



Street, between Union and Summit Streets and extending west toward Van Brunt Street, where thirty-three buildings had been demolished in 1975 after nearby sewer construction caused two of the structures to collapse and undermined the foundations of the others, a new housing development, Columbia Terrace, was completed in five phases between 1984 and 1991.⁷¹ Designed by Wids de la Cour and Hirsch & Danois Partnership, the project's 212 units occupied monotonous strips of three-story red brick rowhouses with metal stoops and deeper-than-usual front yards that tried to relate to the historic fabric to the east.

East of Cobble Hill and Carroll Gardens, the Boerum Hill Historic District, designated in 1973, was graced by an accomplished new house at 362 Pacific Street (1998), between Hoyt and Bond Streets.⁷² Designed by John Gillis, the two-family, four-story-with-basement, red orange brick building featured an elegantly detailed facade with corbelled bay windows and ornamental sills that aligned with its eastern neighbor close to the sidewalk and stepped back for one bay to meet the line of the set-back clapboard house to the west. The rear facade, clad in brick with an extensive amount of copper, was shaped by vertical setbacks that better positioned it for views of a lush garden that also incorporated the rear yard next door.

Red Hook

A peninsula surrounded by Gowanus Bay, Erie Basin, and Buttermilk Channel, Red Hook, a busy working-class waterfront community at the beginning of the twentieth century, began its decline into an economically marginal area in the 1930s with the construction of the forbidding Red Hook

Houses (Electus D. Litchfield, 1937), located on a thirty-three-acre site bounded by Dwight, Clinton, West Ninth, and Lorraine Streets, the country's first high-density public housing project and Brooklyn's largest, accommodating more than 5,500 people in 2,545 apartments in twenty-seven two- and six-story, red brick buildings.⁷³ The neighborhood's fortunes plummeted considerably after World War II when the area was virtually cut off from the upland by the building of the Gowanus Expressway, the Brooklyn-Battery Tunnel, and the Brooklyn-Queens Expressway. With isolation and the decline in Brooklyn's port activity came a loss in population beginning in the 1960s, accelerating the downward spiral that only served to further marginalize Red Hook.

In 1981, to revitalize Red Hook's once-busy piers, the Port Authority realized an ambition that dated back to the 1960s, opening the Red Hook Container Terminal on an eighty-acre site between Pioneer and Congress Streets, which encompassed Piers 8 through 12, creating a two-crane facility capable of handling more than 30,000 containers a year, or more than one million tons of cargo.⁷⁴ Though in no way a challenge to the hegemony of the Eastern Seaboard's leading container operation, the Port Newark/Elizabeth Marine Terminal on Newark Bay, Red Hook's modest new facility helped keep commercial activity alive, bringing some measure of prosperity to Brooklyn's ailing waterfront. By the late 1980s, the expanded facility was unloading more than 50,000 containers a year, and in 1994 a 70-ton, 120-foot-high refurbished crane that sat idle two miles to the south on the Thirty-ninth Street Pier in Sunset Park was moved to the terminal, further increasing capacity.