

Save the Date -- Feb 25

WE NEED YOUR HELP NOW !!!

Train Mountain has applied to Klamath County to create a new Train Park Zone that

- 1) allows TM to create about 50 lots of 2+ acres for a Train Connected Community on the west side of Railroad Ridge, and
- 2) allows TM to conduct the Train Park Support activities it needs as permitted land uses as opposed to non-conforming or conditional land uses which have more limits.

SEND EMAILS

Please send an email supporting the Train Mountain Application. The email should go to Mark Gallagher, Planning Director...

mgallagher@co.klamath.or.us Sample Text is:

Dear Mr. Gallagher,

I am writing to support Train Mountain's application to allow a Train Connected Residential Community for volunteer workers and to allow the activities necessary to support the Train Park.

Sincerely,

If you have volunteered at TM, talk about that. If you think about having a place at TM and building a life that includes working on TM, talk about that. And talk about why Train Mountain is important to you.

Oregon land use law allows a County to approve residential development on Resource Lands (TM is Forestry) outside a designated Urban Growth Area (like Chiloquin) to house Workers for an established Economic Activity. Here we are creating housing for Volunteer Workers that will help Train Mountain.

ATTEND THE HEARING -- We need to fill the room with supporters.

The proposal will be heard by the Klamath County Planning Commission and Klamath County Commissioners on Tuesday Feb 25th at 6:00pm in the Klamath County Government Center, 305 Main Street, Klamath Falls, Oregon.

**THIS IS VERY IMPORTANT TO TM
SEND AN EMAIL
ATTEND THE HEARING**

**FREE
OPEN HOUSE MEET
Sat Feb 22 to Tuesday Feb 25**

Train Mountain invites members and non-members to a Free Open House Meet. The Meet will end with the planning commission hearing at 6:00pm on Tuesday Feb 25.

In the Hearing we are asking Klamath County to:

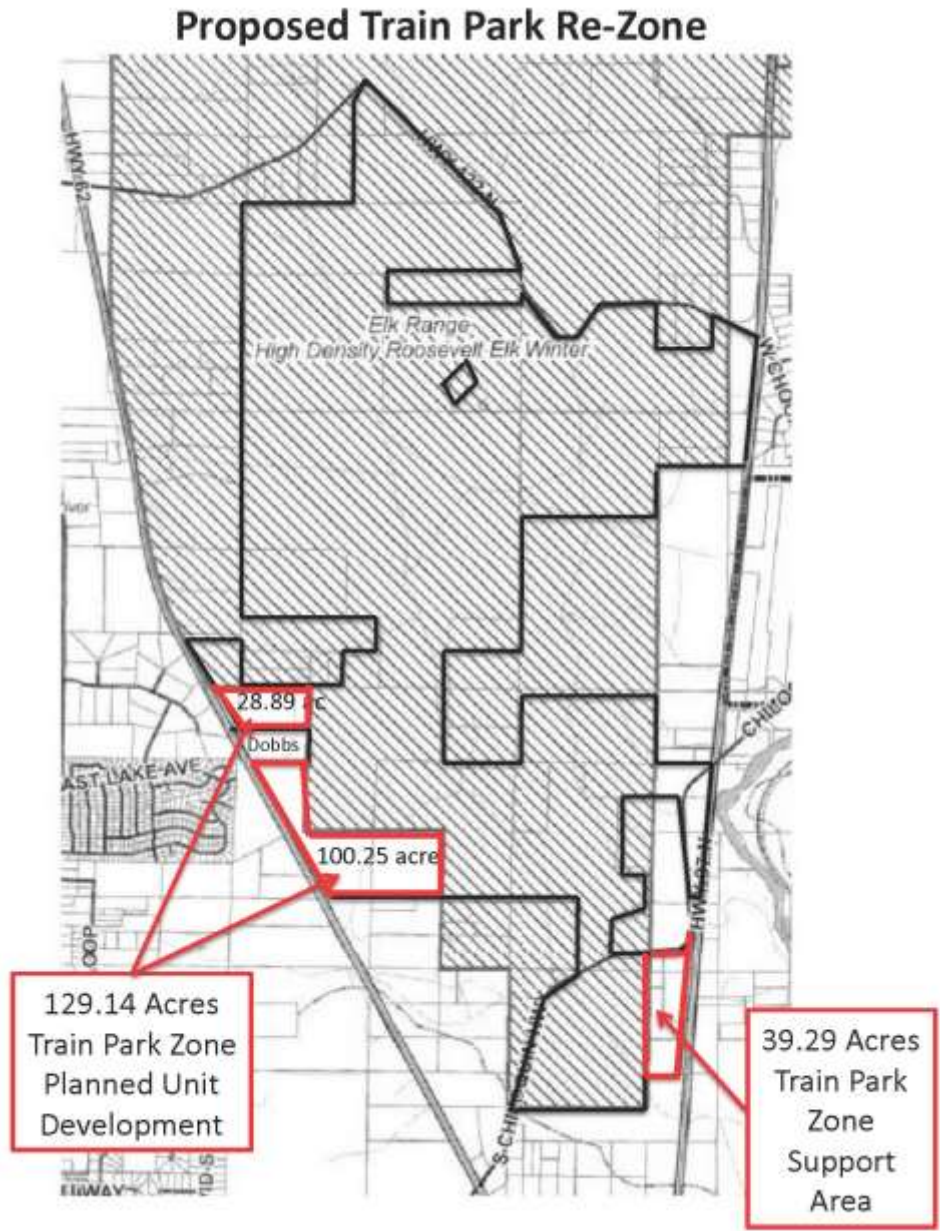
1. Amend the Klamath County Comprehensive Plan
2. Amend the Land Development Code by adding a new Train Park Zone.
3. Allow Planned Unit Developments in the Train Park Zone.
4. Allow a 129.14 acre Track connected residential development.
5. Allow a 39.29 acre Train Park Support Area.

This is a first step. It will be followed by these steps:

1. Re-plat 2 deeded lots to create a 100.25 acre lot to be rezoned.
2. Rezone the 129.14 acres and 39.29 acres to the new Train Park Zone
3. Approve the Planned Unit Development. As part of this, Train Mountain will contract with Klamath County to assure that 10 acres per approved Dwelling Unit (with a minimum of 400 acres) will be protected forever from development by a Conservation Easement... for 50 lots, 500 acres.... enough to protect Steiger Butte which is visible all over northern Klamath County.
4. Update the Train Mountain Master Conditional Use Permit.

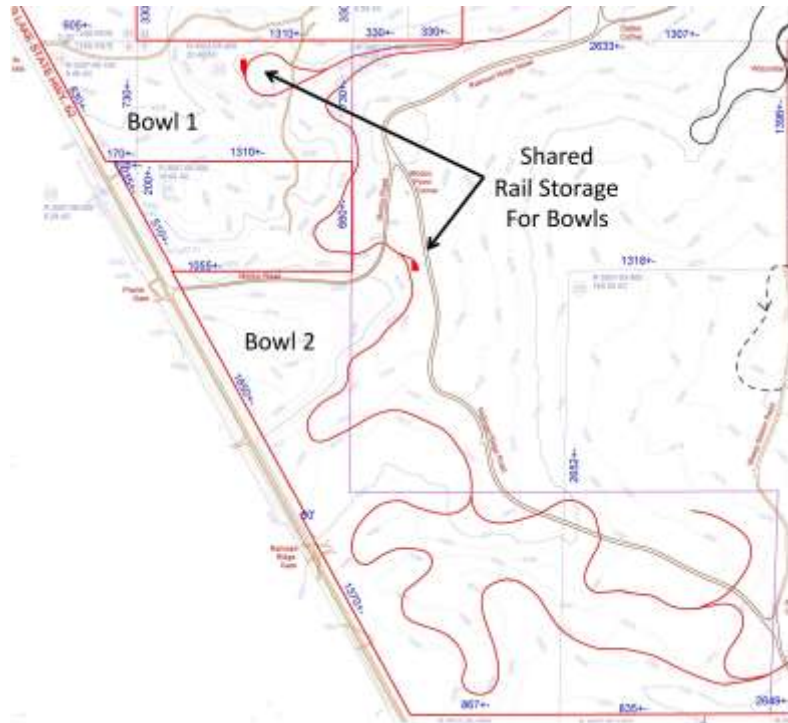
The New Train Mountain Community

Most of Train Mountain is covered by an Elk Overlay that restricts development. The proposed Train Park Zone is outside the Elk Overlay.



The proposed zone requires Train Mountain to use a Conservation Easement to set aside 10 acres for each dwelling unit created... with a minimum of 400 acres set aside. This would be enough to preserve Steiger Butte. The Conservation Easement would allow track in the conservation area.

Bill Shepherd and John Black roughed out where the mainline track could go. There are two bowls that are difficult to get track into. This Sketch shows no track going into the Bowls and suggests 2 shared railroad shops where houses in the Bowls could keep their trains.

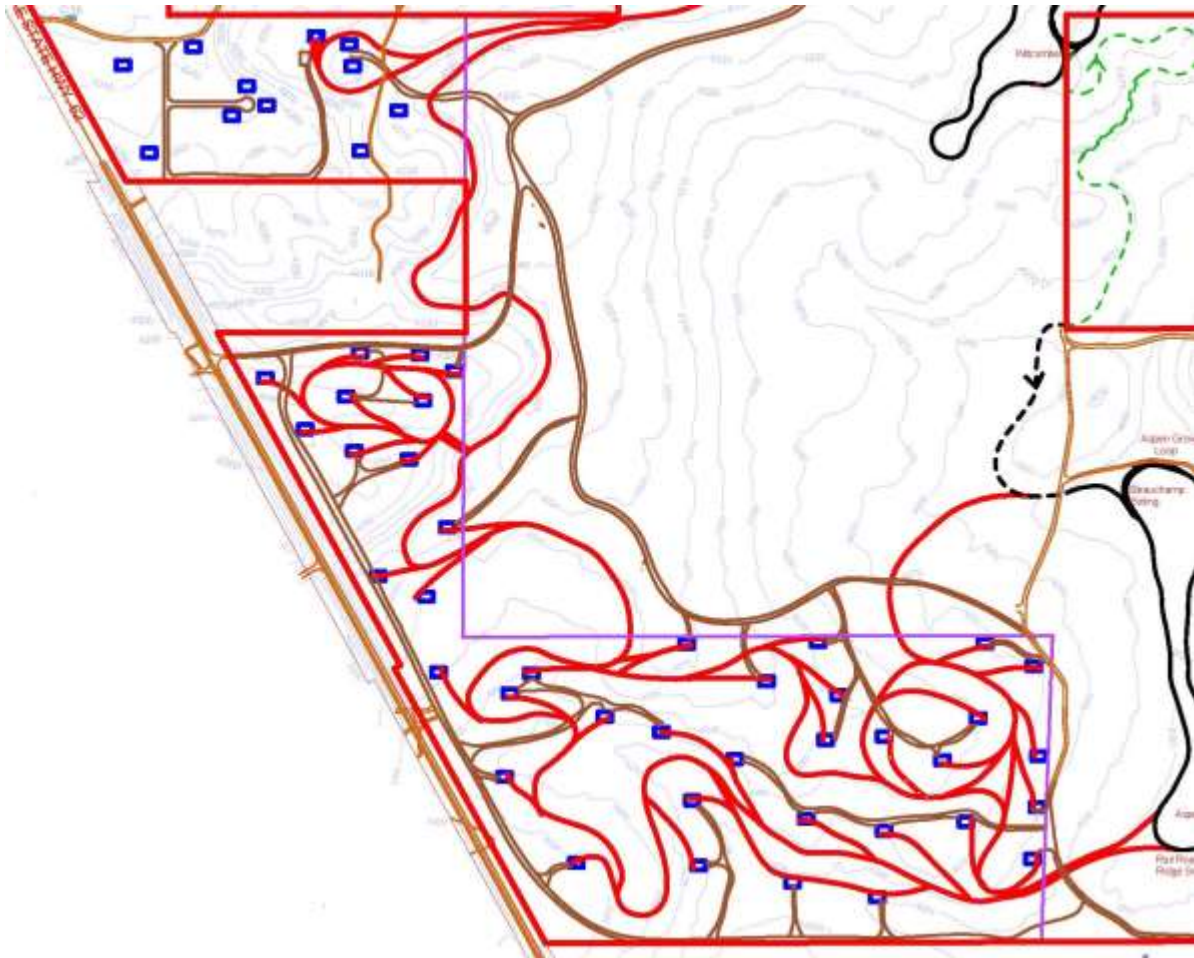


It will take about 2 miles of track to get into the 2 Bowls. This Sketch shows track going into the Bowls.



This Third Sketch assumes:

- Shared Train Storage on Bowl 1 (northern bowl)
- An Incline Lift to get to track in Bowl 2 (will this work?)
- A Scenic Corridor 100' each side of mainline track
- 50 homes on 129 acres.
- 500 additional acres preserved with Conservation Easement
- Trains back into the homes.
- Only roads serving 3-4 homes cross the tracks, except in 2 places.



The design is far from final. Oregon Institute of Technology students are going to work on optimized designs for us to think about. Stay Tuned.

It will be at least a year before lots are for sale. After the County approves the Train Park Zone, Train Mountain needs to re-draw some property lines, apply to rezone the land to the newly created Train Park Zone, design a planned unit development and get it approved, and then Train Mountain will probably build the mainline track. No pricing can be set before we know the design and costs.

The Train Park Support Area

The Train Park Support Area hosts the following land uses:

Central Station :

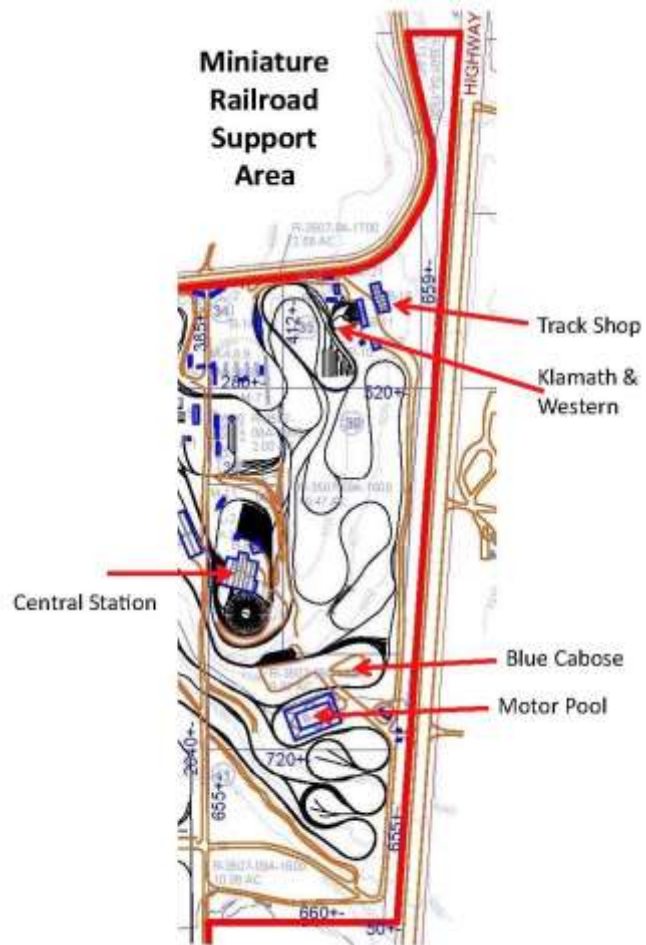
- Meeting Hall
- Guest Rooms
- Kitchen
- Library
- Museum Store
- Office Space
- Wood Shop

Blue Caboose Campground
where visiting volunteers stay

Track Shop
Building Track and Switches

Motor Pool
Maintaining Vehicles &
Construction Equip.
Wood Shop
Metal Shop
Storage
Laundry
Restrooms
Showers

Klamath & Western Public Rides
Train Storage
Restrooms



The area also hosts the outdoor display of full sized railroad equipment, model buildings, train storage buildings, and a train fueling area.

The present Forestry zone does not allow most of these uses. The Train Park cannot exist without these functions. Train Mountain needs this area zoned to allow the needed Train Park support activities.

In the future we may want to move the Track and Switch Shop to the Motor Pool and convert the existing Track and Switch Shop to a starter museum, better museum store, and an area that Klamath and Western can hold public events. To do that and fix up Blue Caboose, we need better zoning.