

Exhibit #1

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APR 09 2024

LAND USE DEPARTMENT



TOWN OF LEDYARD
APPLICATION FOR
PLANNING & ZONING COMMISSION REVIEW

PZ# 24-35UP
PZ# 24-4CAM

Application Number Submission Date 4/9/24 Official Receipt Date 4/11/24

FEE: 820.00 DATE PAID 4/9/24 RECEIPT # 575051

\$7160 - 4543 \$160 - cash

Applicant/Agent Gales Ferry Intermodal, LLC/Heller, Heller & McCoy

GALES FERRY INTERMODAL, LLC (Please Print Legibly)

Signature: [Handwritten Signature]

By: Harry B. Heller, its Agent

Address: 549 South Street, Quincy, MA 02169 Telephone (781) 789-8757

E-Mail Address: hheller@hellermccoy.com

Owner Name (if different): Gales Ferry Intermodal, LLC

Address of Owner: 549 South Street, Quincy, MA 02169 Telephone (781) 789-8757

Location of Work (Street Address) 1737 and 1761 Connecticut Route 12

Tax Assessor's Map. 61/76 Block 2120/2120 Lot 1737/1761 Zone Industrial

Is this property within 500 feet of another municipality? Y (X) N ( ) CAM Zone Y (X) N ( )

Existing Use See attached continuation sheet. CAM Exempt Y ( ) N (X)

[X] Special Permit [X] Site Plan Review [ ] Regulation Change [ ] Zone Map Change

[X] CAM Review [ ] Other:

Details: See attached Narrative.

[Blank lines for details]

Approved by \_\_\_\_\_ Date \_\_\_\_\_

Denied by \_\_\_\_\_ Date \_\_\_\_\_

**GALES FERRY INTERMODAL, LLC**

**CONTINUATION OF APPLICATION FOR PLANNING AND ZONING COMMISSION  
REVIEW**

**Existing Use:** A portion of the property is currently used for Styrofoam manufacturing and for the transport of materials by boat and barge; pursuant to PZ23-4SUP, the property is further used for mixed commercial-industrial use for motor vehicle, ship, machinery and/or equipment repair use with accessory outside storage.

# ***HELLER, HELLER & McCOY***

***Attorneys at Law***

***736 Norwich-New London Turnpike***

***Uncasville, Connecticut 06382***

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*Mary Gagne O'Donal (mgodonal@hellermccoy.com)*

*Andrew J. McCoy (amccoy@hellermccoy.com)*

Telephone: (860) 848-1248

Facsimile: (860) 848-4003

April 4, 2024

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  
1737 and 1761 Connecticut Route 12, Ledyard, Connecticut

Dear Mrs. Hodge:

Enclosed herewith please find an application for:

- (i) Special permit approval for an industrial site preparation and rock extraction operation on a 40 +/- acre portion of the Gales Ferry Intermodal, LLC properties located at the above referenced addresses.
- (ii) Site plan approval for an industrial site preparation and rock extraction operation on a 40 +/- acre portion of the Gales Ferry Intermodal, LLC properties located at the above referenced addresses in accordance with a site development plan entitled "Gales Ferry Intermodal Industrial Site Preparation Plans Gales Ferry Intermodal 1737 & 1761 Route 12 Gales Ferry, CT 06335 March 28, 2024 Property Owner/Applicant: Gales Ferry Intermodal LLC 549 South Street Quincy MA 02169 Sheets 1 of 16 to 16 of 16" prepared by Loureiro Engineering Associates, Inc., submitted herewith.
- (iii) Coastal site plan review. The property which is the subject of the site plan and special permit application is located within the coastal management area; and, therefore, the application submitted for consideration contains a request for coastal site plan review and approval of a coastal management plan (Sheet No. 13 of 16).

Submitted herewith and constituting the application to the Town of Ledyard Planning and Zoning Commission for the above permits are the following:

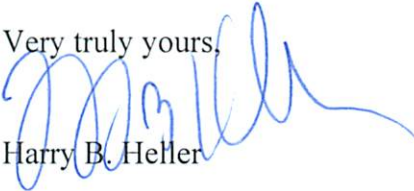
1. Original and three (3) copies of the completed “Town of Ledyard Application for Planning & Zoning Commission Review” seeking site plan, special permit and CAM review and approval.
2. Original and three (3) copies of the list of owners of property within 100 feet of the application parcels.
3. Authorization signed by Gales Ferry Intermodal, LLC authorizing the law firm of Heller, Heller, Heller & McCoy, the engineering firm of Loureiro Engineering Associates, Inc., Continental Placer Inc., F.A. Hesketh & Associates, Verdantas LLC, Maine Drilling and Blasting, Alan Perrault, Chase Davis and Michael Cherry to represent its interests in all proceedings before the Town of Ledyard Planning and Zoning Commission with respect to this application.
4. Original and three (3) copies of the Project Narrative. The Project Narrative satisfies both certain requirements of the Town of Ledyard Zoning Regulations for a site plan and special permit application as well as a delineation of the compliance of the project with coastal use policies and coastal resource policies consistent with the requirements of the Coastal Management Act.
5. Three (3) 24” x 36” and five (5) 11” x 17” sets of the project site plan for the proposed project entitled “Gales Ferry Intermodal Industrial Site Preparation Plans Gales Ferry Intermodal 1737 & 1761 Route 12 Gales Ferry, CT 06335 March 28, 2024 Property Owner/Applicant: Gales Ferry Intermodal LLC 549 South Street Quincy MA 02169 Sheets 1 of 16 to 16 of 16” prepared by Loureiro Engineering Associates, Inc.
6. A copy of a portion of the Town of Ledyard Assessor’s Map 61 delineating the area of the proposed project.
7. Three (3) copies of the Zoning Compliance Manual prepared for the administration of the above referenced applications to demonstrate compliance with the applicable permitting parameters for this project contained in the Ledyard Zoning Regulations, which Zoning Compliance Manual contains an index to the applicable reports and investigations and the particular evaluation criteria as contained in the regulations to which they are applicable.
8. A copy of the Town of Ledyard Assessor’s street card for the property.
9. Please note that a permit for all wetland activities associated with this application was granted by the Ledyard Inland Wetlands and Watercourses Commission on July 11, 2023.

Town of Ledyard Planning and Zoning Commission  
April 4, 2024  
Page 3 of 3

10. A copy of the deed to the property vesting title thereto in Gales Ferry Intermodal, LLC as recorded in Volume 621, Page 981 of the Ledyard Land Records.
11. Our check in the amount of \$760.00 representing payment of the application fee for this application.

Request is hereby made that you place this matter on the agenda of the regularly scheduled meeting of the Town of Ledyard Planning and Zoning Commission of Thursday, April 11, 2024.

Should you have any questions concerning the application, or need anything further at this time, please feel free to contact the undersigned.

Very truly yours,  
  
Harry B. Heller

HBH/rmb  
Enclosures

**APPLICATION OF GALES FERRY INTERMODAL, LLC TO LEDYARD PLANNING AND ZONING COMMISSION**

**NARRATIVE DESCRIPTION OF CONSTRUCTION SEQUENCING AND EROSION AND SEDIMENTATION CONTROL PLAN RELATIVE TO INDUSTRIAL SITE PREPARATION PLAN FOR FUTURE INDUSTRIAL DEVELOPMENT WITH THE REMOVAL OF SURFICIAL AND AGGREGATE MATERIAL ON PROPERTIES LOCATED AT 1737 AND 1761 ROUTE 12, LEDYARD, CONNECTICUT (THE “PROPERTY”)**

**DATE: APRIL 8, 2024**

**OVERVIEW**

Today’s vision is tomorrow’s reality. Opportunities are a moment in time. While this project, in a vacuum may not be considered significant development, either with respect to the generation of employment or municipal ratables, it is significant to note that it will (i) create approximately thirty (30) well-paying construction jobs and additional support service employment opportunities and (ii) by virtue of the payment in lieu of taxes proposed in conjunction with this application, provide significant ratables to the Town of Ledyard during the industrial site plan preparation phase of this project. In addition, and most importantly, it will translate to a highly attractive site for very significant future economic development when that opportunity presents itself. With the logistical and infrastructure advantages of this site, being ready to take advantage of that opportunity when presented will be critical, both for the Applicant and the Town of Ledyard. The instant application is an application for modification of Special Permit PZ#23-4SUP (mixed commercial/industrial uses) to add the following additional special permit use on the Property (as hereinafter defined) – “Excavation Major” including “the processing of earth product and rock prior to its removal from the Property” to the existing uses that have been approved by the Ledyard Planning and Zoning Commission and its predecessor, the Ledyard Zoning Commission. This modification of the existing special permit seeks approval for the phased removal of surficial material and aggregate, together with the processing of aggregate material for transport offsite (primarily via barge), on an approximate 40-acre portion of a 165 acre site (the “Property”) owned of record by Gales Ferry Intermodal, LLC (the “Applicant”) located on the westerly side of Connecticut Route 12 and easterly of the Thames River. The entire property owned by the Applicant is located in the Industrial Zoning District classification as evidenced by the Zoning Map of the Town of Ledyard, Connecticut adopted by the Ledyard Planning and Zoning Commission (hereinafter, the “Commission”). A portion of the area proposed for the excavation use modification of the existing Special Permit for which this application is submitted consists of urban land (currently paved with an environmental cap) which was utilized by the Dow Chemical Company/Trinseo/AmSty (see photo below) in conjunction with its industrial operations on the Property. The remainder of the area which is the subject of this application is located in the southerly portion of the Property and is separated from the neighborhood to the south by both (i) a 250’ wide Eversource recently upgraded 135 KV Transmission Line which bisects the Property in an easterly-westerly direction and links high voltage power across the Thames River from Montville to a newly reconstructed (2022-2023) Eversource substation on Connecticut Route 12 and (ii) the remainder of the Applicant’s land which is located southerly of the transmission line easement.



Image of site circa 2000 in full latex/styrene manufacturing operational status

An historic site, known as Fort Decatur, is located on the Property immediately to the east of the transmission line easement. The Applicant has retained the services of Heritage Consultants, David R. George, M.A., R.P.A., to investigate the site to (i) determine its historical significance and (ii) develop a cultural resource plan for the protection and preservation of the historic resources located in that area. That investigation has resulted in the publication of a report entitled “Phase 1A/1B Cultural Resource Assessment & Reconnaissance Surveys of the Gales Ferry Intermodal Project, Ledyard, Connecticut Prepared For: Gales Ferry Intermodal, LLC 549 South Street, Quincy, Massachusetts 02165”. Based on consultation between Heritage Consultants and the State Historic Preservation Office, Heritage Consultants is in the process of completing a Phase II cultural resource assessment of the Property which will be submitted as part of the record of this proceeding during the pendency hereof. The plan for the proposed industrial grading activities on the Property has been modified through the development phase to incorporate the recommendations of Heritage Consultants. The Applicant, through its cultural resource consultant, is working cooperatively with the Connecticut State Historic Preservation Office to avoid/limit impacts to the archaeological resources and visual impacts to this recognized historic property.

As presented in the previous mixed use application submitted to and approved by the Commission, there is currently little usable industrial property located within the limits of the property owned by the Applicant. Those limitations result from (i) the use of approximately 21 acres of the Property by Americas Styrenics and its associated industrial operations (ii) the presence of Allyn’s Pond and its associated riparian wetlands (iii) areas of former Dow Chemical Company operations which are currently the site of environmental remediation activities (iv) areas of the site which are the subject of environmental restrictions and (v) that portion of the Property which is encumbered by the Connecticut Light and Power Company transmission line easement.

The area of proposed excavation is intended to create 26 +/- acres of prime, level industrial land to promote future industrial growth, ratables and employment opportunities within the Ledyard community. The plan will be implemented in five phases as indicated on the Grading and Drainage Overall Phase Plan prepared by Loureiro Engineering Associates and submitted for consideration with this application. Initially, the processing of raw earth product material will be accomplished in the “Limit of Processing and Stockpiles” area as delineated on Drawing C-3. Once sufficient operating area has been accomplished in the Phase 1 excavation area, the primary crusher (as distinguished from the secondary and tertiary crushing operations) will be moved into the Phase 1 excavation area where it will remain for the duration of the project.

As depicted on the overall site plan entitled “Gales Ferry Intermodal Industrial Site Preparation Plans Gales Ferry Intermodal 1737 & 1761 Route 12 Gales Ferry, CT 06335 March

28, 2024 Property Owner/Applicant: Gales Ferry Intermodal LLC 549 South Street Quincy MA 02169 Sheets 1 of 16 to 16 of 16” prepared by Loureiro Engineering Associates, Inc. (the “Plan”), the finished industrial pad will be created with a positive grade to accommodate stormwater runoff until further development occurs sloping from an elevation of 42 adjacent to Route 12 to elevation 16 along its southwesterly limits.

The Applicant has received approval for the proposed excavation operations from the Town of Ledyard Inland Wetlands and Watercourses Commission. All activities contemplated by the instant special permit modification application have received all regulatory approvals required from the municipal Inland Wetlands and Watercourses Commission.

Pursuant to the provisions of Section 6.4 of the Ledyard Zoning Regulations, major excavation operations (i.e. greater than 300 cubic yards) are uses allowed upon the granting of a special use permit in the industrial zoning district. This particular use is further governed by the following requirements of the Zoning Regulations of the Town of Ledyard: Section 8.16 (excavation), Section 8.23 Mixed Use (commercial and industrial uses), Chapter 9, Site Development Standards, including Section 9.12 – Consolidated Parcels, Chapter 11 – Applications Requiring Commission Approval, including Section 11.3 et. seq. concerning special permit standards and evaluation criteria. This application is submitted in compliance with those Regulations.

Soil testing conducted on the Property evidences the fact that the proposed rock removal area is overlaid with a layer of surficial material which is more particularly described in Exhibit A to this Narrative entitled “Soil Characteristics”. This overburden material is underlaid with high quality rock which is an essential component of structural material for the construction industry. The quality of the rock which is prevalent throughout the proposed regrading area ensures that there is a viable market for the material created by the extraction, processing and regrading operations which will alleviate the need to stockpile excessive amounts of material onsite. The Applicant envisions the vast bulk of the rock and processed materials will be exported via barge over the newly constructed 300’ heavily reinforced pier on the westerly side of the Property (see recent photo below).



Newly constructed pier with Montville Power Plant and transmission lines in background



Aggregate is a natural resource which is needed to sustain the everyday economy of the northeast region of the United States. Extracting and processing rock and aggregate in this proposed location not only will create a substantial amount of prime industrial land for future economic development within the Town of Ledyard, but also provide an essential product required for infrastructure projects throughout the northeast including revetment and resiliency projects and source material for the manufacture of concrete and bituminous concrete as well as foundation material for proposed offshore wind turbines. Due to the nature of the proposed activity, proper design controls and cultural controls have been incorporated into the methodology to be utilized in accomplishing this project to ensure that the removal of structural rock and the resulting creation of prime industrial land to accommodate future economic development is conducted (i) in an environmentally and ecologically appropriate manner and (ii) in accordance with the applicable permitting requirements of the Town of Ledyard Zoning Regulations. The plan for this proposed excavation operation, prepared by Loureiro Engineering Associates, Inc., this Narrative and the Zoning Compliance Manual submitted with this application, specify, in detail, the way the proposed excavation component of the mixed industrial and commercial use of the Property will be conducted in compliance with the requirements of the Ledyard Zoning Regulations and in a manner which will both (i) mitigate adverse impacts and (ii) protect the Fort Decatur historic resource located on the Property.

## **GENERAL PROCEDURES**

1. Prior to the initiation of construction activities on the project site, the Applicant shall meet with the Zoning Enforcement Officer and Wetlands Enforcement Officer of the Town of Ledyard to agree upon the methodology for the installation, maintenance and repair of erosion and sediment control measures as delineated on a plan entitled “Industrial Site Preparation Plan: Soil Erosion & Sediment Control And Phasing Gales Ferry Intermodal 1737 & 1761 Route 12, Gales Ferry, CT 06335 Prepared For: Gales Ferry Intermodal LLC 549 South Street, Quincy, MA 02169 Scale: 1” = 100’ Comm. No. 045JC2.06 Drawn By ESF Approved By SRM Date 04/03/2023 Rev. 1 Response to Inland Wetland Commission Comments 06/06/2023 By SRM 2 Response to Inland Wetland Commission Comments 07/10/2023 By SRM 3 For PZC Submission 09/27/2023 By SRM 4 Per Town Comments 12/07/2023 By SRM 5 Per Town Comments 01/09/2024 By SRM Drawing C-5 Sheet No. 9 No. of Sheets 16” prepared by Loureiro Engineering Associates, Inc. (hereinafter, the “Erosion Control Plan”). In no event shall actual excavation and rock extraction operations commence until such time as erosion and sediment control measures have been installed and inspected and approved by the Town of Ledyard Zoning Enforcement Officer and Ledyard Wetlands Enforcement Officer.
2. The Applicant’s engineer shall delineate in the field the limits within which the Phase 1 excavation and extraction operations shall occur and will further designate the location for the installation of the security fence to be installed at the limits of the proposed earth product excavation and rock extraction operation, which security fence shall generally extend westerly from Connecticut Route 12 to the limits of the Providence & Worcester Railroad right of way generally following the northerly limits of the Connecticut Light and Power Company transmission line easement and the protected periphery of the Fort Decatur historic site as depicted on the Erosion Control Plan.

3. All operations approved under the special permit issued by the Town of Ledyard Planning and Zoning Commission shall be conducted by the Applicant in accordance with the approved Plan, this Narrative and the requirements of the reports and methodologies contained in the Zoning Compliance Manual. This Narrative, the approved Plan and the Zoning Compliance Manual shall be incorporated into the special permit and site plan approval granted by the Town of Ledyard Planning and Zoning Commission for the excavation activities to be conducted on the Property in accordance with the modified special permit.
4. All erosion and sediment control measures shall be inspected at least weekly while activities are ongoing and after every storm event resulting in a discharge and repaired and maintained as necessary.
5. Chase Davis, representative of Gales Ferry Intermodal, LLC, shall be responsible for compliance with all erosion and sediment control measures in conjunction with the excavation and extraction operations. The address of Chase Davis is 549 South Street, Quincy, Massachusetts 02169. The telephone number for Chase Davis is (781) 789-9397. The e-mail address for Chase Davis is [cdavis@jaycashman.com](mailto:cdavis@jaycashman.com). All erosion and sediment control measures shall be inspected, maintained and/or repaired, as necessary, on a weekly basis and after each storm occurrence resulting in a discharge. Chase Davis shall be the designated representative for the implementation of all of the terms and conditions of the erosion and sedimentation control plan with respect to the proposed excavation operation which is the subject of this special permit modification and site plan application.
6. Until the site is fully stabilized, any erosion which occurs shall be immediately repaired by the Applicant and stabilized in accordance with the terms and provisions of this Narrative and the Erosion Control Plan.
7. Once stabilization has been completed and certification thereof obtained in writing from the Zoning Enforcement Officer of the Town of Ledyard and the Wetlands Enforcement Officer of the Town of Ledyard, all erosion and sediment control measures shall be removed by the Applicant.
8. The excavation and rock extraction contemplated by this application will be accomplished in five (5) phases, with the active excavation and extraction area, at any point in time, limited to a maximum of ten (10) acres. It is intended that the operations contemplated by this special permit modification and site plan application will render the southerly portion of the Applicant's property in a condition suitable for future utilization for other mixed commercial/industrial uses permitted in the industrial zoning district pursuant to the Zoning Regulations of the Town of Ledyard. Until such uses have been implemented, the completed excavation area shall be stabilized in accordance with the procedures delineated in the Construction Sequencing section of this Narrative.

### **CONSTRUCTION SEQUENCING**

**THE CONSTRUCTION SEQUENCING DELINEATED IN THIS NARRATIVE IS SUPPLEMENTAL TO THE COMPREHENSIVE CONSTRUCTION SEQUENCING FOR THIS PROJECT PREPARED BY LOUREIRO ENGINEERING ASSOCIATES, INC.**

**WHICH IS INCLUDED IN SECTION II, TAB 1 OF THE ZONING COMPLIANCE MANUAL. IN THE EVENT OF ANY CONFLICT BETWEEN THE TERMS AND PROVISIONS OF THE CONSTRUCTION SEQUENCING CONTAINED IN THIS NARRATIVE AND THE ZONING COMPLIANCE MANUAL, THE TERMS AND PROVISIONS OF THE ZONING COMPLIANCE MANUAL SHALL CONTROL.**

1. The Applicant shall, prior to the commencement of operations on the Property in accordance with the special permit modification application for excavation – major, secure all necessary local, state and federal permits and file all applicable stormwater registrations as required by applicable law.
2. The Applicant shall engage in the pre-construction meeting with the Town of Ledyard staff as required by Paragraph 1 of the General Procedures section of this Narrative.
3. Phase 1 of the proposed excavation operation for this project has been designed by the project engineer to create a “keyway” for the Phase 1 excavation area. The Phase 1 area has been designed to access the site which is the subject of the special permit modification at its interface with the capped latex landfill as depicted on the Plan and thereafter extends interior to the site commencing at approximate Elevation 70. Phases 2, 3 and 4 have been designed to continue excavation and rock extraction operations extending eventually to the southerly limit of the excavation as depicted on the Plan. This methodology has been designed to maintain the last Phase, the Phase 5 excavation and extraction area, as a buffer during the first four (4) phases of the excavation and extraction operation. The maintenance of the vegetated buffer along the northwesterly periphery of the proposed excavation area will buffer activities on the site, both visually and audibly throughout the tenure of the excavation operation. Once Phases 1 – 4 of the excavation and extraction operation have been completed, the Phase 5 excavation area will be regraded from inside the operating area, working from south to north, in order to maintain the visual and audible buffer until the completion of the entire extraction operation. It should be noted that preliminary test holes and borings have demonstrated that the material to be removed in Phase 5 of the extraction operation is largely surficial material which will be finish graded to a 3:1 slope. Site testing has not disclosed a significant amount of rock in this area which will need to be blasted.
4. The Applicant shall install a security fence extending westerly from Connecticut Route 12 to the Providence & Worcester Railroad right of way, generally along the northerly periphery of the Connecticut Light and Power Company transmission line easement, but deviating therefrom in order to exclude from the operating area the designated historic site of Fort Decatur. The security fence shall be installed prior to the initiation of Phase 1 excavation activities and shall be maintained in place on a permanent basis. The property owner shall be responsible for the maintenance and/or repair, as necessary, of the security fence.
5. The Applicant shall clear and grub the Phase 1 excavation area to ready the site for the installation of erosion and sediment control measures proposed, as depicted on the Erosion Control Plan.

6. The Applicant shall install erosion control measures as depicted on the Erosion Control Plan in the areas delineated thereon for Phase 1 activities, which erosion control measures shall be installed in accordance with the details depicted on the Plan.
7. In the initial phase of excavation, there is no operating room within the limits of the Phase 1 excavation area for material processing and handling. Testing performed on the overburden layer throughout the proposed excavation and extraction area evidences the fact that the overburden contains soils which do not possess marketable qualities for use in the marketplace for the manufacture of either concrete or bituminous concrete. Therefore, the overburden constitutes fill material only and must be removed from the site to enable rock extraction to occur in order to achieve the usable industrial pad which constitutes the closure plan for the excavation and extraction operation. Overburden, as excavated, will be stockpiled onsite and removed from the project site by truck for utilization in regional projects which require fill material. The temporary stockpiling of surficial material will allow the Applicant to limit truck traffic resulting from this operation in order to comply with the proposed truck traffic permitting parameters for this application.
8. The Applicant will limit truck traffic generated from the removal of overburden from the site to 100 truck trips per day (i.e. 50 trucks). All truck traffic will be directed through the signalized intersection with Route 12.
9. Since the initial phase of the excavation and extraction operation allows no available space for material processing or storage, stone material will be transported either by bucket loader or site truck to a primary crusher which will be established westerly of the Phase 1 excavation area as depicted on the Plan. This area, which is currently paved (environmental cap) will be protected with an engineered control in order to preserve the integrity of the environmental cap. Processed material will be sorted by the processing equipment and thereafter moved to the aggregate storage stockpile areas as delineated on the Plan. The processing of “shot rock” will not include any washing operation.
10. Bedrock will be severed from the land in well-designed and controlled blasts in order to produce “shot rock” for processing. Prior to the initial blast, the Applicant shall conduct a pre-blast survey. The Applicant’s geotechnical/blasting consultant will determine a safe pre-blasting survey radius. The pre-blast survey will include collecting background water quality and supply data for nearby domestic wells and surface water. In addition, all structure foundations within the pre-blast survey radius will be inspected in order to determine existing conditions. Each blast will be monitored with a seismograph at pre-determined locations in order to record the data (ground vibration and air overpressure (decibel levels)) associated with each blast to ensure that each blast is being conducted in a safe and proper manner which will not result in property damage.
11. Shot rock shall be removed from the Phase 1 extraction site by either bucket loader or site trucks for processing in the temporary processing facility located on the environmentally capped area of the Property adjacent easterly to the railroad right of way as depicted on the Plan.

12. The Applicant anticipates that most all aggregate material obtained from the industrial regrading activities on the Property will be removed from the Property by marine vessels over the newly constructed heavily reinforced pier.
13. As depicted on the Plan, the final grades of the excavation and extraction operation will be benched with 25-foot horizontal benches being provided for each 25/50 feet of vertical rise in order to maintain the structural stability of the final southerly rock face as specified by the project geotechnical engineer.
14. As depicted on the Erosion Control Plan, temporary sedimentation basins will be created in the floor of the regraded area throughout the duration of the project. The temporary sedimentation basins will be blasted into the floor of the excavation and will be designed to comply with the requirements of the 2023 Erosion and Sediment Control Guidelines adopted by the State of Connecticut Department of Energy and Environmental Protection, and effective as of March 30, 2024.
15. When sufficient operating area has been created in the Phase 1 excavation area, the primary crusher, which is a tracked portable machine as further described in the Zoning Compliance Manual will be moved from its temporary location as depicted on the Plan to a location internal to the extraction area itself. The secondary and tertiary crushing and material sorting facilities will continue to be maintained in the location depicted on the Plan adjacent easterly to the railroad right of way.
16. The floor of the site for industrial regrading shall be over-blasted and will thereafter be stabilized by back-filling the same to design grade as depicted on the Plan in accordance with the cross-section details contained on Sheet XS-1 of the Plan. The placement of structural fill will ensure the suitability of the completed project area for future use for industrial development, including the installation of underground utilities required in order to support that industrial development. Due to the fact that the structural material placed and compacted in the floor of the excavation area will be of rock composition, it will be a non-erodible surface which will not require further site stabilization.
17. It is not anticipated that the activities involved in the excavation and extraction operations will create any objectionable impacts either from noise or dust. The Applicant has engaged the services of Verdantas LLC to evaluate potential adverse impacts from dust mitigation and/or sound that may result from the proposed extraction and processing operations and to advise the Applicant accordingly. The findings of Verdantas LLC are contained in Section II, Tabs 10 and 11 of the Zoning Compliance Manual. In addition, Verdantas LLC has formulated a comprehensive monitoring plan both for fugitive dust and sound with the obligation to incorporate additional engineered controls to mitigate these adverse effects in the event that they are encountered during any phase of the proposed extraction operation. In concert with Verdantas LLC, Loureiro Engineering Associates, Inc. and Continental Placer have specified a comprehensive program for the application of water (mist) and/or calcium chloride to mitigate the migration of any fugitive dust during extraction and processing operations. These mitigation measures are more fully set forth in the Zoning Compliance Manual.

- 18. Blasting shall not be conducted prior to 11:00 AM or after 4:00 PM and efforts to limit the size of blasting “shots” shall be made by the Applicant’s blasting consultant consistent with the project needs. Hours of operation for the excavation and extraction activities will be Monday through Friday from 7:30 am to 5:30 pm and Saturdays from 9:00 am to 5:30 pm. There will be no nighttime operations conducted in conjunction with this project, and there shall be no operational activities on Sundays and the following holidays: Christmas, New Year’s Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day.
  
- 19. The closure plan for the project is intended to create approximately 26 acres of land suitable for future industrial development. As depicted on the Plan, the final site grading will result in industrial land graded at a slope of approximately 1% extending from its high point near the westerly line of Connecticut Route 12 at Elevation 42 to its low point adjacent easterly to the Thames River at Elevation 16. The final site grading and construction will render the same immediately available for development of future industrial uses allowed in the industrial zoning district pursuant to the terms and provisions of the Zoning Regulations adopted by the Town of Ledyard Planning and Zoning Commission. Until this site is prepared for development as contemplated by this application, the potential for this parcel of prime industrial land to support such development is extremely limited.

**TIPPING FEE**

The Applicant is cognizant of the fact that the industrial regrading of the southerly portion of the Applicant’s property to ready it for future industrial development (and the production of ratables for the Town of Ledyard) is a long term proposition. In order to provide suitable compensation to the Town of Ledyard, in lieu of taxes, the Applicant is proposing a payment in lieu of taxes (“PILOT”) for the duration of the proposed extraction operation. The PILOT proposed is at the rate of \$0.25 per cubic yard of stone material extracted and exported from the site.<sup>1</sup> In conjunction with the proposed PILOT payment, the Applicant proposes to provide to the Town of Ledyard, on a semi-annual basis, verification of the amount of stone which has been exported from the project together with a payment of the PILOT required for the amount so exported.

**CHARACTER OF THE NEIGHBORHOOD EVALUATION CRITERIA**

Section 11.3.4(E) of the Ledyard Zoning Regulations provides “That the character of the immediate neighborhood would be preserved in terms of scale, density, intensity of use, existing historic/natural asset/features and architectural design;”. The character of a neighborhood has been specifically eliminated as a legitimate permitting consideration in the promulgation of zoning regulations by the operative effect of Public Act 21-29 adopted by the Connecticut legislature. In enacting Public Act 21-29, the legislature repealed §8-2 of the Connecticut General Statutes, the zoning enabling legislation for the State of Connecticut, and substituted in lieu thereof Section 4 of the new legislation. In pertinent part, the substituted statute provides that zoning regulations must “be drafted with reasonable consideration as to the physical site characteristics of the district and its particular suitability for particular uses and with a view to encouraging the most appropriate use of land throughout a municipality.” The statute had previously required that zoning regulations be prepared with reasonable consideration as to the character of the district and its peculiar

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<sup>1</sup> No PILOT payment is proposed with respect to surficial material removed from the site due to the fact that the surficial material is not structural in nature and has no intrinsic market value.

suitability for the particular uses and with a view for conserving the values of buildings and encouraging the most appropriate use of land throughout such municipality.

Subsection D in the new legislation further provides that “Zoning regulations adopted pursuant to subsection (a) of this section shall not ... (10) be applied to deny any land use application, including for any site plan approval, special permit, special exception or other zoning approval on the basis of (A) a district’s character, unless such character is expressly articulated in such regulations by clear and explicit physical standards for site work and structures ...”.

Section 8-2(a)(3) of the General Statutes, enabling the concept of special permit uses, provides “Such zoning regulations may provide that certain classes or kinds of buildings, structures or use of land are permitted only after obtaining a special permit or special exception from a zoning commission, planning commission, combined planning and zoning commission or zoning board of appeals, whichever commission or board the regulations may, notwithstanding any special act to the contrary, designate, subject to standards set forth in the regulations and to the conditions necessary to protect the public health, safety, convenience and property values.”

From an analysis of Public Act 21-29, it is clear that there has been a legislative shift in focus to the physical site characteristics of the district as opposed to the district’s character. It is also noteworthy that the legislation utilizes the term “district” as opposed to the term “neighborhood”. This distinction evidences legislative intent. In referring to the district, the enabling legislation is referring to the particular zoning district within which the property lies; i.e. in this instance, the industrial zoning district. The prohibition contained in the new legislation is also instructive because the Ledyard Zoning Regulations contain no expressly articulated character for the industrial zoning district by clear and explicit physical standards for site work and structures.

In considering the physical site characteristics of the industrial zoning district in which the Gales Ferry Intermodal property lies, and its particular suitability for the extraction use proposed, the following attributes of the property are material: (1) access to a state highway at a signalized controlled intersection; (2) availability of rail service through the property and a rail siding on the property; (3) availability of deep water dockage on the Thames River; (4) the presence of a reconstituted pier suitable for accommodating large vessels; (5) the historic use of the property as a manufacturing facility which predated the enactment of comprehensive zoning regulations in the Town of Ledyard; (6) the fact that residential districts located outside of the “district” in proximity to the “district” were developed subsequent to the commitment of the Gales Ferry Intermodal property to industrial use; and, most importantly, (7) the fact that the “district” is one of the few viable industrially zoned districts available to promote economic development in the Town of Ledyard resulting largely from the dearth of infrastructure and utilities to support industrial development in the municipality.

In a prior proceeding with respect to the Gales Ferry Intermodal property before the Ledyard Planning and Zoning Commission, the Applicant heard, time and again, that the Dow Chemical Company was a good neighbor. The perception of being a good neighbor, in large part, manifests itself in the physical setting of the property. While the property maintains extensive frontage along the westerly side of Connecticut Route 12, it slopes, on a relatively uniform basis, from an average elevation of 70 along the Route 12 frontage to sea level at the Thames River. The Gales Ferry Intermodal property, in general, is remote, both topographically and in distance from

both the adjoining highway and properties which have developed residentially in other zoning districts.

Although not entirely screened, the operating and permanent face of the proposed rock extraction will be largely invisible from locations within the Town of Ledyard. In order to mitigate any adverse perception, the Applicant has proposed, and has incorporated into its site development vernacular, a landscaping protocol for the finished rock face which will incorporate the placement of surficial material on each of the proposed benches in the final stabilized slope and the vegetation of those benches as depicted on the plan entitled “Industrial Site Preparation Plan: Final Closure & Landscaping Plan Gales Ferry Intermodal 1737 & 1761 Route 12, Gales Ferry, CT 06335 Prepared For: Gales Ferry Intermodal LLC 549 South Street, Quincy, MA 02169 Drawing C-10 Sheet No. 15 No. of Sheets 16 Scale: 1” = 120’ Comm. No. 045JC2.06 Drawn By: ESF Approved By SRM Date 04/03/2023 Revisions 1 Response to Inland Wetland Commission Comments 06/06/2023 By SRM 2 Response to Inland Wetland Commission Comments 07/10/2023 By SRM 3 4 PZC Submission 09/27/2023 By SRM 4 Per Town Comments 12/07/2023 By SRM 5 Per Town Comments 01/09/2024 By SRM Loureiro Engineering Associates, Inc. 100 Northwest Drive Plainville, Connecticut 06062 Phone: 860-747-6181 Fax: 860-747-8822”. A visual representation of the final rock slope, as landscaped in accordance with the final closure and landscaping plan, is presented in a rendering of that slope submitted with the instant application.

Other perceived adverse impacts from the proposed rock extraction and processing operation are fully addressed in the reports contained in the Zoning Compliance Manual submitted with this application. In conclusion, the “district” as contemplated by Public Act 21-29 is primarily comprised of the Gales Ferry Intermodal property and unimproved land which continues to be owned by the Dow Chemical Company on the easterly side of Connecticut Route 12. The proposed rock extraction operation, submitted by Gales Ferry Intermodal, LLC with the ultimate goal of creating additional clean industrial land for development adjacent to the rail line and the Thames River, is both consistent and compatible with the physical site characteristics of the industrial zoning district.

### **CONSISTENCY WITH COASTAL POLICIES AND GOALS**

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 modification approval, an application for Coastal Area Management approval. As indicated above, this phase of the redevelopment of the Property will create 26 +/- acres of prime industrial land adjacent easterly to the Thames River. This will provide a unique opportunity for regional development which is materially enhanced by the presence of the deep water access that the Property enjoys creating a plethora of opportunities for future intermodal and/or energy development on and of the site.

Coastal resources located on the site (with the site being defined as the entirety of the Property) as depicted on a plan entitled “Coastal Area Management Plan Gales Ferry Intermodal 1761 Route 12, Gales Ferry, Connecticut 06335 Gales Ferry Intermodal, LLC 549 South Street, Quincy, MA 02169 Drawing C-8 Sheet No. 13 No. of Sheets 16 Scale As Noted Comm. No. 045JC2.06 Date 04/03/2023 Drawn By: ESF Approved By SRM Revisions No. 1 Response to Inland Wetland Commission Comments 06/06/2023 By SRM 2 Response to Inland Wetland Commission Comments 07/10/2023 By SRM 3 4 PZC Submission 09/27/2023 By SRM 4 Per Town Comments 12/07/2023 By SRM 5 Per Town Comments 01/09/2024 By SRM Loureiro



Engineering Associates, Inc. 100 Northwest Drive · Plainville, Connecticut 06062 Phone: 860-747-6181 · Fax: 860-747-8822” (the “Coastal Site Plan”) are as follows:

- (a) Developed shorefront, defined as port and harbor areas which have been highly engineered and developed resulting in the functional impairment or substantial alteration of their natural physiographic features or systems.
- (b) Water – open water bodies such as but not limited to lakes and ponds subject to regulation under Sections 22a-36 to 22a-45 of the Connecticut General Statutes (Allyn’s Pond).
- (c) Regulated tidal wetlands – official state designated and regulated tidal wetlands located within the coastal boundary.
- (d) Coastal flood hazard areas – 100 year coastal flood hazard areas as identified by the Federal Emergency Management Agency (FEMA). On those coastal areas currently unmapped by FEMA, the flood hazard area is conservatively approximated by the 10’ contour interval.
- (e) Estuarine embayments – protected coastal water bodies with an open connection to the Sound including tidal rivers, bays, coves and lagoons.
- (f) Shorelands – upland areas at elevations in excess of the 100 year still water flood level and located within the coastal boundary (the entirety of the area contemplated for development by this application).

In conjunction with the development of this project, all activities proposed in conjunction with the excavation and extraction of earth product and rock material located in the southerly portion of the Property will occur on shorelands and will not adversely affect coastal resources. The Applicant’s design engineer has formulated a plan for stormwater management to be implemented for the duration of the proposed extraction operation which will renovate stormwater in accordance with the requirements of the 2023 Stormwater Quality Manual (effective March 30, 2024) promulgated by the Connecticut Department of Energy and Environmental Protection. Any stormwater discharge from the Property to receiving coastal resources will be fully renovated in accordance with the Stormwater Quality Manual. However, the presence of the developed shorefront area of the Property has the unique ability to facilitate the mass movement of material in conjunction with this proposed excavation and extraction operation and the prompt delivery of the extracted and processed aggregate to recognized markets.

Within the context of the Coastal Management Act, the activities contemplated by this application, which will create usable industrial land with deep water access, are categorized as general development. Policies applicable to general development are as follows:

- (a) To ensure that the development, preservation or use of the land and water resources of the coastal area proceeds in a manner consistent with the capability of the land and water resources to support development, preservation or use without significantly disrupting either the natural environment or sound economic growth.

- (b) To resolve conflicts between conflicting uses on the shorelands adjacent to marine and tidal waters by giving preference to uses that minimize adverse impacts on natural coastal resources while providing long term and stable economic benefits.

The findings contained in the Coastal Management Act include the following:

“It is found and declared that there exists in the State a great and growing need for industrial and commercial development and activity to provide and maintain employment and tax revenue; that assistance and encouragement of industrial and commercial development to provide and maintain such employment and revenues is an important function of the State; that the availability of financial assistance and suitable facilities are important inducements to industrial and commercial enterprises to remain or locate in this State and therefore the necessity in the public interest and for the public benefit and good for the provisions of this chapter is hereby declared as a matter of legislative determination... It is further found and declared that there exists a great and growing need for the acquisition and construction of railroads for the operation of freight and passenger trains and associated equipment to transport persons and goods and for the acquisition and construction of: facilities and equipment necessary or useful in connection with railroad operations, including railroad rights of way and all associated tracks and facilities, including but not limited to switches, sidings, yards, signal systems and bridges; related plant facilities, including but not limited to station buildings, maintenances and storage facilities... shop equipment... and therefore this necessity is in the public interest and for the public benefit and good is hereby declared as a matter of legislative determination.”

The Coastal Management Act further enunciates as a goal “Economic Development Policy A” (strengthening of State economy by attracting private investment...”

The proposed use will support water dependent uses that make use of existing developed shorefront, including the presence of an existing pier located on deep water 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. This Application contemplates only the regrading of shorelands without otherwise impacting any other coastal resources. The proposed use takes advantage of the unique characteristics of the Property including deepwater and rail access at the Property which will facilitate the mass movement of material in the most economic manner and alleviate potential undesirable impacts to the community. As a component of the overall development of the former Dow Chemical properties located at 1761 and 1737 Route 12, Ledyard, Connecticut, this component of the overall project attains consistency with the policies and goals for shorelands located within the coastal boundary enunciated by the Connecticut Legislature in implementing a use which will take advantage of the logistical characteristics of industrial property located in the coastal zone to foster economic development. These attributes are specifically referenced in the Coastal Policies and Use Guidelines.

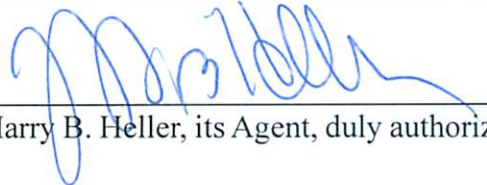
The project will provide an immediate use of the reconstructed pier on the Property and encourage water dependent uses that will utilize the existing pier for shipping of bulk materials by barge and vessel.

The project consists of the next phase of the redevelopment of an existing industrially developed shorefront property (although the activities occurring in conjunction with this

component of the overall redevelopment of the Property are occurring solely on shorelands) to provide newly created usable industrial land which can take advantage of the river and the Property's deep water access and reconstructed and expanded pier. 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

**EXHIBIT A**  
**SOIL CHARACTERISTICS ON THE PROPERTY**

The proposed industrial regrading area contains a mix of upland soils as well as three (3) regulated inland wetland areas. For purposes of permitting before the Town of Ledyard Inland Wetlands and Watercourses Commission, it was anticipated that the proposed industrial grading activities would either eliminate wetlands resources or deplete the hydrology that supports them. In light of this professional conclusion, the Applicant has been required to mitigate for the anticipated loss of wetland resources by creating new wetland systems as depicted on the plans that were approved by the municipal Inland Wetlands and Watercourses Commission.

**UPLAND SOILS**

**Ud - Udorthents – Pitts Complex, Gravelly.** This complex consists of excessively drained to moderately well-drained soils that have been disturbed by cutting or filling and areas of gravel pits. Areas of this complex are mostly 5 to 30 acres. Slopes range from 0 to 15%. About 65% of this complex is Udorthents, 25% is gravel pits and 10% is other soils. Areas of Udorthents are so intermingled that it was not practical to map them separately. In this instance, the Udorthents soils comprise an area of the project site which has historically been utilized for industrial activities, including portions of a capped latex landfill. These soils are found in areas where more than 2 feet of the upper part of the original soil has been removed, or in areas that have been covered by more than 2 feet of fill material. Udorthents are in loamy or sandy glacial till and gravelly or very gravelly outwash. Udorthents are found on the landscape near excessively drained Hinckley soils, somewhat excessively drained Hollis and Merrimack soils, well-drained Canton, Charlton, Narragansett, Agawam, Paxton and Montauk soils and moderately well-drained Sutton, Woodbridge, Rainbow, Sudbury and Ninigret soils. Coarse fragments range from 0-65% in the soil. Udorthents are very strongly acid to slightly acid.

**HkD – Hinckley Gravelly Sandy Loam 15 to 35% Slopes.** This moderately steep and steep, excessively drained soil is found on stream terraces, outwash plains, kames and eskers. Mapped areas are dominantly irregular in shape and mostly 2 to 35 acres. The Hinckley soils are found near excessively drained Windsor soils, somewhat excessively drained Merrimack soils, well-drained Agawam and Haven soils, moderately well-drained Sudbury soils, poorly drained Walpole soils and very poorly drained Scarboro soils. Hinckley soils have a greater content of gravel than Merrimack, Agawam, Haven and Windsor soils.

The soil stratification for this Hinckley soil is as follows:

- |          |   |
|----------|---|
| 0” – 7”  | Dark brown gravelly sandy loam; weak fine granular structure; very friable; many fine roots; 20% coarse fragments; medium acid; abrupt wavy boundary. |
| 7” – 14” | Yellowish brown gravelly loamy sand; single grain; loose; few fine roots; 25% coarse fragments; medium acid; gradual wavy boundary.                   |

- 14” – 22” Yellowish brown gravelly loamy sand; single grain; loose; few fine roots; 40% coarse fragments; strongly acid; clear wavy boundary.
- 22” – 60” Brownish yellow very gravelly coarse sand; single grain; loose; 60% coarse fragments; medium acid

**(HrD) - Hollis – Charlton – Rock Outcrop 15 – 45% Slopes.** This moderately steep to very steep complex consists of somewhat excessively drained and well-drained soils and rock outcrops on glacial till uplands. Stones and boulders cover 1 to 8% of the surface. The soils and rock outcrops in this complex are so intermingled on the landscape that it was not practical to separate them in mapping at the scale used. This complex is about 40% Hollis soil, 25% Charlton soil, 20% rock outcrop and 15% other soils.

The stratification of the Hollis soil is as follows:

- 0” – 2” Very dark brown fine sandy loam; weak medium granular structure; very friable; many fine roots; 5% rock fragments; strongly acid; clear wavy boundary.
- 2” – 5” Dark brown fine sandy loam; weak medium granular structure; very friable; common fine roots; 5% rock fragments; strongly acid; gradual wavy boundary.
- 5” – 12” Dark yellowish brown fine sandy loam; weak medium subangular blocky structure; very friable; common fine roots; 5% rock fragments; strongly acid; gradual wavy boundary.
- 12” – 17” Dark yellowish brown fine sandy loam; weak medium subangular blocky structure; very friable; common fine roots; 5% rock fragments; strongly acid.
- 17” Hard, unweathered bedrock.

The stratification of the Charlton soils is as follows:

- 0” – 8” Very dark grayish brown fine sandy loam; weak medium granular structure; friable; common fine and medium roots; 10% rock fragments; strongly acid; abrupt wavy boundary.
- 8” – 15” Dark grayish brown fine sandy loam; weak medium subangular structure; friable; common fine and medium roots; 15% rock fragments; medium acid; gradual wavy boundary.
- 15 – 24” Yellowish brown fine sandy loam; weak medium subangular blocky structure; friable; common fine and medium roots; 15% rock fragments; medium acid; clear wavy boundary.

- 24” – 29” Light olive brown fine sandy loam; weak medium subangular blocky structure; friable; few fine roots; 15% rock fragments; medium acid; clear wavy boundary.
- 29” – 60” Grayish brown fine sandy loam; massive; friable; 15% rock fragments; medium acid.

**(HrC) - Hollis – Charlton – Rock Outcrop Complex 3-15% slopes.** This gently sloping to sloping complex consists of somewhat excessively drained and well-drained soils and rock outcrops on glacial till uplands. Stones and boulders cover 1 to 8% of the surface. Mapped areas are irregular in shape and mostly 2 to 45 acres. The soils and rock outcrops in this complex are so intermingled on the landscape that it was not practical to separate them in mapping at the scale used. This complex is about 40% Hollis soil, 25% Charlton soil, 20% rock outcrop and 15% other soils.

The soil stratification of the Hollis soil is as follows:

- 0” – 2” Very dark brown fine sandy loam; weak medium granular structure; very friable; many fine roots; 5% rock fragments; strongly acid; clear wavy boundary.
- 2” – 5” Dark brown fine sandy loam; weak medium granular structure; very friable; common fine roots; 5% rock fragments; strongly acid; gradual wavy boundary.
- 5” – 12” Dark yellowish brown fine sandy loam; weak medium subangular blocky structure; very friable; common fine roots; 5% rock fragments; strongly acid; gradual wavy boundary.
- 12” – 17” Dark yellowish brown fine sandy loam; weak medium subangular blocky structure; very friable; common fine roots; 5% rock fragments; strongly acid.
- 17” Hard, unweathered bedrock.

The soil stratification of the Charlton soils is as follows:

- 0” – 8” Very dark grayish brown fine sandy loam; weak medium granular structure; friable; common fine and medium roots; 10% rock fragments; strongly acid; abrupt wavy boundary.
- 8” – 15” Dark grayish brown fine sandy loam; weak medium subangular structure; friable; common fine and medium roots; 15% rock fragments; medium acid; gradual wavy boundary.

- 15 – 24” Yellowish brown fine sandy loam; weak medium subangular blocky structure; friable; common fine and medium roots; 15% rock fragments; medium acid; clear wavy boundary.
- 24” – 29” Light olive brown fine sandy loam; weak medium subangular blocky structure; friable; few fine roots; 15% rock fragments; medium acid; clear wavy boundary.
- 29” – 60” Grayish brown fine sandy loam; massive; friable; 15% rock fragments; medium acid.

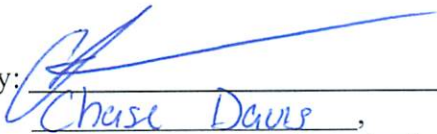
**AUTHORIZATION**

Gales Ferry Intermodal, LLC, hereby authorizes the law firm of Heller, Heller & McCoy to submit an application, on its behalf, to the Town of Ledyard Planning and Zoning Commission for a special permit, site plan and coastal site plan approval for a five (5) phase regrading/excavation operation on a portion of the properties located at 1737 and 1761 Connecticut Route 12 in the Town of Ledyard, County of New London and State of Connecticut.

Gales Ferry Intermodal, LLC hereby further authorizes the law firm of Heller, Heller & McCoy, the engineering firm of Loureiro Engineering Associates, Inc., Continental Placer Inc., Alan Perrault, Chase Davis and Michael Cherry to represent its interests in all proceedings before the Town of Ledyard Planning and Zoning Commission with respect to said special permit, site plan and coastal area management applications.

Dated at Montville, Connecticut this 8<sup>th</sup> day of April, 2024.

**GALES FERRY INTERMODAL, LLC**

By:  \_\_\_\_\_ its  
Chase Davis, duly authorized



**LIST OF ABUTTING PROPERTY OWNERS  
APPLICATION OF GALES FERRY INTERMODAL, LLC  
1737 AND 1761 CONNECTICUT ROUTE 12, LEDYARD, CONNECTICUT**

<b>Property ID Number</b>	<b>Property Location</b>	<b>Owner's Name and Mailing Address</b>
47-2060-3	3 River Drive	Stogie Properties LLC 116 Sachem Street Norwich, CT 06360
47-2060-7	7 River Drive	Ms. Madeline Y. Slater 11 Allyn Lane Gales Ferry, CT 06335
47-2060-9	9 River Drive	Ms. Karen Sacco 2821 East Orchard Circle Davie, FL 32904
76-2120-1721	1721 Route 12	Mr. Paul Cerveny P.O. Box 596 Ledyard, CT 06339
76-2120-1737	1737 Route 12	Gales Ferry Intermodal LLC 549 South Street Quincy, MA 02169
61-2120-1754	1754 Route 12	Mr. Ryan Allen 1754 Route 12 Gales Ferry, CT 06335
61-2120-1756	1756 Route 12	Mr. Ryan Allen 1754 Route 12 Gales Ferry, CT 06335
61-2120-1758	1758 Route 12	Mr. Lloyd Geer 1009 Long Cove Road Gales Ferry, CT 06335
61-2120-1761	1761 Route 12	Gales Ferry Intermodal LLC 549 South Street Quincy, MA 02169
61-2120-1761R	1761R Route 12	Ledyard Town Clerk 741 Colonel Ledyard Highway Ledyard, CT 06339
61-2120-1761R	1761R Route 12	Allyn Family c/o Honorable Fred Allyn, III, Mayor 741 Colonel Ledyard Highway Ledyard, CT 06339
61-2120-1764	1764 Route 12	Mr. Daniel W. Stanavage, Jr. 33 Chapman Lane Stonington, CT 06378
61-2120-1772	1772 Route 12	Gales Ferry Fire Company Inc. P.O. Box 31 Gales Ferry, CT 06335

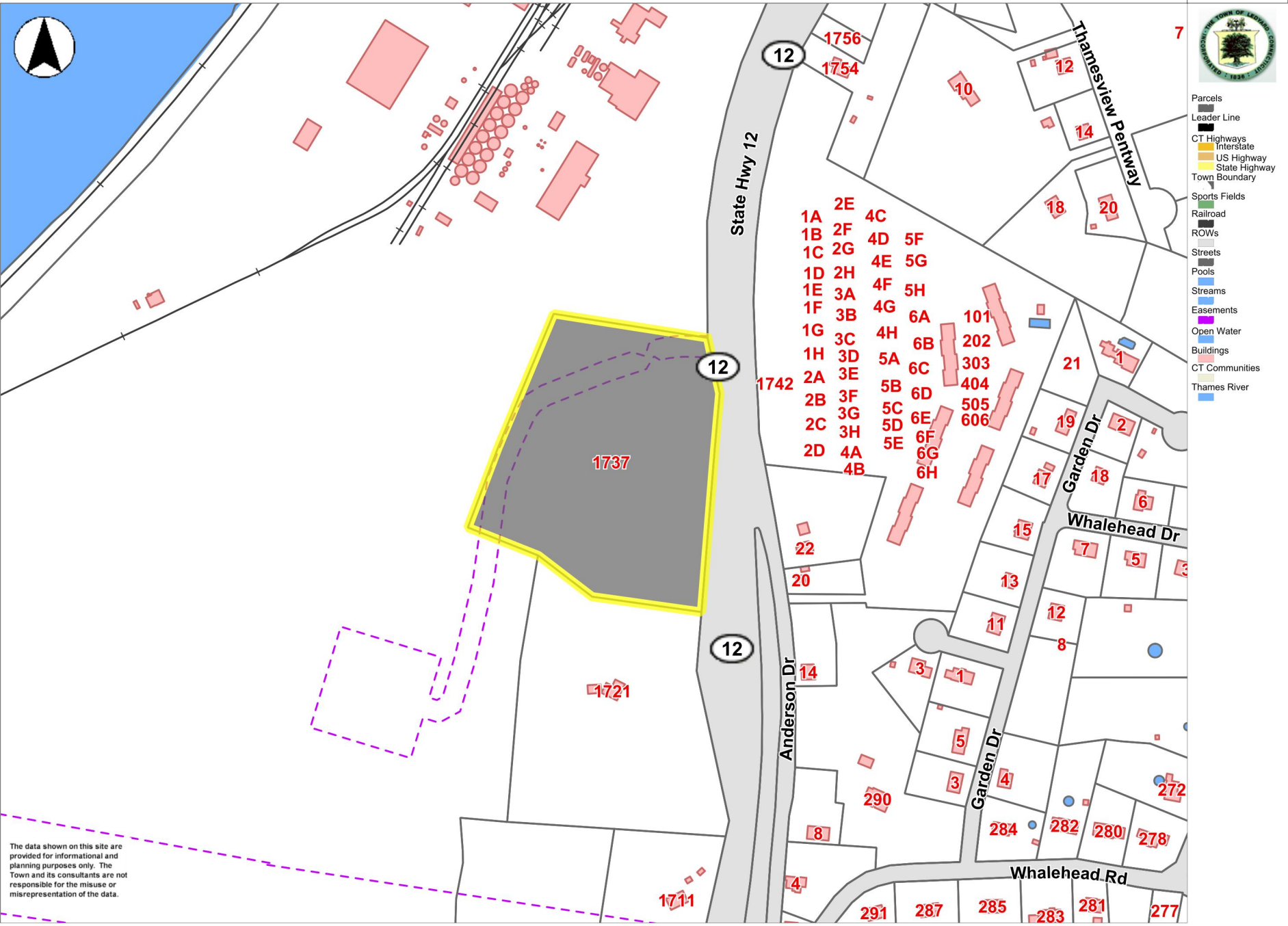
61-2120-1772A	1772A Route 12	The Dow Chemical Company 2211 H.H. Dow Way Midland, MI 48674
61-2120-1780	1780 Route 12	Mr. Steven E. Buttermore Mrs. Diane L. Buttermore 15 Merry Lane Gales Ferry, CT 06335
62-2120-1792	1792 Route 12	The Dow Chemical Company 2211 H.H. Dow Way Midland, MI 48674
76-440-6	6 Chapman Lane	The United Methodist Church of Gales Ferry, Incorporated 6 Chapman Lane Gales Ferry, CT 06335
75-440-40	40 Chapman Lane	Ms. Elizabeth T. Smith 40 Chapman Lane Gales Ferry, CT 06335
75-440-48	48 Chapman Lane	Ms. Dorothy E. Lewis 56 Chapman Lane Gales Ferry, CT 06335
75-440-54	54 Chapman Lane	Ms. Marie E. Bridgman 54 Chapman Lane Gales Ferry, CT 06335
75-440-56	56 Chapman Lane	Ms. Dorothy E. Lewis 56 Chapman Lane Gales Ferry, CT 06335
75-440-60	60 Chapman Lane	Ms. Dorothy E. Lewis 56 Chapman Lane Gales Ferry, CT 06335
62-1750-3	3 Oakridge Drive	Mr. Eric M. Ledesma Ms. Lisa Cosner 3 Oakridge Drive Gales Ferry, CT 06335
	Thames River	Connecticut Department of Energy and Environmental Protection 79 Elm Street Hartford, CT 06106
61-2120-1742-1A	1742-1A Route 12	Mr. Bobby Collins 1742-1A Route 12 Gales Ferry, CT 06335
61-2120-1742-1B	1742-1B Route 12	Mr. Michael Clayton Vekakis 1742-1B Route 12 Gales Ferry, CT 06335
61-2120-1742-1C	1742-1C Route 12	Ms. Theresa M. Ryder 19 Kingfisher Way Waterford, CT 06385

61-2120-1742-1D	1742-1D Route 12	Mr. Richard Del Russo P.O. Box 745 East Lyme, CT 06333
61-2120-1742-1E	1742-1D Route 12	Mr. David M. Wing 1742 Route 12, Unit 1E Ledyard, CT 06339
61-2120-1742-1F	1742-1F Route 12	Mr. Blake Soper 1741-1F Route 12
61-2120-1742-1G	1742-1G Route 12	Mr. Scot B. Nowak 1742-1G Route 12 Gales Ferry, CT 06335
61-2120-1742-1H	1742-1H Route 12	Yuan Liang Wang Peng Han 243 Argyle Road Cheshire, CT 06410
61-2120-1742-2A	1742-2A Route 12	Ms. Holly Chen 1742 Route 12 #2A Gales Ferry, CT 06335
61-2120-1742-2B	1742-2B Route 12	David M. Wing 77 Knotty Oak Road Coventry, RI 02816
61-2120-1742-2C	1742-2C Route 12	Mr. Andrew D. Parrish, III Mrs. Mary C. Parrish 1742 Route 12 #C2 Gales Ferry, CT 06335
61-2120-1742-2D	1742-2D Route 12	Ms. Sophie R. Fournier Mr. Dustin M. Tougas 1742-2D Route 12 Gales Ferry, CT 06335
61-2120-1742-2E	1742-2E Route 12	Ms. Cheryl Marchant 1742 Route 12 2E Gales Ferry, CT 06335
61-2120-1742-2F	1742-2F Route 12	Wei Guo Tammy Tian 478 Canterbury Turnpike Norwich, CT 06360
61-2120-1742-2G	1742-2G Route 12	Ms. Denise Morgan 1742-2G Route 12 Gales Ferry, CT 06335
61-2120-1742-2H	1742-2H Route 12	Mr. Christopher Sandgren Mrs. Catherine Sandgren 1742-2H Route 12 Gales Ferry, CT 06335

61-2120-1742-3A	1741-3A Route 12	Mr. Ronald K. Tagliapietra 1742 Route 12, Unit 3A Gales Ferry, CT 06335
61-2120-1742-3B	1741-3B Route 12	Mr. Freddie P. Duyan 28 Maple Drive Groton, CT 06340
61-2120-1742-3C	1741-3C Route 12	Mr. Brian D. Weiss 1742-3C Route 12 Gales Ferry, CT 06335
61-2120-1742-3D	1741-3D Route 12	Wei Guo Tammy Tian 478 Canterbury Turnpike Norwich, CT 06360
61-2120-1742-3E	1741-3E Route 12	Wenxin Ding 1742-3E Route 12 Gales Ferry, CT 06335
61-2120-1742-3F	1741-3F Route 12	Mr. Kevin J. McGill Mrs. Jennifer L. McGill 7 Joseph Lane Colchester, CT 06415
61-2120-1742-3G	1741-3G Route 12	Mr. Jon Filipinas 1742-3G Route 12 Gales Ferry, CT 06335
61-2120-1742-3H	1741-3H Route 12	Mr. John Furmanek Ms. Kim Zook 45 Woodruff Road Farmington, CT 06032
61-2120-1742-4A	1741-4A Route 12	Mr. Ralph F. Smith Mrs. Vickie A. Smith 1742 Route 12 #4A Gales Ferry, CT 06335
61-2120-1742-4B	1741-4B Route 12	Mr. Daniel J. Redner, Jr. 1742-4B Route 12 Gales Ferry, CT 06335
61-2120-1742-4C	1741-4C Route 12	Mr. Andrew John Hernandez Ms. Rachel Dian Banker 1742-4C Route 12 Gales Ferry, CT 06335
61-2120-1742-4D	1741-4D Route 12	Ms. Lorraine E. Dollard 1742 Route 12, Unit 4D Gales Ferry, CT 06335
61-2120-1742-4E	1741-4E Route 12	Ms. Cheryl Bowler 1742-4E Route 12 Gales Ferry, CT 06335

61-2120-1742-4F	1741-4F Route 12	Mr. Daniel O'Connor 1742-4F Route 12 Gales Ferry, CT 06335
61-2120-1742-4G	1741-4G Route 12	Mr. Michael Sakher Hanania 30 Meetinghouse Lane Ledyard, CT 06339
61-2120-1742-4H	1741-4H Route 12	Ms. Heidi M. Fenton 1742-4H Route 12 Gales Ferry, CT 06335
61-2120-1742-5A	1742-5A Route 12	Wei Guo Tammy Tian 478 Canterbury Turnpike Norwich, CT 06360
61-2120-1742-5B	1742-5B Route 12	Ms. Marcella Uhlig 1742 Route 12, #5B Gales Ferry, CT 06335
61-2120-1742-5C	1742-5C Route 12	Lai Fong Chan 1742 Route 12, 5C Gales Ferry, CT 06335
61-2120-1742-5D	1742-5D Route 12	Mr. Thomas M. Feeley 1742 Route 12, Unit 5D Gales Ferry, CT 06335
61-2120-1742-5E	1742-5E Route 12	Ms. Alyssa Kizilski 1742-5E Route 12 Gales Ferry, CT 06335
61-2120-1742-5F	1742-5F Route 12	Ms. Denise M. Scarnati 1742 Route 12, Unit 5F Gales Ferry, CT 06335
61-2120-1742-5G	1742-5G Route 12	A L Investments LLC 500 Bridge Street, Suite A Groton, CT 06340
61-2120-1742-5H	1742-5H Route 12	Mr. Mason Miles Egan 1742-5H Route 12 Gales Ferry, CT 06335
61-2120-1742-6A	1742-6A Route 12	Ms. Alexis M. Ohar 1742-6A Route 12 Gales Ferry, CT 06335
61-2120-1742-6B	1742-6B Route 12	Ms. Michele Kushman 1742-6B Route 12 Gales Ferry, CT 06335
61-2120-1742-6C	1742-6C Route 12	Xi Zhou 1742 Route 12, #6C Gales Ferry, CT 06335

61-2120-1742-6D	1742-6D Route 12	Ms. Susan P. Axline 1742-6D Route 12 Gales Ferry, CT 06335
61-2120-1742-6E	1742-6E Route 12	Mr. Richard Chao M. Chen 1742 Route 12, #6E Gales Ferry, CT 06335
61-2120-1742-6F	1742-6F Route 12	Mr. John Rophael 1742-6F Route 12 Gales Ferry, CT 06335
61-2120-1742-6G	1742-6G Route 12	Kin Wai Chan 15 Oakridge Drive Gales Ferry, CT 06335
61-2120-1742-6H	1742-6H Route 12	Michael Tse Huiying Liang 1742 Route 12, 6H Gales Ferry, CT 06335



The data shown on this site are provided for informational and planning purposes only. The Town and its consultants are not responsible for the misuse or misrepresentation of the data.

0 400 800 ft

Printed on 04/05/2024 at 12:32 PM

Ledyard, CT MapsOnline



- Parcels
- Leader Line
- CT Highways
  - Interstate
  - US Highway
  - State Highway
- Town Boundary
- Sports Fields
- Railroad
- ROWs
- Streets
- Pools
- Streams
- Easements
- Open Water
- Buildings
- CT Communities
- Thames River



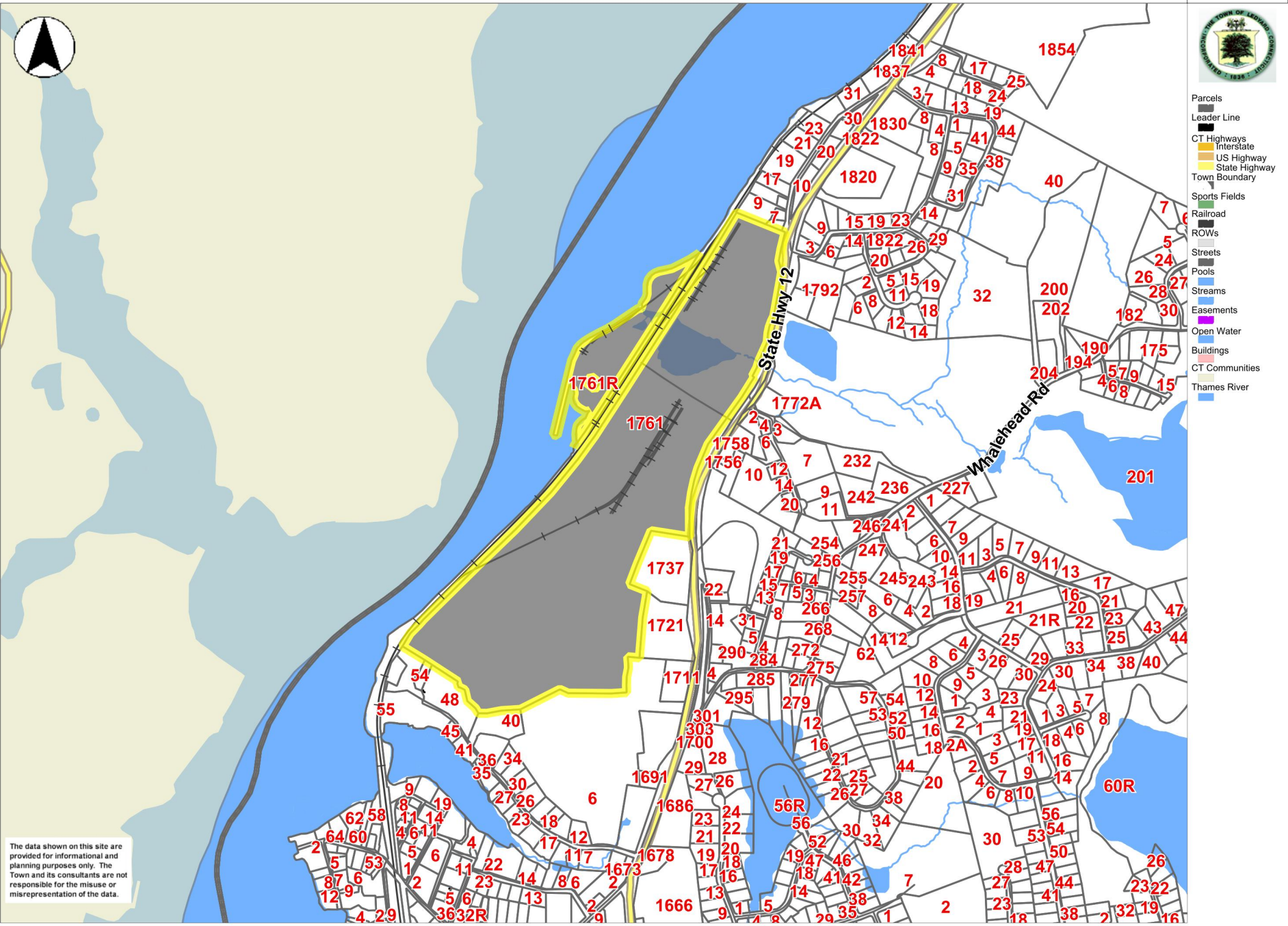
- Parcels
- Leader Line
- CT Highways
  - Interstate
  - US Highway
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The data shown on this site are provided for informational and planning purposes only. The Town and its consultants are not responsible for the misuse or misrepresentation of the data.

0 1600 3200 ft

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Ledyard, CT MapsOnline





# Town of Ledyard Property Summary Report

**1737 ROUTE 12**

<b>PARCEL ID:</b>	76-2120-1737
<b>LOCATION:</b>	1737 ROUTE 12
<b>OWNER NAME:</b>	GALES FERRY INTERMODAL LLC

<b>OWNER OF RECORD</b>
GALES FERRY INTERMODAL LLC
549 SOUTH ST
QUINCY, MA 02169

<b>LIVING AREA:</b>	0	<b>ZONING:</b>	I	<b>ACREAGE:</b>	7.80
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## SALES HISTORY

OWNER	BOOK / PAGE	SALE DATE	SALE PRICE
TRINSEO LLC	532/ 347	21-Apr-2015	\$0.00
STYRON LLC	474/ 809	06-Apr-2010	\$0.00
DOW CHEMICAL COMPANY THE C/O US AREA TAX DEPT	00202/0820	10-Aug-1990	\$0.00

## CURRENT ASSESSED VALUE

<b>TOTAL:</b>	\$167,860.00	<b>IMPROVEMENTS:</b>	\$0.00	<b>LAND:</b>	\$167,860.00
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## ASSESSING HISTORY

FISCAL YEAR	TOTAL VALUE	IMPROVEMENT VALUE	LAND VALUE
2022	\$167,860.00	\$0.00	\$167,860.00
2021	\$167,860.00	\$0.00	\$167,860.00
2020	\$167,860.00	\$0.00	\$167,860.00
2019	\$170,940.00	\$0.00	\$170,940.00
2018	\$170,940.00	\$0.00	\$170,940.00

# Town of Ledyard Property Summary Report

1737 ROUTE 12

<b>PARCEL ID:</b>	76-2120-1737
<b>LOCATION:</b>	1737 ROUTE 12
<b>OWNER NAME:</b>	GALES FERRY INTERMODAL LLC

## BUILDING # 1

<b>YEAR BUILT</b>	0	<b>ROOF STRUCTURE</b>	NULL
<b>STYLE</b>	NULL	<b>ROOF COVER</b>	NULL
<b>MODEL</b>	Vacant	<b>FLOOR COVER 1</b>	NULL
<b>GRADE</b>	NULL	<b>FLOOR COVER 2</b>	NULL
<b>STORIES</b>	NULL	<b>HEAT FUEL</b>	NULL
<b>OCCUPANCY</b>	IND LD DV	<b>HEAT TYPE</b>	NULL
<b>EXT WALL 1</b>	NULL	<b>AC TYPE</b>	NULL
<b>EXT WALL 2</b>	NULL	<b>BEDROOMS</b>	NULL
<b>INT WALLS 1</b>	NULL	<b>FULL BATHS</b>	NULL
<b>INT WALLS 2</b>	NULL	<b>HALF BATHS</b>	NULL
		<b>TOT ROOMS</b>	NULL

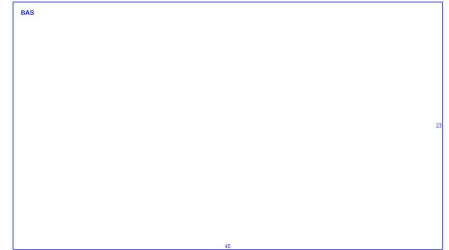
# Town of Ledyard Property Summary Report

1761 ROUTE 12

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



<b>OWNER OF RECORD</b>
GALES FERRY INTERMODAL LLC
549 SOUTH ST
QUINCY, MA 02169



<b>LIVING AREA:</b>	920	<b>ZONING:</b>	I	<b>ACREAGE:</b>	157.97
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## SALES HISTORY

OWNER	BOOK / PAGE	SALE DATE	SALE PRICE
TRINSEO LLC	532/ 347	21-Apr-2015	\$0.00
STYRON LLC	474/ 809	06-Apr-2010	\$0.00
DOW CHEMICAL COMPANY THE C/O US AREA TAX DEPT	00021/0177	31-Aug-1951	\$0.00

## CURRENT ASSESSED VALUE

<b>TOTAL:</b>	\$3,786,720.00	<b>IMPROVEMENTS:</b>	\$1,742,580.00	<b>LAND:</b>	\$2,044,140.00
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## ASSESSING HISTORY

FISCAL YEAR	TOTAL VALUE	IMPROVEMENT VALUE	LAND VALUE
2022	\$3,786,720.00	\$1,742,580.00	\$2,044,140.00
2021	\$3,786,720.00	\$1,742,580.00	\$2,044,140.00
2020	\$3,786,720.00	\$1,742,580.00	\$2,044,140.00
2019	\$4,588,010.00	\$1,693,580.00	\$2,894,430.00
2018	\$4,588,010.00	\$1,693,580.00	\$2,894,430.00

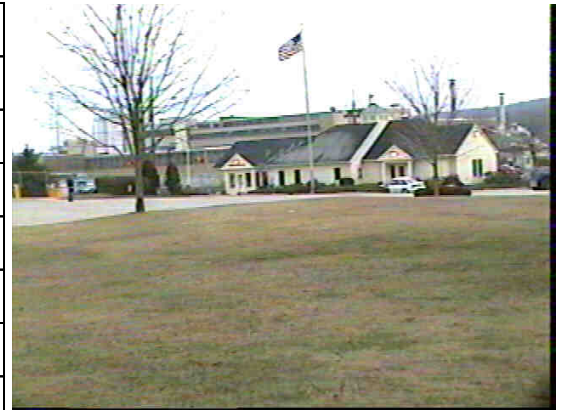
# Town of Ledyard Property Summary Report

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 # 1

<b>YEAR BUILT</b>	1974	<b>ROOF STRUCTURE</b>	Flat
<b>STYLE</b>	Warehouse	<b>ROOF COVER</b>	Tar & Gravel
<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>	Oil
<b>OCCUPANCY</b>	FACTORY	<b>HEAT TYPE</b>	Hot Air-no Duc
<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>	



## EXTRA FEATURES

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

## BUILDING # 10

<b>YEAR BUILT</b>	1965	<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>	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-finsh 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



# 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 # 11

<b>YEAR BUILT</b>	1980	<b>ROOF STRUCTURE</b>	Gable/Hip
<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>	Average	<b>FLOOR COVER 2</b>	NULL
<b>STORIES</b>	1	<b>HEAT FUEL</b>	Oil
<b>OCCUPANCY</b>	FACTORY	<b>HEAT TYPE</b>	Hot Air-no Duc
<b>EXT WALL 1</b>	Pre-finsh 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>	0



## EXTRA FEATURES

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

## BUILDING # 12

<b>YEAR BUILT</b>	1980	<b>ROOF STRUCTURE</b>	Gable/Hip
<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>	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-finsh 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



# 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

<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>	
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## 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

<b>YEAR BUILT</b>	1983	<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>	Oil
<b>OCCUPANCY</b>	IND BLDG M94	<b>HEAT TYPE</b>	Forced Air-Duc
<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



## 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.)

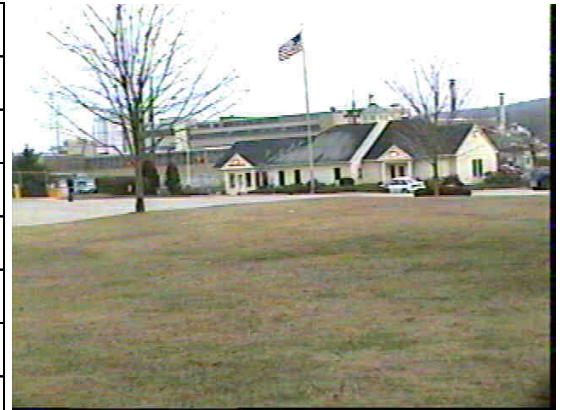
# Town of Ledyard Property Summary Report

1761 ROUTE 12

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

## BUILDING # 4

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



## EXTRA FEATURES

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

## BUILDING # 5

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

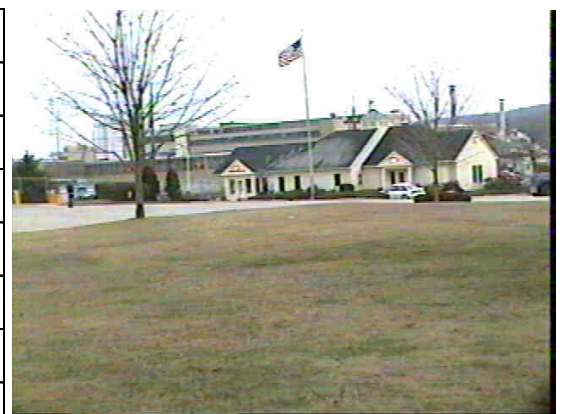
## BUILDING # 6

<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-finsh 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

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

## BUILDING # 8

<b>YEAR BUILT</b>	1980	<b>ROOF STRUCTURE</b>	Gable/Hip
<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>	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-finsh 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



## 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

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

## BUILDING # 9

<b>YEAR BUILT</b>	1959	<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>	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



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.

IN WITNESS WHEREOF, Grantor has caused this deed to be duly executed on this 29TH day of APRIL, 2022.

Signed, sealed and delivered in the presence of:

TRINSEO LLC

[Signature]  
Name: CARRIE DIJULIA

[Signature]

[Signature]

By: David Stasse  
Name:  
Title: CFO  
Hereunto duly authorized

Name: Jennifer Berke Levin

Commonwealth

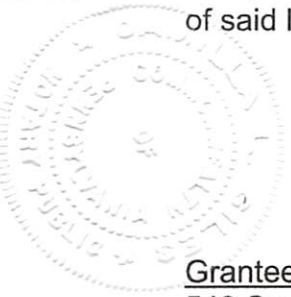
STATE OF PENNSYLVANIA : ss. Berwyn, PA April 29, 2022  
COUNTY OF CHESTER : Town

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

Commonwealth of Pennsylvania - Notary Seal  
CAMILLA L. GILES, Notary Public  
Chester County  
My Commission Expires April 8, 2023  
Commission Number 1058568



## 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" and recorded on the Ledyard Land Records as Map #3068, 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  $11^{\circ}07'01''$  West for a distance of 162.03 feet to a Connecticut Highway Department Monument found; thence running South  $10^{\circ}06'20''$  West for a distance of 121.86 feet to a Connecticut Highway Department Monument found; thence running South  $14^{\circ}08'05''$  East for a distance of 109.75 feet to a monument; thence running South  $10^{\circ}06'27''$  West for a distance of 199.95 feet to a Connecticut Highway Department Monument found; thence running South  $09^{\circ}17'11''$  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  $30^{\circ}01'19''$ , a chord bearing of South  $13^{\circ}02'17''$  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  $23^{\circ}26'41''$  West for a distance of 192.50 feet to a monument; thence running South  $18^{\circ}15'10''$  West for a distance of 72.13 feet to a monument; thence running South  $25^{\circ}11'30''$  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  $01^{\circ}40'06''$ , a chord bearing of South  $26^{\circ}47'40''$  West, a chord length of 39.97 feet for a distance of 39.97 feet to a monument; thence running South  $62^{\circ}12'50''$  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  $09^{\circ}12'25''$ , a chord bearing of South  $32^{\circ}13'30''$  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  $36^{\circ}53'10''$  West for a distance of 189.49 feet to a monument; thence running South  $34^{\circ}49'50''$  West for a distance of 121.15 feet to a monument; thence running South  $34^{\circ}07'20''$  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  $20^{\circ}59'52''$ , a chord bearing of South  $15^{\circ}51'30''$  West, a chord length of 622.19 feet for a distance of 625.69 feet to a monument; thence running South  $00^{\circ}26'29''$  East for a distance of 281.41 feet to a Connecticut Highway Department Monument found; thence running South  $14^{\circ}16'40''$  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. McLaughlin 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".