



10-Year Capital Plan Member Feedback

September 23rd Zoom Presentation

1. What is the elevation of the parking structure?
2. Can the riprap deck have food and beverage service protection in inclement weather?
3. What is the feasibility and permitting needed to actually removing ledge, this requires quite a bit of removal.
4. Is ADA parking the same or increased?
5. We can put a tent(s) on the rip rap deck--we had planned to do so in the original planning
6. How do visiting boats set up? Gin Pole(s)?
7. This plan does not appear to provide any new interior space for a sailing center. Didn't the need for this show up in the program? We are a sailing club but the emphasis seems to be mostly for tennis and pool. Don't we need more sailing space?
8. I realize that the Long Range Planning Committee will be evaluating "ancillary" Clubhouse improvements, specifically the 2nd and 3rd floors. Will these ideas be included in the plan presented to the membership? Members will expect to see that.
9. Unless with trailer in tow, would it not be best to access the parking area from Corinthian Lane?
10. Only one crane?
11. Perhaps a question for Kim - how do we host events like Etchells or Rhodes Nationals in 1b or 2b with no parking lot?
12. Code compliance re club recognizing with clubhouse
13. What happens to the metal shade "umbrellas" at Shallow end of the pool. Many young children use this area to get protection from the sun?
14. The Etchells need to watch the trees on Nahant Street with masts raised. Alternatively, we need the space near the pier to set up.
15. During big storms, many of us try to use the crane pier at the same time to haul our boats. Currently we queue up in the traffic circle. What plan is the best plan for quick storm removal with many members needed to use the crane pier.
16. Thank you all. Excellent presentation.
17. 2nd floor admin space in clubhouse code compliance, are these considerations to be addressed
18. Wave attenuation near the Corinthian is being looked at by the Marblehead Harbor Plan Implementation Committee.
19. Agree with Annie - sailing space vs locker space is higher and best use.
20. I completely agree with Joe Fava. We absolutely need more family space inside the club.
21. In the expansion plans where 15cl becomes a function space, how large of a wedding could that hold with its own catering etc?
22. S&V worked on the elevator and second egress stair issue and had a good preliminary approach to this inside the club house. However, incorporating a new elevator and the second egress stairs as part of the new pool house might be an even better solution.
23. The 36 sailing fishing lockers probably could be smaller in size. Mostly these are needed for fishing poles and sail storage. I think we could be more efficient with these lockers



24. In the staging process, the riprap and pier happens first, which requires us to lose the blue house and its revenue, right?
25. From a master planning objective, 1A could be done regardless of what we do with 1B, 2A or 2B. If we focus phase 1 on everything north of the existing tennis courts, pool house, tunnel and waterfront riprap deck and save the others dependent on what happens to 15 Corinthian Lane, is that a consideration?

September 24th Forward

26. 9/24/25 – Very nice presentation last night (9/23/2025) on the 10 year plan. I have a few comments on the presentation and the plan.

Comments on the Presentation:

- Since the presentation included many references to the East and West side of the site and clubhouse, it would be helpful if each slide included a compass rose to help orient the listener.
- The stacked parking slide was a little confusing when it was stated that the height of the structure was at ~ 25 feet. I believe a different height reference should be used and perhaps add a plan view to the slide. Also, the parking structure could be lower if it only was for small and medium side vehicles. No trucks and no car top carriers. Please consider adding this option for small and medium size cars only.
- Most slides, in the lower right hand corner, had a small note on the number of standard and ADA parking spaces. I believe this info is very important and should be in the upper left corner of each slide and in larger font, and included in the summary of the plans.
- The presentation should include a slide on the membership increase from 500 members to over 800 members so the membership can understand why stacking facilities are needed to handle the needs of the membership on the current land footprint. Also, add the statement that members over 75 are not counted in the membership number but are still "members" using the club.

Comments on the 10 year plan:

- With an over 50% increase in membership, there should be at least a 50% increase in parking. I hear members say that they parked so far away from the club that they needed to call an uber to get to the club.
- I do not hear anyone saying that we need a Rip Deck pier, so I am not sure why it is first on the list to complete. The current grass eating area could be "astro turfing" which would solve the grass cutting problem mentioned last night. 3. I hear members complain about the bad acoustics on the porch under the center roof that makes it almost impossible to have a conversation while dining. Please add fixing the acoustics to the plan!



- Boats stored on the crane pier are fine but remember that when boats are hauled for the season, they are high power washed and hosed off. The spray and debris flies everywhere. Most of us end up having to wash our tow vehicles after power washing our boats.
- The lockers under the porch are usually referred to as the "sail lockers". There is a waiting list for these lockers and any club modifications should include more sail lockers.
- There is a long waiting list for the float tie-ups (both floating piers) for small whalers etc. More float tie-ups should be added to the plan.

27. 9/24/25 - 10-Year Team,

Thank you for a great presentation last night, while the scope and commensurate cost of the expanded plans made my eyes water, you have obviously done a ton of good work to provide a vision that does achieve real improvement over all aspects of club usage and for all members.

As a member of the EC who watched the club membership really "reclaim" the use of the main clubhouse space away from large revenue generating functions, I worry about the overall cost of implementing this larger Plan, and the pressure that will be brought to generate that revenue again. As a sailor and heavy club user, it is my greatest fear that member usage (to include ANY sailing events) could be moved away from the existing clubhouse if an adequate event space is not included early in this plan.

By "adequate event space" I refer to 100-200 attendees at a wedding, mitzvah, reunion, graduation, Lions/Rotary/Restaurant group function. These come with room rental fees, huge food and bar bills, and an event planner on staff, all of which we had in the 2000's-2010's but they took up the main dining room and most of the porch; the members felt sidelined.

As many of the competitive sailors see on summer weekends at NYYC, that club is able to host large functions, including weddings (or big regatta parties) in a tent and green space separate from where members are socializing, dining, and enjoying their primary clubhouse facility. The members feel like they have sidelined the event.

At the CYC, the clubhouse is the sailing center as the membership is engaged in the active small sailboat racing that we are doing and there is room for both dining and sailing gatherings/meetings in the Clubhouse. We need a separate space to simultaneously host a revenue positive function at a high level in order to fund this campus vision and keep it viable for the future without over-burdening the membership. While I personally would love to see that at 15CL, that will require significant renovation and expansion above the purchase price and we all know that 15CL is not a foregone conclusion. In our existing plan that leaves the RipRap. I worry about the size of that space, while simultaneously being encouraged that the "basement" renovation does include catering space to service it. In the current vision, and without 15CL, can the



RipRap be sufficiently elevated in status to host a revenue generating function while the membership uses the club "as usual"? I think that's a key, since we will need the money.
*end rant.

Secondary notes:

- Nice job avoiding the actual hot button issues of parking and "fishing lockers". The lockers serve too few members and need to be removed. Their abuse is dilutive to revenue as members drink from them frequently. When asked why they are removed, the answer is "EYC doesn't have them".
- The elevated parking structure solves a problem for parking cars (at incredible expense), but obviously not for parking boats. What is the revenue generated from winter boat storage in the existing parking lot, and do the current plans have space to continue that at all?

I apologize for my long-windedness, and appreciate your time.

28. 9/24/25 - It was mentioned last night that the club will need space for rigging, measuring, and other dry-sail activities that are essential to hosting major keelboat regattas at CYC. With that in mind, is there a particular reason why 15 Corinthian could not be converted into additional dry-sailing and parking space?

The case for an “event space” at 15 Corinthian seems less compelling when we consider that the club itself already serves as the natural hub for events. The clubhouse is where sailors should gather — not a separate, detached building. In fact, using a separate venue risk sends the wrong message. At other clubs, such as New York YC, the separation makes sailors feel unwelcome and disconnected from the heart of the club. At Corinthian, our clubhouse should be the focal point of every major event, reinforcing our identity as a true yacht club.

Transforming 15 Corinthian into a hybrid parking and dry-sail area would solve two of the most pressing challenges facing the club: parking and dry storage. This approach would not only be a cost-saving measure, but it would also spare us from the extensive (and expensive) renovations that would be required to build a parking garage under the tennis courts. Importantly, it would also preserve winter storage capacity for members, ensuring we don't sacrifice long-standing member benefits in pursuit of new infrastructure.

Capacity is another key issue. Under the current proposal, the club would only gain space for one additional Etchells or J70 spot. With the Etchells fleet in Marblehead expanding rapidly, that is not nearly enough. Furthermore, with the clubs investment in new sonars we need a place for them as well. This proposal would allow us to house the sonars without additional impact to the dry sailors. Without additional storage capacity, we risk falling behind and limiting future growth of one of our strongest one-design classes.

By pursuing this alternative, the Corinthian Yacht Club can position itself to continue leading from the front — ensuring our facilities reflect our on-water success. Expanding



dry-sail capacity at 15 Corinthian would allow us to host and win world-class events while providing practical, cost-effective solutions to our storage and parking needs

29. 9/24/25 - Thought I would share my unedited thoughts before cleaning them up. We should consider buying all of the properties between Corinthian Lane and Nahant Street. I think that would get us somewhere around 4 acres of land to really build out the yacht club we imagine

Having traveled to several different yacht clubs- primarily for the purpose of sailing or attending weddings- here are some things I have noticed and my thoughts on how they have been addressed.

- Every yacht club, with the exception of the Queen Mary's Yacht Club in England (where Royal Thames hosted the Cumberland Cup) have had nice bathrooms for sailors to use when visiting. The shower/ bathrooms on the lower level of the Corinthian are fine in comparison but would rank them closer to Queen Mary's Yacht Club which is more of a community yacht club- kind of gives high-school swim team locker room
- How many lockers are booked/ held currently? vs. which ones are open? Newport Harbor offered cubbies for sailing bags which was nice to keep the dining/ event space areas clear.
- Do we need more deck dining? It seems hard for us to operate a restaurant on the top floor of the club, and then the lower floor of the club. As someone who has a dog, I love being able to bring Foggy (not that I have actually) to the bistro but converting all of that to covered deck space seems like an unnecessary expense. I think about Harbor Court- they have a patio and then a few dining room areas for restaurant service, or Newport Harbor Yacht Club which has event space on the top floor and bar/ dining on the lower level floor with no green space. Seems like building a deck for additional dining space might be more stress on our back of house staff- also what if we build a roof deck on top of the pool house- feel like people will want drinks up there? Now you really have people running in all different directions.

I think it makes sense to connect both sides of the club via the hallway. I know that we lose some deck viewing space, but no one is currently using that space as it's somewhat dingy.

I think moving the tennis courts and the pool house next to each other is appealing to all members and is probably our smartest design against a tragic accident- backing any type of trailer down a narrow path is hard enough, added running adults/ children is an accident waiting to happen

I am not against a parking garage/ tennis court combination- but is the idea that the parking garage can house our fleet of sonars, members' etchells, and other larger keel



boats over the winter? This feels unlikely due to the keels of the boats, but would like to understand if we were able to use this space accordingly in the off-season.

Did we actually (e.g., meaningfully) increase our dry sailing space? We have several new sonars coming to the club, and as a premier sailing club these days we should really support the sailors that have put us on the map (and given us the chance for reciprocity with some of the most prestigious clubs- if we need a selling point)

30. 9/24/25 - Really great job last night. The significant efforts of the team really came through and people appeared impressed with that.

Some thoughts. Given the comments from last night and these emails, is it possible to move the locker rooms to where we have the sail lockers are drawn and either eliminate the lockers or put them in a separate building in the space where we have small boat and trailer storage? This opens up the harbor side for Mark and his creativity and would address some of the issues raised by several past commodores about useable space along the harbor. Also, could the second kitchen and canteen kitchen be overlapped in a way for efficiency? Just some thoughts from what I heard.

31. 9/25/25 - Thank you team for all of the work you've put into this truly amazing output and wonderful to see the visions come to life. I have a few thoughts, I wanted to share as you continue to move forward.

- Based on the plan outlines, I think there are two areas that should be closely evaluated for cost and feasibility. 1) Removal of ledge. Understand permitting process and cost. Both the new drysail area and the basement tunnel would require ledge removal. 2) The extended crane pier. I would understand the conservation committee view and get feedback from others who have recently put in place piers around town. Dry sail space is key especially with 6 new sonars coming this winter. These two areas could either have a substantial cost or be pain points with neighbors that would disrupt the greater plan.
- The lower level bathrooms are a great addition, but it seems to block some amazing views to the harbor. I'd suggest flipping the location of those. Maybe putting the canteen on the harbor side. Just a thought.
- On the new loading dock, I would suggest creating some type of barrier or sound proofing around the kiddie pool. You'll need to be mindful of truck exhaust getting into that area. Parents wouldn't be thrilled. In addition, is it possible to extend the roof dock over that loading dock, or are their height restrictions?

32. Kim and Team,
Below is my input on the 10 year plan. I'm sure this has been a ton of work so thank you for all your volunteer hours.



- There are several immediate matters regarding the footprint of the club that I would ask you make a priority now and not wait for any longer - most notably traffic flow.

Each of the 10 year plan drawings show the closure of Corinthian lane - I beg you to make that happen immediately. Not only is backing boats up against traffic from drysail challenging, it is unsafe and an accident waiting to happen. I beg you to find a way to move drysailing off Nahant street into the lot by the pool and tennis courts and close Corinthian Lane. We do not need a 10 year plan for this.

- The plans make our ability to host one design sailing events impossible. There is no space for rigging, measurement etc. we should be expecting Rhodes and Etchells events to have 30-40 boats on average and we want the ability to host world championships of greater numbers.
- The plans are inadequate as it relates to the expansion of drysail storage. A) the plans must allow for more drysail storage. Next year, the club will be acquiring 6 new sonars and has plans to acquire as many as 9 in the years ahead. Not only do we need more storage for these boats, but we need as part of a club with a mission to promote sailing more space so sailing can grow. In my last note I highlighted that our current set up is poor with our own past commodore moving his boat to EYC. We need a better set up and importantly more space as with 20-25 year mooring waits, sailing will not prosper without space. B) I believe storing boats on a crane pier is not a viable solution. Not only is that an incredibly expensive solution for 6-8 boats, it is incredibly challenging to position boats on the pier as drawn and importantly the speed at which we will be able to launch and haul will be dramatically decreased as one needs to fully put their boat away before another can be hauled. Currently this process is already slow and it will become even slower and less desirable.
- Lower level locker rooms. I believe the design is missing the mark putting large golf club style locker rooms on the lower level. We are not a golf club where there is a need for a men's locker room of size to hang out in. Prior plans showed this as a meeting space/family space. I believe it's highest and best use is to provide a much needed space for families who are not eating or drinking to have space to be together - and for space practice debriefs.
- Overall practicality. I find the plans exciting but when I step back, I grow very concerned about the practicality of certain aspects. Is digging a tunnel that will require more staff for deliveries something that we really need and can fund? Will the neighbors really allow tennis courts to be raised and a parking structure built - and what does this cost?

Appreciate all your work and how receptive you all are being to feedback.

33. I have seen and echo other messaging regarding regatta staging/setup space, no gin pole(s), loss of winter storage, traffic patterns (especially with trailers), insufficient dry sailing storage capacity and a general sense that there should be increased consideration of "yacht" club racing needs.



I also echo the appreciation for all the work and time involved and my hope that practical solutions are possible to preserve our status as a top yacht club and venue for regattas.