

Historic & Archaeological Resources

Overview

Throughout history, settlements have been established in locations where the land and the water meet. Rivers provided wild life habitats, facilitated transportation, and later powered industry. The coast provided a rich diversity of foods, as well as access to faraway markets. The history of the development of Brunswick is closely tied to its water resources – both freshwater and saltwater – that are the blessings of abundance in the mid-coast region.

Brunswick's indigenous heritage can be traced back 8,500 years to the Middle Archaic cultural phase. For thousands of years descendent communities traveled the town's extensive coastal shore, river waterways, and overland portages to find the rich resources that sustained their communities. The Pejepscot region, the Indigenous Peoples' name for the region of land around the last rapids of the Androscoggin River, offered an abundant seasonal bounty during the spring fish runs. Shores of the Androscoggin, Mere Point area, and the New Meadows region served as locations for seasonal villages. These areas hold the story of the first people to live in the Pejepscot region. By the time of the arrival of early Europeans the local indigenous population had been significantly reduced by a series of plagues as well as intertribal warfare. However, the story of their presence can be traced by the settlement sites, burial grounds, and the artifacts they left behind.

Brunswick is at the center of the Pejepscot region. The early Europeans that arrived in the area found the natural resources plentiful and followed similar settlement patterns to those of the Indians. Starting in 1628 with the arrival of Thomas Purchase¹, Pejepscot served as a hub for trade and transportation to early neighboring communities. The initial period of mutual cooperative habitation between settlers and Indigenous People was followed by a series of regional and European



Fort George was named for the English King George I

conflicts that led to warfare for local control of the land. Pejepscot Fort² (now the site of Fort Andross Mill Complex) was constructed along the falls by Massachusetts authorities in the 1688 in order to fortify the area against the Wabanaki, who were aligned with France during King William's War (1688-1697). This fort was subsequently abandoned and settlers driven out.³

In 1714 a group of Massachusetts investors known as the Pejepscot Proprietors purchased earlier land titles and drafted plans for a new town named Brunswick. Early settlers to this town included several Ulster-Scot immigrants whose decedents are still part of the fabric of the community. Fort George was built in 1715 to replace Pejepscot Fort. This second Fort became the center of community life. It was founded during a tumultuous era where periods of peace were followed by periods of conflict. In times of peace Fort George served as a trading post, in times of war it served as a garrison for the Colonial militia. Throughout this era the population of settlers steadily increased. A meetinghouse was built in 1735 "midway between the fort and Maquoit"⁴ on Maine Street adjacent to the Old First Parish Church Burying Ground. In 1739 Brunswick was recognized by the Massachusetts General Court as an incorporated town.

¹ Wheeler, George Augustus and Wheeler, Henry Warren. History of Brunswick, Topsham, and Harpswell. p. 788.

² McKeen, John. Four Lectures on the History of Brunswick. P. 18

³ Wheeler, George Augustus and Wheeler, Henry Warren. History of Brunswick, Topsham, and Harpswell. p. 627.

By the time of the Revolutionary War the Town experienced a new era of prosperity. Harnessing the turbulent waters of the Androscoggin through a series of dams gave rise to a number of sawmills and gristmills. In 1820, there were 25 sawmills situated along the falls. While the gristmills provided sustenance for the growing local population, the sawmills provided an export product on which to build a local economy.



Sawmills and Tenement Houses on the Androscoggin where “250 Anniversary Park” is today.

Photo Courtesy of Pejepscot History Center

A second phase of commercial growth In the middle of the 19th century saw several cotton and wool mills constructed in the area where Pejepscot Fort and Fort George previously stood. This included the Cabot Mill, which manufactured cotton cloth. Hundreds of French-Canadian families traveled south, many of them settling in Brunswick to work in the mills. Around the Cabot Mill tenements were built to house the French speaking newcomers. A French enclave developed in that area with a distinct cultural identity. Other arriving French-Canadians chose to settle in the town’s rural areas and carry on the agricultural traditions they had honed in Quebec.

The arrival of steam rail service in June of 1849⁵ provided a boost to manufacturing. Bales of cotton from southern states could be quickly and reliably shipped to Brunswick. Cloth manufacturing in Brunswick continued until the 1950s. Throughout the era where rail operated as the primary means of transportation, Brunswick served as a vital regional transportation hub allowing trains arriving from Portland and Boston to continue on an Androscoggin route through

⁴ *From the Fall to the Bay: A tour of historic Brunswick, Maine* (American Association of University Women, Bath-Brunswick Branch, Art Study Group: 1980).

⁵ Wheeler, George Augustus and Wheeler, Henry Warren. History of Brunswick, Topsham, and Harpswell. p. 326



Brunswick passenger rail service remained in operation until the early 1950s
Photo Courtesy of Pejepscot

Lewiston, a Kennebec route through Augusta, or a coastal route to Rockland. In 2012 passenger rail service to Boston returned through an extension of the Amtrak network.

Blessed with a long and protected coastline, 19th Century shipbuilding flourished with an initial focus on 'coastal' schooners that led to an era of constructing majestic seafaring square-rigged vessels. Master builders from the Given, Pennell, Skolfield, and Humphreys' families built towering ships that brought goods to distant world ports.

An early act by the Pejepscot Proprietors profoundly shaped Brunswick's future. In 1719, the Proprietors "granted one thousand acres of land to ly in general comonage..."⁶ to be used for the benefit of the citizens of the

town. This Town Common is one of the first public conserved lands established in Maine and was an early example of urban planning in the state. Over time, pieces of the property have been repurposed for other uses (most notably by the U.S. Navy in order to build the former Naval Air Station and by Bowdoin College).

In 1794 Massachusetts authorities were looking for a site to establish a college within the District of Maine. Brunswick was chosen when land for the campus was offered by local landowners and town fathers. They agreed to deed 200 acres from the Town Commons for support of the college.⁷

Bowdoin's influence on the community has been significant. Graduates have been national leaders in shaping our nation's literary, political, business, and scientific frontiers. Bowdoin College has served at an educational and cultural beacon for the community of Brunswick.

The development of Naval Air Station Brunswick (NASB) was another major component shaping Brunswick's history. The approximately 3,200-acre station was built on land that was previously a major part of the Town Common and donated to the Navy by the Town of Brunswick and Bowdoin College at the outbreak of World War II. The Town had previously been using this land to operate a small, municipal airport that was originally established in 1935. The civilian airport would become the core of



Bowdoin College Quad with King's Chapel to the right c. 1890
Photo Courtesy of Pejepscot History Center

⁶ Maine Historical Society, Coll. 61, Book 3, folio 9.

⁷ Wheeler, George Augustus and Wheeler, Henry Warren. History of Brunswick, Topsham, and Harpswell. p. 500.



Squadron of British Pilots After Completing Training at Naval Air Station Brunswick During World War II

Photo Courtesy of Pejepscot History Center

Naval Air Station Brunswick. During World War II, pilots from the United Kingdom and across the United States were trained at the Naval Air Station. While the base closed briefly in 1948 after World War II ended, the onset of the Cold War prompted its reopening in 1951 to carry out anti-submarine warfare missions. By the end of the 1950s, Brunswick's population had nearly doubled (from 8,656 in 1940 to 15,797 in 1960), much of this was attributed to military personnel living within the community.⁸

In 2005, the base was slated for closure, and the last squadron left the base in November of 2009. The Midcoast Region Redevelopment Authority (MRRRA), working with Town officials, continues to manage how best to utilize the significant available infrastructure and acreage as it transitions from military to civilian usage.

Architectural Heritage

The architectural character of Brunswick as we know it today was primarily cultivated during a period of prosperity thanks in part to Bowdoin College and the economic benefits of the mills along the Androscoggin River. Four individuals contributed greatly to the Town's distinctive architecture during the 19th century: Samuel Melcher III, Anthony Coombs Raymond, Richard Upjohn,⁹ and Samuel Dunning.

Though not formally trained as an architect, Samuel Melcher III, born along the New Meadows River, served as architect of several early Bowdoin College buildings as well as many of the notable homes in Brunswick during the early 1800s.¹⁰ His focus was primarily on Federal architecture. Anthony Coombs Raymond (1798-1879) similarly lacked formal training but spent time as an assistant to Melcher. Between 1827 and 1840, Raymond built five churches, the Tontine Hotel (destroyed by fire in 1904), and a large cotton mill. Richard Upjohn was considered one of the most preeminent church architects of the 19th century, building churches all over New England. The First Parish, St. Paul's Episcopal, and King's Chapel at Bowdoin College were all built by Upjohn.¹¹ Finally, Samuel Dunning¹², who also drafted plans for several locally notable homes, was the architect who designed the prominent addition to the Cabot Mill with its conspicuous battlements. The building was set at an opposing angle to the First Parish Church at the far end of downtown in order that the two structures would frame Brunswick's commercial village.

The former homes of sea captains as well as National Register of Historic Places structures such as Bowdoin's Massachusetts Hall, the First Parish Church, the Harriet Beecher Stowe House and the Androscoggin Swing Bridge speak to the diverse and

⁸ United States Census Bureau. <https://www.census.gov>

⁹ *From the Fall to the Bay: A tour of historic Brunswick, Maine* (1980).

¹⁰ Anderson, Patricia McGraw. *The Architecture of Bowdoin College*. pp. 10-23

¹¹ *From the Fall to the Bay: A tour of historic Brunswick, Maine* (1980).

¹² Goff, John V. *Brunswick's First Architect*. p. 31-32.

vibrant historic past of the community. As early Brunswick expanded beyond the center of town adjacent to Fort George, development was haphazard and became made up of rural communities in New Meadows, Pennellville, Maquoit, and Bunganuc (described in further detail in the following sections).

Historic Settlement Patterns

Downtown Village and Adjoining Neighborhoods

The historic development pattern of “Brunswick Village” (the downtown area roughly bounded by Mill Street and the Androscoggin River to the north, Federal Street to the east, Bowdoin College to the south, and Stanwood Street to the west) is still evident today.



Sanborn Map of Brunswick Village, 1888

Courtesy University of Maine Digital Commons

The area is home to three contiguous National Register Historic Districts, Brunswick Commercial District, Lincoln Street Historic District, and the Federal Street Historic District (which actually encapsulates buildings along Federal, School, Green, Cleveland, and Maine Streets, Park Row, Bath Road, and buildings on the Bowdoin College campus).¹³

Homes within the Lincoln Street Historic District were built in close proximity to each other, in regular orientation and setback patterns. The vast majority of houses on the street were built within a year or two of each other, after being subdivided by the owner of the plot (Dr. Isaac Lincoln) and being sold to different owners within the span of a few months in 1843 and 1844.¹⁴ Buildings on Lincoln Street are still primarily residential in character. Though commercial or office uses have reused the existing structures, the residential character has been retained.

Within the Federal Street Historic District the fronts of the majestic homes were uniformly

set back twenty feet from the street. The buildings remain in good condition, with the historical development pattern still obvious. Most houses and buildings are used for their original purpose (primarily either as homes or for use by Bowdoin College), with some commercial and office buildings interspersed. Most buildings which have been added blend in or are at least appropriate additions to the district.¹⁵

The prominent cultural asset within the Downtown Village is the Mall. For many years the area of the Maine Street's Mall was a bog swamp. As early as 1825 it was deemed a hazard and a fence was constructed to keep people and animals out.¹⁶ In 1902 the Town took action to reclaim the area and diverted the stream feeding the marshy area as well as fill in the site's small pond. From then to now the area has served as a downtown public open space and a treasured place to gather.

¹³ Brunswick has two other registered Historic Districts, Crystal Springs Farm and Pennellville Historic District.

¹⁴ Lincoln Street Historic District National Register nomination information (1976).

¹⁵ Federal Street Historic District National Register nomination information (1976).

¹⁶ Helmerich, Louise. *Our Town*. P. 46.

Dedicated to improving the village of Brunswick since 1878, the Village Improvement Association (VIA) strives to make Brunswick an attractive place to live and to work by concentrating its efforts on the downtown area. Some important efforts over the years have been designing and constructing the gazebo on the Mall with lumber from Bowdoin Pines, the yearly petunia plantings on Maine Street, and the addition of trees around the Veterans Memorial at the lower mall.

Maquoit/Bunganuc

The road from the headwaters of Maquoit Bay to the Pejepscot Falls was laid out over a previously well-traveled Indian pathway. It was first constructed in 1714 and designed to be twelve rods (198 feet) wide.¹⁷ At Maquoit Landing boatyards were a mainstay as was a 750-foot wharf paralleling the shoreline at the head of the Bay.¹⁸ Here, firewood, lumber, and other provisions were shipped to Boston between 1790 and 1850.¹⁹ Brunswick's 'port of entry' was where the 12 Rod Road met Maquoit Bay until the arrival of steam powered transportation.

In 1743, Captain William Woodside received a deed for 350 acres from the head of Maquoit Bay to Bunganuc Creek. He then deeded portions to his children. Brunswick's first sawmill²⁰ and a brickyard were constructed at Bunganuc Landing. Built in the 1700s they supplied materials for the construction of homesteads built in the area. Remains of the Bunganuc dam that supplied waterpower and a later constructed steamboat landing are still visible.

Pennellville

East of Maquoit Bay lays Middle Bay. This area was a busy shipbuilding center where more than 150 vessels were launched. The earliest ships, before 1800, were built at Middle Bay by John Given and Thomas Pennell II. The Skolfield boatyard was just over Merriconeag Neck on Harpswell Cove.²¹ Today, this area is a National Register Historic District. Recognized within the district are seven residential buildings and a former carpenter's shop, all dating from the late eighteenth to early-nineteenth centuries. The area retains its rural character, with the buildings still scattered among open fields and woods. In addition, evidence of the Pennellville shipyard still exists. The ways (the wooden rails on which ships were launched) can still be seen sitting in the bay at low tide.

New Meadows

Early maps show the Board Road byway from the New Meadows River to Pine Street extending four straight miles to the center of Town. By the 1760s, a thriving community existed here because of access to the New Meadows River. The area has experienced a diverse history with the setting providing opportunity for agriculture, commercial trade, mining, milling, and ship building. A prominent mill dam was constructed across the mouth to Howard's Point Cove that accommodate a double sawmill and a grist mill. Nearby, coastal schooners were constructed.

A granite quarry operated for a short time at Howard's Head but the mineral that produced the most prosperity in this area was limestone. The ridgeline paralleling the New Meadow's western shore is blessed with a number of limestone pockets. Scattered kilns throughout the area produced lime.²² Burnt lime was used to create mortar that served to bind stonework and bricks for building construction. The mortar bonding the stonework of Bowdoin College's King's Chapel was burned at New Meadows.²³

In 1793 a canal was dug from the headwaters of the New Meadows River to the Kennebec River. This was intended for small commercial craft and logs to transit the canal providing access of resources to the upper New Meadows. An ambitious project, it proved to be impractical and financially unsuccessful.

¹⁷ Celebrations of the One Hundred and Fiftieth Anniversary of the Town of Brunswick, p. 25.

¹⁸ Wheeler, George Augustus and Wheeler, Henry Warren. History of Brunswick, Topsham, and Harpswell. p. 333.

¹⁹ From the Fall to the Bay: A tour of historic Brunswick, Maine (1980).

²⁰ Maine Historical Society, Coll. 61, Book 1, folio 91.

²¹ Reynolds, Erminie S. and Martin, Kenneth R. "A Singleness of Purpose" the Skolfields and Their Ships. p.9.

²² Pejepscot History Center, A History of the Lime Industry in Brunswick. Doc. 2008.17

²³ From the Fall to the Bay: A tour of historic Brunswick, Maine (1980).



Chapel of Our Savior, 1887, served a mixed race congregation within the New Meadows community.

Photo Courtesy of Pejepscot History Center

In 1835 the City of Bath financed the construction of Bay Bridge from East Brunswick to Topsham. The crossing was a quarter of a mile over the estuary of the Androscoggin, consisting of a low bridge made up of short spans linked together. The investment was intended to promote commerce between Bath and its neighboring Sagadahoc communities to the northwest. Proving over time to be a costly burden to maintain, Bath decided not to rebuild after the bridge was taken out in an 1896 freshet.²⁴

In the 19th Century a community of African Americans formed in the area from the west shore of the New Meadows River north to the Merrymeeting Bay shore.²⁵ Made up of both free Black citizens and enslaved people of color, this was a hamlet of laborers, sailors, and farmers. Despite living in an area of poor soil many successful farms dotted the landscape.

Recent Historical Patterns of Growth

In the 1940s Brunswick saw an increase in cluster housing developments. Neighborhoods such as Chamberlain Woods (Chamberlain Avenue and Hawthorne Street) and Merrymeeting Park (Merrymeeting Road and Riverview Drive) provided housing for families looking to settle in Brunswick. This trend continued with other housing neighborhoods such as Meadowbrook Road and Arrowhead Drive. In addition, three sizable mobile home parks (Linnhaven, Brunswick Bay, and Maplewood) were established in the 1950s to provide affordable housing. The bloom of residential neighborhoods has led to infill between the early settlement hamlets that first shaped the community.

Paralleling Brunswick's population growth in the recent historical past has been growth in commercial and retail development. Cook's Corner, once an idle crossroad, has become a viable second consumer service center to the downtown village.

With Brunswick's location at the intersection of I-295 and coastal Route 1 the town serves as a gateway North and Downeast. With a 30-minute commute to Greater Portland, Lewiston-Auburn, and Augusta, today Brunswick once again serves a hub of access to southern Maine's prominent civic and employment urban communities.

Inventory of Other Historic Resources

The Town's historic assets help create a cultural fabric that shapes the community's identity and define Brunswick's unique character. These include places of remembrance, cemeteries, and archaeological sites.

Commemorative Venues

Brunswick has a long history of honoring those from the community who have served in the armed forces. At the north end of the Mall a new Veterans Plaza was dedicated in 2020. At the south end of the Mall a second memorial commemorates Maine volunteers who served in the Spanish American War. By the entrance to Bowdoin College on the Upper Mall is a small park with a statue of Civil War hero, former governor of Maine, and Bowdoin College President Joshua Chamberlain.

Plaques are set in the downtown sidewalks honoring the Town's literary heritage through its direct connection to some of America's greatest writers. At The Landing there are two static aircraft displays honoring community's past relationship with Naval aviation. Within the former Mere Point summer colony near the tip of the peninsula rests a marker memorializing U. S. Army pilots on their 1924 arrival in a 'round-the-world' flight.



Naval P-3 Orion Static Display at Brunswick Landing

Pejepscot History Center (PHC) houses an extensive local archive and object collection, offers historic colloquiums, and hosts exhibits. In addition PHC manages two historic homes, the Skolfield-Whitter House and the Joshua Chamberlain Museum. Brunswick Naval Aviation Museum and Memorial Gardens, located on the former Naval Air Station, preserves the story of the Naval operations and serves as a gathering site for Navy veterans. Bowdoin College's Peary MacMillan Museum provides one of the nation's best collections for Arctic studies. The Bowdoin College Museum of Art has collections relevant to local history,

Cemeteries

As of July 2023, there are 16 publicly accessible cemeteries in Brunswick. There are an additional 15 cemeteries which are not publicly accessible (so-called "family cemeteries"), the majority of which no longer have active burials. All cemeteries in Brunswick are privately owned (not maintained by the Town or other government entity). As noted in the Town's *Parks, Recreation and Open Space Plan* (2002) cemeteries (especially rural cemeteries) are considered valuable scenic and historical assets of the community. **SEE APPENDIX MAP -----**

Prehistoric Indigenous Archaeological Sites

Brunswick's prehistoric sites are numerous and vulnerable. Many are located along the sea coast and freshwater tributaries. Some of the most ancient lie with sandy soils created by fluvial deposits with specific topographical attributes in close proximity. These sites are the only and most ancient record of the Town's past, yet they are fragile and highly perishable. Development, shoreline erosion, and stormwater runoff are threats that need to be managed to protect these archaeological assets.

As of November of 2023, the Maine Historic Preservation Commission (MHPC) has identified 54 known prehistoric Indigenous archaeological sites located within the Town of Brunswick. These sites may be encampments, portages, work sites, or burial grounds.

In Brunswick, a high percentage of the shoreline is archaeologically sensitive (has high potential for prehistoric Indigenous archaeological sites). A Phase I archaeological survey was completed for the former Brunswick Naval Air Station property, but the area has not had a Phase II survey to determine National Register of Historic Places eligibility, per National Register eligibility requirements. SEE Map in Appendix -----

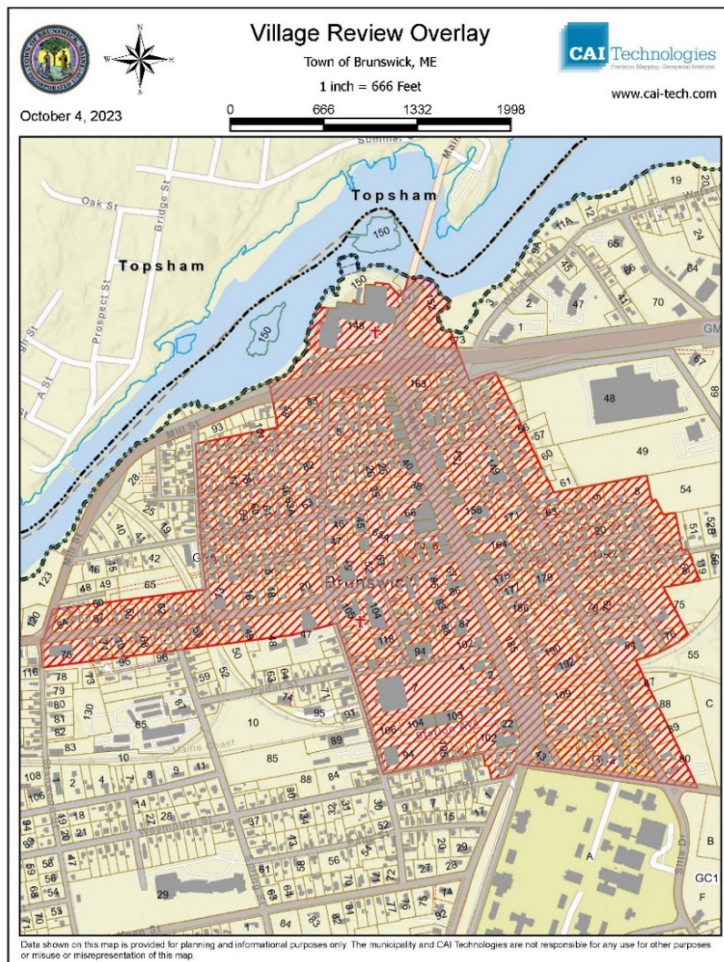
Historic Archaeological Sites

Brunswick's early settlement was a dispersed ribbon pattern with settlers spread out along waterways. Later, villages within the community developed surrounded by open forest areas and scattered farms. The type of historic sites found in Brunswick include residential and industrial/commercial. Domestic historic sites include homesteads and farms. Industrial/commercial sites include mills, factories, stores, quarries, dams, brickyards, wharves, shipyards, and even a salt works.

Historic archaeological sites generally present a more physical and documentary detectible presence. Because construction was usually substantial and served long tenures, features such as cellar depressions, foundations, dams, wells, and stone walls are noticeable by pedestrian survey. Even botanical heritage can reveal a historic site.

Protections for Historic Resources

The Town has several protections for historic resources, outlined below.



- Village Review Overlay District: The Village Review Overlay District provisions outlined in Section 2.3.9 of the Zoning Ordinance were substantially revised in 2013 for the stated purpose of protecting and preserving the architectural context and historic integrity of downtown neighborhoods (as shown on the Village Review Overlay map, above). A Village Review Board was appointed and is tasked with classifying properties as either contributing or noncontributing. They also review Certificates of Appropriateness (COAs) for changes to both contributing and noncontributing properties that would be visible from a public way within the Village Review Overlay in accordance with the standards of Section 5.2.8.C. In addition, the Village Review Board considers applications for new construction occurring within the established Village Review Overlay. The Review Board is assisted by a set of Design Guidelines, with the latest revision adopted by the Brunswick Town Council on July 6, 2020. The Overlay roughly captures the boundaries of the Federal Street, Lincoln Street, and Brunswick Commercial

National Register Historic Districts, as well as a number of additional "locally designated" properties on Pleasant, Elm, High, and Mill Streets.

- Shoreland Protection Overlay District Permits: For projects requiring a Shoreland Protection Overlay Permit (including filling and earthmoving, new construction, clearing or vegetation removal, the installation of piers/docks/wharves, and other activities outlined on Table 5.2.9.B), the review authority must make a positive finding that “the development or other land use activity will protect archaeological and historic resources as designated in the 2008 Comprehensive Plan, as amended” (See Sec. 5.2.6.B). It should be noted, however, that the sites inventoried and/or mapped in the 2008 Comprehensive Plan only include sites that post-date European settlement – leaving pre-historic sites vulnerable under the existing regulatory framework.²⁶
- Development Review (including Site Plan and Subdivision Reviews): Applications subject to either Site Plan or Subdivision Review with the Planning Board (as outlined in the applicability criteria of Sec. 4.1) are required to demonstrate that the proposed development will not have “any undue adverse effect on any historic or archeological resources.” Specifically, this means that:
 1. Developments that include or are adjacent to buildings, sites, or districts listed on the National Register of Historic Places, identified by the Village Review Zone Contributing Resource Inventory, or Brunswick Comprehensive Plan as being of historical importance shall be designed in such a manner as to minimize impacts on the historic feature.
 2. When historic features to be protected include buildings, the placement and the architectural design of adjacent new structures shall be compatible with that of the historic structures.
 3. When required, Certificates of Appropriateness shall be required for new construction, alterations or additions to existing structures and demolition of structures within the Village Review Overlay prior to Planning Board consideration, in accordance with subsection 5.2.8.C(2).
 4. Developments that include or are adjacent to areas that may have archeological artifacts or resources, based on information available to the Town from the Maine Historic Preservation Commission, shall be referred to the Maine Historic Preservation Commission for evaluation, and any recommendations or information provided by that Commission shall be considered by the Review Authority before deciding on the Development Review application. **SEE MAP OF AECHAEOLOGICALLY SENSITIVE AREAS APPENDIX -----**

In addition to the above Ordinance provisions, on a regional level the Pejepscot History Center (PHC) has ongoing education programs, walking tours, and maintains three museums and an extensive set of archives and collections of the town’s artifacts. In addition, PHC maintains an archive collection that provides historical data on each historic building in Brunswick’s downtown.

Threats to Historic & Archaeological Resources

Noticeably missing from any local review authority, as outlined above, is the Pennellville Historic District. While the Planning Board will need to be involved to review any application for new development occurring within this National Register Historic District, the Town has limited control in this area over alterations to existing buildings or sites which would be outside the scope of authority of the Planning Board’s site plan or subdivision review provisions (as outlined in the Development Review information above).

It is a common misconception that simply being listed on the National Register of Historic Places means that a property is protected from demolition or change. Unless a building owner is utilizing either federal or state historic preservation tax credits, no review of changes to National Register properties is required to take place. Local regulation is often considered one of the most important ways to guarantee that changes to historic properties be historically sensitive, because those changes will require review and must meet local standards.

Threats to archaeological sites in Brunswick come from development, looting, and climate related incursion, both sea level rise and stormwater runoff. Many registered sites and several areas of high antiquity interest lie on Town owned lands or

²⁶ See [2008 Comprehensive Plan, Appendix C](#), page C63. Note: The sites noted greatly under represent the actual number of important historic and archaeological sites as well as potential sites within the Town.





other public properties. Protections for these assets is challenging but manageable. Sites on private property are completely subject to the discretion of the owner unless there is a permitting requirement condition. Diligence with the permitting process is essential in protecting archaeological sites.

As noted in the Protections for Historic Resources section, above, only projects that are required to undergo Site Plan, Subdivision Review, or review as part of a Shoreland Protection Overlay Permit, are reviewed by the Planning Board for their potential impact on historic and archeological resources. Single-family and two-family homes require staff review for a building permit. Despite the stated safeguards, some significant historic and archaeological sites have been damaged or destroyed when new wells, septic systems, or single-family homes have been built. Changes to the permitting process to protect these smaller projects is necessary to ensure the continued protection of historic and archeological resources.

Finally, despite Brunswick's large number of historic resources, it has not leveraged outside assistance for their preservation. Other communities of comparable size are using the Certified Local Government (CLG) program sponsored by the Maine Historic Preservation Commission to maximize its efforts to protect historic and archaeological resources. Grant funding is consistently available through this program. This would require the Town to apply to the Maine Historic Preservation Commission and be found eligible by the Commission and the National Parks Service, in accordance with the State's CLG Guidelines.



Maine Historic Preservation Commission
Map of Brunswick's
Archaeological Assets

-  Area Contains Registered Prehistoric Site
-  Area Contains Registered Historic Site
-  Probable Area of Prehistoric Interest
-  Probable Area of Historic Interest

Note: Nearly all of the coastline as well as the Androscoggin and New Meadows shoreline are identified as 'Areas of Significant' Interest.

Much of the former Naval Air Station is recognized as archaeological sensitive.