buildings and myriad additions from five decades of development.

In the late 1940s, it appears that the original three hangars functioned as municipal airport facilities (UCSB). They were later used by Northrop and Douglas Aircraft. The City leased the buildings to GE in either 1954 (Neward 38) or 1956 (Davis and Novell 27), depending on the source, and GE remained at the site until 2010 ("GE Aviation closing California facility"). GE used the buildings for aircraft engine maintenance activities. They are currently occupied by the OIAA as offices, maintenance, and storage facilities.

There is little cohesion in the facility at present. Though it started out primarily as three, nearly identical arched-roof hangars organized on a northeast-southwest axis, numerous additions and alterations have substantially diminished visual connection and continuity. Perimeter fencing composed of concrete block and chain link is a unifying element, though Building 4 is cutoff from the other buildings by an interim fence. Materials vary based on period of original construction and alterations. They include smooth stucco, corrugated metal, standing seam metal, and concrete block. Building forms include rectangular plans with arched, gabled, shed, and flat roofs. There is no landscaping within the district boundary; however, there is a row of trees along E. Avion Street, outside the facility's perimeter fence. The overall character of the facility is industrial. See Continuation sheets for photographs.

The following table lists the extant buildings in the evaluated district:

Building No.	Est. Year Built	Description	Recommended Status Code
Building 1	1946 – erected at current location. Original location unknown.	Army surplus hangar, numerous additions, non-original cladding, original multi-leaved doors removed.	6Z
Building 2	1946 – erected at current location. Original location unknown.	Army surplus hangar, numerous additions, physically connected to Building 5 c. 1985, some original cladding and windows remain, original multi-leaved doors removed.	6Z
Building 3	1952 – erected at current location. Original location unknown.	Army surplus hangar, intact on three of four sides, only hangar with original multi-leaved doors remaining, original siding and windows replaced on fourth elevation.	6Z
Building 4	1959	Metal, double-gabbed storage hangar, third smaller gabled section added later, multi-leaved door remains on middle gabled bay.	6Z
Building 5	1959; major additions by 1980.	Originally front-gabled with smooth stucco walls, but later enveloped by concrete block and metal-clad additions.	6Z

D1. Historic Name: General Electric (GE) Maintenance Facility
D2. Common Name: Ontario International Airport Authority (OIAA) Headquarters

Building No.	Est. Year Built	Description	Recommended Status Code
Building 6	1980; major additions in 1985.	Originally a long warehouse, office additions to the southwest and southeast created administration wing and connected it to Building 2.	6Z
Building 7	1980	Warehouse, rectangular plan, flat roof	6Z
Building 8	1994	Warehouse, rectangular plan, flat roof	6Z
Building 9	1994	Compound of small buildings and open sheds, part of it may date to 1980 with other pieces added by 1994	6Z

Buildings 1-5 were documented on DPR 523 A forms, attached to this DPR 523 D form, because they are all over 45 years of age.

***D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements.):
The boundary follows fence lines around the facility. See Figure 1.

***D5. Boundary Justification:**
The boundary utilizes the current fence lines which correspond to historic patterns of use on the site. The buildings and structures within the boundary share an association with GE from c. 1955 to 2010.

D6. Significance: Theme Commercial Aviation **Area** U.S., Ontario **Period of Significance** 1955-1977
Applicable Criteria N/A (Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

The GE maintenance facility was evaluated within the theme of commercial aviation for the period of 1955, the approximate year when the company reportedly began leasing the complex, to 1977, 45 years ago from the present year. GE occupied the facility until 2010. Fifty years old is the threshold for historic properties under National Register of Historic Places (NRHP) requirements (without invoking Criteria Consideration G for exceptional significance). Forty-five years is utilized herein to account for the amount of time it can take for complex projects to complete the Section 106 and California Environmental Quality Act (CEQA) processes.

Commercial Aviation in Ontario in the Postwar Era

Commercial aviation developed as an industry in the early 20th century and followed trends in aircraft technology and civil and military aviation. The industry includes not just commercial airlines, but also the private companies that developed, manufactured, serviced, and maintained airplanes, aircraft components, and other components of aviation technology. As demand for air travel increased in both the public and private sectors, the aviation industry grew and adapted. After WWII, in particular, there was a dramatic increase in passenger demand. Companies like Lockheed, Douglas, and Boeing led the way in meeting demand by developing larger, faster planes for transcontinental and transoceanic flight (NPS 196-197).

Numerous aviation-related companies had facilities at the Ontario International Airport in the postwar era. Lockheed, Northrop, Douglas (Watson 4), GE, Otto Instrument Service, and Aerojet-General Corporation (Davis and Novell) are some examples. Among the group, Lockheed had the biggest impact on the airport and its development. The Lockheed Airport Services (LAS) division occupied a 70-acre area and built more than 25 structures over a 46-year

period (Davis and Novell 23).

The LAS facility was established in 1952 and lasted until 1998. It developed to serve as a major LAS division's domestic and international headquarters (Davis and Novell 23 and 26). By 1966, the facility reportedly consisted of 160,000 square feet of hangar space, 24,000 square feet of machine shop, and 12,000 square feet of storage space, and the division employed 2,700 people (Neward 37). LAS encompassed a large area and created a purpose-built campus. Its activities extended beyond routine maintenance to production of specialized devices and systems and modification of specialized aircraft (Davis and Novell 26). The facility reportedly hosted "scores of employees" (Watson 5). Newspapers from the mid-1950s display numerous LAS job advertisements, confirming its status as a major employer in the Ontario area (*San Bernardino Daily Sun*).

Northrop established a facility at the airport in 1950. Its main operations involved delivering F-89 Scorpion fighter planes (Neward 35). The company occupied the area that would eventually become the GE maintenance facility in approximately 1955. Douglas may also have utilized buildings in the area prior to GE's arrival (Davis and Novell 27). It is unclear if Northrop moved to another part of the Ontario airport or if its operations moved to an entirely new location when GE entered into its lease.

Workers at the GE maintenance facility performed tests on engines after they were overhauled and repaired before being sent back to customers. They also completed minor repairs. At its peak, the facility employed 700 people ("GE Aviation closing"). One source notes that by 1966, the facility occupied 53 acres (Neward 38). However, other sources list the facility as only 22 acres (Davis and Novell 27, citing Dames & Moore 1992). Twenty-two acres matches the current size of the facility. The 22 acres included "administrative offices, an executive office building, a cafeteria building, a shipping building, a machine shop, engine overhaul hangar, a parts repair and assembly hangar, final assembly hangar, warehouses, and other offices and ancillary buildings" by 1992 (Davis and Novell 27). The three hangars in the list are presumably Buildings 1, 2, and 3. GE Aviation also had a an engine test cell area at the Ontario airport, separate from the main 22 acres. It was located southeast of the main facility at Mission Boulevard and Cucamonga Creek. GE closed is Ontario facility in 2010, citing decreasing cargo traffic at the airport ("GE Aviation closing").

Otto Instrument Service (OIS) and Aerojet-General Corporation set up operations at the Ontario airport in 1950 and 1958, respectively. Both companies constructed purpose-built facilities at the airport. OIS maintains aircraft instruments for private aircraft, commercial aircraft, and the U.S. government. It has continued to grow into the 21st century and maintains headquarters in Ontario to the present day (OIS). Aerojet-General used its Ontario facility to service its corporate aircraft (Davis and Novell 31), not for its well-known rocket and missile operations. The company was headquartered in Rancho Cordova, California. It merged with Rocketdyne in 2013.

GE Aviation

GE Aviation traces its roots to WWI (GE Aviation). General Electric was already well-established as a manufacturer of compressors and steam turbines in 1917, when the federal government reached out to the company about the possibility of developing an airplane engine booster for its warplanes. GE accepted the assignment and worked in secrecy, ultimately developing the turbo supercharged Liberty V-12 aircraft engine. This first military contract put GE Aviation on a path to become one of the world's leading aerospace suppliers (Weber).

GE manufactured superchargers at its River Works factory in Lynn, Massachusetts for more than 20 years. During

WWII, the company supplied 300,000 turbo superchargers for use in fighter and bomber planes. Also during WWII at the Lynn facility, GE Aviation began work on America's first jet engine. Another top-secret military project, it proved successful in less than one year and was used in the launch of the XP-59, America's first jet, in 1942 (Weber; GE Aviation).

Jet engine research became a major part of GE Aviation's operations during and after WWII. By 1945, the Lynn supercharger manufacturing unit was disbanded and replaced with a gas turbine division. Large portions of the Lynn facility were converted for jet engine production and the nearby Everett facility began to focus on jet engine components. In 1948, the first jet engine rolled off the Lynn assembly line (Weber).

The customer base for GE Aviation's jet engines was largely the military. The dawn of the Cold War and the onset of the Korean War escalated demand (GE Aviation). To keep pace, GE opened a second manufacturing plant. Now known as the Evendale facility, the Lockland Plant near Cincinnati, Ohio opened in 1949. It is currently GE Aviation's world headquarters.

GE Aviation continued to develop new engine technology and improve upon past accomplishments. The company relied heavily on military contracts in the 1950s and early 1960s, but toward the end of the 1960s and early 1970s, began to move aggressively into the commercial space. Its commercial engines would become the popular choice for common passenger aircraft, such as the Airbus 300 and Boeing 747. GE Aviation also expanded internationally in the early 1970s, collaborating with a French manufacturer in the hugely successful joint venture, CFM International. GE Aviation continues to innovate in the realm of aerospace technology to the present day (Weber).

NRHP Evaluation

Criterion A

To be significant under Criterion A, a property must be associated with events that have made a significant contribution to the broad patterns of our history. The mere fact of association is not sufficient for a property to possess significance. Rather, the association itself must be direct and important. The former GE maintenance facility at the Ontario International Airport is associated with GE Aviation and commercial aviation in Ontario.

GE Aviation is a well-known, widely recognized pioneer in aviation history, responsible for numerous significant achievements, including: the first airplane engine "booster" known as the turbosupercharger; America's first jet engine; the first turbojet engines to power flights at two and three times the speed of sound; and the world's first high bypass turbofan engine to enter service (GE Aviation; Weber). The company is undoubtedly important within the context of commercial aviation nationwide. Its greatest accomplishments were in the fields of research and manufacturing. Facilities associated with these important achievements include its large research and manufacturing facilities, like the plants in Lynn, Massachusetts and Evendale, Ohio. These facilities hosted technological breakthroughs and massive manufacturing efforts.

The Ontario facility, by comparison, was a maintenance facility. It was not directly or importantly associated with any of GE Aviation's significant achievements. Instead, it provided routine maintenance service for the continued, safe operations of GE engines. As a utilitarian maintenance facility, the former GE complex at the Ontario airport does not appear to have been directly and importantly associated with the significant events in aviation history pioneered by GE Aviation.

The former GE maintenance facility was part of Ontario's commercial aviation industry. However, unlike LAS and OIS, which were headquartered in Ontario, the GE facility was a satellite operation. Of all of the commercial enterprises at the airport in the postwar period, LAS appears to have had the biggest impact on the airport and the surrounding area due to its size and the complexity of its operations. Research did not reveal any evidence that the GE facility had a major impact on the airport development or the surrounding communities. It initially developed by leasing and occupying existing buildings and adding additions and new buildings on what appears to have been an as-needed basis. The facility does not appear to have generated independent growth. As a result, the former GE maintenance facility appears to be an example of a commercial aviation property in Ontario, but not a significant one. The facility does not appear to be significant under Criterion A.

Criterion B

To be significant under Criterion B, a property must be associated with the lives of persons significant in our past. The former GE maintenance facility was associated with numerous GE employees. Research did not reveal a direct association with any specific, important individuals in local, state, or national history. The collective contributions of the many employees working in the facility over time is best understood and evaluated under NRHP Criterion A. Therefore, the facility does not appear significant under NRHP Criterion B for direct associations with important individuals.

Criterion C

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

The former GE maintenance facility lacks a cohesive, discernable site plan and design program. It is a hodgepodge grouping of buildings added and modified over a long period of time. Most of what might have been considered its distinctive characteristics, such as the original multi-leaved doors, original metal siding, and original metal windows, have been removed. It does not embody the distinctive characteristics of a type, period, or method of construction as a result.

Three of the buildings are Army surplus hangars. The rest are basic, altered buildings. Architects, if any, are unknown, and there is no discernable site plan. Thus, the facility does not represent the work of a master. It also does not possess high artistic values, as it is completely devoid of ornamentation.

Lastly, the facility does not represent a significant and distinguishable entity whose components lack individual distinction. While it can be identified as an entity through its perimeter fencing and history of use, it lacks historical and architectural significance, as described in detail above. In short, the former GE maintenance facility does not appear to be significant under Criterion C.

Criterion D

Criterion D generally applies to archaeological resources that have the potential to yield significant information for the study of history or pre-history. As a collection of altered, standardized hangars, prefabricated buildings, and construction as recent as 1994, the GE maintenance facility has no such information potential and is not significant under Criterion D.

Integrity

The former GE maintenance facility lacks integrity. Four of the nine buildings date from 1980 or later; the other five have all been substantially altered. Many of the additions to the five earlier buildings also date from 1980 or later. The facility's most interesting buildings are its World War II-era Army surplus hangars, but they have all been altered to the point of no longer retaining integrity. Additions, multi-leaf door removals, siding changes, window removals, and door replacements are all evident. Some of the alterations occurred during the period of significance considered herein, but many major ones, such as connecting Building 2 to Building 6, occurred after. In fact, even if the facility possessed significance under one of the other NRHP Significance Criteria, it would likely not retain sufficient integrity to convey such significance and would not be eligible for listing in the NRHP. Overall, the facility lacks setting, design, materials, workmanship, feeling, and association.

NRHP Evaluation Summary

In summary, the former GE maintenance facility is not significant under any of the established NRHP Criteria for Significance. Even if it were significant, the buildings and structures would not retain sufficient integrity to qualify for the NRHP. It does not appear to be eligible for listing in the NRHP.

CRHR Evaluation

The CRHR criteria for significance are nearly identical to the NRHP criteria. As such, the former GE maintenance facility does not appear to be eligible for the listing in the CRHR for the same reasons outlined above in the NRHP evaluation.

Ontario Historic District Evaluation

A neighborhood or area may be designated a Historic District in the City of Ontario if (Municipal Code Section 9-1.2615.B):

1. It meets the criteria for listing in the National Register of Historic Places; or
2. It meets the criteria for listing in the California Register of Historic Resources; or
3. It meets one or more of the following criteria:
    a. Is a geographically definable area possessing a concentration of Historical Resources or thematically related grouping of structures which contribute to each other and are unified by plan, style, or physical development; and embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
    b. 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.
    c. 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;
    d. Is or the contributing resources are, associated with the lives of persons important to Ontario, California, or national history.

In addition to meeting one or more of the criteria above, Ontario Historic Districts must also possess integrity (Section

9-1.2615.E). Ontario recognizes the same seven aspects of integrity as the NRHP.

Most of the Ontario Historic District Criteria are nearly identical to the NRHP and CRHR criteria. Criteria 1 and 2 relate to meeting the NRHP or CRHR criteria, respectively. Per the NRHP and CRHR evaluation summaries above, the former GE maintenance facility is not eligible for either, so it does not meet local Criteria 1 and 2. Criterion 3 has four subparts (a through d). Criteria 3(a), 3(c), and 3(d) restate the NRHP and CRHR criteria. Thus, the Ontario ANG hangar is not eligible under local Criteria 3(a), 3(c), and 3(d).

Criteria 3(b) applies to properties that reflect 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. The GE maintenance facility does not meet this Criterion. It developed over several decades in an as-needed manner. Buildings and additions were built essentially wherever there was space. It does not reflect any clear development pattern as a result, nor does it reflect a distinctive example of park landscape, site design, or community planning.

In summary, the GE maintenance facility is not significant under any of the established Ontario Historic District Criteria. Even if it were significant, the buildings and structures would not retain sufficient integrity to qualify for the NRHP. It does not appear to be eligible for listing as an Ontario Historic District.

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

Aaron, Jayne. *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. 2011.

Davis, Shannon and Marilyn Novell. *Ontario International Airport Historic Context Statement*. Prepared by ASM Affiliates, Inc. for the City of Ontario. September 2017. On file at the City of Ontario Planning Department.

GE Aviation. "Aviation History." *GE Aviation*: https://www.geaviation.com/company/aviation-history. Accessed March 22, 2022.

"GE Aviation closing California facility." *Cincinnati Business Courier*: https://www.bizjournals.com/cincinnati/news/2010/11/03/ge-aviation-closing-california-facility.html. November 3, 2010. Accessed May 2, 2022.

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"Ontario Acquires Plane Hangars." *The San Bernardino Daily Sun*. May 18, 1946. Volume 52: Page 3.

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Watson, Dennis. "A Short Pictorial History of Ontario International Airport." Pamphlet. C. 1985. On file in Ontario City Library Robert E. Ellington Model Colony Room.

Weber, Austin. "General Electric Pioneers Jet Engine Manufacturing." *Assembly Magazine*: https://www.assemblymag.com/articles/93760-general-electric-pioneers-jet-engine-manufacturing. March 28, 2017. Accessed May 3, 2022.

***D8. Evaluator:** Laura O'Neill **Date:** May 2, 2022

Affiliation and Address:
Desert Research Institute (DRI), 755 E. Flamingo Road, Las Vegas, NV 89119

Photographer: Laura O'Neill, DRI Date: March 24, 2022

Building 1, northwest elevation.

Building 1, northwest elevation, remnants of multi-leaved door tracks.

Photographer: Laura O'Neill, DRI Date: March 24, 2022

Building 1, southwest elevation.

Building 1, northeast elevation

Photographer: Laura O'Neill, DRI Date: March 24, 2022

Building 1, southeast elevation. Building 3 visible in the distance.

Building 2, northeast elevation.

Photographer: Laura O'Neill, DRI Date: March 24, 2022

Building 2's connection to Building 6.

Building 2, southeast elevation, north end.

Photographer: Laura O'Neill, DRI Date: March 24, 2022

Building 2, southeast elevation, south end.

Building 3, southeast elevation.

Photographer: Laura O'Neill, DRI Date: March 24, 2022

Building 3, northeast elevation. Buidling 6 at left.

Building 3, northwest elevation. Note intact original siding, doors, and windows.

Photographer: Laura O'Neill, DRI Date: March 24, 2022

Building 3, southwest elevation.

Building 4, northeast and northwest elevations, viewed from Buidling 1.

Photographer: Laura O'Neill, DRI Date: March 24, 2022

Building 4, southwest elevation, north bay.

Buidling 4, southwest elevation, center bay.

Photographer: Laura O'Neill, DRI Date: March 24, 2022

Building 4, southwest elevation, south bay.

Building 4, southeast elevation.

Photographer: Laura O'Neill, DRI Date: March 24, 2022

Building 5, southeast elevation.

Building 5, southwest elevation.

Photographer: Laura O'Neill, DRI Date: March 24, 2022

Building 6, southeast elevation, between Buildings 3 and 5.

Building 9, looking north.

Photographer: Laura O'Neill, DRI Date: March 24, 2022

Buildings 1, 2, and 3, viewed from Building 4's fenced area, looking west.

Buildings 2, 3, 5, 6, and 9, viewed from Buidlnig 4's fenced area, looking northwest.

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
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Page 1 **of** 1 ***Resource Name or #:** (Assigned by recorder) GE Building 1
P1. Other Identifier:

*__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; **of Sec** 1/4 ; SB **B.M.**

c. Address 1923 E. Avion Street City Ontario Zip 91761

d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 444010.78 mE/ 3768160.61 mN

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

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

Building 1 is a standard plan Army surplus hangar from the WWII era. It was relocated to its current location in 1946. The steel-framed hangar has an arched roof and a mix of original and non-original metal siding. All of its original doors, including its multi-leaved sliding doors and door pockets, are gone. Non-original metal roll-up doors are located on its northwest-facing elevation. Some original metal windows are barely visible on its southeast-facing elevation, around numerous additions. Large, metal-clad additions are located on the southeast and northeast sides, nearly covering them completely. The largest addition is on the southeast elevation and dates to c. 1966. The other additions date from 1980 and later. For additional photos, see Continuation sheets attached to the District Record.

***P3b. Resource Attributes:** (List attributes and codes) HP 8. Industrial; HP 34. Military.

***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 #) Northwest elevation, looking south, 3/24/2022

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1946: "Ontario Acquires Plane Hangars." *The San Bernardino Daily Sun*. May 18, 1946. Volume 52: Page 3.

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

***P8. Recorded by:** (Name, affiliation, and address) Laura O'Neill
Desert Research Institute (DR)
755 E. Flamingo Road, Las Vegas, NV

***P9. Date Recorded:** 3/24/2022

***P10. Survey Type:** (Describe)
Section 106/CEQA

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Historic Property Evaluation Report for the Ontario International Airport South Cargo Center Project, Ontario, San Bernardino County. Prepared by Laura O'Neill, DRI, for Meridian Consultants. May 2022.

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

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

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Trinomial
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

Page 1 **of** 1 ***Resource Name or #:** (Assigned by recorder) GE Building 2
P1. Other Identifier:

*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; **of Sec** 1/4 ; SB **B.M.**
c. Address 1923 E. Avion Street City Ontario Zip 91761
d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 443932.08 mE/ 3768090.34 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

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

Building 2 is a standard plan Army surplus hangar from the WWII era. It was relocated to its current location in 1946. The steel-framed hangar has an arched roof and a mix of original and non-original metal siding. All of its original doors, including its multi-leaved sliding doors and door pockets, are gone. Its northwest-facing elevation is also gone as the building was connected to another building c. 1985, creating one large interior. Some original metal windows are visible on its southeast-facing elevation, around a large, metal-clad addition added c. 1966. A large stucco-clad addition with a gabled roof is located along the northeast elevation. It also dates to c. 1966 and may have been a standalone building at one point but is currently connected to Building 2. For additional photos, see Continuation sheets attached to the District Record.

***P3b. Resource Attributes:** (List attributes and codes) HP 8. Industrial; HP 34. Military.

***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 #) Southeast elevation, south end, looking northwest, 3/24/2022

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1946: "Ontario Acquires Plane Hangars." *The San Bernardino Daily Sun*. May 18, 1946. Volume 52: Page 3.

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

***P8. Recorded by:** (Name, affiliation, and address) Laura O'Neill
Desert Research Institute (DR)
755 E. Flamingo Road, Las Vegas, NV

***P9. Date Recorded:** 3/24/2022

***P10. Survey Type:** (Describe)
Section 106/CEQA

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Historic Property Evaluation Report for the Ontario International Airport South Cargo Center Project, Ontario, San Bernardino County. Prepared by Laura O'Neill, DRI, for Meridian Consultants. May 2022.

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

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

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Trinomial
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

Page 1 **of** 1 ***Resource Name or #:** (Assigned by recorder) GE Building 3
P1. Other Identifier:

*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; **of Sec** 1/4 ; SB **B.M.**
c. Address 1923 E. Avion Street City Ontario Zip 91761
d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 443852.55 mE/ 3768014.89 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

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

Building 3 is a standard plan Army surplus hangar from the WWII era. It was relocated to its current location by 1952. The steel-framed hangar has an arched roof and a mix of original and non-original metal siding. Its southeast elevation has been completely altered with new cladding and metal roll-up doors. Its northwest elevation remains intact and reflects not only its original design but likely the original design of Buildings 1 and 2, as well. It exhibits original metal siding, a multi-leaved door with ten leaves, door pockets, and metal multi-light windows. Building 6, to Building 3's northwest, nearly touches Building 3's intact northwest elevation due to the c. 1985 addition of office space. For additional photos, see Continuation sheets attached to the District Record.

***P3b. Resource Attributes:** (List attributes and codes) HP 8. Industrial; HP 34. Military.

***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 #) Northwest elevation, looking northeast, 3/24/2022

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1946: "Ontario Acquires Plane Hangars." *The San Bernardino Daily Sun*. May 18, 1946. Volume 52: Page 3.

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

***P8. Recorded by:** (Name, affiliation, and address) Laura O'Neill
Desert Research Institute (DR)
755 E. Flamingo Road, Las Vegas, NV

***P9. Date Recorded:** 3/24/2022

***P10. Survey Type:** (Describe)
Section 106/CEQA

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Historic Property Evaluation Report for the Ontario International Airport South Cargo Center Project, Ontario, San Bernardino County. Prepared by Laura O'Neill, DRI, for Meridian Consultants. May 2022.

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

State of California – The Resources Agency
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Trinomial
NRHP Status Code 6Z

Other Listings
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Page 1 **of** 1 ***Resource Name or #:** (Assigned by recorder) GE Building 4
P1. Other Identifier:

*__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; **of Sec** 1/4 ; SB **B.M.**

c. Address 2043 E. Avion Street City Ontario Zip 91761

d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 444015.78 mE/ 3767995.34 mN

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

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

Building 4 is a large storage hangar. The steel-framed hangar originally had a double-gabled roof and two main storage bays. A third gabled bay was added c. 1969 to the northwest. The building has corrugated metal siding. Original multi-leaf doors are present in all three bays on the southwest elevation and in the center bay on the northeast elevation. The center bay has the widest door opening of the three bays and the longest track accordingly. Metal pilot doors with glazed top panels are located at both ends of its multi-leaf doors. The building has no windows. Large exhaust fans line the roof gables. The building is surrounded by a chain-link and barb wire fence. For additional photos, see Continuation sheets attached to the District Record.

***P3b. Resource Attributes:** (List attributes and codes) HP 8. Industrial.

***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 #) Southwest elevation, looking northeast, 3/24/2022

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c. 1959: Historicaerials.com and USCB historic aerials.

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

***P8. Recorded by:** (Name, affiliation, and address) Laura O'Neill
Desert Research Institute (DR)
755 E. Flamingo Road, Las Vegas, NV

***P9. Date Recorded:** 3/24/2022

***P10. Survey Type:** (Describe)
Section 106/CEQA

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Historic Property Evaluation Report for the Ontario International Airport South Cargo Center Project, Ontario, San Bernardino County. Prepared by Laura O'Neill, DRI, for Meridian Consultants. May 2022.

***Attachments:** ☐NONE ☐Location 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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NRHP Status Code 6Z

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Review Code Reviewer Date

Page 1 **of** 1 ***Resource Name or #:** (Assigned by recorder) GE Building 5
P1. Other Identifier:

*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; **of Sec** 1/4 ; SB **B.M.**
c. Address 1923 E. Avion Street City Ontario Zip 91761
d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 443896.14 mE/ 3768062.38 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

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

Building 5 is a composite of multiple additions. It was originally a relatively small, wood framed, rectangular building with a gabled roof, wood-frame windows, and smooth stucco siding. Parts of the original building are visible on the northwest and southwest elevations. In place of the original southeast elevation is a high-bay addition c. 1969 made of concrete block with a shed-roofed loading dock. To the northeast is another high-bay, concrete block addition, also c. 1969. Building 5 is situated in very close proximity to Building 2 to the northeast and Building 6 to the northwest. For additional photos, see Continuation sheets attached to the District Record.

***P3b. Resource Attributes:** (List attributes and codes) HP 8. Industrial.

***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 #) Southwest elevation, looking northeast, 3/24/2022

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c. 1959: Historicaerials.com and USCB historic aerials.

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

***P8. Recorded by:** (Name, affiliation, and address) Laura O'Neill
Desert Research Institute (DR)
Las Vegas, NV

***P9. Date Recorded:** 3/24/2022

***P10. Survey Type:** (Describe)
Section 106/CEQA

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Historic Property Evaluation Report for the Ontario International Airport South Cargo Center Project, Ontario, San Bernardino County. Prepared by Laura O'Neill, DRI, for Meridian Consultants. May 2022.

***Attachments:** ☐NONE ☐Location 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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