



10-Year Capital Plan Member Feedback

Member Email Prior to July 1st 2025 KMDG Presentation

1. 12/6/24 - Hi Karl, thank you for your clear and detailed email about the CYC plans and 10-year capital campaign. What do you anticipate the assessments will be over this 10 year plan?

Thanks for your question. At this point in time, it is too early to know what the cost of the 10-year plan will be. As we work through the process, we will work with the membership to determine what will be included in the plan. After that, the finance committee will look at pricing and make proposals on how to pay for it. With that, the membership will look at the scope of the plan, the costs, and vote on whether to approve the plan. As we get more information, we will share it with the membership.

2. 2/12/25 - I would welcome the opportunity to help with the Master Site Plan in any way. What a tremendous opportunity for the Club to define its campus. There could be something uniquely special about a Club comprised as a collection of wonderful, well-purposed buildings serving its members.

3. 2/13/25 - Don't forget to plan for the possible raising of the waterfront floats, gangway, and pier due to global warming and tidal changes and, more importantly, tidal surge. [Maybe Jack Carney should be consulted.] I have asked several construction company representatives in the New Bedford area (who are already making way for these dramatic changes) ... how much it would/might cost to raise our/a typical pier ... and we are talking about millions of dollars (\$4-5m and then some). I would be glad to give you the name of an individual who examines, evaluates, and estimates said costs (probably for free). If your 150 Plan includes an exorbitant amount of money for other items, my advice is to include whatever this estimate might be as well. Food for thought. Please.

Also, kindly consider resurfacing the bottom of the swimming pool. The current granular cement attracts dirt because people do not walk on the bottom of the pool like they do at the shallow end, thereby constantly removing dirt that is about to settle there. It's somewhat disgusting to swim and see the -- what looks like -- dirt balls on the bottom. I know that, based on previous experience, the club contracted some underwater/SCUBA divers to scrub, but to no avail. Yet another Food for thought.

Look at the rental program at The Merion Criquet Club in Bryn Mawr as to how to maintain and manage housing on-site like the two on Corinthian Lane. Their system is awesome and worthy of investigation. My wife and I stayed there a month ago. The rooms could be rented on either a ST or LT basis ... There was no backlash from the membership. Yet another Food for thought.



My wife and I have more Food for thought if you want to listen to it and possibly do something about it. If not, that's okay. We have been advocating for changes for a long time, and we don't mind telling folks about them. Sometimes those same folks don't like hearing about them, though, and we try to understand, sometimes to little avail. Food for thought.

4. 3/7/25 - Thank you for taking the lead on a very important task ahead - how exciting for the club and membership! I've outlined a few ideas below for consideration. That said, I'm more than happy to discuss at any time. All of the ideas are focused around bringing more members to the club throughout the day while utilizing the club's other amenities / restaurants and fostering a strong community within the membership.
 - Incorporation of a fitness center
 - Addition of a workstations / business rooms
 - Updating the guest rooms and building bathrooms for each room
 - Opening additional months throughout the year
5. 3/17/25 - Thank you for doing this. The document you sent shows you are forward thinking and will assure a bright future for our club. Thank you all for volunteering for this Herculean task. I am grateful to you all as a long-time club member. My only suggestion is to make the rock glasses that the bar uses twice as big, so I can tell my wife I only had ONE drink at the club.
6. 3/17/25 - Thank you for all your hard work in putting this together and for the time you spent getting the Club to this point! The most significant asset we lack is paddle. This is a major factor in recruiting new families. It is not just the resource itself, but paddle makes the club year-round and that not only cements but also drives new relationships amongst members that would be hard to get elsewhere. Thus, I think this should be the #1 priority as part of the 10 yr plan. Thanks again
7. 3/17/25 - I have read the 10 - Year Capital Plan [Whitepaper] and feel it is well documented. Three things I would add to the Plan:
 - **Build a one-story elevated structure that will have parking underneath and expanded number of tennis courts on top of the structure.** The elevated structure will encompass the existing tennis court area and the parking area beyond the tennis courts. This begins to solve two desperate problems: (1) expands parking by a huge margin and (2) adds an additional tennis court as well as Pickel ball area, etc. I have spoken to a construction company about the idea (Corinthian member Michael Welsh) and he thinks building an elevated structure is very doable and the cost may not be as much as feared.
 - **Develop a L.T. Plan to Purchase the house on Corinthian Lane that abuts the house the Corinthian owns and the existing back parking lot.** This completes "the oval circle" for the Corinthian Campus, opens up more space, and makes the



other two Corinthian owned home site plans more efficient. The house is not for sale today; therefore, the Corinthian should negotiate making a payment to the current owner for a "Call Option" to purchase their home at fair market value (using two independent appraisals) in the future when they decide to sell. This could be very attractive to the owner because they would receive a certain cash payment today - negotiate something like \$300,000 to \$500,000 or so (very attractive to the owner). In return the Corinthian has the Call Option and can purchase the home at FMV someday in the future. The owner also benefits because they can save not paying a broker fee of 5.0% or so in the future. It's a win - win situation. The Corinthian could put a term limit on the deal so the home can't be transferred forever to their heirs.

Incorporating these two ideas to the Campus Plan will add to the project costs. However, that expense will be offset to some degree by earning more revenue through increasing the number of members at the Corinthian - given the significantly larger parking and added amenities.

- **Create a Perpetual Endowment for the Campus Plan:** The idea is to create an Endowment which long-standing members can voluntarily donate to (either today or in their will). The idea is that those members who have had decades of wonderful memories with their families may wish to give back to the Corinthian in a meaningful way. There may be a few members who have been extraordinarily successful in their career or business and would be happy to leave a mark for the Corinthian. We should investigate if there is a way for it to be a tax deduction (can we create a non-profit entity?). Also, the money from the Endowment "can only be used for actual hard asset purchases of property or construction" and not used to subsidize costs members would typically pay anyway. I know that there are a several members who have estates in the tens and perhaps hundreds of millions of dollars.

Thank you for your thoughtful ideas. All good ideas and all under consideration. The foundation idea is particularly top of mind and I'd love to pick your brain on that. I'm heading out of town this morning but will reach out in a couple of weeks when I get back.

8. 3/18/25 - Kim & Committee, Great job summarizing the opportunities and goals. That white paper was very well done! Thank you! As you know, I'm a sailor first, but I've also been a tennis player my whole life and recently converted to pickleball. I know this is a "thorny" issue for many, but I wanted to present some data:

[Serving up Fun and Fitness: Pickleball in the Apple Heart and Movement Study – Apple Heart & Movement Study](#)

On the north shore a number of indoor tennis facilities have converted courts, and new indoor pickleball facilities have opened or are under construction. The demand has been incredible. The courts are much smaller than tennis courts, which may be worth considering given the many competing demands for land.



Thanks again for all the effort put into getting us to this point!

Thanks for the comments. We'll definitely look at this. Hope you plan on attending one of the listening sessions. Dates aren't firm, but thinking Tue 4/29 at 7, Thur 5/1 at 7 and sat 5/3 at 9am. Stay tuned.

9. 3/19/25 - Please consider developing a baseline campus plan by using AI. Properly trained on all the site documentation we have developed, a top AI engine would give us a starting campus plan worth considering. Moreover, changes become much easier to model compared to doing everything by hand. I enjoyed the recent white paper. Keep up the good work!
10. 3/20/25 - Dear 10 year plan Committee,
Thank you for sharing the plans. The vision is very exciting and I think there is a lot of opportunity for improvements at the club. Congratulations on all the progress made and hard work so far!

I have been a member of the CYC my whole life, starting with my family since I was 3 years old, and now as a junior member since 2019. I have a masters degree in marine biology and coral reef ecology, and I specialize in nature-based solutions for coastal resilience. I currently work at the World Wildlife Fund in Washington DC as a marine conservation scientist, and in my previous role I was an environmental consultant for many years working with high end luxury developments on environmental compliance and deployment of nature-based solutions.

With that said, I have a few high level concerns I would like to raise and questions to pose to ensure that the right expertise is being consulted and robust data being collected and analyzed for the plans. My comments/questions are as follows:

- Has an environmental consultant been hired to evaluate the proposed plans and advise on those plans?
- Is an environmental impact assessment (EIA) planned to evaluate the impact of proposed changes on existing habitat and coastline?
- Has an engineer been hired to model, forecast, and evaluate the new plans (eg the porch overhanging the rip rap, or the extended pool deck over the beach) to forecast stability under extreme storms, waves, surge to ensure that the structure would be sound and resilient in an extreme event or under future sea level rise conditions?

While I understand the desire to add space and area, it should be very carefully considered and studied, as the building setbacks from the ocean are already quite limited, and based on my expertise, I fear that continuing to build out into the ocean will only increase coastal instability, therefore leading to loss of beach/coastline and potential infrastructure failure during bad storms.



Breakwaters can be an eyesore: has there been consideration for nature/habitat based solutions that provide the wave attenuation and protections services, while also creating habitat for native marine organisms (eg mussels, lobsters)? Nature based solutions are also more likely to be permitted. Working with engineers, I have designed reef modules for ocean deployment that create habitat while also protecting the coastline, and would be happy to provide additional details for this type of work.

Thank you for your consideration and I would be happy to discuss further or provide additional information as helpful. I look forward to learning more and continuing this discussion.

Thanks for the very thoughtful email. Just a few quick responses here (as I'm traveling right now), but happy to drill into any of this with you. I'd also encourage you to attend one of the listening sessions (dates still being confirmed), which would give you the opportunity to voice these thoughts or any other concerns or suggestions you have.

Environmental and engineering consultants - Our design firm KMDG will retain any consultants needed to ensure design components are feasible and permissible. Mark Klopfer is a Marblehead resident who served on ConCom, so he has a background in these issues. And yes, all design components will be vetted from an engineering perspective.

*No, we have not considered reef modules. Perhaps you can send me something to read. *

11. 3/24/25 - I will fill out the survey. We have been members for about a year. We were immediately assessed. We knew that in advance and did not have a problem with it. We certainly do not mind contributing.

However, reading the below, is another assessment in our immediate future? As a 55 year old woman with no children who live at home, what exactly does this mean? What sort of assessment are we talking about? Another assessment right after the first one? Does a 10-Year plan mean no more assessments for 10 years? I'd like to understand what I am getting into financially. I joined the club for sailing yet cannot easily launch a dinghy or have dry mooring.

We just moved here full time and plan on enjoying the club this summer.

I have belonged to numerous yacht, tennis and golf clubs around the country. I'd really like some transparency rather than speculation about what sort of assessments our future holds. I don't mean to be difficult but for me to fill out the survey properly, I need to understand what we are looking at.

12. 3/26/25 - The work you did on the 10 Year Capital Plan was excellent!! Bravo / Zulu in David Graham speak.



After looking at all the work that might be done, I tried to figure out the cost and then the financing. I have been involved in many capital plans and financings for healthcare organizations (\$2.5 Billion) from 1978 to 2015. I was curious how much it might cost. I was curious how it would be financed. How much debt would the club consider? I did a quick and dirty debt financing to see what might happen.

Who would be the beneficiaries? It will be future members. If you do what is needed, it would probably be done incrementally but still involve as much of the total plan as possible. I look forward to the next year's assessment of the plan.

Thanks for doing this and unretiring yourself.

13. 4/15/25 - Dear Commadore

As an international member it has been many years since I have been able to visit the club – something I will, one day, rectify! Whilst I am in the UK, I am following the development plans of the club with interest, it is great to see an organization willing to invest in the future for the good of its members and also for the good of the sport.

I am also a member of the Royal Ocean Racing Club in the UK who have recently redeveloped their Cowes clubhouse, development that will only enhance what the sport gives us. The development and vision in Marblehead will, I am sure, be a positive thing for all those involved, and I look forward to seeing the results. My introduction to the CYC came through Ted Agne during the time that the club hosted the Global Challenge Round the World races in 1996, 2000 & 2004, it is a privilege to be a member (albeit from afar!!) and I wish you all the best with your 10-year plan.

14. 4/15/25 - I have to admit, after reading the whitepaper, it was intimidating to do the survey. A complicated puzzle. But emphasizing the 4 minutes put me over the hump and it is now complete, with an appropriate emphasis on competitive sailing and some tennis too.

One area where I may differ from others is on priority for a "sailing center" such as was done at EYC and NYYC over the last 10-15 years. In my view, the sailors should feel comfortable and welcome to use the main yacht club for social activities. Deformalizing the dining room and adding the harbor bar, and opening the connection to the trophy room for circulation has been so important for that. Still room to go to change the culture, but that is happening with time. I happen to like the "no cap, no cellphone" rule, but one day maybe eliminating or relaxing that will be what it takes to fully welcome younger sailors into the clubhouse, instead of banishing them to a basement bar. To that end, however, a dedicated and extended platform over the rip-rap would be a great place for more casual regatta parties, weather permitting.

15. 4/24/25 - Kim, I am looking for the date and place of the forthcoming feedback meetings that were discussed at the opening meeting but cannot find it on the club's site. I believe that the first one is coming up soon, right?



There have been a couple of commodore letters with the dates, and you are about to get a club email. Below is the info that email contains. Sorry you had to search for it. We probably could have done a better job. But there should be notices springing up today around the club as well. Please reach out with any additional questions.

16. 4/30/25 - Kim / Karl, I first want to say how well you both did in the presentation last night. I thought your responses were thoughtful, pointed, yet receptive at the same time. Nice job!

I too was a bit disappointed with the turnout. I hope to see more on THU and SAT.

The one add I see for the notes is that someone mentioned that they want to make sure that Junior and Competitive Sailing Members (I think) should pay their full share as this 10-year plan will benefit them and their families the most. I believe the background on that statement was that the member did not believe that these younger members had to pay or fully pay the assessments on the Yellow or Blue House.

17. 5/2/25 - Kim, et al, Good call:

Yesterday's Zoom call brought the following clarity of mind as we moved through its process, and heard the attendees' feedback. Here is what I see at this point:

Feedback:

- The purchases of #14 and #17 placed the CYC on a trajectory with a horizon that prioritizes acquiring the white house for its completion.
- Not owning #14 and #17 would have placed the CYC on a trajectory with a horizon that would prioritize upgrading in addition to maintaining what otherwise exists as opposed to what could be.
- The white house next to the Brehob property (#14 if memory serves?) looks like the rate limiting factor that creates a boundary to planning major campus developments that would not need to be materially undone should the white house become available.

In the meantime, we have a pressing need to upgrade, beyond maintenance, what already exists.

Suggestion:

What does the committee think of the idea of creating two plans instead of a single plan, so that we can give members both a horizon plan that we can fund for the future, as well as a boundary plan that we can implement in the present? The first plan assumes that the Club owns the white house and presents major developments. The second plan assumes that we do not own the white house within the 10-year time frame, and focuses on fixing what we already have in such a way that it does not have to be undone when the white



house becomes available, and in the meantime creates a fund that builds up the cash that may be necessary to buy the white house when it becomes available.

Creating these two plans should also help maintain strategic coherence for Commodore to Commodore over the next 10 years, and beyond.

I will join the meeting on Saturday.

18. 6/5/25 - Hello. I am just wondering in random order: 1) Why is the pool closed for what may very well become a week? I wonder what new members think? Keep in mind that it was closed for 4 days last summer. 2) In light of the manager's recent email regarding full capacity with club events as well as member private functions, why isn't the first priority members' individual/family dining with cafeteria-style, creative, ever-changing menus and reasonable pricing as opposed to a flat fee? 3) Have you noticed the number of seagull droppings on the brand new tennis courts? Who's in charge of removing them? They are not only an eye soar, but they tarnish balls and are unsafe for traction. 4) Is anyone aware that the tides are rising with the onslaught of intense global warming, not to mention tidal surge during hurricanes and/or Nor'Easters? Are we blind to rising insurance costs and the probable loss of a pier that is so intrinsic to the club's cause? 5) Where did the "old" pool chairs go? Were members asked if they wanted them? [I suspect that they were donated somewhere in lieu of member input.] So many questions about the existing property ... and we are investigating a new and revitalized campus that will, in all likelihood, cost millions and millions of dollars? Are we prepared to handle the care of upkeep and maintenance of this grandiose plan? [Witness the unforeseen/neglected/extravagant cost of replacing the HVAC system at the high school to the tune of some \$15m.] My personal opinion is that we need to spend more time on WHAT WE HAVE and not on WHAT WE DO NOT HAVE. Just the thought of the amount of money and time that has been spent to-date on this "big, beautiful plan" is scary, and I hope that (a) maintenance and membership usage issues around and in the club will be better addressed and (b) some of the recommendations for this extravaganza will be duly and cautiously tempered.

I want to thank you for your input. As you know, we are always faced with challenges and as a leadership team, we are doing our best provide the best experience possible for the members.

I understand your frustration with the pool. Salvatore has sent out several emails addressing the situation, so I am limited on what else to provide from a historical perspective. I can say that the new motor that runs the primary circulation pump has arrived and is scheduled to be installed tomorrow. It is our hope that the installation will go smooth. Salvatore will continue to update the membership as details become available.

As we kick off the season, our event calendar filled up fast. To ensure the club can support these events/private functions/etc... and still provide the membership with a quality experience, management has put in place function standards to ensure quality and



improve operational efficiency. It is our hope that this is a win-win for everyone. For me personally, I have been very impressed with the quality of both the food and service. I hope your experience has been just as good.

I wish I had a good answer for the seagulls, but I don't. I know that Anthony as well as the facilities teams are challenged by the flying rats. If you have any suggestions, I am all ears.

The bridge and staff are aware of the issues facing the main pier but thank you for reinforcing the importance of this issue.

As for the pool furniture, we sold half and donated half. The EC approved this and felt it was the most equitable way to dispose of the old seating.

Maintenance of our existing assets is one of the primary drivers behind the creation of a 10-year plan. It is the first pillar of what will be the final plan. It is for this reason that we implemented a maintenance management system. We have inventoried all the club's major assets and given them an expected life. With this, we should be able to project our maintenance expenditures over the next 10-years. That said, this is a work in process. The Plant and Facilities Committee is working to refine the inventory and get tighter around what is needed to maintain what we have. Rest assured, this will always be the first pillar of our plan, but it is not the only pillar. To prepare for aspirational enhancements to our campus, we must understand what the opportunities are. We went through this exercise several years ago with the club house, and we are now going through a similar exercise for our campus. Once concluded, we will be able to design our 10-year plan to include required maintenance as well as strategic improvements to our clubhouse and campus that are laddered and thoughtfully timed. The final pieces of the plan include governance (ensuring the plan stays on track) and finances (ensuring the plan is appropriately funded). As a team, we have done our best to include the membership in what we are doing and will continue this until the 10-year plan is ready for a vote.

I hope this provides some additional insight into your concerns, but if you have additional questions, please let me know. -Karl'

19. 6/16/25 - Hello, Thanks to everyone on the team who is working so hard to develop the 10 Year Plan. I appreciate the opportunities to provide input via the excellent survey and follow up sessions.

I would like to attend the July 1st virtual meeting, but am unable to due to the holiday week, with guests in town. I know of others who have holiday and travel-related conflicts as well. Is there any chance an additional date could be offered? Especially if attendance is not as high as hoped.

Thank you for considering it.



Thanks so much for the email.

I think we have you covered. First, the July 1st session will be recorded and available to watch at any time starting a week or so after the session. You'll find it under 'Resources' on the 10-yr-cap-plan link on the CYC web site.

Second, the designs will be displayed in the club for much of July and August, so you'll have ample opportunity to look them over, form a point of view and comment via this email (10yearplan@corinthianyc.org).

Finally, our design firm KMDG will hold another session in September (as yet unscheduled) to solicit member input on the design options, so you'll have the option to attend that and register your thoughts then as well.

Thanks for reaching out, and please let me know if you have additional questions or comments.

Thanks so much for your thoughtful and quick reply! I am so glad to hear the July 1 session will be recorded and available to watch later, which I will do.

Again, I truly appreciate the thought and care (and time!) you are putting into this project, with many opportunities for members to learn about it and provide input.

Warm regards.

20. How many members responded to the survey?

417 Members



KMDG Presentation 3 – July 1st, 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	%
Vehicular Space	50215	48%	410	6%	0	0%	50625	44%
Buildings, Pool, and Sports Courts	35085	34%	2538	36%	1625	33%	39248	34%
Green Space	5705	6%	4091	58%	3274	67%	13070	11%
Pedestrian Space	12250	12%	0	0%	0	0%	12250	11%
TOTAL	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 2nd 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 (Etechells, 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.*



KMDG Presentation 3 – July 1st, 2025
Emailed Follow-up Questions & Comments Through July 15th, 2025

1. Thanks for an informative and creative meeting. I won't reiterate my thoughts on tandem parking and a broader perspective (don't want to move tennis courts twice in 10 years if more space opens up). Also, thinking about a second crane sounds crazy given other needs and the focus of survey responses on social spaces, pool, and tennis/court sports.

A couple of thoughts:

I could not see the questions being asked by members. For transparency it would be helpful to see them. Perhaps you could publish a list.

A list of questions and responses is here provided.

I had to get off. Were costs discussed? If not, when will rough estimates be provided?

Costs were not discussed. Rough estimates will be provided for the final option selected.

2. Hello 10 Year Team,

We applaud and appreciated your all your efforts to date, especially your work in carefully quantifying and documenting the current layout and features of our campus. Assembling this background information is the most essential first step, but much work still needs to be done beyond the initial Linear and Loop proposals. Several comments:

It does not look to us as though the footprint assumed to be suited to individual drysailed boats is reasonable. There needs to be room allowed for trailer axles and fenders, and for the 'wobble room' required between trailers to park them safely.

I'm pretty good at maneuvering a boat on a trailer, but negotiating the route in from Nahant St, around the new circle, and then turning the rig around to back a boat into one of the designated spaces either on the pier or on the adjacent 'triangle' (?) would be a serious challenge. The circle looks nice, by I suggest leaving it as open maneuvering space, that I think would be required.

I suggest dropping the proposed new 'function' building from the plan at least for the short term. I think that the Harbor Room, Ballroom, and Trophy room spaces are not fully utilized now, and that they can successfully handle regatta and event needs adequately. The space devoted to the new 'function' building, whose use has not yet been well defined, would be better left open for dry sailed boats and/or parking. Going forward, should the need for such a building become more clear over time, it would be easy to repurpose this open space for it. In contrast, removing what might turn out to be a wrongly purposed or underutilized new building would be a very painful and expensive outcome!



Beyond a delightful army of little kids buzzing around and enjoying the club, the best thing about the CYC is its waterfront location, with unmatched views of the harbor and of Salem Sound. Giving up access to a large part of the west facing views in favor of bathrooms would be a huge loss. Surely there has to be another location for these that would not come at the cost of one of the club's unique and important assets.

We think that the service 'tunnel' is a very creative approach to a really difficult challenge, but I wonder if the staff would find it to be a practical one. It is essential to have their input before too much of the plan is developed around that feature.

We hope that this input is helpful.

3. Hello. I, along with 5 other members of the club, attended the 10yearplan update by KMDG on the premises of the club. I do not know how many folks viewed the ZOOM presentation. My observations are below (in albeit random order):

I was shocked by how few members attended the in-club presentation. That aside, I was concerned that several of the questions that I had were not given priority; rather, the ZOOM folks prevailed.

Here were my questions:

What is the actual function of the "new" pool house?

In both schemes, the new pool house will include an entry area, updated restrooms, showers for families, gathering areas (potentially including a rooftop deck overlooking the pool), tennis office, and a loading dock.

What impact(s) will the sound and the smell of deliveries and trash, respectively, have on people who sit atop the tunnel?

The sound and smell from the loading area would be much the same as experienced in its current location.

How expensive and reliable (given the first three weeks of no access to the facility) will it be to transplant the pump room of the pool to a lower deck?

Pool equipment is relatively inexpensive to relocate and ventilation could be combined with systems serving loading and trash functions.

One of the scenarios calls for a relocation of the tennis courts to accommodate further parking. I can't imagine what impact that will have on the use of them *and* the related cost.



Tennis court relocation proposed in Master Plan Option 2 (Loop): Costs were not discussed at this meeting. Rough estimates will be provided for the final option selected.

WRT costs, what are the bottom-line numbers? Leveling the "yellow house" will cost mucho money especially given the ledge that it lies upon.

Costs were not discussed at this meeting. Rough estimates will be provided for the final option selected.

4. If one looks at the 1908 photo that was shown early on in the presentation, you will note that the pier emanates from the **porch** level of the club. That was *so* interesting. I wonder why? In light of my concern regarding the need to raise it/pier, given the inevitable global warming and its impact on rising tides/surge, I was curious as to why such a system was employed back then. I am hopeful that there will be an additional cost/major capital improvement related to pier concerns in the coming (ten) years/budget. If not, the aforementioned campus scheme seems synonymous to putting the cart before the horse.

Resiliency strategies will need to be part of any construction project on this site and raising the elevation of structures being placed into the water makes sense.

If I was forced to choose between the first scenario that was presented and the second, the second would be my choice. That said, the cost for it would make or break my decision since I feel that, 1) due/more consideration needs to be given to pier issues, 2) making what property we have ... even better (i.e., reliability of pool maintenance and personnel, improvements to the interior of the club (such as enhancing the Trophy Room and better utilization of the third floor), and 3) taking some elements of these scenarios and making good use of them (i.e., cutting off Corinthian Lane and using the access to the small parking lot, reconfiguring the parking spaces in the large parking lot, and incorporating some selective elements of Scenario 2).

In retrospect, I'm not as concerned about the time and money that went into this process since I believe that there are certain aspects of it that can be beneficial. I would be opposed to a complete adoption of either plan as-is since my guess is that the funding for the same would/will be exorbitant.

The good news is that there is time for (re)consideration by all, including the Bridge. I do not feel that what has been presented to the membership needs to be lock-step. Changes and alterations in line with financial means by all need to be paramount, especially in these uncertain times.

5. It is not easy to ask several questions in a forum like this, so I thought I would pass them along to you.



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

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

What is the traffic impact to Manley, Follet streets?

A traffic study would need to be performed to understand the repercussions on Manley & Follet Streets.

What is the impact to traffic on Nahant St. while dropping off?

A traffic study would need to be performed to understand the repercussions of traffic on Nahant St.

What is the impact to traffic on Nahant St. while service vehicles are backing into the loading dock?

A traffic study would need to be performed to understand the repercussions of traffic on Nahant St.

The drop off area is too close to the loading dock. Members will be competing with service trucks.

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.

How much does the new pool house encroach on the current turnaround in front of the clubhouse? I am concerned about how narrow this space would become. The taller the pool house becomes (especially with a deck above), the more of a tunnel effect will occur.

The new pool house would shrink the existing space at the front of the Clubhouse slightly. The current turnaround in front of the clubhouse varies in width from 49' to 55'. In Master Plan Option 1 (Linear), the entry area in front of the clubhouse would become 37' wide. In Master Plan Option 2 (Loop) the entry area would become 48' wide. In both options, the architecture of the proposed pool house would be designed to complement the existing club house and proposed entry.

Are pedestrians exposed to crane pier access for vehicles along the side of the clubhouse?



In both Master Plan Options, pedestrians walking along the side of the clubhouse will not need to cross vehicular areas. Pedestrians can stay on the sidewalks that will connect to the front of the Clubhouse as well as the water side near the crane pier.

The basement Locker/Restrooms abut and do not take advantage one of the best views in Marblehead

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.

Will the pool house and the event center follow the same architectural vocabulary as the clubhouse? The new pool house looks like 2 long, flat featureless walls.

Yes, the new pool house and event center can be designed to complement the existing architectural style of the clubhouse. The new pool house is currently shown in these concepts as a simplified volume. If constructed, its façade, windows, and entrances would be designed to create a welcoming experience and to enhance the architectural character of the club's grounds.

What is the approximate cost differential between Option #1 and #2?

Costs were not discussed at this meeting. Rough estimates will be provided for the final option selected.

6. I prefer Option #2

Does not appear to encroach on the space in front of the clubhouse as much as option #1.

I like how the tennis courts hide one of the long pool house walls.

Trailing boats to the crane would be difficult from Nahant St. for visiting sailors.

If we are moving the tennis courts, why wouldn't we move them to the far side of the parking lot. This would free up a lot of possibilities.



Member Email - July 15th – September 22nd

1. 7/16/25 – As a trained civil engineer, I understand the difficulties of building an underground parking facility.

Given the limited space of the CYC and high priority frustration with parking and adequate tennis, can I suggest consideration of:

1. Eliminate the current tennis courts
2. Combine what was the tennis courts and the parking into a much larger and safer parking lot at current parking lot grade. Realize there would be fill to raise the former tennis grade to the parking lot grade.
3. Build a Tennis Deck on top of the larger parking lot. Interestingly, this Tennis Deck would have nearly the same grade as the house the club owns. The Tennis Deck would have at least 4 courts and seating. Possibly even a Pickleball court. Access to the deck could be at the house grade and realize we might need an assisted access device such as a lift.
4. A Tennis deck would be a relatively low-cost addition that is targeted at 2 major concerns. It would not involve having to blast rock to expand or change grades.

Just an idea. Have seen these tennis decks at a number of hotels and communities.

2. 7/17/25 – Kim and Team, Thanks for the efforts on the future planning.

I've summarized my thoughts on items that I thought were great and others where we've missed the mark (a pun given we're a sailing club).

- I continue to support the development of the lower deck project over the rip wrap. I see this as adding needed outside space with many uses.
- I like very much the development of a joint use pool and tennis building. The ideas of having a viewing area for tennis should give space not just to watch tennis but permit social activities which are lacking for tennis events.
- I believe our designs plans must incorporate the acquisition of 15 Corinthian Lane. Master planning should consider all potential options. I recognize the issue acquiring the property is complex and emotional - but I would like to see option 3 and what is possible.
- I believe that parking and prioritization of parking on the campus has been over emphasized. Please consider the reduced expected reliance on cars (ie driverless cars) that we expect in the future and the fact that our younger members do not own nor do they expect to own cars in the future like we do today. Our footprint is limited and parking on the street is not an issue, especially when the trade off is space to recreate and enjoy. Please consider the acquisition of space on the neck or in town for parking.



- I would ask that both the location and the size/design of the locker rooms be reconsidered. The location of these locker rooms under the porch utilizes prime waterfront space for a use that does not need a water view and is lightly used meaning one changes and leaves and thus does not warrant placement in water view space. In terms of design, our planning team has described the space to be such that they will be the nicest locker rooms in New England or perhaps North America. I'd ask that we consider the time one spends in a locker room and balance this with the design as our resources are not unlimited. I'd suggest keeping locker rooms in the to be redesigned tennis and pool house as these are the activities that have the highest demand and use for this space.
- I believe that any future planning needs to incorporate additions tennis/paddle/pickle courts. In our current state our courts are full nearly open to close, we are unable to host league play for our junior tennis programs and our adult programs cannot be executed at their full potential due constrained space and high demand. I'd also ask that it be noted that while we are generally successful in being the club of choice for our young members, these members are often on Foster street playing paddle as this is their interest. We risk losing the future of our club if we cannot meet the racquet demand.
- While I welcome the additions green space in both plans, I do not view there to be a need for the creation of a separate sailing center/event space. As a yacht club, our main clubhouse is our sailing center. Consistent with the above comments in the locker room placement, I continue to view the use of the existing locker space to be ideal for the creation of meeting/teaching/coaching space recognizing that the space needs to be fortified in some way to be weatherproofed.
- Neither of the presented plans provides additional drysail space. In the near term, the club expects to purchase as many as 9 sonars (we currently have 4). As a club looking to support sailing, we need to create capacity to attract not 1 or 2 boats but 10, 20, 30 boats. Lastly, it has been highlighted that there are current open dry sail spots. My hope is that our leaders recognize that our most current outgoing commodore has moved his boat to EYC because our current set up is poor. Let's ensure in the short term we are working on improving the current state. We cannot wait any longer for immediate change to improve safety and the overall experience.
- Neither of the presented plans provides additional drysail for space to host events for boats such as Rhodes 19s and Etchells championships. This is our dna as a small boat racing club.

I look forward to the continued development of these plans and appreciative of the effort being devoted to this plan.

3. Hi Karl. Kindly feel free to share these three observations with the designer crew. I would send them in the link that is provided, but I do not believe that there is an accommodation for a downloaded picture.



Both schemes, in my opinion, seem impossible to construct in their current stages given the rather awkward at best tunnel for deliveries. That concept is fraught with noise, smells, entrance issues on Kimball Street, expense, and I suspect approval from either/and/or both the Town and Corps of Engineers or whomever would provide approval for the same.

See the appended picture.



This was HIGH tide today at circa 5pm. There's not much room to spare. A realignment of the pier will no doubt cost millions. I've been told \$1.5m for every foot (in today's dollars, not tomorrow's).

As I have suggested all along, we need to make better what we already have ... and ... yes ... we can quite possibly incorporate some of the useful elements from the designers' concepts, but, given that our charter underscores boating, the pier needs to be carefully and systematically incorporated into any 10-year plan, along with a more pleasing club entrance, better pool maintenance and consistent hiring and training, a useful and functional third floor, updated and modernized sound system and lighting (especially on the porch), and quite possibly, a reduction in membership numbers given the apparent overuse of facilities. Several people that I know are questioning why the membership number is so high when it appears that the charter limits it to a much smaller number. Add this traffic flow to the numerous -- and albeit successful -- outside events, and you have what we appear to have now: overcrowding.

Enough said. Please know that I am only trying to be helpful. This has always been my approach to matters as important as these.

4. 8/18/25 - Kim & Team:

I am a 40+ year member of the club and view the club as a yacht club for sailors and boaters. I have several thoughts on the 10-year plan that I would like to share:



1. I cannot figure out on option A and Option B how I back my 22 ft boat and car onto the crane pier. Both plans seem to make the effort more difficult and as I ask a number of members about it, they seem to agree. Currently I can back up between the pool house and tennis courts or pull up into the traffic circle and back up from there. I do not believe the current plans have enough room to maneuver to the crane pier. Also, please remember that during storms when everyone is trying to get their boat out of the harbor at the same time, it is a complete mess and more space is needed.

2. I waited many years for a sail locker and my understanding is that there is a fairly long waiting list for lockers. If the plan is to remove the sail lockers, a space should be identified to relocate the sail lockers and add more sail lockers for the membership.

3. The metal shade roofs (2) at the shallow end of the pool were added many years ago to protect babies and people with skin cancer concerns from the sun as well as to provide a shaded space on the pool deck. That shaded area is very popular and crowded most days. Where are the metal shade roofs being moved to? Umbrellas are too small and with the sun moving across the sky, you can start in the shade and shortly end up in the sun.

When I joined the club the membership limit was 500. My understanding now is that we have over 800 members. Most of the time I end up parking far away toward the Eastern Yacht Club and walking to the CYC. At the pool, there will be a parent with the kids (1 car) and then later in the afternoon after work or a project the other parent will arrive (2nd car) and join the family to swim, play tennis, boat or perhaps eat dinner at the Club. As a Senior Citizen (70+), I believe parking is the number one issue. We need at least 50% more parking spaces!

Has anyone studied raising the tennis court 4 feet and then digging out 4 feet (for ~8 ft clearance) and then have parking for small and medium size cars under the tennis courts? Just an out-of-the-box thought!

For added parking, the Club's 10 year plan should include plans to buy any house that comes up for sale on Ocean Ave, Nahant St, or Corinthian Lane

To summarize:

- Make the crane pier easier to access and use.
- Add more sail lockers.
- Keep the pool metal shade roofs (2).
- Add ~50% more parking.

Kim forwarded me your email, so that I might reply directly.

First off, thank you so much for your thoughtful input. I will share the issues regarding launching with the design firm. It's important that they know about these types of issues. Regarding lockers, although we are not there in the process, it would be our intention to relocate lockers if needed. They might not be the same size, look or design, but it is our



hope to retain them. Regarding the Sunshade - you are not the only person who has mentioned the importance of that structure. Similar to the lockers, the look might not be the same, but the functionality is needed.

Finally, we have capacity issues with the number of members at the club. The number in all classes is over 800. The bylaws section 6.4 addresses the 500 limit refers to regular members under 75. In the total number, we have Juniors, Associate, Seniors over 75, Competitive Members, etc. From a healthy club standpoint, we are in a good place. We are well positioned with a nearly equal distribution of Juniors and Seniors. That leaves us with nearly 460-480 regular members that have counted to the 500 cap. These numbers have been fairly consistent over the last 8-10 years. What comes in the front end is offset by what goes out the back end. As I see it, we are at a stable equilibrium. The downside to this is the total member number has increased to where we are today, forcing capacity issues. This is one of the primary driver's for the 10-year plan and the aspiration capital spends associated with it. Everything being considered will enhance capacity and improve member experience.

To this point, we are looking at parking capacity, pool deck capacity, porch and waterfront capacity. Some of these we can address in the 1st 10-year plan, while others may be down the road as we do not have sufficient real estate to build what we need. At the end of the day, the Corinthian Yacht Club is a wonderful place that has evolved over time. It is our hope that this evolution will continue in a strategic and thoughtful way to ensure those that come after us can create similar memories as those we have built over our years as members.

Once again, thanks for you input and please keep it coming.

All the best, Karl

5. 8/21/25 - Thank you for putting the presentations and Q & A online, all very helpful. I appreciate the creative and practical elements of the Linear and Loop plans.

In the member survey, additional parking is the #1 preference for development projects.

- With the Linear plan resulting in fewer spaces, is this option really viable?
- Does the Linear option truly give enough space for vehicle turnarounds on a busy day? We often use the front circle to drop off elderly relatives and heavy boating items when we must park far away. I might suggest marking off the proposed space and having some average size cars try it?
- With event space ranked lower than parking, is there a Loop option which eliminates the event space and simply adds parking spaces? (As Shubies did after purchasing adjacent land).

Expanded bistro and pool deck spaces were also ranked high.



- While these are my preferences as well, does it make sense to expand our seating capacity without enough staff for the seating we have? We start each season so well-staffed, but this past week underscores the difficulty in retention through the season.
 - The pool has reduced hours, due to insufficient staffing I believe.
 - The bistro was the perfect setting on Friday night and the one server covering this area worked incredibly hard. But he needed more support and we ended up placing food and drink orders ourselves below the porch and up at the burgee bar.
- Should we be spending resources on expanding capacity that we might not be able to support with food, beverage and lifeguard staff?

Thank you again for considering these points, and warm regards.

6. 9/1/25 - Masterplans look terrific. Assertive, with long term health of the club in mind. If you look to raise funds outside of an assessment, count us in. Especially Rip Rap Deck. It would transform the waterfront experience for members.

We have a general site plan meeting planned for all members on 09/23. Put it on your calendar and be sure to attend. Finally, our financing model is still in the works, but thanks so much for your support. All the best, Karl

7. 9/6/25 - I have been mulling the opportunities for the CYC plan since the presentation earlier this summer. I am sure you have heard similar thoughts from others, and I hope you find these comments helpful.
- i. The key to a workable plan for the campus in total is obtaining the Burkmeyer property as a minimum. Otherwise, only stopgap improvements are a reality.
 - ii. Considering a separate building for events would add operational and cost impediments. The area under the dining room and porch could be reconfigured to provide a functional and aesthetically pleasing space, with access to the current kitchen and other club facilities.
 - 2A. Provide the sailing director and the waterfront director with offices under the cannon end of the porch, opening the two boarded up arches with windows, to give them a view of the waterfront and harbor.
 - 2B. Consolidate the waterfront work areas in the area currently occupied under the porch steps and the waterfront office. Vacate the current work & storage area to the right of the laundry.
 - 2C. Relocate the lockers to the interior of the basement in the space recovered, in the remaining under-porch areas, and further into the basement area as needed.
 - 2D. Improve the utilization of the youth sailing program spaces and storage.



- iii. Demolish the yellow house, level the space and move the dry sailing boats to that area. Realign Corinthian Lane starting at the back parking area so the road turns at the present end of the lot and runs straight, parallel to the back of the main lot and the tennis viewing area.
- iv. Longer term, obtain rights to move the crane pier to the other side of the presently rented house, which would allow dry sailing to be consolidated in that area.

Thank you for your thoughtful consideration of these and other suggestions for the future of our club. If any ideas are unclear I am certainly willing to clarify them.

8. 9/19/25 (To LRP) - As the LRP Committee is leading the planning for the Clubhouse and waterfront, I want to share my thoughts at the appropriate time and format for these key element of the 10 Year Plan. I have worked on these over the years and especially during the six years I was on the Commodore track.

The overall campus plan that has been our focus to date is important (I bought the yellow house during my watch), but we'll need to include the waterfront and Clubhouse if we want to appeal to the broadest segment of the membership.

9. 9/19/25 - Good morning, Kim,
That was an excellent presentation last night. I can only imagine the staggering number of hours you have invested in this analysis. Thank you! It's something the Club should have been doing all along.

I thought your note about initially tackling two or three projects made good sense that should resonate with the members. Chewable bites, as they say.

Thanks again for all your, and the committee's, efforts on this.

10. 9/19/25 - My personal comments are that Corinthian Lane can't physically be a 2-way street, and the abutters and Town Fire Dept. will fight the closing off access at our end, so we will need to provide a right of way to Nahant Street through our current parking lot.

I also think the issue of where and how to let kids access the pool needs other approaches like either replacing the current pool house with a smaller facility and/or reducing or eliminating the adjacent parking spaces. We could eliminate a lot of traffic headaches if we provided hourly trolley bus transportation to move member families to and from the Club from the Town parking lot adjacent to Devereux Beach. These are difficult problems but should be recognized in the long-range plans. Also, these are personal thoughts only and I will continue to support your process and conclusions.



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.