

<u>Geography</u>	<u>[SCENARIO based on STATED PHILOSOPHY]</u>		
INNER CORE (orange)	Defined as: Area bounded by Woburn/Main/High*	Regulations: All streets changed to "Public 2 Hr" or "Public 30 Min"; remove "Resident Only" and "Employee Permit" areas; "No Parking" areas will remain; Payment Kiosks added to CVS & Brande Ct Lots; 9-11 Gould St permit remains	
OUTER CORE (pink)	Defined as: Streets emanating 1-2 blocks outward from Inner Core**	Regulations: All streets changed to "Public 2 Hr or All Day with Employee Permit"; remove "Resident Only" areas; Add/formalize spaces east of Main on Green & Bolton, and north of Woburn on Linden & Sanborn; "No Parking" areas will remain	
<u>User / Component</u>	<u>Changes</u>	<u>Pros</u>	<u>Considerations</u>
LEASING	Abolish Program & Re-allocate spaces: High Street (41) = "Public 2 Hr or All Day with Employee Permit" / Brande Court (4) = public (kiosk) / Harnden/Union (13) = Police Dept?	Eliminates single user spaces & 'adds' supply to system. Removes 'privatization of public spaces'.	
EMPLOYEES	(1) Redistribute Employee Parking to Outer Core / (2) Expand Areas where Employees can park / (3) Increase # of Employee Permits available / (4) Offer Employee Permits for FREE	Makes sense for all-day users to park further out. Anyone who wants to park closer can pay in lot.	Town will need to assess lighting and safety, and may want to stripe/formalize parking spaces on some streets (i.e. Bolton)
RESIDENTS	(1) Remove "Resident Only" regulation in Inner Core / (2) Price Community Access Permit competitively w/MBTA pricing / (3) 9-11 Gould Street permit remains / (4) No Changes to Downtown South / (5) Eliminate FREE Community Access Permit	Spaces will be available to short-term users of all types, but not to commuters b/c of 2 Hr restriction. (Community Access "loophole" will be closed in Downtown North.)	Residents who want to park on-street will be able to outside of regulated hours. Regulated hours need to be determined.
COMMUTERS	(1) "Resident Only" (residents or resident commuters) & Town-controlled Commuter parking relocated out of Downtown North / (2) Unbundle Commuter Permit from Community Access Permit	Community Access "loophole" will be closed in Downtown North. All-day parkers will be relocated out of Downtown North to free up spaces.	Commuters will still be able to park in Downtown South or in MBTA lots.***
PUBLIC	(1) Inner Core changed to "Public 2 HR" or "Public 30 Min" in some areas / (2) Kiosks put in CVS & Brande Court Lots - no time limit, but cost escalation after 4 hours^	Provides more spaces for short-term users & empowers longer-term users to pay-to-stay. Cost escalation will disincentivize employees from parking in lot all day.	Need to discuss timeframe for regulations. Could be limited: 10:00 AM - 4:00 PM or more broad: 8:00 AM - 6:00 PM or something in between.

*INNER CORE: EOP south on Woburn (not including any spaces on Woburn); south side of High (including spaces on both sides of High); east side of Main (including spaces on both sides of Main)

**OUTER CORE: 41 formerly leased spaces on High; Woburn, Chute, Bancroft, Linden, Sanborn, Lowell by TH & church, Pleasant, Haven, Chapin, Green, Bolton, Goodall Sanford

***Longer term scenarios: implement commuter shuttle / explore feasibility of kiosk at train station.

^Price competitively to dissuade commuters & employees from parking all day / research what area towns do