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September 2, 2026

By Email & Fedex

Hon. Peter Cross, Chair
And Members of the Planning Board
Town of Woodstock
47 Comeau Drive
Woodstock, New York 12449

RE: Eastwoods Drive Roadway Improvement and Extension
Applicant: Zena Development, LLC
Property: Eastwoods Drive (38.2-1-43, 38.2-1-44 & 38.2-1-38.100)

Dear Chairperson Cross and Members of the Planning Board:

On behalf of Zena Development, LLC (Applicant), we respectfully submit this letter and the following materials in furtherance of the pending applications for Site Plan Review, Minor Subdivision and Wetland and Watercourse Permit (WWP) approval to improve portions of Eastwoods Drive and extend it approximately 1,200 feet to the Town of Ulster.

Clarification on Requested Waivers

The Applicant is only seeking to waive two (2) requirements from the Town of Woodstock Major Road Standards, as provided by Section 202-32G. The first requirement is that the road be paved (*see* Sections 202-32G(4) and 202-32G(20)). The second requirement is that the road have four foot graded shoulders (*see* Sections 202-32G(4) and 202-32G(15)).

Section 202-32G(4) states that “[t]he minimum width of road right-of-way shall be 50 feet and the minimum width of road pavement shall be 20 feet with shoulders on each side of a width of four feet.” Section 202-32G(15) similarly states that “the proposed road shall be graded for a full twenty-eight-foot width...” Section 202-32G(20) requires the road to be finished with “motor paving or blacktop”.

At the Planning Board’s prior request, the Applicant is maintaining Eastwoods Drive as a gravel surface. But the entire length of Eastwoods Drive will be improved to the minimum width of 20 feet. The variation from the above standards is that for the 900 feet of the existing 3,400 foot road that is within a wetland or wetland buffer area, the Applicant is proposing to forgo the four foot graded shoulders to reduce potential negative effects. That is, everywhere else outside the 900 linear feet of wetland and wetland buffer areas, Eastwoods Drive will fully comply with the Section 202-32G Major Road Standards and include four foot graded shoulders.



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The other waivers requested are from the generally applicable subdivision design standards contained in Sections 202-32(C) and (D)(1). Sections 202-32(C) and (D)(1) require subdivisions of 20 or more lots to have at least two connections with existing roads and that any dead-end road be restricted to a length of 2,000 feet. As further detailed in our January 13, 2026 and July 23, 2025 submissions, constructing a secondary access road creates redundant ground disturbance and tree clearing in a Town designated Critical Environmental Areas (CEA) when it has been demonstrated that a single, existing, road is sufficient for providing access. Eastwoods Drive serves several existing residences and the Applicant is only proposing a 1,200 foot extension to reach the Town of Ulster. This is the only construction in Woodstock, leaving the balance of the CEA untouched. Likewise, the new road extension avoids any wetland and wetland buffer areas, but construction of a new secondary access road would require direct wetland disturbance. Additionally, service and emergency vehicles currently have unobstructed access to each existing home on Eastwoods Drive, where the current roadway width varies from 10 to 19 feet. The Applicant will be improving the existing portion of Eastwoods Drive to a uniform width of 20 feet and adding a hammerhead turn around at the airstrip. Accordingly, service and emergency vehicles will continue to have unobstructed – if not substantially improved – access. Based on the foregoing, the Applicant meets the Code criteria for a waiver/modification, which should be granted. *See* Section 202-32E(2)(a).

Updates to Wetland Mitigation Plans

The Applicant's last appearance before the Planning Board was on November 6, 2025. At that meeting, the Board requested and the Applicant has since incorporated the following additional mitigations into the Wetland and Watercourse Mitigation figures:

1. Orange construction fencing around wetlands to prevent intrusion during roadway construction;
2. Little bluestem has been added to planting plan;
3. Culvert Wildlife Guides have been added to direct amphibians to the culverts;
4. The proposed seed mix for the wetland buffer restoration areas is to be approved by the Town;
5. A culvert and wildlife guides have been added to the portion of the road extension area approximately 60 meters from Wetland DM-7; and
6. A proposed intersection sign per traffic study has been incorporated.

Materials Submitted in Furtherance of the Applications for Site Plan Review, Minor Subdivision, and Wetland and Watercourse Permit Approval:

Enclosed please find one (1) digital and four (4) hard copies of the following materials submitted in furtherance of the applications:

Exhibit A: Eastwoods Drive Road Construction Narrative, prepared by MJ Engineering and Land Surveying, P.C., dated July 31, 2026;



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- Exhibit B: Woodstock Wetland and Watercourse Permit Mitigation Figures, prepared by MJ Engineering and Land Surveying, P.C., revised June 2026;
- Exhibit C: Single-Access Subdivision Examples; and
- Exhibit D: Copy of the Minor Subdivision Plat, previously submitted and dated July 17, 2024.

The Applicant looks forward to continuing the review of the Project at the Planning Board's next available meeting. In the meantime, should the Board or Town Staff require anything further, please do not hesitate to contact us.

Very truly yours,

A handwritten signature in blue ink that reads "Alec Gladd". The signature is written in a cursive, flowing style.

Alec R. Gladd

Enc.

Cc: Zena Development, LLC
MJ Engineering and Land Surveying, P.C.
Labella Associates

EXHIBIT A



July 31, 2026

Mr. Frank Almquist, Planning Board Chair
Town of Ulster Planning Board
1 Town Hall Drive
Lake Katrine, NY 12449

**Re: Zena Development, LLC
Ruby Woods (off Eastwoods Drive)**

Dear Chair Almquist and Members of the Planning Board:

MJ Engineering, Architecture, Landscape Architecture, and Land Surveying, P.C. (MJ) is in receipt of a letter from the law offices of Rodenhausen Chale & Polidoro LLP dated July 14th, 2026, on behalf of the Woodstock Land Conservancy ("WLC"), in which concerns were raised on the feasibility of site access to the proposed **Zena Homes Subdivision**. We provide the following technical clarification on behalf of the Applicant concerning Eastwoods Drive.

Throughout the Zena Homes Subdivision project, various improvements to site access have been proposed for implementation due to minor anticipated increases in traffic volume resulting from said development. Access to the subdivision, located within the Town of Woodstock, will be provided through Eastwoods Drive, a privately owned gravel roadway of varying width. There are NYSDEC-regulated wetlands and NYSDEC-regulated wetland buffer areas present along approximately 900 of its 3,400-foot existing length and the roadway is crossed by three existing culverts, all of which were found to be in a deteriorated state and no longer functioning as intended.

Under the Town of Woodstock Code § 202-32, Eastwoods Drive should be classified as an "Intermediate Road" or even a "Major Road" because it presently serves 9 lots, although more than 11 existing lots (12 in total) could presumably gain access from it.

That said, Eastwoods Drive does not currently meet the design standards specified within said code for even a "Minor Road" (roads serving less than 5 lots), which may already present significant transportation and public safety issues for current residents. Eastwoods Drive has been evaluated and found to be currently deficient in the following minor road standards:

- § 202-32 D (1) which states that *"Any cul-de-sac or permanent dead-end road shall be restricted to a length of 2,000 feet in order to provide for convenience of traffic movement and to facilitate effective police, fire and related emergency protection. At the end of cul-de-sac or permanent dead-end roads there shall be a paved "T" turnaround or equivalent fully paved circle with a radius of 50 feet. The "T" portion of the turnaround shall be paved to a width of 30 feet and shall have a minimum overall length of 120 feet. Where the end of the road meets the turnaround, flares of 30 feet in radius shall be provided on each side of the road to facilitate turning into the "T".*" The current road does not meet this standard.
- § 202-32 F (2) which states that *"The minimum width of traveled way of a minor road shall be 20 feet, including shoulders, with a minimum traveled way of 16 feet."* The current road does not meet this standard.
- § 202-32 F (5) which states that *"The minimum length of a vertical curve shall be 100 feet but not less than 20 feet for each one-percent difference in grade. The minimum radius of horizontal curves shall be 100 feet measured at the center line."* The current road does not meet this standard.



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Levittown, NY
Picatinny, NJ
Melbourne, FL



- § 202-32 F (7) which states that *“not less than 12 inches of compacted quarry rubble, creek gravel, or run-of-bank gravel or other pervious material acceptable to the Town Superintendent of Highways or designated Town Engineer shall be placed over the entire width of the traveled way. This shall be topped with not less than three inches of Item 4 or 400 fines.”* The current road does not meet this standard.
- § 202-32 F (9) which states that *“turnarounds at the end of such road shall be adequate under the particular circumstances of the road as determined by the Planning Board in consultation with the Town Superintendent of Highways or designated Town Engineer.”* The current road does not meet this standard.

With the construction of the Zena Homes Subdivision, Eastwoods Drive will be extended and improved to provide access to the new development; it will remain privately owned and will continue to serve existing residents while also accommodating an additional 30 single-family dwelling units once the project reaches its completion. Because it will serve more than 11 lots, access will be classified and constructed in accordance with the Town of Woodstock “Major Road” standards to the greatest extent practicable given existing site constraints, special circumstances of the particular roadway per § 202-32 E (2), and at the discretion of the Town. While the comment letter correctly notes that the applicant seeks the approval of waivers through Woodstock for completion of the project, there are only two proposed waivers at this time. They include:

- (1) a waiver from the requirement that a secondary point of access, separate from Eastwoods Drive, be provided.
- (2) a waiver from the requirement that Eastwoods Drive contain a 20-foot asphalt carriageway with 4-foot graded shoulders along its entire length (the Woodstock Planning Board has explicitly requested the installation of a gravel surface).

Otherwise, the to-be-improved Eastwoods Drive will be designed and constructed to meet all Town of Woodstock and state code requirements.

The extension of Eastwoods Drive into Ulster will also be constructed in accordance with § 161-19 Subdivision of Land and § 190 Zoning Law within the Town of Ulster Code to the greatest extent practicable given existing site constraints and at the discretion of the Town (Ulster).

The sections below respond to the specific concerns raised in the comment letter regarding Eastwoods Drive's compliance with Town road standards and the adequacy of the transportation-related SEQRA review.

1. Eastwoods Drive Dimensional Standard Compliance

The comment letter correctly notes that Eastwoods Drive currently functions as an access road serving a small number of residential lots and does not, in its existing condition, meet Town (Woodstock) dimensional standards; the Applicant does not dispute the road's existing deficiencies. As stated above and under proposed conditions, Eastwoods Drive will be extended and improved in accordance with “Major Road” code to the greatest extent practicable. At the request of the Town of Woodstock, and to maintain the existing character of the surrounding area, the roadway surface will remain gravel (unpaved).

In areas where there are no adjacent NYSDEC-regulated wetland or wetland buffer areas present, the roadway's width will be widened to contain a 20-foot carriageway and 4-foot graded shoulders under § 202-32 G (4)



and Appendix B. In areas where there are adjacent NYSDEC-regulated wetland or wetland buffer areas, the 20-foot carriageway will be continued however the 4-foot shoulders will be omitted from design; Eastwoods Drive's southern edge of traveled way will be maintained and any widening of the roadway will occur toward its northern edge to best preserve the adjacent NYSDEC-regulated wetland and wetland buffer areas.

A "T" turn-around will also be installed under § 202-32 D (1), Appendix D near the existing grass runway and two (2) cul-de-sacs will be used within the subdivision in the Town of Ulster. This represents a substantial upgrade from existing conditions and directly addresses the concern that "a road designed for substantially lower traffic volumes" would be asked to serve the proposed project.

2. Roadway Base Material and Structural Adequacy

The comment letter raises the question of whether the existing roadway base can support temporary construction activities and increased long-term traffic volumes. The Applicant agrees that the existing gravel depth is deficient relative to Town (Woodstock) standards and, for that reason, the project proposes remediation of the existing roadway section. To bring Eastwoods Drive into compliance with the "Major Road" design standards of § 202-32 G (19) and § 202-32 G (4) Appendix B which include 12-inches of "compacted approved quarry rubble, creek gravel, or R.O.B. gravel" and 6-inches of "compacted approved gravel, item 4, or 400 fines", pavement cores will be taken to determine the existing materials used and their depths. This will also determine the amount of material that needs to be installed. Any core samples taken will occur prior to construction. This remediation is intended to address any long-term maintenance or deterioration of material concerns.

Please refer to attached for the gravel surface detail included in the Zena Homes Subdivision plans.

3. Wetland Culverts

Three existing culverts beneath Eastwoods Drive connect NYSDEC-regulated wetland and wetland buffer areas located on either side of the road. All three of these culverts are currently in a deteriorated state and, as part of the proposed construction, the Applicant intends to replace them. The new culverts will be sized-up and, at the request of the both Town of Woodstock and the Town of Ulster, will possess natural bottoms and directional barriers to promote wildlife crossings; an additional culvert crossing will be installed beneath the roadway extension (closer to the Town of Ulster and the subdivision) also containing a natural bottom and directional barriers. Replacement of these drainage facilities will both correct an existing deficiency, independent of the project, and ensure that the reconstructed roadway does not impede hydraulic connectivity between wetland areas which the existing culverts were originally intended to preserve. The 20-foot carriageway expansion to the north as referenced above, also intends to minimize the extent of wetland disturbance associated with the remediation of Eastwoods Drive.

4. Traffic Volumes and Intersection Capacity

Question 13(a) of the Full EAF asks whether the project would cause projected traffic volumes to exceed the capacity of the existing transportation network. This question has been directly evaluated in the Traffic Impact Analysis prepared by LaBella Associates (dated March 21, 2024), which conservatively assumes 56 residential units (well above the 30 single-family homes actually proposed) and evaluates three study intersections, including Zena



Highwoods Road/Eastwoods Drive.

The results of that analysis show that the project will generate approximately 44 trips in the weekday peak AM hour and 58 trips in the weekday peak PM hour. These results demonstrate that a new trip would occur roughly every 2 to 6 minutes which is well below the standard ITE trip-generation threshold of 100 peak-hour trips on a single approach used to screen projects for detailed off-site intersection analysis. Despite falling below that threshold, LaBella performed a full capacity analysis at the request of the Town (Woodstock).

Using the Highway Capacity Manual, 6th Edition methodology, the capacity analysis shows that all study intersections operate at a Level of Service of either A or B under 2026 Build conditions, with only minimal increases in average delay compared with the No-Build scenario. The single approach that crosses from LOS A to LOS B (the Zena Highwoods Road southbound approach at Sawkill Road in the PM peak) does so by only four-tenths of one second, which remains within the range of "clearly acceptable conditions" of either a LOS A, B, or C. These results demonstrate that the existing and improved roadway network has ample reserve capacity to accommodate the project's traffic and that its minor increases in traffic volumes pose no significant adverse transportation impact under SEQRA.

5. Sight Distance

At the Town Planning Board's request (Woodstock), LaBella has performed a dedicated Sight Distance Analysis (dated September 17, 2025) at the Zena-Highwoods Road/ Eastwoods Drive intersection based on field measurements and AASHTO's A Policy on Geometric Design of Highways and Streets (2018). That analysis confirms that all measured stopping sight distances exceed the AASHTO-recommended values in every direction, and that stopping sight distance, which is identified as a critical safety factor, is adequate in all cases. While the intersection sight distance looking left from Eastwoods Drive is somewhat below the AASHTO desirable value, LaBella's analysis, cross-checked against Figure 2C-101 of the NYS Supplement to the National MUTCD, confirms that this condition falls within the "less than desirable but not critically limited" range, for which Intersection Warning signs are not required. The Applicant does not object to the Town's discretionary installation of Intersection Warning signs as an additional safeguard and has proposed for them to be installed as part of the project. No geometric or vegetative sight-distance improvements are necessary for the project to proceed safely.

6. Emergency Access and NYS Fire Code Compliance

The comment letter correctly identifies NYS Fire Code Appendix D, § D107.1 as generally requiring two fire apparatus access roads for developments of 30 or more dwelling units, subject to the exceptions and modifications available under that section, and notes that Woodstock Town Code generally discourages dead-end roads for larger subdivisions. The Applicant recognizes that emergency access and roadway redundancy are legitimate public safety considerations. To alleviate these concerns, the Applicant has opted to install approved automatic sprinkler systems in each of the 30 housing units under § D107.1 Exception (1) and to place a dry hydrant at one of the stormwater management basins for use by emergency personnel. The 30 units will be incorporated into an HOA agreement which will maintain Eastwoods drive in the event of an obstruction within the point of access such as with a fallen tree. The project's proposed 20-foot minimum carriageway width standard for Eastwoods Drive is sized specifically to meet the fire apparatus access road width required under NYS Fire Code § 502.2.1.



The current Zena Homes Subdivision design, including the installation of approved automatic sprinkler systems, has been reviewed by the Town of Ulster Fire inspector and deemed acceptable. The Town of Woodstock fire inspector has deemed the roadway width and material as acceptable. It has been demonstrated to both the Town of Woodstock and the Town of Ulster that installation of a second means of access would lead to further clearing of forested areas, larger amounts of foreign material being introduced into the site, and greater potential for NYSDEC-regulated wetland and wetland buffer area disturbance. The Applicant will continue to work with the Town, the Planning Board, and the local fire district through site plan and subdivision review and will provide any additional analysis the Board deems necessary as part of that continuing review. This coordination is a component of the site plan/fire code compliance process and does not, in the Applicant's view, indicate that the transportation impacts of the project have gone unevaluated under SEQRA.

7. Conclusion

Taken together, the remediation and extension of Eastwoods Drive to the "Major Road" standard (with a wetland-sensitive reduced width and through coordination with the Town), the replacement of the three deteriorated wetland culverts, and the findings of the Traffic Impact Analysis and Sight Distance Analysis demonstrate that the transportation and public safety questions raised under EAF Question 13(a) have been substantively evaluated. The Applicant respectfully submits that the record supports a finding that the project's transportation impacts, including those associated with Eastwoods Drive, do not rise to the level of a significant adverse environmental impact under SEQRA, and that any remaining refinements can appropriately be addressed as conditions of site plan and subdivision approval.

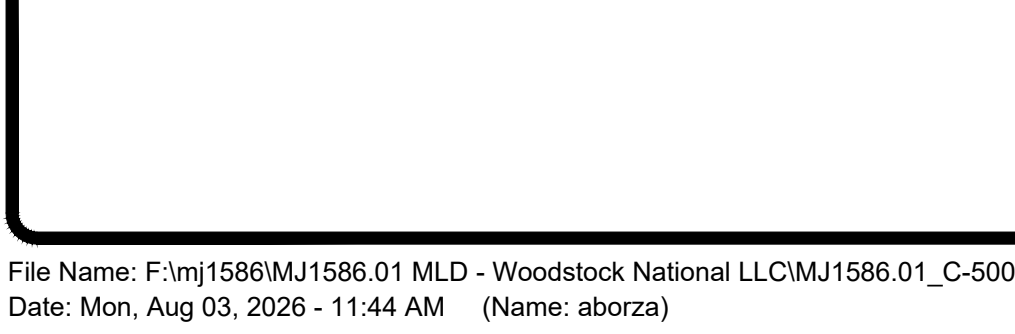
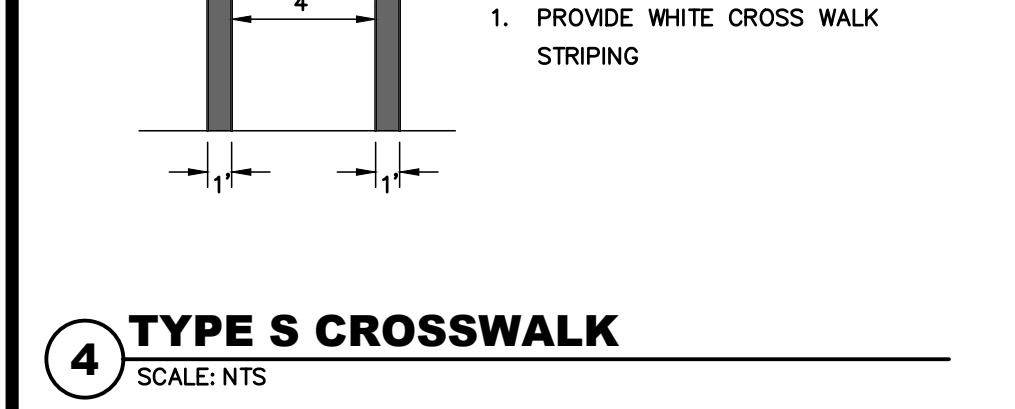
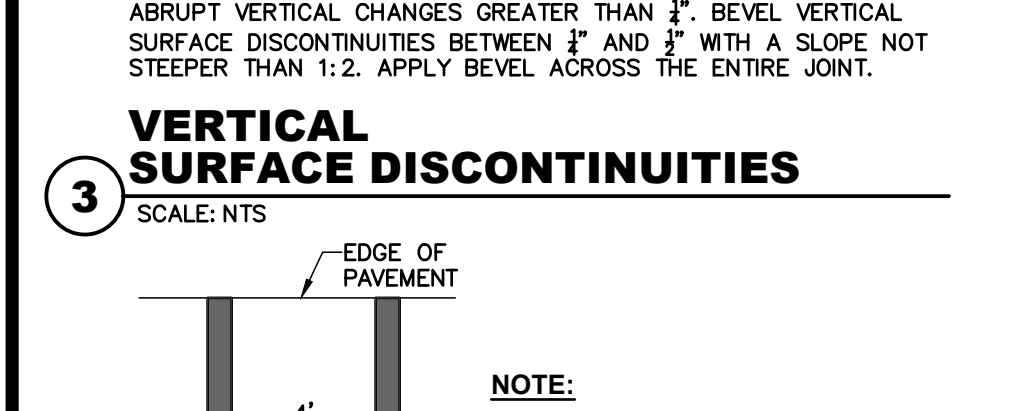
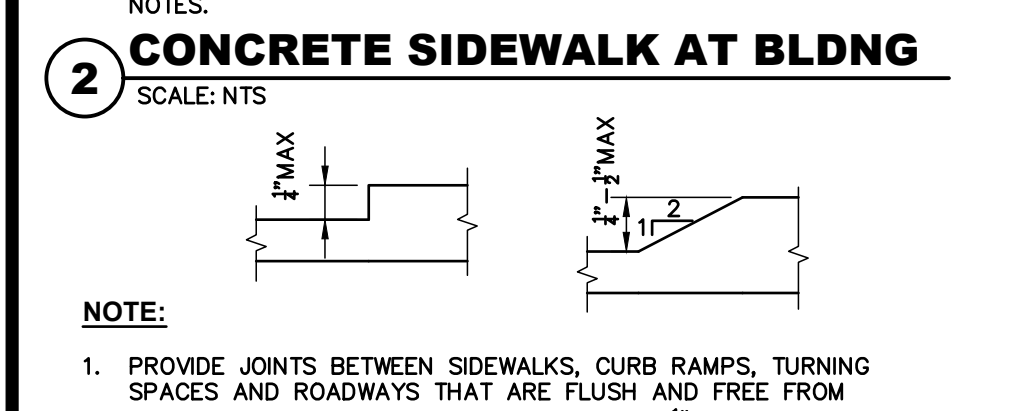
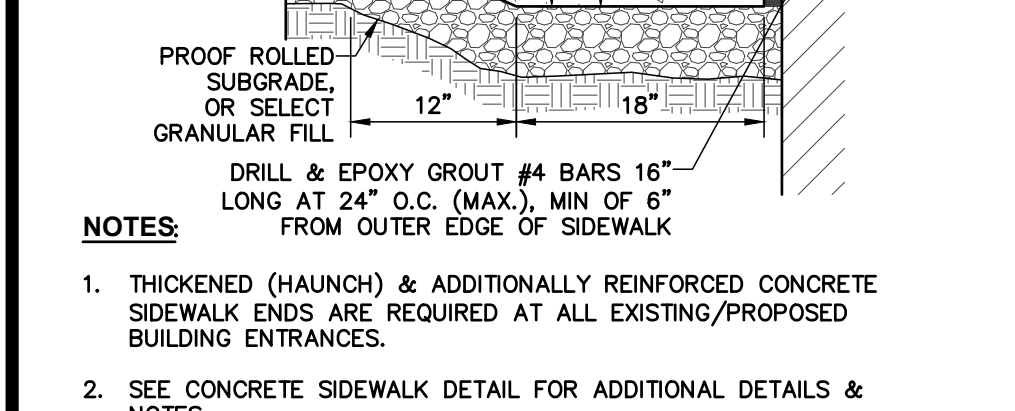
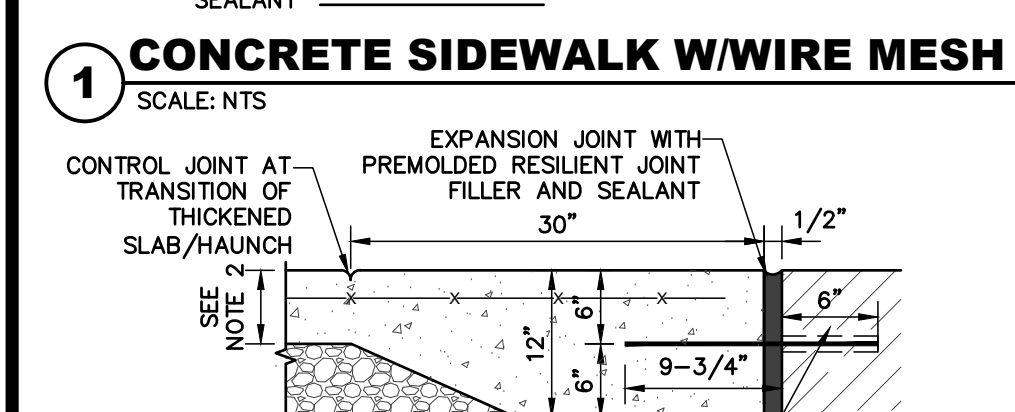
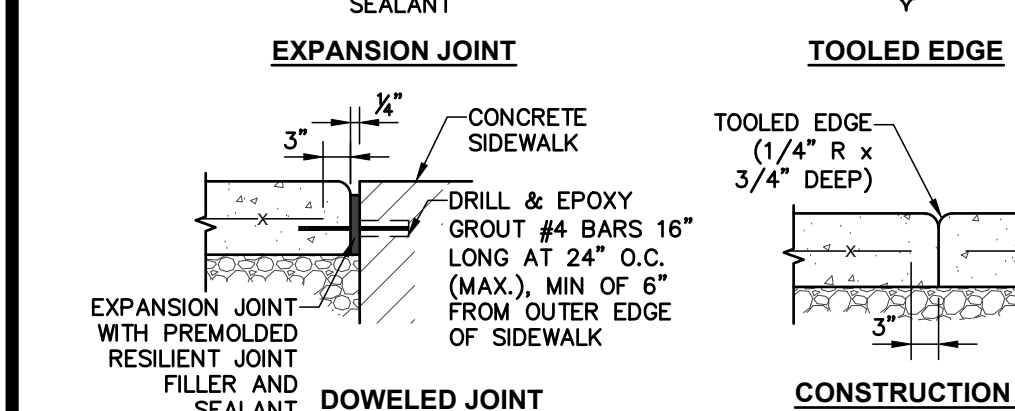
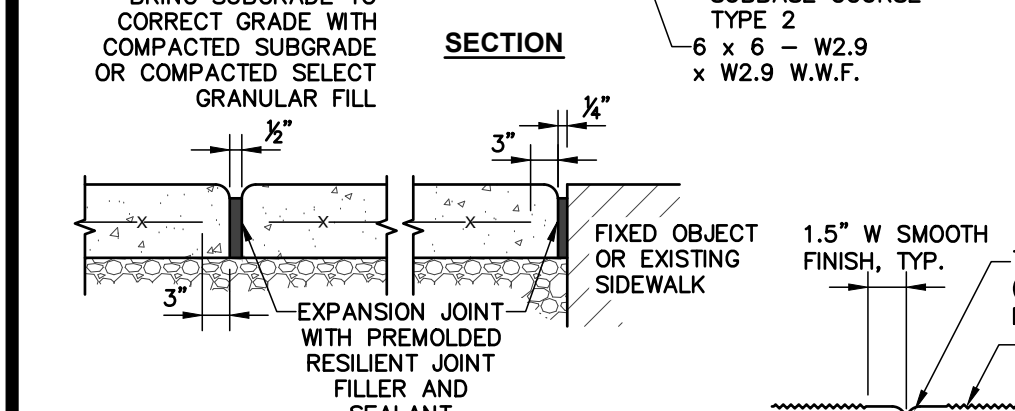
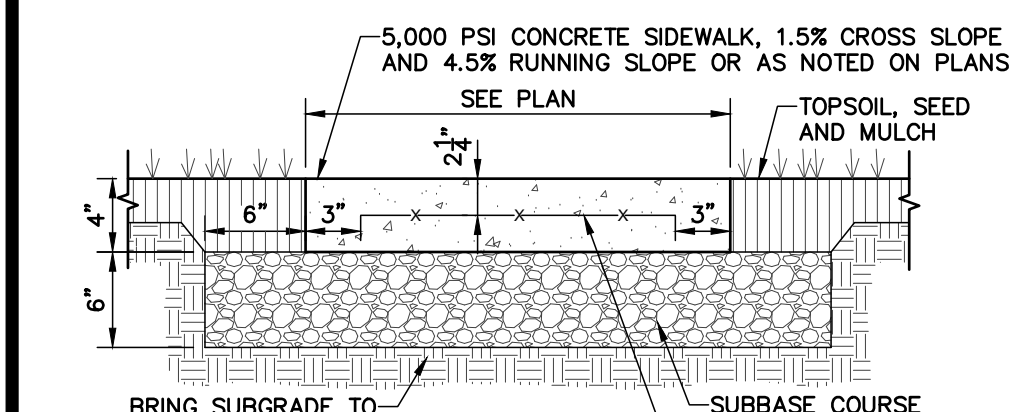
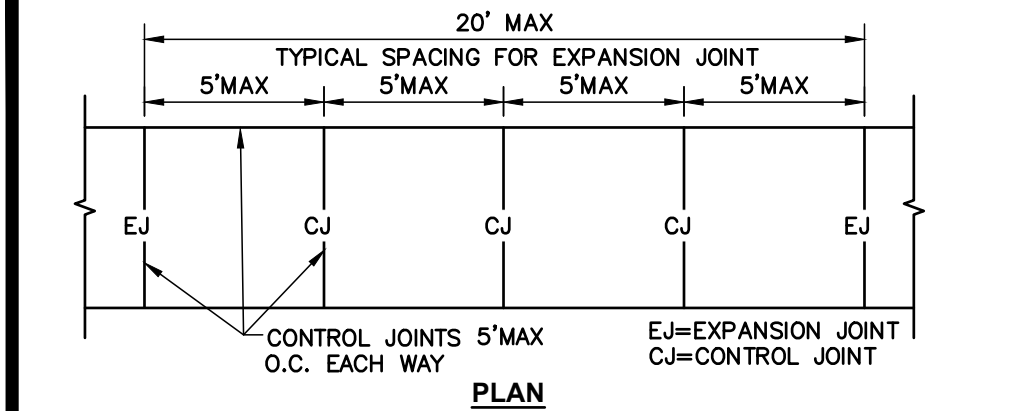
We appreciate the Board's and the commenter's attention to these issues and are available to provide any additional information the Board may require.

Should you have any questions, please do not hesitate to contact me at (518) 371-0799.

Sincerely,

A handwritten signature in black ink, appearing to read 'W. Lippmann', with a stylized flourish at the end.

Walter F. Lippmann, P.E.
Associate, Land Development Group Manager



- NOTES:**
- CONFORM TO NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) STANDARD SPECIFICATIONS, DATED MAY 1 2008, AND ALL ADDENDA THERETO FOR MATERIAL AND METHODS OF CONSTRUCTION.
 - 5,000 PSI IS THE REQUIRED RATING FOR ALL CONCRETE. CONFORM WITH SECTION 500 - PORTLAND CEMENT CONCRETE, OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS FOR CONCRETE MATERIALS, PLACEMENT, AND CONSTRUCTION.
 - CONFORM TO SECTION 556 - REINFORCING STEEL FOR CONCRETE STRUCTURES, OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS AND AS SPECIFICALLY CALLED OUT IN THE DRAWINGS FOR REINFORCING STEEL FOR CONCRETE.
 - BROOM TEXTURED FINISH AND TOOLED EDGES ARE REQUIRED FOR ALL EXPOSED CONCRETE SURFACES. PROVIDE MAX 1-1/2" WIDE SMOOTH TROWEL FINISH AT JOINT.
 - THE MAXIMUM DISTANCE BETWEEN EXPANSION JOINTS IS 20' ON CENTER OR AS INDICATED ON PLANS.
 - DO NOT SAW CUT JOINTS.
 - TREAT EXPOSED CONCRETE SURFACES WITH "SUREBOND"/"SAFEbond" SB-7000 INTENSIFIER BRIGHT PROTECTOR AND SIDEWALK SEALER, OR EQUAL. ABIDE BY MANUFACTURER'S RECOMMENDATIONS FOR RATE AND METHOD OF APPLICATION.
 - PROVIDE SUBBASE MATERIAL IN COMPLIANCE WITH SECTION 304 - SUBBASE COURSE, OF THE ABOVE REFERENCED NYSDOT STANDARD.
 - PROVIDE FILL MATERIAL, WHERE NECESSARY FOR BRINGING THE SUBGRADE ELEVATION TO A SPECIFIED GRADE, THAT IS IN ACCORDANCE WITH SECTION 203-EXCAVATION AND EMBANKMENT OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.

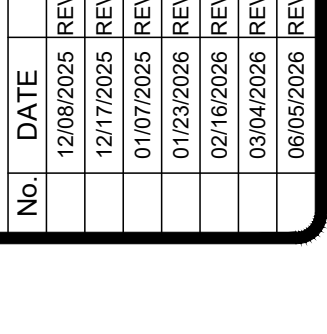
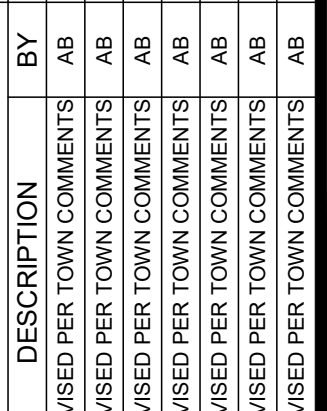
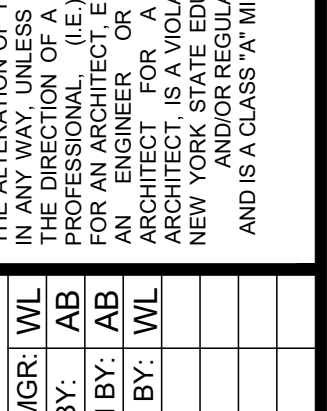
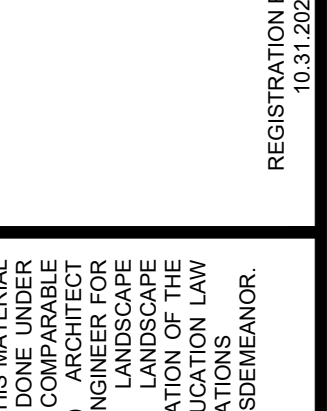
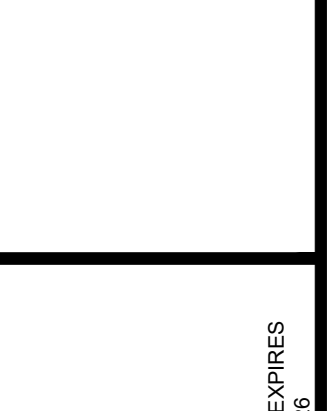
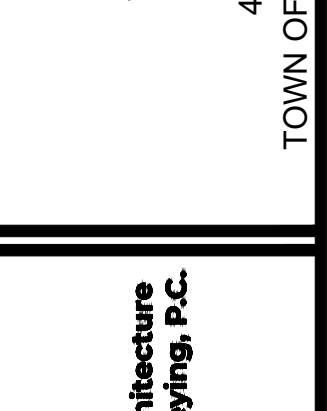
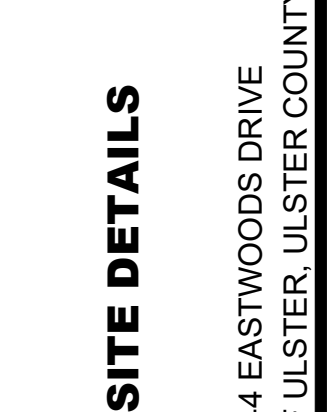
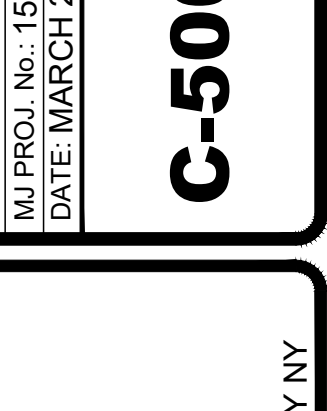
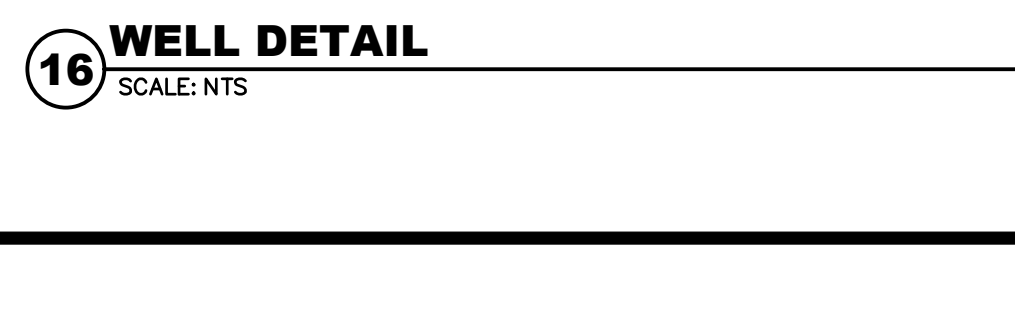
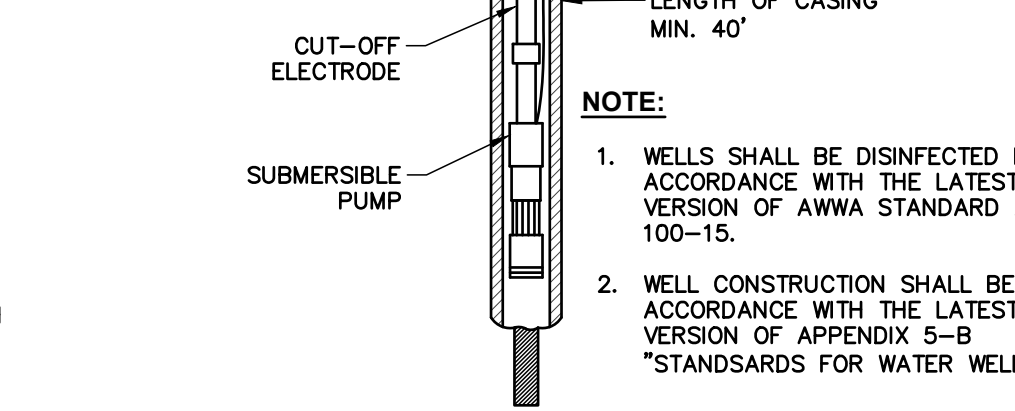
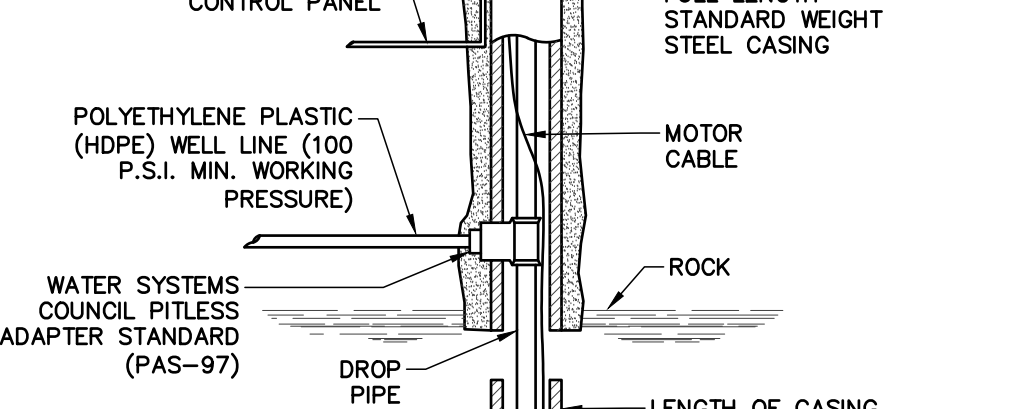
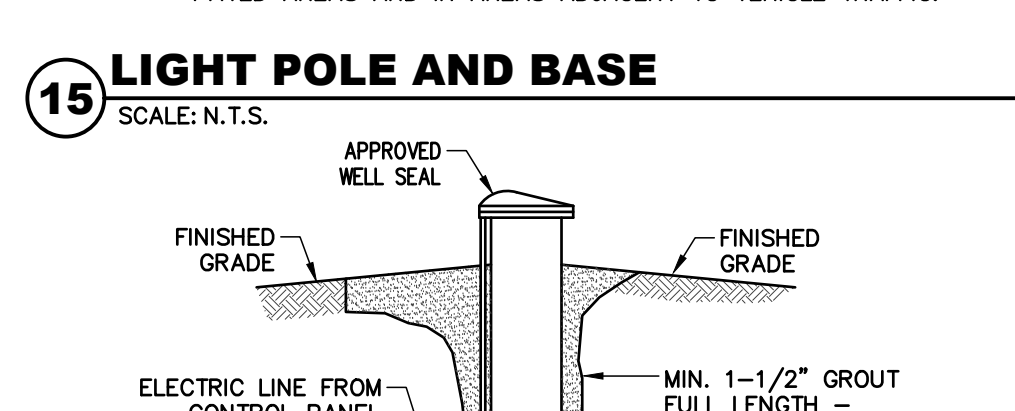
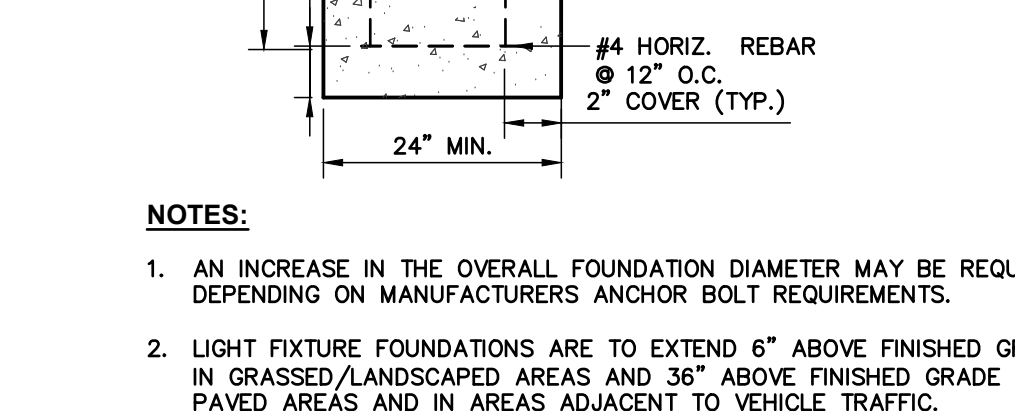
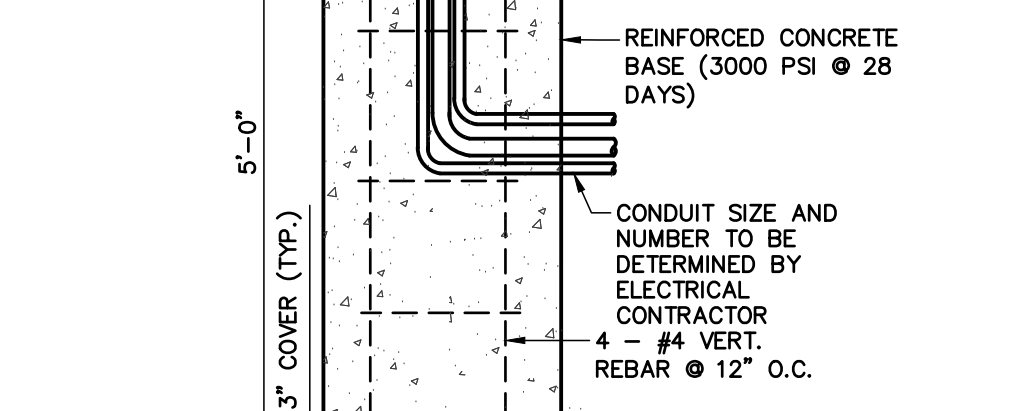
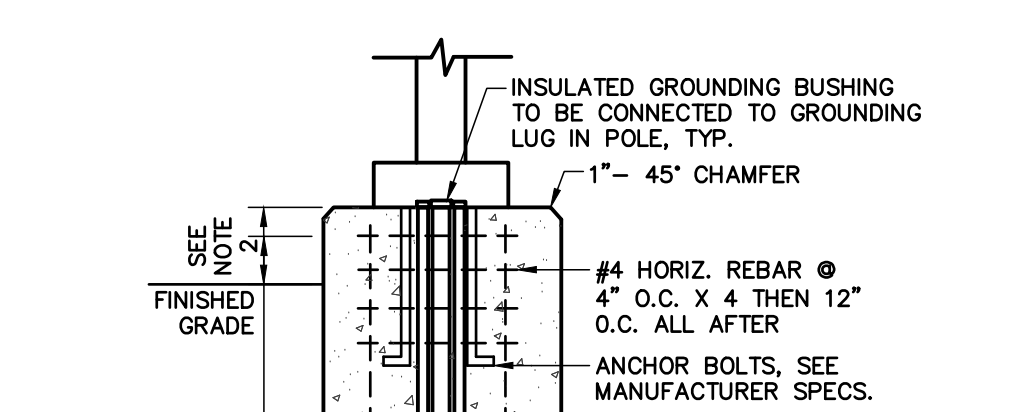
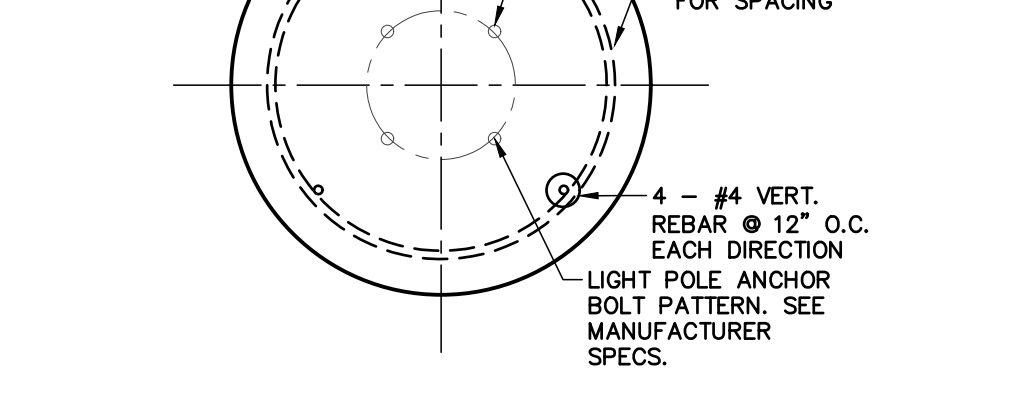
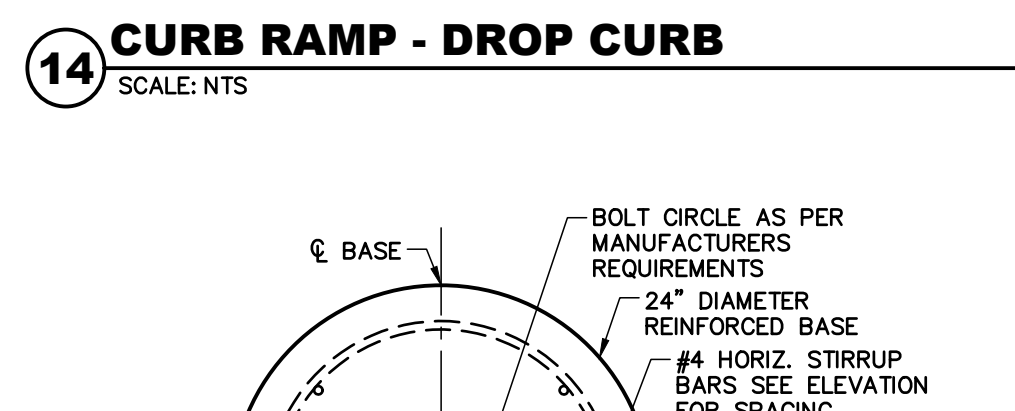
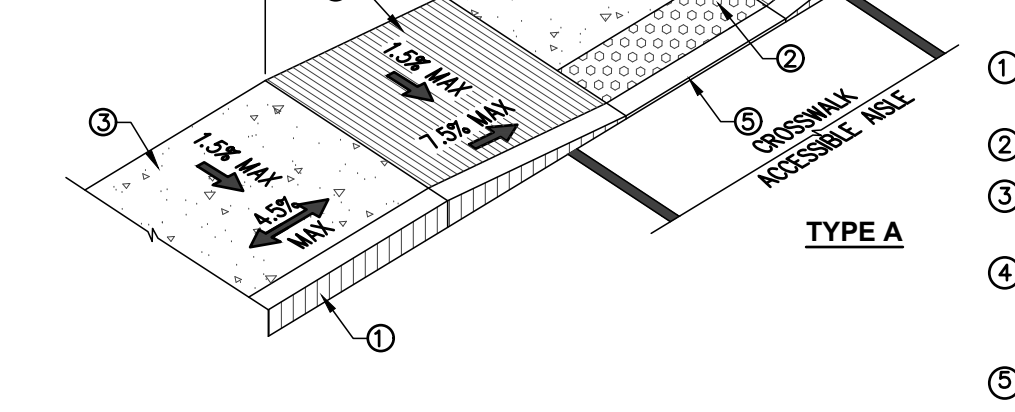
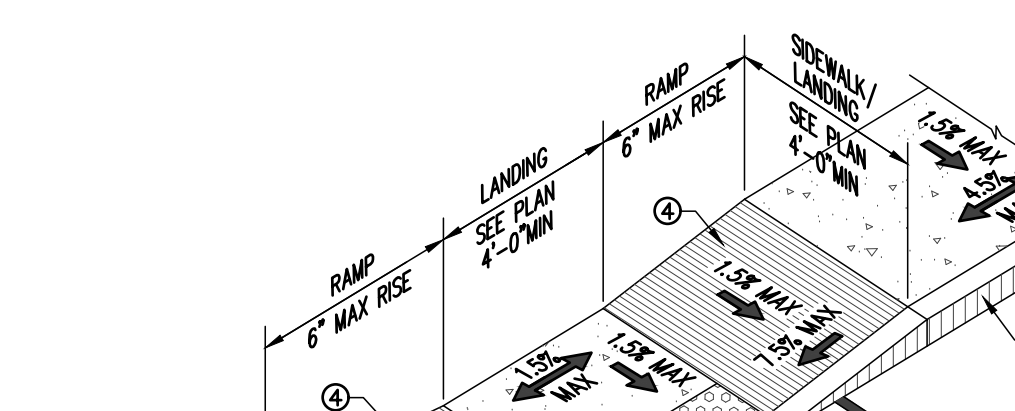
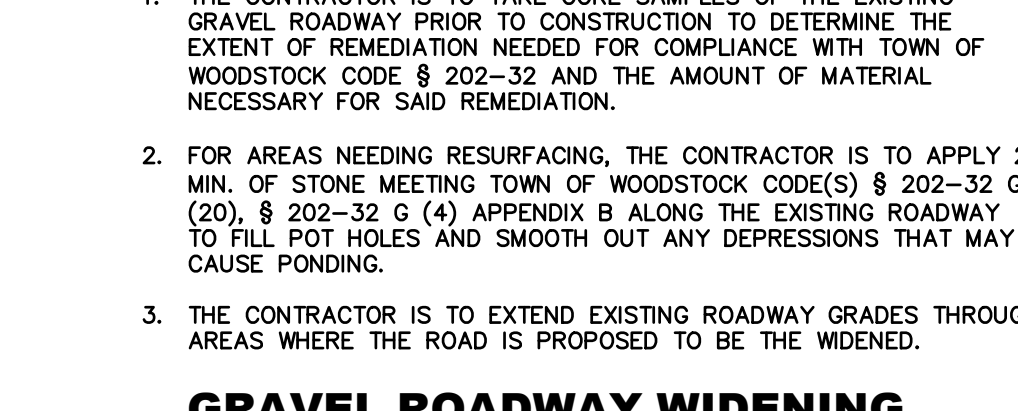
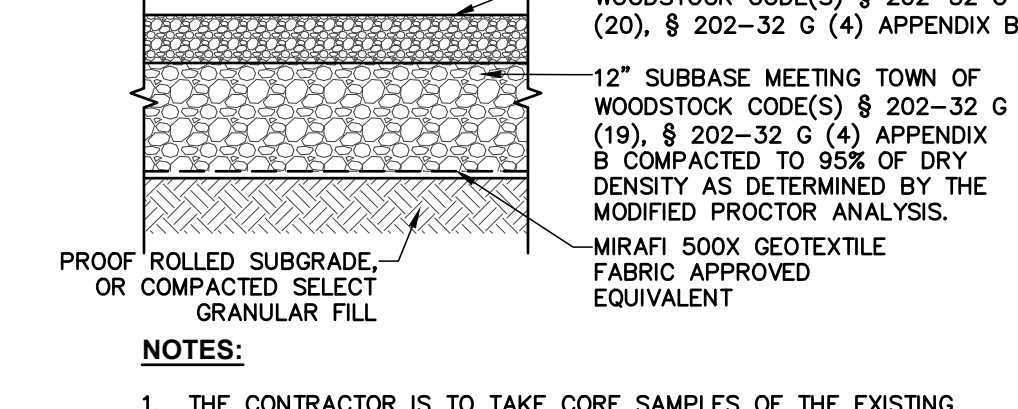
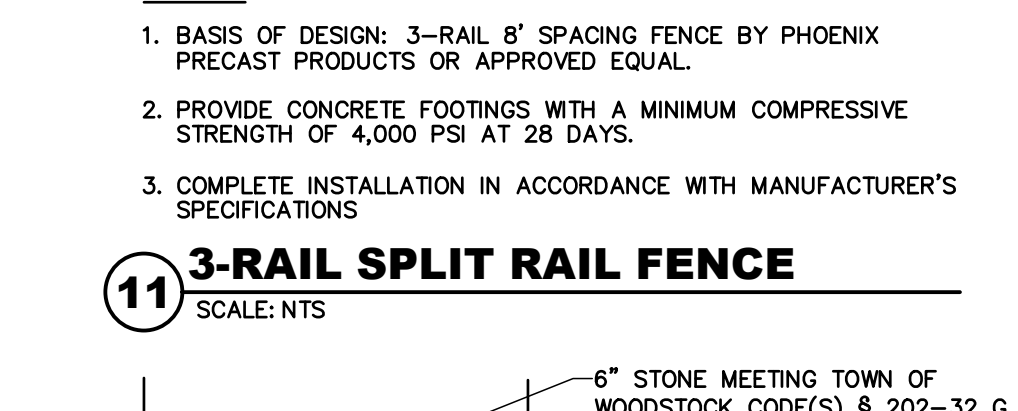
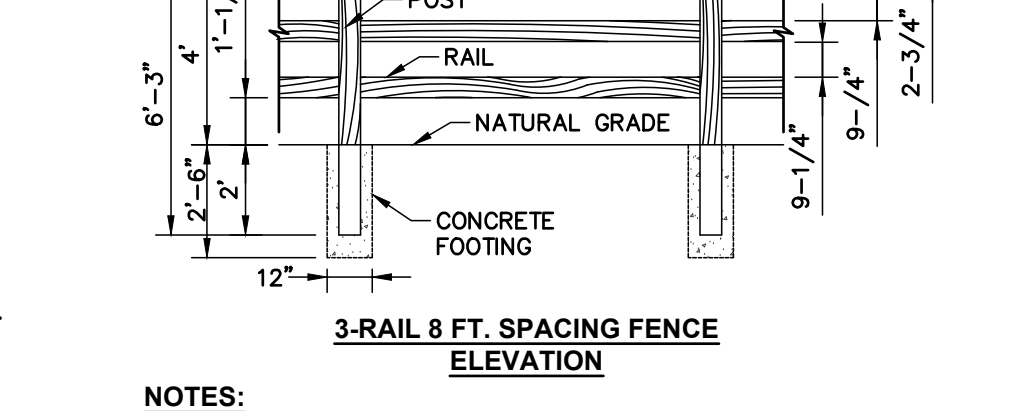
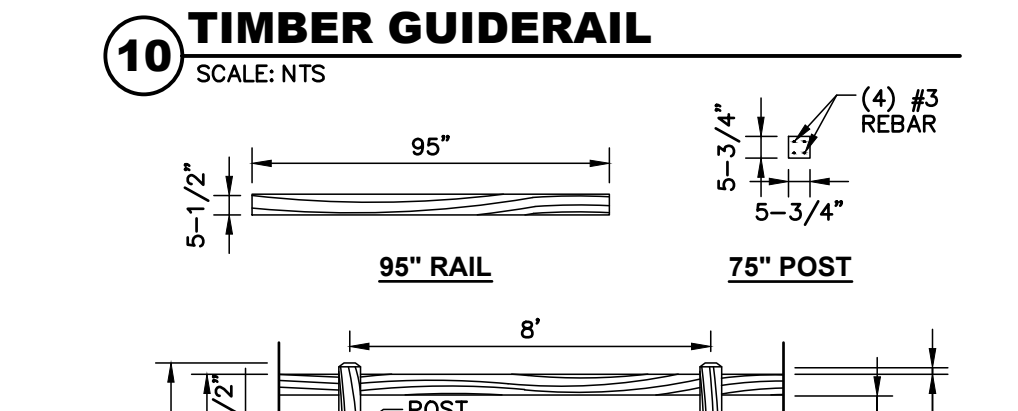
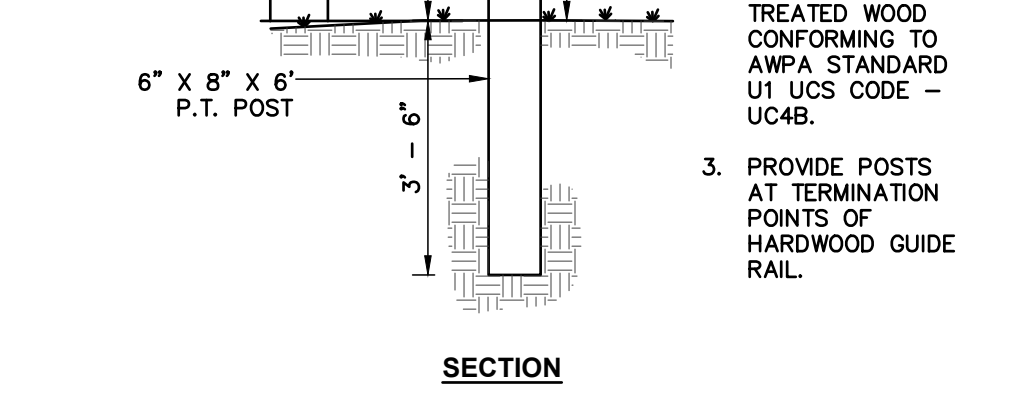
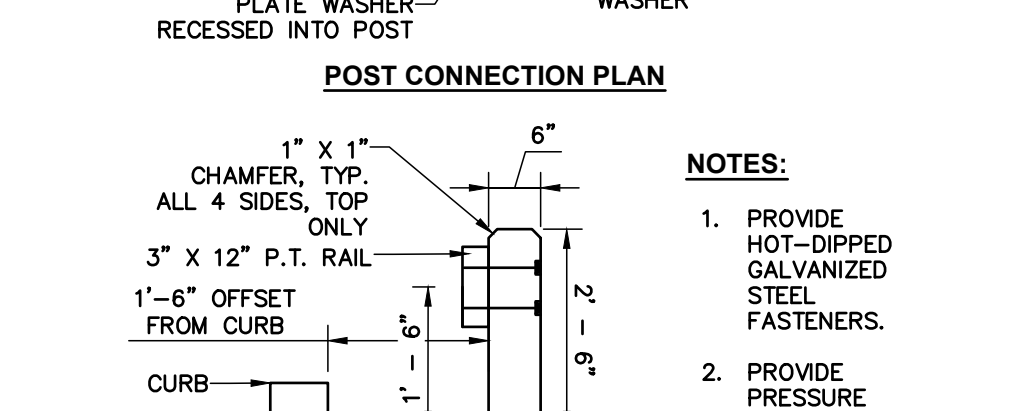
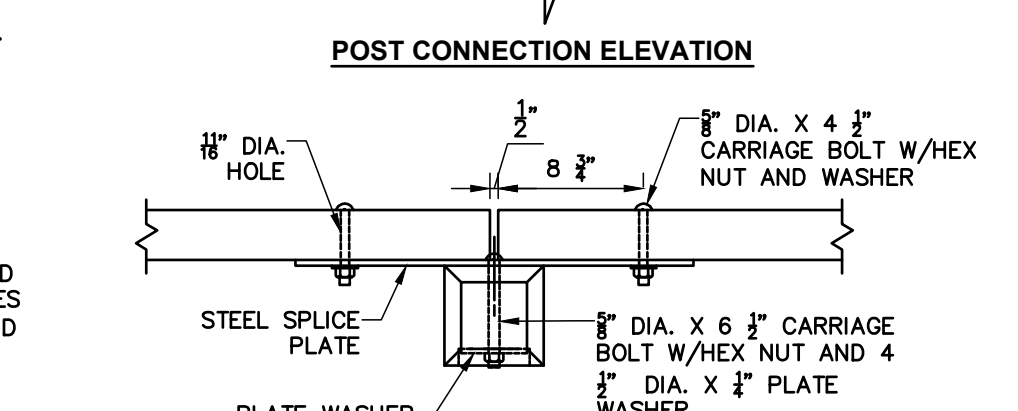
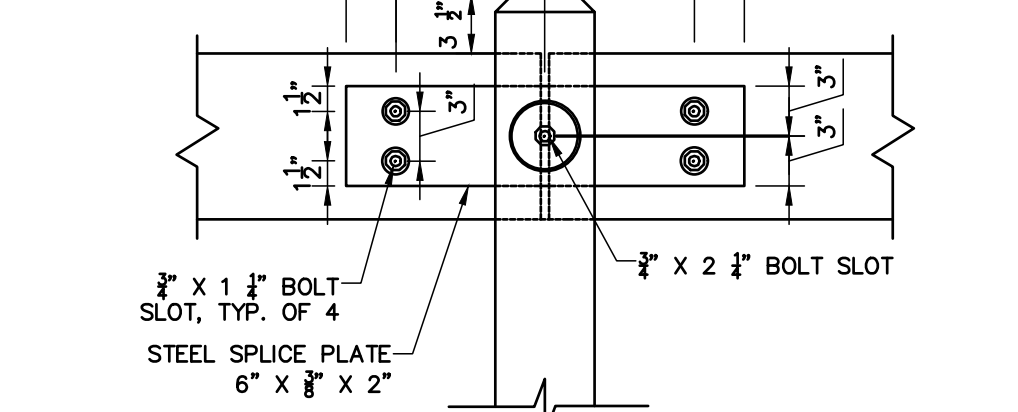
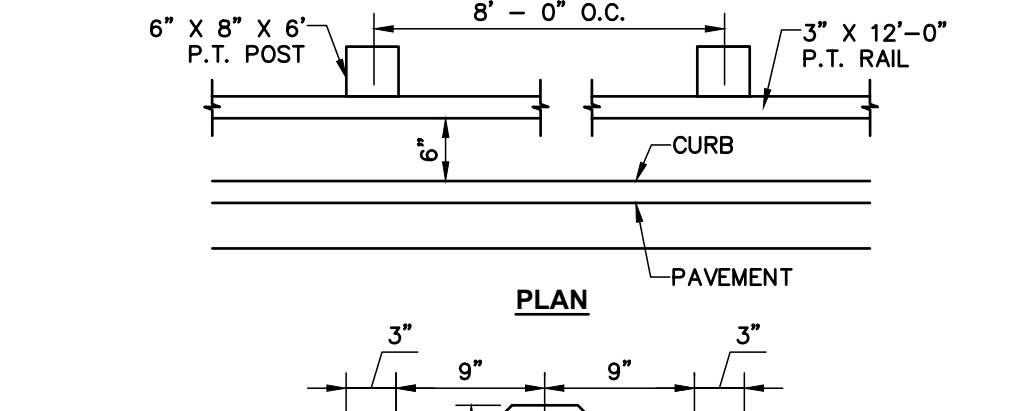
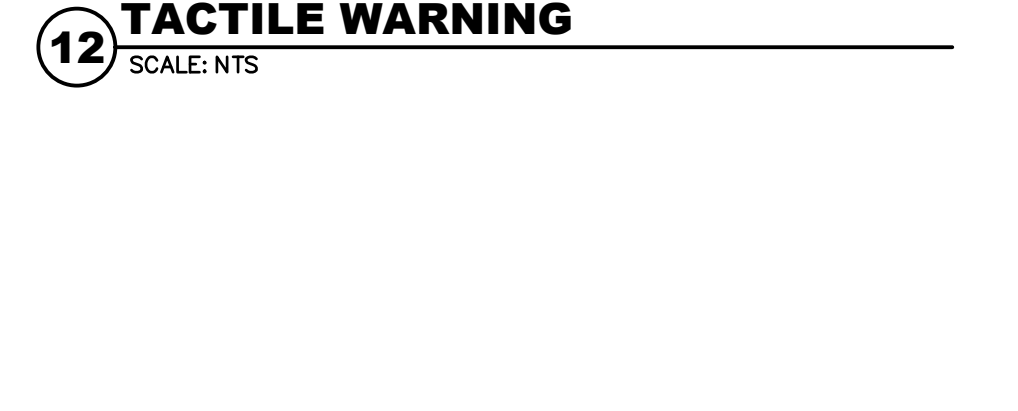
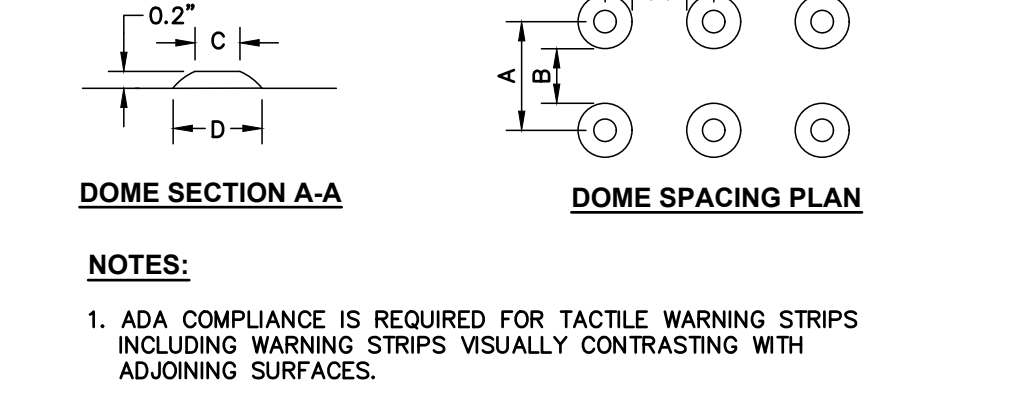
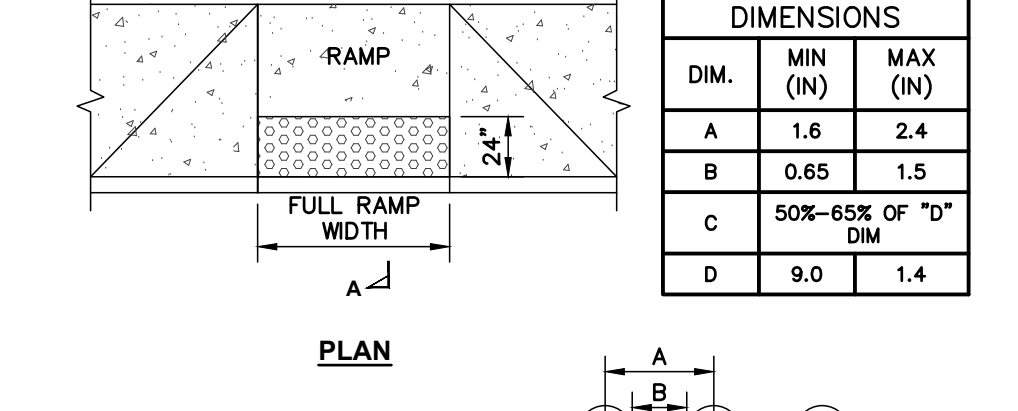
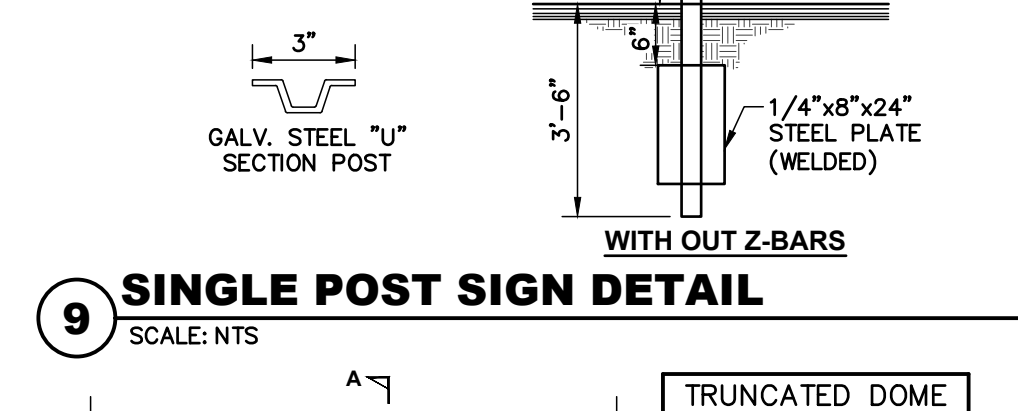
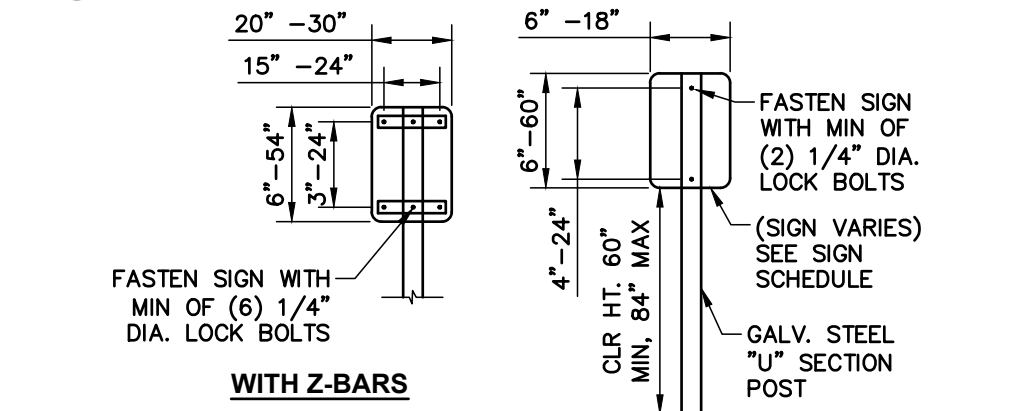
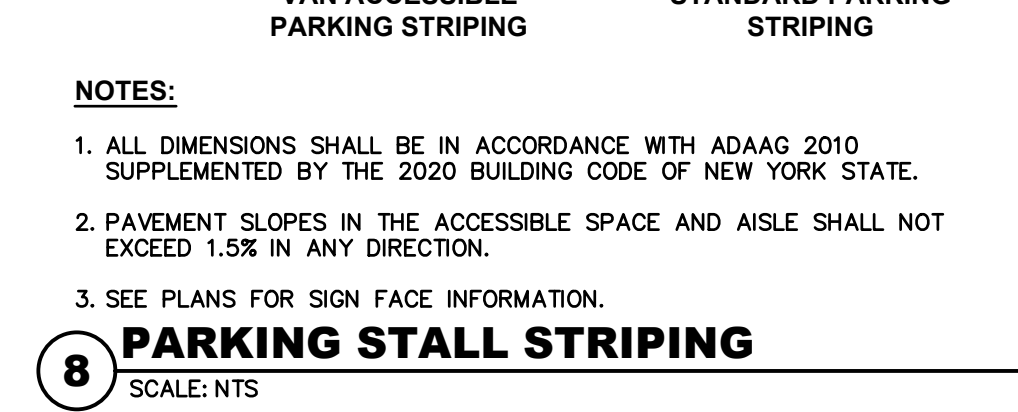
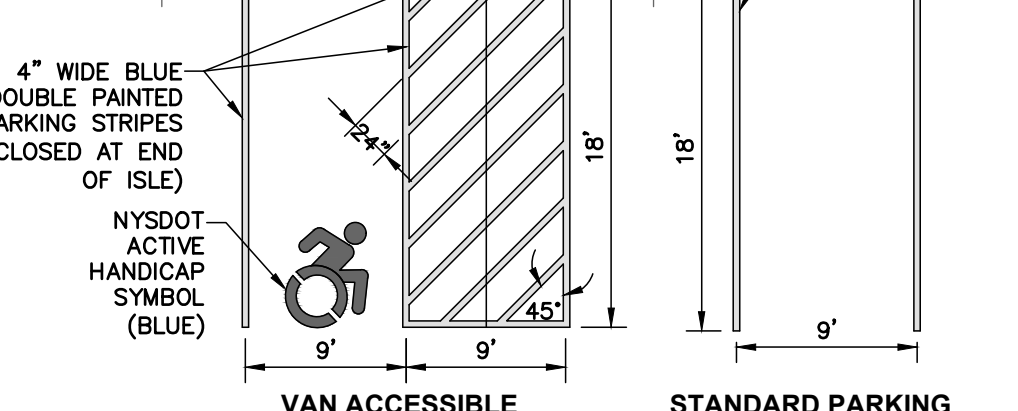
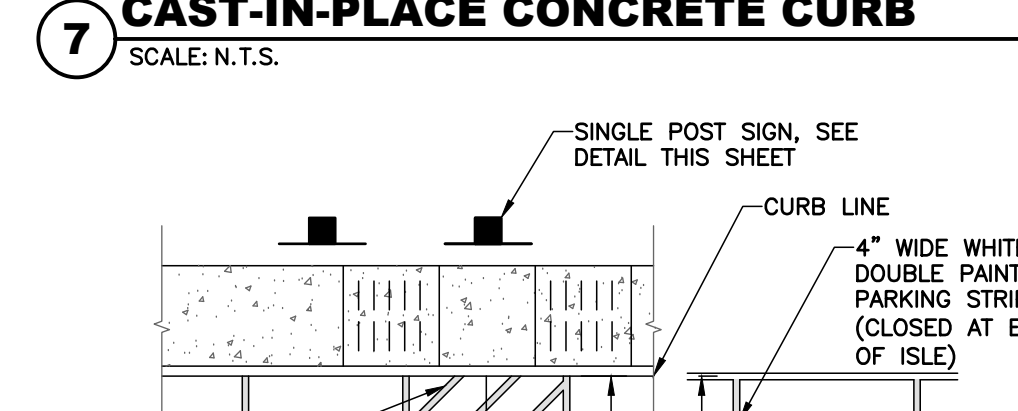
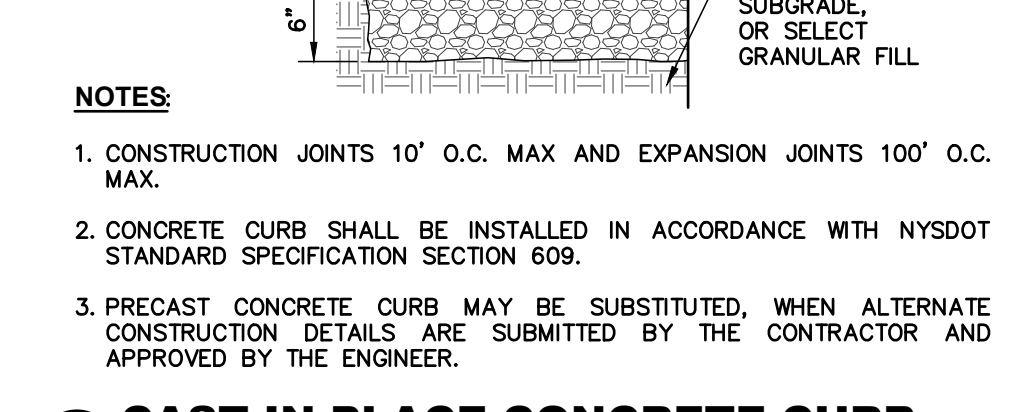
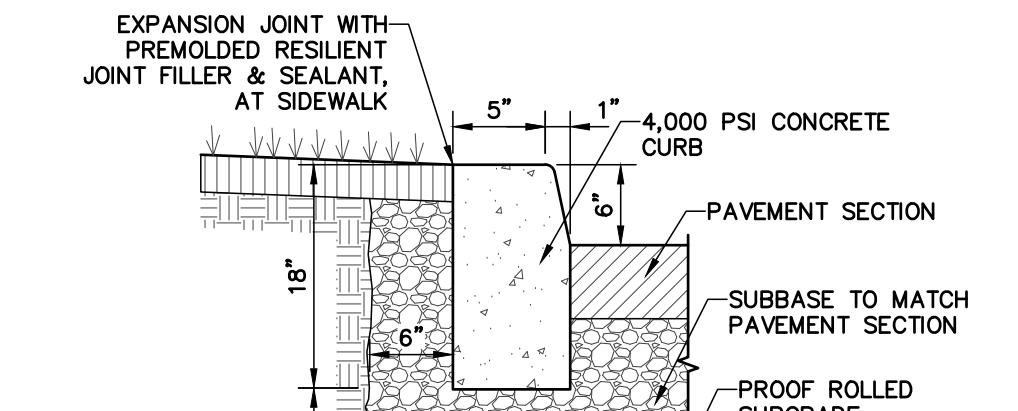
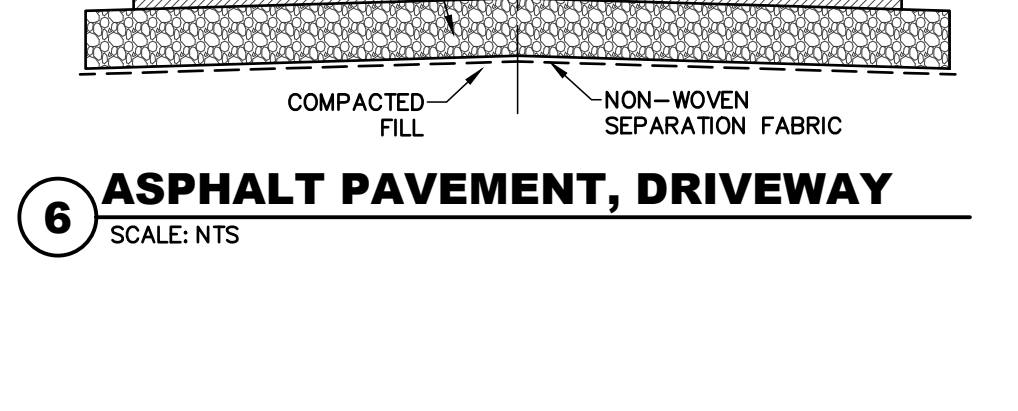
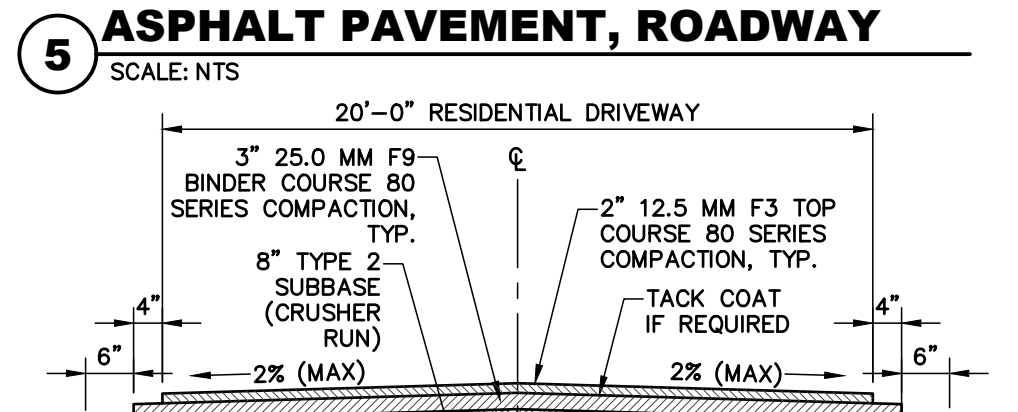
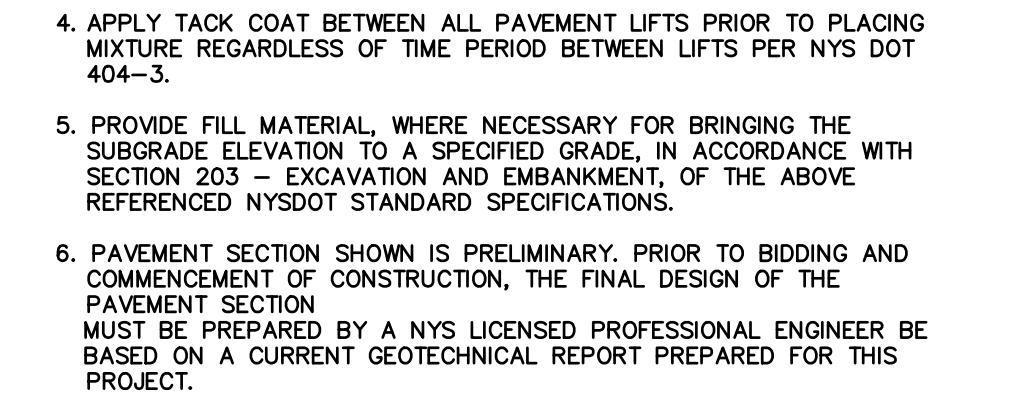
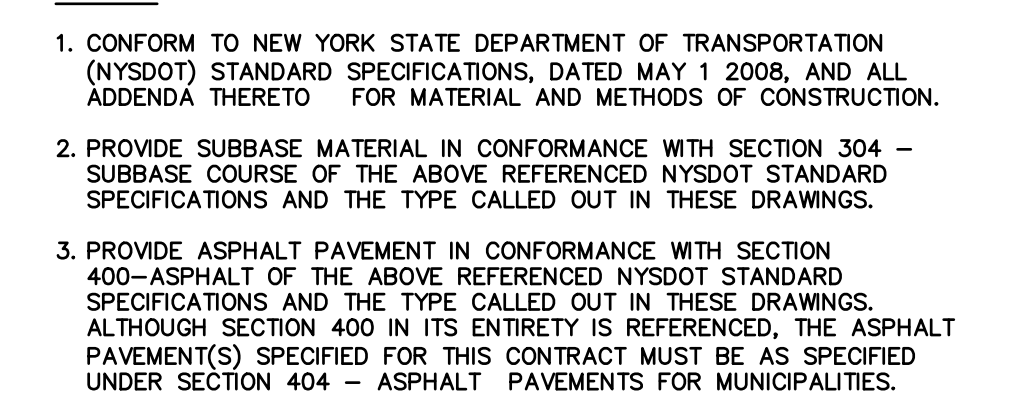
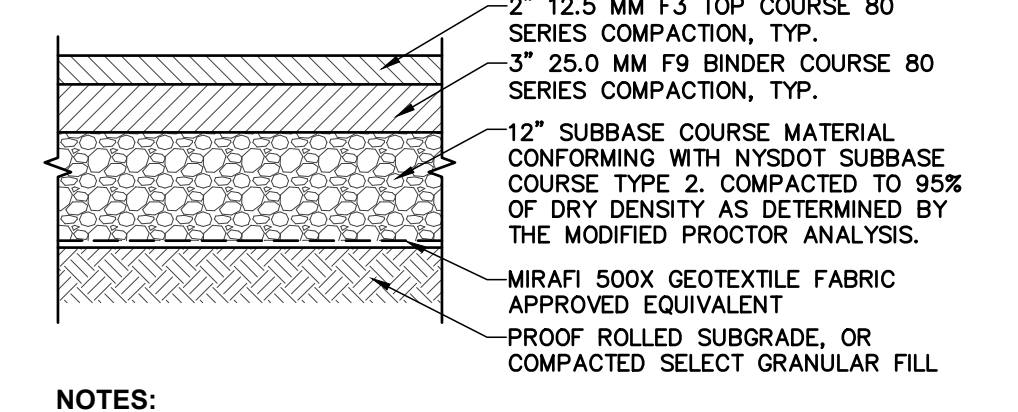
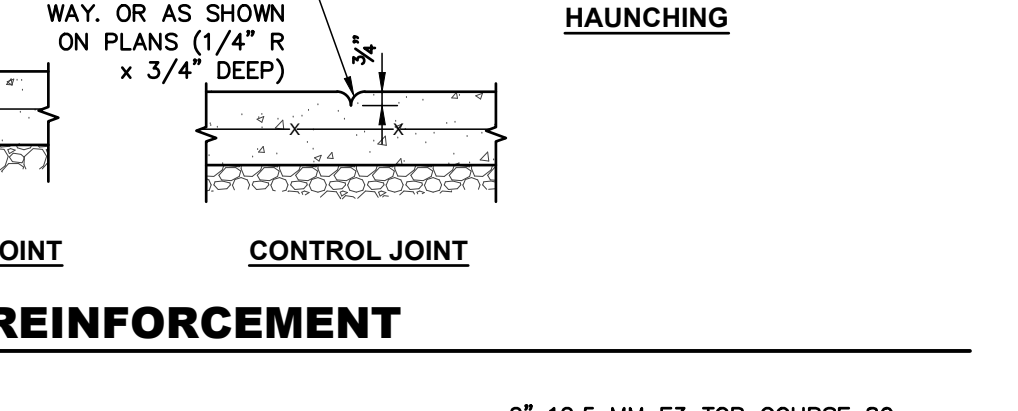
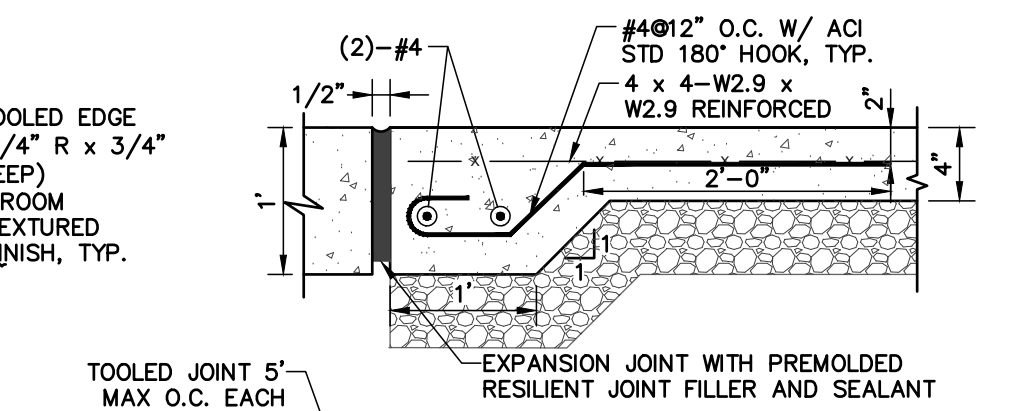
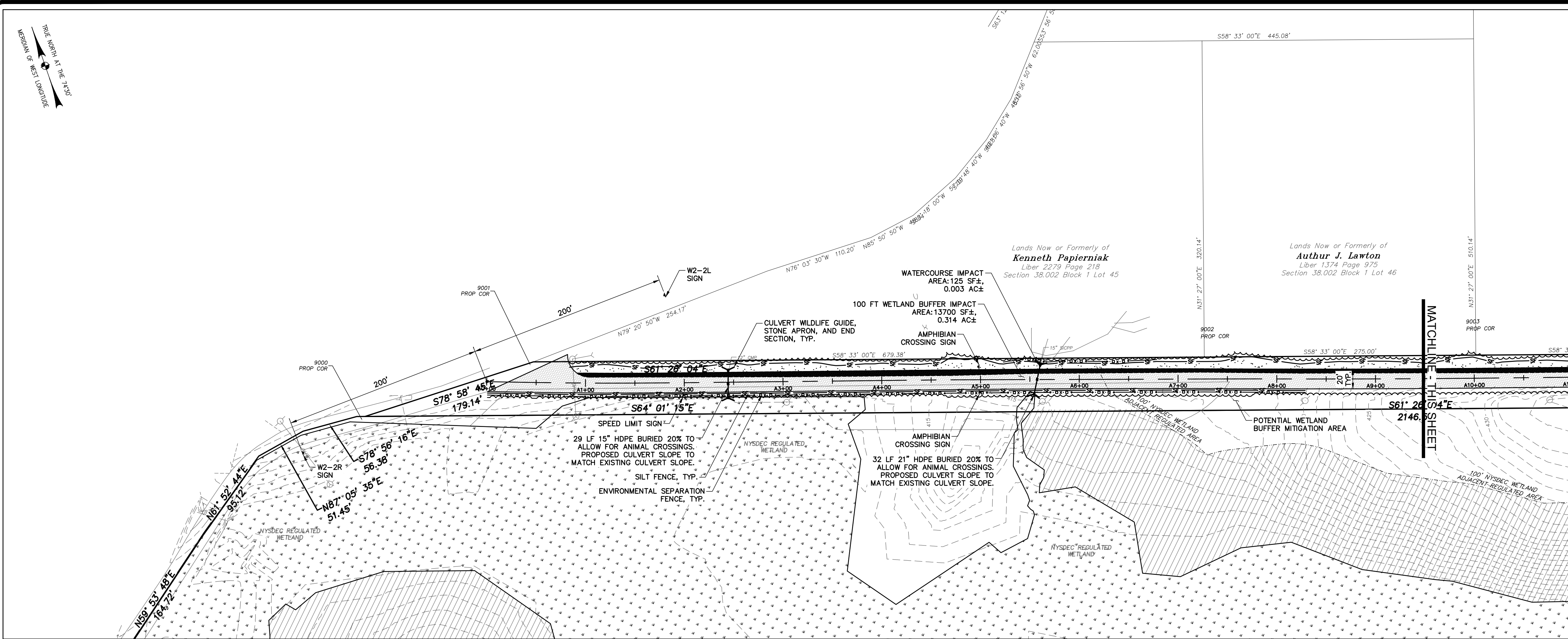
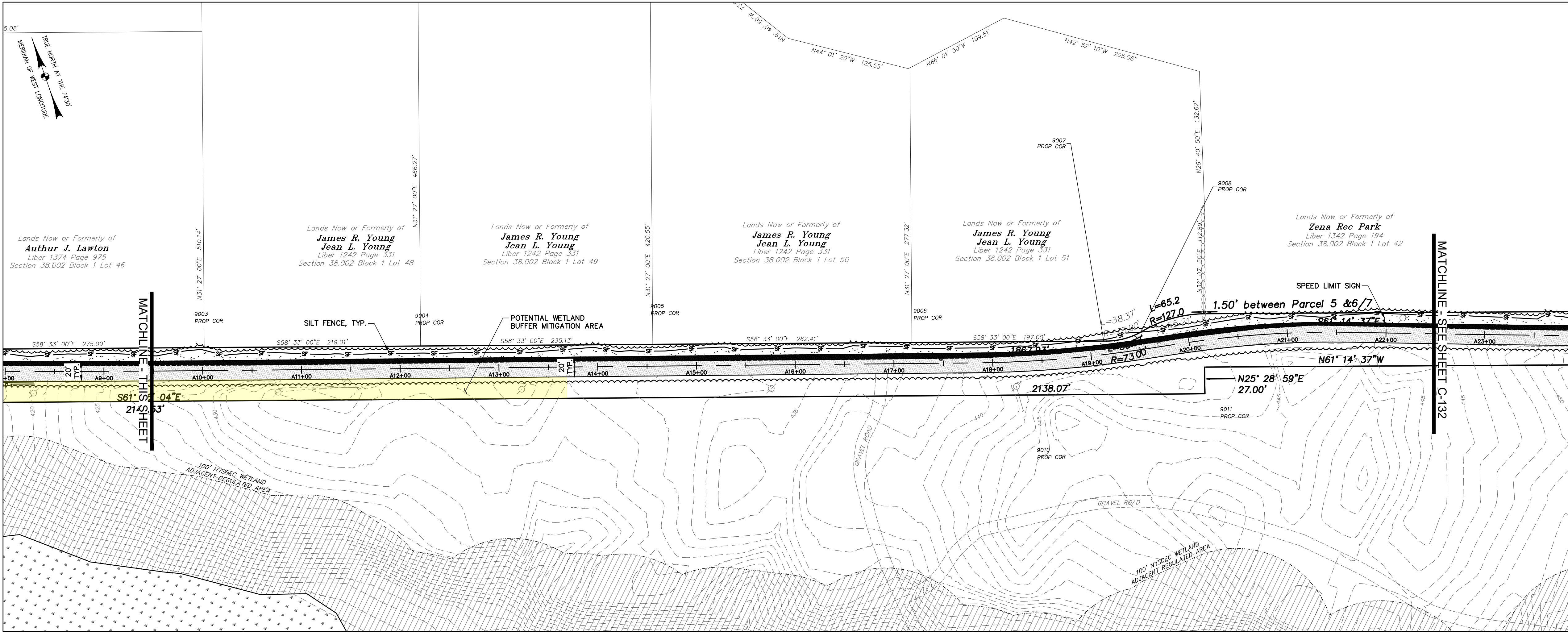


EXHIBIT B



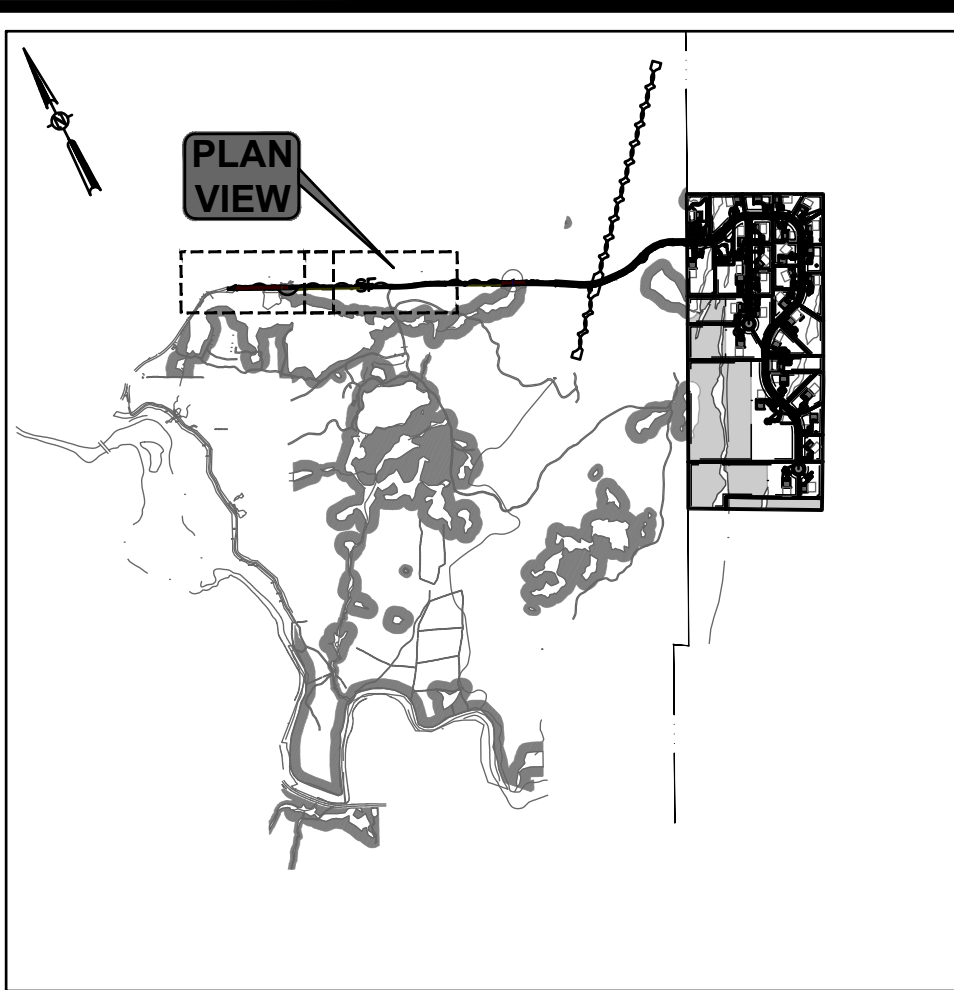
ROADWAY STA. A 0+00 THRU STA. A 9+50

SCALE: 1" = 60'



ROADWAY STA. A 9+50 THRU STA. A 22+50

SCALE: 1" = 60'



KEY PLAN

SCALE: 1" = 2000'

NOTES:

1. ALL EQUIPMENT USED UNDER THIS CONTRACT IS TO BE CLEANED PRIOR TO ENTERING AND EXITING THE CONSTRUCTION SITE IN AN EFFORT TO REDUCE INVASIVE SPECIES SPREAD.
2. COORDINATE WITH NYS INVASIVE SPECIES STAFF AT THE BUREAU OF INVASIVE SPECIES AND ECOSYSTEM HEALTH FOR REMOVAL AND DISPOSAL OF NON-NATIVE AND INVASIVE SPECIES FOUND WITHIN THE CONSTRUCTION LIMITS.
3. SEED MIX IS TO BE USED FOR ALL RE-SEEDING WITHIN THE CONSTRUCTION LIMITS TO BE APPROVED BY THE TOWN PRIOR TO PLACEMENT.
4. SEE WETLAND BUFFER MITIGATION PLANTING TYPOLOGY, PLANT SCHEDULE, AND PLANTING NOTES ON SHEET C-501.
5. WORK RESTRICTIONS PER CODE: 7AM-9PM ON WEEKDAYS, 8AM-9PM ON WEEKENDS.

LEGEND:

- 100FT WETLAND BUFFER IMPACT
- WETLAND IMPACT
- POTENTIAL WETLAND BUFFER MITIGATION AREA
- WATERCOURSE IMPACT
- TOPSOIL, SEED, AND MULCH USE POLLINATOR SEED MIX
- VEGETATIVE SWALE FOR STORMWATER MANAGEMENT
- SILT FENCE
- ENVIRONMENTAL SEPARATION FENCE

- SPEED LIMIT 25
- AMPHIBIANS CROSS HERE ON RIGHT SPRING NIGHTS
- W2-2L SIGN
- W2-2R SIGN

SCALE: AS SHOWN
CONTRACT NO.: -
MU PROJ. NO.: 1586.01
DATE: MARCH 2024

C-600

ZENA HOMES

WOODSTOCK WETLAND AND WATERCOURSE PERMIT MITIGATION FIGURE

44 EASTWOODS DRIVE
TOWN OF ULSTER, ULSTER COUNTY NY

Engineering
Architecture
Landscape Architecture
and Land Surveying, P.C.

THE ALTERATION OF THIS MATERIAL FOR ANY PURPOSES WITHOUT THE WRITTEN CONSENT OF THE COMPANY IS PROHIBITED. THE ARCHITECT, ENGINEER, OR LANDSCAPE ARCHITECT FOR THIS PROJECT IS A PROFESSIONAL (I.E.) ARCHITECT FOR AN ARCHITECT, ENGINEER, OR LANDSCAPE ARCHITECT. FOR A LANDSCAPE ARCHITECT, IS A VIOLATION OF THE NEW YORK STATE LAND SURVEYING AND IS A CLASS "A" MISDEMEANOR.

No.	SUBMITTAL / REVISIONS		DATE	REV'D BY	BY	DESCRIPTION
	DATE	DESCRIPTION				
12/08/2025	AB	WL	12/08/2025	AB	WL	REVIS PER TOWN COMMENTS
12/17/2025	AB	WL	12/17/2025	AB	WL	REVIS PER TOWN COMMENTS
01/07/2026	AB	WL	01/07/2026	AB	WL	REVIS PER TOWN COMMENTS
01/23/2026	AB	WL	01/23/2026	AB	WL	REVIS PER TOWN COMMENTS
02/16/2026	AB	WL	02/16/2026	AB	WL	REVIS PER TOWN COMMENTS
03/04/2026	AB	WL	03/04/2026	AB	WL	REVIS PER TOWN COMMENTS
06/05/2026	AB	WL	06/05/2026	AB	WL	REVIS PER TOWN COMMENTS

REGISTRATION EXPIRES
10.31.2026

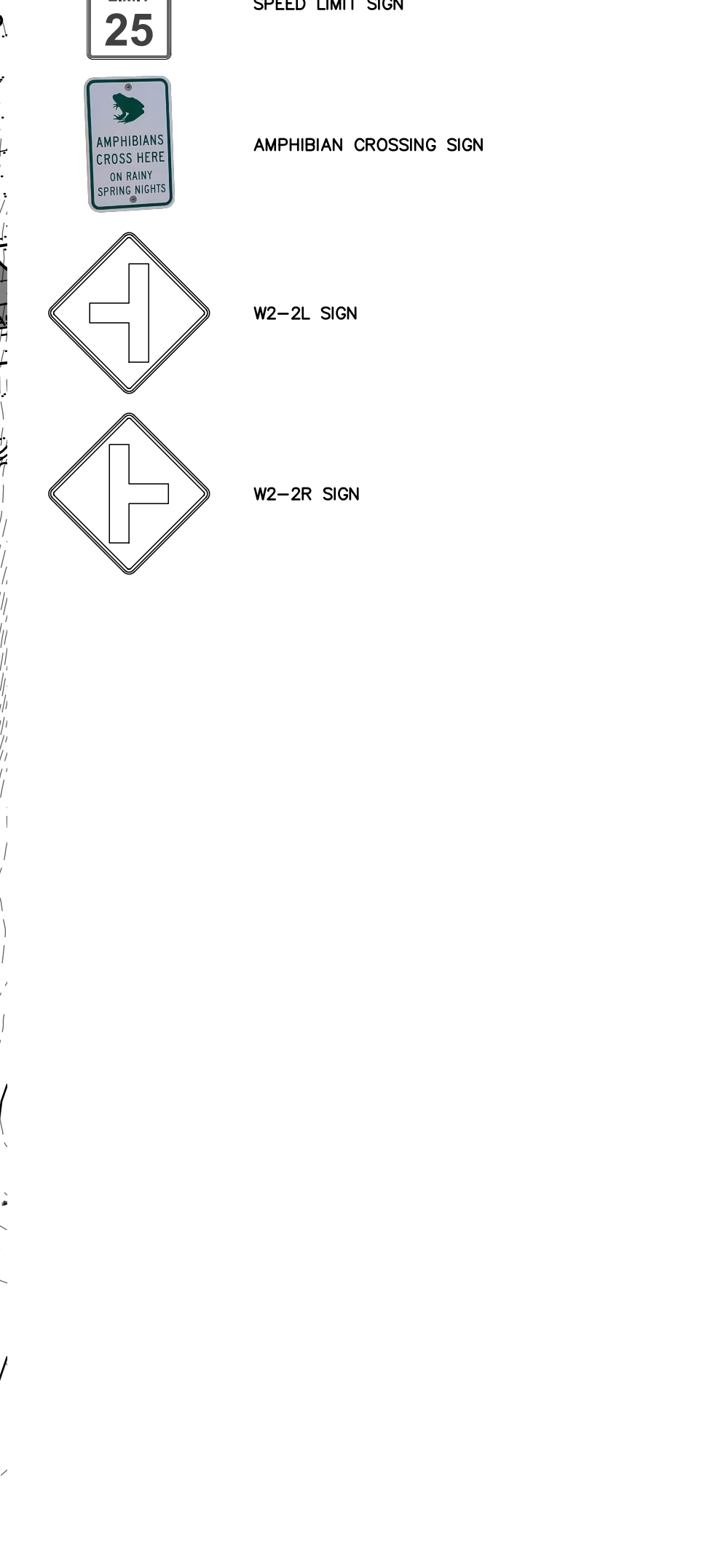
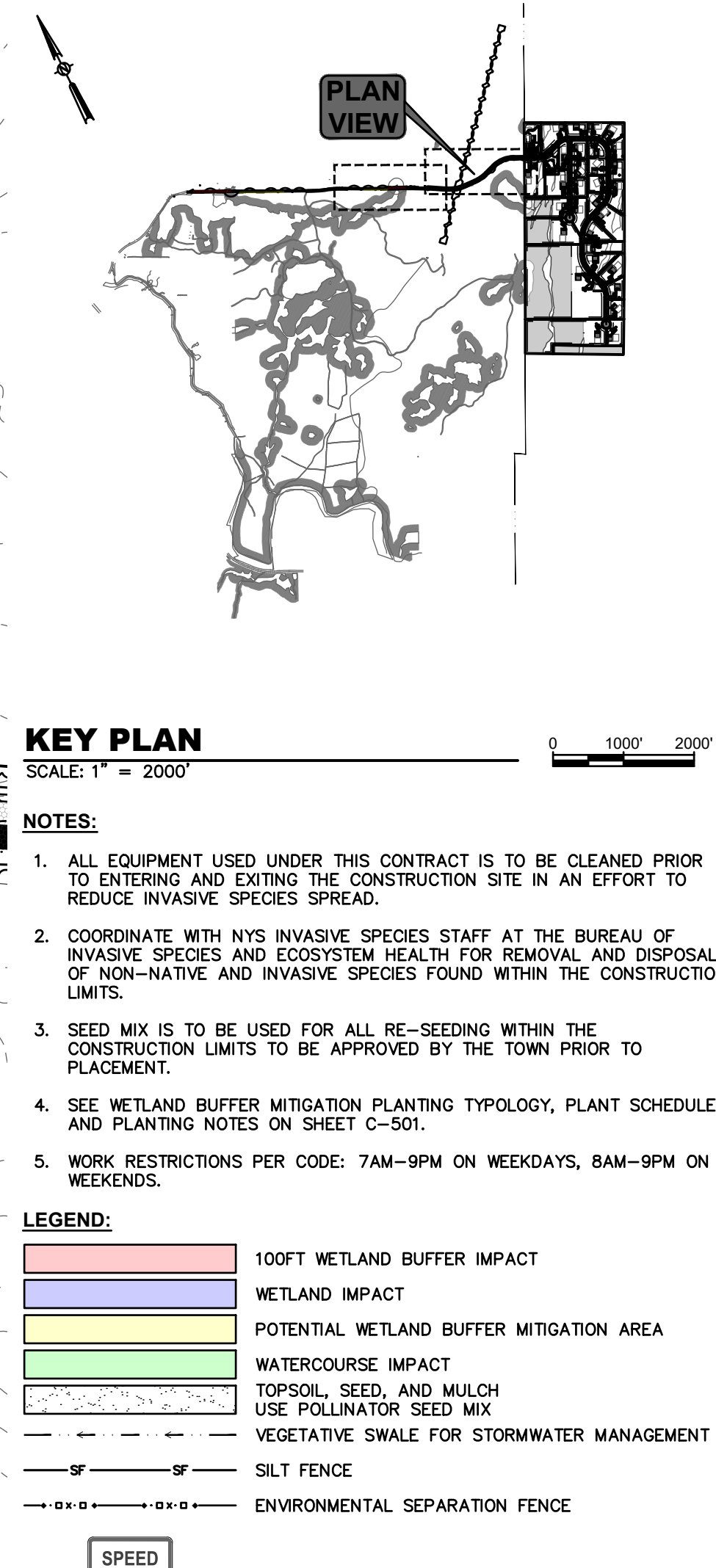
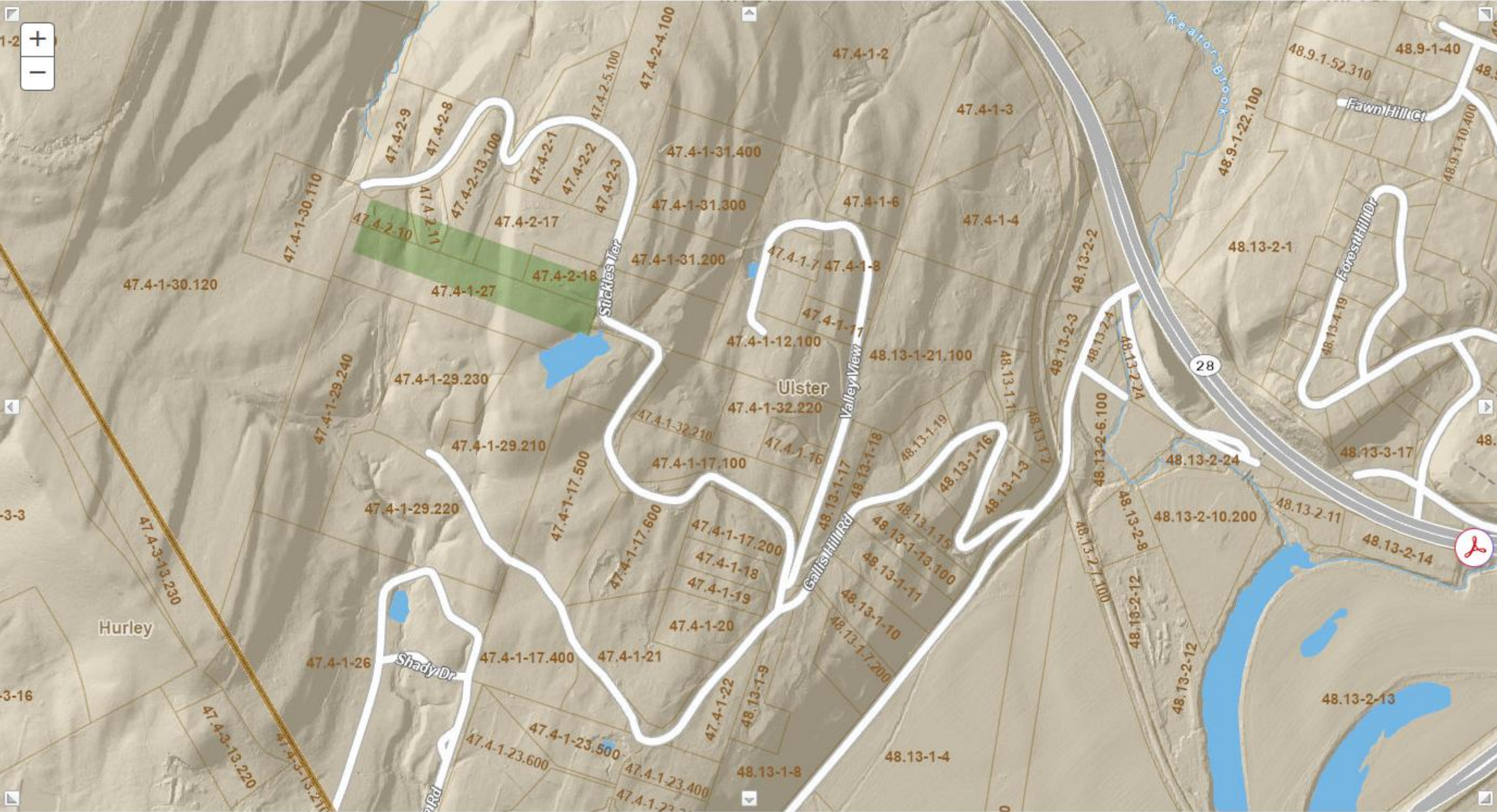
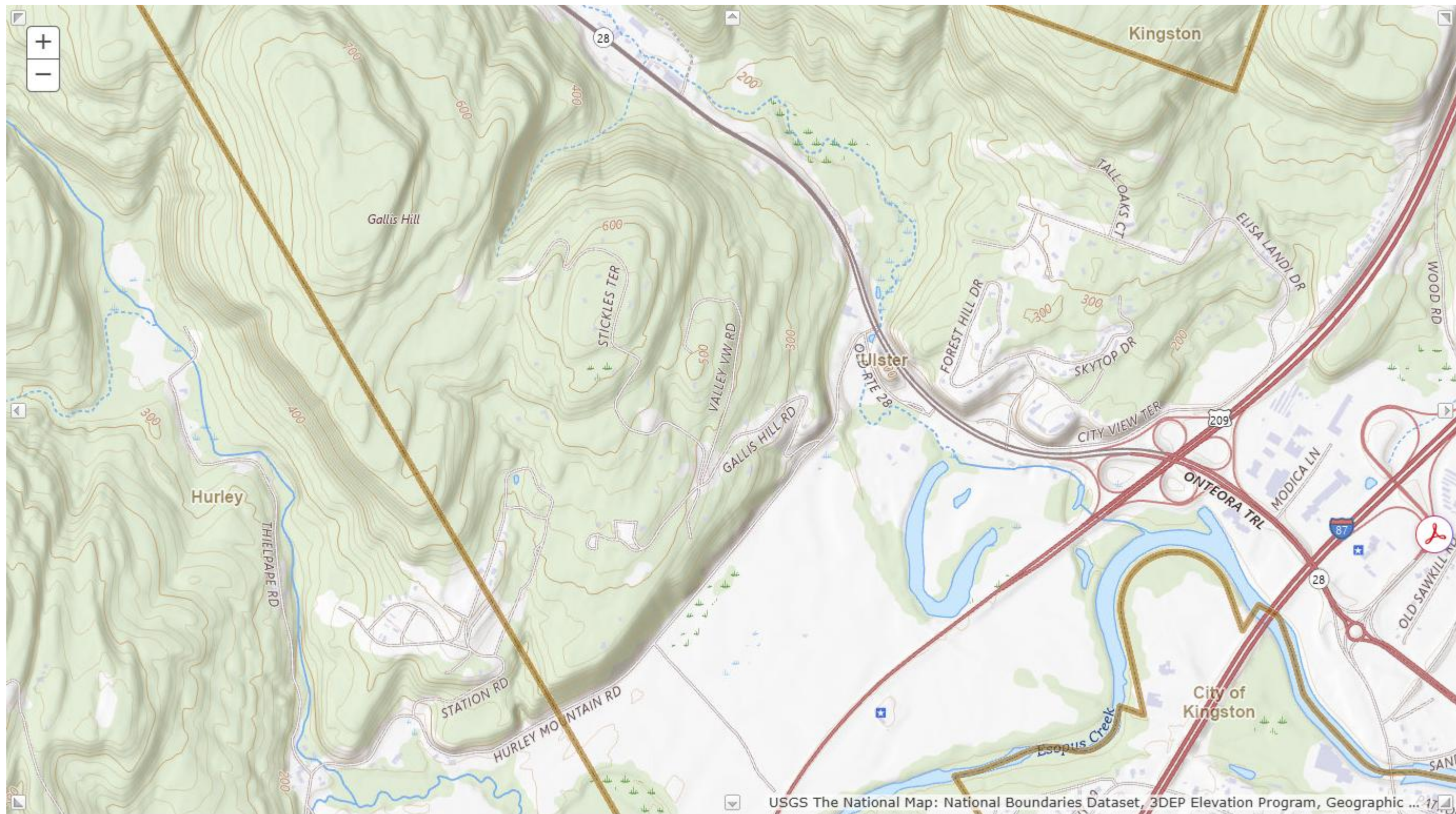


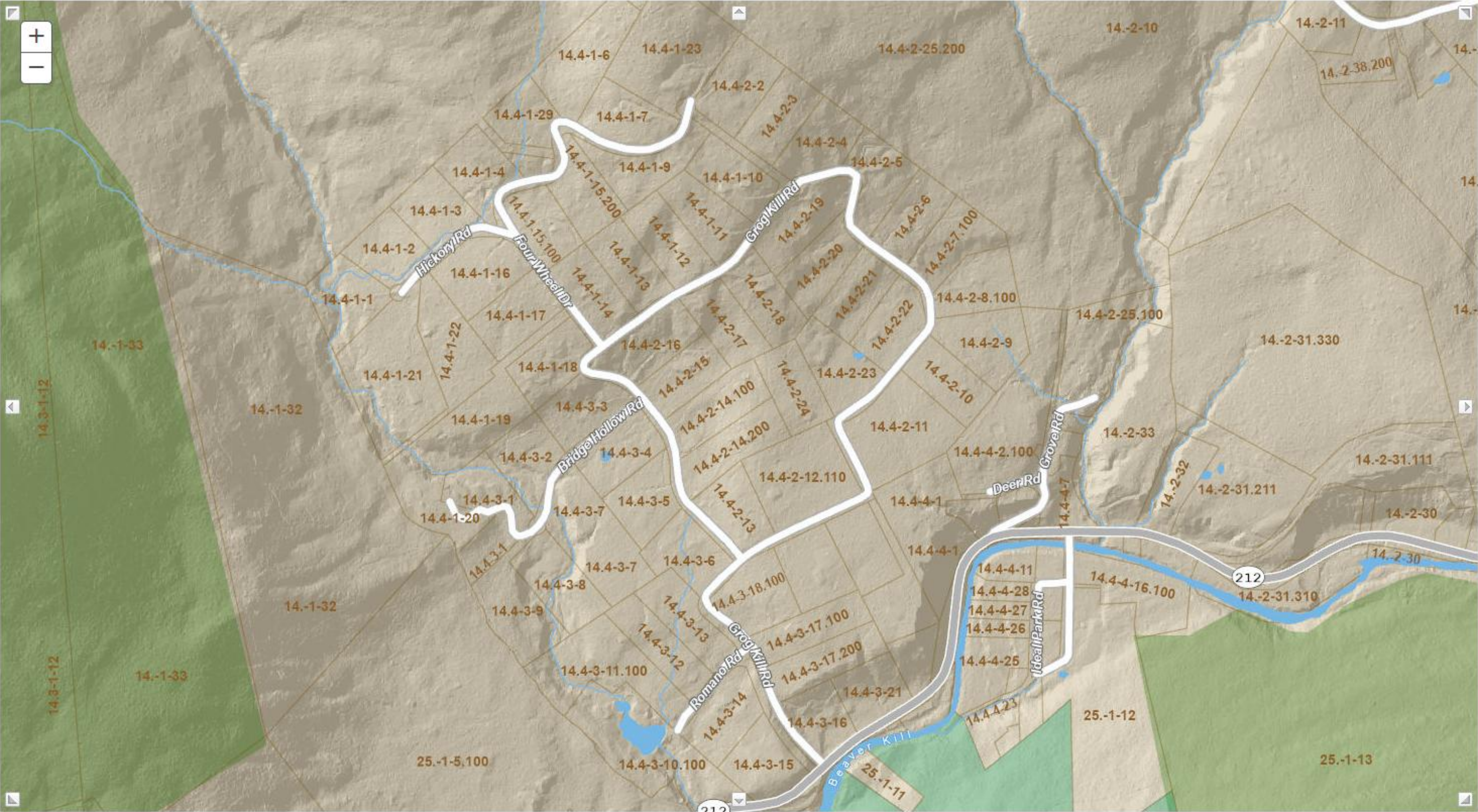
EXHIBIT C

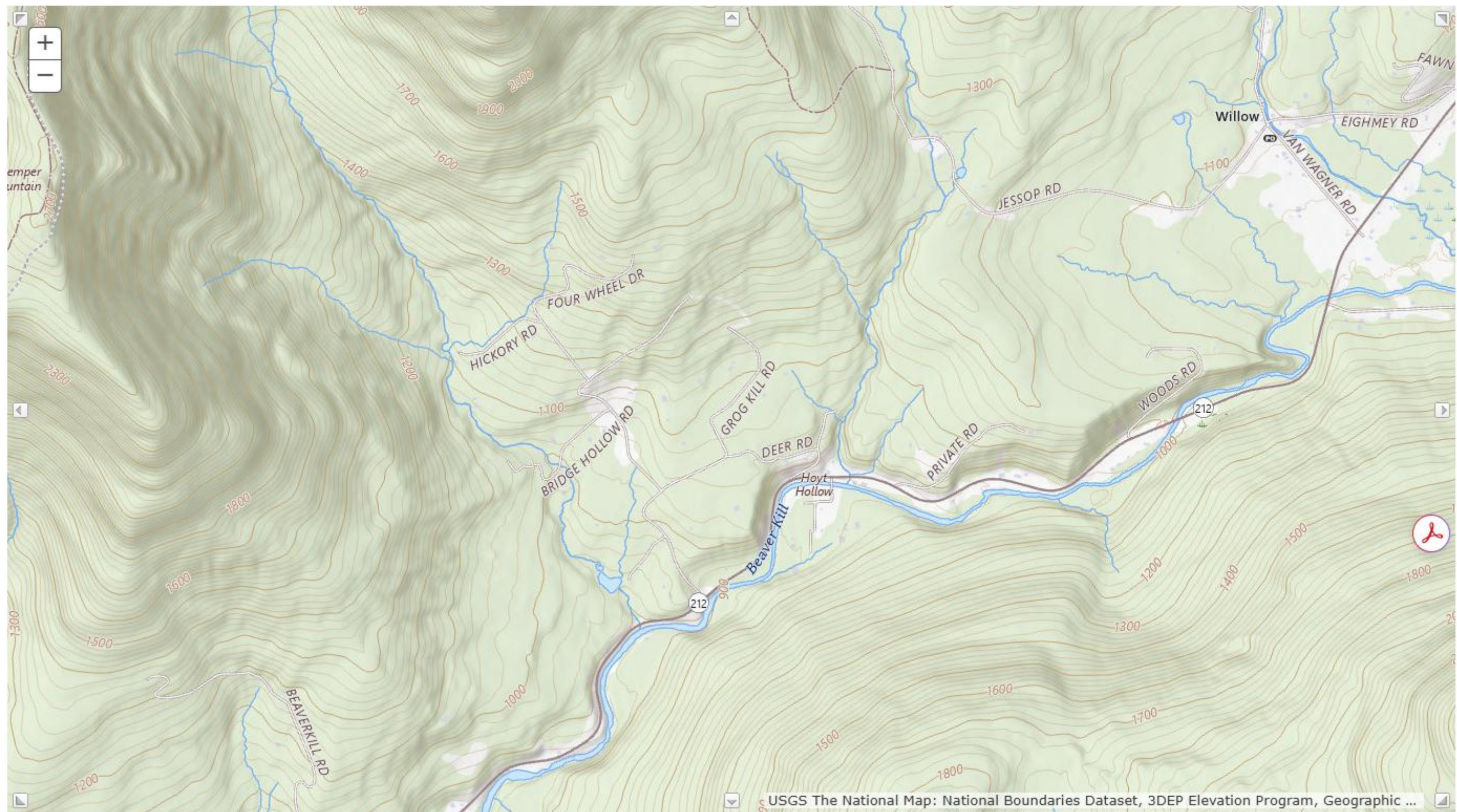
Gallis Hill Rd/Valley View/Stickles Ter
(Ulster/R-60 Zoning)



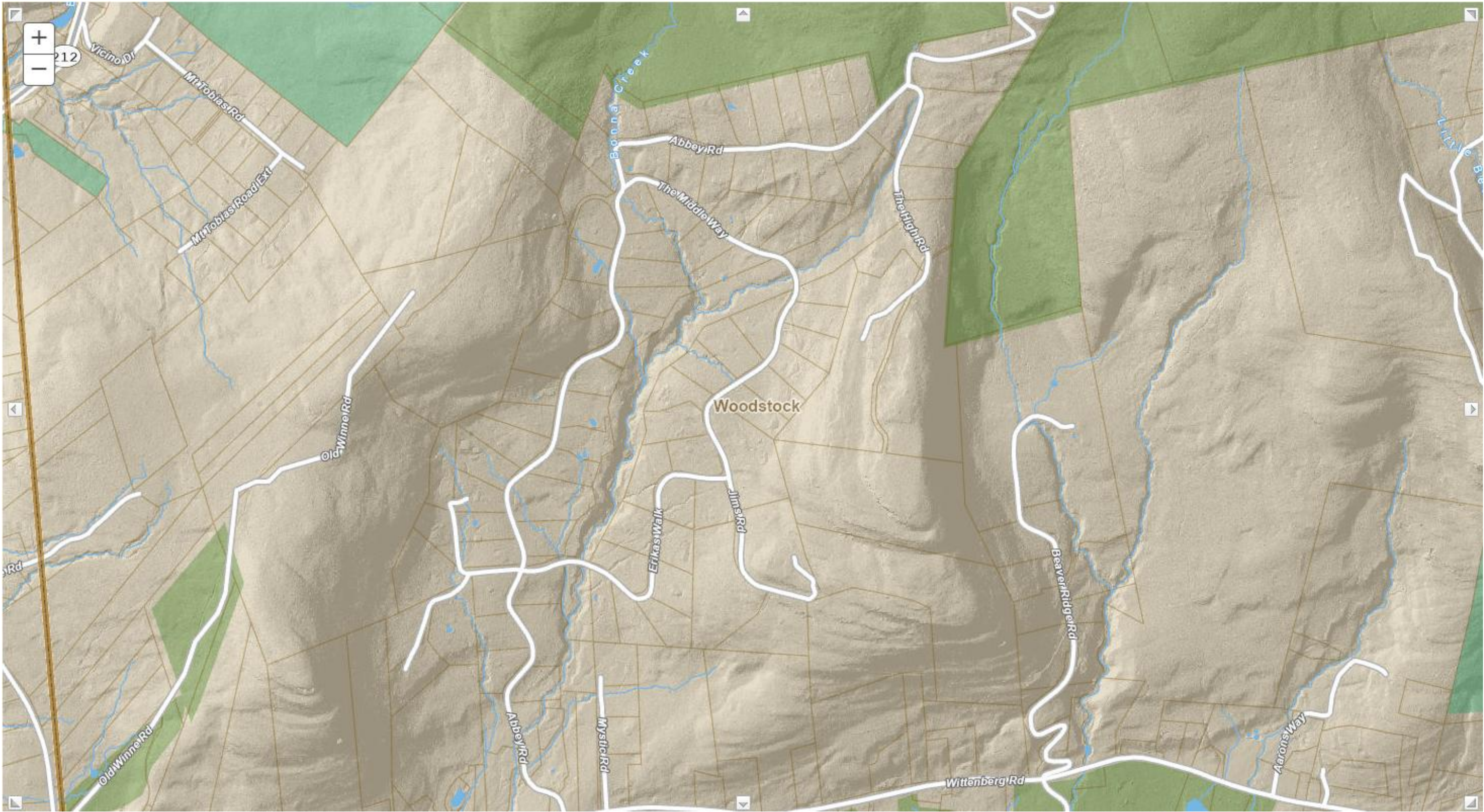


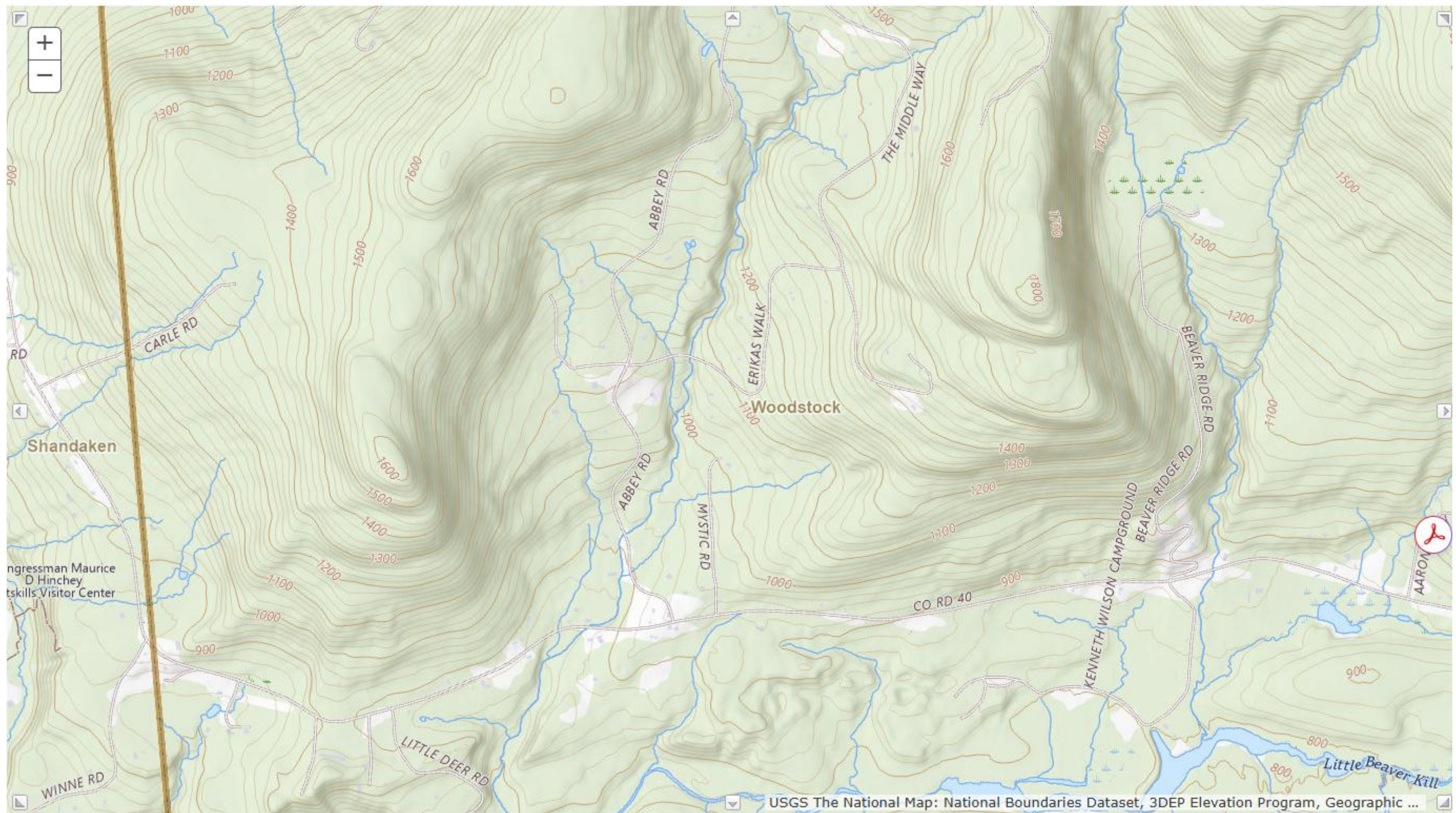
GROG KILL ROAD SUBDIVISION
(Woodstock)



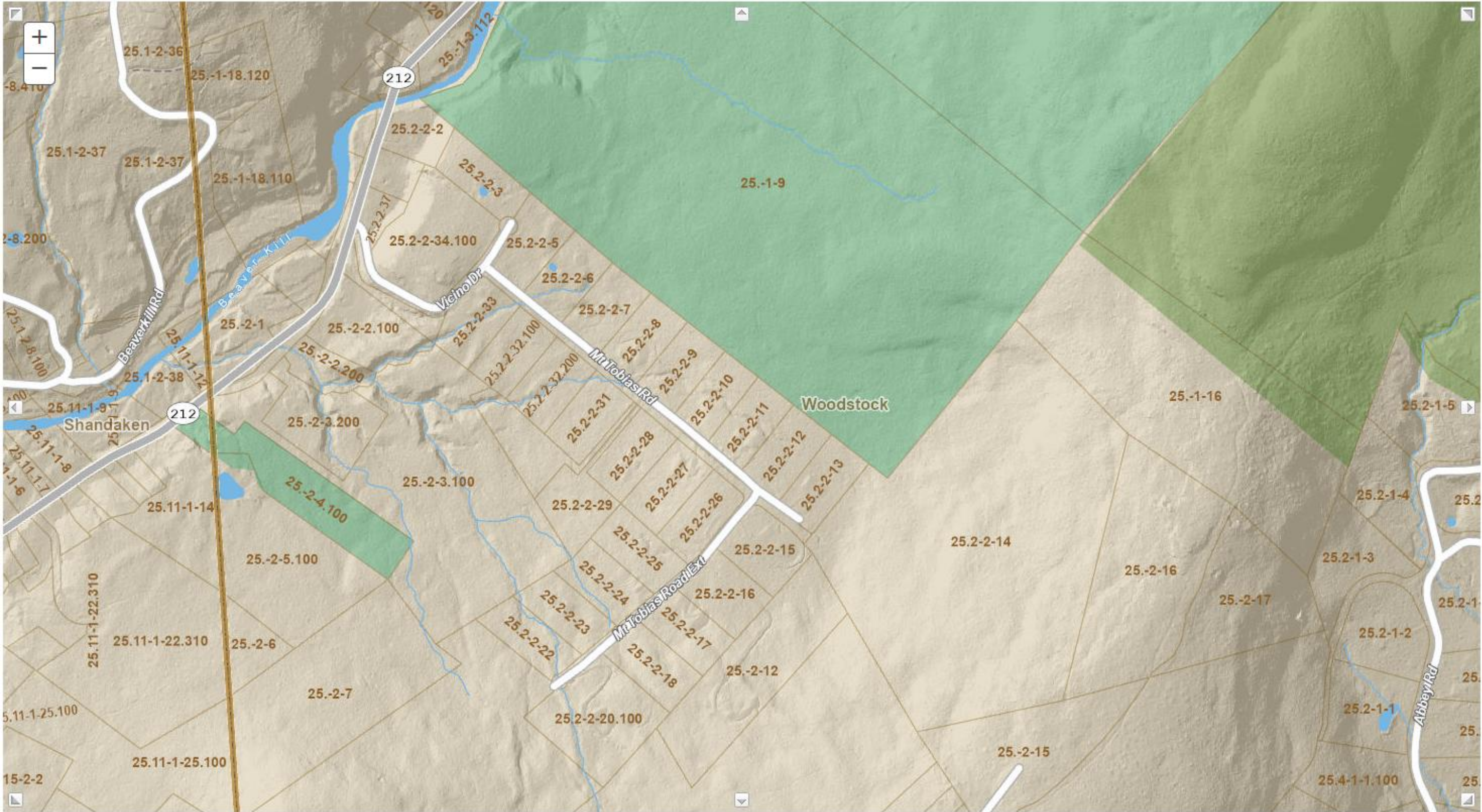


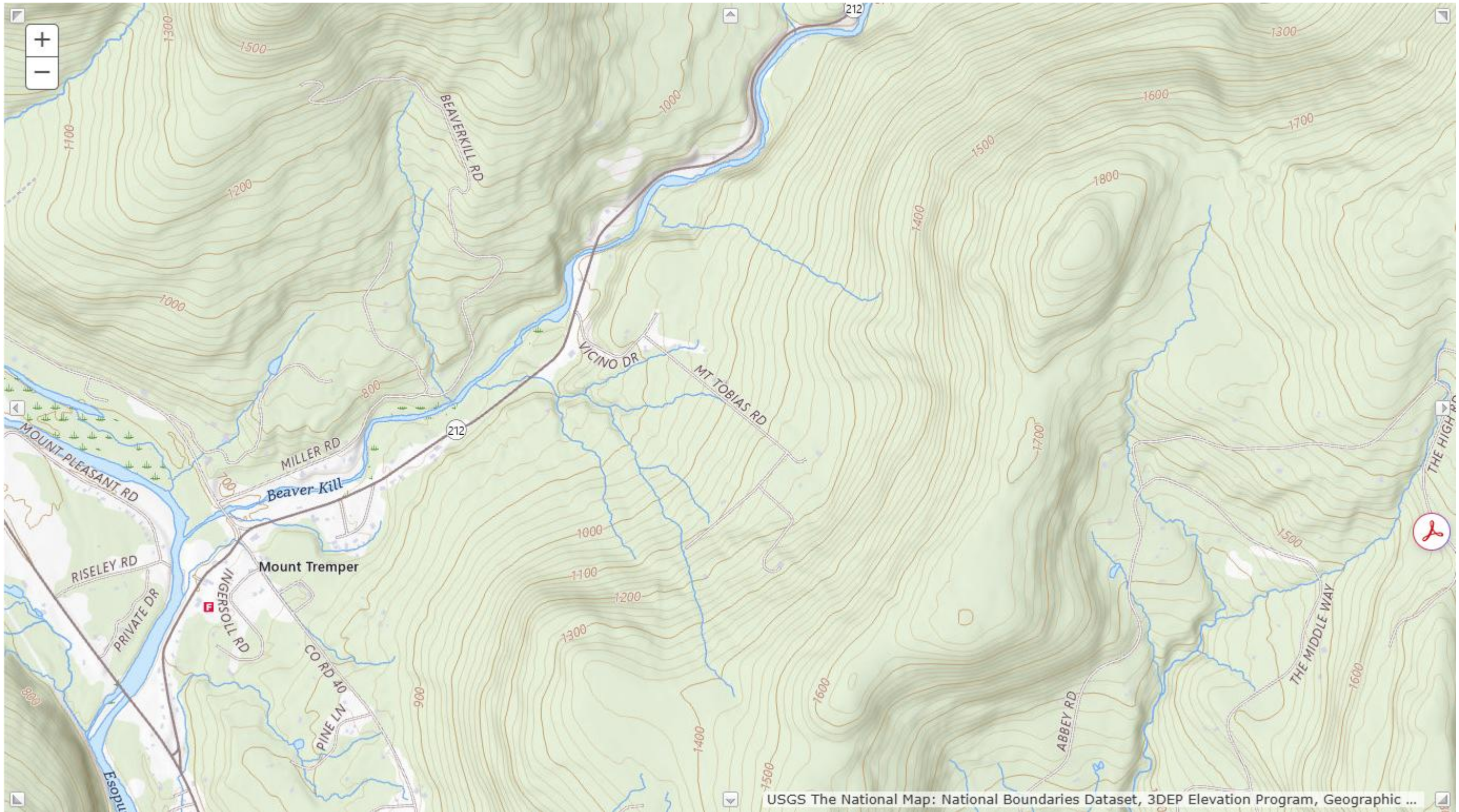
ABBEY ROAD SUBDIVISION
(Woodstock)

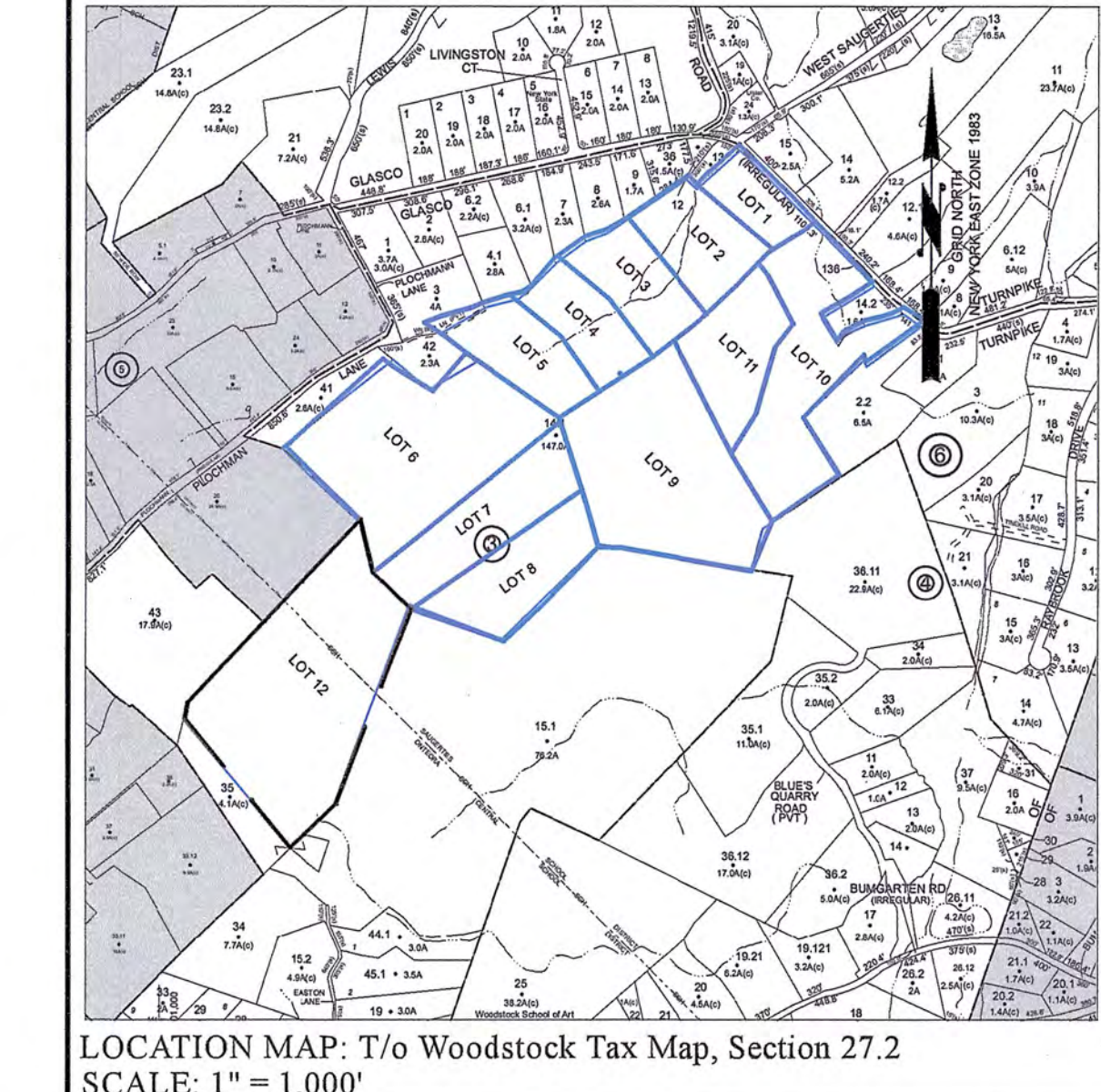
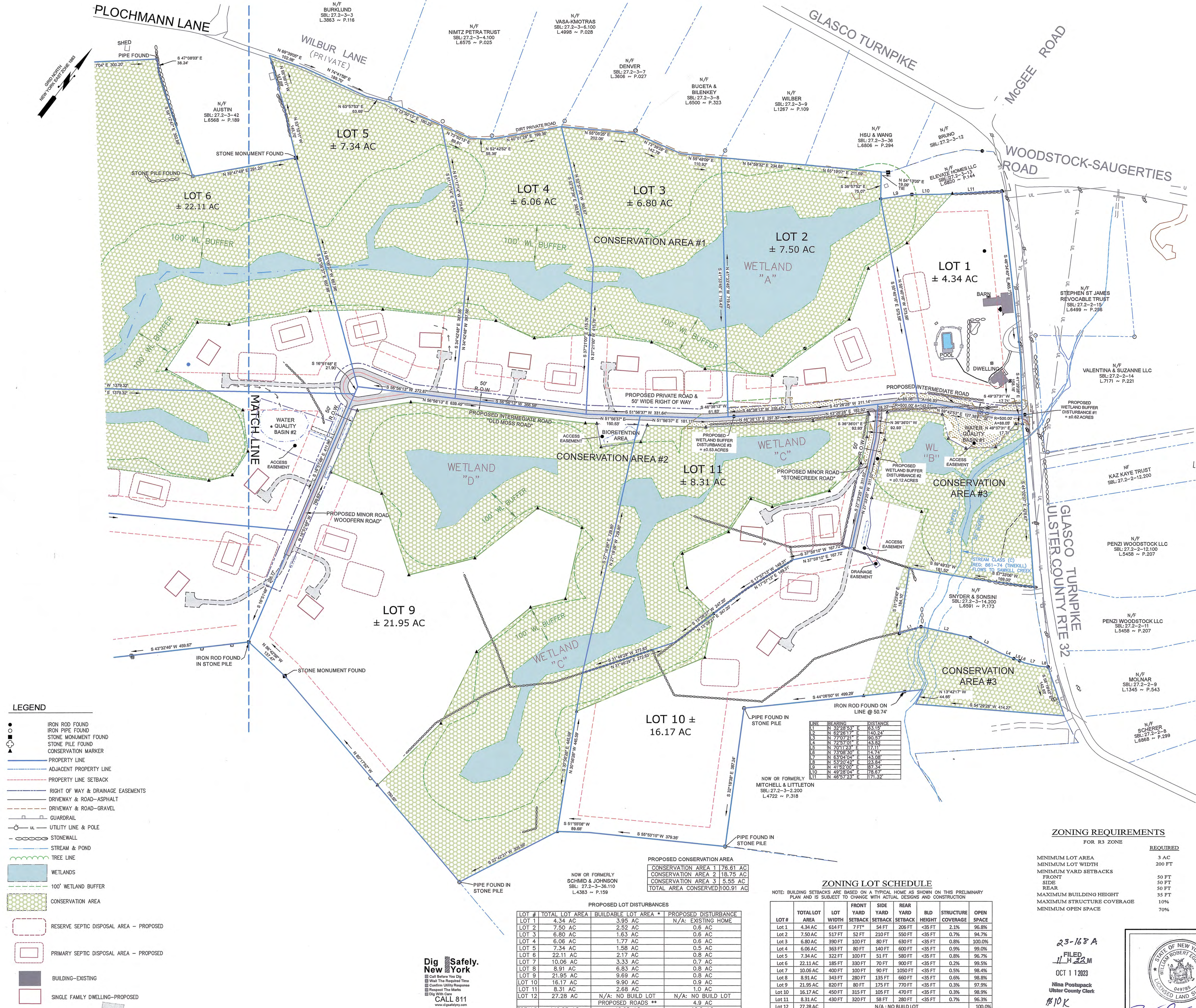




MT TOBIAS ROAD SUBDIVISION
(Woodstock)







TOTAL LOT AREA = 146.83 AC
TOTAL AREA CONSERVED = 100.91 AC (68.7%)
TOTAL BUILDABLE AREA = 46.05 AC (31.3%)
TOTAL PROPOSED ROAD DISTURBANCE = 4.9 AC (3.3%)
TOTAL PROPOSED LOT DISTURBANCE = 7.3 AC (4.9%)
TOTAL PROPOSED DISTURBANCE = 12.2 AC (8.3%)
AVERAGE DENSITY: 146.83 AC/ 11 BUILDING
LOTS = 13.3 AC PER LOT

- NOTES
- SUBJECT TO DESIGN AND ENGINEERING CONSTRUCTION DETAILS AS SHOWN ON PRELIMINARY PLANS ON RECORD WITH THE TOWN OF WOODSTOCK.
 - SUBJECT TO THE TERMS OF A DECLARATION OF COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS TO BE FILED WITH THE ULSTER COUNTY CLERK'S OFFICE.
 - SUBJECT TO THE TERMS OF A DECLARATION OF EASEMENT AND MAINTENANCE AGREEMENT.
 - SUBJECT TO THE TERMS OF A DECLARATION OF CONSERVATION RESTRICTIONS TO BE FILED WITH THE ULSTER COUNTY CLERK'S OFFICE.
 - ALL LOT OWNERS WILL BE REQUIRED TO BE MEMBERS OF AND SUBJECT TO THE TERMS OF A HOMEOWNERS ASSOCIATION.
 - WETLANDS FLAGGED IN JULY OF 2021 BY ECOLOGICAL SOLUTIONS LLC IN ACCORDANCE WITH USACE WETLAND DELINEATION MANUAL ROUTINE DETERMINATION METHODS AND FIELD LOCATED BY MEDENBACH & EGGERS PC.
 - NO TREE CLEARING SHALL BE ALLOWED BETWEEN APRIL 1ST AND OCTOBER 31ST TO PROTECT THE SPRING/SUMMER NESTING HABITAT OF THE INDIAN BAT. APPLICANT SHALL COMPLY WITH APPLICABLE DEC GUIDELINES REGARDING PROTECTION OF INDIAN BATS.
 - ULSTER COUNTY HEALTH DEPARTMENT PERMITS FOR SEPTIC DISPOSAL SYSTEMS FOR INDIVIDUAL LOTS HAVE BEEN OBTAINED.
 - THE SWEEP WILL NEED TO BE REVISED IF THERE ARE ANY CHANGES TO THE PROPOSED HOUSE SITES.

APPROVED BY THE TOWN OF WOODSTOCK PLANNING BOARD

DATE: Sept. 28, 2023

CHAIRMAN: PA #21-1226 vwp #21-045

MEMBER: Peter Cross

OWNERS ENDORSEMENT

I/WE, THE OWNER(S) AND/OR LEASE, UNDERSTAND I/WE MUST CONFORM EXACTLY TO THESE PLANS AS SIGNED BY THE TOWN OF WOODSTOCK PLANNING BOARD.

ANY AND ALL CHANGES REQUIRE FORMAL AMENDMENT BY ME/US TO THE PLANNING BOARD.

OWNER SIGN: [Signature] DATED: 9/26/23

SIGN: [Signature] DATED: []

APPLICANT
FAM ACRES CONSTRUCTION, LLC
212 CALIFORNIA QUARRY ROAD
WOODSTOCK, NY 12498

OWNER
FAM ACRES CONSTRUCTION, LLC
212 CALIFORNIA QUARRY ROAD
WOODSTOCK, NY 12498

TAX MAP ID#
27.2-3-14.100

LOT AREA
± 146.83 ACRES

MAP REVISION DATES		
DATE	REVISION	BY

FINAL PLAT:
SUBDIVISION PLAN
FOR
FAM ACRES CONSTRUCTION LLC

TOWN OF WOODSTOCK
ULSTER COUNTY - NEW YORK

Scale: 1" = 100'

SEPTEMBER 21, 2023

✓ MEDENBACH & EGGERS
CIVIL ENGINEERING & LAND SURVEYING, P.C.
STONE RIDGE, NEW YORK (645) 687-0407

WILLIAM ROBERT EGGERS, L.S.
NEW YORK L.S. NO. 49785

E20 019
SHEET 1 OF 2

- LEGEND
- IRON ROD FOUND
 - IRON PIPE FOUND
 - STONE MONUMENT FOUND
 - STONE PILE FOUND
 - CONSERVATION MARKER
 - PROPERTY LINE
 - ADJACENT PROPERTY LINE
 - PROPERTY LINE SETBACK
 - RIGHT OF WAY & DRAINAGE EASEMENTS
 - DRIVEWAY & ROAD-ASPHALT
 - DRIVEWAY & ROAD-GRAVEL
 - GUARDRAIL
 - UTILITY LINE & POLE
 - STONEWALL
 - STREAM & POND
 - TREE LINE
 - WETLANDS
 - 100' WETLAND BUFFER
 - CONSERVATION AREA
 - RESERVE SEPTIC DISPOSAL AREA - PROPOSED
 - PRIMARY SEPTIC DISPOSAL AREA - PROPOSED
 - BUILDING-EXISTING
 - SINGLE FAMILY DWELLING-PROPOSED
 - PROPOSED DRIVEWAY

Dig Safely.
New York

Call Before You Dig
Mark The Required Time
Confirm Utility Response
Respect The Mark
Dig With Care
CALL 811
www.digsafely.com

PROPOSED LOT DISTURBANCES

LOT #	TOTAL LOT AREA	BUILDABLE LOT AREA *	PROPOSED DISTURBANCE
LOT 1	4.34 AC	3.95 AC	N/A: EXISTING HOME
LOT 2	7.50 AC	2.52 AC	0.6 AC
LOT 3	6.80 AC	1.63 AC	0.6 AC
LOT 4	6.06 AC	1.77 AC	0.6 AC
LOT 5	7.34 AC	1.58 AC	0.5 AC
LOT 6	22.11 AC	2.17 AC	0.8 AC
LOT 7	10.06 AC	3.33 AC	0.7 AC
LOT 8	8.91 AC	6.83 AC	0.8 AC
LOT 9	21.95 AC	9.69 AC	0.8 AC
LOT 10	16.17 AC	9.90 AC	0.9 AC
LOT 11	8.31 AC	2.68 AC	1.0 AC
LOT 12	27.28 AC	N/A: NO BUILD LOT	N/A: NO BUILD LOT
TOTALS	146.83 AC	46.05 AC	12.2 AC

* AREA OUTSIDE OF CONSERVATION EASEMENT
** INCLUDES WATER QUALITY BASINS

PROPOSED CONSERVATION AREA

CONSERVATION AREA 1	76.61 AC
CONSERVATION AREA 2	18.75 AC
CONSERVATION AREA 3	5.55 AC
TOTAL AREA CONSERVED	100.91 AC

NOW OR FORMERLY SCHMID & JOHNSON
SBL: 27.2-3-36.110
L4363 ~ P.159

PROPOSED CONSERVATION AREA

CONSERVATION AREA 1	76.61 AC
CONSERVATION AREA 2	18.75 AC
CONSERVATION AREA 3	5.55 AC
TOTAL AREA CONSERVED	100.91 AC

PROPOSED CONSERVATION AREA

CONSERVATION AREA 1	76.61 AC
CONSERVATION AREA 2	18.75 AC
CONSERVATION AREA 3	5.55 AC
TOTAL AREA CONSERVED	100.91 AC

ZONING LOT SCHEDULE

NOTE: BUILDING SETBACKS ARE BASED ON A TYPICAL HOME AS SHOWN ON THIS PRELIMINARY PLAN AND IS SUBJECT TO CHANGE WITH ACTUAL DESIGNS AND CONSTRUCTION

LOT #	TOTAL LOT AREA	LOT WIDTH	FRONT YARD SETBACK	SIDE YARD SETBACK	REAR YARD SETBACK	BLD HEIGHT	STRUCTURE COVERAGE	OPEN SPACE
Lot 1	4.34 AC	514 FT	7 FT	54 FT	206 FT	<35 FT	2.1%	96.8%
Lot 2	7.50 AC	517 FT	52 FT	210 FT	550 FT	<35 FT	0.7%	94.7%
Lot 3	6.80 AC	390 FT	80 FT	630 FT	<35 FT	0.8%	100.0%	99.0%
Lot 4	6.06 AC	363 FT	80 FT	140 FT	600 FT	<35 FT	0.9%	99.0%
Lot 5	7.34 AC	322 FT	100 FT	51 FT	580 FT	<35 FT	0.8%	96.7%
Lot 6	22.11 AC	185 FT	330 FT	70 FT	900 FT	<35 FT	0.2%	99.5%
Lot 7	10.06 AC	400 FT	100 FT	90 FT	1050 FT	<35 FT	0.5%	98.4%
Lot 8	8.91 AC	343 FT	280 FT	135 FT	660 FT	<35 FT	0.6%	98.8%
Lot 9	21.95 AC	820 FT	80 FT	175 FT	770 FT	<35 FT	0.3%	97.9%
Lot 10	16.17 AC	450 FT	315 FT	105 FT	470 FT	<35 FT	0.3%	98.9%
Lot 11	8.31 AC	430 FT	320 FT	58 FT	280 FT	<35 FT	0.7%	96.3%
Lot 12	27.28 AC	N/A	N/A	N/A	N/A	N/A	N/A	100.0%

*PRE-EXISTING, NON-CONFORMING STRUCTURE

ZONING REQUIREMENTS
FOR R3 ZONE

REQUIRED	
MINIMUM LOT AREA	3 AC
MINIMUM LOT WIDTH	200 FT
MINIMUM YARD SETBACKS	
FRONT	50 FT
SIDE	50 FT
REAR	50 FT
MAXIMUM BUILDING HEIGHT	35 FT
MAXIMUM STRUCTURE COVERAGE	10%
MINIMUM OPEN SPACE	70%

23-168 A
FILED
11 H 22 M
OCT 11 2023
Nine Postupack
Ulster County Clerk
#10K

PLOCHMAN LANE

PLOCHMANN LANE

WILBUR LANE (PRIVATE)



N/F
HELM
SBL: 27.2-3-43
L.1768 ~ P.075

N/F
HAMILTON & AGULAR
SBL: 27.10-5-26
L.4040 ~ P.096

N/F
PETERSEN
SBL: 27.2-3-41
L.3047 ~ P.246

N/F
AUSTIN
SBL: 27.2-3-42
L.6568 ~ P.189

N/F
BURKLUND
SBL: 27.2-3-3
L.3863 ~ P.116

LOT 5
± 7.34 AC

LOT 6
± 22.11 AC

CONSERVATION
AREA #1

LOT 6
± 22.11 AC

LOT 7
± 10.06 AC

LOT 8
± 8.91 AC

LOT 9
± 21.95 AC

LOT 12
(NO BUILD, TO BE
CONVEYED TO WOODSY
MACK LLC,
MADE PART OF LOT
27.2-3-15.100)
AREA = ± 27.28 AC

NOW OR FORMERLY
WOODSY MACK LLC
SBL: 27.2-3-15.100
L.6944 ~ P.138

N/F
JENKINS
SBL: 27.2-3-35
L.1857 ~ P.192

NOW OR FORMERLY
WOODSY MACK LLC
SBL: 27.2-3-15.100
L.6944 ~ P.138

LEGEND

- IRON ROD FOUND
- IRON PIPE FOUND
- ▲ STONE MONUMENT FOUND
- STONE PILE FOUND
- CONSERVATION MARKER
- PROPERTY LINE
- ADJACENT PROPERTY LINE
- PROPERTY LINE SETBACK
- RIGHT OF WAY & DRAINAGE EASEMENTS
- DRIVEWAY & ROAD-ASPHALT
- DRIVEWAY & ROAD-GRAVEL
- GUARDRAIL
- UTILITY LINE & POLE
- STONEWALL
- STREAM & POND
- TREE LINE
- WETLANDS
- 100' WETLAND BUFFER
- CONSERVATION AREA
- RESERVE SEPTIC DISPOSAL AREA - PROPOSED
- PRIMARY SEPTIC DISPOSAL AREA - PROPOSED
- BUILDING-EXISTING
- SINGLE FAMILY DWELLING-PROPOSED
- PROPOSED DRIVEWAY

ZONING REQUIREMENTS

FOR R3 ZONE

	REQUIRED
MINIMUM LOT AREA	3 AC
MINIMUM LOT WIDTH	200 FT
MINIMUM YARD SETBACKS	
FRONT	50 FT
SIDE	50 FT
REAR	50 FT
MAXIMUM BUILDING HEIGHT	35 FT
MAXIMUM STRUCTURE COVERAGE	10%
MINIMUM OPEN SPACE	70%

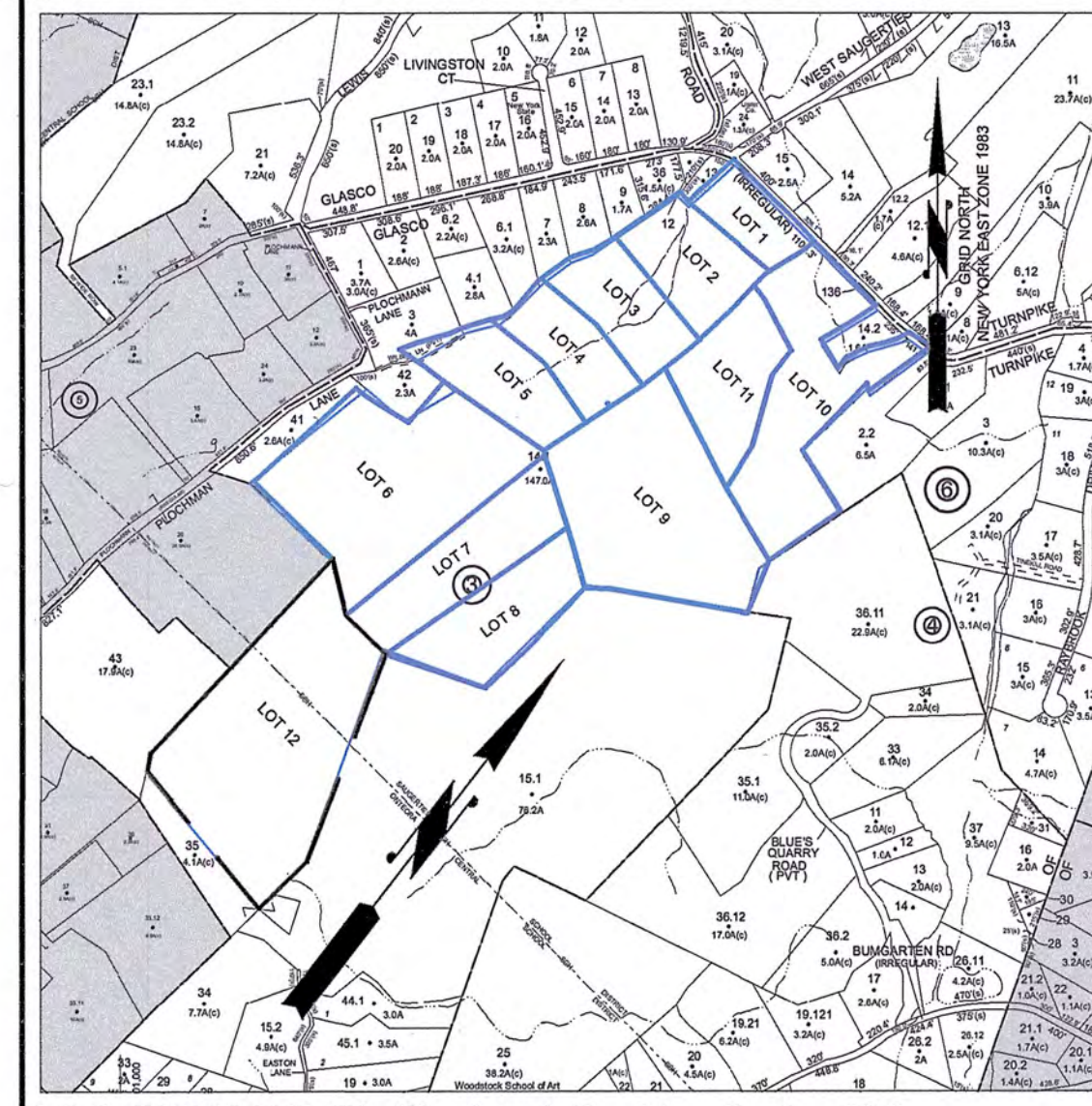
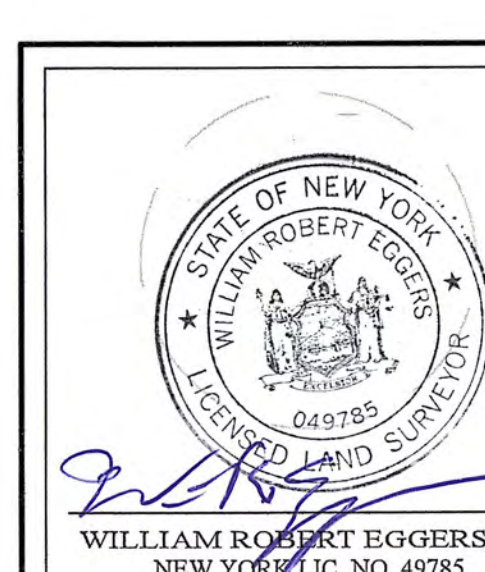
ZONING LOT SCHEDULE

NOTE: BUILDING SETBACKS ARE BASED ON A TYPICAL HOME AS SHOWN ON THIS PRELIMINARY PLAN AND IS SUBJECT TO CHANGE WITH ACTUAL DESIGNS AND CONSTRUCTION

LOT #	TOTAL LOT AREA	LOT WIDTH	FRONT YARD SETBACK	SIDE YARD SETBACK	REAR YARD SETBACK	BLD HEIGHT	STRUCTURE COVERAGE	OPEN SPACE
Lot 1	4.34 AC	614 FT	7 FT*	54 FT	206 FT	<35 FT	2.1%	96.8%
Lot 2	7.50 AC	517 FT	52 FT	210 FT	550 FT	<35 FT	0.7%	94.7%
Lot 3	6.80 AC	390 FT	100 FT	80 FT	630 FT	<35 FT	0.8%	100.0%
Lot 4	6.06 AC	363 FT	80 FT	140 FT	600 FT	<35 FT	0.9%	99.0%
Lot 5	7.34 AC	322 FT	100 FT	51 FT	580 FT	<35 FT	0.8%	96.7%
Lot 6	22.11 AC	185 FT	330 FT	70 FT	900 FT	<35 FT	0.2%	99.5%
Lot 7	10.06 AC	400 FT	100 FT	90 FT	1050 FT	<35 FT	0.5%	98.4%
Lot 8	8.91 AC	343 FT	280 FT	135 FT	620 FT	<35 FT	0.6%	98.8%
Lot 9	21.95 AC	820 FT	80 FT	175 FT	770 FT	<35 FT	0.3%	97.9%
Lot 10	16.17 AC	450 FT	315 FT	105 FT	470 FT	<35 FT	0.3%	98.9%
Lot 11	8.31 AC	430 FT	320 FT	58 FT	280 FT	<35 FT	0.7%	96.3%
Lot 12	27.28 AC				N/A: NO BUILD LOT			100.0%

*PRE-EXISTING, NON-CONFORMING STRUCTURE

23-168 B
FILED
OCT 1 12 2023
Nina Postupalski
Ulster County Clerk
#10K



LOCATION MAP: T/o Woodstock Tax Map, Section 27.2

SCALE: 1" = 1,000'

TOTAL LOT AREA = 146.83 AC
TOTAL AREA CONSERVED = 101.4 AC (69.0%)
TOTAL BUILDABLE AREA = 45.6 AC (31.0%)
TOTAL PROPOSED ROAD DISTURBANCE = 4.9 AC (3.3%)
TOTAL PROPOSED LOT DISTURBANCE = 7.3 AC (4.9%)
TOTAL PROPOSED DISTURBANCE = 12.2 AC (8.3%)
AVERAGE DENSITY: 146.83 AC/ 11 BUILDING
LOTS = 13.3 AC PER LOT

NOTES

- SUBJECT TO DESIGN AND ENGINEERING CONSTRUCTION DETAILS AS SHOWN ON PRELIMINARY PLANS ON RECORD WITH THE TOWN OF WOODSTOCK.
- SUBJECT TO THE TERMS OF A DECLARATION OF COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS TO BE FILED WITH THE ULSTER COUNTY CLERK'S OFFICE.
- SUBJECT TO THE TERMS OF A DECLARATION OF EASEMENT AND MAINTENANCE AGREEMENT.
- SUBJECT TO THE TERMS OF A DECLARATION OF CONSERVATION RESTRICTIONS TO BE FILED WITH THE ULSTER COUNTY CLERK'S OFFICE.
- ALL LOT OWNERS WILL BE REQUIRED TO BE MEMBERS OF AND SUBJECT TO THE TERMS OF A HOMEOWNERS ASSOCIATION.
- WETLANDS FLAGGED IN JULY OF 2021 BY ECOLOGICAL SOLUTIONS LLC IN ACCORDANCE WITH USAGE WETLAND DELINEATION MANUAL ROUTINE DETERMINATION METHODS AND FIELD LOCATED BY MEDENBACH & EGGERS PC.
- NO TREE CLEARING SHALL BE ALLOWED BETWEEN APRIL 1ST AND OCTOBER 31ST TO PROTECT THE SPRING/SUMMER NESTING HABITAT OF THE INDIANA BAT. APPLICANT SHALL COMPLY WITH APPLICABLE DEC GUIDELINES REGARDING PROTECTION OF INDIANA BATS.
- ULSTER COUNTY HEALTH DEPARTMENT PERMITS FOR SEPTIC DISPOSAL SYSTEMS FOR INDIVIDUAL LOTS HAVE BEEN OBTAINED.
- THE SWPPP WILL NEED TO BE REVISED IF THERE ARE ANY CHANGES TO THE PROPOSED HOUSE SITES.

APPROVED BY THE TOWN OF WOODSTOCK PLANNING BOARD

DATE: Sept. 29, 2023
CHAIRMAN: [Signature]
MEMBER: [Signature]

OWNERS ENDORSEMENT

I/WE, THE OWNER(S) AND/OR LEASE, UNDERSTAND I/WE MUST CONFORM EXACTLY TO THESE PLANS AS SIGNED BY THE TOWN OF WOODSTOCK PLANNING BOARD.

ANY AND ALL CHANGES REQUIRE FORMAL AMENDMENT BY ME/US TO THE PLANNING BOARD

OWNER SIGN: [Signature] DATED: 9/26/23
SIGN: [Signature] DATED:

APPLICANT
FAM ACRES CONSTRUCTION, LLC
212 CALIFORNIA QUARRY ROAD
WOODSTOCK, NY 12498

OWNER
FAM ACRES CONSTRUCTION, LLC
212 CALIFORNIA QUARRY ROAD
WOODSTOCK, NY 12498

TAX MAP ID#

27.2-3-14.100

LOT AREA

± 146.83 ACRES

FINAL PLAT: SUBDIVISION PLAN FOR FAM ACRES CONSTRUCTION LLC

TOWN OF WOODSTOCK
ULSTER COUNTY - NEW YORK

Scale: 1" = 100'

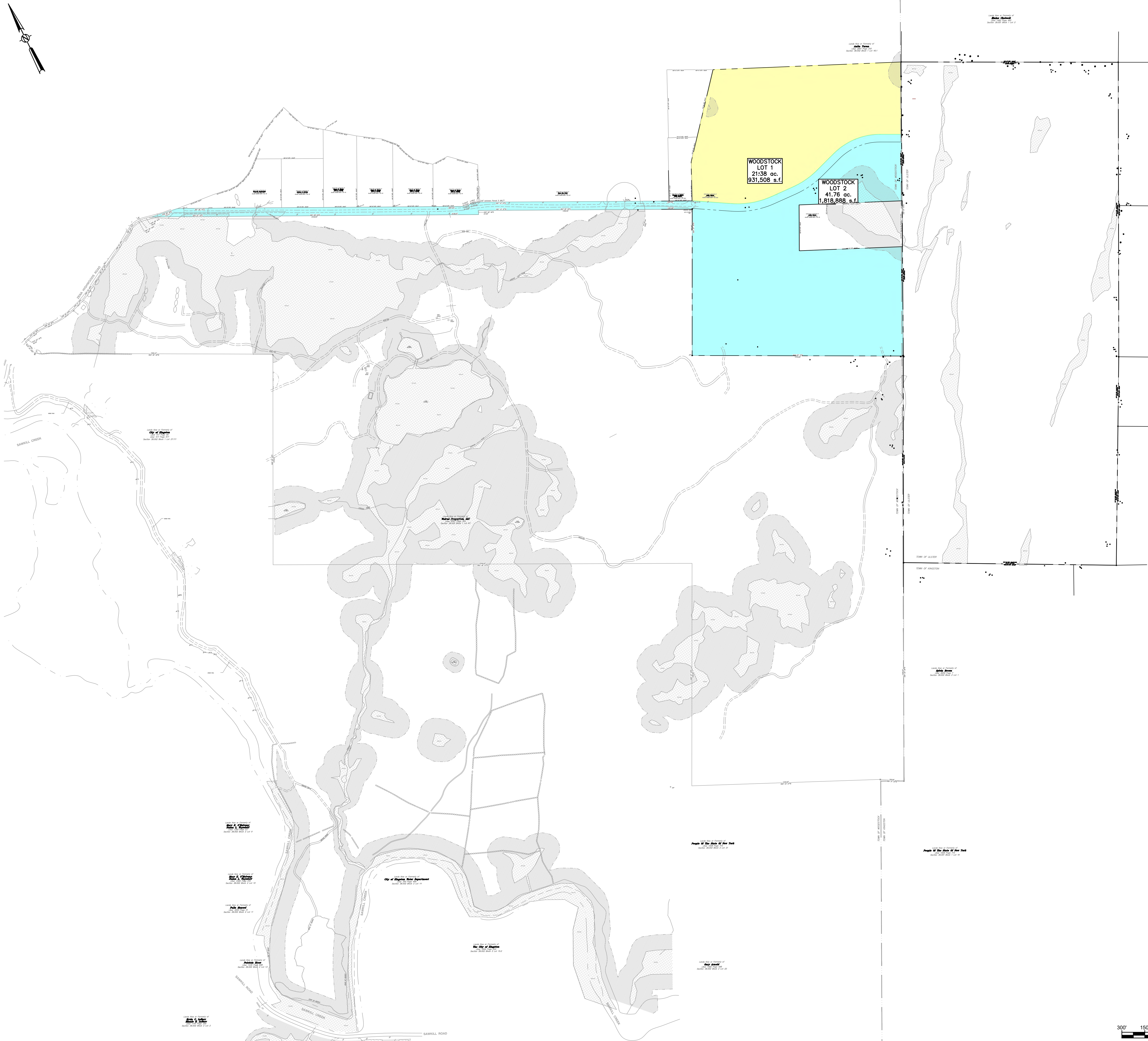
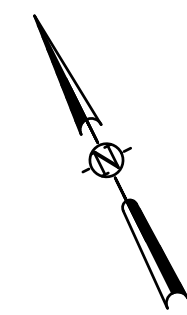
SEPTEMBER 21, 2023

✓ MEDENBACH & EGGERS
CIVIL ENGINEERING & LAND SURVEYING, P.C.
STONE RIDGE, NEW YORK (845) 687-0047

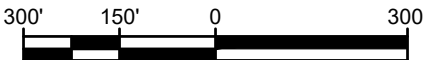
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SHEET 2 OF 2

EXHIBIT D



- SUBDIVISION PLAN LEGEND:**
- SETBACK LINE
 - PROPERTY LINE
 - RIGHT-OF-WAY (ROW) LINE
 - CONSERVATION EASEMENT LINE
 - STORMWATER MANAGEMENT EASEMENT LINE
 - ACCESS EASEMENT LINE
 - WOODSTOCK SUBDIVISION LOT 1
 - WOODSTOCK SUBDIVISION LOT 2



SCALE AS SHOWN

CONTRACT NO.: -

NJ PROJ. NO.: 1586.0

DATE: 07/17/2024

C-120

ZENA HOMES

SUBDIVISION PLAN
(OVERALL)

44 EASTWOODS DRIVE
TOWN OF WOODSTOCK, NY

Engineering
and Land Surveying, P.C.

THE ALTERATION OF THIS MATERIAL
IN ANY MANNER, WITHOUT THE
APPROVAL OF THE ARCHITECT,
FOR AN ARCHITECT, ENGINEER, OR
ARCHITECT IS A VIOLATION OF THE
NEW YORK STATE ARCHITECTURE
AND IS A CLASS "A" MISDEMEANOR.

PROJ. MGR:	WL	DATE	
DESIGNED BY:	AB	REVISED BY:	
DRAWN BY:	AB		
CHECKED BY:	WL		

