



300 Westage Business Center, Suite 380
Fishkill, New York 12524
T 845 896 2229
F 845 896 3672
cuddyfeder.com

Alec R. Gladd, Esq.
agladd@cuddyfeder.com

October 16, 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.

Woodstock Fire Department

On September 10, 2026 the Woodstock Board of Fire Commissioners reviewed the Project and “[n]o concerns were raised by the board with regards to the single access road.” **Exhibit A** – Woodstock Board of Fire Commissioners Approved Minutes, September 10, 2026. Therefore, the local fire officials in the Town of Woodstock see no issue with the proposed single access road design. The Project as proposed also complies with NYS Fire Code which importantly is the primary New York State authority on fire safety. *See* NY Fire Code Appendix D, § D107.1.¹ As such, there are no inherent safety issues with not constructing a secondary access road as both local and state fire officials have confirmed the proposed single access road as adequate.

Updated Waiver Request

The Applicant is proposing to pave Eastwoods Drive for its entire length, removing the need for one of the requested waivers. Notes that, in accordance with the New York Department of Environmental Conservation (NYDEC) Stormwater Design Manual, compacted gravel and

¹ One- or two-family dwellings exceeding 30 units do not require two separate fire apparatus access roads when all dwelling units are equipped with an approved automatic sprinkler system § D107.1, Exception (1). The Applicant is also proposing a hammerhead turn around at the air strip and to place a dry hydrant at one of the stormwater management basins in the Town of Ulster for use by emergency personnel.



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pavement are treated as the same for stormwater calculations, and thus there are no State identified stormwater benefits to a gravel road. *See* NYDEC Stormwater Manual, Section 4.2.

A detailed narrative justifying the remaining requested waivers is included as **Exhibit B**.

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: Woodstock Board of Fire Commissioners Approved Minutes, September 10, 2026.
- Exhibit B: Zena Homes Development Waiver Request Narrative Analysis, dated October 16, 2026.
- Exhibit C: Revised Application for Minor Subdivision Plat Review and Approval and Waiver Request Forms, dated October 16, 2026.
- Exhibit D: Town of Woodstock Project Narrative, October 2026.

Copies of the updated Plan Set, prepared by MJ Engineering and Land Surveying, P.C., revised October 16, 2026, are available at this [LINK](#), with hard copies being provided under separate cover.

The Applicant looks forward to continuing the review of the Project at the Planning Board's October 22, 2026 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 R. Gladd'.

Alec R. Gladd

Enc.

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

EXHIBIT A

WOODSTOCK BOARD OF FIRE COMMISSIONERS

242 Tinker St., Woodstock, NY 12498
Mailing: PO Box 483, Bearsville, NY 12409
Telephone: (845) 679-9955
Fax: (845) 679-9977
www.woodstockfiredept.org

Jeffery DeLisio, Chairman
Donald V. Allen, Commissioner
Evan Holland, Commissioner
Michael Lavin, Commissioner
Keith Hernandez, Commissioner

Regular Monthly Meeting September 10, 2026 – Approved Minutes

COMMISSIONERS PRESENT: Chairman Jeffery DeLisio, Commissioners Donald Allen, Evan Holland, Michael Lavin and Keith Hernandez

OTHERS PRESENT: Chief Tim Pettet, 1st Asst. Chief Kevin Peters, Engineer Phil Eighmey, Secretary/Treasurer Judy Peters, Zena Homes Development Partnership Principals Eddie Greenberg & Even Kleinberg, MJ Engineering site design engineers Walt Litton and Ashley (last name not provided), Lieutenant Bob Bloom, Jonathan Bloom, EMT Jason Kreisberg, Paramedic Declan Wilson

Resolutions:

Approve Minutes
Accept Treasurer Report
Authorize payment of audited vouchers
Approve drivers
Appoint Paramedic
Appoint EMTs
Schedule special meeting
Schedule public hearing on 2027 budget

Chairman DeLisio called the meeting to order at 6:30pm. Commissioner Hernandez moved to enter executive session for the purpose of discussing matters leading to the appointment of personnel, second by Commissioner Lavin, all in favor. The board discussed the candidates previously interviewed for EMT and Paramedic positions. At 7:00pm, Chairman DeLisio moved to end the executive session, return to the public and announce no decisions had been made, second by Commissioner Lavin, all in favor. The Pledge of Allegiance was recited.

A Moment of Silence was observed in remembrance of all who lost their lives on 9/11.

Zena Homes Development – Representatives from Zena Homes Development, including principals and site design engineers from MJ Engineering were present to bring the Board up to date on the latest developments and to clarify the process for emergency services for the new development amid public misinformation. The building site is in the Ruby District (Town of Ulster), while the access road originates in Woodstock. The environmental review is complete with a negative declaration (no adverse environmental impact). The proposed single access road to the development will be widened to 20 feet (gravel) in Woodstock and 22 feet (paved) in Ulster, meeting both towns' standards. The project includes 32 homes on a 100-acre lot, all equipped with sprinkler systems. A dry hydrant will be installed at a stormwater pond to provide a firefighting water source. Three turnarounds are planned—one hammerhead turn and two 100-foot-wide culverts—to meet fire code. Public comment periods in both Woodstock and the Town of Ulster are scheduled for October 2026.

No concerns were raised by the board with regards to the single access road.

Regarding emergency services jurisdiction – Chairman DeLisio stated the project is outside Woodstock’s fire district. The Ruby Fire District (Town of Ulster) is the lead agency for fire protection decisions. Ruby may choose to cover the area or issue a bid for a fire protection district contract. Adjacent districts—Woodstock, Mount Marion, West Hurley, and Centerville—could bid if a fire protection district is created. Ambulance service would be provided by the City of Kingston, Empress, or the Town of Ulster, not Woodstock, except as a second dispatch.

Conclusion:

- The development team is following the official process and will present facts at the upcoming planning board meeting.
- The fire district will await the Ruby Fire District’s decision before commenting or acting.
- Developers were advised to meet again with the Ruby Board of Commissioners, as positions may have changed since the last meeting 1.5 years ago.

Chief’s Report – Chief Tim Pettet

Fire Department Vehicle and Equipment Discussion

- Replacement for vehicle “12” is expected on Sept. 30, delayed by a booster reel issue.
- A proposal was discussed to replace vehicle “10” due to limited member comfort with the cab-over design. A trade-in offer of \$305,000 was received for the current vehicle “ten”. Two proposals for a new conventional cab truck were presented: \$284,513, and \$297,000 with a remote deck gun (net after trade-in).
- The proposed truck “10” is shorter by 4’ and the wheelbase is shorter as it is not a cab over. The body is not as tall as it sits lower on the frame. The compartments are the same width as the present truck. We lose personnel carrying capability, but it is more maneuverable and more people will be comfortable driving it.
- Would like to undercoat 32 and 22 and keep them around longer.
- Approval to place old “12” on the auction site shopgarage.com for 30 days.

Financial and Operational Concerns:

- Commissioners are concerned that once we pay for “12”, repair “60” and purchase an ambulance, the truck reserve fund will be depleted, affecting future replacements.
- Asst. Chief Kevin Peters suggested an alternative: repair vehicle “60” for \$28,000; it’s a conventional cab truck that members are comfortable driving and sell “10” to generate funds. Downside is “10” also serves as the heavy rescue vehicle.

Conclusion:

- The decision on replacing vehicle “10” is tabled until the budget meeting to assess financial feasibility; the vendor will be notified by the end of September 2026.
- The decision on repairing vehicle “60” is also deferred to the budget meeting.
- A review of the long-term truck replacement plan is needed.

EMS Coordinator’s Report – Total EMS calls for August 2026: 115; year-to-date total: 831.

72 transports were completed in July 2026, primarily to Health Alliance. 18 mutual aid responses, with 10 to Olive. Four instances of being unable to assemble a crew (three in Woodstock, one in Olive). Clarification requested from Ulster County regarding three instances where the ambulance failed to respond. 62% of the calls resulted in transport, 24% percent were no transport, and 14% percent were other.

Unfinished Business / Committee Reports

Proposed EMS Building - Commissioner Lavin

Drawings for the new EMS building were reviewed; the building is now situated closer to the existing firehouse. This anticipates transitioning to a paid service, with the current meeting room becoming a

bunk room. A covered connection is planned between the two buildings. The design includes administrative offices, wellness rooms, and a private office for confidential meetings. The generator will be relocated and is sufficient to service both buildings; septic tanks and a pump chamber will also be relocated. A preliminary cost estimate of 12 –17 million was mentioned (not a formal quote), raising significant financial concerns. The final price will heavily influence decision-making.

Proposed 2027 Budget – The board will meet on Monday, September 28th to finalize the budget.

RESOLUTIONS:

RESOLUTION #114-2026

Approve Minutes

Offered by Commissioner Hernandez , second by Commissioner Lavin

BE IT RESOLVED the minutes of August 13, 24 & 31, 2026, be approved.

Vote: 5-0

RESOLUTION #115-2026

Accept Treasurer Report

Offered by Commissioner Allen , second by Commissioner Lavin

BE IT RESOLVED the treasurer report be accepted.

Vote: 5-0

RESOLUTION #116-2026

Authorize payment of audited vouchers

Offered by Commissioner Lavin, second by Commissioner Holland

BE IT RESOLVED payment of the audited vouchers totaling \$77,142.77 be approved.

Vote: 5-0

RESOLUTION #117-2026

Approve drivers

Offered by Commissioner Allen, second by Commissioner Hernandez

BE IT RESOLVED to approve David Wallis certified to drive 67-50 & 67-53 and Alec Rhodes 67-22.

Vote: 5-0

RESOLUTION #118-2026

Appoint Paramedic

Offered by Commissioner Holland, second by Commissioner Lavin

BE IT RESOLVED Michelle McGowan be appointed to a full-time paramedic position effective September 10, 2026, at an hourly rate of \$35.00, in accordance with the Employment Compensation & Benefits Manual.

Vote: 5-0

RESOLUTION #119-2026

Appoint EMT

Offered by Commissioner Lavin, second by Commissioner Hernandez

BE IT RESOLVED Nils Schlebusch be appointed to a full-time EMT position effective September 10, 2026, at an hourly rate of \$25.00, in accordance with the Employment Compensation & Benefits Manual.

Vote: 5-0

RESOLUTION #120-2026

Appoint EMT

Offered by Commissioner Lavin, second by Commissioner Allen

BE IT RESOLVED Jenna Byer be appointed to a full-time EMT position effective September 10, 2026, at an hourly rate of \$25.00, in accordance with the Employment Compensation & Benefits Manual.

Vote: 4 in favor -1 opposed (Commissioner DeLisio)

RESOLUTION #121-2026

Schedule special meeting

Offered by Commissioner Holland, second by Commissioner Lavin

BE IT RESOLVED a special meeting to finalize and adopt a proposed 2027 budget will be held on Monday, September 28, 2026, at 3:00pm.

Vote: 5-0

RESOLUTION #122-2026

Schedule public hearing on 2027 budget

Offered by Commissioner Lavin, second by Commissioner Hernandez

BE IT RESOLVED a public hearing on the proposed 2027 budget will be held on Tuesday, October 20, 2026, at 7:00pm.

Vote: 5-0

Public be heard

With regards to the undercoating of trucks 22 and 32, Engineer Phil Eighmeyer stated he would like to put them both up on the lifts to get a good look at the undercarriage to determine whether the undercoating is necessary. Inquired regarding the price for the undercoating stating his budget is depleted. Chairman DeLisio stated we will know shortly what kind of surplus will be available in this year's budget.

At 7:55pm, Commissioner Hernandez moved to adjourn the meeting, second by Commissioner Lavin, all in favor.

Meeting adjourned.

Respectfully submitted,

Judy Peters

Secretary/Treasurer

EXHIBIT B

Zena Homes Development Waiver Request Narrative Analysis

Town of Woodstock – Subdivision Design & Major Road Standards

October 16, 2026

Introduction: Under the Town of Woodstock’s (the “Town”) Subdivision Code, the Planning Board may waive or modify regulations which do not impact the public health, safety, and general welfare of the Town in light of the special circumstances and unique conditions of the site. *See* Sections § 202-43, 44. Specifically, in accordance with Section § 202-32(E) of the Town’s subdivision regulations for road design, a request for deviation from any of the road design requirements may be considered by the Town Planning Board in accordance with the following standards:

- i. The adequacy of proposed roadway with respect to the public health, safety and general welfare.
- ii. The special circumstances of the particular roadway.
- iii. The ability of service and emergency vehicles to gain unobstructed access to each lot and building site.

The resulting road is intended to be a function of the intensity of use and the prospective character of the development. *See* Section § 202-32(E)(b). Further, it is relevant that the waivers be consistent with the goals and objectives of the Town of Woodstock.¹

Zena Development, LLC (“Applicant”) is in the process of securing approvals for a residential subdivision located in the Town of Ulster, New York. The residential subdivision will be accessed via an existing private road known as Eastwoods Drive, located in the Town of Woodstock. As such, the Applicant seeks Site Plan, Wetland and Watercourse Permit (WWP), and Minor Subdivision approval from the Town of Woodstock Planning Board to improve portions of the existing Eastwoods Drive and extend it approximately 1,200 feet to the Town of Ulster, (the “Project”).

The instant road improvement and extension Project before the Planning Board includes two (2) waiver requests from the road subdivision regulations.² Accordingly, this narrative analysis will review the waivers from the Town’s subdivision design regulations in accordance with the requisite standards under the Town Code.

¹ *See In re Application of Croton Watershed Clean Water Coal., Inc.*, 2004 WL 829434, at *7 (Sup. Ct. 2004) (finding that a challenge to an approved waiver for street connections on a dead end under town subdivision law was without merit. The waiver was approved on the basis, among others, that the common driveway was wide for emergency vehicles, health and safety would not be impacted, and the waiver would result in less overall site disturbance and less impervious surface and was consistent with goals of the Comprehensive Plan and Zoning Ordinance.)

² **Note:** This narrative will also briefly discuss prior request for waiver from Sections 202-32G(4) and 202-32G(20) (i.e., paving).

1. Request for Waiver from Section § 202-32(C) and Section § 202-32(D)(1) (Single Access)

- a. Under Section § 202-32(C), subdivisions containing 20 or more lots shall have at least two connections with existing roads. While the residential lots for this subdivision will be located within the Town of Ulster, we understand the Town is interpreting this requirement to apply and that there to be two (2) road connections for the Town's approval of the Access Road. Additionally, under Section § 202-32(D)(1) any cul-de-sac or permanent dead-end road shall be restricted to a length of 2,000 feet. We note that the existing Eastwoods Drive is a legally preexisting nonconforming condition and the Applicant's proposed extension does not exceed 2,000 feet. Nonetheless, the Applicant proposes through this Application to address this and bring other existing roadway deficiencies up to standard. *See Eastwoods Drive Road Construction Narrative*, prepared by MJ Engineering and Land Surveying, P.C., dated July 31, 2026. As discussed in detail below, this waiver request is a result of the Applicant's efforts to avoid impacts to a Town designated Critical Environmental Area ("CEA") and existing wetland and wetland buffers in areas where a second road would be located.

- i. Public Health, Safety, and General Welfare: It is respectfully submitted that the proposed roadway as a single access road longer than 2,000 feet is adequate with respect to the public health and safety. First, the Project as proposed complies with NYS Fire Code which importantly is the primary New York State authority on fire safety. *See NY Fire Code Appendix D, § D107.1(1).*³ As such, there are no inherent safety issues in accordance with State standards as the Project has consistently intended to fully comply with same. *See Official Town of Woodstock Zoning Enforcement Officer's Determination*, dated May 24, 2024.

Moreover, the Approved Minutes of the Woodstock Board of Fire Commissioners confirmed that the Board did not raise any safety or public health concerns with the utilization of a single access road to the subdivision. *See Approved Minutes of the Woodstock Board of Fire Commissioners*, dated September 10, 2026. Indeed, Town Traffic Consultant Steve Maffia noted on the record that the need for a secondary access road "didn't make sense." *See Woodstock Planning Board Meeting Transcript*, November 6, 2025. Additionally, this waiver is consistent with general welfare, as it aids in the protection of a Town designated Critical Environmental Areas ("Zena Woods CEA") by limiting disturbance to the

³ Note: While the Application does not propose a residential subdivision of more than 30 residential units, the Applicant intends 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.

single access road. As such, is respectfully submitted that the proposed roadway as a single access road longer than 2,000 feet is adequate with respect to the public health and safety.

- ii. Special Circumstances: The residential subdivision in the Town of Ulster is adjacent to several parcels within the Town of Woodstock which are classified within the Zena Woods CEA, designated as a Critical Environmental Area on July 5, 2023. As noted previously, the Project proposes utilizing an existing roadway and a 1,200-foot extension to reach the residential subdivision in the Town of Ulster, which extension predominantly follows an existing driveway. As such, *any additional road connection would require additional disturbance through the Zena Woods CEA. See Secondary Access Road Figure, dated March 2024.* Indeed, upgrading and extending Eastwoods Drive is the only proposed construction in Woodstock, leaving the balance of the Zena Woods CEA untouched. Therefore, the Project has been carefully designed to minimally expand any encroachment on the CEA. Furthermore, the new road extension avoids any wetlands or wetland buffer areas in Woodstock Parcels, which would not have been possible with a second-access road, and the Applicant has proposed extensive restoration for the required wetland buffer disturbances to the existing portion of Eastwoods Drive. Accordingly, the special circumstances of the Zena Woods CEA provide justification for the single access road, as construction of a secondary access road creates redundant ground disturbance and tree clearing in a Town designated CEA, when it has been demonstrated that a single access road is sufficient for the proposed use. *See Traffic Impact Analysis, prepared by LaBella Associates, dated March 21, 2024.* Indeed, Town Traffic Consultant Steve Maffia concluded his traffic review in his August 12, 2025, memo, confirming that he remains satisfied with the existing traffic volumes, background traffic growth, trip generation and distribution, and level of service analysis for the Project with the proposed single access road. *See Woodstock Planning Board Meeting Transcript, November 6, 2025.* Further, avoiding impacts to the Zena Woods CEA by approving a waiver for a single access road would be consistent with the Town's goals in establishing the Zena Woods CEA. ⁴ Hudsonia opined that "from an ecological point of view, better not to have the extra road". *See Woodstock Planning Board Meeting Transcript, November 6, 2025.* As such, it is respectfully submitted that there are special circumstances here indicating the need for a wavier approval.

Additionally, a secondary access road is inappropriate because of the lack of connecting roads adjacent or in proximity to the subdivision in the Town

⁴ See In re Application of Croton Watershed Clean Water Coal., Inc., 2004 WL 829434, at *7 (Sup. Ct. 2004)

of Ulster. Section 202-43. Indeed, it would require the construction of a redundant and unnecessary secondary access road along a similar path as the existing Eastwoods Drive.

- iii. Access for Emergency Vehicles: As noted previously, the Project access road as proposed complies with NYS Fire Code. The Applicant will be adding a hammerhead turn around at the airstrip for additional emergency access maneuverability. See Woodstock Wetland and Watercourse Permit Mitigation Figures, prepared by MJ Engineering and Land Surveying, P.C., revised October 2026. The Applicant has also confirmed that the proposed units will be incorporated into a Homeowners Association (“HOA”) agreement which will maintain Eastwoods Drive in the event of an obstruction within the point of access such as with a fallen tree. Further, as noted above, the Approved Minutes of the Woodstock Board of Fire Commissioners confirmed that the Board did not raise any concerns with the utilization of a single access road to the subdivision. See Approved Minutes of the Woodstock Board of Fire Commissioners, dated September 10, 2026. Indeed, and as noted previously, Town Traffic Consultant Steve Maffia noted on the record that the need for a secondary access road “didn’t make sense” See Woodstock Planning Board Meeting Transcript, November 6, 2025. As such, the Project provides sufficient access for Emergency Vehicles.

2. Request for Waiver from Section 202-32(G)(15)/ Sections 202-32(G)(4)

- a. Under Sections 202-32(G)(4) and 202-32(G)(15), the road must have four-foot graded shoulders beyond 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 on the wetland and wetland buffer areas.
 - i. Public Health, Safety, and General Welfare: It is respectfully submitted that the proposed roadway is adequate with respect to the public health and safety. First, the Project will be an improvement over the existing condition, as the current roadway of Eastwoods Drive varies from ten (10) to nineteen (19) feet in width. The entire length of Eastwoods Drive will be improved to the minimum width of (20) feet. Additionally, the existing Eastwoods Drive constitutes a length of approximately 3,400 feet. With the proposed 1,200-foot extension, the road as a whole will be 4,600 feet. As noted previously, the request to forgo the four-foot graded shoulders is only related to areas within the wetland or wetland buffer, constituting approximately 900 linear feet. See Materials and Layout Plan at C-131-132, prepared by MJ Engineering and Land Surveying, P.C., dated March 2024,

revised October 2026. Thus, *more than eighty percent (80%) of the Project access road will comply with this requirement*, and the areas that won't comply (existing deficient Eastwoods Drive) will nevertheless be brought up to all other Town Standards, including the 20 feet width requirement.

Additionally, Town Traffic Consultant Steve Maffia confirmed on the record that the width of the roadway, as provided by NY Department of State ("DOS"), "would be up to the local fire code official" and that he would not "push for 26-foot-wide roadway if there are significant impacts to wetland and buffers." See Woodstock Planning Board Meeting Transcript, November 6, 2025. The local fire code official's determination on the road width is dated May 24, 2024. See Official Town of Woodstock Zoning Enforcement Officer's Determination, dated May 24, 2024. Foregoing shoulders within the wetland and wetland buffer area will reduce the potential for negative effects on the existing roadways adjacent wetlands.

- ii. Special Circumstances: As discussed herein, the Project makes significant efforts to avoid negative environmental effects. Currently, a portion of the existing Eastwoods Drive is located within wetlands and the wetland buffer area. The proposed extension, as noted previously, intentionally avoids wetland and wetland buffers, and thus the effect to wetland and wetland buffers occurs in already existing areas of Eastwoods Drive. For these areas, as noted above, the Applicant proposes to forgo the four-foot graded shoulders and to expand the roadway to the uniform width of 20 feet north, away from the adjacent wetlands to the south. In addition, the Applicant is proposing to install updated (the existing culverts are in a deteriorating state) environmentally protective infrastructure such as wetland culverts to connect NYSDEC-regulated wetland and wetland buffer areas located on either side of the road. Indeed, the new culverts will possess natural bottoms and directional barriers to promote wildlife crossings, the installation of which would be far more intrusive if four-foot graded shoulders are incorporated. Moreover, the requested waiver is intended to minimize the extent of wetland disturbance associated with the remediation of Eastwoods Drive. The effort by the Applicant to mitigate impact to wetland and protect wetland wildlife is consistent with both the Town and State Wetland regulations.⁵

Additionally, runoff from the roadway presently flows untreated into the adjacent wetland areas. Through the Project, the Applicant is proposing to substantially improve this existing condition by incorporating stormwater features to treat roadway runoff.

⁵ *Id.*

- iii. Access for Emergency Vehicles: It is respectfully submitted that the proposed roadway is adequate with respect to emergency access. Indeed, 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 as noted above. Additionally, as noted the Applicant will be improving the existing portion of Eastwoods Drive to a uniform width of 20 feet. See Woodstock Wetland and Watercourse Permit Mitigation Figures, prepared by MJ Engineering and Land Surveying, P.C., revised October 2026. The Applicant will also, as discussed above, be adding a hammerhead turn around at the airstrip. *Id.* Accordingly, service and emergency vehicles will continue to have unobstructed – if not substantially improved – access. Further, as noted before, the Approved Minutes of the Woodstock Board of Fire Commissioners confirmed that the Board did not raise any concerns with the utilization of a single access road to the subdivision. See Approved Minutes of the Woodstock Board of Fire Commissioners, dated September 10, 2026.

Previous Request for Sections 202-32(G)(4) and 202-32(G)(20): In prior submissions to the Planning Board, the Applicant referenced a request for waivers from Sections 202-32(G)(4) and 202-32(G)(20), which is the requirement that the road be paved, due to prior conversations whereby a gravel road may have been preferred. The Applicant no longer requests a waiver from these sections and will be paving the road pursuant to the latest engineer plans. See Roadway Typical Sections, prepared by MJ Engineering and Land Surveying, P.C., dated March 2024, revised October 2026. The Applicant notes that, in accordance with the New York Department of Environmental Conservation (NYDEC) Stormwater Design Manual, compacted gravel and pavement are treated as the same for stormwater calculations, and thus there are no State identified stormwater benefits to a gravel road. See NYDEC Stormwater Manual, Section 4.2. Accordingly, no changes to the Applicant's stormwater plans are required.

Conclusion: It is respectfully submitted that the Planning Board may waive or modify the regulations discussed above, as there are no anticipated negative impacts to the public health, safety and general welfare, and there are several special circumstances and unique conditions of the site requiring the waiver requests, namely the existing Zena Woods CEA, and wetland and wetland buffer areas, to which the Applicant endeavors to protect while providing a safe and adequate roadway. Indeed, as demonstrated herein, the resulting road with the waivers provided will be more than satisfactory for the intensity of use and the prospective character of the development, in accordance with public safety standards.

EXHIBIT C

TOWN OF WOODSTOCK PLANNING BOARD
Ulster County, NY

PB Case # _____
Date received: _____
Property Violations? Y N

Submit 3 copies of application, 3 copies sketch/preliminary maps + \$100 Application Fee (payable to Town of Woodstock). Completed Part 1 – Project & Sponsor Info of the Short Environmental Assessment Form (EAF) completed online, must accompany application + other forms, as applicable (see list page 2). Submit .pdf copy of maps to planning@woodstockny.org. Questions? Call office: (845) 679-2113 x 16

APPLICATION FOR MINOR SUBDIVISION PLAT REVIEW AND APPROVAL

Please print

Owner(s) of property to be subdivided: Zena Development, LLC
(name and mailing address) P.O. Box 215
Saugerties, NY 12477
Phone No. _____ Email: questions.zenahomes@gmail.com

Property acquisition date: November 21, 2023

Licensed Land Surveyor or MJ Engineering and Land Surveying, P.C.
Professional Engineer (name) 1533 Crescent Road
(mailing address) Clifton Park, NY 12065
Phone No. 518-371-0799 Email: _____

Location of property to be subdivided: Eastwoods Drive, Town of Woodstock
(street address)

Tax Parcel Number (Section-Block-Lot): Section 38.2, Block 1, Lots 38.100, 43 & 44
Zoning District(s): R-5

Scenic Overlay (circle one): YES ☒ NO
Total area (acres) of property to be subdivided: 57.31
Number of lots to be created: 2
Approximate lot areas (acres): _____

Existing development, if any, on property being subdivided: Road and vacant land

Natural features on land being subdivided (e.g. streams, wetlands, floodplains, waterfalls, large trees, stone walls, glacial boulders, etc.): Wetlands

Restrictions or easements (incl. utility easements) affecting land to be subdivided:
N/A

What type of access to the proposed lot(s) (check one):
(☒) Public roadway (☐) Private Right-of-Way (☐) Unimproved Easement

(application continues)

TOWN OF WOODSTOCK
PLANNING BOARD

WAIVER REQUEST FORM

I/we Zena Development, LLC, the applicant(s) and owner(s) of the property located at Eastwoods Drive, Town of Woodstock, or the duly authorized representative of the owner, do hereby request the following waiver(s) from application requirements for:

Type of review (check one):

- () Site Plan Review () Special Use Permit () Major Subdivision
(X) Minor Subdivision () Wetlands Permit

I/we request waiver(s) from: (check one and complete all information requested)

- () Town Code Chapter 260: Zoning Law, Section #: N/A
Specific waiver(s): _____

- () Town Code Chapter 202: Subdivision of Land, Section #: 202-32(C), (D)(1), (G)(4), (G)(15).
Specific waiver(s): 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. In addition, Section 202-32(G) requires the road have four foot graded shoulders.

Reasons for waiver request: Eastwoods Drive is an existing road that presently serves several residences. Constructing a secondary access road would create redundant and uneseccary ground disturbance and tree clearing in a Town designated CEA when it has been demonstrated a single, existing, road is sufficient for providing access. Service and emergency vehicles currently have unobstructed access to each existing homes, where the current roadway width varies from 10 to 19 feet. The Applicant will be improving Eastwoods Drive to a uniform width of 20 feet and adding a hammerhead turn around at the airstrip, substantially improving access. Furthermore, Eastwoods Drive will be improved to all major road standards except for 900 feet of the exsting 3,400 foot road the Applicant is propsoing to forgo the four foot graded shoulders to reduce potential negative effects within a wetland or wetland buffer area.

Print (name): Eddie Greenberg
Signature: *Eddie Greenberg*
Date: October 16, 2026

Please see Exhibit B for further support for requested waivers.

Form updated July 2012

EXHIBIT D

ZENA HOMES

Town of Woodstock Project Narrative

October 2026

Zena Development, LLC (Applicant) is proposing to improve portions of the existing private roadway known as Eastwoods Drive and to extend it approximately 1,200 feet to the to the Town of Ulster parcel (Project). Upgrading and extending Eastwoods Drive is the only proposed development in Woodstock. There is no plan or intention to further develop the 500+ acres of land located in the Town of Woodstock owned by the Applicant, leaving the balance of the Town of Woodstock designated Critical Environmental Area (CEA) untouched.

Eastwoods Drive

Eastwoods Drive is an existing private roadway that serves several existing residences. The existing roadway varies in width from 10-19 feet and the Applicant is proposing to improve the road to a uniform width of 20 feet, in accordance with the Town of Woodstock Zoning Enforcement Officer's May 24, 2024 determination. Eastwoods Drive is a gravel roadway and the Applicant is proposing to remediate the existing subbase and pave the roadway in accordance with the Town of Woodstock Major Road standards.

Furthermore, the existing road is approximately 3,400 linear feet. However, approximately 900 feet of the existing road are within a wetland or wetland buffer area. Accordingly, the Applicant is proposing to forego the required four foot graded shoulders within the 900 feet of wetland or wetland buffer area to reduce the potential of negative effects. Everywhere outside the 900 linear feet will fully comply with the Section 202-32G Major Road standards and include the four foot graded shoulders.

The existing roadway has three culverts that are failing and in need of replacement. Similarly, there are no stormwater treatment measures and runoff from the existing roadway flows untreated into the adjacent wetland areas. The Applicant is therefore proposing sediment and erosion controls along Eastwoods Drive which will direct roadway runoff into vegetated areas along the northern roadside, which will include grass filter strips, swales and permanent filter socks, to provide multi-stage treatment that slows flow, promotes infiltration and removes sediment.

Improving Eastwoods Drive to a uniform width of 20 feet will be accomplished by expanding the roadway surface to the north, away from the southern wetland areas. This necessitates 20,440 SF (0.46 acres) of wetland buffer disturbances, and 125 SF (0.003 acres) of direct watercourse and 300 SF (0.007 acres) of direct wetland disturbances (the direct disturbances are only required to repair existing culverts in need of replacement). In addition to some of the stormwater improvements noted above, the Applicant is also proposing to:

- Plant native shrubs in the vicinity of the encroachment areas for foraging and potential nesting habitat for birds;
- Install amphibian crossing signs;
- Post speed limits;
- Use a pollinator seed mix;
- Install orange construction fencing around the wetlands to clearly delineate the boundary and prevent disturbance; and
- Incorporate natural bottom or arched culvers with wildlife guides to facilitate amphibian movement under the road and provide additional flow paths during periods of high water.

The proposed 1,200 foot extension of the road avoids wetlands, wetland buffer areas and watercourses. The proposed road extension predominately follows an existing driveway to an existing home on parcel 38.2-1-39. The Applicant has also incorporated a natural bottom or arched culvert with drift fences on the road extension to facilitate amphibian movements across the roadway extension.

Application

The Applicant is seeking Minor Subdivision, Wetland and Watercourse Permit (WWP), and Site Plan approval from the Planning Board to improve and extend Eastwoods Drive.