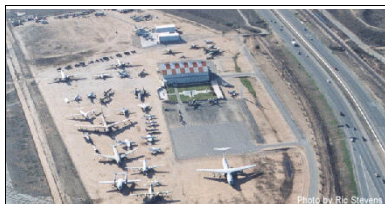




Policy Areas

Not all areas within an area plan are the same. Depending on local conditions, distinctiveness can and should be achieved to respect certain localized characteristics. This is a primary means of avoiding the uniformity that so often plagues conventional suburban development. Accordingly, a policy area is a portion of an planning area that contains special or unique characteristics that merit detailed attention and focused policies. The location and boundaries are shown on Figure 4, Policy Areas, and are described in detail below.



An aerial view of part of March Air Museum.

POLICY AREAS

Three policy areas have been designated within the Mead Valley. In some ways, these policies are even more critical to the sustained character of the Mead Valley planning area than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. Their boundaries, shown on Figure 4, Policy Areas, are approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed project.

March Air Reserve Base Airport Influenced Policy Area

The former March Air Force Base is located immediately north of the planning area and has a significant impact on development in the Mead Valley area. This facility was established in 1918 and was in continual military use until 1993. In 1996, the land was converted from an operational Air Force Base to an Active Duty Reserve Base. The facility is now governed by a four-party Joint Powers Authority that has plans to transform a portion of the base into a highly active inland port. Much of its 6,500-acre expanse is dedicated to an active airport. To accomplish this, a number of focused ordinances and policies guide land uses and development here. These policies are detailed in the General Plan of the March Joint Powers Authority and the March Inland Port Air Cargo Development Plan as well as in selected Federal Aviation Administration (FAA) documents. Their intent, of course, is to protect flight paths and minimize impacts to residents and employees of the affected area.



Policies:



- MVAP 1.1 Enforce provisions of the March Joint Powers Authority and the March Inland Port Air Cargo Development Plan as well as selected Federal Aviation Administration (FAA) regulations within the airport influenced areas as depicted on Figure 4, Policy Areas.