

**NOMINATION OF ENGINE COMPANY 28
TO BE DESIGNATED AS A CITY HISTORIC LANDMARK**

CITY COUNCIL REPORT



ENGINE COMPANY 28 - HISTORIC NOMINATION STAFF REPORT

Name of Property Engine Company 28
Address of Property 700 Filbert Street
Property Owner City of Pittsburgh
Nominated by:..... Matthew Falcone
Date Received:..... 7 June 2021
Parcel No.: 5346
Ward:..... 7th
Zoning Classification:..... R-2M
Neighborhood..... Shadyside
Council District:..... 8 - Strassburger

FORMAL ACTION REQUIRED BY THE HISTORIC REVIEW COMMISSION:

1. Act on the Preliminary Determination of Eligibility for Historic Designation (7 July 2021)
2. Conduct a public hearing for the Historic Designation (4 Aug 2021)
3. Review the Report prepared by staff for the property in question, and make a recommendation to the City Council on the Historic Designation (4 Aug 2021)

FORMAL ACTION REQUIRED BY THE PLANNING COMMISSION:

4. Conduct a public hearing for the Historic Designation (28 Sept 2021)
5. Review the recommendations of the Historic Review Commission and make a recommendation to the City Council on the Historic Designation (12 Oct 2021)

FORMAL ACTION REQUIRED BY THE CITY COUNCIL:

6. Conduct a public hearing within 120 days of the Planning Commission vote
7. Review the recommendations of the Historic Review Commission and the City Planning Commission and take action on the Historic Designation

FACTS

1. On 7 June 2021 , the staff of the Historic Review Commission received an application for the nomination of the Engine Company 28 to be designated as a City Historic Structure.
2. **Description of Engine Company 28** (as *extracted from the nomination form*)

The Engine Company No. 28 Building is a two-story, five-bay brick building in the Italian Renaissance style. The building is located on the south corner of the intersection of Filbert and Elmer Streets, utilizing most of the space on the enlarged city lot, with some parking spaces along the northwest and southeast elevations. The light-brown bricks are laid in a stretched bond pattern. Recessed bands of brick are located around the building within the first story. A stone belt course separates the first and second stories. The flat roofline includes a metal cornice with corbels and dentils.

The façade (northeast elevation) faces Filbert Street with five bays; the end bays consisting of window openings and the middle three bays consisting of arches. Two of the arched bays contain wood and glass paneled garage doors for vehicle access. The current arrangement has six-over-six glass panels, but it is apparent that other panels are painted over glass. The northern arched bay contains a recessed pedestrian entrance. Each arched bay has a hood mold and keystone.

The northernmost and southernmost first-story bays each contain a single recessed, one-over-one, double-hung, wood-sash window protected by an ornamental iron grille. Above the central bay is a series of terracotta panels which read “No·28·Engine·Company·No·28”. The second story contains centered span of seven one-over-one, double-hung, wood-sash windows in decorative arcading, including fixed semi-circle windows located within the arches above the double hung windows. Most of these fixed windows have been painted over. Dentils are located below the continuous sills, egg and dart molded pilasters between window arches, and ornamental foliate arch spandrels. On the second story, the northern and southern bays each contain an ornamental terracotta crest. The southern crest represents the City of Pittsburgh and the northern crest represents the State of Pennsylvania.

The northwest elevation fronts Elmer Street with six bays. The eastern bay on the first story is a window opening to a recessed pedestrian entrance with a soldier arch and stone sill. Next to this bay is a patterned brick arch. The arch contains a tripartite, wood-frame casement window, with a large semi-circular fixed window, which has been painted over. The next bay has stone arch with a keystone containing two casement windows with a fixed semi-circle window. The fourth bay consists of a similar arch but with a metal garage door. This door has been replaced and is not original to the building. The fifth bay consists of a brick arched bay with a wood paneled garage door. The western bay on the northwest elevation consists of a one-over-one, double-hung, wood-sash window with a brick soldier arch and stone sill. The second story consists of eleven one-over-one, double-hung, wood-sash windows. The eastern and western-most fenestrations are arched windows with brick arch openings and stone sills. The center three windows have soldier arches with keystones and stone sills. The remaining windows are capped with soldier arches sans keystones, with stone sills. There are two modern downspouts running along the height of the building, but these do bend around architectural features leaving the integrity intact.

The southeastern elevations fronts onto an adjacent lot. The building’s current entrance is located on the easternmost side of this elevation. Neither the door nor the awning above it are historic, and the top of the entryway is infilled with brick. After two bays on the eastern side, the building recedes one bay and foregoes most of the decorative detailing visible on the street-facing elevations, including the cornice and the deeply banded first story. On the first story of this facade, there are four windows which have been replaced with glass block. At the western end, there is an area which has been extensively modified. Presently, there is a single-story modern addition made of corduroy style cement block which is used for flammable gas storage. There is evidence in the brickwork where this connects to the main building of an archway in yellow brick, infill inside of the arch, and infill or evidence of a roof above the arch. The second story of this facade features four, plain, double-hung, wood-sash windows and four small casement windows. There is a staircase down to the basement on this facade, with some original railings in place. There is also a small alley which runs along this side of the building. A stone wall runs along the edge of the lot, topped with an iron fence.

The rear facade faces onto Culloden Way. It is also absent of decorative features. The first story fenestration of this elevation has been heavily altered. There are five window openings which have all been filled with glass block. There is also evidence of a tall opening which was likely a doorway at one point, but has been infilled with brick. There are two, wood-frame windows, one double-hung, wood-sash window, and one wood casement window on the second story. There are also two sets of wooden doors on the second story. Mounted above these each is a wooden post. These would have originally served to lift hay bales to feed horses stabled in the fire station.

A small, third-story tower, the former hose tower, rests atop the building's roof and houses the hose racks. The tower is capped with a shallow-pitched hip roof and sided in asphalt shingles. Fenestration includes double-hung, wood-sash windows.

The interior of the engine bay is often visible from the street as doors are typically left open during the working day. The engine bay interior has original tiling and arches present throughout. Other notable interior historic features include the fireplace in the first-floor and second-floor offices, the main staircase, and the interior of the hose tower. Evidence of openings for fireman's poles are visible, although sealed over. Drop ceilings are present in most of the building excluding the engine bay.

3. History of the Engine Company 28 (as extracted from the nomination form)

The plans to construct a new engine house in the center of Pittsburgh's aristocratic residential area in February of 1898 when the city bought a property at Baum and Graham Street for \$10,800 intending to build the new 28th Engine Company station there. At the time, a resident of the ward said, "The rapid growth of that area with the city, and the distance at which the nearest engine house is situated makes better fire protection than is now afforded a necessity." The plan to construct upon that site, however, was foiled when a clause was discovered in the deed that stipulated only dwellings may be constructed on the property. Because of this complicated situation, the site was abandoned and in May of 1898 the site at the corner of Filbert and Elmer Streets was selected for the new engine house and purchased for \$8,550. This was to be the first recorded building located at the site. The city's resolution that year, No. 566, dedicated \$33,324 plus extra work as required for the construction of the building by the firm Kerr & Fox. This extra work ended up totaling \$1,551. The building was designed by Harry S. Bair, an architect who was serving as the chief architect for Pittsburgh's Department of Public Safety.

Upon its completion, the building boasted several features. The first floor included a sitting room, wash room, an apparatus room, and stalls for six teams of horses. The second floor consisted of the dormitories for 18 men, a work room, lavatories, and the hay loft. The basement also included spaces such as a kitchen, drying room, dressing room, and a 10'x13' swimming pool. Contemporary newspaper articles from the building's period of construction described the new facility as "one of the best in the city...provided with all modern apparatus and conveniences" and "the handsomest building of the kind in Allegheny county." One article listed the architectural details of the building, including the buff brick, Cleveland stone, terracotta, and arched doorways, "a credit to the designer and to the city".

The station opened on November 3, 1899, serving the city's 20th ward. During its first years of operation, the station acquired several state-of-the-art horse-drawn engines. A second-size Metropolitan crane-neck engine built by the LaFrance Fire Engine Company was assigned to the company on May 25, 1900 and required three horses to pull. On June 14, 1900, a two-horse Champion chemical engine and hose wagon from the Fire Extinguisher Manufacturing Company was delivered to the station.

The Engine Company No. 28 buildings was a fine enough building that still 40 years later, in 1939, one Post-Gazette reporter was reminiscing about the construction of the building. He fondly recollects the building as "palatial in its dimensions; like a palace in its furnishings", and especially points out the quality of the captain's room with its marble bathtub. By 1967, the station was not quite seen as so palatial; Donald Glunt, an Oakland Justice of the Peace, described the building as a fire trap, and said, "The wooden floor in Engine Company 28 creaks and strains to support two pumpers and a squad wagon. Two firemen have been hurt and are on disability leave due to injuries suffered on this floor, when they tripped on the loose board." By 1978, the No. 20 Engine House building was serving as the Pittsburgh EMS Headquarters, a capacity to which it has served up through the present.

4. Significance of Engine Company 28 (as extracted from the nomination form)

The *Pittsburgh Code of Ordinances, Title 11, Historic Preservation, Chapter 1: Historic Structures, Districts, Sites and Objects* lists ten criteria, at least one of which must be met for Historic Designation. The nominator is of the opinion that Engine Company 28 meets several of the criteria as follows.

3. *Its exemplification of an architectural type, style, or design distinguished by innovation, rarity, uniqueness, or overall quality of design, detail, materials, or craftsmanship;*

The fire station embodies the architectural style of Italian Renaissance Revival, and is representative of the revival architecture associated with the national Eclectic Movement. The Eclectic Movement drew on various influences of Western architectural traditions, including Ancient Classical, Medieval, and Renaissance Classical elements. This method of stylization was in contrast to other style of the same period, such as Romanesque Revival and Queen Anne. Institutional buildings and high style residences began utilizing these architectural revival styles as early as the 1880s, and dwellings were constructed with simplified revival styles in the early twentieth century.

In *A Field Guide to American Houses*, McAlester identified the Italian Renaissance Revival style as predominantly constructed from 1890 through 1935, but occurred less frequently than its contemporary revival designs, such as Colonial Revival or Tudor Revival styles. The Italian Renaissance Revival style more closely mimicked Italian architecture than earlier American renditions of Italian design, such as the Italianate style.

McAlester defined the identifying features of Italian Renaissance Revival to include: a low-pitched hipped or flat roof; wide, overhanging eaves supported by decorative brackets; ceramic tile roof materials; smaller upper-story windows; round arches above doors, windows, and porches; entrances accented by classical columns or pilasters; and symmetrical facades. Arcading, balustrades, and masonry are also common details. There are four principal subtypes of the style, based on roof type and symmetry: simple hip roof; hipped roof with projecting wings; asymmetrical; and flat roof.

This style is typically found in upscale, architect designed buildings. Typical building types include public buildings, mansions, schools, government offices, and churches. This building is a representative example of Italian Renaissance Revival. It possesses many trademark features, including arcading, rounded arches, broad eaves, and masonry construction. The exterior finish, while not rusticated, is deeply patterned on the first story and smooth on the second, calling to mind classical Renaissance designs such as the Palazzo Medici. The building is also created to an imposing scale, being substantially larger than most buildings in the area.

Renaissance Revival is a relatively rare style in Pittsburgh. Other examples are primarily similar historic fire stations such as Pittsburgh Fire Bureau Station 18 located at 2828 Northumberland Street. The residential form may be found in the mansion at 4405 Bayard Street, and as an influence in several other homes in the Schenley Farms Historic District. All of these buildings have substantial design differences within the style from 700 Filbert Street, which is exemplar of the style as defined by the Pennsylvania Historical and Museum Commission.

In relation to the style progression of firehouses on a national basis, Engine Company No. 28 reflected a trend occurring across the country that transitioned from red-brick firehouses built during the mid-nineteenth to be more reflective of commercial architecture to more elaborate styles contemporary to the Industrial Revolution. Dr. Rebecca Zurier classified this period as “Castles and Palaces, Eclectic Architecture, Politics, and Sentiment: 1890-1918.” During this period, cities began to favor firehouses that resembled mediaeval castles, French chateaux, Italian villas, and Swiss chalets. While Beaux-Arts and Neo-Classical styles dominated other government buildings during turn-of-the-twentieth-century, no prevailing opinion dictated the proper style of a fire station and, as a result, architects utilized a variety of elements. Zurier further describes how the period between 1905 and 1940 emphasized modern residential areas of fire stations. The Engine Company No. 28 building, while constructed just a few years before this timeframe, touted its modern residential amenities, including a swimming pool in the basement.

4. Its identification as the work of an architect, designer, engineer, or builder whose individual work is significant in the history of development of the City of Pittsburgh, the State of Pennsylvania, the Mid-Atlantic region, or the United States;

The former Engine Company No. 28 building was designed by local architect Harry S Bair, whose work is significant in the history of the Pittsburgh region.

Pittsburgh-based architect, Harry Samuel Bair, served as the chief architect for the Pittsburgh Department of Public Safety at the turn of the twentieth century, and designed the Engine Company No. 28 building. Bair was born in Latrobe, Pennsylvania on August 9, 1874 to Pennsylvania-born parents, Joseph Bair and Mary (Slater) Bair. The Bair family moved to Pittsburgh by 1876, where his father became a postal clerk while his mother raised three sons: David, Harry, and Joseph.

Bair first appears in the city directory in 1893, at the age of 19, listed as a draftsman at an unnamed architecture firm. According to directories, he worked as a draftsman for three years, seemingly as an apprentice, until he became an architect himself in 1896. It is undetermined when his position as city architect began, but he held the position by 1897 when the plans for the Engine Company building began. Bair was also tasked with the design of the No. 2 Police Station, formerly located at the corner of Centre Avenue and Devilliers Street in the Hill District. This building was also constructed in the Italian Renaissance Revival style, with the first-floor fenestration consisting of large arches, rusticated first-floor exterior stone finish, quoins, and dentils along the cornice.

Although the city experienced significant growth during the late nineteenth and early twentieth centuries, few records indicate his involvement in the design of Pittsburgh’s municipal buildings during his time working for the city. In 1904, Bair started his own architecture practice. He diverted from municipal buildings for several years, but in 1920, Bair designed the municipal building for the Borough of Dormont, located on the corner of West Liberty Avenue and Wisconsin Avenue, with Italian Renaissance Revival style elements.

As evident, Bair held several design commissions for theaters throughout the region during the 1910s and 1920s. Bair applied for membership to the American Institute of Architects (AIA) in 1920, having worked as an accomplished independent architect for several years at that point. On his application to the organization, Bair listed his office building at 76 Vandergrift Building in Pittsburgh, but included no college or institution for formal training. The AIA accepted his membership in 1921, but he soon fell behind in his membership dues owing to illness. In 1925, Bair’s secretary, Thomas Ludlow, informed the organization that Bair had suffered a “mental

breakdown caused by over work” which placed him in a sanitarium for several years. His discharge date from the sanitarium is unknown, but Bair and his wife, Annie, moved to Glendale, California between 1930 and 1935, where Bair died in 1936.

The Engine Company No. 28 building represents an example of Bair’s elaborate designs utilizing popular contemporary styles during his tenure as the chief architect for the Pittsburgh Department of Public Works. It is worth noting that despite Bair’s role in the development of Pittsburgh’s landscape of public buildings, there has been minimal scholarship focusing on Bair and his works.

9. *Its representation of a cultural, historic, architectural, archeological, or related theme expressed through distinctive areas, properties, sites, structures, or objects that may or may not be contiguous*

At Pittsburgh’s founding as a borough in 1794, the municipality had a volunteer fire department located at First Avenue and Chancery Lane, known as the Eagle Fire Engine and Hose Company. The company owned a hand-pump engine, which was purchased the town’s postmaster, John Johnston. The early years of the department relied on every citizen to keep two or three buckets in the case of a fire. At the turn-of-the-nineteenth century, Pittsburgh’s population increased significantly, resulting in a quickly expanding municipality. As a result, Pittsburgh was incorporated as a city in 1816. Several other volunteer companies came into existence in the expanding city through the first half of the nineteenth century.

The city experienced significant growth as an industrial hub by the 1840s, presenting new challenges to the fire companies. Haphazard, rapid growth of labor-housing alongside Pittsburgh’s iron and glass industries resulted in a polluted, urban environment and exhausted public works. City blocks became denser, with taller buildings, exceeding the capabilities of fire hoses and eliminating fire breaks that prevented the rapid spread of fire. On the morning of April 10, 1845, a fire broke out that spread throughout the city. Pittsburgh’s early fire companies were overwhelmed, with insufficient water pressure and equipment to fight the flames. By the next morning, over one-third of the city was lost to the fire. The fire destroyed as many as 1200 buildings, while displacing 2000 families, or about 12,000 individuals, from their homes.

In the months and years following the fire, the city rapidly regrew and reevaluated its municipal needs. Pittsburgh and Allegheny City formed the Firemen’s Association of Pittsburgh and Allegheny in August of 1845 to promote order and efficiency between the fire departments of each city. Fire companies during this period focused on obtaining new equipment, training volunteers, and continuing their fraternal and social presence. However, the growth of the city soon outgrew the capacity of these volunteer fire companies once again.

By the late 1860s, Pittsburgh’s city council officially requested that the state legislature amend the city charter language to authorize the implementation of a full-time paid fire department. This new charter was signed into law on March 23, 1870, which allowed the City of Pittsburgh “to establish, organize and control a paid fire department in and for the City of Pittsburgh to provide for the expenses thereof.” The city ordinance was put into place on April 14, 1870. The money to fund the department was to be raised by a mill tax of all insurance companies operating in the city. City officials appointed nine commissioners to a board to convert the existing volunteer system to a paid municipal department. These commissioners included industrialist M.K. Moorhead, Robert Finney, R.W. Mackey, financier Henry Hays, Merchant Thomas Reese, W. M. McKelvey, John H. Stewart, businessman John H. McElroy, and volunteer fireman John J. Torley.

While the commissioners determined salaries and positions for the department, they also decided to phase out manually-pulled, hand-pump engines for heavier, steam-powered, horse-pulled machinery. The Pittsburgh Fire Department was functioning by the end of 1870. In January 1871, the department employed 69 men. The establishment of a professional municipal fire department led to the development of a new city water supply and distribution system, including increased water supplies for the city's 410 water plugs and the Brilliant Pumping Station. Additionally, new equipment and facilities were soon needed to continually grow the new department's capacity. The first engine company building constructed after the establishment of the municipal fire department was Engine Company No. 5 in the Hill District in 1872.

Major structure fires plagued the city's fire department throughout the second half of the nineteenth century, including the Lewis Foundry in 1873, the railroad riot fires in 1877, the Allegheny County Courthouse in 1882, and Horne's department store in 1897. By the 1890s, the fire department tripled in size from its inception to accommodate the expanding city and continued to grow through the decade. City managers recognized the safety of residences and business as high priorities to the city's stability and provided sufficient funds to the department in yearly budgets. Six engine companies, including Engine Company No. 28, and three hook and ladder companies were added to the bureau between 1894 and 1899. Engine Company No. 28 was the last company activated during the nineteenth century, sharing space with Chemical Company No. 2. The building's location at an intersection allowed the engines to exit on either street, and was deliberately placed in a dense, affluent city neighborhood.

The first decades of the twentieth century brought several technological advancements to the Pittsburgh Bureau of Fire. In 1909, the bureau's fire chief, Miles Humphreys, requested the mayor and council determine a standard model of motorized fire truck, but several years would pass before the first purchase of these vehicles. During this period, Pittsburgh continued to grow; annexing the city's largest acquisition, Allegheny City, in 1907, and two additional boroughs during the year 1911. All the while, the city continued to protect its citizens with aging horse-drawn engines and discontinued steam-powered vehicles. The fire bureau received its first gasoline-powered fire truck, a Type 10 combination hose and 40-gallon chemical tank truck built by American-LaFrance, in November 1911, ordering three more by August 1912. At this point, the bureau began to phase out its horse fleets, with 314 horses at the start of 1913 and numbering 285 by the following year. The second half of the 1910s saw an end to a Pittsburgh firefighting era, hastened by technological advancements that replaced engine house horses and firehouse dogs. By 1920, over 75% of the force was motorized. Only two decades after the construction of the Engine Company No. 28 building, many of its features, including stables and hay loft, were outdated and no longer required in Pittsburgh firehouses.

10. *Its unique location and distinctive physical appearance or presence representing an established and familiar visual feature of a neighborhood, community, or the City of Pittsburgh*

The building is an imposing presence and local landmark in the Shadyside neighborhood. The large massing and Renaissance Revival style is significantly larger and more pronounced than other buildings in the predominantly residential neighborhood. Even those few buildings that are physically larger than the resource, such as the Liberty Elementary School, are not as imposing as the former engine house, due to setbacks from the street. The majority of buildings surrounding it are late-nineteenth century residential buildings. This distinction is further made due to the architecture of the building being of an unusual and sophisticated style that is relatively rare in the city, especially in residential neighborhoods. When viewed in the context of the neighborhood, the size and design of the building emphasizes the neighborhood's early development as an affluent, late-nineteenth century neighborhood. Since its construction, this

building served its community in a very tangible way by providing life-saving services to local residents. A neighborhood resident, Drew S., said, “I think it’s a great historic building. I’m glad to see it in such good condition, and it is great seeing it every morning across the street. It reminds me about how much history there is to Pittsburgh, and I like that it’s the EMS headquarters too. I think that’s comforting.”

5. Integrity

- Location: It is located on its original lot at the south at the south corner of the intersection of Filbert and Elmer Streets in the Shadyside neighborhood of Pittsburgh. The building’s relationship with its location provides a better understanding of the resource’s purpose of protecting the city’s citizens and expanding late-nineteenth century boundaries.
- Design: The building’s original design is present, with the significantly contributing features of the resource’s architectural style preserved, including its large arches, stone belt course, fenestration patterns, and dentils. The resource’s integrity of design also reflects the building’s historic function and technologies as a turn-of-the-twentieth century engine house.
- Materials: The resource retains many of its original external and internal construction materials, including terracotta tiles and ornamentation, wood window sashes, and brickwork,
- Workmanship: Related to design and materials, the resource’s original workmanship is evident. The contractor’s skills and labor in constructing the building’s aesthetic principles that reflect its associated period of architectural style. This category of integrity is reflected through the building’s symmetrical massing, large arched openings with terracotta details, arcade fenestration, and accommodation of technological functions contemporary to the building, such as the hose tower.

6. Photos



Photograph 1. Filbert Street from Elmer Street, Facing Southeast. Source: Calvin A Yoder.



Photograph 2. Pittsburgh EMS Station, Filbert Street Facade, Facing Southwest. Source: Calvin A Yoder.



Photograph 3. Pittsburgh EMS Station, Culloden Way Facade, Southern Hayloft, Facing Northeast. Source: Calvin A Yoder.



Photograph 4. Pittsburgh EMS Station, Culloden Way Facade, Hose Tower, Facing East. Source: Calvin A Yoder.



Photograph 5. Pittsburgh EMS Station, Hose Tower, Interior. Source: Dana Cress.



Photograph 6. Pittsburgh EMS Station, Main Garage Bay, Interior. Source: Dana Cress.

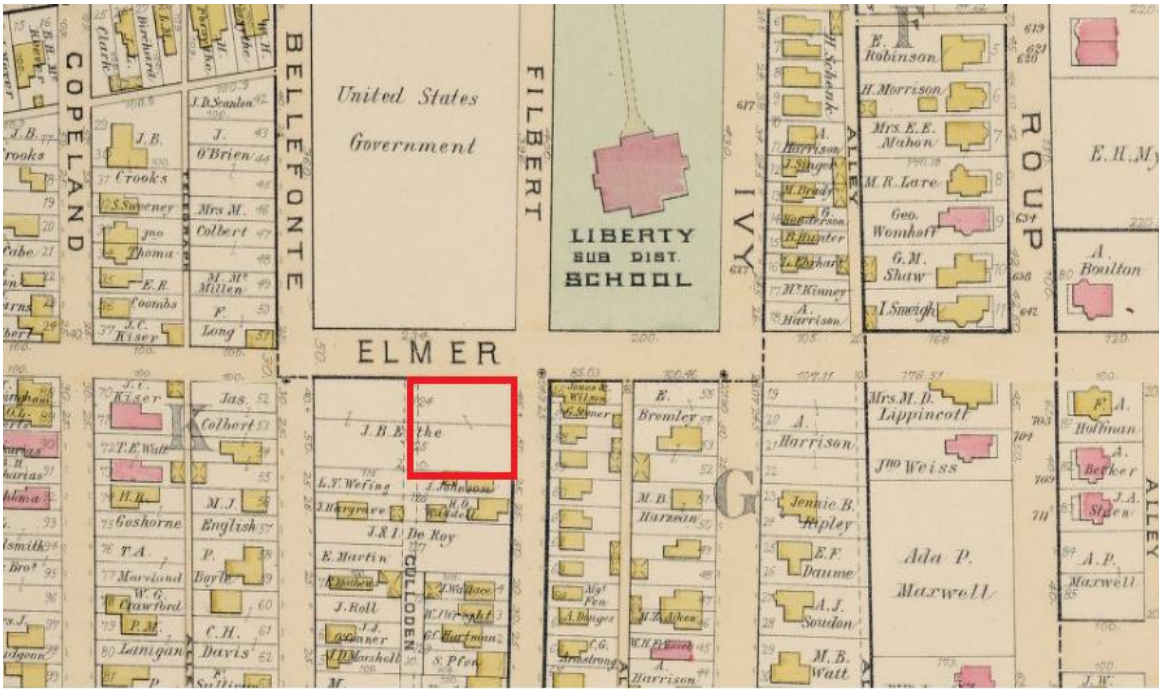


Figure 1. G.M. Hopkins, Atlas of the City of Pittsburgh, 1890.

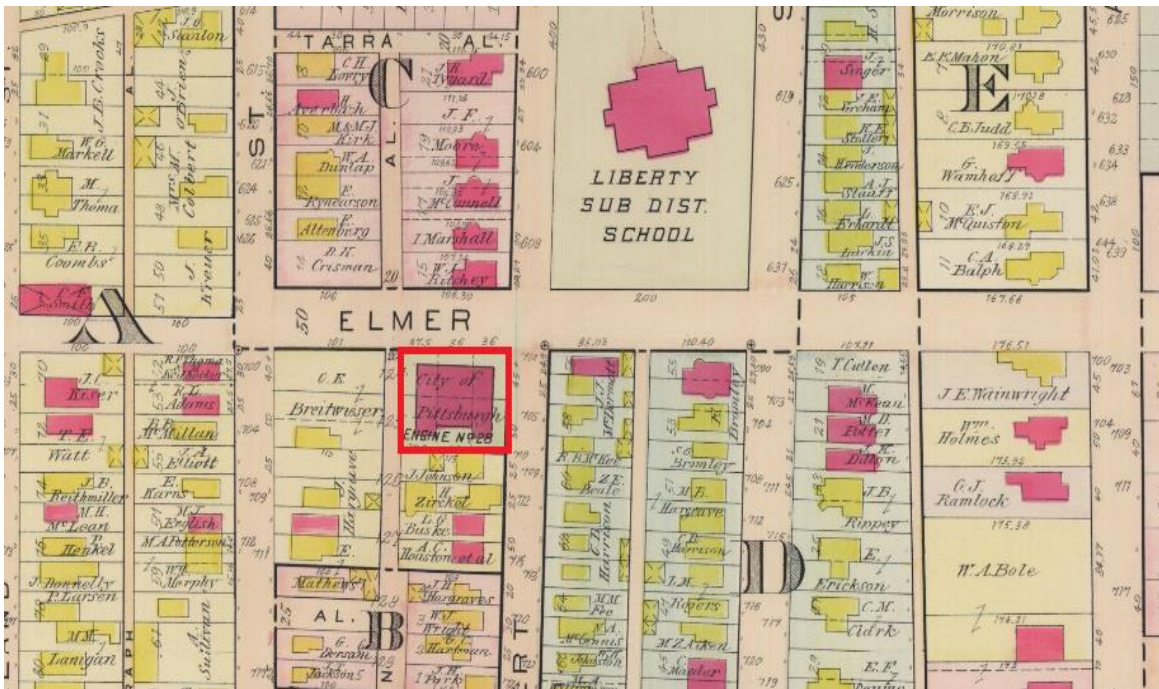


Figure 2. G.M. Hopkins, Real Estate Plat Book of the City of Pittsburgh, 1904.

8. Recommendation of the Historic Review Commission

The Historic Review Commission held a public hearing regarding the designation of Engine Company 28. On 4 August 2021 the Commission voted to recommend to City Council that it designate Engine Company 28 as historic

9. Recommendation of the City Planning Commission

The City Planning Commission held a public hearing regarding the designation of Engine Company 28. On 12 October 2021 the Commission voted to recommend to City Council that it designate Engine Company 28 as historic.

10. Meeting Minutes

HRC MINUTES – 7 JULY 2021 – PRELIMINARY DETERMINATION HEARING

Engine Company 28

700 Filbert Street Historic Nomination

Owner: City of Pittsburgh

Ward: 7th Lot and Block: 52-D-346

Nominator: Matthew Falcone

Council District: 8th

Nomination Received: 6/7/21

1. Ms. Quinn gives a short presentation on the property. She states that the nominator found that the property is significant under Criterion 3, exemplification of an architectural type, style or design distinguished by innovation, rarity, uniqueness, or overall quality of design, detail, materials, or craftsmanship, Criterion 4, identification as the work of an architect, designer, engineer, or builder whose individual work is significant in the history of development of the City of Pittsburgh, the State of Pennsylvania, the Mid-Atlantic region, or the United States, Criterion 7, association with important cultural or social aspects or events in the history of the City of Pittsburgh, the State of Pennsylvania, the Mid-Atlantic region, or the United States, Criterion 9, representation of a cultural, historic, architectural, archeological, or related theme expressed through distinctive areas, properties, sites, structures, or objects that may or may not be contiguous, and Criterion 10, unique location and distinctive physical appearance or presence representing an established and familiar visual feature of a neighborhood, community, or the City of Pittsburgh.

2. Ms. Aguirre asks if the nominator also felt that other criteria applied.

3. Ms. Quinn states that the nomination listed Criterion 5, but the description fits better under Criterion

7. 4. Mr. Falcone notes that the building retains a high degree of integrity.

5. The Commission discusses the nomination.

Motion:

1. Mr. Hill moves in favor of the nomination.

2. Ms. Aguirre amends the motion to specify that there is reasonable cause for designation based on Criteria 3, 4, 7, 9 and 10. 3. Ms. Loysen seconds.

4. Ms. Aguirre asks for a vote; all are in favor and motion carries

HRC MINUTES – 4 AUGUST 2021 - RECOMMENDATION

Engine Company 28 700 Filbert Street Historic Nomination

Owner: City of Pittsburgh

Ward: 7th

Lot and Block: 52-D-346

Nominator: Matthew Falcone

Council District: 8th

Nomination Received: 6/7/21

1. Ms. Quinn gives a short presentation on the property. She states that the nominator found that the property is significant under Criterion 3, exemplification of an architectural type, style or design distinguished by innovation, rarity, uniqueness, or overall quality of design, detail, materials, or craftsmanship, Criterion 4, identification as the work of an architect, designer, engineer, or builder whose individual work is significant in the history of development of the City of Pittsburgh, the State of Pennsylvania, the Mid-Atlantic region, or the United States, Criterion 9, representation of a cultural, historic, architectural, archeological, or related theme expressed through distinctive areas, properties, sites, structures, or objects that may or may not be contiguous, and Criterion 10, unique location and distinctive physical appearance or presence representing an established and familiar visual feature of a neighborhood, community, or the City of Pittsburgh. She states that the property retains integrity and recommends a positive recommendation.

2. Mr. Falcone asks for public comment.

3. Mr. Rob Pfaffmann speaks in support of the nomination.

4. The Commission discusses the nomination.

Motion:

1. Mr. Dash moves to provide a positive recommendation to City Council based on Criteria 3, 4, 9 and 10.

2. Ms. Loysen seconds.

3. Mr. Falcone asks for a vote; all are in favor and motion carries.

PLANNING COMMISSION MINUTES –12 OCTOBER 2021 - RECOMMENDATION

C. Development Reviews (See Attachment C for staff reports)
Hearing and Action

1. DCP-HN-2021-00820 Engine Company 28-700 Filbert Street
Individual Historic Nomination Shadyside Neighborhood

Ms. Quinn made presentation in accordance with the attached staff report.

Mr. Matthew Falcone from Preservation Pittsburgh supported the nomination, stated that structure greatly integrated in the neighborhood, and serves as public gathering. Mr. Falcone thanked for old historical photos provided by residents.

There being no more comments from the Public, the Vice Chairwoman called for questions and comments from the Commissioners.

Ms. Deitrick thanked for historical photos provided and suggested to display them.

Ms. Mingo asked planning staff if there are efforts to nominate this structure in National Register List.

There being no more comments from the Commissioners, the Vice Chairwoman called for the Motion.

MOTION:

That the Planning Commission of the City of Pittsburgh provides a positive recommendation to City Council for the nomination of Engine Company 28- 700 Filbert Street, DCP-HN-2021-00820 for listing as a City-designated historic site.

MOVED BY: Ms. Dick **SECONDED BY:** Ms. Deitrick

IN FAVOR: Dick, Askey, Blackwell, Burton-Faulk, Deitrick, Mingo

RECUSED:

OPPOSED:

ABSTAINED:

MOTION CARRIED