Li-Cycle North America Hub, Inc.

Environmental Assessment Project Forward Rochester, New York

Department of Energy Loan Programs Office – Advanced Technology Vehicle Manufacturing Loan Program

April 2023

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CONTENTS

List of Appendices

List of Tables

List of Figures

Acronyms and Abbreviations

Acronym	Definition
APE	area of potential effects
ASF	Air State Facility
ATVM Program	Advanced Technology Vehicle Manufacturing Loan Program
BMP	best management practice
CFR	Code of Federal Regulations
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalents
COMIDA	County of Monroe Industrial Development Agency
County	County of Monroe
DHS	U.S. Department of Homeland Security
DOE	U.S. Department of Energy
EA	Environmental Assessment
EBP-S	Eastman Business Park-South
EJ	Environmental Justice
EPA	U.S. Environmental Protection Agency
GHG	greenhouse gas
HAP	hazardous air pollutant
I	Interstate
Li-Cycle	Li-Cycle North America Hub, Inc.
LPO	Loan Programs Office
MCPW	Monroe County Pure Waters
MCWA	Monroe County Water Authority
NAAQS	National Ambient Air Quality Standards
NATA	National Air Toxics Assessment
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NO_X	nitrogen oxides
NRHP	National Register of Historic Places
NYSDEC	New York State Department of Environmental Conservation
PLS	pregnant leach solution
PM	particulate matter
$PM_{2.5}$	particulate matter less than 2.5 micrometers in diameter
PM_{10}	particulate matter less than 10 micrometers in diameter
PTE	Potential to Emit
RCRA	Resource Conservation and Recovery Act
SEQRA	State Environmental Quality Review Act
SHPO	State Historic Preservation Office
SMP	Site Management Plan
SO_2	sulfur dioxide
SPDES	State Pollution Discharge Elimination System
SQG	Small-Quantity Generator
State	State of New York
SWPPP	Stormwater Pollution Prevention Plan
SX	solvent extraction
tpy	tons per year
U.S.C.	United States Code
VOC	volatile organic compound
ZLD	zero-liquid discharge

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1. PURPOSE AND NEED

1.1 Purpose and Need for Agency Action

The purpose and need for agency action is to comply with the U.S. Department of Energy (DOE) mandate under Section 136 of the Energy Independence and Security Act of 2007 to select projects for financial assistance that are consistent with the goals of the act.

Li-Cycle North America Hub, Inc. (Li-Cycle), is proposing "Project Forward," a hydrometallurgical manufacturing facility (commonly referred to as the Hub) that extracts and refines critical battery metals. The initial process, which is not subject to federal financial support, involves recovering the critical materials from spent lithium-ion batteries and producing a black mass concentrate at Li-Cycle's off-site Spokes facilities and then transporting the black mass concentrate to the hydrometallurgical manufacturing Hub facility (the Project or the Hub) where the concentrate will be processed into critical battery metals (lithium, nickel, cobalt and manganese) and other useful materials. The Hub facility, which is the subject of the federal financial support, will be in a portion of the former Kodak Park, now known as Eastman Business Park-South (EBP-S), in the Town of Greece (a suburban municipality of Rochester), New York.

Li-Cycle has applied for federal financial support (a loan) pursuant to DOE's Advanced Technology Vehicle Manufacturing Loan Program (ATVM Program), which was created by the Energy Independence and Security Act of 2007 to provide incentives for projects that retrofit, expand, or create manufacturing facilities in the United States for advanced-technology vehicles or qualifying components, including engineering costs. The primary goal of the ATVM Program is to improve fuel economy for light-duty vehicles and thereby reduce ozone precursors, greenhouse gas (GHG) emissions, and particulate matter emissions associated with vehicle emissions. The ATVM Program is designed to stimulate the technology required to meet program objectives.

Li-Cycle is proposing to construct a new 325,000-square-foot manufacturing facility within EBP-S in the Town of Greece, New York. The Hub facility will process the black mass concentrate derived from spent lithium-ion batteries. The recovery of the critical battery metals and other useful materials from spent lithium-ion batteries results in fewer GHG emissions compared to GHG emissions related to the manufacture of these materials from traditional extraction (mining) and the related production/refining, which is consistent with the primary goal of the ATVM Program. Financially supporting Li-Cycle's Project would help bring an additional supply of critical materials for new lithium-ion batteries to market and into greater use, thereby reducing overall national emissions of air pollutants and human-caused GHGs.

1.2 Background

The ATVM Program is administered by DOE's Loan Programs Office (LPO). LPO originates, underwrites, and services loans to eligible automotive manufacturers and component manufacturers to finance reequipping, expanding, or establishing manufacturing facilities in the United States that produce advanced-technology vehicles and qualifying components, along with the costs of associated engineering integration performed in the United States. The applicant, Li-Cycle North America Hub, Inc., has patented a hydrometallurgical process for manufacturing critical battery metals and other useful materials from a black mass concentrate generated from the recycling of spent lithium-ion batteries, which are then sold for reuse in new lithium-ion battery production or other applications. Li-Cycle has spent the past three years (2020, 2021, 2022) obtaining the necessary State of New York (State) and local permits and approvals for construction of the Project as well as preparing Project design and construction cost estimates. The Project will extract critical metals from the black mass concentrate recovered from the recycling of spent lithium-ion batteries to support the integration of these materials into the battery manufacturing economy and help meet the demand for critical battery materials and ensure a sustainable future.

To fund the Project, Li-Cycle has applied to DOE's ATVM Program for financial assistance to support its design and construction work at EBP-S. Upon review of Li-Cycle's initial application by LPO, the application was determined to be substantially complete, per the rules governing the ATVM Program in 10 Code of Federal Regulations (CFR) Part 611. Li-Cycle was subsequently invited to enter into LPO's due diligence process.

1.3 Scope of Environmental Assessment

In accordance with the National Environmental Policy Act (NEPA), LPO prepared this Environmental Assessment (EA) to address issues associated with construction of a hydrometallurgical manufacturing Hub facility on a 41.06-acre parcel of land in EBP-S (the Project site). This EA allows LPO to consider the environmental impacts of its action (financial assistance/ATVM loan) to support construction and startup of the Hub at EBP-S in the Town of Greece, New York.

Consistent with the requirements of the New York State Environmental Quality Review Act (SEQRA) and before taking any action, the Town Board of the Town of Greece undertook a coordinated environmental review of the Project, with the New York State Department of Environmental Conservation (NYSDEC) acting as an involved agency, and evaluated the potential environmental impacts of the Project. LPO adopted by reference and inclusion the State's environmental review to assist in development of this EA. A copy of the Project's SEQRA submission to the Town Board (SEQRA Doc) is attached as Appendix B.

LPO reviewed the scope of the Proposed Action (providing federal financial assistance for construction and startup of the Hub) to identify any significant issues that warrant detailed review in this EA. In its review, LPO considered the scope of the Proposed Action, the location of the Hub within EBP-S, the existing industrial setting, and the current status of the permits and approvals necessary for construction and startup of the Hub (see Appendix A). Based on LPO's review of the scope of the Proposed Action, existing site conditions, and permit status, the scope of the issues analyzed in this EA includes:

- Cultural resources, including Native American interests
- Air quality
- Noise
- Aesthetics and visual resources
- Socioeconomic, public, and occupational health and safety
- Waste management

These resource areas were identified as potentially being affected by the Project, and each was assessed to determine the nature, extent, and significance of the impacts (see Section 3). This EA also examines the direct, indirect, and cumulative effects of the Project. The assessment combines desktop research and analysis of existing available information along with select field studies, including site assessments related to wetlands, both present and absent; water bodies; air emissions; soils and geology; noise; visual and aesthetic resources; waste management; as well as socioeconomic, public, and cultural resources.

Because the Project would be located in an existing, previously disturbed industrially zoned area within the town's Economic Development and Innovation Overlay District for EBP-S, impacts on water resources and wetlands; biological resources, including threatened and endangered species; land use; recreation; terrestrial vegetation; and coastal resources are not anticipated. The Project would use Monroe County Water Authority's (MCWA's) municipal water and treat its wastewater either through Monroe County Pure Waters' (MCPW's) Northwest Quadrant Plant or RED-Rochester's Kings Landing Wastewater Treatment Facility; secondary containment would be used for the control of on-site hazardous liquids. Therefore, the aforementioned resources are not included in the scope of this EA.

At the completion of the Project, the permits listed in Appendix A will apply.

2. DESCRIPTION OF THE PROPOSED ACTION

The action being proposed (Proposed Action) is LPO's financial assistance to support construction and startup of the hydrometallurgical manufacturing Hub facility. The scope of the Proposed Action, which is the subject of the federal financial loan to Li-Cycle, encompasses construction and startup of the Hub, a hydrometallurgical manufacturing facility on a 41.06-acre parcel located at 205 McLaughlin Road, Town of Greece, New York (see Figure 1: Project Area, Figure 2: General Facility Location Map, and Figure 3: Project Site Layout).

Although the Hub is the scope of the federal undertaking and the focus of this EA, Li-Cycle is also constructing a warehouse facility north of the Project site and Building 502, but within the Project area, and a guardhouse with a truck turnaround that will serve operations at the Project site. The Project's ground lessor, Ridgeway Properties I, LLC, will disturb an approximately 1-acre off-site area to pave McLaughlin Road between Ridgeway Avenue and the Project site. The warehouse, guardhouse, truck turnaround, utility extensions and tie-ins, and road modifications (see Figure 5) are not part of the Project for which Li-Cycle is seeking financing and are not included in this EA or the DOE loan application. Responsibility for warehouse design and construction costs lies with a third party, Pike Conductor DEV 1, LLC. Road modifications and related costs lie with Ridgeway Properties I, LLC. Details outside the federal undertaking are discussed in Section 3.9, Cumulative Effects.

The Project site is a vacant earthen pad in a portion of EBP-S. The Hub will include approximately 20 separate structures and processing areas, including chemical reagent storage (and associated secondary containment systems), a security gate, control center building, and a series of manufacturing circuits. In addition, the Project will include the construction of ancillary roads, a rail spur, parking, product loading and unloading areas, and storage areas, along with delivery equipment areas.

McLaughlin Road south of Ridgeway Avenue is a private road, owned and maintained by the Project's ground lessor, Ridgeway Properties I, LLC. The building immediately north of the Project site and east of McLaughlin Road (commonly referred to as Building 502) is not owned by the Project's ground lessor, having been sold by Eastman Kodak Company prior to Ridgeway Properties I, LLC, acquiring the Project site. Li-Cycle has temporarily leased the eastern portion of the southern parking lot of Building 502 and a green space for the placement of construction trailers, equipment, and supplies.

The Project site is subject to an existing environmental easement with NYSDEC which requires compliance with the EBP-S Site Management Plan (SMP). The intent of the EBP-S SMP is to minimize exposures to residual contamination from previous land uses and ensure the Project does not impair other remedial programs occurring in other areas of EBP-S (see Appendix B, SEQRA Doc, Section 2.3.2, and Attachment E).

RED-Rochester, LLC, purchased the extensive array of private utilities that once served Kodak Park and, therefore, is able to supply the Project with electricity, steam, chilled water, process water, treated water (high purity), oxygen, carbon dioxide (CO_2), compressed air, and potable water, as well as handle industrial sewerage, through utility tie-ins that already exist on or adjacent to the 41.06-acre parcel of land in EBP-S upon which the Project will be constructed (the Project site). The Project site drains to existing stormwater detention ponds that were constructed in 2017 by Ridgeway Properties I, LLC, the owner of most of the Project area, as part of a proposed development project that never came to fruition.

Figure 1: Project Area

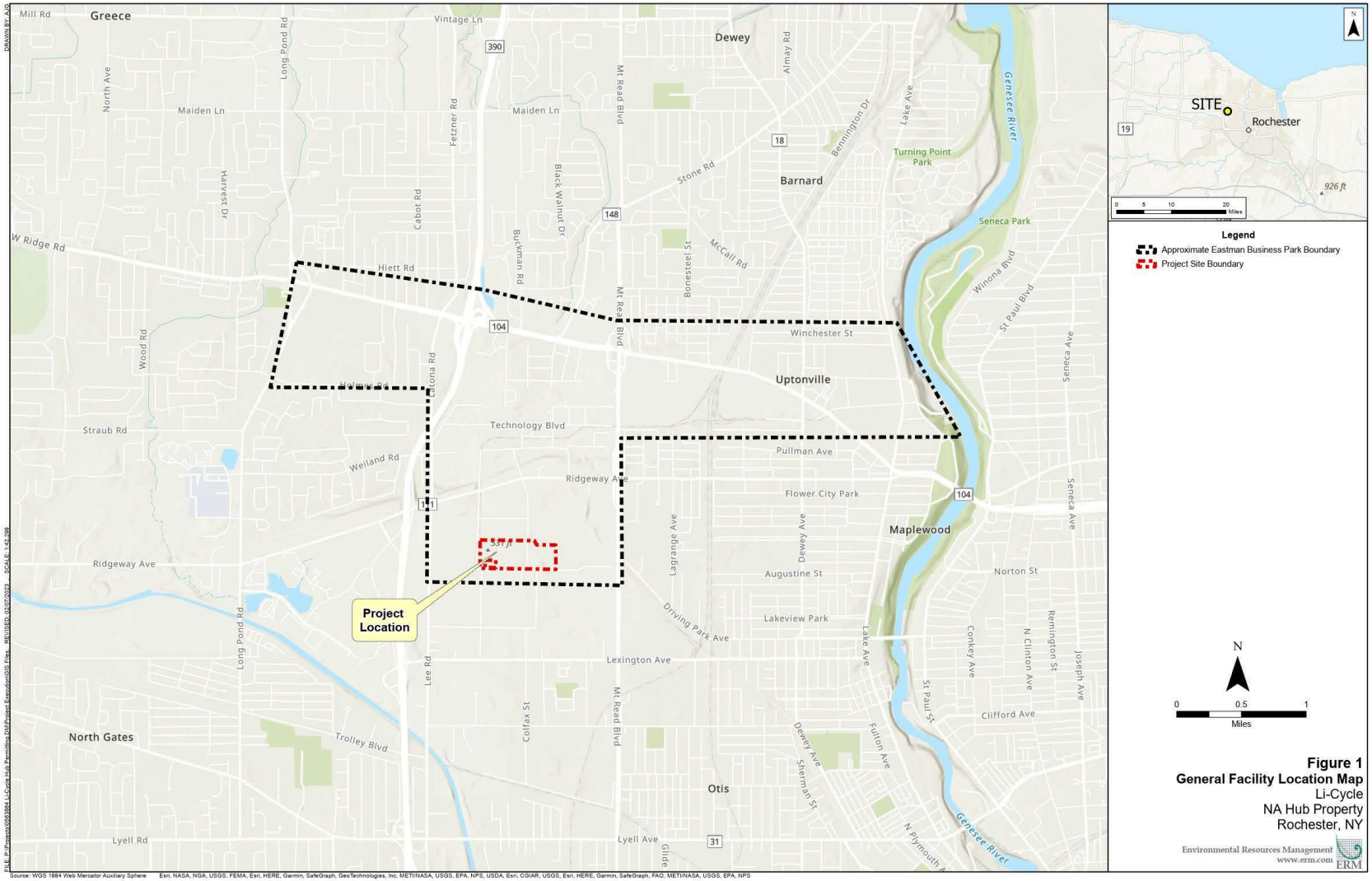


Figure 2: General Facility Location Map

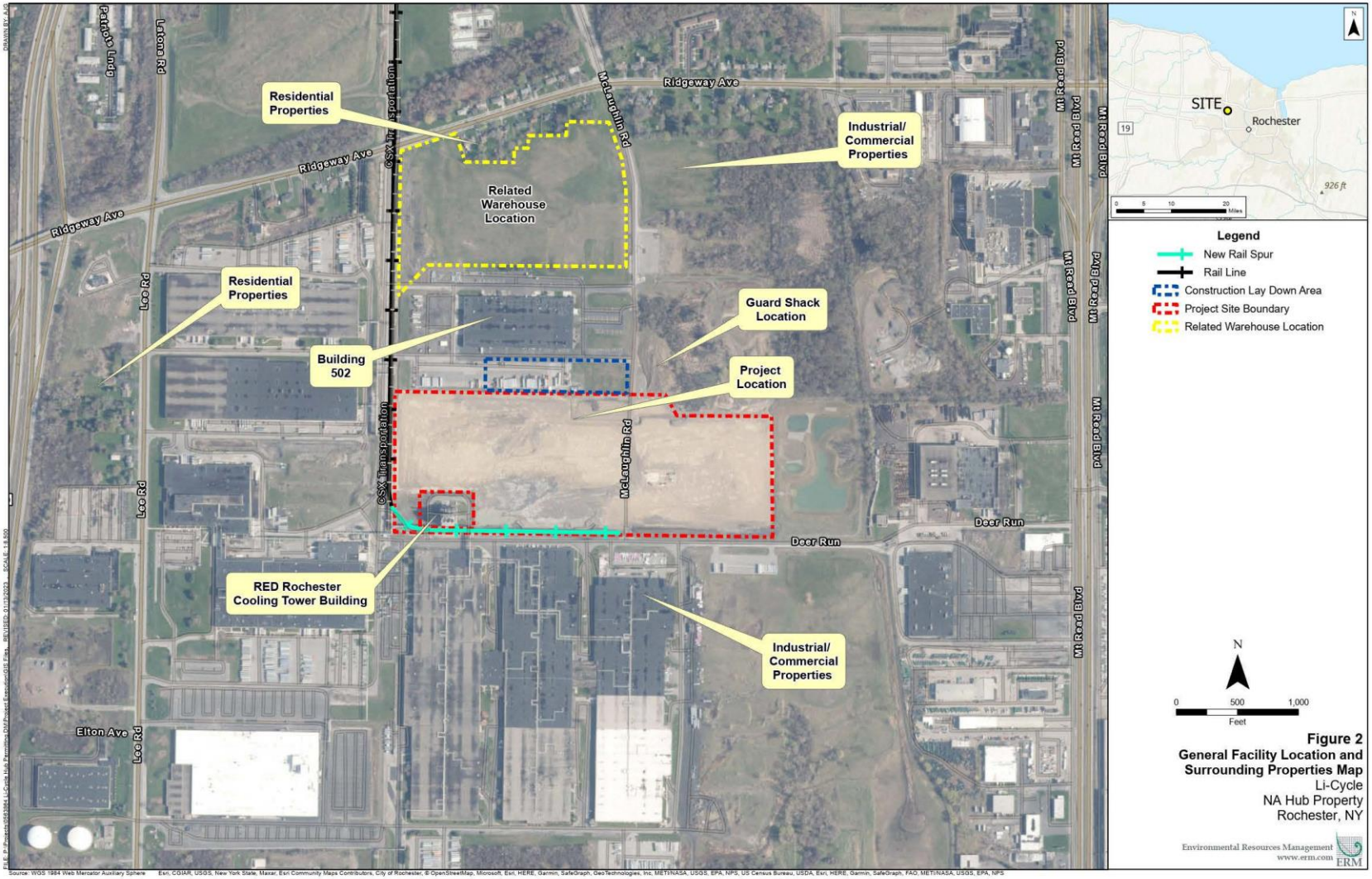
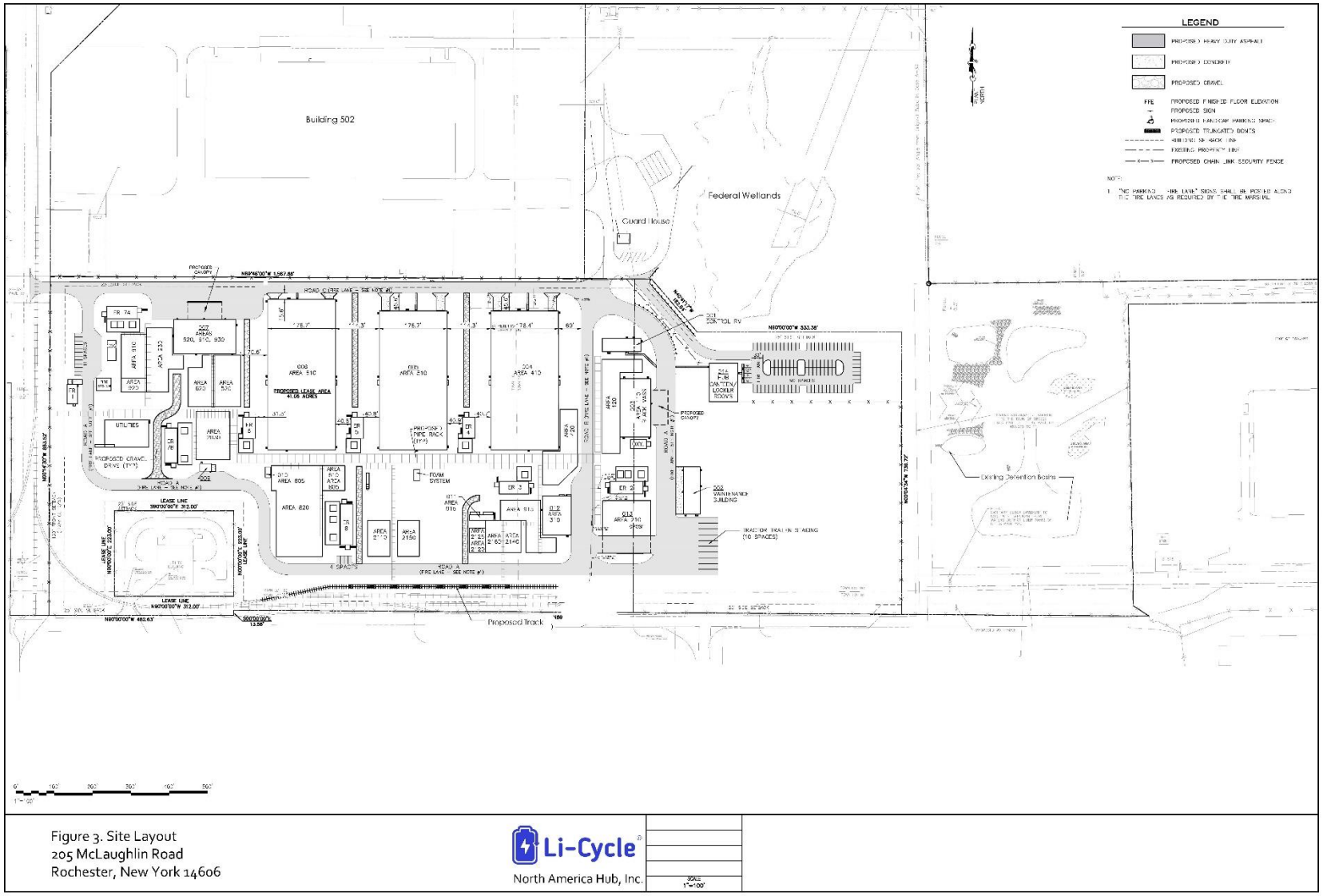


Figure 3: Project Site Layout



RED-Rochester will provide the Project with an average of 1,044 gallons per day of potable water for consumptive use and 4,500 gallons per minute of chilled water for non-consumptive use (see Appendix B, SEQRA Doc, Attachment F). RED-Rochester will also provide the Project with standby fire water coverage for 250,000 square feet of building space.

Construction of the Project commenced in January 2022 with site preparation, surface grading, subsurface utilities installation (e.g., stormwater drainage systems, electrical lines and conduits, steam systems). Building and structural foundations installation; equipment procurement, delivery, and installation; and commissioning are ongoing. Li-Cycle expects to complete construction of the Project in a single phase, sometime between December 2023 and March 2024. Li-Cycle anticipates having the Project fully operational by October 2024.

At completion, the Project will employ between 220 and 269 full-time employees who will be working across three shifts for the 24-hour-a-day operation. Approximately one-half of the complement of employees will be on-site during day-shift operations, with the balance of employees making up second- and third-shift operations.

2.1 Construction

The Project will include associated site improvements to grading, roadways, rail spurs, and stormwater management features. The far east side of the Project site will be used temporarily for construction laydown and parking. On the south side of the Project site, which has two existing rail spurs, Li-Cycle will construct one new 0.25-mile-long rail spur adjacent to the two existing rail spurs.

All of the 41.06-acre Project site will be disturbed. Although not part of Li-Cycle's work, the Project's ground lessor will disturb another approximately 1-acre area off-site within the land retained by Ridgeway Properties I, LLC, to pave McLaughlin Road south along the eastern property line of Building 502 to the Project site. The new southern terminus of McLaughlin Road will include a guardhouse with a traffic loop to allow misdirected traffic to readily return to the north without impeding access to the Project's security gate. Li-Cycle expects to complete construction of the facility within 18 to 24 months. Construction activities started in January 2022. Construction of permanent structures commenced after receipt of the Project's Air State Facility (ASF) permit on March 7, 2022, which covers expected air emissions.

Construction of the Project will be completed in one phase. The Project will consist of construction of approximately 20 separate structures and processing areas as well as ancillary roads, parking, and product loading, unloading, and storage areas, along with delivery equipment areas. Similar to the nearby cooling towers of RED-Rochester in Building 511, as shown in Figure 3, the hydrometallurgical facility's tallest structure will be approximately 98 feet above final grade elevation.

The Project design includes secondary containment systems for all chemical and petroleum bulk storage tanks to minimize any impacts on stormwater.

Each part of the manufacturing process will be grouped separately in a structure and/or area and 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 under normal storm events will percolate through biofilters and into piping or be captured by catch basins that will discharge into the off-site stormwater detention ponds constructed to serve all the real property in EBP-S purchased by Ridgeway Properties I, LLC, at full development, including the lot upon which the Project will be constructed. This approach to stormwater management also meets the Town of Greece's 30 percent reduction requirements.

The site will be leveled and graded as necessary. Consistent with the requirements of the environmental easement and SMP for this portion of EBP-S, any excess soils from any excavation, including for

foundations, will be placed elsewhere on Ridgeway Properties I, LLC's, land within this portion of EBP-S, in accordance with the SMP and NYSDEC approvals.

Construction entrances to the Project site will be equipped with a dust control/dirt knock-down pad. The laydown yard on the east side of the Project site will be surfaced with an aggregate prior to use in order to mitigate dust and erosion concerns. The utility tie-ins to RED-Rochester, LLC's, facilities, as well as the installation of the rail spur on the Project site, will also be performed in accordance with the SMP requirements.

With respect to water requirements, the Project site is served by RED-Rochester, LLC, for process water supply, demineralized water supply, fire water supply, chilled water supply, industrial sewer services, and, through an arrangement with MCWA, potable water supply. The Project site is served by MCPW for sanitary sewer services. A 30-foot-wide sanitary sewer easement and a 20-foot-wide water service easement run east–west and adjoin the south boundary of the Project site. Once the final connection lines are installed, those lines running from the boundary line of the Project site to the manufacturing facility's buildings and equipment will be owned and maintained by Li-Cycle. The connection lines outside of the boundary line of the Project site will be dedicated to the appropriate utility and/or RED-Rochester, LLC.

The Project is expected to create approximately 1,000 construction jobs. The Project site is covered by an existing Stormwater Pollution Prevention Plan (SWPPP) for the construction phase of the Project as part of the State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activities obtained for the Project area on May 16, 2018.

Li-Cycle secured the necessary State and local environmental permits prior to commencing construction work at the Project site. As discussed in Section 1.3, Appendix A provides a list of the permits, approvals, and authorizations obtained for the Project.

2.2 Operations

The hydrometallurgical manufacturing operation will use chemicals in a low-temperature process to manufacture battery-grade nickel, cobalt, lithium, as well as graphite, copper, gypsum, manganese, and anhydrous sodium sulfate, from the black mass concentrate raw material recovered from lithium-ion batteries. No spent lithium-ion batteries will be shipped, stored, or recycled at the Project site. The black mass concentrate will be delivered to the facility in 1-tonne bulk bags as a wet cake having a minimum moisture content of 12 percent by weight to prevent dusting. Operationally, Li-Cycle intends to maintain an inventory of bulk bags of black mass concentrate, which will be unloaded and stored at a nearby warehouse on McLaughlin Road, the construction of which is not part of the Project. Four times per day, approximately 20 to 30 black mass concentrate bags will be selected from the inventory, based on chemical composition. The selected bags will be brought to a bag unloading system and conveyed to leaching tanks. All bag unloading and conveying equipment will be connected to a ventilation system to capture any fugitive dust emissions. The conveyance system will deliver the black mass concentrate to the leaching stage.

When the leaching reaction is complete, the leachate will be filtered to produce a pregnant leach solution (PLS) that contains all of the desired metals, along with a solid graphite concentrate devoid of metals. The PLS will be pumped to the next stage of the process, and the filtered graphite concentrate will be packaged into 1-tonne bags for sale. The leach tanks will be closed on top and connected to a ventilation system that terminates at a control device. Any vent gases or acid mists generated in the operation will be controlled and treated.

After leaching, the PLS will be pumped to a series of closed-top reaction tanks connected to a ventilation system that terminates at a control device. Any vent gases generated in the operation will be controlled

and treated. Once all impurities are removed, the PLS will move to the next stage of processing where there will be three solvent extraction (SX) circuits. The organic phase in the SX circuits uses a non-Resource Conservation and Recovery Act (RCRA) solvent (i.e., not ignitable or on the U.S. Environmental Protection Agency's [EPA's] F002 through F005 list). Next, the metals produced from the SX circuits undergo further processing to produce products for sale, each precipitated metal is filtered, and the wet cake is packaged into 1-tonne bags for sale. The filtrate is then recycled back into the process.

After the remaining filtrate is concentrated, it is crystallized, dewatered, and dried before being loaded in bulk trucks or railcars for sale. The remaining liquid flows into a lithium carbonate feed tank from which it is then reacted in a series of crystallization tanks. After the slurry is dewatered, it is crystallized into battery-grade lithium carbonate for packaging and sale.

Vent gases from the leach stages and precipitate areas are treated in a scrubber. Off-gases from the metal solvent extraction circuits are treated through an activated carbon column. Once cleaned, exhaust gases are discharged to the atmosphere from a stack.

The Project is expected to generate an effluent stream that must be bled from the system to control impurities. This bleed stream will contain minor impurities. Li-Cycle intends to operate the Project as a zero-liquid discharge (ZLD) site; therefore, this effluent stream will be evaporated and crystallized within the plant boundaries. Condensate from the ZLD system will be reused in the process, while a small amount of solid waste will be disposed of off-site in accordance with State and federal waste disposal requirements.

Utilities for the operation are readily available and to be provided by RED-Rochester, LLC. A list of the plant utilities available is presented below:

- Electricity
- Steam
- Chilled water
- Process water
- Treated water (high purity)
- Oxygen
- Carbon dioxide
- Compressed air
- Potable water
- Sewerage
- Stormwater

The Project is anticipated to create approximately 220 to 269 new, full-time permanent jobs. The Project will employ approximately 102 to 124 employees during the peak daytime shift.

3. ENVIRONMENTAL CONSEQUENCES

In each of the following sections, a specific resource area is addressed with both qualitative and, where applicable, quantitative information to concisely describe the nature and characteristics of the resource that may be affected by the Project as well as the potential impacts on that resource, given Project controls. A conclusion regarding the significance of impacts is provided for each resource area.

Section 3.11 provides a review of the present and reasonably foreseeable federal and nonfederal actions that may contribute to a cumulative impact when added to the impacts of the Project.

3.1 Cultural Resources

"Historic property," as defined by the National Historic Preservation Act (NHPA) (54 United States Code [U.S.C.] Section 300101 et seq.), is any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP). Regulations implementing the NHPA (36 CFR Part 800) provide for the protection of historic properties. Section 106 of the NHPA requires federal agencies to consider the impacts of their actions on historic properties. The purpose of Section 106 is to ensure that these agencies consult with state, local, and tribal government officials to identify historic properties potentially affected by their undertaking, assess impacts on cultural resources, and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties.

Section 106 consultation was initiated with the New York State Office of Parks, Recreation, and Historic Preservation, which functions as the State Historic Preservation Office (SHPO). The office indicated that the Project would have no impact on cultural resources in or eligible for inclusion in the NRHP or a State register of historic places within the proposed area of potential effects (APE). The architectural APE for this Project was defined as the approximately 43.6 acres where new aboveground structures for the Hub would be located as well as the surrounding area encompassing the warehouse (see Appendix B, SEQRA Doc, Section 2.3.6.3, and Attachment O).

A Phase Ia and Phase Ib Cultural Resources Assessment and Phase II Cultural Resource Assessment were conducted of the Project site (see Appendix B, SEQRA Doc, Section 3.10, and Attachment O). The assessments concluded that no archaeological or historic sites or resources were identified on the Project site because of the episodical, and significant, previous disturbance that the land has undergone. In August 2017 and September 2022, the SHPO confirmed the results of the Cultural Resource Assessment findings (see Appendix B).

The archaeological APE was defined as the area within a 1-mile radius of the Project site. A portion of the former Erie Canal bed is 1,600 feet north of the Project site, across Ridgeway Avenue. Thereafter, the former Erie Canal bed curves south from Ridgeway Avenue, ending up 1,100 feet east of the Project site. The Project site is also within 5 miles of the High Falls of the Genesee River. Because the former canal bed has been filled in, it is not an aesthetic resource in the Project area. The Genesee River gorge is a sunken feature; therefore, the Project site cannot be seen from the gorge, and although the Project site is within 5 miles of the Genesee River, it is not within the river corridor.

The Project site is not part of or substantially contiguous to a national natural landmark. A unique biological community or unique geologic feature is not present. The Project site is not next to, or part of, an area designated as a critical environmental area.

In the event that cultural resources, such as human remains, lithics, pottery, or remnants of older construction, are discovered during construction of the Project, Li-Cycle has made a commitment to the Town of Greece to stop work in the vicinity of the discovery and notify the Office of the New York State Archaeologist. A qualified archaeologist or a designated representative of the State Archaeologist or State Historical Center would, then, evaluate any such discovery and, in consultation with the SHPO, implement the appropriate measures before construction activities resume.

In conjunction with preparation of this EA and the NHPA Section 106 historic and archeological review process, DOE sent a request on August 19, 2022, to three separate federally recognized tribes (i.e., Seneca-Cayuga Nation, Tonawanda Band of Seneca, Seneca Nation) for information on nearby cultural resources and any comments or concerns they had on the potential for those resources to be affected by

construction of the Project at the Project site (see Appendix B). No responses to these requests were received from the three federally recognized tribes contacted.

Because of the absence of adverse impacts on cultural resources within the Project site and the surrounding Project area due to the significant grading episodes that occurred throughout most of the Project site in and before 2017; the low likelihood of traditional cultural properties occurring within the Project site, as evidenced by previous and current DOE tribal correspondence; past and updated assessments of the Project site, with SHPO concurrence; and the commitments and controls that are in place if an unanticipated discovery of such materials occurs, the Project would not have any direct or indirect adverse impacts on cultural resources.

3.2 Air Quality

3.2.1 Setting

Pursuant to the Clean Air Act, EPA established National Ambient Air Quality Standards (NAAQS) to control a limited number of widely occurring criteria pollutants, including carbon monoxide, nitrogen dioxide, ozone, particulate matter (PM) of a diameter of less than 2.5 micrometers ($PM_{2.5}$), PM of a diameter of less than 10 micrometers (PM_{10}), and sulfur dioxide. Primary air quality standards were developed for these pollutants to protect public health, including sensitive populations such as children, elderly, and asthmatics, and secondary standards were developed to protect the nation's welfare, including protection against decreased visibility and damage to animals, crops, and vegetation. EPA has concluded that the current NAAQS protect the public health, including the at-risk populations of older adults, children, and people with asthma, with an adequate margin of safety.

The entire Greater Rochester, New York, area, inclusive of the Project site, is in attainment with all NAAQS for all criteria pollutants, except ozone. 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 ozone precursor compounds, such as oxides of nitrogen (NO_X) and volatile organic compounds (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 Project would be capped below the Major Source threshold by its ASF permit condition. In addition, operation of the Project would not result in NO_X emissions (see Table 1). Based on the potential-to-emit (PTE) calculations for the Project, the hydrometallurgical facility would be a non-major source of potential air emissions, including sulfur dioxide (SO_2), PM, and GHGs.

The totals in Table 1 represent the PTE emissions from the site (i.e., permitted and permit exempt units); actual emissions are expected to be less than the totals. All regulated sources of emissions are subject to specific permitted emission levels.

The Project would be an Area Source (not a Major Source) of total and individual Hazardous Air Pollutants (HAPs). The Project's ASF permit was issued by the NYSDEC Division of Environmental Permits on March 7, 2022. The ASF permit issued by NYSDEC includes all New York State and federal air emission requirements associated with operation of the Project and requires the use of air pollution control devices to ensure that operation of the hydrometallurgical facility would not result in off-site odors or other unacceptable impacts on air quality. The Project must operate in compliance with its NYSDEC-issued ASF permit. Therefore, the design and engineering of the Project has mitigated or eliminated potential air impacts on the extent feasible such that the impacts on air quality resulting from the Project would not be significant.

Table 1: Estimated Air Emissions

Pollutant	Estimated Emission Rate (Tonnes per Year)
PM_{10}	1.0
$PM_{2.5}$	1.0
SO_2	0.0
NO_x	3.18
Lead	0.0
Total VOC	11
Total HAP	0.12
Carbon Dioxide Equivalents	6,545
Cobalt Compounds	0.03
Nickel Compounds	0.09

3.2.2 Temporary Air Emissions from Construction

Construction of the Project would include the use of petroleum-fueled mobile sources of air emissions, including heavy equipment, cranes, generators, skid tanks, construction workers' personal vehicles, and diesel train engines for bringing parts, equipment, and other construction materials to the lots. Such sources would have exhaust emissions. There would also be air emissions from earthmoving and asphaltic paving; welding; cutting and sawing materials; applying roofing materials, paints, and other surface coatings; and applying weatherproofing, adhesives, and insulating materials. During times when excavation and/or grading is occurring as part of the construction of the Project, there would be particulate emissions, which could contain VOCs if any contaminated materials are disturbed.

If the earthwork unexpectedly encounters potentially contaminated materials, a qualified environmental professional would be on-site to identify any soils containing solid or hazardous waste for segregation and proper disposal. That person would also be tasked with conducting real-time air monitoring for VOCs and/or particulates at the perimeter of the Project site in accordance with the EBP-S SMP and NYSDEC's Community Air Monitoring Program requirements. VOC concentrations would be monitored at the downwind perimeter of the disturbed area. Upwind concentrations would be measured at the start of each workday and periodically thereafter to establish background conditions. Particulate concentrations would be monitored continuously at the upwind and downwind perimeters of the Project site. The particulate monitoring would be performed using real-time dust monitoring equipment capable of measuring PM_{10}.

Because a qualified environmental professional would be on-site to conduct real-time air monitoring for VOCs and/or particulates at the perimeter of the Project site and have stop-construction authority until action thresholds and/or standards are no longer exceeded, impacts on air quality from construction as a result of the Project would not be significant.

3.2.3 Air Emissions from Project Operations

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

As discussed above, the Project's operations would result in air emissions that would require conformance to the terms of the ASF permit issued by NYSDEC on March 7, 2022. Operational air emissions are associated with the tanks, evaporators, and packaging equipment that are part of processing the black mass concentrate. Process air emissions would be vented through air pollution control devices, such as dust collectors, activated carbon adsorption canisters, and wet scrubbers. Although process emissions would be vented through air pollution control devices, there would also be minor or trace air emissions from process sources that do not require emissions controls, such as railcar unloading operations, as well as fugitive emissions through doors, windows, and comfort fans (see Appendix B, SEQRA Doc, Section 3.6).

The Project would use wet or wetted raw materials and chemical inputs and produce wet or wetted products and byproducts, which would create minimal quantities of dust. The Project would not produce any power, or emissions associated with the production of power, under normal operating conditions. RED-Rochester, LLC, the company that operates the EBP-S electric generating units, would provide the electric and steam power needed to operate the Project. RED-Rochester has indicated that any increase in annual emissions from its use of additional natural gas to provide power to the Project site would be well below its existing Clean Air Act Major Source Air Operating (Title V) Permit emissions cap (see Appendix C for RED-Rochester, LLC's, concurrence letter).

Because Project operations would be required to conform to the terms of the ASF permit issued by NYSDEC, including venting process emissions through air pollution control devices, and because the wet or wetted nature of process inputs and products results in minimal quantities of dust being generated, impacts on air quality from operation of the Project would not be significant.

3.2.4 Greenhouse Gas Emissions and Climate Change

In keeping with New York Governor Hochul's Executive Order and the State's proposed Part 496 Climate Leadership initiatives, the Project site was specifically selected within EBP-S because of the available capacity of the existing utilities provided by RED Rochester, LLC, to meet the Project's needs (see Appendix B, SEQRA Doc, Section 3.14). Therefore, no new permanent sources of combustion are expected that would contribute to an increase in GHG emissions in the New York State GHG inventory.

Table 2 presents the overall total estimated reduction in the generation of GHG emissions from the Project's operations using Part 496 20-year Global Warming Potential emission factors. In addition to the PTE GHGs from the Project, the emissions shown below include GHG emissions from the product life cycle, including from utilities generation (power and steam), and manufacturing the chemical reagents used in the processes at the Project.

Table 2: Annual GHG Emission Analysis

GHG Emissions	CO_2e (MT/yr) (35,000 tpy capacity)
Life-Cycle GHG Emissions from the Project Forward	
■ Electricity Generation (Accounted for by RED-Rochester, LLC)	16,154
■ Steam Production (Accounted for by RED-Rochester, LLC)	43,524
■ Manufacturing of Chemical Reagents (Accounted for by Chemical Suppliers)	83,352
■ The Project's Recovery Process (MT CO_2e/year)	**6,590.3**
Total Life-Cycle GHG Emissions from the Project's Technology (MT CO_2e/year)*	**149,620.3**
Life-Cycle GHG Emissions from Traditional Processes (MT CO_2e/year)**	262,381
Life-Cycle GHG Emissions Reduction from the Project (MT CO_2e/year)	**112,760.7**
GHG Emission Reduction (%)	**43%**
GHG Emission Reductions (MT CO_2e) per Tonne of Material Recovered	**1.99**

**Includes GHG emissions from chemical reagent production (by others), electricity generation, and steam production already accounted for by RED-Rochester, LLC, totaling approximately 143,030 MT/yr. Note that the PTE GHG emissions directly from the Project's recovery processes (rounded to the nearest 10 MT/yr) are 6,590 MT/yr, as shown in Table 1.*

***Includes traditional extraction (mining) and production/refining of the critical materials that the Li-Cycle Technology™ recovers from black mass concentrate derived from spent lithium-ion batteries.*

****This life-cycle analysis information was calculated using Part 496 GWP-20 emission factors.*

tpy = tonnes per year; MT CO_2e/year = metric tonnes of carbon dioxide equivalent per year; MT/yr = metric tonnes per year

As Table 2 illustrates, although operations would generate minor GHG emissions, the Project would result in an overall reduction of more than 112,000 metric tonnes of carbon dioxide equivalent (CO_2e) per year by offsetting the projected demand for metals from traditional mining, extraction, processing, and manufacturing processes. The Project's process provides an environmentally beneficial method for manufacturing critical materials from the black mass concentrate (produced by the Project's affiliate and others), which can be reintroduced back into the supply chain, resulting in environmental benefits, including:

- More than 43 percent lower annual CO_2e emissions than those associated with the manufacture of metals from the traditional process (extraction [mining] and production/refining) for use in new lithium-ion batteries
- Approximately 25 percent lower annual CO_2e emissions compared to a pyrometallurgical process to manufacture and recover the critical metals from spent lithium-ion batteries
- A reduction of more than 112,000 metric tons of CO_2e emissions and 50,000 metric tons of CO_2e emissions across the entire product life cycle compared to traditional and pyrometallurgical processes, respectively

- The use of a closed-loop CO_2 system that captures and reuses CO_2 from the lithium carbonate circuit, resulting in a 56 percent reduction in CO_2e emissions from the Project
- The use of EPA-designated Tier II emergency generators that have lower combustion emissions and reduced operating hours as well as the use of state-of-the-science air pollution control devices on other non-GHG emitting sources, which would significantly reduce actual HAPs emissions from the Project
- The analysis of site-wide air quality impacts analysis, (using EPA's AERMOD dispersion modeling software) such that GHG and/or HAP emissions from the Project would not have significant or disproportionate off-site impacts on disadvantaged communities

Although the Project's processes would generate minor GHG emissions from emergency generators and process operations, the process on a life-cycle analysis basis would result in 43 percent fewer GHG emissions compared to the GHG emissions related to the manufacture of the same materials for lithium-ion batteries from traditional extraction (mining) and, including without limitation, from the related production/refining of these materials. As also discussed below, the Project's technology, combined with that of its affiliate engaged in the production of black mass concentrate from the spent lithium-ion batteries, on a life-cycle analysis basis results in 25 percent fewer GHG emissions than typical pyrometallurgical (heat-based) processes now being used for the recovery of such materials.

Though the Project's operations would generate minor GHG emissions, the Project would result in an overall reduction of more than 112,000 metric tonnes of CO_2e per year by offsetting the projected demand for metals from traditional mining, extraction, processing, and manufacturing processes. Thus, the impacts on GHG emissions as a specific component of air quality would not be significant.

3.3 Noise

3.3.1 Noise during Construction

The Project site is zoned Industrial, with substantial industrial development in the surrounding Project area. Neighboring properties host commercial industrial, railroad, and various light industrial businesses, along with a few residential areas. The Project would generate temporary noise during construction from heavy machinery, such as bulldozers, graders, excavators, dump trucks, and cement trucks, as well as smaller tools such as jackhammers and nail guns. Noise and sound levels would be typical of new construction activities and intermittent and temporary. The Project would manage noise using best management practices (BMPs), such as shifting most outdoor construction activities to daylight working hours (approximately 7:00 a.m. to 8:00 p.m.) and complying with the local noise ordinance.

A noise study commissioned by Li-Cycle determined that the Project would not generate noise above the Town of Greece noise ordinance limit of 85 decibels at the property line, either during construction or during operation, and that the change to existing background noise from operation of the Project would either be unnoticeable or, if noticeable, tolerable (see Appendix B, SEQRA Doc, Section 3.15.1).

A small impact would occur related to noise because, during construction, the Project would produce noise from the mobile equipment used to construct the Project (e.g., earthmoving equipment, cranes, forklifts, delivery vehicles) above the existing ambient noise at the property line, particularly at night. The projected daytime noise from construction of the Project would be similar to the existing daytime background noise along Ridgeway Avenue's and Lee Road's residential areas. Nighttime noise from construction of the Project would be noticeable along the two roadways because of the drop in background noise during the night. To mitigate the background noise impact at night, the backup beepers on mobile equipment used after 10:00 p.m. and before 7:00 a.m. the following day, which could generate impulsive and low-frequency noises, would be replaced with strobe lights, which are not expected to

result in any visual impacts. As further mitigation, an 8-foot-high temporary noise barrier could be installed along the Project site's northern and western boundaries. Li-Cycle would engage in community outreach to understand community concerns and develop further noise mitigation strategies.

After instituting BMPs and installing an 8-foot-high temporary noise barrier along the Project site's boundaries facing the residential areas along Ridgeway Avenue and Lee Road, the noise impact during construction would not be significant.

3.3.2 Noise during Operations

Operation of the Project, which includes rail transport of raw materials and products, would also generate impulsive and low-frequency noises that would be perceptible off-site over ambient noise levels, although such noise would conform to the Town of Greece's 85-decibel limitation at the lots' property line. To mitigate the off-site perception of noise generated at the Project site by railcars, Li-Cycle would restrict the times at which railcars could be coupled or uncoupled to the hours between 7:00 a.m. and 7:00 p.m. on weekdays and between 9:00 a.m. and 5:00 p.m. on Saturdays and Sundays (see Appendix B, SEQRA Doc, Section 3.15.1).

The cumulative changes in noise over time are judged to be greater than the changes in noise that may result from the Project, and therefore, the Noise Study concludes that the potential for cumulative impacts would be restricted to the potential for direct and indirect impacts (see Appendix B, SEQRA Doc, Attachment J). Because of the industrial nature of the Project area (i.e., existing industrial park adjacent to existing manufacturing facilities) and the commitment to restrict railcar uncoupling to certain hours of the day, impacts from noise as a result of the operation of the Project would not be significant.

3.4 Transportation

3.4.1 Transportation Impacts from Construction

It is estimated that up to 1,000 personal vehicles would be on-site each day while the Project is being built, of which, approximately 660 would be there during the day shift. Construction traffic is anticipated to be distributed over time and location, as follows: construction workers would be working two 12-hour shifts, including some weekends, with shift arrivals and dismissals occurring during two off-peak time periods: 5:30 to 6:30 a.m. and 5:30 to 6:30 p.m. The eastern portion of the Project site would be used as the parking location for construction-related vehicles. In addition, construction trailers and material storage would occur on the southeast portion of the parking lots servicing Building 502 (immediately north of the Project site and adjacent to McLaughlin Road) for the building of the hydrometallurgical manufacturing plant. Both locations would be accessed from the Ridgeway Avenue/McLaughlin Road intersection, with all delivery drivers being instructed to access Ridgeway Avenue from Interstate (I) 390 to the west. The Ridgeway Avenue/Lee/Latona Road intersection, the Ridgeway Avenue/McLaughlin Road intersection, and the Ridgeway Avenue/Mount Read Boulevard intersection ramps would all continue to operate at good levels of service for signalized intersections at peak traffic hours, with wait times of 35 to 55 seconds or better for all turns during construction of the Project and, should it simultaneously occur, construction of the related warehouse (see Appendix B, SEQRA Doc, Section 3.13.1).

The Project would be relying primarily on the same locations (i.e., the eastern portion of the Project site and southeast portion of Building 502) for "laydown" areas for equipment as well as supply deliveries and staging while the hydrometallurgical facility is under construction. These areas have direct access to the McLaughlin Road entrance for truck deliveries. The primary transportation route would be along I-390, leading to Ridgeway Avenue.

McLaughlin Road south of Ridgeway Avenue is a private drive owned by Ridgeway Properties I, LLC. The "extension" is already an existing gravel roadway. What is being extended by the landlord is the extent of the "pavement."

Because of the robust nature of the current road infrastructure, including I-390; Ridgeway Avenue and the signalized intersection at McLaughlin Road; the shift changes occurring at non-peak hours; and paving of the existing McLaughlin Road beyond the Building 502 access without road closure, the impacts on transportation as a result of the construction of the Project would not be significant.

3.4.2 Transportation Impacts during Operations

The Project would have a minimal impact on the existing robust transportation systems, which once served Kodak Park at full employment and now serve EBP-S, during operations. The Project would bring additional vehicles onto Ridgeway Avenue that would access the Project site from the intersection of Ridgeway Avenue and McLaughlin Road, which is an existing signalized intersection with left-turn lanes. Ridgeway Avenue at McLaughlin Road connects directly to I-390 within 0.8 mile across the existing signalized Lee/Latona Road intersection, which is under the jurisdiction of the Monroe County Department of Transportation. Ridgeway Avenue is designed to accommodate semi-trailer trucks. The Project would employ 220 to 269 workers over three shifts, with approximately 110 employees during the peak daytime shift. Vehicle movement during the peak morning traffic period would increase over existing conditions and over peak late-afternoon traffic periods (see Appendix B, SEQRA Doc, Section 3.13.2). There would be approximately 40 additional trucks each day on a roadway system designed to accommodate a much larger traffic volume; therefore, the additional traffic would have minimal impact on the existing road network (see Appendix B, SEQRA Doc, Attachment I).

The Project would minimize traffic impacts with the use of two private roads, Kodak Park Road and McLaughlin Road, for internal delivery trucks and the Project's construction of a new third rail spur from the existing railroad track along Kodak Park Road, connecting to the former Kodak Park Railroad rail yard, which is now run by Rochester Switching Services. Li-Cycle has secured contracts with its suppliers and estimates that approximately 90 percent of the bulk chemical inputs can and would be delivered by railcar. Rochester Switching Services would supply rail services from its railyard to the Project site. Railcar deliveries to the Project site are expected to occur on weekdays and, as necessary, weekends between the hours of 7:00 a.m. and 7:00 p.m. to minimize disruptions and unintended noise impacts on residents along Ridgeway Avenue. Rail is more desirable when considering transportation safety, cost, scheduling, and efficiency.

Because of the current road infrastructure; the use of the private road network for internal trips, including the private McLaughlin Road roadway; and the bulk delivery by rail of chemical inputs, impacts on transportation as a result of the operation of the Project would not be significant.

3.5 Aesthetic and Visual Resources

The Project would not be visible from any designated scenic or aesthetic resource, nor would it obstruct an officially designated scenic view (see Appendix B, SEQRA Doc, Section 3.9). The Project would also not be visible from I-390. From Ridgeway Avenue, the Project would be seen against a backdrop of the existing EBP-S and its commercial/industrial developments, including existing EBP Building 511 (Chiller Plant) to the southwest (see Appendix B, SEQRA Doc, Attachment Q, and Figure 4, below).

Strobe lights would replace backup beepers during nighttime construction activities. However, the existing EBP Building 502 and the warehouse are located between the rear of the residential properties along Ridgeway Avenue and the Project site. The existing LiDestri manufacturing buildings to the west would be between the Project site and the residences along Lee Road. To the east, the J.C. Fibers building is between the Project site and Mount Read Boulevard. Thus, the use of the strobe lights on construction equipment would have minimal visual impact because of the intervening presence of the substantially constructed warehouse and the existing buildings.

Figure 4: Simulated View from Ridgeway Avenue

To reduce fugitive lighting impacts, the Project lighting would be designed with dark-sky-compatible lighting fixtures (i.e., with downward-facing lighting with no off-site lighting impact greater than 1 footcandle at the boundary line). Although construction lighting would at times temporarily create a sky-glow substantially brighter than existing conditions near the Project site, there would be no sky-glow during operations (see Appendix B, SEQRA Doc, Section 3.15.3). There would be back-lit the lighting on the Li-Cycle logo that would be placed at three locations: on a ground-level tombstone sign along McLaughlin Road at the entrance to the Warehouse, on the security gatehouse in the truck loop at the southern end of McLaughlin Road, and above the eastern-facing entrance to the warehouse. All other signage placed on buildings and structures would not be directly lit. Thus, there would be little to no significant impact from Project lighting.

Because of the industrial nature of the surrounding area, and the use of dark-sky-compliant lighting and limited backlit signage, impacts on aesthetic and visual resources as a result of the Project would not be significant.

3.6 Socioeconomics and Health and Safety

3.6.1 Socioeconomics

The Project area is a portion of EBP-S. The Project site is located 1,700 feet to the south of Ridgeway Avenue and surrounded by current industrial uses. The Project area is within a long-developed part of the Town of Greece, an inner suburb of Rochester, New York, that is zoned General Industrial. The Project area is within a grid of major thoroughfares, including NY-390 to the west, NY-490 to the south, NY Route 104 to the north, and Mount Read Boulevard to the east.

Although the Project area is industrialized, small residential communities and commercial areas are pocketed throughout. Several schools are within 2 to 3 miles of the Project site, and the nearest hospital, Unity Hospital, is 1.5 miles to the west.

Because the Project site is restricted to industrial zoning, the Project's use for black mass concentrate processing is consistent with the Town of Greece Comprehensive Plan dated February 25, 2020, which states that the Project site should be used 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 (see Appendix B, SEQRA Doc, Section 3.17).

Beneficial socioeconomic impacts would occur from increased employment opportunities, tax revenue generation, and direct and indirect spending in the local economy. Development of the Project would generate approximately 1,000 construction jobs and approximately 220 to 269 new, full-time permanent jobs. Although this increase in employment and additional tax revenues related to construction and startup of the Project would 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.

The Project site is not an officially recognized or otherwise designated public resource (see Appendix B, SEQRA Doc, Section 3.11). Community services are currently capable of handling any emergencies that might arise at the Project (see Appendix B, SEQRA Doc, Section 3.18). Li-Cycle has agreed to support additional training of emergency responders and provide specialized support equipment at the low-temperature hydrometallurgical facility. The Project would be constructed immediately adjacent to former Kodak Building 502 within EBP-S, which is industrial in character. Existing utilities serving the EBP-S can readily support the Project's needs and are easily accessible. No new housing or other infrastructure is anticipated to be needed to support construction or operation of the Project because the Town of Greece and the surrounding area have available housing and associated infrastructure that, at one time, supported more than 60,000 local Kodak workers (now approximately 2,000). That

infrastructure would support the influx of residents resulting from construction and startup jobs. As such, adverse impacts on local housing, road networks, schools, hospitals, emergency services, or utilities are not expected.

Development of the Project is consistent with the character of the surrounding business park. As such, no significant impacts on the community character would occur.

3.6.2 Environmental Justice

LPO's review of Environmental Justice (EJ) issues focuses on Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations;" the National Air Toxics Assessment (NATA) cancer risk and respiratory hazard index, as defined in EPA's EJ screening tool; and any site-specific population centers (e.g., schools, day-care centers) near the Project site.

Executive Order 12898 directs federal agencies to address environmental and human health conditions in minority and low-income communities. The evaluation of EJ is dependent on determining if high and adverse impacts from the Project would disproportionately affect minority or low-income populations in the affected community. In accordance with EPA's EJ guidelines, minority populations should be identified when either 1) the minority population of the affected area exceeds 50 percent or 2) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis.

An analysis of the environmental impacts that the Project could have on potentially affected EJ communities adjacent or in proximity to the Project site was performed (see Appendix B, SEQRA Doc, Section 1.2, and Appendix D for Li-Cycle's Stakeholder and Community Assessment Report). NYSDEC Commissioner's Policy No. 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 New York Codes, Rules, and Regulations Part 621.2), which is not specifically defined as minor. "Minor Projects*"* are projects that, by their nature and with respect to their location, are not likely to have a significant impact on the environment.

The EPA EJ Screen was used to collect census data for the census block group where the Project would be located. The census block group is the smallest geographic unit for which U.S. Census Bureau demographic data are available and generally defined as containing between 600 and 3,000 people. Although the exact geographic extent of potential environmental impacts is not currently known, census block groups within a 1-mile radius of the site were included in the screen. The results are reflected in Table 3.

Table 3: EPA's EJ Screen Report for Population, Ethnicity, and Poverty

Block Group Number	Population	People of Color		Low Income	
		Block Group	State (percentile)	Block Group	State (percentile)
360550088002	1,366	77%	72%	54%	85%
360550018004	272	25%	41%	42%	74%
360550018003	1,468	81%	75%	51%	83%
360550141041	853	20%	35%	49%	81%
360550141021	640	23%	38%	51%	82%
360550143011	2,807	24%	40%	28%	54%
360550018006	568	18%	32%	78%	97%
360550141023	1,210	13%	26%	37%	68%

Source: EPA EJSCREEN (version 2020), based on U.S. Census Bureau 2014–2018 American Community Survey data. U.S. Census Bureau, 2020. American Community Survey, 2015–2019 5-year Estimates.

A review of the data presented in Table 3, above, with the exception of Census Blocks 360550088002 and 360550018003, indicates that the majority of the census blocks surrounding/adjacent to the Project site represent people of color and low-income categories at percentages that are lower than the New York State average.

According to the NYSDEC EJ website, there are five block groups with Potential Environmental Justice Area Communities within a 1-mile radius of the Project site. NYSDEC policy suggests EJ involves the meaningful public participation by minority or low-income communities. Li-Cycle has prioritized community engagement and related outreach toward disadvantage populations in the analysis area to build a positive reputation as a leading North American–based lithium-ion battery resource recover company. Li-Cycle distributed informational pamphlets to the surrounding communities within a 0.5 mile radius of the Project site and conducted informational meetings to which the public was invited to learn more about the Project. During those meetings, Li-Cycle received and responded to comments and questions regarding any potential concerns associated with the Project that the public may have had. In addition, the public was invited to comment upon local- and State-level permits and approvals in accordance with the State's Uniform Procedures Act requirements. During these public comment periods, local and State authorities received no negative comments or concerns about the Project from the public.

The NATA cancer risk and respiratory hazard indices are a way to see how local residents compare to everyone else in the state and the entire U.S. According to EPA's EJ Screen, for the NATA respiratory hazard index and the NATA cancer risk index (lifetime risk per million), the Project is in an area that is in the 60th to 70th percentile in the U.S. Although these NATA percentiles are higher in comparison to the rest of the U.S., the Project emissions were reviewed by NYSDEC for the Project's Minor-Source air emissions. As discussed in Section 3.4, Air Quality, the air permit requires control measures to limit the emissions of criteria pollutants and HAPs at the Project site boundaries to levels determined by EPA and NYSDEC to be protective of human health and the environment. Also, based on the permit, controls would be monitored during operation to ensure the minimization of emissions and potential air quality impacts. Therefore, there are no anticipated impacts that could give rise to disproportionate impacts on minority or low-income populations in the area.

The Project would not have a significant impact on the EJ populations because, from a stormwater, waste, and wastewater impact perspective, the Project would qualify as a Minor Project, and from an air quality perspective, the Project qualifies as a Minor Project because it is a Non-Major Source (i.e., a Minor Source) with no off-site air quality impacts above federal or State air quality standards and guidelines.

As discussed in Section 3.6.1, above, the Project would directly generate approximately 220 to 269 new, full-time permanent jobs and indirectly result in secondary development of additional jobs, which would benefit the local community.

3.7 Health and Safety

The Project would have up to approximately 1,000 workers on-site during construction and approximately 220 to 269 workers on-site during operations. The Project would be an industrial manufacturing operation that would use chemicals and energy in a low-temperature, hydrometallurgical process that could affect human health but would have a small impact because of the many safety, mitigation, and control measures that would be engineered into its design to minimize any potential health hazards (e.g., air, water, noise) during typical operations. These include employee training, security fencing around the perimeter of all operational areas at the Project, a guardhouse, and monitoring during processing in case there is an unlikely issue that may affect human health.

The Project would include secondary containment at all rail sidings where liquid chemicals would be unloaded as well as secondary containment and leak detection in all storage tank areas, which would have the containment capacity to hold more than the contents of any one tank. Incompatible chemicals

would be stored in separate locations. Silos of dry chemicals and products would be equipped with dust filters or collectors. Instrumentation and monitoring would be employed, including high-level alarms, pH/density/conductivity meters, and gas monitors for detecting very low levels of emissions, along with sirens and visual light alerts. Where appropriate, pipelines would be self-draining and equipped with pressure relief mechanisms. No heat or ignition sources would be located in the areas storing or using potentially combustible chemicals and products. Large particle sizes would be preferred to minimize dust. Process equipment as well as product dryers and baggers would be equipped with scrubbers, baghouses, and other emission control devices, which, as required, would be connected to standby fans and emergency/backup power. The Project would have a Spill Prevention Pollution Plan and a Pollution Incident Prevention Plan that would cover chemical management, routes of possible spills, and spill prevention measures.

The Project's design incorporates EPA, NYSDEC, and Town of Greece health- and safety-driven regulatory requirements, including the State Uniform Fire Prevention and Building Code. The requirements of each of these governmental entities are specifically designed to protect human health and the environment. Following all of the regulatory requirements in developing the Project's design would ensure that there would be, at most, only a small potential impact on human health and safety (i.e., on the Project's employees, other adjacent businesses, and the public adjacent to and in proximity to the Project site). In addition, the Project has been designed to locate the secondarily contained bulk storage tanks aboveground and on the south-central side, approximately 2,000 feet away from the residences along Ridgeway Avenue and Lee Road. Railcar unloading would be farther to the south and farther from those residences. Also, the Project's control center building would be located on the northeast periphery, making it as accessible as practicable to emergency responders coming in from McLaughlin Road in the event of an incident.

The Project site is subject to an environmental easement and the EBP-S SMP. The ground lease for the Project site with Ridgeway Properties I, LLC, requires cooperation with NYSDEC and for the Project to move or preserve any affected NYSDEC groundwater monitoring wells and remedial equipment and provide NYSDEC and its contractors with access and entry to the Project site for any sampling required under the EBP-S SMP.

The Project would comply with the provisions of the EBP-S SMP, including its excavation management plan, which includes specific provisions regarding construction over an off-site existing groundwater contamination plume east of Building 502. A qualified environmental professional would be on-site when any soil disturbance occurs to ensure implementation of the requirements of the plans and coordination with NYSDEC, as needed. The qualified environmental professional would 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 as well as conducting real-time air monitoring for VOCs and/or particulates at the perimeter of the Project site.

Standard BMPs and applicable federal, State, and local regulations, as well as standards for construction and startup of the Project, would be implemented to ensure the safety of workers and the public. This would include compliance with federal Occupational Safety and Health Administration regulations and State rules under the New York Occupational Safety and Health Act. The local fire department would be informed in the event of a fire or industrial accident involving potential hazards and provided layout information for the Project site to ensure that first responders and the public would be protected from exposure to potentially hazardous situations (e.g., toxic smoke or vapors).In addition, Li-Cycle has engaged a third-party engineering firm with expertise in chemical engineering, environmental safety, and industrial hygiene to assist the Town of Greece in its evaluation of the Project and each building permit application 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 would be tasked with undertaking a review of the risks presented by the hydrometallurgical processes, the engineering and other measures

incorporated into the Project's design, and the processes to abate and mitigate the risks. The third-party engineer would then verify to the Town of Greece as to whether the Project would conform with all applicable codes, standards, and regulations, including the Town of Greece and State Uniform Fire Prevention and Building Code requirements, in order to assist the Town of Greece in making the ultimate decision as to whether or not the Project complies with applicable codes, standards, and regulations.

Because of the measures to address health and safety, including BMPs; compliance with federal, State, and local regulations and standards; and plans for preventing chemical spills and potential mishandling hazardous materials, impacts on the health and safety of workers and the public from Project construction and startup would not be significant.

3.8 Waste Management

3.8.1 Waste Generation during Construction

All solid waste generated during the construction phase of the Project would be collected, placed in an appropriate receptacle, and disposed of off-site in accordance with all federal, State, and local regulations (see Appendix B, SEQRA Doc, Section 2.3.5.2, D.2.r).

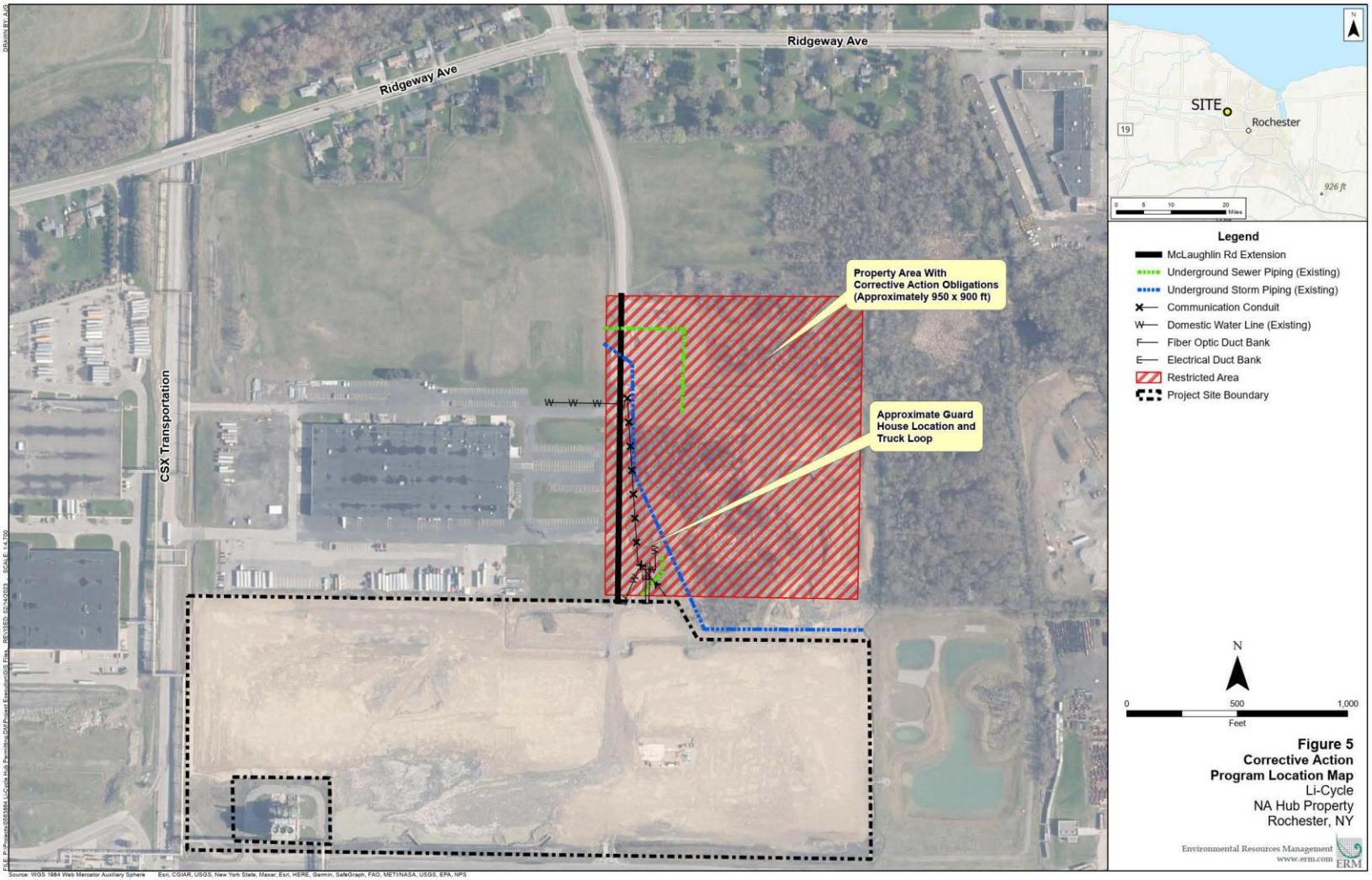
Excess soil, with some soil possibly containing debris materials, would be generated during construction. All excess soil would be managed on the adjacent EBP-S land of Ridgeway Properties I, LLC, pursuant to the terms of Section 3(c) of the EBP-S SMP. Any debris contained in the soil generated would be managed as a solid waste and disposed of off-site in accordance with applicable federal, State and local laws. The intent of the EBP-S SMP is to minimize exposures to residual contamination, particularly soil generated in the off-site "Property Area with Corrective Action Obligations" (Restricted Area) shown in Figure 5 (taken from the EBP-S SMP) where chlorinated VOCs are known to be in the groundwater.

Because of the history of ground disturbance at the Project site, a qualified environmental professional would be retained by Li-Cycle to observe all excavation and grading performed during construction and undertake real-time perimeter air monitoring for VOCs and particulates. Although constructed by Ridgeway Properties I, LLC, as part of the warehouse project contract, the ground lessor would construct an extension of McLaughlin Road to the Hub lot in the Restricted Area adjacent to the Project site. This would include construction of a truck loop, two communications conduits running from the warehouse to the guardhouse, and light pole foundations around the truck loop with underground conduit for electrical power to the lights. In addition, Li-Cycle would construct a guardhouse with an aboveground truck scale within the Restricted Area as part of the Project. The guardhouse would be serviced by electrical, fiber optic, sanitary, and potable water lines from the Hub.

Any excess soil collected by Li-Cycle from excavation in the Restricted Area that was in contact with groundwater would be placed consistent with the requirements of the environmental easement and EBP-S SMP. Soil would be placed on an impervious surface and assessed by an organic vapor monitor. A determination regarding its condition would be made in consultation with NYSDEC. If need be, the soil pile would be encircled by a berm or silt fence, covered and/or containerized, routinely inspected, and properly disposed of off-site.

If the previously unidentified source of contamination is found during subsurface excavation or development related to the Project, excavation activities would be suspended temporarily until enough equipment is mobilized to address the condition. Sampling and analysis would be performed to determine the nature and extent of the material encountered as well as proper handling and disposal methods. In addition, if unknown and/or unexpected contamination is identified during site work, the condition would be promptly reported by telephone to NYSDEC per the EBP-S SMP.

Figure 5: Restricted Area



Because all solid and hazardous waste generated during construction would be collected and disposed of off-site in accordance with applicable law, contaminant concentrations in the soils within the Restricted Area meet the NYSDEC's soil cleanup objectives for commercial use, and adherence to the requirements of the EBP-S SMP would minimize exposure to residual contamination, impacts from the generation of soil, solid wastes, and hazardous wastes during construction would not be significant.

3.8.2 Waste Generation during Operations

During operations, the solid waste resulting from the Project's operations are: (i) approximately 4 tons per year of employee garbage (non-hazardous waste), (ii) approximately 4-9 tons per day of the solid material remaining at the end of the wastewater bleed treatment distillation (potentially hazardous waste), and (iii) approximately 5 tons per year of crud from the solvent extraction systems (non-hazardous waste). In addition, spent activated carbon from the scrubbers will be removed by vacuum tanker truck and sent for off-site regeneration (non-hazardous waste).

All of the non-hazardous waste generated during operations would be sent to Waste Management of New York for disposal, either at its Class D High Acres landfill in Perinton, New York, or its Class D Mill Seat Landfill in Bergen, New York.

The Project would be a Small-Quantity Generator (SQG) of hazardous waste because it would generate more than 220 pounds but less than 2,200 pounds of hazardous waste on a monthly basis as part of operations and maintenance. The processes anticipated to generate the bulk of the hazardous waste involve the waste distillate of the hydrotreated light diluent and waste sulfuric acid (D002). Li-Cycle would obtain an EPA hazardous generator identification number for the Project consistent with its expected SQG status. The Project would have a 90-day storage area for hazardous waste located in the maintenance building (see Appendix B, SEQRA Doc, Section 2.3.5.2, D.2.t, and Attachment N).

The hazardous waste associated with the Project would be transported by a properly permitted waste hauler to a permitted facility that has been approved to accept the Project's hazardous waste, such as the Chemical Waste Management's Model City, New York, disposal site. Although the Project would be an SQG, as a BMP, Li-Cycle would develop and implement the operating procedures and requirements for a Large-Quantity Generator, including training. As a result, impacts from the generation of soil, solid wastes, and hazardous wastes during operations are not anticipated to be significant.

3.9 Cumulative Impacts

Cumulative impacts are potential effects on the environment from the incremental impact of the Proposed Action when added to other past, present, and reasonably foreseeable future actions undertaken by other agencies (federal or nonfederal) or persons (40 CFR Part 1508.1[g]). Li-Cycle, in consultation with NYSDEC, Monroe County, and Town of Greece planning officials, is unaware of any existing or future projects in the Project area that may have cumulative impacts on the Project, other than the related warehouse. Although Ridgeway Properties I, LLC, the Project's ground lessor, currently has one vacant parcel adjacent to the northeast side of the Project site and another vacant parcel east of the warehouse lot in the Project area, Ridgeway Properties I, LLC, has no current plans to develop either lot.

The Project, when considered together with identified projects in the region, does not have the potential to result in significant cumulative impacts on resources due to the geographic location and separation of the identified projects, the disturbed nature of the Project site and Project area, the requirements of the State ASF permit for the Project, and the lack of construction or operational overlap, which could result in an incremental impact on a particular resource.

With respect to the warehouse being constructed by a third party to support Project operations, the environmental review of the Project under SEQRA by the Town of Greece presumed that the Project and the warehouse were one action, and therefore, the Town of Greece evaluated the combined impacts of both

projects for each potential environmental impact (see Appendix B, SEQRA Doc, Section 1). The SEQRA review of the cumulative impacts of the Project and related warehouse did not find any significant environmental impacts because of the mitigation measures incorporated into the design of the Project (see Appendix B, SEQRA Doc, Section 2.3.6.3). The SEQRA review found that the majority of the Project's potential environmental impacts would be minor in magnitude and would have limited effects on environmental resources because they would be isolated, of minimal size, intermittent or short in duration (days to weeks), and would not affect unusual species, habitats, or other resources (see Appendix B, SEQRA Doc, Executive Summary).

LPO determined there were no other projects beyond construction of the warehouse and road modifications. Based on this review, the following resources were evaluated for cumulative impacts from the Project:

- Air Quality and Climate Change
- Socioeconomics and Environmental Justice
- Traffic and Transportation

3.9.1 Air Quality and Climate Change

As discussed in Section 3.4, above, the Greater Rochester, New York, area, including the Project site, is in attainment with respect to all NAAQS for all criteria pollutants, except ozone. Because of the impact from upwind emissions on neighboring states and provinces, the entire state of New York resides within an Ozone Transport Region and is classified as being in non-attainment for ozone. Because of the ozone nonattainment status of New York State, NYSDEC regulates emission sources of the precursor air contaminant emissions to ozone. Based on the PTE calculations, the Project would be a non-major source of all potential air emissions, including GHG emissions. The ASF permit issued by NYSDEC for the Project on March 7, 2022, includes all New York State and federal air emission requirements associated with the operation of a hydrometallurgical facility and requires the use of air pollution control devices to ensure that operations would not result in impacts on air quality at the boundaries of the Project site.

Any other potential new emissions in the region (i.e., in the airshed) subject to permitting would similarly have to comply with NYSDEC air emissions regulations to ensure the air quality in the region maintains compliance with NAAQS and would not contribute to ozone non-attainment. Based on the Project's compliance with the requirements of the ASF permit, the cumulative impacts on air quality associated with the operation of the Project and the other potential future projects in the region would not be significant.

The current science and study of Earth's climate now shows with 95 percent certainty that human activity has been the dominant cause of observed global warming since the mid-twentieth century.[1] Since the beginning of the industrial era, circa 1750, human activities have increased the concentration of GHGs, primarily CO_2, NO_X, methane, hydrofluorocarbons, perfluorocarbons, and sulphur hexafluoride, in the atmosphere. The rising global temperatures have been accompanied by changes in weather and climate (e.g., changes in rainfall that result in more floods, droughts, or intense rain; rising sea levels; Arctic sea ice decline; more frequent and severe heat waves).[2] It is now well established that rising atmospheric GHG emission concentrations are significantly affecting the Earth's climate.[3]

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[1] Intergovernmental Panel on Climate Change. 2013. *Climate Change 2013: The Physical Science Basis*. Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change. Stocker, T. F., D. Qin, G.-K. Plattner, M. Tignor, S. K. Allen, J. Boschung, A. Nauels, Y. Xia, V. Bex and P. M. Midgley (eds.). Cambridge, UK, and New York, NY, USA: Cambridge University Press, 1,535 pp.

[2] Intergovernmental Panel on Climate Change. 2013. *Climate Change 2013: The Physical Science Basis*. Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change. Stocker, T. F., D. Qin, G.-K. Plattner, M. Tignor, S. K. Allen, J. Boschung, A. Nauels, Y. Xia, V. Bex and P. M. Midgley (eds.). Cambridge, UK, and New York, NY, USA: Cambridge University Press, 1,535 pp.

[3] U.S. Council on Environmental Quality. 2016. *Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews*. August 1, 33 pp.

In keeping with New York Governor Hochul's Executive Order and the State-proposed Part 496 Climate Leadership initiatives, the Project site was specifically selected within the EBP-S because of the availability of existing capacity within the utilities provided by RED Rochester, LLC. Therefore, no new sources of combustion are expected that would contribute to an increase in GHG emissions for the New York State GHG inventory.

As discussed in Section 3.4.3, although Project processes would generate minor GHG emissions from emergency generators and process operations, the process on a life-cycle analysis basis could result in 43 percent fewer GHG emissions compared to GHG emissions from the manufacture of lithium-ion battery materials from traditional extraction (mining). As also discussed in Section 3.4.3, the Project's technology, combined with that of its affiliate that is engaged in the production of black mass concentrate from the spent lithium-ion batteries, on a life-cycle analysis basis could result in 25 percent fewer GHG emissions compared with typical pyrometallurgical processes now being used for the recovery of such materials. It is anticipated that the Project would result in an overall reduction in emissions, amounting to more than 112,000 metric tonnes of CO_2e per year, by offsetting the demand for metals from traditional mining, extraction, processing, and manufacturing processes. In general, the potential benefits associated with reducing CO_2 emissions would support a reduction in GHG concentrations and reduce the associated climate change impacts (e.g., increases in atmospheric temperature, changes in precipitation, increases in the frequency and intensity of extreme weather events, rising sea levels) such that a significant adverse impact on climate change would not occur.

3.9.2 Socioeconomics and Environmental Justice

Construction and startup of the Project and warehouse would result in approximately 1,000 temporary construction workers and approximately 220 to 269 long-term Li-Cycle employees on the Project site. The increase in short-term and long-term jobs in the region would result in a beneficial socioeconomic impact, as discussed in Section 3.9.1, above. Because the Project and warehouse sites are in a previously disturbed area with industrial zoning, Project and warehouse operations would be consistent with the Town of Greece Comprehensive Plan and promote the plan's goal of expanding opportunities for industrial growth and employment as well as encouraging continued development, expansion, and innovation in the commercial/industrial areas of the Town of Greece. Any other potential future development in the EBP-S would also be aligned with the Town of Greece Comprehensive Plan. Significant cumulative impacts on existing infrastructure and services (e.g., roads, schools, fire and police departments) resulting from any population migration to the area are not anticipated.

As discussed in Section 3.9.2, above, the Project and warehouse, together, would qualify under an EJ analysis as a Minor Project from a stormwater, wastewater, and air quality perspective and would not have a significant impact on the environment, thereby satisfying the EJ analysis requirement.

3.9.3 Traffic and Transportation

As discussed in Section 3.6, above, construction and subsequent operation of the Project and warehouse would result in a slight increase in traffic in the area as well as neighboring communities surrounding the Project area. The Project would incorporate controls in planning and development to mitigate potential cumulative impacts on traffic and transportation associated with the Project and the warehouse. These would include the use of rail to deliver the bulk of the chemical inputs. The general industrial and commercial nature of the area and the historic design and use of the Project area as part of Kodak Park provides more than adequate infrastructure for the slight increase in traffic volumes. Specifically:

- Construction-related traffic would be distributed over two worker shifts to align with off-peak use of the public roads and two construction parking/laydown locations would be used on the Project site.
- The Project would have a small or limited impact on the existing robust transportation systems that once served Kodak Park at full employment and now serve EBP-S with the use of two private roads for internal deliveries.

- Ridgeway Avenue, which was designed to accommodate semi-trailer trucks and a much larger traffic volume, based on the historic industrial use of the area, would be able to accommodate Project traffic. In addition, the Ridgeway Avenue/McLaughlin Road intersection is already signalized and has dedicated left-turn lanes.
- Construction of an additional (third) 0.25-mile-long rail spur would allow bulk chemical inputs to be delivered by railcar.

Although Li-Cycle would continue to evaluate traffic and transportation patterns throughout development and implementation of the Project to ensure that potential traffic-delay impacts would be minimized, the Project and warehouse, in conjunction with any other potential projects in the region, would not, in any event, significantly affect traffic within the region's, overall, robustly designed transportation network.

4. FINDING

Based on this EA, DOE has determined that providing a federal loan to Li-Cycle North America Hub, Inc., to construct the Hub facility will not have a significant effect on the human environment. The preparation of an environmental impact statement is therefore not required, and DOE is issuing this Finding of No Significant Impact.

This Finding of No Significant Impact should not be construed as a final decision about the issuance of a loan guarantee.

TODD STRIBLEY

Digitally signed by TODD STRIBLEY
Date: 2023.04.21 06:52:58 -06'00'

Todd Stribley, NEPA Compliance Officer
Director, Environmental Compliance
U.S. Department of Energy, Loan Programs Office

5. LIST OF AGENCIES AND TRIBES CONTACTED

U.S. Environmental Protection Agency

U.S. Army Corps of Engineers

U.S. Federal Aviation Administration

U.S. Fish and Wildlife Service

New York State Department of Environmental Conservation

New York State Office of Parks, Recreation and Historic Preservation (SHPO)

Empire State Development Corporation

New York State Department of Transportation

Town Board of Town of Greece, New York

Town of Greece (NY) Planning Board

Town of Greece (NY) Zoning Board of Appeals

City of Rochester (NY) Planning Department

Monroe County (NY) Pure Waters

Monroe County (NY) Water Authority

County of Monroe Industrial Development Agency

County of Monroe Department of Transportation

County of Monroe Department of Environmental Services

County of Monroe Planning Department

Seneca-Cayuga Nation

Tonawanda Band of Seneca

Seneca Nation of Indians

6. LIST OF PREPARERS

6.1 U.S. Department of Energy

- Kara Harris, B.S., Environmental Science – Soils; M.P.A., Environmental Science and Policy, 22 years of experience

6.2 Li-Cycle North America Hub, Inc.

- Chris Biederman, B.A.Sc., Chemical Engineering, 14 years of experience
- Jackie Jordan, B.S., Geography/Environmental Science; M.S., Environment Health and Safety Management, 16 years of experience

6.3 Barclay and Damon, LLP (Consultant to Li-Cycle)

- Thomas F. Walsh, Esq., B.S., Environmental Science; Juris Doctor, 36 years of experience

6.4 ERM Consulting and Engineering, Inc. (Consultant to Li-Cycle)

- David T. Murtha, QEP, CVI, TWIC, B.S., Environmental Sciences; A.S., Biology and Chemistry, 42 years of experience
- Laura Sondag-Braun, B.S., Biology and Environmental Science; M.S.E.S., Applied Ecology, 8 years of experience

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APPENDIX A ENVIRONMENTAL PERMITS AND APPROVALS

Li-Cycle North America Hub, Inc. Summary of Environmental Permits and Approvals

Permit/Approval	Agency	Comments
Special Use Permit	Town Board of Town of Greece	Received November 18, 2021
Special Use Permit and Area Variance	Town of Greece Zoning Board of Appeals	Received December 7, 2021
Site Plan Approval	Town of Greece Planning Board	Received December 8, 2021
Air State Facility Permit	NYSDEC Division of Environmental Permits	Received March 7, 2022
Chemical Bulk Storage Registration	NYSDEC Division of Environmental Remediation	Expected March 2023
Petroleum Bulk Storage Registration	NYSDEC Division of Environmental Remediation	Expected March 2023
EPA Hazardous Waste Generator Identification Number	EPA/NYSDEC Division of Environmental Remediation	Received October 2021
Sanitary Wastewater Connection	Monroe County Pure Waters	Received July 23, 2021
Potable Water Supply Connection	Monroe County Water Authority	Received August 16, 2021
SPDES General Permit for Stormwater Management from Construction Activities, including Stormwater Pollution Prevention Plan (SWPPP)	NYSDEC Division of Environmental Permits	Received by Landlord May 16, 2018
SPDES General Permit for Stormwater Management from Industrial Activities, including SWPPP (current draft is dated November 4, 2021)	NYSDEC Division of Environmental Permits	Expected March 2024
FAA Form 7460-1 Notice of Proposed Structure	Federal Aviation Administration	Received January 26, 2022
Top-Screen Analysis	U.S. Department of Homeland Security	Received June 8, 2022

Town of Greece Approvals

Consistent with the requirements of the New York SEQRA, before taking any action, the Town Board of the Town of Greece undertook a coordinated environmental review of the Project, with NYSDEC acting as an involved agency, and evaluated the potential environmental impacts of the Project. A copy of the Project's SEQRA submission to the Town Board (SEQRA Doc) is attached as Appendix B.

The SEQRA review by the Town Board concluded on November 18, 2021, with a SEQRA Resolution finding of no significant environmental impact. A copy of the Town Board's SEQRA Resolution is also attached in Appendix B. The Town Board then granted Li-Cycle a special use permit for the Project, including chemical and petroleum bulk storage, on November 18, 2021, and the Town Planning Board approved the Project's site plan for its hydrometallurgical processing facility on December 8, 2021. The hydrometallurgical processing facility consists of multiple buildings and exterior equipment/storage tanks, as well as related parking, utilities, grading, and landscaping, and resubdivision of two lots into the larger approximately 41.06-acre Hub lot. The Project also required a special permit from the Town of Greece Zoning Board of Appeals to operate combustible and hazardous materials bulk storage tanks in support of its hydrometallurgical processing. That special use permit was granted on December 7, 2021.

County of Monroe Approvals

Li-Cycle received on January 18, 2022, from the County of Monroe Industrial Development Agency (COMIDA), an authorization for Li-Cycle to proceed with the acquisition, construction, and equipping of the Project. It also received approval for State and local sales and use tax exemption benefits and a partial real property tax abatement, when the Project was a smaller size. Li-Cycle is now applying to COMIDA for approval of enhanced sales and use tax exemption benefits and a mortgage recording tax exemption. Li-Cycle may apply for an enhanced partial real property abatement for the Project as presently configured.

Li-Cycle previously received on July 23, 2021, the approval of Monroe County Pure Waters (MCPW) to connect to and discharge the Project's sanitary waste to the County of Monroe's (County's) sanitary sewer system. Li-Cycle also received approval on August 16, 2021, from the Monroe County Water Authority (MCWA) to connect to the County's potable water supply system if RED-Rochester could not provide the process water and drinking water needed supply to the Project.

The DOE received on September 16, 2022, from the Monroe County Executive Office, notification of receipt of the DOE's invitation to receive information regarding the DOE's NEPA process for the ATVM Program for the Project. Monroe County Departments of Planning and Development, Public Health, Transportation, and Environmental Services were consulted and provided comments on the Project. A request was received to forward to the Monroe County Department of Planning a copy of any NEPA determination and DOE approval, if granted.

New York State Approvals

On a state level, Li-Cycle received the following permits from NYSDEC: 1) an SPDES General Permit for Stormwater Discharges from Construction Activities on May 16, 2018, and 2) an ASF permit on March 7, 2022. Li-Cycle expects to obtain the following operational permits, approvals, and registrations by March 2023 from NYSDEC: 1) SPDES Multi-Sector General Permit for Stormwater Discharges Associated with Industrial Activity, 2) Chemical Bulk Storage registration, and (3) Petroleum Bulk Storage registration, along with approval of a state incentive package from the Empire State Development Corporation.

Federal Approvals

Li-Cycle applied for and received in October 2021 an EPA RCRA waste generator identification number, signifying it as an SQG of hazardous waste. A Form 7460-1 Notice of Proposed Structure was filed with the Federal Aviation Administration on January 26, 2022. A Top-Screen Analysis, using the U.S. Department of Homeland Security (DHS) C-FATS system was submitted and cleared by DHS for no further action needed on June 8, 2022.

Other Approvals

In addition to the approvals listed above, RED-Rochester, LLC (the private utilities supplier to the EBP), approved on July 28, 2021, Li-Cycle's discharge of process wastewater to RED-Rochester's industrial sewer system and obtained access for all other utilities needed by the Project through utility tie-ins that exist on or are adjacent to the Project site.

APPENDIX B STATE ENVIRONMENTAL QUALITY REVIEW ACT DOCUMENTS

https://www.energy.gov/lpo/li-cycle-seqra-supplemental-documents

APPENDIX C STATE HISTORIC PRESERVATION OFFICE CONCURRENCE LETTER AND TRIBAL REQUEST LETTER

NEW YORK STATE OF OPPORTUNITY. | Parks, Recreation, and Historic Preservation

KATHY HOCHUL
Governor

ERIK KULLESEID
Commissioner

September 01, 2022

Kara Harris
Environmental Protection Specialist
Loan Programs Office, LP-30, U.S. Department of Energy
1000 Independence Ave., SW
Washington, DC 20585

Re: DOE
LiDestri Hydroponics
50 McLaughlin Road, Greece, Monroe County, NY
16PR08230

Dear Kara Harris:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

SHPO has reviewed the Phase I and II Archaeological Survey Reports completed for this project (17SR00233 and 17SR00356). Based on this review, it is the opinion of the New York SHPO that no historic properties, including archaeological and/or historic resources, will be affected by this undertaking.

If you have any questions, I can be reached at Jessica.Schreyer@parks.ny.gov.

Sincerely,

Jessica E. Schreyer

Jessica Schreyer
Scientist Archaeology

Department of Energy
Washington, DC 20585

August 19, 2022

Charlie Diebold, Chief
Seneca-Cayuga Nation
P.O. Box 453220
Grove, OK 74345-3220

SUBJECT: U.S. Department of Energy Proposed Federal Loan Guarantee to Li-Cycle in Town of Greece, New York

Dear Chief Diebold:

The U.S. Department of Energy (DOE) is preparing an Environmental Assessment (EA) pursuant to the National Environmental Policy Act (NEPA) to assist in determining whether to issue a Federal loan to Project Forward – Li-Cycle to support the construction of Li-Cycle North America Hub, Inc.'s (Li-Cycle) first hydrometallurgical manufacturing "Hub" facility in the Town of Greece, New York. DOE has determined that issuance of this loan constitutes an undertaking subject to Section 106 of the National Historic Preservation Act (NHPA). Therefore, as a part of this environmental review process, DOE is also conducting a historic resource review in compliance with Section 106 of the NHPA.

The proposed project would involve supporting the construction of a hydrometallurgical Hub facility in the Town of Greece, New York (Figure 1). The Hub would consist of a line of hydrometallurgical circuits in which black mass concentrate from spent lithium-ion batteries (an inert intermediate product containing both recovered anode and recovered cathode materials) is processed with the materials recovered from the cathodes comprising the key/critical materials, such as lithium, cobalt and nickel, to produce refined, battery grade end-products for sale back into the lithium-ion supply chain, and several by-products reusable in other commercial applications. The facility is expected to require 600-850 peak construction jobs and approximately 269 full-time jobs to staff the facility after construction is completed.

This letter is intended to notify you of the proposed Federal project (a potential loan to Li-Cycle), identify if you have an interest in the proposed project site in the Town of Greece, New York, and provide you with the opportunity to comment and engage DOE in government-to-government consultation on the proposed project. Any comments or concerns you provide will help ensure that DOE considers Tribal interests and complies with its NEPA and NHPA Section 106 responsibilities. We want to give you the opportunity to raise any issues or concerns you may have regarding the sites.

I would greatly appreciate notification if you do or do not have an interest in the project sites, as well as any comments or concerns you may have, within thirty (30) days of receipt of this letter. Should you have an interest in the project site, I will provide you with additional information, pursuant to NEPA, as it becomes available. Please provide your notification of interest and any comments or concerns by phone at (202) 586-8716 or email at lpo_environmental@hq.doe.gov.

Sincerely,

Kara Harris
NEPA Document Manager
Loan Programs Office

Attachments:

Figure 1: Facility Site Plan and Location

cc: William Tarrant, Tribal Historic Preservation Office, Director

Figure 1
General Facility Location and Surrounding Properties Map
Li-Cycle
NA Hub Property
Rochester, NY

Environmental Resources Management
www.erm.com

Source: WGS 1984 Web Mercator Auxiliary Sphere New York State, Maxar, Esri Community Maps Contributors, City of Rochester, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, Esri, USGS

FILE: P:\Projects\0563864 Li-Cycle Hub Permitting DM\Project Execution\GIS Files REVISED: 08/17/2022 SCALE: 1:8,500 DRAWN BY: AJG

APPENDIX D STAKEHOLDER AND COMMUNITY ASSESSMENT REPORT

Li-Cycle 'Hub' Facility, Rochester (Greece), New York

Stakeholder and Community Assessment Report

July 14, 2021

Project No.: 0569384

The business of sustainability

ERM

Document details	The details entered below are automatically shown on the cover and the main page footer. PLEASE NOTE: This table must NOT be removed from this document.
Document title	Li-Cycle 'Hub' Facility, Rochester (Greece), New York
Document subtitle	Stakeholder and Community Assessment Report
Project No.	0569384
Date	July 14, 2021
Version	2.0
Author	Gretchan Blum, Tavita Lio, Madison Weaver
Client Name	Li-Cycle

Document history

				ERM approval to issue		
Version	Revision	Authors	Reviewed by	Name	Date	Comments
Draft	1.0	Gretchan Blum, Tavita Lio	Liz Valsamidis, Christine Davis, David Murtha	Christine Davis	10.16.2020	
2.0		Gretchan Blum, Tavita Lio, Madison Weaver	Liz Valsamidis	Liz Valsamidis	7.14.2021	

CONTENTS

List of Tables

Acronyms and Abbreviations

Name	Description
CLCPA	Climate Leadership and Community Protection Act
EBP	Eastman Business Park
EDIO	Economic Development & Innovation Overlay
EJ	Environmental Justice
EO	Executive Order
ERM	ERM Consulting & Engineering, Inc.
Li-ion	Lithium-Ion
NGO	Non-governmental organization
NYSDEC	New York State Department of Environmental Conservation
NYSDOH	New York State Department of Health
PEJAC	Potential Environmental Justice Area Communities
PFAS	Per- and polyfluoroalkyl substance
PFOA	Perfluorooctanoic acid
PFOS	Perfluorinated alkylated substances
TRI	Toxics Release Inventory
USEPA	U.S. Environmental Protection Agency

1. INTRODUCTION

1.1 Project Overview

Li-Cycle, Inc. is proposing to build a manufacturing facility to refine up to 35,000 metric tonnes per year of "Black Mass," the feedstock material produced from recycled Lithium-Ion (Li-ion) batteries (Project). Black Mass sources include Li-Cycle's "Spoke" operations—both domestic and international—as well as non-Li-Cycle black mass suppliers. The hydrometallurgical processing facility will produce Li-ion battery-grade products for sale back into the Li-ion battery manufacturing and related markets. Li-Cycle's planned facility, referred to as a "Hub," is anticipated to be located at 50 McLaughlin Drive in the Town of Greece, New York (Site). The Site is owned by LiDestri Foods under the development name, Ridgeway Properties 1, LLC.

1.2 Purpose

Based on desktop research, ERM Consulting & Engineering, Inc. (ERM) has developed a Stakeholder and Community Assessment Report of relevant issues and the local communities and stakeholders near the Site. This report aims to identify stakeholder concerns and priorities that present potential risk to the Project timeline, feasibility, and budget, as well as company reputation, and relationships with key stakeholders. For this report, non-technical risks assessed include those related to demographic, economic, environmental justice, social, and political issues.

Details regarding community issues and sentiments will aid in developing key messages and shaping communication and outreach strategies that aim to mitigate any risk to Li-Cycle's social license to operate. This Report includes updates to the first version that was prepared in October 2020 and captures information and knowledge at a specific point in time. The Report may be augmented with additional information, particularly as Project personnel continue to interact with stakeholders and the permitting process proceeds.

1.3 Approach and Methodology

The study area includes the census block group in which the Project is proposed to be located, the Town of Greece, the City of Rochester, Monroe County, and the state of New York.

This Report was informed by:

- Online news and general website searches on subjects related to Li-Cycle, the Project, environmental, social and safety issues, other battery recycling and manufacturing efforts, and corporate responsibility issues in the study area over the last few years;
- Review of U.S. Census data along with federal, state, county, and local government information, including local government meeting agendas and minutes;
- Application of New York State Department of Environmental Conservation (NYSDEC) Environmental Justice (EJ) screen guidelines, federal EJ screen guidelines outlined by the Council on Environmental Quality and the Federal Interagency Working Group on EJ and National Environmental Policy Act Committee, and U.S. Environmental Protection Agency's (USEPA's) environmental justice mapping and screening tool, EJSCREEN;
- Identification of special interest groups, including non-governmental organizations (NGOs) located and/or active in the study area that could have an interest in the Project;
- Data mining and analyses of traditional and social media activity related to Li-Cycle, the Project and study area; and

- Background discussion with the internal and external Li-Cycle Project team.

2. KEY FINDINGS

- **Apparent public support for the Project**—While a relatively new company, Li-Cycle has built a positive reputation to date as a leading North American based Li-ion battery resource recovery company. Outside industry organizations have provided important validations of Li-Cycle's process and operations as well as recognized its leadership in the circular economy. Its current and proposed operations have not received any public scrutiny, and in fact the company has received a wide swath of support from elected and government officials, business leaders, and members of the media. This early support should be maintained and built upon through active and transparent communication and engagement to secure the social license to operate. The initial positive relationship with the local media provides important opportunities for the Project.
- **The Project purpose and need aligns with key priorities at local, state, and national level**—The proposed Project will enable sustainable closed loop production of critical materials and contribute to the growing movement towards a zero carbon economy and creation of a circular economy for Li-ion batteries. The process helps minimize the environmental impact of Li-ion battery manufacturing and strengthens the critical minerals supply chain. According to current estimates, it is a $175 million dollar investment project that will create 100 jobs. These key Project elements will help promote economic development, address climate change, and optimize the use of critical minerals. From elected officials to community leaders, these are among the top issues on their agendas. The Project represents clear benefits that should be continued to be leveraged in communications and messaging.
- **Potential for EJ concerns**—The proposed Project will be located in a primarily industrial area, with few residential properties within one half-mile of the Site. However, an initial EJ screen identifies seven census block groups within one mile of the Site, including the block group in which the Site is located, as Potential Environmental Justice Area Communities (PEJAC) according to NYSDEC guidelines. While the Town of Greece is not considered an EJ area of concern and the proposed Site is in an area zoned for economic development, the potential EJ populations identified by the EJ screen will need to be carefully considered. Located less than a mile south of the Site at 655 Colfax Street is Edison Career and Technology High School. The school is comprised largely of minority students and offers academics, technical training, work-based learning, and support services with a focus on a variety of fields, including manufacturing and engineering. Less than a mile north of the Site are two charter schools, Discovery Charter School and Young Women's College Prep Charter School of Rochester, which also have a majority minority study body population. Any type of adverse Project impact may have disproportionate impacts on the populations, and may require additional mitigation efforts. Early targeted outreach to the surrounding area will help build relationships and further understand any issues or concerns, lessening the likelihood of Project opposition. There are potential synergies with the schools and opportunities for partnerships and investment should be explored further. It will be important to connect with the community with relatable messaging and easily digestible information.
- **Community groups with interest in the Project**—Residents of the Koda Vista Neighborhood and related Koda Vista Community Association showed heightened interest in the Project after the first proposed Site, located in the Eastman Business Park (EBP), bordering the west side of the neighborhood, was announced in 2020. Several residents voiced concerns about the Project, including visual and noise impacts, risks related to bulk chemical storage, and increased traffic on local roads. For a variety of reasons, Li-Cycle opted to reconsider the proposed Site location for the

Project and pursue another location approximately one half mile to the south, in an industrial setting with less residential properties nearby. Since the change in location, no new special interest or community groups have been identified as active opposition for Li-Cycle or the proposed Project.

Recent opposition to the proposed SungEel Li-ion battery recycling facility in Endicott provides indication of what a roadblock scenario situation could be for the Project. A grassroots organization called NoBurnBroome, formed in and based out of Endicott, New York, opposed the proposed SungEel facility in its community, citing per- and polyfluoroalkyl substances (PFAS) contamination as a major health concern and a lack of transparency in the planning of that project. In March 2021, SungEel announced in a news release that it would no longer pursue operations in Endicott, citing "a divisive local political climate, rampant misinformation and the timing of the election year" as its main obstacles.

While the proposed Project operations would vary drastically from the SungEel operations and NoBurnBroome has not conveyed any opposition toward Li-Cycle, it serves as an example of how a grassroots organization can quickly form and actively push for change in response to potential health concerns and environmental impacts. As PFAS become a more frequently addressed topic and potential Project impacts are understood, it will be important to consider and monitor the activities of influential individuals and groups that are active on the issue. Being forthright with information to avoid the potential spread of misinformation will be essential.

- **Years of pollution and contamination in Project area**—For decades, the Eastman Kodak Company faced multiple environmental issues at its facilities in Rochester and Greece. Historical operations have resulted in a number of contaminated sites, including two that are located within a 1-mile radius of the proposed Site, and there is ongoing remedial work still occurring today. Its various issues raised public interest and concern for health and safety, and in one instance led to a lawsuit.

  In 2013, the EBP sites received an upgrade in their Superfund status indicating improvements have been made to address the ongoing threat to public health or the environment at the EBP. Today, there appears to be less attention to the legacy issues. However, the historic widespread pollution and contamination in the area, indicates the community will likely have increased sensitivities to pollution and contamination issues. Therefore, securing trust within the community should be a priority.

3. COMMUNITY CONTEXT AND SITUATIONAL ANALYSIS

3.1 Project Area Profile

3.1.1 Demographics, Socioeconomics, and Politics

Table 1 summarizes key population, demographic, and economic indicators for the Project area including, the census block group in which the Project will be located, the Town of Greece, the City of Rochester, and Monroe County. Data for the state of New York and the United States have also been included for comparison.

Table 1: Demographic and Socioeconomic Indicators

Area	Population	Median Age	Median Household Income	Median Value of Owner-Occupied Housing Units	Population with High School Degree or higher (percent)
United States	324,697,795	38.1	$62843	$217,500	88.6
State of New York	19,572,319	38.8	$68,486	$313,700	87.6
Monroe County	743,341	38.9	$60,075	$148,400	90.4
City of Rochester	206,848	32.0	$35,590	$83,100	80.4
Town of Greece	95,988	43.1	$65,023	$135,500	90.5
Census Block Group—360550141041	853	35.8	$48,155	$123,200	89.4

Source: United States Census Bureau, 2015–2019 American Community Survey estimates

The Town of Greece is located in Monroe County, New York and home to nearly 96,000 residents, making it the largest Town in the County. It lies approximately 5 miles northwest of the city of Rochester and the northern part of the Town stretches along 8 miles of Lake Ontario. The Town covers 48 square miles of land area. The Project will be located in Greece and situated within census block group 360550141041.

The block group extends to the west past Interstate 390 and contains a mixture of industrial, commercial, residential, health care, and agricultural areas. It also includes a childcare center that is just outside a one-mile radius of the Site. Within a one-half-mile radius of the Site, it is largely industrial and includes the LiDestri facility, which is a food product manufacturer and owner of the proposed Site. There are a limited number of residences lining Ridgeway Avenue just north of the Site. Nearby schools (within one-mile radius) include Edison Career and Technology High School, Discovery Charter School (grades K–6), and Young Women's College Prep Charter School of Rochester (all-female grades 7–12). The schools are all part of the Rochester City School District. The majority of land area in Greece is residential and between seven to eight percent of land area is commercial or industrial development. In 2019, industrial areas made up two percent of the Town's revenue.

Compared to Greece, Monroe County, and New York State, block group 3605550141021 has a lower median age. The high median age in Greece, suggests an aging population and families with children are possibly either not moving to the Town or are moving to other communities. The percentage of residents with the equivalent to a high school degree or higher in block group 360550141041 is relatively equal to

town, county, and state levels. The median income level of block group 360550141041 is considerably lower than the median income of Greece, Monroe County, and the State of New York, but is higher than the neighboring City of Rochester. As there are numerous higher education institutions located in Rochester, the low median age and median household income in Rochester as compared to Greece may partly be a reflection of the large population of college-aged students. Greece's median income level is higher than that in Monroe County and suggests the Town primarily consists of middle-income households. The median value of Owner-Occupied Housing Units in block group 3605550141021 is lower than the value in Greece, Monroe County, and the State.

The Town of Greece is governed by a Supervisor and four Board Members. The Supervisor is elected to a 4-year term while Board Members are elected to 2-year terms. Current Town Supervisor Bill Reilich (Republican, R) first assumed office in 2014 after serving in the New York State Assembly. His term will end in 2022 along with all of the Board Members. Under the leadership of Supervisor Reilich and the Town Board, the Town adopted the 2020 Comprehensive Plan for Land Use, Community & Economic Development for the 10-year horizon. It identifies the Town's priority areas to include economic development, infrastructure and services, housing, and waterfront planning and development. The plan suggests that the Town take actions to expand opportunities for industrial growth and employment, including simplifying development review, being less restrictive when appropriate, and prioritizing permitting and approvals for new business and industry.

In connection with the 2020 Comprehensive Plan, the Town adopted a new Zoning Ordinance and Map and created a new zoning district, Economic Development & Innovation Overlay (EDIO), prioritizing projects that bring industry and jobs into areas of the Town where significant opportunity exists for economic growth. The proposed Site location is within the EDIO.

Supervisor Reilich and the Town Board have focused on fiscal stability and maintaining a balanced budget. The Town holds a credit rating score of AA from the Standard and Poor's Credit Rating System. Similar to the 2020 budget, the Town's 2021 budget includes a tax decrease. In a press release announcing the 2021 Budget, Supervisor Reilich noted, "There is no doubt that 2020 was a difficult year for everyone, but by careful budgeting and planning we have been able to absorb the cuts to our revenue and not place any further burdens on our taxpayers." The budget also includes an overall decrease in spending and prioritization of community services. The Monroe County 2021 budget includes a tax decrease and a slight increase in spending. Among a number of items, it prioritizes economic and workforce development with a focus on linking job training to job opportunities.

While the onset of COVID-19 brought a surge in unemployment rates in Greece, the Greater Rochester area, Monroe County, and New York State in 2020, rates have since dropped, nearly returning to the same pre-COVID-19 levels of 2019. According to the U.S. Bureau of Labor Statistics' latest unemployment data, the unemployment rate in May 2021 in the Town of Greece was 4.9 percent. During the same period, the Rochester Metropolitan Statistical Area had a 4.8 percent rate, Monroe County had a 5.1 percent rate, and New York State had a 6.9 percent rate while the national unemployment rate was 5.8 percent. As a point of comparison, Greece had a 13.2 percent unemployment rate in May 2020, the Rochester Metropolitan Statistical Area had an 11.9 percent rate, Monroe County had a 12.4 percent rate, and New York State had 15.7 percent rate. At a press briefing in early May 2021 New York Governor Andrew Cuomo (Democrat, D) announced a "major reopening" that went into effect in the latter half of the month, allowing many businesses to resume operations at regular hours with partially-limited or full capacity. This news came as New York closed in on administering at least one vaccine dose to half of its residents.

Founded in 1822, the Town of Greece began as an agricultural based economy. The development of industrial and manufacturing operations in the beginning of the 20th century shifted the Town's economy. The area began to grow as Kodak became the major industrial employer in the region, serving as a

bedroom community for people commuting to work at Kodak and other industrial businesses. Kodak expanded its Rochester facilities into the eastern portion of the Town of Greece and helped contribute to the industrial development of the Town. In 2001, it was the largest tax revenue source for the Town. Consequently, the decline of Kodak as well as other businesses had significant economic impacts on Greece and the Rochester region.

To spur economic development and job growth, there have been various public and private efforts to revitalize the region and re-purpose the former Kodak Park complex, now known as the Eastman Business Park, in recent years. The Greater Rochester area has become known as a center for advanced manufacturing and photonics industries, and is an area of pride for the region.

Over time, the healthcare and technology sectors have grown in the region. Businesses located in Monroe County take advantage of the area's highly educated and skilled workforce, research centers of excellence, and industry expertise. Rochester Regional Health, one of the major employers in the region, has a campus located in Greece and has been a strong economic contributor for the Town. Table 2 below represents additional principal employers in the area.

Table 2: Major Employers in Project Area

Greater Rochester, NY Region
■ University of Rochester—33,143 employees
■ Rochester Regional Health—16,500 employees
■ Wegmans Food Markets Inc.—13,053 employees
■ Paychex—4,900 employees
■ Rochester Institute of Technology—4,400 employees
■ L3Harris Technologies Corp.—3,800 employees
■ Lifetime Health Cos. Inc.—3,271 employees
■ Xerox Corp—3,000 employees
■ Heritage Christian Services Inc.—2,304 employees
■ Angels in Your Home—2,165 employees

Source: Greater Rochester Enterprise, February 2020

In 2022, Greece will mark its 200th birthday. The town plans to celebrate throughout the year as Supervisor Reilich noted, "We are anxious to engage our community in this historic milestone. We have so many events that will delight our community as we gather together to celebrate what makes our town so unique." The bicentennial presents potential opportunities for Li-Cycle to continue to position itself as a community partner.

As of February 21, 2021, Monroe County has 507,383 registered voters. Of those registered, 42.2 percent are Democrat, 26.2 percent are Republican, and 1.6 percent are Conservative. Within the Democratic Party there are some divisions, including at the County Legislature as well as at the State Legislature. Republicans hold a 15-vote majority in the 29 seat County Legislature and a group of Democrats known as the Black and Asian Caucus also tend to vote with the Republicans. Legislature President Joe Carbon (R) hails this as a political win that allows them to temper County Executive Adam Bello (D)'s power. This has not only created division within the Democratic Party but increases tensions between Republican and Democrats in the County. Several members of the Black and Asian Caucus lost in the Democratic primary on June 22 and the political make-up of the County Legislature is likely to look different in 2022.

In the City of Rochester, incumbent Mayor Lovely Warren (D) was defeated in the Democratic primary in June by Rochester City Councilmember Malik Evans, who campaigned on addressing the city's gun violence. Over the last year, Mayor Warren has faced a number of challenges, including being linked to

the cover up of the death of Daniel Prude while in police custody, an indictment on felony campaign finance charges, and the arrest of her husband on drug and weapons possession. In a majority Democrat city, Malik Evans is poised to be the next mayor of Rochester.

The Town of Greece is made up of 33.5 percent registered Democrats, 32.4 percent Republicans, and 2.3 percent Conservatives. The Town Board and Supervisor position are represented by all Republicans. While all the positions will be contested in the November 2, 2021 election, it is likely that the Town leadership will continue to be Republican.

3.1.2 Environmental Justice

In 2003, NYSDEC issued Commissioner Policy 29 (CP-29) "Environmental Justice and Permitting" to promote the fair involvement of all people in the NYSDEC environmental permit process and incorporate measures for achieving environmental justice into its programs, policies, regulations, legislative proposals, and activities. According to the policy, 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." It further defines fair treatment to mean 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." These two definitions mirror those outlined at the federal level by the USEPA.

An EJ screen involves a review of the demographic composition of the area impacted by the proposed Project to identify whether populations considered potentially vulnerable or marginalized by virtue of their minority or low-income status are present. It is an important tool to assess the potential for a project to create negative and disproportionate impacts on environmental justice populations and ensure there are considerations for these communities to be meaningfully engaged should there be impacts that could affect their environment and/or health. CP-29 requires a preliminary EJ screen for certain permit applications. Due to growing attention and sensitivities around EJ, a screen was conducted according to CP-29 guidelines using the newest data set available and additional EJ demographic indicators.

The policy defines minorities as a population that is identified or recognized by the U.S. Census Bureau as Hispanic, African-American or Black, Asian and Pacific Islander or American Indian. A minority community is present when 52.4 percent or more of the population is minority in an urban area. Further, low-income is defined as a population having an annual income that is less than the poverty threshold. According to the Bureau, the poverty threshold for 2019 for a household of four people is $26,370. A low-income community is present when at least 22.8 percent of the population in an urban or rural area have household incomes below the federal poverty level.

While not in the CP-29 guidelines, the EJ screen also assessed the potential for age and language based vulnerabilities in the analysis area using the federal guidance of a meaningfully greater threshold. Age and language populations often face barriers to engagement and in particular, children may be more affected by environmental impacts than adults since they eat, drink, and breathe more per pound of body weight than adults. A difference of 10 percentage points compared to the reference population of the county was used to identify age or language populations and therefore, potential EJ populations.

The U.S. Census Bureau 2015-2019 American Community Survey as well as the USEPA's environmental justice mapping and screening tool, EJSCREEN, was used to collect census data for the census block group where the Project would be located. The census block group is the smallest geographic unit for which U.S. Census Bureau demographic data is available and is generally defined to contain between 600 and 3,000 people. While the exact geographic extent of potential environmental impacts is not currently known, census block groups within a one-mile radius of the Site were included in the screen. For

additional points of reference, municipality, county and state-level data were collected. The results are reflected in Table 3 below.

Table 3: EJ Demographic Indicators within Project Area

Area	Population	Minority Population (%)	Population Below Poverty Level (%)	Population Under 5 (%)	Population Over 64 (%)	Linguistically Isolated (%)
New York State	19,063,180	44	14	6	16	8
Monroe County	744,248	29	14	6	16	3
Town of Greece CDP	14,755	19	6	5	21	4
CBG 360550141041*	827	15	37	0	15	0
CBG 360550088002	1,185	74	22	8	14	6
CBG 360550141023	1,202	17	19	5	33	3
CBG 360550018003	1,486	82	34	5	7	0
CBG 360550018004	301	17	38	6	14	9
CBG 360550141021	738	42	32	9	12	0
CBG 360550141022	1,826	15	4	4	30	1
CBG 360550018006	615	15	22	0	16	0

Source: USEPA EJSCREEN (Version 2020) based on U.S. Census Bureau 2014–2018 American Community Survey data. U.S. Census Bureau, 2020. American Community Survey 2015–2019 5-year estimates.

CBG = Census Block Group; CDP = Census Designated Place; EJ = Environmental Justice.

The EJSCREEN tool defines linguistic isolation as households in which no one age 14 and over speaks English "very well" or speaks English only (as a fraction of households).

** Census block group that includes proposed Site.*

Dark green indicates census block groups with environmental justice populations.

The environmental justice analysis area includes eight census block groups and has a total population of 8,180 people. Of the eight block groups, two are considered minority communities. The first, block group 360550018003, is located in the Maplewood neighborhood and is bordered by the General Motors facility to the south and Ridgeway Avenue to the north. The other, block group 360550088002, is located just south of the Project Site, between Lexington Avenue and Emerson Street, bordered by Interstate 390 to the west and Norman Street to the east. This block group contains Edison Career & Technology High School, which has a student body (1,833 students) largely comprised of minority students with 62 percent African American students, 26 percent Hispanic or Latino students, and 8 percent white students. While block group 360550141021 does not contain an identified minority population, it is important to note that the Discovery Charter School and Young Women's College Prep are located within the block group and they have a 95.9 percent minority student body and a 91.2 percent minority student body, respectively. Overall, 39 percent of the study area is minority

Four of the eight block groups are considered low-income communities, including the block group in which the Site will be located. Block group 360550088002, considered a minority community as indicated above, is also considered a low-income community. Overall, 22 percent of the study analysis area is low-income.

In addition, the under age 5 and language indicators in the analysis area do not exceed the reference population by 10 percentage points in any of the block groups. Of the eight block groups, two are considered over age 64 populations. The two block groups do not contain any minority or low-income communities.

According to the NYSDEC EJ website, which uses data from the 2014-2018 American Community Survey, there are five block groups with PEJACs within a one-mile radius of the Project Site, including the block group in which the Site is located. Results of the initial EJ screen also suggest the presence of two additional EJ populations within a one-mile radius of the Project Site according to the over age 64 population demographic indicator. This initial analysis does not preclude the possibility of additional EJ concerns in the analysis area and beyond. NYSDEC policy suggests EJ involves the meaningful public participation by minority or low-income communities. Engagement and related outreach may result in further identification of concerns that may require additional considerations and mitigation efforts. Special considerations for how outreach is conducted, such as where, when, and how the informational materials used, should be made due to the presence of vulnerable and disadvantage populations in the analysis area.

3.2 Issues Relevant to the Project

Per- and polyfluoroalkyl Substances (PFAS)

PFAS chemicals are a growing area of concern for various local, state, and federal officials and agencies, organizations, and the general public. According to the USEPA, PFAS chemicals, commonly called "forever chemicals" cannot be broken down in the environment or in the human body. As stated by the New York State Department of Health (NYSDOH), exposure can cause several adverse health outcomes. PFAS studied in animals has caused 'reproductive and developmental, liver and kidney, and immunological effects, tumors, increased cholesterol levels, as well as limited findings related to infant birth weight, cancer, adverse immune health, and thyroid hormone disruption.'

New York State has experienced a number of issues involving PFAS contamination and exposure, including the widely noted water contamination that occurred in the village of Hoosick Falls in Rensselaer County. As a result, in 2016, New York State became the first state to regulate Perfluorooctanoic acid (PFOA), a member of the PFAS group, as a hazardous substance.

Over the last few years there have been a number of additional efforts to address the PFAS issue. For example, in 2018 Governor Cuomo allocated $200 million to water treatment system upgrades and continued support for communities upgrading their drinking water treatment technology. The initiative also included developing high standards for such contaminants as PFOA, perfluorinated alkylated substances (PFOS), and 1,4-dioxane and in 2020 Governor Cuomo announced the first-in-the nation PFAS drinking water standard. The New York State Legislature also passed a bill in June 2021, awaiting Governor Cuomo's approval, to begin testing drinking water in every New York water utility for 40 contaminates. The State has also taken legal action against entities allegedly responsible for contamination. Notably, in 2019, the New York Attorney General sued the 3M Company, DuPont, and others for their part in contaminating water in the State with PFOA and PFOS.

The Congressional Delegation representing the Site are all strong advocates for addressing PFAS. In June 2021, US Senators Kirsten Gillibrand (D-New York) and Shelly Capito (R-West Virginia) announced the implementation of their provision included in the Fiscal Year 2020 National Defense Authorization Act

that requires the USEPA to identify and publicly share sources of PFAS emissions. The new federal rule includes 172 PFAS and a process for adding future PFAS chemicals to the Toxics Release Inventory (TRI). In April 2021, U.S. Representatives Debbie Dingell (D-Michigan) and Fred Upton (R-Michigan) introduced the PFAS Action Act to create a national drinking water standard for certain PFAS, limit industrial PFAS discharges, designate PFAS as hazardous substances to allow the EPA to clean contaminated sites, and provide $200 million annually for water utilities and wastewater treatment. U.S. Representative Joe Morelle (D-New York-25) voted in favor of the bill in the previous Congress.

PFAS is a topic of interest for a number of New York based non-profit organizations but there does not appear to be any organizations within Rochester solely focused on PFAS. The citizen group, NoBurnBroome that was formed in Endicott to oppose the proposed SungEel Li-ion battery recycling facility, raised concerns about PFAS being present at the facility and related adverse health impacts. During a press conference in mid-September 2020, a representative state, "nearly all Li-ion batteries contain PFAS." The group pushed for their elected officials to shut down projects using these chemicals. Ultimately, SungEel decided to abandon plans for the Endicott plant in March 2021.

History of Pollution and Contamination

Described as an "industrial tableau of gray smokestacks and thick white plumes" in a 1989 New York Times article, the former Kodak Park has a legacy of pollution and contamination. Once characterized as New York's number one polluter by the federal Toxics Release Inventory, Kodak faced a number of environmental issues. They ranged from exposing a nearby school to harmful emissions when a pipe ruptured and released 30,000 gallons of methylene chloride, a toxic solvent used to make film base, to contaminants seeping into the groundwater of adjacent neighborhoods. At one point, community parents filed a lawsuit alleging a link between the film manufacturer and childhood cancer. Kodak's historic operations have created toxic hot spots that are still present today.

During Kodak's bankruptcy proceedings, an environmental trust fund was created to help address environmental issues attributed to the company. However, a number of groups criticized the $49 million placed in the fund as inadequate to cover all cleanup costs, leaving taxpayers with the bill.

In 2013, the Democrat and Chronicle, a daily newspaper serving the greater Rochester area, reported that for three decades Kodak disposed of radioactive waste in a landfill located off of Weiland Road just northwest of the proposed Site. The landfill is now closed and covered by a parking lot and a grass-covered mound (following the approved remedial solution to minimize public exposure to the buried wastes). While the article pointed out that Kodak claims the material is secure in wooden cribs 10 feet below the surface of the landfill, it highlighted the lack of government oversight of the Site and raised potential safety concerns. It also pointed out that aside from government officials, few community members were aware of the presence of radioactive waste.

Also nearby the proposed Site, a 21-acre parcel that was owned by Kodak and used for manufacturing (former Kodak Building 514) was identified by the DEC as having groundwater contamination. In 2014, cleanup on the contaminated site began. The site is south of Li-Cycle's proposed location and between Route 390 and Mount Read Boulevard. It does not appear that either of the legacy Kodak sites have raised many concerns within the community and no special interest groups have been formed as a result but is something to keep in mind.

SungEel MMC Americas, Li-ion Battery Recycling, Endicott, New York

Endicott, New York was the location of another proposed Li-ion battery recycling facility, but due in part to concerns voiced by residents and environmental groups, the project, proposed by SungEel MMC Americas, was abandoned in March 2021. The infrastructure project was granted an air permit in March 2020 but subsequently underwent further investigation for the potential presence of PFAS chemicals in the batteries processed by SungEel. The company employs a process of incineration and afterburners

operating at 1,000 degrees Celsius when recycling the batteries; the company has stated this would destroy PFAS particles at levels of concern. In continued efforts to bring the project to operation and end delays, the company released a public relations campaign and covered the costs to conduct an environmental impact statement. That process, initially deemed unwarranted by the NYSDEC, was spurred by continuous pressure from the local community and elected officials. It included a public review and comment period, during which community members and other interested parties reiterated their concerns for the project. In February 2021, the Endicott Village Board of Trustees voted to rescind a recycling law that would have allowed corporations to operate recycling facilities in industrial zones. In March 2021, SungEel announced its decision to abandon efforts to establish a facility in the village, citing "a divisive local political climate, rampant misinformation and the timing of the election year" as its main obstacles. This serves as an example of what can happen when local opposition control the narrative of a project. This places an emphasis on the importance of proactive and transparent communication with project stakeholders.

Critical Minerals

In recent years, Presidents Joe Biden and Donald Trump, lawmakers, and national security leaders have led efforts to address the U.S.' reliance on China for rare earth elements and critical minerals, and create reliable and secure supply chains. The ongoing trade dispute between the U.S. and China has driven the push to build American capacity. The materials are necessary inputs for essential commercial and military products and vital to the country's economy and national security. The need for materials and secure supply chains was heightened during the COVID-19 pandemic when the U.S. experienced shortages of essential products, notably personal protective equipment (PPE) for frontline workers and automotive semiconductor chips that have forced car manufacturing slowdowns.

Due to these critical shortages, President Biden signed EO 14017 on 25 February 2021 directing the Administration to launch a 100-day review to develop a strategic plan for addressing vulnerabilities and opportunities in the supply chains of four key products, including advanced batteries. Following the EO, on 8 June the Administration announced a set of immediate actions based on the Department of Energy's report and recommendations. Two of the four actions include strengthening manufacturing requirements in federally-funded grants, cooperative agreements, and research and development contracts, and releasing the National Blueprint for Lithium Batteries.

The National Blueprint for Lithium Batteries, released on 7 June 2021, lays out five critical goals for improving the advanced battery manufacturing chain. The goals include securing access to raw and refined materials, discover alternatives for critical material, and enabling end-of-life reuse and critical materials recycling at scale. The Blueprint states that "New methods will be developed for successfully collecting, sorting, transporting, and processing recycled lithium-ion battery materials, with a focus on reducing costs" and that "a resilient market should be developed for the reuse of battery cells from retired electric vehicles for secondary applications, including grid storage." The Blueprint includes near-term objectives (2025) and long-term objectives (2030) for improving end-of-life reuse and critical materials recycling.

Previously, on 20 December 2017, President Trump signed Executive Order (EO) 13817, "A Federal Strategy to Ensure Secure and Reliable Supplies of Critical Minerals," which directed the Department of the Interior to coordinate with other executive branch agencies to publish a list of critical minerals and identified the need for "developing critical minerals recycling and reprocessing technologies."

As a follow on to EO 13817, on 30 September 2020, the Trump Administration issued the EO on Addressing the Threat to the Domestic Supply Chain from Reliance on Critical Minerals from Foreign Adversaries. It stated that the US imports more than half of its annual consumption for 31 of the 35 critical

minerals and declared a national emergency to address the country's undue reliance on critical minerals, in processed and unprocessed form, from foreign adversaries.

In an example of the U.S. government providing support for critical minerals development, in September 2020, the U.S. International Development Finance Corp, a U.S. government finance institution, approved a $25 million investment into TechMet Ltd. The funding will enable TechMet to bring a cobalt and nickel mine in Piauí, Brazil into production. The company is a private investment firm, with investments in Li-Cycle.

In addition to Administrative action, various members of Congress have introduced legislation designed to address the critical minerals supply chain in recent years. In the 117th Congress there are several bills that support the recycling of batteries and e-waste, including S. 1918: A bill to support the reuse and recycling of batteries and critical minerals, and for other purposes introduced by Senator Angus King, Jr. (I-Maine) on 27 May 2021 and H.R. 2777: Advanced Recycling Research and Development Act of 2021 introduced by Representative Anthony Gonzalez (R-Ohio-16) on 22 April 2021. Further, there are a number of bills that would support building critical mineral capacity in the U.S., including H.R. 2688, which was introduced by Representative Lance Gooden (R-Texas-5) on 20 April 2021 and would permanently allow a tax deduction for the mining, reclaiming, or recycling of critical minerals and metals from the United States, and H.R. 2604, which was introduced by Representative Pete Stauber (R-Minnesota-8) on 15 April 2021 to improve the permitting process for critical mineral projects.

In the last Congress, Representatives Paul Tonko (D-NY-20) and John Curtis (R-UT-3) introduced H.R. 8232, the Bolster American Technology Through Expanding Recycling Yield Act, which would have established a research, development, and demonstration program at the U.S. Department of Energy to support the recycling and reuse of critical minerals as well as the safe disposal of advanced batteries. While a similar bill has not been re-introduced yet, Representative Tonko serves as the Chair of the Subcommittee on Environmental and Climate Change within the House Energy and Commerce Committee and is likely to engage in issues relevant to the Project.

Climate Change

As in many cities and states across the country, climate change is a priority issue in the Project area. In 2019, Governor Cuomo signed the Climate Leadership and Community Protection Act (CLCPA). Viewed as the most ambitious climate legislation in the nation, it sets the climate targets of reducing greenhouse gas emissions from the 1990 baseline by 85 percent by 2050 and 100 percent renewable electricity by 2040. NY Renews, a coalition of over 200 environmental, justice, faith, labor, and community groups, was the driving force behind passage of CLCPA. The law provides NYSDEC the authority to promulgate regulations that require the consideration of climate change in permitting decisions and reduce greenhouse gas limits.

On 30 December 2020, NYSDEC established statewide emission limits on naturally occurring and man-made gases—carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride—to guide State agency actions. The Climate Action Council must draft a 'scoping plan' by the end of 2021 and a final scoping plan by the end of 2022, which NYSDEC will use to create regulations by the end of 2023. New York recently enacted the Accelerated Renewable Energy and Community Benefit Act, which is expected to accelerate permitting processes for large-scale (25 megawatts or larger) renewable energy projects, particularly projects located on brownfields, landfills, or former commercial or industrial sites.

Under Governor Cuomo's leadership, the State has also made a commitment to electrify buses and trucks and accelerate the adoption of electric vehicles, including $206 million of $701 million allocated for lower-socio-economic and disadvantaged communities to build electric vehicle charging stations and infrastructure. In April 2021, the State Senate passed a bill requiring all passenger vehicles and medium-

and heavy- duty vehicles sold in New York to be electric by 2035 and 2045, respectively. The bill was sponsored by the Assembly Environmental Conservation Committee Chair Steve Englebright (D) and Senator Pete Harckham (D), and now heads to Governor Cuomo for his signature. Further, as of June 30, 2021 the rebates for New York's Drive Clean Rebate Program will offer a rebate of up to $2,000 for new electric and hybrid car purchases or leases, in addition to a Federal Tax Credit of up to $7,500.

Rochester's climate agenda aligns with the broader state efforts and includes turning into an electric vehicle model city that other municipalities could replicate. U.S. Representative Joe Morelle successfully included a provision in H.R. 3684, INVEST in America Act that mirrors the Rochester-Genesee Regional Transportation Authority $800,000 project proposal to enhance sustainable transportation in Rochester. The bill was passed by the House on 7 July 2021 and awaits action by the U.S. Senate. The Rochester People's Climate Coalition, a local non-profit organization focused on promoting large-scale, system-level climate solutions in the nine-county Greater Rochester Region, leads the "Go All Electric" initiative to help meet energy needs through electricity, including electric vehicles. Eighteen local organizations, including the City of Rochester and the Empire State Development Corporation, are involved in the steering committee for the initiative. Various other local NGOs are active in addressing climate change in the region.

Social and EJ

Following the death of Daniel Prude, a Black man who had been in police custody, the Rochester area has been marked by protests and unrest. The social activism on display is not something new for the region. Home to both Susan B. Anthony, a women's rights leader and Frederick Douglass, a former slave and a leader in the abolitionist movement, Rochester has a long history of civic advocacy. Increasingly across the nation and in New York State, EJ has gained attention and is becoming a more prominent social justice issue.

It gained traction in the 2020 presidential election and in the U.S. Congress, with members of the Congressional Delegation representing the proposed Site, Senators Charles Schumer (D) and Kirsten Gillibrand, and Representative Joe Morelle prioritizing the issue. Shortly after taking office, President Biden issued EO 4008, Tackling the Climate Crisis at Home and Abroad, which requires federal agencies to "make achieving environmental justice part of their missions." The COVID-19 pandemic and the racial and social justice protests occurring throughout the country have thrust it even further into the spotlight.

In December 2019, Governor Cuomo signed into law, S. 2385, a landmark environmental justice bill that created a permanent EJ Advisory Board and Interagency Coordinating Council. The new advisory bodies are designed to provide guidance and advance environmental justice throughout the state. The enactment of the legislation also put into effect the CLCPA. A number of environmental justice leaders were appointed to the New York State Climate Justice Working Group, an advisory body established by the CLCPA. Environmental justice organizations throughout the state, including NY Renews, applauded the appointment of key leaders.

4. RISK ASSESSMENT

Risks were identified based on the information collected regarding key issues in the communities reviewed:

- While many elected officials and business leaders are supportive of the proposed Project, there is a risk that community members in nearby residential areas, apartment complexes, and schools take a different stance, particularly if there are multiple adverse Project impacts. In addition, national and state-level attention on EJ as well as the fact that the proposed Site is located within a census block group with EJ populations presents potential risks to the Project. To date, EJ concerns related to the Project have not been raised, nor has it recently been a high-profile issue connected to other sites in the area. However, there is the risk that EJ concerns could develop as the Project progresses. The level of risk will also depend on the presence of PFAS. The new Hub location greatly improves EJ-related concerns, as there are very few residential neighbors nearby and it is an active industrial complex. A component of EJ is the meaningful engagement of vulnerable populations on projects that affect them. Therefore, to help mitigate any risks related to EJ and nearby neighbors, public outreach will be important.
- Even though the operations involved with the proposed SungEel project are vastly different from those proposed by Li-Cycle, there is a risk that, if community and/or other stakeholder relations are not managed well, spillover from the SungEel project or opposition similar to SungEel will develop. The differences between the two projects, particularly due to the complex nature of Li-Cycle's re-cycling process, may get lost on the public. The risk is exacerbated if a serious issue such as the presence of PFAS is present in the Project supply chain.
- Over the years, various contaminated sites and air quality issues have elicited community attention and engagement. Today, there are growing concerns related to PFAS generally and specifically related to Li-ion batteries. Any potential presence of PFAS in the Project supply chain, or even the perception of their presence presents great risks for the Project. Providing upfront, transparent information about the Project will be essential to securing trust within the community and influencing perspectives. Multiple mitigation options to minimize any impacts and account for potential perceptions from stakeholders should be considered.
- As in any project, securing a social license to operate in the community presents a primary risk to the Project. Li-Cycle currently enjoys a positive reputation among key stakeholders, which provides a foundation for a relatively favorable environment. Therefore, the risk is low, but it exists. Active outreach and dispelling potential misinformation before it is able to gain a foothold in the public discourse is always important to maintain Li-Cycle's corporate reputation as the Project moves forward.

To address the issues raised in the Report and to mitigate their potential risks, as well as leverage opportunities identified in this report, community and stakeholder engagement plans will be updated to reflect the current Hub location and related stakeholder and Li-Cycle interests. The plan will be informed by key permitting milestones, outreach efforts to date, and stakeholder engagement best practices.

APPENDIX A TRADITIONAL MEDIA SNAPSHOT

Traditional media coverage has remained mainly positive on Li-Cycle and the Project. In September 2020, Governor Andrew Cuomo issued a press release announcing the Project, which spurred positive discourse and coverage related to the company. Li-Cycle's mission and growth in North America have been featured by larger media outlets such as S&P Global and CNBC. Its operations and plans for the Rochester area have also been highlighted by traditional local media, specifically within two articles published by the Rochester Business Journal in April 2021. High-level coverage of Li-Cycle and its mission has increased in national and global technical publications as well as business reviews, but coverage specific to the Project has remained low in local media.

TV Station WROC and radio station WXXI both covered the previous Li-Cycle announcement of intent to build a Hub facility at the EBP. The stories were high-level and addressed the opportunity for green jobs in the area. The economic opportunity has been portrayed as a necessary contribution due to the COVID-19 pandemic. WROC journalist, Mark Gruba has specifically made supportive comments of the Spoke and Hub facilities. As public discourse and technical publication and business review coverage continue to spread, local media coverage may increase, especially as the Project progresses at the newly proposed Site.

Local and surrounding newspapers are depicted in the table below as well as their stated circulation.

Publications:	Location:	Circulation:
Campus Times—University of Rochester	Wilson Commons 103 University of Rochester Rochester, NY	4,500
Catholic Courier	1150 Buffalo Rd Rochester, NY	94,012
City Newspaper	280 State St Rochester, NY 14614	37,081
The Daily Record	16 W Main St Rochester, NY 14614	200,000
Democrat & Chronicle	245 E Main St Midtown Plaza Rochester, NY 14604	82,510
El Mensajero Catolico	PO Box 24379 Rochester, NY 14624-0379	10,000/monthly
Genesee Valley Penny Saver	1471 Route 15 Avon, NY 14414	125,000
Jewish Ledger	2535 Brighton- Henrietta Townline Rd Rochester, NY 14623	15,000
Messenger—Post Newspapers	73 Buffalo St Canandaigua, NY 14424	10,000 weekdays; 12,125 Sundays
Monroe Doctrine- Monroe Community College	Thomas Flynn Campus Center, Brighton Campus Building: 3 Room 134 Rochester, NY 14623	Private Data
Rochester Business Journal	16 W Main St, Ste 341 Rochester, NY 14614	20,000
Westside News & Greece News	PO Box 106	30,000

Publications:	Location:	Circulation:
	Spencerport, NY 14559	
Surrounding Cities Newspapers:		
Buffalo News	1 News Plaza Buffalo, NY 14203	138,895 Daily; 204,504 Sunday
Syracuse Post Standard	220 S Warren St Syracuse, NY 13202	120,363 Sunday
Times-Union	645 Albany Shaker Road Colonie, NY 12211	66,835 Daily; 128,565 Sunday
Syracuse Post Standard	220 S Warren St Syracuse, NY 13202	120,363 Sunday

APPENDIX B SOCIAL MEDIA SNAPSHOT

A keyword search on social media for content related to the proposed Project identified multiple posts about Li-Cycle and Li-ion battery recycling. Overall, the general sentiment ranged from neutral to positive, with posts from businesses, regional economic development organizations, industry and environmental publications, NGOs, media outlets and representatives, and the general public. In general, directly related social media content was predominantly informative, with many posts linked to articles and press releases related to Li-Cycle's plans to establish a Hub facility in the Greater Rochester Area. Posts highlighted Li-Cycle's mission, interviews and discussions with Li-Cycle leadership, the benefits of battery recycling, and benefits specific to the Project area. The main benefits emphasized in these posts were job creation and a display of leadership in the sustainable energy industry. As a region known for prowess in technology and innovation, the Rochester area seems to welcome the idea of a sustainability-focused economic growth opportunity in their community according to the publicly available posts.

The search also identified several posts related to a proposed Li-ion battery recycling facility in Endicott, Broome County, NY, that was opposed by residents. This group of residents pulled together a petition of more than 150 organizations to request a full environmental review of the proposed Project, citing PFAS contamination as a major health concern to the community. No such opposition to Li-Cycle or Li-ion battery recycling in the Greater Rochester Area was identified.

See below for a list of keywords and phrases used in the search.

Keywords	
■ Li-Cycle + Greece	■ Lithium battery + Greece
■ Li-Cycle + Rochester	■ Lithium battery + Rochester
■ Li-Cycle + New York	■ Lithium battery + New York
■ Li-Cycle + EBP	■ Lithium battery + EBP
■ Li-Cycle + recovery	■ Lithium battery + recovery
■ Li-Cycle + recycling	■ Lithium battery + recycling
■ Li-Cycle + processing	■ Lithium battery + processing
■ Li-Cycle + sustainability	■ Lithium battery + fire
■ Li-Cycle + lithium battery	■ Lithium battery + emissions
■ Li-Cycle + spoke	■ Lithium battery + incident
■ Li-Cycle + hub	■ Lithium battery + spoke
■ Li-Cycle + black mass	■ Lithium battery + hub
■ Li-Cycle + leaching	■ Lithium battery + black mass
■ Li-Cycle + PFAS	■ Lithium battery + leaching
■ Li-Cycle + concern	■ Lithium battery + PFAS
■ Li-Cycle + opposition	

EBP = Eastman Business Park; PFAS = per- and polyfluoroalkyl Substances

Screengrabs from business and economic development organizations

EmpireStateDev
@EmpireStateDev

Canadian firm @li_cycle is growing its US operations, building a $175M lithium-ion battery recycling hub at Eastman Business Park @followEBP

The hub will create #cleantech jobs – and further #NYS as a leader in the #sustainable energy industry

GRE
@GRERochesterBiz

Big economic development news today. @li_cycle to build $175M lithium-ion battery recycling hub at @followEBP in #RochesterNY. Underscores valuable infrastructure as well as battery and energy storage expertise available at this site. Grow #greaterroc rochesterbiz.com/News/Press-Roo...

NYSEDC
@NYSEDC

Li-Cycle is planning a Rochester lithium-ion battery recycling hub. The company has committed to creating at least 100 new jobs at the hub, in addition to the 23 who will work at the current facility.
areadevelopment.com/newsItems/9-15...
@GRERochesterBiz @EmpireStateDev @li_cycle

Platts Metals
@plattsmetals

Li-Cycle plans #lithium battery recycling plant in New York | #batteries #batterymetals #EVs

* Full commercial operations expected to begin in 2022
* Facility will process about 60,000 mt of lithium batteries

Full story: plts.co/tMqI50BzuB8

CED Greentech
@CEDGreentech

Li-Cycle, a Canadian battery recycling firm has chosen the location for its first commercial lithium-ion battery recycling Hub: Rochester, New York. Learn more about North America's first lithium-ion battery recycling hub arrival in New York here:

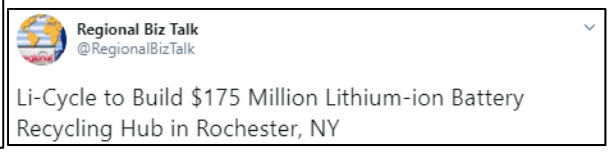
North America's first lithium-ion battery recycling hub is coming to New York
Li-Cycle, a Canadian battery recycling firm, has chosen Rochester as the home for its planned $175 million recycling facility, which promises to deliver recycled ...
pv-magazine-usa.com

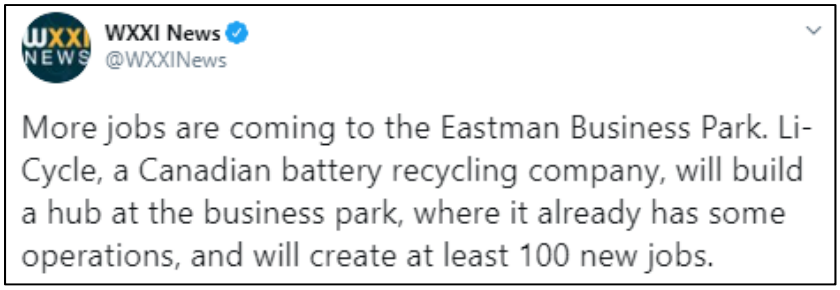
Finger Lakes Forward
@FLXFWD

Governor Cuomo Announces Canadian Firm Li-Cycle to Build $175 Million Lithium-Ion Battery Recycling Hub in Monroe County @NYGovCuomo @li_cycle

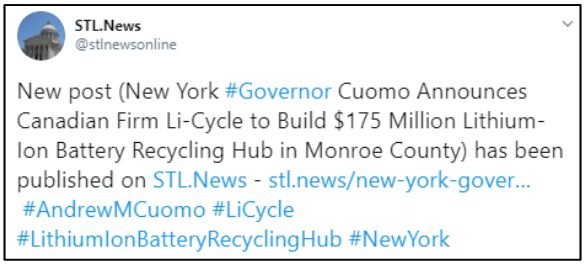
Governor Cuomo Announces Canadian Firm Li-Cycle to Build $175 Million Lithiu...
Governor Cuomo announced that Li-Cycle Incorporated, a North America based lithium-ion battery resource recovery company, will further grow its operations i...
governor.ny.gov

Screengrabs from media and industry publications:




WXXI News
@WXXINews
More jobs are coming to the Eastman Business Park. Li-Cycle, a Canadian battery recycling company, will build a hub at the business park, where it already has some operations, and will create at least 100 new jobs.


CHARGED EVs Magazine
@ChargedEVs
♻️ Li-Cycle to build battery recycling hub in upstate New York
zcu.io/r093
-
@NYGovCuomo #sustainability #NYC


STL.News
@stlnewsonline
New post (New York #Governor Cuomo Announces Canadian Firm Li-Cycle to Build $175 Million Lithium-Ion Battery Recycling Hub in Monroe County) has been published on STL.News - stl.news/new-york-gover...
#AndrewMCuomo #LiCycle
#LithiumIonBatteryRecyclingHub #NewYork

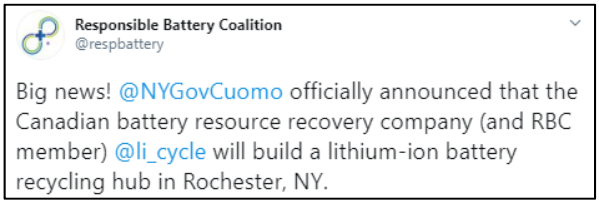

News 8 WROC
@News_8
Li-Cycle is focused on battery recovery in Rochester. The company's co-founder tells @MarkGruba why the company chose to expand at Eastman Business Park in our Greater Rochester Enterprise Why ROC conversation. bit.ly/2uTpBEr?utm_me... @li_cycle @GRERochesterBiz #ROC
Li-Cycle creates green jobs in Rochester
Li-Cycle is establishing its first commercial site in the United States at Eastman Business Park in Rochester.
rochesterfirst.com
2:34 PM · Mar 4, 2020 · SocialNewsDesk


Mark Gruba
@MarkGruba
They're coming to Rochester's Eastman Business Park with a green business and plans to hire over 100 people! Learn about Li-Cycle here. bit.ly/3hWk4zk @li_cycle @GRERochesterBiz #ROC @News_8
Li-Cycle expands to Rochester
The resource recovery company Li-Cycle is moving forward with a planned expansion into Rochester despite the challenges of the COVID-19 pandemic.
rochesterfirst.com

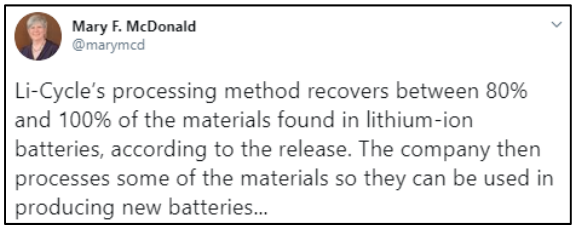

pv magazine USA
@pvmagazineusa
The first phase of Li-Cycle's lithium-ion battery recycling hub is complete: The company's second 'Spoke' facility has been completed in Rochester New York and is set to feed 5,000 tons of spent lithium-ion batteries per year... dlvr.it/Rmy1S6 #solarenergy #solarpv #solar
7:49 PM · Dec 3, 2020 · dlvr.it

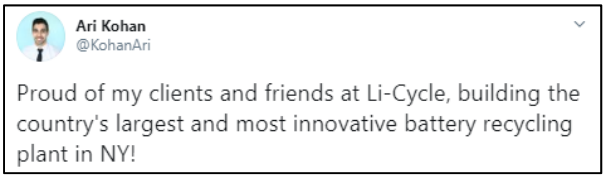

Julian Klymochko
@JulianKlymochko
Replying to @JulianKlymochko
On the podcast, Ajay discusses:
-How he co-founded the company and grew the business to where it is today
-Li-Cycle's technological advantage and high recovery rate
-The background behind Li-Cycle's merger with SPAC Peridot Acquisition $PDAC
3/
1:52 PM · Mar 15, 2021 · Twitter Web App

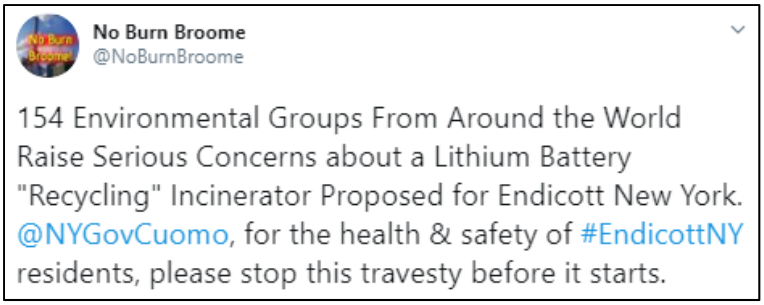
Screengrabs from environmental groups and NGOs:

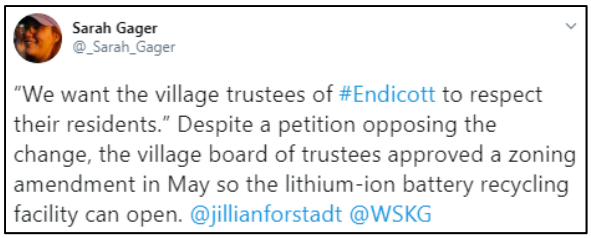


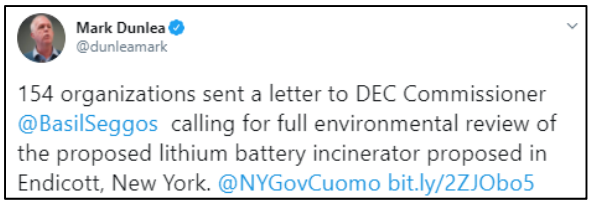
Screengrabs from community groups and the general public:

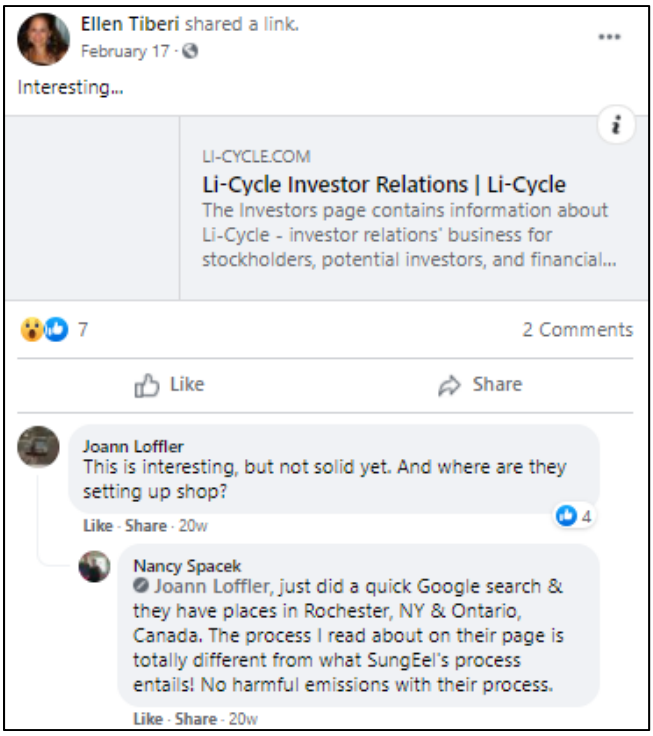





No Burn Broome
@NoBurnBroome
154 Environmental Groups From Around the World Raise Serious Concerns about a Lithium Battery "Recycling" Incinerator Proposed for Endicott New York. @NYGovCuomo, for the health & safety of #EndicottNY residents, please stop this travesty before it starts.


Sarah Gager
@_Sarah_Gager
"We want the village trustees of #Endicott to respect their residents." Despite a petition opposing the change, the village board of trustees approved a zoning amendment in May so the lithium-ion battery recycling facility can open. @jillianforstadt @WSKG


Mark Dunlea
@dunleamark
154 organizations sent a letter to DEC Commissioner @BasilSeggos calling for full environmental review of the proposed lithium battery incinerator proposed in Endicott, New York. @NYGovCuomo bit.ly/2ZJObo5


Ellen Tiberi shared a link.
February 17
Interesting...
LI-CYCLE.COM
Li-Cycle Investor Relations | Li-Cycle
The Investors page contains information about Li-Cycle - investor relations' business for stockholders, potential investors, and financial...
7
2 Comments
Like
Share
Joann Loffler
This is interesting, but not solid yet. And where are they setting up shop?
Like · Share · 20w
4
Nancy Spacek
Joann Loffler, just did a quick Google search & they have places in Rochester, NY & Ontario, Canada. The process I read about on their page is totally different from what SungEel's process entails! No harmful emissions with their process.
Like · Share · 20w


No Burn Broome
@NoBurnBroome
DIGGING DEEPER: What are #PFAS?
"The DEC says their toxicity and persistence in the environment make PFAS "A potential danger to public health and the environment."" Sungeel, leave #EndicottNY alone! #publicHealth #environmentalJustice #foreverChemicals
"A potential danger to public health and the environment."
NEW YORK
STATE OF OPPORTUNITY.
Department of Environmental Conservation
DIGGING DEEPER: What are PFAS?
12 News is digging deeper to help you understand what the chemicals are, as SungEel plans to submit new permit information to the DEC addressing PFAS.
wbng.com

APPENDIX C STAKEHOLDER LIST

APPENDIX D COMMUNITY OUTREACH / STAKEHOLDER ENGAGEMENT PLAN

APPENDIX E RESOURCES

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