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March 29, 2023

Town of Ledyard Planning and Zoning Commission

Attn: Mrs. Juliet Hodge, Director of Planning

741 Colonel Ledyard Highway

Ledyard, CT 06339

Re: Gales Ferry Intermodal, LLC  
1761 Connecticut Route 12, Ledyard, Connecticut

Dear Juliet:

Pursuant to our e-mail discussions of yesterday, March 28, 2023, I enclose herewith three (3) revised copies of the Town of Ledyard Application for Planning & Zoning Commission Review, with attached Narrative with respect to the above referenced application that is currently pending before the Ledyard Planning and Zoning Commission.

Please feel free to contact me if you require anything further at this time.

Very truly yours,

Harry B. Heller

HBH/rmb  
Enclosures





# **NARRATIVE TO ACCOMPANY APPLICATION OF GALES FERRY INTERMODAL, LLC TO TOWN OF LEDYARD PLANNING AND ZONING COMMISSION**

**DATE: MARCH 7, 2023**  
**REVISED: MARCH 28, 2023**

The application submitted with this Narrative is submitted for site plan and special permit approval for the re-development of the northwesterly corner of the real property of Gales Ferry Intermodal, LLC (the "Applicant") located at 1761 Connecticut Route 12 in Ledyard, Connecticut (the "Property"). The Property is the site of the former Dow Chemical manufacturing facility, and has been committed to industrial use since at least the mid-19<sup>th</sup> century. A portion of the Property is currently used for the manufacture of Styrofoam products by Americas Styrenics, a tenant of the Property. The Dow Chemical facilities at the Property terminated their manufacturing existence circa 2011 and the former Dow Chemical manufacturing buildings have been removed from the Property. The Property was acquired by the Applicant on May 19, 2022 with the intent to redevelop the Property as a full service industrial intermodal facility taking advantage of (i) its excellent highway access (ii) the presence of rail service including a rail siding and (iii) deepwater access on the Thames River together with the presence of an existing pier suitable to accommodate industrial vessel traffic.

The instant application constitutes the first in a series of applications which will be submitted to the Town of Ledyard Planning and Zoning Commission for the industrial redevelopment of this site. The application submitted herewith contemplates the construction of a 20,000 square foot building which will be utilized by the Applicant for a motor vehicle, ship, machinery and/or equipment repair use with the accessory outside storage of materials, equipment and machinery utilized in conjunction with its marine contracting operations along the east coast of the United States. In addition to the construction of the proposed building, the Applicant contemplates the construction of loading docks, maneuvering aisles and a subsurface sewage disposal system to accommodate the proposed reuse of the northwesterly section of the Property, all as depicted on the submitted site development plan.

Submitted herewith and constituting a component of the application for site plan and special permit approval is the site development plan prepared by Loureiro Engineering, Inc. entitled "Gales Ferry Intermodal Sterling Facility 1761 Route 12 Gales Ferry, Connecticut 06335 March 07, 2023 Property Owner/Applicant: Gales Ferry Intermodal LLC 549 South Street Quincy, MA 02169 Prepared By: Engineer: Loureiro Engineering Associates, Inc. 100 Northwest Drive Plainville, Connecticut 06062 Phone: 860-747-6181 Fax: 860-747-8822 An Employee Owned Company · [www.Loureiro.com](http://www.Loureiro.com) Engineering • Construction • EH&S • Energy Waste • Facility Services • Laboratory" consisting of Sheets 1 of 20 to 20 of 20 (the "Site Development Plan").

The Site Development Plan has been formulated by Loureiro Engineering Associates, Inc. to incorporate the landscape design standards and requirements contained in Section 9.3 of the Ledyard Zoning Regulations. For this purpose, existing vegetated buffer areas have been maintained between the area of the proposed industrial development and the adjoining property to the north. The development area is buffered to the east and south by remaining real property of the Applicant and to the west by the railroad right of way and the Thames River.

As noted above, the Applicant has acquired the subject property due, inter alia, to its unique locational characteristics with immediate access to a state highway, an active rail line and deepwater vessel access. As such, the site is uniquely situated to accommodate transportation services for the bulk movement of goods and materials by three (3) separate and distinct methods of transportation which can be utilized in order to develop the Property to its full potential. While the instant application is a minimal traffic generator, the Applicant has commissioned a traffic study which will be submitted for consideration in conjunction with future applications for the development of the Property for uses which may have the propensity to generate more significant vehicular traffic.

This development initiative is located on property within the primary industrial zoning district of the Town of Ledyard. The zoning district classification for the Property (which has remained consistent since the inception of zoning in the Town of Ledyard) reflects the historic use of the Property as a developed industrial site dating back nearly 200 years. The development proposed by the instant application is consistent with the zoning district classification of the Property. As evidenced by the Site Development Plan, the setback, landscaping and buffering treatments incorporated into the Site Development Plan are compliant with the requirements of the Ledyard Zoning Regulations and will mitigate any perceived adverse impacts to adjoining properties to the north. The proposed development of the Property is consistent in both scale and use with the development contemplated by the Town of Ledyard Zoning Regulations. As such, any impacts on neighboring property values will be consistent with the impacts contemplated by the current and historic zoning district classification of the Property as an industrial site.

The proposed use of the portion of the site which is the subject of this application is consistent with the goals and recommendations contained in the current Ledyard Plan of Conservation and Development.

The Property is located within the Coastal Management Area. The application submitted herewith is therefore, in addition to an application for site plan and special permit approval, an application for Coastal Area Management approval. As indicated above, the first phase of the redevelopment of the Property is for the development of a 20,000 square foot building to be utilized for vehicle, ship, equipment and machinery repair, material storage and appurtenant facilities that will support the activities of the Applicant's affiliate engaged in marine contracting. This phase of the development will provide for the development of a facility which will provide support services by way of equipment and material storage and a repair facility for the affiliate's marine contracting and dredging activities (which are not a component of this application).

Coastal resources located on the site (with the site being defined as the entirety of the Property) include coastal hazard areas, coastal waters and developed shorefront. The following coastal use policies are applicable to the proposed project: stormwater management and water dependent uses. The following coastal resource policies are applicable to the proposed project: general resources and developed shorefront.

The proposed use will support water dependent uses that make use of existing developed shorefront, including the presence of an existing pier which has the ability to accommodate large

scale commercial and industrial vessels. No adverse impacts are anticipated to coastal resources resulting from the contemplated development. The proposal is a reuse of a present and prior industrial property. The proposed water dependent use takes advantage of the unique characteristics of the Property including deepwater and rail access at the Property by providing support services for the full and complete operation of industrial and commercial water dependent uses.

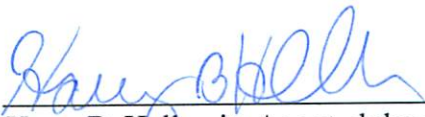
The project is water dependent and will provide shorefront services by making available support services for the future intermodal use of the Property which will include receiving and transporting goods and materials by vessel.

The project will provide support services for the use of the existing pier on the Property and encourage water dependent uses that will utilize the existing pier for both shipping and receiving of bulk materials by barge and vessel. The proposed development will not have adverse impacts on water dependent uses as it reuses an existing vacant industrial portion of the Property with an existing deepwater pier to provide support services for other uses which will take advantage of the pier and deep water present along the shorefront of the Property in support of water dependent uses for shipping and receiving of materials.

The project consists of the redevelopment of an existing industrially developed shorefront property to provide support services which will be utilized to foster new water dependent uses. Stormwater treatment systems have been included in the design for the redevelopment of the project to improve the quality of stormwater discharges consistent with the recommendations contained in 2004 Stormwater Quality Manual promulgated by the State of Connecticut Department of Energy and Environmental Protection. In conjunction with this application, no activity is proposed waterward of the Coastal Jurisdiction Line. The Applicant submits that there are no adverse impacts to coastal resources which require mitigation in conjunction with this application.

The project is not located within a designated federal flood hazard area.

**GALES FERRY INTERMODAL, LLC**

By:   
Harry B. Heller, its Agent, duly authorized



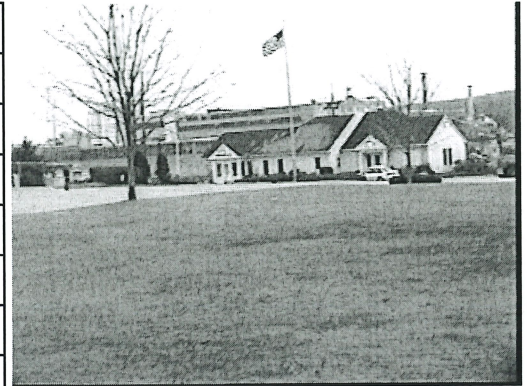
# Town of Ledyard Property Summary Report

1761 ROUTE 12

PARCEL ID:	61-2120-1761
LOCATION:	1761 ROUTE 12
OWNER NAME:	GALES FERRY INTERMODAL LLC

## BUILDING # 1

YEAR BUILT	1974	ROOF STRUCTURE	Flat
STYLE	Warehouse	ROOF COVER	Tar & Gravel
MODEL	Ind or Comm	FLOOR COVER 1	Concr-Finished
GRADE	Average	FLOOR COVER 2	NULL
STORIES	1	HEAT FUEL	Oil
OCCUPANCY	FACTORY	HEAT TYPE	Hot Air-no Duc
EXT WALL 1	Concr/Cinder	AC TYPE	None
EXT WALL 2	NULL	BEDROOMS	NULL
INT WALLS 1	Minim/Masonry	FULL BATHS	NULL
INT WALLS 2	NULL	HALF BATHS	NULL
		TOT ROOMS	

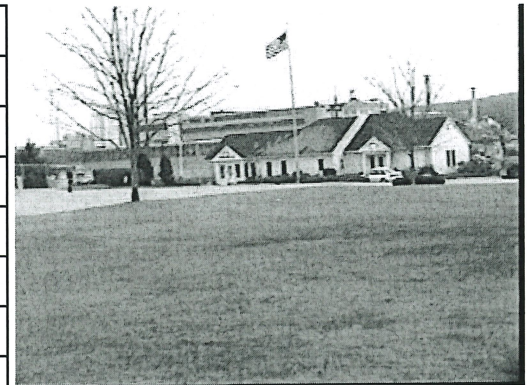


## EXTRA FEATURES

DESCRIPTION	CODE	UNITS
Paving-Asphalt	PAV1	10000xNULL (10000.00 S.F.)

## BUILDING # 10

YEAR BUILT	1965	ROOF STRUCTURE	Flat
STYLE	Pre-Eng Mfg	ROOF COVER	Metal/Tin
MODEL	Ind or Comm	FLOOR COVER 1	Concr-Finished
GRADE	Average	FLOOR COVER 2	NULL
STORIES	1	HEAT FUEL	None
OCCUPANCY	FACTORY	HEAT TYPE	None
EXT WALL 1	Pre-finsh Metl	AC TYPE	None
EXT WALL 2	NULL	BEDROOMS	NULL
INT WALLS 1	Minim/Masonry	FULL BATHS	NULL
INT WALLS 2	NULL	HALF BATHS	NULL
		TOT ROOMS	NULL





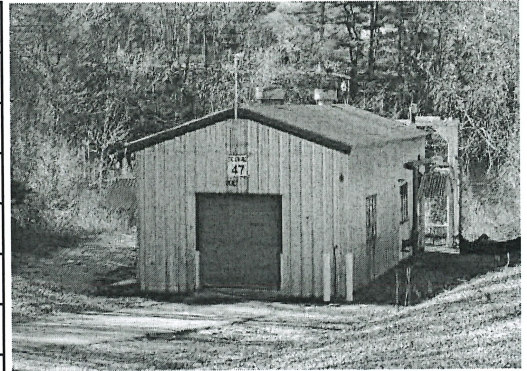
# Town of Ledyard Property Summary Report

1761 ROUTE 12

PARCEL ID:	61-2120-1761
LOCATION:	1761 ROUTE 12
OWNER NAME:	GALES FERRY INTERMODAL LLC

## BUILDING # 11

YEAR BUILT	1980	ROOF STRUCTURE	Gable/Hip
STYLE	Pre-Eng Mfg	ROOF COVER	Metal/Tin
MODEL	Ind or Comm	FLOOR COVER 1	Concr-Finished
GRADE	Average	FLOOR COVER 2	NULL
STORIES	1	HEAT FUEL	Oil
OCCUPANCY	FACTORY	HEAT TYPE	Hot Air-no Duc
EXT WALL 1	Pre-finish Metl	AC TYPE	None
EXT WALL 2	NULL	BEDROOMS	NULL
INT WALLS 1	Minim/Masonry	FULL BATHS	NULL
INT WALLS 2	NULL	HALF BATHS	NULL
		TOT ROOMS	0



## EXTRA FEATURES

DESCRIPTION	CODE	UNITS
Paving-Asphalt	PAV1	25000xNULL (25000.00 S.F.)

## BUILDING # 12

YEAR BUILT	1980	ROOF STRUCTURE	Gable/Hip
STYLE	Pre-Eng Mfg	ROOF COVER	Metal/Tin
MODEL	Ind or Comm	FLOOR COVER 1	Concr-Finished
GRADE	Average	FLOOR COVER 2	NULL
STORIES	1	HEAT FUEL	None
OCCUPANCY	FACTORY	HEAT TYPE	None
EXT WALL 1	Pre-finish Metl	AC TYPE	None
EXT WALL 2	NULL	BEDROOMS	NULL
INT WALLS 1	Minim/Masonry	FULL BATHS	NULL
INT WALLS 2	NULL	HALF BATHS	NULL



# Town of Ledyard Property Summary Report

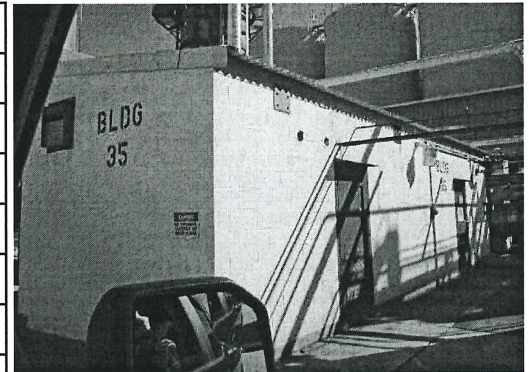
## 1761 ROUTE 12

<b>PARCEL ID:</b>	61-2120-1761
<b>LOCATION:</b>	1761 ROUTE 12
<b>OWNER NAME:</b>	GALES FERRY INTERMODAL LLC

<b>TOT ROOMS</b>	0
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### BUILDING # 13

<b>YEAR BUILT</b>	1992	<b>ROOF STRUCTURE</b>	Flat
<b>STYLE</b>	Industrial	<b>ROOF COVER</b>	Metal/Tin
<b>MODEL</b>	Ind or Comm	<b>FLOOR COVER 1</b>	Concr-Finished
<b>GRADE</b>	Average	<b>FLOOR COVER 2</b>	NULL
<b>STORIES</b>	1	<b>HEAT FUEL</b>	None
<b>OCCUPANCY</b>	FACTORY	<b>HEAT TYPE</b>	None
<b>EXT WALL 1</b>	Concr/Cinder	<b>AC TYPE</b>	None
<b>EXT WALL 2</b>	NULL	<b>BEDROOMS</b>	NULL
<b>INT WALLS 1</b>	Minim/Masonry	<b>FULL BATHS</b>	NULL
<b>INT WALLS 2</b>	NULL	<b>HALF BATHS</b>	NULL
		<b>TOT ROOMS</b>	NULL



### BUILDING # 2

<b>YEAR BUILT</b>	1974	<b>ROOF STRUCTURE</b>	Flat
<b>STYLE</b>	Office Bldg	<b>ROOF COVER</b>	Tar & Gravel
<b>MODEL</b>	Commercial	<b>FLOOR COVER 1</b>	Concr-Finished
<b>GRADE</b>	Average	<b>FLOOR COVER 2</b>	Vinyl/Asphalt
<b>STORIES</b>	2	<b>HEAT FUEL</b>	None
<b>OCCUPANCY</b>	IND BLDG M94	<b>HEAT TYPE</b>	None
<b>EXT WALL 1</b>	Concr/Cinder	<b>AC TYPE</b>	None
<b>EXT WALL 2</b>	NULL	<b>BEDROOMS</b>	NULL
<b>INT WALLS 1</b>	Minim/Masonry	<b>FULL BATHS</b>	NULL
<b>INT WALLS 2</b>	NULL	<b>HALF BATHS</b>	NULL





# Town of Ledyard Property Summary Report

1761 ROUTE 12

PARCEL ID:	61-2120-1761
LOCATION:	1761 ROUTE 12
OWNER NAME:	GALES FERRY INTERMODAL LLC

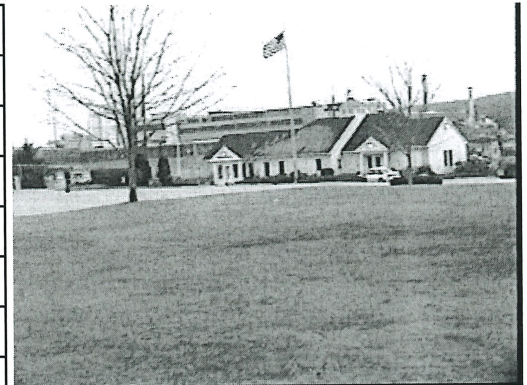
TOT ROOMS

## EXTRA FEATURES

DESCRIPTION	CODE	UNITS
Fin Mezzanine	MEZ2	NULLxNULL (252.00 S.F.)
Air Condition	A/C	NULLxNULL (19500.00 S.F.)
Unf Mezzanine	MEZ1	NULLxNULL (180.00 S.F.)

## BUILDING # 3

YEAR BUILT	1983	ROOF STRUCTURE	Flat
STYLE	Office Bldg	ROOF COVER	Tar & Gravel
MODEL	Commercial	FLOOR COVER 1	Concr-Finished
GRADE	Average	FLOOR COVER 2	Vinyl/Asphalt
STORIES	2	HEAT FUEL	Oil
OCCUPANCY	IND BLDG M94	HEAT TYPE	Forced Air-Duc
EXT WALL 1	Concr/Cinder	AC TYPE	None
EXT WALL 2	NULL	BEDROOMS	NULL
INT WALLS 1	Minim/Masonry	FULL BATHS	NULL
INT WALLS 2	NULL	HALF BATHS	NULL
		TOT ROOMS	NULL



## EXTRA FEATURES

DESCRIPTION	CODE	UNITS
w/Man Flip out	LDL2	NULLxNULL (1.00 UNITS)

## EXTRA FEATURES

DESCRIPTION	CODE	UNITS
Dock- Commer	DCK2	21960xNULL (21960.00 S.F.)
Railroad Spurs	RRR	6500xNULL (6500.00 L.F.)
Railroad Spurs	RRR	169xNULL (169.00 L.F.)

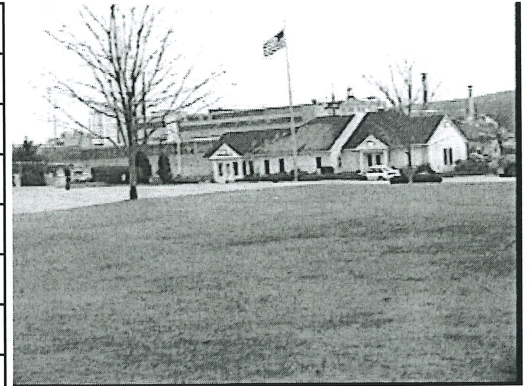
# Town of Ledyard Property Summary Report

1761 ROUTE 12

PARCEL ID:	61-2120-1761
LOCATION:	1761 ROUTE 12
OWNER NAME:	GALES FERRY INTERMODAL LLC

## BUILDING # 4

YEAR BUILT	1991	ROOF STRUCTURE	Gable/Hip
STYLE	Office Bldg	ROOF COVER	Asphalt Shingl
MODEL	Commercial	FLOOR COVER 1	Quarry Tile
GRADE	Average	FLOOR COVER 2	Vinyl/Asphalt
STORIES	1	HEAT FUEL	Oil
OCCUPANCY	IND BLDG M94	HEAT TYPE	Forced Air-Duc
EXT WALL 1	Clapboard	AC TYPE	Central
EXT WALL 2	NULL	BEDROOMS	NULL
INT WALLS 1	Drywall/Sheet	FULL BATHS	NULL
INT WALLS 2	NULL	HALF BATHS	NULL
		TOT ROOMS	NULL



## EXTRA FEATURES

DESCRIPTION	CODE	UNITS
50' ANTENNA TOWER	MSC1	1xNULL (1.00 UNIT)
Paving-Asphalt	PAV1	25000xNULL (25000.00 S.F.)

## BUILDING # 5

YEAR BUILT	1922	ROOF STRUCTURE	Gable/Hip
STYLE	Conventional	ROOF COVER	Asphalt Shingl
MODEL	Residential	FLOOR COVER 1	Pine/Soft Wood
GRADE	Ave-Good	FLOOR COVER 2	Vinyl/Asphalt
STORIES	1	HEAT FUEL	Oil
OCCUPANCY	IND BLDG M01	HEAT TYPE	Forced Air-Duc
EXT WALL 1	Clapboard	AC TYPE	Heat Pump
EXT WALL 2	NULL	BEDROOMS	4 Bedrooms
INT WALLS 1	Plastered	FULL BATHS	2
INT WALLS 2	Drywall/Sheet	HALF BATHS	0
		TOT ROOMS	8





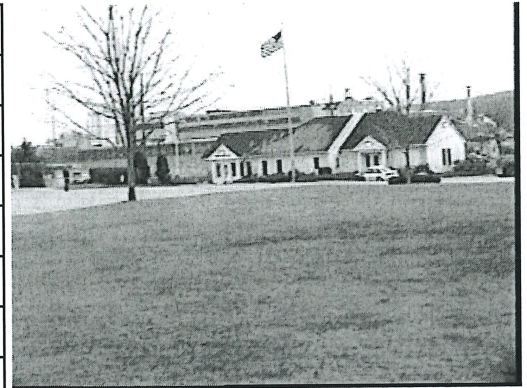
# Town of Ledyard Property Summary Report

**1761 ROUTE 12**

<b>PARCEL ID:</b>	61-2120-1761
<b>LOCATION:</b>	1761 ROUTE 12
<b>OWNER NAME:</b>	GALES FERRY INTERMODAL LLC

## BUILDING # 6

<b>YEAR BUILT</b>	1980	<b>ROOF STRUCTURE</b>	Flat
<b>STYLE</b>	Pre-Eng Warehs	<b>ROOF COVER</b>	Metal/Tin
<b>MODEL</b>	Ind or Comm	<b>FLOOR COVER 1</b>	Concr-Finished
<b>GRADE</b>	Average	<b>FLOOR COVER 2</b>	NULL
<b>STORIES</b>	1	<b>HEAT FUEL</b>	None
<b>OCCUPANCY</b>	FACTORY	<b>HEAT TYPE</b>	None
<b>EXT WALL 1</b>	Pre-finish Metl	<b>AC TYPE</b>	None
<b>EXT WALL 2</b>	NULL	<b>BEDROOMS</b>	NULL
<b>INT WALLS 1</b>	Minim/Masonry	<b>FULL BATHS</b>	NULL
<b>INT WALLS 2</b>	NULL	<b>HALF BATHS</b>	NULL
		<b>TOT ROOMS</b>	NULL



## BUILDING # 7

<b>YEAR BUILT</b>	1980	<b>ROOF STRUCTURE</b>	Flat
<b>STYLE</b>	Pre-Eng Mfg	<b>ROOF COVER</b>	Metal/Tin
<b>MODEL</b>	Ind or Comm	<b>FLOOR COVER 1</b>	Concr-Finished
<b>GRADE</b>	Low Cost	<b>FLOOR COVER 2</b>	NULL
<b>STORIES</b>	1	<b>HEAT FUEL</b>	None
<b>OCCUPANCY</b>	FACTORY	<b>HEAT TYPE</b>	None
<b>EXT WALL 1</b>	Concr/Cinder	<b>AC TYPE</b>	None
<b>EXT WALL 2</b>	NULL	<b>BEDROOMS</b>	NULL
<b>INT WALLS 1</b>	Minim/Masonry	<b>FULL BATHS</b>	NULL
<b>INT WALLS 2</b>	NULL	<b>HALF BATHS</b>	NULL
		<b>TOT ROOMS</b>	NULL



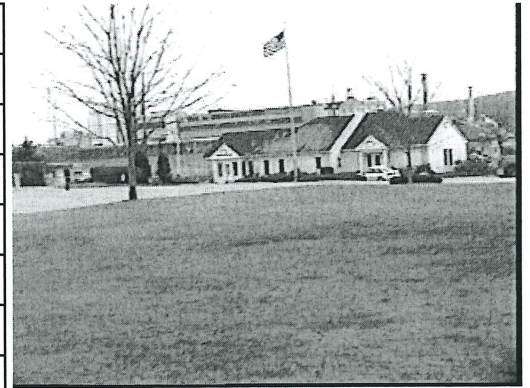
# Town of Ledyard Property Summary Report

1761 ROUTE 12

PARCEL ID:	61-2120-1761
LOCATION:	1761 ROUTE 12
OWNER NAME:	GALES FERRY INTERMODAL LLC

## BUILDING # 8

YEAR BUILT	1980	ROOF STRUCTURE	Gable/Hip
STYLE	Pre-Eng Mfg	ROOF COVER	Metal/Tin
MODEL	Ind or Comm	FLOOR COVER 1	Concr-Finished
GRADE	Average	FLOOR COVER 2	NULL
STORIES	1	HEAT FUEL	None
OCCUPANCY	FACTORY	HEAT TYPE	None
EXT WALL 1	Pre-finish Metl	AC TYPE	None
EXT WALL 2	NULL	BEDROOMS	NULL
INT WALLS 1	Minim/Masonry	FULL BATHS	NULL
INT WALLS 2	NULL	HALF BATHS	NULL
		TOT ROOMS	NULL



## EXTRA FEATURES

DESCRIPTION	CODE	UNITS
TNK D1	MSC42	NULLxNULL (1.00 UNIT)
TNK D2	MSC43	NULLxNULL (1.00 UNIT)
TNK D3	MSC45	NULLxNULL (1.00 UNIT)
TNK D25	MSC44	NULLxNULL (1.00 UNIT)
SCL	MSC36	NULLxNULL (1.00 UNIT)



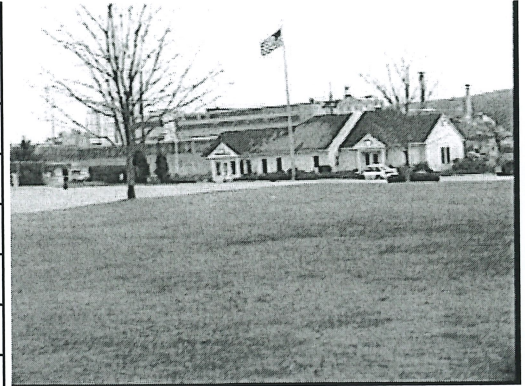
# Town of Ledyard Property Summary Report

1761 ROUTE 12

PARCEL ID:	61-2120-1761
LOCATION:	1761 ROUTE 12
OWNER NAME:	GALES FERRY INTERMODAL LLC

## BUILDING # 9

YEAR BUILT	1959	ROOF STRUCTURE	Flat
STYLE	Pre-Eng Mfg	ROOF COVER	Metal/Tin
MODEL	Ind or Comm	FLOOR COVER 1	Concr-Finished
GRADE	Average	FLOOR COVER 2	NULL
STORIES	1	HEAT FUEL	None
OCCUPANCY	FACTORY	HEAT TYPE	None
EXT WALL 1	Concr/Cinder	AC TYPE	None
EXT WALL 2	NULL	BEDROOMS	NULL
INT WALLS 1	Minim/Masonry	FULL BATHS	NULL
INT WALLS 2	NULL	HALF BATHS	NULL
		TOT ROOMS	NULL



Record and Return To:  
Heller, Heller & McCoy  
736 Norwich-New London Turnpike  
Uncasville, CT 06382

INSTR # 2022001493 VOL 621 PG 981  
RECORDED 05/19/2022 09:51:06 AM  
PATRICIA A. RILEY  
TOWN CLERK LEDYARD CT  
TOWN CONVEYANCE TAX \$12,500.00  
STATE CONVEYANCE TAX \$62,500.00

**SPECIAL WARRANTY DEED**

TO ALL PERSONS TO WHOM THESE PRESENTS SHALL COME, GREETING:

KNOW YE, that TRINSEO LLC, a Delaware limited liability company, having an address of 1000 Chesterbrook Boulevard, Berwyn, Pennsylvania 19312 (hereinafter referred to as "Grantor"), for valuable consideration received to its full satisfaction from GALES FERRY INTERMODAL, LLC, a Delaware limited liability company, having an address of 549 South Street, Quincy, Massachusetts 02169 (hereinafter referred to as "Grantee") does give, grant, bargain, sell and confirm unto the said Grantee and its successors and assigns forever:

That certain piece of land, together with all buildings and improvements thereon, in the Town of Ledyard, County of New London and State of Connecticut, and more particularly described on Schedule A attached hereto and made a part hereof. Said premises is conveyed subject to the encumbrances and other matters described in Schedule B attached hereto and made a part hereof.

TO HAVE AND TO HOLD the above granted and bargained premises with the appurtenances thereof, unto it the said Grantee, its successors and assigns forever, to them and their own proper use and behoof.

AND, ALSO, the said Grantor, does for itself and its successors, covenant with the said Grantee, its successors and assigns, that at and until the ensealing of these presents, it has good right to bargain and sell the same in manner and form as is above written; and that the same is free from all encumbrances made by the Grantor.

AND FURTHER, the said Grantor does by these presents bind itself and its successors and assigns forever to WARRANT and DEFEND the above granted and bargained premises to the Grantee, its successors and assigns, against all lawful claims and demands made or suffered by the Grantor or all persons claiming by, through or under Grantor, except as aforesaid, but against none other.

RECEIVED

MAY 06 2023

LAND USE DEPARTMENT



IN WITNESS WHEREOF, Grantor has caused this deed to be duly executed on this 29<sup>th</sup>  
day of APRIL, 2022.

Signed, sealed and delivered  
in the presence of:

[Signature]  
Name: CARRIE DIJULIA  
[Signature]  
Name: Jennifer Berke Levin

TRINSEO LLC

[Signature]  
By: David Stasse  
Name:  
Title: CFO  
Hereunto duly authorized

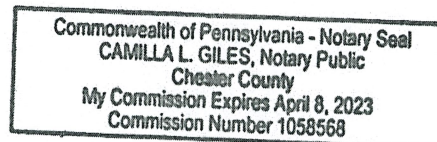
Commonwealth

STATE OF PENNSYLVANIA: Berwyn, PA April 29, 2022  
: ss.  
COUNTY OF Chester : Town

Personally appeared DAVID STASSE, CFO of  
Trinseo LLC, signer and sealer of the foregoing instrument and acknowledged the same  
to be his/her free act and deed as such CFO and the free act and deed  
of said limited liability company, before me.

[Signature]  
Notary Public

Grantee's Mailing Address:  
549 South Street  
Quincy, MA 02169



## SCHEDULE A

### LEGAL DESCRIPTION

A certain tract or parcel of land, together with the buildings and all other improvements thereon, situated on the northwesterly side of Military Highway (Route #12) in the Town of Ledyard, County of New London and State of Connecticut and being more particularly shown on a certain plan entitled "Property and Topographic Survey Prepared For Styron LLC 'Allyn's Point Plant' #1737 & 1761 Military Highway – Route 12, Gales Ferry Ledyard, Connecticut Date: Sept. 2, 2010 Scale: 1"=100' Project: 2010063 Job Data Project 2010063DOW Book No. 4173 Drawn CB Checked RHS Cogo File 2010063 CB 4-21-2010 File 2010063 BND.dwg Sheets 1 of 13 and 2 of 13 CME Associates, Inc. 32 Crab Tree Lane, Woodstock, CT 06281 55 Main Street, Suite 340 Norwich, CT 06360 333 East River Drive, East Hartford, CT 06108 50 Elm Street, Southbridge, MA 01550 Phone 888-291-3227 [www.cmeengineering.com](http://www.cmeengineering.com)" and recorded on the Ledyard Land Records as Map #5 30684, which premises is more particularly bounded and described as follows: 3069

Beginning at a drill hole found in a stone wall in the northwesterly monumented highway line of Military Highway (Route #12) at the southeasterly corner of the herein described tract and on the dividing line between the herein described tract and land now or formerly of Herbert W. Pearson and Joan L. Pearson as shown on the above referenced plan; thence running South 11°07'01" West for a distance of 162.03 feet to a Connecticut Highway Department Monument found; thence running South 10°06'20" West for a distance of 121.86 feet to a Connecticut Highway Department Monument found; thence running South 14°08'05" East for a distance of 109.75 feet to a monument; thence running South 10°06'27" West for a distance of 199.95 feet to a Connecticut Highway Department Monument found; thence running South 09°17'11" West for a distance of 224.16 feet to a Connecticut Highway Department Monument found; thence running along the arc of a curve to the left with a radius of 489.65 feet, a central angle of 30°01'19", a chord bearing of South 13°02'17" West, a chord length of 253.64 feet for a distance of 256.57 feet to a Connecticut Highway Department Monument found; thence running South 23°26'41" West for a distance of 192.50 feet to a monument; thence running South 18°15'10" West for a distance of 72.13 feet to a monument; thence running South 25°11'30" West for a distance of 49.94 feet to a monument; thence running along the arc of a curve to the right with a radius of 1,372.69 feet, a central angle of 01°40'06", a chord bearing of South 26°47'40" West, a chord length of 39.97 feet for a distance of 39.97 feet to a monument; thence running South 62°12'50" East for a distance of 20.01 feet to a monument; thence running along the arc of a curve to the right with a radius of 1,392.69 feet, a central angle of 09°12'25", a chord bearing of South 32°13'30" West, a chord length of 223.55 feet for a distance of 223.79 feet to a Connecticut Highway Department Monument found; thence running South 36°53'10" West for a distance of 189.49 feet to a monument; thence running South 34°49'50" West for a distance of 121.15 feet to a monument; thence running South 34°07'20" West for a distance of 246.10 feet to a monument; thence running along the arc of a curve to the left with a radius of 1,707.28 feet, a central angle of 20°59'52", a chord bearing of South 15°51'30" West, a chord length of 622.19 feet for a distance of 625.69 feet to a monument; thence running South 00°26'29" East for a distance of 281.41 feet to a Connecticut Highway Department Monument found; thence running South 14°16'40" East for a distance of 133.67 feet, in part along the face of a



stone wall, to a Connecticut Highway Department Monument found; thence running South 04°39'30" West for a distance of 519.88 feet to a point, the last nineteen courses being bounded generally easterly by Military Highway (Route #12); thence running North 81°33'39" West for a distance of 257.70 feet, in part along the centerline of a boulder wall to a point; thence running North 52°20'12" West for a distance of 163.05 feet to a drill hole found in a stone wall corner; thence running South 08°08'55" West for a distance of 403.21 feet along the centerline of a stone wall to an angle in said stone wall; thence running South 03°50'00" West for a distance of 239.14 feet along the centerline of a stone wall to the centerline intersection of stone walls, the last four courses being bounded by land now or formerly of Clifford E. Cline and Emillia A. Cline as shown on the above referenced plan; thence running North 87°02'11" West for a distance of 110.00 feet along the centerline of a stone wall to a stone wall corner; thence running South 03°39'13" East for a distance of 76.08 feet along the centerline remains of stone wall to a point; thence running South 04°59'07" West for a distance of 29.38 feet along the centerline of a stone wall to the end of said stone wall; thence running South 06°55'03" West for a distance of 89.03 feet to the centerline end of a stone wall; thence running South 01°58'46" West for a distance of 81.31 feet along the centerline of a stone wall to an angle in said stone wall; thence running South 00°34'40" East for a distance of 66.40 feet along the centerline of a stone wall to a drill hole set at the centerline intersection of stone walls, the last six courses being bounded by land now or formerly of The Community Methodist Church of Gales Ferry, Incorporated as shown on the above referenced plan; thence running South 87°49'41" West for a distance of 90.88 feet along the centerline of a stone wall to a point; thence running South 88°57'21" West for a distance of 54.00 feet along the centerline of a stone wall to a point; thence running North 83°02'56" West for a distance of 41.46 feet to the centerline end of a stone wall; thence running South 87°16'54" West for a distance of 378.54 feet along the centerline of a stone wall to the end of said stone wall; thence running North 81°49'07" West for a distance of 86.00 feet to a point; thence running South 65°46'08" West for a distance of 397.00 feet along the top of ledge as shown on the above referenced plan to a drill hole found, the last six courses being bounded generally southerly by land now or formerly of The Community Methodist Church of Gales Ferry, Incorporated as shown on the above referenced plan; thence running South 85°50'28" West for a distance of 182.54 feet to a point; thence running South 79°24'45" West for a distance of 140.12 feet to a drill hole found at the centerline end of a stone wall; thence running North 88°32'45" West for a distance of 79.57 feet along the centerline of a stone wall to a drill hole found at the end of said stone wall, the last three courses being bounded generally southerly by land now or formerly of Allen D. Smith and Elizabeth T. Smith as shown on the above referenced plan; thence running North 44°37'34" West for a distance of 139.73 feet along the top of ledge as shown on the above referenced plan to a drill hole found; thence running North 14°43'45" West for a distance of 137.64 feet to a drill hole found; thence running North 76°05'32" West for a distance of 46.67 feet to a drill hole found; thence running North 68°33'24" West for a distance of 10.00 feet along the centerline of a stone wall to a drill hole found; thence running North 24°59'24" West for a distance of 42.00 feet along the centerline of a stone wall to a drill hole found; thence running North 17°55'36" East for a distance of 19.01 feet along the centerline of a stone wall to a drill hole found at the centerline intersection of stone walls; thence running North 56°32'25" West for a distance of 124.84 feet along the centerline of a stone wall to a point; thence running North 58°36'49" West for a distance of 142.91 feet in part along the centerline of a stone wall to the centerline intersection of stone walls, the last eight courses being bounded generally southwesterly by land now or formerly of James L.



Lewis as shown on the above referenced plan; thence running North 57°38'30" West for a distance of 100.00 feet along the centerline of a stone wall bounded southwesterly by land now or formerly of Marie E. Bridgman as shown on the above referenced plan to an iron pipe found in a stone wall; thence running North 57°21'14" West for a distance of 248.95 feet, in part along the centerline of a stone wall, bounded southwesterly by land now or formerly of James Lewis to a drill hole found; thence running North 34°38'46" East for a distance of 7.16 feet to a point; thence running along the arc of a curve to the right with a radius of 1,382.39 feet, a central angle of 12°52'26", a chord bearing of North 38°19'30" East, a chord length of 309.96 feet for a distance of 310.61 feet to a point; thence running North 45°14'17" West for a distance of 0.50 feet to a point; thence running North 44°45'43" East for a distance of 1,325.48 feet to a point; thence running along the arc of a curve to the left with a radius of 5,779.15 feet, a central angle of 12°11'30", a chord bearing of North 38°39'58" East, a chord length of 1,227.39 feet for a distance of 1,229.71 feet to a boundary point; thence running North 32°34'13" East for a distance of 1,155.30 feet to a boundary point; thence running North 30°45'17" East for a distance of 520.26 feet to a monument found; thence running North 57°25'47" West for a distance of 94.02 feet to a boundary point; thence running South 31°17'18" West for a distance of 514.13 feet to a boundary point; thence running South 32°34'13" West for a distance of 1,161.30 feet to a boundary point; thence running along the arc of a curve to the right with a radius of 5,680.15 feet, a central angle of 02°57'34" for a distance of 293.38 feet to a boundary point at "Point 'A'" as shown on the above referenced plan; thence running along the arc of a curve to the right with a radius of 5,680.15 feet, a central angle of 06°00'27" for a distance of 595.57 feet to a point, the last twelve courses being bounded by land now or formerly of The Providence and Worcester Railroad Company as shown on the above referenced plan; thence running in a meandering easterly direction along the high water mark of the Thames River for a distance of 3,225 feet, more or less, as shown on the above referenced plan to a boundary point; thence running South 69°01'50" East for a distance of 38 feet, more or less, to a point in the centerline of The Providence and Worcester Railroad Company at Station 3416+06 as shown on the above referenced plan; thence continuing South 69°01'50" East for a distance of 54.11 feet to a brass plug found in ledge, the last two courses being bounded northeasterly by land now or formerly of The Providence and Worcester Railroad Company; thence running South 69°01'50" East for a distance of 465.03 feet, in part along the centerline of stone wall, bounded northeasterly in part by land now or formerly of Craig Sacco and Karen Sacco and in part by land now or formerly of Herbert W. Pearson and Joan L. Pearson, each as shown on the above referenced plan, to the drill hole found at the point and place of beginning.

Excepting from the above-described premises the following parcel of land, known as the "Allyn Burying Ground", bounded and described as follows:

Beginning at the face of a stone wall corner at the southwesterly corner of the herein excepted parcel on the dividing line between the herein excepted parcel and land now or formerly of Trinseo LLC; thence running North 49°16'42" West for a distance of 94.90 feet along the face of a stone wall to a face of stone wall corner; thence running North 28°09'31" East for a distance of 78.87 feet along the face of a stone wall to a face of stone wall corner; thence running South 53°35'06" East for a distance of 101.72 feet along the face of a stone wall to a face of stone wall corner; thence running South 33°34'13" West for a distance of 85.28 feet along the face of a stone wall to the point and place of beginning of said excepted parcel.

Said premises is conveyed together with:



1. Rights reserved in a Deed from Louie B. Watermen and Carrie E. Watermen to The State of Connecticut dated May 8, 1947 and recorded on June 21, 1947 in Volume 18, Page 532 and conveyed to The Dow Chemical Company in a Deed dated September 18, 1950 and recorded on September 18, 1950 in Volume 20, Page 488 of the Ledyard Land Records.
2. Rights contained in a Warranty Deed from Leon E. McLaughin to The Dow Chemical Company, dated September 27, 1950 and recorded in Volume 20, Page 492 of the Ledyard Land Records.
3. Any and all rights and interests created by virtue of a certain Certification of Discontinuance of Highways or Private Ways by the Board of Selectman of the Town of Ledyard dated November 16, 1950 and recorded on November 16, 1950 in Volume 20, Page 553 of the Ledyard Land Records.
4. Any and all of the rights, easements and agreements contained in a Deed from The Norwich and Worcester Railroad Company and The New York, New Haven and Hartford Railroad Company to The Dow Chemical Company dated November 16, 1950 and recorded on December 16, 1950 in Volume 20, Page 568 of the Ledyard Land Records and as shown on the above referenced plan to be recorded on the Ledyard Land Records.

## SCHEDULE B

Said premises are conveyed subject to the following:

1. Any and all provisions of any ordinance, municipal regulation and public or private law including, but not limited to, planning and zoning and inland wetland regulations.
2. Municipal taxes due to the Town of Ledyard on the Grand List of October 1, 2021 and thereafter, the obligations for which the Grantee herein assumes and agrees to pay according to the terms thereof.
3. Matters that would be shown by a current accurate survey and inspection of the property.
4. Right of access to burial ground as reserved in deed from Thomas Allyn to Moses Williams, Addison Gilman and Nathan Carruth, dated July 31, 1843 and recorded September 14, 1843 in Volume 1, Page 633 of the Ledyard Land Records and deed dated July 19, 1843 and recorded December 11, 1843 in Volume 1, Page 637 of the Ledyard Land Records.
5. Rights as contained in a certain Indenture between Norwich and Worcester Railroad Company and William Gilman and Carruth referenced in Volume 1, Page 633 of the Ledyard Land Records.
6. Easement granted by Charles H. Brown in favor of the Shore Line Electric Railway Company, dated July 31, 1918 and recorded December 14, 1918 in Volume 12, Page 195 of the Ledyard Land Records.
7. Right to discharge surface water as granted by David W. Winkler to the State of Connecticut by deed dated May 1, 1947 and recorded May 10, 1947 in Volume 14, Page 588 of the Ledyard Land Records.
8. Right to discharge surface water granted by Wilbur Payne and Peggy A. Payne to the State of Connecticut by deed dated April 22, 1947 and recorded May 22, 1947 in Volume 14, Page 592 of the Ledyard Land Records.
9. Right to discharge surface water as taken in Certificate dated April 22, 1947 and recorded April 23, 1947 in Volume 18, Page 503 of the Ledyard Land Records.
10. Right to discharge surface water as granted by L.E. McLaughlin to the State of Connecticut, dated June 8, 1949 and recorded June 25, 1949 in Volume 15, Page 287 of the Ledyard Land Records.
11. Easement from the Norwich and Worcester Railroad Company and The New York, New Haven and Hartford Railroad Company to The Connecticut Light and Power Company, dated February 11, 1935 and recorded May 18, 1935 in Volume 16, Page 66 of the Ledyard Land Records.



12. All rights acquired by Norwich and Worcester Railroad for the location of its right of way, as contained in a deed from Leon E. McLaughlin dated September 27, 1950 and recorded September 27, 1950 in Volume 20, Page 492 of the Ledyard Land Records.
13. Statement dated November 27, 1950 on behalf of The Dow Chemical Company to provide access to the cemetery located at Allyn's Point, recorded December 9, 1950 in Volume 20, Page 552 of the Ledyard Land Records.
14. Easements and conditions set forth in a Quitclaim Deed from Norwich and Worcester Railroad Company and the New York, New Haven and Hartford Railroad Company to The Dow Chemical Company, dated November 16, 1950 and recorded December 16, 1950 in Volume 20, Page 568 of the Ledyard Land Records.
15. Right of Way from The Dow Chemical Company to The Connecticut Light and Power Company, dated June 18, 1951 and recorded July 5, 1951 in Volume 21, Page 139 of the Ledyard Land Records.
16. Drainage easement from The Dow Chemical Company to the State of Connecticut, dated August 6, 1976 and recorded January 11, 1977 in Volume 103, Page 66 of the Ledyard Land Records.
17. Memorandum of Lease Agreement by and between The Dow Chemical Company and Americas Styrenics LLC, dated May 1, 2008 and recorded August 26, 2008 in Volume 457, Page 942 of the Ledyard Land Records.
18. Assignment and Assumption of Ground Lease from The Dow Chemical Company to Styron LLC dated April 1, 2010 and recorded April 6, 2010 in Volume 474, Page 813 of the Ledyard Land Records.
19. Gas distribution easement from Styron LLC and Americas Styrenics LLC to Yankee Gas Services Company, dated June 4, 2010 and recorded June 4, 2020 in Volume 476, Page 465 of the Ledyard Land Records.
20. Ground Lease by and between The Dow Chemical Company and Styron LLC dated June 17, 2010, as evidenced by Memorandum of Lease Agreement by and between The Dow Chemical Company and Styron LLC dated June 15, 2010 recorded in Volume 476 at Page 1069.
21. Five (5') foot fence encroachment as shown on a plan entitled "Property and Topographic Survey Prepared for Styron LLC "Allyn's Point Plant" #1737 & 1761 Military Highway - Route 12, Gales Ferry Ledyard, Connecticut Date: Sept. 2, 2010 Scale: 1" = 100' Project: #2010063 Sheet 2 of 13 Job Data Project 2010063 DOW Book No. 4173 Drawn CB Checked RHS COGO File 2010063 CB 4-21-2010 File 2010063 BND.dwg".