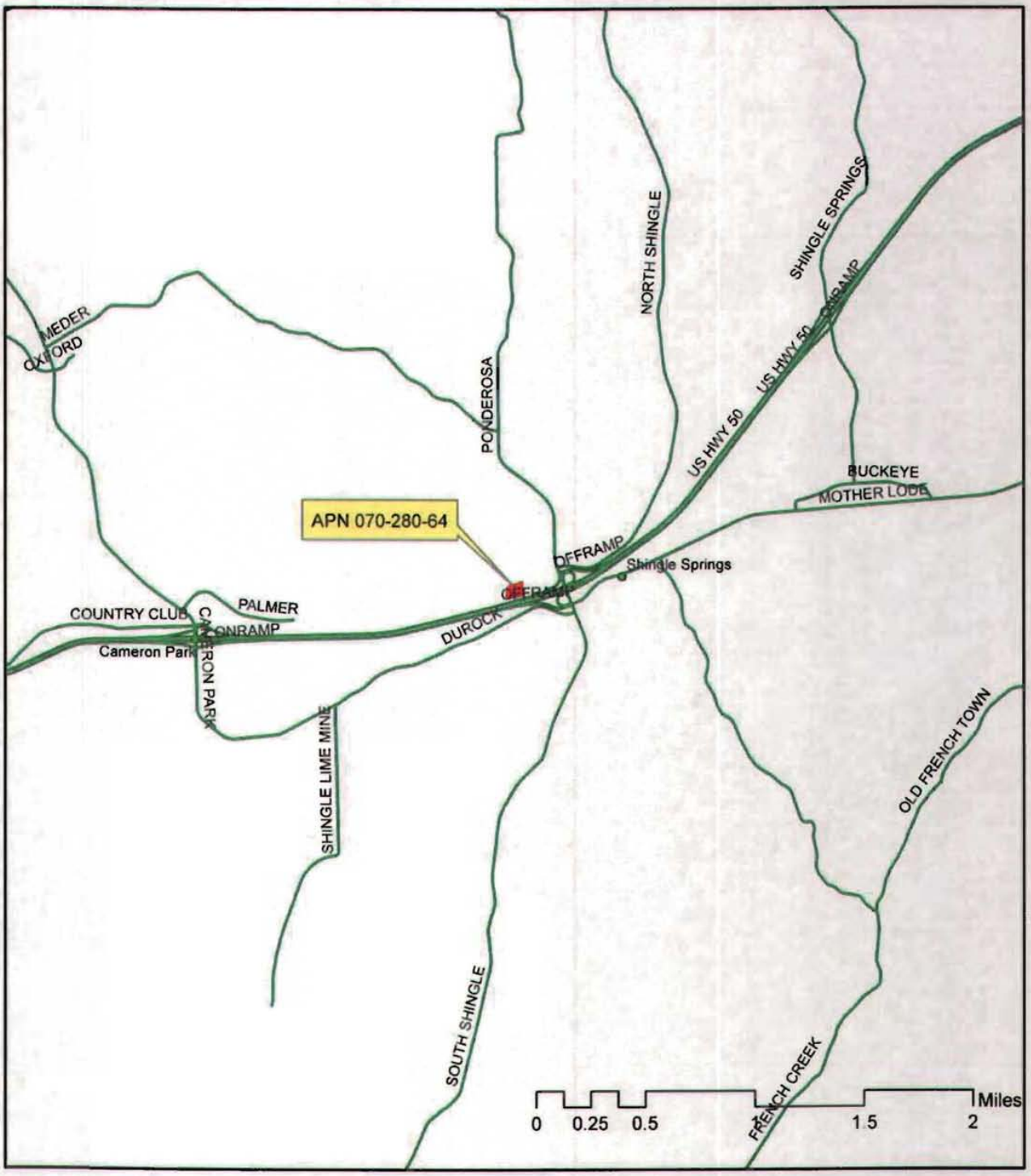
Exhibit A: Location Map



prclbase selection
majrds
PLACENAMES
major_roads

S07-0011-R/PD95-0016-R-4
Kniesel's Auto Collision Centers, Inc.
Prepared By Aaron Mount

Exhibit B: General Plan Map

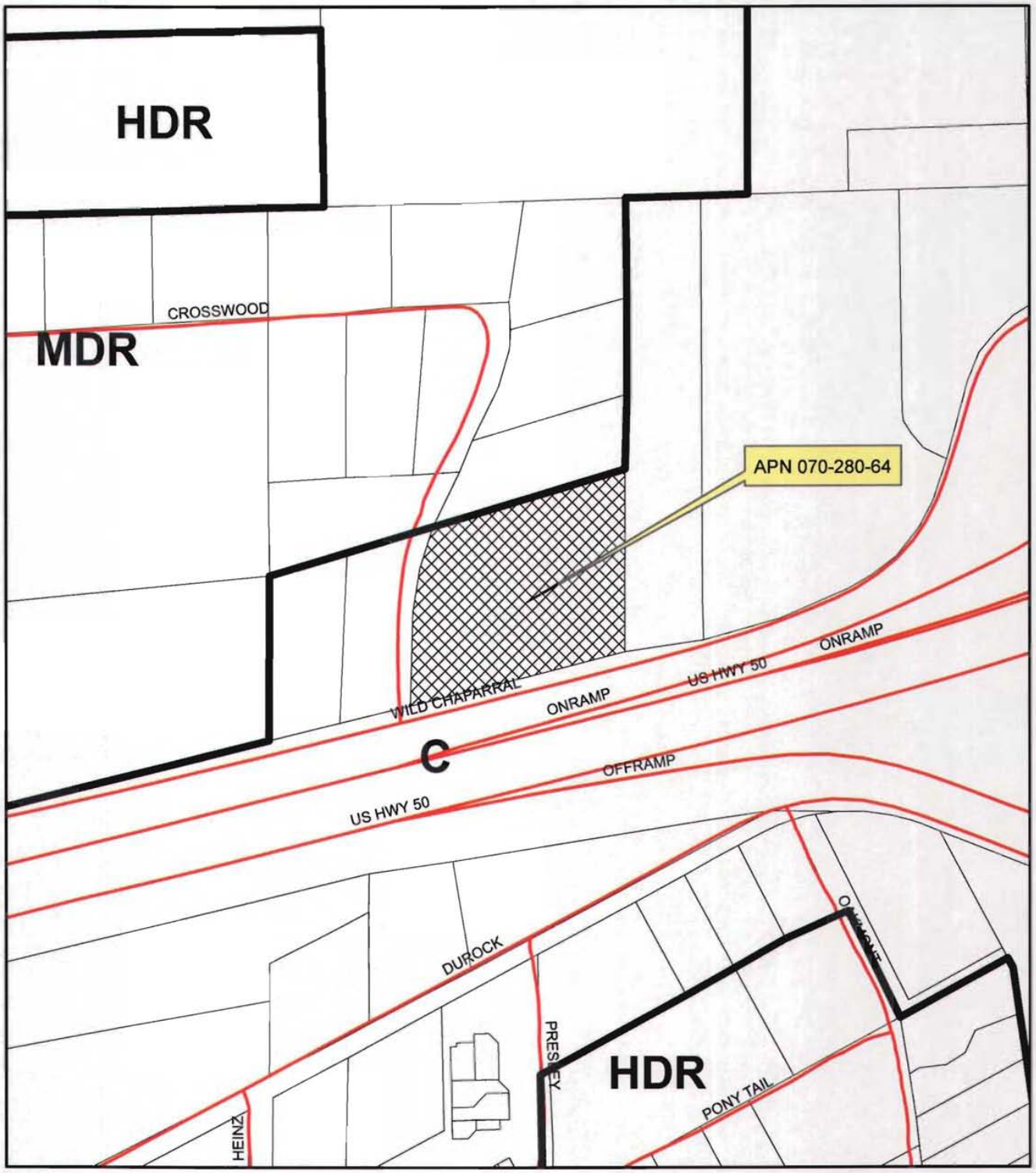


Exhibit C: Zone District Map

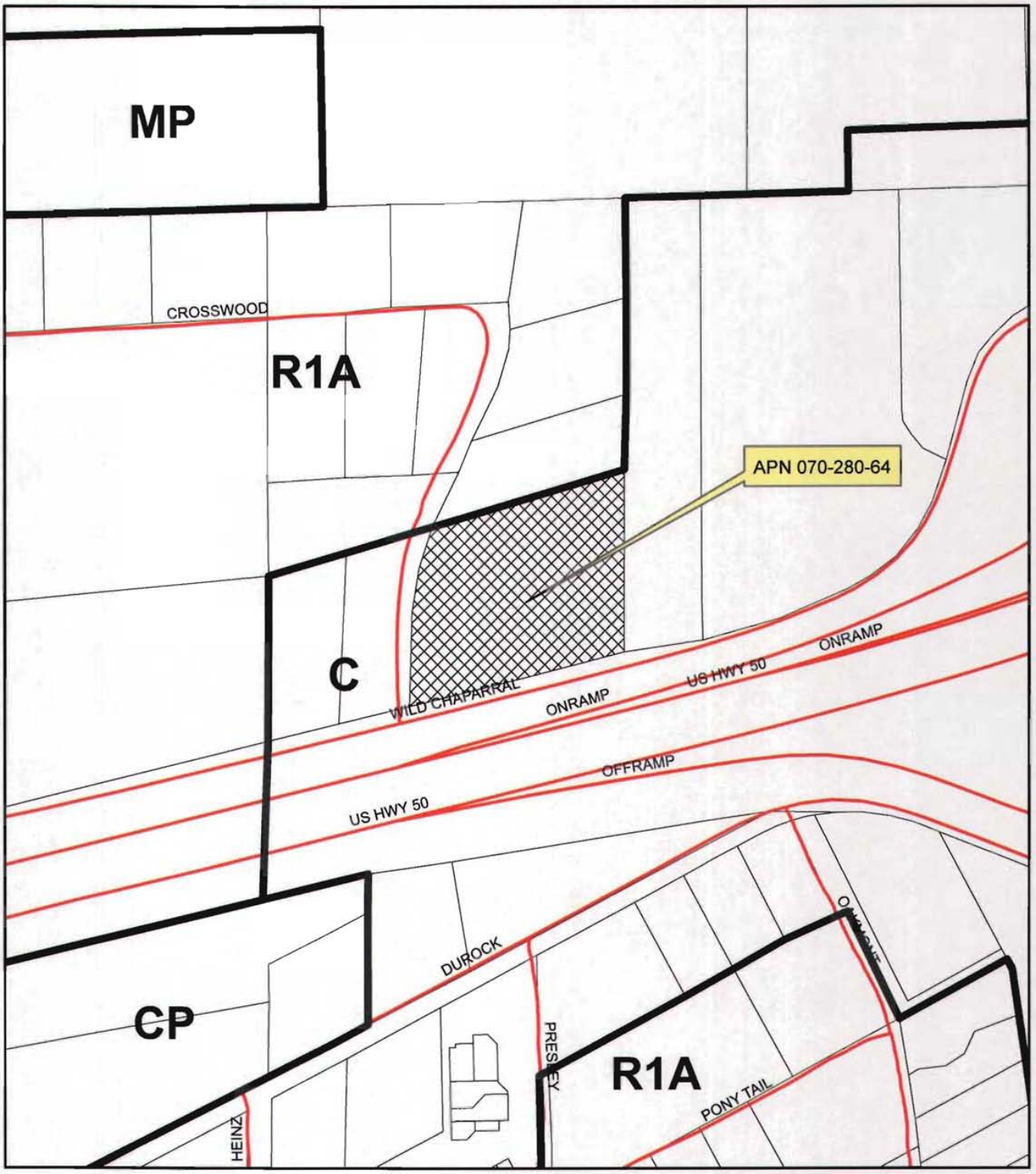


Exhibit D: Site Airphoto

S07-0011-R-2/PD95-0016-R-5
Kniesel Auto Collision Center
Prepared By Aaron Mount

0 0.0125 0.025 0.05 Miles

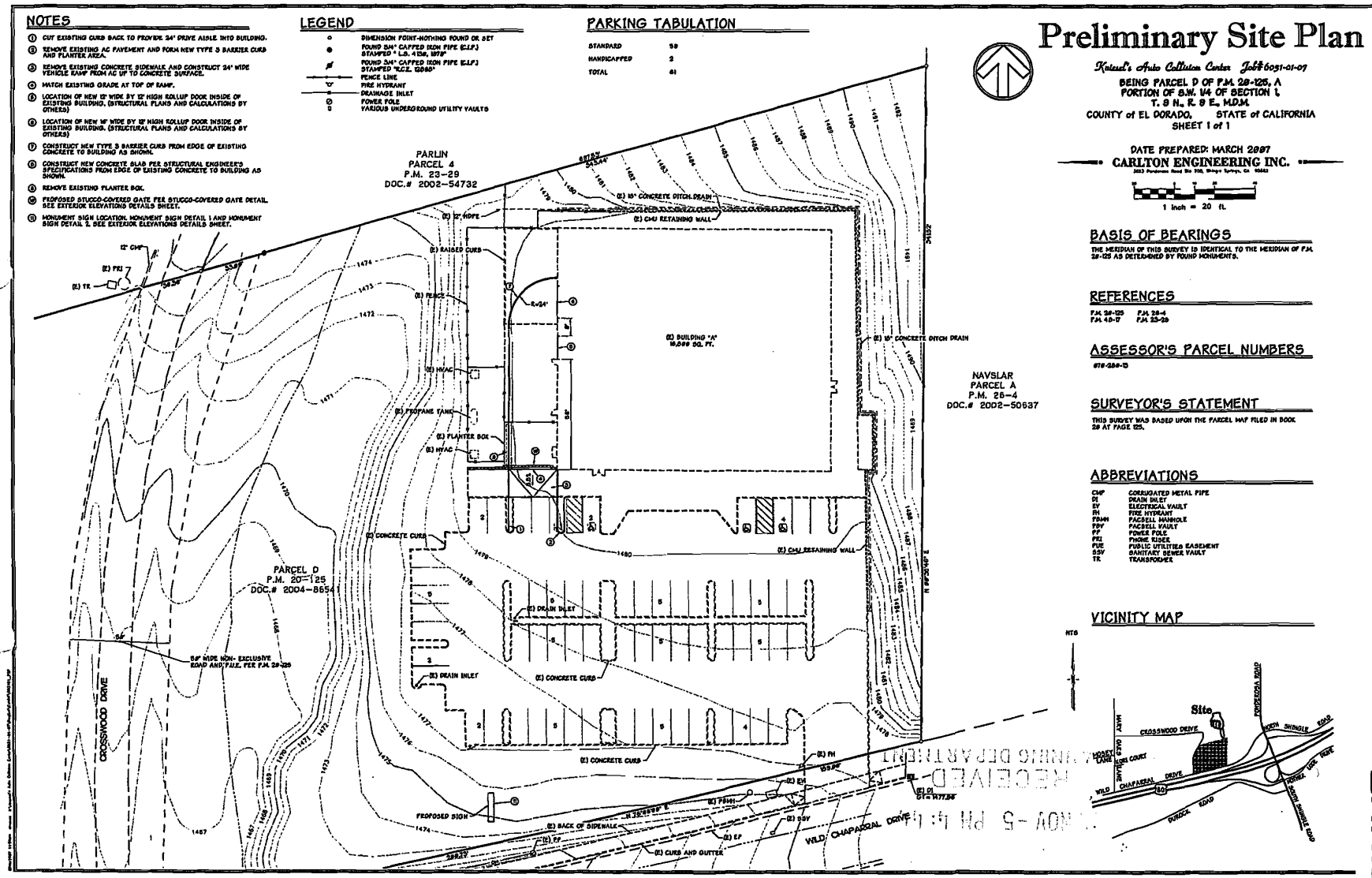


EXHIBIT E

S 07-0011-R-2/PD 95-0016-R-5

EXHIBIT F

KNIESEL'S COLLISION CENTERS

2/20/15

To whom it may concern,

My name is Tom Kniesel & I am the owner of Kniesel's Collision Centers in Shingle Springs. I am writing in response to a noise complaint made by one of our neighbors. It was alleged that we are regularly using a pressure washer producing an excessive amount of noise at our shop.

In our continued effort to be good neighbors, I personally went to the shop & spoke to every employee on staff to try to find the possible cause of this noise. After interviewing my entire staff I've determined that no one has used our pressure washer in at least 6 months. I found our pressure washer in storage with a thick layer of dust on it, confirming their statements that it has clearly not been used. I am confident that my staff continues to do all they can to minimize any negative impact we might have on our community.

In addition, the county has previous received complaints about paint fume smells from the same neighbor. In response, I personally spent 2 hours on the roof of our shop while my employees were refinishing a car in order to determine for myself if these complaints were founded in truth. I observed no obnoxious fume smells during this test. The waterborne paints we use are among the most eco-friendly available & I'm very confident that we are doing all we can to minimize the impact of our operations on our neighbors.

I have again asked my staff to be as respectful as possible towards our neighbors in regards to the operation of our business. In addition, I have given my personal cell phone number to all of our neighbors on several occasions over the past few years, including the one lodging these complaints, & I have yet to receive a response from that neighbor with a single complaint. It remains our commitment to be the best neighbors possible.

Sincerely,

Tom Kniesel - Owner

KNIESEL'S COLLISION CENTERS - CORPORATE OFFICE
8780 Auburn Folsom Rd., #200, Granite Bay, CA 95746
T 916.760.4057 | F 916.426.3435
www.kniesels.com

EXHIBIT G

Environmental Noise Assessment

Kniesels Auto Collision Center

El Dorado County, California

Job # 2014-205

Prepared For:

Becker Runkle & Laurie

263 Main Street
Placerville, CA 95667

Attn: Mr. David Becker

Prepared By:

j.c. brennan & associates, Inc.

Jim Brennan
President
Member, Institute of Noise Control Engineering

October 28, 2014

j.c. brennan & associates
consultants in acoustics

P.O. Box 6748 - 1287 High Street - Auburn, California 95603 -p: (530) 823-0960 -f: (530) 823-0961

S 07-0011-R-2/PD 95-0016-R-5

INTRODUCTION

This report describes the existing noise environment in the area of the Kniesels Collision Center in El Dorado County, California. The intent of this report is to determine if activities associated with the existing Kniesels exceed the El Dorado County exterior noise level standards at the nearest residences to the north.

Kniesels Collision Center is located at 4031 Wild Chaparral Dr, Shingle Springs, CA. Figure 1 shows the site location. The primary noise sources associated with the auto body shop include the paint booth ventilation system, a compressor which is located inside of the shop, small pneumatic tools such as air impact wrenches and panel cutters, and vehicles moving in and out of the shop. A single-family residence is located adjacent to the north property line.

ENVIRONMENTAL SETTING

BACKGROUND INFORMATION ON NOISE

Fundamentals of Acoustics

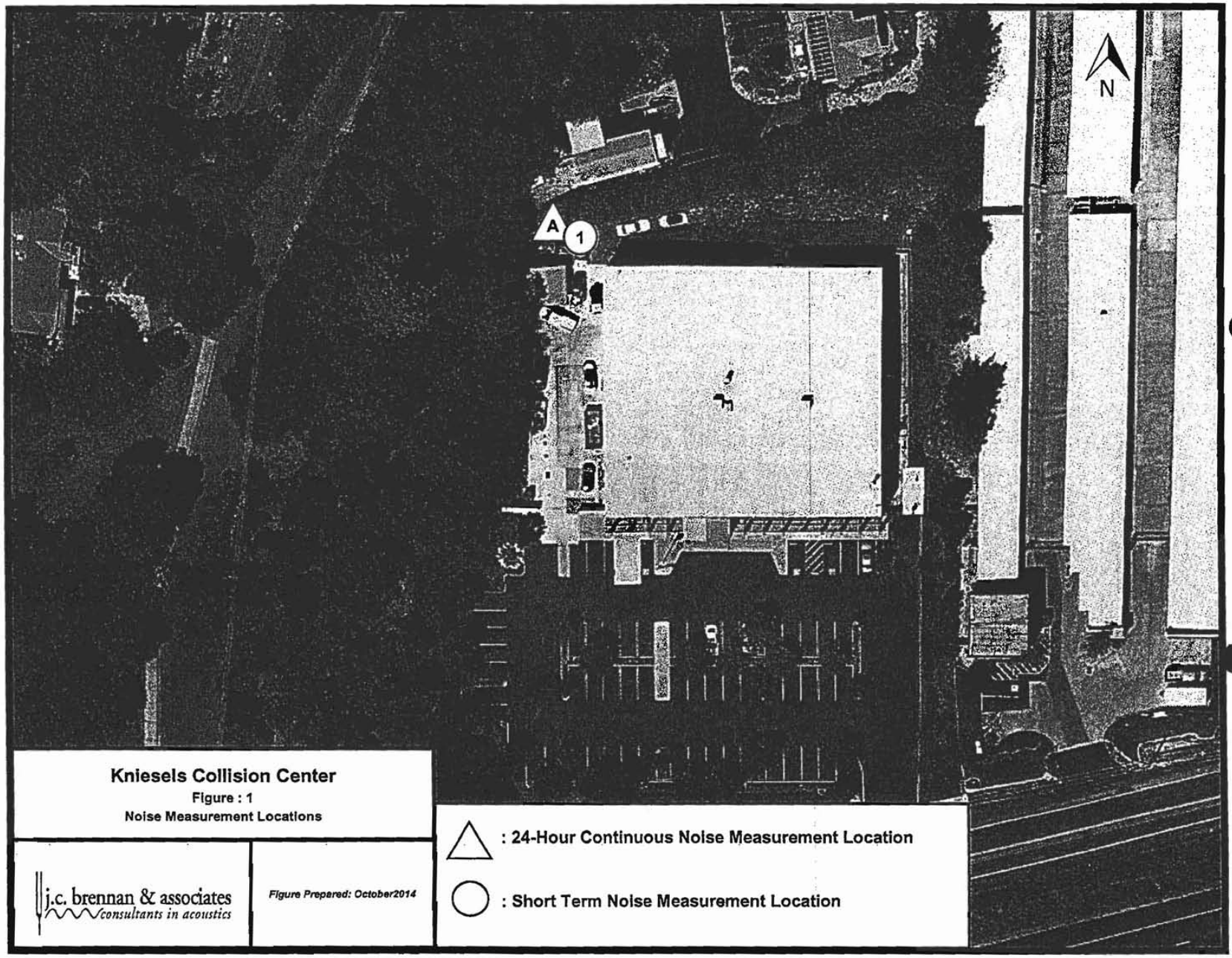
Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels, but are expressed as dB, unless otherwise noted.

The decibel scale is logarithmic, not linear. In other words, two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound, and twice as loud as a 60 dBA sound.



Kniesels Collision Center
Figure : 1
Noise Measurement Locations

j.c. brennan & associates
consultants in acoustics

Figure Prepared: October2014

△ : 24-Hour Continuous Noise Measurement Location

○ : Short Term Noise Measurement Location

The decibel scale is logarithmic, not linear. In other words, two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn}, and shows very good correlation with community response to noise.

The day/night average level (L_{dn}) is based upon the average noise level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Table 1 lists several examples of the noise levels associated with common situations. Appendix A provides a summary of acoustical terms used in this report.

Effects of Noise on People

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived;
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference;
- A change in level of at least 5 dBA is required before any noticeable change in human response would be expected; and

- A 10 dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6 dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

TABLE 1
TYPICAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft)	--100--	
Gas Lawn Mower at 1 m (3 ft)	--90--	
Diesel Truck at 15 m (50 ft), at 80 km/hr (50 mph)	--80--	Food Blender at 1 m (3 ft) Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft)	--70--	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	--60--	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. November, 2009.

EXISTING CONDITIONS

The existing noise environment at the property line north of Kniesels Collision Center is defined primarily by traffic on US 50, and the daily operations of Kniesels Collision Center.

EXISTING AMBIENT NOISE LEVELS

To quantify the existing ambient noise environment at the nearest residential property line to the north of Kniesels Collision Center, j.c. brennan & associates Inc. conducted continuous 24-hour and short-term noise level measurements at that nearest property line. Noise measurements were conducted for a period of 24-hours on October 13th, 2014, through October 16th, 2014. Short-term noise measurements and site observations were conducted between the hours of 6:00 a.m. and 9:00 a.m., Monday, October 13th, Wednesday, October 15th, and Thursday, October 16th, 2014.

The noise measurement location is shown on Figure 1. A summary of the noise level measurement survey results are provided in Tables 2 and 3. Appendix B provides a graphs of the 24-hour noise measurements.

Equipment used for the noise measurement surveys included Larson Davis Laboratories (LDL) Models 820 and 870 precision integrating sound level meters. The meters were calibrated before and after use with an LDL Model CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

TABLE 2

EXISTING AMBIENT NOISE MONITORING RESULTS

KNIESELS AUTO CENTER

Site	Location	Date	Average Measured Hourly Noise Levels, (dBA)						
			24-hr Ldn	Daytime (7:00 am - 10:00 pm)			Nighttime (10:00 pm - 7 am)		
				Leq	L50	Lmax	Leq	L50	Lmax
Continuous 24hr Measurement Location									
A	On north property line	October 13-14, 2014	62	59	57	73	55	50	69
A	On north property line	October 14-15, 2014	60	59	56	72	52	45	65
A	On north property line	October 15-16, 2014	60	59	55	71	52	48	65
A	On north property line	October 16, 2014	--	52	58	70	--	--	--
Source - j.c. brennan & associates, Inc. 2014									

TABLE 3

SUMMARY OF OBSERVED NOISE MEASUREMENT DATA

Kniesels Auto Center

Site	Date	Time	Average Measured Hourly Noise Levels	
			Activity	Lmax
1	October 13	6:00 - 7:00 a.m. Hourly Leq = 60 dBA Hourly Lmax = 74 dBA	Traffic is main noise source	59 - 62 dBA
			Motorcycle passbys on U.S. 50	68 - 73 dBA
			Pneumatic tools audible with doors closed	56 - 58 dBA
		7:00 - 8:00 a.m. Hourly Leq = 60 dBA Hourly Lmax = 74 dBA	Garage doors open	61 dBA
			Cars in and out of shop	58 - 65 dBA
			Traffic is constant noise source	59 - 68 dBA
			Pneumatic tools with doors open	60 - 63 dBA
		8:00 - 9:00 a.m. Hourly Leq = 59 dBA Hourly Lmax = 72 dBA	Pneumatic tools	58 - 63 dBA
			Traffic on U.S. 50 is constant	58 - 68 dBA
			Parts thrown in dumpster	67 dBA
			Grinder	59 - 63 dBA
1	October 15	6:00 - 7:00 a.m. Hourly Leq = 56 dBA Hourly Lmax = 68 dBA	Traffic is main noise source	56 - 65 dBA
			Pneumatic tools with doors closed	56 - 57 dBA
		7:00 - 8:00 a.m. Hourly Leq = 60 dBA Hourly Lmax = 75 dBA	Air bursts and pneumatic tools	55 - 58 dBA
			Traffic on U.S. 50 is constant	58 - 68 dBA
		8:00 - 9:00 a.m.	Raining - Quit Noise Measurements	
1	October 16	6:00 - 7:00 a.m. Hourly Leq = 57 dBA Hourly Lmax = 75 dBA	Pneumatic tools with doors closed	55 - 56 dBA
			Traffic is main noise source	56 - 67 dBA
		7:00 - 8:00 a.m. Hourly Leq = 60 dBA Hourly Lmax = 67 dBA	Pneumatic tools	58 - 61 dBA
			Traffic on U.S. 50	58 - 65 dBA
			Automobiles moving on the site	60 - 62 dBA
		8:00 - 9:00 a.m. Hourly Leq = 59 dBA Hourly Lmax = 74 dBA	Motorcycle passby	73 dBA
			Pneumatic tools	60 - 65 dBA
			Vacuum	65 - 66 dBA
			Traffic on U.S. 50 is constant	58 - 60 dBA

Source: j.c. brennan & associates, Inc. - 2014

REGULATORY CONTEXT

El Dorado County General Plan
Applicable Criteria

El Dorado County General Plan Noise Element, July 2004 (Amended March 2009)

GOAL 6.5: ACCEPTABLE NOISE LEVELS
OBJECTIVE 6.5.1: PROTECTION OF NOISE-SENSITIVE DEVELOPMENT

Protect existing noise-sensitive developments (e.g., hospitals, schools, churches and residential) from new uses that would generate noise levels incompatible with those uses and, conversely, discourage noise-sensitive uses from locating near sources of high noise levels.

Policy 6.5.1.7 Noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of Table 6-2 (***Table 4 of this report***) for noise-sensitive uses.

The El Dorado County Policy 6.5.1.7, establishes land use noise level standards for new non-transportation or "stationary" noise sources in Community Areas, as outlined in Table 6-2 (***Table 4 of this report***) that would be applicable to the Kniesels Collision Center operations.

The project operates during the daytime hours between 7:00 a.m. and 7:00 p.m. Based upon Table 4, the County would apply noise standards of 55 dB L_{eq} and 75 dB L_{max} to the proposed project for activities occurring during daytime (7:00 a.m. to 7:00 pm.).

Table 4
Noise Level Performance Protection Standards for Noise Sensitive Land Uses Affected by Non-Transportation Sources

TABLE 6-2
NOISE LEVEL PERFORMANCE PROTECTION STANDARDS FOR NOISE SENSITIVE LAND USES AFFECTED BY NON-TRANSPORTATION* SOURCES

	Daytime 7 a.m. - 7 p.m.		Evening 7 p.m. - 10 p.m.		Night 10 p.m. - 7 a.m.	
Noise Level Descriptor	Community	Rural	Community	Rural	Community	Rural
Hourly L_{eq}, dB	55	50	50	45	45	40
Maximum level, dB	70	60	60	55	55	50

Notes:

Each of the noise levels specified above shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

The County can impose noise level standards which are up to 5 dB less than those specified above based upon determination of existing low ambient noise levels in the vicinity of the project site.

In Community areas the exterior noise level standard shall be applied to the property line of the receiving property. In Rural Areas the exterior noise level standard shall be applied at a point 100' away from the residence. The above standards shall be measured only on property containing a noise sensitive land use as defined in Objective 6.5.1. This measurement standard may be amended to provide for measurement at the boundary of a recorded noise easement between all effected property owners and approved by the County.

*Note: For the purposes of the Noise Element, transportation noise sources are defined as traffic on public roadways, railroad line operations and aircraft in flight. Control of noise from these sources is preempted by Federal and State regulations. Control of noise from facilities of regulated public facilities is preempted by California Public Utilities Commission (CPUC) regulations. All other noise sources are subject to local regulations. Non-transportation noise sources may include industrial operations, outdoor recreation facilities, HVAC units, schools, hospitals, commercial land uses, other outdoor land use, etc.

ANALYSIS OF POTENTIAL NOISE IMPACTS

The analysis shown in Tables 2 and 3, and in Appendix B indicate that the noise levels at the adjacent residence currently exceed the daytime and nighttime noise level standards. However, the primary noise source is traffic on U.S. 50 and was the result of any exceedances of the hourly Leq standard. Measured maximum noise levels were generally due to motorcycle passbys, truck passbys and aircraft overflights. However, observations indicated that the Kniesels operations which occurred prior to 7:00 a.m., with the doors closed, exceeded the nighttime maximum noise level standard. They did not exceed the daytime maximum noise level standard.

CONCLUSIONS

The Kniesels operations are predicted to comply with the El Dorado County General Plan Noise Element or Zoning Regulations during the daytime hours (7:00 a.m. - 7:00 p.m.). Additionally, the proposed project is not predicted to generate noise levels which are higher than the measured ambient noise levels. Although traffic on U.S. 50 is the primary noise source, observations indicated that employees work on vehicles prior to 7:00 a.m. Even with doors in

the closed position, the measured noise levels due to pneumatic tools were audible and exceeded the nighttime (10:00 p.m. - 7:00 a.m.) maximum noise level standard.

It is recommended that no pneumatic tools are operated prior to 7:00 a.m.

Appendix A
Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz (Hz).
L_{dn}	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
L_{max}	The highest root-mean-square (RMS) sound level measured over a given period of time.
$L_{(n)}$	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L_{50} is the sound level exceeded 50% of the time during the one hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
Noise	Unwanted sound.
NRC	Noise Reduction Coefficient. NRC is a single-number rating of the sound-absorption of a material equal to the arithmetic mean of the sound-absorption coefficients in the 250, 500, 1000, and 2,000 Hz octave frequency bands rounded to the nearest multiple of 0.05. It is a representation of the amount of sound energy absorbed upon striking a particular surface. An NRC of 0 indicates perfect reflection; an NRC of 1 indicates perfect absorption.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level.
RT_{60}	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 Sabin.
SEL	Sound Exposure Level. SEL is s rating, in decibels, of a discrete event, such as an aircraft flyover or train passby, that compresses the total sound energy into a one-second event.
STC	Sound Transmission Class. STC is an integer rating of how well a building partition attenuates airborne sound. It is widely used to rate interior partitions, ceilings/floors, doors, windows and exterior wall configurations.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
Simple Tone	Any sound which can be judged as audible as a single pitch or set of single pitches.

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Appendix B
2014-205
24hr Continuous Noise Monitoring - Site A
10/13/14 - 10/14/2014

Hour	Leq	Lmax	L50	L90
6:00	60	74	59	56
7:00	60	74	60	58
8:00	59	72	58	56
9:00	56	68	55	53
10:00	63	87	57	54
11:00	57	73	57	55
12:00	57	71	57	54
13:00	59	70	57	55
14:00	59	73	57	55
15:00	62	82	57	55
16:00	57	74	57	55
17:00	57	74	57	55
18:00	57	70	56	54
19:00	57	74	57	54
20:00	57	71	56	53
21:00	56	69	55	51
22:00	54	78	52	47
23:00	51	65	49	43
0:00	51	66	47	39
1:00	51	75	46	37
2:00	50	64	45	35
3:00	49	68	45	38
4:00	52	63	50	45
5:00	57	72	56	51

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	63.3	55.7	58.9	60.1	49.1	54.6
Lmax (Maximum)	86.7	68.0	73.3	78.4	62.8	69.4
L50 (Median)	59.8	54.8	56.8	59.1	45.2	50.0
L90 (Background)	57.7	50.5	54.3	56.4	34.6	43.4

Computed Ldn, dB	61.9
% Daytime Energy	82%
% Nighttime Energy	18%

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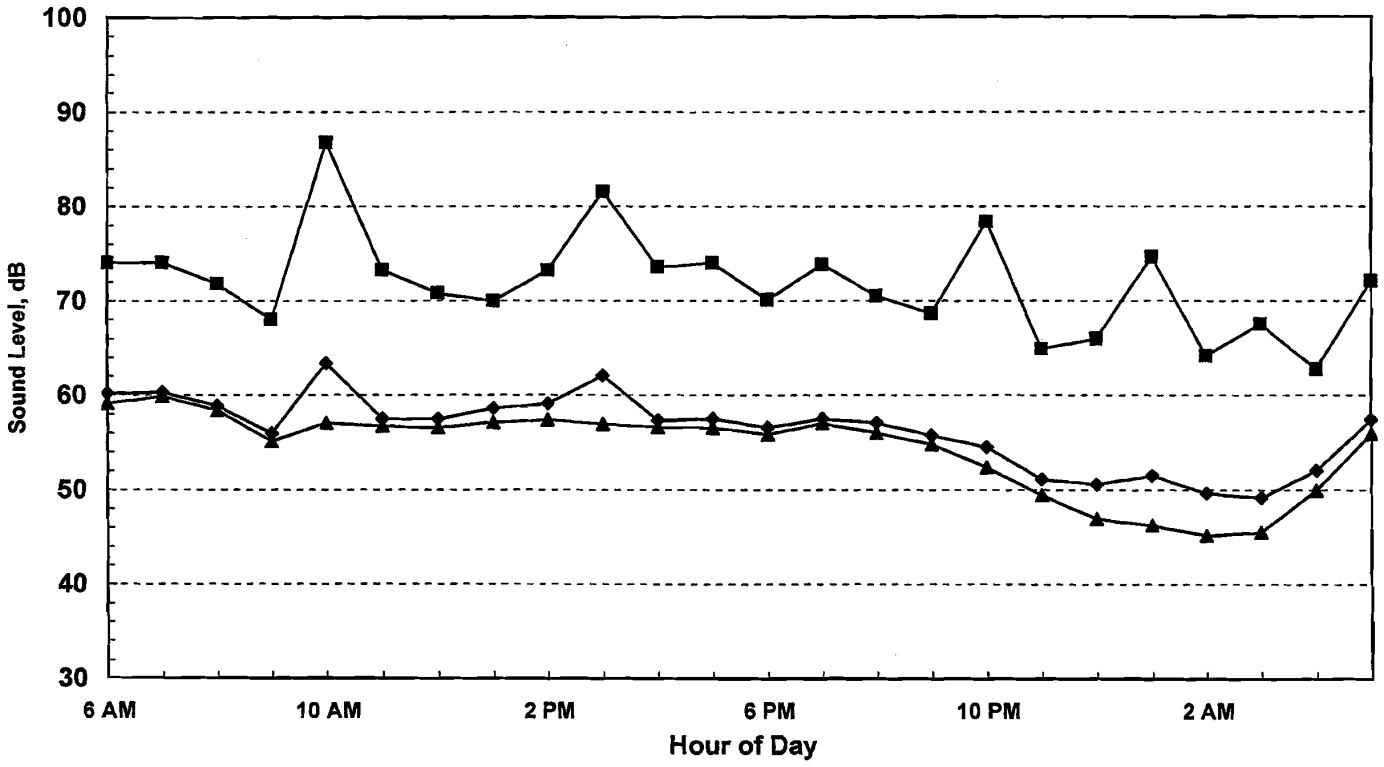
Appendix B
2014-205
24hr Continuous Noise Monitoring - Site A
10/13/14 - 10/14/2014



Ldn = 61.9 dB

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Appendix B
2014-205
24hr Continuous Noise Monitoring - Site A
10/14/14 - 10/15/2014

Hour	Leq	Lmax	L50	L90
6:00	60	70	59	56
7:00	58	72	57	55
8:00	57	69	56	54
9:00	56	68	56	53
10:00	58	71	56	53
11:00	61	83	57	55
12:00	57	70	57	54
13:00	59	75	57	55
14:00	59	80	58	55
15:00	64	85	59	57
16:00	59	71	59	57
17:00	60	77	59	57
18:00	58	71	57	55
19:00	53	64	53	50
20:00	52	64	51	48
21:00	50	67	49	46
22:00	48	62	47	42
23:00	45	57	44	38
0:00	43	59	40	32
1:00	45	73	38	31
2:00	44	63	41	32
3:00	46	62	42	34
4:00	48	64	46	39
5:00	53	76	52	47

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	64.2	50.2	58.7	59.7	43.0	52.0
Lmax (Maximum)	84.5	63.5	72.4	75.5	56.8	65.1
L50 (Median)	59.2	49.3	56.1	58.9	38.2	45.4
L90 (Background)	57.4	45.8	53.7	56.1	30.5	38.9

Computed Ldn, dB	60.2
% Daytime Energy	89%
% Nighttime Energy	11%

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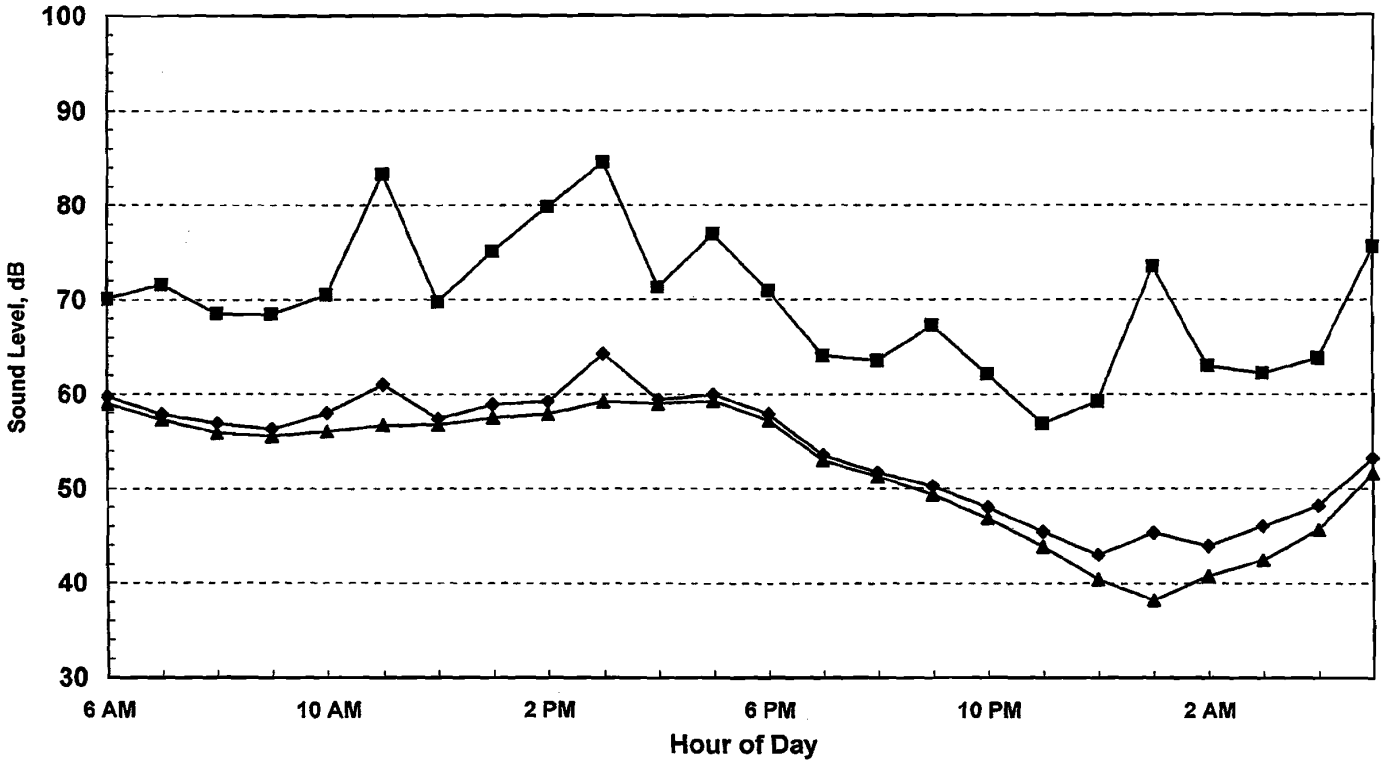
Appendix B
2014-205
24hr Continuous Noise Monitoring - Site A
10/14/14 - 10/15/2014



Ldn = 60.2 dB

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Appendix B
2014-205
24hr Continuous Noise Monitoring - Site A
10/15/14 - 10/16/2014

Hour	Leq	Lmax	L50	L90
6:00	56	68	56	53
7:00	60	75	60	55
8:00	60	79	59	57
9:00	58	76	57	55
10:00	56	65	55	53
11:00	55	65	55	53
12:00	56	74	55	53
13:00	58	79	55	53
14:00	57	69	56	54
15:00	57	68	56	53
16:00	68	84	56	53
17:00	54	62	54	52
18:00	52	65	52	49
19:00	51	63	50	48
20:00	54	78	52	49
21:00	53	63	52	48
22:00	53	65	51	46
23:00	50	65	49	43
0:00	49	63	46	38
1:00	49	63	45	37
2:00	48	62	44	37
3:00	47	64	44	37
4:00	49	63	47	41
5:00	54	69	54	50

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	67.8	51.1	59.2	56.0	47.2	51.7
Lmax (Maximum)	84.1	62.0	71.0	68.6	62.4	64.6
L50 (Median)	60.1	50.2	54.9	55.6	43.9	48.4
L90 (Background)	57.3	47.6	52.3	53.1	37.0	42.6

Computed Ldn, dB	60.3
% Daytime Energy	90%
% Nighttime Energy	10%

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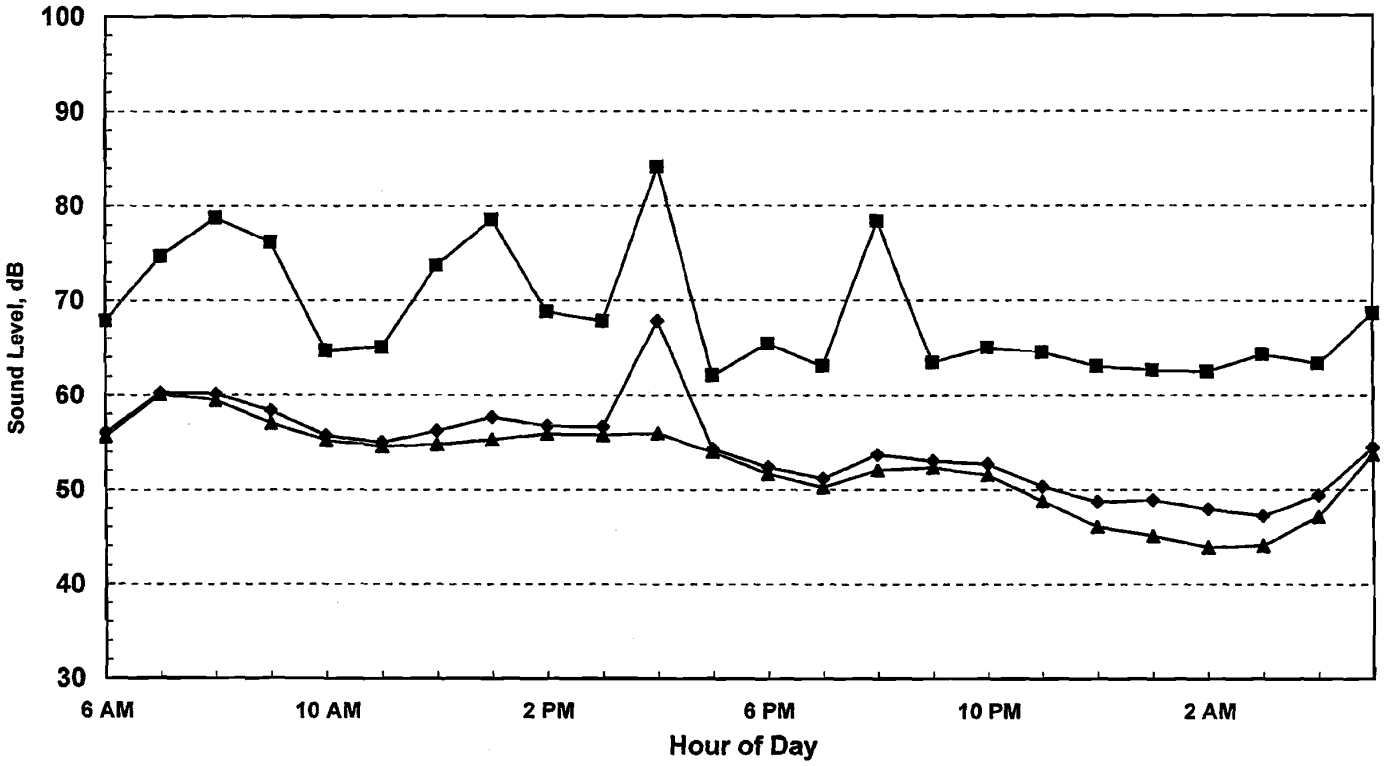
Appendix B
2014-205
24hr Continuous Noise Monitoring - Site A
10/15/14 - 10/16/2014



Ldn = 60.3 dB

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Appendix B
2014-205
24hr Continuous Noise Monitoring - Site A
Thursday, October 16, 2014

Hour	Leq	Lmax	L50	L90
6:00	57	75	56	53
7:00	60	67	60	57
8:00	59	74	59	55
9:00	56	67	54	52

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	60.5	56.0	52.0	56.9	0.0	47.4
Lmax (Maximum)	74.5	67.0	69.5	74.6	0.0	3.6
L50 (Median)	60.0	54.0	57.6	56.2	0.0	2.7
L90 (Background)	57.3	52.0	54.7	53.5	0.0	2.5

Computed Ldn, dB	54.8
% Daytime Energy	83%
% Nighttime Energy	17%

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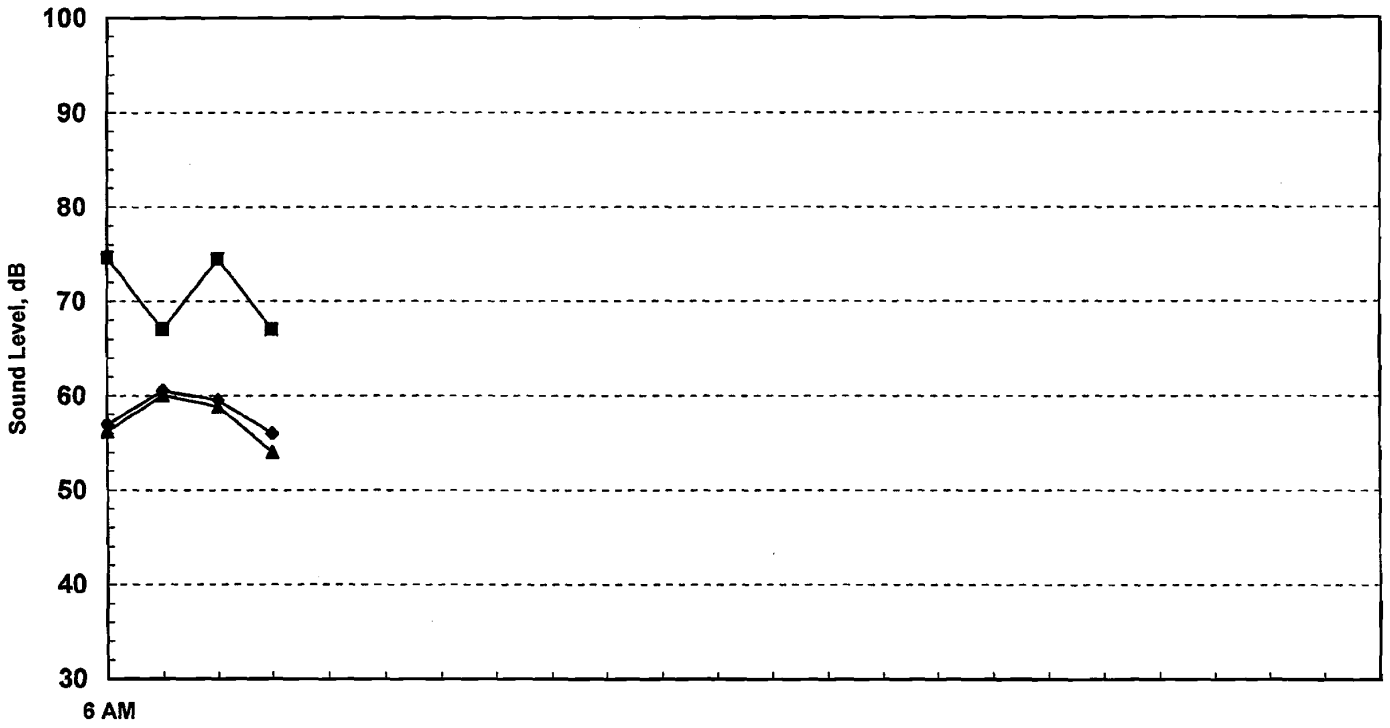
Appendix B
2014-205
24hr Continuous Noise Monitoring - Site A
Thursday, October 16, 2014



Ldn = 54.8 dB

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Addendum to the Negative Declaration for S07-0011-R-2/PD95-0016-R-5/Kniesels Auto Collision Center

The following details the determination by the County in preparing an addendum to the Negative Declaration for S07-0011-R/PD95-0016-R-4/Kniesels Auto Collision Center evaluating the expanded hours of operation.

BACKGROUND

The Negative Declaration (ND) for the current auto collision center was adopted by the Board of Supervisors on September 15, 2009 under applications S07-0011 and PD95-0016-R-3.

The applicant is requesting a revision to the existing entitlements to amend the hours of operation. Current approved hours are 7:30 AM to 5:30 PM Monday through Friday. The revision proposes to extend the hours to 7:00 AM to 7:00 PM Monday through Friday and 8 AM to 3 PM on Saturday. The extended hours of operation are being requested to allow customers to conduct business at the site outside of their normal and regular hours of work.

In accordance with CEQA Section 15164(a), an addendum to a previously adopted ND shall be prepared if some changes or additions to the project are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent ND have occurred. An addendum need not be circulated for public review but can be included in or attached to the final ND or adopted negative declaration. The decision making body shall consider the addendum with the final ND or adopted negative declaration prior to making a decision on the project.

CONSISTENCY DISCUSSION

As required by Section 15164(e), the following discussion details the consistency determination under Section 15162 required for the preparation of this addendum.

Section 15162(a)(1): Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

Section 15162 (a) (2): Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

Discussion: The adopted Negative Declaration and Initial Study did not find any significant impacts related to the approval of the auto collision center. The request for expanded hours would not increase the uses at the site but would expand the time frame of when those uses are allowed to occur. No new significant impacts are expected to occur as a result of the expansion of the hours of operation as analyzed in the *Environmental Noise Assessment Kniesels Auto*

EXHIBIT H

Collision Center (J.C. Brennan & Associates, October 2014). Recommended conditions of approval have been added to the project to ensure compliance with the hours of operation.

Section 15162(a)(3): New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

Discussion: No new information has been received that was not known at the time the previous ND was adopted that the project would have any new significant impacts. Complaints have been received for the project site and the owner has either shown consistency with the project approval or has corrected the issues.

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; and

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Discussion: The adoption of the previous ND did not include any mitigation measures.

CONCLUSION

Based on the findings above, this addendum to the Negative Declaration is sufficient in analyzing the minor changes involving the hours of operation. No additional environmental impact is anticipated to occur as concluded in the submitted noise analysis.