

To: David Schneyer, Finance Director
Cc: Don Grove, Executive Director
Laura Rye, Associate Executive Director
Stephanie Leddy, President, Residents' Council
Larry Taylor, Vice President, Residents' Council

Fr: Arthur Johnson, Chair, Finance Committee of Residents' Council

Re: Charlestown Capital Expenditure Proposals for FY 2027: Resident Proposals, Review Process, and Recommendations

Dt: May 5, 2026

The Finance Committee was given the responsibility of managing the process for developing a set of capital expenditure recommendations from the residential community for fiscal year 2027. The Committee followed the process as described in the Residents' Council's *Policies and Procedures*.

I am pleased to forward to you the Committee's report on the review process and its recommendations. The Finance Committee is appreciative of your support during the review process.

Please let me know if you have any questions about the process or recommendations that follow.

PROCESS

Beginning in January, 2026 the Finance Committee initiated the process and communicated that process widely within the Charlestown community in subsequent months to solicit CapEx27 proposals. That process was as follows:

- Proposals were to be submitted by residents to or developed by Residents' Council committees.
- Only Residents' Council committees could submit proposals for consideration by the Finance Committee, which had the responsibility for making recommendations to the Charlestown administration.
- Proposals were to follow a prescribed format including a statement of the problem, the proposed solution, identification of criteria being met, and, if possible, estimated cost.
- April 1 was the deadline for Committees to submit proposals to the Finance Committee.
- The Finance Committee held a special meeting on April 14 to review the proposals received and gather additional information. Residents' Council committee chairs who submitted proposals and residents who originated the proposals were invited to attend and participate in the meeting.

- The Finance Committee members individually reviewed and submitted their ranked proposals after the committee's regularly scheduled April meeting. These rankings were tallied to determine the order of priority for this report.
- The Finance Committee is submitting its report to the Finance Director and administrative officers, hopefully in time for their consideration as they report to the Board of Directors. The report also is being sent to the Residents' Council.

Proposals and Their Ranking by the Finance Committee

Each of ten proposals received by the Finance Committee received its endorsement and support. The proposals in their entirety are provided in the following section.

The proposals include a statement of a problem or issue to be resolved, the proposal addressing the identified problem or issue, the estimated cost of implementing the proposal, and the criteria used to justify the proposal. In some instances, additional information or commentary addressing the nature of the issue and its importance is provided.

The proposals are presented in the order of the Finance Committee's rankings – the most preferred being presented first, followed by the others in descending order of the committee's preference as indicated by the ranking results. The separation into tiers was determined by identifying a logical break in the distance between scores. Twenty-one members of the Committee participated in the ranking process.

Proposal Ranked 1 (Score = 22)

The Finance Committee wishes to emphasize that the renovation of the Auditorium is viewed as especially important to the Charlestown community. So much so, that the committee determined by unanimous vote of its members who were present at its March meeting that this CapEx proposal should be ranked number 1 before any other ranking takes place. The special resident-produced report, *Auditorium Renovation Report* (previously submitted to the Administration), clearly outlines the needs of the Auditorium and makes recommendations regarding resident participation in such a project. This project is likely to be the costliest of all proposals.

Proposals Ranked 2- 5 (Score = 61-104)

The focus of the second highest ranked proposals collectively is safety and accessibility: Terrace Steps, Bus Accessibility, Traffic Control, and the Lake Trail Project. Each of these proposals offers strategies for immediate improvement of safety and/or accessibility. The area of the Terrace Steps especially is a known hazard. Its ranking (#2) reinforces our residents' awareness of the importance of addressing the existing conditions as soon as possible to create a less hazardous situation. Traffic safety has been a community focus for some time with modest impact. After much research and study, low-rise speed tables are proposed to calm traffic in our community for the safety of all. The proposal to improve accessibility

on Charlestown buses identifies changes that can be taken immediately as well as a strategy for the future purchase of Charlestown buses. And the proposal for the Charlestown Lake Trail notes that approved plans of several years ago should be acted on now to maximize the number of Charlestown residents who will be able to enjoy the Lake safely. Together, these proposals offer a community strategy that will significantly enhance accessibility and safety of all of our residents.

Proposals Ranked 6-10 (Score = 135-169)

There is a clear distinction in scores between the first two groupings and the remaining proposals. Although the latter proposals were viewed as worthy of support, fewer than half of those ranking the proposals placed any of this group among the top five. These proposals address operational issues (especially long standing signage issues) of which residents are well aware as well as strategic issues. Committee members, however, expressed some concern with each in earlier committee discussions. For example, it was voiced by some that equipment like a snow blower or vacuums is needed, but should be included in department capital requests. And some thought that the indoor sports facility and solar study proposals address important strategic issues, but need more background information and input from the relevant administrative departments.

The estimated cost of these ten proposals is likely to be less than \$1,700,000 or approximately 6.5% of the anticipated total capital budget for FY27. This compares to the approximate \$5.8 million that was approved by the Board from the Finance Committee's FY26 capital budget proposals.

The ranking of proposals follows.

Charlestown Capital Expenditure Project Proposals For 2027

1. Title of Project: Auditorium Renovation

The Charlestown Auditorium is a much used and constantly in demand facility that supports a large number of entertainment events, training sessions, and meetings. The facility has become very outdated in terms of its lighting, sound, stage and seating. It also lacks good accessibility for EMV's and wheel chairs that need to be addressed. The acoustics are very poor for the hearing impaired.

Proposed Resolution:

The Auditorium needs to be updated in several areas in order to continue to offer accessible high quality performances and meetings. The current lighting and sound systems are deficient and have recurring problems. They need to be replaced by the most recent available equipment. The stage is scarred and very difficult to move on and the

backstage area shows damage to the sound barriers and walls. The curtains are old and the main curtains electric system is broken. The seats in the Auditorium could be upgraded to be more comfortable and a hearing loop put in the floor to assist those with hearing impairments. There are limited spaces available for EMV's and wheelchairs so general accessibility needs to be addressed.

The Auditorium also should provide live broadcast capability with a link back to the TV studio via the most appropriate means of transmission or cable. This would enable live viewing of important meetings by the community, particularly for those with mobility problems. Copper cable was used previously, but was broken some years ago. Today there may be cheaper, more cost-effective means to connect via transmission or newer cabling technology.

As stated previously, this is a primary use space for this campus. The demand for its use is constant so it needs to be in excellent condition to support the many groups that use it. The entire Charlestown community will benefit from the upgrade to the facility.

Estimated Cost of Project : \$700,000 - \$1,000,000

Priorities Addressed:

Enhancement of resident and group experience, support of various Charlestown fundraising activities, improvement of accessibility and safety, communication timeliness, and improvement for entertainment groups. Enhanced Administration communication with current and prospective residents .

Submitted by: Resident Life Committee

Submittal Date: February 18, 2026

Hope Tillman & Betty Elder Chairs of the Communications Committee

Committee(s) Receiving the Proposal: Finance Committee

Submittal Date: 23 February 2026

2. Title of Project: Make the Terrace Café/Restaurant steps, to/from the Edgewood Building, Safer.

Issue: The current Terrace Café/Restaurant steps, to the Edgewood apartments, are very unsafe due to their steepness and inadequate tread depth. Within the past couple of years, multiple residents have fallen down these steps with a variety of injuries, several serious.

The cause of these falls seems to be within three categories. One, the steps are too shallow with a tread depth of approximately 10 1/2 inches instead of the 12 inches found in our building lobby service staircases. This presents an especial problem for those of us with larger shoe sizes because it results in an overhanging of our shoes which can cause tripping. When asked, virtually every resident familiar with that staircase will respond

with an “I hate those steps”, “I avoid those steps whenever I can”, “I go down them sideways”, “they are too steep and therefore dangerous and something needs to be done about them” or many other equivalent comments, ALL indicating a strong need to correct the problem with that staircase as soon as possible.

Second, the current hand railings are too small, and their anchors present an additional opportunity for ‘catching’ a person when a fall begins.

Third, we request that the riser height be 7” instead of the current 7.5” making it easier for residents with weaker lower limbs to use the staircase more safely rather than wait for the elevator.

Proposed Resolution: Replace the staircase with deeper treads, to match the lobby’s service stairs depth of 12”. Extend the staircase by as much as three feet to make the staircase less steep. Change the handrails to be the ‘slide the hands’ type instead of the small round handrails with periodic metal connections. This solution might take two approaches. One would be to totally knock out the current staircase and build a new concrete one. A second approach would be to cover the current staircase using a ‘build over’ approach.

Estimated Cost of Project: \$30,000 – \$40,000 based on an initial vendor estimate.

Priorities Addressed: SAFETY -- Either approach would result in a substantially safer staircase. This will result in many fewer falls with a lesser level of injuries.

MAINTENANCE. This project will logically fall within the General Services maintenance area to be built with a Project Manager dedicated to the effort.

Submitted by: John Remias, Past Residents’ Council President,
and Jerry Donaldson, current Treasurer of the Residents’ Council.
Committees submitted to: Safety and Maintenance
Date: February 13, 2026

NOTE:

Art,

The Safety-Security Committee voted to co-sponsor this CAPEX proposal to improve safety in the Terrace to Edgewood stairs.

Best regards,

Ed Appel

3. Title of Project: Charlestown Bus Accessibility

Issue to be Resolved:

Charlestown’s transportation system is a lifeline for many residents whose mobility and balance challenges make walking across campus difficult, especially in bad weather.

Ensuring they can board and exit shuttles safely is a core safety and quality of life responsibility.

Current buses with stairs present documented hazards: grab bars are too high or not available for the landing. Residents must climb steps with no grab bars at the top step. There is no secure handhold to transition from the steps to the bus floor. The ramp has not been operational for months. The ramp was not designed for the frequency of use required as the campus shuttle

Proposed Resolution:

For the 2027 capital budget, we propose:

1. Installing properly placed, horizontal grab bars on all stair entry buses, including a reachable bar at the landing and along the entry path; and
2. If a shuttle is scheduled for replacement, prioritizing purchase of a low floor bus with step free boarding at the door and appropriate grab bars.
3. Designing rollator storage to accommodate two rollators side by side.

Low floor buses or improved grab bars will reduce falls, support aging in place, and align Charlestown with best practices in accessible design. This relatively modest capital investment will protect residents, reduce incident related costs, and demonstrate Charlestown's commitment to inclusive, dignified transportation for all. Review attachment for more details.

Estimated Cost of Project:

US suppliers of low floor, ADA- compliant shuttle buses (such as Model 1 Commercial Vehicles, Schetky Bus & Van Sales, Masters Transportation, and ABC Companies) list new 14 passenger, wheelchair accessible buses suitable for retirement community fleets depending on chassis, number of wheelchair positions, and options like kneeling suspension and ramps. Costs range from \$130,000 - \$200,000.

Custom grab bars may cost \$500 per bar for each bus. The cost would probably exceed \$2,500.

Priorities Addressed:

Universal design, the ADA, and inclusive practices are central to this request because they treat accessibility as a standard expectation, not a special accommodation for a few. Designing buses so that people with mobility, vision, or balance impairments can board and ride safely— without extra steps, special vehicles, or staff interventions—benefits everyone, including older adults, people temporarily injured, and staff carrying bags or equipment.

From a “market enhancement” perspective, visibly accessible transportation makes Charlestown more attractive to prospective residents and families who prioritize aging in place with reliable mobility support. It signals that the community plans for disability as a normal part of life, which is a core principle of universal design and a key expectation of today's seniors and their families.

Submitted by : Ann MacKay, Chair Accessibility & Inclusion Committee
 Committee(s) Receiving the Proposal: Resident Life
 Submittal Date: February 18, 2026
 Approved by Resident Life
 February 18, 2026

4. Title of Project: Traffic Control and Pedestrian Safety Upgrades

Issue to be Resolved:

Persistent speeding (exceeding 15 mph) and unsafe driving through stop signs and crosswalks have made pedestrians and vehicles unsafe at certain locations on Charlestown campus. Several incidents in which near collisions between vehicles and people on foot have occurred. Security for several months has conducted enhanced patrols and speed control events. Observers concluded that residents, staff, contractors and visitors are guilty of unsafe driving in as many as half of the vehicles monitored.

Staff and residents have nearly been hit by vehicles. Despite warnings, unsafe driving has continued. Several intersections and crosswalks have been identified as most problematic, including the road and parking lot between Parkview/Harbor View and the St. Charles; the crosswalk on the road at the end of Brookside; the road between the front gate and the Chapel; and the road with the crosswalk between the lake access and the nature walk.

Without enhanced vehicle control measures, an accident is likely to injure someone, especially in these locations, where speeding and failure to slow or stop have been observed to occur frequently. Enhanced signage has been acquired and is scheduled for installation. This proposal identifies additional measures to help make the signs more effective.

Proposed Resolution:

To ensure the safety of everyone on campus, Charlestown should invest in enhanced traffic control measures at identified trouble spots. Staff and residents have identified high-priority locations where improvements are needed. The Safety-Security Committee, with suggestions from many residents and staff, believes that relatively modest investments in street markings and low-rise speed tables would enhance traffic control. Similar measures are in use in local jurisdictions and even on campus, such as the contrasting surface in the crosswalk between St. Charles and Parkview. The administration will soon install new signs in locations identified by the Committee, in coordination with other Residents' Council committees.

Following is a list of proposed low-rise crosswalks known as "speed tables" to be installed in key locations: At the road and in the parking lot between the St. Charles and Parkview (2 locations); at the Brookside road crosswalk and stop sign; and at the crosswalk between the lake and the nature trail.

The estimated cost is \$1,000 to \$20,000 each for the four speed tables, depending on materials and rise, totaling \$4,000 to \$80,000.

This proposal is necessary to ensure safety for drivers and pedestrians on Charlestown's campus. The recommendations conform to traffic safety measures already in place at Charlestown and on the streets of Catonsville and Arbutus, to name just two local communities.

Note: AI was used to compose the above estimates. Using municipal- grade materials approved for public streets can cost more than similar materials used on private roads. The speed tables are proposed as a preferred alternative to "speed humps," which are not recommended for Charlestown roads due to heavy truck, bus and ambulance traffic. Speed tables are generally low-rise (1-3 inches), composed of materials that contrast with road surface color and texture (e.g. pavers) and may contain a word such as slow or stop. A good example is the flat paver crosswalk in the St. Charles parking lot. It is suggested that this contrasting crosswalk has not been sufficiently effective prior to installation of a stop sign since sight lines are blocked by parked vehicles. Moving vehicles cannot see a pedestrian in time. While a speed table does not challenge a vehicle's suspension, the contrasting road surface and possible slight rise cause most drivers to slow and prepare to stop. The success of this approach is visible in Catonsville and Arbutus, where speed tables are used for crosswalks and at intersections with traffic controls.

Submitted by Ed Appel, on behalf of the Safety-Security Committee
 Submittal Date: February 27, 2026

5. Title of Project - Supplemental Funding Request for Charlestown Lake Trail Project

Issue to be Resolved:

The Charlestown Lake trail improvements have been included in the "Front Yard" capital project scheduled for implementation in 2026-2027. In discussions with the Charlestown Executive Director, the planned improvements include paving the existing trail around the lake. A plan was developed by Charlestown in 2019 that made the trail useable by everyone to the greatest extent possible without needing adaptation. These plans included a more gradual entrance from Erickson Way to the lake trail, an accessible path to the boat dock, an accessible path to the overlook gazebo and a gradual transition from the current upper trail to the trail leading to foot bridge. These accessible features are not included in the current planned improvements.

Proposed Resolution:

The Charlestown Lake Trail Project should utilize the 2019 plan (updated for current legal and regulatory requirements) which include the accessibility features listed above but not currently planned as part of the Front Yard

project. This would provide residents with diverse abilities access to the trail, minimizing hazards and permitting efficient and comfortable use with minimum fatigue.

Estimated Cost of Project: \$125,000

Priorities Addressed: Safety, market enhancement

Submitted by Gary and Denise Rogers

Committee(s) Receiving the Proposal: Grounds

Overall Ranking by Committee Relative to other Submitted Proposals: 1

Submittal Date: January 29, 2026

Attachments:

<https://www.dropbox.com/scl/fi/tvvnj6smjz7rlv7buu1/Charlestown-Lake-SEC-Final-Grading-rfs.PDF?rlkey=uo41econww6wqpcncvuxc3m9b&dl=0>

6. Title of Project: Solar Feasibility Study

Issue to be Resolved:

The Conservation Committee is vitally concerned about the rapidly rising cost of electric energy. Baltimore Gas and Electric (BG&E) has indicated that rates and prices will continue to rise. BG&E has sought a steep 44% increase in residential energy rates. BGE rate estimates for the future, through late 2025/early 2026, show continued increases that are driven by infrastructure projects, grid modernization and a search for cleaner renewable options.

These more recent hikes have already presented a significant challenge to our budget planning and outlook for future years. In 2025, utility cost was a significant underestimated expense in the budget and resulted in an unplanned shortfall for that particular part of the budget.

Moreover, BGE primarily uses natural gas, coal, and nuclear power (Calvert Cliffs) for the production of energy. Natural gas being the leading fuel and some remaining coal, plus renewables like hydro and solar for its overall mix. Solar comprises only about 6.8% of the total mix in the state. Unlike coal and nuclear power, natural gas isn't produced in Maryland. It's sourced from out-of-state. And natural gas prices are both volatile and fluctuate. In addition, the process to obtain natural gas, invariably, harms the environment.

Therefore, since we are a customer of both BG&E (our supplier) and PJM (the regional grid operator), Charlestown may inadvertently be supporting the use of nuclear, gas and fossil fuels. The Conservation Committee, as its mission, advocates for the utilization of carbon free, renewable sources of energy while reducing costs.

Proposed Resolution:

To further explore the study of these goals and options, we propose that a solar feasibility study be conducted in tandem with the recent energy audit that has been completed. It is contemplated that a comprehensive solar feasibility study will include a review of Charlestown's energy use and needs and also provide a set of recommendations on the use of carbon free and renewable sources of energy, such as solar, with reduced costs. In terms of estimating the cost for conducting a comprehensive solar feasibility study, there are a number of factors which would determine the full cost. Typically, a comprehensive feasibility study for a small college campus, which is (somewhat) comparable to our size, the cost would be in the \$15,000 to \$50,000 range

Estimated Cost of Project: \$15,000 to \$50,000

Priorities Addressed: Sustainability, reduced costs

Submitted by Mark Wong

Committee(s) Receiving the Proposal: Conservation

Submittal Date: January 27, 2026

7. Title of Project: Signage Replacement Project

Issue to be Resolved (limit 250 words)

The Signage Committee has found that many directory and directional signs now contain missing, inaccurate, or inaccessible information following recent renovations in St. Charles, Fountain Hill, New Carroll, and Maple Terrace. We anticipate similar shortcomings with new signage in Edgewood and Courtyard Crossing.

Proposed Resolution, including those who may benefit from the project:

We propose that funds be allocated to replace signs, as identified by the Council Signage Committee, so that residents, visitors, staff, and emergency responders can easily find their destinations and access needed services. While we understand that, going forward, we will receive the signage packages so that we can identify and correct errors and issues before the signs are produced, this request is limited to the areas recently refreshed with problematic signage.

Estimated Cost of Project: \$20,000-\$30,000 (amount recommended by Rose Suter)

Priorities Addressed (safety, sustainability, reduced cost, market enhancement)

Safety: Correct information is critical to wayfinding and navigation within Charlestown.

Sustainability: We propose this capital expenditure rather than continuing to work at this in a piecemeal fashion.

Reduced cost: Correct signage is a timesaver which will reduce costs.

Market enhancement: Professional, clear, and accessible signage supports a positive first impression for prospective residents and families. Clear exterior way finding for ride-share and guests reduces frustration and reflects well on Charlestown's brand.

Submitted by Hope Tillman, Communications Committee Signage Subcommittee
Committee(s) Receiving the Proposal: Communications Committee
Submittal Date March 23, 2026

8. Title of Project: Housekeeping Vacuums

Issue to be Resolved:

There are not sufficient large ride-on vacuum chariots for every building group to be regularly serviced. The 2 units owned are stored in Brookside and have to be checked out and delivered to housekeeping staff.

Proposed Resolution (including those who may benefit from the project):

The housekeeping committee proposes that four (4) Karger Ride-on Vacuum Cleaners be purchased to ensure that each building group has one available. Stephen Miller has expressed to the committee that the purchase of four additional units would address this problem. The residents of every building besides Brookside would benefit from a more efficient system for regularly vacuuming the hallways. Brookside residents would benefit from not needing to share their vacuums with the entire campus.

Estimated Cost of Project (if possible) \$80,000 (\$20k per unit)

Priorities Addressed (safety, sustainability, reduced cost, market enhancement):
Improved customer service by Housekeeping staff

Submitted by Pat Whittier, Housekeeping Committee Chair
Committee(s) Receiving the Proposal Housekeeping Committee

Submittal Date: 16 March 2026

Attachments

KARCHER Vacuum Cleaner: Vacuum Cleaner, 24 in Cleaning Path
<https://www.globalindustrial.com/p/chariot-3-cv-861-rs-bp-vacuum-234ah-agm-battery-on-board-charger24-cleaning-width>

9. Title of Project: Commercial 24" Snow Blower

Issue to be Resolved:

In the aftermath of the January 25, 2026 snow/ice storm, removal of the fallen snow with a thick topping of ice made its removal extremely difficult. While the snow removal contractor did an outstanding job of clearing the roads and sidewalks, removal of snow in the parking lots and parking spaces has been problematic. Charlestown Grounds Department staff were tasked with clearing hundreds of parking spaces utilizing a skid steer front end loader (which suffered a failure early in the event) and hand shoveling areas between parked cars. Also, numerous residents attempted to clear their assigned parking space resulting in several falls and injuries.

Purchase of a commercial snow blower sized to fit into these small spaces will permit efficient clearing of snow near and around vehicles in parking lots and parking spaces along Erickson Way and elsewhere on the Charlestown campus.

Proposed Resolution, including those who may benefit from the project: Purchase a commercial 24-inch self-propelled snow blower with capacity to throw snow a minimum of 20-30 ft. Emergency First Responders, residents, employees, contractors and visitors would all benefit from an easily accessible campus after a snow event. General Services will determine exact make, model and specifications of the purchase.

Estimated Cost of Project: \$ 5,000

Priorities Addressed (safety, sustainability, reduced cost, market enhancement):

Safety and Reduced Cost:

This equipment would enable faster and more efficient clearing of parking spaces and build-up of snow from plows in the parking lots. Additionally, this would reduce the physical strain and risk of employee and resident injuries, reducing workers compensation claims and resident medical costs.

Submitted by: Denise M Rogers (EW-111)

Committee(s) Receiving the Proposal: Grounds

Submittal Date: 4 February 2026

10. Title of Project: Refectory Sports Center

Issue to be Resolved (limit 250 words):

There is a lack of INDOOR facilities accommodating the following activities:

(Indoor) Floor Shuffleboard -- There were 44 League players playing Floor Shuffleboard when it was last played in the Spring of 2022 (right before the Administration shut down Floor Shuffleboard).

(Indoor) Bocce Ball -- There are over 100 Bocce Ball players (Regular League players, Substitute League players, and Recreational players) whose play is restricted to favorable weather conditions. And of course there is no "practice" and no social interaction on the

outdoor Bocce Ball court when it is too dark, too cold, too hot, too windy, too rainy, or too snowy outside. And also, again because of general weather conditions, Bocce Ball “League play” is restricted to having just two seasons – Fall and Spring – rather than year round play.

(Indoor) Table Shuffleboard -- Table Shuffleboard players would like to play on a challenging Regulation size Table Shuffleboard table rather than the “half size version” that sits – seemingly unused – near the Chesapeake Restaurant.

(Indoor) Cornhole -- About 20 Cornhole players have no regularly available indoor space in which to play. The above total of 160+ residents represents approximately 10% of the current Independent Living population at Charlestown.

Proposed Resolution:

Use the Refectory.

To have Floor Shuffleboard:

The Shuffleboard Court and Pickleball Court would “share”

(i) a 5 ft wide out-of-bounds area of the Pickleball Court AND

(ii) a 5 ft wide strip of the playing surface of the Pickleball Court nearest the long wall of the Pickleball Court.

To have Indoor Bocce Ball:

A light weight, rolled up floor covering would be stored in the indented wall near the hallway entrance to the Pickleball Court. It would be rolled out for Bocce Ball, and rolled back up for Pickleball. Lighter weight bocce balls MAY, (or may not), have to be used to prevent floor damage. If lighter weight balls are required, some (maybe many) Outdoor Bocce Ball players might not want to play Indoors. On the other hand, there may be some (or many) residents who currently do not play Outdoors, but would play Indoors.

A regulation size 22 ft by 3 ft Table Shuffleboard table, requiring 26 ft by 7 ft of floor space, can be placed along the window wall in the Refectory Lounge.

Cornhole may be played directly on the Pickleball Court.

Here is a “Hypothetical” Refectory Sports Center Schedule:

Bocce Ball AND Shuffleboard

Monday & Wednesday (League Play) and Saturday (Open Play)

(Yes – the Pickleball Court area (65 ft by 30 ft) is large enough to

SIMULTANEOUSLY accommodate BOTH Bocce Ball (60 ft by 12 ft) **AND** Floor Shuffleboard (52 ft by 10ft)

Pickleball

Tuesday & Thursday

Cornhole

Friday

Table Shuffleboard

Any day

Estimated Cost of Project (if possible)

The estimated costs by Activity are as follows:

Floor Shuffleboard - TBD

Cost Estimate pending – awaiting reply from Administration General Services for the cost to take up and replace approximately 650 sq ft of the approximately 2,500 sq ft Pickleball Room floor.

(Indoor) Bocce Ball - \$5K

Cost of a rollable floor covering.

Regulation size 22 ft by 3 ft Table Shuffleboard table - \$7K to \$15K**Cornhole – Minimal**

Possible Cost is cost of mats, each mat 5 ft by 3 ft, to place under Cornhole Boards to prevent floor damage (if required).

Estimated Cost Total - \$20K plus pending estimate for Floor Shuffleboard

Priorities Addressed (safety, sustainability, reduced cost, market enhancement)

The main Goal of this Proposal is to provide for additional indoor physical activities that

- (i) are **available YEAR ROUND, 24/7**, regardless of outside weather; and
- (ii) are **SAFE for ALL** Charlestown residents, and
- (iii) **are available for residents** who are less mobile, who use walkers or wheelchairs, and in general, **who live with chronic conditions that limit outdoor activity.**

The activities being added by this Proposal are also activities in which “family members” of nearly all ages may participate. And they are activities that are not readily available for most families. Thus (**MAYBE**), these activities become **ANOTHER REASON for families to make a visit to Charlestown**; to visit their parents, their grandparents, and their great grandparents. In this regard, even Charlestown Residents who don’t actually participate in the activities might benefit just from the mere presence of the activities on Campus. The more family visits that we have at Charlestown, the better the life at Charlestown. So anything like this Proposal that increases the number of family visits is **an unquantifiable plus.**

Sponsoring Committee: Resident Life

Date Re-Submitted to Finance Committee: March 19, 2026

Approved by Resident Life: February 27, 2026