
2.0 Land Use Element

2.0 LAND USE ELEMENT

2.1 Land Use Element

The Land Use Element is a guide to future land use within Calexico and affects many of the issues addressed in the other General Plan elements. The Land Use Element identifies the type and location of future land uses within the City. The specific land uses and their location within the community in turn affect the remaining General Plan elements. For example, the location and type of land uses outlined in the Land Use Element affect the circulation system that is identified in the Circulation Element. Likewise, the land uses identified in the Land Use Element reflect the community's goals and vision for its future form and character.

In addition to land uses, the Land Use Element also addresses how growth will occur, with special attention given to the public services and facilities and how they will be funded. Implementation of the Land Use Plan will also assist in creating a balance between jobs and housing within the City. A balance between jobs and housing allows people to live and work within the same community, and often within the same neighborhood.

2.1.1 Establishing a Vision

The *Vision* for community land use will guide the growth of the Calexico area in an efficient, coordinated manner in order to provide for high quality and balanced land use in the unique Imperial Valley setting. The General Plan Advisory Committee ("GPAC", see Appendix A) participated in a process of looking to the future for Calexico and establishing a vision for the community. The Land Use Element is responsive to the *Vision of the City of Calexico* as formulated by the GPAC because it:

- a. opens up additional opportunities for our families to have a choice in living environments and satisfies a diversity of housing needs.
- b. has the potential for establishing and/or reviving the downtown area's economic opportunities.
- c. recognizes the short-term growth opportunities towards the east near Bowker Road and the long-term opportunities toward the Eastern International Border crossing.
- d. recognizes the growth opportunities towards the west/northwest where potential commercial development could occur along Dogwood and Cesar Chavez Roads to capitalize on traffic re-routed at the border crossing and Imperial Valley Mall traffic.
- e. recognizes the short-term growth opportunities towards the north near Heber Road and long-term opportunities toward Interstate 8.

- f. explores potential options and configurations for future development at key entry points to the City.
- g. reinforces public and private uses already established, many of which are oriented to various types of services for the citizens.
- h. expands the economic base in areas that are readily accessible to workers located throughout Calexico.
- i. maintains a balance of land uses through the creativity that can be applied to mixed-use projects.
- j. contributes to economic development potential by adding a broader choice of housing opportunities to a diversity of income levels.
- k. allows City agencies to work together to achieve a common goal of joint use of facilities in the future and identifies the need for more mixed-use communities.
- l. identifies the opportunities to expand the downtown area towards a mixed land use designation and opportunity to re-visit the building height limitations policy.
- m. explores opportunities to improve recreational opportunities and communities to seasonal occupants.
- n. identifies the need to add schools to the northwest portion of the City.
- o. explores opportunities to expand the Sphere of Influence in areas where services can be provided and provide long-term benefit to the City.
- p. examines the opportunity of incorporating a fully functional hospital for the existing Calexico and providing additional emergency facilities to support and serve future growth.
- q. explores the opportunity to expand the Calexico International Airport for more public and commercial use.
- r. increases the City's regional outlook and identifies the opportunities and constraints in regional plans and programs that may affect the City.

The visioning statements, above, are summarized below and discussed in Section 1.2 of the General Plan. They become the overall direction for the City and the main objectives of the General Plan:

1. To create mixed use developments, allowing and encouraging residents to be able to live, work and shop within their community;
2. To transition and expand the economic and job base in Calexico from agriculture to other job sources;
3. To guide the development of areas within the City and the sphere of influence;

4. To oversee the development of roadway and infrastructure systems that will address existing deficiencies and accommodate projected future needs;
5. To promote commercial, residential and industrial development that will capitalize on the City's location near Mexico;
6. To continue to promote the development of quality housing for all segments of the population;
7. To ensure that residents are provided a safe and healthful environment in which to live and work;
8. To preserve those amenities that makes Calexico an attractive place to live and work.

2.1.2 Existing Issues and Land Use Distribution – 2004

Calexico is affected by several forces that are unique to its location adjacent to the international border with Baja California, Mexico. The City continues to relate to Mexicali, just a cross the border, as a boon to commercial activity in Calexico, but now is feeling the pressure of commuters who bring their children to private schools in Calexico, wealthy Mexican residents who are buying homes in Calexico because of safety concerns in Mexicali, and trucking and the potential for commercial trade due to the enactment of the North American Free Trade Agreement (“NAFTA”) since the 1992 General Plan was published. In addition to impacts associated with Mexico, Calexico and other cities in the Imperial Valley are now experiencing unprecedented growth due to the higher cost of housing in San Diego and other counties along coastal California.

A recent article by Lori Weisberg in the *San Diego Union-Tribune* reported that regional demographers predict that Imperial County's population will double by 2030 and that 20,000 new homes could be built in the next ten years (2004). There is need for housing and employment in the Imperial Valley, due in large part to the lack of affordability of home ownership in the San Diego metropolitan area. Weisberg's article illustrated numerous examples of people who commute daily from cities in the Imperial Valley to the San Diego area.

According to an Albert A. Webb Associates windshield survey and aerial photography conducted in March 2004, the City of Calexico had approximately 2,060 acres of existing residential, 290 acres of commercial uses, 255 acres of industrial uses, and the remaining acreage within the City consisted of vacant, parks, schools, and agricultural/open space uses.

Urban development and agricultural production in Calexico is entirely dependent upon water imported from the Colorado River. As the population of the southwest continues to grow, the competition for limited water supplies will escalate. The Imperial Irrigation District, which supplies water to Calexico, has initiated an agreement to divert some of its water allocation to other urbanized areas of southern California.

2.1.3 Cultural Resources

The City of Calexico's history is linked to the community through its historic sites and structures as well as the living history of its residents. Sites of significant historic or cultural value should be identified and preserved as a means to educate and foster a stronger sense of community. Through the active use of historic buildings, collection of oral histories and display of art and information about Calexico's past, the incorporation of cultural resources into the arts and culture of the community will unify and beautify the City.

2.1.4 Future Land Use

In order to capitalize upon its proximity to Mexico, the City should continue to provide opportunities for maquiladora uses or "sister"-plants to locate in the City. Additionally, the City should make use of the business park overlay that will allow the City and future developers the flexibility to regulate the uses allowed that would most benefit the City and alternative land design opportunities that may not be available under typical land use designations. Encourage commercial development to support Calexico's growing residential areas, in the downtown area for pedestrians from Mexicali and local residents, and highway commercial uses that capitalize on the substantial number of border crossings each year. Land uses need to respond to the eastern border crossing and revisions to the main border crossing that will redirect automobile, truck and pedestrian traffic.

To promote possible job creation in the region, Calexico should work with the County of Imperial, and California, United States and Mexican governments to support the Silicon Border project planned for a 15 square-mile area located west of Mexicali just south of the border near Mount Signal. The Silicon Border project is proposed to compete with semiconductor manufacturing centers in Asia. Calexico can support the proposed project by working to create a skilled labor force, evaluating future uses of the Airport Expansion Overlay area, and possible future expansion of the City's Sphere of Influence to the west. Long-term, the Silicon Border project will include a border crossing station which could facilitate land development on the U.S. side of the border which would likely need to be served by Calexico.

2.1.5 Land Use Plan

The General Plan's Land Use Plan for Calexico is one of the most important documents for the control of the direction of development that the City has. Figure LU-1 shows the General Plan land use designations within the City Limits and Sphere of Influence ("SOI"), which are expected to build out within the next 20 years. Some areas within the SOI are designated Residential Specific Plan ("RSP"). This is a mixed use designation and Table LU-A sets the maximum number of residential units

and commercial square footage allowed per RSP area shown on Figure LU-1. Subsequent to distribution of the Draft General Plan Update in December of 2005, enough became known about Caltrans needs for the Jasper/SR-98 realignment and several proposed projects, that RSP-3 and RSP-4 designations were replaced by specific land uses, as proposed.

**TABLE LU-A:
RESIDENTIAL SPECIFIC PLAN LAND USE**

Residential Specific Plan (RSP) Number	Approximate Acreage	Maximum Number of Residential Units (all densities combined)	Approximate Commercial Core Acreage	Approx. Commercial Neighborhood Acreage
RSP-1	703	2780	80	
RSP-2	602	2250		75
RSP-5	575	2290	70	
RSP-6*	662	2635		80

* RSP-6 has a Business Park Overlay which allows for some portion of, or all, the area to be developed as Business Park with a commensurate reduction in allowable units and/or acres of commercial resulting in no significant increase in traffic.

Figure LU-2, Future Land Uses, illustrates the arrangement of land uses that may occur as the City develops over time. The “long-term” line shown on Figure LU-2 and elsewhere throughout the General Plan and Environmental Impact Report represents the ultimate direction and build-out the City might expect in the long-term future. The Future Land Use Plan (Figure LU-2) does not establish specific required time frames for the phasing of future development but can serve to guide development and infrastructure improvements over the next approximately 50 years. The Near-, Mid- and Long-term labels have been used for ease of discussion and descriptions. The Near-term SOI is the same as the current approved SOI for the City of Calexico.

Table LU-B, General Plan Land Use Summary, summarizes the land uses within the Sphere of Influence (“SOI”) shown on Figure LU-1. Table LU-B shows a total population within the SOI of between 85,340 and 98,260 residents, based on assumptions described in subsequent paragraphs. If the U.S. Census rate of growth, 44 percent between 1990 and 2000, is applied to the current population of the City, it suggests that the Sphere of Influence will build out in about 20 to 30 years.

Table LU-C, Future Land Use Summary, totals the land uses shown within the total area delineated on Figure LU-2 (approximately north to Heber Road, east to Barbara Worth Road, and west to Dogwood Road). The total area shown on Figure LU-2, and elsewhere throughout the General Plan and Environmental Impact Report (sometimes referenced as the “Long-term Sphere of Influence”), represents the area evaluated in the environmental analysis for the General Plan update as the ultimate developed area and build-out the City might expect in the long-term future.

The estimated General Plan population projections shown in Tables LU-B and C were developed using the following assumptions: a household size of 4.25 people per household per the City's 1999 General Plan Housing Element; residential development at the maximum density allowed in the General Plan for each type of residential use; and the build-out for areas designated "Residential Specific Plan" based on a formula that includes net developable land divided among low density residential, medium density residential, high density residential and commercial uses. If specific land use information about a future specific plan was known by the City at the time of this update, the known information was used for population projection and services needs. The "formula" was applied to RSP areas with no known development proposals. Generally, the RSP acreage was assumed to include 10 percent commercial/public facilities uses, 20 percent parks and schools, and 60 percent residential (50 percent LDR, 15 percent MDR, 5 percent HDR).

TABLE LU-B: GENERAL PLAN LAND USE SUMMARY

Land Use	Projected Developed Acres	Projected Housing Units or Square Feet	Projected Residents or Employees
Residential	Existing ¹ = 2,060	8,230 ²	31,750
	Projected = 3,240 - 4,000	12,610-15,650	53,590-66,510
Total Residential*	5,300-6,060 acres	20,840-23,880 units	85,340-98,260 residents
Commercial	Existing ³ - 290	3,158,100	3,950
	Projected - 610-700	6,642,900-7,623,000	8,300-9,525
Total Commercial*	900-990 acres	9,801,000-10,781,100 sq. ft.	12,250-13,475 employees
Industrial/Business Park	Existing ³ - 255	4,443,120	2,220
	Projected - 435-1,200	7,579,440-16,465,680	3,790-8,230
Total Industrial/Business Park*	690-1,455 acres	12,022,560-20,908,800	6,010-10,450 employees

* Totals include existing land uses plus projected development within the City limits and the sphere of influence.

¹ Per windshield survey and aerial photography, March 2004.

² Projected from 2000 Census data.

**TABLE LU-C: FUTURE LAND USE SUMMARY
(LONG-TERM SPHERE OF INFLUENCE)**

Land Use	Projected Developed Acres	Projected Housing Units or Square Feet	Projected Residents or Employees
Residential	Table LU-A = 5,300-6,060 Long-term sphere = 3,750-4,500	Table LU-A = 20,840-23,880 Long-term sphere = 15,215-18,625	Table LU-A = 85,340-98,260 Long-term sphere = 64,660-79,170
Total Residential*	9,050-10,560 acres	36,055-42,505 units	150,000-177,430 residents
Commercial	Table LU-A = 900-990 Long-term sphere = 460-565	Table LU-A = 9,801,000-10,781,100 Long-term sphere = 5,009,400-6,152,850	Table LU-A = 12,250-13,475 Long-term sphere = 6,260-7,690
Total Commercial*	1,360-1,555 acres	14,810,400-16,933,950 sq. ft.	18,510-21,165 employees
Industrial/Business Park	Table LU-A = 690-1,455 Long-term sphere = 1,250-2,100	Table LU-A = 12,022,560-20,908,800 Long-term sphere = 21,780,000-36,590,400	Table LU-A = 6,010-10,450 Long-term sphere = 10,890-18,290
Total Industrial/Business Park*	1,940-3,555 acres	33,802,560-57,499,200 sq. ft.	16,900-28,749 employees

* Totals include existing land uses plus projected development within the City limits and the sphere of influence.

The City is currently considering expanding its approved Sphere of Influence beyond the SOI show on Figure LU-1. Although the General Plan anticipates that there will be growth in the future and evaluates an area larger than the existing SOI, it is not known at this time where and to what extent the SOI may be expanded. Figure LU-4, Anticipated Development, illustrates projects that: are currently under construction, the City has approved, or those for which the City has received a development application.

The Land Use Plan includes land use categories. There are residential, commercial, industrial, agricultural, business park, open space, and public facility categories. Future areas to be developed are designated as a specific land use type or as a type of residential or industrial "Specific Plan" to encourage a mix of land uses and densities with design guidelines, infrastructure, and services taken into consideration.

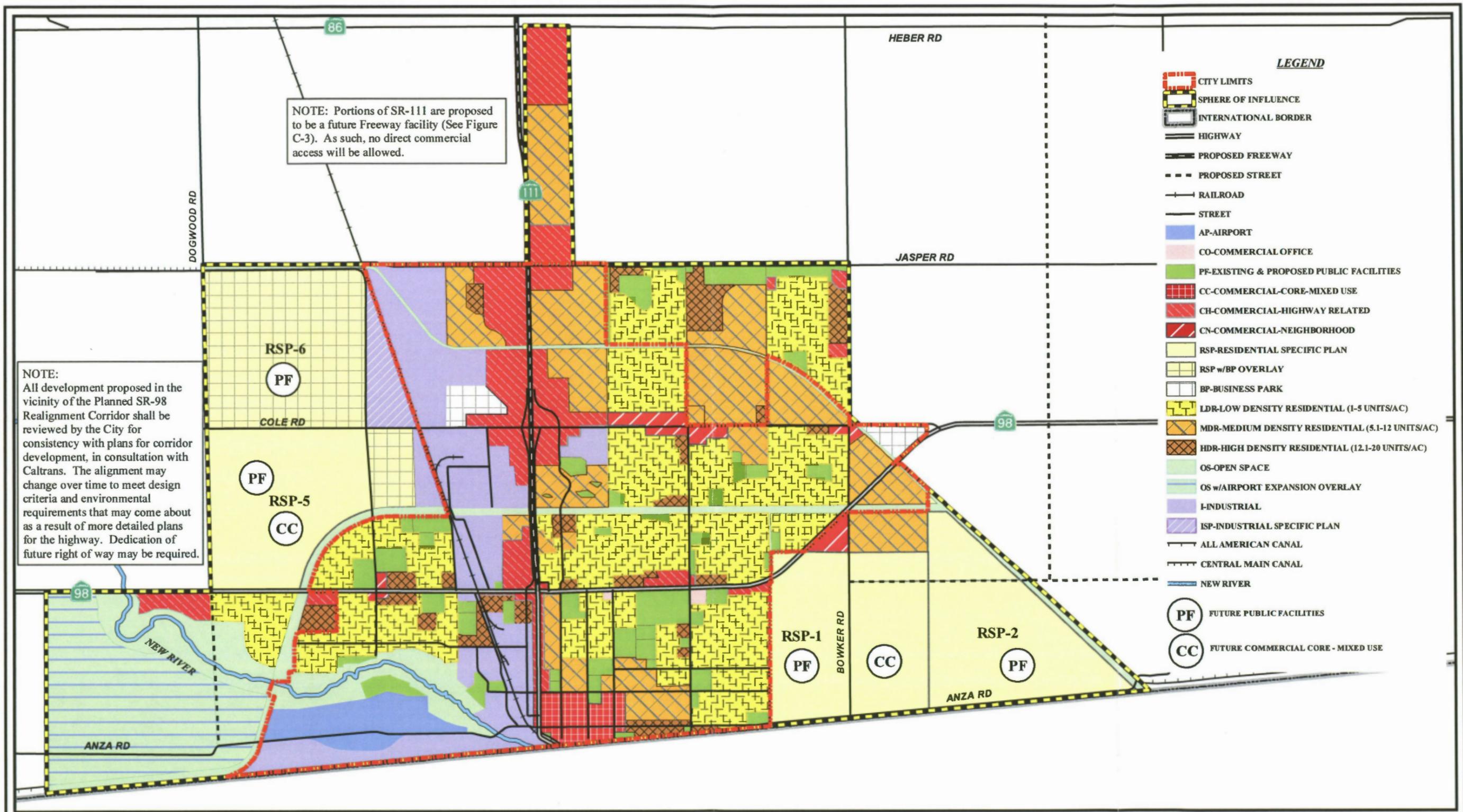
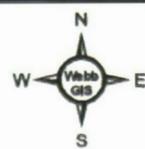


Figure LU-1

General Plan Land Use Plan

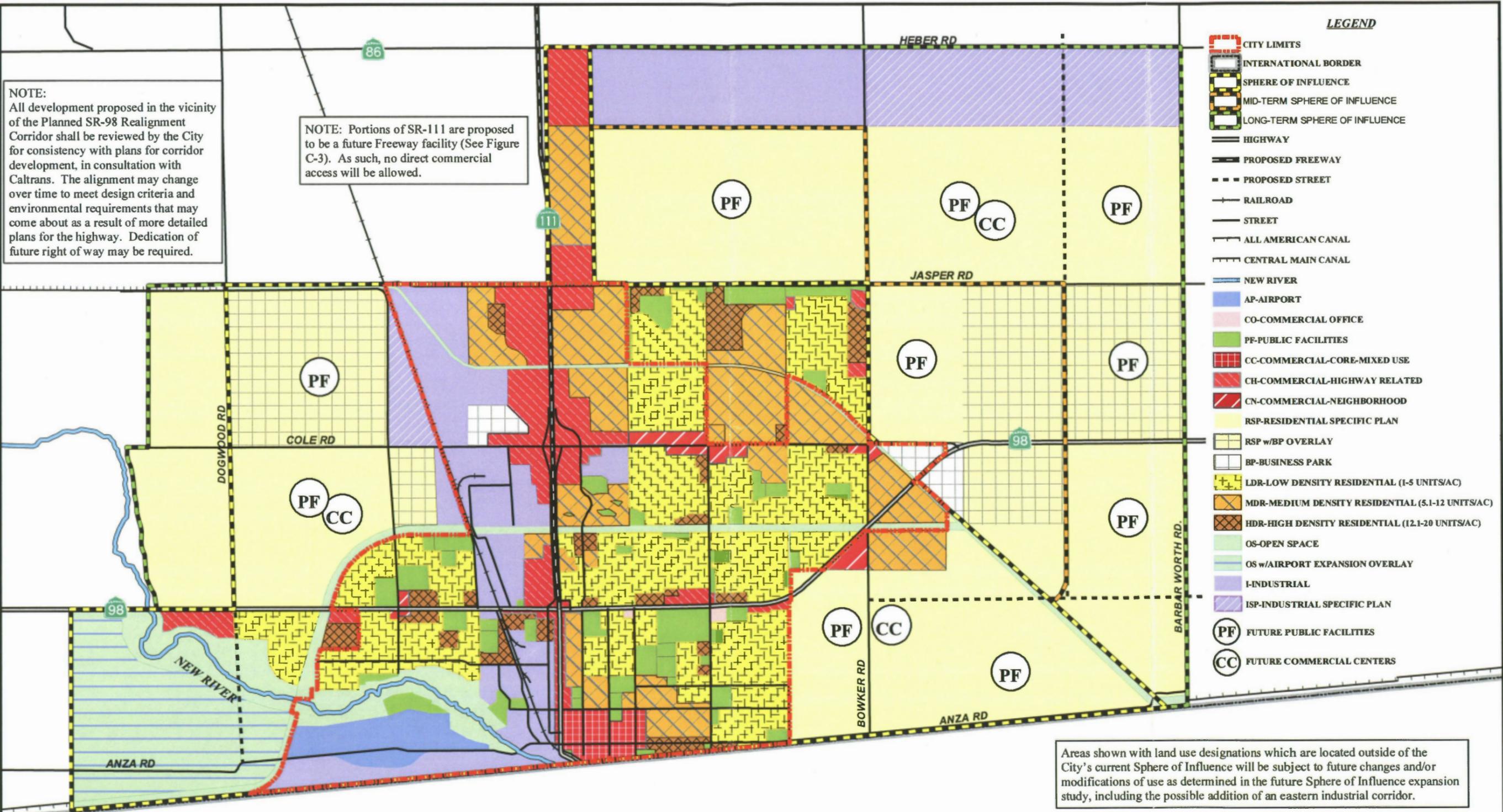
City of Calexico General Plan



Not to Scale

NOTE:
All development proposed in the vicinity of the Planned SR-98 Realignment Corridor shall be reviewed by the City for consistency with plans for corridor development, in consultation with Caltrans. The alignment may change over time to meet design criteria and environmental requirements that may come about as a result of more detailed plans for the highway. Dedication of future right of way may be required.

NOTE: Portions of SR-111 are proposed to be a future Freeway facility (See Figure C-3). As such, no direct commercial access will be allowed.



- LEGEND**
- CITY LIMITS
 - SPHERE OF INFLUENCE
 - MID-TERM SPHERE OF INFLUENCE
 - LONG-TERM SPHERE OF INFLUENCE
 - HIGHWAY
 - PROPOSED FREEWAY
 - PROPOSED STREET
 - RAILROAD
 - STREET
 - ALL AMERICAN CANAL
 - CENTRAL MAIN CANAL
 - NEW RIVER
 - AP-AIRPORT
 - CO-COMMERCIAL OFFICE
 - PF-PUBLIC FACILITIES
 - CC-COMMERCIAL-CORE-MIXED USE
 - CH-COMMERCIAL-HIGHWAY RELATED
 - CN-COMMERCIAL-NEIGHBORHOOD
 - RSP-RESIDENTIAL SPECIFIC PLAN
 - RSP w/BP OVERLAY
 - BP-BUSINESS PARK
 - LDR-LOW DENSITY RESIDENTIAL (1-5 UNITS/AC)
 - MDR-MEDIUM DENSITY RESIDENTIAL (5.1-12 UNITS/AC)
 - HDR-HIGH DENSITY RESIDENTIAL (12.1-20 UNITS/AC)
 - OS-OPEN SPACE
 - OS w/AIRPORT EXPANSION OVERLAY
 - I-INDUSTRIAL
 - ISP-INDUSTRIAL SPECIFIC PLAN
 - PF FUTURE PUBLIC FACILITIES
 - CC FUTURE COMMERCIAL CENTERS

Areas shown with land use designations which are located outside of the City's current Sphere of Influence will be subject to future changes and/or modifications of use as determined in the future Sphere of Influence expansion study, including the possible addition of an eastern industrial corridor.

ALBERT A. WEBB ASSOCIATES ENGINEERING CONSULTANTS



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Figure LU-2

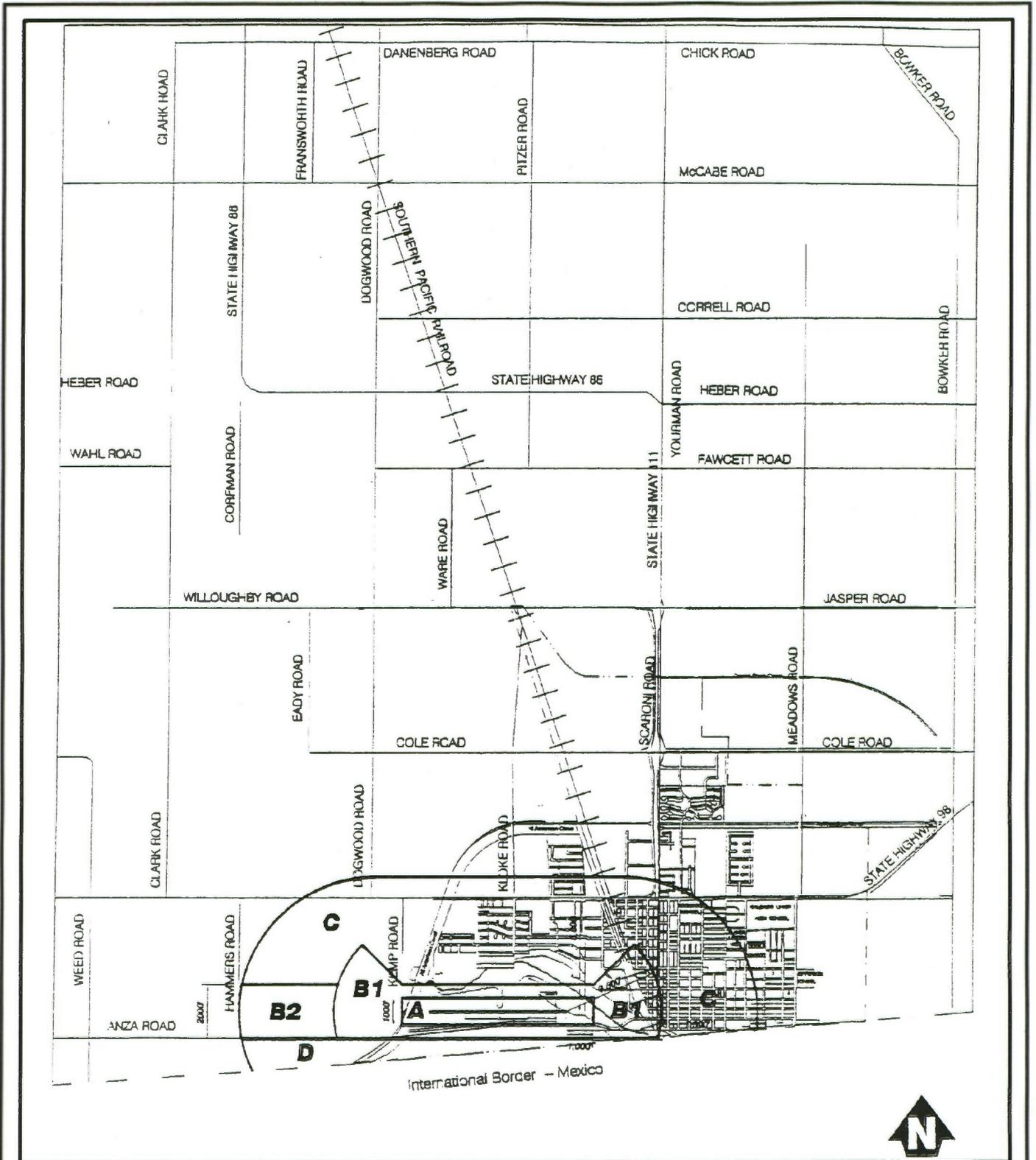
Future Land Uses

City of Calexico General Plan

The Land Use Element takes into consideration two documents that relate to the Calexico International Airport. The first is the Calexico International Airport Master Plan commissioned by the City (2001) to establish a direction for growth of the airport and surrounding land uses over time. The Airport Master Plan governs the development and expansion of the Calexico International Airport. Specifically, the Land Use Element takes into consideration the designation of certain areas around the existing and planned runways in the areas of "critical, concern and caution" as identified within the planning area for Calexico International Airport in the Airport Master Plan. In the critical area along the north runway, the Land Use Element envisions the continuation of industrial land use and very low density single-family residential. Along the west runway the Land Use Element envisions open space reserved for future airport expansion that may later be designated industrial or other appropriate land uses.

The Land Use Element also considers the Airport Land Use Compatibility Plan ("LUCP") prepared by the County of Imperial and the County's Airport Land Use Commission, 1996. The LUCP identifies compatibility zones around the airport and suggest appropriate residential densities and criteria for other uses that will reduce conflicts between airport operations and adjacent users, and increase safety for those uses in proximity of the airport. Figure LU-3 shows the compatibility zones from the LUCP. Table LU-D provides a description of each zone. The majority of areas affected by these zones include the existing City of Calexico. It should be noted that Caltrans has a new Airport Land Use Planning Handbook, January 2002 ("Handbook") which provides consistency guidance for development of airports and surrounding areas. The Handbook is the latest guidance for Airport Land Use Commissions to develop plans similar to the LUCP. The County should consider updating its LUCP for Calexico International Airport per the new guidance.

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Source: Imperial County Airport Landuse
Compatibility Plan for Imperial
County Airports, June 1996.

Figure LU-3

Airport Landuse Compatibility



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City of Calexico General Plan

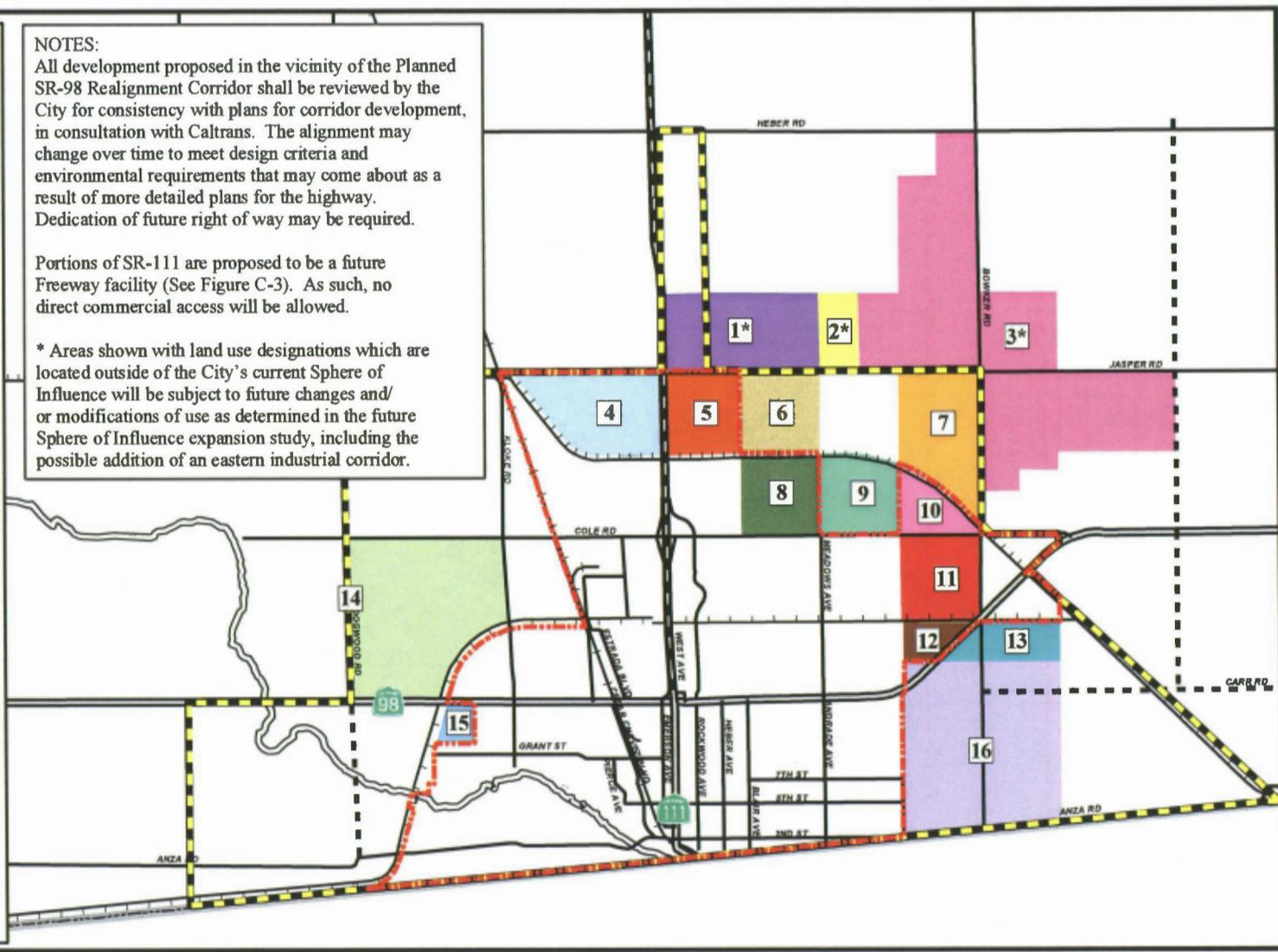
LEGEND

-  CITY LIMITS
-  SPHERE OF INFLUENCE
-  INTERNATIONAL BORDER
-  HIGHWAY
-  PROPOSED FREEWAY
-  PROPOSED STREET
-  RAILROAD
-  STREET
-  ALL AMERICAN CANAL
-  CENTRAL MAIN CANAL
-  NEW RIVER
-  1 LAS VENTANAS PLANNED COMMUNITY *
-  2 HINOJOSA PROPERTY *
-  3 BOOL MASTER PLANNED COMMUNITY *
-  4 CALEXICO INTERNATIONAL CENTER
-  5 SCARONI
-  6 ALLIED WORALL
-  7 SANTA FE
-  8 LA JOLLA PALMS
-  9 EL PORTAL
-  10 LAS PALMAS
-  11 BRAVO/RODILES
-  12 TIERRA SANTA
-  13 WEST SHORE
-  14 LOS LAGOS
-  15 RIVERVIEW CONDOS
-  16 CM RANCH

NOTES:
 All development proposed in the vicinity of the Planned SR-98 Realignment Corridor shall be reviewed by the City for consistency with plans for corridor development, in consultation with Caltrans. The alignment may change over time to meet design criteria and environmental requirements that may come about as a result of more detailed plans for the highway. Dedication of future right of way may be required.

Portions of SR-111 are proposed to be a future Freeway facility (See Figure C-3). As such, no direct commercial access will be allowed.

* Areas shown with land use designations which are located outside of the City's current Sphere of Influence will be subject to future changes and/or modifications of use as determined in the future Sphere of Influence expansion study, including the possible addition of an eastern industrial corridor.



Source: City of Calexico
 Development Applications/Approvals

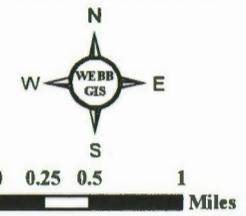


Figure LU-4
Anticipated Development



**TABLE LU-D:
AIRPORT LAND USE COMPATIBILITY CRITERIA**

Zone	Risk	Maximum Densities		Require d Open Land	Prohibited Uses	Other Development Conditions	Normally Acceptable Uses	Uses Not Normally Acceptable
		Residential Du/Ac	Other Uses People/ac					
A	High	0	10	All Remaining	<p>All structures except ones with location set by aeronautical function</p> <p>Assemblies of people</p> <p>Objects exceeding FAR Par 77 height limits</p> <p>Hazards to flight</p>	<p>Dedication of navigation easement</p>	<p>Aircraft tiedown apron</p> <p>Pastures, fields crops, nine yards</p> <p>Automobile parking</p>	<p>Heavy poles, signs, large trees, etc.</p>
B1	Substantial	0.1	100	30%	<p>Schools, day care centers, libraries</p> <p>Hospitals, nursing homes</p> <p>Highly noise-sensitive uses</p> <p>Above-ground storage</p> <p>Storage of Highly flammable materials</p> <p>Hazards to flight</p>	<p>Locate structures maximum distance from extended runway centerline</p> <p>Minimum Noise Level Reduction of 25dBA in residential and office buildings</p> <p>Dedication of navigation easement</p>	<p>Uses in Zone A</p> <p>Any agricultural use except ones attracting bird flocks</p> <p>Warehousing, truck terminals</p> <p>Single-story offices</p>	<p>Residential subdivisions</p> <p>Intensive retail uses</p> <p>Intensive manufacturing or food processing uses</p> <p>Multiple-story offices</p> <p>Hotels and motels</p>
B2	Significant	1	100	30%	Same as B1	Same as B1	Same as B1	Same as B1
C	Limited	6	200	15%	<p>Schools</p> <p>Hospitals, nursing homes</p> <p>Hazards to flight</p>	<p>Dedication of overflight easement for residential uses</p>	<p>Uses in Zone B</p> <p>Parks, playgrounds</p> <p>Low-intensity retail, offices, etc.</p> <p>Low-intensity manufacturing, food processing</p> <p>Two-story motels</p>	<p>Large shopping malls</p> <p>Theaters, auditoriums</p> <p>Large sports stadiums</p> <p>Hi-rise office buildings</p>

Source: Airport Land Use Compatibility Plan, Imperial County Airports, June 1996.

2.1.5.1 Residential

Allowable development is regulated by the maximum development density or intensity for residential uses. A maximum development density for each residential land use category is expressed in terms of the number of residential units allowed per net acre. The City of Calexico defines net acreage that excludes lands used for arterial or larger road rights-of-way, schools, parks, and existing permanent land uses.

The following discussion describes the Land Use designations that are represented in the Land Use Plan, as well as the density and intensity standards required in accordance with State General Plan Law.

(RR) RURAL RESIDENTIAL

The Rural Residential category is intended to permit the continuation of agricultural and farm uses while allowing the development of single-family residential units at a very low density. The density range applicable to this category is 0.5 to 1 dwelling unit per net acre.

(LDR) LOW DENSITY RESIDENTIAL

The Low Density Residential category covers some of the existing single-family residential areas within the City limits and allows for low density residential development in portions of the Sphere of Influence and within residential specific plans. Minimum lot size is 6,000 square feet. The density range of this category is 1 to 5 dwelling units per acre with no more than one (1) dwelling unit per lot.

(MDR) MEDIUM DENSITY RESIDENTIAL

The Medium Density Residential category is intended to bridge the gap between detached single-family residential and attached owner-occupied units. This category represents the opportunity for the first time buyer to enter into the ownership market in a typical single-family detached development, mobile home, or other housing types including, but not limited to, zero lot line, patio homes, duplexes, or town homes. This category includes densities ranging from 5.1 to 12 dwelling units per acre.

Generally speaking, the minimum lot size for MDR development is 6,000 square feet. However, minimum lot sizes for Medium Density Residential uses can vary depending on the location and nature of the proposed development. Planned communities, mobile home parks, and affordable housing projects are places where the minimum lot size can be reduced if appropriate amenities or affordability criteria are met.

If a proposed Medium Density Residential use is located within a Specific Plan or Planned Residential Development, then lot sizes can be less than 6,000 square feet if the proposed project includes adequate open space, parks, landscape setbacks and other amenities, as required by the Zoning Ordinance and as approved by the City.

Medium Density Residential development for Mobile Home Parks has an allowable minimum lot size of 4,000 square feet. The Mobile Home Park designation allows for exclusive development of mobile home units to be located within specific areas designated within a park environment. Density in this category ranges from 5 to 8 dwellings per acre. The parks should have a mix of 70 percent double-wide and 30 percent single-wide coaches.

Lots of no less than 5,000 square feet may be appropriate for affordable housing projects within this land use designation if the following requirements are met:

- a. The project is sponsored by a recognized organization that promotes affordable housing
- b. The sponsor housing organization shall monitor and restrict house sales to verified low-income families, with penalty provision upon sale to non-verified low-income family.
- c. The proposed project proponent submits an expanded pro-forma report documenting that the reduced lot size is required or targeted low-income households cannot be provided affordable housing. The report will consider all factors affecting housing cost, including but not limited to:
 1. redevelopment housing set-a-side funds
 2. State/federal funding sources
 3. City in-kind contributions
 4. first time homebuyer grants
 5. housing design and building materials
 6. City demographics, incidences of over-crowding/doubling-up
- d. The project is consistent with the adopted General Plan Housing Element targeted goals and policies for:
 1. very-low income families
 2. low-income families
 3. special needs families

(HDR) HIGH DENSITY RESIDENTIAL

This designation allows for the greatest diversity and highest density of residential development, providing for a full range of multi-family dwellings, including, but not limited to, condominiums, apartments, duplexes, triplexes, fourplexes, and other multiple-unit buildings. This category has a density range from 12.1 to 20 dwelling units per acre and is generally, but not always, developed as an attached product. Multi-family dwellings built in this category as rental units are not permitted to be converted to condominiums. Such uses are best located near major community facilities, employment centers and along major roads where transit is provided, thereby maximizing pedestrian access to these services.

A density bonus of up to 30 dwelling units per acre may be granted subject to affordability requirements and the granting of a Conditional Use Permit, in accordance with City policy. At a minimum, projects eligible for a density bonus shall be no less than one (1) acre in size.

2.1.5.2 Commercial

(CN) COMMERCIAL NEIGHBORHOOD

This designation is assigned to existing neighborhood centers and vacant lands appropriate for this use. It provides for the location of shopping centers approximately 10 to 15 acres in size, situated at major intersections within or nearby residentially planned areas in order to serve the community with major grocery, drug store, and neighborhood related retail service shopping.

(CH) COMMERCIAL HIGHWAY

This designation provides for the attraction of auto dealers, restaurants, hotels, motels, and major retail users. This category will not only provide needed retail sales tax revenue to the City, but will focus retail activities into shopping centers providing cohesive architectural themes. This will help eliminate advertising business signs and curb cuts, which currently characterize Highway 111 south of Highway 98 and create traffic congestion.

(CC) COMMUNITY CORE COMMERCIAL

This designation is assigned to the Downtown core and takes advantage of the convenient access from the main international port of entry with Mexicali, Mexico. This General Plan, the Zoning Ordinance; and the City of Calexico Planning Department establish land use and zoning policies for the area. The *Calexico Downtown Design and Implementation Program* includes design standards and guidelines as well as an implementation strategy for this area. A range of commercial and office uses is permitted. Residential uses may be integrated into the upper floors of structures developed for retail or office uses on the lower floors or free-standing on the same site.

As Calexico grows further from the downtown area, commercial uses located within walking distance of outlying residential neighborhoods will be important. Some of these commercial areas will need to provide more civic uses and public services than a typical neighborhood commercial center. Development may range from free-standing retail buildings and restaurants to planned commercial centers. Hotels and motels are not appropriate on these lands, however, civic uses, transit services, schools, postal services, and theaters are appropriate types of uses that are expected within designated Community Core Commercial areas. A range of commercial and office uses is permitted, primarily serving neighborhood and community needs. Residential uses may be integrated into the upper

floors of structures developed for retail or office uses on the lower floors or free-standing on the same site.

2.1.5.3 Industrial and Business Park

(BP) BUSINESS PARK

This designation accommodates various low-intensity, nonpolluting types of manufacturing operations, research and development, and small businesses. The designation promotes campus-style industrial and business parks. These are intended to provide an employment base for Calexico's residents and be generally perceived as "clean" industries that do not generate nuisance or unsafe levels of noise, vibration, air emissions, truck traffic or liquid and solid waste. This land use designation has been identified for areas located along Highway 98 east of the city to respond to opportunities presented by the Eastern Port of Entry, and in the northwest portion of the city to provide an opportunity for job-creating uses throughout the city.

(I) INDUSTRIAL

This designation is intended to locate industrial uses and developments within the City but with minimal negative impacts to existing and future residents. Thus, industrial uses are located around three key areas of the city: the airport for uses which take advantage of the airport for part of their business, near major truck routes such as Heber Road which has direct access to I-7 and the East Port of Entry, or near the railroad tracks for uses that need rail access.

These uses can range from light industrial office parks to research and development, to incubator industrial, to warehousing and distribution centers. Development in this category is envisioned to be concrete tilt-up construction or block construction. Fabrication, assembly, packaging, processing, and storage in conjunction with limited retail are typical uses in this category.

This designation, when located adjacent to the railroad tracks, represents a continued commitment of the City to the agricultural production of Calexico. Currently, there are numerous operations within the City that require rail access. Additionally, it provides for an opportunity to locate major rail-served industrial users with a focus upon maquiladora users.

2.1.5.4 Agriculture

(AG) AGRICULTURE

The Agriculture category represents a continuing connection with the heritage of the City while also providing a holding area for future development. Any change in the land use in this area will be accompanied

by a Specific Plan which details the development, facility phasing, and cost/benefit to the community.

2.1.5.5 Specific Plan Overlay

(SPO) SPECIFIC PLAN OVERLAY

The Specific Plan Overlay is a zoning classification established pursuant to Section 17.09.300 of the City Zoning Ordinance. This category can be used on any parcel within the City limits to detail more directly the specifics of development desired for the site by the City. The intent of this zoning category is to assist in providing higher quality design and uses upon the land in the area where it is designated. The category is anticipated to be used on large tracts of land over 50 acres where a mix of land uses are proposed and/or high design standards are required. The regulations for development within the Specific Plan area follow the guidelines set forth in the State Law (Government Code Sections 65450 et seq. 65457) and the City of Calexico Zoning Ordinance.

Additionally, the General Plan Land Use Plan requires that some areas be planned and developed through the Specific Plan process and procedures, as they are within the Sphere of Influence, but have not yet been annexed into the City. The areas that require specific plans are identified as Residential Specific Plan (“RSP”) or Industrial Specific Plan (“ISP”).

(RSP) RESIDENTIAL SPECIFIC PLAN

A Residential Specific Plan is a designation applied to land not yet annexed into the City limits. It includes more than simply one type of residential use and is required to include a mix of well designed land uses that support a residential community, such as a variety of densities of residential products, retail, civic, schools, parks, and other uses. In addition to community amenities and services, City and school district requirements for parks and schools must be met within each Specific Plan or group of plans in the same area as population warrants.

(ISP) INDUSTRIAL SPECIFIC PLAN

An Industrial Specific Plan is intended to create an industrial development that requires high design standards. Such high standards may include exceeding the current City requirements for landscape setbacks and quantity of plant materials, provision of transit service facilities within the development, centrally located small commercial/support use areas for the use of workers within the specific plan area. An ISP should encourage various industrial users through the construction of a variety of industrial building sizes and types. At a minimum, the City should require quality design of, and larger, landscaped areas, a coordinated sign program and upgraded architectural design and/or materials from standard industrial uses to attract high tech industry. The ISP designation is located in

transition areas from residential to industrial areas and in areas visible from major highways to provide a quality image for the City.

2.1.5.6 Public Facility and Open Space

(PF) PUBLIC FACILITY

This designation serves as a prefix for a variety of public delineated land use areas. It is used to recognize such uses as the Civic Center and governmental offices, library, schools, hospital, parks, police and fire station, and other publicly-owned facilities. Such uses should be provided at levels adequate to serve the community.

(OS) OPEN SPACE

The Open Space designation delineates areas that shall remain protected as open space but are not accessible to the public for recreational purposes. An example of this designation is used for such areas as publicly-owned land along the New River where currently public access is prohibited due to the contamination of the river. In the future, should the river area be cleaned up such that human activity is allowed, this area could be considered for redesignation to PF. The OS also includes such things as large ponds or retention areas not open to the public, irrigation and drainage canals, or natural areas that may warrant preservation.

OS with AIRPORT EXPANSION OVERLAY

This designation is applied to the lands located west of the Calexico International Airport within the Sphere of Influence. The designation allows for expansion of the airport as envisioned in the Airport Master Plan, as well as open space and agricultural uses that are compatible with airport operations. Once the airport expansion is completed and the area annexed into the City, this area could be planned and developed for other uses that are compatible with expanded airport operations such as industrial or rural residential. Such changes would require a General Plan Amendment.

2.1.5.7 Relationship of General Plan Population Projections to Regional Projections

Population estimates derived from both governmental agencies and general plan assumptions indicate that Calexico is a community experiencing rapid growth. The population of the City of Calexico has increased approximately 35 percent within the last 5 years (2000 to 2005) according to projections by the Southern California Association of Governments ("SCAG"), the regional agency that estimates population trends for the southern California region. In addition, U.S. Census data shows that between 1990 and 2000 the population within the City increased by approximately 44 percent. This federal census data and projections from the regional agency support the fact that Calexico is growing very rapidly.

As further recognition that Calexico, as a part of the Imperial Valley, is growing very rapidly and is likely to continue growing, a recent article by Lori Weisberg in the San Diego Union-Tribune reported that demographers predict that the population of Imperial County will double by 2030 and that 20,000 new homes could be built in the next ten years.³ The lack of affordable housing in the San Diego Metropolitan area and the seeming endless supply of it in the Imperial Valley is forcing many people to commute from cities like Calexico to San Diego and Riverside counties.

Based on these assumptions presented in Section 2.1.5 of the General Plan, the General Plan population estimates are fairly consistent with those projected by SCAG, especially through 2015. Table LU-E is a comparison of General Plan and SCAG population projections over the next 20 years. Although the projections for population shown in Tables LU-B and LU-C are higher than SCAG projections by 2015, they are fairly consistent and reinforce the fact that the General Plan population projections are reasonable.

**TABLE LU-E: COMPARISON OF GENERAL PLAN
AND SCAG POPULATION PROJECTIONS**

	2000	2005	2010	2015	2020	2025	2035
SCAG Growth Forecasts ⁴	28,408	38,233	48,720	51,227	53,207	56,072	NA
City of Calexico General Plan Projections	27,000 ⁵	31,750	41,100	53,300	69,000	89,500	94,804

2.1.5.8 Relationship of General Plan Land Uses to Zoning

The City's Zoning Ordinance and designated zoning classifications are a tool used to implement the General Plan Land Use Plan. The purpose of zoning is to promote and protect public health, safety, and welfare, and to safeguard and enhance the appearance and quality of development within the City of Calexico. State law requires that the zoning on any parcel must be consistent with the parcel's General Plan Land Use designation. If they are not consistent, prior to development approval, a zone change is required to create consistency. Table LU-F, Allowable Zoning by Land Use Designation, identifies which zoning classifications are consistent with General Plan Land Use Designations.

³ Weisberg, Lori. "Homes on the Range". *San Diego Union-Tribune*. 23 May 2004: A1.

⁴ Source: SCAG letter in response to Notice of Preparation for the General Plan EIR dated, July 26, 2004.

⁵ Source: 2000 Census data.

**TABLE LU-F:
ALLOWABLE ZONING CLASSIFICATION**

GENERAL PLAN LAND USE DESIGNATION	ALLOWABLE ZONING CLASSIFICATION (X = Zoning Classifications allowed within the General Plan Land Use Designation)															
	Agriculture (A)	Residential Rural (RR)	Residential Single Family (R-1)	Residential Condominium (RC)	Residential Apartment (RA)	Mobile Home Park (MHP)	Commercial Highway (CH)	Commercial Neighborhood (CN)	Commercial Office (CO)	Commercial Specialty (CS)	Commercial Recreation (CR) ⁶	Business Park (BP) ⁷	Industrial (I)	Industrial Rail Served (IR)	Specific Plan Overlay (SP)	Planned Development Overlay (PD)
Rural Residential (RR)	X	X														
Low Density Residential (LDR)			X												X	X
Medium Density Residential (MDR)				X		X									X	X
High Density Residential (HDR)				X	X										X	X
Residential Specific Plan (RSP) ⁸		X	X	X	X	X	X	X	X						X	X
Commercial Core (CC)				X	X				X	X					X	
Commercial Highway-Related (CH)									X		X					
Commercial Neighborhood (CN)									X	X	X	X				

⁶ Proposed Zoning Classification

⁷ Proposed Zoning Classification

⁸ Multiple Zoning Classifications required under this General Plan Land Use Designation to create a sustainable mixed use development. Or the Specific Plan Overlay zoning may be used to achieve the same result.

2.0 Land Use

**TABLE LU-F:
ALLOWABLE ZONING CLASSIFICATION**

GENERAL PLAN LAND USE DESIGNATION	ALLOWABLE ZONING CLASSIFICATION (X = Zoning Classifications allowed within the General Plan Land Use Designation)															
	Agriculture (A)	Residential Rural (RR)	Residential Single Family (R-1)	Residential Condominium (RC)	Residential Apartment (RA)	Mobile Home Park (MHP)	Commercial Highway (CH)	Commercial Neighborhood (CN)	Commercial Office (CO)	Commercial Specialty (CS)	Commercial Recreation (CR) ⁹	Business Park (BP) ⁷	Industrial (I)	Industrial Rail Served (IR)	Specific Plan Overlay (SP)	Planned Development Overlay (PD)
Business Park (BP)								X			X					
Industrial (I)											X	X	X			
Industrial Specific Plan (ISP)							X	X			X	X	X	X		
Open Space (OS)																
Airport Expansion Overlay	X ¹⁰												X			
Business Park Overlay								X			X					

⁹ With a Conditional Use Permit.

¹⁰ Does not allow the following uses which are permitted in the Agricultural Zone outside of the Airport Expansion Overlay area (City Zoning Code Section 17.09.410): Farm Worker Housing, Mobile Home Parks, Hospitals, Single-Family Dwellings, and Educational Institutions of any kind.

2.1.6 Land Use Goal, Objectives, and Policies

Land use policies are fully detailed below and throughout the text of the General Plan and are applied on a citywide basis unless otherwise noted.

2.1.6.1 Land Use Goal

Land use should be planned and located to promote and retain the highest level of urban/rural-residential character of Calexico by continuing to provide quality urban-level services and uses in the developed areas while providing well planned development direction for the rural areas of the City. All development should be provided with adequate public services and facilities.

2.1.6.2 Distribution of Land Use

Objective 1

Land use distribution should be accomplished in a manner that protects the existing urban and rural areas of Calexico while meeting the goals, objectives, and policies of the General Plan; the land use distribution should be such that the integrity of the existing land use is maintained and/or enhanced, and the new land use is distributed to encourage the development of safe, efficient residential and employment uses.

Policy 1

- a. Appropriate densities shall be established for new development projects so that they will be compatible with the existing surrounding development and future expected development.
- b. New urban development shall be adjacent to existing urban development. Where questions of adjacency exist, it shall be determined by the City Council upon recommendation of the Planning Commission.
- c. New rural residential development shall be adjacent to existing rural development. Where questions of adjacency exist, it shall be determined by the City Council upon recommendation of the Planning Commission.
- d. New industrial land uses should be located such that trucks avoid the City center and in response to the eastern commercial border crossing.
- e. Schools and parks should be located in proximity to the residents served. Final school locations must be reviewed and approved by the local school district in accordance with state law.

2.1.6.3 Land Use Compatibility

Objective 2

Land use distribution should create a pattern which organizes land uses in order to maximize compatibility with adjacent land uses.

Policy 2

- a. Where land uses may result in conflicting activities, traffic, noise levels, visual character, etc., there shall be adequate buffering and/or setbacks required.
- b. The Land Use Compatibility Matrix (Table LU-G) shall be used to determine general levels of compatibility.
- c. In the event a question of compatibility exists between two uses/intensities, the lower intensity use shall take precedent.
- d. The City Council, upon recommendation of the Planning Commission, shall make the final determination in those areas of questionable land use compatibility.

TABLE LU-G: LAND USE COMPATIBILITY MATRIX

	Rural Residential	Single-Family Residential	Multi-Family Residential	Commercial	Industrial	School	Park
Rural Res.	C	C	I	P	P	C	C
Single-Family Res.	C	C	C	P	P	C	C
Multi-Family Res.	I	C	C	P	P	C	C
School	C	C	C	I	P	P	C
Park	C	C	C	C	P	C	C
Commercial	P	P	P	C	C	I	C
Industrial	P	P	P	C	C	P	P

C Compatible
I Incompatible
P May be found compatible based upon provisions established through a Conditional Use Permit.

2.1.6.4 Public Services and Facilities

Objective 3

Land use pattern and population of Calexico should be consistent with the capabilities of existing and planned public services and facilities.

Policy 3

- a. The number of dwelling units in the City shall be limited to those which can be adequately served by public services and/or facilities.

- b. The City shall maintain current information concerning the capacities of the public services and facilities it provides.
- c. The City shall encourage other public service agencies to keep their capacity information current.
- d. Land uses and development review applications that are inconsistent with the capability of any public service agency to provide cost-effective service shall not be approved.
- e. Major extensions of services or utilities to facilitate land use change shall not be approved without a thorough review of all social, economic, and environmental factors with appropriate mitigation measures implemented, if necessary.
- f. The City's Service Area Plan shall be updated every 5 years.

2.1.6.5 Natural Hazard Constraints

Objective 4

The distribution and intensity of land uses should consider the health, safety, and welfare of the community in regard to man-made and natural hazards.

Policy 4

- a. Floodways shall be kept free and clear of any structure or other obstructions.
- b. Development that encroaches into a floodplain shall meet the Federal Emergency Management Administration ("FEMA") requirements.
- c. Inappropriate existing land uses within a land use compatibility zone (see Figure LU-3 and Table LU-C), as defined by the Imperial County Airport Land Use Compatibility Plan, shall not be expanded or enlarged beyond the requirements permitted in the zone.
- d. Future land uses within land use compatibility zone A or B (see Figure LU-3 and Table LU-D), as defined by the Imperial County Airport Land Use Compatibility Plan, shall meet the guidelines of the zone. Future land uses located in zone C shall be reviewed for compatibility by the City prior to approval.
- e. Future residential land uses shall not be located immediately adjacent to the railroad tracks.

2.1.6.6 Rural Character

Objective 5

The rural character of the outlying areas of Calexico should allow for the development of rural residential homes as a means of preserving some of the rural history of the area and to provide housing for the upper income limits.

Policy 5

- a. In the development of the outlying land use in Calexico provisions shall be made in the development plans for large lot rural residential housing.
- b. The keeping of farm or ranch animals shall be restricted to the rural residential areas and any continuation of farm or ranching activity is strongly discouraged within the City limits.

2.1.6.7 Rural Residential

Objective 6

Rural Residential land use shall be provided for in the development of projects within the outlining areas of Calexico as part of a master plan or planned community development.

Policy 6

- a. Development of rural residential units shall be appropriately buffered from adjacent land uses so as not to cause problems from any keeping of farm or ranch animals.
- b. Existing rural residential land use areas shall be encouraged to provide the City with a conformance schedule for the elimination of the farm or ranch activity upon annexation into the City limits.
- c. One half acre lots shall be the minimum parcel size in rural residential areas.
- d. Neighborhood commercial activities may be located on the border of rural residential and urban land uses.
- e. Lots created as a result of a planned residential development shall not be further subdivided.
- f. Mobile homes certified under the provisions of the National Mobile Home Construction and Safety Standards may be allowed on permanent foundations in single-family residential areas where the mobile homes will be compatible with existing or future single-family homes. Standards of placement on lots should be developed as specified in California State Law (Government Code Section 65852.3).

- g. Manufactured housing units may be allowed in rural residential areas.

2.1.6.8 Single-Family Residential

Objective 7

Low and medium density single-family residential land uses should be encouraged, in new and in-fill areas, to provide family oriented housing in a wide range of sizes and costs.

Policy 7

- a. Single-family residential land uses shall be located in areas adjacent to equivalent densities in in-fill situations.
- b. New single-family residential projects shall be encouraged to have a variety of housing types and styles.
- c. Manufactured housing units may be allowed in single-family residential areas.
- d. Mobile homes certified under the provisions of the National Mobile Home Construction and Safety Standards may be allowed on permanent foundations in single-family residential areas where the mobile homes will be compatible with existing future single-family homes. Standards for placement on lots should be developed as specified in California State Law (Government Code Section 65852.3).
- e. Lots created as a result of a planned residential development (PRD) shall not be further subdivided.
- f. Lots in Low Density single-family residential areas shall be a minimum of 6,000 square feet.

2.1.6.9 Multiple-Family Residential

Objective 8

Multiple-family residential of varying types and densities are encouraged where compatible with existing land uses and the provision of public services.

Policy 8

- a. Multiple-family residential land uses shall be located in areas where compatible with existing land uses and in close proximity to circulation, transit availability, commercial areas, and provision of public services and facilities.
- b. Multiple-family residential projects should provide sufficient open space to balance the developed areas of the site.

- c. Multiple-family residential projects should provide recreational uses and activities such as playgrounds, picnic areas, and pools.
- d. Adequate parking based upon the number of bedrooms in individual units shall be provided as approved by the City Planning Department.
- e. Adequate access should be provided onto improved, City-maintained roadways that can accommodate increased traffic.
- f. Condominium projects shall be limited to density not to exceed 20 dwelling units per gross acre. Approval of projects at the maximum density of this category shall be made on the basis of the findings by the Planning Commission and their recommendation to the City Council that the project under consideration meets and exceeds the standards of the General Plan and the zone.
- g. Condominium projects shall include enhanced design features such as garages, increased number of parking spaces, and recreational facilities such as pools, spas, and ball courts.
- h. Apartment projects shall be limited to 20 dwelling units per acre excepting provisions for affordable income housing as noted. Approval of the projects at the maximum density of this category shall be made on the basis of the findings by the Planning Commission and their recommendation to the City Council that the project under consideration meets and exceeds the standards of the General Plan and the Zoning Ordinance.
- i. A density bonus of up to 30 dwelling units per acre may be granted subject to affordability requirements and the granting of a Conditional Use Permit, in accordance with City policy. Apartment projects eligible for a density bonus of up to 30 units per acre shall be no less than one (1) acre in size.
- j. Multiple-family residential developments above 20 dwelling units per gross acre shall be for rental only and shall not be converted to units for sale.

Approval of projects at the maximum density of this category shall be made on the basis of the findings by the Planning Commission and their recommendation to the City Council that the project under consideration meets and exceeds the standards of the General Plan and the zone.
- k. Apartments should be designed to accommodate both families and singles.
- l. Senior citizen apartments in the Multiple-Family Residential category may receive a bonus of up to 5 units per gross acre, to a maximum of 35 units per gross acre. Approval of projects at the maximum density of this category shall be made on the basis of the

findings by the Planning Commission and their recommendation to the City Council that the project under consideration meets and exceeds the standards of the General Plan and the Zoning Ordinance.

- m. Multiple-family residential complexes may be eligible for a density bonus as a result of providing low and moderate income housing (see Housing Element Program).

2.1.6.10 Planned Residential Developments

Objective 9

Planned residential developments (PRD) may be used for any size property where design flexibility is desired and/or necessary and for the mitigation of on-site adverse physical conditions pursuant to Zoning Ordinance Section 17.09.200.

Policy 9

- a. The density allowed in planned residential development land use areas shall be set by conditional use permit or specific plan and shall be based upon the density of existing surrounding land uses, site conditions, and the availability of public services.
- b. The density of any planned residential development land use shall not exceed 20 dwelling units per net acre.
- c. Useable open space is desirable and shall comprise at least 30 percent of the total site area, excluding private yards, parking lot islands, and road medians.

2.1.6.11 Mobile Home Parks

Objective 10

Mobile home parks are encouraged in the Medium Density land use category where compatible with existing land uses and public services to provide alternative housing arrangements.

Policy 10

- a. Mobile home park land uses should be located in areas with similar existing uses and densities or in specific plan areas with appropriate design considerations included.
- b. Mobile home park land uses shall be located in close proximity to circulation, transit availability, commercial areas, and the provision of public services and facilities.

2.1.6.12 Commercial

Objective 11

Commercial land use that is balanced in regard to size and distribution of goods with the current and future needs of the City should be encouraged.

Policy 11

- a. Neighborhood commercial centers should be designed and located in such a manner so as to compliment and not conflict with adjoining residential areas.
- b. Specialty commercial uses such as swap meet sites, although typically transient in nature, should provide standard amenities such as paved parking lots, restroom facilities, shade structures, and food vendors if allowed to operate for longer than one week.
- c. The City should adopt an ordinance which would require a certain percentage of swap meet admission fees to the City's general fund.
- d. Highway commercial uses along Highway 111/Imperial Avenue should encourage roadway oriented retail activity such as automobile sales, shopping centers, hotels and restaurants.
- e. Retail uses within the highway commercial zone should be located within retail centers having centralized ingress and egress points and/or frontage road access in order to minimize curb cuts along Highway 111 and Highway 98.

2.1.6.13 Industrial

Objective 12

Industrial land uses that provide a full range of industrial and manufacturing services are encouraged where they are compatible with existing and other planned land uses.

Policy 12

- a. Industrial parks are encouraged within a specific plan area or planned development within a planned community.
- b. Industrial uses shall be located so as to not create adverse impacts on surrounding land uses and/or the City circulation system.
- c. Heavy industrial land uses should be primarily designed for manufacturing, assembly, packaging, processing, fabrication, and storage. Retail sales should be limited to 25 percent of overall floor area.
- d. Industrial land uses shall be adequately screened to reduce glare, noise, dust, and vibrations.

- e. Noise attenuation measures such as buffer zones or noise attenuation walls shall be used to reduce outside noise levels when existing residential developments are adjacent to new or existing industrial developments. Outside noise levels at the property line should be 65 dBA CNEL or less.
- f. All outside storage shall be completely screened from view with permanent walls or landscaping.
- g. Light industrial land uses shall be approved through a planned development within a planned community.
- h. The industrial park environment should blend well designed and functional buildings with landscaping.
- i. The types of activities allowed in industrial park land uses include: light industrial uses, office and administration facilities, research and development laboratories, warehousing, as well as support commercial services.
- j. Industrial and manufacturing uses should be located adjacent to the railroad to take advantage of transportation links and maquiladora businesses. Other than rail-served uses, industrial development should be discouraged west of the railroad tracks.
- k. Industrial uses should be located along the Cole Road and Heber Road corridors to encourage truck traffic to avoid other streets within the City.

2.1.6.14 Business Park

Objective 13

Business Parks shall be encouraged within the City to increase the diversity of employment opportunities and discourage heavy truck traffic.

Policy 13

- a. Business parks are encouraged within a specific plan of land use or planned development within a planned community.
- b. Business park uses shall be located so as to not create adverse impacts on surrounding land uses and/or the City circulation system.
- c. Business park uses should be designed for light manufacturing, assembly, packaging, fabrication, on-site sales, services, and offices with less need for trucking or distribution. Commercial and restaurant uses shall be allowed to support the needs of the businesses and employees. Warehousing shall be prohibited.
- d. Business parks should be developed in a well landscaped setting, with buildup not to exceed 50 percent lot coverage.

2.1.6.15 Airport Land Use

Objective 14

The City shall work with the Airport Management to encourage and attract compatible users and uses in and around the airport to promote airport safety and consider potential airport related noise.

Policy 14

- a. In the event that Airport Management receives a substantial number of complaints regarding increases in noise levels, the City of Calexico may request noise abatement procedures be established and implemented.
- b. Significant changes in land use in and around the airport (within 2 miles) shall be referred to the Imperial County Airport Land Use Commission for their comment and consideration.

2.1.6.16 Land Use and Circulation

Objective 15

Land use should not overburden the City circulation system (see also the Circulation Element).

Policy 15

- a. No land use should be approved that will increase the traffic on a City roadway above the roadway's existing design capacity at Level of Service "C."
- b. The City should continuously monitor the impact and intensity of land use on circulation to ensure that the circulation system is not overburdened.
- c. The land use pattern should encourage the use of public transportation by City residents and visitors.
- d. Schools should have direct access to collector streets or larger, but not to state highways. Local residential streets should not serve as the primary drop off and pick up location unless off-street drop off and pick up zones are provided.

2.1.6.17 Agricultural Development

Objective 16

The City should support and promote the continuation of ongoing agricultural uses which provide economic return to the City directly or indirectly.

Policy 16

- a. The City should encourage agricultural uses on vacant lands master planned for other land uses, as an interim use.
- b. The City should periodically evaluate the viability of the economics to continuing the agricultural use.
- c. Through the City's review process, any proposed non-agricultural projects near existing agricultural areas shall require an assessment to determine potential impacts to agricultural production and potential impacts to the proposed land use.
- d. Agricultural land should not be annexed into the City until development is eminent. Agricultural uses should cease no later than 2 years after annexation of the property into the City of Calexico.

2.1.6.18 Regional Land Use Planning

Objective 17

The City should support and promote the efforts made to provide a reasonable regional land use planning program.

Policy 17

- a. The City should support and participate in the Southern California Association of Governments' (SCAG) regional land use planning programs.
- b. The City should evaluate the impact on regional land use planning when considering major changes to its land planning program.

2.1.6.19 Intergovernmental Coordination

Objective 18

The City should encourage the coordination of land use planning programs among local, regional, state, and federal jurisdictions.

Policy 18

- a. The City should evaluate the land use planning programs of neighboring jurisdictions when considering changes to its land use program.
- b. The City should notify affected jurisdictions of changes to the City's land use planning programs that may affect them.
- c. The City should cooperate with adjoining jurisdictions through review and comments on changes to land use plans that may affect Calexico.
- d. The City should work with Caltrans and the County of Imperial to identify, post, and enforce truck routes through and around the City. The completion of the SR098 realignment/bypass will encourage truck traffic to bypass the City interior.
- e. The City should coordinate with the railroads and Imperial Irrigation District regarding trails adjacent to their rights of way and use of abandoned rights of way.
- f. The City should work with the Calexico Unified School District, Heffernan Hospital Board, and other entities that provide public services to coordinate joint use, emergency services, etc.
- g. The City shall work with the Imperial Irrigation District to provide adequate land for substations that need to be located within the City.

2.1.6.20 Sphere of Influence**Objective 19**

Through the update of the City's Service Area Plan, the City should review its current sphere of influence area at appropriate intervals (a minimum of once every 5 years) to assure that the sphere continues to delineate the logical areas of future City growth.

Policy 19

- a. The City sphere of influence shall be the logical extension of the areas of future City growth.
- b. The City should work with the Local Agency Formation Commission (LAFCO) and the County of Imperial to maintain and establish sphere of influence boundaries.
- c. Sphere of influence boundaries should have physical or topographic boundaries easily discernible on the landscape.
- d. Expansion of the sphere of influence boundaries shall take into consideration the logical extension of Calexico's public services

such as water, sewer, police protection, fire protection, schools, and commercial services.

2.1.6.21 Implementation and Funding

Objective 20

The City shall assure that funding for infrastructure and services needed to provide for the health, welfare and safety of the residents of Calexico is available.

Policy 20

- a. The City shall require developer fees that shall be reviewed every 5 years to assure adequate funds are being collected to service new development.
- b. The City should encourage the use of Community Facilities Districts to assist with funding and place the burden of infrastructure and services needed for new development on the residents and businesses located therein.

2.1.6.22 Infill Development

Objective 21

The City shall encourage infill and adjacent new development to provide for the efficient use of existing infrastructure, avoid “leap frog” new development and to reduce impacts to agriculture.

Policy 21

- a. The extension of water and sewer service facilities such as transmission lines or pumps to accommodate new development projects should be limited to one-quarter mile across an undeveloped area.
- b. The City should consider developing a policy to reduce certain development fees for infill projects consistent with the General Plan and Zoning Ordinance located on parcels that are surrounded by existing development.

2.1.6.23 Cultural Resources and the Arts

Objective 22

To identify and preserve significant structures, sites and life stories containing historic or cultural value for the enrichment and enjoyment of future generations.

Policy 22

- a. Identify historic sites through historic landmark plaques and, where appropriate, seek applicable designation with the proper State and/or federal historic preservation agency.
- b. Support private efforts to reinvest in and restore historic or architecturally significant structures and to continue their use in the community.
- c. Protect significant archaeological resources in accordance with the California Environmental Quality Act (“CEQA”).
- d. Encourage the use of the Mills Act (tax abatement program for owners of historic structures) to assist private owners in preserving and rehabilitating historic structures.
- e. The City should consider the development of a cultural center for the arts, possibly in an existing historic structure.
- f. The City shall continue to work with the Cultural Arts Commission and private parties to establish a museum.

(See also policies related to public art in the Parks and Recreation and Economic Development Elements.)