

RECEIVED

G.M.L. §239 REFERRAL TO THE YATES COUNTY PLANNING BOARD

YCPD Office Log # 2009-19

Date Received APR 14 2009

REAL PROPERTY TAX SERVICE
PLANNING DEPARTMENT

From: Jerusalem Town Board

To: Yates County Planning Board, 417 Liberty St., Penn Yan, NY 14527

Applicant: Town of Jerusalem

1. Location: townwide

2. Tax Map #: _____ **2a. Zoning District:** _____

3. Type of Application or Proposal:

- | | | |
|--|--|--|
| <input type="checkbox"/> Use Variance | <input type="checkbox"/> Area Variance | <input type="checkbox"/> Special Use Permit |
| <input type="checkbox"/> Subdivision Review | <input type="checkbox"/> Site Plan Review | <input type="checkbox"/> Zoning Text Amendment |
| <input type="checkbox"/> Zoning Map Amendment (Rezoning) | <input type="checkbox"/> Other <u>Addressing</u> | |

3b. Date of meeting at which the local board expects to take final action: June 17, 2009

4. Applicable Sections of Zoning Code: _____

5. Description: Naming sections of NY 54A, Town numbering system, Assigning numbers

6. Reason Referred: 500' from _____

7. Enclose the complete application including the following:

- | | |
|---|--|
| <input type="checkbox"/> SEQR Documentation | |
| <input type="checkbox"/> Detailed Description | |
| <ul style="list-style-type: none"> • Type of Business • Hours of Operation | <ul style="list-style-type: none"> • Number of Employees • Anticipated Traffic |
| <input type="checkbox"/> Site Plan | |
| <ul style="list-style-type: none"> • Title, Scale, North Arrow, Dimensions • Portion of the Property to be Developed • Streets, Easements, Utilities • Driveways, Parking (Existing & Proposed) • Structures (Existing & Proposed) | <ul style="list-style-type: none"> • Landscape Features (i.e., streams, ponds, hedges) (Existing & Proposed) • Lighting & Signage (Location and content) • Grading Plan, Drainage & Erosion Control (During & After Construction) |

As declared in G.M.L. §239-l, m, and n, it is in the public interest to have the Yates County Planning Board review certain actions that may have inter-community and countywide impacts. Within thirty days of a complete submittal of the referred matter (or at least two days before the referring board's final action), the County Planning Board shall report its recommendations thereon to the referring agency. If the County Planning Board fails to report within 30 days, the body having jurisdiction to act may do so without such report.

March 11, 2009

The Expanded Addressing Committee has met three times, February 10 and 24, and March 3, 2009. [Minutes for all three meetings are published and available.]

The Expanded Addressing Committee includes five representatives from the town who live in five different areas along the NY54A corridor, two representatives from the Yates County Sheriffs Office, a representative from the Town Code Enforcement Office, two representatives from the Town Board and three members of the original Addressing Committee.

The Expanded Committee thoroughly discussed and voted to recommend each of the attached three (3) resolutions to the Town Board for adoption as policy in the Town of Jerusalem.

In addition, the Expanded Committee is recommending the Town Board schedule the Public Hearing for these Three Addressing Resolutions for its May 2009 regular Board Meeting. Thereby allowing time to make the general public aware of the changes under consideration, and allowing for the extra lead time necessary to receive feedback from the County Planning Board.

Resolution 1: ROAD NAMES

RESOLUTION NAMING SECTIONS OF NY54A IN JERUSALEM

WHEREAS, in 2007 the town board created a committee to look into the aspects of reported addressing problems along the Route 54A corridor, and

WHEREAS, it had been brought to the attention of this Board that the departments of Jerusalem Town Hall and, many businesses, residents and travelers are experiencing difficulties with regards to both location of property and mailing difficulties as caused by the addressing system being currently used in the Town of Jerusalem, and

WHEREAS, the Town of Jerusalem is in the process of updating and revising the addressing system in a step-by-step manner, and

WHEREAS, a great need exists to establish a name for the road between Penn Yan and Branchport that is self-descriptive and truly meaningful to all, and

WHEREAS, the same need exists to re-establish its historical name, a cohesive name for the entire length of the road along the west shore of Keuka Lake between Branchport and Hammondsport, and

WHEREAS, the Notice of Appropriation, recorded June 30, 1969 in Liber 230 of Deeds, page 299 Highway File #498, refers to the highway as the Penn Yan-Branchport state highway, and

WHEREAS, confusion resulting from several causes, including but not restricted to, duplicate addressed locations and multiple street names used by residents to describe the same street has plagued its addressing system for decades, now therefore be it,

RESOLVED, that the Town of Jerusalem does hereby,

- A) Schedule a Public Hearing on the Proposed Road Names,
- B) Consider for Adoption,

The Town of Jerusalem does hereby officially name the two sections of NY54A in the Town of Jerusalem as follows:

- a. The section of NY 54A from the village limits of Penn Yan near the Indian Pines Farm Market to the main intersection in Branchport shall be named "Penn Yan-Branchport Road."
- b. The section of NY 54A from the main intersection in Branchport to the Yates/Steuben County line shall be named "Branchport West Lake Road."

Note of clarification: The section of road known as West Lake Road from its intersection with NY 54A, near water treatment plant, to its intersection with Central Avenue shall remain named "West Lake Road," thereby no resolution is needed.

Resolution 2: STREET/ROAD NUMBERS

RESOLUTION SPECIFYING THE NUMBERING SYSTEM TO BE USED THROUGHOUT THE TOWN OF JERUSALEM

WHEREAS, in 2007 the town board created a committee to look into the aspects of reported addressing problems along the Route 54A corridor, and

WHEREAS, it had been brought to the attention of this Board that the departments of Jerusalem Town Hall and, many businesses, residents and travelers are experiencing difficulties with regards to both location of property and mailing difficulties as caused by the addressing system being currently used in the Town of Jerusalem, and

WHEREAS, the Town of Jerusalem is in the process of updating and revising the addressing system in a step-by-step manner, and

WHEREAS, a great need exists to establish a comprehensive numbering system for the Town, and

WHEREAS, the requirements and needs placed on the numbering system are different along roads near the lake than along roads not near the lake, and

WHEREAS, the two grids being proposed complement each other well, and

WHEREAS, the new grid being introduced has many of the familiar and easy-to-understand characteristics of the old lake number system used for nearly a century, and

WHEREAS, confusion resulting from several causes, including but not restricted to, duplicate house numbering, multiple numbers used that require the addition of alpha lettering to differentiate locations, and house numbering out of sequence along the same road has plagued its addressing system for decades, now therefore be it,

RESOLVED, that the Town of Jerusalem does hereby,

- A) Schedule a Public Hearing on the Proposed Road Names,
- B) Consider for Adoption,

The Town of Jerusalem does hereby officially adopt the following numbering system:

The property numbering system to be used throughout the Town of Jerusalem shall consist of two complementary grids: the 4-digit fire code grid shall be used along non-lake roads and the "1000-numbers per mile" grid shall be used along the lake roads.

Definitions:

Lake Roads includes those roads running "parallel to" and along the shore of Keuka Lake, and the roads that are located between those roads and the lakeshore.

The 1000-numbers per mile grid assigns the street number to a property based on the distance along the centerline of the road between the property and the starting point for the grid.

FOR CLARIFICATION:

Lake Roads – road running parallel to and along the lake shore

<u>Road Name</u>	<u>Section</u>	<u>NY/Y/J/Priv</u>	<u>Lake/Non</u>
East Bluff Dr	Bluff	Town Rd	Lake
Esperanza Dr	Bluff	Private	Lake
West Bluff Dr	Bluff	Town Rd	Lake
Branchport West Lake	Bpt	NYS 54A	Lake
Crescent Beach Rd	Bpt	Town Rd	Lake
Central Ave	KP	Co Rd 25	Lake
West Lake Rd	PY	Co Rd 21	Lake

Lake Roads – roads between Lake Roads listed above and the lakeshore

<u>Road Name</u>	<u>Section</u>	<u>NY/Y/J/Priv</u>	<u>Lake/Non</u>
East Bluff Dr Ext	Bluff	Town Rd	Lake
Acorn Rd	Bpt	Private	Lake
Aumick Rd	Bpt	Private	Lake
Beechnut Rd	Bpt	Private	Lake
Mill St	Bpt	Town Rd	Lake
Lake Ave	KP	Town Rd	Lake
Oak Rd	KP	Town Rd	Lake
Cook's Rd	PY	Town Rd	Lake
Sylvan Rd	PY	Town Rd	Lake

Non-Lake Roads

<u>Road Name</u>	<u>Section</u>	<u>NY/Y/J/Priv</u>	<u>Lake/Non</u>
Penn Yan - Branchport Rd	Bluff	NYS 54A	Non-Lake

Resolution 3: GUIDELINES FOR ASSIGNING NUMBERS

LOCAL LAW ESTABLISHING SECTION IN THE JERUSALEM TOWN CODE ENTITLED – ASSIGNING NUMBERS – GUIDELINES FOR

WHEREAS, in 2007 the town board created a committee to look into the aspects of reported addressing problems along the Route 54A corridor, and

WHEREAS, it had been brought to the attention of this Board that the departments of Jerusalem Town Hall and, many businesses, residents and travelers are experiencing difficulties with regards to both location of property and mailing difficulties as caused by the addressing system being currently used in the Town of Jerusalem, and

WHEREAS, a great need exists for specific guidelines for assigning address numbers, and

WHEREAS, the same procedures should be used by all who assign address numbers to addressable properties, both now and in the future, and

WHEREAS, confusion resulting from several causes, including but not restricted to, duplicate house numbering, multiple numbers used that require the addition of alpha lettering to differentiate locations, and house numbering out of sequence along the same road has plagued its addressing system for decades, and

WHEREAS, there are no guidelines currently in effect for assigning address numbers in the Town of Jerusalem, therefore be it,

RESOLVED, that the Town of Jerusalem does hereby,

- A) Schedule a Public Hearing on the Proposed Road Names,
- B) Consider for Adoption,

The Town of Jerusalem does hereby officially adopt the following Guidelines for Assigning Numbers.

ASSIGNING NUMBERS – GUIDELINES FOR

These guidelines are for addressing or re-addressing existing buildings, and for numbering new and existing buildings along both planned and existing roads, whether on public or private roads.

General Guidelines

1. The road name used in the street part of an address shall typically be that of the road the driveway entering the property intersects.
2. Street numbers shall be assigned uniformly, that is, in an equally spaced manner, along a road.
3. Street numbers shall be assigned in a manner so that each house/primary building/building entrance on the same street has a unique number, and each number is assigned to exactly one property.
4. The street numbers assigned shall be composed entirely of Arabic numerals; fractions and alpha characters cannot be used.
5. Odd numbers will be used on the left side of the road and even numbers on the right side, when facing in direction of increasing numbers.

6. Numbers shall increase as the road goes primarily to the west or to the south.
7. Numbers shall be assigned so that properties opposite each other along the same road have consecutive numbers.
8. Numbers shall be assigned so that they will be in sequence when posted along the road.
9. Numbers shall be assigned in a manner that will minimize any foreseeable need for renumbering due to future changes or developments.
10. The marker (point) used to determine the assigned number shall typically be located at the intersection of the centerline of the road and the centerline of the driveway.
11. The relative locations of the house/primary building, the driveway, and the building-entrance(s) may be used as a secondary factor in determining the location of the marker.
12. The location of adjacent areas that may in the future be developed or sold separately may also serve as secondary considerations in determining the location of the marker.
13. Guidelines 11 and 12 shall be used in conjunction with guideline 10 by exercising judgment to best accomplish the goal expressed in guideline 9.

Guidelines for selecting the grid used for numbering a road

1. The lake roads (roads running "parallel to" and along the shore of Keuka Lake), public or private, will be numbered using the 1000-number per mile lake road numbering system.
2. A road, public or private, located between a lake road and the shore of Keuka Lake:
 - a. Will be considered a lake road.
 - b. Will be numbered using the 1000-number per mile numbering system.
 - c. When parallel to the lake road, may be assigned numbers according to the corresponding position along the lake road.
 - d. When perpendicular to the lake road, will be assigned numbers starting at the intersection with the lake road and continuing from the lake road number at the center of the intersection.
3. The non-lake roads, public or private, will be numbered using the 4-digit fire code grid system.
 - a. A non-lake east-west road or predominately east-west road will use the east-west fire code grid.
 - b. A non-lake north-south road or predominately north-south road will use the north-south fire code grid.
 - c. Side roads, public or private, that intersects a fire code grid-numbered road once shall be assigned numbers according to the other fire code grid.
 - d. Side roads, public or private, that intersect a fire code grid-numbered road twice (forming a loop) may be assigned numbers according to either fire grid.
 - i. If there is no foreseeable possibility of additional roads branching off the loop road in the future, the numbers may be assigned a range of numbers from the fire code grid based on the locations of the loop's two intersections with its intersecting road.
 - ii. If there is any foreseeable possibility of additional roads branching off the loop road in the future, the numbers shall be assigned starting at the smaller fire code numbered intersection and use the other grid.

Calculation Procedure to determine the assigned number using the lake numbering system

1. Determine the distance (measured along the center line of the road) between the point identifying the location (center of driveway entrance to the property, center of building, or building entrance) and the end of the road (or starting point). Divide this distance by 5.28. Then, round to the nearest odd or even number depending on side of road.

Example: Distance between middle of driveway and end of road is 6953 feet (6953 ft = 1.31685 miles)

Divide; $6953 / 5.28 = 1316.85$

The assigned number will be 1317 if on odd side of road, 1316 if even side.

Calculation Procedure to determine the assigned number using the fire code grid

1. Determine the range of numbers to be used along a section of road.
 - a. The range of numbers to be assigned to a non-lake road is the fire-code grid coordinates for the centers of the intersections at the end points of that section of road. The range is the difference.
For example: North or east end is 1350 and, south or west end is 1444; range = $1444 - 1350 = 94$
 - b. In the case of a loop road, if the initial range doesn't provide sufficient numbers to meet the potential need, numbers may be added to the larger-numbered end of the range to expand the range. Numbers shall be assigned starting at the intersection corresponding to the smaller fire code number forming the range.
2. Determine the distance between consecutive numbers along this road (it will be different for each road).
 - a. Determine the length of the road segment from center of intersection to center of intersection along the road's centerline in feet. {Do not use the E-W or N-S grid distance.}
Example, continued: 2,150 ft, which is approx. 0.407 miles along the section of road
 - b. Determine the distance per number along this road by dividing the length of road by the range of the numbers.
Example, continued: Divide, $2,150 \text{ ft} / 94 = 22.87$ feet per number
 Note 1: The distances along the road are measured along the centerline of the road.
 Note 2: If the road runs in a true north-south or east-west direction and is straight, the distance per number will be 17.6, otherwise it will be some number larger than 17.6.
 Note 3: The distance per odd number along the odd side of the road is double the calculated number resulting in 2(b). The same is true for the even side of the road. That is, on each side of the road there is a number every 35.2 feet for a road parallel to a grid line, or every 45.74 feet for the example.
3. Determine the distance, measured in feet, between the marker identifying the property location (center of driveway entrance to the property, center of building, or building entrance) and the center of the intersection at the north or east end of the road section. Divide this distance by the number found in 2(b). Add the quotient to the smaller grid number bounding the range for this road. Finally, round to the nearest odd or even number depending on side of road.
Example, continued:
 Distance along the middle of road between the property marker and end of road is 953 feet.
 Divide; $953 / 22.87 = 41.67$; Now, add $1350 + 41.67 = 1391.67$
 The assigned number will be 1391 if on odd side of road, 1392 if even side.
 Note 4: The division in step 3 is completed using the distance per number found in step 2(b); NOT the double of that number. Rounding to the nearest odd or even number in the last step correctly adjusts for both the odd and even numbers.