Li-Cycle®

Li-Cycle North America Hub, Inc.

SEQRA Full Environmental Assessment Form

Commercial Hub No. 1 Supplemental Information

4 November 2021

Project No.: 0563864.03

The business of sustainability

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Signature Page

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Acronyms and Abbreviations

Name	Description
AGC	Annual Guideline Concentration
ASF	Air State Facility Permit
AST	Aboveground Storage Tank
bgs	below ground surface
CBS	Chemical Bulk Storage
CEA	Critical Environmental Area
CESQG	Conditionally Exempt Small Quantity Generator (a.k.a. VSQG)
CFR	Code of Federal Regulations
CLCPA	Climate Leadership and Community Protection Act
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalents
Co	Cobalt
CSWPPP	Construction Stormwater Pollution Prevention Plan
Cu	Copper
DAR	Division of Air Resources
DEIS	Draft Environmental Impact Statement
DEP	Division of Environmental Permits
DER	Division of Environmental Remediation
DMM	Division of Materials Management
DOW	Division of Water

Acronyms and Abbreviations

Name	Description
EAP	Emergency Action Plan
EBP	Eastman Business Park
EBP-S	Eastman Business Park - South
EIS	Environmental Impact Statement
EJ	Environmental Justice
EPCRA	Emergency Planning and Community Right-to-Know Act
ERP	Emergency Response Plan
EKC	Eastman Kodak Company
eNOI	electronic Notice of Intent
FEAF	SEQRA Full Environmental Assessment Form
GHG	Greenhouse gas
H_2O_2	Hydrogen Peroxide
H_2S	Hydrogen Sulfide
H_2SO_4	Sulfuric Acid
HAP	Hazardous Air Pollutant
Hub	Li-Cycle's Commercial Metallurgical Processing facility
IG	General Industrial (zoning category)
JV	Joint Venture
Kodak	Eastman Kodak Company
Li	Lithium
Li-Cycle	Li-Cycle North America Hub, Inc.
LiDestri	LiDestri Foods, Inc.
LQG	Large Quantity Generator
MCPW	Monroe County Pure Waters
MCWA	Monroe County Water Authority
Mn	Manganese
MS4	Municipal Separate Storm Sewer System
NAAQS	National Ambient Air Quality Standards
NaOH	Sodium Hydroxide (a.k.a. Caustic)
Ni	Nickel
NOx	Oxides of Nitrogen
NYCRR	Official Compilation of Codes, Rules and Regulations of the State of New York
NYSDEC	New York State Department of Environmental Conservation
NYSDOL	New York State Department of Labor
NYSDOT	New York State Department of Transportation
NYSOPRHP	New York State Office of Parks, Recreation and Historic Preservation (a.k.a SHPO)
OSHA	Occupational Safety and Health Administration
O_3	Ozone
PB	Planning Board (Town of Greece, NY)
PBS	Petroleum Bulk Storage
PFAS	per- and polyfluoroalkyl substances
PM	Particulate matter
PSA	Purchase & Sale Agreement
PSM	Process Safety Management
RED	RED-Rochester, LLC
Ridgeway Properties	Ridgeway Properties I, LLC, *a LiDestri' Company*
RMP	Risk Management Program
SEAF	SEQRA Short Environmental Assessment Form
SEQRA	State Environmental Quality Review Act

Acronyms and Abbreviations

Name	Description
SGC	Short-term Guideline Concentration
SHPO	State Historic Preservation Office (a.k.a. NYSOPRHP)
SMP	Eastman Business Park's Site Management Plan
SO_2	Sulfur dioxide
SP	Special Permit (Town of Greece, NY)
SPA	Site Plan Approval
SPDES	State Pollutant Discharge Elimination System
SPCC	Spill Prevention, Control and Countermeasures
SPR	Spill Prevention Report
SQG	Small Quantity Generator
SUP	Special Use Permit
SWPPP	Stormwater Pollution Prevention Plan
Town	Town of Greece, New York
UST	Underground Storage Tank
VOC	Volatile Organic Compound
VSQG	Very Small Quantity Generator (a.k.a. CESQG)
ZBA	Zoning Board of Appeals (Town of Greece, NY)
ZLD	Zero Liquid Discharge

EXECUTIVE SUMMARY OF ENVIRONMENTAL IMPACTS & PROJECT BENEFITS

Li-Cycle North America Hub, Inc. ("**Li-Cycle**") is requesting approval to construct and operate a hydrometallurgical manufacturing operation on a lot in a portion of the former Eastman Business Park-South (EBP-S) that is located 1,700 feet to the south of the corner of Ridgeway Avenue and McLaughlin Road, and that is surrounded by current industrial uses, and approval to construct and operate an associated warehouse and administrative building on another lot that is located in a portion of the Eastman Business Park-South closer to and partially fronting on Ridgeway Avenue. The hydrometallurgical manufacturing operation will use chemicals in a low temperature process to extract scarce metals and other products from black mass concentrate, a product that is generated from the recycling of spent Lithium-ion batteries by others. No spent Lithium-ion batteries will be present, shipped, stored or recycled at the hydrometallurgical manufacturing and warehouse facility.

~~Presently~~ Currently, the lot where the hydrometallurgical operation will be constructed is a vacant earthen pad, and the lot where the warehouse and administration building will be built is a lawn. Because of their past use by the Eastman Kodak Company ("**Kodak**"), the New York State Department of Environmental Conservation ("**NYSDEC**") requires any soil disturbance on either of the lots to comply with a Site Management Plan, including an appended excavation management plan.

The current owner of both lots is Ridgeway Properties I, LLC ("**Ridgeway Properties**"), an affiliate of LiDestri Foods, Inc. ("**LiDestri**"). Within the last two years, Ridgeway Properties constructed a stormwater detention pond with adequate capacity to reduce post-development stormwater runoff from all of its land, including the Li-Cycle lots, by 30% when compared to pre-development flows.

The focus of this SEQRA evaluation is on the identification of the risks posed by chemical usage at the hydrometallurgical manufacturing operation and the engineering and design measures that have been incorporated into the facility to mitigate or eliminate the potential risks to the environment and human health from the transport, delivery, storage, use and disposal of those chemicals.

Each chemical will be unloaded, moved into on-site storage, and processed, by trained employees using dedicated equipment, with secondary containment of all rail sidings where liquid chemicals are unloaded, and secondary containment and leak detection of all storage tanks. No rail cars will have a fixed connection to the hydrometallurgical manufacturing operation accept during unloading. No rail cars will be permitted to remain on a siding at the Hub Facility more than 90 days without being unloaded. Incompatible chemicals will be stored in separate locations. Silos of dry chemicals and products will be equipped with dust filters or collectors. Instrumentation and monitoring will be employed, including gas monitors for detecting very low levels of emissions. Where appropriate, pipelines will be self-draining and equipped with pressure relief mechanisms. No heat or ignition sources will be located in the areas storing or using potentially combustible chemicals and products. Scrubbers, baghouses and other emission control devices which as required will be connected to standby fans and emergency/backup power.

NYSDEC will regulate the bulk storage of chemicals and petroleum, the facility's air emissions, and stormwater runoff during construction and during operations, including spill prevention and emergency response planning and procedures and training. Air emissions meet the NYSDEC's annual guideline concentrations and short-term guideline concentrations.

The noise generated during construction activities will not be above the Town noise ordinance limit of 85 decibels at the property line. Because of Li-Cycle's commitment to install an 8 feet high temporary noise barrier along the Lots' northern and western boundaries, the projected daytime and nighttime noise from the construction of the hydrometallurgical plant will be similar ~~is only noticeable because of the drop in background noise during the night, and will be similar~~ to the existing ~~daytime background~~ noise along Ridgeway Avenue and Lee Road. As further mitigation, if OSHA permits, the backup beepers on mobile equipment used at night, which will generate impulsive and low frequency noises (that will be perceptible

off-site over ambient noise), will be replaced with strobe lights to facilitate a 24/7 construction schedule. In addition, ~~as mitigation, an 8 feet high temporary noise barrier will be installed along the Lots' north and western boundaries, and~~ Li-Cycle will engage in community outreach.

The majority of the project's potential environmental impacts are minor in magnitude and will have limited effects on environmental resources because they are isolated, of minimal size, intermittent or short in duration (days to weeks), and will not affect unusual species, habitats, or other resources, to the extent practicable. The potential environmental impacts associated with the presence, transport, storage and use of chemicals have been addressed through mitigation measures or project changes to the extent practicable while preserving the tax, jobs and materials recovery benefits of the project for the community.

ABOUT LI-CYCLE

Li-Cycle (NYSE: LICY) is on a mission to leverage its innovative Spoke & Hub Technologies™ to provide a customer-centric, end-of-life solution for lithium-ion batteries, while creating a secondary supply of critical battery materials. Lithium-ion rechargeable batteries are increasingly powering our world in automotive, energy storage, consumer electronics, and other industrial and household applications. The world needs improved technology and supply chain innovations to better manage battery manufacturing waste and end-of-life batteries and to meet the rapidly growing demand for critical and scarce battery-grade raw materials through a closed-loop solution.

Li-Cycle's Commitment to Safety

At Li-Cycle, safety is a core value – safety for our employees, contractors, visitors, neighbors, guests and the communities in which we work. Our Safety Culture strives to empower every employee, contractor, visitor, and guest to take part in discussions and decisions regarding issues of safety. Li-Cycle believes that Safety is a journey of continuous improvement so that everyone goes home safe, every day, everywhere.

1. INTRODUCTION

This document supplements the State Environmental Quality Review Act ("**SEQRA**") Full Environmental Assessment Form ("**FEAF**") submitted to the Town of Greece, NY ("**Town**") for the proposed action which is the development of a hydrometallurgical manufacturing facility, including chemical reagent storage **("Hub"**), and a raw material (black mass concentrate) and final products warehouse, administrative building, QA/QC laboratory, R&D pilot production line, visitor center and car parking lot ("**Warehouse**") -- together, the Hub and Warehouse, are known as the "**Facility**" which is located on two parcels of land consisting of a 41.06 acre lot for the Hub and a 25 acre lot for the Warehouse (together the "**Lots**") comprised of real property presently known as the Ridgeway Property, owned by Ridgeway Properties I, LLC, a subsidiary of LiDestri Foods, Inc. ("**Ridgeway Properties**"). The SEQRA FEAF submitted is included in Attachment A. In accordance with the request from Town of Greece, this supplemental text, SEQRA FEAF, and some attachments have been updated to reflect updates to the proposed action since the August 2021 submission. All updates within this supplemental text will be in blue colored text.

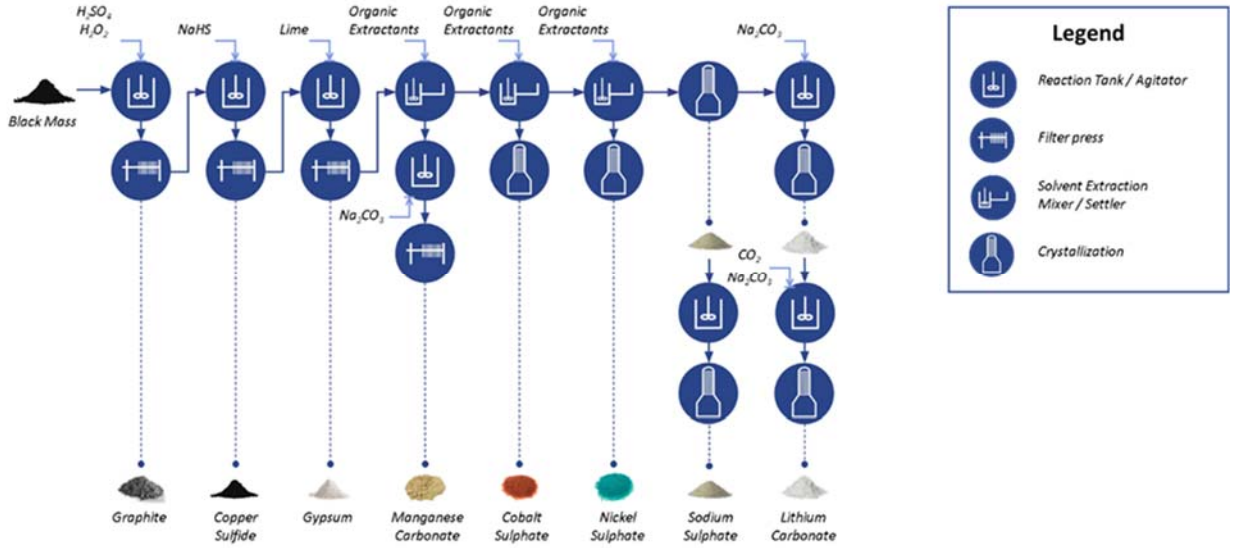
McLaughlin Road is a private road, owned and maintained by Ridgeway Properties, south of the intersection with Ridgeway Avenue. The Hub will be located on all of the real property with a tax parcel identification number of 089.04-1-3.21 and a current address of 205 McLaughlin Road and on a portion of the real property with a tax parcel identification number of 089.04-1-3.22 and a current address of 50 McLaughlin Road, Town of Greece, Monroe County, New York (collectively, referred to as "**205 McLaughlin Road (Private)**." The Warehouse will be located on another portion of the real property with

a tax parcel identification number of 089.04-1-3.22 and a current address of 50 McLaughlin Road, Town of Greece, Monroe County, New York (hereinafter referred to as "**50 McLaughlin Road (Private)**." Both Lots were formerly a part of the Eastman Business Park – South **("EBP-South**"). As illustrated below, the Lots are located in the area known as EBP-South on currently undeveloped land. The proposed action will include associated site improvements to grading, roadways, the rail spurs and stormwater management features. See Attachment B for a Figure illustrating the Facility's proposed site plan.

At present, most Lithium-ion ("**Li-ion**") rechargeable batteries, which are increasingly powering our world in automotive, industrial, utility, residential energy storage, and consumer electronic applications, end up in landfills. Li-Cycle is a clean technology company that processes black mass concentrate – a product generated from the recycling of Li-ion batteries - as its feedstock to recover and refine valuable, non-renewable resources, such as lithium, nickel, cobalt and manganese. The Facility's end-products are sold for reuse in new Li-ion battery production or other applications in the broader economy.

The proposed Facility is expected to create approximately 600 construction jobs and ~~160~~ 130 new, permanent jobs, while generating increased tax revenue for the benefit of the surrounding communities.

The Facility will use state-of-the-science hydrometallurgical equipment to manufacture battery grade nickel in the form of nickel sulfate hexahydrate crystals, battery grade cobalt in the form of cobalt sulfate heptahydrate crystals, battery grade lithium in the form of lithium carbonate, graphite concentrate, copper sulfide, gypsum, manganese carbonate, and anhydrous sodium sulfate from the black mass concentrate raw material. See the Figure below which provides an overview of Li-Cycle's ~~patented and~~ proprietary hydrometallurgical process that is protected by 20 patents and patents pending.



1.1 Full Environmental Assessment Form (FEAF)

The proposed action is a Type 1 action under SEQRA. The FEAF is designed by the NYSDEC specifically for use with Type I Actions. The FEAF has three parts. The first part (Part 1) is filled out by the applicant, or project sponsor, in this case – Li-Cycle. The second and third parts (Parts 2 and 3) are the responsibility of the lead agency.~~; although to assist the lead agency and other reviewing agencies.~~

Part 1 of the FEAF provides details that will help the reviewing agency understand the location, size, type, and characteristics of the proposed project. Li-Cycle has completed the form using information prepared as part of the approval submission along with maps, plats, or other studies derived from exploring the

information available through readily and publicly available information. Part 2 ranks the potential environmental impacts of the project.

Part 3 is used by the lead and reviewing agencies to assess whether or not, in light of the mitigation measures incorporated into the project, the potential impacts identified in Part 2 are deemed to be insignificant and thereby justify a negative declaration of environmental significance, or if a draft environmental impact statement ("**DEIS**") is required. If the lead agency determines that a DEIS is required, Part 3 can also be used to identify the scope (topics to be considered in more detail) for that evaluation.

In this SEQRA Supplement, each section of the FEAF is separately supplemented to 1) explain how each potential environmental impact identified in the FEAF was either not of potential environmental significance or was mitigated, and 2) provide additional details of the mitigation measures employed.

1.2 Environmental Justice

Although not formally a requirement of the SEQRA FEAF, Li-Cycle recognizes that the NYSDEC has developed requirements to address Environmental Justice ("**EJ**") impacts from major projects[1]. The NYSDEC policy, CP-29, provides guidance for incorporating EJ considerations into the NYSDEC environmental permit review process and the application of SEQRA. The policy is written to assist NYSDEC staff, the regulated community and the public in understanding the requirements and review process. "*Environmental Justice" or "EJ" is defined as the fair treatment and meaningful involvement of all people regardless of race, color, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people, including a racial, ethnic, or socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies.*

This policy identifies potential EJ areas; providing information on environmental justice to applicants with proposed projects in those communities; enhancing public participation requirements for proposed projects in those communities; establishing requirements for projects in potential EJ areas with the potential for at least one significant adverse environmental impact; and providing alternative dispute resolution opportunities to allow communities and project sponsors to resolve issues of concern to the community.

This policy promotes the fair involvement of all people in the environmental permit process. It does this by training and educating NYSDEC staff on environmental justice; providing public access to NYSDEC permit information; incorporating EJ concerns into NYSDEC's permit review process; and pursuing technical assistance grants to enable community groups in potential EJ areas to more effectively participate in the environmental permit review process.

Li-Cycle understands these concerns and has performed an analysis of the environmental impacts that this Facility could have on potentially affected EJ communities adjacent or in close proximity to the proposed project location.

CP-29 defines a "*Major Project"* as any action requiring a permit identified in Section 621.2 of Title 6 of the Official Compilation of Codes, Rules and Regulations of the State of New York (6 NYCRR Part 621.2), which is not specifically defined as minor. "*Minor projects"* are projects which by their nature and with respect to their location are not likely to have a significant impact on the environment.

[1] Commissioner Policy–29 (CP-29), Environmental Justice and Permitting, NYSDEC Policy (19 March 2003).

The figure below depicts the location of the Facility and the location(s) of potential EJ areas adjacent or in close proximity to the project site. From a stormwater, waste and wastewater impact perspective, the Facility would qualify as a Minor Project. From an air quality perspective, the Facility also qualifies as a Minor Project because it is a Non-Major Source (i.e., a Minor Source).

From an EJ perspective, Li-Cycle believes the Facility qualifies as a *Minor Project* that would not be likely to have a significant impact on the environment – thereby satisfying the EJ analysis requirement.

2. FEAF PART 1 - PROJECT AND SETTING

Part 1 of the FEAF provides details that help the reviewing agency understand the location, size, type, and characteristics of the proposed project. Li-Cycle has completed the form using information prepared as part of the approval submission along with maps, plats, or other studies from the information available through readily and publicly available information.

2.1 Section A – Project and Applicant/Sponsor information

This section includes information on the proposed action and the contact information for the proposed project, including Project Sponsors and Project Contact.

Ajay Kochhar - Co-Founder, President & CEO, Executive Director

Responsible for strategic oversight of Li-Cycle's and its parent corporation's various functional business units, which includes Commercial, Technical (Health, Safety, Environment and Quality/HSEQ, Operations, Commercialization, Research and Development) and Shared Services. Additionally, Ajay supports the development of international growth initiatives for the company in collaboration with Li-Cycle's Corporate Development team.

Tim Johnston - Co-Founder, Executive Chairman

With more than 15 years of experience, Tim has overseen the development and operation of battery, metals, industrial minerals, and large infrastructure assets. Tim brings a wealth of knowledge to his current position with Li-Cycle, where his portfolio consists of overseeing research and development, as well as leading capital projects and operations.

Tim is an Executive Sponsor for the Hub Project.

Chris Biederman - Chief Technology Officer

Chris Biederman is a Professional Engineer with 15 years of process engineering experience. At Li-Cycle, Chris' portfolio includes the management of the company's intellectual property portfolio, the commercialization of intellectual property, and oversight of capital projects. He also provides safety and technical leadership for the organization.

Chris is the Project Sponsor and a Project Contact for the Hub Project.

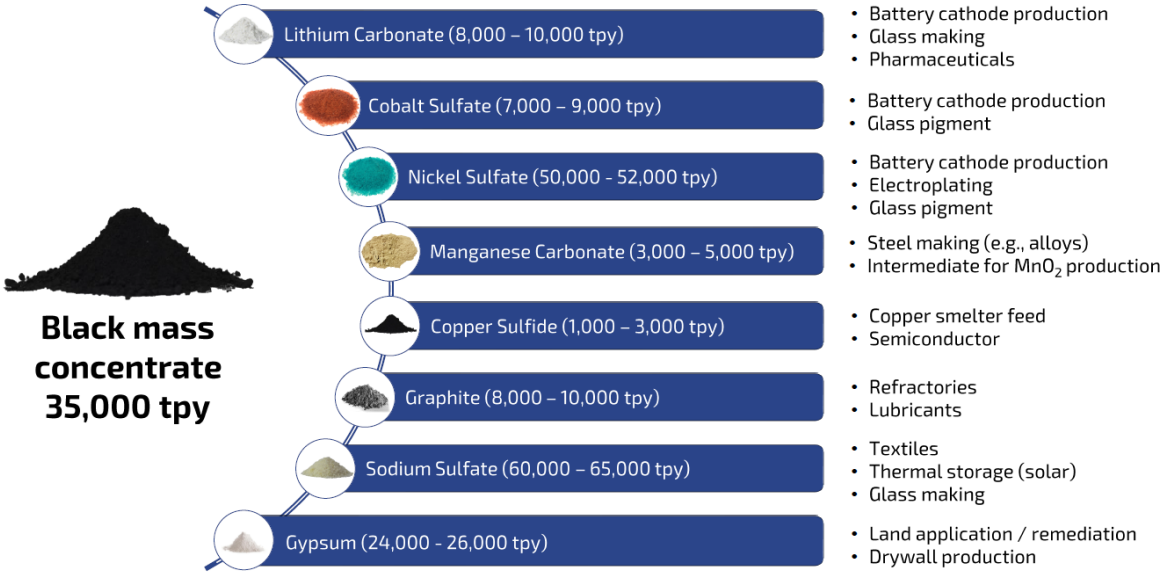
Kurtis Boehm - Project Manager for Hub Capital Projects

Kurtis Boehm is a Licensed Professional Engineer with 15 years of structural engineering, project management, and construction execution experience.

As Li-Cycle's Senior Engineering and Construction Manager and the Hub Project Manager, Kurtis is responsible for overseeing various aspects of the Project.

Chris Biederman, Li-Cycle's Chief Technology Officer, is the Project Contact. Other members of Li-Cycle's Senior Management team are as shown above.

Li-Cycle is proposing to construct and operate a hydrometallurgical processing facility at the Hub Lot to extract and refine high-value metals and other materials from black mass concentrate. The Facility will use low heat, water-based, chemical processes to produce the following products from black mass concentrate: nickel sulfate hexahydrate crystals (battery grade), cobalt sulfate heptahydrate crystals (battery grade), lithium carbonate (battery grade), graphite concentrate, copper sulfide, synthetic gypsum (calcium sulfate with minor quantities of aluminum hydroxide and ferrous hydroxide), manganese carbonate, and anhydrous sodium sulfate.



There is a market for all of these materials. All of these products will be sold. Nickel sulfate, cobalt sulfate, and lithium carbonate will be sold as precursor chemicals for the manufacture of new lithium-ion batteries or other specialty manufacturing industries.

Li-Cycle has entered into a long-term ground lease with Ridgeway Properties for the Hub Lot, and after receipt of applicable permits and approvals, Li-Cycle will construct its hydrometallurgical manufacturing facility on the Hub Lot to process black mass concentrate, primarily, into nickel sulfate, cobalt sulfate and lithium carbonate. In addition, Li-Cycle is in the process of entering into a long-term building lease for the Warehouse Lot with the property owner, and who will, after receipt of applicable permits and approvals, ~~will~~ construct a building to suit Li-Cycle's need for a warehouse, future QA/QC laboratory, future R&D pilot production line, visitor center, administrative offices and parking to the support the manufacturing operations on the Hub Lot.

2.2 Section B – Government Approvals

This section identifies the government approvals required to proceed with the proposed action. Subsections a-i further break down the approval process at the local, state, and federal levels.

Town of Greece Approvals

Subsection i(i) and (ii) are automatically populated by the NYSDEC EAF mapper tool. Note that, with respect to Subsection i(ii), although the Town of Greece does have a Local Waterfront Revitalization Program, the Lots for the Facility are not within the Coastal Zone.

The Town of Greece has indicated to Li-Cycle that the Town Board is requiring a special use permit because the Town Board wants to assure itself that the hydrometallurgical operations at the Facility are adequately designed and engineered, and will be neither noxious nor injurious to the public. The Facility requires approval from the Planning Board of the Town of Greece for the Facility's site plan and for the subdivision (by way of splitting) of the Lots by Ridgeway Property into separate parcels. After such subdivision, Li-Cycle understands that an entity to be formed, which may be known as Ridgeway Property II, LLC, will be the legal landowner of the Hub Lot, while a joint venture (JV) will likely be the legal owner of the Warehouse Lot.

In addition, the Facility's bulk storage tanks containing hazardous ~~substances, petroleum~~ flammable and/or combustible materials require a Special Permit from the Zoning Board of Appeals of the Town of Greece. Also, Li-Cycle will be seeking a variance from the Town's Building Inspector to allow 24 hours per day, 7 days per week construction of the manufacturing facility on the Hub Lot, which is located a minimum of approximately ~~1,700~~ 1,400 linear feet from the nearest residence. To help mitigate nighttime noise impacts, construction of the warehouse facility will performed ~~12~~15 hours per day (7AM to ~~7PM~~10PM) during weekdays.

County of Monroe Approvals

Li-Cycle is also seeking approval of grants for the Facility related to sales tax, mortgage tax and real property abatements from the Monroe County Industrial Development Agency and approval of an incentive package from the Empire State Development Corporation.

Li-Cycle will need the approval of RED-Rochester to hook up the Facility to a nearby municipal water line, and the approval of Monroe County Pure Waters to discharge the Facility's sanitary waste into one of the nearby sewers. Because the hydrometallurgical process for Li-ion black mass concentrate is designed for all practical purposes to be zero liquid discharge with only the Bleed Treatment system generating minimal process waste water in excess of need (a distillate water whose quality exceeds that of drinking water), the Facility's process waste water will be discharged through the RED-Rochester industrial sewer system in EBP-South to the Kings Landing treatment facility and not to the Monroe County Pure Waters system. In addition, the Facility's stormwater collected in any secondary containment area will be discharged through the RED-Rochester industrial sewer system in EBP-South to the Kings Landing treatment facility.

New York State Approvals

On a State level, Li-Cycle will be seeking the following permits, approvals and registrations from NYSDEC: (i) a State Pollution Discharge Elimination System ("**SPDES**") General Permit for Stormwater Discharges from Construction Activities, Permit No. GP-0-20-001; (ii) a SPDES Multi-Sector General Permit for Stormwater Discharges Associated with Industrial Activity, Permit No. GP-0-17-004; (iii) an Air State Facility Permit, (iv) Chemical Bulk Storage registration, and (v) a Petroleum Bulk Storage registration.

Federal Approvals

Based on a wetlands delineation prepared by Terrestrial Environmental Specialists Inc. (TES) in November 2016 and confirmed by United States Army Corp of Engineers (USACE) in November 2017, the Facility ~~may~~ should not impact any Federal wetlands. Li-Cycle is in the process of confirming that the 2017 determination is still valid. ~~Regardless,~~ The construction of the Facility will under no circumstances disturb more than 0.25-acre of federal wetlands and will ~~endeavor~~ not to encroach within ~~75~~ 85 ft of remaining federal wetlands. The construction of the Facility, therefore, would in any event, have met ~~meets~~ the requirements of Nationwide Permit #39 under Section 404 of the Clean Water Act of the United States Army Corps of Engineers ("**USACE**") for the discharge of materials into a non-tidal federal wetland associated with commercial and institutional developments not causing a loss of greater than 1/2-acre, as well as for the related NYSDEC Section 401 Blanket Water Quality Certification~~.; provided that Li-Cycle timely submits a pre-construction notification to the USACE district engineer prior to commencing the activity and complies with all of the related Required General Conditions and Special Conditions. The NWP process includes the requirement for USACE to complete an environmental assessment under the National Environmental Policy Act.~~

Li-Cycle will ~~also~~ be applying to the United State Environmental Protection Agency for an EPA RCRA Waste Generator ID Number. The Facility will qualify as a Small Quantity Generator of Hazardous Waste – primarily generated from the use of solvents for cleaning and maintenance activities.

In addition, because the Facility structures will be located in proximity to one or more navigation pathways that may impact the Frederick Douglas - Greater Rochester International Airport, Li-Cycle will be filing a *Form 7460-1 - Notice of Proposed Structure* with the Federal Aviation Administration. A table outlining all of the government approvals required is included in Attachment C. Similar to ~~Nevertheless~~ the ~~hydrometallurgical~~ nearby Chiller Plant of RED-Rochester located in Building 511, the hydrometallurgical facility's tallest structure is ~~less than~~ approximately ~~85~~ 98 feet above final grade elevation. ~~while the~~

~~nearby Chiller Plant of Red Rochester located in Building 511 on the southwest side of the Hub Lot readily exceeds 100 feet in height.~~

2.3 Section C – Planning and Zoning

This section identifies the planning and zoning implications for the proposed action. This section is broken down into four Subparts. Information in response to each subpart is provided in this section.

2.3.1 Section C.1 - Planning and Zoning Actions

The Lots are zoned as Industrial General (IG) and located within the Economic Development and Innovation Overlay District (EDIO) according to the Town of Greece ("Town") zoning map published 19 March 2020. A copy of the Zoning Map is attached as Attachment D. Therefore, the proposed action does not involve a legislative change to the Town of Greece's zoning laws. The proposed use is permitted, subject to issuance of a Special Use Permit from the Town Board of the Town of Greece.

Based on discussions with representatives of the Town of Greece, the proposed action will require Site Plan Approval by the Town Planning Board, two subdivision approvals by the Town Planning Board, and special permit approval from the Zoning Board of Appeals for the bulk storage of hazardous, flammable and/or combustible materials in tanks that have an individual or aggregate storage capacity greater than 1,000 US gallons. The applications for the approvals noted above were submitted throughout the month of October 2021.

2.3.2 Section C.2 - Adopted Land Use Plans

All of the land comprising the Lots is located within the Town of Greece. The majority of land comprising the real property of Ridgeway Properties from which the Lots will be subdivided is zoned IG - General Industrial, with some land abutting Ridgeway Avenue being zoned BP – Professional Office. All of the land from which the Hub Lot and Warehouse Lot will be subdivided is from land that is currently zoned General Industrial, such that none of the land of Ridgeway Properties zoned BP – Professional Office will be part of the Lots.

Because the Lots are restricted to industrial zoning, the Facility's proposed use for Li-ion black mass concentrate processing to manufacture nickel sulfate hexahydrate, cobalt sulfate heptahydrate, lithium carbonate and manganese carbonate, among other products, is consistent with the Town of Greece Comprehensive Plan dated February 25, 2020 ("Comprehensive Plan"), which in pertinent part states that the Lots should be used for manufacturing.

Specifically, the proposed Facility promotes the Comprehensive Plan's goal to expand opportunities for industrial growth and employment and encourage continued development, expansion, and innovation in the commercial/industrial areas of the Town of Greece. The Comprehensive Plan also recommends evaluating bulk zoning requirements to maximize use of existing industrial land.

Although located outside of the land controlled by the primary environmental easement for NYSDEC Site ID No. 828177, a separate environmental easement was established by the Kodak with the NYSDEC on October 31, 2012 for the Ridgeway Properties' ~~lane~~land, including the Lots, restricting the use of the Lots to commercial and industrial uses and subjecting the successors and assigns of the Kodak who will use the Lots, such as Ridgeway Properties and Li-Cycle, to the Site Management Plan for EBP-S ("**SMP**"). Additional information on the status of the EBP-S remediation Site is included in Attachment E.

The Lots are also located between 0.25 miles and 0.5 miles from the bed of the former Erie Canal, and therefore, within the New York State Heritage Area West Erie Canal Corridor. The Lots, nevertheless, are

not located within any other local or regional special planning district or otherwise listed in any adopted municipal open space plan or farmland protection plan.

2.3.3 Section C.3 - Zoning

Li-Cycle is not requesting any zoning changes as part of the proposed action. The proposed action is allowed as a specially permitted use of an industrial area. Based on discussions with representatives of the Town of Greece, the proposed action ~~will require~~ requires a special use permit from the Town Board, subdivision and site plan approval by the Town Planning Board, and a special permit from the Town Zoning Board of Appeals for the bulk storage tanks. The special use permit application was submitted in August 2021, and the site plan application and special permit applications were submitted to the Town of Greece in October 2021. Li-Cycle will also be requesting a variance from the Building Inspector to allow 24/7 construction at the Hub Lot pursuant to Section 139-5(B) of the Town Code.

2.3.4 Section C.4 - Existing Community Services

This Section identifies existing local community services which potentially will be impacted by the Facility. The proposed Facility, nevertheless, is not expected to change or increase the use of any existing community services.

The Facility will have a security system, including security fencing around the Hub Lot, such that it will not impose any additional burden on the Town of Greece Police Department. Because the Ridge Road Fire Department is well-equipped and well-trained, and is experienced in dealing with industrial incidents, the Facility is not expected to have an additional impact on the Fire Department. Nevertheless, Li-Cycle is providing technical information, training, equipment, and support to the Ridge Road Fire Department to assist in the Fire Department's understanding of the Facility's raw material, chemical inputs, processes and products. In addition, as additional mitigation measures, Li-Cycle is providing the Fire ~~department~~ Department with space within its maintenance building for pre-planned firefighting supplies and equipment and an area inside the Hub's security fencing near the control center to use as a rallying point, and Li-Cycle is logically numbering its buildings and process areas within the Hub Lot from the control building outward to allow each area to be intuitively located.

No community parks serve the Ridgeway Property, and therefore, there are no impacts expected to any community parks from the Facility. There is already a Rochester Genesee Regional Transportation Authority ("**RGRTA**") bus stop at the corner of Ridgeway Avenue and McLaughlin Boulevard intersection weekdays from 5:45 a.m. to 7:40 a.m. and the regular RGRTA on Demand Service in the Lexington Zone that, among other things, serves a bus stop at 1220 Lee Road just south of Ridgeway Avenue, which is a 600 yard walk to either Lot. Sidewalks are in place along both sides of Ridgeway Avenue from Mount Read Boulevard to the Lee/Latona Road intersection. In addition, shoulders are provided along both sides of Ridgeway Avenue to allow for bicycling.

2.3.5 Section D - Project Details

2.3.5.1 Section D.1 - Proposed and Potential Development

This proposed action is industrial in nature, including the construction of the Li-Cycle Hub facility. Specifically, the action is the construction and operation of a warehouse and hydrometallurgical manufacturing operation to produce commercially valuable metals from Li-ion black mass concentrate at a single location. Li-Cycle's raw material and final product warehouse and administration building supporting the Hub manufacturing facility will be located on the northern portion of the greater property more closely situated near Ridgeway Avenue. The Lots will be subdivided from two Ridgeway Properties' tax lot within the EBP-S. The Hub Lot will be approximately 41.06 acres (all of Tax Parcel No. 089.04-1-

3.21 combined with portion of Tax Map Parcel 089.04-1-3.22). The Warehouse Lot will be approximately 25 acres subdivided from Tax Map Parcel 089.04-1-3.22.

The processing and manufacturing portions of the Facility will be constructed on the Hub Lot. The east side of the Hub Lot will be temporarily used for construction laydown and construction parking, and also includes the two existing and one new rail spurs that will be extended approximately 1,000 linear feet east from the existing terminus on the south side of the Hub Lot. The total acreage that will be disturbed within the Lots is approximately 41 acres, and another approximate 1 acre will be disturbed within the land retained by Ridgeway Properties to extend McLaughlin Road (Private) from the southern boundary of the Warehouse Lot and along the eastern property line of Building 502 to the Hub Lot, and to construct the guardhouse and traffic loop. The ~~southern terminus of McLaughlin Road (Private) will also include a~~ traffic loop ~~to~~ will allow misdirected traffic to readily return to the north without impeding access to the Hub Lot's security gate.

With receipt of the variance allowing 24/7 construction on the Hub Lot, Li-Cycle expects to complete construction of the Facility within twelve consecutive months, if practicable; however, construction may take longer, depending upon weather conditions and delivery of long-lead equipment purchases. Li-Cycle's current business plan projects the commencement of construction activities starting in December 2021-January 2022. The project will be completed in one phase.

The Facility will consist of the construction of approximately 20 separate structures and processing areas, as well as ancillary roads, parking, and product loading, unloading, storage and delivery equipment. Each part of the manufacturing process will be grouped separately in a structure and/or area, and will be enclosed as necessary to maintain operational efficiency or mitigate noise impacts. Enclosed structures will be heated/cooled/vented as required by health, safety, and building codes.

Runoff from the Lots outside of the secondary containment areas under normal storm events, will percolate into biofiltration areas and then flow to the Ridgeway Properties' constructed stormwater detention ponds, which was designed to serve its real property in EBP-S at hypothetical full development, including the Lots upon which the Facility will be constructed. This approach to stormwater management will meet the Town of Greece's 30% reduction requirements.

Please refer to updated Attachment B for an aerial layout of the detention pond and ~~ditches~~ stormwater management features.

2.3.5.2 Section D.2- Project Operations

Section D.2.a – Excavation, mining, or dredging during construction or operations

The Site will be leveled and graded as necessary, and consistent with the requirements of the SMP for EBP-S, with any excess soils from any excavation, including foundations, placed elsewhere on the Ridgeway Properties land comprising a portion of the EBP-S, in accordance with the SMP and NYSDEC approvals. No dredging is expected for construction of the proposed activity. Site soils will be managed on the Lots and the other land of Ridgeway Properties in accordance with good construction management practices and the SMP. All construction entrances to each of the Lots will be equipped with a dust control/dirt knock down pad. The laydown yard on the east side of the Hub Lot will be surfaced with an aggregate prior to use in order to mitigate dust and erosion concerns.

The utility tie-ins to RED-Rochester facilities, and the installation of the rail spurs on the Hub Lot, will also be performed in accordance with the SMP requirements.

In addition, although Li-Cycle is not aware of the presence on the Lots of any soils containing solid wastes or hazardous waste at the time of the writing of this document, an ERM qualified environmental professional will be on-site when any excavation occurs on the Lots. This is planned due in part to the

adjacency of the plume of contaminated groundwater emanating from off-site Solid Waste Management Unit (SWMU S-091) that was remediated by Kodak as part of NYSDEC Permit No. 8-2614-00205/00104, and is now known as OU2 associated with NYSDEC Site ID No. 828177, such that the Lots are subject to the oversight necessary to demonstrate compliance with the requirements of the EBP-South SMP. In addition, the Weiland Road Landfill which is covered by the primary environmental easement for NYSDEC Site ID No. 828177 is located proximate to the northwest corner of the Warehouse Lot. The qualified environmental professional will be tasked with identifying and segregating soils containing potential solid or hazardous wastes, if any, for storage, treatment and/or disposal in accordance with the SMP and all applicable laws.

Section D.2.b – Alteration of, increase or decrease in size of, or encroachment into wetlands, waterbody, shoreline, beach or adjacent area

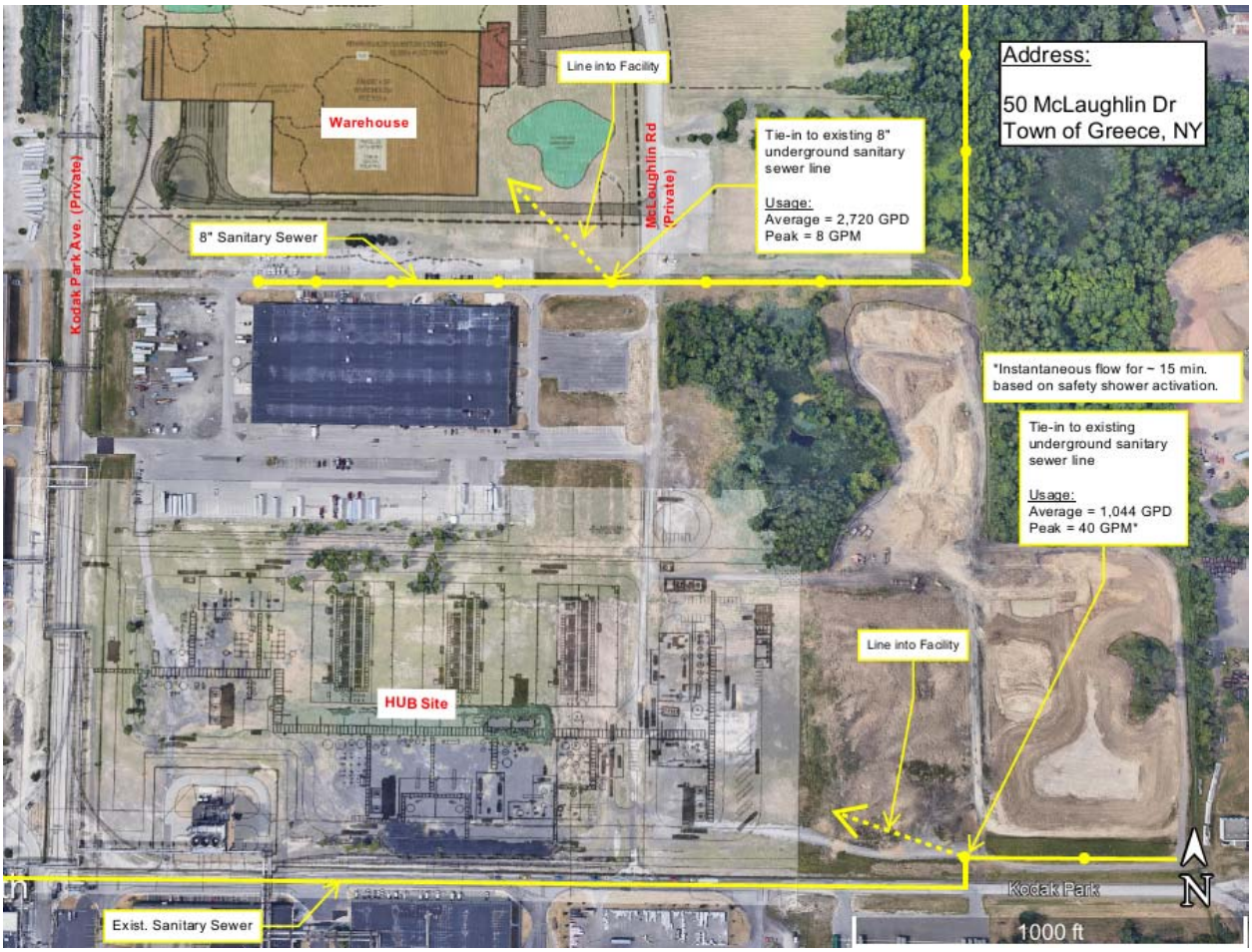
Paddy Hill Creek is located off-site, across Ridgeway Avenue and Latona Road, approximately 1,700 feet to the west of the northwest corner of the Warehouse Lot. Paddy Hill Creek has been channelized by the construction of I-390 to flow in a south to north direction adjacent to the east side of I-390. The proposed action is not expected to affect, disturb or alter the bed or bank of Paddy Hill Creek. Flows from the stormwater detention pond installed by Ridgeway Properties to the east of the Lots are, in fact, designed to decrease the peak stormwater runoff from the Ridgeway Properties' land, including the Lots, to Paddy Hill Creek by 30% of the calculated pre-construction conditions. There will be no disturbance of bottom sediments or destruction or removal of aquatic vegetation.

There are no mapped New York State wetlands on or immediately adjacent to the Lots. There are no federal wetlands on the Lots. There are, however, federal wetlands off-site to the east of the Lots, and to the north of the east end of the Hub Lot and the adjacent stormwater detention pond installed by Ridgeway Properties. The development of the Facility will not encroach upon and will impact less than 0.25 acres of these federal wetlands.

Section D.2.c – Use, or create a new demand for water

The operation of the Facility will permanently consume energy, black mass concentrate, chemical inputs, and water to produce the lithium, nickel, cobalt, manganese and other products. The Lots are served by RED-Rochester, LLC ("**RED-Rochester**") for electricity, steam, process water supply, demineralized water supply, fire water supply, chilled water supply and industrial sewer, and through an arrangement with Monroe County Water Authority ("**MCWA**"), for potable water supply.

The Lots are served by Monroe County Pure Waters ("**MCPW**") for sanitary sewer services. There is a 20' wide sanitary sewer easement running from west to east approximately 150 feet to the south of the south boundary of the Warehouse Lot, and a 25' wide easement to the Town of Greece and Rochester Gas and Electric Corporation for water main and gas main in the northwest corner of Ridgeway Properties land approximately 150 feet northwest of the northwest corner of the Warehouse Lot. There is also a 30' wide sanitary sewer easement and a 20' wide water service easement running east/west adjoining the south boundary of the Hub Lot. The Warehouse Lot will connect to 20' wide sanitary sewer easement running from west to east approximately 150 feet to the south of the south boundary of the Warehouse Lot, and the Hub Lot will connect into the 30' wide sanitary sewer easement running east/west adjoining the south boundary of the Hub Lot.



Please refer to updated Attachment F for supporting documentation from RED-Rochester, MCPW and MCWA that the existing utilities on or near the Lots have sufficient capacity to meet anticipated demands and flows. Final connection lines will need to be constructed. Those lines from the boundary line of the Lots to the Facility's buildings and equipment will be owned and maintained by Li-Cycle. The connection lines outside of the boundary line of the Lots will be dedicated to the appropriate utility, and/or RED-Rochester.

Section D.2.d – Generation of liquid waste

The Li-Cycle Hub is designed as a zero liquid discharge ("**ZLD**") facility for industrial/process wastewater, with only the bleed treatment system generating minimal process wastewater in excess of need. Most of the process wastewater stream will be managed through the on-site evaporator and crystallizer systems with the residual wastewater managed using a properly permitted and approved off-site solid waste disposal facility. The occasional excess distillate water and condensate (primarily steam condensate) will be treated in the bleed treatment system, as needed. Li-Cycle ~~is still in the process of identifying~~ has confirmed that RED Rochester's industrial sewer will be the final disposition ~~and flow rate~~ for industrial wastewater discharge. The warehouse, QA/QC laboratory, R&D pilot production line, visitor center and administrative building on the Warehouse Lot will discharge to the MCPW's sanitary sewer. The Facility will not use groundwater. Please refer to updated Attachment F for supporting documentation from RED-Rochester and MCPW that the existing utilities on or near the Lots have sufficient capacity to meet anticipated demands and flows.

Non-Applicability of Effluent Guideline Categorical Standards to Li-Cycle's Wastewater Discharge

The Li-Cycle Hub facility is classified under Standard Industrial Classification ("SIC") Code 2819 - *Industrial Inorganic Chemicals, Not Elsewhere Classified.* This SIC Code does fall under a series of Federal Effluent Guideline Concentration Limits (more commonly referred to as "Categorical Standards") for wastewater discharges as codified at 40 CFR Part 415: INORGANIC CHEMICALS MANUFACTURING POINT SOURCE CATEGORY.

The Part 415 Source Category is further refined, based on the product(s) being manufactured. These subparts range from 40 CFR Part 415 Subpart A through Subpart BO. Two specific subparts - - Subpart AS – Lithium Carbonate Production Subcategory, and Subpart BM – Cobalt Salts Production Subcategory - - have potential applicability to the Li-Cycle process. Therefore, a review of the applicability requirements for each of these two subcategories was performed.

For the Lithium Carbonate Production Subcategory, applicability of these requirements is limited to discharges resulting from the production of lithium carbonate by the Trona process[2] and from spodumene ore (40 CFR 415.450). Li-Cycle's process does not employ the Trona process and the lithium carbonate production is derived from black mass concentrate feedstock from recycled Lithium-ion batteries. Therefore, the Li-Cycle process is not subject to this Subpart AS effluent guideline subcategory.

The Cobalt Salts Production Subcategory requirements are applicable to discharges and the introduction of pollutants into treatment works which are publicly owned resulting from the production of cobalt salts (40 CFR 415.650). Li-Cycle's intermittent discharges will be to RED-Rochester's Kings Landing Wastewater Treatment Plant – a private treatment plant that operates under an individual SPDES permit issued by the NYSDEC. RED-Rochester has already set discharge limits for cobalt (and lithium) into the RED-Rochester industrial sewer system (as discussed elsewhere in this document). Therefore, the Li-Cycle process is not subject to this Subpart BM effluent guideline subcategory.

This applicability analysis concludes that the discharge of the Bleed Treatment system waste water in excess of need (a distillate water whose quality exceeds that of drinking water) is not subject to Categorical Standards codified at 40 CFR Part 415.

Section D.2.e – Disturbance of one or more acre and stormwater runoff during construction or post construction

Although Li-Cycle is committed to the minimization of impervious surfaces, the proposed Facility will transform over 60% of the currently pervious area into impervious areas (pavement, tanks and/or constructed buildings). An increase in impervious area as a result of the development will increase stormwater runoff which requires treatment for water quality and storage for quantity (detention) prior to eventual discharge. Construction stormwater flows will be managed per the requirements of a SPDES General Permit for Stormwater Discharges from Construction Activity, Permit No. GP-0-20-001. The focus of construction stormwater management will be to employ engineering controls to prevent silt, soil and waste materials from running off of the Lots while the surface of the Lots is disturbed. Common among these engineering controls are filter socks, silt fencing, straw bales and temporary impoundments.

To the extent practicable, Li-Cycle's grading plan will minimize the overland flow of stormwater runoff from the Lots to adjacent properties.

[2] **Trona** (trisodium hydrogendicarbonate dihydrate, also sodium sesquicarbonate dihydrate, $Na_2CO_3 \cdot NaHCO_3 \cdot 2H_2O$) is a non-marine evaporite mineral.[3][5] It is mined as the primary source of sodium carbonate in the United States

The current owner of the Lots, Ridgeway Properties, as part of a now abandoned redevelopment plan for its EBP-S land, recently installed one or more stormwater detention ponds to handle the increased stormwater runoff from that planned redevelopment of its EBP-S land, which encompassed both Lots. Those detention ponds were sized to meet the Town of Greece's requirement that the post development discharge from all storm events be reduced by 30% of the pre-developed conditions, in addition to meeting the NYSDEC stormwater requirements. The Facility's civil engineers (Hargrove for the Hub Lot and Bergmann for the Warehouse Lot) have confirmed that there is sufficient capacity in the Ridgeway Properties' detention ponds to accommodate the stormwater flows from the Facility, and Ridgeway Properties' other land, while meeting the Town's requirement that the post development discharge from all storm events be reduced by 30% of the pre-developed conditions.

As such, the design and sizing of the existing detention ponds already account for the discharge rate of a combined 40 acres of impervious surfaces on the two Lots comprising the Facility. A technical memorandum that summarizes design details and calculations for the Hub site is provided in updated Attachment G. A drawing that details stormwater detention pond(s) recently installed by Ridgeway Properties to support the development of the Lots is also provided in updated Attachment G. Calculations and design details for the warehouse stormwater management features ~~will be~~ have been provided for review in advance of the Town's Site Plan Review.

Post-construction stormwater falling on the Hub Lot is expected to be managed through coverage under the NYSDEC's SPDES Multi-Sector General Permit for Stormwater Discharges Associated with Industrial Activity, Permit No. GP-0-17-004. Li-Cycle does not intend to store black mass concentrate, its chemical inputs or its products in containers outside, although machinery, pipe lines, storage tanks, silos and equipment containing chemicals, products and materials in process will be located outside in un-roofed areas. The Hub and Warehouse facilities will manage stormwater in compliance with NYSDEC and Town of Greece requirements.

Updated Attachment G also includes the draft electronic notification of intent (eNOI) to be covered by SPDES General Permit for Stormwater Discharges from Construction Activity - GP-0-20-001 and the draft Construction Stormwater Pollution Prevention Plan (CSWPPP) for the Hub facility. The Warehouse CSWPPP and eNOI were previously submitted to the Town of Greece. Li-Cycle has received comments on the Warehouse CSWPPP and it is currently being revised. The Warehouse CSWPPP will be resubmitted when comments are addressed.

Section D.2.f – Use of onsite sources of air emissions

Temporary Air Emissions from Construction

During construction of the Facility, the proposed action will include the use of petroleum fueled mobile sources of air emissions, including heavy equipment, cranes, generators, skid tanks, construction workers' personal vehicles and truck and potentially diesel train engines bringing parts, equipment and other construction materials to the Lots, which will have exhaust emissions. There will also be air emissions associated with earth moving and asphaltic paving, welding, the cutting and sawing of materials, the application of roofing materials, paints and other surface coatings, and the application of other weatherproofing, adhesives and insulating materials.

During the times when excavation and/or grading is occurring as part of the construction of the Facility, the qualified environmental professional retained by Li-Cycle to identify any soils containing solid or hazardous waste for segregation and proper disposal will also be tasked with conducting real-time air monitoring for volatile organic compounds and/or particulate levels at the perimeter of the Lots in accordance with the EBP-South SMP and NYSDEC's Community Air Monitoring Program ("CAMP") requirements. Volatile organic compound concentrations will be monitored at the downwind perimeter of

the disturbed area and upwind concentrations will be measured at the start of each workday and periodically thereafter to establish background conditions.

Particulate concentrations will be monitored continuously at the upwind and downwind perimeters of each of the Lots when activities will be disturbing soil on the Lot. The particulate monitoring will be performed using real-time dust monitoring equipment capable of measuring particulate matter less than 10 micrometers in size ("PM_{10}").

After construction, the proposed action will use petroleum fueled front end loaders, industrial trucks, fleet vehicles, train engines, and semi-truck/trailers in daily operation at the Facility which will have exhaust emissions. In addition, the Facility will be equipped with a diesel-fuel emergency generator that would have minor exhaust emissions. Employees and visitors will also be driving their personal vehicles, which will have exhaust emissions, to and from the Lot.

Air Emissions from Facility Operations

The proposed Facility also includes air emissions from its operations, which will require an Air State Facility (ASF) permit to be issued by NYSDEC prior to commencement of construction or operation. Operational air emissions are associated with the tanks, evaporators and packaging equipment that are part of the processing of the black mass concentrate. Facility process air emissions will be vented through air pollution control devices, such as dust collectors, activated carbon adsorption canisters and wet scrubbers. Nonetheless, although process emissions will be vented through air pollution control devices, there will also be minor or trace air emissions from process sources that do not require emissions controls, such as rail car unloading operations, as well as fugitive emissions through doors, windows and comfort fans.

The Facility will use the following wet raw materials and chemical inputs, and produce the following wet products and byproducts, with which minimal quantities of dust will be associated: black mass concentrate, sulfuric acid, sodium hydroxide, hydrogen peroxide, solvent extraction diluent, extractants and modifiers, liquid oxygen, liquefied carbon dioxide, copper sulfide, synthetic gypsum (calcium sulfate with minor quantities of aluminum hydroxide and ferric hydroxide), manganese carbonate and bleed treatment waste.

As discussed in more detail in the ASF permit application submitted to NYSDEC March 12, 2021, and updated in ~~August~~ September 2021, air emissions will result from the following dry chemical inputs and products:

- Dust emissions from the delivery of bags of sodium hydrosulfide hydrate will be sent to a bulk bag unloading system and conveyance to the leaching tanks. Because the dust from sodium hydrosulfide hydrate is combustible / explosive (although non-carcinogenic), the unloading/conveyance system will be a fully enclosed system, and dust emissions will be captured and controlled through wet scrubbers (packed bed / venturi scrubber) where the wet scrubber fan will pull the air containing any dust through the scrubber. The storage shed, tanks and equipment will be operating under a slight negative pressure.
- Dust emissions from the calcium oxide storage silo and the sodium carbonate storage silo will be equipped with dust control although this is a nuisance control issue because calcium oxide and sodium carbonate are non-combustible, non-explosive and non-carcinogenic. A contained/enclosed pneumatic conveying system will be used to move the calcium oxide to its silo and an enclosed screw conveying system will move the calcium oxide to the lime slaker where it will be hydrated. A contained/enclosed pneumatic conveying system will be used to move the sodium carbonate to its silo and an enclosed screw conveyor will be used to move the sodium carbonate from the silo to a

make-down tank where it will be mixed with water. The calcium oxide storage silo and the sodium carbonate storage silo will be equipped with dust filters.

- Vent gases and mists from the leaching process, which leaches key elements (e.g., Co, Cu, Li, Ni, Mn, etc.) from the black mass concentrate into solution will be controlled. The leach tanks will be closed vessels and vent gases or mists will be controlled through an air pollution control device (packed bed/venturi scrubber).
- Vent gases from the manganese, cobalt, and nickel solvent extraction circuits will be controlled. The process is conducted in a series of closed reaction tank vessels that will be ducted to an air pollution control device (activated carbon column) with continuous organic compound monitoring at the air outlet.
- Vent gases from the reactors which precipitates lithium carbonate from the black mass concentrate solution will be controlled. The reactors will be closed vessels, and vent gases will be controlled through an air pollution control device.
- Because anhydrous sodium sulfate and lithium carbonate are non-combustible, non-explosive and non-carcinogenic, dust mitigation measures include roll compaction to increase particle sizes, contained bulk bag loading equipment, use of a screw conveyor, placement of a baghouse on the product dryer and filters on silos.
- Dust emissions from the graphite concentrate product bagging will be controlled, because the graphite concentrate dust is combustible / explosive although non-carcinogenic. The steam dryers for the graphite concentrate product will be located outside of any structure, a fully contained conveyor will be used, bagging will occur in a separate room and all equipment will be connected to a bag filter (baghouse). The bag filter fan will pull the air containing the dust from the equipment and through the filter bags before that air reaches the fan. See below.
- Dust emissions from the cobalt sulfate hexahydrate and nickel sulfate hexahydrate product bagging will be controlled because cobalt sulfate hexahydrate and nickel sulfate hexahydrate are potentially carcinogenic although non-combustible and non-explosive. The product will have a large particle size. The screw conveyor to the bulk bag loading equipment will be enclosed and the bulk bag loading equipment will be contained. All equipment will be connected to a wet scrubber.

For additional details on proposed dust control methods, please see Attachment H.

Section D.2.g – Need for a New York State Air Registration, Air Facility Permit, or Title IV/V Permit

The proposed Facility requires an Air State Facility ("**ASF**") permit issued by the NYSDEC prior to start of construction and operation. Based on the Potential to Emit ("**PTE**") calculations for the proposed Facility, the Facility will be a non-major source of all potential air emissions, including sulfur dioxide ("**SO_2**"), particulate ("**PM**"), and greenhouse gas ("**GHG**") emissions. The facility will be an Area source (not a Major Source) of total and individual Hazardous Air Pollutants ("**HAPs**"). Volatile Organic Compounds ("**VOCs**") will be capped below Major Source thresholds.

The Greater Rochester, New York area is considered to be in attainment with all National Ambient Air Quality Standards **("NAAQS")** for all criteria pollutants, except ozone ("**O_3**"). Because of the impact from upwind states' emissions, the entire State of New York resides within the Ozone Transport Region and is classified as being in non-attainment for ozone. Ozone is formed as a result of the atmospheric photochemical reactions involving sunlight and the O_3 precursor compounds, oxides of nitrogen ("**NOx**") and VOCs. Because of the ozone nonattainment status of New York State, NYSDEC regulates emission sources of the precursor air contaminant emissions to ozone. Potential emissions of VOCs from operation of the proposed Facility will be capped below the Major Source threshold by a proposed ASF permit condition, and the operation of the proposed Facility will not result in NOx emissions.

Li-Cycle submitted an ASF permit application to the NYSDEC Division of Environmental Permits on March 12, 2021. Li-Cycle ~~plans to submit~~ submitted an updated ASF permit application to the NYSDEC ~~August~~ on September 15, 2021. The Facility will operate in compliance with the NYSDEC-issued ASF permit limits and requirements.

The proposed Facility will not produce any power, or emissions associated with the production of power, under normal operating conditions. The facility does have emergency generators powered by petroleum in place to keep critical infrastructure operational in the event of an emergency. RED-Rochester, the company that operates the EBP electric generating units, will provide the electric and steam power needed to operate the proposed Facility. RED-Rochester has indicated that any increase in annual emissions from its use of additional natural gas to provide power to the proposed Facility will be well below its existing Clean Air Act Major Source Air Operating [Title V] Permit emissions cap.

Li-Cycle also understands that the NYSDEC has agreed that the Town of Greece should serve in the SEQR Lead Agency role. In its response to the Town of Greece's notification to involved and interested agencies of its intent to serve as the Lead Agency, the NYSDEC requested that the Town of Greece consider the NYSDEC's comments on the September 2021 ASF permit application during the Town's SEQR determination. Specifically, the NYSDEC has requested additional information from Li-Cycle regarding:

- the project's consistency with the Climate Leadership and Community Protection Act ("CLCPA") – New York's nation-leading efforts to combat climate change through a 40% reduction of emissions of greenhouse gases ("GHGs") from the 1990 baseline year by calendar year 2030 (CY2030), and 85% reduction of GHG emissions from the 1990 baseline year by calendar year 2050 (CY2050);
- the project's assessment and compliance with New York's 6 NYCRR Part 212 Process Emissions requirements, and 40 CFR Part 63 Subpart VVVVVV requirements; and
- inclusion of air emissions and related information on the two diesel-fired emergency engines used to provide critical electricity generation in the event of interruption of electricity service provided by RED-Rochester.

Li-Cycle has already addressed these three topics raised by the NYSDEC, and provides the following summary for the Town's consideration.

Consistency with CLCPA

Compared with traditional pyrometallurgical (heat-based) processing technology, Li-Cycle's hydrometallurgical technology reduces GHG emissions by more than 50% across the entire processing and refining life cycle. To further reduce its GHG emissions impacts, the Li-Cycle Hub will not operate GHG-emitting combustion sources to generate the electricity needed for routine (non-emergency) operation of its processes, but rather, Li-Cycle will be relying on the electricity and related utility services available from RED-Rochester. RED-Rochester is already fully permitted by the NYSDEC with sufficient capacity to provide all of Li-Cycle's electricity and related utility supply needs. As such, Li-Cycle is not duplicating RED-Rochester's GHG emissions for electricity and utility generation. Li-Cycle will have minor GHG emissions associated with the emergency engines generators used for critical process air emissions control in the event that an interruption of electricity services by RED-Rochester occurs. However, these GHG emissions would simply offset the GHG emissions that would under normal operating conditions, be accounted for by RED-Rochester operations.

In addition to these minor combustion related GHG emissions, the Li-Cycle processes will have minor process-related GHG emissions; however, Li-Cycle has incorporated process optimization steps to minimize, control and recover/recycle these GHG emissions to the extent practicable.

The CLCPA also requires regulated facilities to assess co-pollutant emissions (more commonly referred to as Hazardous Air Pollutants, or "HAPs") impact on disadvantaged communities. The Li-Cycle processes have been designed to incorporate state-of-the-science air pollution control systems and technologies that result in no off-site air quality impacts above New York State air quality guideline concentrations and US EPA's NAAQS.

6 NYCRR Part 212 & 40 CFR Part 63, Subpart VVVVVV Compliance

Li-Cycle has conducted a detailed assessment of the proposed Hub Facility's air emission impacts and compliance with Part 212 and Subpart VVVVVV. The results of these assessments/analyses demonstrate compliance with these two air quality regulations; resulting in no off-site air quality impacts above State and Federal standards and requirements.

Air Emissions and Related Information on Emergency Engines

At the time of the ASF application submittal to the NYSDEC, Li-Cycle and its engineering design consultant had not yet selected the equipment supplier and for these critical infrastructure components. Li-Cycle now has selected the engine/generator supplier and will be providing the relevant equipment information as a supplemental submittal to the NYSDEC demonstrating compliance with applicable regulations and guidance.

Section D.2.h – Methane generation or emissions

The proposed action will not generate or emit methane.

Section D.2.i – Air emissions from open-air operations or processes

The Facility ~~will~~ was designed not to have any open-air processes from which particulates, dust or petroleum exhaust could be emitted. The majority of the Facility's chemical inputs and products are liquid, wet (i.e., equal to or greater than 12% wt water) or gaseous, and as such do not have the capacity to form particulates. The processes' solid waste (bleed treatment residual) has a minimum 1% moisture.

Although unlikely, the chemical input sodium hydrosulfide hydrate has the potential to form particulates. However, the sodium hydrosulfide hydrate is received as a flake product, and Li-Cycle will be using bulk bag unloading equipment and a fully contained screw conveyor to move the material to a dilution tank.

All equipment involved with the sodium hydrosulfide hydrate will be connected to a wet scrubber control device.

Similarly, the chemical inputs calcium oxide (quicklime) and sodium carbonate (soda ash) have the potential to form particulates. However, both the calcium oxide and sodium carbonate are delivered in a powdered form by rail where they will be pneumatically unloaded into separate silos equipped with dust filters after which each will be separately screw conveyed into the process.

Although unlikely, the products cobalt sulfate heptahydrate, lithium carbonate and nickel sulfate hexahydrate have the potential to form dust. However, each is produced at a large particle size, and Li-Cycle uses separate fully contained screw conveyors to move each of these products to contained bulk bag loading, and all equipment is connected to wet scrubber control devices.

The product anhydrous sodium sulfate also has the potential to generate dust. Again, Li-Cycle produces anhydrous sodium sulfate at a large particle size, with a baghouse on the dryer, and Li-Cycle uses contained loading equipment to move the product to silos fitted with filters.

The proposed action does not include quarry or landfill activities.

Section D.2.j – Increase in traffic or demand on transportation facilities

The proposed action is not expected to generate a consequential increase in traffic either during construction or during operations. The road systems serving EBP-South were developed to support full employment at Kodak. The Facility, when fully built out, will result in an increase of less than ~~97~~% over the present existing morning peak and an approximately ~~85~~% increase over the present evening peak traffic on Ridgeway Avenue between the Lee/Latona Road intersection and the Mount Read Boulevard intersection.

Construction traffic will generate, spread out over the day, approximately 600 additional personal vehicles parking at the Lots and/or adjacent property, such as a proposed Warehouse construction parking lot on the remaining property of Ridgeway Properties adjoining the Lots, and an expected daily truck traffic of 50 panel and semi-trucks. The construction traffic is anticipated to be distributed over time and locations as follows: the construction workers will be working two shifts, including some weekends, with peak shift arrivals and dismissals occurring at the 5:30 – 6:30 a.m. and 5:30 – 6:30 p.m. periods. During peak construction activities, it is anticipated that, during the daytime shift, 400 construction workers will be on-site. All material delivery vehicle drivers will be instructed to approach the site from Interstate Highway 390 ("**I-390**") via Ridgeway Avenue. The Ridgeway Avenue/Lee-Latona Road intersection, the Ridgeway Avenue/McLaughlin Road intersection and the Ridgeway Avenue/Mount Read Boulevard intersection ramps will all continue to operate at good levels of service, Level ~~D~~ C or better during construction.

Expected daily traffic during operations will include 40 trucks and approximately ~~160~~ 130 employee and visitor vehicles distributed over the course of the day. The Transportation Tech Memo, nevertheless evaluated the impact of 160 employee and visitor vehicles. These employees will generate approximately

~~60~~ 78 vehicle trips during the peak day time of travel on adjacent roads. The expected daily traffic will not exceed the traffic infrastructure developed and in place at the Eastman Business Park. Daily traffic may include ~~8 – 10~~a combined total of 40 truck deliveries and ~~15 – 20~~ outgoing shipments per day, seven days per week, typically between the hours of 7 AM – 7 PM ET. Access to the Facility will be over McLaughlin Road (Private) from Ridgeway Avenue off of either I-390 and across the Lee/Latona Road intersection or Mount Read Boulevard. Li-Cycle will direct its truck traffic to approach the Facility from the west off of I-390 to the extent practicable.

The Hub Lot will be accessed through a new Li-Cycle security gate at the south end of a new truck loop located off an extension of McLaughlin Road (Private). McLaughlin Road (Private) will be extended from its present terminus off the southeast corner of the Warehouse Lot to the Hub Lot as part of the development of the manufacturing facility on the Hub Lot.

There will also be approximately 30 truck trips per day by Li-Cycle trucks conveying black mass concentrate from the Warehouse Lot to the Hub Lot and bagged product from the Hub Lot to the Warehouse Lot. To mitigate the impact on the public road system, the Li-Cycle trucks will use internal security gates to and from Kodak Park Road (Private). The Li-Cycle internal delivery trucks will not use Ridgeway Avenue or other public roads.

Incoming and out-going Facility traffic will primarily access I-390 at Exit 23 - Ridgeway Avenue. There is a traffic light and dedicated left turn lanes at the intersection of McLaughlin Road (Private) and Ridgeway Avenue. There are adequate sight lines at all entrances into the Facility, including the intersection of Ridgeway Avenue and McLaughlin Road (Private), the proposed entrances to the Warehouse Lot off McLaughlin Road (Private), the proposed entrance to the Hub Lot at the end of the extension of McLaughlin Road (Private), and the proposed internal entrances at Kodak Park Road (Private).

The Facility will receive the bulk of its chemical inputs primarily by rail through the former Kodak Park Railroad now operated by Rochester Switching Services, including sulfuric acid, hydrogen peroxide, sodium hydroxide, calcium hydroxide (quicklime), and sodium carbonate (soda ash). The product anhydrous sodium sulfate will also be shipped from the Facility by rail. Combined, it is anticipated that there will be 50 rail cars of chemical inputs delivered every week and 20 rail cars of anhydrous sodium sulfate shipped out per week. Even with the additional rail cars used by the hydrometallurgical operations at the Facility, the projected car loading will be one quarter of the annual car loadings previously handled by Kodak. Rail is more desirable when considering transportation safety, cost, scheduling and efficiency.

The rail access for bulk shipments and the readily accessible I-390 access to the Li-Cycle Hub will minimize Facility-related “surface streets” traffic, thereby minimizing localized traffic impacts. See Attachment I for an updated summary of the traffic study conducted by Li-Cycle in support of this FEAF.

The proposed action will involve the transport over Ridgeway Avenue of the following chemical inputs: black mass concentrate, sodium hydrosulphide, oxygen, carbon dioxide, and hydrocarbon reagents for solvent extraction, and the following products: nickel sulfate hexahydrate crystals, cobalt sulfate heptahydrate crystals, lithium carbonate, graphite concentrate, copper sulfide, synthetic gypsum (calcium sulfate with minor quantities of aluminum hydroxide and ferric hydroxide) and manganese carbonate. Combined, it is anticipated that there will be 3-5 truckloads of chemical inputs and 7-10 truckloads of black mass concentrate delivered per day and 20-25 truckloads of product shipped out per day over Ridgeway Avenue.

All of the black mass concentrate feedstock and final products, and certain chemical inputs, shipped by truck will be to and from the warehouse, except for the gypsum which will be direct loaded at the Hub Lot. Internal distribution and deliveries at the Facility between the warehouse and manufacturing operations will be along Kodak Park Road (Private) and will not occur over public roads. The traffic to and from the warehouse to the Hub Lot would be from the west side of the Warehouse Lot down Kodak Park Road (Private) to a gate through the Hub Lot security fence. This secured gate will be located at the west end

of the Hub Lot. Thus, all warehouse traffic will be strictly access-controlled. Its impact on external traffic will be negligible.

All parking on the Lots will be dedicated to supporting operations at the Facility. There will be no shared parking.

The Facility will have ~~approximately~~ well in excess of 106 personal vehicle parking spaces and approximately 5 truck parking spaces outside the security fencing around the Hub Lot. The 5 truck spaces, and 5 of the 106 car spaces will be at the traffic loop at the end of the extension of McLaughlin Road (Private), and approximately 20 personal vehicle parking spaces and approximately 17 truck parking spaces inside the security fencing. This number of parking spaces exceeds the Town's requirement of 1 space for each of the no more than 80 employees anticipated to be working at one time. The building of the Facility on the Lots, therefore, will result in the increase of well in excess of~~approximately~~ 130 parking spaces on the proposed Facility.

The eastern portion of the Hub Lot will be used as ~~a~~ the primary construction laydown yard and parking area for the buildout of the hydrometallurgical manufacturing plant on the Hub Lot. Construction parking and a materials laydown yard for the Warehouse Lot will likely be centered in the existing parking lot across McLaughlin Road (Private) to the east.

Of the Facility's 101 personal vehicle parking spots at the Warehouse Lot, up to 10 spaces adjacent to the administrative offices and visitor center will be equipped with plug-in charging stations for hybrid and electric vehicles. The Facility's location, is conducive to accessing public transportation via an RGRTA bus that serves the corner of Ridgeway Avenue and McLaughlin Boulevard intersection weekdays from 5:45 a.m. to 7:40 a.m. and the regular RGRTA on Demand Service in the Lexington Zone that, among other things, serves a bus stop at 1220 Lee Road just south of Ridgeway Avenue, which is a 600 yard walk to either Lot. Sidewalks are in place along both sides of Ridgeway Avenue from Mount Read Boulevard to the Lee/Latona Road intersection. In addition, shoulders are provided along both sides of Ridgeway Avenue to allow for bicycling.

Signage will be posted at the intersection of McLaughlin Road (Private) and the entry to the Warehouse Lot and at Li-Cycle's guardhouse/security gate into the Hub Lot at the end of the extension of McLaughlin Road (Private).

Section D.2.k – New or additional energy demand

The proposed action will generate energy demand for the construction of the Facility that will largely be met by the combustion of petroleum and welding gases, such as acetylene. To some extent, the energy for construction may also be supplied by RED-Rochester. The heat (steam) and electric energy required for the Facility's ongoing hydrometallurgical operations will be supplied by RED-Rochester. While Li-Cycle will be constructing seven or more privately owned electrical substations as part of the Facility, Li-Cycle will not be producing electricity and the Li-Cycle energy demand will not require RED-Rochester to modify any of its existing permitted capacity related to its energy generation capacity. The Hub Lot will have 9 total Electric Rooms, one of which is a high voltage switchgear room, while the other 8 are power stepdown and distribution load centers.

See updated Attachment F for a letter from RED Rochester confirming that it has sufficient current capacity to meet all of the Facility's energy needs.

Relying on RED-Rochester for its energy supply eliminates the need for new energy generating sources, which is consistent with the goals of the Climate Leadership and Community Protection Act for reducing

statewide greenhouse gas emissions while bringing increased economic development to the Town of Greece, Monroe County, and the Greater Rochester, New York area.

Section D.2.i – Hours of Operation

The Hub Facility will operate 24 hours a day, 7 days a week. Construction of the proposed action is also planned to take place on a 24 hours per day, seven days per week schedule per a variance received from the Building inspector of the Town of Greece.

Section D.2.m – Noise levels during construction and/or operations

Although the proposed action is not expected to generate noise at the Lots' boundaries` above the applicable Town of Greece's noise ordinance limit of 85 decibels, both during construction and operation of the Facility will produce noise above the existing ambient noise. Mobile equipment used to construct the proposed Facility (e.g., earth-moving equipment, cranes, forklifts, delivery vehicles, etc.) will be present during construction activities, which will generate impulsive and low frequency noises that will likely be perceptible off-site over ambient noise. However, the cumulative change to noise over time are judged to be greater than the changes in noise that may result from the project, and therefore, it was concluded that the potential for cumulative impacts would be restricted to the potential for direct and indirect impacts. No adverse impacts from the removal of existing acoustical shielding will occur because no existing vegetation or structures will be removed as part of the proposed project.

Without mitigation, the daytime noise from construction of the Warehouse Lot is judged to be very noticeable to objectionable along Ridgeway Avenue. Without mitigation, the noise from the more distant Hub Lot is judged to be tolerable to intrusive during the night time along Ridgeway Avenue and Lee Road, although the nighttime construction noise will approximate the noise experienced at those locations during the daytime. During operations, there are no impacts and no required mitigation related to the proposed operations at the Warehouse Lot and the Hub Lot because results indicate that there are no sound pressure increases of more than 5 dB for permanent operations and the addition of any noisy sources will not raise the ambient noise level above a maximum of 65 dBA.

The noise study by Bergmann Associates is attached as updated Attachment J. The noise study concludes that only the daytime construction noise from the Warehouse Lot will be objectionable if not mitigated, although such noise will not contravene the Town of Greece noise ordinance throughout the construction phase even without mitigation. To mitigate construction noise during the construction of the Warehouse Lot, Best Management Practices will help ensure equipment is properly maintained and muffled, an 8 feet high temporary noise barrier will be installed along the north and west boundary lines of both the Warehouse and Hub Lots, and Warehouse construction will be limited to ~~12~~ 15 hours a day on weekdays only.

The community will be engaged as follows:

- Develop a community outreach program that includes Ridgeway Avenue residences between Lee Road and Weiland Road.
- Provide direct outreach to these residents of the overall construction program and the potential noise effects.
- Provide means for residents to contact Li-Cycle during construction operations:
- Email: rochester@Li-Cycle.com
- Web Site: Li-Cycle.com/northamerican-hub/
- Notify residents in advance of the overall construction schedule, progress of construction (including new operations and noise sources), nighttime and weekend operations.
- Be prepared to address and respond to noise complaints, including:
- Provide a means for residents to log complaints.
- Evaluate noise complaints through the construction manager using noise measurements as necessary to identify construction related noise sources that contributed to the complaint.
- Be prepared to provide temporary noise abatement measures of the type(s) listed below, as appropriate, to reduce temporary construction noise levels.

The operation of the Facility, which includes truck and rail transport of raw materials and products, will also generate impulsive and low frequency noises that will be perceptible off-site over ambient noise levels although such noise will conform to the Town's 85 decibel limitation at the Lot's property line. To mitigate the off-site perception of noise generated at the Facility, Li-Cycle will be:

- Replacing back-up beepers on machinery with strobe lights (subject to other requirements, e.g., OSHA and MINE Safety and Health Administration, as applicable). This eliminates the most annoying impulse beeping and would be particularly helpful for nighttime construction noise mitigation.
- Use appropriate mufflers to reduce the frequency of sound on machinery that pulses, such as diesel engines and compressed air machinery.
- Changing equipment: using electric motors instead of compressed air driven machinery; using low speed fans in place of high-speed fans.
- Modifying machinery to reduce noise by using plastic liners, flexible noise control covers, and dampening plates and pads on large sheet metal surfaces.

Li-Cycle ~~is in the process of~~ has developed~~ing~~ calculations that demonstrate the extent to which the noise mitigation techniques will reduce the sound pressure level perceived along Ridgeway Avenue and Lee Road to unnoticed to tolerable levels after installation of the 8' high temporary noise barrier along the north and west boundary lines of both the Warehouse and Hub Lots, and those calculations are included in updated Attachment J. ~~Li-Cycle will provide the calculations to the Town prior to the Site Plan review.~~

Section D.2.n – Outdoor lighting

Following Town of Greece guidelines, the facility lighting will be designed for dark sky compliance (i.e., downward facing lighting with no off site lighting impact greater than 1 candle-foot at the fence line). See updated Attachment K for images of example Site lighting conditions during day and night.

In addition, as shown below, the Facility will use back-lit lighting on the Li-Cycle logo that will be placed on a ground-based sign at the driveways off of McLaughlin Road (Private) and the Warehouse, and over the Facility's guard house at the secured entrance to the Li-Cycle Facility on the Hub Lot.

~~Any large Li-Cycle logo on the north or eastside of the warehouse, visitor center and administrative offices will not be lit.~~ Two larger Li-Cycle signs proposed to be installed on the western end of the north wall and the northern end of the west wall of the warehouse facing Ridgeway Avenue will be back lit in a

similar manner to the illustration above. ~~Only~~ The Li-Cycle ~~logo~~ sign that will be placed on the east facing side of the building over the entry to the visitor center/administrative offices will also be back lit. For safety, there will also be lighted bollards along the front of the visitor center and administration building. Please see updated Attachment K for images of the conceptual lighting. All other lighting placed on buildings and structures will be designed to reduce light ~~pollution~~ spill over by employing downward facing fixtures.

Section D.2.o - Odors

The proposed action is not expected to generate any odors, although the Facility includes multiple structures that might generate odors in an upset condition. Of those potential sources, the most noticeable odor would be produced by the copper sulfide precipitation process which holds the potential to generate hydrogen sulfide gas (i.e., rotten egg smell) in the event of an upset (i.e., of equipment malfunction conditions).

However, Li-Cycle has designed the Facility to include equipment and devices, including a wet caustic scrubber that is specifically designed to capture and control hydrogen sulfide gas emissions and odors from the hydrometallurgical operations. The wet scrubber fan will pull the air and dust from equipment and tanks through the scrubber to treat and neutralize all gases and dusts. Under normal operating conditions, the Facility will not produce any odors at all that would result in an environmental impact to the surrounding community and/or to tenants of the EBP. It would only be under the unlikely event of upset – for example, of process and/or control equipment malfunction conditions - that odors from the Facility might occur. In the event of an upset, minimal odors of hydrogen sulfide are possible.

However, in the event of an upset, gas monitors with sirens and alarms will inform operators to take action up to and including process shut down if a perceptible amount of hydrogen sulfide is emitted from the scrubber. Moreover, the nearest residential properties are approximately ~~1,700~~ 1,400 feet away from the hydrometallurgical operations and approximately 2,000 feet from the copper sulfide precipitation area, which allows for some level of atmospheric dispersion to occur.

In addition, duty and stand by fans with emergency back-up power generation for critical emissions control devices, including the hydrogen sulfide wet caustic scrubber, have been designed into the process. This emergency back-up power generation would be in addition to RED Rochester's highly reliable power supply that Li-Cycle is planning to install for the Project and would further reduce the likelihood of an upset condition associated with the caustic scrubber malfunction.

Section D.2.p – Bulk storage of petroleum or chemicals

Petroleum Storage

The proposed action will include distillate hydrotreated light (a petroleum-based product with similar characteristics to linseed oil) used as a diluent (referred to as a "solvent" in the Figure found in section 1 above), in its manufacturing processes extracting manganese, cobalt and nickel. Those approximate 36 process tanks will be filled with approximately 250,000 gallons of distillate hydrotreated light diluent at the initiation of operations at the Facility. None of the distillate hydrotreated light diluent, however, is consumed in those processes although minor amounts are lost through evaporation.

Distillate hydrotreated light is a Class IIIA combustible, like linseed oil. Distillate hydrotreated light, however, is not flammable because its flash point is greater than 100°F. The flashpoint for distillate hydrotreated light diluent is between 140°F and 200°F, which is greater than the flashpoint for diesel motor fuel.

After commencement of operations, the distillate hydrotreated light diluent will be delivered to the Facility in small quantity totes that will be used to top off the relevant process tanks. There will be one tote for

each of the three solvent extraction process areas: the manganese extraction area, the cobalt extraction area and the nickel extraction area. Each of the three make-up totes will typically contain 275 gallons of distillate hydrotreated light upon arrival at the Facility. Each tote is anticipated to remain onsite for less than 90 days. In addition, as the existing tote is nearly used up, the Facility will have on hand a backup tote in each process area to swap out when the existing tote has been completely emptied. A new distillate hydrotreated light tote will not be ordered until the previous backup tote has been accessed. Nevertheless, between the totes of distillate hydrotreated light in use in each area plus the backup totes, Li-Cycle will be storing enough of the diluent on site to require the Facility to register the storage totes with the NYSDEC under the Petroleum Bulk Storage regulations (See 6 NYCRR Part 612-615), as well as apply to the Zoning Board of Appeals for the Town of Greece for a special permit for onsite flammables or hazardous materials storage.

In addition, Li-Cycle will register the petroleum tanks serving its backup generators under the PBS registration requirements, as well as apply to the Zoning Board of Appeals for the Town of Greece for a special permit for onsite flammables or hazardous materials storage.

Please note that the distillate hydrotreated light diluent and petroleum tank storage will be designed in accordance with Town of Greece and New York State Building/Fire Code requirements, as will be the three solvent extraction process areas.

Chemical Storage

Chemical reagents used as raw materials in the manufacturing process ("**Reagents**") will be delivered by rail and truck to the Facility. The Facility is designed for Reagents and black mass concentrate deliveries to be received by both truck and rail. Truck deliveries will take place on the southwest side of the Warehouse facing Building 502 and the Hub facility. The rail deliveries will occur along the south side of the Hub Facility, approximately 2,500 feet south of Ridgeway Avenue. The following are the Facility's chemical inputs that will be primarily received as a liquid by rail car: 93% sulfuric acid; 50% hydrogen peroxide; and 50% sodium hydroxide. The Facility will also receive the following by rail car as bulk powders: calcium hydroxide (quicklime); sodium carbonate (soda ash); and sodium hydrosulfide hydrate. Attachment L also includes a detailed schematic of the proposed secondary containment systems used for railcar unloading and loading operations. Oxygen and carbon dioxide are the Facility's chemical inputs that will be primarily received as a liquefied-gas by truck.

In addition to the totes of distillate hydrotreated light diluent, proprietary extractants and modifiers, and diesel, ~~and~~ bulk bags of black mass concentrate and sodium hydrosulfide hydrate, will be delivered by truck and/or rail to the Facility. Bulk storage of the black mass concentrate bulk bags and products will occur in the warehouse on the Warehouse Lot. All other Reagents will be stored on the Hub Lot.

End product chemicals are as follows: battery grade nickel in the form of nickel sulfate hexahydrate crystals, battery grade cobalt in the form of cobalt sulfate heptahydrate crystals, battery grade lithium in the form of lithium carbonate, manganese carbonate, graphite concentrate, copper sulfide, gypsum cake, and anhydrous sodium sulfate. Nickel sulfate, cobalt sulfate, lithium carbonate, manganese carbonate, copper sulfide and graphite concentrate will be bulk bagged and trucked to the warehouse for storage. Gypsum cake may be placed directly into trucks in area 300. Anhydrous sodium sulfate may be placed directly into rail cars, loaded directly in to trucks, or bulk bagged, depending on customer requirements.

Where applicable, the receiving, shipping, storage and management of raw materials will be in accordance with New York's Chemical Bulk Storage ("**CBS**") requirements found at 6 NYCRR Part 599. Because the end products are not stored in bulk storage tanks, the Facility's product storage is not subject to CBS.

The sulfuric acid (CAS Nos. 7664-93-9 and 8014-95-7) will be stored in quantities greater than 100 pounds, the hydrogen peroxide (CAS No. 7722-84-1) will be stored in quantities greater than 1 pounds,

and the raw product sodium hydroxide (CAS No. 1310-73-2) will be stored in quantities greater than 100 pounds. The CBS regulations, therefore, apply to the sulfuric acid bulk storage tank(s), the hydrogen peroxide bulk storage tank and the sodium hydroxide bulk storage tank(s).

The sodium hydrosulfide hydrate (CAS No. 16721-80-5) will arrive in bulk bags weighing less than 1,000 kilograms, and therefore, will not be subject to CBS while in the portable devices (bulk bags). Once the sodium hydrosulfide hydrate has been liquefied and stored in a feed tank in quantities greater than 100 pounds upstream of the process units (e.g., flow-through chemical reactor tanks, batch tanks and/or mixing hoppers), the upstream feed tank of sodium hydrosulfide will be also subject to the CBS. Similarly, the nickel sulfate product will not require a CBS Permit because the bags will weigh less than 1,000 kilograms.

For additional information on the chemical bulk storage volumes and storage methods, please see updated Attachment M. Attachment M also includes both a hazardous, combustible and/or flammable materials storage list for the Town of Greece special permit and a draft Chemical Bulk Storage registration application.

The hazardous, combustible and/or flammable materials storage list for the Town was developed by cross-referencing the Town Code with the 6 NYCRR Part 596 definition of a tank and analysis of the tank contents for flammable, combustible, or hazardous material contents. To label the contents of a tank hazardous, flammable, or combustible, Li- Cycle relied upon 6 NYCRR Part 597 List of Hazardous substances, the Safety Data Sheets (SDSs) for its chemicals, reagents and materials, and also included tanks that contained nickel compounds, cobalt compounds, and lithium compounds. The list of tanks included in the draft CBS registration application is based on the 6 NYCRR Part 596 definition of a storage tank. The analysis does not include those containers/tanks that are defined as process tanks in Part 596. The list of a hazardous, combustible and/or flammable materials submitted to the Town included the composition of expected tank contents with the List of Hazardous Substances in 6 NYCRR Part 597. Since the hazardous, combustible and/or flammable materials storage list includes a broader range of materials than 6 NYCRR Part 597 List of Hazardous Substances, the draft CBS registration application is a subset of tanks listed in the hazardous, combustible and/or flammable materials storage list.

Although not subject to the CBS, the liquefied calcium hydroxide bulk storage tanks will be equipped and operated, to the extent possible, as if they were subject to the CBS. The calcium hydroxide tanks will be in separate secondary containment from the sulphuric acid tank(s) due to their incompatibility. Please refer to Attachment L for an example of the typical design of Li-Cycle's bulk storage tanks and secondary containment systems.

Section 211-29 of the Town Code of the Town of Greece requires a ~~area variance~~ special permit be obtained if hazardous, combustible and/or flammable materials are stored in aboveground or underground storage tanks of storage capacity of greater than 1,000 gallons in the aggregate. The Facility, therefore, will be seeking ~~area variances~~ a special permit from the ZBA for its hazardous, combustible and/or flammable materials storage list, including for its sulfuric acid bulk storage tank(s), hydrogen peroxide bulk storage tank, sodium hydroxide bulk storage tank(s), liquefied calcium hydroxide bulk storage tank, upstream feed tank of sodium hydrosulfide, oxygen tank, and carbon dioxide tank.

Section D.2.q – Use of pesticides during construction or operations

The proposed action will not use pesticides, herbicides, or insecticides either during construction or during operations.

Section D.2.r – Management and disposal of solid waste

Solid waste will be generated both during construction and operations. Li-Cycle will endeavor to minimize construction waste generation.

Although soil and debris materials will also be generated during construction, it will be managed on the EBP-S land pursuant to the terms of Section 3(c) of the SMP. The intent of the SMP is to minimize exposures to residual contamination in the “restricted area” shown in Figure 2 of the SMP:

Moreover, contaminant concentrations within the restricted area are below the NYSDEC’s soil cleanup objectives for commercial/industrial use and/or the NYSDEC has granted a “No Further Action” for soils on the EBP-S parcel. There are no cover system requirements in the EBP-S.

Nevertheless, Li-Cycle will be retaining a qualified environmental professional to observe all excavations and grading performed during the construction of the Facility, and to undertake real time perimeter air monitoring for VOCs and particulates, because the Lot will be comprised of two parcels from the EBP-S and chlorinated solvents are known to be in the groundwater within the “Property Area with Corrective Action Obligations” bordered in a heavy black line in the Figure above. Any excess soil that was in contact with groundwater which is generated during an excavation in the restricted area must be placed on an impervious surface encircled with a berm or silt fence, covered and/or containerized, routinely inspected and disposed off-site. Based on the readings of an organic vapor monitor, a determination will be made in consultation with NYSDEC regarding the need for sampling and analysis of the excess soil pile prior to any reuse or off-site disposal of the soil.

The qualified environmental professional will direct any debris or waste in the excavated soil to be segregate for off-site disposal as a solid waste, and will direct that any soil with observable discoloration or odors be segregate and evaluated for presence of contaminants. Debris and solid waste will be disposed of off-site in accordance with applicable law unless a beneficial use determination for an alternative use is secured from NYSDEC. If the concentration of any contaminant in the excess soil pile exceeds the unrestricted use soil cleanup objectives of 6 NYCRR Part 375-6.8(a), the soils will be disposed offsite in accordance with applicable law or on-site with the express written approval of NYSDEC.

Further, in the event any previously unidentified source of contaminants is found during subsurface excavations or development related to the Facility, excavation activities will be suspended temporarily until sufficient equipment is mobilized to address the condition, and sampling and analysis will be performed to determine the nature and extent of the material and proper handling and disposal methods. In addition, in the event that unknown and/or unexpected contamination is identified during site work, the condition will be promptly reported by telephone to NYSDEC's regional contact person identified in the SMP.

During operation, approximately 4 tons of garbage will be generated each year by the Facility. Wooden pallets will be sent for recycling. Spent activated carbon from the scrubbers will be removed by vacuum tanker truck and sent for off-site regeneration. Equipment filters will be removed and replaced as necessary. In addition, the Facility will minimize liquid discharges as much as possible. Liquid waste will be treated via a bleed treatment system (i.e., evaporated and crystallized) to the extent practicable and the wet bleed treatment solid wastes will be bulk bagged and disposed as solid waste. The material left from the bleed treatment system will amount to 4-9 tons per day. In addition, the solvent extraction systems lines for the production of nickel sulfate hexahydrate crystals, cobalt sulfate heptahydrate crystals, and manganese carbonate are expected to generate a solid waste, known as "crud," that will be removed from the process tanks, treated, filtered, and disposed of as a solid waste. The crud removed from solvent extraction is expected to amount to less than 5 tons per year. The Facility will send all of the solid waste generated during operations to Waste Management of New York for disposal either at its Class D High Acres landfill located in Perinton, New York or its Class D Mill Seat Landfill located in Bergen, New York.

Section D.2.s – Construction or modification of a solid waste management facility

This proposed action does not include the construction or modification of a solid waste management facility.

Section D.2.t – Generation of hazardous waste

The Facility will generate small amounts of hazardous waste as part of operations and maintenance as needed. The Facility will qualify as a Small Quantity Generator ("**SQG**") of hazardous waste because it will generate more than 220 pounds and less than 2,200 pounds of hazardous waste on a monthly basis. The primary hazardous waste anticipated to be generated will be waste distillate hydrotreated light diluent with a flash point of less than 140 degrees Fahrenheit (D001), or waste sulfuric acid with a pH of less than 2.0 (D002) which likely will be neutralized at the Facility, generated from cleaning out or otherwise maintaining process units or piping. The Facility will obtain a US EPA Hazardous Generator ID Number consistent with its expected SQG status. The Facility's 90-day storage area for its hazardous waste will be located in the maintenance building. Attached as Attachment N is a Figure illustrating the design of the 90-day storage area and how incompatible materials will be segregated and universal wastes will be stored. The Facility presently intends to send its hazardous waste by a properly permitted waste hauler to Chemical Waste Management's Model City, NY disposal site, or another properly permitted facility that is approved to accept Li-Cycle's hazardous waste. Although the Facility will be classified as a SQG, as a best management practice, Li-Cycle will develop and implement the operating procedures and requirements for a Large Quantity Generator, including training.

2.3.6 Section E – Site and Setting of Proposed Action

2.3.6.1 Section E.1 - Land uses on and surrounding the project site

The project site resides along McLaughlin Road (Private) in an industrial manufacturing complex that is home to LiDestri Foods, as well as a number of other businesses that are comprised of industrial

manufacturing, chemical processing, logistics, transportation, and food & beverage production facilities. Both the Warehouse Lot and the Hub Lot are vacant. At one time, however, both Lots were part of Kodak's EBP-S property. During its ownership and operation of EBP-S, Kodak conducted warehousing, shipping, coal storage, light manufacturing, chemical storage and industrial refrigeration operations, and in the process, generated, treated and/or dispose of hazardous wastes on the EBP-S property.

Shed S-26 was used by Kodak to store raw materials, including chemicals. A release of chemicals from Shed S-26 resulted in groundwater contamination in the vicinity of SWMU S-091 with a chlorinated solvent plume running from the north side of former Shed S-26 to the east-northeast direction. Although this plume does not leave the boundaries of EBP-S, the Facility's truck turn around and guardhouse off the east side of McLaughlin Road (Private) across the street from Building 502 will be constructed over the plume. Prior to its bankruptcy, Kodak completed an interim remedial measure involving the injection of zero valent iron nano-scale particles which resulted in a reduction of contaminant concentrations at the presumed source location.

In addition, the Hub Lot will also include former SWMU S-005 (a former trap tank located approximately 21 feet south-southwest of Shed S-26) and former SWMU S-046 (a former surface impoundment located 25 feet south of Shed S-26). The process of addressing all of the SWMUs associated with EBP-S resulted in Kodak conferring an Environmental Easement on NYSDEC restricting the use of the EBP-S (and the Lots) to commercial and industrial uses, prohibiting interference with the remedial measures implemented by Kodak, prohibiting the use of groundwater and requiring compliance with the engineering controls set forth in the NYSDEC-approved SMP. Nevertheless, the SMP for EBP-S states that only SWMU S-091 required remedial action.

Li-Cycle's use of the Lots will be for commercial/industrial use, will not interfere with the remedial measures implemented by Kodak, will not use the groundwater and will abide by the terms of the SMP, including measures applicable to the disturbance of remaining contamination in soil and groundwater. Available soil data shows that contaminant concentrations within the restricted area are below the NYSDEC's soil cleanup objectives for commercial/industrial use and/or the NYSDEC has granted a "No Further Action" for soils on the EBP-S parcel. There are no cover system requirements in the EBP-S. As part of Li-Cycle's geotechnical investigation efforts, additional environmental sampling was performed to confirm the results of the 2014 site investigation by LaBella Associates. The report of the soil sampling effort can be found in Attachment S, which are supportive of the previously NYSDEC approved reuse of soils on the Ridgeway Properties' properties. Ridgeway Properties will continue to undertake the inspections, notifications, reporting and certifications of compliance required by the SMP for the entire EBP-S site, including the Lots.

Approximately 600 feet to the northeast of the northeast corner of the Warehouse Lot is the now closed Weiland Road Landfill which when in operation received waste materials from Kodak's operations. Because of its distance from the project and location across the crossing of Ridgeway Avenue and Kodak Park Road, the Weiland Road Landfill does not constrain the Facility's development.

The Lots are not being used by the community for recreation, and land use of the Lots for the Facility will continue to be commercial/industrial in nature. Approximately 60% of the Lots will be built out with the hydrometallurgical equipment, buildings and transportation network creating approximately 40 acres of new impervious surfaces, with the remaining 40% dedicated to 26 acres of pervious surfaces, such as lawn and/or ~~a~~ stormwater ~~detention~~ biofiltration ~~pond~~.

The Facility's planned commercial/industrial use of the Lots is consistent with its current zoning and the Town Economic Development Corridor and Comprehensive Plan. As discussed in Section 2.3.2 of this SEQRA Supplement, the Comprehensive Plan states that the Lots should be used for manufacturing.

As discussed at length in this SEQRA Supplement, Li-Cycle has developed its project design to minimize impacts that the planned Facility will have on offsite neighborhoods.

2.3.6.2 Section E.2 - Natural Resources On or Near Project Site

The project site is located within the Erie/Ontario Lake Plain of the Eastern Great Lakes Lowlands ecoregion. This area is categorized physiographically as a flat lake plain with interspersed drumlins and moraines and is bounded by Pleistocene beach ridges. Natural vegetation in this area consisted primarily of beech-maple forest, with oak and chestnut found on some gravelly soil types, as well as maples, elm, and ash varieties found within wetland depressional areas. Based on a review of the NYSDEC's [online] Natural Communities and Ecological Zone Maps, there are no Significant Natural Communities/Resources on or near the EBP-S.

The bedrock stratigraphic unit beneath the Lots is of the Paleozoic era and comprised of Upper Ordovician system series. There are less than 20 percent bedrock outcroppings at the project site. The average depth to bedrock is 0 to 12 feet below ground surface. The depth to groundwater averages 4-15 feet below ground surface. The project site is over a principal aquifer. However, the aquifer in and around the City of Rochester, including the project site, is not used by any municipality as a drinking water supply source.

There are no unique geologic features on the project site, although a channelized portion of Paddy Hill Creek (Stream No. 847-590) runs off-site 2,000 feet to the west of the Warehouse Lot. The project site is not in a designated floodway or part of a 100-year or 500-year floodplain. There are no mapped NY State Wetlands on or near the Lots. There are federal wetlands ~~on the project site and~~ to the north of the east side of the Hub Lot.

The Warehouse Lot is presently a mowed lawn, and the Hub Lot is an un-vegetated earthen surface.

The project site does not contain a significant natural community, nor does it contain any species of plants or animals listed as endangered or threatened, rare or of special concern. The primary wildlife currently on the vacant project site are those common species associated with mowed lawns, vacant lots ditches and nearby freshwater trees and shrubs wetland. The project site and adjoining areas are not currently used for hunting, trapping, fishing or shell fishing.

2.3.6.3 Section E.3 - Designated Public Resources On or Near Project Site

The project site is not part of a designated agricultural district, although the project site was used for agricultural purposes until approximately the late 1960s. However, since then, significant leveling and grading episodes occurred on the Lots until as recently as 2017, cumulatively causing significant previous ground disturbance throughout the majority of the Warehouse and Hub Lots. Powers Archaeology LLC (Powers) conducted a Phase Ia & Ib Cultural Resources Assessment and Phase II Cultural Resource Assessment of Lots which concluded that no archaeological or historic site or resource was identified on the project site due to the episodical, and significant, previous disturbance the Lot has undergone. In August 2017, a letter from the State Historic Preservation Office (SHPO) confirmed the results of the Powers Cultural Resource Assessment findings. See attached as Attachment O the reports prepared by Powers and SHPO's concurrence letter.

The Lots are nonetheless near the former Erie Canal bed. The former Erie Canal bed is located 400 feet north of the Warehouse Lot across Ridgeway Avenue, and the former Erie Canal bed curves south from Ridgeway Avenue and is located 1100 feet east of the Hub Lot. The Lots are also within 5 miles of the High Falls of the Genesee River. Because the former canal bed has been filled near the Lots, it is not an aesthetic resource. Because the river gorge is a sunken feature, the Lots cannot be seen from the gorge. Although the Lot is within 5 miles of the Genesee River, it is not within the river corridor and the Genesee

River segment near the project site has not been designated under the Wild, Scenic and Recreational River pursuant to 6 NYCRR Part 666. The only segment of the Genesee River designated under the Wild, Scenic and Recreational River Program is the segment flowing through Letchworth State Park.

There are no public resources on or adjacent to the project site.

The project site is not part of or substantially contiguous to a national natural landmark. There is not a unique biological community present, nor a unique geologic feature. The project site is not next to or part of an area designated a critical environmental area. The project site does not contain a building, archaeological site or district listed or determined to be eligible for listing on the national or state registers of historic places

3. FEAF PART 2 - IDENTIFICATION OF POTENTIAL PROJECT IMPACTS

As stated in Section 2 above, completion of Part 2 of the FEAF is the responsibility of the lead agency; however, to assist the lead and reviewing agencies, Li-Cycle has provided initial responses and supplemental information regarding Part 2 of the FEAF.

Part 2 asks reviewing agencies to identify if an impact may occur, and if so, what size that impact may be. The following provides a summary definition of the impact from a proposed action/project.

- **No Impact:** No impact will occur if the proposed action is consistent with the community's adopted plan and zoning, does not cause a change in the intensity of land use in the area, does not change the quality of the existing community or its character, does not change or impact any environmental resource or infrastructure, or create a hazard to human health as identified in the Part 1 FEAF.
- **Small Impact:** These are impacts that are minor in magnitude and that have small or limited effects on environmental resources. Small impacts may also occur when an impact is limited to a small area. Small impacts are usually isolated, of minimal size, intermittent or short in duration (days to weeks), and do not affect rare or unusual species, habitats, or other resources. Small impacts include those that would generally be considered negligible and minor. These are often impacts from activities or resources that are not regulated or protected by any local, State or national agency.
- **Moderate Impact:** These are impacts that are moderate in magnitude and that have more impact on environmental resources. Moderate impacts can also occur when the impact affects a larger part of the parcel or even a small area extending just beyond the parcel. Moderate environmental impacts may be either isolated (only in one location), or of regional concern. They generally are longer lasting (moderate in duration in weeks or several months), are largely reversible and can be readily addressed through mitigation measures or project changes. The resources affected often have broader local or regional concern and often are activities or resources that are regulated or protected by some local, State, or national agency.
- **Large Impact:** These are impacts that are severe in magnitude or cover larger areas in the neighborhood or community. The environmental impacts anticipated could be irreversible, challenging to mitigate, of wide regional scale, or of long duration. A large impact may also be unlikely to occur, but if it does, would be very damaging to the environment. The resources affected often have broader local or regional concern and often are activities or resources that are regulated or protected by some local, State, or national agency.

Li-Cycle has provided additional information for the reviewer's use in identifying whether the proposed action/project will have an impact on each of the elements listed in the FEAF Part 2 form.

3.1 Impact on Land

The project site is flat with an average depth to groundwater of 4-15 feet below ground surface. There are less than 20 percent bedrock outcroppings at the project site. The average depth to bedrock is 0 to 12 feet below ground surface. The increased erosion resulting from the construction of the Facility will be a small impact because stormwater and erosion will be controlled pursuant to the extensive requirements of the SPDES General Permit for Stormwater Discharges from Construction Activity, Permit No. GP-0-20-001, including a CSWPPP ~~stormwater pollution prevention plan~~, and requirements of Article III of the Town Code of the Town of Greece. In addition, Ridgeway Properties has already constructed a large stormwater detention pond to which stormwater can be routed. The Lots are not located within a coastal erosion hazard area.

Construction of the Facility should take less than a year to complete, provided that long lead time equipment can be sourced and Li-Cycle can construct the Hub Lot on a 24-hours/day, 7-days/week basis. But if they cannot, construction could extend another 4-6 months. Section 139-5 of the Town Code prohibits construction activities which creates excessive noise at the property limits of the construction site between the hours of 10:00 p.m. of one day and 7:00 a.m. of the following day; however, the site location is surrounded by other industrial/commercial facilities to the east, south and west, and is approximately 1,~~45~~00 feet east of the nearest residence along Lee Road, Li-Cycle intends to request a variance with appropriate limitations and conditions from limits on construction hours stipulated in the Town Code from the Building Inspector of the Town Greece based upon the noise mitigation measures incorporated into the project to meet its aggressive construction schedule. The warehouse lot is approximately 150ft south of the nearest residence on Ridgeway Avenue. A variance is not required since construction hours will be ~~12~~ 15 hours a day (7AM to ~~7PM~~10PM), 5 days a week in accordance with Town of Greece Noise and Construction Ordinance.

The land will be regraded to accommodate the planned Facility buildings, structures, operations, tanks, equipment, rail spur, road network and stormwater management features. Once subdivision approval is granted by the Planning Board of the Town of Greece and grading is completed, two new lots will be split from the EBP-S land of Ridgeway Properties: the Warehouse Lot upon which the ~~property owner~~ JV will build to suit and lease to Li-Cycle a combination warehouse, future QA/QC laboratory, future hydrometallurgical R&D line, visitor center and administration building; and the Hub Lot which Li-Cycle ~~will~~ has ground leased from an affiliate of Ridgeway Properties and upon which Li-Cycle will construct its hydrometallurgical manufacturing operation. In addition, Ridgeway Properties will improve and extend McLaughlin Road (Private) to the Hub Lot, including a truck loop and guardhouse, for which improvements Li-Cycle will hold an easement for ingress, egress and use.

Li-Cycle is not aware of the presence on the Lots of any soils containing solid or hazardous waste. Nevertheless, because the soils of the Lots may contain low concentrations of hazardous substance due to the past industrial use of the entirety of EBP-S by Kodak, and because the Lots are subject to the SMP for EBP-S, Li-Cycle will have an ERM qualified environmental professional on-site when any soil disturbance, excavation or grading occurs on the Lots to provide real time observation/soil sampling/air monitoring as necessary. The qualified environmental professional will be tasked with identifying and segregating soils, if any, containing potential solid or hazardous wastes for storage, treatment and/or disposal in accord with all applicable laws.

In addition, Li-Cycle will be upgrading and extending the rail spurs that currently exists on the Hub Lot and adding a third rail spur. Construction of the new (third) Li-Cycle rail spur paralleling the two existing rail spurs on the south side of the Hub Lot, including any site preparation, grading and development activities associated with the rail lines or the installation of separate corrosion resistant spill containment systems beneath the rail car unloading areas for the delivery of sulfuric acid, sodium hydroxide and hydrogen peroxide, will follow the requirements of the excavation management plan established in the EBP-S Site Management Plan.

Utility tie-ins to the RED-Rochester utility services will likely also fall within the footprint of EBP-S and be subject to the environmental easement for the RCRA corrective action program, and therefore, will also be subject to the EBP-South Site Management Plan. The agreement in place between Li-Cycle and RED-Rochester dictates that RED-Rochester will be responsible for providing service connections up to the Lots' boundaries; however, Li-Cycle will be responsible for the design, capital cost, and construction of the tie-ins and distribution, including pipe racks, wiring, pipes, valving, substations, etc.

Li-Cycle is placing its primary construction laydown yard for construction supplies and equipment and construction parking lot on the eastern portion of the Hub Lot, and the JV will be using the Ridgeway

Properties I, LLC's land east of McLaughlin Road for the Warehouse Lot "laydown" area. No impacts to the land associated with this portion of the Hub and Warehouse Lots ~~is~~ are expected from this activity.

3.2 Impact on Geological Features

As a result of significant leveling and grading episodes occurring in 2019-2020 across the Hub Lot, the project site has been subject to significant ground disturbance throughout the majority of Hub Lot. There are no geologic features on the project site. The Warehouse Lot is a mowed lawn. The proposed action, therefore, will have no impact on geologic features. Additionally, there are no National Natural Landmarks on or adjacent to the proposed Site location.

3.3 Impact on Surface Water

Stormwater from the proposed action will be directed to the existing Stormwater Detention Ponds and ditches located east of and adjacent to the Hub Lot during and after construction of the Facility.

Stormwater and erosion will be mitigated and controlled pursuant to the extensive requirements of the SPDES General Permit for Stormwater Discharges from Construction Activity, Permit No. GP-0-20-001 and the requirements of Article III of the Town Code of the Town of Greece. There will be no dredging activities. One large offsite wetland is located to the northeast of the Hub Lot; however, this wetland will not be encroached upon or impacted by construction of the Facility or during post-construction operations.

During operations, as a mitigation measure, stormwater runoff from the project site will be directed to biofiltration areas to the extent practicable or to catch basins, and then collected ~~catch basins~~ and piped to and discharged into the off-site Detention Pond(s) constructed by Ridgeway Properties to reduce by 30% from pre-development peaks the runoff from its land within EBP-S at full build out. The detention of stormwater within the existing ponds prior to discharge will also result in greater time for silt and any other contaminant loads to settle out prior to discharge. Therefore, the Facility will not change the nearby waterbodies and will comply with the Town's stormwater reduction ordinances.

The Facility will obtain water from the Monroe County Water Authority. As a mitigation measure regarding the consumption of water, the Facility will strive to be for all practical purposes zero liquid discharge, which means that water will be distilled from the Facility's liquid wastes and reintroduced into the processes as make up water. The Facility will not be withdrawing water from the groundwater aquifer. The Facility's sanitary waste will be routed to a nearby Monroe County Pure Water's sewer for treatment at the existing MCPW – Northwest Quadrant Plant. The Facility will only require the installation of the connector lines, and will under no circumstances result in the need to construct a new or expand an existing wastewater treatment facility.

Furthermore, the facility design is such that chemical and petroleum bulk storage tanks will include the required secondary containment systems that will minimize any impacts on stormwater. See Attachment L for a typical storage tank system design detail. Stormwater falling within any secondary containment structure deployed at the Facility's outdoor chemical unloading and loading, and bulk storage, areas will be directed to a designated sump which will not be discharged to RED Rochester's industrial sewer unless ~~observed to be~~ uncontaminated. Li-Cycle standard operating procedures dictate that any stormwater collected within secondary containment structures or sumps will be evaluated for the presence of contaminants prior to being discharged to where the water could flow into a surface water. The proposed action will not use any additional chemicals, pesticides or herbicides. Therefore, the Facility is expected to have no or a small impact on water quality downstream of the project site.

All or the majority of stormwater runoff from impervious surfaces on the Lots will be collected and managed on site, including through ~~the~~ biofiltration, collection and conveyance of site stormwater to the

existing detention pond located adjacent to and to the east of the Hub Lot. To the extent practicable, all stormwater from the Facility will be routed to that stormwater detention pond. To the extent that it is not practicable to route stormwater falling on the northern portion of the Warehouse Lot, the stormwater will flow overland to the existing ditches and conveyances. Regardless, stormwater management features will be installed to properly manage the stormwater in accordance with the Multi-Sector General Permit for Stormwater Management from Industrial Activities, and the Town's Municipal Separate Storm Sewer System (MS4) requirements.

A wetlands delineation has also been conducted for the site. The Wetlands Delineation Report and USACE concurrence and NYSDEC Section 401 Water Quality Certification documentation as to the absence ~~applicability of Nationwide Permit #39 to the filling of the~~ of federal wetlands ~~in the ditches along the north side of~~ at the Hub Lot is included in Attachment P.

3.4 Impact on Groundwater

The proposed action will not include installation of any groundwater supply wells. The water used at the Facility is supplied by the Monroe County Water Authority which does not withdraw its water from groundwater despite being located over a portion of a principal aquifer. So, although the Facility will be located on land above a principal aquifer, the aquifer is not used by Monroe County or the City of Rochester as a water supply source. In addition, the Lots are subject to an environmental easement in favor of NYSDEC which prohibits the withdrawal and/or use of the groundwater.

The chemical inputs and products storage areas at the Facility are on impervious surfaces located within buildings and/or secondary containment systems designed to mitigate against inadvertent releases to the soil/groundwater. The rail car unloading area for liquid chemicals and loading area for product is also equipped with secondary containment systems.

Wastewater will not be discharged to the ground or groundwater. Rather, sanitary wastewater will be discharged to a nearby Monroe County Pure Waters sanitary sewer. The proposed action will not result in additional residential uses of groundwater in areas without water and sewer services.

The potential for introducing contaminants into the groundwater has been mitigated by the facility design that includes secondary containment for onsite aboveground chemical and petroleum bulk storage tanks (and there are no underground storage tanks), and for chemical process tank systems, along with stringent standard operating procedures for materials handling. In addition, NYSDEC will have continued access to sample groundwater quality periodically at the groundwater wells that are on or adjacent to the Lots and associated with the EBP-South Site Management Plan.

3.5 Impact on Flooding

There are no dams on the Lots. The proposed action is not located in a designated floodway or a 100-year or 500-year floodplain, and is not expected to adversely modify existing conditions of the site. Rather, Li-Cycle has incorporated into its overall site layout and stormwater management design a mitigation measure (a ~~boundary line~~ ring of biofiltration areas supplemented by some catch basins to collect runoff and pipe that stormwater to the off-site detention pond) that will manage the stormwater runoff from the Lots and thereby help abate future localized flooding concerns. The proposed development incorporates use of the recently constructed off-site stormwater management facility which has been designed to accommodate for the increase in impervious surface for all of the land of Ridgeway Properties in the EBP-S at full build out. As part of the stormwater management and as required by the Town of Greece, the runoff rate for all storm events will be decreased by a minimum of 30% from the pre-development conditions.

Please refer to updated Attachment G for more information on stormwater management plans that have been incorporated into the facility design.

3.6 Impacts on Air

The Facility includes air emission sources regulated by the NYSDEC. Li-Cycle has already submitted an application to the NYSDEC for an Air State Facility ("**ASF**") permit, which is required prior to construction or operation of the proposed Facility's air emission sources. Air emissions from the Facility will be classified as non-Major. The majority of the Facility operations will be conducted indoors, in enclosed systems, and air emissions from operations will be vented through air pollution control devices prior to being emitted to the ambient air.

As part of its application process, Li-Cycle has performed and will supplement as requested by NYSDEC ~~will perform~~ an updated air quality impact modeling analysis using US EPA- and NYSDEC-approved air dispersion modeling software to predict potential off-site impacts associated with air emissions from the operation of the proposed Facility. The results of the Air Quality Impact analysis are expected to demonstrate no off-site air quality impacts above US EPA ~~National Ambient Air Quality Standards (~~"NAAQS~~")~~, or NYSDEC Annual Guideline Concentrations ("**AGCs**") or Short-term Guideline Concentrations ("**SGCs**"). The NAAQS, the ACGs and SCGs are standards designed to protect human health and the environment.

The ASF permit to be issued by NYSDEC will include all New York State and Federal air emission requirements associated with the operation of the proposed Facility, and will require the use of air pollution control devices, to help ensure that the operation of the proposed Facility will not result in off-site odors or other unacceptable impacts to air quality. Li-Cycle will be required to operate the Facility in compliance with its NYSDEC-issued ASF permit. Therefore, the design and engineering of the Facility has mitigated or eliminated potential air impacts to the extent feasible and the Facility will have no or minimal impacts on air quality.

3.7 Impacts on Plants and Animals

The construction of the Facility will result in the negligible loss of common species of lawn and meadow plants and animals currently living on the lawn comprising the Warehouse Lot and the vacant land comprising the Hub Lot. In keeping with the Lots being zoned General Industrial, the two parcels comprising the Lots have undergone significant leveling and grading episodes since 2017. Thus, the project site does not presently contain a significant natural community, nor does it contain or otherwise provide any habitat for any species of plants or animals listed as endangered or threatened, rare or of special concern, or as part of a designated significant natural community.

3.8 Impacts on Agricultural Resources

The proposed Facility is located in an industrial /commercial area that was formerly part of the EBP-S of Kodak on land that will continue to be zoned Industrial. By locating on industrial zoned land, Li-Cycle is avoiding development of a greenfield site, thereby mitigating and otherwise decreasing development pressure on existing farmland. Rather, Li-Cycle is redeveloping a brownfield site.

The nearest agricultural lands are approximately 3 miles to the west of the project site. Although the majority of the project site was once comprised of agricultural soils (likely in Groups 2 and 3 of the NYS Land Classification System), the two parcels comprising the Lots have undergone significant leveling and grading episodes since 2017 such that the soils have been so disturbed that it makes it hard or impossible to ever return them for agricultural use. Therefore, the proposed action will have no impact on agricultural resources.

3.9 Impact on Aesthetic Resources

The Facility will not be visible from any designated scenic or aesthetic resource. The facility will not obstruct an officially designated scenic view. The Facility will not be visible from I-390. From Ridgeway Avenue and Mount Read Boulevard, the Facility will be seen against a backdrop of the existing EBP-S and other commercial/industrial development, including existing EBP Building 511 (Chiller Plant) to the southwest, EBP Building 502 between the warehouse/administrative building on the Warehouse Lot and the hydrometallurgical operations on the Hub Lot, the LiDestri buildings to the west along Lee Road and the JC Fibers building to the east along Mount Read Boulevard. See the figures ~~below~~ in updated Attachment Q illustrating a view of the Facility from Ridgeway Avenue and McLaughlin Road.

Aesthetic impacts will also be mitigated by the placement of the Li-Cycle warehouse, visitor center and administrative offices on the northern portion of the land of Ridgeway Properties within EBP-S next to the handful of residences and professional buildings along Ridgeway Avenue. Li-Cycle will install a vegetative buffer as shown in Attachment Q to further mitigate visual impacts at the residences along Ridgeway Avenue. See the figures ~~below~~ in updated Attachment Q illustrating the view from the Ridgeway Avenue residential properties in the winter season.

Please refer to Attachment Q for additional “screen shots” of 3D and visual impact model simulations (both Summer and Winter seasonal views). Please note that the visual model is evolving as design advances and is subject to change.

3.10 Impact on Historic and Archeological Resources

The Lot does not contain a building or archaeological site or district listed on the National or State register of Historical Places, or that has been deemed eligible for listing.

LiDestri had a Phase Ia & 1b and Phase II Cultural Resources Assessments completed of the land in EBP-S of Ridgeway Properties. The results of the Phase Ia, 1b, and II studies were submitted to the New York State Office of Parks, Recreation, and Historic Preservation (“NYSOPRHP” or “SHPO”) for review and concurrence. In August 2017, a letter from SHPO confirmed the results of the Powers Cultural Resource Assessment findings.

The Lots are nonetheless near the former Erie Canal bed. The former Erie Canal bed is located 400 feet north of the Warehouse Lot across Ridgeway Avenue, and the former Erie Canal bed curves south from Ridgeway Avenue and is located 1100 feet east of the Hub Lot. The Lots are also within 5 miles of the High Falls of the Genesee River. Because the former canal bed has been filled near the Lots, it is not an aesthetic resource. Because the river gorge is a sunken feature, the Lots cannot be seen from the gorge. Although the Lot is within 5 miles of the Genesee River, it is not within the river corridor and the Genesee River segment near the project site has not been designated under the Wild, Scenic and Recreational River pursuant to 6 NYCRR Part 666. The only segment of the Genesee River designated under the Wild, Scenic and Recreational River Program is the segment flowing through Letchworth State Park.

There are no public resources on or adjacent to the project site.

Thus, the Phase 1a & 1b and Phase II Cultural Resources Reports concluded that an industrial facility on the Lots will have no impacts on historic or archeological/cultural resources. See Attachment O for a copy of the LiDestri Phase Ia & Ib and Phase II Cultural Resources Reports.

3.11 Impact on Open Space and Recreation

The projected site is located in a developed area that is zoned General Industrial. There is a substantially continuous chain link fence with barb wire encircling the land in EBP-S of Ridgeway Properties, including

the Lots. The Lots are not publicly accessible and are not designated or undesignated recreation and open space. The Town of Greece's 2020 Comprehensive Plan, in pertinent part, continues to indicate that the Lots should be used for manufacturing. Therefore, there is no impact on the Town's open space or recreation.

Further, the Facility will provide natural ecosystem services to the federal wetlands and ditches by discharging the stormwater from the Lots to the adjacent recently constructed stormwater detention pond(s) that will decrease peak runoff by 30% from pre-development conditions, to allow nutrients and particulates to be captured out of the first flush waters, and prevent the sedimentation of the existing wildlife habitat.

3.12 Impact on Critical Environmental Areas

Based on a detailed review of the NYSDEC ERM Mapper, no critical environmental areas ("**CEA**s") are located on or in close proximity to the proposed project site; therefore, the proposed action will have no impact on any CEAs.

3.13 Impact on Transportation

3.13.1 Impacts on Transportation during Construction

During construction, Li-Cycle estimates that up to 600 personal vehicles will be on-site each day while the Facility is being built of which 400 will be there during the day shift. The construction traffic is anticipated to be distributed over time and locations as follows: the construction workers will be working two shifts, including some weekends, with peak shift arrivals and dismissals occurring at the 5:30 – 6:30 a.m. and 5:30 – 6:30 p.m. periods. Li-Cycle has identified the eastern portion of the Hub Lot as the primary parking location for those construction related vehicles for the building of the hydrometallurgical manufacturing plant. This location will be accessed from the Ridgeway Avenue/McLaughlin Road intersection, with all delivery vehicles being instructed to access the site from I-390 to the west. Construction parking and a materials laydown yard for the Warehouse Lot will likely be centered in the existing parking lot across McLaughlin Road (Private) to the east. The Ridgeway Avenue/Lee-Latona Road intersection, the Ridgeway Avenue/McLaughlin Road intersection and the Ridgeway Avenue/Mount Read Boulevard intersection ramps will all continue to operate at good levels of service, Level D or better during construction.

As stated above, Li-Cycle will also be relying upon the eastern portion of the Hub Lot as a "laydown" area for equipment and supplies delivery and staging while the Hub Lot is under construction, and the JV will be using the Ridgeway Properties I, LLC's land east of McLaughlin Road for the Warehouse Lot "laydown" area. This area has direct access to the McLaughlin Road entrance for truck deliveries. The primary transportation route will be along I-390 to Ridgeway Avenue.

The construction of the Facility will not degrade existing pedestrian or bicycle accommodations.

3.13.2 Impact on Transportation during Operations

The Facility will have a small or limited impact on the existing robust transportation systems once serving Kodak Park at full employment and now serving EBP-S. The Facility will bring additional vehicles onto Ridgeway Avenue that will access the Lots from the intersection of Ridgeway Avenue and McLaughlin Road which is an existing signalized intersection with left turn lanes. In turn, Ridgeway Avenue connects directly to I-390 within 0.8 miles across the existing signalized Lee/Latona Road intersection under the jurisdiction of Monroe County Department of Transportation. Ridgeway Avenue is designed to accommodate semi-trailer truck activities. ~~The~~ Although the proposed Hub will employ approximately 60

employees during the peak daytime shift, the Transportation Tech Memo conservatively based its calculation on 78 employees during the peak daytime shift. The vehicle movement during the peak morning traffic period would increase by less than ~~7~~9% over existing traffic and approximately ~~5~~8% over peak late afternoon traffic periods. There will be approximately 40 additional trucks each day on a roadway system designed to accommodate a much larger traffic volume; and therefore, will have minimal impact on the existing road network. The Ridgeway Avenue/Lee-Latona Road intersection, the Ridgeway Avenue/McLaughlin Road intersection and the Ridgeway Avenue/Mount Read Boulevard intersection ramps will all continue to operate at good levels of service, Level C or better during operations. See attached as updated Attachment I the Traffic Study prepared by Bergmann.

To mitigate the number of additional vehicle movements during both peak and off peak hours, the Facility includes both the use of Kodak Park Road (Private) for internal delivery trucks and the construction of a 0.25 mile (new third) rail spur from the track along Kodak Park Road leading to the former Kodak Park Railroad rail yard run by Rochester Switching Services so that approximately 90% of the bulk chemical inputs can be delivered by rail car. Rochester Switching Services will supply rail services from its railyard to the Facility. Railcar deliveries to the Facility are expected to occur on weekdays and possibly weekends between the hours of 7 AM to 7 PM, but to minimize disruption and unintended noise impacts to residents along Ridgeway Avenue, Li-Cycle will be restricting the times at which rail cars can be coupled or uncoupled on Saturdays and Sundays to the hours between 9 AM to 5 PM. ~~and unintended noise impacts to residents along Ridgeway Avenue.~~ As stated in the updated Transportation Tech Memo, "Rail is more desirable when considering transportation safety, cost, scheduling and efficiency." Please refer to updated Attachment I for additional information.

3.14 Impact on Energy

There will be a small impact on energy because electricity will be consumed by the Facility. Electricity and steam heat will be provided by RED-Rochester. RED-Rochester has adequate permitted capacity to provide the electricity needed by the Li-Cycle facility as well as adequate steam heat. No new generation is needed by RED-Rochester, and therefore, no potentially significant impact on energy is expected. See Attachment F for a letter from RED-Rochester confirming that it has sufficient current capacity to meet all of the Facility's energy needs.

3.15 Impact on Noise, Odor, and Light

3.15.1 Noise

The proposed action will not generate noise above the Town noise ordinance limit of 85 decibels at the property line either during construction or during operation. Furthermore, the construction of the Facility does not include any blasting within 1,500 feet of a receptor. In addition, the noise study prepared by Bergmann and attached as updated Attachment J concludes that the change to existing background noise from the operation of the Facility will either be unnoticeable, or if noticeable, will be tolerable.

Nevertheless, a small impact ~~will~~ could occur related to noise because, during construction, the Facility will produce noise above the existing ambient noise from mobile equipment used to construct the proposed Facility (e.g., earth-moving equipment, cranes, forklifts, delivery vehicles, etc.) even though the noise generated during construction activities will not be above the Town noise ordinance limit of 85 decibels at the property line. The projected nighttime noise from the construction of the hydrometallurgical plant is only noticeable because of the drop in background noise during the night, and will be similar to the existing daytime background noise along Ridgeway Avenue and Lee Road. As one mitigation measure, the backup beepers on mobile equipment used after 10PM on one day and before 7AM the following day that could generate impulsive and low frequency noises that will be perceptible off-site over

ambient noise will be replaced with strobe lights if permitted by OSHA and MINE Safety and Health Administration, as applicable. As further mitigation, an 8 feet high temporary noise barrier will be installed along the Lots' north and western boundaries, and Li-Cycle will engage in community outreach.

The operation of the Facility, which includes rail transport of raw materials and products, will also generate impulsive and low frequency noises that will be perceptible off-site over ambient noise levels although such noise will conform to the Town's 85 decibel limitation at the Lots' property line. To mitigate the off-site perception of noise generated at the Facility by rail cars, Li-Cycle will be restricting the times at which rail cars can be coupled or uncoupled to the hours between 7:00 AM and 7:00 PM on weekdays and between 9:00 AM and 5:00 PM on Saturdays and Sundays. Please refer to updated Attachment J for a representation of the mitigation techniques to be employed that will minimize any offsite noise impacts.

3.15.2 Odors

The proposed action will not result in routine odors for more than 1 hour per day, and even during an upset condition, is not expected to generate any odors. The Facility nonetheless includes processes that capable of generating odors if not properly controlled. However, Li-Cycle has designed the Facility to include the equipment and devices, such as wet scrubbers, necessary to control odor emissions from the facility operations. The wet scrubber fan will pull the air and dust from equipment and tanks through the scrubber to treat and neutralize all gases and dusts Under normal operating conditions, the Hub facility will not produce odors that would result in an offsite environmental impact to the surrounding community (the nearest residences are a minimum of approximately 1,~~45~~00 feet away from hydrometallurgical operations) and/or adjacent businesses. It would only be under the unlikely event of upset or equipment malfunction conditions that odors from the Facility might occur.

Of those potential sources, the most noticeable odor would be produced by the copper sulfide precipitation process which holds the potential to generate hydrogen sulfide gas (i.e., rotten egg smell) in the event of an upset (i.e., of equipment malfunction conditions).

However, Li-Cycle has designed the Facility to include equipment and devices, including a caustic scrubber that is specifically designed to capture and control hydrogen sulfide gas emissions and odors, standby fans and emergency/back-up power. In the event of an upset, gas monitors with sirens and alarms will notify operators to take action up to and including shut down of the copper sulfide precipitation process if a perceptible amount of hydrogen sulfide is emitted from the scrubber. Moreover, the nearest residential properties are approximately 2,000 feet from the copper sulfide precipitation area, which allows for some level of atmospheric dispersion to occur.

3.15.3 Lighting

To mitigate fugitive lighting concerns, the Facility lighting will be designed with dark sky compatible lighting fixtures (i.e., with downward facing lighting with no off site lighting impact greater than 1 foot-candle at the boundary line). The lighting will not create a sky-glow substantially brighter than existing conditions near the project site. See updated Attachment K that provides an example image of the Li-Cycle signage during day and at night. In addition, updated Attachment K also provides examples of the back-lit lighting on the Li-Cycle ~~logo~~ signs that ~~will only be placed at~~ are currently planned for ~~three~~ these locations: on a ground-level tombstone sign along McLaughlin Road at the entrance to the warehouse/administration/visitor center building, on the security gatehouse in the truck loop at the southern end of McLaughlin Road, ~~and~~ above the eastern-facing entrance to the Li-Cycle warehouse/administration/visitor center building, and on the western end of the north wall of the warehouse facing Ridgeway Avenue and the northern end of the west facing wall of the Warehouse. There will also be lighted bollards along the front entranceway of the visitor center and administration building. Please see updated Attachment K for images of the conceptual lighting. All other lighting placed

on buildings and structures will be designed to reduce light pollution by employing downward facing fixtures. ~~All other signage placed on buildings and structures will not be directly lit.~~ Thus, there be little to no impact from Facility lighting.

Therefore, no or only small impacts on noise, lighting, and odors are expected from the Li-Cycle facility.

3.16 Impact on Human Health

The Facility will have up to 60 workers on-site at any one time during operations. The Facility is an industrial (hydrometallurgical) manufacturing operation which uses chemicals and energy which potentially could impact on human health, but which will only have a small impact due to the many safety, mitigation and control measures engineered into its design to minimize any potential health hazards (air, water, noise, etc.) during typical operations, including employee training, security fencing around the perimeter of all operational areas at the Facility, monitoring during construction and operation of the processes in case there is an unlikely issue that may impact human health.

There will be containment of all rail sidings where liquid chemicals are unloaded, and secondary containment and leak detection of all storage tanks, with containment capacity to hold more than the contents of any one tank. Incompatible chemicals will be stored in separate locations. Silos of dry chemicals and products will be equipped with dust filters or collectors. Instrumentation and monitoring will be employed, including high level alarms, pH/density/conductivity meters, and gas monitors for detecting very low levels of emissions with sirens and visual light alerts. Where appropriate, pipelines will be self-draining and equipped with pressure relief mechanisms. No heat or ignition sources will be located in the areas storing or using potentially combustible chemicals and products. Large particle sizes will be preferred. Process equipment and product dryers and baggers will be equipped with scrubbers, baghouses and other emission control devices which as required will be connected to standby fans and emergency/backup power.

Li-Cycle has incorporated the US EPA, NYSDEC and Town health and safety driven regulatory requirements into its Hub facility design. Each of these governmental entities' requirements are specifically designed to protect human health and the environment. Following all of these regulatory requirement in developing the Li-Cycle plant design ensures that there will be at most a small impact on human health – to Li-Cycle employees, other adjacent businesses, and the public adjacent to and in close proximity to the Facility.

In addition, the Facility has been designed to locate the secondarily contained bulk storage tanks aboveground and on the south central side away from the residences along Ridgeway Avenue and Lee Road. Further, the rail car unloading is located further to the south and farther from those residences. Also, Li-Cycle relocated its control center building from the center of the Facility to the northeast periphery to make it as accessible as practicable to emergency responders in the unlikely event of incident.

The Lot is subject to an environmental easement and the EBP-South Site Management Plan. Li-Cycle is not aware of the presence on the Lots of any soils containing solid or hazardous waste. Li-Cycle has also agreed in its ground lease contract for the Hub Lot to cooperate with NYSDEC, to move or preserve NYSDEC's off-site groundwater monitoring wells and remedial equipment, and to provide NYSDEC and its contractors with access and entry to the Facility for any sampling required under the Site Management Plan. Ridgeway Properties provided NYSDEC with 60-Day Notification notice of the leasing of the Hub Lot to Li-Cycle.

Li-Cycle will comply with the provisions of the EBP-South Site Management Plan, including its excavation management plan which includes specific provisions regarding construction over the existing groundwater contamination plume to the east of the Building 502, and the qualified environmental professional will be on-site when any soil disturbance occurs to ensure implementation of the requirements of those plans

and coordination with NYSDEC as needed. The qualified environmental professional will be tasked with identifying and segregating soils, if any, containing potential solid or hazardous wastes for storage, treatment and/or disposal in accord with all applicable laws, and will also be tasked with conducting real-time air monitoring for volatile organic compounds and/or particulate levels at the perimeter of the Lots.

The proposed action will result in a small impact related to the increase in the rate of solid waste generation and disposal as compared to the Lots' present use as vacant land. The Facility, however, has a market for all of the products of the hydrometallurgical processing of the black mass concentrate, except for the processes' wastewater. With regard to the wastewater, the Facility has been designed to be a minimal liquid discharge operation. Thus, the only solid wastes resulting from the Facility's operations are employee garbage, delivery pallets, the solid material remaining at the end of the wastewater bleed treatment distillation, and crud from the solvent extraction systems. Most of the pallets can and will be recycled.

Although the closed Weiland Road landfill is located approximately 200' northwest of the Warehouse Lot, the construction of the Facility will not impact it. No potentially explosive gases emanating from the Weiland Road landfill have migrated to the Lot.

In addition, Li-Cycle is paying for a third-party engineering firm with expertise in chemical engineering, environmental safety, and industrial hygiene to assist the Town in its evaluation of the proposed action to ensure public safety has been considered and risks mitigated or eliminated to the extent feasible by the measures discussed above. The third party engineer is tasked with undertaking a review of the risks presented by the hydrometallurgical processes, and of the engineering and other measures incorporated into the Facility's design and processes to abate and mitigate those risks. The third party engineer is then to verify to the Town that the Facility will conform with all applicable codes, standards, and regulations, including the Town of Greece and New York State Building/Fire Code requirements.

3.17 Consistency with Community Plans

Development of the proposed Project is consistent with the Comprehensive Plan as the Lots fall within the EDIO and the project site is zoned as General Industrial, which in pertinent part indicates that the Lots should be used for manufacturing.

Further, the real property comprising the Lots is part of the EBP-South. The Facility will constructed immediately adjacent to former Kodak Building 502 which is industrial in character. Existing utilities serving the EBP-South can readily support the Facility's needs and are easily accessible. While the 600 new construction jobs and the ~~160~~ 130 new operational jobs, and additional tax revenues related to the construction and operation of the Facility will indirectly induce some level of secondary development, both the additional jobs and tax revenues are explicitly sought goals in the Town of Greece's 2020 Comprehensive Plan. As such, no adverse impact to community plans will occur.

3.18 Consistency with Community Character

The project site is located in an existing industrial business park that houses other manufacturing and processing facilities/tenants. The facility will not replace or eliminate a facility or area of historic importance to the community.

The Lots are not an officially recognized or otherwise designated public resource. Community services are currently capable of handling any emergencies that might arise at the Facility. Further, Li-Cycle has already agreed to support additional training of emergency responders and provide specialized support equipment on Site. The proposed action will not displace affordable housing because there is no affordable housing presently on the Lots and the Lots are zoned for industrial use. The Facility's buildings and structures will be consistent in scale and character with those of adjacent businesses.

The development of the Li-Cycle Hub and Warehouse are consistent with the character of the surrounding business park. The Warehouse buffers the neighborhood to the north and the commercial properties along McLaughlin Road, Lee Road, Mount Read Boulevard and Lexington Avenue to the southwest and east. The warehouse/administration/visitor center building will largely buffer the residences to the north along Ridgeway Avenue from the hydrometallurgical operations on the Hub Lot another 1,000 feet to the south; as such no impacts on the community character are expected.

4. FEAF PART 3 – EVALUATION OF THE MAGNITUDE AND IMPORTANCE OF PROJECT IMPACTS AND DETERMINATION OF SIGNIFICANCE

Part 3 provides the reasons in support of the determination of significance. The lead agency completes Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency then decides whether to require an environmental impact statement to further assess the proposed action, or whether, as Li-Cycle believes, the available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact.