Concept 4- Mixed Models:

This sketch consists of 61 dwelling units across three Colonial Village style buildings (five units each) and one Dunham Court style building (46 units). It additionally contains 245 linear feet of retaining wall. The main site roadway connection onto Spurwink Avenue totals 2,430+/- linear feet paved roadway. In order to increase the length of the roadway and increase the number of housing units beyond the dead-end road limit of 20 units, a secondary emergency entrance is proposed to be extended from the compost area of the Town's Transfer Station facilities. From this point, an existing road provides a connection to Dennison Drive and onto Spurwink Avenue. The new secondary emergency access would total 600+/- linear feet of gravel roadway at an 18-foot width. This concept alters 4,700 square feet of wetlands and requires that all utility services be underground.

This option provides for the greater number of dwelling units over comparable Concept 1, but is also the costliest concept to construct with the added emergency road component. For the added costs associated with additional parking and infrastructure associated with the Dunham Court style multi-story building, it is conceivable that a greater number of units could be achieved by converting one or more of the Colonial Village style buildings to a Dunham Court style building.

Refer to Appendix 7 for plan view depictions of Concepts 1, 2, 3, and 4.

6. Estimated Costs of Development

Estimating construction costs have become much more challenging in recent years due to supply chain issues, labor shortages, and a rapidly changing construction market. Sebago has estimated the construction costs of each concept based on past subdivision construction costs over the past few years and by applying assumptions related to the envisioned construction activity. In doing so, an order of magnitude budgetary cost has been established for the concepts and the relative cost of each concept can be readily compared with other concepts.

In consideration of the current high-level status of the conceptual plans, a 25-percent contingency has been applied to each concept estimates to arrive at a pre-design budgetary cost. This contingency can be reduced future as the design process continues and more defined information becomes available to better enable the refinement of the cost estimates.

The following costs have been developed for each concept.

Concept (Number of Units)	Total Cost	Cost per Unit
1 (20)	$ 2,114,830	$ 105,742
2 (20)	$ 633,770	$ 31,689
3 (46)	$ 718,550	$ 15,621
4 (61)	$ 2,282,740	$ 37,422

Refer to the cost summary information in presented in Appendix 1 and the Cost Estimate tabulations provided in Appendix 3 of this report.