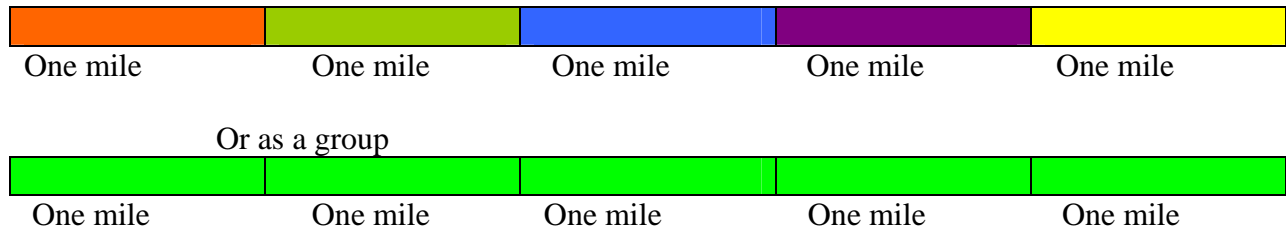



The Zoning of the Border

Zoning the border from the west coast to the gulf coast is a way to establish mile maker goals for these individual miles. The border should have an inventory of every mile with its corresponding detail characteristics located at a university library which should become a depository for studying all issues related to these individual miles or as a group of mile sections.



As a depository, in addition to detail information about each mile, studies and general security plans would also be available. Every bit of information that can be collected about these areas should be collected,

 One mile	General Topography Wildlife Weather GIS data	Issue driven Immigration corridor Loss of life Economic dynamics	Security Method security use Breach history
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as an example above. Other detailed studies would be tied to individual or a group of mile sections. Planning and security objectives would be done using border state universities as the local depository in the partnering of research and planning of these individual miles sections.

More information must be made available about these border areas. For state and cities to plan jointly with the federal government, these important details already accumulated and stored within federal agencies can also be useful.

This information is most important within urban areas. Mile sections regarding the status, physical composition, and security measures used may be important to a city planning department to further leverage and yet enhance this city area controlled by the federal government.



As can be seen of this Google photo of the El Paso area, even one mile sections are not sufficiently small enough to plan where there may be numerous blocks and streets.

Also for the parties who will study or plan around these areas, this is not sufficiently scaled to effectively know the disposition of these neighborhoods, blocks or homes that may be affected by any future planning.

What will be needed in urban areas are segments that are 200 feet so that both public and private planning can better plan within these individual areas or in groups of these areas.

Between the black two arrows below are two parallel lines that are approximately 200 feet from



each other. This may represent a 200 foot subsection of the mile sections. It may also be other than 200 feet such as a 500 foot section.

The use of the mile would create units of 264 feet in 1/20th sections and 528 feet in 1/10th sections while the kilometer which is what Mexico uses would have different measurements.

To describe the same section, a unit measurement would have to be agreed on.

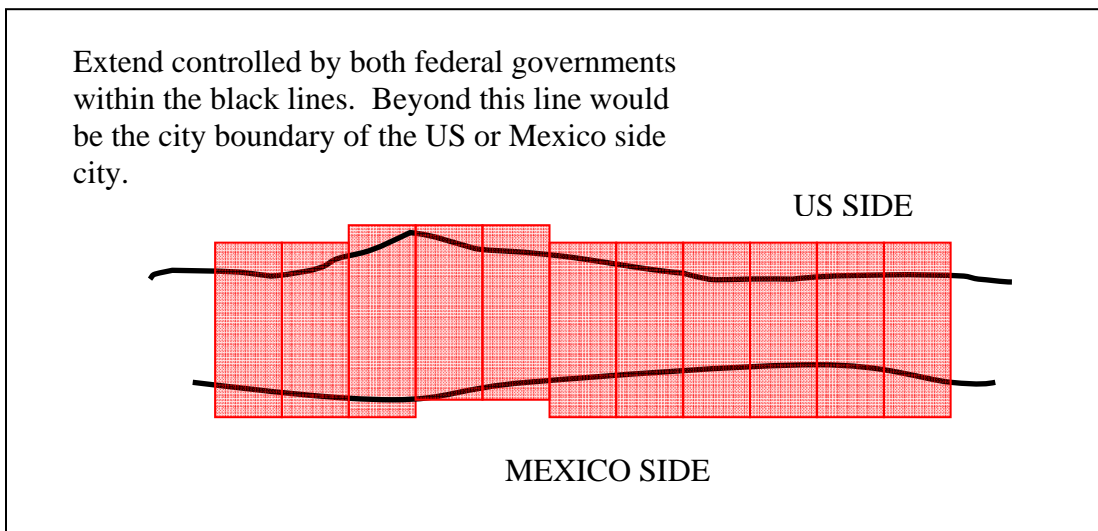


Another approach would simply section every mile and sub-section of a mile only within the borderline area controlled by both federal governments with an agreed upon measurement base using a mile or kilometer as the base unit.

Although, subsequent restatement in feet can be made if the kilometer is the agreed upon unit for both countries.

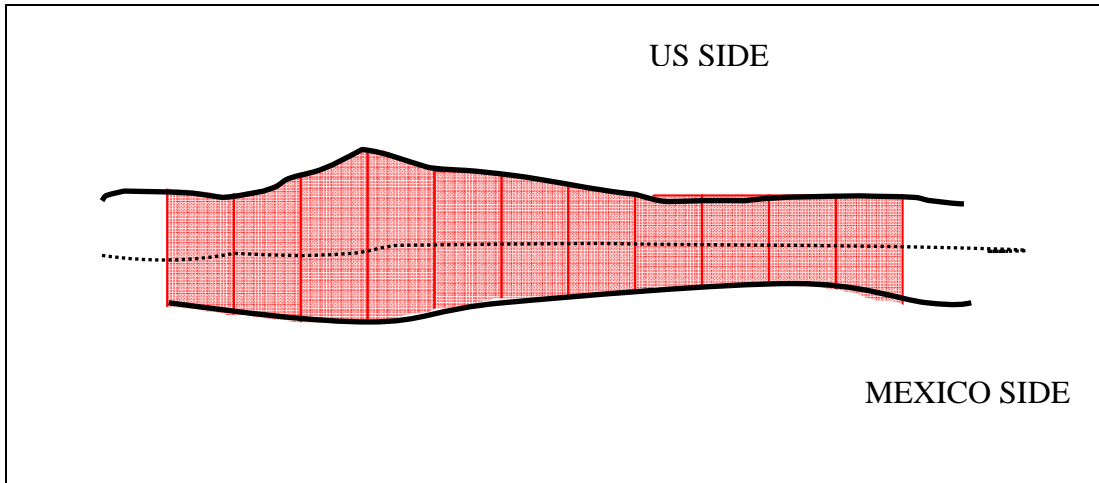
Then the foot could be applied to the US side for planning purposes.

With each parallel line, every subsection of a mile will be represented as rectangular boxes whose outside will be tangent to existing city boundaries. Those tangent boundaries on the city boundaries will then inherit the mile subsection rectangular or mile rectangular security and development characteristics.



Federal, State, and local city government can jointly decide what each subsection or section, which is tangent to both sides of the rectangle sections, will be classified. In the figure below, the city boundary has been used to clip off the rectangular edges that extend beyond the city boundary to represent the tangent lines that touch the city boundaries on both sides of the borderline.

The borderline is essentially in the middle but both federal governments control each side of this borderline. These subsections will be contained in one master file with the library depository so that relevant information about these areas is stored there.



Large quantities of information are already accumulated by the International Boundary and Water Commission. This information as well as any other relevant federal or state agency information is then used by city planners and they submit to the depository institution final plans concerning these areas for use by the city.



As can be seen by the photos above, the left shows the entire section area but as in the case in El Paso, any usable land is within the light maroon colored area while the green area is part of the levee system. Although the levee may be a large part of the land used up, it can still serve the city as a natural habitat visible from the exterior side or the maroon colored area. Currently, this is not possible.

How are the classifications of sections and subsections determined?

First, both governments can agree to a mutually agreeable zoning for each side of the border that promotes economic activity, as well as security. The simplest example that can be given would be like that of an agreement for a border crossing. That is because of the necessary agreement to provide to each side of the border cities the necessary zoning and land use approvals. The approvals are identical for both sides in regard to zoning and land use.

Since zoning and land use are already familiar terms, they will be adopted similarly to explain the description of these sections and subsections zones.

By expanding the concept of zoning and land use across larger sections of the border for the purpose of joint economic activity, new formulations of the sections and subsections can be created to assist in securing the border as well as developing it to sustain this security.

This new information will assist both the cities for planning and the federal government in security. A zoning of an area and designate land use can encompass one or more subsections, whether a subsection is kept at 200 feet or other increments. And just like when a bridge is built, both sides agree on the width of the road and that the land is used for a specific kind of road use; that is a 2 lane road, 3 lane road, express lane road, etc.

The same agreements can be made to designate a zoning and land use for joint commercial building projects, park and recreation, industrial, commercial, and most any form of real estate development available. This includes even the development of a wilderness area or environmentally protected area which is left in reserve and not commercially developed. This would occur in more remote rural areas along the border, but these remote areas can assist in security as well as removing affected populations.

Both Federal Governments need to agree on the use of each linear mile between both countries. In urban areas, it should be left to the local border cities and or border county governments to decide how to develop their joint borderline with the opposite side city.

Some areas present incredible challenges while others may seem more intuitive. For instance, the Texas Big Bend area may be expanded either linearly along the border and/or in depth away from the border. While on the side of Mexico, there might be a corresponding area of wilderness across the same linear miles along the border with Big Bend on the US side. This would then make it a continuous wild life habitat or protected area on both sides of the border which can help in securing this area. Both sides would have limited roads and populations and patrolling this area can start several miles away from the border to monitor and control access for legitimate uses.

This example then takes advantage of both the zoning of the land and the land characteristics on both sides of the border. This joint zoning and land use then allows for greater efficient uses of the border land and allows for better coordination of the security measures between both countries.

Efficiency is created because the land is treated as a whole instead of two pieces that have no corresponding compatibility. Efficiency could be viewed in how security measures are addressed (always both sides) or how the natural environment is actually cared for in a more jointly pragmatic proactive approach.

In time, issues regarding the sections and subsections will be raised and require both governments to come up with a solution. The tangent boundary may also be affected or they may be the reason for concern.

Another reason for the zones is to have a proactive effect on the borderline. Proactively solving an issue of security with economic development where as putting a fence between both countries and posting Border Patrol agents on the borderline maybe considered more of a reactionary and unilateral approach to security.

Zoning should address on both sides what are unwanted activities and desired activities. For instance, the accumulation of human visitations to a village that supports no economic activity but is known as a staging point to cross the border would be an obvious unwanted activity that the zone would recognize and the government would address.

A desired activity could be a new industrial site or agricultural site that has no permanent inhabitants in the area but is visited daily by workers who then return to their villages' further inland into the country. Security at the new site would carefully monitor that no unauthorized crossings would occur.

An additional benefit to all this zoning activity would be closer cooperation with city, county and state governments as well as the Federal Government levels. The USA could further introduce Mexico to higher levels of Business and Governmental administration while Mexico can further promote itself as a close reliable business neighbor.

The presence of a border fence simply is to short sighted view of true security even though homeland security and their personnel are doing as great a job as can be done to stop illegal immigration. But for urban areas, there needs to be more a city can do using economic activity to assist and perpetuate on going security concerns.

Joint economic activity right on the border has a better chance of stopping errand bullets and desperate individuals from crossing the border than does a border fence. In addition, economic activity sustains this security while a border fence actually increases insecurity around both sides of this area. Thus, the description of zoning the border is yet another component to securing the border.