PERMIT APPLICATION

TOWN OF ULYSSES PLANNING DEPARTMENT

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

CONTACT INFORMATION					
APPLICANT	FLX TRAM / SHAWN RITCHIE				
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
PARCEL NO(S)	TAX ID # 31.-2-16

PROJECT INFORMATION	
PROJECT NAME	CROSSMORE TRAM
PROJECT DESCRIPTION	INSTALL APPROXIMATELY 50' AT 50 DEGREES OF FLX TRAM SYSTEM THAT WILL ALLOW 1-4 PASSENGERS TO TRAVEL FROM AN UPPER PARKING AREA TO THE HOUSE LEVEL AND ENDING AT THE BOTTOM OF THE HILL. 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	1/23/25
PRINT NAME	Shawn Ritchie		
CITY, STATE	Macedon, NY		

FLX TRAM

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

January 22, 2025

To: Town of Ulysses Zoning Board
10 Elm St.
Trumansburg, NY 14886

RE: Crossmore Tram – 1125 Taughannock Blvd

Hello,

We appreciate the opportunity to submit this area variance application for the Crossmore property located at 1125 Taughannock Blvd. The homeowners would like to install a tram so that they can safely access their home year round from their driveway. A portion of the tram system will extend approx. 20' into the 50' setback from MHWM - Cayuga Lake. We respectfully request a variance to enable the tram to be installed 20' into the setback.

In addition, the Ulysses town code defines an intermittent creek as the following;

Intermittent Stream: surface water drainage channels with definite bed and banks in which there is not a permanent flow of water (and is represented as a dashed line on United State Geological Survey (USGS) 7.5 Minute Quadrangle maps).
(212-22 pg 54.)

After reviewing the USGS 7.5 minute quadrangle survey, there is not a dashed blue line in the location of the northern property line of 1125 Taughannock Blvd, Ulysses, NY. With this information we would like to request the removal of the variance requirement regarding the "intermittent creek" to allow the owner to construct a tram system in the location noted on the plans.

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

Rob Bills

Rob Bills
FLX Tram
rbills@flxtram.com
585-317-5292 (cell)

Enclosed:
1. Cover letter
2. Owner Letter (Deena Crossmore)
3. Tompkins County Model Stream Buffer Ordinance

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 envirmental 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 drainige altered and no trenching is required to install the tram.

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.

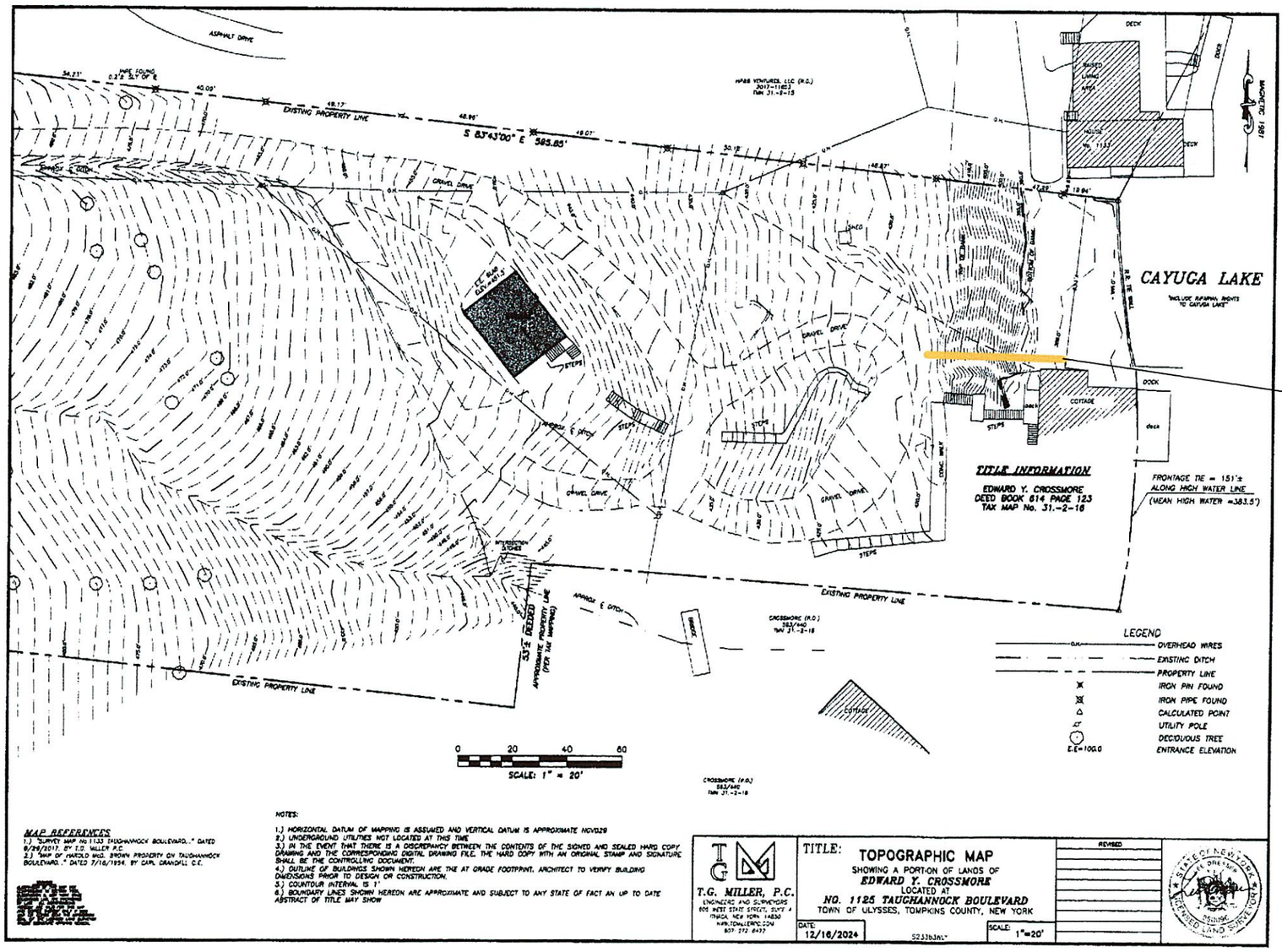
The tram system is supported by approx 14 2" aluminum pilings, driven vertically into the soil to a depth or approx 42". Drainage or runoff will not be effected. The total land disturbed is less than 2 square feet, and will have no adverse effect or impact on the physical or enviromental condisitons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



APPROXIMATE LOCATION OF PROPOSED TRAM

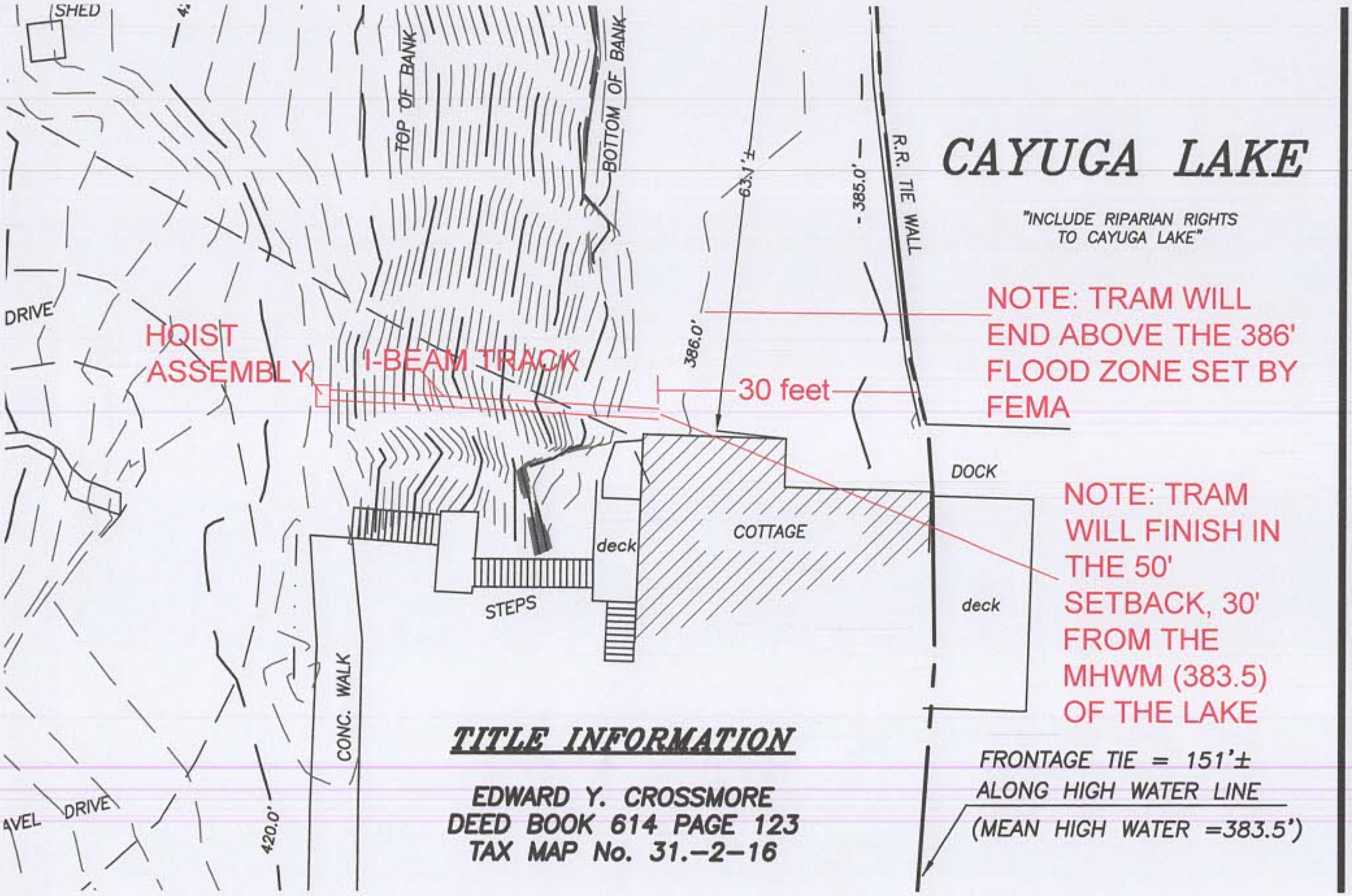
CROSSMORE - TRAM SITE PLAN

CROSSMORE - TRAM SITE PLAN

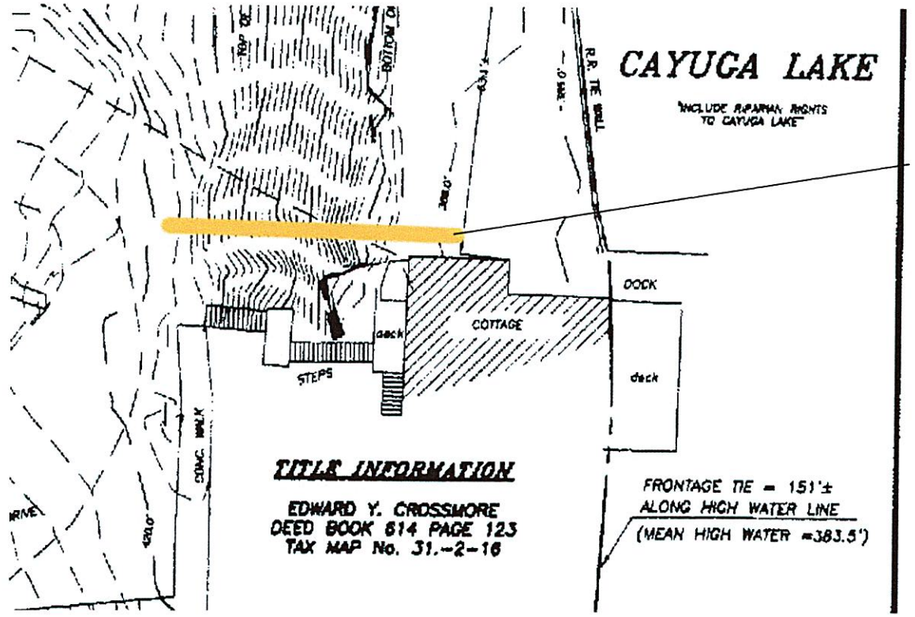
FLX TRAM

MACEDON, NY

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

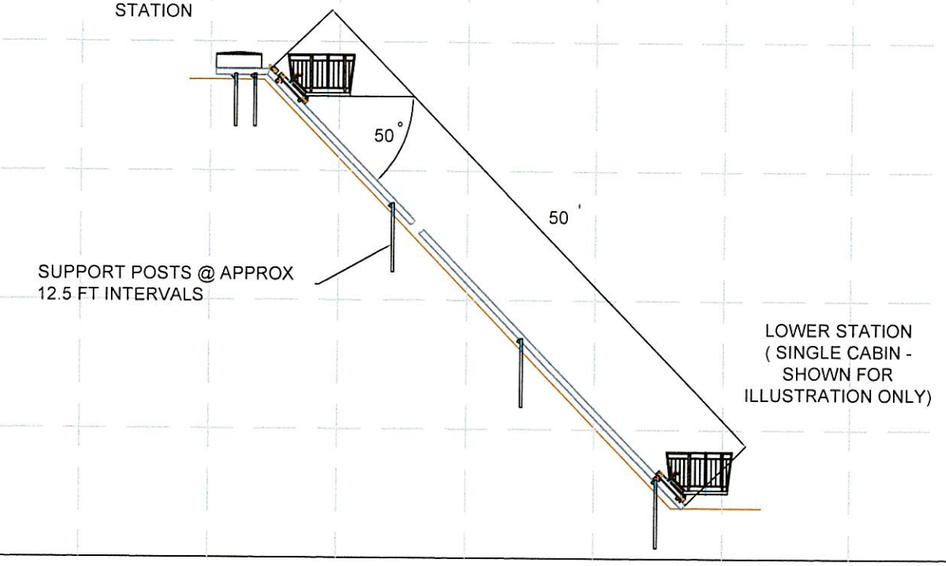

SHED
4'±
TOP OF BANK
BOTTOM OF BANK
63.1'±
- 385.0' -
R.R. TIE WALL
CAYUGA LAKE
"INCLUDE RIPARIAN RIGHTS TO CAYUGA LAKE"
NOTE: TRAM WILL END ABOVE THE 386' FLOOD ZONE SET BY FEMA
DRIVE
HOIST ASSEMBLY
I-BEAM TRACK
386.0'
30 feet
DOCK
NOTE: TRAM WILL FINISH IN THE 50' SETBACK, 30' FROM THE MHWM (383.5) OF THE LAKE
deck
COTTAGE
deck
STEPS
CONC. WALK
AVEL DRIVE
420.0'
TITLE INFORMATION
EDWARD Y. CROSSMORE
DEED BOOK 614 PAGE 123
TAX MAP No. 31.-2-16
FRONTAGE TIE = 151'±
ALONG HIGH WATER LINE
(MEAN HIGH WATER =383.5')

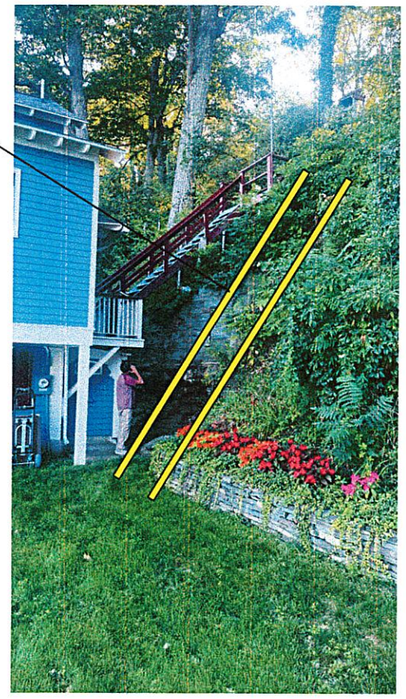
CROSSMORE SITE LOCATION



APPROXMATE LOCATION OF TRAM

ELEVATION VIEW





VIEW OF APPROXIMATE TRAM TRACK LOCATION

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

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.

CROSSMORE- SITE PLAN

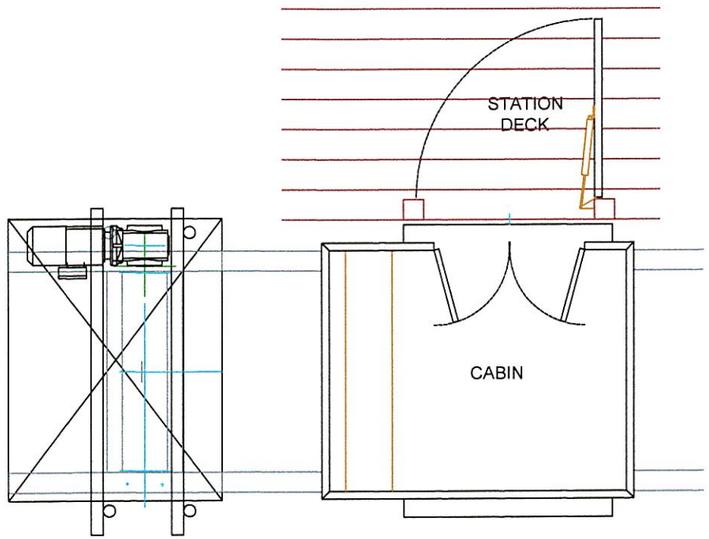
FLX TRAM

MACEDON, NY

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

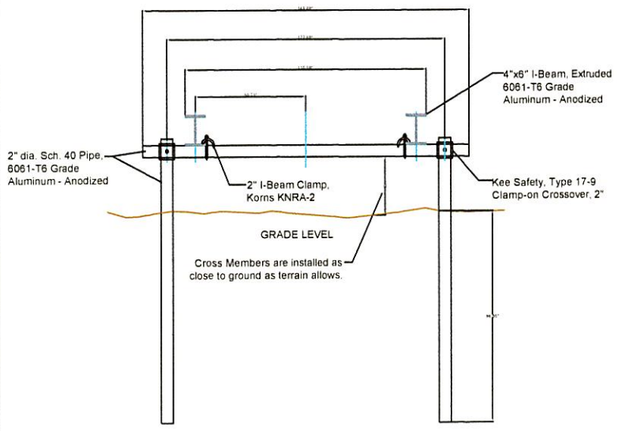
REVISIONS				
ZONE	REV	DESCRIPTION	DATE	APPROVED

PLAN VIEW



CONTROLS

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



UPHILL VIEW OF TRACK SYSTEM

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

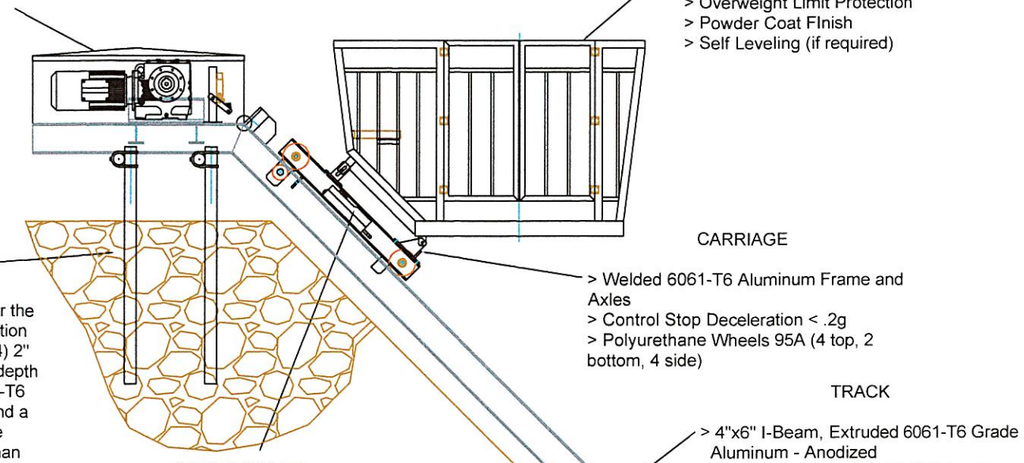
FOUNDATION

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.

ELEVATION VIEW



CABIN

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

CARRIAGE

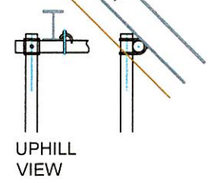
> Welded 6061-T6 Aluminum Frame and Axles
> Control Stop Deceleration < .2g
> Polyurethane Wheels 95A (4 top, 2 bottom, 4 side)

BRAKE SYSTEM

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

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 malliable iron clamp with steel hardware providing an estimated holding force of 1750 lbs per clamp.



UPHILL VIEW

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 Approximateley 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 ststion, carriage, cabin and electrical controls.

Name of Applicant or Sponsor:	Telephone: (315) 986-1937
Shawn Ritchie	E-Mail: sritchie@ankom.com

Address:
2052 O'Neil Rd

City/PO:	State:	Zip Code:
Macedon	NY	14502

	NO	YES
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.	☑	☐
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:	☑	☐

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

	NO	YES	N/A
5. Is the proposed action,			
a. A permitted use under the zoning regulations?	☐	☑	☐
b. Consistent with the adopted comprehensive plan?	☐	☑	☐

	NO	YES
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?		
If Yes, identify: _____	☑	☐

	NO	YES
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	☑	☐
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?	☑	☐

	NO	YES
9. Does the proposed action meet or exceed the state energy code requirements?		
If the proposed action will exceed requirements, describe design features and technologies: _____ _____	☐	☑

	NO	YES
10. Will the proposed action connect to an existing public/private water supply?		
If No, describe method for providing potable water: _____ _____	☑	☐

	NO	YES
11. Will the proposed action connect to existing wastewater utilities?		
If No, describe method for providing wastewater treatment: _____ _____	☑	☐

	NO	YES
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?	☑	☐
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?	☐	☑

	NO	YES
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?	☐	☑
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

	NO	YES
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	☐	☑
16. Is the project site located in the 100-year flood plan?	☑	☐
17. Will the proposed action create storm water discharge, either from point or non-point sources? If 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: _____ _____	☑	☐
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: _____ _____	☑	☐
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: _____ _____	☑	☐

I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

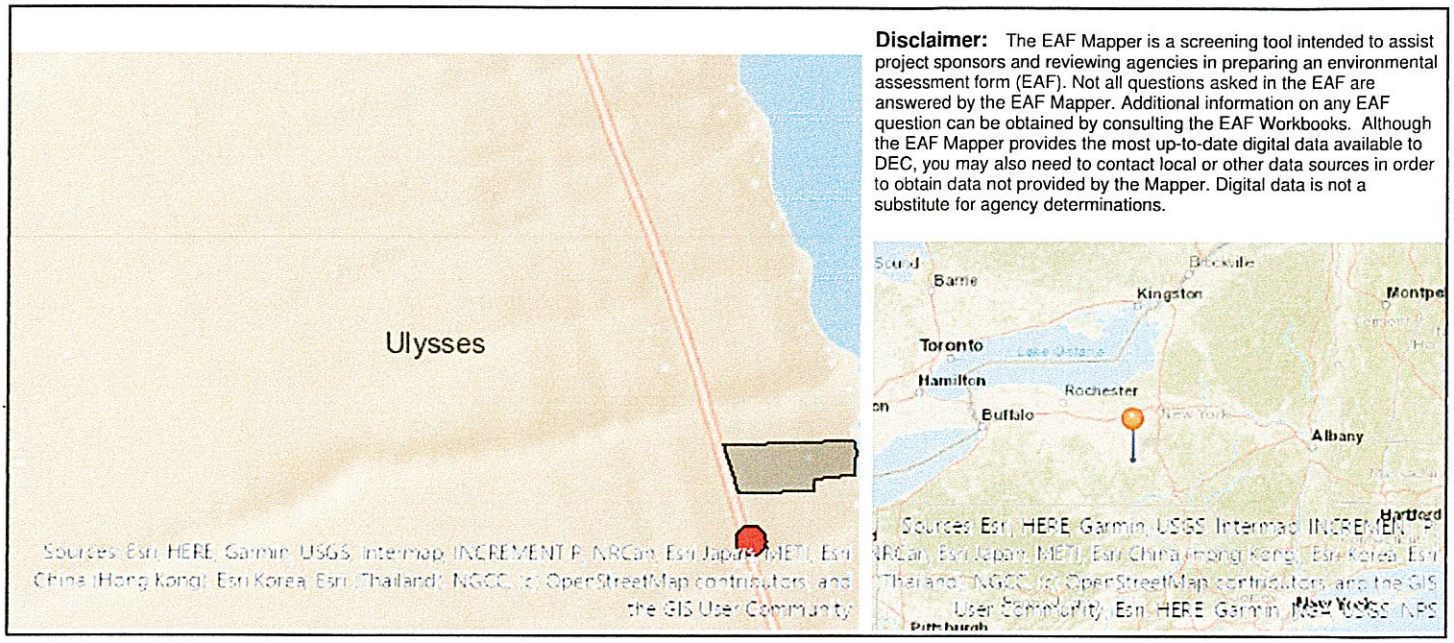
Applicant/sponsor/name: Shawn Ritchie Date: 1-9-2025

Signature: Shawn Ritchie Title: President, FLX Trail

PRINT FORM

EAF Mapper Summary Report

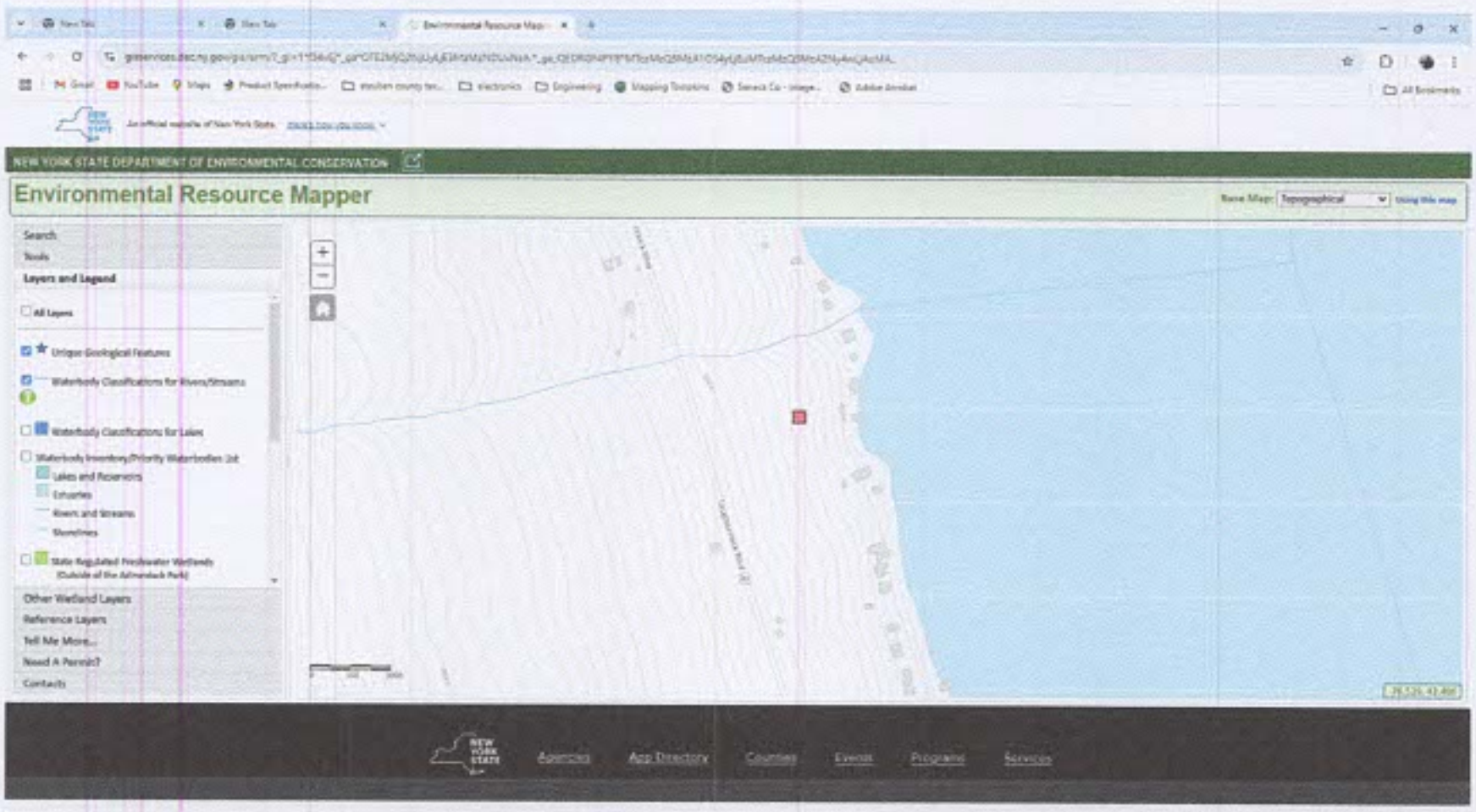
Wednesday, January 8, 2025 3:16 PM



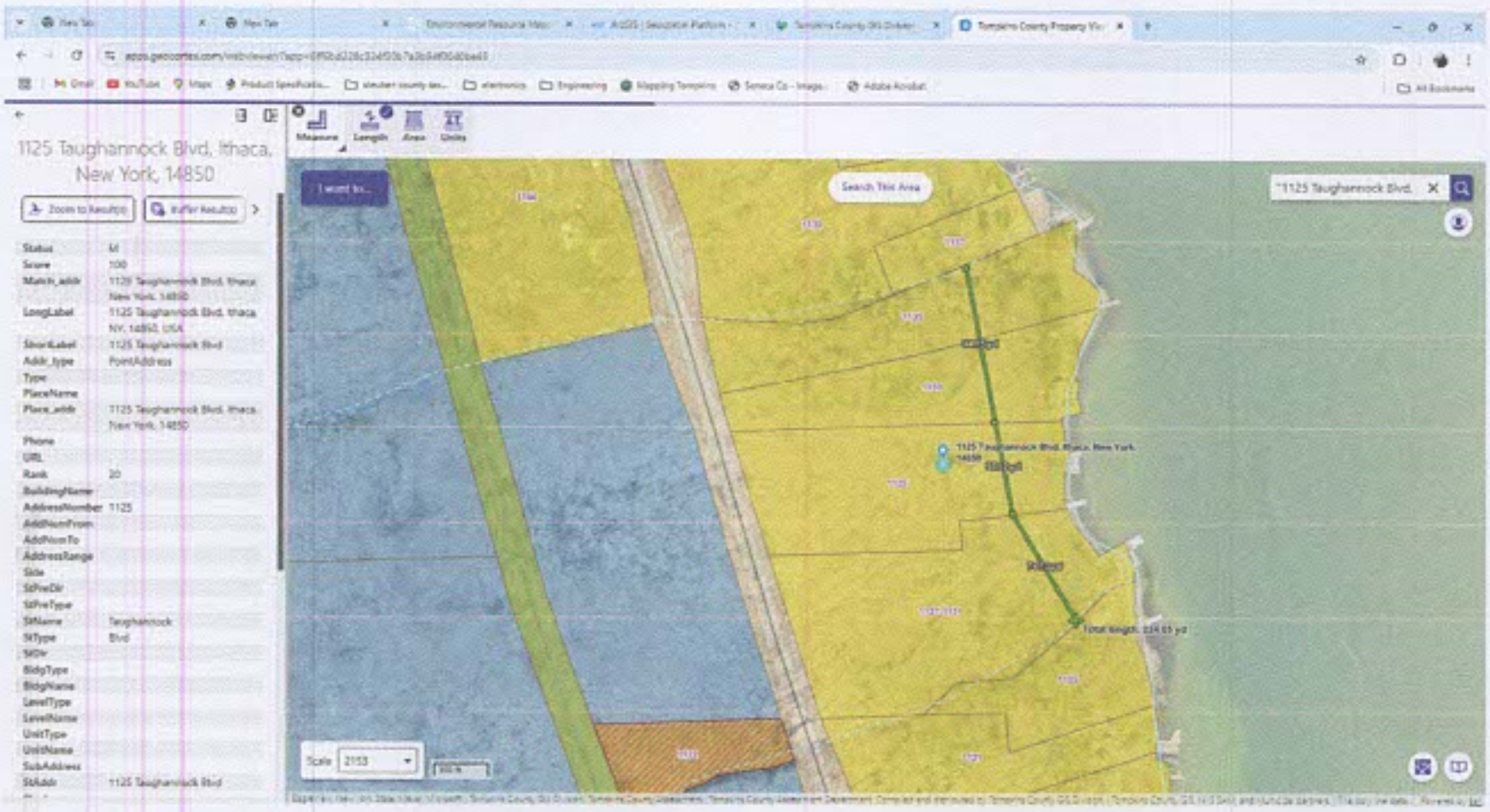
Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.

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



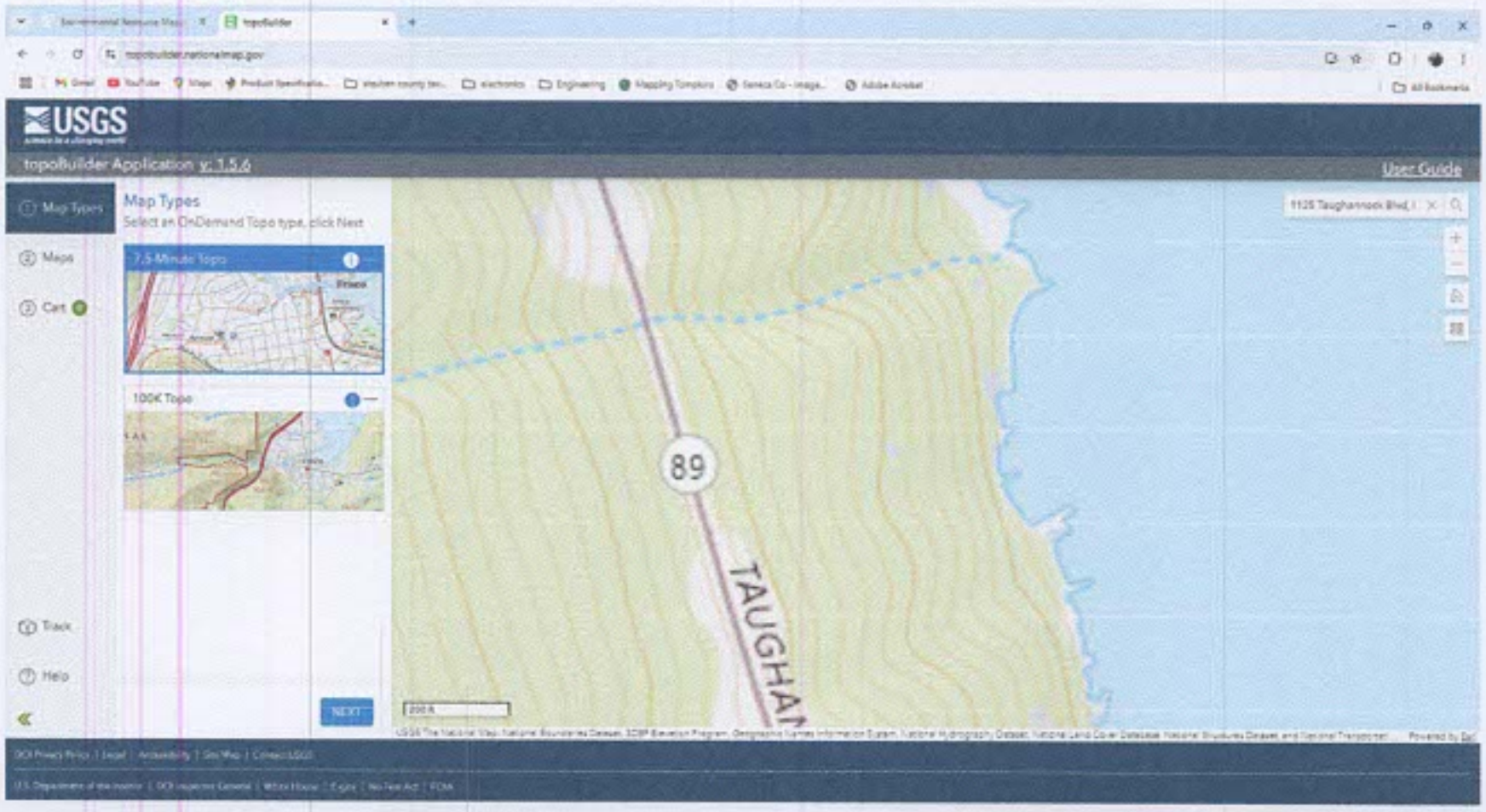
https://gisservices.dec.ny.gov/gis/erm/?_gl=1*f34v6j*_ga*OTE2MjQ2NjUyLjE3MzMzNDUxNzA.*_ga_QEDRGF4PYB*MTczMzQ5MzA1OS4yLjEuMTczMzQ5MzA2Ny4wLjAuMA..



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

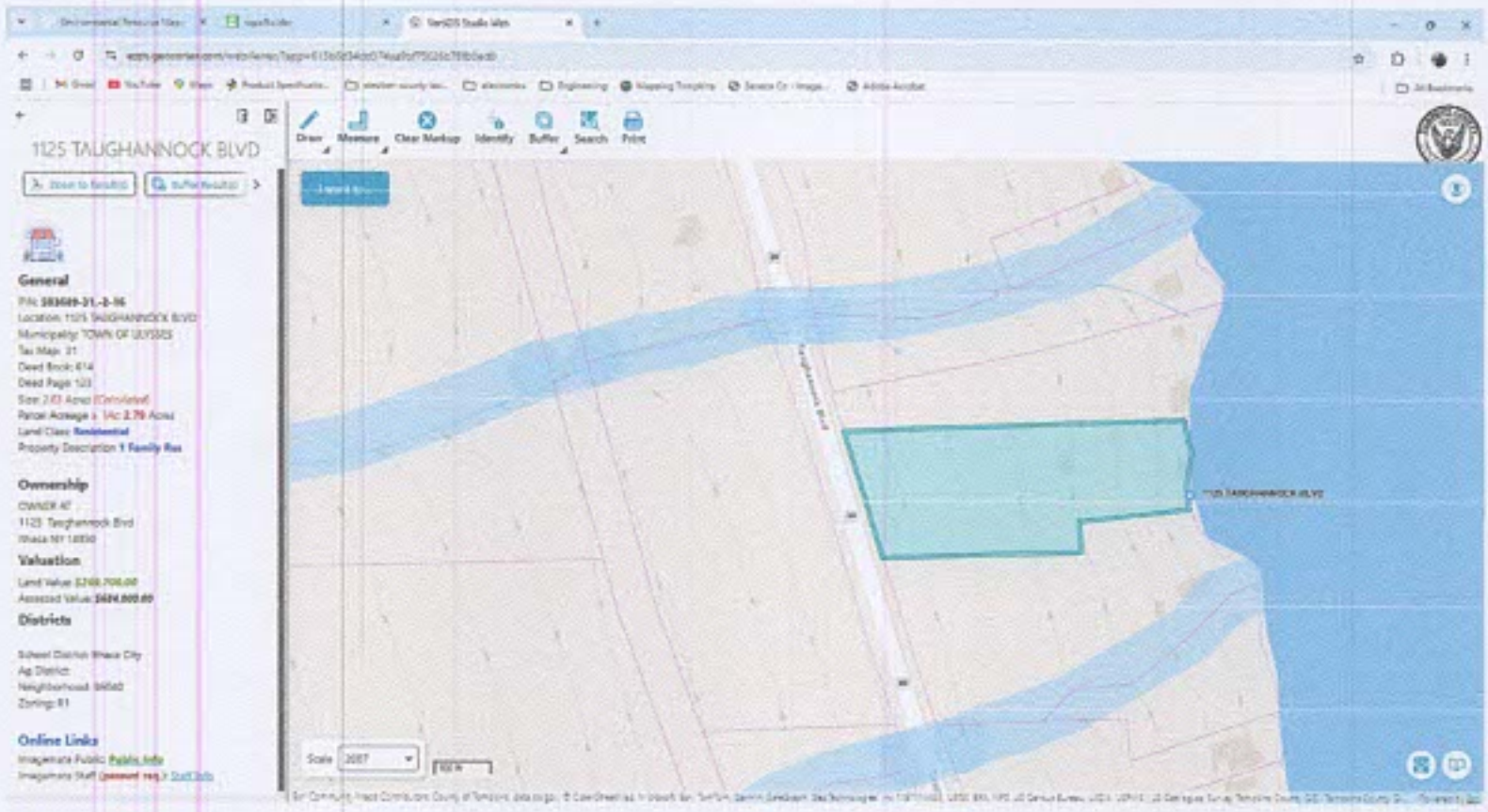
USGS Map – there is a creek two properties to the north

https://topobuilder.nationalmap.gov/



Tompkins county Data -

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



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.

Deena Crossmore (SP) — 1/23/25

Signature of Property Owner — 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.

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