



## 10-Year Capital Plan Member Feedback

KMDG Presentation – July 1<sup>st</sup>, 2025

Preliminary Designs Presentation, Preliminary Design Options 1 & 2

### KMDG Presentation Deck

Can you do the math for the pie charts (slide 16) and exclude the houses purchased by the club to show the difference?

	CYC property, prior to acquisition of 14 & 17 Corinthian lane		14 Corinthian Lane		17 Corinthian Lane		CYC property as of 7/2025 (i.e. including 14 & 17 Corinthian Lane)	
	SF	%	SF	%	SF	%	SF	%
<b>Vehicular Space</b>	50215	48%	410	6%	0	0%	50625	44%
<b>Buildings, Pool, and Sports Courts</b>	35085	34%	2538	36%	1625	33%	39248	34%
<b>Green Space</b>	5705	6%	4091	58%	3274	67%	13070	11%
<b>Pedestrian Space</b>	12250	12%	0	0%	0	0%	12250	11%
<b>TOTAL</b>	103255	100%	7039	100%	4899	100%	115193	100%

What is the function of the blue house on this image shown?

*On slides 22 & 38, a blue-highlighted proposed building is shown. In both Master Plan options, this blue-highlighted area is a wing of the proposed pool house. This proposed building area could include a pool-side canteen or bar as well as a second-story deck.*

### Acquiring Additional Parcels

If you acquire 15 Corinthian Lane the options become more reasonable?

*That is correct. With additional land, the options for greater amenities grows.*

Why are we choosing to leave 15 Corinthian Lane greyed out if we are looking out 10 years?

*Future ownership of 15 Corinthian Lane is not a guarantee, and the proposed plans are designed to accommodate smart future expansion to that property should the club be fortunate to acquire it.*

Can you explain the thinking behind not factoring in the potential purchase of 15 Corinthian Lane in the next 10 years?

*See response above.*



How would acquisition of the white house be incorporated after one of the plans has been completed?

*See response above.*

What could be improved if we bought just the NW nipple of the White House lot?

*That small area of the 15 CL property would help provide additional room for circulation and ease some of the space constraint pressures in both designs.*

So, is it possible to take down the two houses? Thought that was an issue?

*Yes. CYC owns 14 and 17 Corinthian Lane so can use the property in whatever way best serves its stakeholders and is consistent with this consensus driven site plan.*

### ADA Compliance & Related

The ADA parking seems not really adequate for our membership.

*Option 2 provides more ADA spaces than Option 1, but in either option, additional spaces can be prioritized to achieve more spaces. A more comprehensive review of club architectural space and the code-required parking ratios for those spaces would be required for any Option to move forward.*

With Option 2, there is an increase in spots, yet a decrease in ADA. Does this fit with the regulations with the required # of ADA spots relative to total parking spots?

*See answer above.*

Can you speak more to club house ADA issues?

*Clubhouse ADA issues are not the focus of this site plan, but have been studied in prior initiative such as the 2019 S&V Clubhouse masterplan. Broadly speaking, in addition to parking, there are a range of ADA issues that runs the gambit from accessibility to the 2<sup>nd</sup> floor offices, to number of bathroom stalls for the number of members, to the height of light switches. Below is a broader description taken from the Whitepaper:*

*A Note About Compliance Issues - It is worth repeating that the clubhouse, as currently configured, is out of compliance along multiple dimensions, from ADA compliance (i.e., wheelchair accessibility to all areas of the building) to upgraded fire suppression, number of bathroom stalls and other modern building code requirements. Clubhouse improvement projects that total in excess of 30% of the assessed value of the building, trigger the near-term requirement to address all code deficiencies, effectively forcing us to begin multiple large projects on an accelerated timeline and with a potentially prohibitive budgetary impact. That situation necessitates the need to fashion a clubhouse*



*improvement strategy that carefully phases projects with budgets that stay below that threshold, allowing us to proceed in a measured, manageable and affordable way.*

### *Compliance*

*Issues – The clubhouse is out of compliance on many fronts. This is a very partial list.*

- *Single point of entry for food delivery and garbage removal*
- *Handicap accessibility is out of compliance in multiple ways, from bathrooms to wheelchair accessibility to second floor offices.*
- *Insufficient number of bathroom stalls*
- *Fire suppression & safety systems require updating*
- *We need code compliant fire stairs*

Would this type of pool house area work trigger ADA compliance issues for the larger clubhouse?

*An understanding of whether a new building on site triggers the need for the entire property to be ADA compliance would need to be understood. The goal is to not trigger larger ADA compliance for the Clubhouse until it makes sense to do so with improvements to that structure, which is determined on renovation cost as a percentage of a building's value.*

Explain the handicap entrance. Over grass?

*There are sidewalks connecting accessible parking spaces to building entrances.*

How do members who need handicap access get to the front door club entrance?

*There are sidewalks connecting accessible parking spaces to building entrances. The placement of an accessible route from parking and drop-off will remain in or near the location in which it currently resides.*

Is there any consideration for handicap access dressing room for kids/adults who need ADA comfort?

*The proposed locker rooms would be universally accessible as required by the building code.*

### Cost & Permitting

For Karl. How much is this study costing CYC members?

*The 2025 budget for the 10 Year Plan initiative is 75k.*

Any price difference is option 1 or 2?



*Option 2 is likely more expensive. Projected costs have not been estimated yet.*

Based on all the movements, have permits been considered?

*Permits have not been considered at this time.*

### Event Space

Is the event space two levels? Could it be for casual family space on lower level?

*The proposed event space would likely be two levels allowing for a variety of uses, but this would need to be furthered studied, along with possible program needs and wants as part of an architectural study for the building.*

What's the size of the event space? Meaning how many people can it serve and is there a kitchen?

*In Master Plan Option 1 (Linear), the event & sailing building is 1660 sf per floor for a total of 3,320 sf across both floors. In Master Plan Option 2 (Loop) the event & sailing building is 1860 sf per floor for a total of 3,320 sf across both floors. In both Master Plan Options, the size of the event and sailing building could be increased if the size of the surrounding lawn area was decreased. See question above which would pertain also to the inclusion of a kitchen.*

For the loop option, is it possible to keep Corinthian Lane open and move the event center closer to main building to allow the loop around where the Event center is instead? Would allow 2 entry points for Fire Dept, emergency vehicles, etc.

*This is an option that we explored and works as you describe.*

Would the amenity center be one open space or have any type of seating?

*The amenity center would be a flexible space with movable seating to accommodate a variety of uses, and would have its own programming process to determine the needs and requirements of such a building to best serve the club.*

In option 2, it looks like the event building is blocking sight lines for the neighboring house. Also, hooking up to boats, we will be blocking the circle drive, which will be the source of much conflict in my view.

*In both options, the proposed Event Building sits where the houses we currently own, and the impact to abutters would probably be lessened because of the lowering of grade in this part of the site. As to trailer hookup space, this would be more closely reviewed during the design of the proposed changes, with the intent of accommodating large boat loading needs, possibly with mountable curbs or larger paved surfaces in this area.*



### Clubhouse Lower Level

The locker rooms seem to be taking space that is prime waterfront/water view space. Can you cover the thinking that locker rooms are the best item in the prime waterfront space - and will the locker rooms have water views from them.

*Yes, the locker rooms would have water views from them. Their adjacency to the main pier and pool house makes this a prime location for them as they would serve both uses.*

With the addition of the locker rooms on the lower level, is it correct to assume that we will lose that entire view of the harbor from that side below the dining room?

*The booth area and area to the west of that feature remain as is, as does the area outside the current canteen on the east side of this existing passage. The remainder of the corridor and the adjacent members' lockers, will be given over to a higher and better programmatic use as nicely designed locker rooms. Their placement here has the opportunity of viewing out in select areas, which would be a distinguishing new feature of the club.*

So you are closing up the open area along the water?

*If this question pertains to the Clubhouse, yes – we would be closing up the open corridor along the water in service of dramatically improving the locker areas and providing additional restroom fixture counts in the building. Limited views out from this space are possible with the design.*

Please describe how the locker room is different from the lockers for guest.

*The proposed locker rooms for members and guest sailors would be the same. Proposed locker rooms would include lockers, showers, stalls and sinks.*

What will happen to the current boater lockers?

*They will be relocated under the building, likely on the west side, as envisioned in the SV feasibility of the clubhouse.*

The existing lockers are for boating and fishing gear. Are you proposing swimming lockers? What has happened to the boating and fishing lockers?

*Yes, we are proposing a limited number of short-term-use lockers within both of the proposed locker rooms that serve visiting boaters as well as the pool. The boating and fishing lockers will be relocated under the building.*

Do you relocate the transformer?



*Yes, the transformer would be relocated within the new pool house basement corridor or be placed where it currently is, but in a vault.*

Where is internal trash removal for clubhouse? Still same location?

*Internal trash removal would take place at the loading dock entrance, and provisions for storage of trash could also be made in the storage spaces of the new connector building.*

### Pool Area & Pool House

Does the new pool house encroach on the existing space in the turnaround in front of the clubhouse?

*The configuration of any extensions from or near the clubhouse needs further study, and the width of this new element, and the degree it occupies some portion of the pool deck versus the 'front lawn,' would be determined by its use. This new element could serve the clubhouse kitchen and back-of-house service functions at the lower (possibly below grade or nearly below grade) level. Other uses that face out to the pool or the proposed 'front lawn' of the clubhouse at the upper level will set the proper relationship between these important, existing, site spaces. We agree that keeping a graceful and welcoming proportion of space in this entry to the club is very important and shouldn't feel crowded.*

How are you protecting the kiddie pool from noxious fumes from truck traffic and how are you mitigating the noise to the kiddie pool? And where do the many, many young children shower? Are you anticipating children would be intermingling with the public use of these showers and lockers rooms by sailors?

*There would be an adjacency between the pool and loading area, much as there is now. Trucks would not be allowed to idle, and noises may occur during deliveries. Children would use the same showers as visiting sailors on occasion. An outdoor shower associated with the expanded pool deck or including shower areas in a new pool house could be ways to mitigate these concerns.*

Would the kid locker rooms be monitored all of the time? Seems more remote where today they are closer to the supervision by pool staff.

*Staffing adjustments would be anticipated.*

Will there be a check-in for the locker rooms so that a parent from the pool area could have assurance for the safety of their child? There seems to be increased pool deck space but abolition of the services used by children, bathrooms and showers segregated from most adult use.

*Operational changes would need to be worked out related to pool house and shower / changing room procedures.*



What about canteen seating?

*Canteen seating would need to be more closely reviewed and planned for. A large portion of the existing seating is retained in the proposal, but would need to be examined through a larger study of architectural changes within the clubhouse.*

But you can no longer walk from Jr Sailing to the pool area, right?

*The exterior walkway, which is often damp due its northern and water-adjacent exposure, would be replaced with a new interior corridor making the east/west connection in the proposed configuration.*

### Sailing & Dry Sailing

I see enhancements to pool and tennis. What enhancements are there to sailing, racing, regatta hosting?

*Additional and congregated dry sail storage, a widened crane pier, and the events building which could hold regatta related events are all sailing related enhancements.*

Does this plan remove the dry boat storage in front of the tennis courts?

*In conjunction with our efforts to create a safer, pedestrian focused campus, both option 1 and option 2 remove dry boat storage from in front of the tennis courts.*

How are the boats being moved in the dry sail area?

*It is our hope to limit the use of cars and trucks to move boats stored within the dry sail area in our efforts to create a safer, more pedestrian focused campus. We are hoping to lessen the topographic challenges in the loading areas so that small boats might be moved by hand. In the future a small tractor/motorized dolly could be used to move boats for launching / hauling.*

Dry sail is about 12 boats. New sonars may be about 12 boats. Is there sufficient dry sail space?

*Option 1 shows 8 medium sized boat spaces and 6 large boat spaces. We agree that the goal of expanding dry sail capacity and consolidating it in one location is not adequately addressed in either of these two preliminary design options. But expanding dry sail remains a goal.*

The turning radius for the larger boats (Etchells, for example) looks much too tight as drawn. I would have to see a scale drawing.

*Turning radii would be more closely reviewed during the design of the proposed changes, with the intent of accommodating large boat loading needs possibly with mountable curbs or larger paved surfaces in this area.*



Just a comment, a dedicated tractor for moving boats would help with turning radii.  
Jack Field

*A good suggestion to help operations related to dry sailing.*

The club might consider investing in motorized dollies to move trailers around and remove the pain of cars moving trailers

*A good suggestion to help operations related to dry sailing.*

### Tennis

Can you put tennis courts over parking to maximize use of space for both activities? Similarly, how much more can we put underground?

*Yes, courts could go above a submerged parking structure, but not with the current property limits. It would require the purchase of 15 Corinthian Lane.*

Is the Loop 3 tennis courts or 2?

*The Loop design as proposed included 2 tennis courts*

How about another tennis court, more dry dock space or parking rather than an event center?

*Yes, these trade-offs are options. Until additional property is acquired, trade-offs are necessary.*

Would there be room for 2 pickleball courts and 2 tennis courts on top of a parking structure?

*Two pickle Ball and two tennis courts would fit on a parking structure once additional property was acquired. A structure will not fit with courts with the current property limitations.*

### Traffic, Parking & Pedestrian Flow

Is the new driveway in one-way or two-way?

*Driveways will be 2-way unless noted otherwise and 22 feet wide, typically, throughout the site plan.*

How do the delivery trucks get to deliver, food, etc.?



*Delivery trucks would unload/load at the new loading dock on Nahant Street, and material would be carted through the proposed passageway under the new pool pavilion to the basement or kitchen levels in the clubhouse.*

We are built on rock which is not easy to get through. Is that a concern considering underground corridor?

*Given the current conditions of the site where rock has been removed for crane pier access or the swimming pool, we do not feel rock excavation will be an issue. Further geotechnical study is warranted to confirm these assumptions.*

How far would they need to transport all goods dropped off at the loading dock? Seems like a long distance.

*190'-0" which is a significant distance. But not having deliveries happen in the heart of the club's property seems like a good trade-off. The connector also can host a large amount of storage that the service functions currently lack.*

What will the sound and smell be like of the underground loading dock?

*Creating a new building for service functions gives the club the opportunity to improve things like odors and noise.*

What are the traffic repercussions on Kimball and Nahant?

*A traffic study would need to be performed to understand the repercussions on Kimball and Nahant Streets.*

What is the traffic impact to Manley, Follet streets?

*The implications to Manley and Follet streets would need to be studied as part of a larger traffic study of the area. Exiting from Corinthian way for abutters would likely be necessary.*

Does Corinthian Lane stay one way?

*The future of Corinthian way would need to be studied as part of a larger traffic study of the area. Exiting from Corinthian way for abutters would likely be necessary.*

How will the residents of Corinthian Lane be able to get out? Do we have a right to block the lane?

*Our understanding is that some of the residents already exit out to Ocean Ave using Corinthian Lane. A reworking of the existing traffic pattern will need to be explored.*



Both scenarios seem to be predicated on closing off Corinthian Lane which is a private way. Question, who would have to agree to this change and has this been addressed?

*We think that closing Corinthian Lane to club traffic would be seen as a benefit to abutters. All abutters and Marblehead Fire Department would be involved in such a decision.*

Where do vehicles turn around on the 2-way entry?

*Vehicles will enter the property and turn around within the drive court. It's sized large enough for passenger cars to turn within. Larger vehicles will need to conduct a 3-point turn.*

A purchasing/loading dock/security check point position could be added with an office at the loading dock entrance?

*This type of operational/staffing change suggestion along with an office would work well in conjunction with proposed building updates.*

How close is the loading dock to the child drop off area? Seems like it will still be a potential safety concern, but it's just off club property. Any views from Nahant Street entrance?

*While close, we think that this curbside area of Nahant Street can and needs to serve multiple functions. A wide sidewalk will give children adequate space for pick-up/drop-off and sidewalk design can help discourage people from being in front of the loading area. Although slightly different, there is more distance between the loading dock and drop-off area in Option 2 vs Option 1. As proposed building additions/replacements require architectural design of building faces, there are currently no views developed from Nahant Street of this structure, and we are only studying architectural pieces volumetrically.*

Is the loading dock on Nahant St. the first view of the club when arriving by car?

*A gate – likely ornamental – would enclose the loading area and would remain closed when trucks are not making deliveries.*

Is there an option to still have the unloading still happen by the front of the club, move the lockers to be underground instead of the service space and then move the common, family area (that Kim mentioned) under the dining room instead? The space with water view for the families seems important.

*These suggestions seem possible and require a more in-depth study of the clubhouse's existing spaces. Moving truck deliveries away from the front door and to eliminate service/pedestrian conflicts seemed like a primary interest for the study.*



Have you considered having goods go to an offsite facility and have them delivered in off hours rather than investing money on an underground tunnel

*Operational changes such as off-site loading of goods / off-hour deliveries have not been considered but could be done through management changes.*

Delivery trucks and children drop off in same locations? Safety issues?

*See answer above.*

In this second scenario, is the vehicle drop off outside of gated parking?

*Yes, drop off is along Nahant Street.*

Hard to imagine members dropping off children on Nahant Street with trucks backing up and unloading storage. Also, with new lawn at front entrance, hard to imagine a car drop off and turning to leave the club

*For the drop-off question see question above. For the turnaround question, see answer above that. Worth noting also is that, in our current configuration, trucks back up and unload in and around drop-off.*

Did you consider having drop off and/or car entrance for parking be from Corinthian Lane?

*Access to parking from Corinthian Lane was considered, but the desire to remove Corinthian Lane from the circulation route was the dominant goal.*

For option 2, can you draw out where pedestrians going from parking to the club will approach the club? Will everyone be required to enter the club at the front entrance? Right now, many people walk into the club along the left side facing the water near the crane pier. So the current desire path for some might be across the roundabout. Basically, I'm wondering if pedestrians might decide to walk in ways that are more in conflict with drop off traffic than might be expected.

*Pedestrians should stay on sidewalks that will connect to the front of the Clubhouse as well as the water side near the crane pier.*

We still need to address the implications on traffic at the intersection of Kimball and Nahant. Weekend traffic is very heavy in the summer and this might well cause problems.

*The implications to Kimball and Nahant would need to be studied as part of a larger traffic study of the area. Exiting from Corinthian way for abutters would likely be necessary. Given the fixed street network and number of visiting cars, off-site valet service should be considered from a management strategy.*

Why not create tandem parking like BYC has and increase space for a tennis court?



*We have looked at tandem parking, which would necessitate new management systems.  
We can explore whether some or all tandem parking creates enough space for an  
additional tennis court.*