Island Times, Aug 2002

Mary Lou Wendell

David Tyler

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Paddling to sea

For thousands of people around the country, the magic of ocean kayaking begins on Peaks

BY ARNE PEARSON AND MARY LOU WENDELL

The kayakers listen intently to their guides as they meet together under the protection of Over­set Island. Just around the point lies the risky realm of swells and breakers and tidal currents, a far cry from the kayakers’ distant homes on flat lands and flat waters.

After ten minutes of intense discussion they make their move. One by one they paddle out to sea, pushing through a small tidal rip and skirting the surf on Overset Island’s seaward shore.Triumphant, the kayakers will maneuver with ocean kayaking be­

One by one they paddle out to sea, pushing through a small tidal rip and skirting the surf on Overset Island’s seaward shore. and break for lunch on little breakers and tidal currents, far under the protection of Over­set Island. "Triumphant," the kayakers will say when they get back to the island.

Tom Bergh guides his kayak through the surf on the back shore of Peaks Island.

The Maine Kayaking Company was founded in 1986 by Peaks Island resident Tom Bergh. The business began with 12 boats but has grown dramatically over the years with the help of Bergh’s wife and business partner, June O’Neill. The company now owns about 150 boats and employs 25 people. MIKCO offers a wide variety of kayaking classes and guided trips down the Maine coast and to the Bay of Fundy, as well as more far-flung trips in Alaska, Scotland and Wales.

One of the major benefits of kayaking is that it is a low-impact sport that can be enjoyed by people of all ages and abilities. The company offers a range of programs for different skill levels and interests, from beginner classes to expeditions for experienced kayakers.

In its early years, MIKCO’s clientele were pretty much restricted to outdoor adventurers — people who were experienced in another outdoor discipline but wanted to try something new. Kayaking trips brought boaters to Penob­scot Bay and further Downeast for up to two weeks at a time. Bergh’s shortest trip back then was five days long.

But times have changed. As kayaking has found its way into the public’s consciousness, more and more people are discovering the joys of paddling. The company now offers a wide variety of trips, from day hikes to multi-week expeditions. The business has grown so much that it now operates out of a new building on the island.

In order to do the project, the city required the new building permit and hired a structural engineer before making the necessary repairs. The impact on Jones Landing was “huge,” said George Clark, the building owner. The restaurant, owned by Nancy Wright, only has 10 or 12 big weekends to make their season, Clark said. Wright referred questions about the incident to Clark.

"It could have been a lot worse," said Wright. "We got everything fixed as fast as we could.”

No fines were levied against Jones Landing, Adelson said. "They responded to our wishes to close down the deck. They complied with our enforcement action, and made repairs quickly."

Jones Landing is now restricted to having 140 people on the deck at any one time and must ensure that the deck had a capacity limit under the old permit.
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In Brief

Burglar hits Peaks Cafe

A burglar broke into the Peaks Cafe on the night of Saturday, July 13 and stole approximately $500. "They came in through the bathroom window," said cafe owner Lisa Lynch.

Lynch didn't discover the missing cash until the next morning, when she went to ring in her first customer of the day, who just happened to be one of the island's police officers. The police have not made an arrest yet, but they have some pretty good clues. The burglar left a full hand print on the bathroom mirror on the way out, Lynch said.

Only about $150 of the stolen money belonged to the cafe. The rest was cash from sales of the Island Directory and Sally Clark's soap products. Lynch covered those losses, and she had to spring for new locks and an alarm system. "It ended up costing us a ton of money," Lynch said.

The Island community has rallied behind the cafe, however. A number of people have left donations and supportive notes in the cafe's tip jar. "It's been very heartwarming in a lot of ways, even though we felt so violated at first," Lynch said.

-Arne Pearson

Ballfield torn up

If you've been in the ballfield lately, you may have noticed that the outhouse has been smashed in and the field has deep circular tire marks coming into the sod. Best assured, however, that the police plan to catch whoever did the damage.

"On July 24, officer Stephen Taylor responded to a call for damage to the ballfield without a license," Cady said. The crime is serious, however, that the police plan to catch whoever did the damage. "On July 24, officer Stephen Taylor responded to a call for damage to the ballfield and a vehicle being driven erratically," according to Sgt. Kevin Cady, a Portland Police Department spokesman. As a result of that call, "Edward Arntz of 21 Whitehead Street was summoned for operating a vehicle without a license," Cady said. The crime is still under investigation. So far, no one has been charged for the damage to the ballfield. Cady said. But Taylor's vigilance should lead to an arrest down the road," he said. "We'll charge someone for criminal mischief."

-Sally Lynch

Sail away

Two teams from the sailing program at the Trefethen Environmental Improvement Association took part in the Northeast Junior Sailing Olympic Festival, held off the East End Beach on July 30 and 31.

It's one of the big racing events of the season. "We train all summer for this," said Liz Rollins, the TEIA's sailing program director, who coaches the 420 team.

The TEIA team entered five boats into the 420 class and six boats into the Optimist class. The 420 class boats are 14-foot-long sloop-rigged boats, and the Optimist class boats are six-feet-long with just a single sail.

On July 30, Wesley Norton and Natty Richards won the only 420 race held that day in the beginner's fleet. On July 31, Torrin Hults and Chris Kamp finished fourth in a race, also as part of the beginner's fleet. On July 30, Taylor Norton finished second in an Optimist race.

Young people from the TEIA sailing program race every Wednesday all summer, as part of the Maine Interclub Race Circuit, Rollins said. But this event is different. "It's one of the few opportunities they have to sail with a really large fleet," Rollins said.

Members of the Optimist team were: Ian Carlson, Ryan Collett, Cooper Hoffman, Dexter Morse and Mason and Taylor Norton. The Optimist team is coached by Spencer Norton and Maggie Dinan.

-David Tyler

New teacher hired

School officials recently hired a new teacher for the Peaks Island School who will begin teaching first- and second-graders this fall. Tonya LaChance began her teaching career three years ago in Los Angeles, explained Barbara Hoppin, the school's principal. There she also taught first- and second-graders. The group of parents and others on the interview team were impressed with her, Hoppin said. "She had sent a video of her classroom and of herself teaching, and we just thought that was great."

LaChance is from Maine originally and had planned to return to Portland. Hoppin said she is thinking of living on Peaks. The school received 10 resumes for the position. Four candidates were interviewed, according to Hoppin.

-Mary Lou Wendell

Police patrol on bikes

Two of Peaks Island's eight police officers have switched in recent weeks from patrolling the island in the Police Department's cruiser to bicycles. "The officers on the island had proposed being more active in the community," said Sgt. Kevin Cady of the Portland Police Department. "As a result, the department has sent two bikes out to the island."

The two officers, Mike Rand and Stephen Taylor, attended a 40-hour police bike school class offered by the Maine Criminal Justice Academy in June.

Additional officers would like to patrol on bikes rather than in a vehicle, but they are required to attend the bike school beforehand. However, training sessions are not readily available. "Others will go as that training becomes available," Cady said.

The idea behind the bikes is that "community police officers are more accessible to the public," Cady said. "There's more of an opportunity to interact with the public. Also it's a great way to get around."

-Mary Lou Wendell

Explorer begins service

This summer the Portland Explorer began direct bus service to sites throughout Portland. The bus leaves the Portland Jetport please see IN BRIEF, page 7

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Guest column
Fair funding for education and reduced property taxes

BY SENATOR MICHAEL BRENNAN (D-PORTLAND)

Quality education for our children continues to be a top priority for the State of Maine. Unfortunately, we still face major problems in the way we raise and distribute funds for our public school system. In order to continue to have quality education for all Maine children, we must reform the school funding formula and create a stable source of revenue. For a variety of reasons, neither is an easy task.

In 1991, the state funded 50% of the cost of K-12 education. Today, even though Maine law calls for the state to fund 55% of the cost of K-12 education, the state's share for public education has fallen to 45%. Due to the reduction in the state's share of funding, municipalities have had to make up the difference through increases in local property taxes.

To compound the problem, service center communities like Portland and South Portland receive significantly less than 45% in state funding. South Portland receives approximately 15% and Portland receives approximately 25% of the cost of K-12 education. When distributing funds, the state's formula relies primarily on three variables: a community's total property valuation, median household income, and number of students. Property valuation is weighted 85% in the formula, and household income, a recent addition to the funding formula, accounts for 10%. Communities that have high property valuations and declining student populations generally receive less state funds.

The state refers to the funding formula as an "ability-to-pay" model. Ironically, service center communities often have high property valuations, but they do not necessarily have any greater ability to pay. As the former House Chair of the Education Committee, I supported efforts to address these issues, but we still have several problems with the way funds are distributed and the methods of financing K-12 education. Consequently, I have been working with State Representative Glenn Cummings, a member of the Legislature's Education Committee, to develop proposals that we believe will improve the formula and result in a fairer and more efficient distribution of funds for education in Maine.

In addition, we must also increase the total amount that the state invests in local K-12 education. In order to increase the state's share of K-12 education, we will propose legislation that would require the state to fund 55% of the share of education by 2005, 55% by 2007, and 60% by 2009. In order to meet these targets, the state will need to dramatically realign its tax policies by expanding its sales tax base and significantly reducing its reliance on property tax to fund education. We have suggested several options that could be used to meet the funding targets. They include:
- Asking voters on the November 2003 ballot to approve a 1-cent increase in the sales tax, estimated to raise approximately $150 million a year in new revenue, with 50% of the additional revenue used to expand the homestead property tax exemption and 50% used for education funding to communities;
- Expanding the current sales tax base by removing some current sales tax exemptions; and
- Seeking voter approval in November 2003 to allow municipalities the ability to establish a "local option tax" that would be dedicated solely to the funding of K-12 education.

Clearly, these proposals are far-reaching and may face opposition. However, I believe these changes are necessary in order to maintain quality schools without further burdening local property taxpayers.

Senator Michael Brennan (D-Portland) will introduce during the next legislative session. These proposals would simultaneously change the school funding formula and increase the overall funding for education.

Our proposals would:
- Calculate property valuation used to determine a school district's funding on a four-year average;
- Use a four-year average of student enrollment;
- Expand the median household income portion of the funding formula from the current 15% to 20% in fiscal year (FY) 2003-04, 25% in FY 2004-05, or, alternatively, adjust upward a school district's subsidy if the municipality meets federal guidelines for a "federally funded urban area;"
- Increase the state allocation to communities that have property tax exemptions that exceed 30% due to nonprofit and governmental organizations;
- Implement the Essential Program and Services with a weighted pupil methodology, a cost of education adjustment, and a calculation for determining subsidy other than average costs and
- Reward school districts with additional funds for developing and implementing plans for consolidation of either programs or schools.

We believe that these changes would distribute funds more fairly, while continuing to maintain a high quality of education. In addition, we must also increase the total amount that the state invests in local K-12 education. In order to increase the state's share of K-12 education, we will propose legislation that would require the state to fund 55% of the share of education by 2005, 55% by 2007, and 60% by 2009. In order to meet these targets, the state will need to dramatically realign its tax policies by expanding its sales tax base and significantly reducing its reliance on property tax to fund education. We have suggested several options that could be used to meet the funding targets. They include:
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2002 Peaks Island Road Race

BY DAVID TYLER

It’s the people’s race. That’s how race organizer Larry Dyer sees the Peaks Island Road Race, which took place on July 27. This was its 15th year. “The average runner can come out and have fun,” Dyer said.

Runners tell Dyer that the race is low-pressure with a family atmosphere. “I think the beauty of the race is that everyone roots for everyone else.” That’s one factor in the race’s enormous popularity. Another draw is the post-race lunch, cooked each year by the Peaks Island Lions Club.

This year 430 people signed up and 386 people finished the race. Over the last four years, the race has drawn over 400 people each year, Dyer said. The main attraction is the five-mile race, but there’s also a one kilometer kids race.

“People make it part of their vacation,” he said. “They like the island atmosphere. This year there were runners from as far away as Boston, Texas and San Diego, Calif. Many of the runners are from Massachusetts and New York. Of course there’s always a strong contingent of island runners, many of whom did quite well this year. Island resident Jeanne Hackett finished third of all the women who ran the race, coming in 16th place overall with a time of 32:09. Last year Hackett was the top woman runner.

When the People’s Beach to Beacon road race began five years ago, Dyer said he was worried it might doom the Peaks race, since both are held within a week of each other. “It didn’t hurt us at all – in fact our numbers are up,” he said. Dyer’s been organizing the race for the past 6 years, ever since knee problems kept him from running it himself. The race was founded by John Pearson and Sumner Wells.

Island young people did well, with Rebecca Tano finishing second in the 13-and-under girls division and Taylor Norton finishing second in the 13-and-under boys division.

Dyer said other islanders in the race included Jeanne Gulnick, who finished 49th with a time of 33:58; Mark Green who finished 51st at 34:07; David Stankowicz, who finished 174th at 40:28; Ralph Ashmore, who finished 194th at 41:26; Stanley Piewlock, who finished 293rd at 46:55; Barbara Schlichtman, who finished 328th at 50:16; Marsha Greenberg, who finished 358th at 53:59; James Popovich, who finished 359th at 53:40; and Marsha Greenberg, who finished 361st at 53:39.

The race is sponsored by the Peaks Island Lions Club, the Maine Track Club, the Casco Bay Island Transit District and Coca Cola. Peaks Island officers from the city’s police department also helped out with running the race, Dyer said.

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### Community Survey Results

How important is it to you that the following services be available on Peaks?

<table>
<thead>
<tr>
<th>Health Center</th>
<th>Elementary School</th>
<th>Tax Service</th>
<th>Child Care</th>
<th>Senior Services</th>
<th>Home Health Services</th>
<th>Mental Health/Substance Abuse</th>
<th>Prevention Programs</th>
<th>Before/After School Care</th>
</tr>
</thead>
<tbody>
<tr>
<td>Essential</td>
<td>Important</td>
<td>Important</td>
<td>Neutral</td>
<td>Unimportant</td>
<td>Important</td>
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<tr>
<td>63%</td>
<td>18%</td>
<td>13%</td>
<td>4%</td>
<td>1%</td>
<td>7%</td>
<td>7%</td>
<td>1%</td>
<td>2%</td>
</tr>
</tbody>
</table>

The results from one of the island survey questions.

13 percent said mental health and substance abuse prevention programs.

Residents were asked what is the biggest threat to the quality of life on the island, and were allowed to check strongly agree, agree, neutral, disagree, and strongly disagree on 10 issues. In the strongly agree category, 51 percent said the problem is too many vehicles and traffic issues, 49 percent said it is development and new housing starts, 24 percent said it is wildlife imbalance, 23 percent said it is noise, 19 percent said it is hazardous waste, 18 percent said it is too many bright lights, 16 percent said it is harbor pollution, 14 percent said it is ground water pollution, 13 percent said soil pollution and 9 percent said it was air pollution.

Residents were asked their opinions about a list of 23 new services or facilities for the island. The responses in the strongly agree category were as follows: 42 percent for more paved roads, 32 percent for more open space, 30 percent for parking at the ferry landing; 32 percent for more alternative transportation courses; 12 percent for an outdoor ice skating rink with a maintained surface; 16 percent for more benches in public; 14 percent for tennis courts; 13 percent for more adult education courses; 12 percent for an outdoor pool; 10 percent for a sledding/snowboarding hill; 8 percent for expanded post office hours; and 7 percent for more paved roads. The satisfaction level with city services could also be registered, ranging from very satisfied to very unsatisfied. The following responses are from the very satisfied category: 39 percent for emergency medical services; 38 percent for fire protection; 33 percent for law enforcement; 29 percent for public works; 17 percent for education and 16 percent for parks and recreation. The entire survey is available at the public library on Peaks Island.

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On the edge

BY MARY LOU WENDELL

Kids on Peaks Island once were optimistic that the city would create a skateboard park for them. After seeing little movement on that front, young islanders are resigned to skateboarding downtown where the island's roads are smoothest, and where they risk having their skateboards taken away by the police. So why do they do it? "It's exhilarating," says Torrin Hults. Here are some skateboarding moves: An Ollie is getting the board off the ground. A 50/50 is when your wheels are half up and half off a surface. And a heel flip is when you flip the board using heel momentum.

Skateboarders, clockwise from upper left: Dicky Newcomb, Robert "Bubba" Walsh, Torrin Hults, Paul Gross, Torrin, and Jack Niles. Photos by Mary Lou Wendell
This 'n' That
by Ceiva & George Rosol
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ACROSS
1  Dirt roads, relatively speaking
2  '1965 March starting point
3  State capital
4  Young hotel resident of fiction
16  Anti-oxidant
17  First to be invited to parties
18  Fell for
19  Kind of medicine
21  First of doce
22  Lobster trap or cooker
23  Balkan native
24  Font characteristic
26  Was contrite
30  Fertilizer component
32  Some chests
34  Overtook
37  Long-nosed quadrupeds
38  Old-time spear carrier
39  Fell for
40  Woof partner
41  Layers
42  Opposites of yeps
44  First lady and namesakes
48  Scot's denial
49  Cary Grant facial feature
50  The Wright stuff
56  Get _ _ !
57  Chad lane

DOWN
1  Often stalled
2  Justice of the Peace?
3  Tourist 'traps'
4  Wallach or Whitney
5  Personal "traps"
6  '1924 Headline
7  First to be invited to parties
8  Your life!
9  Abroad magazine
10  Type of cloth favored in warm climates
11  Overlook
12  Italian wine region
13  Belonging to the Greek goddess of youth
15  Computer key
16  Aura suffix
17  First to be invited to parties
18  Bridge builder's deg.
19  William Tell's home
20  Election conclusion
21  First of doce
22  Lobster trap or cooker
23  Balkan native
24  Font characteristic
26  Was contrite
30  Fertilizer component
32  Some chests
34  Overtook
37  Long-nosed quadrupeds
38  Old-time spear carrier
39  Fell for
40  Woof partner
41  Layers
42  Opposites of yeps
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Solution to last month's puzzle
PADDLE, from page 1

more regular folks have found their way to MIKCO. Now, in addition to hard-core kayak enthusiasts and Maine Guide trainees, the outfit teaches and guides everyone from kids to corporate executives to honeymooners. And people no longer have the kind of time they had in the old days, Bergh said. Now the longest trip MIKCO offers is five days.

The competition has picked up at the same time. When Bergh helped found the Maine Association of Sea Kayak Guides and Instructors in the mid-90s, there were only six kayaking outfits on the coast of Maine. As of this spring, there were 44, most of them between Portland and Mount Desert Island.

One of the things that keeps MIKCO competitive is that their guides are highly experienced. While the outfit easily attracts beginners, the guides have the skills to keep more advanced kayakers coming back year after year. MIKCO’s guides, including Bergh, have kayaked all over the world. "If you’re sea kayaking, I think you should measure yourself by the seas of the world, not by between here and Portland.”

- Tom Bergh, co-owner of Maine Island Kayak Company

Spring, 2002

Maine Island Kayak Company students approach Overset Island in Casco Bay.

Photo by Arne Pearson

Ocean School moves beyond simple kayaking and seamanship to address human relationships with the environment,” Bergh said. Students spend five days on Casco Bay, studying the Gulf of Maine’s natural and social history in addition to developing their paddling skills.

But for some, part of the attraction of going out on the ocean in a small boat is just the sheer adventure of it, along with the challenge that comes from paddling in constantly changing conditions of fog, wind, seas and tide.

People think that all the action is on rivers and the sea is flat,” Bergh said. “But the largest rapids in the world are on the sea.”

In keeping with that philosophy, MIKCO offers an Ocean School program that focuses on marine and environmental science. “The kayaking community is more sensitive to the environment because we’re closer to it,” Jennings said. “We’re not zooming by on our jet skis.”

- Will Jennings, of Iowa City, Iowa

"The kayaking community is more sensitive to the environment because we’re closer to it. We’re not zooming by on our jet skis."

Contributions and membership dues are used to purchase lands and provide appropriate land management. We also work with the City, State and individuals to preserve open space through conservation easements and gifts of land. Please join us in this important effort.

Peaks Island Land Preserve seeks to preserve and protect open space in its natural state for the use and enjoyment of islanders and visitors.

For more information on Maine Island Kayak Company, call 207-766-2373 or 800-796-2373. You can also visit them on the web at www.maineislandkayak.com.
In Memoriam

Peaks Island mourns the loss of Elizabeth Ann Morrison Alves, who died unexpectedly June 29, 2002. Mrs. Alves, 65, raised nine children on the island: A.J., Jeanie, Bunny, Jerry, Nina, Chris, Fran, Joe and Marcy. Many of them still live on Peaks. Mrs. Alves was much-loved on the island and was known for her readiness to take in kids from troubled homes. "At the funeral, it was standing room only," said her daughter, Jeanie. "It was really touching to see the outpouring of people." "She was like a mother to us all," said Terry Mulkern.
Jeanie would like to offer a special thank you to Anne Sibley O'Brien and Faith York, who sang hymns and Irish songs at the gathering after the funeral.

Elizabeth Ann Morrison Alves

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Mapping the island

Plotting the island involves more islanders than you think

By David Tyler

There’s no reason to ever get lost on Peaks Island again.

That’s because two new maps of the island will soon be available.

Peaks Island resident Alfred Wood, an illustrator and graphic designer, created one map that is already for sale.

A second map will be available this fall.

Island residents Angela Faeth and Steven Bushey, of Map Adventures, along with Will Mitchell, of Mitchell Geographics Inc., are creating a map, working with other island residents.

This flurry of mapping was triggered by the large number of mapmakers who live on the island. “We came out here, and Steve was so funny. He said, ‘I’ve found a vortex of geographers on this island,’” said Faeth. The two moved to Peaks Island from Stowe, Vermont a year-and-a-half ago.

The two new maps have different purposes.

Alfred Wood’s map is on sale now.

Housing, from page 1

VOA, which will also run the senior housing part of the complex and own the building.

The health center will sign a long-term lease with the VOA for its proposed new space at a nominal fee.

The senior housing part of the center would be 11,771 square feet and the new health center, 1,673 square feet.

Preliminary plans and a rendering of the building’s exterior have been on display at the island community center and can be viewed at the city’s Planning Department Office, on the fourth floor of City Hall. The VOA refused to provide copies of those documents to the Island Times. “For us to release plans right now would be premature,” said Julia Wilcox, the VOA’s director of programming.

One concern brought up by abutters in their letter is that the size of the complex was based on the H10D grant and not based on need. Planners said the proposal was based on almost 50 percent of island requirements.

Volunteers of America and the housing committee distributed surveys at the library, the post office and the store. “The response was an overwhelming yes,” states the information sheet. “We had also heard many stories of seniors who had moved off the island unwillingly due to the lack of affordable senior housing. ‘Because it is a HUD project, however, the housing cannot be restricted to islanders. ’

Wilcox said the housing committee and the VOA worked with island residents and the Maine Housing Authority to come up with the number of units for the senior housing. “I haven’t heard a lot of concerns about the size of the senior complex,” she said.

When he bought his property, Hults said he knew that senior housing was planned for the island, but he was surprised when the health center was added, although he understands why. “I think it makes sense to have some type of health center adjacent to the elderly housing,” Hults said. “I see why they’re doing it – it’s just the scale of the things that go beyond what anyone that I have talked to has anticipated.”

The Peaks and Island Health Center is now in the process of hiring a health center staff and clients. They fear that expansion will not be enough for all the senior housing residents and their guests.

Both Hults and Faeth agree that a too-small lot will force those visiting the complex to park in the street.

According to Wilcox, earlier plans called for 17 spaces. Six of those spaces were in the back of the building. “The response from the housing community was that there should be more spaces, so we took six off and are left with 11,” Wilcox said.

Wilcox also said she does not think the city is recommending any improvements to the streets near the center.

Hults said he wrote the letter to the Planning Board out of frustration that planners weren’t listening to his concerns. “I think the abutters meetings are pretty much pro forma,” he said. DiScala agreed that she did not hear the abutters listening to the issues abutters have raised.

Hults also said that property owners ought to be able to rely on city zoning when they purchase land. “When that’s superseded, what recourse do we have?”

Island Administrator Thomas Fortier said he can understand that abutters will be concerned about a project in their backyard. But he believes officials have been very attentive to residents’ concerns on this project.

“I personally think that there has been a significant amount of public process, and an overwhelming majority of Peaks Island residents are in favor of the project,” said Fortier.

Garman, who was on the search committee for a new Casco Bay Island Transit District terminal, also said there has a lot of public input. It was his wife who began the push for affordable senior housing on the island. He took over as chairman of the housing committee when she died. Four and a half years ago. “It’s been a long process, but I guess the nice part of it has there been a lot of grassroots involvement from the start.”

Mapping and Cartography

Maps are a means of conveying information in two dimensions, whether that information be geographic or non-geographic. They are a form of visual representation and are often used to communicate complex data in a more accessible format. Mapping can be used to represent a wide range of topics, from natural phenomena to human activities, and it plays a crucial role in various fields such as urban planning, environmental science, and social sciences.

The process of mapping involves several steps, including data collection, data processing, and cartographic design. Data collection can involve field surveys, aerial photography, or satellite imagery. The data is then organized and analyzed to identify patterns and trends. This information is then used to create maps that are tailored to the specific needs of the user, whether it be for navigation, education, or research.

Mapping is a dynamic field that is constantly evolving with advancements in technology. New mapping techniques and tools are being developed to improve the accuracy and efficiency of mapping, while also making the process more accessible to a wider range of users. As such, the ability to create and interpret maps is becoming increasingly important in today’s world.