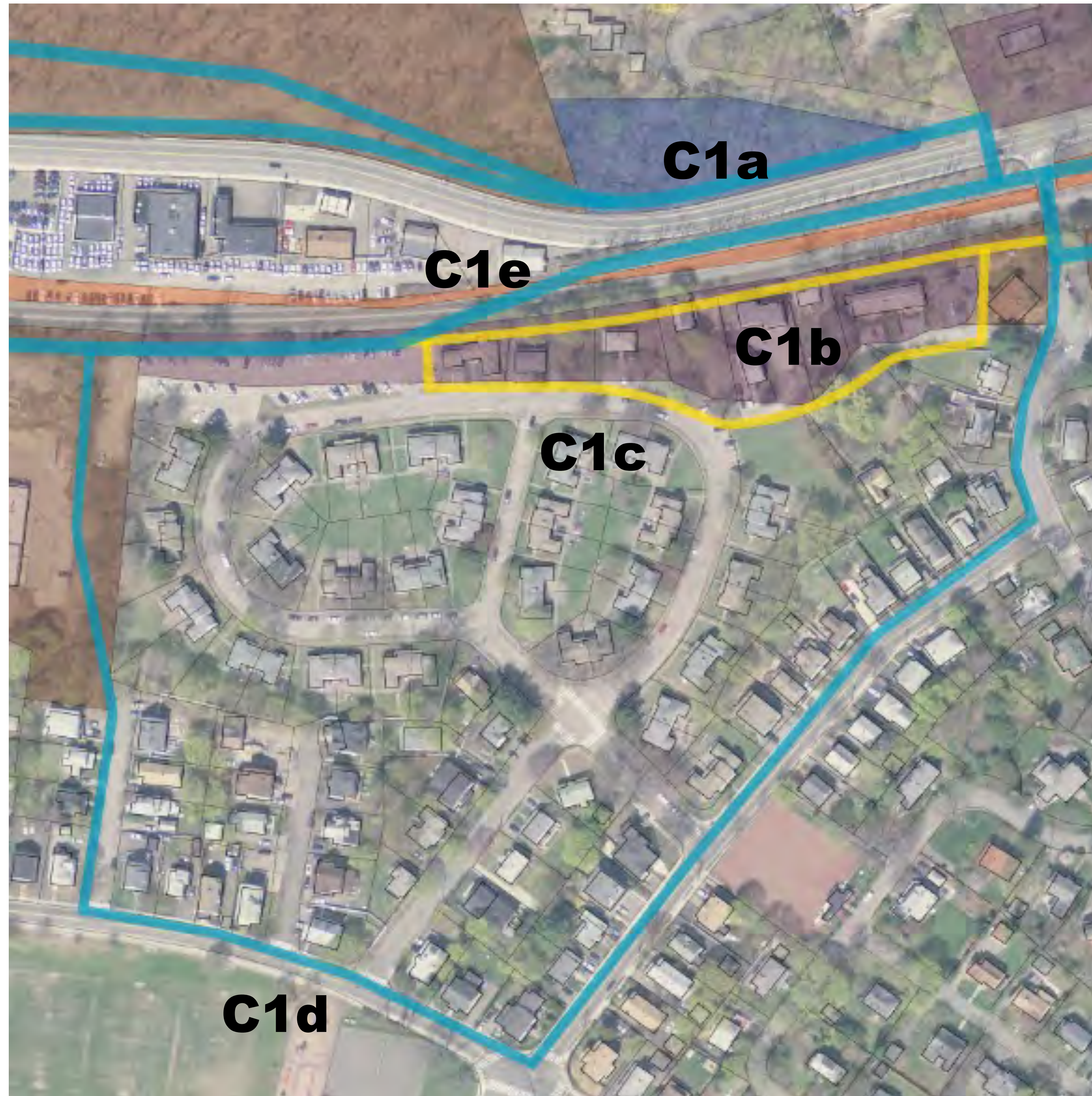


CENTRAL AREA ALIGNMENTS — KEY PLAN



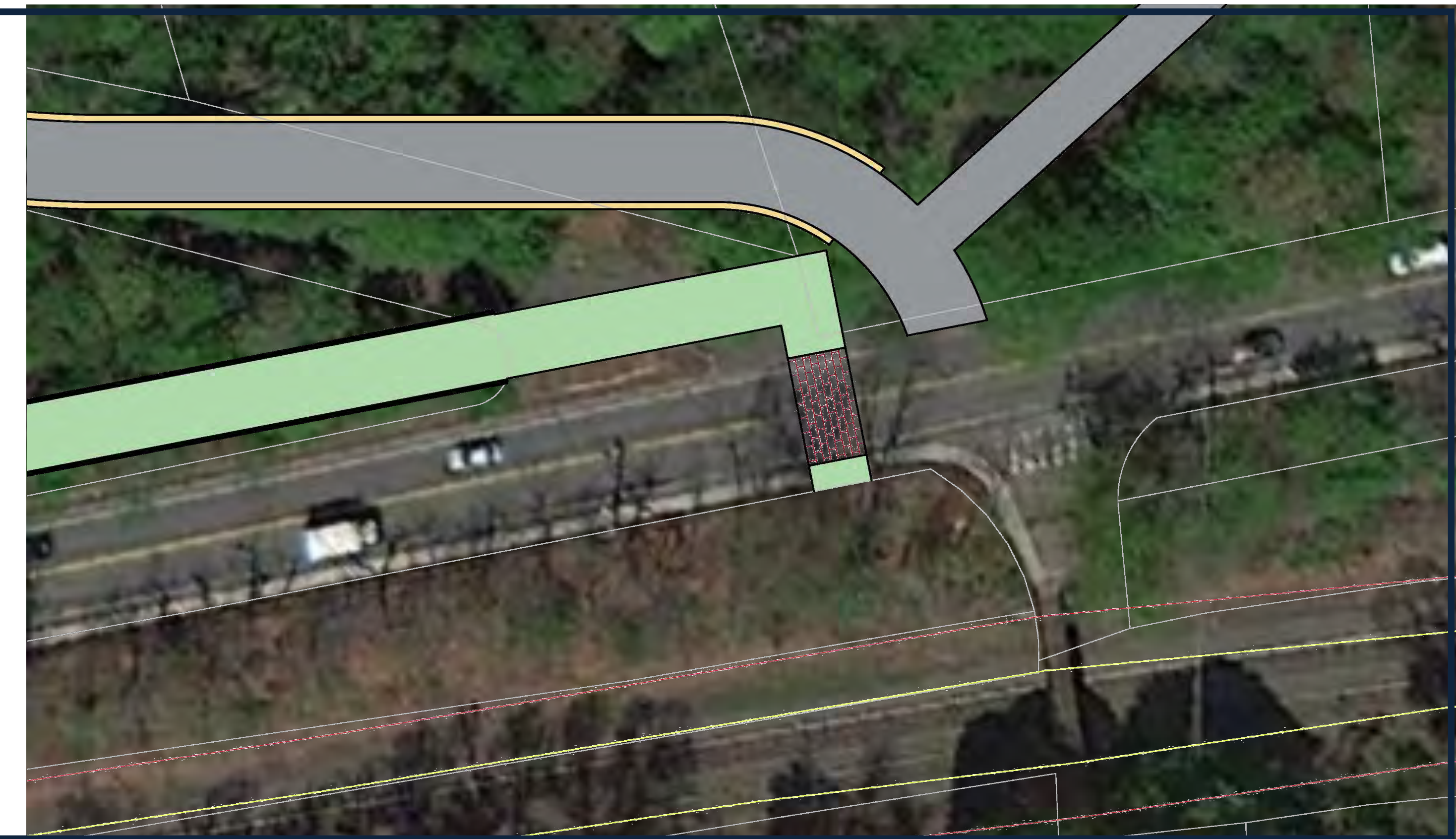
WESTERN CONNECTION TO CLARK STREET (C1)



Cross Pleasant Street (C1a):

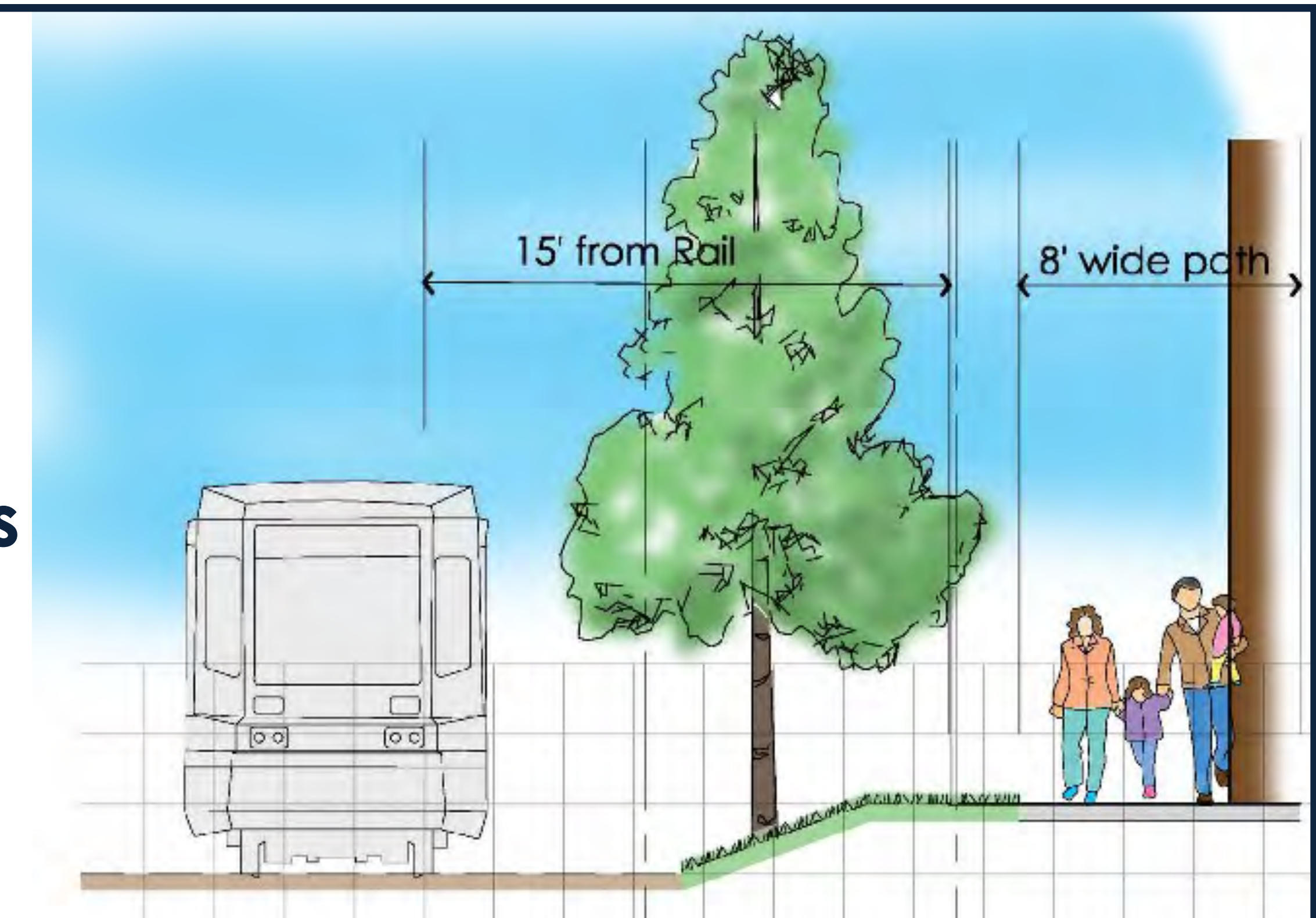
Opportunity to realign and signalize Snake Hill Road

Increases sight line and decreases road grade (20% to 12%)



Continue past BHA along south side of rail (C1b):

Minimum offset to rail (15') and minimum path width (8') has impact on residential buildings along Pearson Road and Clark Lane



Continue through BHA development and along Clark Lane (C1c):

Pearson Road



Clark Lane



WESTERN CONNECTION TO CLARK STREET (C1)

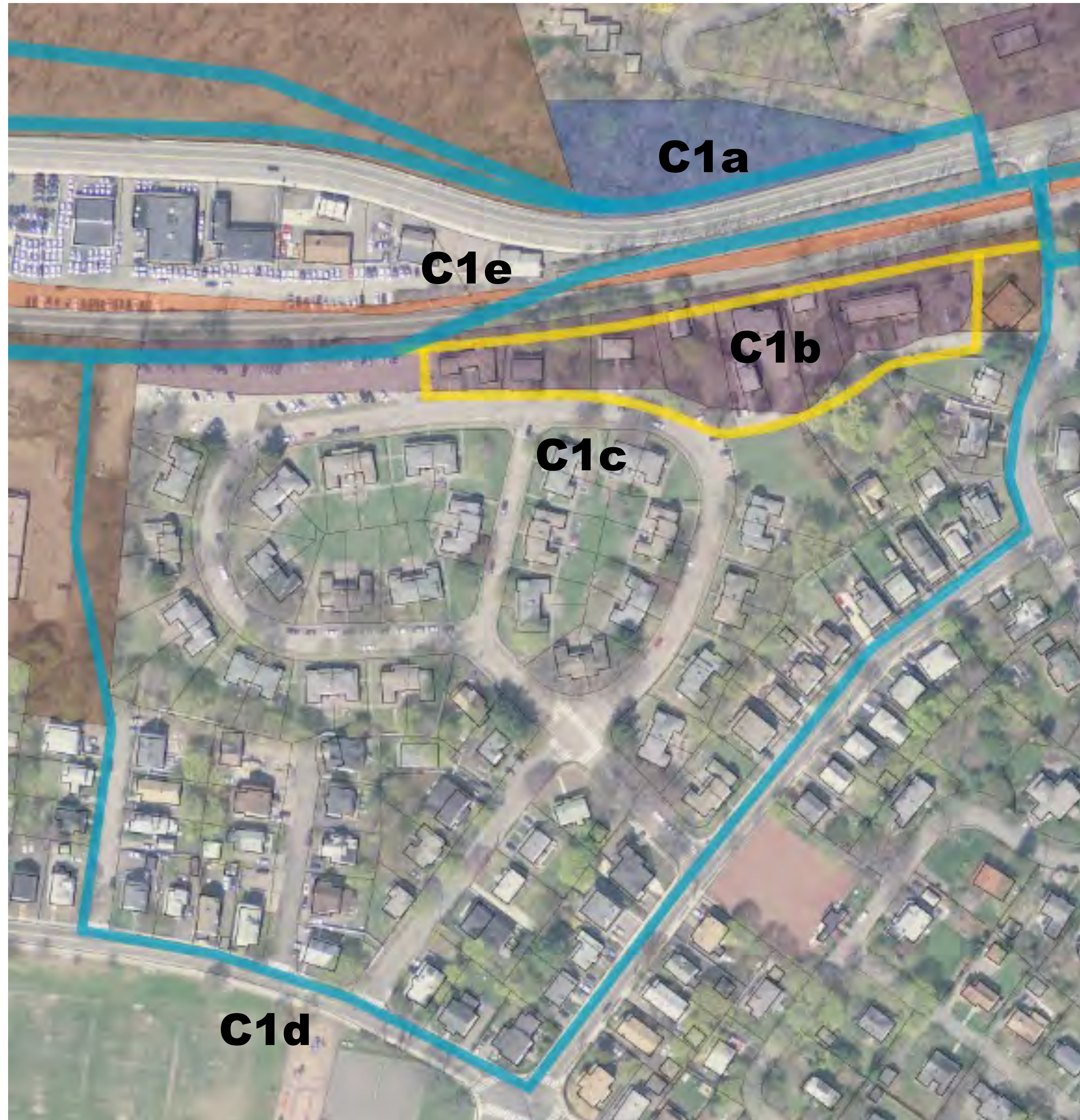
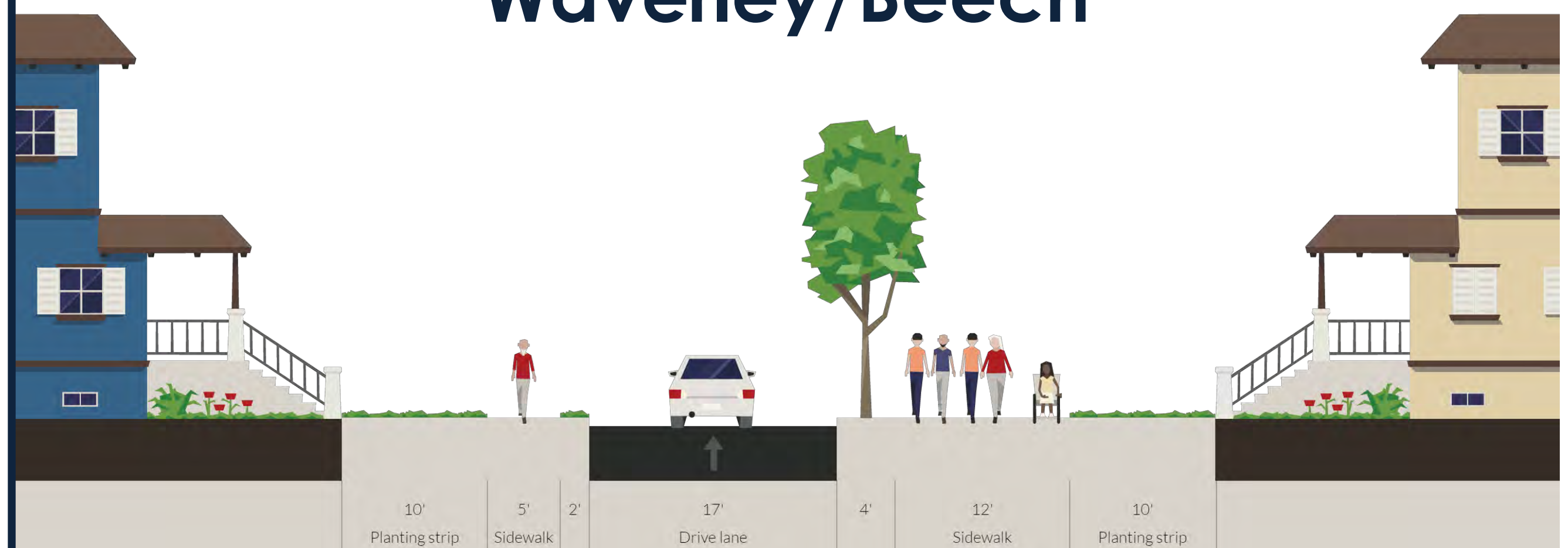
Continue along road network (C1d):

Connects via Midland Street to Town Field and Beech Street Center.



Could convert Waverley Street and Beech Street to one-way couplet.

Waverley/Beech

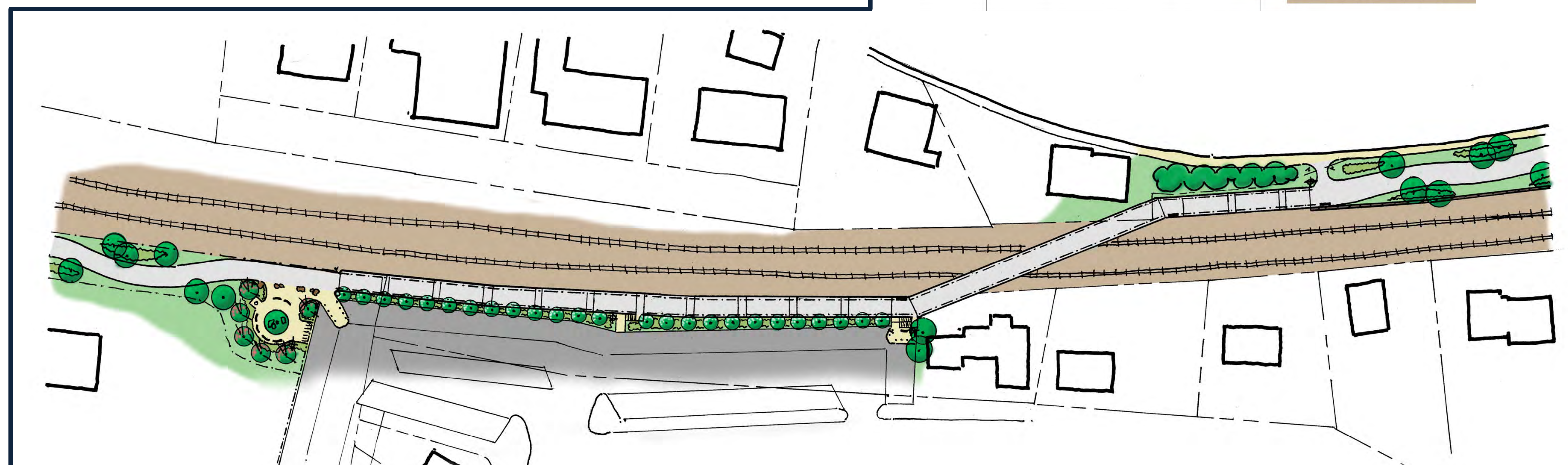
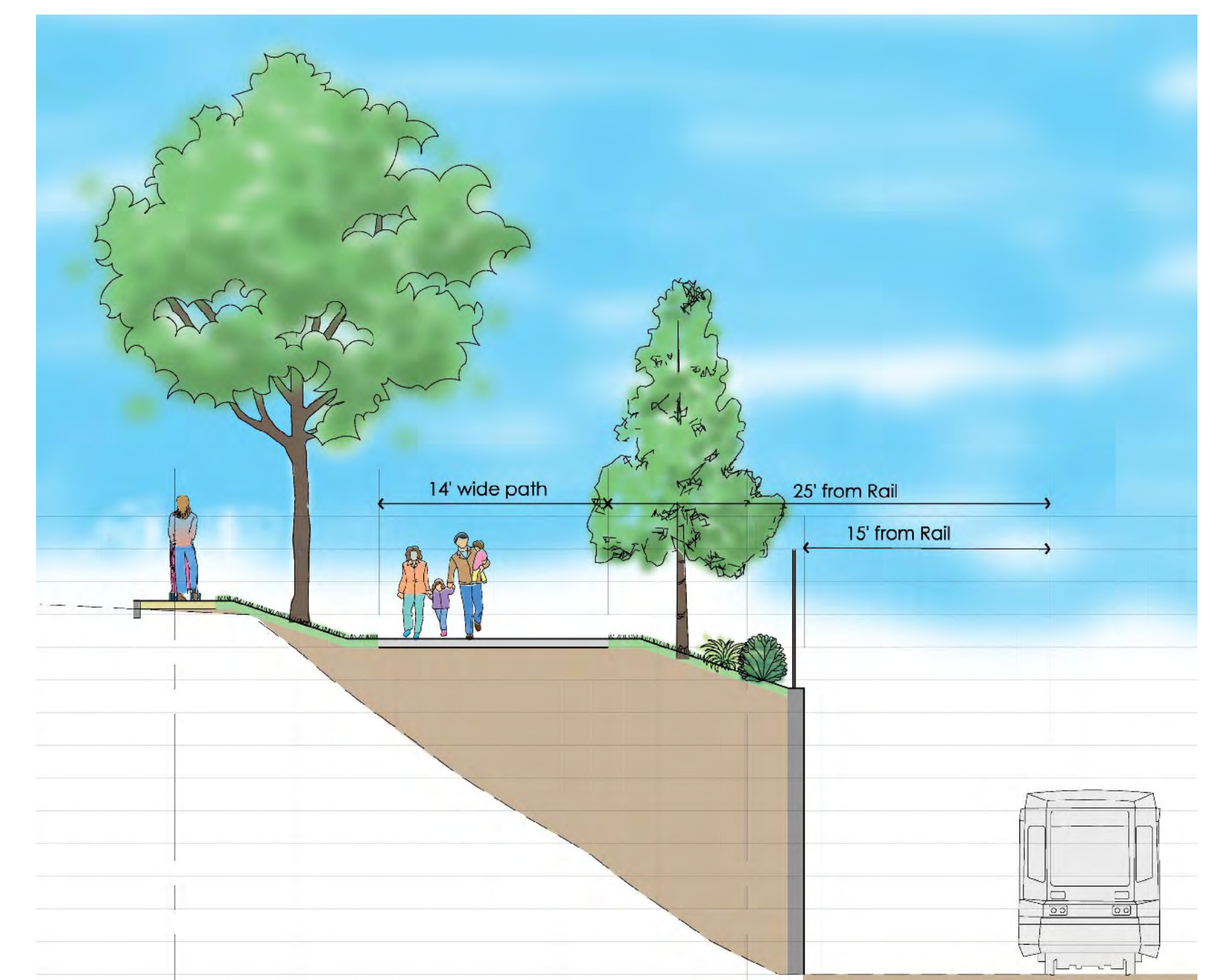


Crossing from BHA to south side of Pleasant Street (C1e):

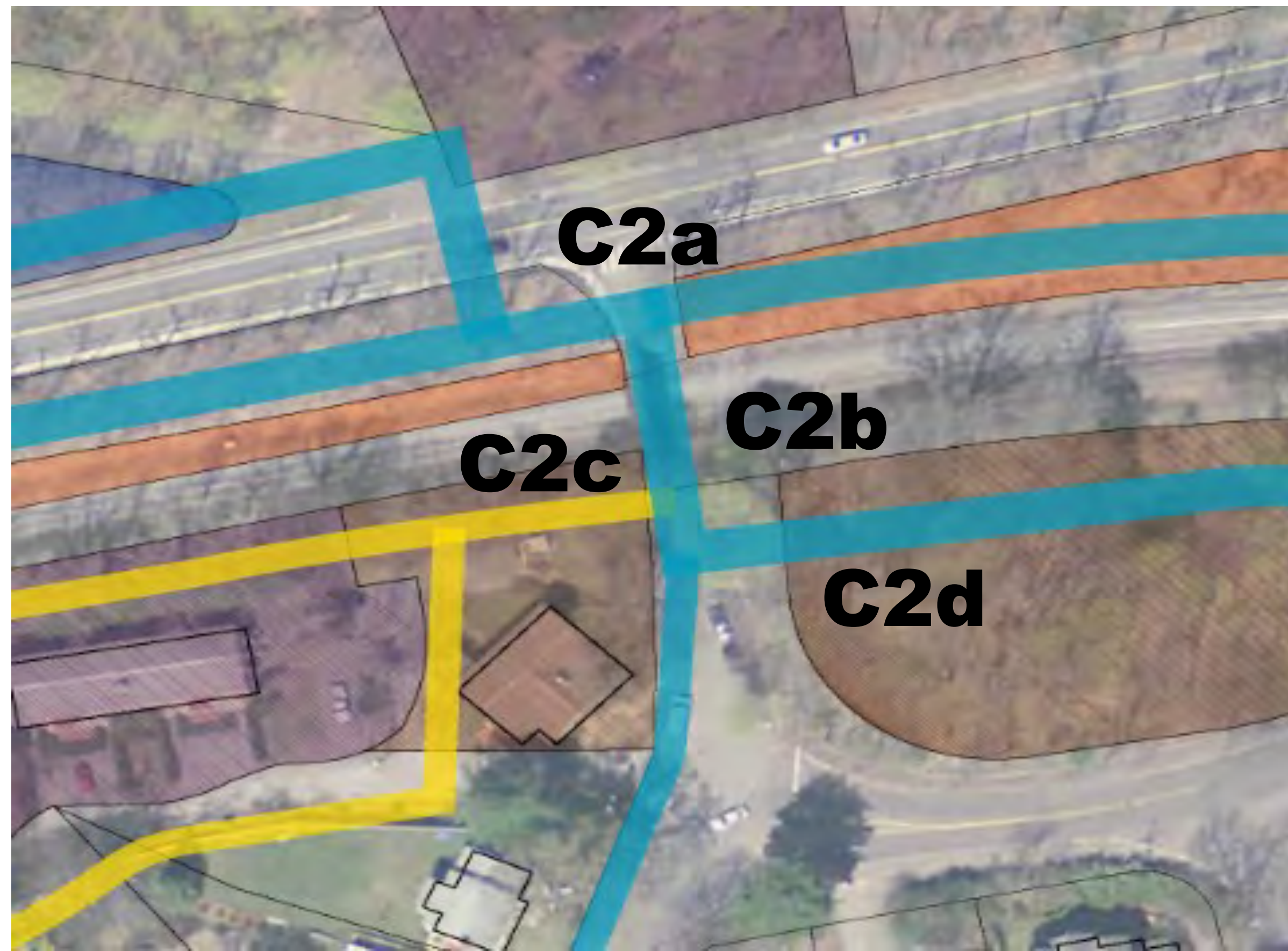
Structure along BHA parking functions as sound barrier.



Requires wall (approx. 18' tall) along Pleasant Street — 600'.

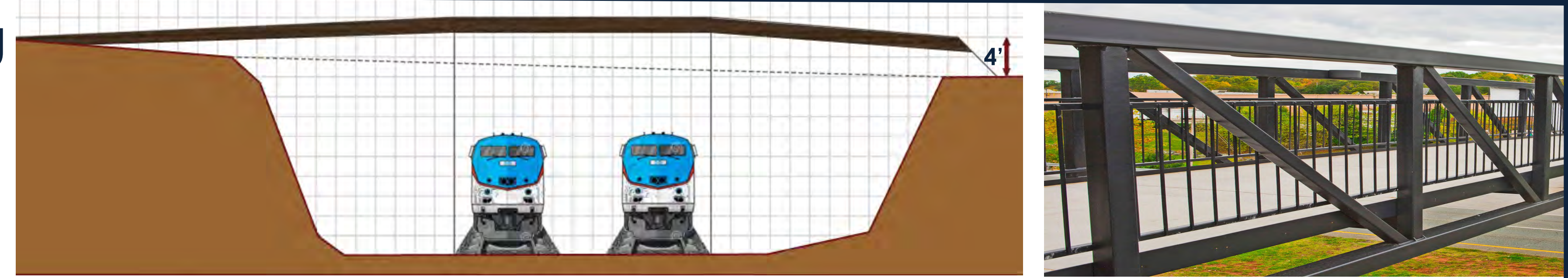


CLARK STREET (C2)



Crossing at the existing Clark Street bridge (C2b) requires raising the structure approx. 5' to meet MBTA clearance.

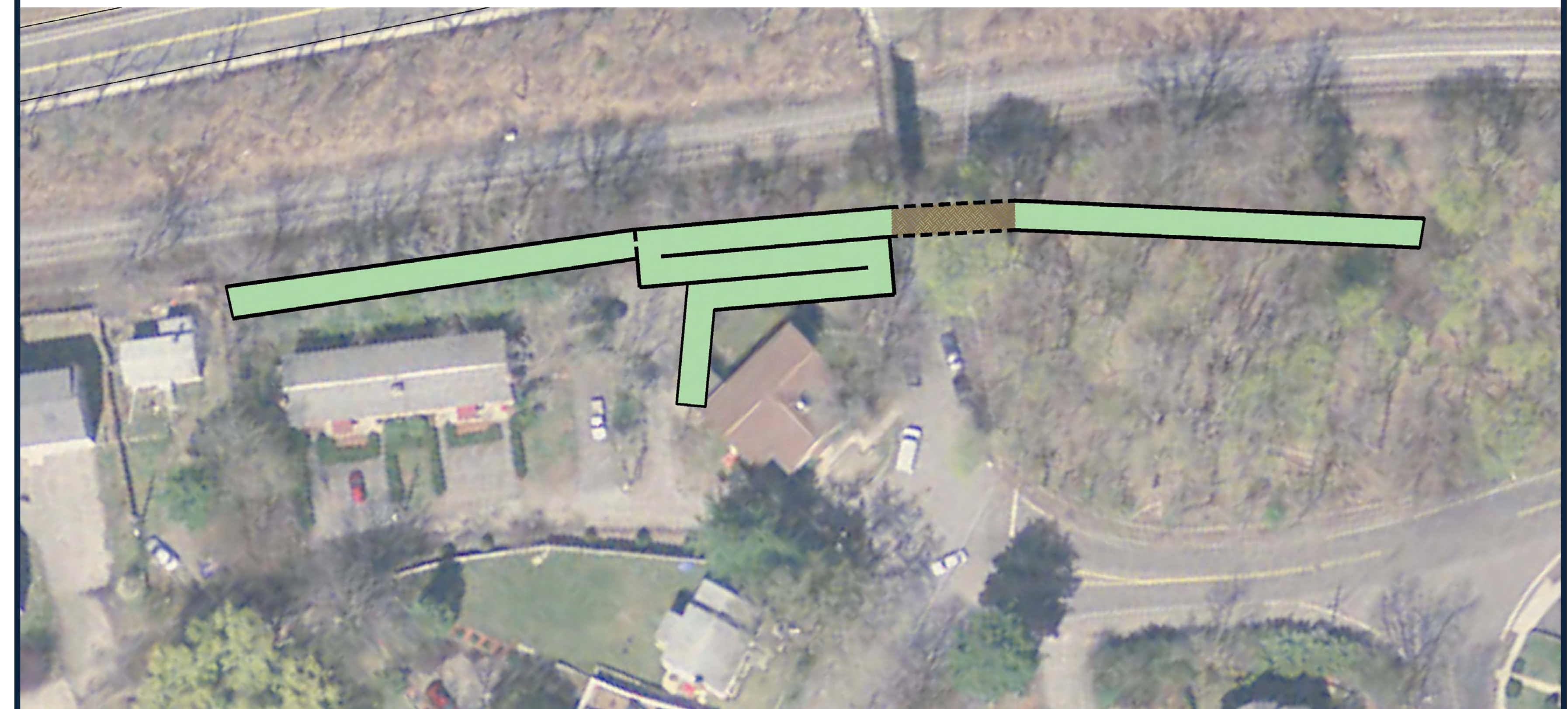
Structure will also be widened to 14' proposed path width.



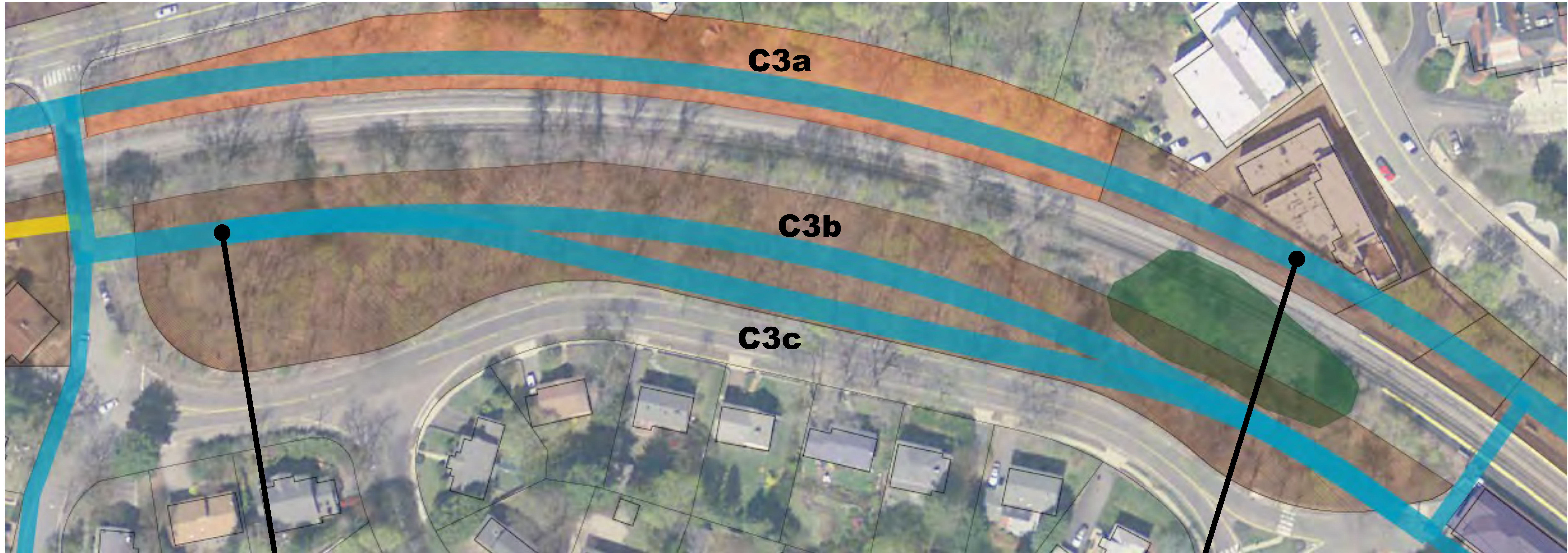
Crossing on the south side of Pleasant Street (C2a) retains the existing Clark Street bridge.



Going under Clark Street (C2c) or crossing Clark Street at-grade (C2d) requires retained structures.



CLARK STREET TO BELMONT CENTER (C3)



North Side of Rail (C3a):

No walls required.

Room for edge treatments on both sides.

Increases connectivity to Police Station and Municipal Light Properties.

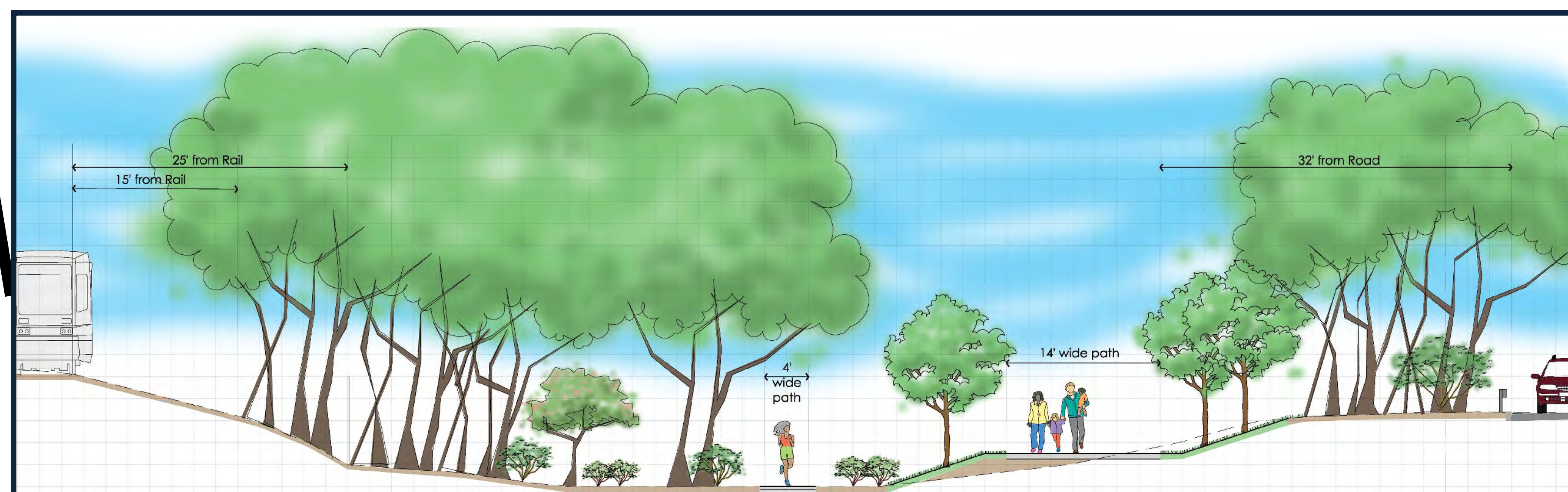
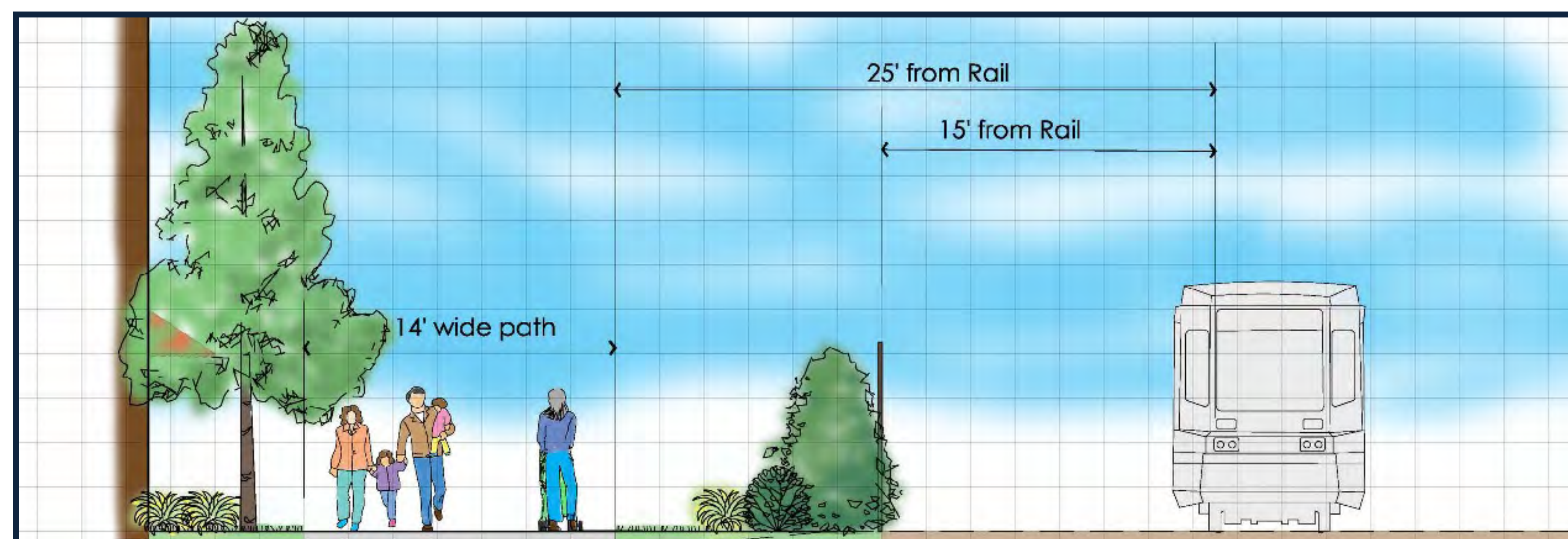
Royal Road Woods (C3b/c):

No walls required.

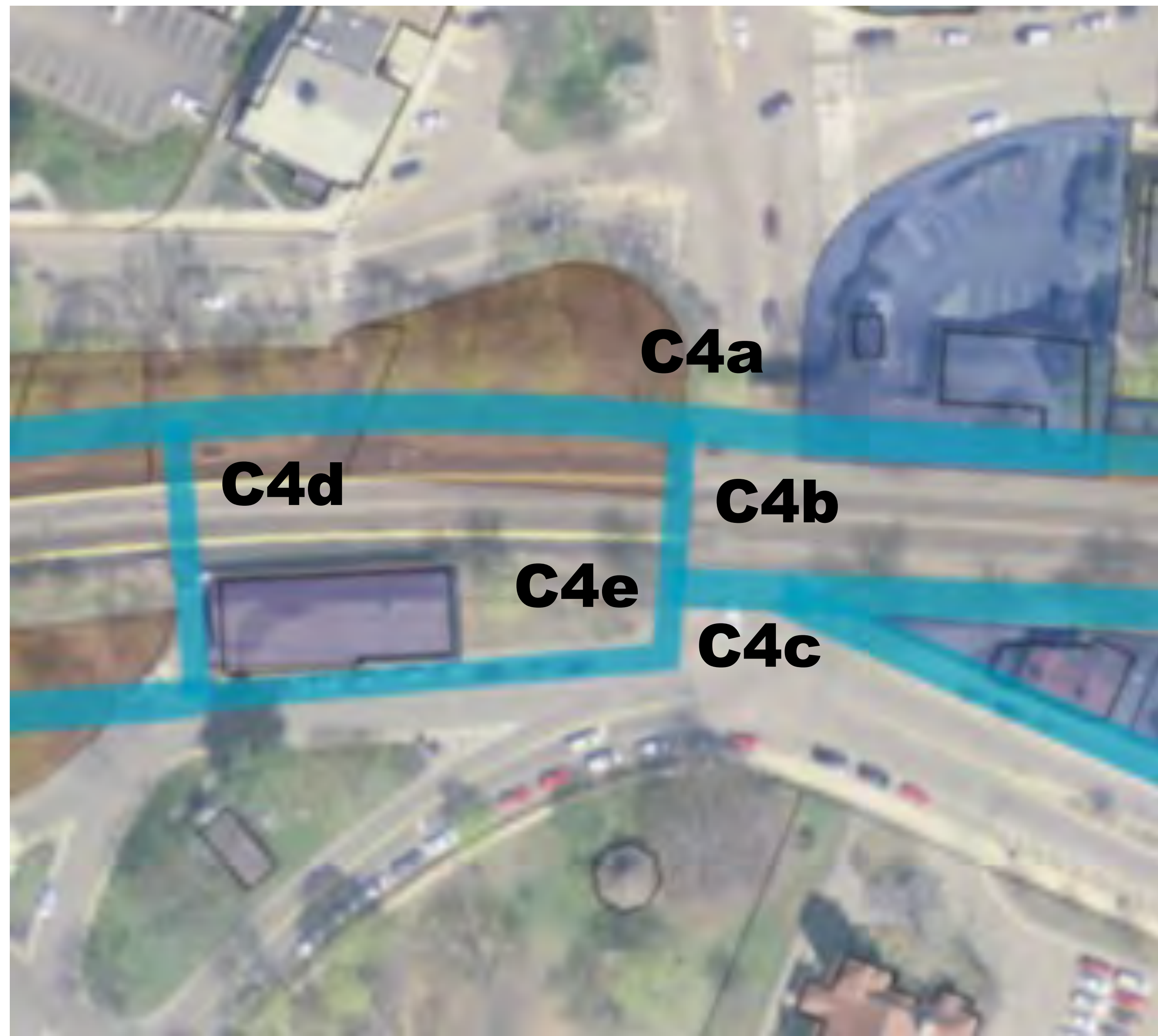
Allows for greater offset from rail.

Wetland locations may require boardwalk.

Could connect to Royal Road.



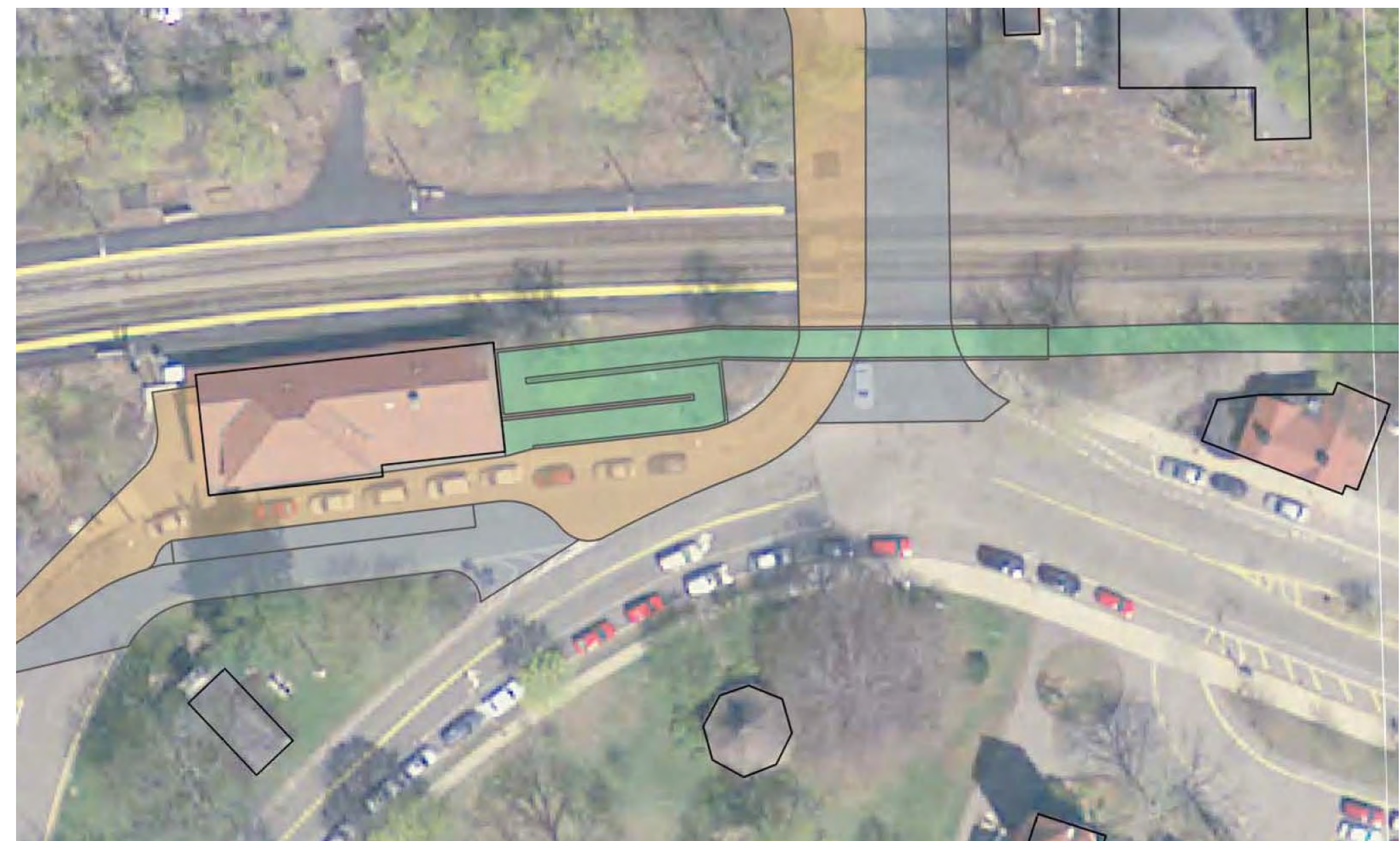
BELMONT CENTER (C4)



Continue North (C4a): Create park and enhance downtown connection.



Switch Sides (C4b) or Continue South (C4c): Narrow pavement width on Concord Avenue in underpass and/or signalize crossing.



Continue East along South Side of Rail (C4e): Requires switchback adjacent to Belmont Center Station.