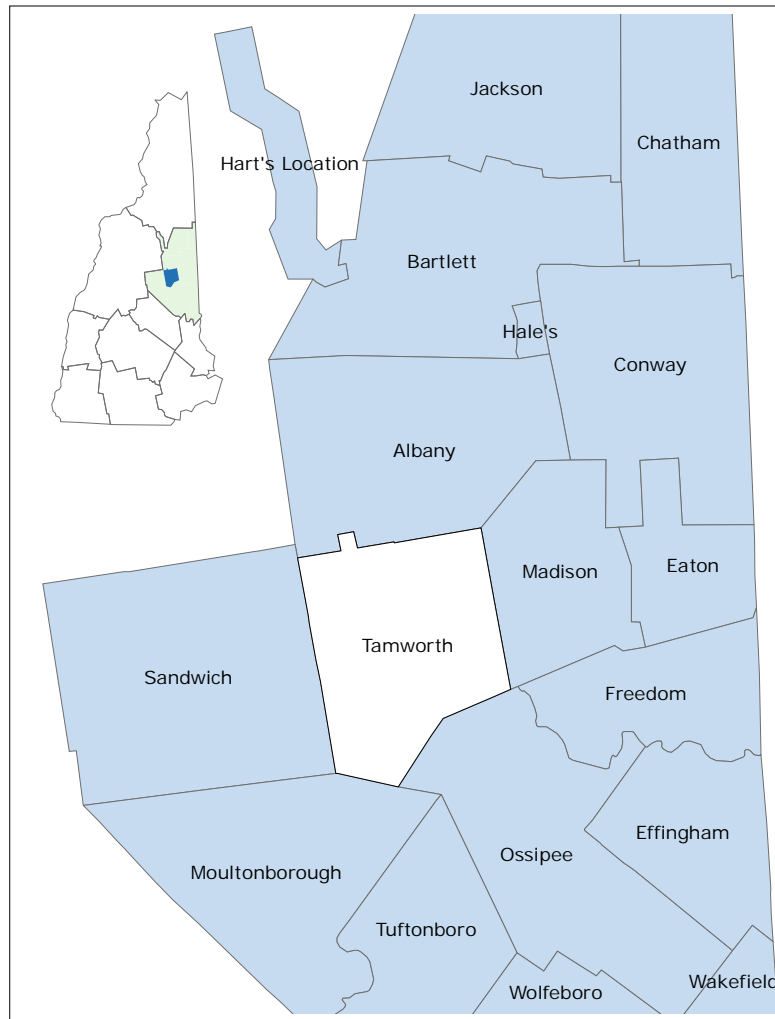


# Chapter XIII

## Regional Concern



"I do not believe in the doctrine of the greatest good of the greatest number. The only real, dignified, human doctrine is the greatest good of all."

*~Mohandas Gandhi*

## Chapter XIII

### Regional Concern

A town's master plan must address both topics within the town that pose concerns to the larger region, and also matters where the region presents concerns for the future of the town.

#### 13.1 LOCATION

Tamworth is in the central part of Carroll County. It is located at the northern end of the Lakes Region and the southern edge of the White Mountains. It is included in both the Lakes Region Planning Commission (LRPC), the Greater Ossipee Area Chamber of Commerce, and the Mount Washington Valley Chamber of Commerce.

Tamworth is bounded by Albany to the north, Sandwich to the west, Moultonborough and Ossipee to the south, and Madison to the east.

The area called Wonalancet lies within the towns of Tamworth, Albany, Sandwich and Waterville Valley.

#### *Regional Boundary Issues*

While Wonalancet is most often considered part of Tamworth, there are actually four different towns whose borders meet in that vicinity: Albany, Sandwich, Tamworth, and Waterville Valley. Therefore, no action taken by Tamworth alone can adequately address concerns of that neighborhood.

West Ossipee is not in Tamworth, but it is so close that any changes there have a major impact on the south east corner of Tamworth. In 2002, LRPC held a charette to create a 20-year vision for the development of West Ossipee. While citizens from Madison and Tamworth attended, they did not have a recognized role in the process. A roundabout was proposed for the intersection of Routes 16 and 25, and moving the intersection of Route 41 to be opposite Route 25 was considered. Both would have significant impacts on transportation patterns in Tamworth and Madison. For various reasons nothing came of the plans, but it was unfortunate that the process did not recognize potential regional impacts.

"I am I plus my surroundings  
and if I do not preserve the latter,  
I do not preserve myself."

~Jose Ortega Y Gasset

## *Transportation*

There are two Class I roads running through Tamworth. Route 16 is the major north-south route in the eastern part of New Hampshire, and runs through the eastern part of town. Route 25 runs east-west through the southern part of town, just south of the Bearcamp River, following a route that has been used for the past 10,000 years. Routes 113 and 41 are Class II roads running into Madison to the east, and Routes 113 and 113A are Class II roads that run into Sandwich on the west.

In the mid 1990's, NH DOT conducted the Route 16 Corridor Protection Study, integrating transportation initiatives with land use planning. The Chocorua Village Safety Project came about in response to issues identified by that. The chronic traffic jams in Conway have a widespread impact. They routinely stretch into Albany, but don't yet reach Tamworth. The Sunday afternoon traffic jams, caused by the stop light in West Ossipee, do regularly back up for miles into Tamworth. Because of the inadequacy of funding for the state's 10-year highway plan, these problems will not get resolved or addressed without considerable political pressure. Cooperation among all the towns in the region would help raise the priority of solving these regional traffic problems.

There is currently no mass transit available in Tamworth either for local or regional transportation and trips. The Concord Trailways bus stop in Chocorua Village was eliminated after the Chocorua Village Store closed in 2003. The closest bus stop is in West Ossipee. North Country Transit has proposed establishing bus links between Conway and Wolfeboro, West Ossipee and Laconia, but has yet to find funding. Private organizations such as the Tamworth Caregivers provide transportation to those in need, to and from medical appointments and other necessary trips. Having mass transportation available to people in Tamworth would not only attract people to the area but would also provide the necessary link to get more people to work in the region.



*"Plans are only good intentions  
unless they immediately degenerate into hard work."  
~Peter Drucker*

## 13.2 NATURAL RESOURCES

Natural Resources don't observe political boundaries. The New Hampshire regulatory process allows different municipalities sharing the same resource to have completely different regulations or no regulations at all. This presents some challenges, which are regional concerns for all of us depending on the resources, including the aquifer and open space.

### *Aquifer*

As detailed in the Natural Resources chapter (Chapter 8), much of Tamworth sits atop the Ossipee Aquifer, the largest stratified drift aquifer in the state. The aquifer stretches from Bartlett, New Hampshire to Saco, Maine. Stratified drift aquifers are high-yield aquifers that can recharge quickly with rainwater and snow melt, but they are also vulnerable to easy contamination. The Ossipee Aquifer is the source of drinking water for dozens of towns in New Hampshire and Maine. Protection of water quality is a regional concern.

Figure 13.1 shows the location of the aquifer and current buildings in Tamworth. Since we live over the aquifer, and most of the houses in Tamworth are already built directly over it, it's too late for land conservation as a strategy for drinking water protection. Land use regulations, which restrict potential contamination sources, are required.

### *Open Space*

Tamworth is fortunate to host Hemenway State Forest, White Lake State Park, and the conservation lands around Chocorua Lake. These areas are all regionally important open space destinations. Any planning actions should insure that those areas continue to be well protected and accessible to benefit residents and visitors alike.

Tamworth also contains trailheads that provide access to the White Mountain National Forest and Sandwich Range Wilderness Area. The NH Forest Service uses a 10-year management planning cycle and solicits comments and input from stakeholders. Tamworth should take advantage of this process, and voice any town concerns during the next planning cycle.

As documented in the Recreation chapter (Chapter 10), there are extensive networks of trails in Tamworth, used by cross country skiers, hikers, mountain bikes, and snowmobiles. These trails are on public and private land and are maintained by a variety of organizations. They represent a considerable investment of public and private energy and funds to provide public access to open space, which benefits residents and visitors alike. Preserving these trail networks is a high priority.

### 13.3 ECONOMIC IMPACT

Tamworth is highly dependent on other towns in the region for employment opportunities. The 2000 census showed that 70 percent of Tamworth workers commuted out of town for work. Tamworth residents also depend on sources outside of town for shopping. Only 18 percent of survey respondents do more than one quarter of their shopping in town. We are dependent on regional facilities for the high school, hospitals, transportation, and many other aspects of life. If all of those facilities had to be provided within Tamworth's borders, we could not retain its rural character. Tamworth is highly dependent on regional economic forces.

Tamworth also serves as a seasonal home to many. The 2000 census listed 32% of houses in Tamworth as seasonal homes. Many who are employed locally depend on tourism and part-time residents for their livelihood. While tourists and out of town owners don't vote locally, they can vote with their feet if circumstances change. Keeping the aspects that make Tamworth an attractive destination is an important economic priority.

### 13.4 PLANNING

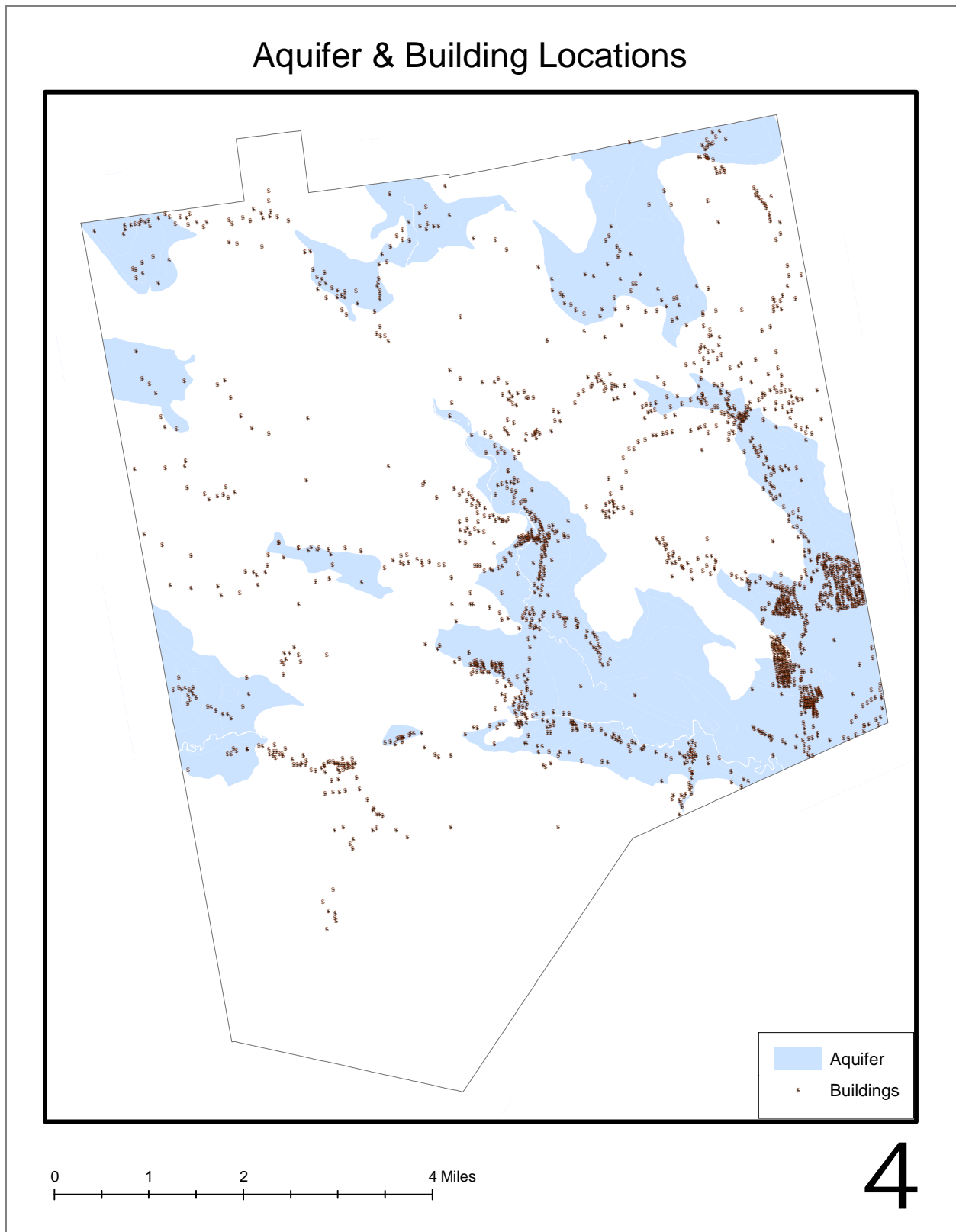
The Tamworth Planning Board is responsible for land use policy within the town, but they must consider the regional impacts of any decision. RSA 35:54-57 requires any land use board to consider the potential regional impact of any application. The Tamworth Planning Board has noticed other towns and regional planning commissions of public hearings for several controversial development proposals. The RSA requires that if there is any doubt about regional impact the decision should be made to include potentially affected towns.

Because Tamworth doesn't have zoning, it attracts certain development proposals that would not be permitted in other towns in the region. This creates a source of concern for our neighbors. The planning board has an obligation to take these concerns into account.

In 2007 the Ossipee Watershed Coalition published a Natural Resource Planning Guidebook, containing a series of model ordinances for consideration by planning boards in the region. For natural resources that aren't contained by political boundaries, effective protection requires consistent regulations. It is recommended that the model ordinances be evaluated for adoption in Tamworth.

"Responsible planning is a creative art using data from the past and knowledge of interrelationships to create new and better communities for the future."

*~ Larry Gerckens*

**Map 13.1 Aquifer & Building Locations**