

Topic Areas

Historical and Archaeological

Overview

Kennebunk, a designated Maine Certified Local Government, prides itself in its heritage and culture and maintains its heritage through written records as well as its architectural structures and archeological sites. The Town established a Historic Preservation Overlay District in 1963 as well as the Historic Preservation Commission to preserve its architecture detailing various eras of significance and historic archeological sites. Federal, State and Town preservation ordinances (Zoning Ordinance Article 8, Section 17; Article 12) are followed by the Kennebunk Historic Preservation Commission which works with Town staff, Maine Historic Preservation Commission and other local town historic commissions to ensure historic assets are maintained and protected. The Kennebunk Town Historian is also used as a resource, especially for archeological issues. Significantly, the Town recently supported several phases of an archeological survey of the freed enslaved-peoples settlement site. The site was prized by the Maine State Archeologists for being previously undisturbed. The goal of the project is to achieve historic designation status in the not-too-distant future.

Because of the irreplaceable nature and historic value of architectural and archaeological resources, they are protected by town, state and federal laws. This includes structures or sites enrolled in the National Register of Historic Places or are eligible for nomination to the register. Often archaeological resources are the only record of towns' historic heritage about women, children, black, indigenous, and poor inhabitants.

History of Kennebunk

Kennebunk has maintained a rich historical record of its development as a village and town through written records and its architectural structures and archeological sites. In the Abenaki language, Kennebunk means "the long cut bank," presumably the long bank behind Kennebunk Beach. The phrase, "Kennebunk, the only village in the world so named," was originally featured on a large locally famous sign attached to the Kesslen Shoe Mill and is still displayed on the Lafayette Center on Route 1.

A group of Kennebunk volunteers have begun research through several organizations to discover Kennebunk's early history prior to arrival of European colonists to add to the many existing histories written by our local authors. Much of this pre-colonial history is difficult to uncover. The group is carefully researching native/tribal views on issues as far back as possible. The tribes themselves did not think of territory and "ownership" of land in the way that has been used to categorize them much later in time.

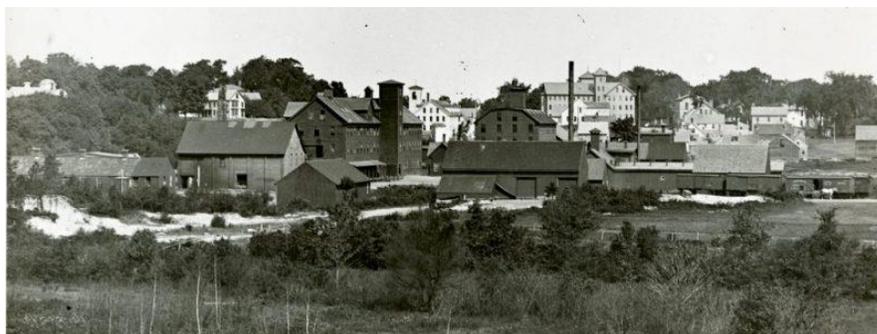
Kennebunk was first settled by European colonialists in 1621. In the very earliest days of colonization, "*the kennebunk*" was shared sacred land. The Abenaki people journeyed south as seasonal migrants from their homelands each Spring to the "long cut bank."

As early as the 1620s, a series of waterfalls on the Mousam River provided power for sawmills and grist mills, and the Kennebunk River served as a port of entry and base for the building of wooden ships. Homes, churches and mercantile uses clustered around these early centers of commerce, and rudimentary early roads were created to allow teams of oxen and horses to haul loads of lumber from the western forest to supply the burgeoning shipbuilding industry.

The Landing area between Lower Village and Downtown played a primary role in the town's 18th and 19th century shipbuilding industry and still shows visible remnants of this history, including a shipway and timbers from an old dock. As the size of merchant ships increased in the 1850s and it became too difficult to maneuver them downstream, shipbuilders moved their enterprises to Lower Village. An article in the Eastern Star Newspaper, dated 2 April 1915, lists all of the ships built in Kennebunk Landing from 1800 until 1885. The first ship was built in 1755 on the Kennebunk River at Mitchell's Wharf by John Bourne. The list was created by Seth E. Bryant and a copy of the article can be found at the Brick Store Museum or at its website: www.brickstoremuseum.org

Kennebunk was part of the town of Wells until 1820, when it incorporated as a separate town. By 1835, four distinct village centers had emerged: Mousam Village, the most populous of the village centers, which bordered "the turnpike" that would later become Route 1; Lower Village, at the mouth of the Kennebunk River and home to many wharves used by coastal shipping vessels; the Landing, center of the early shipbuilding trade; and the Plains-Alewive farming community. Small farms filled the areas between the villages, and houses were built along the expanding network of roadways. In 1842, the Portsmouth, Saco and Portland railroad line came through the western part of Kennebunk, and a depot was built next to the twine mill at Middle Falls, which resulted in the creation of Kennebunk Depot (later renamed West Kennebunk), a small village with eateries, lodging and stores to support the needs of residents, workers and travelers.

Mousam Village continued to grow with the advent of a thriving manufacturing complex along the Mousam River in the Water Street-Brown Street-Route 1 area, producing a variety of products including twine, cotton, thread, doors, sashes and blinds, and shoes; nearby worker housing began to mix with the grander homes along Summer Street owned by ship



Factories along the Mousam River – late 1800s Photo credit: Brick Store Museum

merchants. Among the firms doing business there were the Kennebunk Manufacturing Company, the Mousam Manufacturing Company, the Leatheroid Company and the Rogers Fibre Company. Stores and community gathering places opened along Main Street. In the 1870s the Boston & Maine Railroad laid tracks from South Berwick through Kennebunk to Portland, with a new station off Summer Street that delivered tourists to newly built hotels and cottages being developed by the Boston and Kennebunkport Seashore Company. Inter-town travel was further extended during the 1899 to 1927 period when Kennebunk was a stop on the Atlantic Railway, a trolley line that connected many York County points.

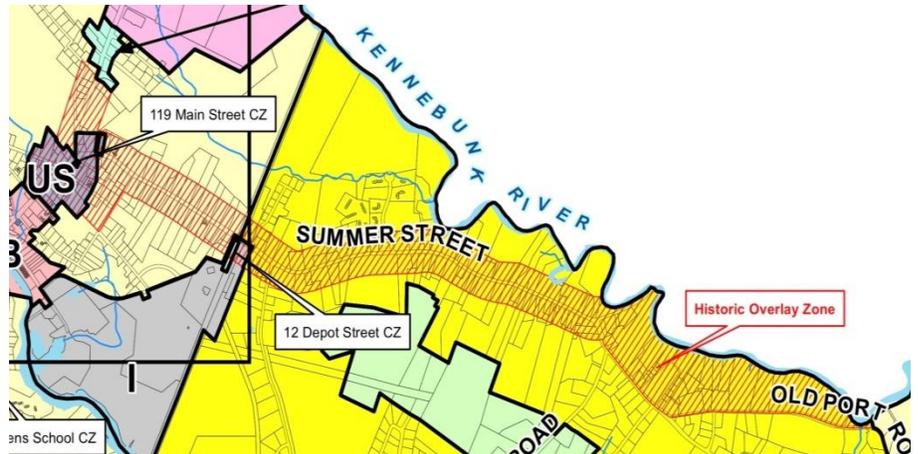
Lower Village initially served as a coastal shipping point, and later supplanted the Landing for shipbuilding, until the era of wooden ships and their construction largely came to an end in 1918. Its next role, as a destination for the growing tourist trade, was cemented in 1883 when a 4.5 mile Boston & Maine branch line along Kennebunk Beach into Lower Village opened the area to development of hotels, summer homes and supporting mercantile establishments. As automobiles began to dominate the transportation scene and roads were paved, train ridership declined and in 1926 the Lower Village branch line was abandoned.

Most of the industrial businesses disappeared by the early to mid-20th century leaving fishing, small independent businesses and tourism to become the primary commercial enterprises. The Town's historic architecture became a prominent feature of the cultural development of Kennebunk and led to the creation of

the Kennebunk Historic Preservation Overlay District in 1963. The district's role in the development of Maine's coastal tourism industry has continued to grow.

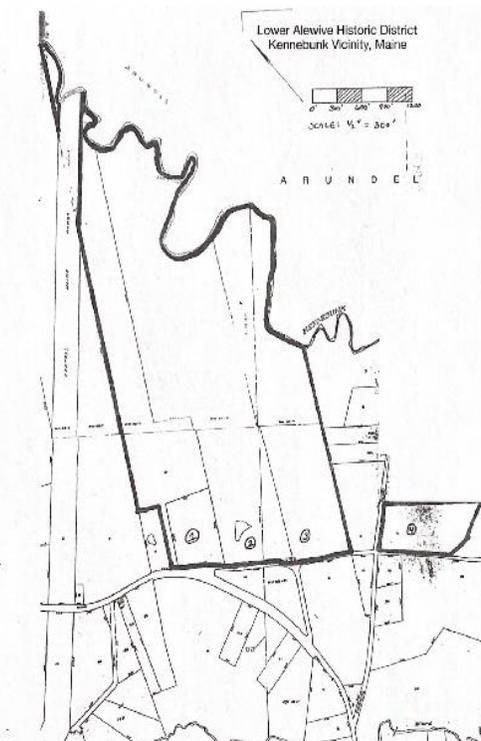
Kennebunk's Historic District

During the 1960s, recognition that historic properties were worthy of protection and preservation resulted in the creation of historic districts in many towns and cities across the country. In Maine, Kennebunk's Summer Street had the distinction of becoming the state's first Historic District, established in 1963. The district was listed on the National Register of Historic Places in 1974 (Information System ID 74000324). Its boundaries begin 300 feet from the centerline of Portland Road from Barnard's Tavern at the north to Bourne Street on the south, including properties on Fletcher Street which fall within the 300 foot boundary; all properties on Dane Street, Elm Street, Green Street; and properties on Summer Street from Portland Road to Durrell's Bridge Road. This district contains fine examples of early architecture, the most famous of which is the **Wedding Cake House**, a Federal-style dwelling extensively decorated with scroll saw Gothic trim. It has often been listed in travel websites and periodicals and has a reputation for being the most photographed home in Maine.



Street on the south, including properties on Fletcher Street which fall within the 300 foot boundary; all properties on Dane Street, Elm Street, Green Street; and properties on Summer Street from Portland Road to Durrell's Bridge Road. This district contains fine examples of early architecture, the most famous of which is the **Wedding Cake House**, a Federal-style dwelling extensively decorated with scroll saw Gothic trim. It has often been listed in travel websites and periodicals and has a reputation for being the most photographed home in Maine.

In 1994, the local Historic Overlay District was expanded to include properties below Durrell's Bridge Road to Old Port Road on the Kennebunk River side of Summer Street and properties on the north side of Port Road. The expanded area of the Historic Overlay District includes land on the north side of the street down to the Mousam River. This expanded area is not included in the National Register.



Also in 1994, the Lower Alewife National Register District became part of the National Register (System ID: 94000178). The district includes a row of four farmsteads on the north side of Emmons Road, east of the junction with Route 35 in West Kennebunk, and consisting of 208 acres. The farmsteads include: 1) Smith Farmstead (built c.1753, added to NR 1982), 2) Walker-Russell Farm (c. 1797), 3) Seth Emmons Farm (1840), and 4) Collins Emmons Farm (c. 1870).

In addition, the following properties and districts in the National Register of Historic Places were identified in the May 2020 State of Maine Inventory for the Growth Management Plan:

- Kennebunk Historic District
- Bourne Mansion, 8 Bourne Street (Built in 1812)
- James Smith Homestead, Route 35 (Built in 1753)
- William Lord Mansion, 20 Summer Street (Built in 1822)
- Lower Alewife Historic District

- Wallingford Hall, 21 York Street
- Kennebunk High School, 14 Park Street (repurposed and now managed as the Park Street School Apartments)

The following properties may also be eligible for listing in the National Register:

- Chestnut Hill Farm, 617 Alewife Road
- Fairview Farm, 164 Alewife Road
- Goodall Worsted Company/Kesslen Shoe Company (now Lafayette Center), 2 Storer Street
- Maple Top Farm, 885 Alewife Road
- Houses at 34 and 54 Fletcher Street
- JJ Keating Antiques, 70 Portland Road
- Houses at 57 and 59 Fletcher Street
- Farmsteads at 584 and 785 Alewife Road
- Farmstead, 89 High Street
- Joseph Curtis House, 7 Water Street
- Alewife House Antiques, 756 Alewife Road
- Upper Dam, Mousam River, Main Street
- Riverhurst Farm, 226 Western Avenue
- Franciscan Guesthouse, Beach Avenue
- House and Barn, 25 Beach Avenue
- Houses at 1, 3 and 17 Beach Avenue

Surveys

Architectural surveys have been conducted for assets within the Historic Preservation Overlay District periodically. No professional town-wide surveys for historic archaeological sites have been conducted to date in Kennebunk. Most recently, survey work began involving Free Black Community structure and cemetery. Documentary research conducted by town historian, Kathy Ostrander Roberts, found the settlement was formed soon after Massachusetts (including Maine) emancipated its enslaved people in 1783. Close to 20 individuals were present by 1800, but around 1831 the site was abandoned following the death of the last recorded resident. An archaeological survey permitted by the Bureau of Parks and Lands and funded by the Kennebunk Bicentennial Committee successfully identified the location of two houses. Excavation of one of these in 2018 and 2019 found evidence of at least two structures. Over 100 artifacts have been placed on exhibit at the Brick Store Museum in downtown Kennebunk. Excavation of the site continues into 2021.

Future archaeological surveys should focus on the identification of potentially significant resources associated with the town's maritime, agricultural, residential, black and indigenous communities and industrial heritage, particularly those associated with the earliest Euro-American settlement of the town in the 17th and 18th centuries. Mousam River and Maine coast and islands need professional prehistoric archaeological surveys. Sandy soils in the Kennebunk plains region are sensitive and need surveying before subdivision or construction permit approval.

Protecting Kennebunk's Downtown and Historic Character

Maine Downtown Center's (MDC) presented a report to the Town with recommendations and suggestions to enhance future development of Kennebunk's downtown. One recommendation was to extend the Historic Preservation Commission's design review authority to the entire "Main Street" commercial district. The MDC emphasized the importance of the town's irreplaceable buildings, their character-defining value, and their

potential to leverage the benefits of incentives such as the federal and state historic tax credits to restore and preserve them well into the future. The report stated that historic preservation is a proven economic development tool that can significantly raise the level of revitalization.

During public participation sessions, residents rated the Town's natural resources as extremely important to quality of life, but equally important to them was the "built environment" – historic buildings, streets, parks, walkable Downtown – features that contribute to what is described as "small town charm." Currently, the integrity of historic homes that make up identifiable and familiar streetscapes is protected only in the Historic District. No ordinances prevent the demolition of historic houses during re-development projects in other parts of town, and when homes are removed, residents register their disapproval, and the discarded materials burden regional landfill capacity.

A survey question posed to residents asked, "Should the Town expand the Historic Preservation Overlay District to include additional areas?" In response, 34% said Yes, 38% said No, and 26% had no opinion. Also important to residents was the goal of "making the Downtown a viable destination" and "keeping Kennebunk's small-town appeal." Given these statements, further public discussion about selective inclusion of parts of Downtown into the Historic Overlay Zone, or creation of Design Standards for the Downtown, may be warranted.

Kennebunk Historic Preservation Commission

Preservation is defined as the act or process of applying measures necessary to sustain the existing form, integrity, and materials of a historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic material and features rather than extensive replacement and new construction. This approach also offers a significant benefit for reducing the carbon footprint compared to that of new construction.

The Historic Preservation Commission bases its decisions for granting a "Certificate of Appropriateness" on the [Kennebunk Historic Preservation Overlay District Design Guidelines](http://www.kennebunkmaine.us), available at www.kennebunkmaine.us. Hard copy books are available at the Town Hall. Also used is the [Secretary of the Interior Standards for the Treatment of Historic Properties](#). Its most recent (2017) standards and recommendations for historic preservation, rehabilitation, restoration, and reconstruction are available through the U.S. Department of the Interior National Park Service, Technical Preservation Services. Link: www.nps.gov/tps/standards/treatment-guidelines-2017.pdf

The Historic Preservation Commission was also founded in 1963 to "promote, encourage, and assist the educational, cultural, economic, general welfare, and amenity of Kennebunk through the preservation and protection of qualifying sites, buildings, and districts...through their maintenance as landmarks in the history of Kennebunk, York County and Coastal North America..." Kennebunk's Historic Preservation Overlay District (KHPOD) is the oldest historic district in the State of Maine. To assist new property owners, the Historic Preservation Commission has produced a letter to Realtors in Kennebunk for prospective buyers in the historic district advising them of what property ownership involves within an historic district.

As a result of establishing the Historic Overlay District and the Historic Preservation Commission, Kennebunk was granted status as a Certified Local Government (CLG) in February 1990 with the approval of the National Park Service. Kennebunk is one of only 10 cities or towns in the State of Maine to be certified as a CLG. This CLG status affords the Town of Kennebunk access to funding in the form of grants and tax abatements for historic properties that require significant repair/maintenance, technical assistance from national and state historic preservation programs/funds, and annual workshops for commission members, planners, elected officials and other preservationists.

The Historic Preservation Commission consists of five members and two alternate members. Members are appointed by the Select Board based on a demonstrated interest, knowledge or training in fields closely related to historic preservation that include architecture, history, landscape architecture and archeology. Each Historic Preservation Commission commissioner or alternate serves without pay and for a term of not less than three years or such longer term as the Selectmen may determine. The Historic Preservation Commission strives to be a resource as well a regulatory commission for working with the Town and its residents.

The Kennebunk Historic Preservation Commission has approved the introduction of alternative construction materials and accepted them for projects where original materials could not be duplicated. The new products are visually identical matches to profile, sheen, and texture of the original structural components, with the benefit of high quality and extended life. Many of the new materials and technologies are accepted as a result of consulting with the Maine Historic Preservation Commission and the Department of Interior. Each case involving the use of alternate materials and technologies is reviewed on a case-by-case basis.

Despite resources available to owners of historic homes to perform maintenance and repairs, the cost of owning such a home can be a large financial burden. At any given time, some historic homes will be in need of painting or repairs. At the time of this writing, the notable example of a home that requires repairs is the venerable and much revered Wedding Cake House. Extensive restoration work of this property is ongoing. The project may involve public and private cooperation to ensure the renewal of a valuable historic asset for Kennebunk and for Maine.

Guidelines defining responsibilities of owning property within a Historic Overlay District are available online and in hardcopy. Historic buildings need proper care and rehabilitation to correct deferred maintenance and/or unsympathetic changes that have occurred over time. There may be financial hardships incurred in maintaining or rehabilitating historic properties. Residents researching historic guidelines through Federal and State websites will discover that Maine Historic Preservation Commission and the U.S. Department of Interior currently make several grants available to property owners for rehabilitation and preservation of structures within historic districts. These grants as well as Federal Tax Credits can be acquired by property owners. Additional information on grants and tax credits can be found at www.maine.gov/mHistoric Preservation Commission.

In addition to the Historic Preservation Commission, Kennebunk has an official Town Historian, Kathy Ostrander Roberts, who created the Museum in the Streets program, which resulted in the installation of 26 informational panels at historic locations throughout the community. She is the author of two books on Kennebunk's history and writes history-based columns for local newspapers.

Cemeteries

Several years ago the now-defunct Kennebunk Cemetery Committee completed a project to inventory all town cemeteries, and located no fewer than 84 cemeteries. These range from small family plots on private property to larger public cemeteries. Of these, 36 contain one or more veteran graves; 12 may contain veteran graves but require genealogical research; 14 have veteran graves in poor to extremely poor condition; and 22 have no known veterans, but are in degraded conditions. Many date back to Kennebunk's earliest days. There is currently no Town budget



Hope Cemetery

devoted to maintenance of veteran plots or abandoned cemeteries, many of which are on private land. The Town does provide funds for flags which the American Legion places on all veteran graves for Memorial Day at the five main cemeteries in town. (See Appendix for GPS Coordinates of local private cemeteries as of November 2021)

The increasing trend towards cremation and scattering ashes – 72% in Maine - is putting financial strain on cemeteries. To avoid having to turn over upkeep responsibilities to the Town, some are establishing innovative partnerships to enable them to maintain upkeep responsibilities and provide public benefits to the Town, such as parks and walking trails. An example is the 100 acre Hope Cemetery, located just north of downtown, which devotes 72 acres of forest and field with two miles of trails including a Universally Accessible Trail.

Archeological Assets in Kennebunk

Urban Archaeology is the systematic recovery and examination of material evidence from a town’s past. Remnants of human activity - structures, artifacts, and other remains - which are often buried under subsequent layers of development, illuminate and augment the information already available through historical documents.



To date, 33 historic archaeological sites have been documented for the town, including shipyards, bridges, structures and shipwrecks. A number of shipwrecks occurred in Kennebunk over the last few centuries. These, at times, have been unearthed on Gooch’s Beach and Mother’s Beach after severe storms. The following ships sunk or ran aground in the waters off of Kennebunk:



Ship remains at Mother’s Beach

- *Merchant* - This 139-ton brig was built on the Kennebunk River by shipbuilder Nathaniel Gilpatrick and launched October 13, 1804. She was cast away on the Kennebunk sandbar in April 1820.
- *Colombia* - Owned by Joseph Moody, Richard Gilpatrick and Jeremiah Paul, this 160-ton brig launched upriver just a week after the Merchant. She sank in November 1818.
- *Horace* - A 389-ton barque that was built in Scarborough in 1827. The ship was lost off Kennebunk’s Boothby’s Beach (now Mother’s Beach) in May 1838.
- *Industry* - The coasting packet Industry was the first vessel ever built in St. George by Irish shipbuilders. Her captain was David Patterson II. Built in 1770, she was lost on her maiden voyage.

Registered Historic Sites

Site Name	Site Number	Site Type	Periods of Significance	Nat. Reg. Status
Corwin-Hawthorne Company	ME 222-001	Mill, Sawmill, Grist Mill workshop, blacksmith	1676-1725 (1679-1688)	Undetermined
Fort Larrabee	ME 222-002	Military, fort	1735-1762	Undetermined
Nathaniel Gilpatrick House	ME 222-005	Domestic and shipyard	1788-1824	Undetermined
David Little Shipyard	ME 222-008	Shipyard	1807-1833	Undetermined
Lyman-King-Bourne Shipyard	ME 222-009	Shipyard	1776-1805	Undetermined
Joel Larrabee, Jr. Shipyard	ME 222-010	Shipyard	1806-1814	Undetermined

William Taylor Shipyard	ME 222-011	Shipyard	1800-1816	Undetermined
Joel Larrabee 2 nd	ME 222-012	Shipyard	1815-1827	Undetermined
George and Ivory Lord Shipyard	ME 222-013	Shipyard	1817-1828	Undetermined
Tobias Lord Shipyard	ME 222-014	Shipyard	1790-1808	Undetermined
Adam McCulloch Shipyard	ME 222-015	Shipyard	1820-1822	Undetermined
Bourne McCulloch Shipyard	ME 222-016	Shipyard	1804-1810	Undetermined
McCulloch Shipyard	ME 222-017	Shipyard	1811-1816	Undetermined
Lyman-Kingsbury residence	ME 222-018	Domestic	Early 19 th century	Undetermined
Spofford	ME 222-019	Domestic and shipyard	18 th -19 th centuries	Undetermined
Wentworth Dike	ME 222-025	Dike	Building date unknown	Undetermined
Mousam Railroad Bridge	ME 222-026	Bridge, railroad	1807	Undetermined
Kennebunk Railroad Bridge	ME 222-027	Bridge, railroad	1897	Undetermined
Cabin (unidentified)	ME 222-029	Sporting camp	After circa 1865	Undetermined
Parson Cistern	ME 222-030	Cistern	1920s-1930s	Undetermined
Free Black Community Structure 2	ME 222-031	Domestic	Documentary records, emancipation 1789, death of last occupant 1830s	Eligible
Free Black Community Structure 1	ME 222-032			
Black Chance Home	ME 222-033			

Source: May 2020 Inventory for the Growth Management Plan

Shipwrecks

Site Name	Site Number	Site Type	Periods of Significance	Nat. Reg. Status
Mary Agusta	ME 222-003	Wreck, schooner	02 July 1914	Undetermined
Empress	ME 222-004	Wreck, schooner	October 1891	Undetermined
"Industry"	ME 222-006	Wreck, packet	1790	Undetermined
Horace	ME 222-007	Wreck, bark	1838	Undetermined
Arundel Wreck	ME 222-020	Wreck, derelict	Pre-1900	Undetermined
Monastery Wreck	ME 222-021	Wreck, derelict	Pre-1900	Undetermined
Elia Clifton	ME 222-022	Wreck, schooner	Built 1872, wrecked August 17, 1882	Undetermined
Breakwater Wreck	ME 222-023	Wreck, vessel	Unknown, Brig Columbia (1818(?))	Undetermined
Carrie G. Crosby	ME 222-024	Wreck, schooner	Built 1869. Removed from ship registry 1893	Undetermined
Phyllis A	ME 222-028	Wreck, gill-netter	Built 1925	Undetermined

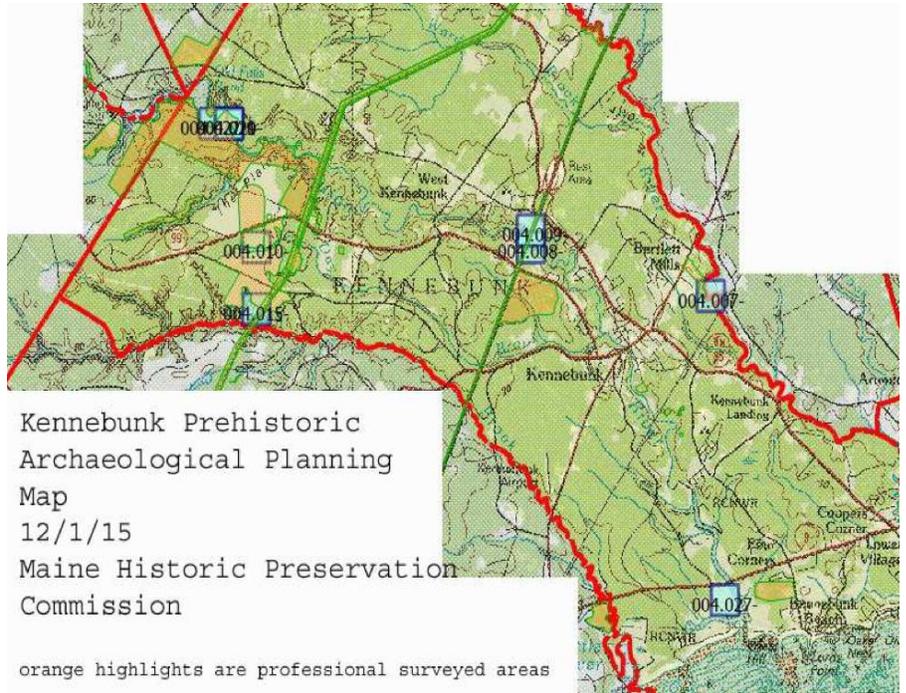
Source: May 2020 Inventory for the Growth Management Plan

(See Appendix for list of GPS Coordinates for additional archaeological sites per Kennebunk Historian, Kathy Ostrander Roberts)

Pre-Historic Archeology

Article 12 of the Kennebunk Zoning Ordinances permits the Historic Preservation Commission to request surveys of properties and sites thought to have historical significance, and Article 10, Section 3N addresses archeological sites stating "any proposed land use activity involving structural development or soil disturbance on or adjacent to sites listed on or eligible to be listed the National Register of Historic Places, as determined by the permitting authority, shall be submitted by the applicant to the Maine Historic Preservation for review and

comment. Developers must appear before the Planning Commission and/or the Site Review Board which will review applications for environmental plans and ensure that any construction or soil disturbance meets requirements involving possible pre-historic or historic archeological site. This also includes structures or sites enrolled in the National Register of Historic Places or are eligible for nomination to the register. Archaeology is often the only source of knowledge about prehistory and the largely undocumented lives of women, children, native, minority, immigrants and the poor.” According to the May 2020 Inventory for the Growth Management Plan (Dataset), nine prehistoric sites are known:

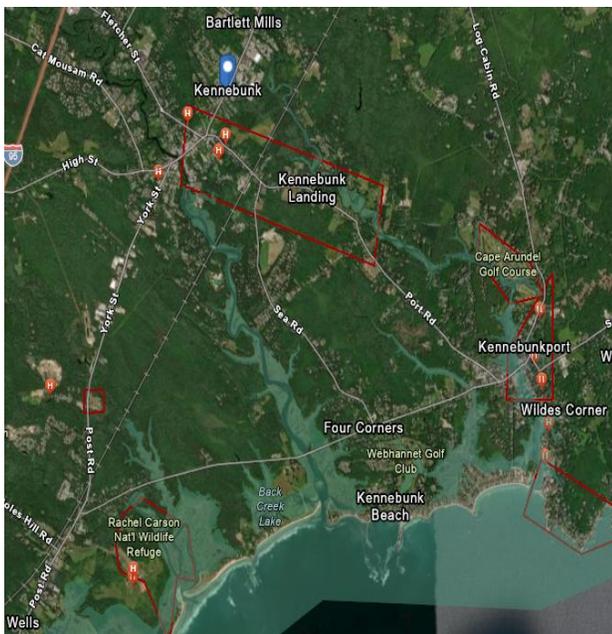


- Sites 04.07 through 04.10, 04.15, 4.19-4.21, 14.27 and 05.11.
- Site 04.09 was located in Turnpike right-of-way, and has been completely excavated by Maine Historic Preservation Commission.
- Site 04.10 and 04.15 located on the Kennebunk Plains.
- Other sites are located on Mousam River floodplain, three of which were discovered during survey for a Land for Maine’s Future conservation purchase.
- Site 4.27 is a historic report of a prehistoric site on an historic property, apparently destroyed by construction of formal gardens.

Threats to Historic Sites

As residential construction has increased within Kennebunk, in some cases that has meant the demolition of older homes to construct new homes. The cost of maintaining an older home can result in deferred care and neglect that negatively impacts building integrity, as well as the availability of appropriate materials to maintain original exterior aesthetics. The Town monitors development and construction to protect historic sites, but there is concern among residents for the historic atmosphere/culture of the town.

In assessing risk to historic and archaeological sites and structures, sea level rise storm surge with an increase of astronomical tides would pose the most substantial threat. Climate change resulting in extreme rain or ice



storms and winter weather can cause damage to historic homes and buildings that might not be immediately visible, but over time result in decay. The map to the left indicates how a 1.6 ft. rise in tides will impact historic areas along the Kennebunk and Mousam Rivers as well as beach shorelines. A survey of historic and pre-historic sites will help identify additional sites that may be at risk.

Additional Tidal Threat Maps depicting higher Astronomical Tides can be found at: <https://www.maine.gov/mhpc/home>

Goals, Policies and Strategies

State Goal:

- To preserve the State’s historic and archeological resources.

Local Goal:

- To conserve and promote Kennebunk’s unique identity and small town character by protecting the Town’s historic and archeological resources.

Policy:

- To manage growth and development in areas of historic significance to protect historic and prehistoric archeological sites or historic structures, including within the Historic Preservation Overlay District, and to promote an inclusive history of Kennebunk.

Strategies:

Timeframes: Short term = 0-3 years; Medium term = 3-5 years; Long term = 5+ years

Description	Timeframe	Responsible Parties
<i>Continue to require developers to take appropriate measures to protect known historic archeological sites and areas sensitive to prehistoric archeology, including but not limited to, modification of the proposed site design, construction timing and/or extent of excavation, via zoning ordinance</i>	<i>Ongoing</i>	<i>Required by Performance Standards</i>
<i>Continue to follow and update ordinances to remain in compliance with Maine’s subdivisions statute (30-A MRSA 4401-4407) recommending review of impact on “historic sites” (Section 4404(8), which includes both National Register listed and eligible buildings and archaeological sites and coordinate with Town Historian and the Historic Preservation Commission to ensure archaeological site protection</i>	<i>Ongoing</i>	<i>Required by Performance Standards</i>
<i>Continue to support the documentation, restoration, rehabilitation and protection of the Town’s historic architectural and archeological resources and promote the heritage of Kennebunk’s ancestral history to include indigenous and black historic assets, in collaboration with the Brick Store Museum</i>	<i>Ongoing</i>	<i>Historic Preservation Commission</i>
<i>Continue to support archeological research involving the Freed Slave Community site</i>	<i>Ongoing</i>	<i>Historic Preservation Commission, Town Historian</i>
<i>Consider public-private partnerships between the Town and owners of significant historic structures in order to assist the owners with the restoration/rehabilitation and maintenance of these structures</i>	<i>Ongoing</i>	<i>Historic Preservation Commission, Select Board</i>
<i>Review existing historic preservation ordinances and consider strengthening and clarifying the intent of the Kennebunk Historic Overlay District Guidelines and associated requirement for obtaining</i>	<i>Short Term</i>	<i>Historic Preservation Commission</i>

<i>a Certificate of Appropriateness</i>		
<i>Consider an amendment to Zoning ordinances to incent developers to re-use existing historic homes in re-development proposals located in growth areas, especially when they include affordable and/or workforce units</i>	<i>Short Term</i>	<i>Planning Board, Historic Preservation Commission</i>
<i>Discuss the feasibility of a comprehensive community survey of historic archaeological resources with the Maine Historic Preservation Commission</i>	<i>Medium Term</i>	<i>Historic Preservation Commission</i>
<i>Collaborate with Brick Store Museum and State Archeologists to assess need for a professional prehistoric archeological survey of the Mousam River's coastal area, with a goal to identify additional historical archeological sites and consider strategies to protect them</i>	<i>Medium Term</i>	<i>Historic Preservation Commission</i>
<i>Assess the benefits and potential cost and concerns related to expansion of the Historic Overlay District to include the Downtown</i>	<i>Medium Term</i>	<i>Historic Preservation Commission, Economic Development Committee</i>
<i>Re-establish the Cemetery Committee to continue to research and promote the inclusive heritage of Kennebunk history, with an annual budget for the care and work done on behalf of the cemeteries as well as to encourage creative solutions and partnerships to maintain the cemeteries and enhance their public benefits</i>	<i>Medium Term</i>	<i>Select Board</i>
<i>Review Town historic projects for submission to the Maine Historic Preservation Commission for consideration of Certified Local Government (CLG) Grant</i>	<i>Medium Term</i>	<i>Historic Preservation Commission</i>
<i>Support a youth outreach program in concert with Brick Store Museum for historic preservation and explore the possibility of a partnership with Kennebunk High School to accomplish this task</i>	<i>Medium Term</i>	<i>Historic Preservation Commission</i>
<i>Consider requiring Planning Board and Site Plan Review Board to incorporate maps and information provided by the Maine Historic Preservation Commission into the review process</i>	<i>Long Term</i>	<i>Planning Board</i>
<i>Consider a Town ordinance that requires all demolition permits for buildings 50 or more years old to be reviewed by the Historic Preservation Commission prior to issuance by the Code Enforcement Officer; incorporate this requirement into Subdivision Review Standards</i>	<i>Long Term</i>	<i>Select Board, Community Planning & Development, Planning Board</i>
<i>Work with the Maine Historic Preservation Commission to assess the need for periodic surveys of historic properties, to include "noncontributing" buildings within the Historic Preservation Overlay District</i>	<i>Long Term</i>	<i>Historic Preservation Commission</i>