

Exhibit C

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1982 NORTH COUNTY CIRCULATION POLICIES

NCLUP General Policy No. 3.1.2.1

Highway 1 should be widened on the existing alignment to four lanes of traffic with necessary left-turn lanes as soon as possible to serve increasing traffic volumes and provide safer and less congested traveling conditions. Barriers should be constructed between the northbound and southbound lanes where necessary to control traffic turns and increase traffic safety. The following criteria shall be met before approval of a permit for highway expansion:

- a) added lanes are needed to alleviate existing inadequate capacity and to facilitate safe access to developments with connections to the Highway and/or to Jetty or Moss Landing Roads.
- b) any reconfiguration of the Elkhorn Slough highway bridge includes in its design the improvements identified in Table 2, item 12 as well as accommodating oil spill containment equipment.
- c) mitigation for any adverse wetland impacts, approved by the Department of Fish & Game, has been included in the project and will be completed in conjunction with road construction such that the design does not require wetland fill.

NCLUP General Policy No. 3.1.2.3

Construction of access roads to Highway 1 and Highway 156 should be limited due to impacts on the safe and free flow of traffic on these highways. Wherever feasible, access roads should be consolidated to provide fewer points where vehicles can turn onto or off of the highway.

NCLUP General Policy No. 3.1.2.4

Improvements to Highway 1 and 156 and the design of access points, turnoffs, and intersections shall be consistent with the objectives and standards of a designated State Scenic Highway.

NCLUP General Policy No. 3.1.2.5

The major arterial roads in North County should be upgraded as necessary to serve the planned growth of North County. Other local, rural roads should be upgraded only as necessary to serve local traffic and not through-traffic demand.

1982 NORTH COUNTY CIRCULATION POLICIES

NCLUP Specific Policy No. 3.1.3.1

Due to the limited capacity of Highway 1 until the time it is expanded, development of coastal dependent industrial, agricultural, commercial, and recreational uses shall be given priority over non-coastal-dependent development in areas where Highway 1 provides the major transportation access.

NCLUP Specific Policy No. 3.1.3.3

New access roads or commercial entrances on Highway 1 shall not be allowed unless it can be demonstrated that use of existing consolidated access points is not feasible or that easements for their use cannot be obtained. Consolidated access points with adequate lanes for acceleration, deceleration, and, if appropriate, left turns shall be required for expansion of roadside commercial uses resulting in significant increases in traffic exiting and reentering State highways and major County roads. New roadside commercial uses on these roads shall be discouraged unless traffic can be regulated to cause no increase in safety hazards to the traveling public.

NCLUP Recommended Action No. 3.1.4.1

The State Department of Transportation shall initiate a study for the widening of the existing Highway 1 alignment. During evaluation of alignment adjustments for expansion, attention should be given to minimizing encroachment on agricultural uses, environmentally sensitive habitats and commercial uses. Alternative alignments for the Bicentennial Bicycle Route in this area should be considered in the study.