

HISTORICAL **PERSPECTIVES**



Phase IA Archaeological Documentary Study

962 Pacific Street Rezoning Project

Block 1133, Lot 13

Brooklyn, Kings County, New York 11238

LPC # LA-CEQR-K (DEPARTMENT OF CITY PLANNING)

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Prepared For:

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EXECUTIVE SUMMARY

HSN Realty Corporation seeks rezoning approval to construct a new mixed-use building at 962 Pacific Street, Block 1133, Lot 13 in Brooklyn, Kings County, New York (Figures 1 and 2). Block 1133 is bounded by Pacific Street on the north, Dean Street on the south, Classon Avenue on the east, and Grand Avenue on the west. The proposed new building would be 214,602 gross square feet (GSF), 9 stories or 95 feet tall. It would contain 152 dwelling units of which there would be 38 affordable units, approximately 25,210 GSF of community facility space and approximately 11,900 GSF of retail space. The commercial floor area and community facility floor area would occupy space on the ground and cellar levels. Thirty parking spaces would be provided in the cellar.

As part of the City Environmental Quality Review (CEQR) process, project materials were submitted to the New York City Landmarks Preservation Commission (LPC) for review in September 2020. The LPC responded:

LPC review of archaeological sensitivity models and historic maps indicates that there is potential for the recovery of remains from 19th Century occupation on the project site. Accordingly, the Commission recommends that an archaeological documentary study be performed for this site to clarify these initial findings and provide the threshold for the next level of review, if such review is necessary (see CEQR Technical Manual 2014) (Santucci 9/30/2020).

The project team has retained Historical Perspectives, Inc. (HPI) to complete the required Phase IA Archaeological Documentary Study, which has been prepared to satisfy the requirements of the City Environmental Quality Review (CEQR), and to comply with the standards of the LPC (LPC 2018; CEQR 2014).

The nineteenth-century occupation history for the project site revealed that the property remained undeveloped through at least the mid-1850s. Delinquent tax notices published in the newspapers indicated two possible houses on the overall project site in 1857 and 1858, but their precise location was not well documented, and their occupants could not be confirmed using available archival records. The remainder of the project site, which ultimately contained 19 individual row houses, likely was developed at some time between 1858 and 1869, when the Dripps map (Figure 7) depicted a nearly fully built street front, although the specific dates of construction during those years could not be confirmed. City directories indicated that residents near the Pacific Street and Grand Avenue intersection from the mid-1850s through the early 1870s were working class men, and a few women. Those people who could be cross-referenced in censuses were shown as part of residential family units, with many household heads noted as Irish immigrants. There was considerable turnover during these years, with little consistency in the city directories from year to year. Furthermore, because the project site houses were not assigned discrete addresses until 1871, it was not possible to determine which, if any, families lived in the project site houses in the 1850s and 1860s based on the directories alone. As well, because many if not all of these people were renters, it was not possible to tie these residents to land records, which might have indicated ownership of specific historic lots within the project site. Tax records, which only are available beginning in 1867 for this part of Brooklyn, presently are unavailable for review due to Covid-19 closures of research repositories.

Research identified that there was a municipal well and pump available for residents on Pacific Street by 1854, and municipal water lines were installed under neighborhood streets beginning in the 1860s, after which time the houses would have been able to hook up to these services. Sewers were installed under portions of Pacific Street beginning in 1860, and continuing through about 1871. During the period before municipal sewers were available to buildings the project site, residents would have had to rely on privies, which normally would have been located at the far rear of the lot, at the furthest possible distance from the houses. However, given that many of the row houses could have been constructed in the mid to late 1860s, it is possible that these houses were constructed with indoor plumbing already installed, or only needed to rely on rear yard privies for a very short time before municipal sewers were available.

The nineteenth-century row houses on the project site remained standing until the 1960s, when they were razed. From the 1970s through the early 1990s, there was an unknown structure located along the rear lot line where any potential privies would have been located, suggesting potential disturbance in this area. Today, there is an earthen berm that has been created in this same area, attesting to further disturbance in the location where potential privies might have been situated, as well as recent, visible ground disturbance from the construction of a fence at the southeastern end of the property.

Given this combination of factors – an unknown date of construction for most of the row houses prior to 1869, unconfirmed specific occupants in the houses prior to 1871, the possibility of only limited or no use of rear yard privies, and documented disturbance in the area where these possible privies would have been located – HPI concludes that there is only a low to moderate potential for archaeological resources to have been deposited on the project site and to have survived subsequent disturbance. Further, HPI concludes that there is a low potential research value for any archaeological resources that could be present due to the inability to confirm specific occupancy data for any pre-1871 row house residents.

Based on the conclusions outlined above, HPI recommends that no further archaeological investigations are warranted for the project site.

DRAFT

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COURTESY NEW YORK CITY MUNICIPAL ARCHIVES

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I. INTRODUCTION

HSN Realty Corporation seeks rezoning approval to construct a new mixed-use building at 962 Pacific Street, Block 1133, Lot 13 in Brooklyn, Kings County, New York (Figures 1 and 2). Block 1133 is bounded by Pacific Street on the north, Dean Street on the south, Classon Avenue on the east, and Grand Avenue on the west. The proposed new building would be 214,602 gross square feet (GSF), 9 stories or 95 feet tall. It would contain 152 dwelling units of which there would be 38 affordable units, approximately 25,210 GSF of community facility space and approximately 11,900 GSF of retail space. The commercial floor area and community facility floor area would occupy space on the ground and cellar levels. Thirty parking spaces would be provided in the cellar.

As part of the City Environmental Quality Review (CEQR) process, project materials were submitted to the New York City Landmarks Preservation Commission (LPC) for review in September 2020. The LPC responded:

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The project team has retained Historical Perspectives, Inc. (HPI) to complete the required Phase IA Archaeological Documentary Study, which has been prepared to satisfy the requirements of the City Environmental Quality Review (CEQR), and to comply with the standards of the LPC (LPC 2018; CEQR 2014). The HPI project team consisted of Julie Abell Horn, M.A., R.P.A., who conducted the research and wrote the report, and Rosita Tirado who conducted the site visit.

II. RESEARCH METHODOLOGY

The present study entailed review of various resources, and was completed while Covid-19 restrictions were in effect, eliminating the ability to undertake in-person primary research at various New York City repositories. Primary resources that were reviewed either were available online or were shared from previously gathered materials in the collections of other researchers.

- Primary and secondary sources concerning the general history of Brooklyn and specific events associated with the project site and vicinity were reviewed using materials available in the library of HPI and from online resources.
- Historic maps and photographs were reviewed using materials online at the New York Public Library, the Brooklyn Historical Society, the New York City Municipal Archives, and the library of HPI. These materials provided an overview of the topography and a chronology of land usage for the project site. A selection of these maps has been reproduced for this report.
- Selected land records were reviewed using materials online at familysearch.org, focusing on the nineteenth century. The New York City Register and the Brooklyn Historical Society, which contain additional land records from this period, were not open to in-person researchers.
- Tax assessment records could not be reviewed for this project because the New York City Municipal Archives, where they are available only on microfilm, is closed to in-person researchers.
- Selected city directories and census records were reviewed using online sources to identify residents on the historic lots within the project site.
- Department of Building records were reviewed using online resources.
- A Phase I Environmental Site Assessment (Equity Environmental Engineering 2020) was reviewed.
- Information about previously recorded archaeological sites and surveys in the area was compiled from data available at the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP), the LPC, and the library of HPI.
- Last, Rosita Tirado of HPI conducted a site visit on April 8, 2020 to assess any obvious or unrecorded subsurface disturbance (Photographs 1-9; Figure 2).

III. CURRENT CONDITIONS AND ENVIRONMENTAL SETTING

A. Current Conditions

The project site, known as Block 1133, Lot 13, is a vacant parcel that formerly contained 19, multiple-story row houses fronting Pacific Street. The buildings were razed at various times in the 1960s. After the buildings were demolished the historical lots (numbered 13-31) were combined into modern Lot 13. The project site has a frontage of 322 feet along Pacific Street. The western 37.5 feet of the lot has a 55-foot depth, whereas the remaining majority of the lot has a 110-foot depth.

The entrance to the project site is on Pacific Street, via a chain-link fence gate (Photograph 1). The remainder of the Pacific Street frontage is enclosed with metal fencing, as is the rear lot boundary. Until recently, there were buildings abutting the project site on the southeast. When these buildings were razed, a new wooden fence was installed between the two properties, causing significant earthmoving at the southeastern end of the project site (Photographs 2 and 3). The project site itself is generally level, excepting an earthen berm, several feet in height, which has been created along the rear lot lines (Photographs 4 and 5). There are no visible remnants of the former row houses that once stood on the property (Photograph 6). The northwestern portion of the project site contains several trailers, a dumpster, various pieces of equipment, and parked cars (Photographs 7-9).

B. Topography and Hydrology

The project site and vicinity are within a relatively level portion of Brooklyn with minimal change in elevation. One of the earliest topographical maps that indicated elevations (Bien and Vermeule 1891) showed the entire site vicinity to be approximately 90 feet above sea level. The earliest available Sanborn map, from 1887 indicated that the intersection of Pacific Street and Grand Avenue was 87 feet above sea level and the intersection of Pacific Street and Classon Avenue was 89 feet above sea level. There has been minimal change in elevation on the property since it first was developed in the nineteenth century. There is no natural water source within one mile of the project site.

C. Soils

According to the soil survey for New York City (Figure 3), the project site falls within soil mapping unit 2, known as "Pavement & buildings, till substratum, 0 to 5 percent slopes" and described as:

Nearly level to gently sloping, highly urbanized areas with more than 80 percent of the surface covered by impervious pavement and buildings, over glacial till; generally located in urban centers (USDA 2005:11).

No soil borings have been completed on the project site.

IV. BACKGROUND RESEARCH/HISTORICAL OVERVIEW

A. Previously Recorded Archaeological Sites and Surveys

The archaeological site file inventories from the NYSOPRHP indicate that three historic period archaeological sites have been recorded within a one-mile radius of the project site, as shown in the table, below.

NYSOPRHP or NYSM Site Number	Site Name/Description	Location	Site Type/Time Period
04701.013923	Atlantic Terminal Historic Site	Atlantic Avenue between Cumberland and Carlton Streets	Historic
04701.013594	Negro Burial Ground	Dean Street between Nostrand and New York Avenues	Historic
04701.017142	Shaft 21B	909-911 Kent Ave.	Historic

The project site has not been subjected to any previous archaeological studies. However, there have been a number of archaeological surveys completed within a one-mile radius of the project site. These include (but are not limited to) the Atlantic Terminal Urban Renewal Site along Atlantic Avenue (HPI 1985; John Milner Associates 1995, 1996); the Atlantic Yards Site (HPI 2006; URS 2007, 2010); the Shaft 21B site (Greenhouse Consultants 1991, 1994); the 482 Franklin Avenue project (HPI 2012); the Pratt Institute New Residence Hall project (HPI 2014); the 1019-1029 Fulton Street and 18-22 Putnam Ave project (HPI 2016, Chrysalis 2019); the Crown Heights Charter School project (AKRF 2007a, 2008); the Saint Peter's Church Senior Housing Project Property (AKRF 2007b, 2008); and the 809 Atlantic Avenue project (AKRF 2019, 2020).

B. Historic Period Summary

The project site falls within the historic Brooklyn neighborhood of Bedford, which was settled by local Brooklyn residents in 1662. The early settlement of Bedford was situated at the crossroads of the old highway to Jamaica (which ran roughly between Fulton Street and Atlantic Avenue and was later known as the Brooklyn and Jamaica Turnpike), the Clove Road to Flatbush on the south (portions of which are in the approximate location of the southern portion of Bedford Avenue), and the Cripplebush Road to Newtown on the north (in the approximate location of the northern portion of Bedford Avenue), and extended about a quarter mile in all directions from this intersection (Stiles 1867, Vol. I:158; *Brooklyn Daily Eagle* 9/11/1887). Development in Bedford was concentrated around the crossroads, and the project site, being several modern blocks from that intersection, appears to have remained undeveloped during the seventeenth and eighteenth centuries. Conditions in the Bedford area are shown on the 1766-1767 Ratzer map as well as a map published by Stiles in 1867 using the Ratzer base map but providing annotations (Figure 4). Both maps indicated that there were no buildings or other features on the project site. The Stiles map indicated that the project site was within a tract attributed to “Rem Cowenhoven, Teunis Tiebout, and Nicholas Cowenhoven.” On the block north of the project site, between Pacific Street and Atlantic Avenue, was the Tiebout house, which was later occupied by Nicholas Cowenhoven, and subsequently by Robert Wilson (Stiles 1867, Vol. I:18).

At the turn of the nineteenth century – the period identified by LPC as having the potential for archaeological resources within the APE – the project site was still part of the farm tract. The tract had a frontage on the Road to Jamaica on the north (now the approximate line of Atlantic Avenue), and extended in an irregular configuration to the south. The project site was within the interior portion of the tract, and likely was used as farmland or woodland (Fulton 1874, Figure 5; Hopkins 1880).

In the early 1830s, the city grid was designed and new streets were projected to cut through the large farm tracts to form the Brooklyn blocks of today. Soon after the city street grid was established, landowners began to survey their land into blocks and lots with hopes of selling to new owners. In 1839, a map was made by J.C. Wells and A.M. Hansen of Nicholas Cowenhoven's farm, dividing it into 360 individual lots. The survey, numbered map 81, was filed with the City of Brooklyn in 1841 (*Brooklyn Daily Eagle* April 30, 1857; April 26, 1860).

Despite the establishment of the new city streets in the 1830s, it was often a number of years before they actually were created and opened. Historic maps sometimes showed streets where they did not yet exist (paper streets), and other times neglected to show streets that did. For example, according to Dikeman (1870:65) Pacific Street was opened in 1846 and Classon Avenue opened in 1852 (Dikeman 1870:61). While none of the streets were shown on the 1844 U.S.C.S. map or the 1849 Sidney map, both of these streets, as well as Grand Avenue and Dean Street, were already shown on the 1850 Dripps map (Figure 6) and the 1852 Conner map. Both the 1850 Dripps map and the 1852 Conner map confirmed, however, that there was still no development on the project site. In fact, the area was still mostly farmland, as evidenced by a classified advertisement from 1850 for the sale of the Cowenhoven farm tract:

Farm of 34 acres, in the city of Brooklyn, for sale – it has a front of 800 feet on Atlantic Street, nearly opposite Clinton avenue, and extends south across several streets, and is intersected from north to south by Grand avenue, and is known as the Cowenhoven Farm, and will be sold on easy terms of payment. Apply to Valentine G. Hall. At 9 A.M. and 4 P.M., at No. 16 Grammercy Park, 20th Street, between 4th avenue and Irving Place, N.Y (*Brooklyn Daily Eagle* March 6, 1850).

Valentine Hall was a real estate speculator, who had purchased the farm tract from Nicholas Cowenhoven and his wife Ann in 1845 (Liber 134:353). In January 1851, Valentine Hall and his wife Susan sold the farm to John C. Bunting, who less than two weeks later resold the farm to Edward Belknap, another real estate speculator (Liber 234:85; Liber 242:399). The deeds mentioned that between 1845 and 1851, Pacific Street had been opened within the tract. Beginning in 1851 and continuing for approximately the next five years, Edward Belknap and his wife Caroline sold off many of the 360 lots within the former Cowenhoven farm tract, either individually or in groups of lots. The majority of their sales were from 1853-1856, according to grantor-grantee indices for Kings County land records, although it seems that a number of the sales were never indexed.

The neighborhood along Pacific Street began to develop with new houses during the mid to late 1850s. Some of the earliest lots to have buildings constructed were near the Grand Avenue intersection. In January 1853 Edward Belknap and his wife Caroline sold several lots at the southeast corner of Pacific Street and Grand Avenue, measuring 100 feet east-west and 55-feet north-south, to William M. Morrison for \$940 (Liber 310:282). These lots included the western end of modern Lot 13. The next year, in June 1854, both Edward Belknap and William Morrison were among those individuals assessed for constructing a well and pump in Pacific Street between Washington and Grand Avenues, which would serve the newly developing neighborhood residences (*Brooklyn Daily Eagle* June 10, 1854). In 1855, a notice for unpaid taxes on some lots within the former Cowenhoven Farm indicated that William Morrison's lots, numbered 72 and 73 on the Cowenhoven Farm map, were still vacant. Farm map lots 63 and Lots 68-71, which likely corresponded to other portions of modern Lot 13, were also noted as undeveloped, with an unknown owner (*Brooklyn Evening Star* April 27, 1855). Similar information was posted for unpaid taxes in 1856 (*Brooklyn Daily Eagle* June 26, 1856).

Several historic maps from the mid-1850s (Dripps 1854, 1856) continued to depict the project site as undeveloped with any buildings. By 1857, however, at least one house had been constructed within the project site. A brick house was recorded on Cowenhoven Farm map lot 63, which would have been near the eastern end of modern Lot 13, although the owner was not listed (*Brooklyn Daily Eagle* April 30, 1857). A second house was constructed at least by 1858, on a lot on the south side of Pacific Street 50-75 feet west of Grand Street, which was part of the block of lots first purchased by William Morrison. This lot had been purchased by James Heslin prior to 1857, and then sold to Samuel Hart that year, for \$2000 (Liber 449:93). The 1858 roster of unpaid taxes noted James Heslin owned a lot and house on Cowenhoven Farm lot 63, whereas the 1859 roster of unpaid taxes attributed the house to Samuel Hart or J. Heslin taxes (*Brooklyn Daily Eagle* May 14, 1858; *Brooklyn Daily Eagle* May 23, 1859).

City directories published beginning in 1856 and continuing into the 1860s listed some residents of the Pacific Street neighborhood, but because at that time no addresses were assigned to these new houses, it is difficult to determine which entries were associated with which dwellings and on which sides of the intersection. Among those entries for Pacific Street near Grand Avenue included in Lain's Brooklyn city directory for 1856 were:

Dooly James, laborer, h. Pacific st. n. Grand av.
Keenan Thomas, laborer, h. Pacific st. n. Grand av.
Power James, laborer, h. Pacific st. n. Grand av.
Quigley Daniel, ostler, Pacific st n. Grand av.

Lain's 1858 Brooklyn city directory included these names:

Baumon Edward, laborer, h. Pacific c. Grand av.
Bell William, carpenter, h. Pacific, n. Grand av.
Burns John, laborer, Pacific n. Grand av.
Carney John, peddler, h. Pacific n. Grand av.
Deegan Martin, liquors, h. Pacific n. Grand av.
Farland Margaret, grocer, Pacific n. Grand av.
Flaherty John, carpenter, h. Pacific c. Grand av.
Hughes William, mason, h. Pacific n. Grand av.
Ireland John, laborer, h. Pacific n. Grand av.
Keenan Thomas, laborer, Pacific n. Grand av.
McLaughlin Patrick, h. Pacific c. Grand av.
O'Neil William, carriage manf. Pacific c. Grand av.

Segelken Henry, grocer, Pacific c. Grand av.
Steward Alexandra, laborer, h. Pacific n. Grand av.
Ward Patrick, laborer, Pacific c. Grand av.

In 1862, Lain's City Directory included these names:

Bagett Joseph, butcher, Grand av. c. Pacific, h. Pacific n. Classon av.
Buraymeyer Theodore N. carriagemaker, h. Pacific n. Grand av.
Edwards Ann, wid. h. Pacific n. Grand av.
Gray Bernard D. hay mer. h. Pacific n. Grand av.
Keenan James, carpenter, h. Pacific n. Grand av.
Lynch William H. conductor, h. Pacific n. Grand av.
McLaughlin Bridget, candies, Pacific n. Grand av.
O'Neill William, carriagemaker, h. Pacific n. Grand av.
Secker Barney, grocer, Pacific c. Grand av.
Shir Thomas, grocer, Pacific n. Grand av.
Ward Hugh, porter, h. Pacific n. Grand av.
Woods George, driver, h. Pacific n. Grand av.

The city directory listings suggest that the project site neighborhood was a solidly working-class enclave during this period, with a high turnover of residents, as most of the listings changed from year to year. None of the people listed could be cross-referenced to land records, indicating that they were predominantly short-term renters. Some of the residents could be cross-referenced to state or federal census records, which confirmed that the men and women listed in the city directories almost always lived in households with additional family members and sometimes unrelated people. Many of the residents were Irish immigrants.

Modern Lot 13, which has a frontage of 322 feet along Pacific Street, was divided into 19 individual building lots, measuring only about 16-19 feet in width, numbered Lot 13 (on the far west) through Lot 31 (on the far east). Lots 13 and 14 had a depth of 55 feet, while the remaining lots had a depth of 110 feet. Due to the imprecision of archival records from the 1850s and 1860s, it is difficult to determine exactly when the 19 individual lots were developed with residences, but at least by 1869, nearly the entire Pacific Street frontage contained buildings, as shown (albeit somewhat schematically and not necessarily to scale) on the 1869 Dripps map (Figure 7). It is likely that these row houses were constructed from the mid-1850s through the mid-1860s.

The 1888 Sanborn map (Figure 8) depicted the precise locations, dimensions, and addresses of these houses within the project site. Tax photographs of these nineteenth-century row houses, taken from 1939-1941, are included as Appendix A. Of note, the Sanborn map indicated two sets of street addresses for some of the individual lots within the project site. While prior to the 1870s this stretch of Pacific Street was unnumbered in city directories, beginning in 1871 the block received addresses as part of the renumbering scheme for Brooklyn. Then, after 1886 the numbering was changed again, to the set of addresses that endured through the mid-twentieth century when the buildings were razed.

The 1871 Lain's city directory was the first of the publications to use discrete addresses for the project site. Entries in that year included:

Haskell Robert B bags, h. 962 Pacific
Haskell Samuel S Jr, clk h. 966 Pacific
Ormond James, mason, h. 986 Pacific
Hamilton Joseph H clk h. 990 Pacific
Miller Benjamin C house mover 992 Pacific
Miller B C and H N house movers, 992 Pacific
Laery E D wid. teacher, h. 994 Pacific
Miller Henry W house mover h. 994 Pacific
Rasmussen Mary A wid h. 994 Pacific
Lansing Eleanor wid h. 996 Pacific
Newell Stephen carpenter Franklin av. c. Pacific h. 998 Pacific

Beginning in about 1860 and continuing through about 1870, the project site neighborhood received municipal sewers. In 1859, a notice was published that sewer districts had been established for Brooklyn, with the portion of Pacific Street approximately 400 feet west of Grand Street to 4th Avenue part of the district that would discharge into the Wallabout Bay (*Brooklyn Daily Eagle* July 29, 1859). During the summer of 1860, a notice was published indicating that local resident John McLaughlin was killed when a trench for a sewer he was helping to construct at the corner of Pacific Street and Grand Avenue collapsed and buried him (*Brooklyn Daily Eagle* July 27, 1860). In 1866, additional sewers were confirmed for Pacific Street, with landowners assessed taxes to cover the cost of their construction in 1870 (*Brooklyn Daily Eagle* February 1, 1870). In 1871, owners were assessed for the construction of new municipal sewers in Brooklyn Sewer District 23, Map K subdivision 7, which included Pacific Street from a point 314 feet west of Grand Avenue to a point 100 feet east of Classon Avenue and Grand Avenue, from a point 120 feet north of Pacific Street to a point 150 feet south of Bergen Street (*Brooklyn Daily Eagle* January 9, 1871). The advertisement for contractors to build these sewers had been published in 1870 (*Brooklyn Daily Eagle* May 10, 1870).

After the municipal sewers had been constructed, any existing buildings on the project site would have been able to be hooked up to them, negating the need for the use of rear yard privies or cesspools, which would have served the residents from the time any earlier houses on the project site were first constructed. It is likely, however, that construction of new buildings on the project site lots occurred during the same approximate period as installation of the new sewers, suggesting that the buildings would have had indoor plumbing and no need for outdoor privies or cesspools. As noted above, public water from a local well and pump had been available on Pacific Street since 1854, and piped water had been available under some city streets in this neighborhood beginning in the 1860s, according to later Sanborn maps for nearby blocks.

City directories and census records from the last quarter of the nineteenth century (e.g. federal census 1880, 1900) indicated that each of the row houses on the project site contained from one to three families at any given time, and that the residents continued to be a generally working-class mix of immigrants and those who were locally born.

The row houses on the project site remained standing through the mid-twentieth century. Sanborn maps from 1906 (Figure 9), 1926 (Figure 10), and 1955 (Figure 11) showed almost no change in the configuration of the houses during this period, other than the removal of one of the row houses in 1955. Beginning in the 1960s, many of the remaining buildings were razed; the 1965 Sanborn map showed that 12 of the 19 individual historic lots within the project site were now vacant. The remaining buildings appear to have been removed by the 1970s (only one demolition permit was filed on the Department of Building index page for the property, from 1969). A 1974 aerial photograph as well as the 1978 Sanborn map confirmed that the entire project site was then devoid of houses.

From the mid-1970s through the mid-1990s, the project site was owned by the Atlantic Pontiac Company, which used the lot to store vehicles and other materials. A long, narrow structure appeared along the rear fence of the project site on aerial photographs from 1974, 1976, 1980 [Figure 12], 1984, 1991, and 1994 (Equity Environmental Engineering 2020, Appendix F). There was no official building permit filed with the Department of Buildings for this unknown structure, which could have been a carport, garage or some other kind of storage building. This unknown structure was removed before or just after the current owners purchased the project site, in 1996.

V. CONCLUSIONS

The nineteenth-century occupation history for the project site revealed that the property remained undeveloped through at least the mid-1850s. Delinquent tax notices published in the newspapers indicated two possible houses on the overall project site in 1857 and 1858, but their precise location was not well documented, and their occupants could not be confirmed using available archival records. The remainder of the project site, which ultimately contained 19 individual row houses, likely was developed at some time between 1858 and 1869, when the Dripps map (Figure 7) depicted a nearly fully built street front, although the specific dates of construction during those years could not be confirmed. City directories indicated that residents near the Pacific Street and Grand Avenue intersection from the mid-1850s through the early 1870s were working class men, and a few women. Those people who could be cross-referenced in censuses were shown as part of residential family units, with many household heads noted as Irish immigrants. There was considerable turnover during these years, with little consistency in the city directories from year to year. Furthermore, because the project site houses were not assigned discrete addresses

until 1871, it was not possible to determine which, if any, families lived in the project site houses in the 1850s and 1860s based on the directories alone. As well, because many if not all of these people were renters, it was not possible to tie these residents to land records, which might have indicated ownership of specific historic lots within the project site. Tax records, which only are available beginning in 1867 for this part of Brooklyn, presently are unavailable for review due to Covid-19 closures of research repositories.

Research identified that there was a municipal well and pump available for residents on Pacific Street by 1854, and municipal water lines were installed under neighborhood streets beginning in the 1860s, after which time the houses would have been able to hook up to these services. Sewers were installed under portions of Pacific Street beginning in 1860, and continuing through about 1871. During the period before municipal sewers were available to buildings the project site, residents would have had to rely on privies, which normally would have been located at the far rear of the lot, at the furthest possible distance from the houses. However, given that many of the row houses could have been constructed in the mid to late 1860s, it is possible that these houses were constructed with indoor plumbing already installed, or only needed to rely on rear yard privies for a very short time before municipal sewers were available.

The nineteenth-century row houses on the project site remained standing until the 1960s, when they were razed. From the 1970s through the early 1990s, there was an unknown structure located along the rear lot line where any potential privies would have been located, suggesting potential disturbance in this area. Today, there is an earthen berm that has been created in this same area, attesting to further disturbance in the location where potential privies might have been situated, as well as recent, visible ground disturbance from the construction of a fence at the southeastern end of the property.

Given this combination of factors – an unknown date of construction for most of the row houses prior to 1869, unconfirmed specific occupants in the houses prior to 1871, the possibility of only limited or no use of rear yard privies, and documented disturbance in the area where these possible privies would have been located – HPI concludes that there is only a low to moderate potential for archaeological resources to have been deposited on the project site and to have survived subsequent disturbance. Further, HPI concludes that there is a low potential research value for any archaeological resources that could be present due to the inability to confirm specific occupancy data for any pre-1871 row house residents.

VI. RECOMMENDATIONS

Based on the conclusions outlined above, HPI recommends that no further archaeological investigations are warranted for the project site.

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- 1856 *Map of the city of Brooklyn, as consolidated January 1st, 1855, Incorporated as a Village 1816, as a City 1834.*
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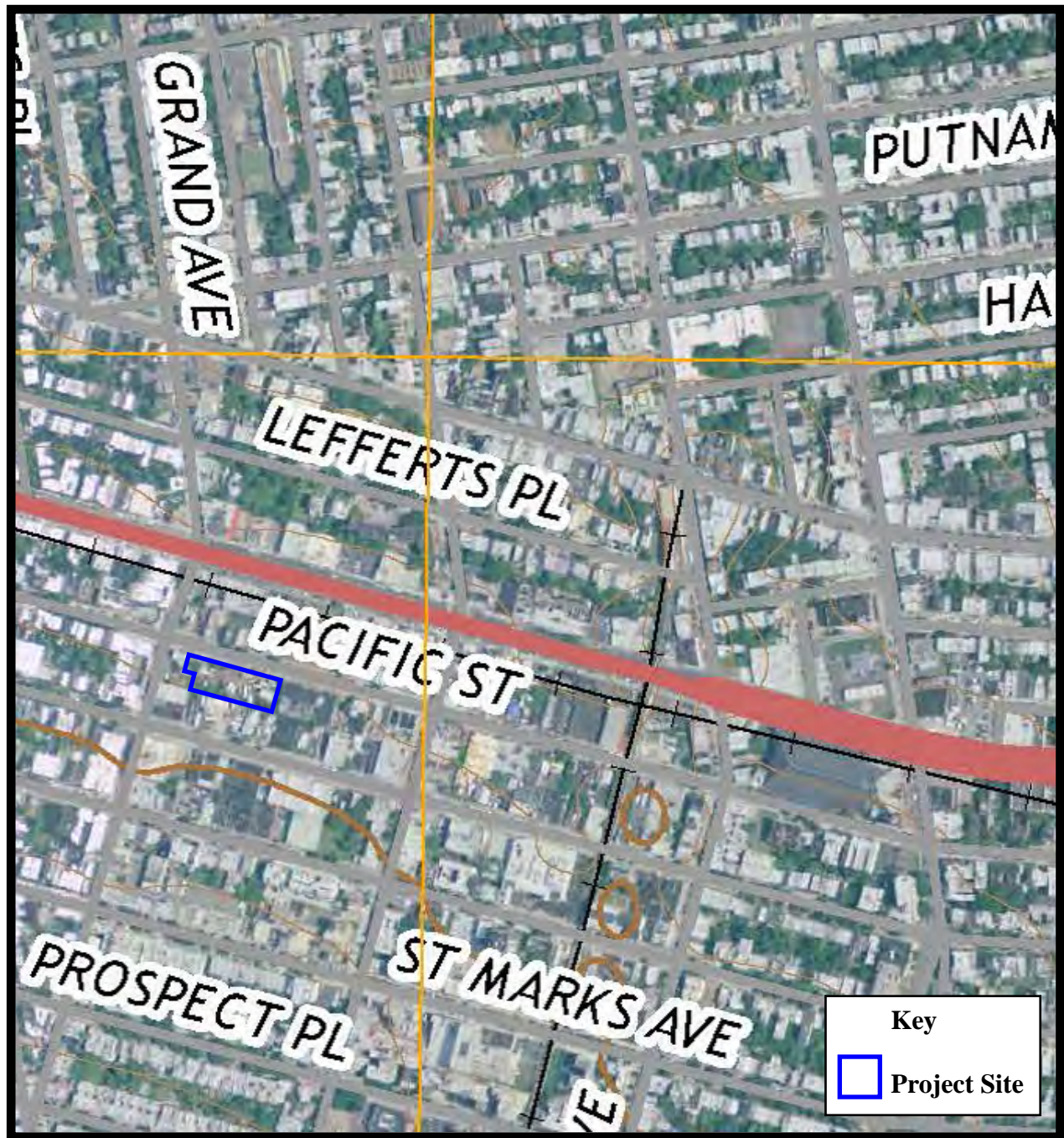
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DRAFT

FIGURES



Phase IA Archaeological Documentary Study
 962 Pacific Street Rezoning Project
 Block 1133, Lot 13
 Brooklyn, New York

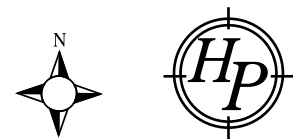
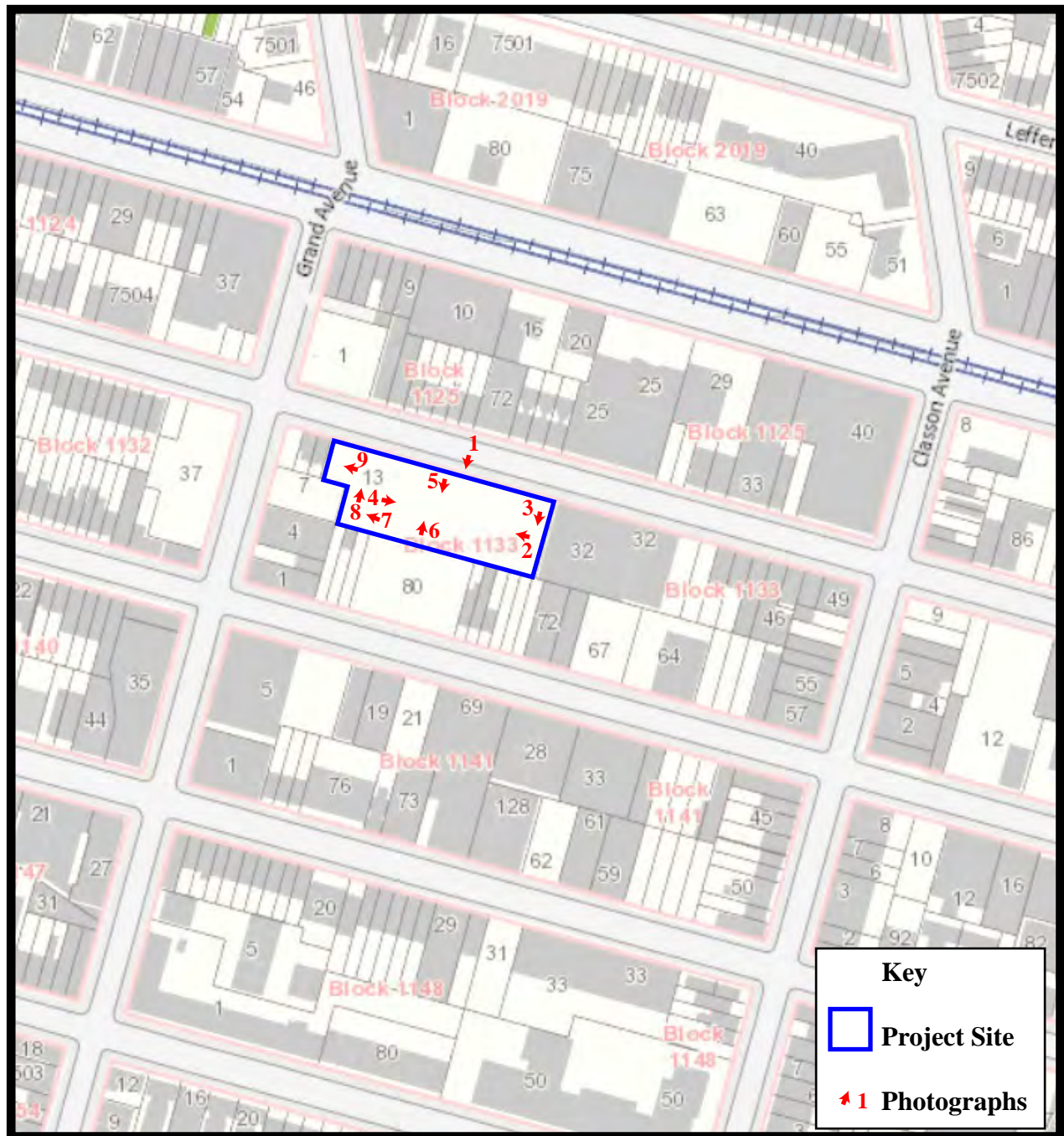


Figure 1: Project site on *Brooklyn, N.Y. 7.5 Minute Topographic Quadrangle* (U.S.G.S. 2016).

0 250 500 750 1000 1250 FEET



Phase IA Archaeological Documentary Study
 962 Pacific Street Rezoning Project
 Block 1133, Lot 13
 Brooklyn, New York

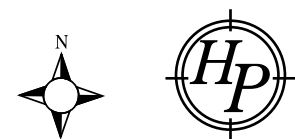


Figure 2: Project site and photograph locations on modern block and lot map (Oasis 2021).

0 100 200 300 400 500 FEET



Phase IA Archaeological Documentary Study
 962 Pacific Street Rezoning Project
 Block 1133, Lot 13
 Brooklyn, New York

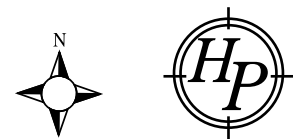
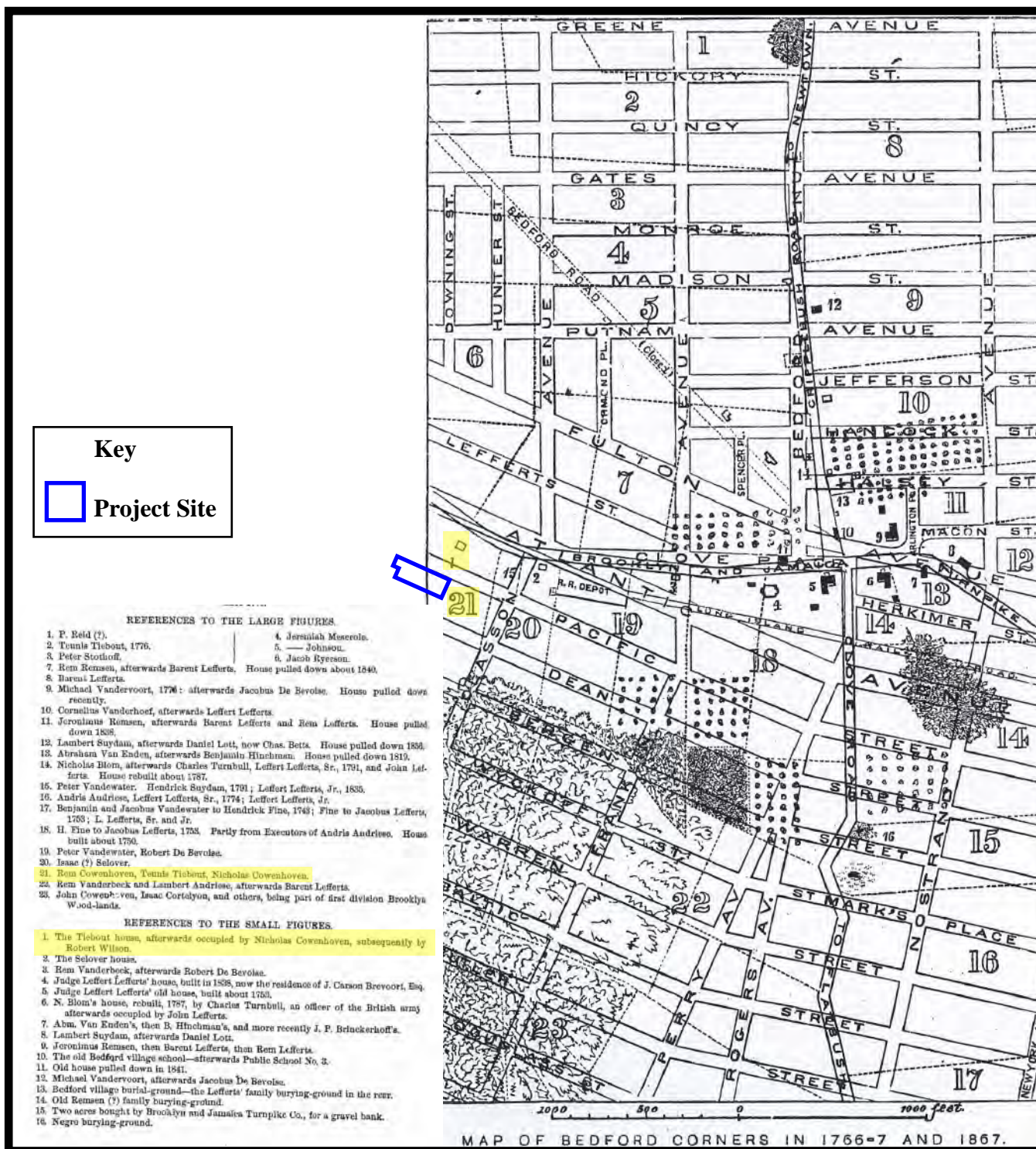


Figure 3: Project site on *New York City Reconnaissance Soil Survey* (U.S.D.A. 2006).

0 1000 2000 3000 4000 5000 FEET

A horizontal scale bar with alternating black and white segments, corresponding to the numerical values 0, 1000, 2000, 3000, 4000, and 5000.



Phase IA Archaeological Documentary Study
962 Pacific Street Rezoning Project
Block 1133, Lot 13
Brooklyn, New York

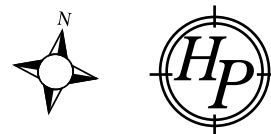
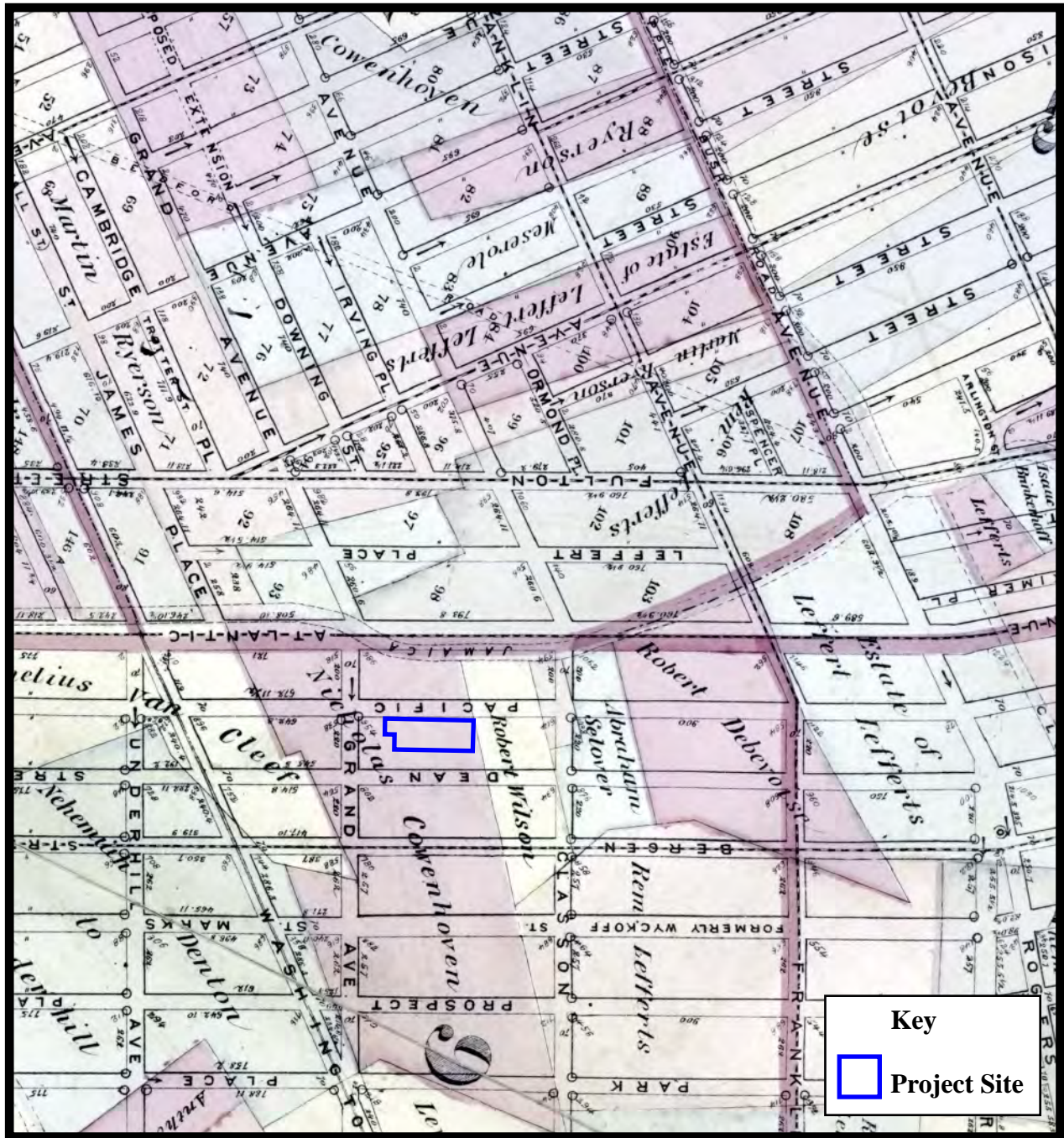


Figure 4: Project site on *Map of Bedford Corners in 1766-7 and 1867* (Stiles 1867). [Nearby resources highlighted].



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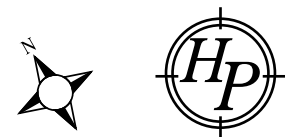
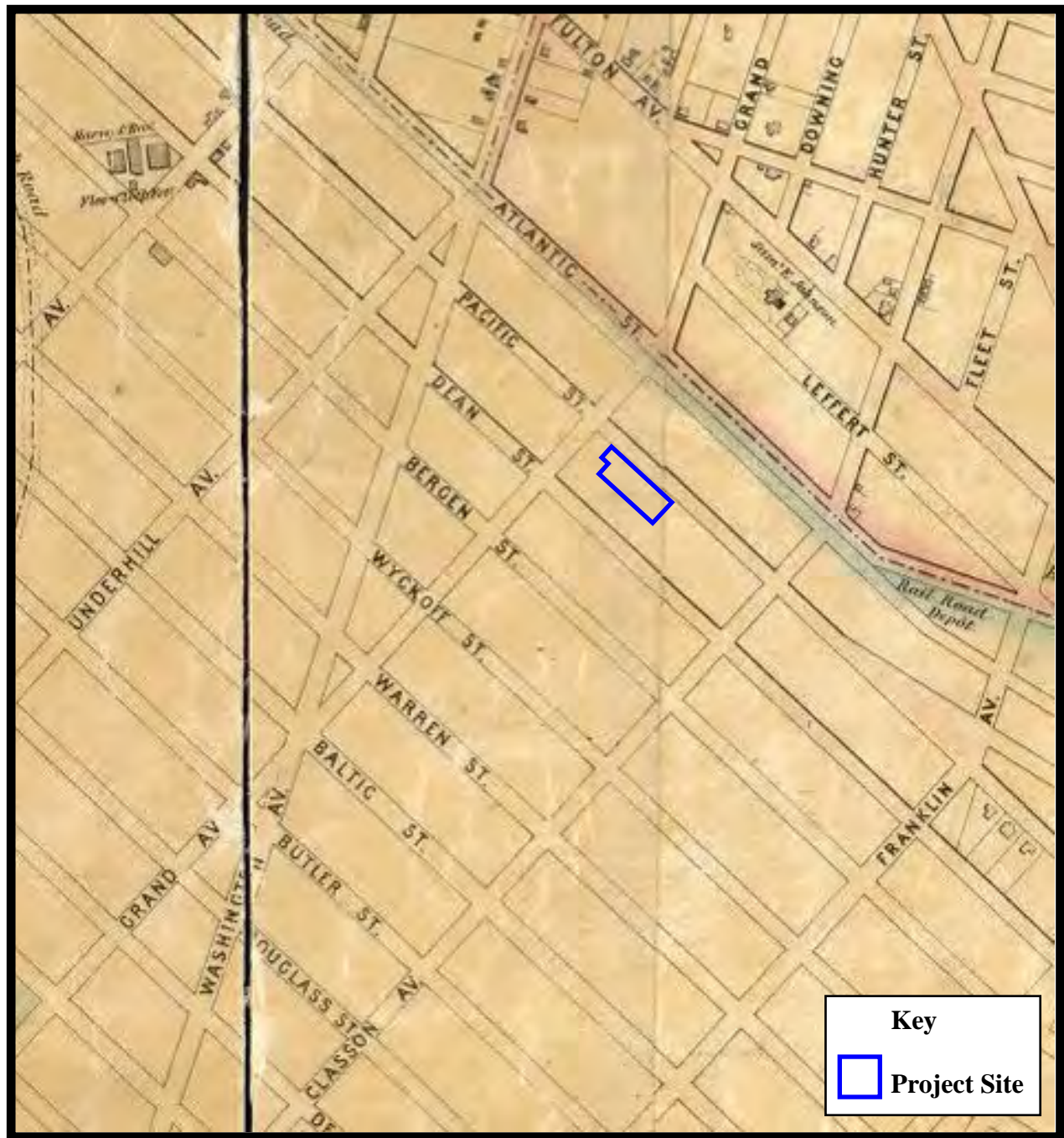


Figure 5: Project site on *Farm Line Map of the City of Brooklyn* (Fulton 1874).

0 200 400 600 800 1000 FEET



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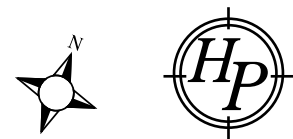
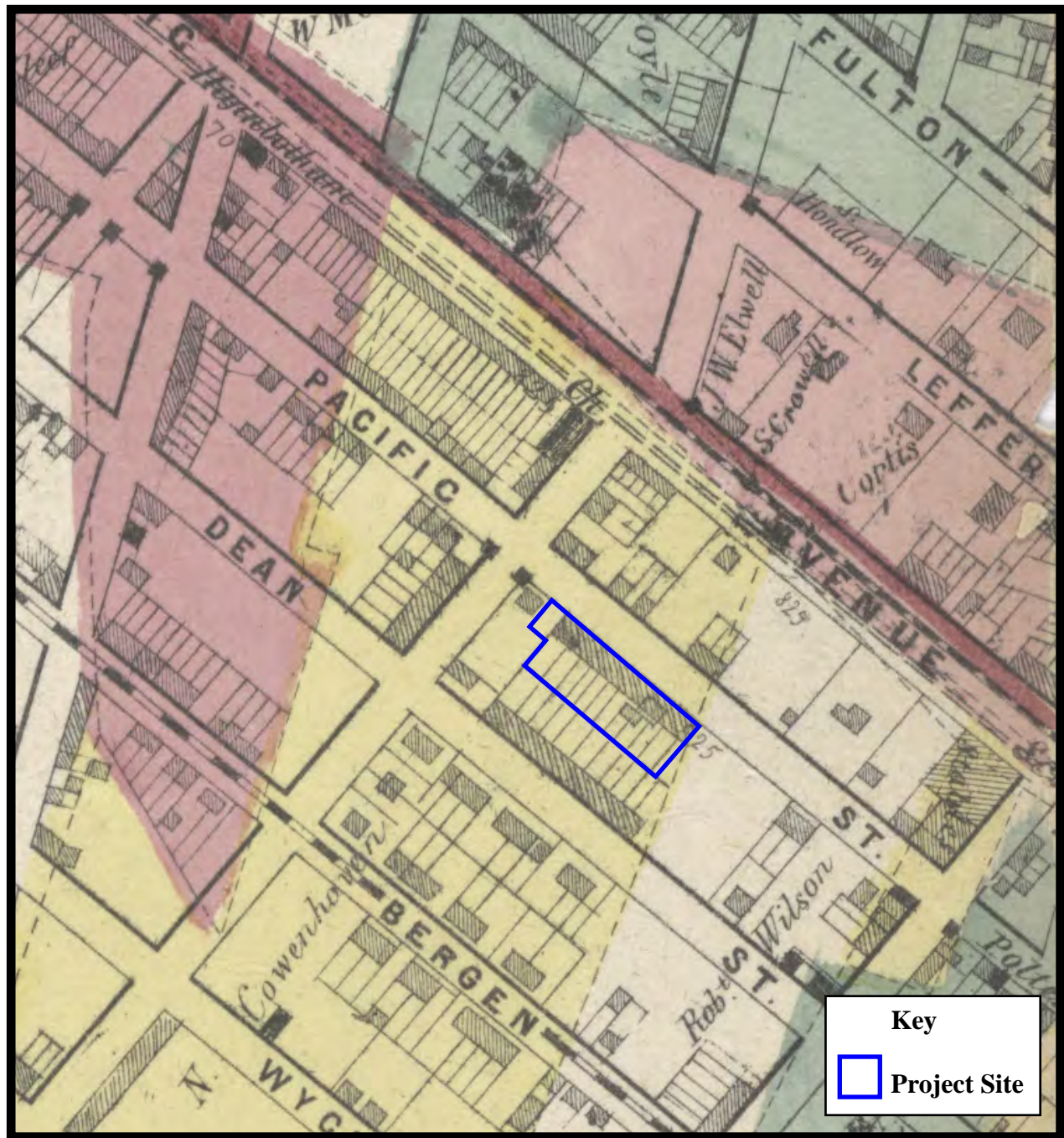


Figure 6: Project site on *Map of the City of Brooklyn...* (Dripps 1850).

0 250 500 750 1000 1250 FEET

A scale bar with markings for 0, 250, 500, 750, 1000, and 1250 feet.



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 Brooklyn, New York

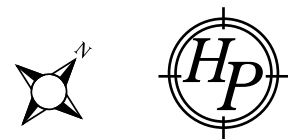


Figure 7: Project site on *Map of the City of Brooklyn...* (Dripps 1869).

0 100 200 300 400 500 FEET

A scale bar showing distances in feet, ranging from 0 to 500 feet.



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Brooklyn, New York

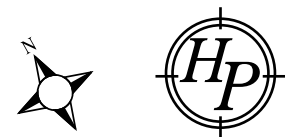


Figure 8: Project site on *Insurance Maps of Brooklyn, New York* (Sanborn 1888).





Phase IA Archaeological Documentary Study
 962 Pacific Street Rezoning Project
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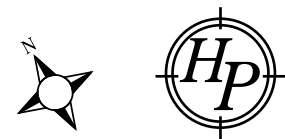
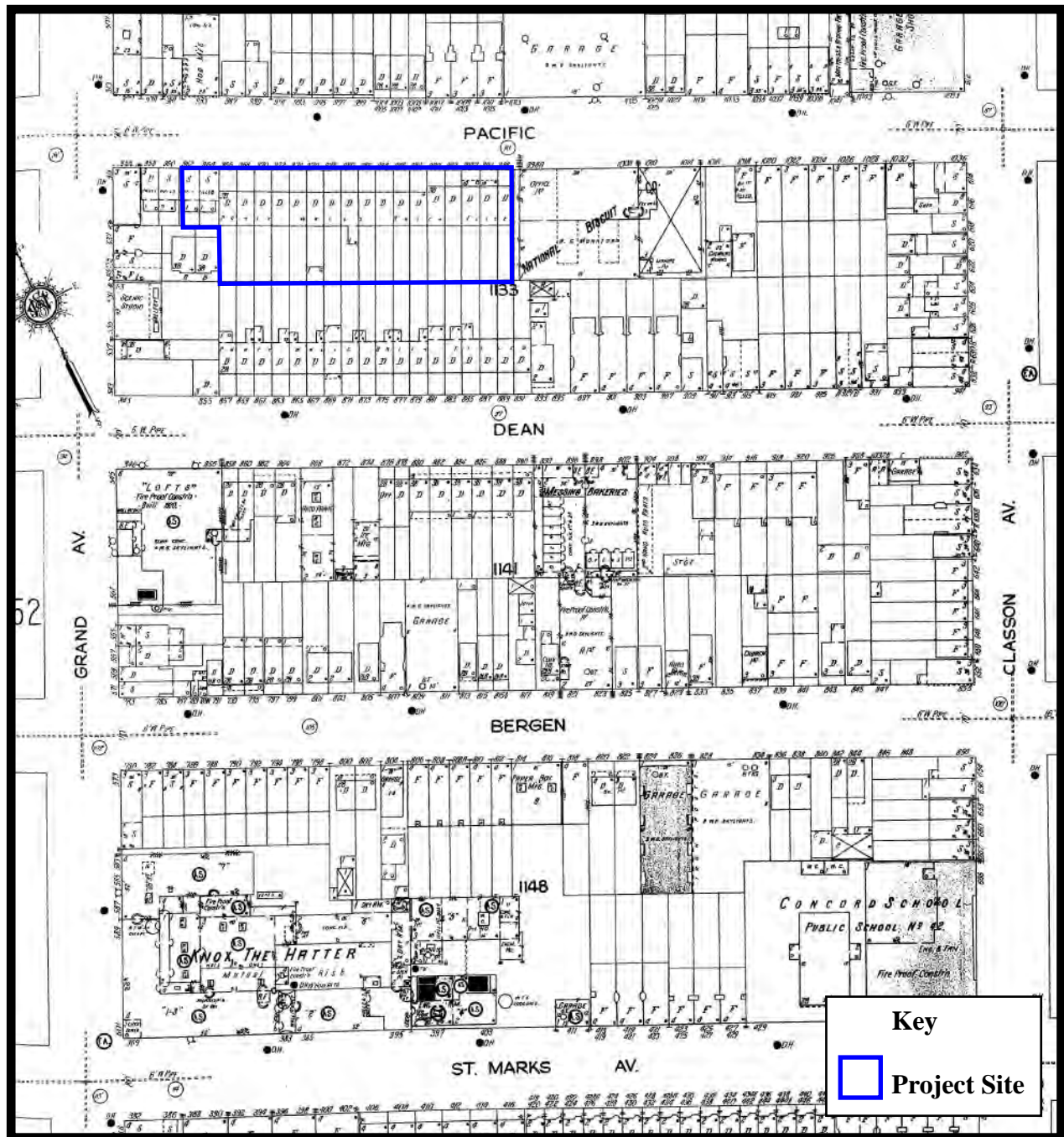


Figure 9: Project site on *Insurance Maps of the Borough of Brooklyn, New York* (Sanborn 1906).



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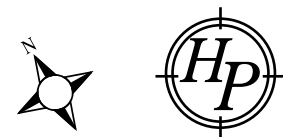
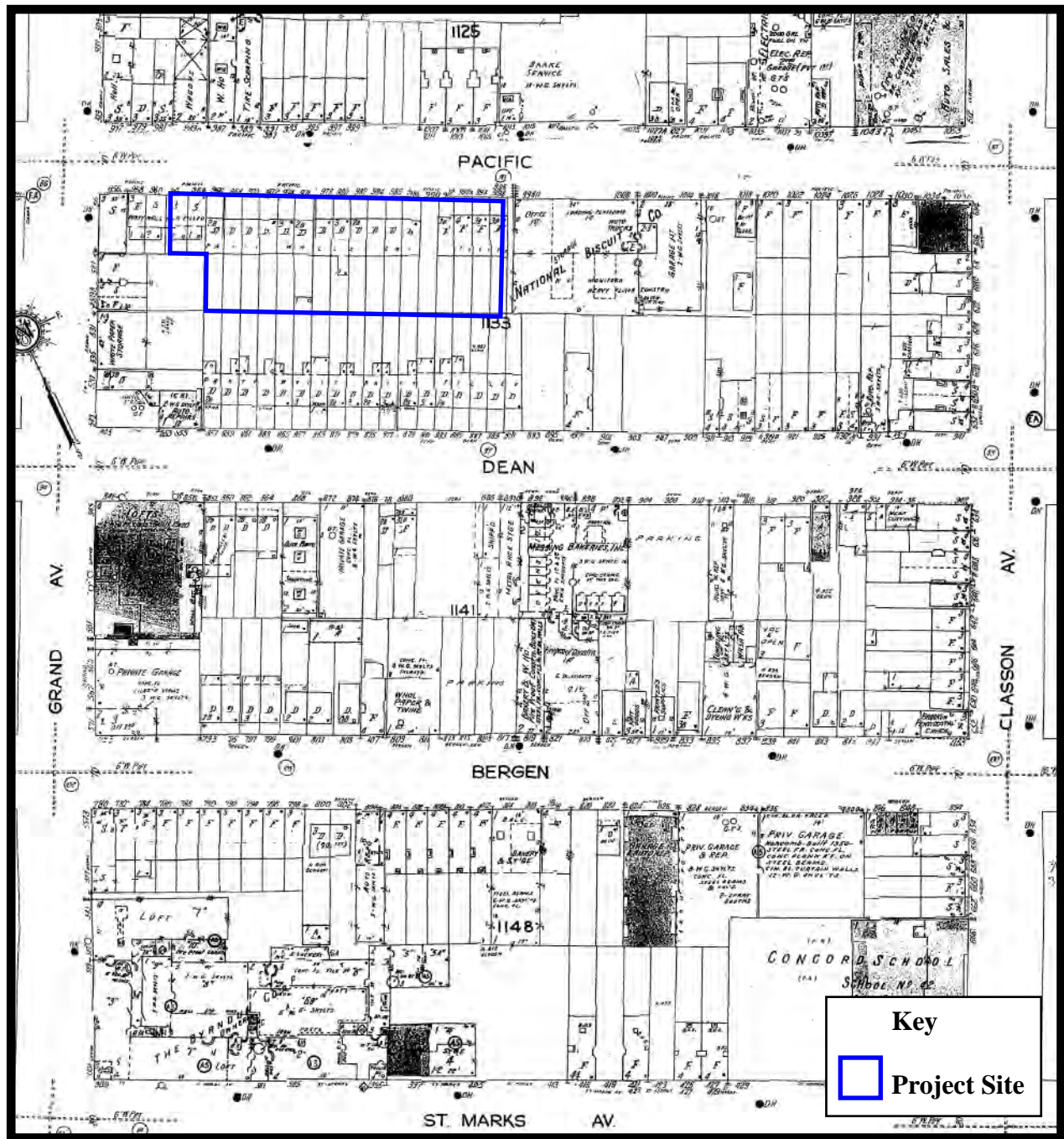


Figure 10: Project site on *Insurance Maps of the Borough of Brooklyn, New York* (Sanborn 1926).

0 100 200 300 400 500 FEET



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 962 Pacific Street Rezoning Project
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 Brooklyn, New York

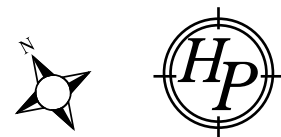
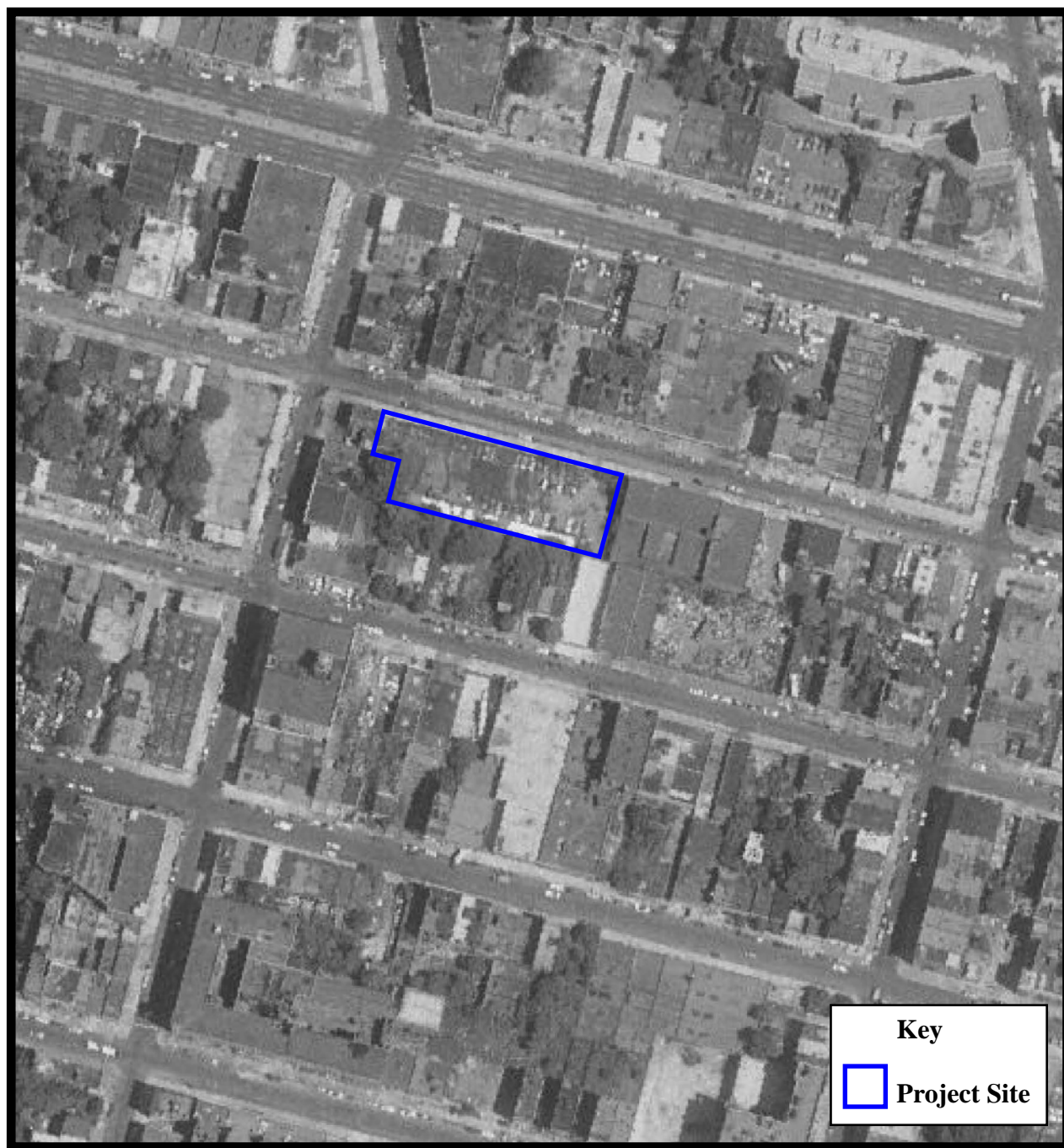


Figure 11: Project site on *Insurance Maps of the Borough of Brooklyn, New York* (Sanborn 1955).

0 100 200 300 400 500 FEET



Phase IA Archaeological Documentary Study
962 Pacific Street Rezoning Project
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Brooklyn, New York

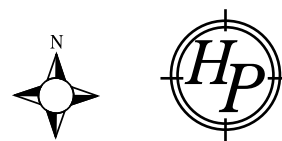
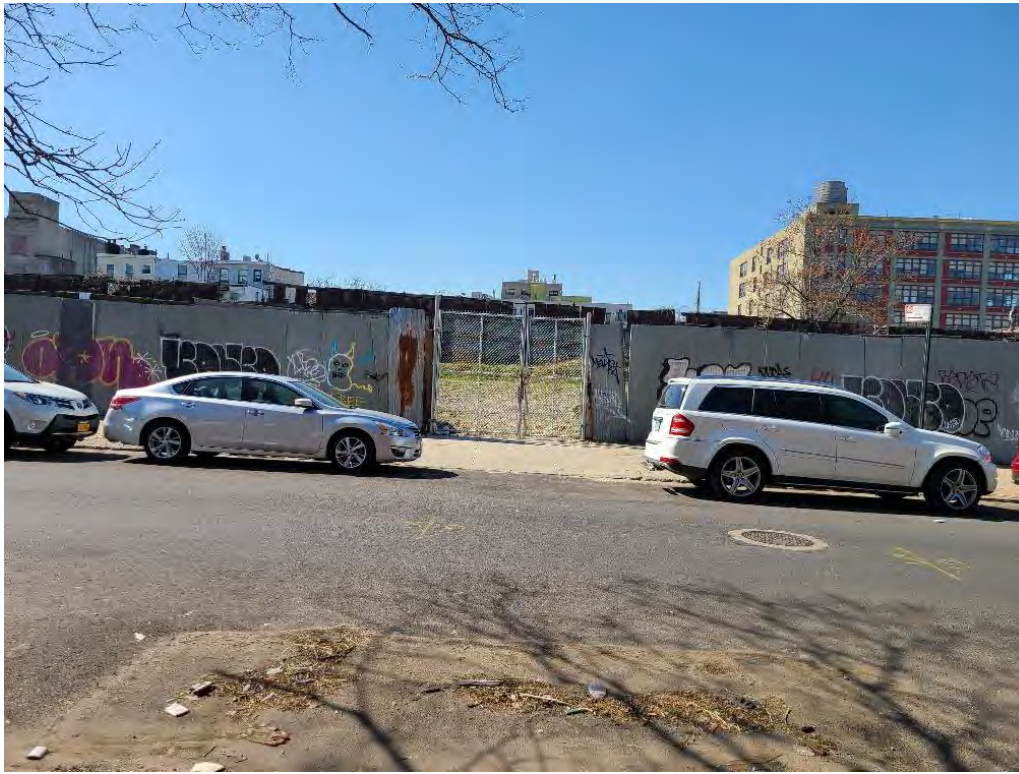


Figure 12: Project site on 1980 aerial photograph.

0 100 200 300 400 500 FEET

PHOTOGRAPHS



Photograph 1. View of the project site behind the gate and fence, looking southwest from Pacific Street.



Photograph 2. View of the project site looking northwest, with Pacific Street on the right. Note the disturbed soil in the foreground from recent earthmoving.



Photograph 3. Detail of the recent earthmoving at the southeastern side of the project site, with the new wooden fence on the left marking the lot boundary. View looking south.



Photograph 4. Overview of the project site looking southeast, with Pacific Street on the left. Note the soil berm along the right side of the lot. The tall crane in the far background marks the abutting property, where new construction is underway.



Photograph 5. Project site showing the rear lot line with the soil berm. View looking southwest.



Photograph 6. The central portion of the project site with Pacific Street in the background, where the former row houses once stood. View looking northeast.



Photograph 7. Detail of the western end of the project site. The gray fence marks the lot boundary. Note the soil berm on the left, along the rear lot line. View looking northwest.



Photograph 8. The western end of the project site, with Pacific Street in the background. Note the soil berm on the left side. View looking northeast.



Photograph 9. The small section of the project site closest to Grand Avenue. View looking northwest.

APPENDIX A: HISTORIC TAX PHOTOS (1939-1941)

COURTESY NEW YORK CITY MUNICIPAL ARCHIVES



Block 1133, Lot 13, 962 Pacific Street.



Block 1133, Lot 14, 964 Pacific Street.



Block 1133, Lot 15, 966 Pacific Street.



Block 1133, Lot 16, 968 Pacific Street.



Block 1133, Lot 17, 970 Pacific Street.



Block 1133, Lot 18, 972 Pacific Street.



Block 1133, Lot 19, 974 Pacific Street.



Block 1133, Lot 20, 976 Pacific Street.



Block 1133, Lot 21, 978 Pacific Street.



Block 1133, Lot 22, 980 Pacific Street.



Block 1133, Lot 23, 982 Pacific Street.



Block 1133, Lot 24, 984 Pacific Street.



Block 1133, Lot 25, 986 Pacific Street.



Block 1133, Lot 26, 988 Pacific Street.



Block 1133, Lot 27, 990 Pacific Street.



Block 1133, Lot 28, 992 Pacific Street.



Block 1133, Lot 29, 992A Pacific Street



Block 1133, Lot 30, 994 Pacific Street.



Block 1133, Lot 31, 996 Pacific Street.