

April 3, 2013

MEMORANDUM

TO: The Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor, Development Review Division

FROM: Meika Fields, Senior Planner, Urban Design Section, Development Review Division

SUBJECT: **Revisions to Staff Report dated March 21, 2013**
Specific Design Plan SDP-9207-01
Washington Church of the New Jerusalem

In a memorandum dated March 21, 2013, the Environmental Planning Section (EPS) provided revised comment on the specific design plan, which included a noise analysis. John Hanson Highway (US 50) and Enterprise Road (MD 193) have been identified as nearby transportation-related noise generators.

The EPS noise model was used to identify the approximate range for the 65 decibal (dBA Ldn) noise contour in feet from the centerline of the roadways of concern. Based on the ten-year traffic projection for MD 193, the approximate location of the 65 dBA Ldn noise contour is 124 feet from the centerline of the roadway and does not impact the property. Based on the ten-year traffic projection for US 50, the approximate location of the 65 dBA Ldn noise contour is 722 feet from the centerline of the roadway. As a result, the northern portions of this property are potentially impacted by the 65 dBA Ldn noise contour.

A portion of the existing church and the proposed addition to the church fall within the potential noise impact areas delineated by the EPS noise model. Although noise is not generally regulated in nonresidential structures, churches are sensitive to noise intrusion. Noise mitigation to reduce interior noise levels to 45 dBA Ldn or less can be adequately addressed by construction methods and materials associated with the building shell prior to permitting of the structure.

While outdoor play areas for the private school have the potential to be within the 65 dBA noise contour, it should be noted that the elevation of the centerline of US 50 is at elevation 188–190 feet mean sea level (msl) adjacent to this property, while the elevation of the play area is between 164–158 feet msl. As a result, it is believed that the existing topography of the site, in relation to the traffic noise generated on US 50, will provide shielding from noise impacts for the play area.

Based upon the revised EPS analysis, staff recommends that the Planning Board approve the following additional condition:

Recommended Additional Condition 3

- 3. Prior to approval of building permits for any structures on this site falling within the modeling 65 dBA Ldn noise contour, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permit stating that building shells of structures within the prescribed noise corridor have been designed to reduce interior noise levels to 45dBA Ldn or less.**