

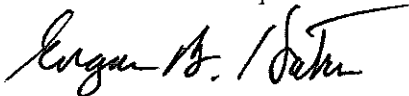


LOUDOUN COUNTY PUBLIC SCHOOLS
OFFICE OF THE SUPERINTENDENT
21000 Education Court
Ashburn, Virginia 20148
(571) 252-1020

Edgar B. Hatrick, Ed. D.
Superintendent

September 5, 2008

TO: Loudoun County School Board
Loudoun County Board of Supervisors
Kirby Bowers, County Administrator
Paul Brown, Assistant to the County Administrator
Julie Pastor, Director of Planning, Loudoun County
Lewis Rauch, Director of Office of Capital Construction, Loudoun County

FROM: Edgar B. Hatrick 

SUBJECT: Requested preliminary analysis of the "Lambert Assembly" of property

On August 21, 2008, Supervisors Burton and Miller gave me a copy of a letter from Bradford S. Kline in which he set forth the terms under which Cedar Hunt Loudoun LLC would sell the Lambert Assembled parcels to Loudoun County. The Supervisors requested that our staff review the properties and provide information about their suitability for construction of a middle and high school.

Attached to this memorandum you are receiving the analysis sought. It is based on the work of two consulting engineering firms, Bowman Consulting and Urban, Ltd., as well as analysis by Loudoun County Public Schools engineers, land planner, and planning and construction staff. It must be emphasized that this report is a conservative estimate of factors that would have to be considered in development of this property for school sites. It was completed in a limited time and for the most part points to additional in-depth studies and reviews that would have to be completed.

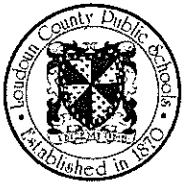
Since the primary question seems to be whether this assembly could stand in place of the Lenah property now under contract for the construction of MS-5 and HS-7, I believe it can be stated with confidence that the Lambert property cannot meet the construction timeline requirements for these two schools. In addition, the report analyzes the complete costs of purchase and development known at this time for each site.

Staff of Loudoun County Public Schools are ready and able to discuss further the underlying data used to complete this report. We welcome discussion with County staff about the findings.

EBH\

Cc: Bradford F. Kline, Cedar Hunt Loudoun LLC
Pat Quante, Bowman Consulting
Dave McElhaney, Urban Ltd.

Attachment: Memorandum from Dr. Sam Adamo to Dr. Edgar Hatrick



LOUDOUN COUNTY PUBLIC SCHOOLS
DEPARTMENT OF PLANNING AND LEGISLATIVE SERVICES

21000 Education Court
Ashburn, Virginia 20148
Telephone: 571-252-1050
Facsimile: 571-252-1101
September 5, 2008

To: Dr. Edgar Hatrick, Supt.
From: SA Sam Adamo, Director
Subject: Lambert Assembly

At your request, School Board staff and our engineering consultants analyzed the Lambert assembly and its viability for public school uses. The Lambert assembly cannot be realistically viewed as a substitute for the Lenah property as a consequence of site development as well as environmental and access issues which will require substantial investments in both time and money before construction can begin. There exists a series of governmental approvals; the failure to secure any one of these approvals represents a risk that may preclude the site from being developed for public school uses. The following offers a brief overview of the issues associated with the Lambert assembly:

Utilities

- Approximately 1680 feet of offsite sewer is required. Requisite easement and construction is required to sewer the proposed public school facilities (off-site landowner cooperation is required; estimated sewer cost is \$220,000, and excludes easement purchase cost)
- Cable not yet verified
- Telephone not yet verified
- Data circuit not yet verified
- Water line along frontage in place
- Power lines along frontage in place (capacity not yet verified)

Site Development

- Site development may require off-site grading easements (cost underdetermined)
- Storm water management facilities may require off-site easements (cost underdetermined)
- Preliminary grading study indicates the site may not permit the incorporation of adequate low-impact design elements for the proposed facilities
- There is a four-acre parcel in the middle of the Lambert property that is not part of the proposed acquisition that may cause grading and access issues. It also creates easement, buffer and setback issues. Since this assembly of land is composed of three separate parcels, a plat of consolidation will be required before building permits can be obtained (2 to 3 months)
- Two existing private access easements complicate use and development of the property.

Environmental

- School development will have greater environmental impacts than the proposed residential use; until a thorough site analysis is conducted, staff has no way to determine the costs or feasibility of locating and/or mitigating these impacts (e.g. athletic fields, roads, parking, etc.).
- Virginia Department of Transportation (VDOT) must approve the floodplain crossing of Bull Run Post Office Road prior to the submittal of the floodplain impact study to the Federal Emergency Management Agency (FEMA). The crossing may require either a prefabricated arch (conspan) or a bridge. The solution will be determined by further floodplain studies. If approved, the unknown costs could significantly impact construction estimates and add as much as two years to the approval process.
- On-site wetland impacts have to be permitted via U.S. Army Corps of Engineers (6 to 9 months to acquire requisite approvals, which must be obtained prior to site grading)
- The standard scope of physical education and athletic programs may be reduced as a result of the environmental permitting process
- Existing cemetery on the northern portion of the property is an identified archaeological feature that has to be preserved
- Phase-one environmental studies are complete and clear

Road Improvements

A traffic study will be required; staff anticipates the following:

- Neither pave in place nor rural rustic road standards are viable options for Bull Run Post Office Road. The Virginia Department of Transportation's Rustic Rural Road Program limits pave-in-place options to traffic volumes from 50 to 750 vehicle per day (VPD, §33.1-70.1). The Institute of Traffic Engineers (ITE) trip generation manual (7th ed.) sets daily trips for schools as follows: elementary school-1,129 VPD; middle school-2,187 VPD and high school-2,784 VPD (www.virginia.dot.org/business/resources/ruralrusticprogram.pdf)
- Construction Plans and Profiles (CPAP) for Bull Run Post Office Road improvements are not designed (1.5 miles)
- Right of Way (ROW) acquisition requires multiple-third party landowners
- Conditional Letter of Map Revision (CLOMR) is necessary prior to VDOT construction permit
- Intersection improvements required at Bull Run Post Office and Braddock Roads (improvements to be determined by the traffic study)
- Storm water management along alignment may require additional right of way and/or easements (to be determined in conjunction with the site plan, costs cannot be determined at this time)
- Potential utility realignment to accommodate road construction (scope and costs cannot be determined at this time)

- Programmatically, one access point is required for each facility. In practice, LCPS has found that fire and rescue services requests multiple points of access to promote safe travel, circulation, and emergency vehicle response routes.

Legislative Approvals

- Commission Permit and Special Exception are required (preparation and processing of the legislative application will delay the projects at least one year)
- Property is split zoned

Construction Timelines and Costs

- Staff anticipates construction delays of at least two years, and this will result in an estimated 16 million dollar increase in the cost of construction.

Legal

The School Board has contractual rights and obligations with Madison at Lenah LLC that must be considered.

If you have any questions, please contact me at your earliest convenience.

cc: Mr. Jeffrey Platenberg, Assistant Superintendent for Support Services
Mr. Kevin Lewis, Director of Construction
Ms. Sara Howard-O'Brien, Land Management Supervisor
Mr. Randy Vlad, Land Acquisition Supervisor
Mr. Wayde Byard, Public Information Officer

Lambert/Lenah Comparison

Lambert Property

Purchase Price	\$14,209,500 (189.46 ac. @ \$75,000 per acre)	\$14,209,500
Road Improvements*	Bowman \$7,710,000	Urban Ltd. \$9,700,000
ROW Acquisition	Unknown	Unknown
Water	available	available
Sewer	\$220,000	\$220,000
Easement Cost	unknown	unknown
Engineering	\$2,032,500	\$2,032,500
Sub Total	\$24,172,000	\$26,162,000
<i>Delay</i>	<i>\$16,000,000</i>	<i>\$16,000,000</i>
Total Estimated Cost	\$40,172,000	\$42,162,000

*Includes 7,200 ft. of Bull Run Post Office Rd. and Braddock Rd. intersection

Lambert/Lenah Comparison

	Lenah Property	
Purchase Price	\$20,150,000	\$20,150,000
	Minimum	Maximum
Road Improvements*	\$1,528,400	\$4,638,400
ROW Acquisition		Unknown
Water	available	
Sewer	available	
Engineering	\$1,839,800	\$1,839,800
Loss	-\$722,150	-\$722,150
(if an alternate site is selected, engineering expenditures to date are a loss)		
Total Estimated Cost	23,518,200	26,628,200

*Road Improvements - minimum figure is based upon existing Lenah Rd. frontage, installing a traffic signal and west bound left turn lane on Rt. 50/Lenah Rd. The maximum figure is based upon existing Lenah Rd. frontage plus the installation of two left hand turn lanes, the Route 50/Lenah Rd. improvement includes the addition of a east bound right hand turn lane and a north bound right turn lane Lenah Rd. and the paving of Braddock Road along the Westport frontage. Figures do not include design costs.