



SKETCH PLAN APPLICATION

TOWN OF ULYSSES PLANNING DEPARTMENT

INSTRUCTIONS: Complete form, sign, and date.
See applicable application packet for all required checklist items.

CONTACT INFORMATION					
APPLICANT	SHAWN RITCHIE / FLX TRAM				
ADDRESS	2052 O'NEIL RD				
CITY	MACEDON	STATE	NY	ZIP	14502
PHONE	(315) 986-1937	EMAIL	SRITCHIE@ANKOM.COM		
OWNER	DEENA CROSSMORE				
ADDRESS	1125 TAUGHANNOCK BLVD.				
CITY	ITHACA	STATE	NY	ZIP	14850
PHONE	(607) 351-3569	EMAIL	DGXMORE@GMAIL.COM		
PRIMARY CONTACT: ☒ APPLICANT ☐ OWNER ☐ OTHER, PLEASE SPECIFY BELOW					
NAME					
PHONE		EMAIL			

PROJECT SITE INFORMATION	
ADDRESS	1125 TAUGHANNOCK BLVD, ITHACA, NY 14850
PARCEL NO(S)	31.-2-16

PROJECT INFORMATION	
PROJECT NAME	CROSSMORE TRAM
PROJECT DESCRIPTION	INSTALL APPROXIMATELY 50' AT 50 DEGREE OF FLX TRAM SYSTEM THAT WILL ALLOW 1-4 PASSENGERS TO TRAVEL FROM AN UPPER PARKING AREA TO THE HOUSE LEVEL, ENDING AT THE WATER LEVEL. INCLUDED ITEMS WILL BE ALUMINUM TRACK, HOIST STATION, CARRIAGE, CABIN AND ELECTRICAL CONTROLS
VALUATION	

Authorization: I am the owner or am authorized by the owner to sign and submit this application. I certify under penalty of perjury of the laws of the State of New York that the information on this application and all information submitted herewith is true, complete, and correct.

SIGNATURE	Shawn Ritchie	DATE	1/9/25
PRINT NAME	Shawn Ritchie		
CITY, STATE	Macedon, NY		



10 Elm Street
Trumansburg, NY 14886



607.387.5767



www.townofulyssesny.gov

UPDATED 2024



FLX TRAM

2052 O'Neil Rd.
Macedon, NY 14502
(315) 986-1937

January 9, 2025

To: Ulysses Planning Board
10 Elm St.
Trumansburg, NY 14886

RE: Sketch Plan Narrative Statement

Hello,

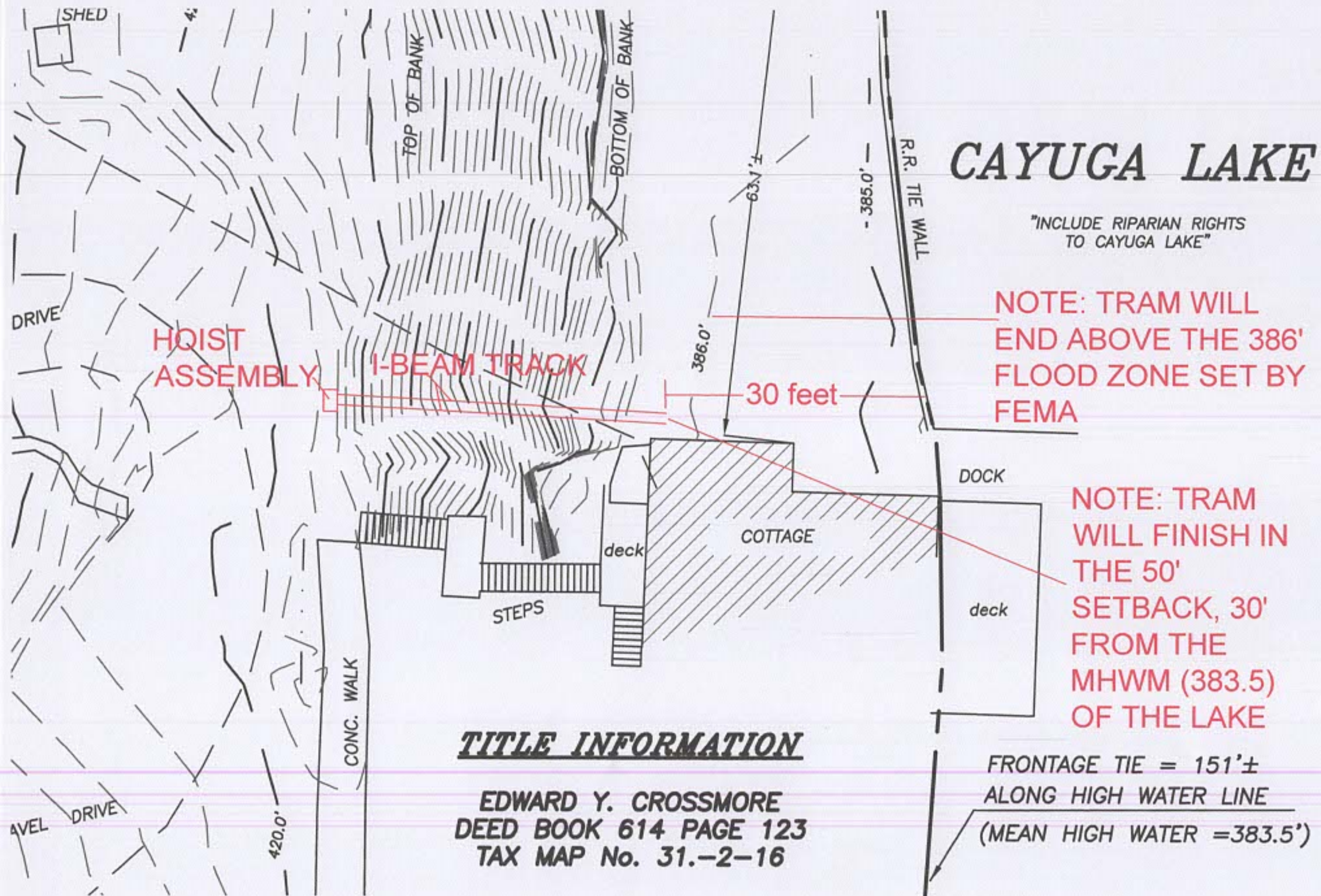
On behalf of Deena Crossmore, FLX Tram proposes to build a 50' tram system at a 50-degree slope that will allow 1-4 passengers to safely travel from an upper drive / parking area to deck level on the house ending on the yard (above the shoreline).

The tram system support structure consists of a hoist frame, upper and lower stations, and two vertical support pilings every 12' of track. The proposed tram is roughly 50' in length, requiring a total of roughly 14 aluminum pilings. The system includes aluminum I-Beam track, carriage, cabin and electrical controls.

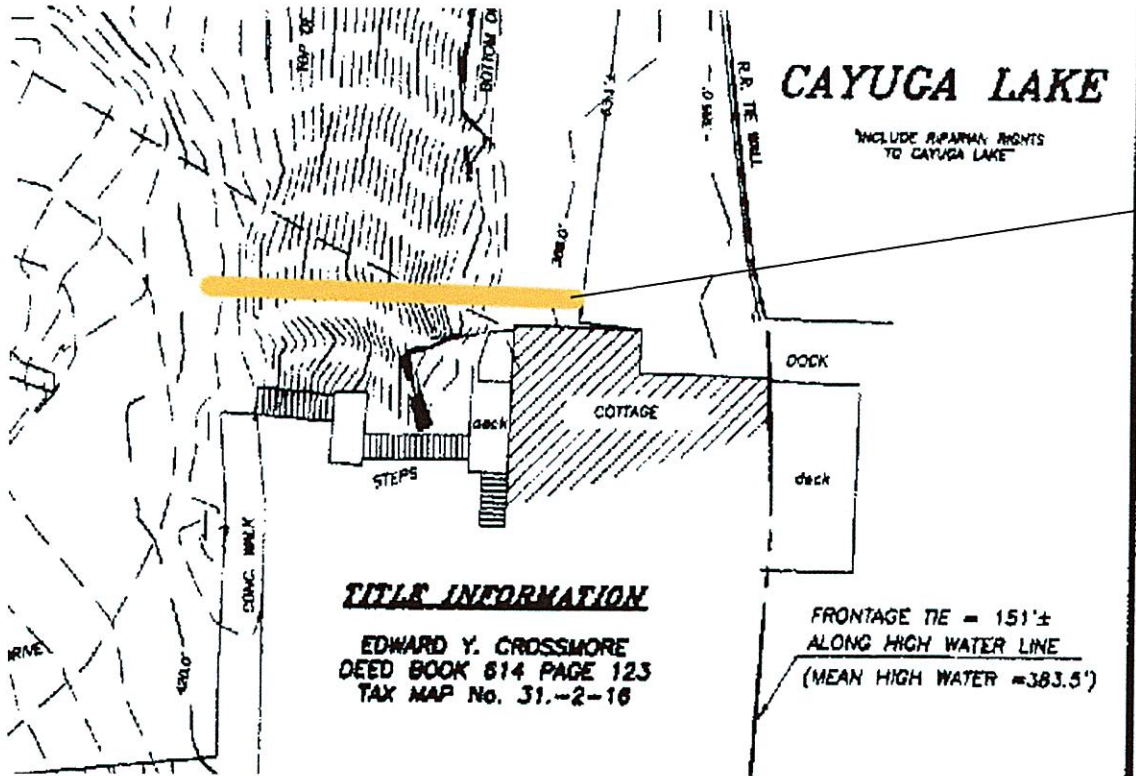
Please call with any questions or clarifications. Have a great day!

Rob

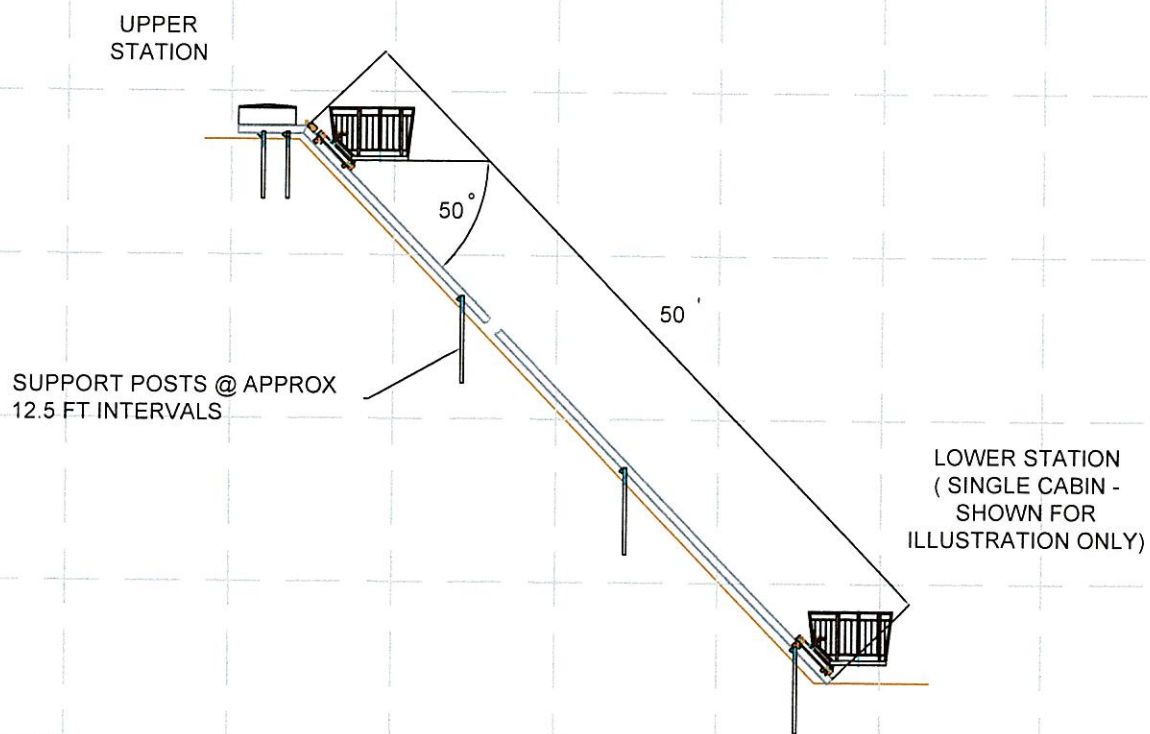
Rob Bills
FLX Tram
rbills@flxtram.com
(315) 986-1937



CROSSMORE SITE LOCATION



ELEVATION VIEW



A) CONSTRUCTION & EROSION CONTROL SEQUENCE

1. MINIMAL EXCAVATION REQUIRED ON SITE (LESS THAN 1 CY)
2. TREE AND VEGETATIVE BRUSH REMOVAL AS REQUIRED
3. REMOVE STAIRS & LANDINGS AS REQUIRED FOR INSTALL
4. INSTALL TRAM PILINGS (12-18) DRIVEN TO 42" DEPTH - REFUSAL
5. INSTALL CROSS PIPE
6. INSTALL 25' TRACK SECTION(S) AND SECURE TO CROSS PIPE
7. INSTALL HOIST STATION, CARRIAGE AND CABIN
8. SEED ANY EXPOSED SOIL
9. MODIFY/INSTALL UPPER AND LOWER LANDING STATIONS IF REQ'D
10. INSTALL & FINALIZE CONTROLS
11. INSTALL SAFETY EGRESS STAIRS (SITE/CUSTOMER DEPENDANT)
12. CONSTRUCTION WILL TAKE APPROXIMATELY 2 WEEKS

B) CONSTRUCTION NOTES

1. EROSION CONTROL AND SOIL STABILIZATION—THE FIRST STEP IN THE CONSTRUCTION SEQUENCE IS TO INSTALL SILT FENCE ACROSS ANY AREAS WHERE THE SOIL WILL BE DISTURBED.
2. FOUNDATION NOTES—THE PILING DESIGN APPROACH ELIMINATES THE NEED TO EXCAVATE VIRGIN SOIL AND THE POURING OF CONCRETE. THE NATURE OF THE PILINGS WILL NOT ONLY SUPPORT THE TRAM RAILS BUT ADD INCREASED SUPPORT TO THE SOIL ON THE SLOPE.
3. LANDINGS—UPPER, AND LOWER LANDINGS TO BE MODIFIED/INSTALLED TO ALLOW FOR SAFE INGRESS AND EGRESS FROM TRAM. CONSTRUCTION TO ADHERE TO LOCAL AND NYS BUILDING CODE.
4. SAFETY EGRESS STAIRS - INSTALLED AT REQUEST OF CUSTOMER TOO ALLOW FOR SAFE EGRESS OF TRAM IN CASE OF EMERGENCY
5. RESTORATION AND LANDSCAPING - CONTRACTOR SHALL INSTALL THE TRAM TO LIMIT THE REMOVAL OF VEGETATION, RESTORE/RELOCATED ANY ON-SITE VEGETATION WHICH HAS BEEN DISTURBED.

C) PLAN NOTES

1. OWNER: DEENA CROSSMORE 1125 TAUGHANNOCK BLVD, ITHACA, NY 14850 TAX ID: 31.-2-16
2. TRAM DESIGNER AND INSTALLER: FINGER LAKES TRAM, 2052 O'NEIL RD. MACEDON, NY
3. TRACK DESIGN: APPROXIMATELY 50', 50 DEGREES FROM HORIZONTAL
4. TRACK CONSTRUCTION: PILING FOUNDATION DESIGN—2"D SCH 40 AL PIPE DRIVEN TO REFUSAL. TOTAL PILINGS 12-18
5. SOIL: TYPE—STRATIFIED SHALE AND ROCK, MOST SUITABLE FOR DRIVEN SUPPORT POSTS
6. TRAM DESIGN DETAILS: REFER TO GENERAL ARRANGEMENT DRAWING GA001- CANTILEVER

APPROXIMATE LOCATION OF TRAM



VIEW OF APPROXIMATE TRAM TRACK LOCATION

CROSSMORE- SITE PLAN

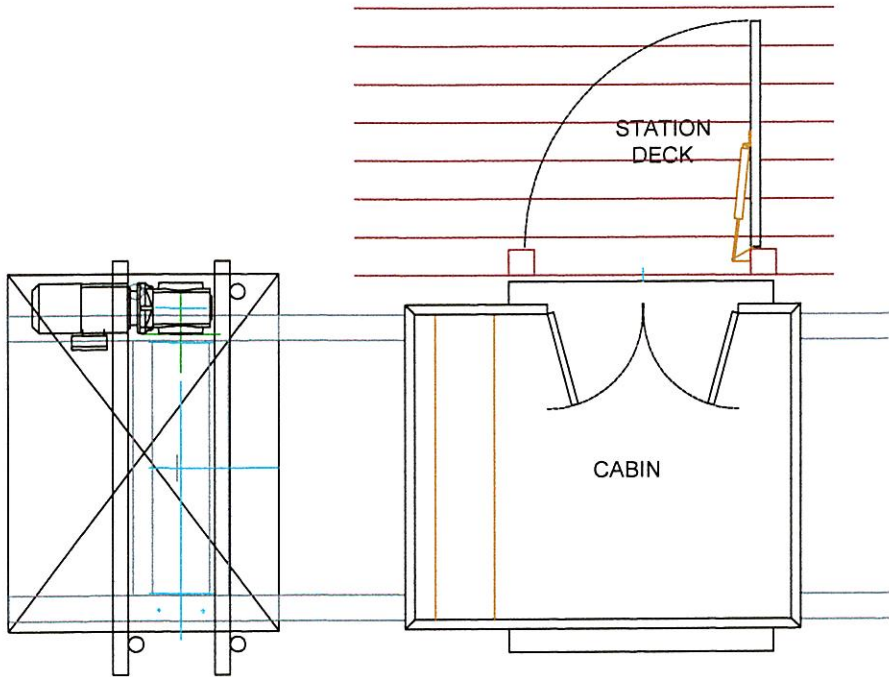
FLX TRAM

MACEDON, NY

SIZE	FSCM NO.	DWG NO.	REV
SCALE	NONE	1/9/25	SHEET 1 OF 3

REVISIONS				
ZONE	REV	DESCRIPTION	DATE	APPROVED

PLAN VIEW



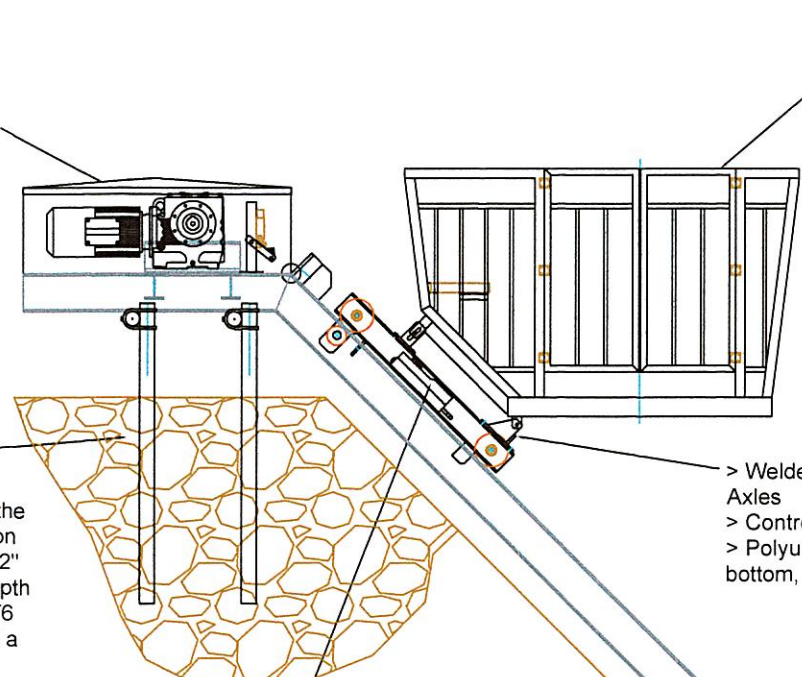
CONTROLS

- > Soft Start/Stop
- > Reverse Acting Brake
- > Failsafe Mechanical Brake
- > Cable Slack Detection
- > Interlocked Station Gates Top and Bottom

HOIST STATION

- > 3 HP SEW Eurodrive GearMotor VFD
- > Run Speed 80 fpm
- > 230 V Single Phase Service
- > 3/8" Galvanized Steel Cable (17:9) (Safety and Pull Cables)
- > Single or Dual Pull Cable Design (Slope Dependent) 10x / 20x Safety Factor

ELEVATION VIEW



CABIN

- > Welded 6061-T6 Aluminum Construction
- > Wireless Controlled Start/Stop/Reverse
- > Overweight Limit Protection
- > Powder Coat Finish
- > Self Leveling (if required)

CARRIAGE

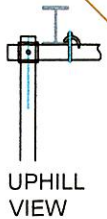
- > Welded 6061-T6 Aluminum Frame and Axles
- > Control Stop Deceleration < .2g
- > Polyurethane Wheels 95A (4 top, 2 bottom, 4 side)

TRACK

- > 4"x6" I-Beam, Extruded 6061-T6 Grade Aluminum - Anodized
- > Track I-Beam installed in 25ft lengths. Sections joined using 0.375" thick 6061-T6 Aluminum side and bottom plates connected by (10) 3/8" stainless steel bolts.
- > Vertical and horizontal support posts installed at approximately 12.5 ft intervals and connected to each other using a Kee Safety, Type 17-9 Clamp-on Crossover, 2".
- > Horizontal support post to I-Beam connection made using a malleable iron clamp with steel hardware providing an estimated holding force of 1750 lbs per clamp.

BRAKE SYSTEM

- > Independent Safety Cable
- > Emergency Brake Automatically Actuated
- > Overspeed Governor / Maintenance Free
- > Sky Lock™ Overspeed Braking System

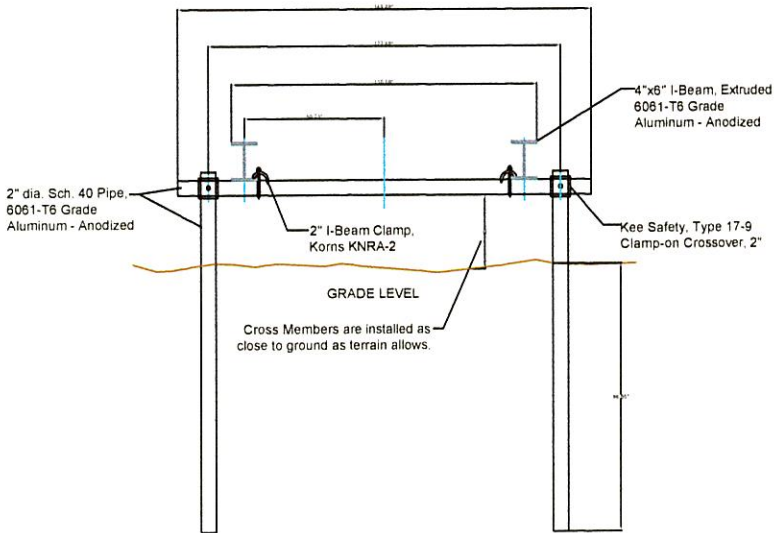


UPHILL VIEW

A pillar Foundation design has been developed for the hoist station which eliminates the need for excavation and pouring of concrete. The design consists of (4) 2" dia. Sch. 40 Foundation pilings driven to a target depth of 42" or refusal. The pilings are made from 6061-T6 aluminum which has an ultimate stress of 45ksi and a yield strength of 40ksi. With a projection of 12" the horizontal load strength of each piling is greater than 1880 lbs. In shale and gravel type soil conditions the pilings provide sufficient bearing area on the soil to stay within acceptable design limits.

In cases where the Foundation pilings cannot be driven into the ground or the refusal depth is less than 30", an alternate anchoring method will be employed. A 2' length of #4 (0.5" dia.) rebar is cemented into a 1" diameter drilled hole 12" deep. The piling is then inserted over the rebar and cemented in place using CGM Super Por-Rok Exterior Anchoring Cement (or equivalent). The working bond strength is approximately 3800 lbs.

The hoist frame is secured to the entire track system and becomes one integrated unit. A typical 100' long track system with hoist is secured by a total of 20 pilings. This produces a combined foundation load strength of 37,600 bs. This Foundation design provides a 37 times safety factor of the design load of the tram. This approach eliminates excavation of virgin soil and the pouring of concrete. The pilings also support the soil on the hillside and help prevent erosion.



UPHILL VIEW OF TRACK SYSTEM

GENERAL ARRANGEMENT DRAWING
CROSSMORE

FLX TRAM

MACEDON, NY

SIZE	FSCM NO.	DWG NO.	REV
B		GA 001 Cantilever	A
SCALE	NONE	1/9/25	SHEET 2 OF 3

Short Environmental Assessment Form

Part 1 - Project Information

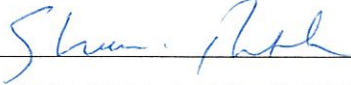
Instructions for Completing

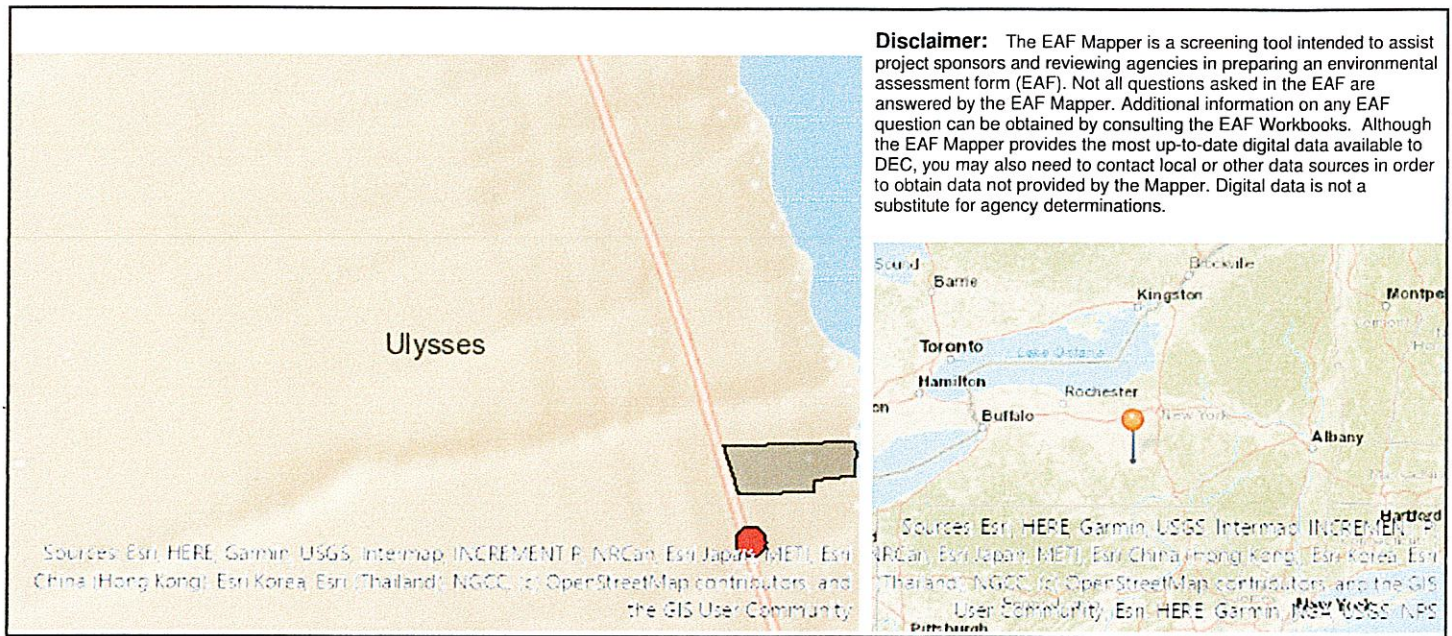
Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 – Project and Sponsor Information			
Deena Crossmore			
Name of Action or Project: Crossmore Tram			
Project Location (describe, and attach a location map): 1125 Taughannock Blvd, Ithaca, NY 14850			
Brief Description of Proposed Action: Install Approximately 50ft at 50 Degrees of FLX Tram System that will allow 1-4 passengers to travel from an upper parking area to the house level, ending at the water level. Included items will be Aluminum track, hoist station, carriage, cabin and electrical controls.			
Name of Applicant or Sponsor: Shawn Ritchie		Telephone: (315) 986-1937 E-Mail: sritchie@ankom.com	
Address: 2052 O'Neil Rd			
City/PO: Macedon		State: NY	Zip Code: 14502
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.		NO ☒	YES ☐
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval:		NO ☒	YES ☐
3. a. Total acreage of the site of the proposed action?		<0.25 acres	
b. Total acreage to be physically disturbed?		<0.10 acres	
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?		_____ acres	
4. Check all land uses that occur on, are adjoining or near the proposed action:			
5. ☐ Urban ☐ Rural (non-agriculture) ☐ Industrial ☐ Commercial ☒ Residential (suburban)			
☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other(Specify):			
☐ Parkland			

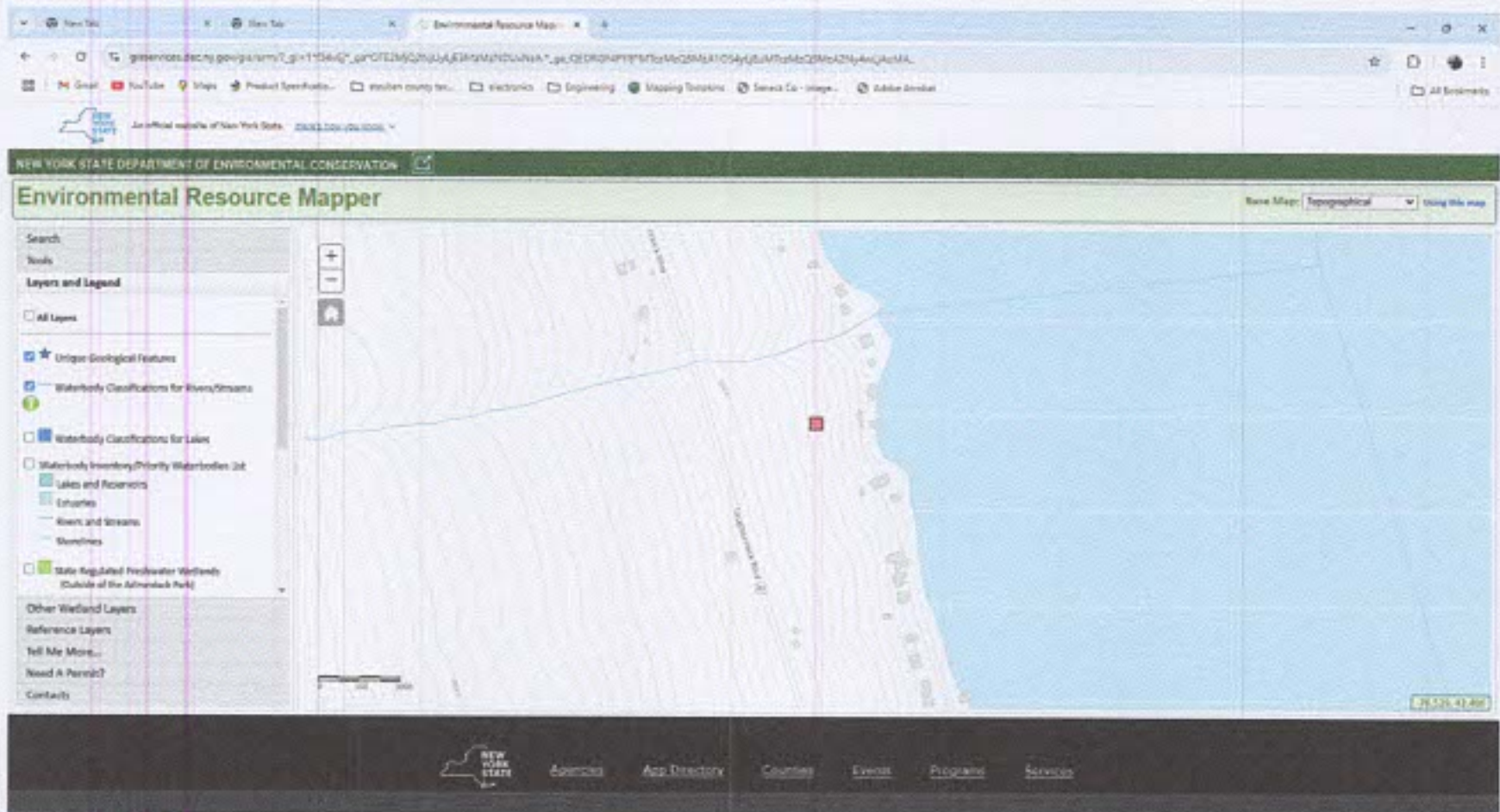
5. Is the proposed action,	NO	YES	N/A
a. A permitted use under the zoning regulations?	☐	☒	☐
b. Consistent with the adopted comprehensive plan?	☐	☒	☐
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	NO	YES	
	☐	☒	
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area?	NO	YES	
If Yes, identify: _____	☒	☐	
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	NO	YES	
	☒	☐	
b. Are public transportation services available at or near the site of the proposed action?	☒	☐	
c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	☒	☐	
9. Does the proposed action meet or exceed the state energy code requirements?	NO	YES	
If the proposed action will exceed requirements, describe design features and technologies: _____ _____	☐	☒	
10. Will the proposed action connect to an existing public/private water supply?	NO	YES	
If No, describe method for providing potable water: _____ _____	☒	☐	
11. Will the proposed action connect to existing wastewater utilities?	NO	YES	
If No, describe method for providing wastewater treatment: _____ _____	☒	☐	
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places?	NO	YES	
	☒	☐	
b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	☐	☒	
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?	NO	YES	
	☐	☒	
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody?	☒	☐	
If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ _____ _____			

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply: ☒ Shoreline ☐ Forest ☐ Agricultural/grasslands ☐ Early mid-successional ☐ Wetland ☐ Urban ☒ Suburban		
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered? Lake Sturgeon	NO	YES
	☐	☒
16. Is the project site located in the 100-year flood plan?	NO	YES
	☒	☐
17. Will the proposed action create storm water discharge, either from point or non-point sources? If Yes,	NO	YES
	☒	☐
a. Will storm water discharges flow to adjacent properties?	☐	☐
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)? If Yes, briefly describe:	☐	☐
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)? If Yes, explain the purpose and size of the impoundment:	NO	YES
	☒	☐
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe:	NO	YES
	☒	☐
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe:	NO	YES
	☒	☐
I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE		
Applicant/sponsor/name: <u>Shawn Ritchie</u> Date: <u>1-9-2025</u>		
Signature: <u></u> Title: <u>President, FLX Trans</u>		

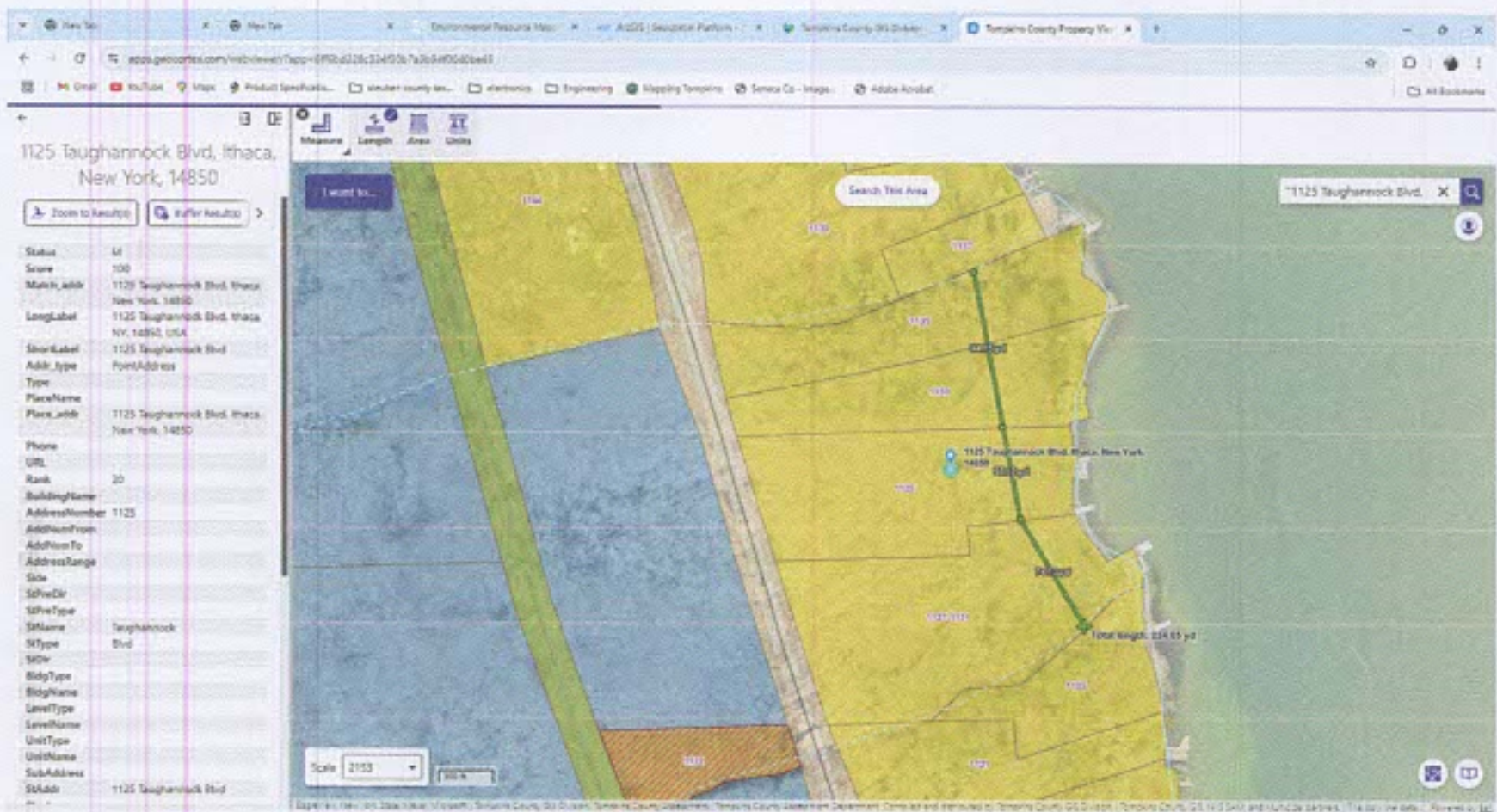


Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	No
Part 1 / Question 12b [Archeological Sites]	Yes
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
Part 1 / Question 15 [Threatened or Endangered Animal]	Yes
Part 1 / Question 15 [Threatened or Endangered Animal - Name]	Lake Sturgeon
Part 1 / Question 16 [100 Year Flood Plain]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
Part 1 / Question 20 [Remediation Site]	No

Crossmore – 1125 taughannock Blvd Information



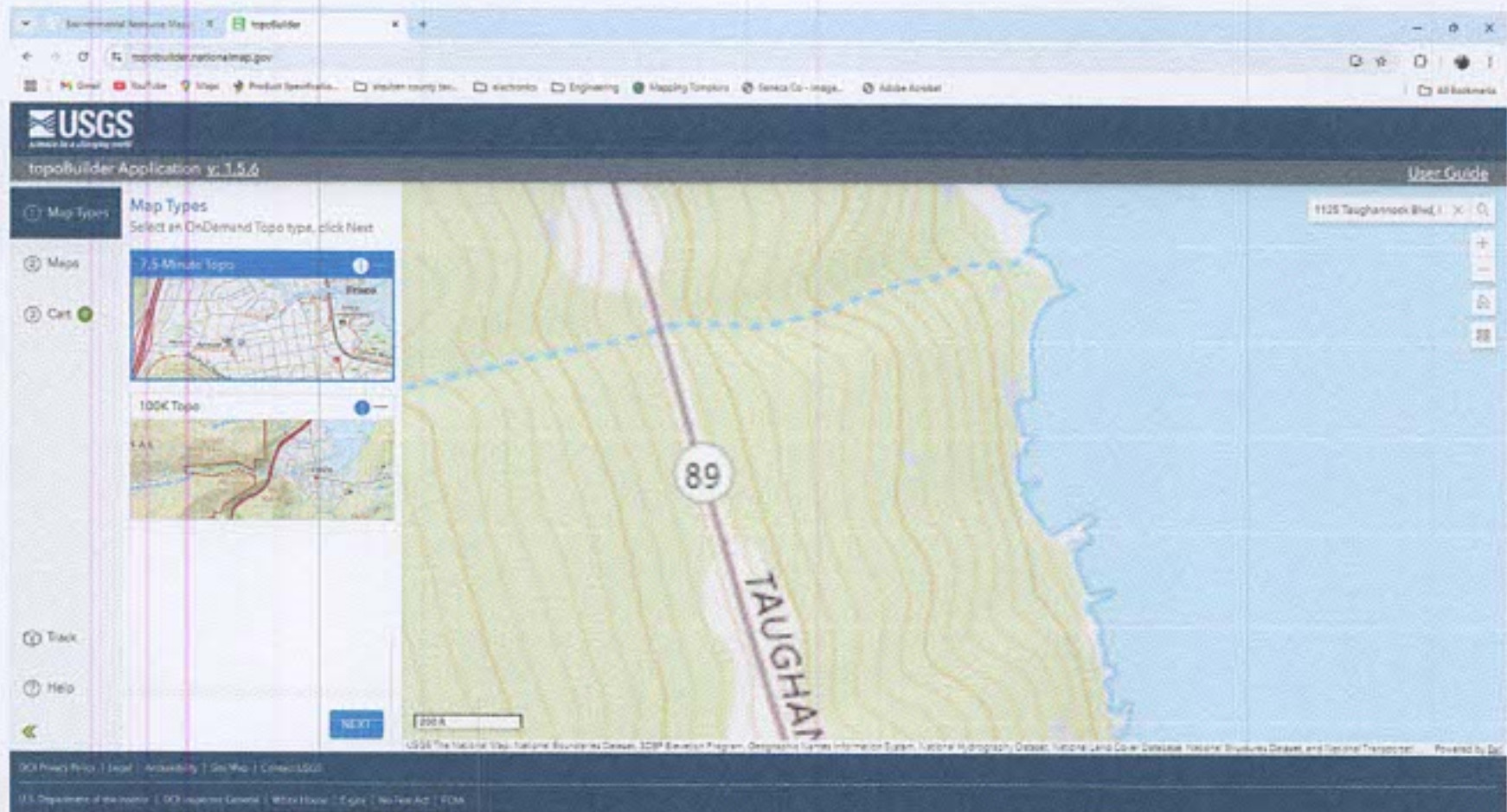
https://gisservices.dec.ny.gov/gis/erm/?_gl=1*f34v6j*_ga*OTE2MjQ2NjUyLjE3MzZmNDUxNzA.*_ga_QEDRGF4PYB*MTczMzQ5MzA1OS4yLjEuMTczMzQ5MzA2Ny4wLjAuMA..



<https://apps.geocortex.com/webviewer/?app=6ff6bd228c324f30b7a3b94f0040be65>

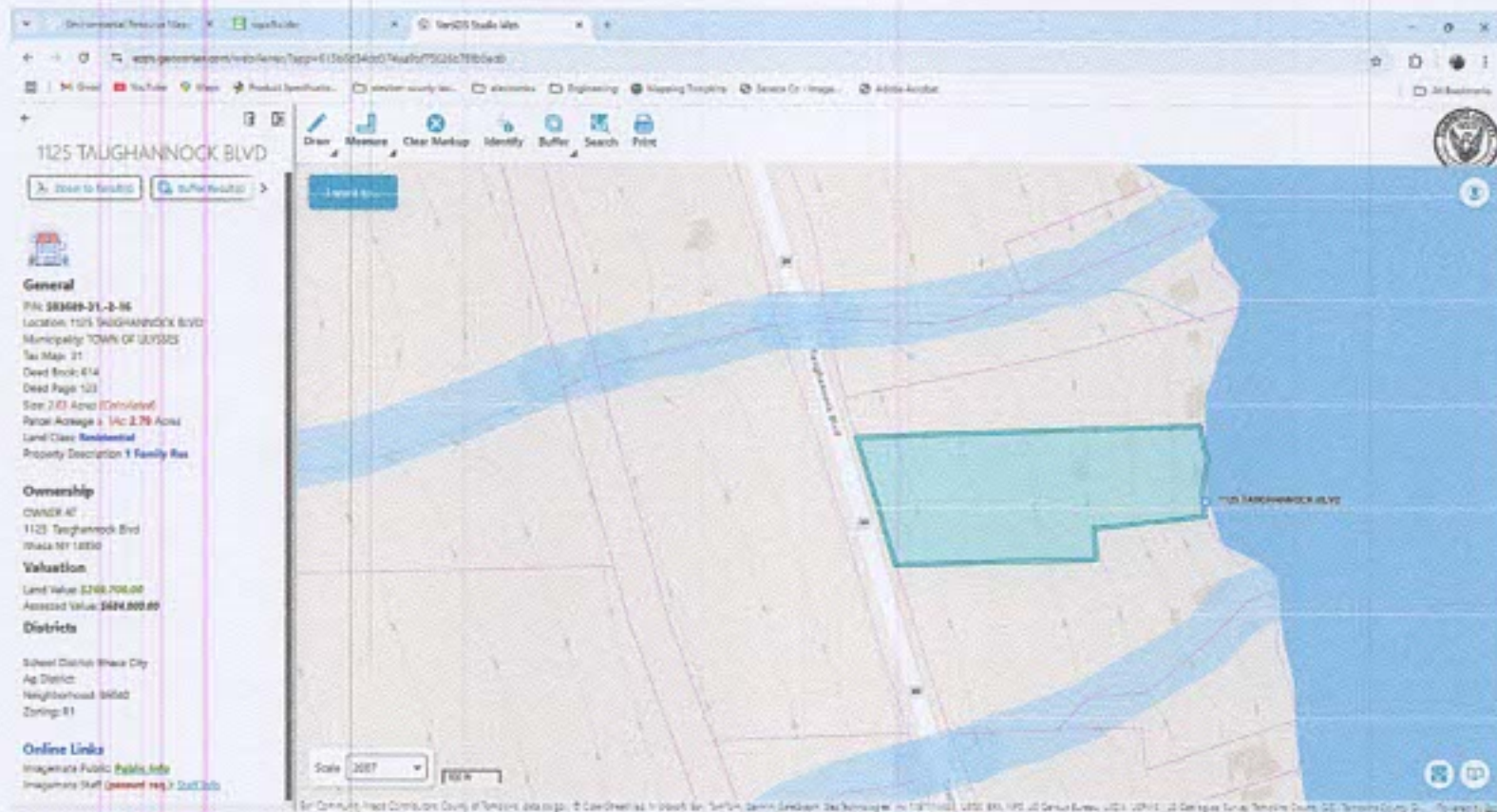
USGS Map – there is a creek two properties to the north

<https://topobuilder.nationalmap.gov/>



Tompkins county Data -

<https://apps.geocortex.com/webviewer/?app=615b6d34dd374aa9bf75626b78fb0ed0>





AREA VARIANCE NARRATIVE

PLANNING AND ZONING DEPARTMENT

Address each of the following items below to the fullest extent feasible, attach extra sheets if needed.

1. Describe how the proposal will not create an undesirable change in the character of the neighborhood or create a detriment to nearby properties if the area variance(s) were to be granted.

The proposed tram system, designed and installed by FLX Tram, has been designed to with numerous attributes intended to minimize enviromental as well as visual impact to the site and surrounding neighborhood. The track is installed as close to the ground as possible,. All the components,(track, cabin, carriage, hoist cover) are all painted a dark brown/bronze so that it blends into the hillside as much as possible. The tram system is all electric and quiet. Finally, the pilings that support the system impact less than 2 square feet of ground.

2. Describe how the proposal cannot be achieved by a feasible alternate method other than the area variance(s).

The only other feasible method to transport homeowners from the driveway to the house would be a vertical elevator. An elevator shaft, along with the extended walkway to reach the elevator from the driveway, would be an order of magnitude more expensive and have a much higher envirmetal and visual footprint.

3. Describe how the requested area variance(s) is/are not substantial.

The requested area variance is not substantial in that the tram system will have no impact to the hillside, lot, or lake. No excavation is required, no drainage altered and no trenching is required to install the tram.



10 Elm Street
Trumansburg, NY 14886



607.387.5767



www.townofulyssesny.gov

UPDATED 2024

4. Describe how the proposed variance(s) will not have an adverse effect or impact on the physical or environmental conditions in the neighborhood or district.

The tram system is supported by approx 14 2" aluminum pilings, driven vertically into the soil to a depth of approx 42". Drainage or runoff will not be effected. The total land disturbed is less than 2 square feet, and will have no adverse effect or impact on the physical or environmental conditions in the neighborhood or district. .

5. Describe how the difficulty for the proposal to comply with code regulation(s) is not self-created.

The tram system is the safest way to transport the homeowners from the driveway to the house and lower level of the house. Since the lower level of the house is in the setback, we believe the difficulty for the proposal to comply with code regulations is not self created.

6. Describe how the granting of the area variance(s) will not create a detriment to the health, safety, and welfare of the neighborhood or community.

The tram system, installed in the location proposed, will not create a detriment to the health, safety and welfare of the neighborhood or community. It is designed to be minimally intrusive from a visual standpoint and is almost silent in operation. For any passengers, it will actually increase their safety as trams are safer than stairs.



BOARD/COMMISSION MEMBER SITE VISIT PLANNING AND ZONING DEPARTMENT

As part of their responsibilities for reviewing your application, members of Boards and Commissions may need to conduct site visits of the subject property to enable them to observe the property and the context of the neighborhood and adjacent properties. Some applications involve a project that is not wholly visible from the public right-of-way and it may be necessary for members to access your property to observe portions of the exterior of the property not visible from the right-of-way.

By signing below, you are attesting that you understand this information and authorize members to enter onto the property, including side and rear yards, as necessary to conduct their site visit for your application.

Dean Crossmore 
Signature of Property Owner

1/23/25
Date

Please note, that if the property owner does not authorize the members to access your property, you may be required to provide additional information including photographic evidence of all areas of your property not visible from the right-of-way. Failure to permit property access to members or to provide additional information including adequate photographic evidence, may result in the denial of your application if there is insufficient evidence to establish that the standards have been met.



10 Elm Street
Trumansburg, NY 14886



607.387.5767



www.townofulyssesny.gov

UPDATED 2024

CROSSMORE & TIFFANY
ATTORNEYS AND COUNSELORS AT LAW
115 WEST GREEN STREET
ITHACA, NEW YORK 14850

EDWARD Y. CROSSMORE
KIRSTIN E. TIFFANY

C. ADDIE PERRELLI
RYAN A. BUCHANAN

TELEPHONE (607) 273-5787
FAX (607) 273-0291

January 8, 2025

Via email (rbills@flxtram.com)

Mr. Rob Bills
ANKOM Develoment
2052 O'Neil Road
Macedon, New York 14502

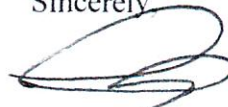
Re: Crossmore / 1131 Taughannock Boulevard, Ithaca, New York

Dear Mr. Bills,

This letter will confirm that Deena Crossmore and I, as property owners of 1131 Taughannock Boulevard, Ithaca, New York, give Shawn Ritchie and FLX Tram permission to sign and submit building requests permit on our behalf to the Town of Ulysses.

If you require any additional information, please do not hesitate to contact me.

Sincerely



EDWARD Y. CROSSMORE

EYC:js

cc: Deena Crossmore